



YORKSHIRES PREMIER AVIATION SOCIETY



A321 G-OZBI MONARCH
MANCHESTER
15 JULY 2008
STEVE LORD

www.airyorkshire.org.uk

£1.85

VOLUME 34 ISSUE 8

AUGUST 2008

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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

Our meeting in July was attended by 29 members, including two new lady members who were welcomed to the Society and their first meeting.

The Chairman announced that committee member Denis Stenning has had a stroke but is making progress and hopefully will be leaving hospital shortly to go home; members signed a get-well card for Denis.

Our guest speaker Peter Kenworthy, Commercial Director bmi Regional was introduced and welcomed. Peter gave us a run down on his aviation career to date and then presented a brief history of bmi and an overview of the current operation of its three divisions, regional, mainline and baby. Examples of the current marketing activity by bmi in the LBA area were shown.

Just a few of the points mentioned are:

Peter first came to LBA as a young aircraft spotter in 1968, started his aviation career in 1985 with BCAL, and joined bmi regional last year.

The current bmi brand livery was born in 2000, the year it became a member of the Star alliance. Longhaul flights (bmi) started in 2001 from Manchester and 2005 from London Heathrow.

Everyone at the meeting was given a copy of the July 2008 bmi Flight Magazine "Voyager" and also received a bmi ball point pen.

The Chairman and members thanked Peter for his interesting presentation which had been fascinating and enjoyable.

John Dale

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

If any member wishes to just collect their magazine at a monthly meeting, they may do so by arriving at Gate 20 at around 14:15. You may even then decide to stay! You will need to show your current membership card at the Gate.

Please note that car parking at the monthly meetings is provided at a discounted rate – again, you will need your current membership card. Please contact a committee member for details.

- 3 August 2008 Carol Bell: Presentation on the role of the RAF and Military Low Flying
Carol is the RAF Community and Relations Officer for Cumbria and Tynedale. She will give us an insight into the role, as well as featuring some of her own background, not in the RAF but in the Royal Navy in the ATC.
- 7 September 2008 Peter Willis, Operations Director, Leeds/Bradford International Airport
Details to follow.
- 5 October 2008 Ivor Tamplin
Ivor is a founding member of the Rossendale Aviation Society, and will present a show of his slides taken in the early 70's at Shannon Airport, where he actually worked for a time. I am sure he will have some interesting facts and detail to include in his commentary which will add to our knowledge and enjoyment of the subject.
- 2 November 2008 Air Yorkshire AGM – Hopefully followed by a DVD or Slide Show.
- 7 December 2008 This meeting is being held at the Multiflight Cafe Bar:
Christmas Get Together with Mince Pies and Coffee.
- 4 January 2009 Peter Hampson of Airport Solutions Ltd.
Details to follow.
- 1 February 2009 Annual Air Yorkshire Quiz
If anyone has any ideas to make it more popular, then please let me know.
- 1 March 2009 NEW – Derek Brickell
Derek is a tutor in Air Transport Studies at the Aviation Academy and previously worked in the Aviation Industry. Details to follow.

Alan Sinfield



SCENE AROUND YORKSHIRE: JUNE 2008

Another typical English Summer, with June producing plenty of wind and rain to curtail activity at our local airfields. We have however had quite a lot happening as you will see and once again a big thank you to our "roving reporter" Geoff and Andy Wood(HAR) for their additional information as well as the contributors to the Fighter Control web site.

Bagby:- A new resident is Cessna F.172H G-AVVC, formerly based at Durham/Tees. PA-32 N562RR was logged routing outbound to Dublin/Weston on 2/6 and on 4/6 Cessna 182RG N883DP arrived from Ronaldsway. On 14/6 PA-24 N218SA was logged departing to Eggleston. Leeds based Alouette N9632 called in for fuel on 29/6. Visitors:- 6/6 G-BFXW AA-5; 7/6 G-KARK MCR-01; 8/6 G-ARWS C.175(f. Barton); G-OCDF CTSW(t. Shobdon); G-CDHC T.67B; G-GSPY R.44(Also 13/6); 9/6 G-GERY Glaster; 10/6 G-BOWP Jodel D.117, G-AYGA Jodel D.117, G-BOID Citabria; 16/6 G-IKON RV.4(Also 30/6); G-BFVG PA-28; 23/6 G-CBRD Jodel D.11, G-BYIA Jabiru; 24/6 G-ARFV Nipper; 26/6 G-LFSC PA-28; 29/6 G-BRBA PA-28, G-CEEJ Rans S.75(f. Fishburn).

Bedale(Black Sheep Balloon Meet 13/6 – 15/6) Info and photos from Richard Bowater and Stuart Reid (dtvmovements.co.uk)

Over the weekend the following balloons were logged with Sunday the 15th seeing almost all of them flying from around 0600:-

G-BRTV	Cameron O-77	G-BRVN	Thunder AX-7-77	G-BSMK	Cameron O-84
G-BTZV	Cameron V-77	G-BUTJ	Cameron O-77	G-BVDB	Thunder AX-7-77
G-BZSL	Sky 25-16	G-CBWK	Ultramagic H-77	G-CBFI	Colt 56A
G-FVEL	Cameron Z-90	G-LEGO	Cameron O-77	G-OBUY	Colt 69A
G-OEGG	Cameron Egg-65	G-RIXY	Cameron Z-77	G-SLAC	Cameron N-77
G-SNOW	Cameron V-77	G-VITL	Lindstrand LBL-105A	G-WILB	Ultramagic M-105

Also present was a model Gas Bottle balloon, which was also inflated over the weekend.



Beverley:- Visitors:- 5/6 G-BAEP FRA.150L; 8/6 G-BYZR Sky Arrow, G-CEZB Savannah, G-BXTD Europa, G-ARAW C.182D; 10/6 G-PWUL RV.6(f. Turweston); 10/6 G-PIGS Rallye; 13/6 G-DODD R.22B; 15/6 G-MCJL Pegasus Quik; 19/6 G-CEAW Schweizer 269C(f. Liverpool); 30/6 G-BUVO Cessna F.182P(f. Thurrock).

Brighton:- Auster J-1N G-AIBW is a new resident, arriving from its former home at Blackpool on 21/6. Another interesting machine is Ryan ST.3KR/PT.21 N58612(41-15687) which arrived in a container from California and is

awaiting re-assembly. On the negative side Robin DR.400 G-BBCS has moved along with its owner to Perranporth. PA-12 G-BSYG is almost ready to take to the air again following a rebuild and as a result Citabria G-BVLT, which was substituting for it, has moved back to Beckwithshaw. Bagby based PA-18 VH-VJL made one of its regular visits on 4/6 while on 15/6 Alouette HA-PPC was logged outbound to Sywell along with Sturgate based PA-30 N918Y(See Photo, by Andy Wood). Visitors:- 2/6 G-REGE R.44; 4/6 G-PACK PA-32; 8/6 G-CESS F.172G(f. Liverpool), G-LFSG PA-28, G-AOTY Chipmunk(f. N. Wales), G-BRZS C.172P, G-BNDT Colibri, G-BZSI Quantum; 10/6 G-BLTM HR.200(t, Barrow), G-PIGS Rallye; 14/6 G-AVVC F.172H, G-JIMZ RV.4; 15/6 G-BRSY Hatz CB-1; 23/6 G-BPAA Acro Sport, G-BBKY FRA.150M; 28/6 G-CBKA Gazelle(f. Ilkeston); 30/6 G-TCAL R.44. G-BUGT T.61F,



Burn:- An incident on 16/2 involving resident Falke G-FHAS has just been published by the AAIB. The report suggests the aircraft was damaged while manoeuvring on the ground. T.67 G-BIOW dropped in on 15/6 to avoid bad weather while routing from Fenland to Sherburn.

Catterick:- Chinooks ZA680 and ZH893, "Bomber 1/2" were operating at the garrison on the morning of 5/6, before routing to Leeming for a refuel. Another of the type "Vortex 581" was noted here at 0730 on 23/6, before routing to Leeming for fuel. Puma ZA935(Vortex 253) was noted on 17/6 and this again used Leeming as a "petrol station". Gazelle XX456(Armyair 765) was noted on 19/6 before heading to Teesside for fuel and similar type XX345(Armyair 765) made the same trip on 29/6.

Church Fenton:- On 6/6 Merlin ZJ990(Vortex 285) called in for a refuel while routing to Carlisle.

CONY PARK(Leeds Heliport)

On 28/6 Jet Ranger G-HMPT routed to Kendal with R.44 G-ILLG making the return trip for another short stint being resident. As far as visitors are concerned it was a fairly quiet month:-

01/6	G-LENI	Twin Squirrel	1305 1315	f. Barnsley t. York, return 1650/1705
05/6	N7242N	Agusta A.109C	0930 0950	f. Liskard(Castle 2) t. Hawes(2)
	G-BPWI	Jet Ranger	1310 1900	f/t Goodwood
	G-OHCP	Twin Squirrel	1520 n/s	f. Dewsbury(Cabair London 02), n/s
07/6	G-BVLG	Twin Squirrel	1002 1030	f. Walton Wood t. Carlisle
10/6	G-CPTS	Jet Ranger	1240 1320	f/t Skipton
11/6	G-ORMA	Squirrel	1110 1320	f. Warrington t. Ilkley
19/6	G-PERZ	Jet Ranger	1400 1420	f/t Ripon
	G-CEAW	Schweizer 269C	1600 1630	f. Beverley t. Liverpool
22/6	G-VONG	Twin Squirrel	0940 1000	f. Blackbushe(Premier 19) t. Dewsbury(19)
	G-SAMP	Agusta A.109E	1520 1525	f. Beckham t. Edinburgh
24/6	G-TMUR	Agusta A.109A	1025 1630	f/t Fairoaks
29/6	G-NOSY	R.44	1345 1350	f/t Sherburn

Cranwell:- A second King Air 200GT G-RAFD(ex. N3EU) has joined G-RAFX with 45 squadron. Islander ZF537(Ascot 7940) arrived for a refuel while operating in the local area on 2/6 and on 14/6 Spitfire P7350 diverted in after encountering bad weather when heading home to Conningsby. Also on the 14th the following Tutors were noted on the ramp, G-BYUB, G-BYUE, G-BYUI, G-BYUP, G-BYVA, G-BYWG, G-BYWI and G-BYWL. "French Air Force 6440/1/2" heralded the arrival of three Alpha Jets on 22/6, E-53/314-TC, E-129/314-UB, E-148/314-LU all based at Tours/

Saint Symphorien.

Crosland Moor:- An incident which occurred on 3/5 has just come to light, involving Skyranger G-CDHE. On landing in a crosswind the pilot lost control of the aircraft and it left the runway striking a small mound of earth and overturning. Visitors:- 10/6 G-GATE R.44; 14/6 G-BAEO F.172M; 30/6 G-BIZG C.152, G-CCEM Eurostar

Deighton:- Cessna 180 PH-KRC was noted on one of its regular visits from Northampton(Wold Lodge) on 12/6 and was back again on the 28th.

Devonshire Arms:- Hughes 369E N500XV arrived from its Manchester base on 7/6 and on 25/6 Hughes 500 N322MC arrived from Preston. Visitors:- 7/6 G-FABI R.44; 8/6 G-DMSS Gazelle(Also 10/6), G-GDAV R.44(Also 29/6); 10/6 G-GATE R.44(Also 15/6), G-ZELE Gazelle; 14/6 G-EMHB A.109E(Costock 99, f. Manchester); 15/6 G-MLTY Dauphin(Yorkair 3, t. Norwich), G-CCYG R.44(f. Emley Moor), G-REGE R.44; 26/6 G-CFFD R.44(Also 28/6); 29/6 G-TGGR Eurocopter EC.120B.

Dewsbury:- An owner here has just registered G-CFMA which is a BB Microlights BB03 TRYA/BB103!!

Dishforth:- One of the 9 Regiment A.109E aircraft("1RW 12") was noted visiting early on the 10th and was joined by Twin Squirrel ZJ271(Shawbury 12) while another Twin Squirrel ZJ260(Shawbury 56) was noted on 19/6 and ZJ265(Shawbury 61) on 24/6. Unidentified on 27/6 was Royal Navy Sea King call-sign "Avenger 918".

DONCASTER(Robin Hood) Additional info from egcn.co.uk and fodsa.co.uk

June was another pretty run-of-the-mill kind of month with only a few highlights to mention. Probably the most interesting visitor was the Avient DC-8-63 Z-ALB, which turned up twice on freight charters. The company used to be a regular sight at the airport when they operated their DC-10s last year. 'LB(Avavia 295) paid its first visit on 13/6 and was back on the 18th. Tristar Cargo Airbus 300 SU-BMZ(TSY 510) was on its second appearance at DSA when it was noted on the 11th and a first visit was made by MD-11F N279WA(See Photo p7, by Clive Featherstone(FOSDA)) of World Airways on 28/6. This aircraft was operating a flight for Etihad and arrived from Lagos(Etihad 952) before heading to Abu Dhabi. There was not a lot on the training front either with Boeing 747/400 G-GSSB(Lifter 007) on 2/6 being the pick of a very small bunch. Karthagos Boeing 737/300 TS-IED made its first visit when operating the weekly IT flight on 1/6. Other visitors included:-

- 01/6 N1262K Cessna 425, CS-DNY Citation XL(Fraction 412U), ZH866 C.130H(Ascot 520)
- 02/6 N80634 Citation 1SP, G-BVJT Cessna F.406 Caravan
- 03/4 EI-REJ ATR.72(Jersey 264/5), G-RAFX King Air 200GT(Cranwell 72, ILS)
- 04/6 N53GX Global Express(n/s), G-XBEL Citation XL(Beauport 841), G-OMGI King Air 200
- 06/6 ZJ990 Merlin(Vortex 285, training), G-JAK PA-31 Chieftain(Causeway 999A)
- 08/6 CS-DXB Citation XL(Fraction 478A), TS-IEF Boeing 737/300(Karthagos)
- 09/6 XX224 Hawk(VYT 15, ILS), G-XJCB S.76C(JCB 3), G-SSSD S.76C(training)
- 10/6 N69LP PA-60 Aerostar, G-BWXM T.67M(Barkston 18, training)
- 11/6 N642P PA-31 Chieftain, D-CVJN Lear Jet 45, ZJ690 Sentinel(Snapshot 02)
- 12/6 G-PLMB Twin Squirrel(Powerline 52), G-SPVK Squirrel
- 13/6 ZH101 Boeing E.3A(NATO 05, circuits) 14/6 G-CHEY PA-31T(Air Med 046)
- 16/6 EC-HCH Metroliner(OVA L41), G-BONT T.67M(Barkston 18, ILS)
- 17/6 D-GACW PA-34 Seneca, ZJ995 Merlin(Vortex 748), G-HANG DA-42(Atlantic 51T)
- 18/6 N511TC Citationjet(STE 1), G-JETO Citation V(Airtax 497)
- 19/6 ZF448 Tucano(LOP 94), G-OMEA Citation(Marshall 15B), G-GZRP Cheyenne(Air Med 057)
- 20/6 CS-DFM Citation XL(Fraction 6ND), ZJ238 Twin Squirrel(Shawbury 94, ILS)
- 21/6 D-CTRI Lear Jet 35A, G-BPXX PA-34 Sherburn div), G-CCFS DA-40(Sandtoft div)
- 22/6 CS-DFU Citation XL(Fraction 6ZU), CS-DXS Citation XLS(Fraction 772G)
- 24/6 SE-RBX Citation XLS(NTJ 5142), G-SYGA King Air 200(Synergie 910)
- 25/6 C-FKJM Challenger 600, D-FFHZ Pilatus PC-12, ZK451 Be.22(Cranwell 80, ILS)
- 26/6 CS-DRQ Hawker 800XP(Fraction 6QU), N449J A.109E, XX242 Hawk(Scampton 08, ILS)
- 27/6 ZH103 Boeing E.3A(NATO 02, ILS) 28/6 XZ587 Sea King(SRG 128)
- 29/6 D-CFAX Lear Jet 35A(IFA 8537), ZA947 Douglas C-47(Dakota 99, training)
- 30/6 N221LD Cirrus SR.22, G-GYTO PA-28 Warrior

The pick of the above is probably the Challenger C-FKJM, which is operated by Skyservice and was on an ambulance flight. It had departed Calgary on 24/6 and routed via Iqaluit in Greenland heading back home to Edmonton again via Greenland on 26/6. Citationjet N511TC is a new UK resident, operated by Semitool Europe Ltd using the call sign "Semitrans 1". Finally, Aerostar N69LP is the former G-TIME and is based at Goodwood.



East Kirkby:- Noted visiting the Lincolnshire Heritage site on 9/6 was Ikarus G-OVLA from Fishburn.

Eccup:- On 18/6 a Royal Navy Sea King HC.3(Commando 544) visited a school adjacent to the reservoir.

Eddsfild:- A new resident is Rans S.6 G-CDYB formerly at Rufforth while a potential arrival is Cessna 172S N3540U(See Full Sutton), which is a replacement for Cessna 182G G-ASSF. Visitors:- 4/6 G-DASS Ikarus; 5/6 G-ROLF PA-32; 7/6 G-BATV PA-28; 8/6 G-GCUF DR.400(f. Turweston), G-CEUW Zodiac; 9/6 G-PIGS Rallye, G-BYBD F.172H(t. Derby); 14/6 G-TIMZ R.44; 15/6 G-CEEP RV.9; 24/6 G-PUPP Pup; 27/6 G-AXNS Pup; 28/6 G-BTMR C.172M; 29/6 G-BGAX PA-28; 30/6 G-CBZG Coyote.

