

*COURTESY*



## YORKSHIRES PREMIER AVIATION SOCIETY



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2007-2008	Denis STENNING, Geoff WARD	

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

<i>Air Yorkshire</i> Code of Conduct:	a member should not commit any act which would bring the Society into disrepute in any way.
Disclaimer:	the views expressed in articles in the magazine are not necessarily those of the editor and the committee.

## SOCIETY NEWS

The Annual General Meeting was held during our November meeting. The Chairman summarised the activities of the year and thanked officers, committee and members for their constant and generous support.

The Secretary reviewed the wider picture, including our association with the airport and the aviation academy. The Treasurer presented the accounts, which had been printed in the magazine for ease of reference. Proposed, seconded and voted unanimously that the accounts be accepted.

Proposed, seconded and voted in favour that the membership subscription for 2008 be £20.

The Meetings Co-ordinator had developed a network of contacts with whom to exchange ideas and information on speakers and subjects. He was congratulated on arranging an interesting and varied programme throughout the year.

The Magazine Editor announced the development of an editorial team which had progressed the magazine to full colour in the new format. He thanked members for all the articles and the photographs which they provide so willingly.

The Visits Organiser expressed disappointment that the trip to Duxford had not been better supported by members. It had been a very good day with perfect weather for the occasion. It was hoped to organise a trip next year to the Shuttleworth Collection combined with another venue.

The Annual Dinner Organiser thanked the members who supported the dinner and hoped that more members would be able to support next year's function, to be held on Friday 4 April 2008 at Peasehill Restaurant, Rawdon.

Proposed, seconded and voted unanimously that the officers and committee be appointed en bloc for 2007-2008. A volunteer willing to take on the duties of Membership Secretary had been sought, and David Senior had agreed to his name being put forward. Proposed, seconded and voted unanimously that David Senior be appointed Membership Secretary. He will be taking some of the workload from David and Pauline Valentine and will be introducing a campaign to increase the number of members in the Society.

The meeting adopted a proposal from Dave Senior that the memory of Ken Grogan, founder chairman, be honoured by the Society in a manner to be discussed and agreed.

We were then entertained with an excellent aviation video presented by Alan Sinfield - many thanks Alan.

Cliff Jayne

# MEET THE COMMITTEE

## Treasurer David Valentine

I was born on 9 August 1940 in Cookridge Hospital, and I have always lived in Leeds, the last 35 years in Horsforth. Despite being young I have very clear memories of war-time; the most vivid of which is seeing a large number of barrage balloons over Hull in 1944.

I started my education in 1945 at Queens Road junior school, then from 1951 at Leeds Modern School. One pupil who was in his final year in 1951 was the now famous writer Alan Bennett. I must admit that I did not enjoy going to school and I was really happy when I could leave, but I did manage to obtain four GCE 'O' levels.

During this period, my two great passions had developed, Leeds United and railways. I had seen my first game at Elland Road in 1947, but at first funds did not allow me to go very often; any cash I had (in those days it was very little) was spent on my visits to Leeds station. Another highlight of that period was being able to travel by tram almost everywhere in Leeds, but it was sadly not to last much longer, the last tram running in 1959.

Three days after leaving school, I started work for the Hargreaves Group who were fuel distributors, mainly coal, with the prospect of one week's holiday a year (how times have changed). I was still only 15, but I was being paid, it seemed like a fortune to me.

Throughout the rest of the 1950's and early 1960's almost all my spare time and money were spent on following my hobbies. I travelled all over the country, often on coach trips, but sometimes including Leeds United's away matches at such places as Norwich, Southampton, Swansea etc. However, by 1965 steam was fast disappearing and the nature of football and its supporters were changing for the worse. I decided that a complete change was required.

I applied to join the Midland Bank and was accepted, starting from July 1965. For the next 26 years I worked at various branches in Leeds until given early retirement in 1991. Until the mid-1980's the job was very enjoyable, even though it often involved working long hours.

From 1968 to 1973 I was based at Horsforth and at that time we ran a branch at LBA. I frequently did my share of duty there (including Sundays), and I am certain that is where my interest in aircraft began to develop as I found all the activity fascinating. During my time there, many famous people passed through the airport, but the one customer that I served that I shall never forget was Louis Armstrong.

In September 1975 I was transferred to our Holbeck branch, and it was there that I met Pauline, and we were married just two years later. From then until my retirement I built up a large collection of books and magazines on steam railways, all of which I still have and enjoy browsing through. I was glad to be offered early retirement; the job had changed much in the previous few years. At first I did work for the Inland Revenue at Shipley on an as-required basis, but this did not last very long.

In June 1992 I decided to rekindle my interest in aviation. Living close to runway 32 approach has proved very helpful, but I quickly discovered that there was so much to learn, and I am still learning. During 1993 I heard of Air Yorkshire and became a member in early 1994. In November 1994 I was appointed treasurer, and since then the work involved has greatly increased, but none of what I do would be possible without the help and tolerance of Pauline.

Along the way there have been many memorable days, none more so than our flight on Concorde in May 1999 from LBA to Heathrow, which as it happened was one of the last.

I still take a keen interest in railways and Leeds United, but also enjoy reading, listening to all kinds of music - especially the 1960's, certain television programmes, days out, our holidays, and even gardening when in the mood.

Can someone please invent a 30 hour day, I need it!







## SCENE AROUND YORKSHIRE: OCTOBER 2007

October as usual marks the beginning of winter for the local pilot fraternity and this results in a downturn in their activity. The smaller airfields are therefore much quieter; however the main airports plod on regardless and this month once again Doncaster provides the more interesting visitors to the region.

Also, as of this month we are able to source a little more military activity around our region and this is something we hope to expand further in the future.

**Bagby:-** Beagle Pup G-AZSW is confirmed as a new resident, joining the trio of the type already based here. Also new is PA-28R G-BPXJ, which has recently been registered to owners in Leyburn while Cessna 182Q G-BHVP, which was damaged in a landing accident at Brighton has been transported here and is undergoing repairs. The PA-32 N2989M called in for fuel on 11/10 before routing to Newmarket as did PA-24 N218SA on the 26<sup>th</sup>. Visitors:- 1/10 G-ATHV C.150F, G-BWLL Rebel, G-DRIV R.44; 3/10 G-CEFV C.182S; 4/10 G-BPXJ PA-28R(t. Teesside), G-BUJ T.67M; 5/10 G-BBAW HR.100; 7/10 G-LANE F.172N; 10/10 G-CCCJ HN.700; 11/10 G-CCLW DA-40; 17/10 G-GERY Glastar, G-BFTC PA-28R; 18/10 G-SAAM C.182S; 20/10 G-CDZA Pioneer 300(t. Connington), G-CBBS Bulldog, G-CCEM Eurostar, G-CDLK Skyranger, G-CDGG Skyranger, G-CDXA R.44(Northumbria 06), G-WAIR PA-32.

**Beverley:-** Visitors this month included:- 3/10 G-BPTZ R.22B; 6/10 G-CEFV C.182S; 8/10 G-DODB R.22B; 18/10 G-BOYC R.22B; 20/10 G-CBAK R.44; 23/10 G-BLCU Falke; 28/10 G-BODE PA-28.

**Breighton:-** Two new arrivals to the helicopter enclave, reported in Humberside Air Review, are Gazelles 4X-BHG(ex. G-BLAO/N37748) and 4X-BHH(ex. 1333(Syrian Military)/04 IDFAF). Both aircraft arrived by road in early October while another of the type G-CDXE/XZ299 has left by road to Thrupton for UK certification. Also leaving were the 2 Alouettes G-CDSJ and N67081 which have gone to the warehouse in Cross Green(Leeds) where the former Romanian examples are under rebuild. Condor G-AYFC has returned following a 5 year rebuild at Netherthorpe! On 6/10 Spitfire G-OXVI arrived for an overnight stay so the pilot, who has flown a display over Scarborough for a Royal Observer Corp event, could return to the town for an evening dinner. Alouette HA-PPC was noted visiting for a refuel on 20/10 and was joined by similar type N9362 along with Gazelle HA-LFQ. Visitors:- 1/10 G-BRDO C.177B; 6/10 G-OJON Taylor Titch, G-ARNZ Turbulent; 7/10 G-ORAY F.182Q, G-BYSI Koliber, G-BPVZ Silvaire; 10/10 G-BYNR Jabiru; 11/10 G-HELM Squirrel; 12/12 G-CECO Schweizer 269C; 14/10 G-BWRR C.182Q(Weather div), G-NIPR Topsy Nipper; 17/10 G-PEPS R.44(t. Pontefract), G-SIMP Jabiru; 19/10 G-RATZ Europa; 20/10 G-AZHI Airtourer, G-ARHZ Condor(t. Newark), G-BRZS C.172P, G-LOCO R.44; 21/10 G-BZUL Jabiru, G-BOWP D.120A, G-DAVE D.112; 23/10 G-MAYB R.44, G-AVVL F.150H; 27/10 G-BTUL Pitts; 28/10 G-BODD PA-28.

**Burn:-** The Brighton based Putzer Elster G-APVF visited on 4/10, departing in the afternoon to Wickenby.

**Carr Gate(Wakefield):-** On 3/10 the Humberside Police MD.902(Police 19) was visiting their colleagues in West Yorkshire while the following day MD.902 G-GMPA(Police 151) arrived from Manchester.

**Catterick:-** Gippsland Airvan G-VAND, operating from Fishburn was parachute dropping here on 5/10. On 20/10 C-130H ZH874 made several parachute drops here while operating out of Leeming and on the ground were a trio of Gazelles, XW899/XZ304/XZ345.

**Church Fenton:-** Leeds based R.44 G-KSPB was a visitor on 2/10 for a training detail while Harvard G-TSIX called in on the 25<sup>th</sup> while enroute to Linton(qv). On 31/10 King Air 200 G-FLPA(Calibrator 327) was working on the ILS.

**Coal Aston:-** Cessna FA.150L G-AYRO was noted operating from here on 18/10.



### CONEY PARK(Leeds Heliport)

Long Ranger G-CDYR, the former N341AJ, returned here on 6/10 and is now resident and this machine was joined on 18/10 by another new acquisition for Yorkshire Helicopters, Jet Ranger G-HMPT. On 11/10 Squirrel ZJ262 (Shawbury 72) paid a visit while on a training detail and spent five minutes hovering in the middle of the field.

Visitors:-



01/10	G-SDCI	Jet Ranger	0935 1425	f. Lydd t. East Kilbride
	G-MLSN	Hughes 369E	1000 1025	f. Peterlee t. Skelmersdale
02/10	EI-HHH	Agusta A.109A	1000 1020	f. Sherburn t. Dublin
	G-SDCI	Jet Ranger	1600 1630	f. Duxford t. East Kilbride
06/10	G-ILLG	Robinson R.44	1235 1420	f. Kendal, n/s t. Site near Ripon
08/10	G-SAMP	Agusta A.109E	1045 1500	f/t Private site near Wakefield
12/10	G-SIVN	MD.500N Notar	1120 1300	f/t Seaham
13/10	N7242N	Agusta A.109A	1218 1245	f. Hawes(Castle 2) t. Liskard(2)
18/10	G-SIVR	MD.902 Explorer	1400 1420	f. Gloucester t. Oban
	G-CPTS	Jet Ranger	1510 1535	f/t Skipton
19/10	N7242N	Agusta A.109A	1715 1720	f. Liskard(Castle 2) t. Hawes(2)
22/10	G-TYCN	Agusta A.109E	1715 0910	f/t Inghorpe Grange, night stop
23/10	EI-HHH	Agusta A.109A	1055 1140	f. Sherburn t. Site 1/N Emley Moor
25/10	G-JETU	Twin Squirrel	1130 1200	f. Pateley Bridge t. Kidlington
28/10	G-CRST	Agusta A.109E	1510 1515	f. Redhill(Rocket 2) t. Allenheads(2)

The A.109A EI-HHH(See photo by Terry Sykes) is owned by Frank Gormley and Partners and lives at Weston, Dublin. It visits a private site near Sherburn(The one on the A.64 near Scarborough) almost every week.

**Croft:-** Team Mini-max G-BYFV visited on 6/10 from Fishburn.

**Crosland Moor:-** A new resident is X'Air G-CCZJ while Blackpool based PA-28R N8105Z was noted visiting on 20/10. Visitors:- 2/10 G-UPHI Skyranger; 4/10 G-FEBE C.340A(f. Denham); 7/10 G-BCSL Chipmunk(f. Liverpool); 11/10 G-BMUD C.182P; 26/10 G-MICI C.182S.

