

COVER SALE



YORKSHIRES PREMIER AVIATION SOCIETY



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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

It was with the greatest personal regret, and I'm sure it was the same for many other members, that I learned at the last minute that the July meeting was cancelled. I was looking forward with great interest to "The History of Royal Flying", the illustrated talk by Squadron Leader Graham Laurie. We are very fortunate in being able to re-arrange his visit for our April 2008 meeting and we shall look forward to meeting him then.

It was appreciated there was sound reason for the cancellation of the meeting; fortunately the weekend was not to end in disaster at LBIA as it could have done but we remember the people caught up in the attack at Glasgow Airport.

Denis Stenning

GRAND DRAW 2007

We are delighted to announce the launch of another fund-raising effort in aid of the *Yorkshire Air Ambulance Service Charity*, the winning ticket to be drawn at our Christmas meeting.

Tickets for the Grand Draw are available only to Society members. Pauline Valentine has kindly offered to be the co-ordinator so please obtain your tickets (at £1 each) from Pauline at our meetings or by post (her address is listed above). Cheques should be made payable to *Air Yorkshire Aviation Society*.

You will be wondering what the prize is! The prize is a voucher for £75 against the cost of a Jet2 ticket. To claim the prize, the winning-ticket-holder must also show the Jet2 booking confirmation to our treasurer.

The voucher has been sponsored by the Aviation Academy and we are grateful to the Academy for their generous support.

Officers and Committee

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

ALL MEMBERS CAN NOW ATTEND THE MONTHLY MEETINGS. Please contact Alan Sinfield if you require any further information.

Please note that car parking at the monthly meetings is provided at a discounted rate. Please contact a Committee Member for details.

- 5 August Squadron Leader Brian Waite – "609 Squadron from Yeadon to Leeming - 50 miles in 71 years!"
Squadron Leader Brian Waite served for 17 years as a Commissioned Officer in the Administrative (Secretarial) Branch. Postings included: Squadron Intelligence Officer on 92 Sqn (RAF Wildenrath) and a Flight Commander on Initial Officer Training at RAF Cranwell. Following this, and after two years living in Norfolk, he joined 609 (WR) Squadron, Royal Auxiliary Air Force, on Full Time Reservist terms. He Commanded 609 for five years from 2001-2006. He is now semi-retired, living in North Yorkshire, but continues his link with the Squadron as Chairman of its Association.
- 2 September Carol Bell – Presentation on the role of the RAF and Military Low Flying.
Carol is the RAF Community and Relations Officer for the 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 October Captain Mike Newall – MyTravel Airways.
Mike is currently a captain on the Mytravel Airways Airbus fleet. Previously he worked for Capital Airlines out of Leeds/Bradford. Mike did the commentary for the flight on the Mytravel Airways Enthusiasts Day. He is an experienced and interesting speaker and I am sure that the talk will be a fascinating insight into the world of commercial aviation.
- 4 November Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a DVD or Slide Show.
- 2 December Christmas get together, including Coffee/Tea and Mince Pies.
- 6 January 2008 NEW - Peter Hampson - We welcome back Peter Hampson, the Managing Director Airport Solutions. Peter and his colleagues work on fascinating projects at airports literally in all corners of the globe. At this meeting he will describe their adventures over the past year. Once again the aircraft, the airports, the people, the wildlife seen and the amusing stories will be told. Included in the presentation will be – Building Airstrips in the Omani Desert, Working Behind the Scenes at Bogota, Playing with Iguanas in Caracas, Birding in Sharjah, Putting New Life into Oxford and Teaching in Trinidad! ... (That's just in the first six months of 2007). We look forward to seeing you at a very special meeting.
- 3 February 2008 Annual Air Yorkshire Quiz – Norman Smart and Alan Sinfield will present this year's quiz in the same format as the 2007 one, which proved very popular and not too difficult.

Alan Sinfield



SCENE AROUND YORKSHIRE JUNE 2007

The Great British Summer continues! This month, being the wettest June on record, meant operations were again curtailed at the local airfield; however there were a few stand out arrivals, not least being the Zimbabwean DC-10s at Doncaster.

Bagby:- On 3/6 Cirrus SR.22 N988SR arrived from Henstridge late afternoon, accompanied by resident T.206H N191ME, 'SR then departed to Macrihanish the next day.

PA-28 N2273Q was logged on 5/6, inbound from Panshanger and on 10/6 C.182T N5020A was noted outbound to Perth. PA-24 N218SA dropped in for fuel on 11/6. Visitors:- 1/6 G-AYKT D.117(t. Popham), G-CDKR Quantum(plus 2), G-GUMS C.182P; 2/6 G-BLYD TB.20(f. Headcorn), G-BLWV Colibri(f. Sleep), G-JJPJ F.172M, G-CJLL R.44, G-AKVO Taylorcraft BC-12D; 3/6 G-LBRC PA-28R(f. Halfpenny Green); 4/6 G-BCSL Chipmunk; 5/6 G-BRWX C.172M; 8/6 G-AYSF F.177RG(t. Fenland), G-BTMR C.172M; 9/6 G-BBDLAA-5; 10/6 G-BKAM T.67M(f. Elstree), G-BPNA C.150L, G-BGAX PA-28; 11/6 G-BEYV T.210M; 17/6 G-BXTD Europa(f. Hucknall); 22/6 G-BVMI PA-18; 27/6 G-BPXJ PA-28RT(f. Headcorn); 28/6 G-CSIX PA-32(f. Oxford).

Baxby Manor(Husthwaite):- This microlight airfield is also host to Auster J/1N G-AJIS and, after a long period of inactivity this machine was actually noted flying on 1/6.

Beverley:- Visitors:- 1/6 G-ATHV C.150F; 6/6 G-HOLZ Jet Ranger; 16/6 G-CECO Schweizer 269C; 23/6 G-BRNC C.152.

Brighton:- Cessna 152 G-BTIK, formerly based at Andrewsfield, arrived here on 10/6 and was still present at the end of the month. Visitors:- 10/6 G-CBRD Jodel D.11, G-AYEC Emeraude; 11/6 G-MZSC Quantum(plus 3); 13/6 G-BGTI Cub; 17/6 G-BEUI Cub; 23/6 G-BBFV PA-32; 29/6 G-AWGN RF.4(In formation with another).

Brighton(Auster Fly-in, 2/6):- Information from HAR/Andy Wood

G-AJEE	Auster J/1N	G-AJEL	Auster J/1N	G-AOCU	Auster 5
G-APYN	PA-22 Tri Pacer	G-ASYG	A.61 Terrier	G-ATBU	A.61 Terrier
G-AWFW	Jodel D.117	G-BAJE	Cessna 177	G-BBJX'	Cessna F.150L
G-BBNJ	Cessna F.150L	G-BENJ	Commander 112	G-BIOW	Slingsby T.67A
G-BIWN	Jodel D.112	G-BJWT	Tailwind	G-BJXB	Slingsby T.67C
G-BKKZ	Pitts S-1S	G-BLPG	Auster J/1N	G-BPGK	Aeronca 7AC
G-BPTL	Cessna 172N	G-BPVA	Cessna 172F	G-BRXS	Howard T-minus
G-BRZX	Pitts S-1S	G-BTMR	Cessna 172M	G-BUGT	T.61F Venture
G-BUYS	Robin DR.400	G-BVGW	Luscombe Silhouette	G-BWSC	Tomahawk
G-BYFM	Jodel DR.1050	G-BYMV	Rans Coyote	G-BYYC	Hapi Cygnet
G-CBEX	F/Design CT.2K	G-CEEM	EV-97 Eurostar	G-CDLK	Sky Ranger
G-CEJJ	Pegasus Quik	G-DMSS	Gazelle	G-FIBS	Squirrel
G-FUZZ	Super Cub	G-GBXS	Europa XS	G-JJPJ	Cessna F.172M
G-OACF	Robin DR.400	G-OSLD	Europa XS	G-PSKY	Sky Ranger
G-RKEL	Jet Ranger	G-RMMT	Europa XS-TG	G-RODI	Isaacs Fury
G-RUFF	Mainair Blade	G-TSIX	Harvard	G-XIII	Vans RV.7
G-XXTR	Extra EA.300/L	G-ZVKO	Edge 360	HA-LFZ	Alouette 3
HA-PPC	Alouette 3				

The weather had a big affect on the turn out with one of the most notable arrivals being J/1N G-BLPG(Canadian Air Force 693), which arrived from Abbots Bromley with Luscombe G-BVGW. The Terrier G-ATBU was f/t Leicester while similar type G-ASYG is based at Scampton. The Howard T-minus G-BRXS looks like a cross between as Super Cub and an Auster.

Brighton(Radial Fly-in, 3/6):- Information from HAR/Andy Wood

G-ASNI	Emeraude	G-AZEW	Pup	G-BCSL	Chipmunk
G-BKKZ	Pitts S-1S	G-BMHT	PA-28RT Arrow	G-BNDT	MB.2 Colibri
G-BOWP	Jodel D.120A	G-BPMB	Maule M.5	G-BRZS	Cessna 172P

G-BRZX	Pitts S-1S	G-BSSF	Kitfox	G-BUGT	T.61A Venture
G-BUTK	Murphy Rebel	G-BXPI	Vans RV.4	G-BYSI	Kolibri
G-CBPY	Yak 52	G-CBUY	Rans Coyote	G-ELMH	Harvard
G-EXLL	Zenair Zodiac	G-EXTR	Extra EA.260	G-FLYG	Slingsby T.67C
G-FUZZ	Super Cub	G-IEYE	Robin DR.400	G-MSTG	P.51D Mustang
G-MVGE	Chevvron	G-PARI	Cessna 172RG	G-PWUL	Vans RV.8
G-RJMS	PA-28RT Arrow	G-TSIX	Harvard	G-XTRA	Extra EA.230
G-ZVKO	Edge 360	HA-LFM	Gazelle	HA-PPC	Alouette 3
N883DP	Cessna 182RG	N4712V	PT.13D Kaydet		

As with the previous day the weather had a big say in the turn out and the only notables were the trio from Hardwick, Harvard G-ELMH(42-84555/EP-H), Mustang G-MSTG(414419/LH-F) and Stearman Kaydet N4712V(75-5094). The Mustang went u/s and spent a further two days here before returning home.

Carr Gate(Wakefield):- Sea King XZ586(Rescue 128) dropped in on 7/6 and later the same day the Greater Manchester Police MD.902 G-GMPB(Police 151) arrived for a visit.

Church Fenton:- Sandtoft based Jet Provost G-BXLO was noted visiting on 4/6.

CONEY PARK(Leeds Heliport)

First news that Jet Ranger G-HMPT has been registered to Yorkshire Helicopters, however it is believed the aircraft will not be based here, so we await to see where it turns up! The Bell 222 N800HL, which has been missing since last year is still having problems with the new avionics which have been fitted. R.44 G-ILLG arrived here on 22/6 and was again used for training until 26/6, when it returned home to Penrith. Visitors this time included:-

05/6	G-VONB	Sikorsky S.76B	1640 1700	f/t Barnoldswick(Sloane 08)
06/6	G-BPRL	Twin Squirrel	1600 1615	f. Burnsall t. ???
06/6	G-SMAC	MD.500N Notar	1600 1605	f. Sheffield t. Wycombe Air Park
07/6	G-BYKK	R.44	1645 1515	f. Wellesbourne, n/s t. Site nr. Wycombe
08/6	G-SMAC	MD.500N Notar	1235 1240	f. Site nr. Elstree t. Leeds(Private site)
09/6	G-MDGE	R.22B	1520 1545	f. Oban t. Redhill
11/6	G-LCPL	Dauphin	1155 1700	f/t Vanguard?(Starspeed 42)
17/6	G-RALA	R.44	1435 1600	f/t Cambridge
19/6	G-TGRA	Agusta A.109A	1548 1555	f. Gunnerside t. Battersea
20/6	G-TKNT	Agusta A.109A	1215 1430	f. Bilsthorpe t. Denham
24/6	G-SPEE	R.22B	2000 1410	f/t Shobdon, n/s
28/6	G-RTWW	R.44	1300 1330	f. Oban t. Brands Hatch

Crosland Moor:- Newly resident here is EV.97 Eurostar G-ZZAC along with Pitts Special G-CCTF. Visitors:- 3/6 G-OSSI R.44; 17/6 G-KEEF Commander 114B(t. Fair Oaks); 24/6 G-NOSY R.44.

Devonshire Arms:- Manchester based Hughes 369E N500XV visited on 1/6 while similar type N322MC was noted on the 6th. On 3/6 Gazelle HA-LFM arrived from Tadcaster while sister-ship HA-LFQ was in evidence on 20/6. MD.902 N555WA(Bladerunner 001) arrived on 21/6, also from a site near Manchester. Others:- 1/6 G-JAKF R.44(f. Manchester); 3/6 G-XTEK R.44, G-CCKS Hughes 369E; 4/6 G-DRIV R.44(Also 8/6); 9/6 G-OSSI R.44(Also 10/6), G-FABI R.44; 10/6 G-STER Jet Ranger.

Dishforth:- Leeds based Twin Squirrel G-ORDH was here, crew training on 6/6. Other civilian arrivals were, on 13/6 PA-28 G-FMAM from Southend and on 21/6 F.172P G-WACY from Wycombe.

DONCASTER(Robin Hood) Information from RHADS web-site.

Wizz Air have announced that they will be commencing flight to Poznan from January next year. The star arrival this month however was Zimbabwean Douglas DC-10-30CF Z-AVT(SMJ 332F) of Avientair, which arrived on 6/6 and heralded the start of a new regular freight flight Sharjah. Sister ship Z-ALT operated the flight on 21/6. Also on a freight charter was Antonov AN.26 LY-APN(LVR 965) of Aviavilsa which arrived just before midnight on 15/8 and stayed a couple of hours. UK Zoom is a new airline and their first Boeing 737/800 G-UKZM was here crew training most of the afternoon on 13/6. Also of note was Dash 8 D-BOBU(RUS 2518/7117) of Cirrus Airlines, which operated a one off charter on 19/8. Nouvelair continue their flights f/t Monastir with A.320's TS-INB(24/6), TS-INF(3/6), TS-INI(17/6), TS-INL(7/6). Globespan operate a weekly flight from Hamilton(Ontario) using Boeing 757s TF-FIS(12/6, 19/6, 26/6) and TF-FIT(5/6). Flybe used ATR.42 PH-ISA on their Belfast City flight on 23/6, while G-JEDM(Jersey 643) was a Leeds diversion on 24/6. Veteran C-47 N473DC spent half an hour gracing the apron on 9/6. Among the other visitors were:-

01/6 N357SA PA-34(Skytrain 01), XS711 Dominie(Cranwell 85, ILS)
 02/6 G-EMBC EMB.145(Jersey 026T, training)
 03/6 N53GX Global Express, OE-GAA Citation V(TYW 772), OE-GHP Citation Bravo(MPJ 303)
 04/6 G-BATN Aztec(Marshall 06), G-SOVV Lear Jet 45, G-ONAL King Air 200(Goosepool 51)
 05/6 N54JC Challenger(Also 10/6), G-CCHK Diamond DA.40(ILS)
 07/6 CS-DHD Citation Bravo(NJE 1GE), D-IJOA Citationjet, G-OLDT Lear Jet 45(ACG 37B, n/s)
 08/6 CS-DXD Citation XLS, N64LA Cessna 421C, G-CJAG Premier 1(Spacejet 61)
 N919CT Gulfstream 4(n/s), G-LOFE Electra(Neptune 712, n/s), G-ELIS PA-34(Clifton 8)
 09/6 OE-1SN Legacy(AJF 851, n/s) G-EMBN EMB.145(BE 028T, training), G-GOMO Lear 45
 11/6 CS-DXA Citation XL(Fraction 3UK), N53GX Global Express(TAG 427, n/s)
 13/6 PH-TCN P.160 Avanti, ZH888 Hercules(Ascot 520, training)
 15/6 N50XJ Falcon 50, N97GW Beech 36; 17/8 G-WINA Citation XL(Lonex 618W)
 20/6 G-ODDM Citationjet(Hangar 867M), G-GAFT DA-42(Atlantic 47T, training)
 21/6 CS-DXI Citation XLS(Fraction 557E), G-JEMH Twin Squirrel(Costock 10)
 22/6 D-CTTT Citation XLS(Augusta 254), N877SW A.109 Grand
 25/6 D-CHHH Citation XLS(Augusta 123), N45XR Lear Jet 45XR, N224CJ Citationjet,
 A6-ESH Airbus 319(Sharjah 1), ZJ238/242 Bell 412s(Shawbury 91/81, training)
 27/8 N40XR Lear Jet 40, G-CEGE Metroliner(Norfling 153E), G-FBEA EMB.190(BE 021T)
 29/6 SE-FCM PA-32 PA-28, XW235 Puma(Vortex 010, training); 30/6 N123DV SR.22
 Of the aircraft listed above Gulfstream 4 N919CT arrived from Monmouth Executive Airport, New Jersey while the Falcon 50 N50XJ is owned by Aspect Aviation of Denver, Colorado. Lear Jet 45XR N45XR is operated by Cloud Nine Aviation Inc. of Los Angeles, however not as far from home was Lear Jet 40XR N40XR, owned by Jet Care International of Bournemouth, The Embraer Legacy OE-1SN is operated by Avia Consult Flugbetriebs GmbH and the executive A.319 A6-ESH is owned by the Sharjah Royal Flight. Now a note on the operations surrounding the flooding in Sheffield, on 26/6 and 27/6, Sea Kings XZ586(Rescue 128), ZE369(Rescue 131) and ZH543(Rescue 125) were regular visitors for fuel on the 27th and Chinook ZA712(Vortex 538) arrived on the 28th and was based for a couple of days while operating in the area. Finally, on 21/6 RAF Global Express ZJ690(Snapshot 1) was logged on the ILS and was joined by older brother, AWACS ZH103(NATO 05) while similar type ZH107(NATO 02) was noted on 27/6. Well that concludes what must be the most interesting and varied month so far, in the short history of this airport!

