

GOSSIP



YORKSHIRES PREMIER AVIATION SOCIETY



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Please note that all membership enquiries should be made to the Membership Secretary

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

Our March meeting was a "home grown" event. Dave Wooler, a regular contributor to our own magazine, presented a selection of excellent slides of various airports including LBA, Heathrow, Stansted, Basle, Berlin, Dusseldorf, and also some of HMS Sultan, and the Air Show at Fairford.

Thank you Dave for an interesting and entertaining afternoon – I hope you'll come again in the future.

Paul Windsor

Stop Press:

It was announced at one of our meetings that the Committee was hoping to organise a coach trip to the Shuttleworth Collection combined with Newark Air Museum. We had anticipated being able to release the details in the April magazine but unfortunately we have had to abandon the proposed visits because of the transport cost.

Paul Windsor

MEET YOUR COMMITTEE

Assistant Treasurer Pauline Valentine

I was born on 14 December 1949 in St James' Hospital in Leeds, and I am Leeds born and bred.

I started at nursery school in Cross Flatts Park and then attended Cross Flatts School until I was eleven years old. During my time there I took part in the now extinct Children's Day which was held every year in Roundhay Park.

After leaving Cross Flatts School I attended two private schools, both of which have now closed – perhaps they were trying to tell me something!

Then, in 1966, I went to Park Lane College and did a one year business studies course.

In 1967 I started work at the Midland Bank where I did various jobs before leaving in 1980.

In 1983 I decided to go back to work and I started as a part-time filing clerk at the Midland Bank again.

In 1996 the Midland Bank (now HSBC) decided they could do without my services so I was made redundant.

Until 2000, I did various jobs to keep me out of mischief. In 2000 I decided to give up going out to work and become an unpaid housewife and assistant to David.



**2008 ROYAL AIR FORCE 1918
90TH ANNIVERSARY**

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

- 6 April 2008 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.
- 4 May 2008 **NEW: David Lightfoot of Leeds City Council**
David has been involved with noise monitoring around Leeds Bradford Airport for over 20 years. David will be talking about noise monitoring around the airport, past noise insulation schemes, and planning conditions relating to noise monitoring. The talk will hopefully be both informative and entertaining, and bring your thinking caps because there may even be a small LBIA general knowledge test!
- 1 June 2008 Alan Lord, Aviation Writer
We welcome back Alan Lord who is part of the editorial team of "Airports of the World". Alan will be showing aviation photographs of his trips to China and in particular to Beijing and Shanghai airports.
- 6 July 2008 Peter Kenworthy, Commercial Director, bmi regional
I am delighted that Peter Kenworthy has agreed to attend an Air Yorkshire meeting and give a talk/presentation on the commercial aspects of the aviation industry and in particular bmi regional. Peter has been in the aviation business all his working life which includes employment for British Caledonian, BA, Birmingham European/Brymon, GB Airways, VLM, Air Transat and now with bmi regional. Following the presentation, I am sure there will be time for a Q & A session.
- 3 August 2008 Carol Bell: Presentation on the role of the RAF and Military Low Flying
Carol is the RAF Community and Relations Officer for Cumbria and Tynedale. She will give us an insight into the role, as well as featuring some of her own background, not in the RAF but in the Royal Navy in the ATC.
- 7 September 2008 **NEW: Peter Willis, Operations Director, Leeds/Bradford International Airport.**
Details to follow.
- 5 October 2008 Ivor Tamplin
Ivor is a founding member of the Rossendale Aviation Society, and will present a slide show of his many visits to airports around the world.
- 2 November 2008 Air Yorkshire AGM – Hopefully followed by a DVD or Slide Show.
- 7 December 2008 Christmas Get Together with Mince Pies and Coffee.
- 4 January 2009 Peter Hampson of Airport Solutions Ltd. Details to Follow.

Alan Sinfield



SCENE AROUND YORKSHIRE: FEBRUARY 2008

Once again this month the activity around the local area was curtailed by the weather, mainly the strong winds! There was however quite a lot of notable activity at Gamston while on the military side Leeming had quite a busy time. Once again thanks to Andy Wood(HAR) and Neil(BHX Spotter) for additional information.

Anwick:- On 17/2 this strip near Cranwell was host to Guernsey based PA-28 G-AVRZ.

Bagby:- Confirmed as a new resident is PA-28R G-BIDI, which was noted on a visit on 17/2 along with Scottish based Jodel DR.1050 G-AZWF, A.150K G-BPIW from Beverley, Cessna 177 G-BRDO from Teesside, G-CEEO CTSW from Eshott and AA-5B G-REET. Also noted in a hangar was the fuselage only of PA-32 N2989M, which was damaged in a "firm landing" at Newmarket late last year. The pilot flew the aircraft back to Yorkshire, however it was then discovered that severe damage had been caused to the wing spars. An unusual sight here on 4/2 was Cessna 402 G-EYES(Atlantic 401) carrying out circuit training and also on a training detail was MBB.105 G-WAAN(Helimed 20Z) on 28/2. Visitors:- 4/2 G-XJCB S.76C("JCB 3", f. Morton-in-the-Marsh, refuel); 6/2 G-BSSF Kitfox, G-AVVC F.172H; 7/2 G-CECO Hughes 269C; 10/2 G-BFHP Citabria(f. Liverpool); 11/2 G-BVMI PA-18, G-GERY Glstar, G-GFSA C.172R; 13/2 G-BJXA T.67A, G-OLDN Long Ranger; 16/2 G-GATE R.44, G-DRIV R.44; 17/2 G-THIN FR.172, G-SAAM T.182R, G-BVEH Jodel D.112; 28/2 G-CDYR Long Ranger(Refuel, after filming over Saltburn); 29/2 G-BHWK Rallye. **Beverley:-** Visitors:- 4/4 G-AWMP F.172H; 9/2 G-BHSB C.172N, G-RIVT RV.6; 10/2 G-CBAK R.44; 21/2 G-CXSM C.172R(f. Liverpool); 24/2 G-OWND R.44; 28/2 G-BPTZ R.22B.

Breighton:- The Gazelle HA-LFH arrived back from Hungary by road on 5/2 and is painted in a striking yellow and black colour scheme. The aircraft made its first flight in the UK on 8/2 with a trip to Ridding Park in formation with Alouette HA-PPC. Taff Smith has a new mount, Bell 47G G-AXKX which was formerly based at Gamston. Resident Cessna F.172N G-BHAW returned from Germany on 7/2, where it had been for fitting of a new diesel engine and four blade prop. Sleep based Baron N64VB was noted visiting on the 1st while on 6/2 PA-28R N2943D arrived from Barton. Leeds based Bell 407 N775SB paid a visit on 13/2 and TB.10 N33NW arrived from Nottingham on 17/2 and was joined by PA-18 VH-JVL. This aircraft is owned by an Australian who now lives over here, but he also owns a Stearman which is remaining in Australia. Visitors:- 6/2 G-CDBJ CT.2K; 9/2 G-BYEO CH.601, G-BVDC RV.3; 10/2 G-EWAW Jet Ranger; 13/2 G-LEDR Gazelle; 16/2 G-RWEW R.44; 17/2 G-BKDI DR.400(t. Duxford), G-BATV PA-28, G-CBRD Jodel D.11, G-CEKM Jabiru, G-CCME Quik, G-AKVO Taylorcraft BC.12D; 23/2 G-EWAW Jet Ranger; 26/2 G-MAAV Squirrel(Yorkair 3); 28/2 G-BBFL Minicab(f. Temple Bruer).

Brough:- Already eluded to in the Military section last month was the fact that Hawk ZK142/A.3501/HT-022, the 22nd aircraft for India departed here for Warton on 4/2. See photo, by Andy Lindsley/Fighter Control.



Burstwick(Hull):- Enstrom F.28A G-BRZG has recently been registered to a new owner here, however the aircraft has not been seen in the area as yet.

Carr Gate:- The Yorkshire Air Ambulance MD.902 G-CEMS(Helimed 98E) dropped in on 5/2 while on 28/2 Humberside MD.902 G-HPOL(Police 19) called in on their neighbours.

Cadwell Park:- A new resident at a strip near the Racing Circuit is Christen Eagle G-CCYO, formerly at Netherthorpe.

Church Fenton:- Multiflight operated R.22B G-FIRS arrived on 6/2 on a crew training detail and R.44 G-RWEW was similarly engaged on 15/2.

CONY PARK(Leeds Heliport)

Once again, due to the very inclement weather during February there is very little to report from here apart from the fact R.44 G-ILLG is still a temporary resident operating on training flights. Other movements:-

12/2	G-BSTE	Twin Squirrel	0955 1215	f. Redhill t. Wrexham
16/2	G-PBEK	Agusta A.109E	1535 1540	f. Liskard t. Darlington
26/2	G-SKYN	Twin Squirrel	1445 1515	f. Redhill(Skynews 1) t. Dewsbury(1)
26/2	G-DMRS	R.44	1015 1045	f. Costock t. Hull(Return 1315/1330)

The Twin Squirrel G-SKYN was operating over Dewsbury covering the search for the missing girl.

Cranwell:- Noted visiting on 7/2 were Hawks XX185 and XX335 along with Jetstream XX488/CU62.

Crosland Moor:- Visitors:- 10/2 G-BNVD PA-38, G-ATHV C.150F, G-BPYO PA-28.

Devonshire Arms:- Dauphin G-OLNT arrived from its home at Garforth on 4/2 to collect passengers for onwards transportation to Goodwood. On 10/2 Hughes 369E N500XV was noted visiting and was joined by Squirrel F-GHUM, which night stopped before routing to LBIA. Visitors:- 9/2 G-GDAV R.44(Also 16/2, 28/2), G-DMSS Gazelle(Also 13/2), G-NWDC R.22B; 13/2 G-HMPH Jet Ranger; 17/2 G-GATE R.44(f. Stainsby Hall).

Dishforth:- Yorkshire Air Ambulance G-CEMS(Helimed 98Z) was noted here on a crew training detail on 7/2.

DONCASTER(Robin Hood) Information from egcn.co.uk

This month we start with news that Wizz Air are to add flights to their schedule from the beginning of April, resulting in the airport receiving 17 visits a week from their A.320s. A new destination is Warsaw, which will be served 3x weekly with Katowice 4x, Gdansk 4x, Wroclaw 3x and Poznan 3x. Classic Flights(Air Atlantique) will be operating a series of pleasure flights at the airport on 20/4 using DC-3/Dove/Twin Pioneer/Rapide aircraft and the Rapide is due back again on the 13th/14th September. Onto this month's movements now and there were just two significant freight flights, the first being Fedex MD-11F N602FE(Fedex 9609) on 9/2. This aircraft arrived from Frankfurt before routing onwards to Atlanta in the evening. The second was another AN.124, this time UR-82008(ADB 168F), which arrived from Abu Dhabi on 16/2 and stayed overnight before routing to Baku in the Ukraine. It was pretty quiet on the crew training front also with Oasis, Hong Kong turning up a couple of times, B-LFD on 5/2 and B-LFB on 13/2 and Flybe Embraer 190 G-FBEH on the 20th and 21st. The only other significant arrival was Electra G-FIJR(Neptune 188T) on 27/2. The airport received diversions from LBIA on a couple of occasions during the month:- 9/2 737/300 G-CELB (Channex 202Q), Dash 8 G-JEDL(Jersey 175) and King Air 200 G-PCOP; 29/2 737/300s G-CELD(Channex 326), G-CELDH('354), G-CELV('196), EMB.145 G-EMBY(Jersey 175), PC-12 G-CCWY. The new Thomsonfly Boeing 737/800 G-FZDE arrived on 2/2 and was based for a good part of the month.

Other visitors included:-

01/2	G-SSSC S-76C(Training), G-BWXF T-67M(Cranwell 86, training)
02/2	G-OJIL PA-31(Redair 11) 4/2 D-CGGB Lear Jet 45(Cirrus 8347, also 8/2)
05/2	CS-DRG Hawker 800XP(Fraction 5VQ), N642P PA-31 Navajo
06/2	N53GX Global Express(n/s, also 17/2), ZF491 Tucano(Cranwell 08, ILS)
07/2	HB-IGM Gulfstream 550(Batman 541, also 18/2), XX292 Hawk(Red 8, ILS)
08/2	D-CFAX Lear Jet 35(Frankenair 8144) 9/2 N154DJ Cessna T.303
11/2	CS-DNY Citation XL(Fraction 6KF) 13/2 M-OTOR King Air C.90
14/2	CS-DXD Citation XL(Fraction 210P), ZK001 Merlin(Vortex 313, training)
15/2	D-IFFB King Air 300LW(Skyrunner 1115), N12AG Pilatus PC-12
16/2	N2136E PA-28RT Arrow(Training)
18/2	N683GW King Air 90, G-FIND Cessna 406, G-SSSC S-76C(Humberside div)
19/2	CS-DXM Citation XL(Fraction 6AG), N1262K Cessna 425(Sheffield div)
20/2	G-OMNI PA-28R Arrow(n/s) 21/2 G-AVII Jet Ranger (Bristol 91A, ILS)
22/2	A6-ELC Hawker 800XP(Elite Dubai 135, n/s) 24/2 G-LOCO R.44(Training)
25/2	ZJ703 Griffin(Shawbury 93, training), ZJ234 Griffin(Shawbury 94, training)
26/2	N394WJ Falcon 900EX(n/s)
27/2	N426PF Challenger 600, G-JETO Citation V(ATX 244), G-BYCP King Air 200

M-NEWT Challenger 300(Bizjet 1WT/2WT), ZH101 E.3A(NATO 14, ILS)

28/2 VP-BKZ Gulfstream 5, D-IJOA Citationjet, G-IPAX Citation XL(Go-jet 282B)

29/2 ZJ693 Sentinel(Snapshot 1, training), G-BWIR Dornier 328(Suckling 405)

Of the above the star was Hawker 800XP **A6-ELC**(See photo, Finningley phototops) which is operated by Elite Jets, Dubai. Falcon 900 N394WJ is owned by Copart Inc of Fairfield, California while Challenger N426PF belongs to Sagitta LLC and on departure left for Bangor/Maine. Finally, Merlin ZK001 has just returned from the Danish Air Force where its serial was M-511.



Eddsfield:- Visitors:- 9/2 G-BUUJ T.67M, G-RIVT RV.6; 10/2 G-MOAC Be.33, G-AXAT Jodel D.112; 16/2 G-BZDR Tri-Kiss(f/t Sleep); 17/2 G-RVDJ RV.6.

Elvington:- Manx registered TB.20 M-GINZ was noted visiting on 18/2, from Blackpool. Visitors:- 4/2 G-GFSA C.172R(f. Blackpool); 6/2 G-SOBI PA-28; 9/2 G-PIKK PA-28(f. Coventry); 16/2 G-EIWT FR.182(f. Fife), G-BKDI DR.400.

Full Sutton:- A visit here in late February revealed new residents, G-ASMS Cessna 150A, G-CDJW RV.7, G-COMB PA-30 and an unidentified bare metal PA-28 along with a Cessna 152 in the spray shop. A visitor on 7/2 was an unidentified Cessna 152 using call sign "Fairoaks 015", obviously from Fairoaks! Eddsfield based Hawk XP HB-CIU was in evidence on 10/2 while PA-34 Seneca N60900 arrived on 23/2 following a non stop delivery flight from Goose Bay. The aircraft was flight planned to route inbound via Prestwick but due to favourable winds cut out this fuel stop and stayed until 25/2 when it carried on to Denmark. Visitors:- 4/2 G-GFPB PA-28; 5/2 G-BZTG PA-34(t. Newcastle); 11/2 G-PLLE C.182Q; 25/2 G-FILL PA-31(f/t Peterboro'); 27/2 G-EJMG F.150H.

Garnston:- A new delivery inbound for the Diamond Agency on 7/2 was DA-42 G-LULV and on the same day similar type G-SERE was noted on delivery outbound to the Isle of Man. Recently registered to the Diamond Agency are DA.42s G-CEZG and G-DMVV while similar type G-CEFX has been re-registered G-GFDA for the Saltire Motor Company in Bradford, however like all their aircraft it will probably be based at Barton. Also in prospect to take up resident soon is King Air 200 M-EGGA, the former N3103L which had been stored here for some time following a landing accident in Switzerland. Hawker 800XPi N5736 was noted arriving from Cork on 4/2 for maintenance and on the 6th PA-28 N65JF arrived from Nottingham and Citation Bravo G-OMRH was noted carrying out a local Air Test following the fitting of a new door seal. Leeds based Citation 2 N550PD arrived for maintenance on 11/2 and on 14/2 Citation Sovereign N680GG was logged inbound from East Midlands. The following day Elstree based PC-12 N12AG was noted and on 22/2 Citationjet N717NA arrived following its transatlantic delivery flight from Wichita via Piedmont, Bangor, Goose Bay, Keflavik and Manchester. The aircraft is due for re-registering as G-HEBJ for European Business Jets Syndicate and their other Citationjet G-OEBJ(Sky Elite 89M) visited on the 25th. Visitors:- 2/2 G-SUZN PA-28; 6/2 G-CEFX DA-40(t. Wiener Neustadt), G-BSGF R.22B; 9/2 G-OPFR DA-42, G-BHDE TB.10; 11/2 G-NETR Twin Squirrel(Network 62, f. Rochester); 13/2 G-CCHD DA-40(f. Dundee), G-PERZ Jet Ranger; 15/2 G-BHRC PA-28, G-OACF DR.400; 17/2 G-CBKA Gazelle, G-AVWU PA-28R(f. Elstree), G-LBRC PA-28; 20/2 G-PFFN King Air 200(t. Braunsweig); 21/2 G-IFTL DA-42; 27/2 G-RALD R.22B.