**Deighton(York):-** Cessna 180 PH-KRC was again noted visiting on 1/10 from its base, a strip near Northampton.

**Dishforth:-** Leeds based R.22B G-TTHC was here on 19/10, carrying out circuit training.

**Devonshire Arms:-** Sikorsky S.76B G-VONC(Premier 13) arrived from LBIA on 2/10, routing out later to a site near Birmingham. Visitors:- 4/10 G-GDAV R.44(Also 29/10); 7/10 G-FABI R.44; 8/10 G-JIVE Hughes 369E; 14/10 G-ILLG R.44; 18/10 G-DRIV R.44.

### DONCASTER(Robin Hood)

Information provided by RHADS website.

The big news this month is that the installation of the new ILS on 02 is now almost complete and should be calibrated next month prior to entering service thus make the service available on both ends of the runway. On the visitor front as ever freight flights produced the highlights with the star being the first visit of an MD.11F. Gemini Air Cargo N701GC (Gemini 4063)(See photo, Clive Featherstone/Finningley Photopics) arrived from Miami on 28/10 and after night stopping routed to Hartsfield/Jackson

International as Gemini 7924. ATL produced another two DC-8-73 aircraft arriving from Trondheim(ATN 244) and then routing to Hartsfield and onto Bradley International, N823BX on 13/10 and N821BX on 29/10. The now regular DC-10 Z-ALT of Avient was noted on three occasions, on 14/10, 17/10 and 24/10. TNT BAe.146 OO-TAS was in evidence on 27/10, arriving with horses for the race meeting at



Doncaster and Air Atlantic Electra G-FIZU(Neptune 736/7) dropped in on 2/10. Another of the company's Electras G-LOFB(Neptune 188T) arrived on the 8<sup>th</sup> for a crew training detail. Other interesting aircraft crew training included Boeing 757 G-FJEA of Flyjet which spent all afternoon pounding the circuit while the next day C-17A Globemaster ZZ171(Ascot 889) was in evidence. UK International Airlines Boeing 767 G-CECU was here all afternoon on the 16<sup>th</sup> and on 25/10 Challenger G-OCSD was circuit bashing before heading home to East Midlands. Other visitors of note were:-

- 01/10 OE-FGB Citationjet 2(JAG 362), G-OMRH Citation 2, ZD704 BAe 125/700(Northolt 41)
- 02/10 G-ZXZX Lear Jet 45(Gama 026) 3/10 ZH103 AWACS(NATO 02, training)
- 04/10 P4-LJG Citation X, G-JETO Citation 2(Air Tax 163P) 5/10 CS-DFU Citation XL(NJE 6ZU)
- 08/10 VP-BLR Gulfstream 5(n/s), CS-DXP Citation XLS(Fraction 541N)
- 09/10 CS-DXM Citation XLS(Fraction 6AK), CS-DRG Hawker 800XPi(Fraction 5VQ)
- 11/10 G-SASD King Air 200(Gama 089), G-JETJ Citation 2, ZE701(Kittyhawk 23)
- 12/10 D-CMHC Citation XL, G-XLMB Citation XL(Beauport 921), G-SIRS Citation XL(LNX 89RS)
- 13/10 N683GW King Air 90L, OE-GAA Citation V(Tyrol Ambulance 763)
- 14/10 G-BTRS PA-28R Arrow, G-NMID EC.135T(Police 08, training)
- 15/10 N104AJ King Air C.90(n/s), G-SSSC S.76C(Training)
- 16/10 D-CEXP Lear Jet 35A 17/10 G-FBED EMB.190(Training), G-IMEA King Air 200(Cega 890)
- 18/10 N53GX Global Express, G-DHDV Dove, G-TRAT PC-12, G-SAXN King Air 200
- 20/10 PH-JNX Citation XLS(Jet Netherlands 152, n/s), N550LD Citation 2
- 21/10 G-LDFM Citation XL(Trafalgar 42), N54JC Challenger
- 23/10 G-EDCL Citationjet(Saltyre 461), G-GZRP Cheyenne(Air Med 75), G-CEJB PC-12 ZH888(Ascot 520, training), G-BYVI Tutor(CFN 02, Training)
- 24/10 OE-HVA Falcon 2000(Comtel-Air 723, n/s), G-BYCP King Air 200(Lonex 65BP)
- 25/10 D-CTTT Citation XLS(Augusta 343, n/s), D-CCAB Citation 2, G-FIRM Citation 2
- 26/10 OE-GMJ Lear Jet 35A(Medical Jet 113), EI-DIF PA-31, G-BVYF PA-31(Poyston 04)
- 27/10 D-IZZY P.180 Avanti(Airgo 1MG), CS-DHM Citation Bravo(Fraction 117T)
- 28/10 G-GIRE Lear Jet 35A 29/10 PH-TCN P.180 Avanti
- 30/10 D-CDHC Citation Sovereign, G-BAKJ PA-30 31/10 G-XCIT Pioneer 300

**East Kirkby:-** A report has just come to light regarding an accident involving PA-28 G-ELZN, which was returning home to Sibson from here on 13/6. The aircraft made a forced landing in a field near Fosdyke, Lincolnshire after encountering bad weather and this resulted in it ending up in a ditch causing extensive damage to propeller, right wing, right main and nose landing gears.

**Eddsfield:-** A new resident is Cessna F.150H G-AWUN, which has just been registered to a group in Burton Pidsea and this is joined by F.172N G-BFTH which was formerly at Wickenby. Visitors:- 1/10 G-AYMK PA-28; 6/10 G-BYNR Jabiru, G-BDYD Ikarus; 7/10 G-BEOU DR.400(f. Huntingdon), G-AVDA C.182G(t. Scampton), G-AXAT D.117; 17/10 G-CCFS DA.40; 18/10 G-CBBA DR.400(t. Newtownards); 20/10 G-APYN PA-22, G-AXNS Pup, G-BDJD Jodel D.112; 21/10 G-BGRH DR.400, G-BUVX Shadow, G-JAME Eurostar, G-BWFZ Rebel; 26/10 G-BAIW F.172M; 28/10 G-AYYX Rallye.

**Eggborough:-** A report in Humber Air review indicates that Jodel D.140 G-JRME, which has been under construction at a private address here since 2002 is now expected to be complete some time next year.

**Elvington:-** Late afternoon on 3/10 six aircraft from Durham/Tees Valley were all here together operating in the circuit:- C.152s G-BIXH, G-BJVT, G-BKWY, G-BMJC along with Cessna 172S G-OPFT and Bulldog G-CBBT. The BN.2T N188AM was back in evidence on 12/10, once again arriving from Bembridge and staying until the 17<sup>th</sup>. Visitors:- 1/10 G-PCOP King Air 200; 6/10 G-TINT Eurostar(t. Perth); 7/10 G-CENE CTSW(f. Derby); 8/10 G-NSUK PA-34; 15/10 G-OJIL PA-31(Red Air 031); 17/10 G-BGLG C.152, G-CDTZ Foxbat; 18/10 G-PCAT TB.10, G-FKNH PA-15; 20/10 G-AVWD PA-28; 21/10 G-BFGG FRA.150M; 23/10 G-CDYD Ikarus.

**Finningley(Willow Farm):-** Gamston based King Air 200 G-SGEC made a flypast here on 7/10.

**Full Sutton:-** The PA-32 N562RR, which is the latest addition to the "horsy" set, spends a lot of time here so can be assumed to be resident. Visitors:- 5/10 G-BWSI Cavalier, G-BELP PA-28; 7/10 G-AVVL F.150H; 10/10 G-CCCJ HN.700; 12/10 G-BHUI C.152(f. Wellesbourne); 19/10 G-JWJW Jungman; 20/10 G-CBIE CT.2K, G-RVDR RV.6, G-XTRA Extra 230; 21/10 G-BHEV PA-28; 27/10 G-EISG Be.36.

**Gamston:-** Diamond DA-40 OE-KVK was noted visiting the Diamond Agency here on 8/10 and was joined on the 17<sup>th</sup> by DA.42 Twin Star PH-DTS. Netjets Citation XL CS-DFQ(Fraction 6UQ) was noted on 23/10 and on the 31<sup>st</sup> PA-28R N8105Z arrived from Cark. Visitors:- 1/10 G-BMCV C.152, G-BGBW



PA-38; 4/10 G-BPRY PA-28; 6/10 G-BPYO PA-28; 8/10 G-BVMA King Air 200; 11/10 G-PFFN King Air 200(f. Beccles); 13/10 G-PKRG Citation XL; 17/10 G-DPJR Dauphin(Refuel), G-DIAM DA.40; 18/10 G-EMMM DA.40(t. Seething); 20/10 G-JONZ C.172P; 29/10 G-BCOL F.172N; 31/10 G-BGBK PA-38.

**Helmley:-** Aptly registered Squirrel G-HELM of Astro Aviation is a new resident at a private site here.

**Hollym:-** MXP 740 Savannah G-CCJU, which has been under construction by a local gentleman is now complete and was reported parked at the airfield.

### **HUMBERSIDE**

A new resident here, while on training is R.22B G-DODB, recently registered Heliborn Helicopter Services with and address in Louth. Also new are PA-38 G-BRSJ and PA-34 G-DARA. Dauphin LN-ODB routed to Aberdeen on 15/10 and sister ship LN-OMN returned later in the day to take over oil rig duties. These two aircraft were swapped back on the 29<sup>th</sup>. A temporary resident mid-month was Cessna F.406 G-MAFB which was being used for Fisheries Protection Patrols. On 1/10 Scot Airways Do.328 G-BYMK(Suckling 391) arrived from Stansted bringing Charlton FC for their Carling Cup match with Hull City. Jetstream 31 G-ISLB(BCI 591P) returned to Guernsey, following maintenance with Eastern on 2/10 and the following day Fokker 50 PH-KVK of KLM went u/s on arrival from Amsterdam and spent a couple of days parked up awaiting repairs. On 23/10 Boeing 737/700 G-STRF(Flystar 595P) positioned from Manchester to operate a charter to Funchal and the same aircraft made the return trip 7 days later. Among the other movements were:-

02/10 G-JETC Citation 2 3/10 CS-DXB Citation XLS(Fraction 6GW)

04/10 D-ILLY Citationjet, VP-CRB Lear Jet 60, G-DYNE C.414(Commodore 01)

07/10 G-OJPS Jet Ranger(f. Skegness)

08/10 C-FMFL Falcon 50, VP-CRB Lear Jet 60

09/10 VP-CKN Hawker 800XP, N562RR PA-32(t. Dundee)

11/10 XX176 Hawk(VYT 93), D-ISUN Citationjet, G-TAMB Schweizer 333(Pipeline 02)

12/10 C-GRPB Citation XL(n/s), C-FMFL Falcon 50(n/s), EI-DMG Cessna 441

13/10 N191ME Cessna T.206H 16/10 D-CGRC Lear Jet 35A(Jet Ex 323)

18/10 G-FOZZ Beech F.33(f. Blackpool) 25/10 N545KA King Air 350

28/10 N468AB Gulfstream 4, CS-DXC Citation XL(NJE 976Q), N883DP Cessna 182RG(ILS)

31/10 CS-DFU Citation XL(Fraction 858Q), G-CEGP King Air 200(Cega 635)

Of interest above are the pair of Canadians on 12/10 with Falcon 50 C-FMFL of Mc.Cain Foods having been around for donkeys years whereas rather newer is Citation XL C-GRPB operated by Execaire of Halifax, Nova Scotia.

**Ilkley:-** The JJB Sports Bell 430 N5120 has been a regular visitor all month, arriving at a private site around 0900 about three times a week and then making a return visit around teatime.

**Kirton-in-Lindsey:-** This former RAF station in Lincolnshire saw some activity again this month with Operation Hawser taking place from 8/10 until 12/10 involving 8 helicopters and two Royal Navy ships, RMAS Newton and RMAS Melton operating in the Rough Bravo oil field. Four Royal Navy Sea Kings took part using call signs Avenger 1/2/3/4 of which two were identified XV673/ZD479 along with 2 Lynx XZ723/ZD255 and two Chinooks(Lifter 1/2, one of which was ZD980).