Eddsfild:- Resident Cessna 182Q G-BGFH was written off on 23/5 after making a forced landing in a field near Aberdour. The aircraft was relatively undamaged, however before it could be recovered the following day it had been set on fire by vandals and written off. Visitors:- 3/6 G-ASSF C.182G, G-CDGG Eurostar, G-CEEM Eurostar, G-CDLK Skyranger, G-CDTP Skyranger; 9/6 G-PSRT PA-28(f. Waddington); 10/6 G-CDXO Zodiac, G-BJZN T.67A, G-SACK Robin 2160; 17/6 Fly-in(30+ visitors) including G-BNME C.152(t. Sibson), G-BHZU PA-18, G-CEBF Eurostar, G-IANN Kolb, N883DP C.182Q; 28/6 G-ROOK F.172P.

Elvington:- Visitors:- 2/6 G-CENE CTSW, G-CEGZ Ikarus; 11/6 G-BEYV T.210M(Circuits); 21/6 G-SASH MD.902 (Helimed 99Z, training).

Felixkirk:- Not often mentioned in these columns, however a report in Air Britain suggests Stearman N10053 is hangared here along with RV.7 G-CEEJ and the wreck of Pitts Special G-OEYE which crashed at Otherton on 15/12/06.

Flockton:- New resident at Kirkby Grange Farm here, near Wakefield is R.22B G-JCAP.

Full Sutton:- Leeds based Cirrus SR.22 N54105 was noted visiting on 1/6, while also with a Leeds connection Spitfire 26 G-HABT was noted on Air Test from here on 5/6. On 10/6 the PA-24 N218SA was logged heading to Garston Farm, near Bath and PA-28 N47494 was noted arriving from Panshanger on 17/6. Visitors:- 6/6 G-COMB Twin Comanche(f. Swansea), G-BZTG PA-34; 9/6 G-BOWP D.120A; 10/6 G-EEJE PA-31, G-YIII F.150L(f/t Hucknall); 11/6 G-BZXZ Bulldog(f. Wellesbourne); 13/6 G-BBBC F.150L; 15/6 G-BXOR HR.200; 16/6 G-ILTS PA-32

Garforth:- Noted at Mr. Makin's strip on 6/6 was Sherburn based PA-28R G-BFTC. On 17/6 and 18/6 Sherburn based Jet Ranger G-STER was carrying out pleasure flights all day from a site in the village. Also on 17/6 Bell 407 N775SB visited the site and on the 19th R.44 G-GSPY was carrying out pleasure flights.

Gamston:- Former resident PA-28RT G-GDOG has moved out and now lives at Connington. Citation XL CS-DXD (Fraction 3EU) visited on 4/6, from London City to Cannes. Visitors:- 3/6 G-SAXN King Air

200(t. Cambridge); 8/6 G-BRIV TB.9; 9/6 G-YFZT C.172S(t. Perth); 11/6 G-BVMA King Air 200(Also 27/6); 12/6 G-JMKG DA-42; 15/6 G-ARFB PA-22(t. Derby), G-WCCP King Air 200; 16/6 G-AZFI PA-28R; 22/6 G-BKGW C.152; 23/6 G-BKFZ PA-28R; 26/6 G-JONZ C.172P.

German Microlights:- On 5/6 a large formation of German Microlights flew up the Vale of York just after 1400 routing from Cambridge to Fishburn, however the weather was pretty grim so I believe some them dropped in at various airfields enroute. The only aircraft using the radio was Zodiac G-MNTH flown obviously by the formation master and he, along with Dallach D.4B Fascinations D-MVBB and D-WDFL, Pioneer D-MISY, Star 9G D-MYLA and CTSW D-MHBA later turned up in Wick. D-MNTH, however was back the following day calling at Bagby, Kirkbymoorside and Fadmoor presumably collecting the rest of his flock, so the question is, did anybody log any German Microlights at the these airfields?

Grindale:- Visiting on 29/6 was Strathallan based Cessna T.206H G-CCSN.

Harewood:- Contrary to reports last month C.182T N5020A is not a new resident, it was just standing in for G-THIN while the latter was away on checks. FR.172 G-THIN returned on 28/6.

Hazelwood Castle(Tadcaster):- On 14/6 Cessna T.210M N191ME arrived to collect passengers enroute to the races at Newbury.

Hibaldstow:- Accidentally omitted last month was the fact that the parachute dropping aircraft here, HA-NAH is in fact an SMG.92 Finist.

HUMBERSIDE

A new resident is Cirrus SR.22 G-ZZRZ, which in fact arrived on 19/5, along with FRA.150M G-BAEP. It is rumoured that Eastern Airways are considering an order for an undisclosed number of Dash 8/300Q aircraft following the demo by the aircraft last year. Meanwhile on 26/6 Jetstream 41 G-MAJZ was slightly damaged when the nose wheel collapsed, while the aircraft was on the apron at Birmingham. On 8/6 Eurofly Airbus 320 I-EEZH (EEX 1540) positioned from Inverness to operate a charter flight to Naples, I-EEZF operating the return trip on 15/6. Also on the 8th MD-90 HB-JIA of Fly Hello operated on sub-charter to Futura. The Futura flight on 12/6 was operated by newly registered 737/800 EC-KFB, this aircraft having been transferred from Pegasus(TC-APY) on 30/5. A star turn up, also on the 12th was Omni International Boeing 757 N459AX which had been sub-chartered by Eurocypria, f/t Larnaca. On 24/6 Travel Service 737/800 OK-TVG(TVS 120) positioned from Prague for a charter to Verona. Other visitors this month included:-

02/6	D-CEXP Lear Jet 60(n/s), CS-DKC Gulfstream 5(Fraction 453U, f. Faro)
03/6	CS-DXJ C.560 Citation XL(t. Farnborough), TF-FIE Boeing 757(Iceair 706)
05/6	ZF344 Tucano(LOP 23, ILS and overshoot) 6/6 ZK451 Be.200(CWL 65, ILS)
07/6	G-WCCP King Air 200
12/6	N660WD Gulfstream 4(f. Detroit, n/s), N665CP Gulfstream 4(n/s)
13/6	CS-DXI Citation XL(f. London City), LN-FAM Jetstream 31(Coast 87, f. Haugesund)
14/6	D-CIFA Citation 2(Frankenair 7326), OE-GAA Citation V(TYW 742)
15/6	EC-HRO Citation Bravo(EXU 1251/2), EI-DMZ Boeing 737/800(Futura)
17/6	N46WK PA-46(f. Hawarden), CS-DFZ Hawker 800XP(f. Le Bourget, n/s)
18/6	M-ICRO Citationjet(f. Pontoise)
20/6	5B-DBU Boeing 737/800(Eurocypria) 23/6 G-ERAA Airbus 320(My Travel)
24/6	CS-DXL Citation XLS(Fraction 875K)
26/6	CS-DNY Citation XL(Fraction 3XW), TF-FIG Boeing 757(Iceair 708)
27/6	CS-DXD Citation XLS(Fraction 3EU), F-MABR TBM.700(French Army 8040)
28/6	CS-DXG Citation XLS(Fraction 034A/3QH)

The Gulfstream 4 N660WD is operated by J. Porter Enterprises Inc., Mr. Porter being head of a consortium who have just purchased Hull City F.C. The other G.4 N665CP is owned by Conoco/Philips Petroleum.

Kirkbymoorside:- T.67M G-BYOD was noted arriving from Newtownards on 18/6, for maintenance. Similar type G-KONG arrived from North Weald on 28/6.

Leeds General Infirmary:- Sea King XZ586(Rescue 128) arrived early evening on 13/6 to collect a patient for transportation to London.

Mt. Airey:- Noted visiting from Fowlmere on 3/6 was PA-28R G-BONC while T.67M G-BNSO visited on 11/6.

Middleham:- Logged outbound to Deauville on 12/6 was PA-24 N218SA and PA-34 G-CLUE to Fowlmere on 21/6.

Netherthorpe:- Visitors:- 1/6 G-GSPY R.44; 2/6 G-BFRR FRA.150M, G-FOXI Kitfox, G-BEAH Auster J/2; 3/6 G-DASS Ikarus.

Pontefract Race Course:- A.109E G-USTS was here for the races on 24/6, arriving from a site North of Newcastle using its new call-sign "Zigzag 1". Also visiting the same day was an R.44 from Oxford, call-sign "Topcat 07".

ROTARY ROUND UP

01/6	G-BPRI	Twin Squirrel	Stapleford - Croft Racing Circuit
02/6	N500XV	Hughes 369E	Clitheroe - Site near Gamston
03/6	G-VEIT	R.44	Northampton - York
	G-EMMI	R.44	Rochester - Croft Racing Circuit
04/6	G-ZELE	Gazelle	Rudding Park - Winyard(Durham)
	N340AJ	Long Ranger	Sheffield - Coney Park(Arrived 2250)
05/6	N696XX	Hughes 369E	Gamston - Lelley(Hull), also 16/6
	G-EEZA	R.44	Thirsk - Todmorden
06/6	G-JCAP	R.22B	Emley Moor - York Race Course
	G-OTVI	R.44	Sherburn - Settle(Filming)
	G-ERJC	R.44	Bedford - Ferrybridge
07/6	G-BPRL	Twin Squirrel	Huddersfield - Harehills(E. Leeds)
08/6	G-STER	Jet Ranger	Hull - Great Yorkshire Show Ground
	G-RAMY	Jet Ranger	Hull - Harewood House(Also G-STER)
09/6	G-CCKS	Hughes 369E	Cleckheaton - Pannal(Harrogate)
10/6	G-HMPH	Jet Ranger	Sheffield - Clay Cross - Sandtoft
	N877SW	Agusta A.109S	Dundee - Bramham Park(Wetherby)
11/6	G-GDSG	Agusta A.109E	Pontefract Race Course - Bovington
	G-EEZA	R.44	Todmorden - Stainsby Hall
12/6	N449J	Agusta A.109E	Barnsley - Stourbridge(Birmingham)
	N109MJ	Agusta A.109E	Wetherby Race Course - Ronalds Way
	G-JEMH	Twin Squirrel	Redcar Race Course - Mansfield
13/6	G-STER	Jet Ranger	Sherburn - Rudding Park - Penrith
16/6	G-LIMO	Long Ranger	Doncaster R/C, pleasure flights, also 17/6
17/6	G-MLTY	Dauphin	"Yorkair 02" Elstree - Harewood - LBIA
	G-CECO	Schweizer 269C	Falldingworth - Beverley - Binbrook
18/6	G-MRSN	R.22B	Coney Park - Stainsby Hall with R.22B G-BRVI
20/6	N109AN	Agusta A.109C	Wakefield - Otley - Sherburn
24/6	G-HMPH	Jet Ranger	Ascot - Mount Pleasant(Doncaster)
	G-ETOU	Agusta A.109G	Durham - Denham
26/6	N500XV	Hughes 369E	Todmorden - Site near Gamston
	G-HIPO	R.22B	Fishburn - Yarm(Photography)
27/6	G-BSGF	R.22B	Brighton - Site W/Sherburn
28/6	G-CJLL	R.44	Teesside - Burton-on-Trent
	G-JPAL	Twin Squirrel	Witteringham - Cadwell Park
30/6	G-CCKS	Hughes 369E	Hornsea - Cleckheaton

Rufforth:- Skyservice King Air 200 OO-SKM was again logged visiting, this time on 3/6 from Brussels. Also on the 3rd Robin DR.400 D-EFDR was in evidence. Visitors:- 3/6 G-BNRP PA-28(t. Cranfield), G-BNIX Dimona; 19/6 G-BUTZ PA-28(f. Leicester), G-EEJE PA-31; 23/6 G-AZLN PA-28(f. Oxford); 26/6 G-KRMA C.425(f. Wycombe).

Sandtoft:- The PA-46 N9275Y, which is in and out of here quite regularly from Haverfordwest, will henceforth be classed as resident as it is owned by the same chap who owns resident Jet Ranger G-TILI. New Bagby resident Cessna 182RG N382AS was noted here on 5/6. Visitors:- 1/6 G-TRAX F.172M(f. Conington), G-BKWY F.152, G-CCCJ HN.700, G-STAA R.44; 2/6 G-CBRD Ikarus; 2/6 G-BYJD Jabiru; 3/6 G-BYPE Horizon(f. Little Snoring), G-CCEM Eurostar; 4/6 G-CEAR Pioneer; 6/6 G-GOTH PA-28, G-BZTG PA-34; 7/6 G-CCSN T.206H(t. Strathallan); 10/6 G-BRTP C.152; 16/6 G-LUNA PA-32R; 20/6 G-CLUE PA-34; 23/6 G-HALC PA-28R.

Sheffield:- Some new residents to catch up with this month, starting with Cessna 421C G-GILT which has been registered to Cloud 9 Aviation. PA-28s G-GBRB and G-BVJZ have both been noted operating with the Aero Club and Trinidad G-TRIN arrived late in the month, having formerly been

based at Biggin Hill. PA-28 N47494 visited from Denham on 2/6, while Eurocopter EC.135T N604FD was logged departing to Battersea late on the 9th, no doubt something to do with the "Bollywood" awards. Another pair of helicopters were N565F, a Gazelle which called for fuel on 21/6 while routing from Lagham(Norfolk) to the Isle of Man and the following day A.109E N877SW called in while routing from Airdrie to Ascot. On 23/6 PA-28 N235PF visited from Southend. Visitors:- 2/6 G-AXZD PA-28(f. High Croft), G-BBUE AA-5; 6/6 G-TILI Jet Ranger; 9/6 G-BKVL DR.400; 10/6 G-FOFO R.44; 12/6 G-PELS Jet Ranger; 13/6 G-LIDE PA-31(Causeway 999); 21/6 G-KCIN PA-28(f. Elstree); 23/6 G-SIMS R.22B; 26/6 G-OBAL M.20J(t. Prestwick); 27/6 G-OTVI R.44, G-OMLS Jet Ranger; 28/6 G-CPOL Twin Squirrel(F. Rochdale).

Finally, a note on the floods which hit Sheffield on 26/6, during the evening and night Sea Kings XZ586(Rescue 128), ZE369(Rescue 125) and ZH543(Rescue 131) were used to ferry people here, after being rescued from flooded offices in the city centre and the following few days numerous "Newscopters" could be seen in the local area.

Sherburn:- Confirmed as a new resident is Beech A.36 G-EISG, which was first noted on the 1st. Resident R.44 G-NOSY returned from Gloucester on 12/6 following long term maintenance with similar type G-GDAV acting as crew ferry. 'AV itself appears to be a new resident, having arrived from Bangor-on-Dee on the 6th. Also returning after an absence for maintenance was Hiller UH-12E G-ASAZ, from Costock on 28/6. The RV.8 PH-PWA was back on the 6th, inbound from its base at Membury while on the 10th A.109S N877SW dropped in for fuel. Another of the type, N109AN arrived from Goole on 21/6 and night stopped. Cessna T.182T N5020A was logged arriving from Cumbernauld on 17/6. Visitors:- G-BAJE C.177, G-DENB F.150G(fuel after local survey); 2/6 G-PIKK PA-28; 3/6 G-BFDI PA-28; 5/6 G-BUIF PA-28; 6/6 G-CDHI Mustang(Low Flypast); 8/6 G-BXUY C.310Q(f. Liverpool), G-KOKL Dimona; 9/6 G-SAMZ C.150D; 10/6 G-BZHW PA-28, G-BNDT Colibri; 12/6 G-GDAV R.44; 16/6 G-XIII RV.7; 17/6 G-BTXT MX-7; 18/6 G-APYN PA-22, G-BUUT J.67M, G-BLDG Pawnee; 21/6 G-BKUE TB.9(t. Perth); 26/6 G-BUPW Kitfox; 27/6 G-HIPO R.22B; 28/6 G-BXYK R.22B.

Sturgate:- Visitors:- 2/6 G-ILSE CJ-1 Starlet(f. Goodwood), G-BKGA Rallye, G-AXNS Pup, G-RODI Isaacs Fury, G-BXAN Falke; 3/6 G-CEEP RV.9, G-CEAR Pioneer; 4/6 G-GUYS PA-34; 8/4 G-RAMS PA-32R, G-OSEA Islander; 11/6 G-TERY PA-28(f. Bembridge), G-BPVY C.172D; 17/6 G-BYBD F.172H, G-AZCN Pup; 23/6 G-BSRI Lancir 235.