Elvington:- On 12/6 R.44s G-FABI and G-NOSY were operating from here all day doing pleasure flights. G-FABI was similarly engaged again on the 26th. Visitors:- 9/6 G-WARW PA-28(f. Liverpool); 10/6 G-WAVY Grob 109(t. Shennington), G-NOSY R.44; 16/6 G-BMIW PA-28(f. Shoreham), G-BYIA Jabiru, G-BTXT Maule MX-5, G-AVWL PA-28.

Fadmoor:- Visitors to this airfield are quite rare so Rallye G-PIGS was quite an unusual sight when it visited on 9/6. The visitor list doubled on 30/6 when DA-40 G-EMDM visited from Wycombe to Oxford.

Full Sutton:- The airfield was closed all afternoon on 4/6 with a "disabled aircraft" blocking it, however no details of any accident have yet emerged. A new resident appears to be Mooney M.20J N4305H, which has been noted operating from here quite often recently(Late news:- N4305H departed to Wick early in July on delivery to the USA). The aircraft was formerly based at Elmsett. On 28/6 Cessna 172 N3540U(calling N354 Oscar Uniform) was noted on 28/6 carrying out a local air test, however the aircraft is eventually destined to be based at Eddsfild. Cessna 172N D-EVOC paid a visit this morning and this aircraft is interesting in that it is actually based at Jerez in Andalucia where it is part of the Fly-in Spain operation. Visitors:- 2/6 G-ASMJ F.172E; 5/6 G-HRNT C.182S(t. Earls Colne); 7/6 G-SCOL Gippsland Airvan(f. Fishburn); 9/6 G-GALB PA-28; 11/6 G-BYLL Falco; 12/6 G-SKYL C.182S; 19/6 G-BRLO PA-38; 23/6 G-APVF Putzer Elster; 24/6 G-BWZA Europa; 26/6 G-CBMP C.182RG(f. Great Massingham).

Gamston:- Resident PA-24 G-PETH has left following its owners move to France and Commander 112 G-SAAB has been sold to new owners at Earls Colne. The airfield was due to have a fly-in on 21/6, however the weather was terrible and only have a dozen locally based aircraft arrived. JJB Sports Bell 430 N5120 called in for fuel while operating in the local area on 4/6 while Hawker 800XPI N5736 arrived for maintenance on 12/6. Also noted on maintenance on 18/6 was LBIA based Citationjet N380CR while the following day similar type M-PSAC was logged outbound to Ronaldsway. On 11/6 PA-28 OO-DSD was noted arriving via Southend. Netjets Citation XL CS-DXM(Fraction 684Q) was noted arriving mid morning on 21/6 and the following day Citation V N188WS was logged. This aircraft was imported in September 2007 and is based at Dublin/Weston operated by Beacon Eire Inc. Citationjet N569DM was here for maintenance on 25/6 and the following day PA-31 N642P arrived from Enniskillen to be joined later by Cessna 441 D-ILYS. The Cessna 441 was a new import and will be reregistered G-USAR for an owner at Sandtoft. PC-12 OE-EPC was noted visiting on 27/6 and this aircraft is the personal transport of the boss of Diamond Aircraft. Visitors:- 1/6 G-BAFX DR.400, G-BMJR C.337(Overshoot); 5/6 G-ODJB R.22B(f. Costock); 7/6 G-CDEJ DA-40, G-BTZA Beech 36(f. Perth); 11/6 G-BVLP PA-38, G-NWFG C.172P, G-KIDG R.44; 15/6 G-BVMA King Air 200; 22/6 G-LACD PA-28; 23/6 G-BYJF Thorp T.211, G-WERY TB.20.

Glentham:- A private strip at this location near Hemswell is home to Savannah G-CEZB.

Grantham:- Pilatus P.2 G-BLKZ/A-125 made a forced landing in a field here on 31/5 following engine problems

while on a flight from Waddington to Spanhoe. As a result of the heavy landing the undercarriage collapsed, however when a crew arrived to salvage the aircraft the following day it was discovered to have been set on fire by vandals and was gutted.

Hibaldstow:- A new aircraft in use by Skysports Skydiving is Dornier Do.28G EC-KTC, which was first noted towards the end of the month. Makes a change from all the Hungarian aircraft operating from here!

Holmfirth:- Just registered to an owner here is G-MNBJ, Skyhook Sailwings Pixie.

HUMBERSIDE

Newly reregistered Dauphin G-CHCO, the former LN-ODB, was noted in service in its new guise on 24/6 while similar type OO-NHY also remains in service for flights to the rigs. The Jetstream N580HK has been reregistered G-CEYW for Trident Turboprop, Dublin Ltd but will eventually become SX-ROD for Sky Express, Greece. The company's other aircraft G-CEYV(Eastflight 01) was noted on Air Test on 5/6 and on 17/6 was transferred to the Greek register as SX-ROS prior to delivery to Sky Express. The Eastern Airways Jetstream 32 G-BUVD was noted outside doing engine runs on 12/6. An interesting arrival for maintenance with Roissy International on 21/6 was Air Amsterdam Airbus 320 PH-AAX(See photo, by Clive Featherstone) which had only been delivered to the company 3 days previous. The aircraft stayed overnight before returning to Amsterdam(AAN 503). Travel Service operated a charter to Verona on 22/6 using Boeing 737/800 OK-TVA(Travel Service 121) and seven days later utilised OK-TVB('122) on the return trip. Other movements included:-

- 01/6 N467QS Gulfstream 4SP, OO-MLG Citation XL(Abelag 72M), G-PLAJ Jetstream 31
- 02/6 CS-DXC Citation XL(Fraction 3DY), G-CGAW King Air 200(Clifton 3)
- 03/6 LY-RUS SAAB 340(Danu 4601/2, also 10/6, 17/6, 24/6)
- 05/6 G-NOUS Cessna 172S, G-BZIT Baron, N218SA PA-24, CS-DFP C.560XL(NJE 6RM)
- 06/6 G-RAFX King Air 200(Cranwell 19, ILS)
- 07/6 CS-DXN Citation XL(Fraction 6BR), EC-GCV MD-83(Spanair 3121)
- 09/6 G-BZIT Baron, G-BYLH Robin HR.200
- 11/6 G-KSFR Challenger 300(Lonex 60KR), CS-DXB Citation XL(Fraction 6GW)
- 12/6 CS-DXB Citation XL(Fraction 6GW), G-JETX Jet Ranger
- 13/6 N82249 PA-34 Seneca 14/6 D-CGGB Lear Jet 45(Twin Star 809)
- 15/6 SE-RFI Citation Sovereign, G-RWGW Lear Jet 45(Ocean Skies 614)
- 16/6 OY-NLA Citation III(Norflyng 082)
- 19/6 N123UK Mooney M.20K, CS-DXD Citation XL(Fraction 3EU)
- 21/6 XV107 VC-10(Ascot 844, ILS) 22/6 G-LENI Twin Squirrel(Refuel)
- 23/6 EI-GJL Dauphin(f. Liverpool), G-CDS Pioneer 300, G-GBMR King Air 200
- 24/6 SE-DRX Citation XL(NTI 5124), OO-FPE Citationjet 3(Flying Group 852R)
- 25/6 D-EDXB Cessna F.172H, CS-DXQ(Fraction 218G)
- 26/6 ZH875 Hercules(Ascot 520, ILS)
- 29/6 OY-JMC Citationjet(Mermaid 7425, f. Calvi), G-KVIP King Air 200(Prestige 3)
- 30/6 ZJ187 Merlin(Striker 2)



Kirkbymoorside:- T.67B HB-NBB was noted heading home to Switzerland via Southend on 30/6 following a visit to its birthplace.

Leconfield:- A pair of Lynx(Sumo Formation) arrived from a field location near Ripon on 6/6 and were still operating here the following day.

Leeds:- Andrew Cain for Shadwell, east of Leeds, has just registered his third R.44 G-IMMY and like his previous two aircraft G-OAJC and G-OEJC(recently sold) is expected to spend most of its time based in Spain.

Leeds General Infirmary:- A pair of Lynx("Pillage Formation") paid a visit to the rooftop helipad on 11/6, arriving from a field location near Ripon. Another pair, on 17/6, were Merlins ZJ130(Rapier 1) and ZJ132(Rapier 2) which both made practice approaches to the helipad.

Leeming:- Probably the most interesting arrival was on 6/6 when 04 Blue(LYF 192), an Antonov An-26B of the Lithuanian Air Force paid a visit and the same aircraft returned on 21/6. The aircraft is operated by Transporto Esk based at Siauliai/Zokniai. Another interesting machine was Lynx 207(Norwegian 5016) of 337 Squadron(See photo), heading home to Bardufoss following maintenance at Yeovilton. Hawks noted on the ramp on 5/6 were XX178, XX199, XX204, XX218, XX256 all in 9 Squadron markings and the following with no markings XX188, XX221 and XX230. Also noted were Tornados ZG757(during engine runs) and F.3 ZH552/ST with 56 Squadron markings. Other visitors included:- 4/6 Grobs G-BYUA(CFN 01) and G-BYVJ(CFN 02); 5/6 Chinooks ZA680(Bomber 1) and ZH893 (Bomber 2); 13/6 XZ597 Sea King(SRG 128), ZE441 Jetstream(Navy 751); 16/6 Merlins ZJ130(Rapier 1) and ZJ132 (Rapier 2); 17/6 ZA935 Puma(Vortex 253), Hawks XX321(Tarnish 12) and XX312(Tarnish 14); 24/6 ZR322 Agusta A.109E(RR1579); 26/6 ZG798 Tornado(Leuchars 79); 27/6 XZ219 Lynx(Marine 618), Merlins ZJ196(Ogre 1) and ZJ230(Ogre 2).



Linton-on-Ouse:- On 9/6 four French Grob G.120A Epsilon aircraft of EADS Cognac Aviation Training arrived for a four day stay. F-GUKE(French Air Force 6530A), F-GUKF(FAF 6530B), F-GUKI(FAF 6531A) and F-GUKS(FAF 6531B) were supported by Xingu 101/YR and this aircraft returned for their departure on the 13th. During their stay they carried out local sorties in the area each day. On 19/6 the Indian Air Force Sarang Helicopter Team arrived from their temporary base at Waddington. Flying Hindustan Aeronautics Dhruv helicopters serials J-4042, J-4043, J-4049, J-4050 and J-4063 the helicopters stayed overnight for the Graduation Day on the 20th. Other aircraft taking part on the 20th were, Typhoon ZJ802(Typhoon 78), XX325 Hawk(VYT 58), ZD620(Ascot 1427), 88-1803 Hercules(Talon 71), T-67M G-BWXY(Barkston 45) and Grob Tutors G-BYXM(Cranwell 43) and G-BYVX(CFN 07). Finally, on 28/6 the base held its annual Families Day with Typhoon ZJ910(Typhoon 45) performing, while on the ground among the Tucanos were Tutors G-BYUJ, G-BYVJ, G-BYXN and Vigilantes ZH124/TK, ZH195/UH.

Middleham:- PA-32 N2989M was noted departing the strip here for Deauville on 5/6.

Mt. Airey:- On 11/6 Pegasus Quik G-PEAR, whose owner lives in Doncaster, was noted here along with Cessna 310Q G-REDB while Pegasus Quik G-MAXS was visiting on the 15th.

Netherthorpe:- A new resident is C.172S G-CBFO, which was first noted on 19/6. Visitors:- 7/6 G-IIFR R.22B; 8/6 G-NIGC Jabiru; 9/6 G-FOFO R.44, G-RIDD R.22B; 11/6 G-BOTH C.182Q(t. Norwich); 14/6 G-BWRR C.182R(f. Fishburn); 15/6 G-CEHV Ikarus(f. Barton), G-CBNL MCR-01(f. Coal Aston); 19/6 G-BCCR PA-28(f. Kings Lynn), G-EKKO R.44; 23/6 G-BTXT Maule MX-5, G-GDOV R.44; 28/6 G-AZTS F.172L; 29/6 G-CEBF Eurostar.

Oxenhope:- Calverley(Leeds) based Jet Ranger G-BSBW visited the airfield on 11/6.

Pocklington:- Reported as arriving near here is L.29 Delfin 142(Red). The aircraft is said to be in a blue and red colour scheme but no further details are known at present.

ROTARY ROUND UP

01/6 G-BPRI Twin Squirrel
02/6 G-JEMH Twin Squirrel
N775SB Bell 407

Croft(N. Yorks) – Stapleford
Mansfield – Carlisle Race Course
LBIA – Chop Gate(Bilsdale)

04/6	N5120	Bell 430	Wigan – Shirebrooke – Ilkley – Wigan
	G-MAYB	R.44	Sandtoft – Calverley(Leeds)
05/6	G-NIOG	R.44	Lincoln – site in North Wales
	G-ROCT	R.44	Plumley, Kent – York
	G-IFDM	R.44	Kirkbymoorside – Carlisle
06/6	G-BXRY	Jet Ranger	Sherburn – Harrogate Show Ground
	G-EJRC	R.44	Bedford – Ferrybridge
	G-MLTY	Dauphin	“Yorkair 1” Hull – Harewood House
07/6	G-JIVE	Hughes 369E	Shelf – Calverley(Leeds) – Sandtoft
	G-CCVO	Jet Ranger	Clitheroe – Bramham Park(Leeds)
	G-JWEB	R.44	Sherburn – Goole(Local flights all day)
08/6	G-OLNT	Dauphin	Garforth – Ramsgill(York Arms) – Snetterton
	G-CYRS	Long Ranger	“Helicharter 32”, Stoke-on-Trent – Pickering
	G-XOIL	Twin Squirrel	Brighton – York
	G-DRIV	R.44	Easingwold – Eccup(E. Leeds)
	N775SB	Bell 407	Perth – Chopgate – LBIA
09/6	G-OHCP	Twin Squirrel	“Cabair London 03”, Barnsley – Accrington
	G-DLRH	Eurocopter 120B	Ripley – Peterlee
10/6	G-DMSS	Gazelle	Emley Moor – Murton(York)
11/6	G-GRZZ	R.44	Liverpool – Beverley Race Course
12/6	G-ORMA	Twin Squirrel	Brough – Central Hull – Sherburn(Refuel)
	G-WYSP	R.44	Blakey Ridge – Teesside
	G-CDYR	Long Ranger	Coney Park – Malton
14/6	G-JTSA	R.44	Denham – Fishburn
	G-GRND	Agusta A.109S	Doncaster(Redhouse) – Birmingham(Edgbaston)
	G-BXTH	Gazelle	Glasgow – Wetherby – Glasgow
	G-CDYR	Long Ranger	Nidd Hall, Knaresborough(Local flights)
16/6	G-MGAN	R.44	Huddersfield – Withensea
17/6	G-EEZA	R.44	Todmorden – Thirsk and return
	G-ZELE	Gazelle	Thirsk Race Course – Wynyard – Crook
19/6	G-PERZ	Jet Ranger	Northampton – Ripon Race Course
	G-USTS	Agusta A109S	“Zigzag 1”, Crook(Durham) – Ascot Race Course
	G-JJFB	Eurocopter 120B	Peterborough – Seaham Hall Hotel
	N188S	Agusta A.109A	Hawsworth(Baildon) – Appleby
20/6	G-ZIZZ	Agusta A.109S	Hull – Private site in Essex
	G-OPEN	Jet Ranger	Ferrybridge – Husthwaite
21/6	G-DFKI	Gazelle	Beverley – Tadcaster(Polo Ground)
	HA-LFM	Gazelle	Tadcaster – South Milford
22/6	N109AG	Agusta A.109C	Newmarket – Ilkley
23/6	G-DRIV	R.44	York – Ilkley(Cow and Calf Hotel)
25/6	G-BSBW	Jet Ranger	Calverley – Malton – Carlisle
	G-PKPK	Schweizer 269C	Louth – Rudding Park(Harrogate)
26/6	G-NWAR	Agusta A.109S	Wigan – Ilkley – Wigan
	N5120	Bell 430	Wigan – Ilkley – Wigan
	N449J	Agusta A.109E	Dublin – Barnsley – Barton – Dublin
28/6	G-LMBO	R.44	Fishburn – Blackbushe
	G-GRND	Agusta A.109S	Cantley(Doncaster) – Henley-on-Thames
30/6	G-DMSS	Gazelle	Murton(York) – Kirkstall(Leeds)
	G-OLOW	R.44	White Waltham – Pateley Bridge

Rufforth:- Following assembly, after being imported from Brazil, AMT-200S Super Ximango G-XYZT was noted on initial Air Test on 21/6. The aircraft was officially registered just two days earlier and is destined for London based owners. Doncaster resident, PA-28RT N2136E was noted paying a visit on 23/6 while TU.206G N191ME arrived from Bagby on 26/6. Visitors:- 2/6 G-SGEC King Air 200, G-BWGO T.67M(t. Denham); 8/6 G-ATDA PA-28(t. Shobdon); 11/6 G-DIXY PA-28(f. Southend); 14/6 G-KOTA PA-28(f. Skegness); 20/6 G-PETS DA-42(t. Midden Zeeland); 23/6 G-CCLV DA-40(f. Barton), G-ODOC R.44.