**Kirkbymoorside:-** Visiting on 31/10 was Robin DR.400 G-PVML from Wickenby.

**Leeming:-** From the Fighter Control web site we can reveal this month that there were several visits by Belgium Air Force F-16s which were operating on the Spadeadam Ranges. On 10/10 FA-92(Matrix 71), FA-97(Matrix 72) and FA-121 (Matrix 73) were in evidence and on the 17<sup>th</sup> the following F-16AMs from 2 Tactical Wing at Florrennes were noted, FA-57(Sting 31), FA-89(Sting 34), FA-117(Sting 33) and FA-126(Sting 32). FA-57(Matrix 51) and FA-135 (Matrix 52) were logged on the 18<sup>th</sup>. Another interesting military visitor was Norwegian Lynx Mk.56 "207" from 337 Skvadron based at Bardufoss. The aircraft arrived on 16/10 from Leuchars and after a night stop routed to Yeovilton passing 8 miles West of LBA at 1110 using the call sign "Norwegian 5016". Another Lynx noted was XZ180(Marine 629) on the 10<sup>th</sup> and on the same day a pair of USAF F.15s 91-0306 and 91-0321, call-sign "Pyro 21 flight" made an ILS and overshoot. A civilian visitor on 10/10 was TB-10 G-BKBV which was logged leaving here enroute to Cottesmore.

**Linton-on-Ouse:-** A couple of interesting visitors on 23/10 were French Air Force TBM.700 125/XO(Cotam 3811, ft Villacoublay) and USAF C-21A Lear Jet 84-0112(Jalop 14, Ramstien - Stuttgart). 1 FTS celebrated its 70<sup>th</sup> anniversary on 25/10 and Chipmunk G-BWVK and Harvard G-TSIX were present along with "Sword Formation" consisting Jet Provost G-VIVM and a Strikemaster in South Yemen colours.

**Middleham:-** PA-32 N2989M was logged on 4/10, arriving from Dublin/Weston and Cessna 172RG G-BILU was logged outbound to Newbury on 25/10.

**Mt. Airey:-** X'Air G-CCKJ has left the airfield following sale to a new owner in Preston. Visiting on 17/10 was Cessna 152 G-BKAZ.

**Netherthorpe:-** Visitors:- 6/10 G-CEGZ Ikarus(f. Barton); 7/10 G-BOUF C.172N; 10/10 G-CCFC R.44(Refuel); 14/10 G-MVIT TST; 15/10 G-FOGY R.22B; 19/10 G-BTMR C.172M, G-RVUK RV.7; 20/10 G-IIFR R.22B, G-FABI R.44; 23/10 G-BJUR PA-38.

**Newby Wiske(Wathstones Farm):-** An airfield not often mentioned in the columns, however a comprehensive round up in Humberside Air Review located the following:- G-AYZU T.61A(dismantled), G-BBBW FRED srs.2, G-BGFK VP.1(dismantled), G-BPDM Jungman(wings only, fuselage under restoration nearby), G-BWSI Cavalier, G-CBRC Jodel B.18(complete, awaiting permit test flight), G-CBRD Jodel D.18, G-MZDA Rans S.6.

### Rotary Round Up

01/10	G-HUGS R.22B	Gamston – Scunthorpe
	G-CCZG R.44	Thorne – Gomersal – Ilkley
02/10	G-KSPB R.44	Church Fenton – Addingham - LBA
	EI-HHH Agusta A.109A	Dublin – Sherburn Village – Coney Park
03/10	G-LAIN R.22B	Durham – Nun Monkton
04/10	G-DRIV R.44	Easingwold – Bradford
	G-SAMP Agusta A.109E	Gamston – Site 5 N/W Bridlington
	N449J Agusta A.109E	Dublin – Barnsley – Sheffield, also 17/10, 24/10
	G-IFBP Twin Squirrel	Shelf – Halifax – Duxford
07/10	G-HELM Squirrel	York Race Course – Pickering
08/10	G-SAMP Agusta A.109E	Northampton – Wakefield
09/10	G-GRND Agusta A.109S	Skipton – Redhouse(Doncaster) – EMA
	G-NWAR Agusta A.109S	Birmingham – Site 10/W of Linton-on-Ouse
10/10	G-CCFC R.44	White Waltham – Harrogate
	G-RFUN R.44	Kelso – Matlock
11/10	G-ERJC R.44	Darrington – Bedford
13/10	G-GDSG Agusta A.109E	Tring – York Race Course
14/10	YU-HEY Gazelle	Teesside – Rudding Park(Harrogate) – Brighouse
15/10	G-PKPK Schweizer 269C	Louth – Harrogate Show Ground
	G-CDWY Agusta A.109S	Louth – Woodvale
17/10	N59SD Hughes 369E	Faldingworth – Gamston(Refuel) – Grantham
	G-WMBT R.44	Northampton – Helmsley
	G-FABI R.44	Sherburn – Wike(Leeds)
	EI-HHH Agusta A.109A	Hollywell – Sherburn(Near Scarborough), also 23/10
	G-GDSG Agusta A.109E	Hornsea – Luton
18/10	M-IDAS Agusta A.109E	Whitby – Chorley(Aircraft formerly N555GS)
	G-EEZA R.44	Todmorden – Thirsk
	G-JIVE Hughes 369E	Shelf – Scarborough
	G-WARK Schweizer 269C	Scarborough – Cawood
19/10	G-WDKR Twin Squirrel	Nun-Monkton – Manchester(near runway threshold)
20/10	HA-LFZ Alouette 3	Garforth – Sherburn – Melbourne
	G-TIMH R.22B	Chesterfield – Pateley Bridge
	G-LUKY R.44	Sherburn(Refuel) – Thirsk
21/10	G-PEPS R.44	Sandtoft – Shelf(Halifax)
	G-MDDT R.44	Wetherby – Nottingham
	G-BZMG R.44	Darley – Bolton
	G-OLW R.44	Sherburn – Alwoodley(Leeds)
22/10	G-DGHD R.44	Pontefract – Askern – Easingwold
	YU-HEY Gazelle	Crookfoot – Pontefract Race Course
23/10	G-WDKR Twin Squirrel	Walsall – Nun Monkton – Hawarden
24/10	G-GRND Agusta A.109S	Redhouse(Doncaster) – Denby Dale
25/10	G-NWAR Agusta A.109S	Northampton – Whitby
26/10	G-GSPY R.44	Bagby – Bridlington



	G-JETU	Twin Squirrel	Newmarket – York Race Course – Oxford
27/10	G-VKVK	Squirrel	Sheffield – Hull
	G-GENI	R.44	Shoreham – Elvington
	N696XX	Hughes 369E	Gamston – Site near Brough
31/10	N686RH	Bell 407	Birkenshaw(Bradford) – Northampton

**Oxenhope:-** Sywell based Skyranger G-UPHI was noted visiting on 2/10, arriving from Crosland Moor and another visitor was Pegasus Quik G-GTEE on 19/10..

**Pocklington:-** Fadmoor based PA-31 G-EEJE was seen parked up here on 8/10 and Europa G-BVUV was noted on 11/10 heading home to Gamston.

**Rufforth:-** Once again Skyservice King Air 200 OO-SKM put in a couple of appearances, on 7/10 arriving early morning from Brussels and on 14/10 from Brussels. An unusual visitor during the month was Beaver XP820(See photo) from the Army Air Corps Historic Flight, which was noted heading home to Middle Wallop on 21/10 using c/s "Armyair 206". Another military aircraft, the Tucano ZF135 which made a emergency landing here following an engine management systems failure, has now been flown back to Linton for repairs. Visitors:-



1/10 G-SGEC King Air 200(t. Le Bourget); 5/10 G-CCWY Pilatus PC-12; 12/10 G-IDPH PA-28; 18/10 G-AVNS PA-28(f. North Weald); G-BKOB Zlin Z.326; 31/10 G-DMND DA.40(f. Coventry).

**Sandtoft:-** Gazelle N565F called in for a refuel on 2/10 while heading home to Langham, Norfolk from a private site near Belfast. On 14/10 AA-5B Tiger N5336Z arrived from Perth and was joined by Gamston based PA-32 N88NA. Lo Presti converted PA-28R N9325N visited on 20/10, when it arrived from Fowlmere while the following day Seneca N375SA(Skytrain 02) called in during an Air Test from Gamston. Visitors:- 1/10 G-AXDK CEA DR.316(t. Sywell), G-BRZS C.172P; 3/10 G-TYAK YAK 52; 4/10 G-HIVE C.152; 7/10 G-COVA & G-DKEY PA-28s(f. Coventry), G-CDSD Pioneer 300(f. Leicester), G-BKZV Bede BD-4, G-ZZAC Eurostar; 8/10 G-BHWP C.152; 10/10 G-HIND Maule MX-7(t. Perth); 11/10 G-CEAU R.44, G-BFPF F.172M; 12/10 G-CDKU R.44, G-AVUG F.150G, G-CJLL R.44; 14/10 G-AYWD C.182N, G-AYEF D.117, G-AZYS Emeraude; 17/10 G-JACS PA-28; 19/10 G-LILA Long Ranger; 20/10 G-APYN PA-22, G-BBPY PA-28, G-AZHI Airtourer, G-BRTP C.152, G-EISG Be.36, G-BGGI PA-38; 21/10 G-LOCO R.44(t. Silverstone), G-BABG PA-32, G-CDWI Ikarus, G-BYJF T.211; 24/10 G-CEEY PA-28(f. Elstree); 28/10 G-RVIA RV.6, G-CEEP RV.8; 29/10 G-BVLV Europa(f. Bidford), G-BUCAA.150K(t. Norwich), G-WBVS DA.40; 30/10 G-BZGO R.44 (f. Burnley).

**Scarborough:-** Schweizer 269C G-WARK, formerly based at Halifax has moved to new owners in Seamer.

**Sheffield:-** A new resident is the Yorkshire Air Ambulance Mark 2, MD.902 G-CEMS which arrived on 16/10 and was active from both here and LBA until the end of the month. This aircraft uses call-sign Helimed 98, prefixed like its counterpart '99(G-SASH) with "A" when on "a shout", "E" when on a positioning flight and "Z" on a training mission. Also new is Cessna F.150F G-ATMM, owned by Royce Marshall from Bawtry and PA-28 G-BSSE with an owner from Heckmondwike near Bradford. The Irish based A.109E N449J called in for fuel on 4/10 during one of its regular visits to Barnsley. On the 6<sup>th</sup> PA-28R N47494 was a visitor, from and to its home base of Panshanger with an overnight stay while SR.22 N800C visited on 12/10. On departure for Blackpool this aircraft put out a Pan call following a complete failure of his compass and gyro, however Leeds Radar came to the rescue and vectored him back to Sheffield. Visitors:- 4/10 G-IFFR PA-32(f. Henlow), G-HRPN R.44; 6/10 G-GERY Glastar, G-GRMN Dynamic WT.9; 17/10 G-HIJK Cessna 421C(f. Caernarfon), G-BUFY PA-28(f. Elstree), G-CBYX Jet Ranger(Helicharter 03); 19/10 G-MGAN R.44; 20/10 G-FARR Jodel D.150(f. Sandown), G-FITZ C.335; 21/10 G-GFEA C.172S, G-BYJF Thorp T.211, G-BPTZ R.22B; 22/10 G-GPMW PA-32; 27/10 G-FRYI King Air 200(Lonex 68FR), G-BODE PA-28; 31/10 G-GATE R.44, G-RACY C.182S(f. Cambridge).

**Sherburn:-** Extra 230 G-ROMP is a new resident, having moved from Brighton. Twin Squirrel G-LINE(Grid 03) was based here for the first week of the month while operating local powerline patrols. The Cessna 180 PH-KRC, which lives on a private strip near Northampton visited on 6/10 while on

11/10 Elmsett based Commander 112B N1350J was noted. A.109E EI-HHH arrived from Sherburn(The other one, on the A.64 near Scarborough!) for a refuel on 17/10. On 19/10 TB.20 N113AC paid a visit from Shoreham and later in the day Europa G-PEGY diverted from Leeds as the tower there had been evacuated because of a fire alarm. RV.6 PH-PWA paid another of its regular visits on the 25<sup>th</sup>. Visitors:- 2/10 G-BKEV F.172M, G-DAND TB.10(f/t Shobdon, n/s); 3/10 G-LAIN R.22B; 6/10 G-BTFF Cessna 310R(t. Lee-on-Solent); 9/10 G-SALA PA-32(f/t White Waltham); 12/10 G-AWLA F.150G; 15/10 G-CEAR Pioneer 300; 17/10 G-KIMB DR.300(f. Rothwell Lodge Farm, Kettering), G-JANT PA-28; 18/10 G-BXAY Jet Ranger, G-BHWP C.152; 20/10 G-LLOY Pioneer 300, G-CDHC T.67M; 21/10 G-BGGE PA-38, G-BXLS Koliber, G-TSGJ PA-28; 22/10 G-KIDG R.44 (Bladerunner 10).