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

The month commenced with a pair of charters inbound from Lourdes operated by Excel 737/800 G-XLAI and Air Mediterranee A.321 F-GYAZ on the 1st. The same day Titan Airways 737/300 G-ZAPM was used on an outbound flight to Lourdes. The trips from Kuwait only operated for the first week of the month with Omni DC-10 N603AX logged on 2,4,6 and Star Airways Airbus 330 F-GRSQ on 3,5. Iberworld sub chartered Hola Boeing 757 EC-ISY for a flight on 16/6 and on 30/6 Click Airways Airbus 320 EC-ICS was similarly employed. On 17/6 Travel Air Services 737/400 OK-TVS arrived from Prague to operate a charter to Verona with the return trip on the 24th using OK-TVG. Towards the end of the month SAS/Braathens operated a series of charters from Scandinavia bringing tourists to the North Yorkshire Moors, operated by 737/800s LN-RPL on 20/6 and 29/6, in between which LN-RCZ was noted on the 25th. On 2/6 Airbus 320 G-MIDS(Midland 8156) diverted from LBA due weather while Thomson 737/800 G-FZDB was a first time visitor on 22/6. On 5/6 Hawk XX331(Gauntlet 1) made a precautionary landing with a fuel shortage, escorted by XX278(Javelin 61) and similarly Tornado ZE168(Savage 12) dropped in on 18/6 for a top up. Other movements included:-

01/6	N582C TBM.700, G-OLDD Hawker 800(Partner 39A)
02/6	N642P PA-31 Navajo, N97GP Beech 36(n/s)
03/6	C-FTAH Boeing 737/800(Excel 7507), OO-LFN Lear Jet 45(Abelag 744P)
04/6	ZE701 BAe 146(Northolt 15), G-EMMI R.44 Clipper
06/6	N660WB PC-12, YU-HEY Gazelle, ZE794 Tornado(Plaza 42, overshoot)
08/6	N46PJ C.551 Citation 2(n/s), VP-CRB Lear Jet 60
09/6	N123DV Cirrus SR.22, G-CDJL Jabiru
11/6	N747RL Citation Sovereign, D-CDSF Lear Jet 35A, G-SAIG R.44
13/6	I-ERJD Lear Jet 45(Jet Italia 998)
14/6	N468DB Raytheon Baron, G-ENGL PA-28(n/s)
16/6	9H-AEE Lear Jet 60(Jet Line 156), D-CURT Lear Jet 31(Snoopy 152), G-ELNX CRJ
17/6	G-SCOL G.8 Airvan(n/s, to Fishburn)
18/6	N92TH King Air 350, PH-HMA C.501 Citation 1

19/6 D-ITWO PA-42 Cheyenne 2, LX-LAR Lear Jet 35A(Lion King 3 Ambulance)
 20/6 D-CAPO Lear Jet 35A(Jet Executive 434), N747MM PA-28, XZ345 Gazelle
 24/6 D-BUSY Challenger(Premium 718) 25/6 G-XBEL Citation XLS(Beauport 852)
 26/7 HB-VMX Citation Bravo(Jet Aviation 101), ZE813 Typhoon(overshoot)
 27/6 LX-PMA Challenger 300(Ballistic 667A), XS711 Dominie(Cranwell 85)
 28/6 HB-EFP Robin DR.400, N36665 Beech 36, D-CFAI Citation 1
 30/6 OO-DPJ Boeing 757(Eurotrans 9801, to Dublin), N2536Y BN.2T Islander(n/s)

The Citation Sovereign N747RL is owned by Lewis Aeronautical LLC of San Antonio, however probably the star of the month was Lear Jet 9H-AEE, the sole executive jet registered in Malta.

Walton Wood:- The Super Cub G-NNAC was operating banner towing missions from here on 9/6 to overhead the "Bollywood" ceremony in Sheffield. Gamston based MD.902 N902JW was noted here on 16/6. Visitors:- 13/6 G-HOLZ Jet Ranger; 19/6 G-MOTA Jet Ranger(t. Kings Lynn), G-RIDD R.22B(t. Stapleford); 26/6 G-CEAW Schweizer 269C; 27/6 G-FOFO R.44, G-EWAW Jet Ranger; 29/6 G-HRPN R.44.

Wickenby:- A new resident is Vans RV.10 G-RVTN. CAP 232 F-GOTC was logged on 3/6 along with similar type G-IVL and Pitts G-BKKZ, while on 6/6 C.182RG N883DP was noted. Visitors:- 3/6 G-BHFK PA-28R, G-AZYS Emeraude; 4/6 G-SKYL C.182S; 26/6 G-BUPW Kitfox; 27/6 G-NSOF PA-28(f. Conington); 28/6 G-DACF C.152.

Wombledon:- On 9/6 Europa G-HUEW arrived from Abbots Bromley to collect similar type G-LINN, which had been here on maintenance. Visitors:- 5/6 G-ILTS PA-32(f. Hawarden); 20/6 G-CLUE PA-34(t. Newmarket)

Yearby:- Noted here on 12/6 was PA-32 G-ILTS, which arrived from Bagby.

Yeddingham:- Condor G-AYFG visited this strip near Malton on 17/6, from Waddington.

OVERFLIGHTS

01/6 N2136X	Cessna 206H	Over LBA 0918 @ 7500', on delivery from USA
04/6 SE-KVM	Cessna 177RG	Over LBA 1157 @ 3000' routing Southeast
05/6 N83VK	PA-32R Saratoga	Over GAM 1552 @ 3000' enroute to Norwich
06/6 D-EWAT	Commander 114	Blackbushe -Wick(York 0954 @ 6000')
07/6 N1329T	Cessna 182S	Cambridge - Islay(LBA 1514 @ 7000')
	D-EEAS Cessna T.210M	Over Sheffield 1650 @ 1500', Southbound
10/6 YU-HES	Gazelle	London - Newcastle(York 1609/TD 1636 @ 2000')
11/6 N299AG	Mooney M.20R	Wilhelmshaven - Inverness(T/D 1028 @ 3300')
12/6 N745SC	Cirrus SR.22GT	Prestwick -Groningen, delivery(Hull 1448 @ 3500')
20/6 G-TVCO	GA-8 Airvan	Cranfield - Fishburn(York 1826 @ 3000')
	N696XX Hughes 369E	Gamston -Prestwick(LBA 1626 @ 1400')
25/6 LN-OLC	Puma	Over Scarboro' 1520 @ 3500', off Aberdeen
	N1US Agusta A.109G	Leicester - Glasgow(4/W LBA 1642 @ 1100')
26/6 D-HALZ	R.44	Overhead Teesside 1900 @ 1500', southbound
29/6 N1005U	Cessna 182T	Off Wick on delivery(Hull 1401 @ 3500')
	D-FBPS Cessna 208	Para drop over Headingley(2000 @ 5000')
30/6 N2536Y	BN.2T Islander	Bembridge - Teesside(York 1041 @ 3000')

From shortly after midnight on the 13th USAF Hercules 69-5828(Roil 41) was operating low level in the Vale of York before heading off Northwest at around 0030.

Finally, an apology that in the last magazine my e-mail address was printed wrong. It is in fact trevor.smith@airyorkshire.org.uk so there is no excuse now for not sending in information!

Trevor Smith



DAY BY DAY @ LBIA JUNE 2007

Despite the inclement weather in June we had a busy, varied and interesting month, with the pick of the visitors probably the Lear Jet 60 A6-MAJ from the United Arab Emirates and the Greek Citation XL SX-DCE. Our local ferry pilot was kept busy towards the end of the month and another aircraft on delivery caused a bit of a stir, as you will read on the 13th (unlucky for some!). Brand new Citationjet N380CR turned up on the 29th and as you will note this is going to be classed as a resident, although it will spend time away. Another aircraft confirmed as being resident is Cessna 421 N132CK, which has been here since November 2006, but hadn't flown again until now! On the debit side PA-31 G-PMAX, which had been in storage with Multiflight, left for Exeter on 16/6.

On the airline front British Midland again leased in an aircraft to be based, this time a Dornier 328 from Scot Airways with two different aircraft being used during the month. The '328 was used almost exclusively on the Copenhagen flights although it did operate odd flights to other destinations. On 11/6 KLM decided to change all their call signs from Leeds and went onto an alpha-numeric system which is detailed on that day. Finally, Ryanair dropped their Saturday morning flight f/t Dublin towards the end of the month and Air Southwest dropped their early afternoon Bristol flight.

Jet2 news. The company was working flat out all month. However there were a few technical hiccups again, with it being the turn of G-CELJ to spend most of the month u/s in the Multiflight hangar. This resulted in need to lease in aircraft, but unfortunately the only one we saw was the Titan 757 G-ZAPU. In contrast the following were noted at Manchester this month operating Jet2 flights, Futura 737s EC-IVR, EC-IZG, EC-JSS, EC-KDZ (Incidentally this aircraft has now been reregistered EI-DXO, and carries Jet2 titles), Fly Hello MD-90 HB-JIA, Edelweiss MD-90 HB-ILX and Titan 737 G-ZAPW! Incidentally, 737/300 G-CELS (Channex 804) from Barcelona had the honour of being the last arrival on Runway 06 at Manchester when it landed at 0056 on 7/6. Due the magnetic re-alignment the runways are now 05/23.

01 Friday

EI-DLO	Boeing 737/800	0827 0920	f/t Pisa (Ryanair 567/8P) <u>Doncaster div.</u>
G-FIBS	Squirrel	1019 1039	f. York t. Banbury, return 1735/1752
G-BJCW	PA-32R Saratoga	1024 1255	f/t Fairoaks
EC-HJQ	Boeing 737/800	1121 1229	f/t Tenerife (Air Europa 207/8)
G-YPOL	MD.902 Explorer	1148	ILS and overshoot (Police 42)
G-CBAK	Robinson R.44	1218 1300	f. Towton t. Isle of Man
G-INTO	Pilatus PC-12	1220 1711	f/t Denham (Skydrift 860)
G-FSEU	King Air 200	1300 1330	f. Bristol (Clifton 03) t. Trollhattan (03)
G-BYAO	Boeing 757	1409 1542	f/t Corfu (Thomson 244Q/243Q)
N184CD	Cirrus SR.20	1610 1645	f. Isle of Man t. Cambridge
N322RJ	Be.60 Duke	2005 1057	f. Cranfield, n/s to 5/6 t. Newquay

Aer Arran:- EI-REB(672/3), EI-REI(684/3),

Air Southwest:- G-WOWE(482/3, 484/5), G-WOWA(486/7)

BMI:- G-RJXJ(410/409). G-DBCG all London flights until G-MIDZ(8JL/9855 to East Midlands). Leased SAAB 2000 G-CDEB operated all day then positioned to Norwich(9152). G-RJXH/L n/s and G-MIDS continued IT trips.

Eastern:- G-MAJB operated all day then to Southampton(86D), return canx. G-MAJP(053P) from Brussels, stayed over weekend with G-MAJL.

Flybe:- G-JECT(171/2), G-JECN(729/30), G-JECJ(643/4), G-JEDO(731/2), **G-EMBI**(173/4), G-JECH(733/4), G-JEDM(175/6)

Jet2:- G-CELY(326/5) f/t Belfast. Currently based:- G-CELB/C/G/J/U and G-LSAB/G/H/I.

KLM:- PH-OFB(1543/4), PH-KZD(1547/8), PH-OFI(1551/40, n/s)

Manx 2:- D-CNAG(300/1), D-CSAL(307/8), D-CNAG(303/4)

Ryanair:- EI-CSF(152/153A), EI-CSR(15J/155), EI-DAZ(156/15N)

***A fairly mundane start to the month, however we kicked off with a diversion due early fog at Doncaster and Manx 2 added an extra rotation f/t Ronaldsway this afternoon. The former resident Duke N322RJ returned temporarily to replace Cessna 425 N425SL, the latter being u/s.

02 Saturday

G-OLDW	Lear Jet 45	1221 1328	f. Cannes(Partner 66A) t. Luton(66B)
OE-LCR	Canadair CRJ	1251 1340	f/t Innsbruck(Austrian 2365/2366)
G-CDZM	Boeing 737/800	1400 1524	f/t Ibiza(Thomson 534G/533G)
EC-GOU	MD-83	1459 1627	f/t Palma(Spanair 3257/3258)
EC-FXA	MD-83	1542 1704	f/t Palma(Spanair 3003/3004)
G-FIRM	Citation 2	1930 1958	f. Le Bourget(Marshall 10) t. Cambridge(05A)
N66DN	Lear Jet 45	2042 2124	f. Faro(Bizjet 1DN) t. Luton(2DN)

Air Southwest:- G-WOWA(480/1), G-WOWE(9301/9300), G-WOWC(478/9)

BMI:- G-RJXH(01J)/ G-RJXM(8JL) n/s with G-RJXL. G-MIDX(4JL) f. Heathrow, IT(8161/2), t. Heathrow(9662). G-MIDS(9663) positioned from Teesside where it had diverted earlier, and resumed IT flights.

Flybe:- G-JECN(729(f. Doncaster)/730), G-JECM(1401/2), G-JECU(643/4)

Jet2:- G-CELA(201P) f. Edinburgh, operated several services covering for G-CELJ which had gone u/s and was in fact out of service until 29/6.

KLM:- PH-OFF(1543/4), PH-WXD(1547/8), PH-KLD(1551/40, n/s)

Manx 2:- D-CNAG(304/5), D-CSAL(308/9)

Ryanair:- EI-CSV(152/153A), EI-CSG(15J/155)

03 Sunday

N719EL	Beechjet 400A	0941 1007	f. East Midlands t. Malaga
D-CNOB	Citationjet 3	1002 1059	f. Glasgow t. Palma
HB-JIB	MD-90	1225 1358	f/t Malta(Fly Hello 32E/321)
G-BYAO	Boeing 757	1409 1522	f/t Palma(Thomson 102E/101E)
G-FIBS	Twin Squirrel	1543 1605	f. Skipton, n/s t. Newby Hall
LZ-BHC	Airbus 320	1803 1919	f/t Varna(Balkan Holidays 5543/5544)
G-PWNS	Citationjet	1841 0720	f. Jersey(Hangar 824S), n/s t. Le Bourget(832S)
CS-DRI	Hawker 800XPi	1847 0805	f. Northolt(Fraction 104M) n/s t. Rome/Ciampino(7XM)
G-EKWS	Citation Bravo	2019 1458	f. Farnboro'(Trafalgar 053) n/s t. London City(051)

Aer Arran:- EI-REE(684/3), EI-RED(672/3)

Air Southwest:- G-WOWA(476/7), G-WOWE(486/7)

BMI:- Heathrow:-G-RJXM(01J/4JL/2LJ), G-RJXE(7JL, n/s), G-MIDZ(f. Gatwick(9872)/5LJ), G-DBCH(8JL, n/s). G-RJXD(616/5) operated f/t Brussels. G-RJXO(9873) positioned from Aberdeen, n/s with G-RJXE/L. Scot Airways Dornier 328 G-CCGS(9121) positioned from London City to be based, replacing the Eastern SAAB 2000.

Eastern:- G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJL/T n/s

Flybe:- G-ERJC(173/4), G-JECM(643/4), G-JEDT(731/2), G-JECW(733/4), G-JEDR(175/6)

KLM:- PH-OFG(1543/4), PH-WXD(1547/8), PH-OFF(1551/40, n/s) **Manx 2:-** D-CNAG x1



Ryanair:- EI-CSV(152/153A), EI-DPT(15J/155), EI-CSE(156/15N)

***An interesting and varied day starting with Citationjet 3 D-CNOB, which was on its first visit, followed by several other bizjets. As mentioned above British Midland have replaced the SAAB 2000 they borrowed from Eastern with a Scot Airways Do.328, however it did not arrive until late evening hence the extra EMB.145 movements today.

04 Monday

TC-OAF	Airbus 321	0834 1036	f/t Dalaman(Onur Air 7335/7336)
TC-APJ	Boeing 737/800	0841 1029	f/t Dalaman(Sun Turk 453/454)
N109MJ	Agusta A.109E	0914 1834	f/t Isle of Man
N645AM	Lear Jet 35A	1120 1218	f. Keflavic t. Rome/Ciampino
G-CBAK	Robinson R.44	1237 1308	f. Isle of Man t. Towton
LZ-BHE	Airbus 320	1748 1817	f/t Bourgas(Balkan Holidays 5571/5572)
TC-OAI	Airbus 321	1906 2114	f/t Bodrum(Onur Air 2611/2612)
D-AMGL	BAe 146/300	1936 2023	f/t Southampton(Jersey 175/6)

Aer Arran:- EI-REF(672/3), EI-REE(684/3)

Air Southwest:- G-WOWE(482/3, 484/5), G-WOWD(486/7)

BMI:- G-RJXJ(410/409), G-RJXL(9811) positioned to Aberdeen after operating 403/4. London:- G-DBCH all day until G-DBC(7JL) then G-DBCH(8JL) n/s with G-RJXE/O and G-CCGS. G-MIDS IT flights still.

Eastern:- G-MAJT(19Q) swapped in Aberdeen with G-MAJD(29O), n/s with G-MAJL.

Flybe:- G-JEDP(643/4), G-JECL(731/2), **G-EMBP(173/4)**, **D-AMGL(175/6)**, see above, G-JEDL(733/4)

Jet2:- G-CELK(001P) positioned from Blackpool, G-CELA(002P) positioned to Edinburgh

KLM:- PH-OFM(1543/4), PH-JCH(1547/8), PH-OFE(1551/40, n/s)

Manx 2:- D-CNAG(300/1), D-CSAL(304/5), D-CNAG(302/3)

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

***The most interesting visitor today was Lear Jet 35A N645AM, which is owned by Aero Management Inc. based at Annapolis, Maryland. The aircraft had set off from Newton City County Airport on 2/6 and had routed University of Illinois/Willard - New Castle - Gander - Narsarsuaq - Keflavic before a brief stop here for fuel, then onwards to Rome and who knows where? Another aircraft on its first visit to LBA was WDL BAe.146 D-AMGL which was chartered by Flybe to operate the evening Southampton flight. Incidentally, the company's Dash 8 G-JEDP appeared in a new "Green" colour scheme today with the titles, "Low cost, but not at any cost". DA-42 G-CTCG, which has been based here since 21/5 for training flights, returned to Sheffield this morning.

05 Tuesday

G-EMCA	Commander 114B	1052 1721	f/t Kemble
G-PWNS	Citationjet	1119 1229	f. Jersey(Hangar 837S) t. Oxford(837S)
N109TK	Agusta A.109C	1300 1802	f/t Chorley
G-BYAJ	Boeing 757	1304 1435	f/t Alicante(Thomson 392A/391A)
G-BOLE	PA-38 Tomahawk	1320 1432	f/t Tollerton(Commodore 02)
G-RAFP	King Air 200	1530	ILS and overshoot(Cranwell 61)
G-FIBS	Squirrel	1624 1651	f. Silverstone t. Skipton
D-CNIK	Lear Jet 40	1831 1209	f. Venice(Carluss 9371), n/s t. Cannes(9371)
9H-AEH	Airbus 319	1914 2025	f/t Malta(Air Malta 5208/5209)

Air Southwest:- G-WOWD(482/3, 484/5); G-WOWA(486/7)

BMI:- G-RJXJ(410/409). All London flights G-DBCH, n/s with G-RJXE/O, G-CCGS. G-MIDS all ITs.