Sandtoft:- A potential new resident is Cessna 441 Conquest G-USAR(ex D-ILLY, see Gamston). Visitors:- 2/6 G-GERY Glastar; 5/6 G-SHSP C.172S(f. Sleaf), G-JIVE Hughes 369E; 7/6 G-BSBW Jet Ranger; 8/6 G-SKYC T.67M, G-CDDP Edge 360, G-CTFT Pitts, G-XTRA Extra 360; 9/6 G-BFIG FR.172XP; 9/6 G-BTXT Maule M.5; 11/6 G-OJPS Jet Ranger; 14/6 G-BLVI T.67M; 14/6 G-AZEW Pup; 15/6 G-CEEP RV.9; 16/6 G-GDEF DR.400; 23/6 G-PHYS Jabiru, G-BVIZ Europa(f. Wycombe); 28/6 G-GDOV R.44(f. Clay Cross), G-RWEW R.44, G-ERIS Hughes 369E; 30/6 G-GERY Glastar.

Sheffield:- Still we can't drop this "airfield" from our pages, with a report that Schweizer 333 G-TAMA was wrecked here earlier in the year by severe vibrations on run up prior to take off. The aircraft was cancelled from the register as destroyed on 16/6.

Sherburn:- A new resident is Zenair CH-601XL G-CDJM. The airfield had an emergency arrival early evening on 20/6 when DA-40 G-WBVS diverted in with a 60% power loss. The pilot/owner had just collected the aircraft from Gamston following maintenance and was heading home to Newcastle when he put out a pan call. Following a successful approach and landing the aircraft remained at Sherburn and was still present at the end of the month. The following day "Yorkair 02" diverted in due low cloud and mist at LBA. Jersey based Cessna 425 N1262K was noted on one of its regular visits on 1/6 while locally based A.109A N109AG arrived from Ilkley for a refuel on 6/6. On 10/6 FR.182 N282AS was noted visiting from its base at Bagby and PA-28RT N2136E was logged on 16/6. Another '425 was M-MANX, which arrived from Ronaldsway on 19/6 and was joined by TU-206H N191ME. Hartlepool based Gazelle YU-HEY dropped in for fuel on 23/6. Visitors:- 2/6 G-MDDT R.44(t. Nottingham); 3/6 G-CEMS MD.902(Helimed 98Z, training); 4/6 G-GFPA PA-28; 5/6 G-CETB DR.400(f. Husbands Bosworth); 7/6 G-AVWL PA-28; 8/6 G-ATJN Jodel D.117; 9/6 G-BLDG Pawnee; 14/6 G-BRTX PA-28(t. Belfast), G-XXEA S.76C(Rainbow 1, Refuel); 15/6 G-MAYO PA-28; 19/6 G-LANE F.172N, G-CDFV Jabiru; 21/6 G-CBOG PA-28R(f. Carlisle); 24/6 G-AYEF PA-28; 26/6 G-DEFT CTSW(f. Southampton), G-CCPV Jabiru; 29/6 G-VEIT R.44(f. Wycombe), G-ZAIR Zenair 601.

Sturgate:- Fadmoor based PA-24 N218SA was noted on a visit on 2/6 while Gamston based PA-24 N61970 was logged heading back home on 9/6. On 29/6 PA-28 N6405Y was logged routing back home to Panshanger. Visitors:- 5/6 G-TSGJ PA-28; 7/6 G-KARK MCR-01, G-RVDR RV.6, G-BKMB M20J, G-AVWD PA-28; 8/6 G-BWVJ Jodel D.119(f. Adwick-le-Street), G-AZWZ RV.6; 14/6 G-AVVC F.172H, G-BRSW Luscombe Silhouette, G-OBMS F.172N; 15/6 G-CEEP RV.9, G-BGVE Emeraude; 23/6 G-TSGJ PA-28, G-BYHK PA-28; 24/6 G-EJMG F.150H; 27/6 G-BUPW Kitfox(F. Sterling); 28/6 G-CCSR Eurostar; 29/6 G-BHRC PA-28.

Sturgate(Lincoln Aero Club Fly-in, 7/6):- Nice weather meant a reasonable turnout, detailed by Alan(c/o Air Supply):- **AA-5** G-BAJO, G-BCPN, G-BOXU, G-OBMW; **Acrosport** G-OJDA; **Auster** G-AJEL, G-AKSY, G-BEAM; **Blade** G-CBKI, G-MVMJ; **C.150/2** G-BONW, G-BPWG; **C.172** G-AXDI, G-BGHJ, G-BORW, G-BUZN, G-OBMS; **C.180** G-ARAT; **C.182** G-GUMS, G-HRNT; **C.206** G-AYCJ; **Commander 114** G-BDYD; **Condor** G-ATAV; **CT.2K** G-CBOS, G-CETF, G-CTDH; **CTSW** G-TODG; **Edge** G-CDDP; **Emeraude** G-AYEC, G-AZYS, G-BLXI; **Europa** G-BXTD, G-EORJ, G-RMMT; **Eurostar** G-CCDX, G-CDJA, G-CEAM, G-CBUG, G-CCEM, G-CEBF, G-CLSR, G-DOMS, G-JLAT, G-JVBP, G-ZZAC; **Falco** G-CCOR; **Foxbat** G-CEWR; **Fury** G-BWWN, G-BZNV; **FW.190** G-CCFW; **Glasair** G-BKHW; **Jabiru** G-BZUL, G-CDTL, G-EWBC; **Jodel** G-ASPF, G-AWFWM, G-AYGA, G-BIWN, G-BYFM, G-IOSO, G-RIVE; **Junior** G-ATDO; **Kachina** G-VARG; **Kitfox** G-CDXY, G-BSSF; **Kolibri** G-AYSI; **MCR-01** G-CDWG, G-CUTE, G-DECO, G-KARK; **Mooney** G-BKMB; **Nipper** G-AWDA; **PA-24** N218SA; **PA-28** G-AVWD, G-AVZR, G-AXTC, G-BFTC, G-BHRC, G-BIFB, G-BIUW, G-BPOM, G-BZEH, G-CDON, G-FBWH, G-IJOE, G-RJMS; **PA-34** G-BPXX; **Pup** G-AVZP, G-AXDV, G-AXPC, G-AZEW, G-BVGA(bi-plane), G-PUPP; **Quantum** G-BZSI, G-GAZN, G-MZEX, G-OBJP, G-TRAM; **Quik** G-FEET; **Rallye** EI-CDG, G-ASAU, G-AXOT, G-BCAD, G-BPJD, G-BECS; **Rans** G-CBZG, G-KEPP; **Robin** G-BAFP, G-VCED; **RV-6** G-BZWZ, G-ESTR, G-RVDR, G-RVIN, G-RVST, G-XVOM; **Skyranger** G-CBIV, G-CDLK, G-CDOV, G-CDTP, G-NPKJ, G-ERTE, G-SKRA, G-WLSN; **Taylorcraft** G-AKVO; **Tipsy Belfast** G-APIE; **VP.1** G-BGLF; **WT.9** G-OTIV; **X'AIR** G-CCSO; **YAK 18** HA-YAK; **Zenair** G-BYJT, G-JAME.

Sutton Bank:- SF.25C Falke G-FLKS was logged inbound from Dunstable on 28/6.

TEESSIDE(Durham/Tees Valley) Information and photo from dtvmovements.co.uk.

Two new residents moved in during June both R.22Bs, G-HBMW was formerly a Newcastle resident and was joined by G-FOGY towards the end of the month. Also resident, although believed to be only temporary is Cougar G-BLHR, the former LBA inmate. The DC-3 G-AMPY/KK116 arrived on 12/6 to carry out a series of local pleasure flights before the European banning order curtails its duties. On 13/6 9 sorties were carried out and the following day a similar number before the aircraft left for Edinburgh on 15/6. SAS/Braathens carried out a series of flights from Oslo carrying tourists to North Yorkshire towards the end of the month with the following 737s being noted, LN-RAA(20/6, 24/6), LN-TUD(22/6, 30/6), LN-TCF(26/6). Travel Service Boeing 737/800 OK-TVH(TVS 121) arrived from Verona on 1/6 returning passenger who had left the previous month while on 6/6 737/300 G-CELE(Channex 2014) operated inbound from Lourdes. Swiftair MD-83 EC-JUG arrived from Inverness on 13/6 to operate an outbound charter to Verona(ACL 8331) on behalf of Italia Airlines and same aircraft made the return journey

a week later. Strong winds at LBIA on 22/6 resulted in a trio of aircraft diverting in, EMB.145s G-RJXA(BD 7916, from Trieste) and G-RJXO(BD 418) along with 737/300 G-CELV(Channex 326, from Belfast). Of the rest the pick were:-

- 01/6 N223JG TBM.700, N642P PA-31, G-EVRD Premier 1(Manhattan 065)
- 02/6 N146JJ Cirrus SR.22 3/6 G-LEAA Citation Mustang(Lonex 1AA)
- 04/6 XS728 Dominie(Cranwell 91), G-CEGP King Air 200(Cega 541)
- 05/6 PH-HMA Citation 2, EC-KBQ Airbus 320(Iberworld 3449/50)
- 06/6 04 Blue Antonov AN.26B(LYF 194), D-IFSH PA-42 Cheyenne 3, G-KALS Challenger 300
- 08/6 CS-DFR Citation XL(Fraction 6VL), PA-28s G-GFPB, G-JLIN, G-OKAG
- 10/6 G-ODAG Citationjet 2(Saltire 861), G-GREY PA-46 Malibu, PH-LXJ Fokker 50(KLM 1537)
- 12/6 G-JETX Jet Ranger, G-TOYJ Jet Ranger
- 13/6 N352CM PA-46, G-CERZ SAAB 2000(EZE 72H), G-GEBJ Citationjet 2(Sky Elite 520P)
- 14/6 G-MENY Agusta A.109S, G-DHDV Dove(Support for DC-3)
- 17/6 PH-TXI Citationjet(Bikkair 01), N711EG Gulfstream 3, ZH879 Hercules(Ascot 645, ILS)
- 19/6 ZI932 Typhoon(Blackcat, ILS), XX456 Gazelle(Armyair 760)
- 20/6 ZD620 BAe.125 CC2(Ascot 1427), XS712 Dominie(Cranwell 92)
- 21/6 CS-DNN Hawker 800XP(Fraction 8PE), G-GOMO Lear Jet 45(Partner 15A)
- 22/6 CS-DRP Hawker 800XP(Fraction 3MG) 24/6 ZE441 Jetstream(Navy 752)
- 25/6 N450PG Gulfstream 450, M-CHEM Falcon 2000EX, ZH103 AWACS(NATO 01, ILS)
- 27/6 SX-DCD Citation Encore(Interjet 7135), G-VONK S.76C(Premier 13)
- 29/6 XV212 Hercules(Ascot 5106), XZ345 Gazelle(Army 756), G-CDNK Lear 45(Partner 19B)
- 30/6 CS-DNY Citation XL(Fraction 122B), N683GW King Air 90GT

The star arrival of the month was the Lithuanian Air Force AN-26B(See photo) on 6/6, having visited Leeming the previous day. Gulfstream 450 N450PG is operated by CA Research Inc and after a night stop it left direct to Teterboro while Gulfstream 3 N711EG is owned by Entrepreneurial Assets Management LCC based at Newport Beach, California.



Waddington:- We start this month with a trio of "civvies" and an unusual sight on 4/6 when Jet2 737/300 G-CELP was in the circuit for a couple of hours in the afternoon. Robin DR.400 F-BROC arrived from North Coates on 8/6 and DA-42 Twin Star OE-FAB was here on 18/6. Strangely this aircraft was operating at the Donna Nook range all day and was covered in day-glo patches with Airborne Sensors tiling. On the military front probably the most interesting arrival was on 14/6, P3C 161005/JA-07(See photo p13, via Fighter Control) of VX1 Squadron based at NAS Patuxent River. The aircraft was still here on 16/6 and was joined by Canadian Air Force counterpart CP-140 140101(Canforce 0615), which arrived from St. Mawgan. On 12/6 CH-53G 85+00(German Army 251) dropped in for fuel while on a tour of the country and on 25/6 Hunter T.8 XF995/K was in the circuit. This aircraft formerly G-BZSF has just returned to the MOD. On 27/6 there were two early arrivals for the Air Show, Chilean Air Force C-130H 995 on its first visit to Europe and Boeing E.3B 75-0560(Sentry 30) of the 960th ACCS/522 ACW based at Tinker AFB. Also still here, having arrived mid month were the Indian Sarang Helicopter team with their Dhruvs

JA-4042/4047/4049/4050/4063. Other visitors included:- 2/6 Xingu 099/YP (French Air Force 9090), ZG425 Sea King(Avenger 927), C-130H ZH877(Ascot 531); 5/6 ZZ171 C.17A(Ascot 6600); 7/6 Merlins ZJ167/ZJ189(Bluebeard 1/2); 9/6 69-5828 MC-130P(Shadow 61, circuits); 11/6 Xingu 064/YY(FAF 9090), WK518 Chipmunk(Chippy 100, circuits); 13/6 Xingu 098/YO(FAF 9090); 14/7 XV107 VC-10(Ascot 842); 16/6 ZA671 Chinook(Vortex 466), XX245 Lynx(Skua 340); 18/6 ZH879 C-130H(Ascot 520); 23/6 LX-N19999 Boeing 707, LX-N90458 E.3A; 27/6 ZD950 Tristar(Ascot 877). RAF Valley was closed for a week early in the month and on 9/6 the following Hawks were noted arriving for a "holiday", XX167(VYT 47), XX185(VYT 22), XX195(VYT 20), XX201(VYT 21), XX224(VYT 19), XX245(VYT 05), XX335(VYT 18), with C-17A ZZ172(Ascot 882) in support.



Walton Wood:- R.44 G-GSPY is now resident here with the owner commuting to work in Bridlington/Hornsea most mornings. Visitors:- 5/6 G-ODAZ R.44; 6/6 G-BEAW Schweizer 269C(f. Liverpool), G-OAWD Squirrel(f. Ormskirk); 11/6 G-TIMZ R.44, G-WYSP R.44; 12/6 G-JETX Jet Ranger(f. Brough); 13/6 G-FOFO R.44.

Wombledon:- On 5/6 PA-32 N562RR was logged departing to Sleaf. Visitors:- 14/6 G-AWLA F.150H; 15/6 G-OCCL DA-40(f. Cranfield).

Wickenby:- A new arrival is Sukhoi Su.26MZ RA-3350K, which also carries its former identity I-SKIP under tape on the tail. A couple of MT-03 Gyrocopters, G-CEXX and G-MAZA are also new inmates along with DH.2 replica G-BFVH/5964 and CTSW G-CEDM. Bagby based CAP 232 F-GOTC was noted paying a visit on 11/6. Visitors:- 4/6 G-BKHW Glastar(t. Hinton-in-the-Hedges); 15/6 G-BIGJ F.172M; 21/6 G-BAHL DR.400; 23/6 G-TOMS PA-38; 26/6 G-BOZI PA-28; 28/6 G-PARI C.172RG(f. Tattenhill), G-AZYS Emeraude, G-IFLI AA-5A; 29/6 G-FABI R.44.

Yearby:- Wittman Tailwind G-CEJE was noted on a local air test from here on 27/6.

Yeddingham:- A new resident here is Jodel D.112 G-BIWN, formerly based at Eddesfield.

York(Imphall Barracks):- Gazelle XX399(Armyair 750) visited on 26/6, f/t Shawbury with a quick trip to Elvington for a refuel.

York Race Course:- There was a one day meeting here on 14/6 with a Royal visitor arriving in S.76C G-XXEA (Rainbow 1R), before the aircraft routed to Sherburn for refuel. Other helicopters noted were:- M-IDAS Agusta A.109E, G-GDSG A.109S(t. Denham), G-TGRA A.109A, G-RFUN R.44.

OVERFLIGHTS

02/6	N2231F	Cessna 182T	Over York 1119 @ 6500' enroute to Perth
	ZE425	Sea King	Over York 1232 @ 1500' enroute to Newcastle
04/6	HB-SFA	Jodel D.140(Skis)	Over LBA 1713 @ 2000' heading South
05/6	G-TIGV	Super Puma	Over Hull 1116 @ 2000' enroute to Aberdeen
	F-GBQA	Cessna 182Q	Over POL 1141 @ 3000' off Cumbernauld
09/6	OY-CKR	PA-31 Chieftain	Survey over Humberside(0915 – 1030), to Staverton
	N2428L	Cessna 172S	Wick – Egelsbach, delivery(Hull 1059 @ 3500')
	D-ASFH	Diamond DA-40	Cambridge – Edinburgh, follow coast, Hull 1414 @ 1500'
	D-KSSB	Diamond DA-20	Cambridge – Edinburgh, follow coast, Hull 1454 @ 1000'
	PH-EQU	Eurocopter 155	Over Scarborough 1710 @ 1500', follow coast Northbound
10/6	N104PF	Cessna 172R	Wick – Leicester, delivery(York 1943 @ 5000')
11/6	G-AMPY	Douglas DC-3	Coventry – Newcastle(LBA 0925 @ 2500')

	PH-VKA	PA-44 Seminole	Blackpool – Ostend(POL 1256 @ 3400')
13/6	N103CP	Cirrus SR.22	Wick – Wycombe, delivery(York 1043 @ 5000')
	N193TN	Mooney M.20TN	Wick – Biggin Hill, delivery(York 1418 @ 11500')
14/6	N1320S	Cessna 182S	Blackbushe – Berwick strip(York 1229 @ 6500')
19/6	N60882	Commander 114	Guernsey - Newcastle(York 1747 @ 4500')
23/6	N565F	Gazelle	Belfast City – Norwich(Barnsley 1037 @ 1500')
	N8411Q	Cessna TU.206H	Wick – Maribor(Slovenia), delivery(Goole 1317 @ 7500')
	HB-KBH	TB.20 Trinidad	Off Blackpool, over POL 1424 @ 3000' heading S/East
	F-GKAO	PA-28 Archer	Cambridge – Perth(LBA 1526 @ 2000')
28/6	N566C	Cirrus SR.22	Over York 1126 @ 5500', enroute to Turweston
29/6	G-REDR	EC.225 Puma	LBA 1555 @ 3000' on delivery to Aberdeen

On 12/6 CH-53GS 85+00(German Army 251) routed Southbound down the Vale of York passing Wetherby at 1127 flying at 1000'. The aircraft was heading home to its base at Ingolstadt/Manching where it operates with the WTD61 Wing of HEER.