Glossop(Windy Harbour Farm Hotel):- Noted at this location just west of Sheffield on 2/2 were two foreign registered Squirrel helicopters, F-GYCL and CS-HGB(See photo page 8, Chris Globe of Photos.aero). If anyone can shed any light on what these aircraft were doing here I would appreciate it?



Gomersal:- New resident at Lakeside House here is Eurocopter EC.120B G-TGGR, owned by Winterburn and Sons. The helicopter, like the aircraft of JLC from Cleckheaton the next village, spends a lot of time at Walton Wood.

Grindale:- Noted visiting on 2/2 was Sonnex G-CEFI, the aircraft later departing to Sandtoft.

Hibaldstow:- Skyservant HA-ACL was noted on a local Air Test on 6/2 and on 12/2 was noted routing via Guernsey enroute for a holiday operating in Spain. SMG.92 Finest HA-NAH routed to Cark on 9/2 to help out there while their PAC.750 ZK-KAY is being repaired.

HUMBERSIDE

On 2/2 Mount Eyrie based Cessna 182RG N883DP diverted into Humberside with electrical problems. Not knowing whether the undercarriage was locked down properly, the pilot elected to land here instead on his home base. On 9/2 Dauphin OO-NHC of CHC Helicopters called while routing from Ostend to Aberdeen. Boeing 757 G-JMCG(Kestrel 7174) arrived on a charter from Cork on 5/2 while Scot Airways Dornier 328 G-BZOG arrived with Charlton Athletic on 2/2. New Thomsonfly Boeing 737/800 G-FDZF was noted on its first visit on 23/2.

Other visitors included:-

- 02/2 N221CH Cirrus SR.22, G-CENA MCR-01 Banbi
- 06/2 M-ICRO Citationjet, G-SOHO DA.40(t. Southend)
- 08/2 N662CP Gulfstream 4(Conoco/Philips, f. Kansas City)
- 10/2 N132LE PA-32 Cherokee 6(f. Great Oakley)
- 11/2 N180UK PA-28(f/t Tattenhill), G-ONAL King Air 200(Goosepool 61)
- 14/2 I-CMAL Citation XL, G-JOPT Citation V(Air Tax 308)
- 17/2 LN-EXL Citation XL(Midnight 1), CS-DFE Falcon 2000(Fraction 538D)
- 18/2 CS-DNU Hawker 800XP(Fraction 908Q)
- 21/2 M-EDIA PA-34(f. Ronaldsway), ZJ703 Bell 412(Shawbury 94, ILS)
- 25/2 D-CVVV Citation XL(Augusta 411), ZJ234 Bell 412(Shawbury 94, ILS)
- 26/2 CS-DNU Hawker 800XP(Fraction 58Q)
- 27/2 ZK451 King Air 200(Cranwell 71, ILS), TF-CIB Boeing 757(Iceair 706)
- 28/2 N147GT Cirrus SR.22(t. Leicester)

Citation XL LN-EXL(See photo) is captured on approach in this study by Clive Featherstone/Finningley Photopics.



Husthwaite(Baxby Manor):- Among the almost 40 aircraft logged on a visit on 2/3 were the following which had not been recorded here before:- G-CBIJ Ikarus, G-CEGM Blade, G-CEVB Quik, G-MTUY Pegasus XLQ, G-MYNC Mercury and G-SHEE Quik. Also present was Eurostar G-TIVV visiting from Bagby and Quik G-CEZX, which his here for the owner to receive tuition before moving to Yeddingham.

Kirkbymoorside:- On 14/2 Cessna TU.206G N191ME was noted heading outbound to Bagby while on 18/2 an unidentified T.67M, "Barkston 44" arrived from Barkston Heath. On 29/2 T.67M G-ZEIN was noted parked outside.

Leeming:- On 4/2 8 Typhoons of 11 Squadron arrived on detachment:- ZJ811/DZ, ZJ929/QO-A, ZJ931/DA, ZJ932/DB, ZJ933/DF, ZJ935/DJ, ZJ941/DG, ZJ942/DH. They were joined by ZJ804/BT.5("Tarnish 11"), which visited from and to Warton. To add icing on the cake a pair of Italian HH-3Fs MM80975 and MM81346 using call sign "India 0975" arrived from Lakenheath for a refuel. The helicopters were noted heading South back to Lakenheath on 7/2. On 10/2 three Chinooks using call-sign "Pegasus Formation" called in for a refuel before heading North to Kinloss and possibly the same three returned on 21/2, heading South individually as Gambit 1(ZA683), Gambit 2(ZH775) and Gambit 3(ZA718). The 20th saw the departure of half a dozen Tornados to Oman via Akrotiri for operation Magic Carpet, ZE168(Ascot 9671) was joined by ZE968(9672), ZE907(9673), ZE790(9674), ZE161(9675) and ZE165(9676). And finally to round off a pretty interesting month six German Air Force Tornados operated from here on 26/2 and 27/2 while on missions at Spadeadam, 44+29, 44+41 and 44+78 from JBG 31 Wing at Norvenrich and 44+34, 44+39 and 44+64 from AG 51 Wing at Schleswig/Jagel. Other visitors included:- 7/2 ZD703 BAe.125 CC2(Ascot 1869); 8/2 ZF124 Sea King HC4(Navy 759), G-FRAI Falcon 20(Pegasus 66); 12/2 ZJ135 Merlin HC3(Rescue 320" t. Warminster); 15/2 XS709 Dominie(Cranwell 94, circuits); 27/2 ZH894 Chinook HC2A(Vortex 540); 28/2 ZH846 Merlin HM1(Navy 322).

Netherthorpe:- A new resident here is veteran PA-28R G-AVYT, which arrived from Tattenhill on 12/2 on delivery to its new owner from Rotherham while also in prospect is Cessna 172N G-OZOO registered recently to new owners in Chesterfield. A temporary new resident is Pitts Special G-OSIT which has been taken in part exchange for Edge G-ZVKO with 'KO moving out to new owners in Stroud. The Pitts will in turn be sold on when CAP 232 G-IIAI arrives from the factory in France as the ultimate replacement for the Edge. Visitors:- 10/2 G-CTDH CT.2K; 17/2 G-CDZZ MT-03 Gyrocopter(f. Wickenby); 28/2 G-LFSI PA-28.

North Coates:- An interesting visitor here on 10/2 was Miles Gemini G-AKHP, f/t Little Staughton.

North Duffield:- CZAW Sportcruiser G-EDDS is under construction at a local workshop, registered 14/2.

Pocklington:- Noted hangared here recently, possibly for tugging duties, was Bagby based Robin DR.400 G-JBUZ.

ROTARY ROUND UP

02/2	G-WARK	Schweizer 269C	Sherburn – Scholes(Leeds) – Beckwithshaw
	G-STER	Jet Ranger	Easingwold – Otley
04/2	G-OHLI	R.44	Denham – Rudding Park(Harrogate)
05/2	N5120	Bell 430	Wigan – Ilkley – Shirebrooke(Market Worsop)
06/2	G-GRND	Agusta A.109S	Redhouse(Doncaster) – Site 2/E Newmarket
07/2	G-SAMP	Agusta A.109S	Denham – Rudding Park(Harrogate), n/s
	G-EJRC	R.44	Bedford – Darrington
	G-ONA	R.44	Beverley – Elstree
08/2	G-SAMP	Agusta A.109S	Rudding Park – Site 4 S/W of Scampton
09/2	HA-LFH	Gazelle	Brighton – Doncaster Aeroventure
	HA-PPC	Alouette 3	Brighton – Doncaster Aeroventure
	G-OPEN	Jet Ranger	Harewood House – Bainbridge
	G-ZIZZ	Agusta A.109A	Chelmsford – Hull(Ramada Hotel)
10/2	G-MCCG	R.44	Blackpool – Site near Skipton
12/2	G-LEDR	Gazelle	Liphook – Private site near Church Fenton
13/2	N5120	Bell 430	Wigan – Ilkley – Gatwick
	G-CEAU	R.44	Scunthorpe – Blackpool
	G-BXYD	Eurocopter EC.120	Pickering – Walton Wood
16/2	G-STGR	Agusta A.109S	Piercebridge – Carlisle
	G-IIFR	R.22B	Sherburn – Bradford(Richard Dunn sports centre)
	G-KIDG	R.44	Gamston – Site near Linton-on-Ouse
	G-DRIV	R.44	Easingwold – Bagby – Otley
17/2	G-GSPY	R.44	Walton Wood – Private site near Beverley
	G-CCZG	R.44	Ilkley – Walton Wood
18/2	G-TGGR	Eurocopter EC.120	Walton Wood – Ilkley – Pudsey(Leeds)

20/2	N449J	Agusta A.109E	Dublin – Barnsley and return
21/2	G-NWAR	Agusta A.109S	Gatwick – Ilkley – Wigan
23/2	N109MJ	Agusta A.109E	Mansfield – Newcastle Heliport
	G-ILLG	R.44	Coney Park – Site 5/N of Scunthorpe
24/2	HA-LFQ	Gazelle	Tadcaster – Ramsgill
	G-DJPR	Sikorsky S.76C	Westerdale(N. Yorks) – Corby
25/2	G-WRBI	Agusta A.109E	LBA – Shelf(Halifax) – Newcastle
	G-KSPB	R.44	Blackbushe – Addingham
	G-HSDW	Jet Ranger	Site nr. Full Sutton – Blackpool
26/2	G-XXEA	Sikorsky S.76C	Gatcomb Park – Bradford R.I.(Princess Anne)
27/2	GPKPK	Schweizer 269C	Louth – Holmfirth
	G-OTVI	R.44	Sherburn – Market Rasen(Filming Earthquake)
28/2	G-DRIV	R.44	Bagby – Bingley(Bradford)
	G-LMBO	R.44	Fairoaks – Fishburn
	G-BSBW	Jet Ranger	Calverley – Pickering – Bingley

Rufforth:- A busy Bob McLean had the following on maintenance at the end of the month, G-CCRA DG.800B(from Aboyne), G-CECJ Super Xiamango(from Fleet), G-CJAV ASK.21(from Pocklington), G-MOAN Super Xiamango(from Kent), G-MSIX DG.800B(from Booker), G-RIEF DG.1000T(from Bognor Regis), G-STEU LS6-18EW Glider(from Letchworth). Visitors:- 1/2 G-DJET DA.42(t. Cambridge); 9/2 G-CEMM Quik GT450(t. Congleton); 16/2 G-BRIV TB.10; 18/2 G-SGEC King Air 200(Also 28/2, t. Cardiff).

Sandtoft:- A visitor noted on 10/2 was Cessna F.172H N525DB from Sleaford and the following day King Air 90 N683GW made yet another of its regular visits from Cranfield. Pa-46 N9275Y was logged once again on 18/2, as usual inbound from Welshpool while on 28/2 Commander 112 N1350J arrived from Tattenhill. Visitors:- 2/2 G-OJPS Jet Ranger; 6/2 G-BBEB PA-28R, G-GUMS C.182P, G-BFMH C.177B; 7/2 G-CCZG R.44; 9/2 G-GPMW PA-28RT(f. Coventry), G-JLIN PA-28, G-STAA R.44, G-GDAV R.44, G-RWEW R.44, G-BYSI Koliber, G-AXSL Koliber, G-CDFL CH.601, G-EISG Be.36, G-BNST F.172N; 11/2 G-ASHX PA-28(f. Barton); 12/2 G-MSKY CT.2K; 13/2 G-CEAU R.44, G-HRPN R.44; 16/2 G-BRTP C.152(t. Blackbushe); 17/2 G-CBKA Gazelle, G-YIII F.150L, G-AVUT PA-28, G-BBPY PA-28, G-BYFM Jodel DR.1050, G-HMPH Jet Ranger(f. Clay Cross); 18/2 G-IROE CTSW; 23/2 G-CPTM PA-28; 24/2 G-STAA R.44, G-RJMS PA-28RT; 27/2 G-NWFG C.172P(f. North Weald); 28/2 G-HRPN R.44.

Sheffield:- DA-20 Katana G-BXMZ arrived from Perth on 5/2 and has been operating locally ever since so can assumed to be a new resident. Visiting on 10/2 was Cessna 340A N340DW. On 12/2 Netjets Hawker 800XP CS-DNV(Fraction 5QL) was noted arriving and was joined on the apron by Citation Bravo CS-DHR and Lear Jet 45 I-FORR. Jersey based Cessna 425 N1262K, which has replaced former regular visiting Citation N909PS, was noted arriving on 16/2, but possibly the most interesting arrival of the month was PA-34 Seneca LN-AAY on 29/2. Visitors:- 4/2 G-BGRG Duchess(f. Bournemouth); 8/2 G-CTRL R.22B, G-WATJ King Air 200GT(Ambassador 208A, also 18/2); 9/2 G-GATE R.44, G-DEND F.150M; 13/2 G-BNRX PA-34; 25/2 G-RACY Cessna 182S.

Sherburn:- The Aero AT-03 G-SACY of the Sherburn Aero Club was first noted operating on 28/2, having been delivered from Sywell on 25/2 with G-SACX. On 8/2 Hawk XX200(Jasper 2) made a flypast along the runway at 1000'. A visitor on 10/2 was Cessna 340A N340YP from Biggin Hill while on 18/2 King Air 90 M-OTOR arrived from Gamston to operate a charter to Dublin, Weston. Cirrus SR.22 N1569C was noted visiting on 23/2 from Coventry. Visitors:- 2/2 G-AVZR PA-28; 4/2 G-CLOP PA-32(f. Lydd); 6/2 G-OPDG R.44(f. Liverpool), G-BZHT PA-18, G-BGSH PA-38, G-ATLM F.172G; 7/2 G-NTWK Twin Squirrel(Osprey 63); 9/2 G-MCLY C.172P(f. Little Snoring), G-BPXI Aeronca Chief, G-CCVM RV.7; 10/2 G-AKUW Super Ace, G-BCOL F.172N; 13/2 G-BTIR Kitfox(f. Cark), G-BTXT Maule MXT.7; 16/2 G-XLNT Zenair(f. Rossall Field), G-CDYD Ikarus; 18/2 G-AYGC F.150L; 24/2 G-CBBT Bulldog, G-KUPP CTSW; 25/2 G-EWAW Jet Ranger, G-OKEN PA-28R, G-AZEW Pup; 27/2 G-LAIN R.22B; 28/2 G-BOJI PA-28(f. Blackbushe), G-RPRV RV.6.

Sturgate:- A new resident is CTSW G-KUPP, formerly at Headon. Tollerton based Cessna 414A G-DYNE is here at present being re-registered N44NE and on completion will still be Nottingham based. Visitors:- 2/2 G-BSCY PA-28(t. Wolverhampton), G-BYSP PA-28; 4/2 G-BRNC C.152; 9/2 G-BODE PA-28, G-AKVO Taylorcraft BC-12D, G-ATDO Bolkow Junior; 11/2 G-BPBO PA-28RT; 15/2 G-LIZI PA-28; 16/2 G-AVRK PA-28(f. Oxford), G-BRFX Aeronca 11AC, G-BEOH PA-28R, G-BNRA TB.10; 17/2 G-BNVD PA-38; 21/2 G-OJHC C.182S, G-BYIO PA-28(t. Stapleford); 24/2 G-RVDR RV.6; 27/2 G-FAIR TB.10(t. Rochester); 28/2 G-TERY PA-28.

TEESSIDE(Durham/Tees Valley) Information courtesy of dtvmovements.co.uk

This month we kick off with news that PA-38 G-EORG arrived on 6/2 and is a new resident. Cessna 421 G-OSCH, which disappeared some time ago returned from Cranfield on 14/2 in its new guise as N74FW and is also resident.

On the airline front the MOD flights operated by Omni DC-10s continued all month with all the flights being operated by N603AX with the exception of 16/2 and 17/2 when N612AX turned up. In the early hours of 2/2 C-17A Globemaster ZZ173(Ascot 6510) arrived bringing troops inbound. There were a couple of football related charters, both operated by Eastern and both inbound from Farnborough, SAAB 2000 G-CDEB brought Fulham FC on 8/2 and Jetstream 41 G-MAJJ arrived with Reading FC on 29/2. The airport played host to the RAF on 5/2 when the following diverted from Leeming due bad weather, Tornados ZE168(Savage 41) and ZE969(Savage 42) along with Hawks XX332 and XX345(Polecat Formation). The aircraft all arrived around lunchtime before returning home around teatime. Other diversions inbound included:- 13/2 Jetstream 41s G-MAJN(Eastflight 68N) and G-MAJW(Eastflight 84R) along with Dash 8 G-JEDM(Jersey 147) from Newcastle and from LBIA Fokker 100 PH-KLG(KLM 64W); 29/2 Jetstream 41 G-MAJV(Eastflight 99Q), Airbus 319 G-DBCK(Midland 7JL), Boeing 737/800 EI-DWR(Ryanair 15N) and Challenger 604 G-IMAC(Gama 432) all from LBIA. Other visitors of note included:-

- 01/2 N287Z Global Express, G-MAJF Jetstream 41(Eastflight 74G, LBIA div)
- 02/2 G-OLDW Lear Jet 45(Partner 73A) 3/2 G-OLDK Lear Jet 45(Partner 39B)
- 04/2 N750GF Citation X, XS711 Dominie(Cranwell 92), G-USTS A.109S(Zigzag 1)
- 05/2 N130CS Citationjet 2, G-ORJA King Air 200(Clifton 15)
- 06/2 ZD703 BAe.125 CC3(Northolt 37, training), G-PETH PA-24 Comanche
- 08/2 ZF515 Tucano(Charcoal, ILS), G-GHPG Citation 2(Lonex 3PG)
- 09/2 N340GJ Cessna 340(n/s), G-MSKY Ikarus, G-BYHV Raj X'Air
- 11/2 G-FNEY Cessna F.177RG 13/2 G-ELTE Agusta A.109E
- 14/2 D-CFGG Lear Jet 36(Dagobert 155), HA-LPO Airbus 321(Wizz, first visit)
- 15/2 ZE 700 BAe.146 CC2(Northolt 15, training)
- 16/2 N224CJ Citationjet 3, SX-AJM PA-28RT Arrow, G-ZRZZ Cirrus SR.22
- 17/2 LX-TWO Lear Jet 35(Lion King 2 amb), G-JANV Lear Jet 40(Oceansky 418)
- 18/2 LN-ODB Dauphin(Humberside div), G-BPRJ Twin Squirrel(Powerline 61)
- 20/2 N683GW King Air C.90GT
- 21/2 D-CTLX Citation XLS(Yellow Cab 666H), G-GBRU Jet Ranger(Pipeline 01)
- 22/2 OE-GLL Citation Bravo, G-JEDI/L(Jersey 1LH/644A, LBIA diversions)
- 25/2 ZF137 Tucano(LOP 91, ILS), G-HSDW Jet Ranger
- 28/2 D-ICCC Cessna F.406, D-CTEK Citation XLS, M-HAWK Hawker 800XP
- 29/2 N352CM PA-46 Malibu, G-CDNK Lear Jet 45(Partner 57B)

A couple of new Germans worthy of note in the above listing were, Lear Jet 36 D-CFGG of Quick Air Jet and Hapag Lloyd Express Citation XLS D-CTLX with the cute call sign of "Yellow Cab". The CHC Scotia Dauphin LN-ODB(See photo, dtvmovements.co.uk) arrived from a foggy Humberside and as can be seen the next morning was stuck at a foggy and very cold Teesside!