Eastern:- G-MAJD/L operated all day and night stopped.

Flybe:- G-JEDT(729/30); G-JECT(171/2, 175/6), G-JECU(643/4), G-JECN(731/2), **G-EMBP(173/4)**; G-JEDP(733/4)

KLM:- PH-OFM(1543/4), PH-KZH(1547/8), PH-OFI(1551/40, n/s)

Manx 2:- D-CNAG(300/1), D-CSAL(304/5), D-CNAG(302/3)

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

***Air Ambulance MD.902 G-SASH(Special 12) went to Staverton for maintenance, returning on the 7th. Cessna 421 N132CK, which we understand is now a resident having arrived 22/11/2006, was air tested today and will be used temporarily as a replacement for the u/s Cessna 425 N452SL. Nothing

of real note visitor wise apart from the Cirrus Aviation Lear Jet and the Tomahawk with a grand sounding call-sign!

06 Wednesday

CS-DNN	Hawker 800XP	0844 0854	f. Zurich(Fraction 904G) t. London City(8PE)
G-BZDR	Tri-R Kis	0924 1627	f/t Sleaf
G-FIBS	Squirrel	1004 1008	f/t Skipton, also 1453/1638
G-CDZM	Boeing 737/800	1306 1450	f/t Mahon(Thomson 134E/133E)
G-JBIZ	Citation 2	1412 1601	f. Abbeville t. Nice
G-CCFC	Robinson R.44	1928 1956	f. Ripon t. Rush Green

Aer Arran:- EI-REG(672/3), EI-REE(684/3)

Air Southwest:- G-WOWA(482/3, 484/5), G-WOWE(486/7)

BMI:- G-RJXJ(410/409). G-DBCH all Londons, n/s with G-RJXE/O, G-CCGS. IT flights G-MIDS.

Eastern:- No change G-MAJD/L operated all flights and n/s.

Flybe:- G-JECN(729/30), G-JEDU(171/2), G-JECI(643/4), G-JEDL(731/2), **G-EMBP(173/4)**, G-JEDK(733/4), G-JECT(175/6)

Jet2:- G-CELU(323) exchanged in Belfast with G-CELE(324). G-CELB(195P) positioned from Manchester having diverted there last night, inbound from Amsterdam(206).

KLM:- PH-OFO(1543/4), PH-KZK(1547/8), PH-KLI(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

***It is not often Homebuilt aircraft and LBA are mentioned in the same sentence. However Tri-Kis G-BZDR made an appearance today and is a tricycle undercarriage homebuilt.

07 Thursday

N604FD	Eurocopter EC.135T	0907 1815	f/t Westland Heliport
N37172	King Air 350	0910 1651	f/t Northolt
SE-LLU	King Air 350	1015 1141	f/t Aarhus(Gothic 603/4), n/s
N456PP	King Air C.90	1023 1026	f/t Guernsey(Monty 22A), n/s
SE-LEF	Metroliner	1027 1225	f/t Billund(Interbiz 531/2), n/s
VP-BUL	Dauphin	1049 n/s+	f. Stansted, for maintenance
ZK450	King Air 200	1058	ILS and Overshoot(Cranwell 67)
EC-HZU	Airbus 320	1158 1323	f/t Arrecife(Iberworld 3659/3660)
N262J	TBM.700	1240 1510	f/t Southend
G-BYAU	Boeing 757	1315 1501	f/t Palma(Thomson 634N/633N)
ZJ954	Puma	1339 1425	f. Belfast Int.(Rider 1) t. Cranwell(1)
XW216	Puma	1345 1425	f. Belfast Int.(Rider 2) t. Cranwell(2)
CS-DRD	Hawker 880XP	1358 1540	f. London City(Fraction 5WU) t. Moscow/Dom.(210R)
G-OOAW	Airbus 320	1423 1601	f/t Faro(Jetset 639D/639C)
G-IFTE	HS.125/700B	1526 2301	f. St. Petersburg(Interflight 105B) t. Luton(105C)
N64VB	Be.58 Baron	1642 1655	f. Beccles t. Sleaf
CS-DRR	Hawker 800XPi	1910 2015	f. Zurich(Fraction 645L) t. Luton(7YW)
G-GMPS	MD.902 Explorer	2038	ILS & overshoot, t. Carr Gate(Police 151)

Air Southwest:- G-WOWE(482/3, 484/5), G-WOWD(485/6)

BMI:- G-RJXA(410/409). G-DBCH all London flights until G-DBCK(8JL), n/s with G-RJXE/O, G-CCGS. G-MIDS continues on IT Charters.

Eastern:- G-MAJD(19Q) exchanged in Aberdeen with G-MAJZ(29Q/39Q) and this in turn was swapped with G-MAJJ(49Q). G-MAJJ/L night stopped.

Flybe:- G-JEDP(729/30), G-JECT(171/2), G-JECM(643/4), G-JECH(731/2, 733/4), **G-EMBP(173/4)**, G-JECO(175/6)

KLM:- PH-KZO(1543/4), PH-WXD(1547/8), PH-OFH(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

***Without doubt the busiest and most varied day of the year so far, starting with the EC.135T N604FD which was on its first visit, bringing passengers for the start of the "Bollywood" ceremonies. There were two charters from Denmark, however both were operated by Swedish aircraft, King Air SE-LLU of Waltair AB and Metroliner SE-LEF of International Business Air. The two RAF Pumas called in for a refuel and just to top things off Ryanair produced a first timer in the shape of 737/800 EI-DPX.



08 Friday

M-ICRO	Citationjet 2	0822 0954	f. Gamston t. Ronaldsway, return 1912/1922
G-SFCJ	Citationjet	1015 1138	f. Jersey(Hangar 841J) t. Dublin(849J)
HA-LFQ	Gazelle	1034 1107	f. Tadcaster t. Isle of Man
ZK452	King Air 200	1036	ILS and overshoot(Cranwell 67)
EC-HKR	Boeing 737/800	1113 1239	f/t Tenerife(Air Europa 207/8)
D-CLUX	Lear Jet 40	1124 1611	f. Luton(RUS 8127) n/s to 10/6, t. Saarbrücken(1827)
G-BYAO	Boeing 757	1425 1703	f/t Corfu(Thomson 344Q/343Q)
CS-DXB	Citation XLS	1846 1042	f. Naples(NJE 797G) n/s to 10/6 t. Oslo/Gardemoen(6GW)
G-FIBS	Squirrel	1902 1929	f. Full Sutton t. Stafford
G-CDKB	SAAB 2000	2006 2100	f. Edinburgh(Eastflight 928P) t. Aberdeen(1301)
N128AB	Gulfstream 400	2328 1301	f. Fort Meyers/Southwest Florida Int. n/s, t. Gander

Aer Arran:- EI-RED(672/3), EI-REA(684/3)

Air Southwest:- G-WOWD(482/3, 484/5), G-WOWA(486/7)

BMI:- G-RJXJ(410/409), G-RJXE positioned to Aberdeen(9856), G-RJXL(9857) from Aberdeen. G-RJXL/O n/s with G-CCGS. G-DBCK London flights until G-MIDX(8JL/9855 t. EMA).

Eastern:- G-MAJL(19Q) swapped in Aberdeen with G-MAJN(29Q). G-MAJJ(81D) swapped in Inverness with G-MAJY(84D). G-MAJN/Y stayed over the weekend.

Flybe:- G-JEDO(171/2), G-JEDL(729/30), G-JECI(643/4), G-JECH(731/2, 733/4), G-JEBA(173/4), G-JECT(175/6)

Jet2:- G-CELY(326/5) f/t Belfast Int. G-CELB(323) exchanged in Belfast with G-CELU(324)

KLM:- PH-OFE(1543/4), PH-KZR(1547/8), PH-KZE(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

***Our first sighting of an aircraft from the new Manx register occurred when M-ICRO paid a visit this morning. The aircraft is Gamston based, replacing similar type N357J, so will be quite a regular. Another welcome arrival this morning was Gazelle HA-LFQ, making its first visit although it only lives in Tadcaster. Finally, a very late arrival tonight was Gulfstream 400 N128AB of Prime Jet LLC, based at Van Nuys, California.

09 Saturday

N500CS	King Air B.200	0821 1715	f/t Bournemouth
G-UILT	Cessna T.303	1204 n/s+	f. Blackpool, Multiflight for maintenance
OE-LCO	Canadair CRJ	1223 1318	f/t Innsbruck(Austrian 2365/2366)
G-ONAV	PA-31 Navajo C	1246 1707	f/t Elstree, n/s
G-CDZM	Boeing 737/800	1401 1531	f/t Ibiza(Thomson 543G/533G)
EC-GVO	MD-83	1513 1709	f/t Palma(Spanair 3003/3004)
EC-HJB	MD-83	1517 1718	f/t Palma(Spanair 3257/3258)
OY-LJJ	Lear Jet 45	1651 0658	f. Zurich(Vampire 466), n/s t. Heathrow(466)
G-JIVE	Hughes 369E	1933 1937	f. Shelf t. Devonshire Arms, return 2202/2207

Aer Arran:- EI-REA(684/3), new Saturday service f/t Cork.

Air Southwest:- G-WOWA(480/1), G-WOWE(9301/9300), G-WOWD(478/9)

BMI:- Heathrow:- G-RJXO(01J/4JL/2LJ), G-RJXF(8JL/01J, n/s). G-MIDS IT flights.

Flybe:- G-JECT(171/2, t. Newcastle), G-JECI(1401/2), G-JECM(643/4)

Jet2:- G-CELZ(010P) from Edinburgh, originally destined for Blackpool but rerouted to operate Leeds flights. 'LZ then to Blackpool(050P) late evening. G-CELV(946, Amsterdam - Manchester), diverted to Leeds then operated to Belfast(323) with 324 from Belfast then operating to Manchester to get 'LV home. G-CELG(210) swapped in Valencia with G-CELO(211), 'LO then operated some Leeds flights.

KLM:- PH-KLI(1543/4), PH-KZG(1547/8), PH-OFH(1551/40, n/s)

Manx 2:- D-CNAG(304/5), D-CSAL(306/7)

Ryanair:- 152/153A(canax), EI-CSJ(15J/155)

***Nothing outstanding today, but King Air N500CS is owned by FML Beech Inc. while "Vampire", as used by Lear Jet 45 OY-LJJ, is the call sign of Execujet, Scandinavia AB.

10 Sunday

N821AM	Global Express	0944 1411	f. Farnborough t. Le Bourget
G-LDFM	Citation XL	1029 1237	f/t Luton(Trafalgar 041/2)
HB-JIB	MD-90	1208 1311	f/t Malta(Fly Hello 32E/321)
G-CDKA	SAAB 2000	1211 1245	f/t Aberdeen(Eastflight 1320/202P)
N719EL	Hawker 400XP	1228 1241	f. Malaga t. East Midlands
G-BYAD	Boeing 757	1334 1457	f/t Palma(Thomson 102E/101E)
G-ENNI	Robin R.3000	1741 1829	f. Goodwood, n/s t. Sherburn
LZ-BHD	Airbus 320	1755 1907	f/t Varna(Balkan Holidays 3543/3544)

Aer Arran:- EI-REG(672/3), EI-REI(684/3)

Air Southwest:- G-WOWA(476/7), G-WOWD(485/6)

BMI:- Heathrow:- G-RJXF(4JL/2LJ), G-RJXA(7JL), G-MIDX(9876, f. EMA/5LJ), G-DBCG(8JL, n/s). G-RJXG(616/5) operated f/t Brussels. G-RJXL(9812, t. Aberdeen). G-RJXG(9172, f. EMA), n/s with G-RJXA. G-MIDS all ITs.

Eastern:- G-MAJP(49Q/59Q) f/t Aberdeen. G-MAJN/Y night stop.

Flybe:- G-ERJC(173/4), G-JEDN(643/4), G-JEDK(731/2), G-JEDP(733/4), G-JECH(175/6)

Jet2:- G-CELO(311) swapped in Valencia with G-CELG(312).

KLM:- PH-OFI(1543/4), PH-KZB(1547/8), PH-KLE(1551/40, n/s)

Manx 2:- D-CSAL(304/5), D-CSAL(316/7), D-CNAG(302/3)

Ryanair:- EI-CSJ(152/153A), EI-CSA(15J/155), EI-DCK(156/15N)

***The Global Express N821AM is owned by Wachovia Financial Inc. of Washington and was on its first visit to LBA as was the BH Air A.320 LZ-BHD. Saab 2000 G-CDKA operated the return charter which left last Friday. Manx 2 are operating extra Ronaldsway flights at present, for the Manx TT Races.

11 Monday

TC-AAB	Boeing 737/800	0829 1043	f/t Dalaman(Sun Turk 453/454)
CS-DRK	Hawker 800XPi	0912 1012	f/t London City(Fraction 7NG)
CS-DKE	Gulfstream 550	1036 1124	f. Dublin(Fraction 936W) t. Brussels(989P)
ZK450	King Air 200	1210	ILS and overshoot(Cranwell 68)
TC-OAN	Airbus 321	1217 1321	f/t Dalaman(Onur Air 7335/7336)
CS-DXG	Citation XLS	1407 1515	f. Geneva(Fraction 3QH) t. Milan/Linate(3QH)
N416QS	Gulfstream 4SP	1508 0728	f. Dublin, n/s t. Luton
G-SFCJ	Citationjet	1606 1650	f. Biggin Hill(Hangar 842J) t. Jersey(824J)
LZ-BHC	Airbus 320	1644 1816	f/t Bourgas(Balkan Holidays 5571/5572)
N441QS	Gulfstream 4SP	1728 1746	f. Farnborough t. Belfast City
TC-OAE	Airbus 321	1937 2104	f/t Bodrum(Onur Air 2611/2)
G-ENNI	Robin R.3000	2011 1316	f. Sherburn, n/s to 16/6, t. Goodwood

Aer Arran:- EI-RED(672/3), EI-REA(684/3)

Air Southwest:- G-WOWD(482/3, 484/5), G-WOWA(486/7)

BMI:- G-RJXJ(410/409). G-DBCG all Londons, n/s with G-RJXA/G, G-CCGS. G-MIDS all ITs.

Eastern:- G-MAJN(19Q) swapped in Aberdeen with G-MAJZ(29Q). G-MAJY(81D) swapped in Inverness with G-MAJA(84D). G-MAJA/Z night stop.

Flybe:- 729/30(div), 171/2(canax), G-JECI(643/4), G-JEBA(173/4), G-JEDL(731/2), G-JECH(175/6), G-JEDV(733/4)

KLM:- The company have for some reason decided to change to alpha-numeric call signs as follows, 1543/4 becomes 65/W/66S, 1547/8 - 67N/68K and 1551/40 - 69W/64K. PH-OFM(65W/66S), PH-

KZR(67N/68K), PH-OFO(69W). PH-OFO went u/s resulting in Tuesday's KLM1540 being cancelled and 'FO(7151) positioning to Amsterdam on 13/6.

Manx 2:- D-CNAG(300/1, 304/5, 302/3)

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

***The end of the Bollywood weekend is the probable reason for an upturn in exec jets today including two Netjets/USA Gulfstream 4s.

12 Tuesday

D-ANKE	Challenger 604	1004 1102	f. Hanover(Jet Connection 880) t. Cannes(880)
ZK450	King Air 200	1138	ILS and overshoot(Cranwell 77)
N109MJ	Agusta A.109E	1229 1244	f. Isle of Man t. Wetherby
G-BYAD	Boeing 757	1311 1442	f/t Alicante(Thomson 392A/391A)
N109TK	Agusta A.109C	1346 2010	f/t Chorley, several test flights during stay.
G-XJCB	Sikorsky S.76C	1354 1410	f. Westland Heliport(JCB 3) t. Utttoxeter(3)
XS731	Dominie	1620	ILS and overshoot(Cranwell 86)
ZH886	Hercules	1641	ILS and overshoot to Waddington(Ascot 520)
9H-AEG	Airbus 319	1930 2028	f/t Malta(Air Malta 3208/9)

Air Southwest:- G-WOWA(482/3), G-WOWD(484/5), G-WOWB(486/7)

BMI:- G-RJXJ(410/409). G-DBCG all Heathrows, n/s with G-RJXA/G, G-CCGS. ITs still G-MIDS.

Eastern:- G-MAJA/Z operated all day and night stopped

Flybe:- G-JEDP(729/30, 731/2), G-JECT(171/2), G-JEDW(643/3), **G-JEBA(173/4)**, G-JEDL(733/4), **G-FBEA(175/6)**

Jet2:- Currently resident, G-CELC/E/G/K/U, G-LSAB/G/H/I. G-CELCJ still u/s in Multiflight.

KLM:- PH-JCT(65W/66S), PH-KZO(67N/68K), PH-KLG(69W/64K, n/s) **Manx 2:-** D-CSAL x2

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

***Only visitor of note today was the new S.76C for JCB on its first visit to LBA.

13 Wednesday

G-CDZM	Boeing 737/800	1257 1436	f/t Mahon(Thomson 134E/133E)
G-FIBS	Squirrel	1443 1649	f/t Skipton
N86383	Cessna 337D	1628 1738	f. Vagar, n/s to 15/6, t. Troyes

Aer Arran:- EI-RED(672/3), EI-REH(684/3)

Air Southwest:- G-WOWA(482/3), G-WOWB(484/5), G-WOWC(486/7)

BMI:- G-RJXJ(410/409). G-DBCG operated all London flights until G-DBCI(8JL) which night stopped with G-RJXA/G, G-CCGS. G-MIDS continues on the IT flights.