**Sturgate:-** Visitors:- 1/10 G-TSGJ PA-28; 7/10 G-BZVC Sparrow(t. Fenland); 7/10 G-LIZI PA-28, G-CBIX Zenair, G-BEYV T.210M; 19/10 G-BPWD C.120; 20/10 G-BXMV Falke; 27/10 G-BPXX PA-34; 29/10 G-ATML F.150F.

**Sutton Bank:-** Visitors:- 2/10 G-XMGO Xiamango; 17/10 G-KNEK Grob 109; 31/10 G-AWOU C.170(f. Ashcroft Farm).

### TEESSIDE(Durham/Tees Valley)

Information from dtvmovements.co.uk

There was a lot of activity this month surrounding trooping flights to Canada with the following being used:- Tristar ZD948(Ascot 3393 on 3/10, Ascot 3384 on 23/10); VC-10s XV101(Ascot 2346 on 13/10), XV104(Ascot 2318 on 20/10, n/s), XV109(Ascot 2300 on 6/10, Ascot 2345 on 22/10) and Hercules ZH888(Ascot 3680 on 20/10). Also working for the MOD Air Finland Boeing 757 OH-AFK(Air Finland 7120), which arrived from Cyprus on 24/10 and similar type G-OAVB(Flystar 762) from Paderborn on 2/10. Chelsea FC arrived from Stansted for their match with Middlesbrough on board Titan '146 G-ZAPO(ZAP 821A) on 19/10 with EMB.145 G-RJXN(Midland 7901) positioning from Edinburgh to fly them to Gatwick after the game. Mr. Abramovitch also flew from and to Gatwick for the game in his Boeing 767 P4-MES. Aircraft making their first visits this month included Ryanair 737/800S EI-DWE(1/10), EI-DWD(24/10) and EI-DWJ(30/10) along with Wizz Airbus 320s HA-LPJ(1/10) and HA-LPA(13/10). Iberworld A.320 EC-KBQ was also a first time although this aircraft, which has just returned from lease to Air Berlin had been here before in its former guise EC-JND. The Sikorsky S-61N is now getting rather long in the tooth, however there were visits by no less than three of the type during the month. G-BCLC, which had been in use by the Shetland Coast Guard called in for fuel on the 1<sup>st</sup> while routing to Den Helde, this aircraft having now been superseded by a Norwegian Super Puma. Another Coastguard machine G-BDOC, which operates in the Orkney sector arrived from Aberdeen on 22/10 and on the 31<sup>st</sup> Belgium Air Force specimen RS-01 (BAF 702) arrived for a refuel before heading out into the North Sea to meet up with a ship. Other movements included:-



- 01/10 I-ASMI King Air 200, D-CCAA Lear Jet 35A(Ambulance 839), N545KA King Air 350
- 03/10 ZE412 A.109E(Training), XX284 Hawk(Cranwell 08), ZB688 Gazelle(Armyair 755)
- 04/10 OE-GPS Citation Bravo(TYW 844), G-HMMV Citationjet(Sky Elite 1002)
- 05/10 N184VB Cessna 441(refuel after survey), HB-VOG Citationjet(Swiss Eagle 7907)
- 06/10 F-GPKO Avanti(Transport 22A2) 8/10 G-BNUL Cessna 152
- 09/10 N680GG Citation Sovereign, PH-NLZ Metroliner(See Photo), N37172 Be.350  
I-JAMY Falcon 2000EX(n/s), N683GW King Air 90L
- 10/10 D-CFAX Lear Jet 35A(IFA 7569), EI-TOM Bell 406, XX345 Hawk(Javelin 84, ILS)
- 11/10 PH-MOM SR.22(t. Sumburgh), ZE158 Tornado(Savage 15, emergency landing)
- 12/10 N1FD TB.10 Tobago, G-KVIP King Air 200(Prestige 99H)
- 13/10 N417RK PA-46, G-HEJB SR.22; 14/10 G-OLDW Lear Jet 45(Partner 27B)
- 15/10 F-GMIR Citationjet 2, XV307 Hercules(Ascot 690, training)
- 19/10 D-CHHH Citation XLS(Augusta 152), G-GHPG Citation XL(Lonex 3PG)
- 20/10 CS-DFO Citation XLS(NJE 6QN), N46PJ C.550, Gazelles XZ345, XZ304, XZW899
- 21/10 LX-LAR Lear Jet 35(Lion King 3 amb), CS-DXL Citation XLS(Fraction 435W)
- 22/10 HB-VMY Citation XLS(Jet Aviation 201), G-BZXG MCR.01 Banbi



23/10 N500CS King Air 200, N2536Y BN.2T Islander, G-WCCP King Air 200  
 26/10 EI-DMG Cessna 441, XS713 Dominie(Cranwell 79)  
 27/10 N65MJ Baron, N288Z Global Express, N45PJ PA-46 Malibu  
 28/10 G-OBCC Citation Ultra(Trafalgar 031), N699HH Gulf. 4, VP-CRB Lear Jet 60  
 30/10 N144KK Gulfstream 550, OO-PAP Falcon 2000EX(Flying Group 223P)  
 31/10 HB-IMJ Gulfstream 5(Batman 131), G-IPAX Citation Bravo(Go-Jet 312C)

Among the aircraft above the new Citation Sovereign N680GG was supposed to have been reregistered G-GALI by now but seems to be sticking to its American identity. Gulfstream 4 N699HH is operated by Cirrus Gas 5 LLC and based at Dallas while G.550 N144KK, which is operated Whitewings Acquisitions Inc from Concord Massachusetts, departed to La Guardia on November 1<sup>st</sup>. The Metroliner PH-NLZ(See photo, dtvmovements.co.uk) is used for ILS calibration in the Netherlands and was visiting their colleagues at Flight Precision.

**Walton Wood:-** On 11/10 R.22B G-BROX was delivered to new owners at Holms Hill Farm, Heathfield near Gatwick with R.44 G-CCZG tagging along to bring home the delivery pilot. Agusta A.109A N109AG was a visitor on 3/10, arriving from Gomersal and again on the 31<sup>st</sup>. Visitors:- 1/10 G-LONE Long Ranger(f. Prestwick); 4/10 G-CCZG R.44; 8/10 G-DCSE R.44(f. Buxton); 11/10 G-FOFO R.44(Also 17/10); 23/10 G-STER Jet Ranger; 31/10 G-FABI R.44

The following helicopters were logged on a visit by Geoff Ward on 31/10:- Bell 47 G-BFYI; Hughes G-BPLZ, G-CBCN, G-HSOO; Jet Rangers G-BTFX, G-EWAW, G-HOLZ, G-ONOW; R.44s G-GSPY, G-NOSY, G-WAGS; Squirrel G-OAWD.

**Wickenby:-** A new resident here is YAK 18K G-CIEB and has been very active doing local aerobatic sorties. On 16/10 Islander G-AWNT called in for a refuel while on delivery from Cumbernauld to its new owners, Precision Terrain Surveys of Edenbridge in Kent. The aircraft had formerly been used by Sterling Aviation and in the 1960s by BKS Air Survey based at Leeds/Bradford. Noted departing for Den Helder on 18/10 was Cessna 172S PH-BSA. Visitors:- 4/10 G-APVF Putzer Elster, G-AZTS F.172L; 5/10 G-PTAG Europa; 17/10 G-BSKW PA-28; 20/10 G-IFLI AA-5, G-BTMR C.172M; 31/10 G-FABI R.44.

A visit by Andy Wood(HAR) on 7/10 produced some notable sightings including the following in the Coopers Aviation maintenance hangar, which he stresses is out of bounds to casual visitors:- G-AOHY/N6537 Tiger Moth(on rebuild), G-AXHC Stampe SV.4C(on rebuild), G-BZVW Ilyushin IL.2, G-CCYZ EKW C.3605 Schlepp, G-CDWE Nord NC.856(on rebuild, French Air Force colours), N60B Commander 690A. Among the aircraft in their large hangar were:- G-BKHW Glasair RG(new resident), G-CIEB YAK 18T9(confirmed, see above), G-RODI Isaacs Fury, G-SOKO/30149 Soko P.2(minus engine), G-SYFW/7334/2+1 FW.190 replica, G-TEMT/MW763 Tempest II(on rebuild) N61PS Pitts S.2B(dismantled, bare frame only), N697RB Pitts S.1T(new resident), N6339U PA-28. Parts of another IL.2 G-BZVX are in open storage between the hangars.

**Wombledon:-** Beech 36 N7205T was noted once more on the 27<sup>th</sup>, routing home to Tattenhill. Visitors:- 16/10 G-ILTS PA-32(t. Elstree); 20/10 G-AWLA F.150H; 29/10 G-LINN Europa, G-CDDP Extra 350.

**Yearby:-** Cessna 172RG G-BILU was logged on 6/10 routing outbound to Wolverhampton.

**Yeddingham:-** Waddington based Condor G-AYFG was again noted visiting this strip near Malton on 8/10 and 31/10.

**York(Imphall Barracks):-** Visiting on 31/10 was A.109E ZR323(Ascot 1497) from Netheravon to Shawbury.

**York(Strensall Barracks):-** Noted here on 6/10 was Gazelle ZB688(Armyair 770), the aircraft later left for Edinburgh.

## **OVERFLIGHTS**

01/10	N184VB	Cessna 441	Over York 1639 @ 7500' enroute to East Midlands
05/10	C-FZLK	C.208B Caravan	Wick - Cambridge, delivery(OTR 1226 @ 9500')
08/10	N1329T	Cessna 182T	Stratishall - Edinburgh(POL 1126 @ 3400')
11/10	PH-MOM	Cirrus SR.22	Over Hull 1008 @ 5000' enroute to Teesside
12/10	N1329T	Cessna 182T	Islay - Cambridge(LBA 1229 @ 4000')
	N1FD	TB.10 Tobago	Sibson - Teesside(York 1355 @ 5000')
15/10	N28TE	Be.55 Baron	Blackbushe - Newcastle(York 1530 @ 4000')
	N4297A	Twin Comanche	Coventry - Kirkwall(York 1701 @ 7000')
17/10	PH-JDL	PA-34 Seneca	Seppe - Newcastle(Whitby 1109 @ 2500')
21/10	N6920B	PA-34 Seneca	Thrupton - Glenrothes(York 1447 @ 6500')
23/10	N2536Y	BN.2T Islander	Silly Isles - Teesside(LBA 1736 @ 3000')

24/10	OY-PPS	PA-34 Seneca	Dublin – Billund(FAMBO 1500 @ 9000')
	D-GPEZ	Twin Comanche	Oban – Wittering(LBA 1538 @ 3000')
28/10	N565F	Gazelle	Belfast City – Langham(POL 1342 @ 1500')
31/10	N999F	Beech F.33	Newcastle – Birmingham(LBA 0937 @ 3000')

On 12/10 USAF MC-130H 87-0023("Talon 71") of 352 SOG/7 SOS was noted operating in the York area for around 15 minutes from 1345 before heading home to Mildenhall and the same aircraft was noted heading North on 22/10 at around 1820. A bizarre overflight on 18/10 was Ultramagic M-77 hot air balloon G-CBRK which was first noted overhead Catterick at 10000' just before midday. Shortly after this the pilot began a climb to 18000', which was reached around 1245 and by this time the balloon was over Wetherby and was seen by two of our members as an orange dot while they were "spotting" at Linton-on-Ouse. The aircraft continued South and descended below the airways and was last noted around 1335 in the Doncaster area flying at 7000'.

Trevor Smith (trevor.smith@airyorkshire.org.uk)



## DAY BY DAY @ LBIA: OCTOBER 2007

The end of October heralds the end of British Summer Time and this usually means some changes to the scheduled flights plus the end of most of the Inclusive Tours. On the schedule front Aer Arran commence daily flights from and to Cork with the Galway staying at four flights a week, although not the same days as through the summer. Also on the Irish front Ryanair begin the new Shannon flight three times a week and incidentally the company are receiving regular deliveries of new 737/800 aircraft so there are plenty to look out for. Eastern Airways are just basing one Jetstream 41 at LBIA for the winter with the Aberdeen flight originating in Aberdeen on a morning (this will be ok until we start getting the foggy mornings, then the company may regret this move!). Onto Manx2 now and they have adopted a new radio call-sign for their flights, "Fiesta", which is the company call sign of European 2000 of Malta who are now the main operator. Finally, British Midland have again been using a Scot Airways Dornier 328 on the Copenhagen flights for most of the month but from the beginning of November the company will base an EMB 135 and two EMB 145 at LBIA. All the changes can be seen in full in the LBIA Guide on the Air Yorkshire website and this also includes the proposed flights to Pakistan, which will hopefully commence early next year. Watch this space!