Tholthorpe:- This old airfield was the scene for T.67M G-SKYC to carry out aerobatic practice on 10/2.

Waddington:- Lynx ZF537(Armyair 675) and XZ214(Armyair 667) were based here from 4/2 until 9/2 while operating at the Donna Nook range. Among the visitors noted this month were:- 4/2 G-FLPB King Air 200(Calibrator 142); 7/2 ZD952 Tristar(Ascot 825, ILS), 80086 KC-135R(Quid 76, ILS); 11/2 80036 KC-135R(Quid 11, ILS); 14/2 ZF622 PA-31(Gauntlet 53); 20/2 ZG993 Lynx(Armyair 598); 21/2 ZJ703 Griffin(Shawbury 94); 22/2 ZH763 BAC

1-11(2 Circuits); 25/2 XV197 Hercules C2(Ascot 672, ILS), ZH887 Hercules C5(Ascot 520, ILS), LX-N19997 Boeing E.3(NATO 16, training); 25/2 ZF560 Lynx HMA8(Talon 650); 26/2 ZR321 Agusta A.109E(Ascot 1362); 27/2 ZA150 VC-10 K3(Tartan 31), WK518(Chippy 91, BBMoF). An interesting civil visitor was Global Express G-LXRS of Profred Partners LLP, which was noted on 26/2.

Walton Wood:- Whitby based Bell 47G G-BFYI was noted in storage here on 22/2. Gazelle YU-HEY arrived on 25/2 from Durham. Visitors:- 6/2 G-MAYB R.44; 9/2 G-TGGR EC.120B; 13/2 G-RFUN R.44, G-PERZ Jet Ranger; 18/2 G-OPDG R.44(t. Liverpool); 25/2 G-EWAW Jet Ranger; 27/2 G-XTEK R.44; 28/2 G-BZXJ Schweizer 269C.

Wickenby:- A new resident is LA.4A Luton Minor G-BBEA. Nottingham based TB.10 N33NW was logged visiting on 9/2. Visitors:- 2/2 G-BGWO Jodel D.112; 11/2 G-FLAK Baron(f. Great Massingham); 16/2 G-GATE R.44, G-BEJU DR.400; 17/2 G-ARKN PA-22(f. Derby), G-NOSY R.44; 25/2 G-SKYL C.182S(f/t Sherburn, collect Extra G-IV1)

Willow Farm(Doncaster):- Noted visiting the strip here on 16/2 was Jersey based Cessna T.310Q G-LLMC, arriving from Bournemouth.

Wombleton:- A prospective new resident in A.109E N8UF, which is at present at LBIA receiving attention by Multiflight. Visitors:- 4/2 G-ZEBY PA-28; 16/2 G-AWLA F.150H

Yearby:- Twin Squirrel G-PDGF(Powerline 61) was operating from here for powerline inspection flight towards the end of the month.

OVERFLIGHTS

06/2	N184VB	Cessna 441	East Midlands – Edinburgh(LBA 1142 @ 6000')
	N15613	King Air 350	Prestwick – Nurnberg, delivery(OTR 1332 @ 17000')
10/2	N80HW	Mooney M20K	Reykjavik – Rotterdam, delivery(abm OTR 1549 @ 9500')
18/2	N5084V	Cirrus SR.22	Denham – Carlisle(LBA 1229 @ 5000')

On 20/2 Puma G-PUMI(Bristows 69B) passed over Hull at 1340 flying at 2000' routing from Aberdeen to Norwich. The following day the aircraft flew via Southend to Troyes with its eventual destination being Nigeria!

On 13/2 Boeing E.3A LX-N90448(NATO 07) was noted orbiting North Yorkshire, trailing on 13/2 from 1100 until 1300. Similar type ZH101(NATO 14) was similarly engaged and clearly visible from 0930 until 1400 on 27/2. Also on the 13th Dornier 228 D-CAAM(Science 01) was operating in the Pocklington area on survey from 1400 until 1520 before heading home to Oxford.

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DAY BY DAY @ LBA FEBRUARY 2008



The big news for February of course is the start of the Shaheen Air flights from Islamabad which commenced on the 7th and operate each Thursday and Sunday evening, however already there is talk of an additional Friday flight commencing next month. All flights thus far have been operated by the Saga Airlines A.310 TF-SGC and for this month full flight details are given for each flight, but from next month the flights will be incorporated in the scheduled flights in section two of the daily movements. Already some problems are being encountered with the main one being the amount of time the aircraft is taking to be turned around, resulting in take offs after 2300. This has now been set as a curfew time for departure following noise complaints, as most of the flights have been taking off on runway 14. Apparently, a lot of time is taken up by off loading large amounts of freight on most inbound flights plus the airport does not have any luggage bins so the inbound luggage has to be emptied out before the outbound can be loaded. Apart from this most flights seem to be well booked and once the teething problems can be sorted it is hoped that this route will become a big success. There is nothing much else to report on the airline side, with Flybe still suspending some of their midweek afternoon flights and no sign of Aer Arran re-introducing the Galway flights. As a result of this Ryanair are to add an extra Shannon flight starting the beginning of next month making 4 flights per week on the route. With bmi the EMB.135 G-CDFS was officially registered

to British Midland Airways Ltd on 18/2, however it is not clear whether it will eventually be re-registered in the G-RJX-series.

Jet2.com:- The main news from our based low cost airline is that they have had to contend with quite a number of diverted flights this month due mainly to the prevailing crosswinds which had plagued the airport. This has resulted in flights ending up at Doncaster, Blackpool, Teesside and Manchester instead on landing here. Apart from this, aircraft have been heading off to Eastern Europe at regular intervals for major overhaul and a fair number of the non-LBIA based fleet have visited Multiflight for checks in recent weeks. The company has also carried out a number of football and rugby related charters from other airports during this period. Company hack, PA-31 G-IFIT has re-entered service following the fitting of new engines, however it appears that the other Navajo N5LL is also still being utilised.

Over on the Southside, Multiflight continues to grow the maintenance side of the business with most activity concentrating on helicopters. One new arrival is Squirrel F-GHUM, which arrived early in the month and had not re-emerged by the month's end. The Dauphin VP-BUL, which Multiflight were offering for sale, arrived on 13/2 and on 18/2 the aircraft was officially reregistered N365LL, but again this aircraft had not reappeared in its new guise by the end of the month. Work is still being carried out on A.109 N109AG, which is also offered for sale and similar type N8UF, which is thought eventually to be a replacement for the regular visiting Twin Squirrel G-FIBS. 'BS also arrived mid month for work to be carried out and was still here at the month's end. On the fixed wing side Commander 112A G-FLPI arrived from Newcastle on 16/2 for major overhaul while Cessna T.303 G-UILT, which has been here since early last year was noted outside doing engine runs in the latter part of the month. PA-28 G-BPMF is confirmed as being resident again following its arrival last month and is joined this month by DA-42 Twin Star G-CEWN, which was delivered from Gamston on 28/2. There were a few departures however, Cougar G-BOOE departed to Sturgate on 10/2 having been picked up by PA-28 G-BDGM and also noted parked up at Sturgate at the end of the month was similar type G-BLHR. Cessna 152 G-BWEU has been operating out of Sheffield all month and the Cloud 9 PA-28 G-LFSK had also disappeared by the end of the month.

01 Friday

CS-DLC	Falcon 2000EX	0928 1103	f. Dublin(Fraction 538L) t. Bern(2YQ)
CS-DLA	Falcon 900	1027 1157	f. Cardiff(Fraction 9FY) t. Stuttgart(506L)
G-NSJS	Citation Sovereign	1108 1136	f. Jersey t. Bern
EC-HGO	Boeing 737/800	1119 1243	f/t Tenerife(Air Europa 285/6)
M-OORE	King Air 350	1231 1653	f/t Ronaldsway
OY-CKE	Citation VII	1307 1403	f. Sonderborg(Mermaid 6807) t. Bern(6807)
G-FCED	PA-31T Cheyenne	1526 1639	f. Annecy(Air Med 073) t. Oxford(073)
PH-KLG	Fokker 100	1720 2202	f/t Amsterdam(1497/8) DIV
M-NEWT	Challenger 300	1755 1812	f. Northolt(Bizjet 2WT) t. Luton(3WT)
G-RJXB	EMB.145	2121 2352	f. Glasgow(3922) DIV t. Manchester(3922)
G-XLAA	Boeing 737/800	2258 0002	f. Hurghada(Excel 7111) DIV t. Manchester(7111)
G-LSAC	Boeing 757	2305 0710	f. Tenerife(LS 918Q) DIV , n/s t. Manchester(337A)

Aer Arran:- EI-REH(682/3) **Air Southwest:-** G-WOWE(482/3), G-WOWD(486/7)

bmi:- Heathrow:- G-DBCH(01J), G-DBCD(4JL/2LJ), G-DBCJ(5JL) then operated the rest of flights and n/s.

G-RJXB(9851) positioned to Heathrow leaving G-RJXI/L to night stop.

Eastern:- G-MAJP(29Q/19Q), 74G/39Q canx, G-MAJX(99Q/32Z, t. East Midlands). G-MAJH(051P) positioned from Manchester and joined G-MAJJ in operating Inverness/Southampton flights and both night stopped.

Flybe:- G-JEDM(729/30), G-JECE(171/2), G-JEDK(643/4), **G-EMBU**(1LH/174), G-JEDR(731/2), G-ECOA(733/4), G-JECP(175/6)

Jet2:- G-CELJ(050P) positioned to Blackpool. G-LSAG(286) from Geneva, had diverted to Manchester last night and operated the outbound '285 from Manchester this morning. G-LSAC diverted from Manchester this evening(See above).

KLM:- 1545/6(canx due Amsterdam weather), PH-OFG(1549/50), PH-OFI(65W/64K, n/s)

Manx2:- Metroliner EC-GPS(Euro Continental 451) positioned to IOM at 0628, having been here two days, unserviceable(u/s). D-CNAG operated both today's flights.

Ryanair:- EI-DAI(152/153A), EI-DLR(15J/155), EI-DWO(156/15N)

***Quite an impressive start to the new month! King Air M-OORE was a first time visitor and is owned by Byecross(IOM) Ltd, having only joined the Manx register on 14/1/08. There was a good mix of bizjets with the pick being the Citation 7 OY-CKE(See photo page 14) of Air Alsie, a quite rare type. Then to round off the day we

received 3 diversions from Manchester due snow and one from Humberside. The pick was the Air XL 737/800 from Egypt and both this and the bmi Embraer sat on the apron with their passengers on board until the runway at Manchester was cleared.



02 Saturday

G-OBYG	Boeing 767/300	0734 1008	f. Bridgetown(Thomson 7564) t. Gatwick(704P)
G-STRH	Boeing 737/700	1246 1945	f/t Manchester(Flystar 981P/2P) for Chambéry flt.
D-CLUX	Lear Jet 45	1300 0935	f. Altenrhein(Cirrus 8016), n/s t. Friedrichshafen(8156)
G-BYAX	Boeing 757	1406 1544	f/t Alicante(Thomson 168H/167H)
G-JBIS	Citation 2	1409 1804	f. Annecy t. Biggin Hill
OE-LVM	Fokker 100	1512 1719	f. Innsbruck(Austrian 5TZ), n/s t. Wien(1414)
G-OMRH	Citation Bravo	1543 0955	f/t Hawarden, with an overnight stay
OE-GBA	Citation 2	2316 0001	f/t Innsbruck(Ban Air 102/202)

Air Southwest:- G-WOWB(480/1)

bmi:- G-DBCI(9871) positioned to Gatwick. Heathrow:- G-RJXI(01J/4JL/2LJ), G-RJXG(8JL, n/s).

Eastern:- G-MAJH(061P) positioned to Humberside, leaving G-MAJJ as based aircraft.

Flybe:- G-JEBD(729/30), G-JECZ(171/2)

Jet2:- G-CELU(053P) positioned to Le Bourget early morning returning from Edinburgh at lunchtime.

KLM:- PH-KZC(1545/6), PH-OFB(1549/50), PH-OFG(65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-CSZ(152/153A), EI-DCN(1362/3), EI-DPV(15J/155)

***There was a full scale alert this afternoon when the Austrian Arrows Fokker 100 OE-LVM had engine problems while inbound from Innsbruck. The pilot reported that one engine could not be powered up and was running constantly on idle power, meaning he was effectively flying on one engine. The aircraft went on to make an uneventful landing, however the outbound flight was postponed until Sunday when a replacement aircraft arrived to operate it. Engineers arrived onboard the Bannert Air Citation OE-GBA, which was on its first visit to Leeds, to repair VM. The semi-based PA-28 G-LFSK of Cloud 9 Aviation returned to Sheffield this morning.

03 Sunday

84-0111	C.21A(Lear Jet 35A)	0949 1530	f/t Mildenhall(Space 1)
OE-LVH	Fokker 100	1144 1250	f. Wien(Austrian 1470) t. Innsbruck(3UA)
OE-GBB	Dornier 328	1233 1612	f. Innsbruck(Tyrol Amb. 274) t. Isle of Man(275)
OY-CKE	Citation VII	1538 1636	f. Bern(Mermaid 6807) t. Aarhus(6807)
G-JBIS	Citation 2	1956 2034	f. Venice/Tessera t. Nice

Aer Arran:- EI-REB(682/3) **Air Southwest:-** G-WOWC(486/7)

bmi:- Heathrow:- G-RJXD(01J/4JL/5JL), G-RJXB(7JL). G-DBCI(9872) positioned from Gatwick to operate 5LJ outbound then G-DBCG(8JL), n/s with G-RJXB/D/L.. G-CDFS(616/5) f/t Brussels.

Eastern:- G-MAJU(99Q/59Q). Based G-MAJJ.

Flybe:- G-JEDR(643/4), G-EOA(733/4), **G-EMBY(175/6)**

Jet2:- G-CELG(050P) returned from major overhaul in Beograd(Serbia). G-CELU(685P) arrived from Luton.

KLM:- PH-KZP(1545/6), PH-OFD(1549/50), PH-OFG(65W/64K, n/s) **Manx2:-** D-CNAG x1

Ryanair:- EI-DAN(15J/155), EI-DLB(156/15N)

***Austrian Arrows sent Fokker 100 OE-LVH to rescue the stranded passengers from yesterday's flight while OE-LVM finally departed home at teatime. "Space 1" is reputedly the call-sign used by a flight carrying the "Top

Brass" of USAFE and was used today by visiting USAF C-21A 84-0111(See photo).



04 Monday

N170SW	Global Express	0603 1313	f. Rogers, n/s t. Wick
LX-PBL	King Air C.90B	0845 1653	f/t Orleans/Saint-Denis de l'Hotel
ZK454	King Air 200	1053	ILS & o/s(CWL 68), <u>ZK452</u> (Cranwell 69, 1208)
G-NSJS	Citation Sovereign	1212 1243	f. Bern t. Jersey
LN-EXL	Citation XLS	1250 1741	f/t Oslo/Gardermoen(Midnight 1)
CS-DFE	Falcon 2000EX	1535 0946	f. Bern(Fraction 2NE), n/s t. Farnborough(2NE)
D-IGME	Citationjet	1539 1717	f/t Frankfurt
G-SFCJ	Citationjet	1600 1626	f. Oxford(Hangar 865) t. Jersey(865)
G-JOPT	Citation V	1732 1834	f. Faro(Airtax 322) t. Birmingham(322F)
G-STUF	Lear Jet 40	1851 1901	f/t Biggin Hill(Partner 88A/B)

Aer Arran:- EI-REB(682/3) Air Southwest:- G-WOWC(482/3), G-WOWA(486/7)

bmi:- G-DBCG all Heathrows, n/s with G-RJXB/D/L.

Eastern:- G-MAJD(29Q/19Q), 74G/39Q canx. G-MAJD(99Q/59Q). G-MAJC(041P) positioned from Southampton, n/s. G-MAJJ(81D) swapped in Inverness with G-MAJY(84D), n/s.