Eastern:- Again G-MAJA/Z operated all flights and night stopped.

Flybe:- G-JEDP(729/30), G-JECT(171/2), G-JEDW(643/4), G-JECW(731/2), **G-JEBA(173/4)**, G-JEDL(733/4), G-JEDO(175/6)

KLM:- PH-KZN(65W/66S), PH-KZP(67N/68K), PH-KLE(69W/64K, n/s) **Manx 2:-** D-CSAL x2

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

***And the prize for the most spectacular arrival of the year goes to ... Cessna 337D N86383! With a cloud base of 200 feet and very poor visibility the pilot, who had a very poor grasp of English, elected to make a visual approach. With help from radar he was positioned overhead the field and then flew over Cookridge (I swear I saw the Post Office tower duck!) and then up Horsforth Town Street and over Trinity and All Saints college before making a "successful" landing on 32. The aircraft was on delivery from the USA, having routed Goose Bay - Narsarsuaq - Reykjavik on 25/5, where it had stayed until arriving here via the Faroe Islands. After a couple of days to recover he continued his journey South, his final destination being Sabadell in Spain. This was in fact one of a trio of Cessna 337s crossing the Atlantic together and one of the others N422MT was badly damaged when landing at Reykjavik on 25/5.

14 Thursday

EC-HZU	Airbus 320	1232 1359	f/t Arcife(Iberworld 3659/3660)
G-SASC	King Air 200C	1256 1405	f. Inverness(Gama 951) t. Glasgow(951)
G-BYXE	Grob Tutor	1308	ILS and o/s(UAX 30), f/t Church Fenton
G-BYAW	Boeing 757	1324 1449	f/t Palma(Thomson 634N/633N)
G-OOAR	Airbus 320	1353 1559	f/t Faro(Jetset 639D/639C)
G-LIDE	PA-31 Chieftain	1357 1712	f/t Isle of Man(Causeway 999Y/999X)
N456PP	King Air C.90B	1623 1306	f/t Guernsey(Monty 22A), night stop

G-VONK Twin Squirrel 1652 1714 f. Harrogate(Premier 10) t. Luton(10)
 G-PKRG Citation XLS 1928 1945 f. Birmingham t. Gatwick

Air Southwest:- G-WOWC(482/3, 484/5), G-WOWA(486/7)

BMI:- G-RJXJ(410/409). G-DBCI all Heathrows, n/s with G-RJXA/G, G-CCGS. ITs G-MIDS.

Eastern:- G-MAJA(19Q) swapped in Aberdeen with G-MAJD(29Q), n/s with G-MAJZ.

Flybe:- G-JEDP(729/30), G-JECT(171/2), G-JEDW(643/4), G-JECW(731/2), **G-JEBA(173/4)**, G-JEDT(733/4)

KLM:- PH-OFN(65W/66S), PH-KZO(67N/68K), PH-KLI(69W/64K,n/s) **Manx 2:-** D-CSAL x2

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

***Citation XLS G-PKRG of Parkridge Aviation was on its first visit to LBA.

15 Friday

G-MEGN	King Air B.200	0818 0953	f. Cardiff t. Le Mans/Arnage
N309CJ	Citationjet 2	0946 1044	f/t Farnborough
G-XBEL	Citation XL	1000 1100	f. Jersey(Beauport 851) t. Hurn(8EL)
EC-HKR	Boeing 737/800	1114 1237	f/t Tenerife(Air Europa 207/8)
G-OMJC	Premier 1	1341 1422	f. Farnboro'(Manhattan 69B) t. Exeter(69B)
G-GOMO	Lear Jet 45	1423 1613	f. Luton(Partner 74A) t. Cannes(74B)
G-BYAO	Boeing 757	1503 1643	f/t Corfu(Thomson 244Q/243Q)
EI-GDL	Gulfstream 550	1733 0056	f/t Shannon(Emerald 005)

Aer Arran:- EI-REE(684/3), EI-RED(672/3)

Air Southwest:- G-WOWA(482/3, 484/5), G-WOWE(486/7)

BMI:- G-RJXJ(410/409). G-DBCI all London flights until G-MIDR(8JL/9851, to EMA). G-RJXG(9856) positioned to Aberdeen, G-RJXL(9857) from Aberdeen. G-RJXA/L n/s with G-CCGS. Still G-MIDS on ITs.

Eastern:- G-MAJZ(81D) swapped in Inverness with G-MAJJ(84D), n/s with G-MAJD.

Flybe:- G-JECS(171/2), G-JEDW(643/4), G-JEDK(731/2), **G-JEBA(173/4)**, G-JECT(175/6), G-JEDO(733A/734, departed 0010 on 16/6).

Jet2:- G-CELY(326/325) f/t Belfast. G-CELE(323) exchanged in Belfast with G-CELB(324). G-CELD(051P) returned from major overhaul in Bucharest. G-CELK(048P) positioned to Blackpool.

KLM:- PH-OFB(65W/66S), PH-KLI(67N/68K), PH-OFA(69W/64K,n/s) **Manx 2:-** D-CSAL x2

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

***Two first visits today, the new C.560XL G-XBEL of Aviation Beauport and one of the older Ryanair 737/800s EI-DLI. The Citationjet N309CJ is operated by CJ Airways Inc. and based at Guernsey. Finally today PA-31 G-PMAX, which has been in storage here since 16/12/06, departed to Exeter this afternoon.

16 Saturday

G-ELNX	Canadair CRJ	0851 1036	f. Luton t. Salzburg
OE-LCM	Canadair CRJ	1216 1318	f/t Innsbruck(Austrian 2365/2366)
D-AUKE	Challenger 604	1220 1240	f. Cannes(Aristo 631) t. Hanover(631)
G-CDZM	Boeing 737/800	1352 1521	f/t Ibiza(Thomson 534G/533G)
EC-HJB	MD-83	1440 1559	f/t Palma(Spanair 3257/3258)
EC-GNY	MD-83	1527 1650	f/t Palma(Spanair 3003/3004)
G-XBEL	Citation XL	1649 1939	f. Hurn(Beauport 8EL) t. Jersey(861)
D-CNIK	Lear Jet 40	1707 1745	f. Cannes(Cirrus 8246) t. Frankfurt(8246)

Air Southwest:- G-WOWE(480/1), G-WOWB(9301/9300), G-WOWA(478/9)

BMI:- G-RJXA all Heathrow flights, n/s with G-RJXL, G-CCGS. Guess what? G-MIDS continues!

Flybe:- G-JECS(171/2), G-JEDK(729/30), G-JEDL(643/4), G-JEDW(1401/2)

KLM:- PH-KZK(65W/66S), PH-KZO(67N/68K), PH-OFH(69W/64K,n/s) **Manx 2:-** D-CNAG x1

Ryanair:- 152/135A canx. EI-DAZ(15J/155) **Aer Arran:-** EI-REH(684/3)

***A pretty run of the mill sort of day, with a sprinkling of bizjets as usual.

17 Sunday

G-JIVE	Hughes 369E	0921 1029	f. Shelf t. Birmingham, return 1856/1900
N21946	Cessna 172S	1010 1113	f. St. Johns, Newfoundland n/s, t. Oxford
G-JANV	Lear Jet 45	1021 1133	f. Exeter(Netax 2B) t. Manston(2C)
N419SW	PA-32 Cherokee 6	1139 1735	f/t Le Touquet/Paris-Plage
HB-JIB	MD-90	1216 1337	f/t Malta(Fly Hello 32E/321)

G-BYAO Boeing 757 1324 1531 f/t Palma(Thomson 102E/101E)
 LZ-BHD Airbus 320 1811 1912 f/t Varna(Balkan Holidays 5543/5544)

Aer Arran:- EI-REL(684/3), EI-RED(672/3)

Air Southwest:- G-WOWE(476/7), G-WOWA(486/7)

BMI:- Heathrow:- G-RJXA(01J/4JL/2LJ), G-RJXO(7JL), G-MIDR(9876, F. EMA/5LJ), G-DBCK(8JL, n/s) G-RJXM(9877, f. Aberdeen/421/2). G-RJXG(616/615) f/t Brussels. G-RJXL(9812) t. Aberdeen. G-RJXM/O, G-CCGS night stop.

Eastern:- G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJD/J night stop.

Flybe:- G-EMBP(173/4), G-JEDW(643/4), G-JEDV(731/2), G-JEDO(733/4), G-JECT(175/6)

Jet2:- G-LSAB(6548) carried out a "Fear of Flying" local flight late evening, landing in a thunder storm!

KLM:- PH-OFD(65W/66S), PH-WXD(67N/68K), PH-OFF(69W/64K,n/s) **Manx 2:-** D-CNAG x1

Ryanair:- EI-DAZ(152/153A), EI-CSB(15J/155), EI-DLC(156/15N)

***Who pays the ferryman ... part 1. Today it was CSE Aviation when he delivered their new Cessna 172S N21946. Following a flight of 15 hours 17 minutes from Newfoundland he had earned a good night's rest, before carrying on to Oxford. Also newly arrived this side of "the pond" is PA-32 N419SW, which was delivered to France via Goose Bay on 20/5. Aer Arran ATR.72 EI-REL paid its first visit to LBA today and can be distinguished by its flashy colour scheme of Blue, Gold and Black concentric circles.



18 Monday

TC-OAL	Airbus 321	0723 0922	f/t Dalaman(Onur Air 7335/7336)
TC-AAB	Boeing 737/800	0850 1049	f/t Dalaman(Sun Turk 453/454)
G-GOMO	Lear Jet 45	0854 0954	f. Biggin Hill(Partner 76A) t. Aarhus(76B)
CS-DNO	Hawker 800XP	0857 1830	f/t Zurich(Fraction 180L/700Z)
G-XLMB	Citation XL	0948 1022	f. Jersey(Beauport 983) t. Hurn(984)
N882	TB.20 Trinidad	1017 1318	f/t Isle of Man
N642P	PA-31 Navajo	1022 1645	f/t Bournemouth
G-MEGN	King Air B.200	1147 1207	f. Le Mans/Arnage t. Cardiff
N95TA	PA-31 Chieftain	1322 1913	f/t Newcastle
HB-GJP	King Air 350	1337 1459	f/t Lausanne, n/s to 20/6
G-JIVE	Hughes 369E	1445 1458	f/t Shelf, also 1838/1857
F-GIBU	Gazelle	1614 1348	f. Hawarden(Freebird 3), n/s t. Glasgow
G-CDNK	Lear Jet 45	1611 1809	f. Cannes(Partner 95B) t. Luton(95C)
LZ-BHC	Airbus 320	1714 1852	f/t Bourgas(Balkan Holidays 5571/5572)
G-RAFP	King Air 200	1735	ILS and o/s(CWL 70), ???/(CWL 67, 1637)
G-GOMO	Lear Jet 45	1741 1817	f. Aarhus(Partner 76C) t. Biggin Hill(76D)
TC-OAI	Airbus 321	1918 2048	f/t Bodrum(Onur Air 2611/2612)

Aer Arran:- EI-RED(672/3), EI-REH(684/3)

Air Southwest:- G-WOWA(482/3, 484/5), G-WOWD(486/7)

BMI:- G-RJXJ(410/409). G-DBCK operated Heathrows until G-MIDV(8JL), which then took over from G-MIDS on IT flights. G-RJXM/O nights stop with G-CCGS.

Eastern:- G-MAJD/J operated all day and night stopped.

Flybe:- G-JECT(171/2), G-JEDU(729/30), G-JEDL(643/4), G-JEDK(731/2), G-JEDT(733/4), G-JEBA(175/6)

KLM:- PH-WXA(65W/66S), PH-WXD(67N/68K), PH-KLI(69W/64K,n/s) **Manx 2:-** D-CNAG x2

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

***A very busy and varied day. However there was little of real note apart from Gazelle F-GIBU which is based at Chester, operated by Global Aviation Services.

19 Tuesday

G-RAMI	Jet Ranger	0939 1231	f/t Coney Park, also 1406/1912
G-FIBS	Squirrel	0945 1034	f, Pocklington(Yorkair 2) t. Ascot(2)
G-PZIZ	PA-31 Chieftain	1004 1228	f/t Stansted(Air Med 073), night stop
G-BOKA	PA-28 Dakota	1151 1720	f/t Fair Oaks
G-DJET	DA-42 Twin Star	1201 0848	f. Oxford, n/s t. Isle of Man
G-BYME	GY.80 Horizon	1213 1233	f. Oxford t. Bagby
ZF239	Tucano	1302	ILS and overshoot(LOP 25)
G-BYAD	Boeing 757	1309 1438	f/t Alicante(Thomson 392A/391A)
G-BSPI	PA-28 Warrior	1323 1623	f/t Wellesbourne Mountford
G-CFSA	PA-44 Seminole	1334	ILS and overshoot, f/t Durham/Tees
9H-AEJ	Airbus 319	1919 2022	f/t Malta (Air Malta 5208/5209)

Air Southwest :- G-WOWB(482/3, 484/5), G-WOWA(486/7)

BMI:- G-RJXJ(410/409). G-MIDS(01J) to Heathrow, then G-DBCG operated until G-DBCC(8JL) arrived late, just after midnight. G-RJXM/O, G-CCGS n/s. G-MIDV takes on the IT programme.

Eastern:- G-MAJD/J operate all day and night stop.

Flybe:- G-JEDV(729/30), G-JECT(171/2), G-JEDL(643/4), G-JEDK(731/2), **G-JEBA(173/4)**, G-JEDT(733/4), G-JECH(175/6)

KLM:- PH-OFE(65W/66S), PH-KZG(67N/68K), PH-OFI(69W/64K,n/s) **Manx 2:-** D-CNAG x2

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

***Quite a unique day, with not a business jet in sight and the only foreign visitors being scheduled.

20 Wednesday

N234RG	Pilatus PC-12	0827 1701	f/t Belfast City
G-JBIS	Citation 2	0839 0920	f. Le Bourget t. Malaga
G-JANN	PA-34 Seneca	0926 1622	f/t Biggin Hill(Synergie 185)
N85DA	Cirrus SR.22	1100 0919	f. Egelsbach, n/s t. Wick
G-CDZM	Boeing 737/800	1312 1420	f/t Mahon(Thomson 134E/133E)
G-CCVO	Jet Ranger	2019 2100	f/t Accrington
EI-REX	Lear Jet 60	2037 2102	f. Northolt(Highflyer 60A) t. Dublin(60A)

Aer Arran:- EI-REF(672/3), EI-REL(684/3)

Air Southwest:- G-WOWA(482/3,484/5), G-WOWD(486/7)

BMI:- G-RJXJ(410/409). G-RJXO(403) swapped in Edinburgh with G-RJXF(404), which unfortunately went u/s and was parked on the new apron until 22/6 when it positioned to Manchester. G-RJXA(9132) positioned from Aberdeen to substitute, n/s with G-RJXM, G-CCGS and G-DBCC which operated all Londons.

Eastern:- G-MAJJ(19Q) swapped in Aberdeen with G-MAJF(29Q)

Flybe:- G-JECT(171/2), G-JECN(729/30), G-JEDL(643/4), G-JEDK(731/2), **G-JEBA(173/4)**, G-JEDT(733/4), G-JECV(175/6)

Jet2:- G-CELB(205) swapped in Amsterdam with G-CELS(206).

KLM:- PH-OFO(65W/66S), PH-KZN(67N/68K), PH-OFM(69W/64K,n/s) **Manx 2:-** D-CNAG x2

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

***The ferryman, part 2. Our intrepid aviator this time arrived from Germany in SR.22 N85DA owned by Excel Aviation Corp. After an overnight stay he set off to Wick, then onwards via Keflavik - Narsarsuaq - Bangor before finally reaching Westchester County Airport, north of New York on 23/6. Stand by for part 3! Cessna 152 G-FLOP, which had been based for training since 20/4 was replaced by sister ship G-FLIP this morning.

21 Thursday

G-FIBS	Squirrel	0748 0823	f. York t. Helmsley
N79EL	Beechjet 400A	0822 0846	f. East Midlands t, Lyon/Bron
N642P	PA-31 Navajo	0912 1416	f/t Enniskillen, return 1735/1811
G-CFSA	PA-44 Seminole	1025 1116	f/t Durham/Tees Valley

G-JJL	Agusta A.109E	1136 1645	f/t Maidstone(Alan Mann 4)
EC-INZ	Airbus 320	1147 1314	f/t Arrecife(Iberworld 3659/3660)
ZE396	HS.125/700B	1319 1430	f/t Farnborough(Kittyhawk 9R), n/s
G-BYAP	Boeing 757	1354 1531	f/t Palma(Thomson 634N/633N)
G-OOAU	Airbus 320	1404 1610	f/t Faro(Jetset 639D/639C)
ZK454	King Air 200	1432	ILS and overshoot(Cranwell 77)
CS-DNJ	Hawker 800XP	1612 1712	f, London City(Fraction 8ED) t. Luton(8ED)

Air Southwest:- G-WOWD(482/3, 484/5), G-WOWE(486/7)

BMI:- G-RJXJ(410/409). G-RJXA(403) swapped in Edinburgh with G-RJXH(404), n/s with G-RJXM,

G-CCGS. G-MIDV operating ITs. G-DBCC all Heathrows until G-DBCK(8JL)n/s.