On to the happenings at Multiflight now and the company continue to be kept busy on the maintenance side as well as on aircraft sales. Cessna 182T G-RXVH, which has been here for some time on major overhaul left for new owners in Hungary this month and another departure was Extra 400 N400YY. This aircraft was registered to new owners BAS Aviation Inc on 17/09/07; however we have no record of the actual date it left LBIA. The Squirrel G-OGOA was loaded into a crate on 10/10 ready to begin its journey to a new life in Australia while similar type G-ECOU was almost ready for a test flight by the end of the month. Resident Twin Squirrel N620LH was noted mid month in the maintenance hangar having been reregistered G-DBOK for Multiflight. The two Dauphins PH-FMA and PH-FMD were both air tested during the month in preparation for delivery and it is now thought the aircraft will be heading to Malaysia. The R.44 hulk G-PROG has now been officially cancelled from the register and is thought to have gone back to the USA for rebuild. Another R.44, G-MAYB arrived this month and is now resident; however this aircraft was damaged in a hangar accident towards the end of the month and is now grounded, awaiting repairs. Finally, on the resident front we got our first sighting of the new Yorkshire Air Ambulance G-CEMS and although this machine will officially be based at Sheffield it would appear it will be a regular sight here also. A new, updated list of LBIA residents now appears on the Air Yorkshire website.

As far as visitors are concerned, once again there is a big increase in Executive Jet movements with probably the pick being the Bahrain Executive Challenger and the American registered Boeing 737BBJ. One to look out for next month is Challenger-300 M-NEWT, which will be operated by Stirling UK replacing Lear Jet 45 N66DN and like its predecessor it will become a common sight at LBIA. Incidentally, N66DN has been reregistered G-LLOD for a private owner in Doncaster but is at present parked up at Manchester.



**Jet2:-** Boeing 737/300 G-CELH returned from Beograd in Serbia and Montenegro after major overhaul and with the end of the summer season upon us G-CELI and G-CELY both left at the end of the month to brave the Russian winter. Incidentally, while Belfast based G-CELY is away the company will be leasing Air Atlantic Electras to operate the overnight freight flights for Ireland. The two Boeing 737s leased from Futura, EI-DOR and EI-DXO, both returned home at the end of the month.

## 01 Monday

TC-APZ	Boeing 737/800	0847 1044	f/t Dalaman(Sun Turk 453/4)
TC-OAL	Airbus 321	1026 1148	f/t Dalaman(Onur Air 7335/7336)
N581AF	Raytheon 58 Baron	1032 1315	f. Sleaf t. Sheffield
G-BBSM	PA-32 Cherokee 6	1052 1334	f/t Hardwick, with a night stop
G-LUXY	Citation 2/SP	1056 1528	f/t Northolt, with a night stop
G-LILA	Long Ranger	1146 1233	f. Pathead(Edinburgh) t. Manston
G-GFPA	PA-28 Archer	1148	ILS and overshoot, f/t Barton
D-CGGB	Lear Jet 40	1507 0959	f. Yeovilton(Cirrus 8694), n/s t. Shannon(8694)
ZH874	Hercules C.4	1618	ILS and Overshoot(Ascot 523)
LZ-BHC	Airbus 320	1633 1729	f/t Bourgas(Balkan Holidays 5571/5572)
D-CTEC	Citationjet 2	1654 1740	f. Berlin/Tempelhof(GBJ 869P) t. Biggin Hill(869G)
D-CAAZ	Dornier 228	1718 1840	f. Rennes(Arcus Air 412) t. Beauvais(413)

**Aer Arran:-** EI-REB(672/3), EI-REE(683/4) **Air Southwest:-** G-WOWE(482/3), G-WOWB(486/7)

**BMI:-** G-MIDC(9711) positioned to Glasgow this morning returning later from Lyon(9712) to resume IT flights. G-RJXJ(410/409) f/t Edinburgh. London flights- G-DBCI(n/s). G-RJXH(9111) to Aberdeen with G-RJXE(9112) returning to night stop with G-RJXB/K.

**Eastern:-** G-MAJG/X operated all day and night stopped.

**Jet2:-** G-CELU(032P) positioned from Belfast International(032P).

**Flybe:-** G-JECS(729/30), **G-EMBJ**(171/2), **G-JEDM**(643/4), **G-JEDW**(731/2), **G-EMBT**(173/4), **G-JEDJ**(733/4)

**KLM:-** PH-OFN(65W/66S), PH-KZA(67N/68K), PH-OFN(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*An interesting and varied start to the new month with no less than three German visitors including the Arcus Air Dornier 228 D-CAAZ which was on a freight flight. This aircraft had only been acquired by the company in January this year having previously operated with the German Navy. There were another two first time visitors, the Raytheon built Baron N581AF which has been based at Kidlington since June and Citation G-LUXY operated by Mitre Aviation.

## 02 Tuesday

XV307	Hercules C.3	0230 0242	f. Hanover(Ascot 5063) t. Lyneham(5064)
EI-DMG	C.441 Conquest	1102 1620	f. Waterford t. Swansea
CS-DKA	Gulfstream 4	1104 1209	f. Nice(Fraction 4RP) t. Farnborough(4RP)
N218SA	PA-24 Comanche	1129 1158	f. Kilbride t. Fadmoor
ZK454	King Air 200	1133	ILS and Overshoot(Cranwell 45)
G-CDWY	Agusta A.109S	1209 1331	f. Coventry t. Edinburgh
G-LINE	Twin Squirrel	1212 1406	f/t Sherburn(Grid 03)
G-RXVH	Cessna 182T	1304 1015	f. Near Kemble, n/s to 19/10, t. Saarbrücken
G-BYAE	Boeing 757	1314 1453	f/t Alicante(Thomson 392A/391A)
G-VONC	Sikorsky S.76B	1432 1505	f/t Devonshire Arms(Premier 13), refuel
D-CGGB	Lear Jet 40	1922 0721	f. Shannon(Cirrus 8694), n/s t. Farnborough(8694)
9H-AEJ	Airbus 319	1930 2033	f/t Malta(Air Malta 5208/5209)

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

**BMI:-** G-RJXJ(410/409). G-DBCI all Londons until G-MIDX(8JL), which then took over IT flights from G-MIDC. G-RJXB/E/K, night stopped.

**Eastern:-** G-MAJG/X operated all day and night stopped.

**Flybe:-** G-JECI(171/2), G-JECV(729/30), **G-JEDM**(643/4), **G-JECS**(731/2), **G-JEDO**(733/4), **G-JEDT**(175/6)

**Jet2:-** G-CELG(050P/051P) positioned from and to Blackpool.

**KLM:-** PH-KLI(65W/66S), PH-KZG(67N/68K), PH-OFF(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*Another varied day, which started early this morning with a nocturnal C-130. The Cessna 182T G-RXVH, which was owned by Standard Aviation of Newcastle arrived for a major overhaul by Multiflight and on departure on the 19<sup>th</sup> it was on delivery to new owners in Hungary. Finally, Cougar G-BLHR returned to Sheffield this morning having been here since 26/9 for local training flights.

### 03 Wednesday

N40GD	Cirrus SR.22	0804 0839	f. Sherburn t. Duxford, return 1705/1742
CS-DFE	Falcon 2000	0924 1130	f. Northolt(Fraction 876B) t. Altenrhone(2NE)
D-IBAR	King Air 200	1303 1357	f. Blackpool, n/s t. Monchengladbach
XZ211	Lynx	1430	Radar Approach(Armyair 987), f/t Dishforth
G-FIBS	Squirrel	1817 1651	f. Duxford, n/s until 5/10 t. Harrogate

**Aer Arran:-** EI-REB(672/3), EI-REG(684/3) **Air Southwest:-** G-WOWD(482/3), G-WOWB(486/7)

**BMI:-** G-RJXJ(410/409). G-MIDC all Londons until G-DBCD(8JL), n/s with G-RJXB/E/K. G-MIDX on ITs.

**Eastern:-** G-MAJG(81D) swapped in Inverness with G-MAJN(84D), n/s with G-MAJX.

**Flybe:-** G-JECS(729/30), **G-EMBJ(171/2)**, G-JEDM(643/4), G-JEDO(731/2), **G-EMBT(173/4)**, G-JECU(733/4). G-JECR(175/6)

**Jet2:-** G-CELU(045P) positioned to Liverpool this morning.

**KLM:-** PH-OFJ(65W/66S), PH-KLI(67N/68K), PH-OFE(69W/64K,n/s) **Manx2:-** 9H-AEU x2

**Ryanair:-** EI-DHJ(152/153A), 15J/155 canx, EI-DLO(156/15N)

\*\*\*The only machine of any note today was King Air 200 D-IBAR of ACH Hamburg Fluggesellschaft.

### 04 Thursday

D-IBCT	Citationjet 2	0923 1241	f. Paderborn t. Dortmund
G-CAMB	Twin Squirrel	1150 1341	f. Barton(Powerline 35), local inspections.
EC-KEN	Airbus 320	1238 1330	f/t Arrecife(Iberworld 3659/3660)
G-BYAR	Boeing 757	1332 1441	f/t Palma(Thomson 5634/5633)
G-OOAP	Airbus 320	1335 1554	f/t Faro(Jetset 639D/639C)
CS-DKG	Gulfstream 550	1423 1552	f. Luton(Fraction 5AN) t. Nice(5AN)
G-ENNI	Robin R.3000	1630 1627	f. Turweston, n/s t. Goodwood
G-NSJS	Citation Sovereign	1710 1857	f/t Jersey, with an overnight stay
ZF377	Tucano	2131	ILS and overshoot(LOP 84), f/t Linton

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

**BMI:-** G-RJXJ(410/409). G-MIDX(9541)

positioned to Heathrow at lunchtime.

Londons G-DBCI until G-MIDC(8JL),

n/s with G-RJXB/E/K. G-MIDX(9542)

positioned back from Heathrow to

resume ITs.

**Eastern:-** G-MAJX(19Q) swapped

in Aberdeen with G-MAJZ(29Q),

G-MAJN(39Q) swapped in Aberdeen with

G-MAJK(49Q). G-MAJK/Z night stop.

**Flybe:-** G-JEDJ(729/30), G-JECI(171/2,

175/6), G-JEDU(643/4), G-JECU(731/2),

**G-EMBT(173/4)**, G-JEDO(733/4)

**KLM:-** PH-OFK(65W/66S), PH-WXD(67N/68K), PH-OFF(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*Today produced two first visits, starting with the brand new Citation Sovereign G-NSJS which is owned by Ferncroft Ltd and replaces Falcon 900EAsy N900NS, so as with its predecessor it will become a familiar sight on the Multiflight apron. The other first timer was Citationjet D-IBCT, which replaces a Cessna 303 that carried the same registration.

The Iberworld A.320 EC-KEN(See photo), still in its Go-India colours, visited again today.

### 05 Friday

G-BLHR	GA-7 Cougar	1112	ILS and overshoot, t. Sheffield
EC-HJQ	Boeing 737/800	1128 1255	f/t Tenerife(Air Europa 207/208)
G-CAMB	Twin Squirrel	1141 1251	f. Settle(Powerline 35) t. Bury(35)
N84VK	PA-24 Comanche	1145 1631	f/t Tattenhill





G-EEJE	PA-31 Chieftain	1354 1508	f. Fadmoor t. Bournemouth
G-BYAU	Boeing 757	1419 1557	f/t Corfu(Thomson 344Q/343Q)
G-SAMP	Agusta A.109E	1429 1925	f. site near Scampton t. Liskard
G-LIDE	PA-31 Chieftain	1456 1415	f. Isle of Man, n/s t. Luton
G-JIVE	Hughes 369E	1540 1611	f. Topcliffe t. Shelf
LX-PIX	Merlin IIIA	1642 1019	f. Southend, n/s t. Antwerp
G-XLMB	Citation XL	1741 0855	f/t Jersey(Beauport 951/961), n/s
G-BOKA	PA-28 Dakota	1805 1746	f/t Fair Oaks, with an overnight stay
CS-DHL	Citation Bravo	1949 1858	f/t Exeter(Fraction 1VU), night stop

**Aer Arran:-** EI-REE(672/3), EI-REF(684/3) **Air Southwest:-** G-WOWD(482/3), G-WOWA(486/7)



**Bmi:-** G-RJXJ(410/409). G-MIDC operated all Londons until G-MIDL(8JL/9851 t. Birmingham). G-RJXE(9854, t. Heathrow) and G-RJXK(9152, t. Aberdeen) leaving just G-RJXB to night stop. G-MIDJ continues on IT duty.