Flybe:- G-ECOB(729/30), G-JECV(171/2), G-JEDL(643/044D t. Exeter, see notes), G-JEDM(043D/644, f/t Exeter), G-ECOB (644A/643A, f/t Aberdeen) **G-EMBW(1LH/174)**, G-JEDV(731/2), G-JECZ(175/6)

Jet2:- G-CELJ(050P) returned home to Blackpool. G-CELG(051P) positioned to Manchester.

KLM:- PH-KZH(1545/6), PH-OFL(1549/50), PH-OFJ(65W/64K, n/s) **Manx2:-** EC-GPS x2

Ryanair:- EI-DWS(152/153A), EI-DPV(15J/155), EI-DWT(156/15N)

***What another quite incredible day with a variety of bizjets including Lear Jet G-STUF, which is a new acquisition for Air Partner, paying a very brief visit this evening. Incidentally, the aircraft was not officially registered to the company until 8/2! A further first time visitor was the Luxembourg registered King Air C.90B LX-PBL, which is a new Raytheon built version operated by Locadis SA. Further excitement today was provided by Flybe Dash 8 G-JEDL, which on take off for Aberdeen reported a problem with the nosewheel door sticking open. After holding overhead the captain elected to land back at Leeds after manually lowering the undercarriage. Once again an uneventful landing was executed but the pilot had problems with the nosewheel steering when on the ground. After "repairs" the aircraft departed empty for Exeter and the same fault occurred, however this time the crew decided to continue to their destination with the door open, flying lower and slower than planned. In the meantime the companies newest aircraft G-ECOB, which had paid its first visit to LBA this morning, operated f/t Aberdeen with G-JEDM positioning in to operate the outbound Exeter flight. Just to round off the day we had two Ryanair 737/800s making their first visits, EI-DWS and EI-DWT!

05 Tuesday

ZK451	King Air 200	0918	ILS and overshoot(Cranwell 45)
G-CDZI	Boeing 737/800	1544 1703	f/t Alicante(Thomson 168H/167H)
G-XJCB	Sikorsky S.76C	1601 1617	f. Uttoxeter(JCB 3) t. ???????(3)

Air Southwest:- G-WOWA(482/3), G-WOWC(486/7)

bmi:- All Heathrow flights G-DBCG, n/s with G-RJXB/D/L.

Eastern:- G-MAJP(29Q/19Q), G-MAJD(74G/39Q), G-MAJV(99Q/59Q). G-MAJC(022P) positioned to Humberside, leaving G-MAJY as based aircraft..

Flybe:- G-JECO(729/30), G-JECF(171/2), G-JEDR(733/4), G-JECZ(175/6)
KLM:- PH-KZC(1545/6), PH-KLI(1549/50), PH-KLD(65W/64K, n/s) **Manx2:-** EC-GPS x2
Ryanair:- EI-DCM(152/153A), EI-CSJ(151/155), EI-DCN(1562/3), EI-DLR(156/15N)

***After the Lord Mayors show ...

06 Wednesday

N170SW Global Express 0828 0933 f. Wick t. Gatwick
Aer Arran:- EI-REF(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWD(486/7)
bmi:- No change with Heathrow flights G-DBCG, n/s with G-RJXB/D/L

Eastern:- G-MAJW(29Q/19Q), G-MAJP(74G/39Q), G-MAJU(99Q/59Q). Based G-MAJY.
Flybe:- G-JECV(171/2), G-ECOB(729/045D, t. Belfast), G-JECE(044D, f. Belfast/730), G-JECY(733/4), G-JECJ(175/6)

KLM:- PH-JCH(1545/6), PH-OFJ(1549/50), PH-OFB(65W/64K, n/s) **Manx2:-** EC-GPS x2
Ryanair:- EI-DWS(152/153A), EI-DLK(151/155), EI-DWS(156/15N)

***Today we managed a first visit from Eastern Airways Jetstream 41 G-MAJW while another new machine, Dash 8 G-ECOB had a technical fault this morning necessitating Flybe to have to position in another aircraft, G-JECJ as cover.

07 Thursday

M-NEWT Challenger 300 0719 0826 f. Luton(Bizjet 1WT) t. Southampton(2WT)
 CS-DXN Citation XLS 0938 1101 f. Altenrhein(Fraction 6BR) t. Faro(255W)
 M-NEWT Challenger 300 1322 1119 f. Southampton(Bizjet 3WT), n/s to 10/2 t. Lyon(1WT)
 G-RAFP King Air 200 1421 ILS and overshoot(Cranwell 66)
 N846MA Citation V 1442 1517 f/t Isle of Man
 G-OECM Commander 114 1805 0916 f/t Carlisle, to Multiflight, maintenance until 1/3
 TC-SGC Airbus A.310 2217 0127 f/t Islamabad(Shaheen 803/4), departed 8/2.

Aer Arran:- EI-REF(682/3) **Air Southwest:-** G-WOWD(482/3), G-WOWB(486/7)

bmi:- G-DBCG all Heathrow flights, n/s with G-RJXB/D/L.

Eastern:- G-MAJX(29Q/19Q), G-MAJF(74G/39Q), G-MAJX(99Q/59Q). G-MAJY(86D) swapped in Southampton with G-MAJZ(87D), 'JZ now based.

Flybe:- G-JECF(171/2), G-JEDR(729/30), G-JEDV(643/4), G-EMBY(1LH/174), G-JEDU(175/6), G-JECN(733/4)

KLM:- PH-WXC(1545/6), PH-JCT(1549/50), PH-OFM(65W/64K, n/s) **Manx2:-** EC-GPS x2

Ryanair:- EI-DLT(152/153A), EI-DPL(151/155), EI-DCN(1362/3), EI-DLT(156/15N)

***So the big day finally arrives and we welcome the first Shaheen flight from Islamabad, however it did not get off to a good start with A.310 TC-SGC, a first time visitor, arriving almost 2 hours late. The outbound flight was even later, departing some three and a half hours later than the scheduled time! The only other notable visitor today was Citation V N846MA, which is operated by Pan Maritime Inc. and has been UK based for nearly two years. Agusta A.109S G-CDWY was also noted today operating as "Yorkair 02".

08 Friday

N218SA PA-24 Comanche 0738 0754 f. Fadmoor t. Swansea, return 1532/1606
 G-PVPC Pilatus PC-12 0927 1637 f/t Valladolid(Spain)
 G-OBYD Boeing 767/200 1004 1252 f. Manchester(TOM 703P) t. Bridgetown(7563)
 CS-DRA Hawker 800XP 1007 1125 f. Hawarden(Fraction SHW) t. Nice(5HW)
 ZK450 King Air 200 1108 ILS and overshoot(Cranwell 74)
 EC-IDT Boeing 737/800 1128 1236 f/t Tenerife(Air Europa 285/286)
 G-SGEC King Air 200 1412 1448 f. Gamston t. Geneva
 G-UYGB Challenger 300 1502 1642 f. Biggin Hill(Partner 80A) t. Nice(80B)
 N224GX Global 5000 1902 0810 f. Gatwick, n/s t. Lyon/Bron
 G-FIRM Citation 2 1931 2018 f. Palma(Marshall 6A) t. Cambridge(6B)
 N351TC Hawker 800XP 1947 1518 f. Moscow/Domododovo, n/s to 10/2 t. Bromma

Aer Arran:- EI-REH(682/3) **Air Southwest:-** G-WOWB(482/3), G-WOWD(486/7)

bmi:- All Heathrow flights G-DBCG, n/s. G-RJXB(9851) positioned to Heathrow. G-RJXL(613) swapped in Brussels with G-CDFS(614), n/s with G-RJXD.

Eastern:- G-MAJU(29Q/19Q), G-MAJF(74G/39Q), G-MAJU(99Q/59Q). Based G-MAJZ.

Flybe:- G-JEDR(729/30), G-JECV(171/2), G-JECP(643/4), G-JECY(731/2), G-EMBW(1LH/174), G-JEDT(733/4), G-JECH(175/6)

Jet2:- G-CELC(050E) positioned to Belfast International. G-LSAC(283P/4P) positioned from and to Manchester to operate LBIA - Geneva flight, covering for G-LSAH which had gone u/s in Geneva.

KLM:- PH-JCH(1545/6), PH-OFP(1549/50), PH-OFD(65W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DAN(152/153A), EI-DLR(15J/155), EI-DAC(156/15N)

***Another varied bunch, however the star of the day was Global 5000 N224GX(See photo, taken on arrival at Lyon on 9/2 by Jaques Lienard). This is an upgraded version of the Global Express with a 5000 mile range, hence the name and not only was it the first visit by this aircraft it was also a first visit of the type. The aircraft was formerly the Bombardier company demonstrator but is now operated by JT Aviation Inc of New York. Once again the Thomsonfly '767 was operating a cruise charter for P&O.



09 Saturday

N63HS	Gulfstream 550	1036 1301	f. Edinburgh t. Manchester
N340YP	Cessna 340A	1203 1449	f/t Biggin Hill
G-BYAB	Boeing 767/200	1403 1609	f/t Alicante(Thomson 168H/167H)
G-STRH	Boeing 737/700	1408 2009	f/t Manchester(Flystar 981P/2P) for Chambéry flt.
OE-LVK	Fokker 100	1437 1536	f/t Innsbruck(Austrian STZ/3UA)
G-BMXA	Cessna 152	1546 1635	f/t Durham/Tees Valley
D-IGME	Citationjet	1642 1731	f. Frankfurt t. Cologne/Bonn
D-IHRA	Citationjet 2	1919 1951	f. Hahn(Caroluss 1437) t. Dusseldorf(143F)

Air Southwest:- G-WOWE(480/1)

bmi:- G-DBC(9871) positioned to Gatwick. Heathrow:- G-RJXD(01J/4JL/2LJ), G-RJXF(8JL, n/s)

Flybe:- G-JEBE(729/30), G-JECZ(171/2)

Jet2:- G-CELK(051P) positioned from Belfast International. G-CELC(323) exchanged in Belfast with G-CELC(324). G-LSAH(286P) positioned from Geneva, had gone u/s there on 8/2.

KLM:- PH-KZG(1545/6), PH-OFA(1549/50), PH-OPF(65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DLT(152/153A), EI-DHZ(1362/3), EI-DLK(15J/155)

***First time visitor, Gulfstream 550 N63HS is operated by Air Simon Inc and based at Indianapolis while Citationjet 2 D-IHRA is operated by Hahn Airways. Thomsonfly used a Boeing 767 this afternoon on their Alicante flight instead of the usual '757 and Cessna 152 G-BMXA is on temporary loan to the Cleveland Aero Club while one of their other aircraft is away on maintenance.

10 Sunday

N719EL	Hawker 400XP	0838 0853	f. East Midlands t. Gamston
G-BDGM	PA-28 Cherokee	1149 1344	f. Blackpool t. Sturgate
G-JBIS	Citation 2	1159 1351	f. Nice t. Paris/Le Bourget
D-CGGB	Lear Jet 45	1307 0859	f. Friedrichshafen(Cirrus 8496), n/s to 12/2 t. Jersey
CS-DLF	Falcon 2000EX	1521 0619	f. Geneva(NJE 321A), n/s t. Moscow/Vnukovo(311R)
TC-SGC	Airbus A.310	2045 2322	f/t Islamabad(Shaheen 803/4)

Aer Arran:- EI-CPT(682/3) **Air Southwest:-** G-WOWB(486/7)

bmi:- Heathrow:- G-RJXF(01J/4JL/2LJ/5JL), G-RJXC(7JL), no A.319 arrived to operate the evening flights, hence A.320 G-MIDS(8QA), the Heathrow – Manchester flight routed via LBA to drop off pax. G-DBC(9872) finally arrived from Gatwick at 2241, n/s with G-RJXC/F, G-CDFS. G-RJXL(616/615) f/t Brussels.

Eastern:- G-MAJK(99Q/59Q) f/t Aberdeen. G-MAJZ based.

Flybe:- G-ECOA(643/4), G-JECR(733/4), **G-EMBW(175/6)**

Jet2:- G-LSAA(579/80), the Newcastle – Newcastle flight again routed via LBA. G-CELU(091P) to Cardiff, positioned back from Edinburgh(067P).

KLM:- PH-KZF(1545/6), PH-OFF(1549/50), PH-OFJ(65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DLJ(15J/155), EI-DLB(156/15N)

***Nothing of any excitement on the visitor front, however PA-28 G-BDGM departed this afternoon in formation with "resident" Cougar G-BOOE to Sturgate.

11 Monday

G-RAFP	King Air 200	1138	ILS and o/s(CWL 60), also 1505 as "CWL 68"
F-GHUM	Squirrel	1207 n/s+	f. Devonshire Arms, still with Multiflight, 1/3.
G-BZOG	Dornier 328	1621 1704	f/t Stansted(Suckling 731/672P)
G-BZTG	PA-34 Seneca	1755 1925	f. Full Sutton, to Multiflight until 25/2 t. Newcastle
G-PZAZ	PA-31 Chieftain	1846 1908	f/t Oxford(Air Med 057)

Aer Arran:- EI-REF(682/3) **Air Southwest:-** G-WOWB(482/3), G-WOWE(486/7)

bmi:- All Heathrows G-DBCF until G-DBCF(8JL), n/s with G-RJXC/F, G-CDFS.

Eastern:- G-MAJW(29Q/19Q), G-MAJF(74G/39Q), G-MAJW(99Q/59Q), Based G-MAJZ

Flybe:- G-JEBE(729/30), G-JECY(171/2), G-JEDJ(643/4), G-JECP(731/2), **G-EMBU(173/4)**, G-JEDL(175/6)

Jet2:- G-CELK(201Q) swapped in Amsterdam with G-CELH(202Q).

KLM:- PH-JCH(1545/6), PH-KLI(1549/50), PH-OFM(65W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DWW(152/153A), EI-DLT(15J/155), EI-DAN(156/15N)

***The Squirrel **F-GHUM**(See photo, taken at Wolverhampton on 9/2 by Robert Beaver) arrived for attention with Multiflight, however as yet it is unclear if it is also to be reregistered. The aircraft was formerly operated by Trans Helicopter Services based at Lyon/Bron and last year was used by French TV for filming the Tour de France. Making its first appearance this morning was Ryanair 737/800 EI-DWW.



12 Tuesday

N5277T	PA-32 Cherokee 6	1109 1525	f/t Goodwood
G-SASC	King Air 200	1133 1454	f/t Glasgow(Gama 179)
G-CDZI	Boeing 737/800	1322 1449	f/t Alicante(Thomson 168H/167H)
XX266	Hawk(Red Arrow)	1330	ILS and overshoot(Scampton 08)
G-BIOB	Cessna F.172N	1608 0911	f. Fair Oaks(Flight Images 01), n/s t. Carlisle
G-FIRM	Citation 2	1739 1017	f. Torrejon(Marshall 10G) n/s t. Palma(10M)
CS-DXB	Citation XLS	2004 2101	f/t London City(Fraction 6GW)

Air Southwest:- G-WOWE(482/3), G-WOWB(486/7)

bmi:- G-DBCF operated Heathrows, however 2LJ/5JL was cancelled due to fog in London, n/s. G-RJXF(491) operated outbound to Copenhagen but did not return. G-RJXD(649) operated Edinburgh – LBIA – Brussels to collect pax.

G-RJXM(9121) positioned from Aberdeen, n/s with G-RJXC, G-CDFS.

Eastern:- G-MAJF(29Q/19Q, 74G/39Q), G-MAJX(99Q/59Q). Based, G-MAJZ.

Jet2:- G-LSAI(023P) positioned to Liverpool for flight to Bergen(Everton FC)

Flybe:- G-JEDU(171/2), **G-JEBE(729/30)**, G-JECP(733/4), G-JEDU(175/6)

KLM:- PH-KZC(1545/6), PH-OFJ(1549/50), PH-OFH(65W/64K, n/s) **Manx2:-** EC-GPS x2

Ryanair:- EI-DWT(152/153A), EI-DAC(15J/155), EI-DHZ(1362/3), EI-DAC(156/15N)

***Today's only first time visitor was the Goodwood based PA-32 N5277T.

13 Wednesday

ZH867	Hercules C.4	0801-0927	3 ILS and overshoots(Ascot 530)
VP-BUL	Dauphin	1145 n/s+	f. Stansted, to Multiflight for maintenance
G-SIMB	Robinson R.22B	1200 1634	f/t Durham/Tees Valley, for exam
G-SFCJ	Citationjet	1410 1500	f. Jersey(Hangar 866) t. Oxford(866)
G-JBIZ	Citation 2	1446 1604	f. Southend t. Nice
G-BIOB	Cessna F.172N	1704 0954	f. Carlisle(F/Images 01), n/s to 16/2 t. Fairoaks
G-WINS	PA-32 Cherokee 6	1813 1217	f. Hawarden, n/s t. Jersey

Aer Arran:- EI-REM(682/3) **Air Southwest:-** G-WOWB(482/3), G-WOWD(486/7)

bmi:- Heathrow:- G-DBCI until G-DBCK(5JL), n/s with G-RJXM, G-CDFS. G-RJXD(422) diverted to Manchester.

Eastern:- G-MAJX(29Q/19Q), G-MAJF(74G/39Q), 99Q/59Q canx. Based G-MAJZ

Flybe:- G-JECH(171/2), G-JEDT(729/30), G-JEDT(733/4), G-JECH(175/6)

KLM:- PH-KZL(1545/6), PH-OFK(1549/50), PH-KLG(65W)(Initially diverted to Durham/Tees due fog but returned at 2257)/64K, n/s)

Manx2:- EC-GPS operated the morning flight and D-CNAG appeared in the evening.