Eastern:- G-MAJD/F operated all day and night stopped

Flybe:- G-JEDV(729/30), G-JEDJ(171/2), G-JECU(643/4), G-JEDK(731/2), G-JEBA(173/4), G-JECW(733/4), G-JECH(175/6)

KLM:- PH-OFN(65W/66S), PH-OFE(67N/68K), PH-KLE(69W/64K,n/s) **Manx 2:-** D-CNAG x2

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

***Nothing of major significance today, however Citationjet G-CJAD, which had been with Multiflight on maintenance since 20/5, finally went home to Edinburgh this afternoon.

22 Friday

G-SFCJ	Citationjet	1018 1055	f. Jersey(Hangar 864J) t. Oxford(864J)
G-BOLT	Commander 114B	1115 1532	f/t Elstree, night stop
CS-DRQ	Hawker 800XPi	1122 1213	f. London City(Fraction 370H) t. Zurich(6FE)
EC-HZS	Boeing 737/800	1131 1242	f/t Tenerife(Air Europa 207/208)
F-GSLZ	Falcon 100	1313 1522	f. Dublin t. Lille
G-BYAO	Boeing 757	1443 1609	f/t Corfu(Thomson/344Q/343Q)
G-PEGI	PA-34 Seneca	1736 1422	f. Glasgow(Tayflight 16), n/s t. Edinburgh(16)
G-GZRP	PA-42 Cheyenne 3	1858 2024	f/t Oxford(Air Med 053)
A6-MAJ	Lear Jet 60	2032 0948	f/t Istanbul(NKL 301/2), night stop

Aer Arran:- EI-REG(672/3), EI-REE(684/3)

Air Southwest:- G-WOWE(482/3, 484/5), G-WOWC(486/7)

BMI:- G-RJXA(410/409). G-DBCK all Londons. G-RJXM(9854) positioned to Heathrow leaving G-RJXH, G-CCGS to night stop. G-MIDV still on IT duty.

Eastern:- G-MAJD(59Q) swapped in Aberdeen with G-MAJE(99Q), n/s with G-MAJF

Flybe:- G-JEDJ(171/2), G-JECM(643/4), G-JEDT(731/2), G-JEBB(173/4), G-JECW(733/4), 175/6(canax)

Jet2:- G-CELA(326/5) f/t Belfast. G-CELY(050E) from Newcastle, maintenance. G-LSAG(208) diverted to Manchester this evening due flap problems.

KLM:- PH-OFL(65W/66S), PH-KZO(67N/68K), PH-OFB(69W/64K,n/s) **Manx 2:-** D-CNAG x3

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

***One of the stars of the month arrived this evening in the shape of Lear Jet 60 A6-MAJ, which is owned by Majestic Executive Aviation. However it was using NKL as its call sign which is the three letter code of Nakheel Aviation of the United Arab Emirates.

23 Saturday

D-CTEC	Citationjet 3	0726 0838	f. Mannheim(GBJ 802A) t. Milan/Malpensa(802X)
CS-DFC	Falcon 2000	0801 0907	f. Edinburgh(Fraction 2RK) t. Bromma(2RK)
G-JANV	Lear Jet 45	1143 1158	f. Edinburgh(Neatax 2B) t. Manchester(2C)
G-DANZ	Twin Squirrel	1149 1301	f/t Pontefract(Premier 02)
OE-LCM	Canadair CRJ	1231 1320	f/t Innsbruck(Austrian 2365/2366)
G-CDZM	Boeing 737/800	1356 1510	f/t Ibiza(Thomson 534G/533G)
G-BJWW	Cessna F.172P	1413 1505	f/t Blackpool, see notes
EC-GBA	MD-83	1511 1639	f/t Palma(Spanair 3003/3004)
EC-GVO	MD-83	1521 1648	f/t Palma(Spanair 3257/3258)

Air Southwest:- G-WOWC(480/1), G-WOWE(9301/9300), G-WOWB(478/9)

BMI:- G-RJXH(01J/4JL/2LJ), G-RJXO(8JL, n/s). The leased Do.328 G-CCGS(Sucking 100P) positioned to Dundee with G-BZOG(BD9161) positioning from Edinburgh in the evening. G-MIDV continues ITs.

Flybe:- G-JECH(171/2), G-JEDK(729/30), G-JECS(643/4), G-JEDL(1401/2)

Jet2:- G-LSAG(208A) returned from Manchester after diverting last night.

KLM:- PH-KLI(65W/66S), PH-KZF(67N/68K), PH-OFF(69W/64K,n/s) **Manx 2:-** D-CNAG x1

Ryanair:- 152/153A canx, EI-DCK(15J/155) **Aer Arran:-** EI-REE(684/3)

***Resident Cessna 182T G-MOUT went to Blackpool for maintenance, collected by F.172P G-BJWW.



24 Sunday

G-MAMD	King Air B.200	0826 0841	f. Gamston t. Goodwood, return 1807/1836
G-OLDT	Lear Jet 45	0857 1038	f. Luton(Partner 15A) t. Bergamo(15B)
G-FIRM	Citation 2	0907 1016	f. Cambridge(Marshall 5) t. Faro(5A)
G-FIBS	Squirrel	1221 1314	f. Site nr. Manchester t. York
G-GLTT	PA-31 Chieftain	1307 1436	f. Bournemouth(Airtime 483P) t. Freiburg(483)
G-BYAO	Boeing 757	1338 1501	f/t Palma(Thomson 102E/101E)
LX-LAR	Lear Jet 35A	1812 0836	f. Lanzarote(Lion King 2 amb), n/s t. Luxembourg
LZ-BHD	Airbus 320	1857 1959	f/t Varna(Balkan Holidays 5543/5544)
G-OLDW	Lear Jet 45	1859 2013	f. Biggin Hill(Partner 62A) t. Nice(62B)
HB-JIA	MD-90	1945 2052	f. Zurich(Fly Hello 5321) t. Malta(321)
PH-ISA	ATR.42/500	1954 2039	f/t Belfast City(Jersey 733/4)

Aer Arran:- EI-REG(684/3), EI-REE(672/3)

Air Southwest:- G-WOWE(476/7), G-WOWA(486/7)

BMI:- Heathrow:- G-RJXO(01J/4JL/2LJ), G-RJXM(7JL), G-MIDY(9876, f. EMA/5LJ), G-DBCH(8JL/9672, t. Heathrow), G-BZOG(421/2). G-RJXL(616/615) f/t Brussels. G-RJXE(9877)from Aberdeen, n/s with G-RJXM, G-BZOG.

Eastern:- G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJE/F night stop.

Flybe:- G-EMBW(173/4), G-JEDL(643/4), G-JEDV(731/2), **PH-ISA**(733/4, see above), **G-EMBW**(175/042J, t. Birmingham)

KLM:- PH-OFA(65W/66S), PH-WXA(67N/68K), PH-OFM(69W/64K, n/s)

Jet2:- G-LSAG(266) again diverted to Manchester, this time due to fog.

Manx 2:- D-CNAG(302/3), D-CSAL(318/9)

Ryanair:- EI-DLB(152/153A), EI-DCT(15J/155), 156/15N canx.

***Regular MD-90 HB-JIB must have had a problems today as British Jet had to borrow another Fly Hello machine HB-JIA, on its first LBA visit, to operate the outbound Malta flight with the inbound arriving in the early hours of Monday morning. Also on the borrow today were Flybe using Interstate ATR42/500(a first visit of type) on the evening Belfast flight.

25 Monday

HB-JIA	MD-90	0348 0447	f. Malta(Fly Hello 320) t. Zurich(5320)
TC-OAK	Airbus 321	0715 0955	f. Dalaman(Onur Air 7335) t. Brussels(7336)
G-INTO	Pilatus PC-12	0730 0741	f. Norwich(Skydrift 874) t. Glasgow(874)
HB-GJP	King Air 350	0843 0802	f/t Lausanne, night stop
TC-API	Boeing 737/800	0903 1114	f/t Dalaman(Sun Turk 453/454)
G-PWNS	Citationjet	1612 1700	f. Oxford(Hangar 876J) t. Jersey(876J)
LZ-BHE	Airbus 320	1634 1819	f/t Bourgas(Balkan Holidays 5571/5572)
VP-BMS	Falcon 900EX	1706 2202	f. Manchester t. Luton
G-ONAL	King Air	1750 1822	f. Lyneham(Goosepool 21) t. Durham/Tees(21)
N719EL	Beechjet 400	1757 1806	f. Biggin Hill t. East Midlands
G-FBEC	Embraer 190	1937 2040	f/t Southampton(Jersey 175/6), see notes

TC-OAE Airbus 321 1945 2123 f/t Bodrum(Onur Air 2611/2612)

Aer Arran:- EI-REI(672/3), EI-REF(684/3)

Air Southwest:- G-WOWC(482/3, 486/7), 484/5 has stopped operating.

BMI:- G-RJXK(410/409). Titan Airways BAe.146 G-ZAPN(9611) positioned from Stansted, to operate the following Heathrows, 2LJ/5LJ/4JL, G-DBCH took over from 7JL and n/s with G-RJXE/M, G-BZOG. G-MIDV on ITs.

Eastern:- G-MAJE/F operated all day and night stopped.

Flybe:- G-JECT(171/2), G-JEDV(729/30), G-JECW(643div to Doncaster/644), G-JEDT(733/4), G-FBEC(175/6)

Jet2:- G-LSAG(050P) returned once again from Manchester, following a diversion.

KLM:- PH-OFA(65W/66S), PH-OFB(67N/68K), PH-OFL(69W/64K,n/s) **Manx 2:-** D-CNAG x2

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

***The day the heavens opened, resulting in the wettest June day on record! This caused some disruption due to a waterlogged runway, however most flights braved to conditions including the first visit of Flybe Emb.190 G-FBEC.

26 Tuesday

N66DN	Lear Jet 45	0840 0900	f. Luton(Bizjet 1DN) t. Northolt(2DN)
G-ZAPU	Boeing 757	1045 1849	f/t Stansted(Channex 24P/26P)
G-BPMF	PA-28 Warrior	1211 1556	f/t Barrow/Walney Island
G-OLDT	Lear Jet 45	1322 0818	f. Bergamo(Partner 15C), n/s t. Biggin Hill(15D)
G-BYAD	Boeing 757	1358 1520	f/t Alicante(Thomson 392A/391A)
G-OLDW	Lear Jet 45	1751 1829	f. Nice(Partner 62C) t. Luton(62D)
G-CITY	PA-31 Chieftain	1758 1750	f/t Ronaldsway(Causeway 06/06A), n/s.
G-FIRM	Citation 2	1936 2014	f. Faro(Marshall 5B) t. Cambridge(5C)
9H-AEL	Airbus 319	1939 2038	f/t Malta(Air Malta 5208/5209)
N66DN	Lear Jet 45	1943 0928	f. Northolt(Bizjet 3DN), n/s t. Luton(1DN)
D-CFAI	Lear Jet 35A	2043 2226	f/t Nurnberg(Frankenair 7346)

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

BMI:- G-RJXK(410/409). G-DBCH all Londons, n/s with G-RJXE/M, G-BZOG. IT flights G-MIDV.

Eastern:- G-MAJE/F operated all day and night stopped.

Flybe:- G-JECW(729/30), G-JECH(171/2), G-JECM(643/4), G-JECN(731/2), **G-JEAS(173/4)**, G-JECF(733/4), G-JEDJ(175/6)

Jet2:- Titan Airways 757 G-ZAPU arrived to operate t/f Palma(25C/26C), however it was in fact yesterday's flight! G-CELS(205) swapped in Amsterdam with G-CELB(206).

KLM:- PH-OFO(65W/66S), PH-KZF(67N/68K), PH-KZD(69W/64K,n/s) **Manx 2:-** D-CNAG x2

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

***A pretty run of the mill day, unless you had been hoping to have flown to Palma by Jet2 yesterday!

27 Wednesday

N696MS	Cessna 172S	0855 1010	f. St. Johns, Newfoundland, n/s t. Egelsbach
G-SFCJ	Citationjet	0858 1539	f/t Birmingham(Hangar 891J)
N58VB	Be.58 Baron	0904 0920	f. Elstree t. Sleep, return 1602/1717
G-REGE	Robinson R.44	0907 0934	f. Gomersal t. Humberside, return 1819/1855
G-BTGZ	PA-28 Archer	1054 1506	f/t Biggin Hill, night stop until 29/6
ZK454	King Air 200	1224	ILS(CWL 61), G-RAFO(CWL 75, 1536)
G-CDZL	Boeing 737/800	1309 1606	f/t Mahon(Thomson 134E/133E)
G-BOUL	PA-34 Seneca	1339 1557	f/t Oxford(Oxford 05)
G-BCKV	Cessna FRA.150L	1716 0941	f/t Sheffield, night stop.

Aer Arran:- EI-REI(672/3), EI-REL(684/3)

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

BMI:- G-RJXK(410/409). G-DBCH operated to London until replaced by G-DBCI(5JL), n/s with G-RJXE/M, G-BZOG.

Eastern:- G-MAJE(19Q) swapped in Aberdeen with G-MAJI(29Q), n/s with G-MAJF

Flybe:- G-JECF(729/30), G-JEDJ(171/2), G-JEDL(643/4), G-JECN(731/2), **G-JEAS(173/ went u/s** and was parked on apron until 3/7 before routing to Jersey(041J)), G-JECW(733/4), G-FBEC(175/6)

KLM:- PH-KLI(65W/66S), PH-KZA(67N/68K), PH-OFC(69W/64K,n/s) **Manx 2:-** D-CNAG x2

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

***Part 3 ... It's him again, arriving this morning from St. Johns, having departed at 1805GMT last night and touching down bang on estimate following a flight of 2,232 miles! The aircraft this time was Cessna 172S N696MS, which is a two year old aircraft, having formerly been operated by the Cessna Employees Flying Club at Wichita. It departed its former home two days ago and routed via Bangor to Newfoundland. Resident Cessna 425 N425SL arrived from Fair Oaks this afternoon having been missing all month. During its absence the owner had used his former machine, Duke N322RJ and Cessna 421 N132CK. The latter is also reported to be a new resident since its arrival last year, although it hadn't flown again until this month! Another resident which hasn't been active for some time, Cessna 421C N900CB was noted on Air Test this afternoon.



28 Thursday

SX-DCE	Citation XL	0853 1055	f. Berlin/Tempelhof(Interjet 3146) t. Faro(3147)
G-INTO	Pilatus PC-12	0934 0942	f. Fair Oaks(Skydrift 878) t. Glasgow(878)
HB-IGL	Falcon 900	0952 1115	f. Geneva(TAG Aviation 569) t. Cologne(569)
G-CFSA	PA-44 Seminole	1122	ILS and overshoot, f/t Durham/Tees
EC-INZ	Airbus 320	1214 1336	f/t Arcife(Iberworld 3659/3660)
G-CCVO	Jet Ranger	1217 1242	f/t Accrington
G-BYAW	Boeing 757	1223 1446	f/t Palma(Thomson 634N/633N)
ZF338	Tucano	1331	ILS and overshoot(LOP 75), f. Linton
G-OOAU	Airbus 320	1344 1745	f/t Faro(Jetset 639D/639C)
G-FIBS	Squirrel	1601 1636	f/t Skipton
D-CTEC	Citationjet 3	1822 1858	f. Sion(Global Jet 802C) t. Lyon(801c)

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

BMI:- G-RJXK(410/409), G-DBCI operated all London flights until G-MIDP(8JL), which then took over the IT flights. G-RJXE/M night stop with G-BZOG.

Eastern:- G-MAJF/I operated all day and night stopped

Flybe:- G-JECF(729/30), G-JEDJ(171/2), G-JEDL(643/4), G-JECN(731/2), G-JEDO(173/4), G-JECS(733/4), G-JECO(175/6)

Jet2:- G-CELJ(050E/060E/070E) carried out three Air Tests today having been u/s in the Multiflight hangar since 2/6.

KLM:- PH-OFB(65W/66S), PH-KZR(67N/68K), PH-OFL(69W/64K, n/s)

Manx 2:- D-CSAL(301/2, 308/9, 302/3)

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

***The Greek Citation XL SX-DCE of Interjet was a welcome visitor today along with TAG Falcon 900 HB-IGL.

29 Friday

G-WENA	Twin Squirrel	1024 1952	f/t Westland Heliport
EC-HKR	Boeing 737/800	1119 1231	f/t Tenerife(Air Europa 207/208)
G-SASC	King Air 200C	1123 1250	f. Durham/Tees(Gama 124) t. Glasgow(124)
G-CFSA	PA-44 Seminole	1133	ILS and overshoot, f. Durham/Tees
G-BYAH	Boeing 757	1442 1605	f/t Corfu(Thomson 244Q/243Q)
N380CR	Citationjet	2151 Res.	f. Guernsey, see notes.

Aer Arran:- EI-REE(672/3), EI-RED(684/3)

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

BMI:- G-RJXK(410/409), G-MIDV(01J) to Heathrow at the end of its IT stint, then G-DBCG operated until G-MIDT (8JL/9851, t. EMA). G-RJXM(9854) positioned to Heathrow. G-RJXE/G-BZOG n/s. G-MIDP on ITs.

Eastern:- G-MAJF(59Q) swapped in Aberdeen with G-MAJE(99Q), n/s with G-MAJI.

Flybe:- G-JEDV(729/30), G-JEDJ(171/2), G-JEDU(643/4), G-JECF(731/2), G-JEDP(733/4), **G-FBEC(175/6)**

Jet2:- G-CELV(773) diverted in here this morning with a technical problem, shortly after departing Manchester. G-CELG(773A) was used to take the passengers to Bergamo, returning to Manchester to operate from there. G-CELJ(061E) positioned to Blackpool after a further air test, having been in Multiflight sine 2/6. G-CELY(325), which had been here sine 22/6, operated the afternoon Belfast outbound. G-CELA(326) operated the inbound Belfast and later positioned to Edinburgh(055P).