**Eastern:-** G-MAJN(59Q) swapped in Aberdeen with G-MAJY(99Q), n/s with G-MAJK.

**Flybe:-** G-FBEF(171/2), G-JECU(729/30), G-JEDU(643/4), G-JEDO(731/2), G-EMBL(173/4), G-JECK(733/4), G-FBEC(175/6)

**Jet2:-** G-CELY(326/325) f/t Belfast. G-CELU(046P) returned from Liverpool.

**KLM:-** PH-WXC(65W/66S), PH-KZR(67N/68K), PH-OPF(69W/64K, n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*Another varied bunch with probably the pick being Merlin LX-PIX(See photo) operated by Aerodata Surveys, however this aircraft has visited LBIA before when it was operated by the Belgium Air Force as CF-06. Another welcome sight was Comanche N84VK, which was from and to its base at Tattenhill while Flybe produced two "Wombles"(Embraer 190). PA-28 G-LFSK returned to Sheffield this evening after another stint being based for training.

#### 06 Saturday

G-SGEC	King Air 200	0845 0923	f. Gamston t. Marseille, return 2012/0953(n/s)
G-JBIS	Citation 2	0932 1317	f/t Nice with an overnight stay
CS-DFH	Falcon 900	0940 1119	f. Altenrhine(Fraction 9EW) t. Jersey(9EW)
F-GXRK	Citationjet	1158 1230	f. Valencia(X-Bird 105J) t. Le Bourget(105J)
N128AB	Gulfstream 400	1208 1252	f. Fort Meyers t. Le Bourget
G-BVYF	PA-31 Chieftain	1300 1133	f. Haverfordwest(Poyston 04), n/s t. Teesside(04)
G-OLDT	Lear Jet 45	1338 1429	f/t Biggin Hill(Partner 98C/98D)
EC-HKP	MD-83	1430 1543	f/t Palma(Spanair 3257/3258)
EC-FTS	MD-83	1452 1601	f/t Palma(Spanair 3003/3004)
CS-DFH	Falcon 900	1651 0904	f. Jersey(Fraction 9EW), n/s t. Edinburgh(9EW)
G-FIBS	Squirrel	1700 1249	f. Harrogate, n/s to 11/10 t. Richmond
D-CAVE	Lear Jet 35A	1715 1918	f. Odesa(Ambulance 858) t. Karlsruhe(858)
G-LIDE	PA-31 Chieftain	1815 1909	f/t Isle of Man(Causeway 06B/06C)
N300BZ	Challenger 300	2016 1007	f. Bradley International, n/s t. Faro
G-EEJE	PA-31 Chieftain	2228 0949	f. Bournemouth, n/s t. Fadmoor

**Air Southwest:-** G-WOWD(480/1)

**Bmi:-** G-MIDU(9861) positioned from Heathrow to help out on the IT flights. London:- G-RJXB(01J/4JL/2LJ), G-RJXO(8JL, n/s). G-RJXK (9166) positioned from Aberdeen.

**Flybe:-** G-JECK(729/30), G-JECI(171/2), G-JECO(643/4)

**Jet2:-** G-CELY(050E) positioned from Belfast to operate Nice flight.

**KLM:-** PH-KLI(65W/66S), PH-WXA(67N/68K), PH-OFI(69W/64K, n/s) **Manx2:-** OK-UBA x1

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

\*\*\*What an incredible day for a Saturday with the probable pick of the visitors being the two bizjets from over The Pond. Gulfstream 400 N128AB is another aircraft from Prime Jet, who are becoming regular visitors to LBIA while N300BZ is operated by AVN Air LLC and based at Danbury, Connecticut. Another first timer today was Citationjet F-GXRK, which is operated by Ixair based at Toussus-le-Noble.

## 07 Sunday

OO-GFD	Falcon 2000	0950 1057	f. Brussels(Abelag 72D) t. Venice(72D)
HB-JIB	MD-90	1218 1332	f/t Malta(Fly Hello 32A/321)
G-BYAU	Boeing 757	1311 1438	f/t Palma(Thomson 102E/101E)
F-GXRK	Citationjet	1636 1731	f/t Paris/Le Bourget(X-Bird 105J)

**Aer Arran:-** EI-REB(672/3), EI-RED(684/3) **Air Southwest:-** G-WOWE(486/7)

**BMI:-** London flights:- G-RJXO(01J/4JL/2LJ), G-RJXE(7JL), G-DBCK(595, f. Manchester/2PK), G-DBCG(8JL, arrived 2359). G-MIDX(9571) positioned to Heathrow at the end of its IT duties, leaving G-MIDU to plod on. Dornier 328 **G-BWWT**(9175) arrived from Dundee to be based, n/s with G-RJXE/H.

**Eastern:-** G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJK/Y night stop.

**Flybe:-** G-EMBJ(173/4), G-JECO(643/4), G-JECV(731/2), G-JEDO(733/4), G-JECE(175/6)

**Jet2:-** G-CELY(051E) positioned from Belfast International.

**KLM:-** PH-OFM(65W/66S), PH-KZP(67N/68K), PH-OFE(69W/64K,n/s) **Manx2:-** OK-RDA x1

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

\*\*\*British Midland have again leased a Dornier 328 from Scot Airways and the aircraft will be used almost exclusively on the Brussels flights. The company had other shortages over the weekend and this resulted in A.319 G-DBCK (595/2PK), operating the Manchester – Heathrow flight, routing through LBA to collect stranded passengers. The PA-28 G-LFSK again returned from Sheffield for another stint as a temporary resident for training.

## 08 Monday

TC-OAF	Airbus 321	0733 0858	f/t Dalaman(Onur Air 7335/7336)
TC-APF	Boeing 737/800	0830 1038	f/t Dalaman(Sun Turk 453/454F)
N220RJ	Cirrus SR.22	1031 1122	f. Staverton, n/s t. Glasgow
G-JIVE	Hughes 369E	1336 1339	f. Shelf t. Devonshire Arms, return 1545/1546
G-SOVB	Lear Jet 45	1928 0918	f. Cambridge(Beauport 2T), n/s t. Shannon(291)
N630S	IAI 1124 Astra	2209 1359	f. Gander, n/s t. Norwich

**Aer Arran:-** EI-REB(672/3), EI-REF(684/3) **Air Southwest:-** G-WOWE(482/3), G-WOWD(486/7)

**BMI:-** G-RJXL(410/409). G-DBCG all Londons, n/s with G-RJXE/H, G-BWWT. G-MIDU on ITs.

**Eastern:-** G-MAJY(81D) exchanged in Inverness with G-MAJF(84D), n/s with G-MAJK.

**Flybe:-** G-JECK(729/30), **G-FBEF**(171/2), G-JEDU(643/4), G-JECP(173/4), **G-EMBL**(173/4), G-JEDM(733/4), G-JECE(175/6)

**KLM:-** PH-KLE(65W/66S), PH-KLD(67N/68K), PH-OPF(69W/64K,n/s) **Manx2:-** 9H-AEU x2

**Ryanair:-** EI-DHI(152/153A), EI-DPP(15J/155), EI-DCI(156/15N)

\*\*\*The Astra N630S arrived from Gwinnett County, Georgia with a refuelling stop in Gander while SR.22 N220RJ was on its first visit to LBA. This is a Bembridge assembled aircraft based at Gloucester/Staverton.

## 09 Tuesday

G-NSJS	Citation Sovereign	0949 1525	f/t Jersey
G-PWNS	Citationjet	1122 1240	f. Jersey(Hangar 892) t. Edinburgh(892)
G-BYAE	Boeing 757	1301 1440	f/t Alicante(Thomson 392A/391A)
OO-GFD	Falcon 2000	1559 1632	f. Venice(Abelag 72D) t. Charleroi(72D)
G-JBIZ	Citation 2	1738 0919	f. Nice, n/s t. Biggin Hill
G-SOVB	Lear Jet 45	1903 1928	f. Shannon(Beauport 292) t. Manchester(293)

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

**BMI:-** G-RJXL(410/409). G-RJXH(405) exchanged in Edinburgh for G-RJXA(406), n/s with G-RJXE, G-BWWT. London flights operated by G-DBCG until G-MIDT(8JL), which then took over IT flights.

**Eastern:-** G-MAJF/K operated all flights and night stopped.

**Flybe:-** G-JECS(729/30), G-JECI(171/2), G-JECN(643/4), G-JEDM(731/2), **G-EMBJ**(173/4), G-JECV(733/4), G-JECE(175/6)

**Jet2:-** G-CELU(327) swapped in Belfast with G-CELG(328)

**KLM:-** PH-KLD(65W/66S), PH-KLG(67N/68K), PH-KLG(69W/64K,n/s) **Manx2:-** 9H-AEU x2

**Ryanair:-** EI-DCE(152/153A), EI-DHJ(15J/155), EI-DCE(156/15N)

\*\*\*No comments needed on a boring day at LBA.

## 10 Wednesday

N642P	PA-31 Navajo	0903 1802	f/t Enniskillen
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G-UFCD	PA-34 Seneca	0944 1402	f/t Blackbushe
ZK452	King Air 200	1048	ILS and overshoot(Cranwell 61)
G-VOND	Bell 222	1434 1640	f. Barnsley(Premier 10) t. Denham(10)
D-GAAA	DA-42 Twin Star	1602 0415	f. Orebro(Sweden), 1/2 n/s! t. Malmo/Sturup
HB-JEC	Challenger-300	1611 1717	f. Faro t. Basel/Mulhouse

**Aer Arran:-** EI-REL(672/3), EI-REF(684/3) **Air Southwest:-** G-WOWA(482/3), G-WOWD(486/7)

**BMI:-** G-RJXL(410/409). G-MIDU London flights until G-DBCJ(8JL), n/s with G-RJXA/E, G-BWWT. G-MIDT on ITs.

**Eastern:-** G-MAJF(19Q) exchanged in Aberdeen for G-MAJX(29Q), n/s with G-MAJK.

**Flybe:-** G-JECS(729/30), **G-EMBT**(171/2), G-JECW(643/4), G-JECP(731/2), **G-EMBJ**(173/4), G-JEDO(733/4), G-JECE(175/6)

**KLM:-** PH-OJFJ(65W/66S), PH-KLD(67N/68K), PH-KLE(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*Not a very busy day, however there were some interesting arrivals. PA-31 N642P is operated by Corporate Air(Ireland) Inc. while the first visiting DA-42 D-GAAA, which departed at some unearthly hour, is owned by Air-Taxi Europe. Finally, Challenger HB-JEC is the personal mount of the President of F.C. Basel. On the departure side Squirrel G-OGOA, which has been on long term overhaul with Multiflight was loaded into a container this morning ready to start its journey for a new life in Australia.

#### 11 Thursday

G-CDSZ	DA-42 Twin Star	0734 1920	f. Ronaldsway t. East Midlands
G-EDCJ	Citationjet	0839 1119	f. Glasgow(Saltyre 456) t. East Midlands(456)
N309CJ	Citationjet 2	1029 1051	f/t Guernsey
EC-INZ	Airbus 320	1216 1328	f/t Arrecife(Iberworld 3659/3660)
G-BYAL	Boeing 757	1323 1442	f/t Palma(Thomson 5634/5633)
ZE701	BAe 146/CC2	1538 0933	f. Doncaster(Kittyhawk 23R), n/s t. Northolt(23R)
D-ASTS	Challenger 604	1620 1936	f. Biggin Hill(Bavarian 101) t. Le Bourget(101)
G-FIBS	Squirrel	1643 0746	f/t Denham(Yorkair 3 outbound), n/s until 20/10
N250TM	King Air 200	1733 1750	f. Le Castellet t. Cranfield

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

**BMI:-** G-RJXL(410/409). Heathrows G-DBCJ until G-DBCK(7JL/5LJ/8JL,n/s). Dornier 328 G-BWWT(Suckling 700P) positioned to Edinburgh to be replaced by G-CCGS (Suckling 700P), n/s with G-RJXA/E. ITs G-MIDT until it positioned to Heathrow(9642) early afternoon.

**Eastern:-** G-MAJK(59Q) swapped in Aberdeen with G-MAJI(99Q), n/s with G-MAJX.

**Flybe:-** G-JECS(729/30), G-JECI(171/2), G-JECN(643/4), G-JECP(731/2), **G-EMBL**(173/4), G-JEDO(733/4), G-JECE(175/6)

**KLM:-** PH-OJFJ(65W/66S), PH-KLD(67N/68K), PH-KLG(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*A pretty steady day but there was nothing to get excited about.