Ryanair:- EI-DWW(152/153A), EI-DLK(151/155), EI-DWW(156/15N).

14 Thursday

G-BPXX	PA-34 Seneca	1032 1618	f. Bournemouth, DIV , n/s t. Sherburn
TC-SGC	Airbus A.310	2134 2353	f/t Islamabad(Shaheen 803/4)

Aer Arran:- EI-REM(683/4) **Air Southwest:-** G-WOWD(482/3), G-WOWC(486/7)

bmi:- G-RJXD(9141) positioned back from Manchester. G-CDFS(613) swapped in Brussels with G-RJXL(614).

G-DBCK operated London flights until G-DBCI(7JL), n/s with G-RJXD/L/M.

Eastern:- G-MAJD(29Q/19Q), G-MAJY(74G/39Q), G-MAJU(99Q/59Q). Based G-MAJZ.

Flybe:- G-JECJ(729/30), G-JEDL(171/2), G-JEDK(643/4), G-JEDM(ILH/174), G-JECS(733/4), **G-EMBY(175/6)**

Jet2:- G-LSAI(024P) returned from Liverpool.

KLM:- PH-KZK(1545/6), PH-OFK(1549/50), PH-KLE(65W/64K, n/s)

Manx2:- D-CNAG operated to morning rotation with EC-GPS appearing at teatime.

Ryanair:- EI-CSX(152/153A), EI-DLK(151/155), EI-DHZ(1362/3), EI-CSX(156/15N)

***A pretty murky day today, with fog persisting in the Vale of York, necessitating PA-34 G-BPXX to divert here as he couldn't get in to Sherburn.

15 Friday

G-GURN	PA-31 Navajo	0953 1500	f/t Guernsey
ZH101	Boeing E.3A	1103-1138	4 ILS and o/s(NATO 01), f. Prestwick
EC-HZS	Boeing 737/800	1119 1252	f/t Tenerife(Air Europe 285/286)
G-BYVH	Grob 115 Tutor	1559	ILS and o/s(UAX 30), f/t Church Fenton
ZK450	King Air 200	1620	ILS and overshoot(Cranwell 66)
CS-DNQ	Falcon 2000	1700 1046	f. Vnukovo(NJE 014D), n/s to 17/2 t. Zurich(451Y)
M-NEWT	Challenger 300	1833 0842	f/t Lyon/Bron(Bizjet 1WT), night stop.

Aer Arran:- EI-REA(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWD(486/7)

bmi:- All Heathrows G-DBCI until G-DBCK(8JL), n/s. G-RJXD(9851) positioned to Heathrow, leaving G-RJXL/M to n/s.

Eastern:- 29Q canx/G-MAJY(12W/19Q) routed Humberside – LBIA – Aberdeen to pick up pax.

G-MAJY(74G/39Q), G-MAJH(99Q/59Q). Based G-MAJZ.

Flybe:- G-FBEG(729/30), G-JEDM(171/2), G-JEDU(643/4), G-JECJ(731/2), G-JECH(1LH/174), G-JECN(733/4), G-ECOB(175/6)

Jet2:- G-CELO(826P) positioned from Edinburgh, to Multiflight for maintenance. G-CELR(825P) positioned back to Edinburgh, having been on maintenance with Multiflight since January.

KLM:- PH-KZL(1545/6), PH-OFK(1549/155D, n/s), PH-OFB(65W/64K, n/s)

Manx2:- This morning we had EC-GPS while the evening flight was operated by D-CSAL.

Ryanair:- EI-DLJ(152/153A), EI-DAJ(151/155), EI-DWT(156/15N)

***Today we had both ends of the spectrum from the RAF with the AWACS arriving this morning to spend almost three quarters of an hour crew training and this afternoon Tutor G-BYVH put in an appearance.

16 Saturday

G-FLPI	Commander 112A	1112 n/s+	f. Newcastle, still present 1/3.
G-STRH	Boeing 737/700	1244 2026	f/t Manchester(Flystar 981P/2P) for Chambery flt
G-BYAE	Boeing 757	1414 1638	f/t Alicante(Thomson 168H/167H)

OE-LVN	Fokker 100	1431 1540	f/t Innsbruck(Austrian 5TZ/3UA)
G-FIBS	Squirrel	1719 1731	f. Full Sutton t. Skipton
G-UYGB	Challenger 300	1956 1739	f. Nice(Partner 84B), n/s t. Bangor/Maine

Air Southwest:- G-WOWA(480/1)

bmi:- G-DBCK(9871) positioned to Gatwick. Heathrow:- G-RJXM(01J/4JL/2LJ), G-RJXC(8JL), n/s with G-RJXL

Flybe:- G-JEDT(729/30), G-ECOB(171/2)

Jet2:- G-CELF(323) exchanged in Belfast with G-CELA(324).

KLM:- PH-KZR(1545/6), PH-OFJ(1549/50, 65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DAC(152/153A), EI-DHZ(1362/3), **EI-DPR**(15J/155)

***One of Ryanair's older 737/800s EI-DPR paid its first visit to LBA this evening.

17 Sunday

D-IMAG	King Air C.90A	0925 1541	f/t Dortmund
N719EL	Hawker 400XP	1127 1139	f. Gamston t. East Midlands
M-NEWT	Challenger 300	1222 1309	f. Lyon/Bron(Bizjet 2WT) t. Luton(3WT)
N569DM	Citationjet 2	1410 1501	f. Seville t. Cranfield
CS-DKI	Gulfstream 550	1440 2015	f. Cascais, n/s t. Bombay(Fraction 327L)
G-EDCJ	Citationjet	1721 1753	f. Luton(Saltyre 609) t. Geneva(609)
G-SGEC	King Air 200	1921 1940	f. Geneva t. Gamston
TC-SGC	Airbus A.310	2121 2325	f/t Islamabad(Shaheen 803/4)

Aer Arran:- EI-REM(682/3) **Air Southwest:-** G-WOWD(486/7)

bmi:- Heathrow:- G-RJXC(01J/4JL/2LJ/5JL), G-RJXI(7JL), G-DBCK(9872, f. Gatwick/5LJ/8JL, n/s). G-RJXL(616/615) f/t Brussels. Night stopping G-RJXC/I/L.

Eastern:- G-MAJU(99Q/59Q) f/t Aberdeen. Based G-MAJZ.

Flybe:- G-JEDU(643/4), G-JECH(1LH/174), G-JECJ(731/2), G-JECN(733/4), G-JEDL(175/6)

Jet 2:- G-CELA(327) swapped back with G-CELF(328) in Belfast.

KLM:- PH-KZD(1545/6), PH-OFE(1549/50), PH-OFH(65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DCL(15J/155), EI-DLJ(156/15N)

***Well, it's been quite a day today with no less than three first time visitors. The King Air C.90 D-IMAG is a brand new Raytheon built version and is the forth different aircraft to have worn this registration, the last also being a King Air 90, which was cancelled from the register in 2003. Citationjet 2 N569DM is a new UK resident, registered to Euro Exec Aviation Inc and it was delivered across the Atlantic in May of last year. Last, but by no means least is the brand new Netjets Gulfstream 550 CS-DKI which was delivered to the company only a matter of days ago and unusually arrived from Netjets headquarters in Portugal using its registration as its call sign. After an overnight stay in the Multiflight hangar the aircraft is due to depart to Bombay tomorrow evening.

18 Monday

CS-DXP	Citation XLS	0845 0944	f. Edinburgh(Fraction 6DB) t. Farnborough(6DB)
CS-DFK	Falcon 2000EX	1044 1234	f. Dublin(Fraction 167W) t. Chabery(2UR)
XS731	Dominie	1048-1059	2 ILS and overshoots(Cranwell 98)
G-FIBS	Squirrel	1142 n/s+	f. Site, W/Harrogate, to Multiflight, still in 1/3.
PH-KZH	Fokker 70	1742 1901	f/t Amsterdam(KLM 1497/8) div
N396CJ	Citationjet 3	1856 1602	f. Brno/Turnay, n/s t. Coventry

Aer Arran:- EI-REM(682/3) **Air Southwest:-** G-WOWD(482/3), G-WOWB(486/7)

bmi:- G-DBCK operated all Heathrow flights, n/s with G-RJXC/I/L.

Eastern:- G-MAJK(29Q/19Q), 74G/39Q canx, G-MAJT(99Q/59Q). G-MAJZ(81D) swapped in Inverness with G-MAJU(84D), based.

Flybe:- G-JEBE(729/30), G-JEDM(171/2), G-JEDK(643/4), G-ECOB(1LH/174), **G-FBEA**(731/2), G-JEDT(733/4), G-JEDL(175/6)

KLM:- PH-JCT(1545/6), PH-KLE(1549/50, 65W/64K, n/s)

Manx2:- Metroliner D-CNAG operated morning flight with LET 410 OK-RDA arriving pm.

Ryanair:- EI-DLV(152/153A), EI-DWP(15J/155), EI-CSX(156/15N)

***Today we had another new aircraft on its first visit this time C.525B Citationjet 3 N396CJ, which is a Cessna company demonstrator and had crossed the Atlantic mid January for a European tour. The aircraft arrived from the Czech Republic and night stopped. The KLM flight mentioned in the main listing was a Humberdiversion due fog. We still get occasional visits by RAF Dominies on training details and today one of the last remaining in service **XS731**(See photo page 21) made an appearance.



19 Tuesday

bmi:- G-DBCK operated all Heathrow flights thanks to now being Category 3 ILS capable. G-RJXL operated two Brussels flights and night stopped. G-RJXC(6VX) arrived from Glasgow and night stopped. G-RJXO(9123) positioned from Edinburgh and night stopped.

Jet2:- G-CELY(050P) positioned from Newcastle in the early hours for maintenance before the fog thickened up, but the following aircraft were not so lucky:-

G-CELB(202) from Amsterdam, diverted to Blackpool, operated from there to Paris(035Q)

G-CELC(185/6) operated to and from Prague, making a CAT 3 approach inbound

G-CELD(286) from Geneva, diverted to Blackpool, positioned back later(052P)

G-CELF(354) from Krakow, diverted to Blackpool, positioned home later(053P)

G-CELG(324) from Belfast, diverted to Blackpool, positioned home later(054P)

G-CELU(271/2) managed to operate to and from Alicante, making a CAT 3 approach

G-LSAG(224) from Tenerife, diverted to Manchester, returned to LBIA(224W) on 20/2

G-LSAH, had the right idea and stayed at home all day!!!

G-LSAI(258) from Palma, diverted to Manchester, returned to LBIA(258W) on 20/2

At the end of all that G-CELY(051P) returned to Newcastle at 2315!

Ryanair:- EI-DLR(015P) positioned from Prestwick at 1724 to operate outbound to Dublin(159). EI-DWX(156/15N).

***What a pea-souper!! Fog persisted all day with the above virtually the only flights to operate. As can be seen above, the fog was too thick most of the time for CAT 3 operations by Jet2 737/300s, however bmi managed to operate with the Airbus 319 as it has lower RVR minima. Other flights were either cancelled or operated from other airports. Two inbound aircraft known to have diverted were Lear Jet 45 CS-DDZ and Challenger M-NEWT, both of which ended up at Manchester. Another aircraft to make it in was Ryanair 737/800 EI-DWX on its first visit.

20 Wednesday

G-WATJ	King Air 200GT	1028 1151	f. Hawarden(Ambassador 220B) t. Newcastle(C)
N456PP	King Air C.90	1058 1231	f/t Guernsey(Monty 22A), with overnight stay
M-NEWT	Challenger 300	1210 1148	f. Northolt(Bizjet 1WT), n/s to 22/2 t. Barcelona(1WT)
G-CDNK	Lear Jet 45	1329 0854	f. Dublin(Partner 35C), n/s t. Aarhus(95A)
CS-DFV	Citation XL	1639 1732	f. London City(Fraction 6EZ) t. Farnborough(6EZ)

Aer Arran:- EI-REI(682/3) **Air Southwest:-** G-WOWC(482/3, 486/7)

bmi:- Heathrow flights G-DBCK, n/s. G-RJXC became unserviceable, resulting in G-RJXM(649Q/615) routing Edinburgh - LBIA - Brussels to collect passengers and returning later(616/650Q). G-RJXC/L/O, n/s.

Eastern:- G-MAJF(29Q/19Q), G-MAJY(74G/39Q), G-MAJW(99Q/59Q). Based G-MAJU was unserviceable am so the Southampton and Inverness flights were cancelled. G-MAJP(84D) operated inbound from Inverness, n/s.

Flybe:- G-JEDL(171/2), G-FBED(729/30), G-JEDP(643/4), G-JECG(733/4), G-JECK(175/6)

Jet2:- G-LSAH(027P) positioned to Aberdeen early morning.

KLM:- PH-OFA(1543) positioned from Manchester, having diverted last night then operated to Amsterdam(64K) late morning. PH-OFI(1545/6), PH-OFD(1549/50), PH-OFI(65W/64K, n/s)

Manx2:- LET 410 OK-RDA operated both of today's flights.

Ryanair:- EI-DWX(152/153A), EI-DAJ(15J/155), EI-DAR(156/15N)

***The King Air 200GT G-WATJ is the latest version of the type and the first GT on the register. It is operated by Saxonhenge Ltd whose head office is in Bangor, North Wales. Citationjet 3 N396CJ, which arrived on 18/2,

carried out a local demonstration flight this afternoon, outbound 1405 inbound 1504.

21 Thursday

G-OTVI	Robinson R.44	0810 1551	f/t Sherburn
G-UYGB	Challenger 300	0838 1006	f. Bangor/Maine, n/s t. Luton
M-OORE	King Air 350	0857 1546	f/t Ronaldsway
ZK452	King Air 200	1049	ILS and overshoot(Cranwell 69)
G-POWB	King Air 350	1218 2238	f/t Northolt(Sparrowhawk 60R)
ZJ703	Bell 412 Griffin	1354	ILS and overshoot(Shawbury 94)
G-CDNK	Lear Jet 45	1856 1925	f. Aarhus(Partner 95B) t. Luton(95C)
TC-SGC	Airbus A.310	2114 0113	f/t Islamabad(Shaheen 803/4), departed 22/2

Aer Arran:- EI-REF(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWD(486/7)

bmi:- G-DBCK operated all Heathrow flights, n/s with G-RJXC(again u/s). G-RJXJ(408) arrived from Edinburgh and night stopped. G-RJXL(407) then operated outbound to Edinburgh at 2158 and didn't return. G-RJXO(421) operated late Heathrow outbound but didn't return.

Eastern:- G-MAJB(29Q/19Q), G-MAJY(74G/39Q), G-MAJB(99Q/59Q). G-MAJP operated morning flights and departed to Humberstone(041P) then G-MAJU, which had been repaired, took over as based aircraft.

Flybe:- G-JEBE(729/30), G-ECOB(171/2), G-JEDP(643/4), G-JECN(731/2), G-JEDL(1LH/174), G-JECG(733/4), G-JECK(175/6)

Jet2:- G-CELZ(825/6), the Edinburgh – Prague flight operated via LBA in both directions. G-LSAI(6782/3) operated a day trip to and from Krakow.

KLM:- PH-KZM(1545/6), PH-KLE(1549/50), PH-OFB(65W/64K, n/s)

Manx2:- Metroliner D-CSAL operated morning rotation with LET 410 OK-UBA appearing pm.

Ryanair:- EI-DAJ(152/153A), EI-DLL(15J/155), EI-DHR(1362/3), EI-DAJ(156/15N)

***The most interesting aircraft today was the Griffin ZJ703 which is normally assigned to 84 Squadron in Cyprus, however is on extended loan to 60(R) Squadron at Shawbury. The aircraft is painted in dirt resistant gloss grey and as it proved difficult to see in the circuit the port cabin doors have been painted red to stand out. Also on military duty today was Titan Beech 350 G-POWB, which brought Prince Edward for a local engagement.

22 Friday

G-ONAL	King Air 200	0723 0833	f. Teesside(Goosepool 65) t. Stornaway(65)
EC-HKQ	Boeing 737/800	1104 1233	f/t Tenerife(Air Europa 285/6)
ZE700	BAe.146 CC2	1140-1212	2 ILS and overshoots(Northolt 12)
OY-CKI	Falcon 2000EX	1219 1252	f. Isle of Man(Mermaid 6945) t. Chambery(6945)
G-ONAL	King Air 200	1754 1823	f. Stornaway(Goosepool 65) t. Teesside(65)

Aer Arran:- EC-JVJ(682/3) **Air Southwest:-** G-WOWD(482/3), G-WOWB(486/7)

bmi:- G-DBCK operated all Heathrow, n/s. G-RJXC(1XV/1VX) operated t/f Glasgow and then was again u/s, n/s. G-RJXM(612) arrived from Brussels as cover, outbound(611) canx, then operated all day and night stopped(Arrived from Heathrow(422) at 0003 on 23/2). G-RJXJ(9851) positioned to Heathrow at the end of a busy day.

Eastern:- G-MAJK(29Q/19Q), G-MAJY(74G/39Q), G-MAJF(99Q/59Q). G-MAJU(81D) swapped in Inverness with G-MAJP(84D), to be based.

Flybe:- G-JEBE(729/30), G-ECOB(171/2), G-JEDI(643/4, diverted on return from Aberdeen), 1LH/174 divert, 731/2 divert, G-JECG(733/4), G-FBEB(175/6)

Jet2:- G-LSAH(028P) positioned in from Aberdeen.

KLM:- PH-KZG(1545/6). PH-OFH(1549/50), PH-OFN(65W/64K, n/s) **Manx2:-** D-CNAG x2

Ryanair:- EI-CSX(152/153A, 15J/155), EI-DWK(156/15N)

***Orion Air BAe.146 EC-JVJ appeared at lunchtime operating to Aer Arran Cork flight. The reason for the diversions this afternoon was yet again the wind, which was gusting to over 40 knots.