Hiller UH-12 G-ASAZ from Sherburn was operating over Roundhay Park(Leeds) from 1645 to 1700 on 15/6.

On 21/6 VC-10 XV107(Ascot 844) was operating low level in the Leconfield – Bridlington area from 1000 until 1030 when it routed to Waddington. At the same time Tristar ZD706(Ascot 915) flew Northbound up the coast also at low level passing abeam Teesside at 1040.

On 29/6 A.109E G-TELY was engaged in following a Power Boat Race from Newcastle to the Humber Estuary. It passed abeam Teesside at 0950 and reached Humberside by 1100.

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Unfortunately, due to unforeseen circumstances, we can only provide the movements for half of June in this edition of the magazine. We apologise to our readers and hope to remedy the situation by the time we publish the next issue.

So, on with the happenings and this month we start with the good news that Ryanair have announced they are to commence flights to Girona(Barcelona) and Alicante in October, however on the negative side Dublin is only to be served twice a day during the winter. Eastern Airways have dropped their three times weekly Inverness flights and there is some doubt about Aer Arran operating the Cork flights after the summer. Thomas Cook continue to operate their IT schedules and Airbus 320 G-SUEW took over this month after G-KKAZ operated every flight last month. Futura provided us with a first visit of type on 15/6 when Boeing 737/900 EC-KQQ(See Photo) operated the Palma rotation.



There was no news from **Jet2** and all flights operated more or less to schedule!

On the Southside at **Multiflight** there was also little news, however the new R.44 G-CFFD was delivered to Andrew Dunn Aviation and appeared shortly after its arrival resplendent with Multiflight titles. PA-46 Malibu N343RR as expected left for Bournemouth on 9/6 following the demise of Consort Homes and on the same day Harpin PC-12 G-CCWY also left for the South coast. However, later the same day similar type G-DAKI arrived from Bournemouth for operation by Harpin until their Hawker 900XP is delivered.

01 Sunday

LZ-BHB	Airbus 320	0754 0925 f/t Bourgas(Balkan Holidays 5559/5560)
G-SIRS	Citation XL	1346 1420 f. Palma(Lonex 53RS) t. Glasgow(10RS)
CS-DXP	Citation XLS	1522 1642 f. Toulouse(Fraction 6DB) f. Galway(6DB)
M-NEWT	Challenger 300	1606 1652 f. Faro(Bizjet 1WT) t. Luton(2WT)
EI-DKD	Boeing 737/400	1734 1903 f/t Palma(Futura 1355/1356)
CS-DHO	Citation Bravo	2010 1104 f. Le Mans(Fraction 657Q), n/s t. Bolzano(1ZQ)

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

bmi:- Heathrow:- G-RJXA(01J/4JL/2LJ), G-RJXR(7JL), G-MIDZ(f. Gatwick, 9872/5JL), G-DBCH(8JL, n/s).

G-RJXR(3XV) swapped in Glasgow with G-CDFS(3VX). G-RJXI(408) from Edinburgh, n/s with G-RJXL, G-CDFS.

Eastern:- G-MAJP(99Q/59Q) f/t Aberdeen. Based G-MAJA.

Flybe:- G-EMBI(1LH/174), G-JEDT(731/2), G-JECO(643/4), G-JEDT(733/4), G-JECZ(175/6)

Jet2:- G-CELK(265) exchanged in Malaga with G-CELS(266).

KLM:- PH-WXD(65W/66S), PH-KZB(67N/68K), PH-OFE(69W/64K, n/s) **Manx2:-** D-CSAL x1

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

***A fairly mediocre start to the month, however Aer Arran again used the Aurigny ATR.43 G-CDFD.

02 Monday

D-CMAX	Lear Jet 55	0032 1638 f. Dalaman(Frankenair 8319) t. Nuremburg(8319)
TC-OAL	Airbus 321	0842 1010 f/t Dalaman(Onur Air 7335/7336)
HB-DGI	Mooney M.20K	0930 0958 f/t Zurich, night stop until 4/6
CS-DXR	Citation XLS	1411 1602 f. Malaga(Fraction 6TX) t. Luton(6TX)
CS-DXK	Citation XLS	1659 1917 f. Jersey(Fraction 3LD) t. Northolt(870G)
G-TRAT	Pilatus PC-12	1804 1847 f. Malaga t. Bournemouth
LX-PMA	Challenger 300	1857 2008 f. Calvi(Ballistic 42B) t. Luxembourg(42C)
TC-OAK	Airbus 321	2013 2133 f/t Bodrum(Onur Air 2611/2612)

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

bmi:- G-RJXL(409) swapped in Edinburgh with G-RJXK(410). G-DBCH all Heathrows, n/s with G-RJXI/L, G-CDFS.

Eastern:- G-MAJZ(29Q/19Q, 89Q/79Q, 99Q/59Q). G-MAJF(74G/39Q). G-MAJJ(41B/42B), Based G-MAJA.

Flybe:- G-JECG(729/30), G-JEDJ(171/7VT), **G-EMBI**(1LH/174), G-JECI(643/4), **EI-REJ**(731/2), G-JECX(733/4), **G-EMBP**(175/6).

Jet2:- G-CELF(323) swapped in Belfast International with G-CELE(324).

KLM:- PH-KZE(65W/66S), PH-WXD(67N/68K), PH-OFK(69W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DHT(13H/1362), EI-DLN(152/153A), EI-DHA(15J/155), EI-DLN(156/15N)

***Netjets, Europe Citation XLS CS-DXR paid its first visit to LBA today as did Challenger 300 LX-PMA of Premier SA. A further welcome visitor was Swiss registered Mooney M20K Encore HB-DGI, a 1982 version operated by Ketrex AG. Finally, Flybe utilised Aer Arran ATR.72 EI-REJ on the afternoon Belfast flight.

03 Tuesday

G-SCIP	TB.20 Trinidad	0933 1414 f/t Welshpool
G-CCVO	Jet Ranger	1632 1653 f. Coniston Cold t. Gisburn
9H-AEP	Airbus 320	1948 2058 f/t Malta(Air Malta 5208/5209)
D-EPFC	Cessna 172S	2139 1909 f. Seppie, n/s t. Norwich

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

bmi:- All London flights G-DBCH, n/s with G-RJXI/K, G-CDFS.

Eastern:- G-MAJZ(29Q/19Q, 89Q/79Q, 99Q/59Q). 74G/39Q canx. Based G-MAJA.

Flybe:- G-JECJ(729/30), G-JEDJ(171/7VT), **G-EMBI**(1LH/174), **EI-REJ**(731/2), G-JECX(733/4), G-JECT(175/6)

Jet2:- G-CELX(051P/052P) positioned f/t Newcastle to operate Venice flight, 343B/344B. G-LSAE(053P) positioned from Manchester to operate Palma flight, 257/258.

KLM:- PH-JCH(65W/66S), PH-WXA(67N/68K), PH-OFM(69W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DAW(152/153A), EI-DWH(151/155), EI-CSN(156/15N)

***The Cessna 172S D-EPFC is a new aircraft with Garmin 1000 instrumentation and based at Siegerland.

04 Wednesday

G-NSJS	Citation Sovereign	1253 1333 f/t Jersey
G-OPFT	Cessna 172S	1400 1738 f/t Durham/Tees
PH-JNE	Citationjet 2	1529 2018 f. Edinburgh(Jet Netherlands 682) t. Amsterdam(682)
G-RAFX	King Air 200	1435 ILS And overshoot(Cranwell 72)
D-ELVW	Cirrus SR.22	1741 1433 f. Lille, n/s t. Memmingham/Allgau

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

bmi:- As you were again with G-DBCH, G-RJXI/K, G-CDFS operating all day and night stopping.

Eastern:- G-MAJZ(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJX(74G/39Q), G-MAJC(41B/42B). Based G-MAJA

Flybe:- G-JECG(729/30), G-JEDJ(171/7VT, 175/6), **G-EMBI(1LH/174), EI-REJ(731/2), G-JEDI(733/4)**

Jet2:- G-LSAE(053P) positioned back to Manchester.

KLM:- PH-JCH(65W/66S), PH-WXD(67N/68K), PH-OFD(69W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DYF(13H/1363), EI-DWG(152/153A, 151/155), EI-DHG(156/15N)

***Citationjet 2 PH-JNE of Jet Netherlands was today's only first time with the German Cirrus having visited before.

05 Thursday

PH-JNE	Citationjet 2	0744 1801 f/t Amsterdam(Jet Netherlands 729)
CS-DXK	Citation XLS	0911 1205 f. Northolt(Fraction 039K) t. Guernsey(3LD)
N64VB	Be.58 Baron	0935 0956 f. Biggin Hill t. Sleep
G-CPMS	TB.20 Trinidad	1001 1740 f/t Goodwood
G-JJSI	Hawker 800B	1014 1131 f. Farnborough(Gama 223) t. Palma(223)
EI-WAV	Bell 430	1051 1601 f/t Shannon
G-JDBC	PA-34 Seneca	1137 1337 f. Manchester(Jaydee 43W) t. Teesside(Exam 08)
EC-KEN	Airbus 320	1153 1312 f/t Arrecife(Iberworld 3659/3660)
N109TK	Agusta A.109C	1159 n/s+ f. Chorley to Multiflight for maintenance
D-IEGO	Citation Mustang	1208 1707 f. Lugano(Caroluss 1621) t. Dusseldorf(162F)
VP-BSI	Gulfstream 550	1239 1516 f. Zurich t. Farnborough
G-FDZE	Boeing 737/800	1244 1419 f/t Palma(Thomson 894B/893B)
G-OOPX	Airbus 320	1303 1550 f/t Faro(Jetset 639D/639C)
G-JDBC	PA-34 Seneca	1526 1658 f. Teesside(Exam 08) t. Manchester(Jaydee 43W)
D-CEXP	Lear Jet 45	1548 1753 f. Ibiza t. Frankfurt
G-CCVO	Jet Ranger	1945 2003 f. Site near Manchester t. Appleby

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

bmi:- Same again, G-DBCH all Heathrow, n/s with G-RJXI/L, G-CDFS.

Eastern:- G-MAJZ(29Q/19Q, 89Q/79Q), **G-CDEA(99Q/59Q), G-MAJX(74G/39Q)**

Flybe:- G-JEDR(729/30), G-JECZ(171/7VT, 175/6), G-JEDO(643/4), **G-EMBP(1LH/174), EI-REJ(731/2), G-JEDI(733/4)**

Jet2:- G-CELR(8451/2) operated Edinburgh – LBIA – Avignon – LBIA, but did not return to Edinburgh, instead it operated to Prague(196) with G-CELZ(195) having operated the inbound Prague. G-CELZ(015P) then positioned home to Edinburgh.

KLM:- PH-KZM(65W/66S, 67N/68K), PH-OFD(69W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DAZ(152/153A), EI-DLM(151/155), EI-CSP(156/15N)

***Phew!! Probably the most interesting arrival today was our second Citation Mustang D-IEGO operated by Triple Alpha Aviation while another noteworthy visitor was Bell 430 EI-WAV of Westair Aviation based at Shannon. The Gulfstream 550 VP-BSI is operated by Seaflight Inc and is European based while it was nice to see a SAAB 2000 on the evening Eastern Airways flight from Aberdeen.

06 Friday

EC-IDA	Boeing 737/800	1118 1308 f. Tenerife(Air Europa 207/208)
G-OCEG	King Air 200	1239 1558 f/t London City(Cega 736)
G-FDZA	Boeing 737/800	1426 1540 f. Corfu(Thomson 674D/673D)
G-CDEA	SAAB 2000	1450 1520 f. Edinburgh(Eastflight 1643) t. Newquay(1644)
G-CFFD	Robinson R.44	1454 Res. f. Northampton, delivery new resident
G-FCED	PA-31T Cheyenne	1559 1642 f. Grenoble(Air Med 053) t. Oxford(053)
G-CDEA	SAAB 2000	1747 2044 f. Newquay(Eastflight 901P) t. Belfast City(1901)

G-KATG Long Ranger 1948 2006 f. Manston, refuel t. Pathead(Edinburgh)
Aer Arran:- EI-REB(682/3) **Air Southwest:-** G-WOWE(482/3), G-WOWA(486/7)
bmi:- G-DBCH all Heathrow flights until G-MIDZ(8JL/9851 t. Gatwick). G-RJXK(3XV) operated to Glasgow but did not return leaving G-RJXI, G-CDFS to night stop.
Eastern:- G-MAJP(29Q/19Q, 89Q/79Q) G-MAJX(74G/39Q), G-MAJK(99Q/59Q). G-MAJC(41B/42B). Based G-MAJA.
Flybe:- G-JECZ(171/7VT), G-JECX(729/30), G-JECK(643/4), G-EMBP(1LH/174), EI-REJ(731/2), G-JEDI(733/4), G-JECV(175/6)
Jet2:- G-CELE(323) operated to Belfast with G-CELF(324) making return trip. G-LSAA(251) swapped in Faro with G-LSAJ(252). G-LSAB(208A) arrived from Murcia with passengers from the previous day's flight, G-LSAI(207) having operated outbound on the 5th but going u/s.
KLM:- PH-KZP(65W/66S), PH-KZK(67N/68K), PH-KLI(69W/64K, n/s) **Manx2:-** D-CNAG x2
Ryanair:- EI-DYA(13H/1363), EI-DAW(152/153A), EI-DLI(151/155), EI-DAW(156/15N)
 ***Today saw the arrival of brand new R.44 G-CFFD(See Photo, by Terry Sykes), which although registered to Richard Dunne Aviation in Keighley will be based at LBA and operate under the Multiflight banner. Eastern Airways SAAB 2000 G-CDEA operated a pair of passenger charters.



07 Saturday

G-CCVO	Jet Ranger	1001 1034 f/t Blackburn, return 1351/1501
CS-DNP	Falcon 2000	1018 1222 f. Madrid/Torreon(Fraction 701M) t. Nice(629Y)
G-OCCW	DA-42 Twin Star	1231 1622 f/t Elstree
G-GUMS	Cessna 182P	1235 1242 f. Blackpool t. Sandtoft
G-THON	Boeing 737/300	1029 1146 f/t Reus(Thomson 528B/527B)
OE-LCR	Canadair CRJ	1225 1320 f/t Innsbruck(Austrian 2365/2366)
EC-GOU	MD-83	1537 1653 f/t Palma(Spanair 3257/3258)
EC-GAT	MD-83	1602 1728 f/t Ibiza(Spanair 3297/3298)

Air Southwest:- G-WOWE(480/1, 478/9) **Ryanair:-** EI-DPJ(15J/155)

bmi:- Heathrow:- G-RJXI(01J/4LJ/2JL), G-RJXO(8JL, n/s)

Flybe:- G-JEDI(729/30), G-JECL(171/7VT), G-JECK(643/4), G-JECI(1401/2)

KLM:- PH-KZF(65W/66S), PH-KZD(67N/68K), PH-OFF(69W/64K, n/s) **Manx2:-** D-IFLM x1

Thomas Cook:- After operating every flight since 1/5 Airbus 320 G-KKAZ(486E) was swapped in Palma with G-CPRH(486L), with 'RH' taking over as resident aircraft.

***The Cabair Twin Star G-OCCW was on its first visit to LBA.

08 Sunday

LZ-BHB	Airbus 320	0750 0915 f/t Bourgas(Balkan Holidays 5559/5560)
D-CVJP	Lear Jet 45	0939 1501 f. Luton t. Paris/Le Bourget
G-CCVO	Jet Ranger	1018 1037 f. Gisburn t. Clitheroe
G-CDEA	SAAB 2000	1108 1210 f. Belfast City(Eastflight 1902) t. Newquay(902P)
G-CDEA	SAAB 2000	1458 1534 f. Newquay(Eastflight 1645) t. Edinburgh(1646)
G-BUFH	PA-28R Arrow	1516 1606 f. Crosland Moor t. Antwerp
G-VIPY	PA-31 Chieftain	1638 1807 f. Edinburgh(Prestige 3) t. Coventry(3)
G-BOKA	PA-28 Dakota	1553 1834 f/t Fair Oaks
EC-JDU	Boeing 737/800	1713 1848 f/t Palma(Futura 1355/1356)

G-JIVE Hughes 369E 1726 1748 f/t Shelf

Aer Arran:- G-CDFF(682/3) **Air Southwest:-** G-WWOWB(486/7)

bmi:- Heathrow:- G-RJXO(01J/4JL/2LJ), G-RJXG(7JL), G-MIDZ(f. Gatwick 9872/5LJ), G-DBCK(8JL, n/s). G-RJXB(408) arrived from Edinburgh, n/s with G-RJXG, G-CDFS.