#### 12 Friday

F-GLPT	Merlin IIIB	0756 1854	f/t Le Bourget(Air Lec 302)
G-SFCJ	Citationjet	1009 1128	f. Jersey(Hangar 805) t. Oxford(805)
ZK452	King Air 200	1028	ILS and overshoot(Cranwell 77)
EC-III	Boeing 737/800	1135 1253	f/t Tenerife(Air Europa 207/208)
G-BYAU	Boeing 757	1417 1542	f/t Corfu(Thomson 344E/343E)
N888NY	Boeing 737/7CG	1435 0916	f/t Stansted, n/s until 26/10
G-MAYB	Robinson R.44	1516 Res.	f. Walton Wood, new resident.
G-SOVB	Lear Jet 45	1640 1212	f. Nice(Beaupourt 221), n/s t. Manchester(231)
D-GAAA	DA-42 Twin Star	2028 2140	f. Malmo/Sturup t. Hanover

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

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

**BMI:-** G-MIDT(9643) positioned back from Heathrow just after midnight to pick up a late running IT programme and was joined later by G-MIDX(9551), also from Heathrow to help clear the backlog.

G-DBCK operated am Heathrows then Titan '146

**G-ZAPO**(5JL/4LJ, 7JL/5LJ) and G-MIDZ(8JL/9851,t.



Birmingham). G-RJXL(410/409) f/t Edinburgh. G-RJXA(9854) positioned to Heathrow leaving G-RJXE and G-CCGS to night stop.

**Eastern:-** G-MAJI(19Q) swapped in Aberdeen with G-MAJH(29Q), stayed weekend with G-MAJX.

**Flybe:-** G-EMBT(171/2), G-JECP(729/30), G-JECN(643/4), G-JECS(731/2), G-EMBJ(173/4), G-JEDM(733/4), G-JECE(175/6)

**Jet2:-** G-CELY(326/325) f/t Belfast.

**KLM:-** PH-KLE(65W/66S), PH-KZD(67N/68K), PH-OFO(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*The surprise arrival today was Boeing BBJ N888NY(See photo), which arrived for a couple of weeks holiday in the Multiflight hangar. The aircraft, a 1999 vintage machine, was registered to Wells Fargo Bank Northwest on 12/9/2007 and routed from the USA to Dubai via Zurich on the same date, having formerly been operated by Clay Lacey Aviation. A new resident arrived this afternoon in the shape of R.44 G-MAYB owned by Pole Position Indoor Karting whose premises are in South Leeds.

### 13 Saturday

G-JBIS	Citation 2	0926 0954	f. Glasgow t. Luton, return 1948/2223
CS-DXG	Citation XLS	0945 1115	f. Northolt(Fraction 511F) t. Wien(3QH)
G-CEMS	MD.902 Explorer	1151 1528	f/t Sheffield(Helimed 98E), first visit.
G-TAIR	PA-34 Seneca	1224 1755	f/t Isle of Man
EC-HFT	MD-83	1502 1601	f/t Palma(Spanair 3257/3258)
EC-GQG	MD-83	1517 1626	f/t Palma(Spanair 3004/3004)

**Aer Arran:-** EI-REB(684/3)

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

**Bmi:-** Heathrow,

G-RJXE(01J/4JL/2LJ/8JL), night stop.

G-MIDT/X carry on with ITs.

**Flybe:-** G-JECI(171/2), G-JEDO(729/30),

G-JECJ(643/4)

**Jet2:-** G-CELP(046P) arrived from Manchester for maintenance.

**KLM:-** PH-KVH(65W/66S), PH-KZD(67N/68K), PH-KLG(69W/64K,n/s)

**Manx2:-** OK-RDA x1

**Ryanair:-** EI-DAG(15J/155)

\*\*\*Today we had our first sighting of the second Yorkshire Air Ambulance G-CEMS(See photo), which arrived at its base of Sheffield yesterday. An unexpected arrival today was Fokker 50 PH-KVH operating the morning KLM Amsterdam rotation.

### 14 Sunday

G-CEMS	MD.902 Explorer	1158 1505	f. Sheffield(Helimed 98E) t. Settle(98A)
HB-JIB	MD-90	1206 1316	f/t Malta(Fly Hello 32A/321)
OO-LFN	Lear Jet 45	1252 1405	f. Luton(Abelag 62P) t. Le Bourget(62P)
G-BYAU	Boeing 757	1320 1443	f/t Palma(Thomson 102E/101E)
G-JBIS	Citation 2	1345 1629	f. Glasgow t. Nice
CS-DFG	Falcon 2000EX	1759 0819	f. Amsterdam(NJE 2QP), n/s t. Copenhagen(841C)

**Aer Arran:-** EI-REB(684/3), EI-REE(672/3) **Air Southwest:-** G-WOWC(486/7)

**Bmi:-** Heathrow, G-RJXE(01J/4JL/2LJ), G-RJXA(7JL), G-MIDT(5LJ, after IT stint), G-DBCF(8JL,n/s). G-MIDX(9876) from East Midlands to take over IT flights. G-RJXK(616/615) f/t Brussels. G-RJXM(9166) positioned from Aberdeen, n/s with G-RJXA, G-CCGS.

**Eastern:-** G-MAJN(99Q/59Q) f/t Aberdeen. G-MAJH/X night stop.

**Flybe:-** G-EMBJ(173/4), G-JECX(643/4), G-JEDM(731/2), G-JECW(733/4), G-JECU(175/6)

**KLM:-** PH-OFF(65W/66S), PH-KZL(67N/68K), PH-OFK(69W/64K,n/s) **Manx2:-** OK-RDA x1

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

### 15 Monday

TC-OAL	Airbus 321	0814 0954	f/t Dalaman(Onur Air 7335/7336)
G-NSJS	Citation Sovereign	1027 1458	f. Jersey t. Southampton
CS-DMR	Hawker 400XP	1444 1102	f. London City(Fraction 4HA), n/s t. Brussels(540T)
N565F	Gazelle	1538 1611	f. Langham t. Norwich





G-SFCJ	Citationjet	1604 1633	f, Birmingham(Hangar 808) t. Jersey(808)
CS-DMN	Hawker 800XP	1806 0717	f. Gatwick(Fraction 042M), n/s t. Warsaw(8MZ)
EI-MAX	Lear Jet 31A	1939 1807	f/t Dublin(High Flyer 31A), night stop
D-IETZ	Citationjet 2	2139 0913	f. Mannheim(Global Jet 102A), n/s t. Firenze(102B)

**Aer Arran:-** EI-REF(672/3), EI-REL(684/3) **Air Southwest:-** G-WOWC(482/3), G-WOWE(486/7)

**BMI:-** G-RJXL(410/409). G-MIDX(9512) positioned to Heathrow after a very short IT duty. G-DBCI(5WT) operated the Teesside – Heathrow flight via LBA with the 4JL/2LJ cancelled due weather down south. G-DBCF then resumed the Heathrows until G-MIDU(8JL) arrived to recommence a delayed IT programme. G-DBCK(9813) then positioned from Heathrow just after 2300 ready to operate to London the following morning. G-RJXA/M, G-CCGS n/s.

**Eastern:-** G-MAJH(19Q) swapped in Aberdeen with G-MAJZ(29Q/39Q), then swapped back with G-MAJH(49Q). G-MAJX(81D) operated the Southampton – Inverness flight late, having diverted to Bristol this morning due to fog on the outbound leg to Southampton and at the same time as G-MAJY(84D) arrived from Inverness operating the southbound flight. G-MAJH/Y ended up night stopping.

**Flybe:-** G-JEDM(729/30), 171/2 canx. G-JEDK(643/4), G-JEDM(731/2), G-EMBJ(173,n/s/041R t. Southampton), G-JECW(733/4), G-JECU(175/6).

**Jet2:-** G-CELP(050P) positioned home to Stansted following maintenance in Multiflight.

**KLM:-** PH-OFI(65W), this aircraft night stopped and departed to Amsterdam at 2210 on 16/10 as "KLM 66S". PH-OFN(67N/68K), PH-OFM(69W/64K,n/s).

**Manx2:-** Unhampered by the fog around the country, 9H-AEU operated both flights.

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

\*\*\*What a complicated day with disruption to the scheduled flights due early fog down South and a couple of unserviceable aircraft! Of the visitors, the Citationjet 2 D-IETZ was a first visit even though the registration has appeared on an aircraft at LBA already this year! Let me explain, D-IETZ(1) was a Citationjet which was sold by Aero Business Charter GmbH and became F-HAGH on 9/9/2007 with a new Citationjet 2 D-IETZ(2) arriving a week later to replace it. Finally, on a epic day Dauphin PH-FMD(ex ST-MSA) made its first flight this afternoon following a rebuild by Multiflight using call-sign "Yorkair 1".

#### 16 Tuesday

G-OECM	Commander 114B	0917 1915	f/t Carlisle, n/s until 20/10, maintenance
G-XBEL	Citation XLS	1028 1620	f/t Jersey(Beauport 861/2)
G-CDWY	Agusta A.109S	1047 1423	f. Mansfield t. Blackpool
CS-DFK	Falcon 2000EX	1048 1222	f. Nice(Fraction 2UR) t. Northolt(484T)
G-BYAX	Boeing 757	1319 1441	f/t Alicante(Thomson 392A/391A)
N109AG	Agusta A.109S	1425 1542	f/t Gildersome
N565F	Gazelle	1737 1047	f/t Norwich, with an overnight stay
D-CSUL	Lear Jet 45	1844 0847	f. Basel/Mulhouse, n/s t. Dublin
9H-AEH	Airbus 319	1947 2052	f/t Malta(Air Malta 5208/5209)

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

**BMI:-** G-RJXL(410/409). Londons, G-DBCK until G-DBCH(8JL), n/s with G-RJXA/M, G-CCGS. G-MIDU ITs.

**Eastern:-** G-MAJH/Y operated all flights and night stopped.

**Flybe:-** G-JEDI(729/30), G-JECO(171/2), G-JECH(643/4), G-JECP(731/2), G-EMBP(173/4), G-JECW(733/4), G-JECU(175/6)

**Jet2:-** G-CELK(323) exchanged in Belfast for G-CELU(324). G-CELC(720P) positioned to Newcastle returning later from Charles de Gaulle as '072P.

**KLM:-** PH-OFK(65W/66S), PH-KZM(67N/68K), PH-OFO(69W/64K,n/s)

**Manx2:-** 9H-AEU operated the am flight and LET 410 OK-UBA the teatime trip.

**Ryanair:-** EI-CSZ(152/153A), EI-DPH(15J/155), EI-CSG(156/15N)

\*\*\*A first time visit was made today by A.109S N109AG even though it is based just down the road at Cleckheaton near Bradford while the Lear Jet 45 D-CSUL is operated by ProAir. Michael O'Leary, the



boss of Ryanair, likes to have a "pop" at his competitors, witness EI-CSZ(See photo) wearing the slogan "Arrivederci Alitalia!" on the fuselage.

### 17 Wednesday

N41AK	King Air F.90	0855 1618	f/t Glasgow
G-ATRX	PA-32 Cherokee 6	1110 1503	f. Shoreham t. Blackbushe
G-SIVN	MD.500N Notar	1216 1514	f/t Seaham
ZK452	King Air 200	1349	ILS and o/s(CWL 19), + one unidentified(1530)
G-BIOB	Cessna F.172P	1503 0922	f/t Fairoaks(Flight Images 01), n/s
CS-DLB	Falcon 2000EX	1646 1551	f. Copenhagen(Fraction 941W), n/s t. Nice(7XM)
CS-DXG	Citation XLS	1839 0845	f. Cologne(Fraction 7QH), n/s t. Farnborough(7QH)
CS-DHO	Citation Bravo	1953 1153	f. Warsaw(Fraction 1ZQ), n/s t. Guernsey(1ZQ)

**Aer Arran:-** EI-REI(672/3), EI-REG(684/3) **Air Southwest:-** G-WOWC(482/3), G-WOWA(486/7)

**BMI:-** G-RJXL(410/409). London G-DBCH until G-DBCI(8JL), n/s with G-RJXA/M, G-CCGS. G-MIDU ITs.

**Eastern:-** G-MAJH/Y operated all flights and night stopped.

**Flybe:-** G-JEDI(729/30), **G-EMBM**(171/2), G-JECU(643/4), G-JEDM(731/2), **G-EMBP**(173/4), G-JECW(733/4), G-JECH(175/6)

**Jet2:-** G-CELB(043P) to Birmingham. G-CELC(721P) to Paris/CDG, return from Newcastle(021P)

**KLM:-** PH-OFF(65W/66S), PH-KZK(67N/68K), PH-OFO(69W/64K,n/s) **Manx2:-** 9H-AEU x2

**Ryanair:-** EI-DLC(152/153A, 15J/156), EI-DAG(156/15N)

\*\*\*The only visitor worthy of mention today was PA-32 G-ATRX, a 1966 vintage machine which lives on the Isle of Wight. Cessna 182T G-RXVH was air tested today prior to its delivery to Hungary on the 19<sup>th</sup>.