23 Saturday

G-OBVJ	Boeing 767/300	0710 0842	f. Bridgetown(Thomson 7564) t. Gatwick(718P)
G-STRH	Boeing 737/700	1232 2036	f/t Manchester(Flystar 981P/2P), for Chambery flt.
CS-DLE	Falcon 2000EX	1325 1408	f. Chambery(Fraction 2BA) t. Luton(2BA)
G-BYAX	Boeing 757	1340 1545	f/t Alicante(Thomson 168H/167H)
OE-LVN	Fokker 100	1437 1552	f/t Innsbruck(Austrian 57Z/3UA)
G-LSAE	Boeing 757	1453 1735	f. Chambery(EXS 338) DIV t. Manchester(338A)

Aer Arran:- 682/3 cancelled. **Air Southwest:-** G-WOWD(480/1)

bmi:- G-DBCK(9861) positioned to Gatwick. Heathrow:- G-RJXM(01J/4JL), G-RJXG(8JL, n/s)

Flybe:- G-JEBE(729/30), G-JEDL(171/2)

Jet2:- G-CELF(045P) positioned to Zurich am, returning later from Luton(645P).

KLM:- PH-WXD(1545/6), PH-OFB(1549/50, 65W/64K, n/s) **Manx2:-** D-CNAG x1

Ryanair:- EI-DWV(152/153A), EI-DCB(1362/3), EI-DAR(151/155)

***The reason for the inbound diversion this afternoon was American Airlines Boeing 767 N368AA(American 55), which had returned to Manchester after take off with hydraulic problems and burst two tyres on landing blocking the runway for two hours. Astreus Boeing 737/700s are still used on the Saturday ski flights and today it was the turn of G-STRH(See photo) to grace us with its presence.



24 Sunday

M-NEWT	Challenger 300	1055 1112	f. Barcelona(Bizjet 1WT) t. Luton(2WT)
LN-SUX	Citation XLS	1254 1340	f. Sion(Midnight 4) t. Oslo/Gardermoen(4)
G-HARK	Challenger 604	1452 1544	f. Luton(Twinjet 5) t. Grenoble/St. Geoirs(5)
G-OLDK	Lear Jet 45	1813 2011	f. Luton(Partner 97A) t. Nice(97B)
TC-SGC	Airbus A.310	2106 0157	f/t Islamabad(Shaheen 803/4), departed on 25/3
OY-ICE	Falcon 2000EX	2130 2155	f. Chabery(Mermaid 6990) t. Isle of Man(6990)

Aer Arran:- EI-REM(682/3) **Air Southwest:-** G-WOWE(486/7)

bmi:- Heathrow:- G-RJXG(01J/4JL), G-RJXC(2LJ/5JL), G-DBCK(9872, Gatwick/5LJ/8JL), G-RJXO(7JL). G-CDFS(616/615) f/t Brussels. G-RJXC(3VX) swapped in Glasgow with G-RJXF(3XV). Night stopping, G-DBCK, G-RJXF/G/O.

Flybe:- G-JEDI(643/4), G-ECOB(1LH/174), **G-JEBE(731/2)**, G-JEDR(733/4), G-ECOB(175/6)

Eastern:- G-MAJW(99Q/59Q) f/t Aberdeen. G-MAJP based.

Jet2:- G-LSAA(579/580) the Newcastle – Chabery – Newcastle flight again operated through LBA in both directions. G-CELF(093P) positioned to Dublin, returning later from Edinburgh(793P). G-CELF(327) exchanged in Belfast for G-CELS(328).

KLM:- PH-KZR(1545/6), PH-KLG(1549/50), PH-OFM(65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DPX(151/155), EI-CSZ(156/15N)

***Another good selection of Executive jets, however the only first time visitor was Falcon 2000EX OY-ICE of Air Alsie A/S.

25 Monday

G-WRBI	Agusta A.109E	0700 0736	f. Sleep, refuel t. Shelf, see notes.
G-MEGN	King Air 200	1043 0915	f. Luton, n/s until 27/2 t. Dublin
G-SFCJ	Citationjet	1541 1627	f. Oxford(Hangar 881) t. Jersey(881)
ZK450	King Air 200	1611	ILS and overshoot(Cranwell 75)
G-PCOP	King Air 200	1837 1859	f. Glasgow t. Peterborough/Conington
ZF319	Tucano	2100-2111	2 ILS and overshoots(LOP 24), f/t Linton

Aer Arran:- EI-REM(682/3) **Air Southwest:-** G-WOWE(482/3), G-WOWD(486/7)

bmi:- G-RJXG(9111) positioned from Prestwick, having diverted there from Glasgow due strong winds while operating the '6VX. All London flights G-DBCK, n/s with G-RJXF/G/J.

Eastern:- G-MAJW(29Q/19Q), G-MAJY(74G/39Q), G-MAJT(99Q/59Q). Based G-MAJP went u/s in Southampton on the last flight, however was repaired and positioned back at 2321 as '013P.

Flybe:- G-JEBE(729/30), G-JEDV(171/2), G-JEDO(643/4), G-ECOB(1LH/174), G-JEDR(731/2), G-JECF(733/4),

G-EMBI(175/6)

Jet2:- G-CELB(201Q) was swapped in Amsterdam with G-CELH(202Q), the inbound flight arriving some five hours late. G-CELV(050P) returned from major overhaul in Beograd.

KLM:- PH-KZO(1545/6), PH-KLD(1549/50), PH-OF0(65W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DWY(152/153A), EI-DPX(15J/155), EI-DCJ(156/15N)

***The A.109E G-WRBI returned at 1809, this time from Ullswater using call sign "Yorkair 03" before heading back to Sleep twenty minutes later. PA-34 Seneca G-BZTG, which has been with Multiflight on long term maintenance, returned home to Newcastle this evening. 737/800 EI-DWY of Ryanair graced us with its first visit this morning.

26 Tuesday

N642P	PA-31 Navajo	0810 0804	f/t Enniskillen, with overnight stay
G-BVMA	King Air 200	0822 0908	f. Cardiff t. Aberdeen, return 1948/2019
HB-IAZ	Falcon 2000	0834 1625	f/t Geneva(TAG Aviation 119)
G-NSJS	Citation Sovereign	0949 1042	f. Jersey, n/s t. Biggin Hill
G-XXEA	Sikorsky S.76C	1047 1540	f. Bradford(Rainbow 1) t. Gatcomb Park(1R)
G-CDZL	Boeing 737/800	1312 1513	f/t Alicante(Thomson 168H/167H)

Air Southwest:- G-WOWD(482/3), G-WOWC(486/7)

bmi:- G-DBCK operated all Heathrow flights, n/s with G-RJXF/G/J.

Eastern:- G-MAJJ(29Q/19Q), G-MAJF(74G/39Q, 99Q/59Q). Based G-MAJP.

Flybe:- G-JEBE(729/30), G-JEDR(171/2), G-JEDK(643/4), G-JECS(733/4), G-JECI(175/6)

Jet2:- G-CELF(050P) set off to the wilds of Serbia for its major overhaul.

KLM:- PH-KZK(1545/6), 1549/50 divert, PH-KLD(65W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DWZ(152/3), EI-DWZ(15J/155), EI-DWZ(156/15N). EI-DHZ(1362) diverted to Teesside because of the crosswind.

***Yet another pretty breezy day with a couple of aircraft diverting away due to the crosswind. No such problems for the "Royal" chopper G-XXEA which positioned in after dropping Princess Anne for an engagement at Bradford Royal Infirmary. Afterwards the Princess arrived at the airport by car before being whisked home. Ryanair 737/800 EI-DWZ made its first and second visits today.

27 Wednesday

CS-DFQ	Citation XL	0851 1649	f. Farnborough(Fraction 6UQ) t. Edinburgh(6UQ)
D-IAWF	Cessna 425	1210 1659	f. Birmingham t. Bordeaux/Merignac
EI-DMG	Cessna 441	1248 1713	f/t Cardiff
G-NSJS	Citation Sovereign	1448 1215	f. Biggin Hill, n/s to 29/2 t. Jersey
ZK452	King Air 200	1523	ILS and overshoot(Cranwell 70)
G-SOBI	PA-28 Cherokee	1602 1634	f/t Durham/Tees Valley
D-ITRI	PA-42 Cheyenne 3	1912 2103	f. Nuremberg t. Reichelsheim
ZF448	Tucano	1938 1939	ILS, Touch and Go(LOP 50), f/t Linton

Aer Arran:- EI-REM(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWA(486/7)

bmi:- Once again no changes with G-DBCK, G-RJXF/G/J operating all day and night stopping.

Eastern:- G-MAJJ(29Q/19Q), G-MAJY(74G/39Q), G-MAJJ(99Q/59Q). Based G-MAJP

Flybe:- G-JEBE(729/30), G-JEDV(171/2), G-JEDO(643/4), G-JECS(733/4), G-JECI(175/6)

Jet2:- G-CELS(323) swapped in Belfast with G-CELB(324).

KLM:- PH-KZL(1545/6), PH-OFJ(1549/50), PH-JCT(65W/64K, n/s) **Manx2:-** OK-UBA x2

Ryanair:- EI-DLM(152/153A), EI-CSP(15J/155), EI-DWZ(156/15N)

***Resident Cougar G-BLHR and Cessna 152 G-BWEU both departed to Full Sutton together this afternoon, 'EU returning early evening. On the visitors front the German Cessna 425 D-IAWF was on its first visit to LBIA while fellow countryman D-ITRI of Air Alliance was on an ambulance flight inbound.

28 Thursday

P4-LJG	Citation X	0831 1054	f. Dublin t. Cork
ZG846	Islander AL1	0944 1459	f/t Belfast International(Armyair 595), see notes
G-CEWN	DA-42 Twin Star	1038 1226	f/t Gamston(Diamond 2), see notes
G-CFSA	PA-44 Seminole	1248 1318	f. Newcastle t. Durham/Tees Valley
ZK454	King Air 200	1422	ILS and overshoot(Cranwell 72)
N8UF	Agusta A.109A	1627 1703	f. Shoreham t. Site near Full Sutton
ZF342	Tucano	1820	ILS and overshoot(LOP 72)
TC-SGC	Airbus A.310	2051 2304	f/t Islamabad(Shaheen 803/4)

Aer Arran:- EI-REG(682/3) **Air Southwest:-** G-WOWA(482/3), G-WOWC(486/7)
bmi:- For the fourth day running nothing changes, G-DBCK(Heathrow), n/s with G-RJXF/G/J.
Eastern:- G-MAJG(29Q/19Q), G-MAJY(74G/39Q), G-MAJG(99Q/59Q). Based G-MAJP
Flybe:- G-JEBE(729/30), G-JECK(171/2), G-JEDO(643/4), **G-EMBW(1LH/174)**, G-JEDT(731/2), G-JECS(733/4),
G-EMBY(175/6)

Jet2:- G-CELZ(825) the Edinburgh – Chambery – Edinburgh flight again operated via LBIA in both directions (195/196).

KLM:- PH-KZH(1545/6), PH-KLG(1549/50), PH-OFH(65W/64K, n/s)

Manx2:- Metroliner D-CNAG operated the early flight with LET 410 OK-UBA turning up pm.

Ryanair:- EI-DWZ(152/153A), EI-DWK(151/155), EI-DHZ(1362/3), EI-DWZ(156/15N)

***The Armyair Islander carried out a one hour local flight at lunchtime in the Dewsbury area, helping search for the young girl who has gone missing in the area. The brand new DA-42 G-CEWN returned to LBIA mid-afternoon using its registration as call sign and was still present at the end of the month so is presumed to now be resident.

29 Friday

EC-HGP	Boeing 737/800	1149 1326	f/t Tenerife(Air Europa 285/286)
M-NEWT	Challenger 300	1230 1342	f. Luton(Bizjet 1WT) t. Altenrhein(2WT)
P4-LJG	Citation X	1345 1409	f. Dublin t. Cambridge
N8UF	Agusta A.109A	1351 n/s+	f. Wombledon, to Multiflight, maintenance
N396CJ	Citationjet 3	1604 1002	f. Wien, n/s t. Reykjavik

Aer Arran:- EC-JVJ(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWD(486/7)

bmi:- G-DBCK operated some Londons but diverted away on the last inbound. G-RJXF/J managed to land in the evening and night stop.

Eastern:- G-MAJG(29Q/19Q), G-CERZ(74G/39Q), 99Q/59Q divert. G-MAJP(81D swapped in Inverness with G-MAJZ(84D). This aircraft then operated to Southampton(86D) but positioned back empty at 2232 as '053P and night stopped.

Flybe:- G-JECF(729/30), G-JECI(171/2), G-JECM(643/4), G-JECK(1LH/174), G-JECS(731/2), 733/4 divert, 175/6 divert

Jet2:- Three flights diverted to Doncaster in the evening and two to Manchester leaving just G-CELC/D, G-LSAH/I present at the end of the month, however the full compliment of resident aircraft should read G- CELB/C/D/H/ U/V and G-LSAG/H/I. G-CELO is still in Multiflight on maintenance having arrived on 15/2.

KLM:- All flights divert/canx. due weather in both Amsterdam and LBIA.

Manx2:- LET 410 OK-RDA operated the morning flight but the evening flight was cancelled.

Ryanair:- EI-DAK(152/3A), 15J/155 divert, 156/15N divert(EI-DWZ)

***Once again there was major disruption caused by strong cross winds and also bad weather in Amsterdam. With winds gusting to 50 knots we lost aircraft to Doncaster, Manchester and Durham/Tees, which incidentally picked up one aircraft which would have been on its first visit, Challenger G-IMAC operated by Cega. The Citationjet 3 N396CJ, which is still owned by the Cessna Corporation stayed overnight before heading home to Wichita, routing via Reykjavik, Goose Bay and Austin Straubel International(Green Bay, Wyoming). Aer Arran gain used the '146 EC-JVJ(See photo) of Orion Air on their Cork flight.



And finally ... It is with great sadness that I have to report that it appears we have lost our "ferryman" when he ditched in the sea some 50 miles West of Iceland on 11/2. He was in the process of delivering a 1968 vintage Cessna 310N N5030Q from the USA to Europe and was enroute from Narsarsuaq to Keflavic. The pilot had made contact with Reykjavik control at 1550 to say he was 60 miles west of them and had lost power in one of his engines. It is feared that in his attempts to transfer fuel between tanks to rectify the situation that the other engine failed leaving him no option but to attempt a ditching in the sea. Reykjavik ATC instigated a full emergency, sending Super Pumas TF-GNA and TF-LIF to the scene along with a Danish Air Force Challenger aircraft. The Cessna disappeared from radar at 1610 and TF-LIF was first to the area around 1700 but no sign of the aircraft could be found nor any transmissions from an emergency beacon picked up. Three trawlers near the scene were immediately called into action as was a Cessna 172 which was in the vicinity. The Icelandic Coast Guard F-27 TF-SYN then arrived to relieve the Danish Challenger but after an extensive search nothing could be found. Initially there was some confusion over the nationality of the pilot, with reports suggesting he was a Californian citizen but this was later revised to him being from the UK. The "ferryman" has brought us quite a selection of aircraft over the past few years and his last arrival was in Cessna TU.206H **N1716L** (See photo, by Martyn Gill) at the end of January. R.I.P.



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To celebrate the 90th birthday
of the Royal Air Force
the Red Arrows and Typhoons
flypast over the London Eye

1st April 2008
Photographer: Nick Salmon

www.rad.mod.uk/news

LEEDS BRADFORD AIRLINE REPORT - FEBRUARY 2008

INBOUND DIVERSIONS

01	KLM1497	AMS	HUY	PH-KLG	F100	AMS	KLM1498
01	BMA3922	GLA	MAN	G-RJXO	E145	MAN	BMA3922
01	XLA7111	HRG	MAN	G-XLAA	B738	MAN	XLA7111
01	EXS918Q	TFS	MAN	G-LSAC	B752	MAN	EXS337A/02
18	KLM1497	AMS	HUY	PH-KZH	F70	AMS	KLM1498

REGULAR FLIGHTS

AEA286	TFS	01/EC-HGO	08/EC-IDT	15/EC-HZS	22/EC-HKQ	29/EC-HGP
AEU981	CMF	02/G-STRF	09/G-STRH	16/G-STRH	23/G-STRH	
AUA3UA	INN	03/OE-LVH*	09/OE-LVK	16/OE-LVN	23/OE-LVM	
TOM167H	ALC	02/G-BYAX	05/G-CDZI	09/G-BYAB	12/G-CDZI	16/G-BYAE
		19/DivMAN	23/G-BYAX	26/G-CDZL		

OTHER FLIGHTS

02	G-OBYG	B763	TOM7564/704P	Bridgetown - Gatwick	Passenger Charter
02	OE-LVM	F100	AUA5TZ/1414	Innsbruck - n/s- Vienna) Aircraft change
03	OE-LVH	F100	AUA1470/3UA	Vienna - Innsbruck) due tech *
03	OE-GBB	D328	TYW274/275	Innsbruck - Isle of Man	Medivac
04	<u>G-ECOB</u>	DH8	BEE729/730	f/t Belfast City	-
04	<u>EI-DWS</u>	B738	RYR152/153A	f/t Dublin	-
04	<u>EI-DWT</u>	B738	RYR156/15N	f/t Dublin	-
07	<u>TC-SGC</u>	A310	SAI803/804	f/t Islamabad n/s	New Service
08	G-OBYD	B763	TOM703P/7563	Manchester - Bridgetown	Passenger Charter
10	TS-SGC	A310	SAI803/804	f/t Islamabad	-
11	<u>EI-DWW</u>	B738	RYR152/153A	f/t Dublin	-
11	G-BZOG	D328	SAY731/672P	f/t Stansted	Charlton Athletic AFC
14	TS-SGC	A310	SAI803/804	f/t Islamabad	-
15	G-FBEG	E190	BEE729/730	f/t Belfast City	Lieu DH8
15	ZH101	E3CF	Nato 01	Prestwick - Waddington	Training, 4 Approaches
16	<u>EI-DPR</u>	B738	RYR15J/155	f/t Dublin	-
17	TS-SGC	A310	SAI803/804	f/t Islamabad	-
18	G-FBEA	E190	BEE731/732	f/t Belfast City	Lieu DH8
19	<u>EI-DWX</u>	B738	RYR156/15N	f/t Dublin	-
20	G-FBED	E190	BEE729/730	f/t Belfast City	-
22	EC-JVJ	B463	REA682/683	f/t Cork	Lieu REA AT72
23	G-OBYJ	B763	TOM7564/718P	Bridgetown - Gatwick	Passenger Charter
25	<u>EI-DWY</u>	B738	RYR152/153A	f/t Dublin	-
26	<u>EI-DWZ</u>	B738	RYR152/153A	f/t Dublin	-
29	EC-JVJ	B463	REA682/683	f/t Cork	Lieu REA AT72
29	G-CERZ	SB20	EZE74G/39Q	f/t Aberdeen	Lieu JS41



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

The Advertising Standards Authority (ASA) has ruled in favour of Ryanair after it complained about Leeds Bradford Airport based rival airline Jet2's 'misleading' advertising. The watchdog has upheld complaints about two Jet2 national press ads, which stated that the airline offers the 'North's lowest fares'. Ryanair challenged the claim, believing its fares from northern airports were lower.