Eastern:- G-MAJV(99Q/59Q) f/t Aberdeen. G-MAJL(071P) positioned from Humberside to be based and take over flights from G-MAJA, which is also still present.

Flybe:- G-EMBP(1LH/174), G-JECX(731/2, 733/4), G-JECK(643/4), G-JECL(175/6)

Jet2:- G-CELZ(196) operated inbound from Prague but G-CELZ(195) operated outbound.

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

Manx2:- Extra flight, EC-ITP afternoon, D-CSAL pm.

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

***A fairly steady kind of day with the only first time visitor being Futura 737/800 EC-JDU.

09 Monday

TC-OAL Airbus 321 0742 0948 f/t Dalaman(Onur Air 7335/7336)

G-NSJS Citation Sovereign 0907 1150 f/t Jersey

G-ODDM Citationjet 1002 1047 f. Jersey(Hangar 824) t. Oxford(824)

G-CDLT Hawker 1000 1104 1146 f. Luton(Gama 187) t. Palma(187)

G-JANV Lear Jet 45 1232 1313 f. Palma(Ocean Skies 508) t. Manchester(508)

G-JIVE Hughes 369E 1503 1526 f. Penrith t. Shelf

G-RBRO EMB.135 Legacy 1632 2120 f. Northolt(Lonex 91BR) t. Luton(91BR)

G-ONEC Cirrus SR.22 1741 0828 f. Fairoaks, n/s t. Lydd

G-DAKI Pilatus PC-12 1830 n/s+ f. Bournemouth, temporary resident, see notes.

TC-OAE Airbus 321 2025 2152 f/t Bodrum(Onur Air 2611/2612)

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

bmi:- G-RJXG(1VX) swapped in Glasgow with G-RJXK(1XV). G-BBCK operated all Heathrow flights, n/s with G-RJXB/K, G-CDFS.

Eastern:- G-MAJL(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJX(74G/39Q). G-MAJC(41B/42B) f/t Inverness.

G-MAJA(013P) positioned to Humberside. Based G-MAJL.

Flybe:- G-JEDP(729/30), G-JECL(171/7VT, 175/6), G-JEDM(643/4), **G-EMBV(1LH/174)**, **EI-REJ(731/2)**, G-JECX(733/4)

Jet2:- G-CELZ(196) from Prague with G-CELZ(196) routing outbound.

KLM:- PH-JCH(65W/66S), PH-KZD(67N/68K), PH-OFO(69W/64K, n/s) **Manx2:-** D-CNAG x2

Ryanair:- EI-DHT(13H/1363), EI-DPS(152/153A), EI-DAO(15J/155), EI-DAY(156/15N)

Thomas Cook:- G-CPRH('411L) swapped in Dalaman with G-SUEW(411K)(See Photo), 'EW now based.

***Resident PA-46 N343RR left for Bournemouth today following sale as did PC-12 G-CCWY. Harpin, who owned G-CCWY are using another of the type G-DAKI until their Hawker 900 is delivered. A first time arrival today was Legacy G-RBRO which is operated by London Executive Aviation on behalf of Platinum Associates Ltd.



10 Tuesday

G-PHEW	Cirrus SR.22	0826 0901 f. Fair Oaks t. Fife, return 1439/1529
HB-JEZ	Citation X	0908 1550 f/t Nice(TAG Aviation 760), with overnight stay
G-RAFO	King Air 200	1118 ILS and overshoot(Cranwell 69)
G-PCOP	King Air 200	1307 1649 f/t Glasgow
G-ZERO	AA-5B Tiger	1401 1614 f/t Compton Abbas
ZK454	King Air 200	1446 ILS and overshoot(Cranwell 66)
SS-BAJ	Citationjet	1610 1656 f. Ljubljana t. Zurich
G-ONEC	Cirrus SR.22	1753 1850 f. Lydd t. Fair Oaks
G-FIBS	Squirrel	1809 1837 f. Thorne t. Skipton
9H-AEK	Airbus 320	1911 2021 f/t Malta(Air Malta 5208/5209)

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

bmi:- Nothing changes with G-DBCK, G-RJXB/K, G-CDFS operating all day and night stopping.

Eastern:- G-MAJJ(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJG(74G/39Q). Based G-MAJI.

Flybe:- G-JEDT(729/30), G-JECL(171/7VT, 175/6), **G-EMBV(1LH/174)**, **EI-REJ(731/2)**, G-JECG(733/4)

Jet2:- G-LSAJ(090P) positioned to Amsterdam.

KLM:- PH-JCT(65W/66S, 67N/68K), PH-OFD(69W/64K, n/s) **Manx2:-** D-CNAG x2

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

***The star visitor today was Slovenian registered Citationjet SS-BAJ of Linair on its first visit while also of note was TAG Aviation's Cessna 750 HB-JEZ.

11 Wednesday

G-ONAL	King Air 200	0827 0902 f. Teesside(Goosepool 43) t. Dusseldorf(43)
CS-DMQ	Hawker 400XP	1121 0900 f. Arnage(Fraction 550), n/s t. London City(167T)
G-FIBS	Squirrel	1405 1524 f. Skipton, n/s until 13/6 t. Shrewsbury
CS-DME	Hawker 400XP	1413 1617 f. Hawarden(CS-DME) t. Arnage(Fraction 943H)
G-JIVE	Hughes 369E	1505 1512 f. Shelf t. Devonshire Arms, return 1658/1701
D-CDSF	Lear Jet 35A	1520 1728 f. Palma t. Siegerland
G-ONAL	King Air 200	1542 1626 f. Dusseldorf(Goosepool 43) t. Teesside(43)
G-OBCC	Citation Ultra	1648 1802 f/t Biggin Hill(Trafalgar 32)

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

bmi:- Again all the same aircraft operated, G-DBCK, G-RJXB/K, G-CDFS and night stopped.

Eastern:- G-CERY(29Q/19Q, 89Q/79Q, 99Q/59Q). G-MAJX(74G/39Q). G-MAJC(41B/42B). Based G-MAJI

Flybe:- G-JEDR(171/7VT), G-JECG(729/30), **EI-REJ(731/2)**, G-JEDT(733/4), G-JEDR(175/6)

Jet2:- G-LSAB(223) swapped in Tenerife with G-LSAI(224). G-CELF(2024/125P) operated a charter to Villafranca, positioning back later.

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

Manx2:- Metroliners D-CSAL(am) and D-CNAG(pm) operated today's flights

Ryanair:- EI-DCN(13H/1362), EI-DAF(152/153A, 15J/155), EI-DAW(156/15N)

***The Citation Ultra G-OBCC, operated by Bluestream Aviation was a first timer while Eastern Airways sent a SAAB 2000 on the early Aberdeen flight this morning.

12 Thursday

EC-JCU	SA.227F Metro III	0650 0737 f. Valencia(OVA 741) t. Farnborough(742)
G-TGGR	Eurocopter 120B	0706 0738 f. ?????????? t. Ilkley
M-NEWT	Challenger 300	0756 0852 f. Luton(Bizjet 1WT) t. Northolt(2WT)
N309CJ	Citationjet 2	1055 1126 f. Guernsey t. Bournemouth
ZK453	King Air 200	1057 ILS and overshoot(Cranwell 45)
D-ISCH	Citationjet	1200 0605 f. Schwabich Hall, n/s t. Siegerland
EC-INZ	Airbus 320	1210 1325 f/t Arrecife(Iberworld 3659/3660)
G-FDZE	Boeing 737/800	1256 1430 f/t Palma(Thomson 894D/893D)
G-OOPW	Airbus 320	1322 1502 f/t Faro(Jetset 639D/639C)
N64VB	Be.58 Baron	1349 1408 f. Cardiff f. Sleep
G-RAFO	King Air 200	1357 ILS and overshoot(Cranwell 83)
M-NEWT	Challenger 300	1701 1131 f. Northolt(Bizjet 5WT), n/s t. Firenze(1WT)

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

bmi:- Same as yesterday, see above!

Eastern:- G-MAJV(29Q/19Q, 99Q/59Q), G-MAJY(89Q/79Q), G-MAJH(74G/39Q). G-MAJP(045P) positioned from

Aberdeen, n/s with based G-MAJI.

Flybe:- G-JECV(729/30), G-JEDR(171/7VT), G-KKEV(643/4), **G-EMBN**(1LH/174), **EI-REJ**(731/2), G-JECX(733/4), G-JECG(175/6)

KLM:- PH-JCT(65W/66S), PH-WXA(67N/68K), PH-KLI(69W/64K, n/s) **Manx2:-** D-CNAG x2

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

***An early start this morning with the Aeronova Metroliner arriving on a charter and a first visit by EC.120B G-TGGR, even though it only lives in Bradford!

13 Friday

D-CHMC	Citation Bravo	0750 1013 f. Friedrichshafen t. Nice
OE-FPS	Citationjet 2	1023 1839 f/t Luton(Dynamic Jet 142)
EC-HKR	Boeing 737/800	1139 1313 f/t Tenerife(Air Europa 207/208)
G-NTWK	Twin Squirrel	1348 0637 f. Carlisle(Osprey 63), n/s until 16/6, t. Southend(63)
G-FDZO	Boeing 737/800	1432 1551 f/t Corfu(Thomson 674D/673D)
G-OWND	Robinson R.44	1504 1523 f/t Site near Doncaster
EC-JCU	SA.227F Metro III	1514 1613 f. Farnborough(OVA 752) t. Valencia(753)
G-BOKA	PA-28 Dakota	1828 1654 f/t Fairoaks, with overnight stay
G-CCVO	Jet Ranger	1943 1954 f. Clitheroe t. Bacup

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

bmi:- G-DBCK operated all Heathrows until G-MIDX(8JL/9851 t. Gatwick). G-CDFS(3VX) operated to Glasgow but did not return. G-RJB/K night stopped.

Eastern:- G-MAJF(29Q/31X) from Aberdeen to Bristol, G-MAJP(19Q) to Aberdeen, G-MAJP(89Q/79Q, 99Q/59Q), G-MAJH (74G/39Q). G-MAJC(41B/42B) Ff/t Inverness. Based G-MAJI.

Flybe:- G-JECL(171/2), **G-FBEF**(729/30), G-JECJ(643/4), **G-EMBI**(1LH/174), **EI-REJ**(731/2), G-JECT(733/4), G-JECL(175/6)

Jet2:- G-CELE(031P) arrived from Belfast and went to Multiflight for maintenance.

KLM:- PH-WXD(65W/66S, 67N/68K), PH-OFJ(69W/64K, n/s) **Manx2:-** D-CNAG x2

Ryanair:- EI-DYA(13H/1363), EI-DPS(152/153A), EI-DPJ(15J/155), EI-DPS(156/15N)

***The Citation Bravo D-CHMC operated by Homac Aviation SA was on its first visit as German registered although it has visited LBIA previously in its former guise LX-EJH. Citationjet 2 OE-FPS(See photo, by Terry Sykes) was also a first timer and is owned by DJT Aviation GmbH. Robinson R.44 G-OWND, which is operated by the flying school at Doncaster/Robin Hood but lives at the home of Roland Todd near the airport, paid its first visit to LBIA this afternoon while Thomsonfly 737/800 G-FZDO(ex. D-ATUA) had only transferred from the parent company ten days ago. Finally, the Twin Squirrel G-NTWK carried out local patrols for British Transport Police from 2247 until 0048 on Saturday morning.



14 Saturday

G-THOK	Boeing 737/300	1041 1143 f/t Reus(Thomson 528B/527B)
G-NSJS	Citation Sovereign	1131 1250 f. Cannes t. Jersey
OE-LCF	Canadair CRJ	1137 1322 f/t Innsbruck(Austrian 2365/2366)
G-LIDE	PA-31 Chieftain	1412 1427 f. Ronaldsway(Causeway 999Y) t. Liverpool(999Y)
G-SGEC	King Air 200	1443 1513 f. Gamston t. Southend
CS-DFV	Citation XL	1652 1014 f. Cardiff(Fraction 6E2), n/s t. Cannes(489R)

EC-JSS Boeing 737/400 1706 1751 f/t Palma(Futura 1315/1316)

EC-GGV MD-83 1729 1852 f/t Ibiza(Spanair 3257/3258)

Air Southwest:- G-WOWC(480/1, 478/9) **Ryanair:-** EI-DWE(151/155)

bmi:- Heathrow:- G-RJXB(01J/4JL), G-RJXM(8JL, n/s). G-RJXB(9161) positioned to Aberdeen. G-RJXX(9862) position from Glasgow, n/s.

Flybe:- G-JECX(729/30), G-JECL(171/7VT), G-JEDU(643/4), G-KKEV(1401/2)

Jet2:- G-LSAJ(223) exchanged in Tenerife with G-LSAB(224). G-LSAJ(124P) positioned from Prague.

KLM:- PH-JCH(65W/66S, 67N/68K), PH-OFO(69W/64K, n/s) **Manx2:-** D-CNAG x1

***Today, Futura took over the afternoon Palma flight from Spanair. The Network Rail Twin Squirrel G-NTWK departed at 2208 on patrol and returned at 0020, Sunday morning.

15 Sunday

LZ-BHB Airbus 320 0753 0932 f/t Bourgas(Balkan Holidays 5559/5560)

EC-KHT EMB.135 Legacy 0846 1048 f/t Malaga(Flying Olive 671/2)

G-VUEZ Citation 2 0938 1103 f. Liverpool(Flyvue 791) t. Faro(792)

N109AG Agusta A.109C 1132 1205 f. Ilkley t. Ullswater

G-NSJS Citation Sovereign 1137 1707 f/t Jersey

M-NEWT Challenger 300 1141 f. Firenze(Bizjet 1WT)

CS-DHN Citation Bravo 1347 1309 f. Arnage(Fraction 466D), n/s t. Dublin(676Y)

G-SGEC King Air 200 1407 1457 f. Southend t. Gamston

G-CHEY PA-31T Cheyenne 1459 1527 f. Saint Geoirs(Air Med 046) t. Oxford(046)

G-JIVE Hughes 369E 1658 1759 f/t Shelf

EC-KQQ Boeing 737/900 1723 1851 f/t Palma(Futura 1355/1356)

G-FIBS Squirrel 1705 1832 f. Site in Staffordshire t. Skipton

G-CDLT Hawker 1000 1920 1937 f. Palma(Gama 236) t. Luton(236)

Aer Arran:- G-CDFE(682/3) **Air Southwest:-** G-WOWA(486/7)

bmi:- Heathrow:- G-RJXM(01J/4JL/2LJ), G-MIDX(f. Gatwick, 9872/5LJ), G-RJXR(7JL), G-DBCI(8JL) n/s. G-RJXR(3XV) swapped in Glasgow with G-CDFS(3VX), n/s. G-RJXI(408) arrived from Edinburgh, n/s.

Eastern:- G-MAJF(99Q/59Q) f/t Aberdeen. Based G-MAJI.

Flybe:- G-EMBI(1LH/174), G-JECF(731/2, 733/4), G-JECE(643/4), G-JECL(175/6)

Jet2:- G-CELG(6859) operated a "Fear of Flying" flight this evening.

KLM:- PH-WXD(65W/66S), PH-KZL(67N/68K), PH-OFL(69W/64K, n/s) **Manx2:-** EC-GPS x1

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

*** Futura provided us with a type first visit the evening when their new Boeing 737/900 EC-KQQ operated the Palma flight. Twin Squirrel G-NTWK was out on patrol again from 0156 until 0420.

16 Monday

N170SW Global Express 0746 f. Le Bourget

TC-OAK Airbus 321 0843 1013 f/t Dalaman(Onur Air 7335/7336)

G-CJAD Citationjet 1050 f. Edinburgh

G-SOVV Lear Jet 45 1258 f. Waterford

D-EAGC Cessna F.172H 1333 1817 f/t Liverpool

ZF450 King Air 200 1413 ILS and overshoot(Cranwell 71)

EI-GJL Dauphin 1426 1741 f/t Bragginstown, Eire

OO-MLG Citation XLS 1645 1824 f. Stansted(Abelag 15M) t. Basel(15M)

G-FIBS Squirrel 1755 f. Skipton

D-CVVV Citation XL 1948 f. Biggin Hill(Augusta 413)

TC-OAI Airbus 321 2035 2159 f/t Bodrum(Onur Air 2611/2612)

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

bmi:- G-DBCI all London flights, n/s with G-RJXI/K, G-CDFS.

Eastern:- G-MAJH(29Q/19Q), G-MAJF(89Q/79Q, 99Q/59Q), 74G/39Q canx., G-MAJC(41B/42B). Based G-MAJI.

Flybe:- G-JEDT(729/30), G-JECL(171/7VT), G-JECK(643/4), **G-EMBV(1LH, aircraft went u/s), EI-REJ(731/2),** G-JECL(175/6).

Jet2:- G-LSAH(091P) positioned to Shannon.

KLM:- PH-WXD(65W/66S), PH-KZI(67N/68K), PH-OJF(69W/64K, n/s) **Manx2:-** D-CNAG x2

Ryanair:- EI-DYF(15H/1536), EI-DHM(152/153A), EI-DAD(15J/155), EI-DHM(156/15N)

*** Today saw a trio of first time visitors to LBA starting with the German registered Cessna F.172H D-EAGC which is resident at Liverpool. Newly registered in Eire is Dauphin EI-GJL was recently acquired by Larry J

Goodman and formerly registered G-BEUK while OO-MLG is operated by Abelag. Twin Squirrel G-NTWK was again out on local British Transport Police Rail patrols from 0053 until 0318 and again from 0338 'til 0555, before routing to Southend.