KLM:- PH-KLE(65W/66S), PH-KZI(67N/68K), PH-OFI(69W/64K,n/s) **Manx 2:-** D-CSAL x2

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

***The brand new Citationjet N380CR is going to be semi-resident as it is owned by Chris Rycroft(50 North Aviation) who used to own Cessna 421C N900CB and lives between Leeds, Guernsey and Spain. The aircraft had been delivered to Guernsey this afternoon, having set off yesterday from the Cessna factory at Wichita and routing via Pierre Trudeau International - Goose Bay and Reykjavik.

30 Saturday

OE-LCO	Canadair CRJ	1240 1324	f/t Innsbruck(Austrian 2365/2366)
G-CDZL	Boeing 737/800	1338 1654	f/t Ibiza(Thomson 534G/533G)
EC-GNY	MD-83	1516 1634	f/t Palma(Spanair 3257/3258)
EC-FXA	MD-83	1658 1810	f/t Palma(Spanair 3003/3004)
N66DN	Lear Jet 45	2009 2025	f/t Luton(Bizjet 2DN/3DN)

Air Southwest:- G-WOWE(480/1), G-WOWC(9301/9300), G-WOWE(478/9)

BMI:- G-RJXE(01J/4JL/2LJ), G-RJXB(8JL), n/s with G-RJXM, G-BZOG. IT flights G-MIDP.

Flybe:- G-JECU(729/30), G-JEDJ(171/2), G-JECV(643/4), **G-JECX(1401/2)**

Jet2:- G-CELV(201) swapped in Amsterdam with G-CELG(202), G-CELK(050E) arrived from Blackpool and went to Multiflight for maintenance, joining based G-CELB/C/D/G/U, G-LSAB/H/I. G-LSAG(265) departed this afternoon to Malaga this afternoon where it went u/s and has not yet returned.

KLM:- PH-KZC(65W/66S), PH-KZR(67N/68K), PH-OFI(69W/64K,n/s) **Manx 2:-** D-CSAL x1

Ryanair:- EI-DCR(15J/155) **Aer Arran:-** EI-REL(684/3)

***A very quiet end to the month but we did have Dash 8/400 G-JECX on its first visit this afternoon, f/t Bergerac.

Finally, this month I have to report that the Cessna 208 Caravan N208EC, which was a regular visitor to Multiflight for maintenance was involved in a fatal accident at Connemara, Eire on 5/7. The aircraft was coming in to land following a flight from Inis Meain with a group of people who were interested in buying it. It crashed alongside the airfield, narrowly missing the terminal building, resulting in the death of two people and six injured, three critically.

As with last month, if you require any times of the schedule flights (NOT JET2) contact me at trevor.smith@airyorkshire.org.uk

Trevor Smith



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

First, an apology for the non-appearance of this section over the last few months. Technical hitches with e-mails between myself and Cliff have meant the missing sections are still stuck somewhere in cyber space. Looking at my address and Cliff's address, I have come to the conclusion that cyber space lies somewhere above Weetwood!

Now on with the news. Jet2 have announced they are to operate the Geneva service on an all year round basis with increased capacity. The airline has also announced it has entered into a 15-year agreement with Pratt & Whitney to maintain its CFM-56 engines used on the '737 fleet. Press releases as follows:

Jet2 has signalled its intention to continue its expansion from its Leeds Bradford Airport base by announcing that it will operate flights between the hub and Geneva year-round.

The airline has also announced that it will offer 10,000 seats per week to ski destinations from Leeds Bradford this winter, a leap of 30 percent year-on-year. This will include up to 11 flights per week to Geneva. Such has been the success of its winter Leeds Bradford - Geneva flights that Jet2 will launch a year-round service so travellers can enjoy not just the snow season, but also the lakes and mountains in summer, spring and autumn, the airline said. To meet the growing demand on the route, Jet2 will use its larger 235-seat 757 aircraft as well as increase the frequency to 11 flights per week, an additional 3 flights a week. Flights start at £28.99 one way, inclusive of all taxes.

Pratt & Whitney announced that Leeds Bradford Airport based low-cost airline Jet2 is the second customer for its Global Materials Solutions CFM56-3 aftermarket parts program. It follows United Airlines as a confirmed customer on the program, with the company adding that a third unidentified customer from China has also been signed up.

Jet2 has awarded Pratt a 15-year fleet management program covering its 21 737-300s that ultimately will include all of the 48 parts Pratt is developing for the CFM56. Pratt valued the agreement at more than US\$275 million. Engines will be maintained at Pratt's Norway facility. The airline's CEO, Philip Meeson, said: "We have competition on our routes. Why shouldn't we have competition on engines?"

£3m of the money from the sale of the Leeds Bradford Airport will be shared among the Bradford community. Under the plans, each of the 30 wards in the Bradford district will be allocated £100,000 to spend on community projects chosen by their elected members. The council owned 40% of Leeds Bradford Airport and is to receive £51.5 million after it was sold to Bridgepoint Capital for £145.5m in May. Now the council will consider the plans for a ward-based investment fund when it meets on Tuesday 24 July. Councillor Mohammad Masood, the Executive Member for Corporate, said: "This is an exciting and innovative scheme to give one-off funding for every area of the Bradford district. We envisage the money will be used for community projects that may have been overlooked under normal circumstances. This might be street lighting, small park areas or improvements to community buildings". The money will largely be allocated for capital investments that would not need extra funding in the future. Some may be used for revenue projects or to attract match funding for bigger projects. Councillors will consider which projects to put forward over the summer.

AIRPORT NEWS

Liverpool airport now offers passengers to do a workout while waiting for their flights to take off, after Liverpool City Council has installed gym equipment in the terminal. The council wants to make it easier for people to get fit and encourage exercise as part of a daily routine. It has paid to install squat machines and shoulder presses at the airport gym, which is designed to be used for quick workouts by passengers. Both incoming and outgoing passengers can use the facility. Councillor Colin Eldridge, executive member of leisure on the city council, said: "In Liverpool we are constantly working on innovative ways to get people fit. We've already introduced gym equipment in our libraries and now

we hope to urge many more people to get active by training in the terminal. This is about encouraging everyone to build exercise into their daily routine, whether they are waiting for a plane or simply looking to get rid of the extra pounds they put on whilst on holiday".

Luton's plans for a new runway and terminal have been dropped, the airport's owners TBI said in a surprise announcement. The move is a blow to the government's hopes for increasing airport capacity in the highly congested south-east of England. TBI said that a new runway and terminal would take too long to pay back the investment cost, and will instead announce new development proposals for the period up to 2015 later this year. A spokesman said it intended to "focus on making the most of the existing site". TBI's Chairman, Demetrio Ullastres, added: "We are committed to the delivery of facilities to meet the needs of our customers and at the same time fulfil our shareholder expectations. Therefore, we have decided that our proposals should focus on making the most of the existing airport site. As a result we have withdrawn the current Master Plan (issued for consultation in October 2005). This described a full length replacement runway 950 metres to the south of the existing runway with adjacent terminal facilities. We will not be pursuing this option further. The new proposals to be published later this year will set out the framework for the airport's development over the next eight years."

The Master Plan that has been abandoned included tripling the size of the airport by 2030 as part of a £1.5bn scheme that would have delivered a new full length 3,000m replacement runway about 950m south of the present 2,160m runway in time for the 2012 London Olympics.

London Luton Airport Operations, which runs the airport under a 30-year concession from Luton Borough Council, is owned by TBI. However, TBI was taken over at the beginning of 2005 by a consortium led by Abertis. This company has decided that the returns available under the remainder of the 30-year lease, which was granted in 1998, were not sufficiently attractive to justify the investment. The low cost airlines, which dominate operations at Luton, are also reported to be unwilling to finance a big expansion of the airport through higher landing charges. Greenpeace, the environmental group, welcomed the Abertis decision to drop the expansion plan.

AIRLINE NEWS

Air Berlin has made history with largest 787 order to date from a European carrier. On the eve of the unveiling of the world's newest commercial jetliner, the 787 Dreamliner, the Boeing Company and Air Berlin announced an order for 25 Boeing 787-8 airplanes valued at \$4 billion at list prices. The order is the single largest placed by any European carrier and brings the total number of Boeing 787s ordered worldwide to 677.

bmi has announced that it will buy 10 new Airbus aircraft in a deal worth around \$750m (£372m). The airline will use the planes to expand its medium-haul and long-haul routes from Heathrow Airport. bmi has order 5 Airbus A330s worth about \$500m to join the 3 it already has, with the first new aircraft to be delivered early next year. It will also take delivery of 5 new Airbus A321s valued at \$250 million to help expand its medium-haul network. The order follows the recent acquisition of British Airways franchise British Mediterranean Airways (BMED). bmi chief executive Nigel Turner said that the airline will be announcing network plans for long-haul operations in 2008 later this year. He added that an expanded operation of the former BMED network for the 2007/08 winter schedule will be announced shortly with new routes and enhanced frequencies to start on 28 October when BMED will be fully integrated into bmi.

easyJet is making a major assault on traditional package operators by launching a holidays arm. Package holiday companies are already struggling, as holidaymakers increasingly book their own flights (often with budget airlines) and accommodation. Now easyJet has teamed up with hotels website Hoteltopia to launch www.easyJetHolidays.com, a head-on assault on holiday companies. easyJetHolidays will offer flights and accommodation backed with Travel Trust Association protection, giving consumers the ability to create personalised holidays based on the budget carrier's 900 flights a day to 75 destinations combined with more than 10,000 hotels across Europe. By booking flights and hotels together as a single package, the company claims to be offering "100% refund protection" in the event of a cancelled flight or disrupted hotel booking. The airline claims the new venture "confines the traditional European package holiday to the dustbin of history". It adds that

easyJetHolidays will put further pressure on mainstream tour operators offering fixed duration holidays and online holiday providers who can only offer the flights on low-fare airlines by daily 'screen-scraping' and, in some cases, adding a booking surcharge of up to £15. A price promise guarantee on all easyJetHolidays is being offered, with a claim that consumer won't find cheaper prices on the web. The website will be rolled out across Europe in Germany, France, Holland, Italy and Spain over the coming months.

The airline's chief executive Andy Harrison said: "Package holidays offered through travel agents and tour operators have developed a deserved reputation for everything that is bad about travel - fixed-term holidays in shabby hotels allocated on arrival with flights at the most inconvenient times on some of Europe's least-known airlines. No wonder they are a thing of the past. easyJetHolidays is redefining holidays by enabling travellers, for the first time, to combine flights on any of easyJet's 298 routes with over 10,000 hotels across Europe to create their own easily-bookable holiday combinations in a single place. There are no middlemen, no 7-night stays, no dodgy 'sales-reps' or any of the things that really annoy the independent, savvy traveller. easyJet has completely revolutionised the short-haul air market over the course of the last decade and we are now targeting what remains of the travel agent and tour operator business in Europe. Today really does mark the end of the European 'package holiday' as we knew it."

That said, the website is backed by Hotelopia, part of the Online Destination Services Sector of First Choice Holidays. Smaller rival Jet2 launched a similar scheme earlier this year, so it is not a 'first' as the press release on the website claims either.

Flybe has added eight new routes to its winter schedule, with a focus on ski flights to Switzerland. The airline made the announcement as it put its entire winter schedule - seven million seats - on sale for flights from 28 October until the end of March.

The new winter routes are:

Southampton to Brussels and its first ever winter service to Avignon, Isle of Man to Luton and Geneva, Cardiff International to Paris Charles de Gaulle, Jersey to Geneva, Newquay to Geneva and a first ever winter service between Edinburgh and Newquay. The new routes to Geneva from Isle of Man, Jersey and Newquay open up Switzerland to these regions for the first time, according to the airline. These are in addition to the reintroduction of winter services between Geneva and Birmingham, Exeter, Norwich and Southampton. The airline is also increasing services to other winter sports destinations across France, Austria and Germany, including new routes to Chambéry, Berne and Salzburg.

Chief commercial officer Mike Rutter said: "The introduction of an additional route between Southampton and Brussels and the expansion of our services to Switzerland is of great strategic importance, demonstrating Flybe's aggressive expansion policy as we spread into new European territories and continue to open up the UK regions to a wealth of exciting destinations."

Flyglobespan has announced that it is to scrap its flights between Liverpool Airport and New York, less than 6 weeks after launching the route. The flights did not run for a whole week during June as one plane spent nearly a week grounded in America due to a technical fault, after been struck by lightning. The service will be scrapped on 31 October. Passengers booked for journeys after that date have been notified. Despite the setback, both the airport and airline expressed their confidence that the link would restart in 2008. Flyglobespan spokesman, Crawford Brankin, said: "The company does believe the route is worth sustaining and plan to reintroduce it next summer." Airport spokesman Robin Tudor said: "We are confident that we are going to see the link restored. Obviously, we are disappointed, but clearly Flyglobespan have had some very unfortunate teething problems that occurred at exactly the wrong time."

Fly Whoosh have announced a new service from Birmingham to Newquay. The Polish airline will begin flights on 28 July, which will be operated by White Eagle Aviation, with tickets starting from £39.99 one-way inclusive of fees and charges. Flights will operate on Tuesday, Thursday and Saturday with a departure time from Birmingham of 09:05, arriving in Newquay at 10:20. The return flight will leave Newquay at 11:00 and be back in Birmingham at 12:15. Fly Whoosh launched flights between Dundee and both Birmingham and Belfast in May.

Jet2 is to scrap its flights between Manchester Airport and Barcelona at the end of the summer. The airline is pulling the flights in September, with rival airline **Monarch Scheduled** claiming that Jet2 could not compete with its own cheap fares. Monarch began daily flights on the route in November 2003 and since then has also seen off competition from Spanish flag-carrier Iberia and UK no-frills flyer **bmbaby** "as a result of its low fares, high quality service and convenient flight times", a spokesman said. Both airlines withdrew from the route with Monarch operating as the sole carrier for a number of years before Jet2 launched its flights in March of this year. However, Jet2 are withdrawing services and have taken flights off-sale from September 2007. Monarch Scheduled's managing director, Liz Savage, said: "The launch of a new airline on a route is great for consumers as it provides a wider selection of fares and flight times between the competing airlines. However, market share statistics for the Manchester to Barcelona route reflect that after initial interest in Jet2's flights, their passenger numbers have been dropping as customers return to fly with Monarch. It is a great indicator to Monarch that it is offering its customers what they want – low fares and a great level of service."

Ryanair is to scrap three routes from Liverpool Airport as part of a route reorganisation. The budget airline announced plans for 11 new routes across Europe from October, but 11 other links, including from Liverpool to Inverness, Aberdeen and Kaunas, are being axed from 2 November to accommodate them. The flights between Inverness and Aberdeen to Liverpool were launched only a year ago, but are being scrapped when the airline launches its winter timetable because of poor passenger numbers. Peter Sherrard, Ryanair's head of communications, said: "Passenger numbers were already fairly weak. Then we had Gordon Brown's [air passenger duty] tax introduced in May and that did not do weak routes any favours at all. Like any good company, we review operations on a regular basis and if there are routes that are underperforming in comparison to the possibilities that are out there, we are obviously going to change." It leaves Ryanair flying just one route from Aberdeen (to Dublin) and from Inverness (to East Midlands).

AIRCRAFT NEWS

Sunday 8 July at Everett, Boeing's new 787 Dreamliner captured the world's attention as it was unveiled during a multimedia extravaganza. Like a newly crowned beauty queen, the revolutionary commercial jet basked in the global spotlight, giving millions of people a peek at aviation's future. But as soon as the sun set on Dreamfest '07, assembly workers rolled the airliner back into Boeing's massive aircraft factory and rolled up their sleeves for 24/7 rework. What the world didn't see under the plane's shiny new paint job, were the 1,000 temporary fasteners that need to be replaced, its half-empty belly that still needs to be stuffed with 60 miles of wiring or the avionics systems that still need to be installed and tested.

While most new aircraft are rarely ready to fly when they are first "rolled out," the 787 rework illustrates the tremendous pressure Boeing is under to get its airliner ready for first flight in late August, certification test flights this autumn and commercial service in May 2008 with All Nippon Airways of Japan. Boeing executives insist the 787 program is on schedule, despite persistent weight issues and early manufacturing snafus. "We have no intentions to be late into service," Boeing 787 chief Mike Bair told reporters Friday during a 'roll-out' briefing in Seattle.

The stakes have never been higher for Boeing, which has pushed the envelope many times in its 91-year history. The 787 is a \$10 billion gamble to reinforce the company's standing as the world's most innovative and successful builder of commercial airliners. Boeing claims to be holding a winning hand. And with more than \$110 billion worth of airline endorsements, it's hard for giddy executives to maintain a poker face. On the day before the roll-out, Air Berlin made a \$4 billion order for 25 Dreamliners. The 787 has already racked up a record 677 orders from 47 airlines, making it the biggest selling new commercial jet in history – and it hasn't even flown yet. The plane, which sells for between \$146 million and \$200 million, is sold out until 2014.

Despite the unprecedented enthusiasm, Boeing is far from cashing in on the 787. Executives, who just hours ago were popping the champagne, are now working around the clock to turn their Dreamliner into a flying reality – and do it under rigorous and tight deadlines.

OTHER NEWS

European rail operators threw down the gauntlet to low-cost airlines yesterday, launching a continental alliance that aims to get passengers off planes and on to trains by offering them incentives such as train miles, appealing to their green credentials and also to their wallets.

Budget airlines such as Ryanair and easyJet have transformed travel, with Britons regularly jetting away for weekend mini-breaks. Now Europe's train operators hope to create a rail revolution, capitalising on the public's growing fears about climate change and frustration with lengthy airport queues.