Jet2 argued that it ran weekly price analyses to substantiate claims. It added that Ryanair did not fly to 13 of the 24 destinations featured in the ad so the routes were not comparable and, by default, its flights were cheaper. It also said that Ryanair was cheaper on seven flights but that these flights left from East Midlands and Liverpool airports, which Jet2 does not consider to be 'in the North'.

The ASA ruled that Jet2's ads were misleading, as the airline could not substantiate that its fares from northern airports were always lower than other airlines flying from the other northern airports.

Dart Group, the parent company of Jet2 issued a profits warning on February 29 as it admitted that a hoped for increase in passenger numbers this winter had not materialised. In a trading statement issued recently, Dart Group said that whilst its Fowler Welch - Coolchain distribution business had continued to perform well, winter trading in its aviation business 'has not met expectations'.

The aviation and distribution group, which relocated its offices and staff to Leeds Bradford Airport last summer, issued an update on current trading ahead of its year end on March 31. The statement said: 'In the winter season, the forecast growth in passenger volumes has not been achieved and similar volumes to last year are now expected.' The company said the resultant lower yield (average fare) and load factors (average passengers per plane) had reduced its winter revenue expectations by about 6 percent, with a consequential reduction in the group's expected pre-tax profits for the year. At one point during the morning of February 29 shares in the company fell by nearly 15 percent - down 4.25p to 25p, valuing the company at around £35m.

Below are the passenger figures for Leeds/Bradford 2006 v 2007.

INTERNATIONAL DESTINATION	2006	2007	PAX Diff +/-
INNSBRUCK	3467	4053	586
SALZBURG	1570	8878	7308
BRUSSELS	28330	27070	-1260
LARNACA	7115	7282	167
PAPHOS	11335	0	-11335
KARUP	26	0	-26
COPENHAGEN	0	10139	10139
THISTED	46	0	-46
ENONTIKIO	271	1529	1258
IVALO	506	0	-506
KATILLA	2249	925	-1324
RONANIEMI	288	296	8
BERGERAC	2703	2464	-239
LYON	433	0	-433
LILLE	0	1506	1506
NICE	40219	34465	-5754
PARIS	127621	88956	-38665
PERPINGNAN	423	0	-423
LOURDES	418	831	413
TOULOUSE	82	5225	5143
DUSSELDORF	35948	50837	14889

INTERNATIONAL DESTINATION continued	2006	2007	PAX Diff +/-
CORFU	14125	11241	-2884
HARAKLION	7354	7722	368
SALONIKA	117	7684	567
ZAKINTHOS	5962	6170	208
CORK	6788	19714	12926
DUBLIN	253028	250722	-2306
GALWAY	3599	14037	10438
SHANNON	0	3362	3362
BERGAMO	33293	38522	5229
CAGLIARI	0	525	525
NAPLES	113	0	-113
PISA	5471	23821	18350
ROME	27087	27713	626
TRIESTE	40	0	-40
VENICE	27981	31395	3414
VERONA	5116	0	-5116
PALERMO	0	144	144
MALTA	17349	16480	-869
AMSTERDAM	294427	279428	-14999
ROTTERDAM	62	0	-62
EINDHOVEN	0	42	42
FARO	99379	102496	3117
LISBON	104	0	-104
FUNCHAL	2773	0	-2773
ALICANTE	182075	180792	-1283
ALMERIA	0	22125	22125
BARCELONA	78492	98228	19736
IBIZA	46399	43702	-2697
MADRID	0	200	200
MAHON	30048	28737	-1311
MALAGA	182673	172043	-10630
MURCIA	59917	90630	30713
PALMA	163681	154174	-9507
REUS	16197	13243	-2954
VALENCIA	0	17766	17766
ARRECIFE	36377	36458	81
FUERTEVENTURA	8947	7286	-1661
LAS PALMAS	7291	12789	5498
TENERIFE	90297	66506	-23791
KEFLAVIK	460	0	-460
EVENES	268	0	-268
GENEVA	26499	28996	2497
BODRUM	10316	8498	-1818
DALAMAN	25480	26687	1207
PRAGUE	83550	71611	-11939
KRAKOW	3574	38538	34964
WARSAW	3604	0	-3604
BURGAS	3542	3210	-332
VARNA	2851	2516	-335
BANJUL	74	589	515
HALIFAX NOVA SCOTIA	0	1	1
NEW ORLEANS	269	215	-54
ACAPULCO	314	487	173
BRIDGETOWN	2762	2012	-750

INTERNATIONAL YEAR TOTAL	2140175	2213713	73538
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DOMESTIC DESTINATION	2006	2007	PAX
HEATHROW	147992	133679	-14313
LUTON	14	0	-14
ABERDEEN	20895	26685	5790
BELFAST CITY	83741	82644	-1097
BELFAST INTERNATIONAL	112134	107192	-4942
BRISTOL	33449	36910	3461
EDINBURGH	50771	51352	581
EXETER	33797	23790	-10007
GLASGOW	40959	38690	-2269
INVERNESS	4865	2352	-2513
IOM RONALDSWAY	1460	7954	6494
JERSEY	1815	1653	-162
NEWQUAY	27415	30718	3303
PLYMOUTH	10875	2888	-7987
SOUTHAMPTON	77720	85842	8122
WICK	0	72	72

DOMESTIC YEAR TOTAL	647902	632421	-15481
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TOTAL TERMINAL PASSENGERS	2006	2007	PAX
	2788077	2846134	58057

TOP 10 INTERNATIONAL DESTINATIONS	% OF INTL TERMINAL PAX
AMSTERDAM	13%
DUBLIN	11%
ALICANTE	8%
MALAGA	7.50%
PALMA	7%
FARO	4.60%
BARCELONA	4.40%
MURCIA	4%
PARIS	4%
PRAGUE	3.20%

TOP 5 DOMESTIC DESTINATIONS	% OF DOM TERMINAL PAX
HEATHROW	21%
BELFAST INTNL	16%
SOUTHAMPTON	14%
BELFAST CITY	13%
EDINBURGH	8%

AIRPORT NEWS

Doncaster/Sheffield has received welcome news from Wizz Air who has announced plans to increase frequency on two of its new routes to Poland from Robin Hood Airport. The new Polish routes - Poznan and Wroclaw - only commenced on February 1. Wizz now services four destinations in Poland from Robin Hood, and will commence operations to its fifth destination, Warsaw, April 1. The latest announcement will see 17 flights per week to Poland this summer, making Wizz Air the third biggest scheduled airline operating from the airport.

Gatwick Airport has more than 40 rough sleepers making the airport their home every year, a homeless charity says. Crawley Open House, a homeless charity, says that people are attracted to the airport from all over the country as it is seen as a 'soft touch'. They avoid detection by blending in with passengers waiting for flights, and bed down in the relatively warm and safe terminal for months on end.

The news comes after it was reported that homeless Anthony Delaney was locked up after making the airport his home for four years. The trained chef ate, showered and slept at the south terminal, only leaving occasionally to pick up his jobseeker's allowance. Peter Mansfield-Clark is the director of Crawley Open House, a homeless charity with a 24-bed hostel. He said: 'We get roughly 40 people a year who spend time living at Gatwick. They sleep there and then come to us in the daytime where we give them food plus medical and housing advice. For the homeless, the airport is attractive because it is warm and comfortable, and they are not likely to be found. Gatwick is also easy to get to and the most important thing is that it is safe. We get homeless people from all over the country. Gatwick is seen as a soft touch, and they are told there are a lot of jobs here.'

Peel Holdings' airports division hopes to create Manchester's second commercial airport, at Barton Aerodrome. It recently renamed the Aerodrome as City Airport Manchester, and is hoping to turn it into a hub for business aviation. Managing director Andrew Simpson said there was 'no question' of the new facility rivaling Manchester Airport, but would complement services at the city's main hub. He said 'We are in discussions about making City Airport Manchester a business and general aviation airport. There has been a massive rise in business travel, with executives using small corporate jets as they are quicker. Manchester Airport is very busy with larger jets and international airlines, and it is not an effective use of its facilities to have small aircraft going through there.'

Peel owns the land with Manchester City Council and the plans hinge on how the development would be funded. Mr Simpson said: 'We're at an early stage, assessing how to make it happen. It would need new facilities and a new runway. We believe the development of City Airport Manchester is important from a regional point of view. If Manchester is going to be a world class business city it needs to have easily accessible facilities for scheduled airlines and also for smaller jets.'

Drivers taking passengers to Heathrow face a £40 charge under 'secret plans being drawn up by the airport operator', the Evening Standard reports. The newspaper claims that BAA wants to charge a £20 fee for dropping off passengers by car - on top of a daily parking fee of £20. It says that the airport operator is also looking at a £3 congestion charge fee for lorries using roads around the airport, including the M4.

The Standard says that the new pricing regime would be introduced if BAA is given permission to expand Heathrow by building a sixth terminal and a third runway. According to documents seen by the newspaper, a new charging regime would help pay for the cost of the expansion, raising up to £137m a year. It would also 'mitigate air quality problems', helping to meet pollution standards set down by the Government. This in turn would open the way for further expansion of the airport. The policy is the 'best performing' option of a number modelled by BAA, if it wishes to meet the Government's stipulation that the expansion would not result in an increase in nitrogen dioxide (NO2) levels. The documents say that a charging scheme has 'merit' because 'the on-airport and perimeter road network is very busy, with a substantial majority of the flows being airport-related'. The regime would come into force in 2015 - to coincide with an increase in the number of flights after the introduction of mixed mode, or take off and landings from the same runway.

AIRLINE NEWS

bmibaby has announced that it will launch flights from Manchester Airport to Barcelona, Lisbon and Madrid. The budget airline is also raising frequency on its Manchester to Knock route. Four times weekly flights to Madrid will take off on June 16, twice weekly flights to Lisbon - on Tuesday and Sunday - will take off on June 17 and four times weekly flights to Barcelona will take off on September 8. Fares on all three new routes are from £24.99 one way including taxes and charges. In addition, bmibaby's daily service to Knock in Ireland will be expanded with an additional Sunday flight.

BA CityFlyer's website says that BA could make a return to turboprop flying as it evaluates potential replacements for the 10 BAE Systems Avro RJ100s operated at London City Airport by its CityFlyer subsidiary. BA commercial director Robert Boyle says the airline is looking at the Embraer 170/190 family and 'may look again' at turboprops. He adds that switching to younger Avro RJ-family aircraft is also a possibility, as BA looks to decide on an RJ100 replacement in the next year or so. BA has excluded the Airbus A318, which the airline is acquiring for its new all-business London City Airport - New York operation, because it is too heavy for short-haul flights.

British Airways pilots have agreed to independent arbitration by conciliation service Acas in an effort to resolve a dispute over BA's plans to launch a new transatlantic subsidiary after voting to strike. BA and the British Airline

Pilots Association (Balpa) jointly expressed a 'strong desire' to reach a peaceful outcome after Balpa members voted to strike over what they said were plans to staff BA OpenSkies with crews on entirely different contracts and conditions to existing staff. Balpa, which represents 3,000 of BA 3,200 pilots, says 86% voted to strike, with a turnout in the vote of 90%. A spokesman said that it was one of the highest ever percentage turnouts in an industrial action ballot in any union. However, BA and Balpa quickly issued a joint statement after a meeting at the airline's headquarters near Heathrow.

BA chief executive Willie Walsh said: 'We welcome the progress made today and are confident that a settlement can be achieved through conciliation that will protect our customers from the possibility of disruption. We are proud of the professionalism and high reputation of our pilots and have never sought conflict with them.' Balpa general secretary Jim McAuslan said: 'The ballot result shows the strength of feeling of our members about the implications of the creation of OpenSkies. We have no quarrel with the travelling public and have always maintained that these issues could be resolved through negotiation rather than confrontation.' Balpa says the terms and conditions at the new BA OpenSkies venture will drive down those for pilots flying BA's main fleet. However, BA denies trying to undercut its pilot workforce and says the creation of OpenSkies will not 'in any way affect their current pay and conditions or threaten jobs'.

BA's new airline plans to offer daily flights to New York direct from Paris from June using a single Boeing 757 aircraft, with a second plane and flights between New York and Brussels launched before the end of the year and further planes and routes to follow. But pilots employed by OpenSkies will not be subject to the same selection procedures as BA's mainstream pilots - a move that Balpa believes will be divisive and drive down quality. No strike dates have yet been set. If the strike goes ahead, it will be the first walk-out by the airline's pilots since 1980 and would 'effectively ground BA worldwide,' Balpa said. Union representatives have set up a strike support fund.

Flybe has called for an end to state ownership of Aurigny and the retention of a licensing regime. The Flybe submission calls for the States to adopt an 'Open Skies' policy, similar to the rest of Europe, noting that such a change would lead to more competition, more passengers and greater economic benefits for Guernsey. Flybe Chief Commercial Officer, Mike Rutter, stated 'Guernsey's continued opposition to a liberalised aviation policy flies in the face of logic and damages the economy of the island. That is why we are again calling upon the States to give up their ownership of Aurigny, embrace an Open Skies agenda and get rid of the arcane system of licensing.'

Flyglobespan have confirmed they will not be operating transatlantic routes from Liverpool this summer. The Edinburgh-based budget airline Flyglobespan said soaring fuel costs and the poor reliability of leased aircraft meant they were unable to return to Liverpool. Last year Flyglobespan said it would renew its New York and Toronto services in May after they were scrapped in October due to operational problems. There were also reports suggesting very poor passenger numbers, with the New York route slumping from 3,500 passengers last June to just 325 in October.

Ryanair is to open 17 new routes from Edinburgh Airport and will open its 27th European base - and its second Scottish base after Prestwick - at the hub. It will base two aircraft in Edinburgh from September - at a cost of £70m - to handle the majority of the new services. Ryanair claims the expansion will sustain 1200 jobs and generate visitor spend of more than £100m based on a projected 1.2 million passengers a year.

Fares of £10 were being offered on all of the new routes. The first new route opened in March to Alicante (4 times a week) - followed in April by Bremen (2 times a week), Frankfurt (3 times a week), Marseille (2 times a week) and Pisa (3 times a week). In June Ryanair will launch flights to Dusseldorf (2 times a week).

The bulk of the new destinations will start in September when Berlin (4 times a week), Billund (3 times a week), Bournemouth (13 times a week), Bratislava (4 times a week), Krakow (3 times a week), Lodz (2 times a week), Malaga (4 times a week), Palma (3 times a week), Poznan (3 times a week), Stockholm (4 times a week) and Wroclow (2 times a week) are to be launched. The announcement takes to 19 the total number of destinations served by Ryanair at Edinburgh. Currently it operates two routes, to Dublin (3 times a week) and Shannon (4 times a week).

The airline's scheduled revenue director Sean Coyle said: 'Edinburgh has competed successfully against airports across Europe for Ryanair's 27th base. Our 19 routes will deliver significant economic benefits for Edinburgh by capitalising on Scotland's huge tourism potential and making it cheaper and easier than ever before to get here.' Ryanair has been accused by ABTA of failing to comply with Office of Fair Trading instructions to display unambiguous prices despite one weekend shutdown of the booking element of its website.

The website is now back taking bookings, but fares on the follow-up page to the home page - on which customers chose a flight - still do not include taxes and charges. Instead, a note at the top of the page says: 'Once a flight

is selected the flight price including taxes, fees and charges is displayed in the right hand fare box.' This appears on the next page following flight selection. OFT instructed all airlines to display prices inclusive of non-optional charges last May, but gave Ryanair time to make the necessary technical changes. It set a deadline of January - since extended to the end of this month.

ABTA head of legal services Simon Bunce said: 'Ryanair has fobbed off the OFT for over a year with the excuse they could not show clear prices because they did not have the technology. Clearly they still don't have the technology or they just don't care how they deal with customers.' A spokesman for the budget airline hit back, saying that ABTA 'is talking rubbish.' An OFT spokesman said: 'We are monitoring the situation closely. Ryanair has informed us that it has completed the changes to its website, but it is currently experiencing technical difficulties. We need to judge the site when it is working properly.' If the OFT decides it is still unsatisfied with the pricing on Ryanair's website the next step would be to take the airline to court.