LIBERTY BELLE:

At 11.00 on July 4th myself and other members of the committee were basking in the sunshine outside the Multiflight café when over the horizon appeared Boeing B.17G Super Fortress N390TH/42-97849, "Liberty Belle" (See photo). The aircraft performed a spectacular low flypast along runway 14 before heading off to Duxford where it was due to appear at the Flying Legends Airshow. "Liberty Belle" had left Bangor/Maine on 30/6 and was re-enacting the flight of the original aircraft to carry the name, which had departed the USA on July 4th 1943 enroute to Europe. After departing Bangor/Maine '390TH flew the 117 miles to Pesque Isle, Maine from where the original had departed almost 65 years to the day earlier. The flight then continued on to Goose Bay and Nasarsuaq, Greenland for an overnight stay before routing over the "Lost Squadron" location on the Greenland icecap and onwards to Reykjavik. Another overnigher and the aircraft carried on to Prestwick, arriving there on 2/7 following a total flight time of 19.9 hours. Following a two day stay to rest in Scotland, the aircraft flew the final leg to Duxford via the flypast at LBIA. The B.17 is due to make the return journey to its home in Florida early late in July.



And finally>>>> Pakistan International Airways Airbus 310 AP-BEU(See photo) is seen here arriving on stand 8 following the first flight from Islamabad on 2/7.



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LEEDS BRADFORD AIRLINE REPORT - JUNE 2008

INBOUND DIVERSIONS

NII

REGULAR FLIGHTS

AEA208	TFS	06/EC-IDA	13/EC-HKR	20/EC-IDT	27/EC-HGP
AMC5209	MLA	03/9H-AEP	10/9H-AEK	18/9H-AEO	24/9H-AEO
AUA2366	INN	07/OE-LCR	14/OE-LCF	21/OE-LCO	28/OE-LCF
BGH5560	BOJ	01/LZ-BHB	08/LZ-BHB	15/LZ-BHB	22/LZ-BHB
29/LZ-BHC					
FCA639C	FAO	05/G-OOPX	12/G-OOPW	19/G-OOPW	26/G-OOPW
FUA1316	PMI	14/EC-JSS	21/EC-GNZ		
FUA1356	PMI	01/G-KKAZ	08/EC-JDU	15/EC-KQQ	22/DivMAN
29/EC-GNZ					
IWD3660	ACE	05/EC-KEN	12/EC-INZ	19/EC-KBQ	26/EC-INZ
JKK3258	PMI	07/EC-GOU			
JKK3298	IBZ	07/EC-GAT	14/EC-GGV	21/EC-GQG	28/EC-FXA
OHY2612	BJV	02/TC-OAK	09/TC-OAE	16/TC-OAI	23/TC-OAI
30/TC-OAK					
OHY7336	DLM	02/TC-OAL	09/TC-OAL	16/TC-OAK	23/TC-OAE
30/TC-OAN					
TCX148K	REU	02/G-KKAZ	09/G-CRPH	16/G-SUEW	23/G-SUEW
30/G-SUEW					
TCX152K	DLM	06/G-KKAZ	13/G-SUEW	20/G-SUEW	27/G-SUEW
TC X411K	DLM	02/G-KKAZ	09/G-CRPH	16/G-SUEW	23/G-SUEW
30/G-SUEW					
TCX483K	AGP	01/G-KKAZ	08/G-CRPH	15/G-SUEW	22/OprMAN
29/G-SUEW					
TCX486K	PMI	07/G-KKAZ	14/G-SUEW	21/G-SUEW	28/G-SUEW
TCX487K	ZTH	05/G-KKAZ	12/G-SUEW	19/G-SUEW	26/G-SUEW
TCX612K	FUE	04/G-KKAZ	11/G-SUEW	18/G-SUEW	25/G-SUEW
TCX629K	PMI	03/G-KKAZ	10/G-S UEW	17/G-SUEW	24/G-SUEW
TCX65IK	HER	03/G-KKAZ	10/G-SUEW	17/G-SUEW	24/G-SUEW
TCX652K	IBZ	06/G-KKAZ	13/G-SUEW	20/G-SUEW	27/G-SUEW
TCX654K	LCA	01/G-KKAZ	08/G-CRPH	15/G-SUEW	22/G-SUEW
29/G-SUEW					
TCX673K	MAH	06/G-KKAZ	13/G-SUEW	20/G-SUEW	27/G-SUEW
TCX674K	ALC	07/G-CRPH	14/G-SUEW	21/G-SUEW	28/G-SUEW
TCX853K	FAO	05/G-KKAZ	12/G-SUEW	19/G-SUEW	26/G-SUEW
TCX862K	LPA	07/G-CRPH	14/G-SUEW	22/G-SUEW	28/G-SUEW
TCX876K	RHO	04/G-KKAZ	11/G-SUEW	18/G-SUEW	25/G-SUEW
TOM52B	REU	07/G-THON	14/G-THOK	21/G-THON	28/G-THOK
TOM673D	CFU	06/G-FDZA	13/G-FDZO	20/G-FDZB	27/G-FDZB
TOM893B	PMI	05/G-FDZE	12/G-FDZE	19/G-FDZE	26/G-FDZE

OTHER FLIGHTS

01	G-CDFF	AT42	REA682/683	f/t Cork	Lieu REA AT72 * +4 *
02	EI-REJ	AT72	BEE731/732	f/t Belfast City	Lieu BEE DH8 * +20 *
05	G-CDEA	SB20	EZE99Q/59Q	f/t Aberdeen	Lieu JS41
06	G-CDEA	SB20	EZE1643/1644	Edinburgh - Newquay	Passenger Charter
06	G-CDEA	SB20	EZE901P/1901	Newquay - Belfast City	Passenger Charter
07	D-IFLM	D228	FKI304/305	f/t Isle of Man	Lieu SW4 * +1 *

08	G-CDEA	SB20	EZE1902/902P	Belfast City - Newquay	Passenger Charter
08	EC-ITP	SW4	ECN304/305	f/t Isle of Man	-
08	G-CDEA	SB20	EZE1645/1646	Newquay - Edinburgh	Passenger Charter
11	G-CERY	SB20	EZE29Q/19Q	f/t Aberdeen	Lieu JS41
12	EC-JCU	SW4	OVA741/742	Valencia - Farnborough	Passenger Charter
13	G-FBEF	E190	BEE729/730	f/t Belfast City	Lieu DH8
13	EC-JCU	SW4	OVA752/753	Farnborough - Valencia	Passenger Charter
17	EL-DYN	B738	RYR152/153A	f/t Dublin	-
18	OK-RDA	L410	VAA308/309	f/t Isle of Man	Lieu SW4
19	G-LSAB	B752	TCX798F/589	t Manchester, f Faro	Sub-charter for TCX
19	G-MEDE	A320	BMA8JL/1LJ	f/t Heathrow	-
20	G-CDKA	SB20	EZE29Q/19Q	f/t Aberdeen	Lieu JS41
20	G-ZAPN	B462	BMA4JL/2LJ	f/t Heathrow	Lieu BMA A319 * +2 *
20	G-BTXG	BA31	HWY308/309	f/t Isle of Man	Lieu FKI SW4
20	G-CDEB	SB20	EZE99Q/59Q	f/t Aberdeen	Lieu JS41
27	G-LSAH	B752	EXS2001/022P	t/f Lourdes	Passenger Charter
27	G-LSAH	B752	EXS2005/026P	t/f Lourdes	Passenger Charter
28	G-HEBS	BN2	-	f/t Cumberland n/s	Passenger Charter
30	EL-DYK	B738	RYR156/15N	f/t Dublin	-
30	F-GLXQ	B734	AXY941/942	f/t Paris Cdg n/s	Passenger Charter



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Regular flights to America and the Middle East form a key part of plans to boost passenger numbers at Leeds Bradford Airport, the Telegraph & Argus reports. New routes to Germany's financial centres, along with more routes to the new European Union member states, are also part of the airport's aim of increasing its destinations from 75 to 100 over the next five years. The plans were unveiled by Tony Hallwood, the airport's new commercial and aviation development director, after Pakistan International Airlines started operating twice-weekly flights from Leeds Bradford to Islamabad. Mr Hallwood said the Pakistan flight was a 'milestone in the airport's history' and that he hoped it would pave the way for the introduction of more medium and long-haul routes in the coming years. Underpinning the ambitious expansion plans is a pledge by owners Bridgepoint Capital to spend £70 million to improve the experience of passengers and help boost business and tourism in the region. The private equity firm bought the airport for £145.5m a year ago from Bradford Council and four other West Yorkshire local authorities. Mr Hallwood told the newspaper that he was hoping for a new scheduled service to the west coast of the US in the next three years to open up business links with North and South America. In the longer term, he said the airport would look to introduce a scheduled service direct to Dubai, using the Middle East as a gateway for onward flights to Australia, China and Japan.

Despite the downturn in the aviation industry and a weakening global economy, John Parkin, the boss of Leeds Bradford Airport says he's confident of getting its major refurbishment project off the ground, the Yorkshire Evening Press reports. He told the newspaper that, if Leeds is to attract international business then it needs the best transport links it can get – and that means an airport worthy of the name. Axing the multi-million pound terminal redevelopment at the airport may make sense in the short-term. But the airport must look to the long-term if it is to ride out the bumps in the road and emerge from the slump with minimal damage. Now is the time for steady nerves and stout hearts.

Leeds Bradford Airport chairman Sir Graham Hall has resigned over differences with its private equity owner Bridgepoint, The Business Desk reports. Sir Graham, the former chairman of regional development agency Yorkshire Forward and chief executive of Yorkshire Electricity, was recruited to head Bridgepoint's successful £145.5m bid for the airport last year but told the news website that he has decided to 'pack my bags'. He said: 'It's fair to say that we don't necessarily see eye-to-eye. It is a different style. The private equity ownership style is

different to public equity ownership'. Sir Graham has been replaced by Alan Lewis, who steps up from his previous role as deputy chairman.

Sir Graham became chairman of the airport last year as part of European private equity firm Bridgepoint's £145m deal to buy it from the five West Yorkshire local authorities which previously owned it. Mr Lewis is an advisory partner of Bridgepoint and a former board member of Birmingham Airport.

Ryanair is to launch two new routes to Spain from Leeds Bradford. The carrier has announced new flights to Girona Barcelona and Alicante starting in October with prices starting from £30 including taxes. The news comes two days after Ryanair cut a number of its flights operating between Dublin and Leeds Bradford because of rising costs. (See next article) The new Girona Barcelona route will operate four times weekly from 1 October 2008, while the three times Alicante will commence 28 October.

Gerona from 1 Oct	4 weekly Mo, We, Fr, Su	arr 0935 dep 1000
Alicante from 28 Oct	3 weekly Tu, Th, Sa	arr 1930 dep 1955

Ryanair is slashing the number of its flights operating between Dublin and Leeds Bradford. The move will see the number of flights cut from 19 to 13, a 31 per cent reduction, and comes as the firm seeks to cut passengers numbers out of Dublin Airport by around half a million. Ryanair is reducing its weekly routes because of what it says are rising costs at Dublin Airport at a time of surging oil prices. The cutbacks will see 18 Ryanair planes operating from the facility compared with 22 last year. Chief executive Michael O'Leary said: 'It will be the first time for many years that Ryanair has reduced capacity at Dublin Airport'. The Ryanair boss said he asked for a reduction in the costs, but the request was turned down by Dublin Airport Authority. The cutbacks will also include a 14 per cent reduction in flights to London Stansted, while the airline's seven weekly winter flights between Dublin and Warsaw are being scrapped.

The Airport Operators Association (AOA) has announced the appointment of Ed Anderson as their new Executive Chairman with immediate effect. He replaces outgoing AOA Chairman Neil Pakey, who has been combining his role as Chairman with his position as the Deputy CEO of the Peel Airports Group for the last three years and has just been appointed as President of FARE, the Federation of European Airports. An AOA spokesman said: 'As the Managing Director of Leeds Bradford Airport between 1997 and 2007, Ed brings valuable experience of managing a successful and growing airport to his new post. During his tenure, the number of passengers handled trebled from one million to almost three million, alongside a considerable investment in airport infrastructure'. Mr Anderson said: 'Speaking for Britain's airports is an enormous privilege. I relish this opportunity to make the case for growing, sustainable airports. Strategic long-term decisions on future airport capacity are needed now if aviation is to continue its vital contribution to the UK's economic wellbeing. My experience running airports has given me firm confidence in our industry's ability to deliver a high-quality service for our millions of passengers. I look forward to championing the cause of one of Britain's most important and valuable industry sectors'. Mr Pakey remains active on the AOA Board in the role of Deputy Chairman.

AIRPORT NEWS

Cardiff Airport is considering changing its name as part of a rebranding exercise, the Western Mail has revealed. It is not the first time it has been suggested, with a similar story published two years ago. The 60-year-old airport has already gone through several rebranding exercises over the years. It was originally known as Rhoose Airport, before becoming Cardiff Wales Airport and, more recently, Cardiff International Airport. A spokesperson told the newspaper: 'We've just started looking at our brand and doing some research and the name is part of that. It depends on the research – but it could show it should stay as it is. We'll have a better idea in a couple of months'.

A £35m plan to redevelop Carlisle Airport has been withdrawn. Stobart Air wanted to build a new runway and improve freight facilities at the site, but the project was delayed by lengthy negotiations after Carlisle City Council imposed more than fifty conditions on the planning application. Then a decision by Local Government Secretary Hazel Blears to 'call in' the plans prompted Stobart Air to withdraw its application. The plans would have seen an extended runway, passenger terminal, air traffic control centre, hangars, office buildings, distribution warehouses and car parking facilities at the site. The scheme was originally approved in March, but the firm said the high number of conditions imposed by the council were 'impossible' to work with. Final approval was given on 25 April, but Carlisle Council also referred the application to the Secretary of State. Andrew Tinkler, chairman of Stobart Air,

said 'At the onset we have been very clear that the development plans would not go ahead if the application was called in. We have had no choice in withdrawing the application as we are still not clear on the real reasons why the application was called in'. Mr Tinkler added it was hoped a revised could be submitted later this year.

Doncaster Council's planning committee have given Robin Hood Airport the green light for a new rail station at the complex. The station scheme, which still needs to clear several planning hurdles, would be located on the Doncaster to Lincoln line a few hundred metres from the airport terminal. The station would be two platforms - a change from the original proposal for a single platform, which proved too expensive in signalling costs. A 250-space park and ride is part of the initial design, with a shuttle service between the station and the terminal building. Clare Wilson, the airport's environment manager, said: 'We are delighted with the news that this important new facility is nearer to reality. Seven percent of our passengers already use public transport, which is really positive when you consider that the airport has been open for only three years. We are confident that this future enhancement will help us increase public transport usage further and improve access for our passengers across the region'. She said the next stage of the project involved detailed rail investigations. Details still have to be agreed with Network Rail and the South Yorkshire Passenger Transport Executive, including signalling and operating arrangements.

Engineering firm Marshall Aerospace is planning a multi-million pound development next to Robin Hood Airport to create a state-of-the-art design centre. The company is planning to revamp Hangar Two at its existing site at Fittingley to create a corporate aviation design and paint centre. The new centre will include cutting edge 4D technology. This allows customers to walk into a hologram image of their planned aircraft using equipment in an office suite next to the main hangar. The hangar will be used to carry out refurbishment and painting work on jets.

Robin Hood Airport is losing around £1 million a month, the Sheffield Telegraph reports. The news came as bosses at the hub urged South Yorkshire's politicians to support the business. The airport said that they have been hit by a series of financial hurdles including tax hikes and rises in fuel and security prices, but they believe the losses are short term and stressed they were optimistic about the future. Neil Pakey, deputy chief executive of the Peel Airports Group which own Robin Hood, said: 'Peel have invested £100 million pounds in developing the region's airport. With over a million passengers a year, we remain optimistic about the airport's future and the opportunities available for further growth. We have recently recruited three directors to the business with two of these focused on further developing the airline and cargo markets. We cannot do it alone though and urge the regional stakeholders and politicians to continue to support us'.

The Government has delayed a decision on plans to expand Heathrow Airport, it was revealed today. Transport Secretary Ruth Kelly had been expected to give a ruling in August about development at the airport, including a third runway and sixth terminal. But Ms Kelly said there was still work to be done in assessing the views of 70,000 individuals and organisations consulted on the expansion. She said: 'We also want to be sure, given the socio-demographic mix in the Heathrow area, that we fully understand how airport development might affect different groups in terms of race, disability, age or gender'. A decision on the future development of Heathrow should now be expected 'before the end of the year'.

Luton Airport is to charge passengers £1 to use a luggage trolley, the Mirror reports. And unlike supermarket trolleys, you won't get your money back. The new trolleys are to be introduced on July 26 at Luton airport, which is used by more than 10 million passengers a year. A similar scheme was launched at Bristol airport earlier this year. The Air Transport Users Council - Britain's air passenger watchdog - attacked the new charge. Spokesman James Fremantle told the newspaper: 'This is becoming ridiculous. Airports and airlines are charging for everything these days. Elderly people might do themselves a nasty injury if they don't want to pay this fee. This is a step too far - and we would hope other airports do not follow suit'. A Luton airport spokeswoman said: 'We are bringing in these charges to improve facilities for passengers. The popularity of wheeled suitcases is reducing the demand for trolleys. Fewer than five percent of passengers now use them'.