Eurostar, Germany's Deutsche Bahn AG and France's SNCF joined Dutch, Austrian, Swiss and Belgian train companies to form a rail alliance, Railteam, that aims to make international train bookings far easier and simpler by building a single online reservation system. Instead of purchasing tickets from separate operators for the various legs of a London to Amsterdam journey, for example, there will be a one-stop shop that will issue passengers one ticket for the whole trip. And because prices will be more easily comparable, fares are likely to drop too. Like frequent flyers, Railteam regulars will be able to clock up train miles. Business travellers will also get many of the trappings of air travel, including business lounges.

Rail executives were also eager to point out that high-speed cross-border rail journeys within Europe release about 10 times less CO2 than flights to the same destinations. Eurostar is also aiming to make its trains carbon neutral, offsetting emissions that it can't reduce. Richard Brown, chief executive of Eurostar, said at the launch in Brussels: "For the first time, we can promote and sell Europe's high-speed rail network as an integrated whole. We're targeting leisure journeys below six hours and business journeys below four. People can go anywhere on the network and get there more quickly than air. Our fares are already a lot more competitive than most travellers understand. One of the objectives of having the Railteam (booking) broker is to have that information on those fares easily available to all passengers so they can make a direct comparison on a single website, which isn't possible now."

However, Railteam's online booking system, which cost £20m to set up, will not go live until 2009. But by 2010, the umbrella group wants to have increased the number of international passengers by almost 70% to 25 million. This represents around 5% of Europe's short-haul airline market. The western European high-speed rail network already links 100 cities and 120 million people, from Paris to Berlin and London to Vienna, but many travellers are unaware that they can travel abroad by train - and many are unable to find information on rail links, prices and bookings outside their own country. Railteam aims to change that - but slowly. From 2009, it plans to offer point-to-point tickets that could be bought over the Internet. Timetables will be sent by text message. If travellers miss a connection, their tickets will let them take the next available train.

Members of the public who helped police officers tackle the Glasgow Airport terror suspects are to be honoured at an official reception hosted by Scotland's First Minister Alex Salmond. The event, in Glasgow, will recognise all those involved in last Saturday's drama, including now famous baggage handler John Smeaton, who told television viewers around the world how he helped police restrain a suspect after a Jeep was driven into the terminal building and burst into flames. A campaign to buy him 1000 pints at a Glasgow Airport Hotel has been oversubscribed, with over 1400 drinks already lined up. Mr Salmond said: "There's was a splendid display of fortitude and we acknowledge the resilience of the Scottish community as a whole. The reception and acknowledgment of people's roles - in an appropriate setting, in an appropriate way - is a matter for me and will take place." The first minister added he supported the 'idea of recognition' for the public and emergency services. Two men were arrested on 30 June after a Jeep was driven into the airport's main terminal building and set on fire. One has been charged with conspiracy to cause explosions. The other suffered 90% burns and remains in hospital.

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

David Wooler



LEEDS BRADFORD AIRLINE REPORT JUNE 2007

INBOUND DIVERSIONS

01 RYR567	PSA	DSA	EI-DLO	B738	PSA	RYR568P
29 EXS773	MAN	BGY	G-CELV	B733	PSA	EXS367

REGULAR FLIGHTS

AEA208	TFS	01/EC-HJQ	08/EC-HKR	15/EC-HKR	22/EC-HZS	29/EC-HKR
AMC5209	MLA	05/9H-AEH	12/9H-AEG	19/9H-AEJ	26/9H-AEL	
AUA2366	NN	02/OE-LCR	09/OE-LCO	16/OE-LCM	23/OE-LCM	30/OE-LCO
BGH5544	VAR	03/LZ-BHC	10/LZ-BHD	17/LZ-BHD	24/LZ-BHD	
BGH5572	BOJ	04/LZ-BHE	11/LZ-BHC	18/LZ-BHC	25/LZ-BHE	
BMA8111	REU	04/G-MIDS	11/G-MIDS	18/G-MIDS	25/G-MIDV	
BMA8121	PM	05/G-MIDS	12/G-MIDS	19/G-MIDV	26/G-MIDV	
BMA8123	HER	05/G-MIDS	12/G-MIDS	19/G-MIDV	26/G-MIDV	
BMA8131	RHO	06/G-MIDS	13/G-MIDS	20/G-MIDV	27/G-MIDV	
BMA8133	FUE	06/G-MIDS	13/G-MIDS	20/G-MIDV	27/G-MIDV	
BMA8141	FAO	07/G-MIDS	14/G-MIDS	21/G-MIDV	28/G-MIDV	
BMA8143	ZTH	07/G-MIDS	14/G-MIDS	21/G-MIDV	28/G-MIDV	
BMA8151	IBZ	01/G-MIDS	08/G-MIDS	15/G-MIDS	22/G-MIDV	29/G-MIDP
BMA8153	MAH	01/G-MIDS	08/G-MIDS	15/G-MIDS	22/G-MIDV	29/G-MIDP
BMA8155	DLM	01/G-MIDS	08/G-MIDS	15/G-MIDS	22/G-MIDV	29/G-MIDP
BMA8161	REU	02/G-MIDX	09/G-MIDS	16/G-MIDS	23/G-MIDV	30/G-MIDP
BMA8163	ALC	02/G-MIDS	09/G-MIDS	16/G-MIDS	23/G-MIDV	30/G-MIDP
BMA8165	LPA	02/G-MIDS	09/G-MIDS	16/G-MIDS	23/G-MIDV	30/G-MIDP
BMA8171	AGP	03/G-MIDS	10/G-MIDS	17/G-MIDS	24/G-MIDV	
BMA8173	LCA	03/G-MIDS	10/G-MIDS	17/G-MIDS	24/G-MIDV	
FCA639C	FAO	07/G-OOAW	14/G-OOAR	21/G-OOAU	28/G-OOAU	
FHE321	MLA	03/HB-JIB	10/HB-JIB	17/HB-JIB	24/HB-JIA	
IWD3660	ACE	07/EC-HZU	14/EC-HZU	21/EC-INZ	28/EC-INZ	
JKK3004	PM	02/EC-FXA	09/EC-GVO	16/EC-GNY	23/EC-GBA	30/EC-FXA
JKK3258	PM	02/EC-GOU	09/EC-HJB	16/EC-HJB	23/EC-GVO	30/EC-GNY
OHY2612	BJV	04/TC-OAI	11/TC-OAE	18/TC-OAI	25/TC-OAE	
OHY7336	DLM	04/TC-OAF	11/TC-OAN	18/TC-OAL	25/TC-OAK	
PGT454	DLM	04/TC-APJ	11/TC-AAB	18/TC-AAB	25/TC-API	
TOM101E	PM	03/G-BYAO	10/G-BYAD	17/G-BYAO	24/G-BYAO	
TOM133E	MAH	06/G-CDZM	13/G-CDZM	20/G-CDZM	27/G-CDZL	
TOM243Q	CFU	01/G-BYAO	08/G-BYAO	15/G-BYAO	22/G-BYAO	29/G-BYAH
TOM391A	ALC	05/G-BYAJ	12/G-BYAD	19/G-BYAO	26/G-BYAD	
TOM533G	IBZ	02/G-CDZM	09/G-CDZM	16/G-CDZM	23/G-CDZM	30/G-CDZL
TOM633N	PM	07/G-BYAU	14/G-BYAW	21/G-BYAP	28/G-BYAW	
WOW9300	JER	02/G-WOWE	09/G-WOWE	16/G-WOWB	23/G-WOWE	30/G-WOWC

OTHER FLIGHTS

01	<u>G-CDEB</u>	SB20	BMA3VX/9152	Glasgow - Norwich	End of lease to BMA
03	<u>G-CCGS</u>	D328	BMA9171/611	London City - n/s- Brussels	Start of lease to BMA
04	<u>D-AMGL</u>	B462	BEE175/176	f/t Southampton	Lieu BEE DH8
07	<u>SE-LEF</u>	SW4	IBZ531/532	f/t Billund n/s	Passenger Charter
07	<u>E-DPX</u>	B738	RYR15J/155	f/t Dublin	-
08	<u>G-CDKB</u>	SB20	EZE928P/1201	Edinburgh - Aberdeen	Passenger Charter
10	<u>G-CDKA</u>	SB20	EZE1201/202P	f/t Aberdeen	Passenger Charter
12	<u>G-FBEA</u>	E190	BEE175/176	f/t Southampton	Lieu DH8

16	G-ELNX	CRJ2	-	Luton - Berne	Executive Charter
17	<u>EI-REL</u>	AT72	REA684/683	f/t Cork	-
17	G-LSAB	B752	EXS6548	t/f Local	Passenger Charter
22	G-CCGS	D328	BMA616/SAY900P	Brussels -n/s- Dundee	End of lease to BMA
23	G-BZOG	D328	BMA9161/491	Edinburgh -n/s- Copenhagen	Start of lease to BMA
24	<u>PH-ISA</u>	AT42	BEE733/734	f/t Belfast City	Lieu BEE DH8
25	G-ZAPN	B462	BMA9611/2LJ	Stansted - Heathrow	Lieu BMA A319 * +1 *
25	G-FBEC	E190	BEE175/176	f/t Southampton	Lieu DH8
26	G-ZAPU	B752	EXS24P/25C	Stansted - Palma	Lieu EXS B752 * +1 *
27	G-FBEC	E190	BEE175/176	f/t Southampton	Lieu DH8
29	G-FBEC	E190	BEE175/176	f/t Southampton	Lieu DH8
30	<u>G-JECX</u>	DH8	BEE1401/1402	f/t Bergerac	-

Air Yorkshire Aviation Society

COACH TRIP TO DUXFORD IMPERIAL WAR MUSEUM Saturday 15 September 2007

Departs outside Guiseley Theatre, The Green, Guiseley **0700 hours**

Departs St Margarets Hall, Hall Lane, Horsforth **0710 hours**

Return journey departs Duxford 1700 hours

Coach Trip cost £20 per person (deposit £10)

This sum does not include admission to Duxford

Money to pay for admission will be collected on the coach
on the day of travel

Bookings may be made at *Air Yorkshire* meetings

or contact Paul Windsor on 0113 2504424

for further details or information on this trip

PLEASE SUPPORT THIS EVENT

AN ODYSSEY TO ITHAKA

As our holiday on the island of Ithaka approached, our interest in the Greek weather increased: with the heavy rain and cool temperatures at home it was good to see that the Greek forecast showed sun and temperatures well up in the 90 degrees Fahrenheit (mid to upper 30s for those who prefer Celsius).

Four members of our party were flying from Manchester to Kefallinia airport on the island of Kefalonia and the fifth was travelling from Gatwick. A couple of days before our Saturday morning departure I decided to find out what our aircraft, both Astraesus, would be doing before our flights. It seemed that there was only one Astraesus aircraft operating out of Manchester but three appeared to be active at Gatwick. By comparing the sequence of flight numbers I concluded that our Gatwick aircraft would be flying to Hurghada, Egypt, on the Friday arriving back at Gatwick about 21.00. www.flightstats.com showed on the Friday morning that the aircraft was a 757 and that it had departed to Hurghada just 23 minutes late.

The Manchester aircraft flew to Lourdes on Friday morning, arriving back about an hour late. In the afternoon it flew to Taba, Egypt, and was due back in Manchester just a quarter of an hour late at 02.00 on Saturday morning.

The Astraesus website also has a page (<http://www.flyastraesus.com/flight-arrivals.asp>) which provides flight arrival information for all their flights for the next 24 hours.

According to our itinerary both flights were due to depart at 06.00, the Gatwick flight scheduled to arrive in Kefallinia at 11.15, about half an hour before the Manchester aircraft. The booking hall in Manchester's Terminal 2 was fairly empty about 03.30 but a queue had formed for our flight before the check-in desks opened. We progressed through the surveillance checks with minimal delays and soon found seats overlooking the apron and our aircraft, Boeing 737-700, G-STRF. A few aircraft were visible in the half-light, parked up to the terminal, but there was not much else to see until it got lighter. The early hour didn't stop our daughter finding some clothes 'bargains' in the retail outlets!

As it became lighter it was possible to identify several First Choice B757s, B767s and A320s, Thomson B737s and 767s, XL Airways B737s and 757s as well as Air France A320 F-GFKL, KLM B737 PH-BXF and Travel City Direct B747-300 TF-AME. On booking in we had found that our scheduled departure time was 06.25 but boarding started before 06.00 and, once on board, the captain announced that we may be ready to depart a few minutes early.

We pushed back from the stand at 06.15 and after a long taxi past terminals 1 and 3 we took off at 06.30. While taxiing I noted B737-400 EC-KDZ in a partial Jet2 livery. The estimated flight time was just 3 hours 5 minutes and after an uneventful flight over cloud we descended to clear skies as we neared the Ionian Islands. Kefallinia airport is on the coast, built on reclaimed land, with the sea close to both ends of the runway. While descending, we flew over Kefalonia and made a 180 degree turn close to the coast of Zakynthos before landing on Kefallinia's runway 32 at about 11.40. On the apron was the Astraesus B757, G-OJIB, from Gatwick and Canadair Regional Jet, S5-AAI, of Adria Airways. This now brightly-coloured aircraft was originally G-MSKM of Maersk Air UK, and also operated for Duo Airways as G-DUOH in 2003/04. Also standing ready for action were two Hellenic Air Force PLZ-Mielec M18 Dromader firefighting aircraft, serial numbers 028 and 102.

After clearing customs and collecting our baggage we set off on a coach journey to the port of Fiscardo followed by a 30 minute ferry across to Ithaka. On arrival at the port of Polis Bay we encountered a problem: how can you fit five adults plus suitcases into a Fiat Panda? The answer, of course, is that you can't! Fortunately, the car hire company quickly acknowledged their mistake and provided the larger car which we had booked. Even so, it felt as if we had been on a long journey by

the time we got to our villa. Daytime temperatures were regularly in excess of 100 degrees Fahrenheit but we rapidly adjusted to a life of relaxing by the pool and exploring the island by car and on foot. There is no airport on Ithaka but when examining a list of walks I found one which mentioned a heliport near the hilltop village of Anogi. However, later in the week, after negotiating many hairpin bends we found that there were no helicopters there!

All too soon we were returning to Kefallinia airport. With anything more than a handful of flights the airport would be overloaded but we progressed relatively easily through to the departure lounge. On the apron was another CRJ of Adria Airways - S5-AAH. Next to arrive was the Astraerus B757 from Gatwick which was again G-OJIB. Our B737-700 to Manchester, this time G-STRH (a regular visitor to Leeds Bradford last summer), arrived 40 minutes early at 11.36. Just before we boarded our aircraft, BMI A319 G-DBCI arrived from London Heathrow. As we settled into our seats and read the free newspapers provided, we learnt of the security incidents which had occurred in London on the previous day. Once we were all on board the captain announced that we may have to wait for up to an hour before take off because of landing restrictions at Manchester. As it was, the delay was minimal and we took off at 12.45. Once en route we were told that the flight time would be 3hours 45 minutes with the possibility of having to hold over Manchester. We were also warned of the threat of showers and temperatures in the low 60s on arrival. Much of England was covered by cloud and we did seem to circle for a while before eventually landing at 14.40.

Terminal 2 appeared to be busy with most stands occupied. Aircraft included two Pakistan International B777s, AP-BGL + AP-BHW and Emirates B777, A6-EBS. Due to the lack of space we had to park on one of the remote stands and had to be bussed to the terminal. Sure enough it was raining as we descended the aircraft steps and we then had to wait while the next bus was positioned before we could get on board. There was a very lengthy queue for passport control but we still got into the baggage hall before our luggage appeared. Soon after arriving home we heard of the attack on Glasgow Airport. Don't be surprised if I miss the next meeting – we feel in need of another holiday!

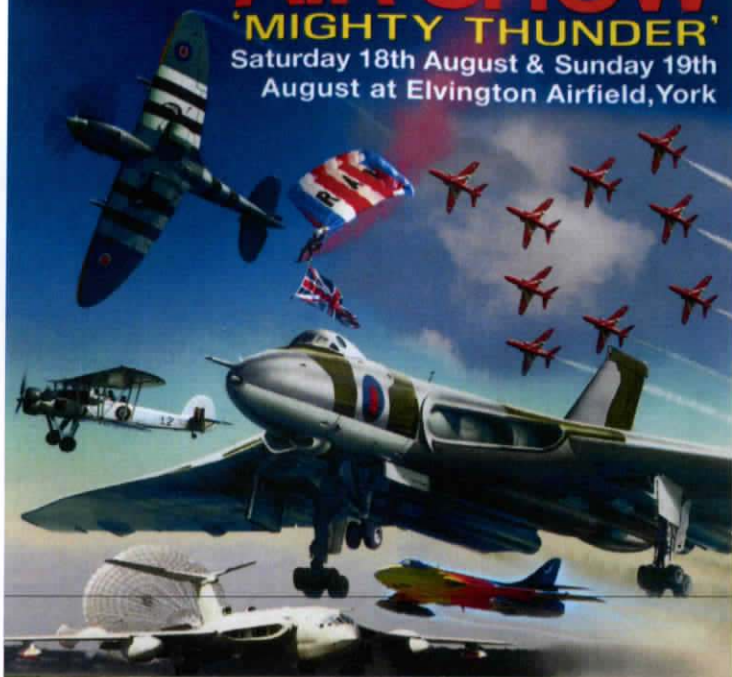
Peter Martin



**Adria CRJ S5-AAI and two Astraerus Boeings G-STRF and G-OJIB
Kefallinia Apron 23 June 2007
Peter Martin**

The Yorkshire **AIR SHOW** 'MIGHTY THUNDER'

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August at Elvington Airfield, York



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Boeing 757-200
G-OJIB Astraeus
Kefallinia
23 June 2007

Peter Martin

Boeing 737-39M
F-GIXT Europe Airpost
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23 June 2007

Steve Lord



Bombardier Dash 8
G-WOWD
Air Southwest
Bristol
23 May 2007

Alan Sinfield