OTHER NEWS

Night time aircraft noise can affect your blood pressure instantly and increase the risk of hypertension, according to Dr. Lars Jarup of the Department of Epidemiology and Public Health at Imperial College, London. And so can sleeping next to someone who snores, according to a study co-authored by Jarup and published in the February issue of the *European Heart Journal*. Researchers remotely measured the blood pressure of 140 volunteers and analyzed the noise level in each person's bedroom. The sample included people living near London's Heathrow, and airports in Athens, Milan and Stockholm. Noticeable increases in blood pressure were correlated with increases in noise levels reaching more than 35 decibels - which can be similar to the amount of noise generated by snoring or nearby automobile traffic. The level of noise, according to researchers, was the key factor. The type of noise was not. Similar increases in blood pressure have been reported in other environmental noise studies. The study found that systolic blood pressure increased by 0.66 mmHg per 5 decibels of noise and increases were apparent even when individuals remained asleep.

A British pilot has been sacked after performing a low-flying stunt with a new Boeing 777. Captain Ian Wilkinson took the Cathay Pacific plane within 28ft of the ground in a ceremonial fly-by on a delivery flight on which VIPs were aboard. Cathay Pacific said Capt Wilkinson, 55, had not sought or obtained permission for the fly-by and had been dismissed. The incident took place at Boeing's airfield in Seattle, in the United States, on January 30. Pictures of the fly-by were posted on websites including YouTube. There were 69 people on board the flight, including four pilots and eight other crew. VIPs are thought to have included Cathay Pacific's British chairman Chris Pratt. Pictures of the stunt showed the giant aircraft just off the ground with its undercarriage raised. Cathay Pacific said that Capt Wilkinson's co-pilot - Briton Ray Middleton - had also "been subject to disciplinary actions". It is understood Mr Middleton has been suspended from training duties for six months. The airline said: "We can confirm a fly-by event involving the delivery flight of a Boeing 777-300ER aircraft departing from the manufacturer's plant in Seattle on 30 January 2008. The airline is conducting an internal investigation into the incident, including the collection of flight data, and interviews with the crew involved. The airline has taken the initiative to inform the (Hong Kong) Civil Aviation Department of the case and a report will be submitted to the department once the investigation is complete."

It's hard to imagine a less romantic place than an airport security screening line-up but it set the stage for an impromptu (and ultimately successful) marriage proposal by a young Canadian man. Aaron Tkachuk, 24, of Prince George, British Columbia, planned to pop the question to his high school sweetheart Jennifer Rubadeau on a moonlit beach in the Caribbean while the couple enjoyed a respite from a particularly miserable winter in their central B.C. home. However, the engagement ring he tucked in a sock in his carry-on bag appeared unusual on the X-ray and the security screener at the Prince George airport wanted a closer look. "The guy pulled out the ring and he was like: 'Oh, no.' He felt terrible," Tkachuk told The Vancouver Province. "That was it - the cat was out of the bag. We were all stunned, so I just opened up the case and said: 'Will you?' and she said: 'Yes.'"

Now, Tkachuk thought he'd left nothing to chance in plotting the proposal. Not only did he spend six months designing the perfect ring, he thought he'd covered all the bases in ensuring it was properly presented to his future bride. He even phoned the Canadian Air Transport Security Authority (CATSA) in advance for advice on sneaking the ring aboard the flight without violating any rules. It was a CATSA employee who advised him to hide the ring in a sock in the carry-on where it would be spotted for what it was on the X-ray. "It was supposed to be a classic romantic moment, but ended up more like a romantic comedy," Tkachuk said. "At least it's a story we can tell our kids one day."

Rubadeau said she was stunned when she saw the ring. "I was shocked that it all happened so fast," said the 23-year-old events coordinator. "It was pretty amazing and a strange place for it to happen. I had no idea it was coming, but it was pretty cool." The couple is now back from their holiday and making plans for an August 3rd wedding.

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

David Wooler

COSFORD

In addition to the Cold War Museum, the RAF Museum Cosford has some truly stunning rare aeroplanes. Here are three of the range of British Development aircraft.

TSR2 - XR220. This aircraft was ready to fly for the first time on the day of cancellation - slight problem with hydraulics meant the flight was delayed until after lunch. By 2pm it was already locked up in a hangar at Boscombe Down, and dismantling had started!



Bristol 188 XF926. The first aircraft to be made of Stainless Steel - a development aircraft for a supersonic bomber project, incorporating many new engineering ideas, and a sole example built.



Meteor F8 (Mod.) - WK935. A development aircraft to investigate the ideas of a 'prone pilot' concept as suggested by German engineers in WW2. Flown by Capt. Eric "Winkle" Brown who said it was extremely uncomfortable to fly, and the lack of head movement in that position meant it was never a practical idea!



RAF Cosford is close to M45 and M6, and it always worth a visit. Their air show is on Sunday 1st June 2008.

Ken Cothliff

MILITARY AVIATION



ROYAL AIR FORCE SQUADRONS, BASES, AIRCRAFT

Sqn.	Base	Aircraft	
1	Cottesmore	Harrier	GR.7 GR.7A GR9/9A T.10
2	Marham	Tornado	GR4/4A
3	Coningsby	Typhoon	F2 T.1A
4	Cottesmore	Harrier	GR.7/7A GR.9/9A
5	Waddington	Sentinel	R.1
7	Odiham	Chinook	HC.2
8	Waddington	Sentry	AEW.1
9	Marham	As 2 Squadron	
11	Coningsby	Typhoon	F.2 FGR.4
12	Lossiemouth	As 2 Squadron	
13	Marham	As 2 Squadron	
14	Lossiemouth	As 2 Squadron	
15R	Lossiemouth	As 2 Squadron	
17R	Coningsby	Typhoon	F.2 FGR.4 T.3
18	Odiham	Chinook	HC.2/2A
19R	Valley	Hawk	T.1/1A/1W (4 FTS)
20R	Wittering	Harrier	GR.9 T.10 T.12 (Harrier OCU)
22		Sea King	HAR.3/3A
23	Waddington	Sentry	AEW.1
24	Lyneham	Hercules	C.1 C.3 C.3A C.4 C.5
25	Leeming	Tornado	F.1 (due to disband 04.04.08)
27	Odiham	As 18 Squadron	
28	Benson	Merlin	HC.3
29R	Coningsby	Typhoon	F.2 T.1/1A (Typhoon OCU)
31	Marham	As 2 Squadron	
32TR	Benson	BAe125	CC.3 146.CC.2 A-109E (The Royal Squadron)
33	Benson	Puma	HC.1
39	Waddington	MQ-9 Reaper UAV	
41R	Coningsby	Harrier	GR.9 GR.4 F.3 (Fast Jet & Weapons OEU)
42R	Kinloss	Nimrod	MR.2 (Nimrod OCU)
43	Leuchars	Tornado	F.3
45R	Cranwell	King Air 200	(Part of 3FTS)
47	Lyneham	As 24 Squadron	
51	Waddington	Nimrod	R.1
54R	Waddington	Nimrod	R.1 Sentry AEW.1 Sentinel R.1 (OCU for these aircraft)
55R	Cranwell	Dominie	T.1 (Part of 3FTS)
56R	Leuchars	Tornado	F.3 (Will merge with 43 Sqn 22/04/08)
60R	Shawbury	Griffin	HT.1/HAR.2 (DHFS)
70	Lyneham	As 24 Squadron	
72R	Linton-on-Ouse	Tucano	T.1
76R	Linton-on-Ouse	Tucano	T.1 (Part of 1FTS)
78	Benson	Merlin	HC.3A (Part of 1FTS)
84	Akrotiri	Griffin	HAR.2
99	Brize Norton	C-17A Globemaster III	
100	Leeming	Hawk	T.1A
101	Brize Norton	VC-10	C.1K/K3/K4
111	Leuchars	Tornado	F.3

120	Kinloss	Nimrod	MR.2	
201	Kinloss	Nimrod	MR.2	
202	See Military News	Sea King	HAR.3	
203R	St Mawgan	Sea King	HAR.3	(To transfer to Valley by 31/07/08)
207R	Linton-on-Ouse	Tucano	T.1	(Part of 1FTS)
208R	Valley	Hawk	T.1/A/W	(Part of 4FTS)
216	Brize Norton	Tristar	KC.1/K.1/C.2/C.2A	
230	Aldergrove	Puma	HC.1	
617	Lossimouth	Tornado	GR.4/4A	

CREDIT: Military Aviation Review

Eric Martin

WHO'S A BILLY NO-MATES?

I would imagine that most people who read my "chronicles" realise that I book everything myself and go off on my own. After many years of deliberation on whether I could cope with a bus load of other spotters (or they could cope with me), I eventually booked on an Aeroprints trip to Dusseldorf and Frankfurt via Liege and Cologne. I was helped by the fact that I had already booked a week (2 days) off from my executive post at Tesco's on the particular weekend that this trip was going. The main purpose was to see if I could toe the line with a planned itinerary with a view to going on a longer trip to the States or Far East, something I didn't fancy on my own.

The pick-up was at Hatton Cross on Thursday evening, overnight to Dusseldorf where we stopped at an hotel near the airport, then to Frankfurt with an overnight stop before we returned the following day to arrive back at Hatton Cross late on Sunday evening. Are you still with me?

I went down to London on the train from Bridlington for a very respectable £22 return. We departed bang on time and picked up at Gatwick and Dover before the Ferry crossing. I must admit, I didn't sleep very much on the journey and we arrived at Liege a little before 4am. The airport is right at the side of the motorway and although it doesn't have many passenger flights, it is the main European hub for TNT. We drove along the service road at the front of the airport as the spotters noted everything (practically) that was on the apron. Obviously TNT were represented by A300 EC-HQT/HVZ; BAe 146 OO-TAA/H/S/W/Y/Z; EC-ELT/FVY/GQO/HDH/HJH; B737 OO-TNB/C/G/H/I; TU204 SU-EAJ; Connie Kalitta B747 N704/712CK; Emirates B747 OO-THC; Atlantic A/W Electra G-FUJR/LOFC; Swiftair B737 EC-KLR; Didn't even bother to get the camera out! We rejoined the motorway and arrived at Dusseldorf Airport Railway Station just before 8am. Don't worry, there is a very good viewing area which is at the end of the runway and is ideal for taking photographs, but it didn't open until 9am. There was another snag, the wind was from the East so that they taxied past after landing and some turned off early. Never mind, the spotters were happy as you could see everything that moved and you could walk to the GA Terminal from the hotel in the evening.

The predominant operator, especially after they have taken over LTU, is Air Berlin. There were numerous A319/320; B737; F100; painted in the old and new colour schemes. All the ex LTU A320 seen, and a couple of A330's were painted in the new Air Berlin colour scheme. Lufthansa came a close second with aircraft and movements but they were mainly Eurowings operated BAe 146 and CRJ's including a couple of 700srs. The Lufthansa aircraft were A319/320/321 and B737 300 and 500srs and weren't of much interest to me. Lufthansa also use two Privatair A319's to operate to Chicago and New York. The interesting aircraft for me were: CSA A319; SAS A319; SAS 146 operated by WDL and Malmö Aviation; Carpatair Saab 2000; Blue Wings A320; Northwest B757 (only other transatlantic service operated by Delta B767); KD Avia B737; LGW Dornier 228; I was disappointed with the Turkish presence, a couple of Turkish B737's and Sun Express B737/757. The usual European airlines operated with aircraft you can see in the UK, IT flights operated by TUI B737 and Condor A320/B757. There were a few biz jet movements: Challenger D-AHEI; Falcon D-BASE/VP-CAM; Citation D-IRKE/D-IHRA/IWBL/CCEU, N1129E, OE-FMD, OO-FPC.

We stopped above the Railway Station for the day which was brilliant sunshine but bitterly cold. Fortunately, the viewing area had an enclosed seated area and you only had to go outside when you wanted to take photographs. During a lull in the afternoon, I took the monorail to the Terminal to get something to eat (MacDonald's) and go onto the viewing area above one of the piers. This is outside, without any shelter and I only stayed about ten minutes. The coach picked us up bang on time at 6pm and took us to the hotel at the other side of the airport which was only a ten minute walk from the GA apron. I accompanied my room-mate, who seemed to want the company, but left the camera at the hotel with it being dark. We saw a few more Biz Jets Learjet 5N-AOC; Premier LX-PMR; Citation EC-IAx, N761JP and an Emirates A330 on the pier. One other thing of interest was a SAS Dash 8 400 taxiing out, I thought that they had grounded them. Maybe FlyBe were operating it.



Originally, we were supposed to be stopping at Dusseldorf for a couple of hours on the Saturday morning, but it was decided it would be more productive if we moved straight on to Frankfurt. A decision I completely agreed with. We stopped off at Cologne where there wasn't much moving but plenty parked up. As you are aware it is the main UPS hub for Europe and being Saturday morning, quite a lot of aircraft were parked up for the weekend (most were still there on the Sunday). UPS aircraft included A300 N 121/2/33UP; plus a B767. Star Air B767 OY-SRG/L/M/P; Farnair AT7 HB-AFG/J/K/L/M; F27 HA-FAB/C/F; Atlas B747 N 524MC; Bluebird B737 TF-BBB; MNG A300 TC-MNU and West Air Europe AT7 LX-WAB. There were WDL F27's parked (stored) on the far side of the airport. Other airlines of note were Germanwings, TuiFly and a Blue Wings A320.

Back on the coach and onto the Autobahn to Frankfurt. With the wind being from the East, we were dropped off at the viewing area between the parallel east/west runway (landing) and the north/south one (take offs). Now you have all heard about the Germans reserving their sun loungers by placing a towel over them, well there was a line of step ladders along the edge of the viewing area parallel to the north/south runway. When an aircraft took off, a wave of photographers climbed up the ladders. I must admit, I used them a couple of times myself.

Well, what did we see? Lufthansa A300/319/320/321/330/340; B737/747; CRJ; RJ200 were a plenty. The usual charters of TUI B737; Condor A320/B757/B767. The really interesting ones for me were: Air China A330/340; China Eastern A330; Eritrea B767; Asiana B777; World A/W MD11; SAA A340; TAM A340; Air Astana B767; Aegean A320; Air Moldova A320; Tarom A318; Aeroflot Don B737; Sibir A319; Albanian 146; Montenegro F100; Yemenia A330; Malaysia B777; Egyptair B777; Lithuanian Saab 2000; Air Vietnam B767; Adria B737 (Ise from Ukraine); Air Bridge Cargo B747; Air Dolomiti 146. It was a bright sunny day but bitterly cold and we were all ready for the move to the hotel at 4pm. This was at the other end of the two parallel runways, on a service estate, again with a ten minute walk to the end of the runway. As you walked to the end of the runway, you passed what used to be the entrance to the USAF base. Here is parked a C47 - 349081 and a C54 which was covered in scaffold and polythene sheeting in preparation for stripping down and moving to a museum somewhere else in Germany. I believe the C47 is going to be moved as well. We had just an hour before darkness descended, so spotted as they climbed out above us.

The following morning, we went back to the end of the runway for a couple of hours but being Sunday it was very quiet. Only ones of interest to me were Sri Lankan A340; OLT Saab 340; Qatar A330 and a Russian 125 RA

02803 which I later found out I had seen before. One advantage of the hotel was that you could check on a display monitor, in the Lobby, the registrations of the scheduled flights planned for that day. Much better to go out in the sun and freeze!



Everyone was back on the coach for 10.30am for the trek home, via Cologne which was basically the same as the previous day except for a Belgian registered DHL B757. Liege was much more interesting because it was nice and sunny and you could take photographs. A Connie Kalitta B747 was about to take off as we arrived. Most of the aircraft were the same but the Emirates Sky Cargo was OO-THD, Swiftair B737 EC-KDY, Icelandair Cargo B757 TF-FIE and two more Kalitta B747's N 713/747CK. The bus had been filled up with diesel whilst we were at Cologne so it was non-stop to Calais where we arrived in plenty of time for the Ferry. We had another smooth crossing, dropped people off at Dover and Gatwick before arriving Hatton Cross at 11.15pm, fifteen minutes late.

Because of the time of day, I was stopping overnight in London before coming back up to Bridlington on the train on Monday morning. What should have been an hour's trip turned out to be a lot longer. I managed to catch a tube OK but had to travel from Acton Town to Hammersmith by bus which took twenty minutes (five minutes by tube) and I missed the last tube. Fortunately I was directed to Hammersmith Bus Station but I had to pay again as my tube ticket wasn't valid (bad news for a Yorkshireman – having to pay twice). I managed to get into my bed at St Pancras YH at 1.15am, as quietly as possible, only for the person on the top bunk complaining I was late in and asking where I had been.

Would I go on another trip?

Yes I would, but it would have to be a trip 'further afield' and by air. Paying for the coach and two drivers is relatively expensive and this trip cost me approximately £50 more than my planned trip to Madrid (by Jet2) in May. It was a day longer but no extra overnight accommodation as we travelled on the coach.

Would I recommend Aeroprint Tours?

I can't compare as this was the first organised trip I have been on. The service (drinks and snacks) was good, the organiser was on board, there was some flexibility with the slight change in itinerary but you had to go with everyone else, but to some very good viewing/photographic points. As I have said before, the Germans do know how to provide good vantage points at their airports.

Note! I still take slides with my SLR (and will continue whilst I can get film) so the photographs above were taken on my small digital camera.

Roger Fozzard



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