Newcastle Airport has acquired Samson Aviation Services Limited, a general aviation business located on the south side of the airport site, in a deal valued at around £450,000. The deal forms part of the airport's plans to redevelop the entire south side of the airport, including the creation of a new visitor centre and viewing area, a luxury business park and the expansion of Newcastle College's Aviation Academy. The acquisition also brings

the original 1930s airport terminal building back under the airport's ownership. Dave Laws, chief executive of Newcastle Airport, said: 'We're delighted to acquire Samson Aviation. It has been successfully operated as a family-run business for 15 years and is in very good shape.'

'Samson has grown successfully over the years and has established an excellent reputation for the quality of its services. We now want to build on that success and have ambitious plans to grow business aviation and other light aircraft activity at Newcastle International over the coming years. Our aim is to transform the airport into one of the country's foremost bases for private aircraft owners'. As well as a range of commercial clientele, the private terminal handles transatlantic delivery flights, emergency ambulance movements, freight flights and military operations.

Newcastle Airport also has plans for the original passenger terminal building dating back to 1935 when the airport first began operating commercial flights. Mr Laws said: 'With our 75th anniversary only two years away, we hope to be able to refurbish the original terminal building and restore it to its former 1930s glory. Our hope is to turn it into a new visitor centre with an outdoor viewing area overlooking the airfield. We know there's been strong demand for this type of facility ever since the viewing gallery in the modern terminal closed in 2003'. The original terminal building was officially opened on 26 July 1935, by the Secretary of State for Air, Sir Phillip Cunliffe-Lister. In recent years the building has been operated as a private bar and restaurant for Aero Club members and airport staff. Mr Laws said: 'Hopefully our plans will help us give something back to the local community and will be welcomed by those who wish to come to the airport as visitors and spectators, not just as passengers'.

AIRLINE NEWS

British Airways has bought L'Avion - a French business-class only airline that flies between Paris and New York. The £54m deal increases the number of flights BA runs between the two cities - weeks after BA launched OpenSkies, which also serves the route. L'Avion flies two Boeing 757 jets - each with 90-seats. The move comes after the collapse of several business-class only carriers operating between London and New York - including, most recently, Silverjet. Maxjet and EOS have also fallen by the wayside after failing to make the business-only model work successfully. 'Many synergies' L'Avion flies between Paris Orly and Newark airport, while OpenSkies goes between Olry and JFK Airport. The French carrier will be integrated into the BA subsidiary - with the combined airline running up to three daily flights 'L'Avion is a successful airline that has built up a premium business between Orly and New York in a relatively short period of time,' said BA chief executive Willie Walsh. 'It has many synergies with OpenSkies and buying it provides OpenSkies with a larger schedule and an established customer base in the Paris-New York market'. Christophe Bejach, co-founder and chairman of L'Avion, said he was happy with the merger. 'This transaction will strengthen our current base and enable the combined airline to grow faster and stronger,' Mr Bejach said. 'Our staff will benefit from the ambition and recognised expertise of the buyer and our customers will have access to an even better service, on a larger scale'. OpenSkies became possible thanks to a transatlantic air agreement between the European Union and the US, which came into force in March.

British Airways engineers at Cardiff Airport will service their milestone 1000th aircraft this autumn, the airline's chief executive Willie Walsh said yesterday. The facility carries out major safety services of long-haul aircraft, including Boeing 747s, one of which will be the milestone 1000th aircraft serviced. Mr Walsh also announced the launch of a modern apprentice scheme during a visit to the British Airways Maintenance Cardiff (BAMC), which is celebrating its 15th anniversary, in the company of First Minister Hori Morgan.

Clickair and Vueling, two Spanish budget airlines have agreed to merge in order to better cope with intense competition and spiralling fuel costs. Vueling will absorb Clickair, which is 80% owned by Iberia, through a capital increase. The Clickair name will disappear. The new airline will have 45 aircraft, 10.7 million passengers, 2,000 employees, 300 daily flights and 112 routes. As the third largest airline in Spain - and the largest budget airline - it will be better equipped to take on the likes of easyJet and Ryanair, who have been building up significant business to and from Spain, a spokesman said. The merger, which is subject to competition commission approval, will see Iberia emerge as a major shareholder, with a 46 percent stake in the new Barcelona-based airline. Other shareholders include Nefinsa and Inversiones Hemisferio. It is thought Clickair chief executive officer Alex Cruz will head up the new carrier.

bmi has admitted that it will fly almost-empty planes out of Heathrow this winter, in a bid to retain its coveted airport slots. The airline told The Times that rather than cancel flights as the credit crunch and high fuel costs

deplete passenger numbers, it will operate 'ghost flights' - short-haul trips with only a handful of passengers. The airline's deputy chief executive Tim Bye told the paper that he would prefer to cancel the uneconomic flights, usually those in the middle of the day from London to the North of England and Scotland, but that he had to fly that service four-fifths of the time under the 'use it or lose it' slot rules at Heathrow. 'Senior industry figures' predicted that other airlines will cancel domestic flights from Heathrow at short notice, and gave warning of chaos ahead for business travellers, the newspaper adds. Rather than withdrawing from uneconomic routes, the tactic of cancelling individual flights is another way of retaining landing slots. Green campaigners have called the practice 'environmental vandalism' but industry insiders say near-empty flights are not unusual, and that other airlines will be forced to make similar management decisions this winter.

easyJet has announced two new routes from Manchester Airport, targeting the winter ski market and the second home owner sector with flights to Geneva and Sofia this December. The flights will bring easyJet's tally of routes out of Manchester to seven. The three times weekly service to Sofia will start on December 11 and the nine times weekly service to Geneva the next day, with fares from £33.99 one way and £29.99 one way respectively. Both will provide access for skiers to resorts in the French and Swiss Alps including Bansko and Pamporovo in the Pirin mountain range. While easyJet hopes the routes will be used by the business community from the north west, the Sofia route will also provide access to the growing number of second home owners who have bought in the Bulgarian market. easyJet UK commercial manager Carly Brear said: 'These two new routes from Manchester are further proof that there is demand for direct low-fare services from the north west to Europe. Geneva has proved an extremely popular destination from all across the UK and it's great that we can now replicate that success from Manchester. The Bulgarian capital, Sofia, is also expected to be popular as more people discover what the city and its surrounding areas have to offer'.

Jet2 has announced two new routes from Belfast International Airport for 2009. The budget airline plans to operate new flights to the picturesque Channel Island of Jersey and the sun-soaked Balearic Island of Menorca. The new routes will see the airline operate a total of 13 routes from its Northern Ireland base. Philip Meeson, MD at Jet2 said: 'We are dedicated to providing our customers with more choice when it comes to their holiday. The launch of these new routes means even more people can take advantage of our great fares and leading customer service'. John Doran, managing director at the Belfast airport said, 'We are delighted with Jet2's continued commitment to Northern Ireland's travellers. Jersey has long been a popular destination with holidaymakers in Northern Ireland and we are delighted that this, alongside the introduction of the Menorca route, will bring the number of direct scheduled routes available from Belfast International to 48'.

Jet2 is to drop its Belfast International flight from Blackpool Airport for the winter. The flights will return next March for the summer season, with the route likely to become a summer only service. A dip in passenger numbers for the services over the winter and the rise in fuel costs have meant that the airline cannot run the daily service profitably. But the airport has escaped the cutbacks announced by Ryanair last week. It has announced it is to axe hundreds of flights and temporarily close seven bases in the upcoming season. Sue Kendrick, communications manager at Blackpool International, said: 'Low cost airlines are facing the fact that with the rise in fuel costs and falling bookings due to the general downturn in the economy, they are going to have to reduce operations. Whilst we are obviously disappointed, we can of course understand the reasoning behind the decision.'

Palmar European a small Bournemouth Airport based airline with just one 34-year-old Boeing 737 has been named the third best in the world in the annual Which? Awards. It was also voted best for short-haul. The company was founded in 1957 by Peter Bath, flies no more than twice a day, has a worker who does the seating plans on her kitchen table, and carries only 70,000 passengers a year, but it beat BA and Virgin Atlantic plus 64 others in the Which? poll for best experience and value for money. 51 years ago and employing 50 staff, Palmar flies to 14 European destinations including Spain, Tenerife, Portugal, Corfu and Croatia. Worker Teresia Rossello greets every passenger and then waves them off at Bournemouth Airport in Dorset (something Mr Bath did until he died in 2006). And there are no night flights as they are considered antisocial.

Singapore Airlines has been voted the Best Airline, with Jet Airways second and Palmar in joint third with Air New Zealand. Palmar Managing director David Skillicorn said: 'Singapore Airlines has 100 planes including the A380 which is the largest plane in service, onboard massages and a choice of DVDs. All we can offer is the choice of tea or coffee - that is why I feel so flattered'. Which? Holiday editor Lorna Cowan said: 'Palmar may be small, but it punches above its weight and proves that short-haul airlines really can keep their customers satisfied. We often hear about long delays and lost baggage, but the Which? Best Airline Award is about recognising those airlines that make getting to your destination an enjoyable part of the travel experience - where you can check-in with

the minimum of fuss, there's a decent in-flight service and the price is right, too'.

Ryanair has announced four new routes from Liverpool Airport. The budget airline will fly from Liverpool to Gdansk and Szczecin in Poland, Knock in Ireland and Faro in Portugal from the end of October. There will be daily flights to Knock, three times per week to Faro and Gdansk and flights twice a week to Szczecin. Tickets are already on sale, and are from £31 including taxes. The new routes will mean the low-cost airline flying to 45 destinations from Liverpool Airport. Ryanair spokeswoman Bridget Dowling said: 'This latest route expansion means passengers in Liverpool will be able to enjoy an even greater choice of low fare destinations. The four new routes will mean an extra 210,000 passengers travelling to and from Liverpool every year'.

AIRCRAFT NEWS

China has unveiled an advanced home-made turboprop plane, moving a step closer to its goal of becoming one of the world's major propeller plane providers, state press said. The 60-seater 'Modern Ark 600' (MA600), comparable to versions from Canada's Bombardier and France's ATR, was launched yesterday, with deliveries to customers expected to start next year, the Xinhua news agency said. The new aircraft is lighter than the first and only model of the MA series now on the market, the 50-60 seat MA60, which has received 122 orders since 2005, mainly from African and Southeast Asian countries. Producer China Aviation Industry Corp. I (AVIC I) has already started developing the 70-seat MA700 as it seeks to break into markets in developed countries.

The company has set a target for the MA series of 40% of the world's turboprop aircraft market in 2018. The MA600 is scheduled to begin trials in September. Up to thirty a year could be made according to market demand. The MA700 is expected to be available on the market in five years. Demand for more energy efficient propeller aircraft, commonly used on short and medium-haul flights, is expected to rise amid high global oil prices, as jets are more costly for regional routes. In the next twenty years, the world will need 1,900 turboprop planes, or around 35% of the demand for regional aircraft, according to joint research by Bombardier and the Aviation Industry Development Research Centre of China.

OTHER NEWS

Ryanair sent one of its rostered pilots a P45 backdated by six weeks, the Times reports. Whist he was technically sacked, he had completed dozens of flights for Ryanair. Ulrik Holm, a Danish pilot based at East Midlands Airport, had been in dispute with Ryanair over his contract, but said he was 'gobsmacked' to return home from a flight to find mail that informed him he had been 'fired' six weeks previously. Between August 10 last year, the day Ryanair terminated his contract, and September 17, the day he received his P45, he flew 48 Ryanair flights mainly from England and Ireland.

The then 60-year-old had been asked to sign up with Brookfield Aviation, a subcontracting company that provides pilots to Ryanair. The airline explained to him that it was against company policy to employ pilots over the age of 60. Mr Holm, who was also employed as a simulator instructor, resisted being moved to a subcontracting company. He told the newspaper: 'I had no warning that I was to be taken off the payroll or that they were sending me my P45. I immediately checked with Dublin whether I was still on the roster for training the next day and I was. I didn't understand why they cut me off the payroll'. He was then told by a Ryanair manager that he 'had to go contract' with Brookfield Aviation. He agreed to sign with the contractor on the basis that Ryanair would pay him for work he did after they ended his contract. Mr Holm continued to fly as a contract pilot for Ryanair until last March, when he took a case for unfair dismissal. His case was settled out of court and he now works for a different airline.

ITV2 is to launch its own celebrity-run airline for a reality show that will see twelve famous faces take on roles including cabin crew and complaints handlers while real passengers pay to fly to destinations such as Ibiza, the Guardian reports. The eight-part series, which is being likened to a celebrity version of the ITV docusoap Airline, will see a plane chartered from an established airline and rebranded CelebAir, the name of the ITV2 series. CelebAir will have its own ticketing website and backroom operation. The newspaper reports that Gatwick Airport based airline Monarch is close to signing a deal to lease one of its planes to CelebAir. Jet2 was originally approached, but producers decided against setting the show at its Leeds Bradford Airport base as they wanted it in the south-east. Celebrities are currently in the process of being signed up, although none have been confirmed. Those who agree to take part will have to perform all the duties of regular airline staff, including check-in, cabin crew and sales, although passengers will be relieved to know they will not be piloting the plane.

Each celebrity will be fully trained in accordance with the regular airline's guidelines, as well as having to pass the Civil Aviation Authority's procedural training requirements. It is thought the celebrities will also compete for the title of star employee, with the winner taking away a cash sum for a charity of their choice.

Members of the public will be encouraged to buy tickets to a range of European destinations, including Ibiza and Barcelona, which the plane will fly to. In a bid to make the show as green as possible, passengers will be encouraged to offset their carbon emissions, while an ITV source said the plane would not fly any more miles than it normally did as part of its regular airline service. The series is being co-produced by the Endemol subsidiaries Zeppotron, which originally conceived the idea, and Initial, maker of ITV1's quiz Golden Balls – the first time the two have worked together.

CelebAir is set to be one of the highlights of ITV2's autumn schedule, with ITV sources billing it as more than just another celebrity reality series. An 'ITV source' told the Guardian: 'CelebAir takes reality shows literally to new heights, where famous faces will take over a commercial jet and fly paying passengers to a host of destinations'. We struggle to see this idea taking off in a high fuel cost environment. Add to that the fact that celebrities have yet to be signed up or trained, and it looks unlikely that it will be ready for the autumn programme slot.

A British Airways flight returned to Belgrade after passengers thought they smelt poison gas shortly after takeoff yesterday. After the emergency landing and evacuation, it was discovered that the plane was really grounded by curry. The flight from Belgrade to Heathrow made an emergency evacuation after passengers panicked, fearing a terrorist gas attack. Emergency workers wearing breathing apparatus helped screaming passengers off the plane before the source of the fumes was discovered. But an official investigation into the incident at the Nikola Tesla Airport in the Serbian capital has revealed the fumes had escaped from a giant container of curry spices in the plane's cargo hold. At first, officials suspected a canister of powerful acidic chemicals had burst open in the hold. But health officials have blamed the curry for the security scare. A spokesman for the Serbian Ministry for the Protection of Human Environment said: 'The smell spread from the package of an aromatic food spice'. The flight was cancelled, with the passengers completing their journey the next day.

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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



Scaled Composites 311 Global Flyer

MILITARY AVIATION



Fleet Air Arm: Squadrons, Bases, Aircraft

Squadron	Base	Aircraft	
700M OEU	RNAS Culdrose	Merlin	HM.1
702	RNAS Yeovilton	Linx	HAS.3S/GMS
703	RAF Barkston Heath	Firefly	T.67M (part of DEFTS)
705	RAF Shawbury	Squirrel	HT.1 (part of DHFS)
727	RNAS Yeovilton	Grob Tutor	G.115E
750	RNAS Culdrose	Jetstream	T.2/T.3
771	RNAS Culdrose	Sea King	HU.5SAR Gannet SAR
792	RNAS Culdrose	Meteor	Mirach 100-5
800/801	RAF Cottesmore	Harrier	(mixture of marks) (Naval Strike Wing)
814	RNAS Culdrose	Merlin	HM.1
815	RNAS Yeovilton	Linx	HAS.3S HMA.8 HAS.3GMS
820	RNAS Culdrose	Merlin	HM.1
824	RNAS Culdrose	Merlin	HM.1
829	RNAS Culdrose	Merlin	HM.1
845	RNAS Yeovilton	Sea King	HC.4/6CR
846	RNAS Yeovilton	Sea King	HC.4/6CR
847	RNAS Yeovilton	Linx	AH.7/AH.9
848	RNAS Yeovilton	Sea King	HC.4
849	RNAS Culdrose	Sea King	Asa.C.7
854	RNAS Culdrose	Sea King	Asa.C.7
857	RNAS Culdrose	Sea King	Asa.C.7

Air Engineering and Survival School: Part of Defence College of Aeronautical Engineering HMS Sultan Gosport

Gazelle HT.3	Harrier GR.3	Sea Harrier F/A2	Sea King HU.6	Sea King HAS.5
Wasp HAS.1	Wessex HAS.3	Wessex HC.2	Wessex HC.5	EH-101
Sea King HAS.2A/HAS.6	SH-3D			

Royal Navy Historic Flight: RNAS Yeovilton

Chipmunk T.10	Sea Fury FB.11	Sea Hawk FGA.6	Swordfish Mk I/Mk II/MkIII
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There are now only two active Royal Naval Air Stations: Culdrose and Yeovilton.

Abbreviations:

DEFTS	Defence Elementary Flying Training School
DHFS	Defence Helicopter Flying School
OEU	Operational Evaluation Unit
RNAS	Royal Naval Air Station

Credit: Military Aviation Review United Kingdom 2008

Eric Martin

The BAC TSR.2 (part 3)

FLIGHT AND FALL

The progress of the TSR.2 program was politically rocky. There were factions in the British government that were opposed to it, and friction with the Royal Navy over the Buccaneer "alternative" to the TSR.2 continued. The political problems were aggravated by the fact that initial funding estimates had been, in hindsight, recklessly low for such a complicated machine, guaranteeing cost overruns and unwanted public scrutiny. Opposition Labour Party politicians began to snipe at the project as an example of the waste and inefficiency of the government in power, while Conservative politicians responded with a muddled and unpersuasive defence. It appears that the controversy became extremely bitter, with the bitterness lingering to the present day.



There was also the fact that the TSR.2 really was a complicated machine, with advanced elements and systems that kept a good part of Britain's high-tech industries busy. That would have been a challenge under the best circumstances, but the creation of BAC from a number of companies that had been formerly rivals led to an extreme level of confusion and bureaucracy. The bureaucracy was compounded by the fact that since there were few other British military aircraft programs in progress at the time, Air Ministry officials were able to give the TSR.2 effort an unusually high and often counterproductive amount of attention, with every detail put through discussion in endless meetings.

It is somewhat surprising that the development of the machine went as well as it did. The worst technical problems were with engine development. The first flight-worthy Olympus 320-22R engine was fitted to the belly of an Avro Vulcan bomber in a very large housing with split twin inlets, with flight tests beginning in February 1962. The Olympus 320-22R was so powerful that it could keep the Vulcan flying without use of the bomber's own four engines. In fact, the engine was probably *too* powerful, pushing the state of the art, a consequence of the severe specification that the TSR.2 had to be able to maintain Mach 2.2 for 45 minutes. The engine exploded on the ground on 3 December 1963, destroying the Vulcan, as well as a fire truck that didn't stay out of harm's way. There were two more major engine failures over the next six months.

The engine problems were tracked down and the engine modified, but TSR.2 prototype construction had gone forward with unmodified engines. Nobody wanted to add more delays to the program to wait for new engines, and so the initial prototype performed its first flight, bogus engines and all, on 27 September 1964, with Wing

Commander Roland P. "Bee" Beamont at the controls and navigator Don Bowen in the back seat.

Beamont was instructed to keep the engines under 97% RPM to avoid an engine failure, and the short flight was conducted with gear down. The chase plane crew was alarmed to see the TSR.2 trailing white streaks from the wingtips, thinking it was a fuel leak, but it turned out to be no more than condensation vortexes. The flight was essentially a publicity stunt to show critics progress on the program.

Beamont insisted that the prototype be fitted with proper engines before he took it into the air again. Test pilots accept taking risks, but playing Russian roulette was just not on.

The new engines were fitted and the TSR.2 performed its second flight on 31 December 1964. 22 more test flights were conducted to the end of March, for a total of 24. Beamont and other flight test crew found the aircraft very impressive, with excellent handling and blazing performance right over the treetops, though it was not fitted with anything resembling the operational avionics kit. A number of problems were encountered and resolved. There remained major problems with the landing gear design, which caused serious vibration that rattled the aircrew and threatened loss of control on touchdown, but that issue was being addressed.

That was as far as it got. On 6 April 1965, British Prime Minister Harold Wilson's Labour government announced the cancellation of the TSR.2 program, making the day one of the most dismal in all British aviation history. The TSR.2 had completed only about 13 hours of flight tests. Another TSR.2 prototype was to fly the same day as the cancellation but never left the ground, and most of the rest of the initial batch of nine prototypes were in various stages of completion.

The project was dismantled with what has been described as "indecent haste", with almost everything burned, scrapped, or discarded. The single flying prototype met a humiliating end, being gradually blown to pieces over a period of years as a ground gunnery target hulk, while most of the other prototypes in various stages of assembly were scrapped. The only saving grace of the whole sad situation was that two prototypes were rescued, with one now on display at the Aerospace Museum in Cosford, and the other on display at the Imperial War Museum in Duxford.

The RAF settled on the US General Dynamics F-111K as a replacement, leading to a follow-on fiasco when the F-111 ran into development problems and severe cost escalation. The British government cancelled that order in turn, and the RAF finally, wearily, with an irony lost on no one, turned to the Blackburn Buccaneer as a solution. In reality, the RAF would find the Buccaneer to be an outstanding aircraft that provided excellent service into the Gulf War in 1991. Had the RAF the benefit of hindsight, they might have saved themselves a lot of trouble. However, it is hard not to be sympathetic to the regrets of British air enthusiasts over the TSR.2's passing.

Credit: www.v1.0.4/01feb08/greggoebel/publicdomain



McDonnell Douglas DC-10-30(F) Centurion Air Cargo

CAPITAL AIRLINES



Based at Poole-in-Wharfedale the Brown Group had been formed in the mid 1960s to collect and distribute animal foodstuffs for the agricultural industry. This developed into the Brown Group International and became a major manufacturer of heavy construction and excavation equipment. Links were established with the Norwegian company Moxy Dumptrucks and in June 1981 they began flying staff and customers between the LBA and the Moxy plant at Molde, near Bergen in Norway, using a Cessna 421B G-BCSV operated for them by Northair. When the Norwegian company folded it was acquired by the Brown Group and to cope with more passengers travelling between the head office in Poole and the plant at Molde the 8 seat Cessna 421B was replaced by an 11 seat Cessna 441 G-BHLN which arrived on 13 June 1983. On September 27th this was repainted as the more appropriate G-MOXY. At this time Brown Air Services was set up in a bid to exploit the new Cessna and offer it for air taxi and charter work when it was not operating to Norway. Further to this scheduled services from the LBA to Oslo began on December 3rd 1984 using the Cessna 441.



The flight was scheduled to depart the LBA at 0800hrs each weekday and arrive in Oslo at 1100hrs local time; the return flight departed Oslo at 1520hrs local time and arrived back at the LBA at 1635hrs. Such was the success of this venture that Browns were already looking at a larger replacement aircraft by January 1985, this was N12GP a 24 seat Grumman Gulfstream 1 then hangared in Chicago in the USA. With this aircraft in prospect a new route was opened from the LBA to Frankfurt via Humberside. On September 10th 1985 the Gulfstream 1 arrived at the LBA from Chicago via Goose Bay and Keflavik with another appropriate registration, this time G-BRWN. It was not an auspicious arrival, on landing a tyre on the port main-wheel burst and the aircraft was stranded on the runway - effectively closing the Airport for some time! To complete the CofA and conversion work the aircraft was flown

to Fields at the East Midlands Airport on September 18th. Since it was the first Gulfstream 1 to be operated in the public transport category on the UK register the certification was thorough and a number of problems arose which delayed the return of the aircraft. To fill the gap a Short 330 was leased from Jersey European Airways and G-BEEO duly arrived from Jersey on April 1st 1986. This was put into use immediately operating the LBA to Glasgow route for which Browns had requested the licence after Dan-Air ceased operating it. The Gulfstream 1 was eventually returned to Browns on July 24th complete with brand new CoFA and a comprehensive crew training session began which culminated in its introduction into service on the LBA-Oslo route on August 14th.



Brown Air was now becoming an expanding airline but it was soon realised that the equipment they had was not really suitable for the routes they were operating. A decision was made that they would concentrate on domestic routes and thus the international routes were dropped by the start of the summer 1987 season. The airline was now put in the care of operations manager Captain Allan Gaunt and Captain Adrian Thompson and the Gulfstream was put on the Glasgow route with another leg added from the LBA to Cardiff making a through flight. This then released the Cessna 441 for air taxi and charter work but it was tragically lost on April 26th 1987 when it crashed at Blackbushe killing the pilot.

During the summer of 1987 Adrian Thompson became the Managing Director of Brown Air and Allan Gaunt moved on to fly with TNT. Once again new equipment was on the way, this time it was to be a brand new aircraft - the Short 360. It was also time to create a new image so Brown Air became Capital Airlines in October 1987 and the first Short 360-300, G-BNDM, arrived on October 9th. This was acquired on a lease-purchase agreement over three years and it was put into service on October 12th. Capital now started to build up a network of routes from the LBA to Glasgow, Edinburgh, Bristol, Cardiff and as far south as Southampton. Expansion was now the name of the game and 1988 saw the arrival of four more Short 360-300s, G-OLBA on March 12th, G-OLTN on April 22nd, G-CPTL on June 30th and G-OLGW on October 31st. Reflected in the registrations were the three letter designators of two new routes in the Capital timetable, Luton and Gatwick. Another new destination in 1988 was Belfast City Airport, won after a battle with Air UK who already had a service operating to Belfast Aldergrove. January 1st 1989 saw the Brown Group International taking over Northair Aviation at the LBA and moving into their hangar on the south side of the Airport. This meant that they now had engineering facilities on hand for their aircraft and the Northair hangar was redesigned to suit them. A dividing wall was removed, the hangar floor was resurfaced and a complete new front was fitted to the hangar with wider and higher doors added. This enabled them to get two Short 360s into the hangar at one time along with the other aircraft operated by Northair who maintained their separate identity. A sixth Short 360-300 joined the fleet on April 27th 1989 when G-OEEC arrived and services to the Isle-of-Man commenced. By this time Capital were also operating another hub of services out of London as well as the LBA. In May 1989 Capital again went International when services were started to Brussels and plans to operate Inclusive Tours to Austria for winter sports enthusiasts were announced.

Once again new and bigger aircraft were needed, this time Capital went for the latest technology and bought two second hand BAe 146 aircraft previously in use with Air Wisconsin in America. The first to arrive was G-OSKI on August 14th 1989 and the second was G-OSUN which arrived on November 30th 1989. These were the first jet airliners to be based at the LBA and the line maintenance was done in the Northair hangar on the south side along with the Short 360s. Amsterdam was now added to the long list of routes out of the LBA and the company, which

had operated one route with 15 staff and one aircraft two years earlier, now had eight aircraft operating some 17 routes with a staff in excess of 250. However disaster was just around the corner. Brown Group International had sustained losses of a reputed £6.8m and by June 1990 their Norwegian bankers were becoming concerned. Finally on June 27th they withdrew their support and called in their money. The eight Capital aircraft were recalled by their operations room and they all arrived at the LBA on the evening of June 27th, leaving passengers stranded at various airports. On the following day receivership of the Brown Group was instigated and the receivers moved into the Capital offices. It was hoped that the still successful Capital Airlines could be sold off as a separate concern but after much negotiation with various groups nothing came of this and so Capital Airlines passed into history. The eight aircraft stood on the main apron at the LBA for some considerable time taking up valuable parking space. Eventually the two BAe 146s were to depart on August 3rd and the Short 360s were moved into the pan at the southern end of the old north-south runway until they were flown out to Exeter for storage in November 1990.



Terry Sykes

AIR PARK ZRUC (17 July 2008)

I am working as a co-driver on a lorry these days. We happened to pass an aviation museum at Zruc-Senec. I found that I do have a camera with me and therefore I asked my colleague if we have time to stop for a minute. He decided to have a thirty minutes break (God bless the breaks we are required to do according to the regulations) and I was free to go.



Ilyushin-14; Zrucska kraska (The Zruc Belle)

One of the interesting things about this museum is that Karel Tarantik, who welcomed me 'on board', privately owns it. The entry fee is CZK 100. He told me that he just bought a new plane Aero 270 Ibis, which were used as a test bed at Aero Vodochody j.s.c. Then he pointed out another new exhibit - an engine of B747.

I was personally surprised to find there the tail of Boeing KC-97 and most of all the Ilyushin 18 (OK-PAE) of Czechoslovak airlines. Front part of the Tupolev 134A also attracted my attention. For an additional CZK 50 I went on-board the Il-18. Both the Tu-134 and Il-18 brought up some memories. When my brother and I were little, our parents took us for a day plane-spotting trip to Berlin. I still vividly remember being seated in the Tu-134 of Czechoslovak airlines front cabin where was the club-passenger configuration. There were also two passengers of African origin and one of them offered me his lunch (that is not that I did not have my own). I am not sure why do I remember this very detail. The only reason I can think of is that it was not common for me to see a black man at that time (in the late of 80's), maybe it was the very first African I have ever seen (I was 6 years old from a little town in the middle of nowhere). It is funny, as we grow multicultural as well but nothing like the 78 different nations living in Leeds nowadays. We flew with Interflug in the Il-18 on our way back.



Tupolev 134A – Czechoslovak airlines



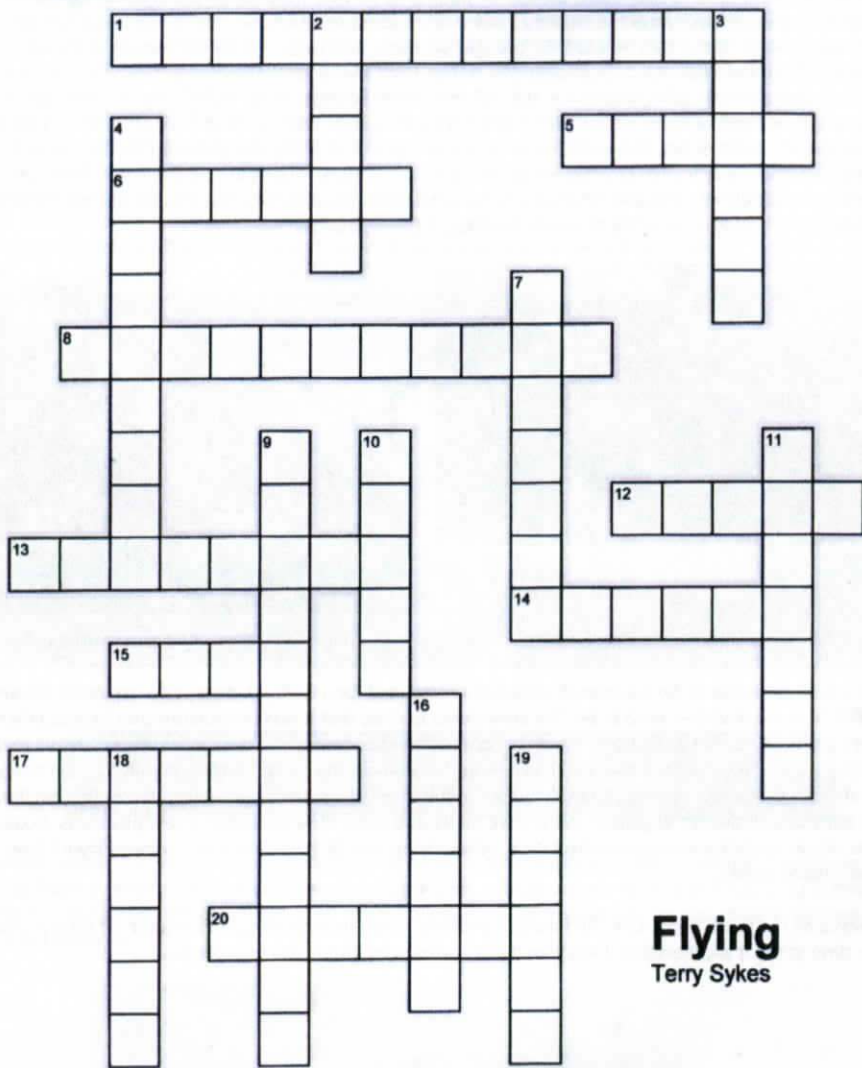
Ilyushin 18 OK-PAE – Czechoslovak airlines

Before the Il-18 ended up in the museum it served as a restaurant for a while, there is still a bar inside the aircraft at the aft, where the first class used to be. The stewardess told me that it was the quietest part (it was a 4-engine propeller) and the first class passengers had their comfort there and even had own doors. Karel Tarantik told me, that it is the most maintained non-flying Il-18 in Europe. You can see the cockpit (unfortunately you can't enter it), models of aircraft all made by Karel Tarantik himself, different photographs from which I learnt that Mr Tarantik is also a pilot and an aircraft engineer. There were pilots and cabin crew uniforms, a few postcards, books etc. The seats are set in club-passenger configuration. When flying for CSA it was the 4 or 5 abreast layout (two-two; three-two) arrangement.

Well, it was a bit too much to pay CZK 150 for a thirty minutes visit. Nevertheless, I did enjoy it. Of course, I did not have the time to see it all; therefore, I will plan there a whole day visit in the near future.



Ilyushin 14 OK-LCC, Czechoslovak airlines



Flying

Terry Sykes

FLYING CROSSWORD (solution next month)

Across

1. Supports the aircraft on the ground (13)
5. They support the aircraft (5)
6. Start and end of flight (6)
8. Where you are going (11)
12. Your driver! (5)
13. What you fly in (8)
14. Every passenger needs one (6)
15. Storage space (4)
17. Operator of the aircraft (7)
20. Passengers cases (7)

Down

2. Somebody is watching you (5)
3. Motive power (6)
4. Not a fan (9)
7. Pilots' office (7)
9. You cannot board without it (8-4)
10. Numbered departure lounges (5)
11. Trolley Dolly (7)
16. Aircraft shelter (5)
18. Used for turning in flight (6)
19. A home for old aircraft (6)



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