### 18 Thursday

XZ590	Sea King HAR3	0729 0759	f. Valley(Rescue 122) t. Leicester(122)
D-CRAO	King Air 350	0850 1213	f/t Bielefeld
G-PETS	DA-42 Twin Star	0920 0959	f. Bagby t. Rotterdam
CS-DRR	Hawker 800XPi	0931 1035	f. Edinburgh(Fraction 7AE) t. Salzburg(7AE)
G-CEMS	MD.902 Explorer	1037 1729	f/t Sheffield(Helimed 98E), plus local call-outs
EC-IMU	Airbus 320	1222 1336	f/t Arcife(Iberworld 3659/3660)
G-FRYI	King Air 200	1241 1304	f. Dundee(Lonex 58FR) t. Stapleford(58FR)
G-BYAK	Boeing 757	1324 1443	f/t Palma(Thomson 5634/5633)
D-CSUL	Lear Jet 45	1355 1416	f. Shannon t. Stuttgart
G-CEJB	Pilatus PC-12	1449 1703	f/t Bournemouth
G-CCFS	Diamond DA-40	1515 1756	f. Newcastle t. Sheffield
G-KVIP	King Air 200	1555 1650	f. Staverton(Prestige 2) t. Exeter(2)

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

**BMI:-** G-RJXL(410/409), Londons, G-DBCI until G-MIDL(8JL/01J,n/s). G-RJXA/M, G-CCGS n/s. ITs G-MIDU.

**Eastern:-** G-MAJH(19Q) swapped in Aberdeen with G-MAJK(29Q) and then swapped again with G-MAJZ(99Q), n/s with G-MAJY.

**Flybe:-** G-JECO(171/2), G-JEDI(729/30), G-JECN(643/4), G-JEDM(731/2), **G-EMBY**(173/4), G-JECH(175/6), **G-JEBA**(733/4)

**Jet2:-** G-CELF(323) swapped in Belfast with G-CELK(324). G-CELB(044P) returned from Birmingham.

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

**Manx2:-** 9H-AEU operated in the morning however an old friend, Jetstream 31 G-PLAJ turned up pm.

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

\*\*\*A fairly busy day all round but the only notable visitor was the first visiting 737/800 EI-DWD.

### 19 Friday

LZ-YUN	Challenger 604	0815 1030	f. Sofia(LZR 451) t. Malaga(452)
SE-RFI	Citation Sovereign	0843 0941	f. Bournemouth t. Edinburgh
CS-DXJ	Citation XLS	0919 1120	f. Le Bourget(Fraction 3GX) t. Palma(3GX)
G-TOTN	Cessna 210M	0927 1603	f/t Isle of Man
EC-HZS	Boeing 737/800	1147 1259	f/t Tenerife(Air Europa 207/208)
G-BPKR	PA-28 Warrior	1208 1607	f. Fairoaks t. Bristol/Filton
G-AXDW	Beagle Pup	1334 1650	f. Weston-on-the-Green t. Cranfield



G-BYAU	Boeing 757	1412 1607	f. Corfu(Thomson 244Q/243Q)
G-PETS	DA-42 Twin Star	1420 1844	f. Rotterdam t. Isle of Man
G-RIAM	TB.10 Tobago	1438 1534	f/t Leicester
G-SOV	Lear Jet 45	1513 0858	f. Farnborough(Beauport 293), n/s t. Luton(201)
D-CCGB	Lear Jet 40	1539 0835	f. Stansted(Cirrus 8671), n/s t. Le Bourget(8671)
D-AETV	Challenger 604	2027 1131	f. Stockholm/Bromma(DLY 202), n/s t. Dubai(202)

**Aer Arran:-** EI-REF(672/3), EI-REL(684/3) **Air Southwest:-** G-WOWE(482/3), G-WOWA(486/7)

**BMI:-** G-MIDU(8152) arrived lunchtime and went u/s so G-MIDT(9551) positioned from Heathrow to take on the IT programme. G-MIDL all Londons until G-MIDR(8JL) and this aircraft also helped out with IT flights. G-RJXM(9854) positioned to Heathrow. G-RJXA, G-CCGS both night stopped.

**Eastern:-** G-MAJY(81D) swapped in Inverness for G-MAJX(84D), n/s with G-MAJZ.

**Flybe:-** G-JEDM(729/30), **G-EMBJ(171/2)**, G-JECM(643/4), G-JEDI(731/2), **G-EMBY(173/4)**, G-JECL(733/4), G-JEDR(175/6)

**Jet2:-** G-CELY(326/325) f/t Belfast.

**KLM:-** PH-OFE(65W/66S), PH-OFH(67N/68K), PH-OFN(69W/64K,n/s)

**Manx2:-** G-PLAJ(Vannin 302/3) operated in the morning with OK-RDA(Eurovan 307/8), pm.

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

\*\*\*Another interesting bunch with a Challenger at either end of the day, LZ-YUN is a new acquisition for Lazur Air and was on its first visit while D-AETV of Air Independence arrived for a charter to Dubai in the morning. Swedish Citation Sovereign SE-RFI of BookaJet was also a first timer while at the other end of the scale TB.10 G-RIAM also graced the LBIA concrete for the first time and it's a long time since were visited by a Beagle Pup! As mentioned when it arrived, Cessna 182T G-RXVH left today, on delivery to new owners in Hungary. Finally, the second former Sudanese Dauphin PH-FMA(ex. ST-MSD) made a short air test this afternoon prior to delivery.

## 20 Saturday

G-PETS	DA-42 Twin Star	0752 1911	f/t Isle of Man
D-BUBI	Challenger-300	0848 1129	f. Dusseldorf(Caroluss 175F) t. Faro(1753)
G-SFCJ	Citationjet	1044 1145	f. Jersey(Hangar 824) t. Oxford(824)
D-IETZ	Citationjet 2	1311 1407	f. Parma(Global Jet 102E) t. Mannheim(102F)
G-CCVY	Robinson R.22B	1343 1435	f. Site near Glasgow t. Prestwick
EC-GAT	MD-83	1518 1649	f/t Palma(Spanair 3003/3004)
G-FIBS	Squirrel	1541 1557	f. Windermere t. Malton, return 1815/1818
EC-HFP	MD-83	1640 1728	f. Glasgow(Spanair 3257) t. Palma(3258)
G-GLTT	PA-31 Chieftain	1843 1345	f. Edinburgh(Air Time 530P), n/s t. Fair Oaks(530)

**Aer Arran:-** EI-REG(684/3) **Air Southwest:-** G-WOWE(480/1)

**BMI:-** G-MIDT(9851) positioned to Birmingham at 0200 after helping out with the ITs, leaving G-MIDR to carry on until G-MIDU returned to service late tonight. London flights:- G-RJXA (01J/4JL/2LJ), G-CCYH(8JL, n/s). G-RJXL (9161) positioned from Aberdeen and night stopped.

**Flybe:-** G-JECO(171/2), G-JEDI(729/30), G-JECN(643/4)

**Jet2:-** G-CELH(050E) from Beograd(Serbia and Montenegro) after overhaul. G-CELP(060P) positioned from Stansted and operated several flights. G-CELG(050P) positioned to Manchester.

**KLM:-** PH-OFD(65W/66S), PH-KZA(67N/68K), PH-OFI(69W/64K,n/s) **Manx2:-** OK-UBA x1

**Ryanair:-** EI-DPM(152/153A), EI-DCI(15J/155)

\*\*\*Today we had another Challenger making its first visit, D-BUBI a 300 series is a new acquisition for Triple Alpha Luftfahrt and the aircraft made two touch and goes crew training before finally landing.

## 21 Sunday

EI-DAH	Boeing 737/800	0823 0913	f/t Pisa(Ryanair 567/568F) <u>Doncaster div.</u>
G-SOV	Lear Jet 45	1010 1109	f. Le Bourget(Beauport 211) t. Luton 212)
HB-JIB	MD-90	1219 1327	f/t Malta(Fly Hello 32A/321)
HB-VMY	Citation Bravo	1258 1432	f. Le Bourget(Jet Aviation 201) t. London City(202)
G-BYAU	Boeing 757	1328 1441	f/t Palma(Thomson 102E/101E)
G-TOTN	Cessna 210M	1546 1635	f/t Isle of Man
G-SFCJ	Citationjet	1643 0723	f. Oxford(Hangar 826), n/s t. Le Bourget(826)
G-JIVE	Hughes 369E	1653 1719	f. Brighton t. Shelf

**Aer Arran:-** EI-CPT(672/3), EI-REL(684/3) **Air Southwest:-** G-WOWA(486/7)

**BMI:-** London flights:- G-CCYH(01J/4JL/2LJ), G-RJXM(7JL), G-MIDP(9876, f. EMA/5LJ),

G-DBCG(8JL/9572, t. Heathrow). G-MIDR(9571) positioned out to Heathrow after helping out, leaving G-MIDU to soldier on with the IT programme. G-RJXO(616/615) f/t Brussels. G-RJXL(9672) positioned to EMA leaving just G-RJXM night stopping with G-CCGS.

**Eastern:-** G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJX/Z night stopping.

**Flybe:-** G-EMBM(173/4), G-JECM(643/4), G-JECG(731/2), G-JECP(733/4), G-EMBJ(175/6)

**Jet2:-** G-CELI(040P) from Manchester, G-CELP(050P) to Stansted.

**KLM:-** PH-OFK(65W/66S), PH-KLE(67N/68K), PH-OFA(69W/64K,n/s) **Manx2:-** OK-RDA x1

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

\*\*\*A pretty quiet day with the only arrival of note being Jet Aviation Citation Bravo HB-VMY. The C.152 G-FLOP returned from Sheffield for another stay as temporary resident.

## 22 Monday

TC-OAK	Airbus 321	0827 0932	f/t Dalaman(Onur Air 7335/7336)
N719EL	Hawker 400XP	0846 0907	f. East Midlands t. Venice
N660WB	Pilatus PC-12	0945 1634	f/t Belfast City
N109TK	Agusta A.109C	0955	f. Chorley, maintenance, still in 31/10
N101UK	Mooney M.20K	1020 1426	f/t Sheffield
CS-DNU	Hawker 800XP	1335 1409	f. Salzburg(Fraction 8UK) t. Koln/Bonn(8UK)
G-SGEC	King Air 200	1431 1529	f. Gamston t. Faro
G-SFCJ	Citationjet	1708 1734	f. Biggin Hill(Hangar 826) t. Oxford(826)
N601HW	Challenger 601	2017 0621	f. Goose Bay, n/s until 25/10, t. Luton

**Aer Arran:-** EI-REG(672/3), EI-REE(684/3) **Air Southwest:-** G-WOWA(482/3), G-WOWE(486/7)

**BMI:-** G-RJXO(9173) positioned from EMA at 0040. G-RJXK(410/409). G-MIDU was removed from the IT flights to operate the London flights until G-MIDT(8JL) arrived and then recommenced the IT trips. G-DBCJ(9511) positioned from Heathrow to fly to Heathrow(01J) in the morning. G-RJXM(403) swapped in Edinburgh for G-RJXH(404), n/s with G-RJXO/G-CCGS.

**Eastern:-** G-MAJX/Z operated all day and night stopped.

**Flybe:-** G-JECG(729/30), G-EMBJ(171/2), G-JECT(643/4), G-JEDU(731/2), G-EMBM(173/4), G-JECP(733/4), G-JECM(175/6)

**Jet2:-** G-CELI(050E) set off to Beograd for major overhaul.

**KLM:-** PH-OFK(65W/66S), PH-OFO(67N/68K), PH-OFN(69W/64K,n/s)

**Manx2:-** D-CSAL operated the morning rotation while LET 410 OK-UBA performed at teatime.

**Ryanair:-** EI-CSZ(152/153A), EI-DHD(15J/155), EI-CSZ(156/15N)

\*\*\*The only visitor of any note today was the Wal-Mart Challenger on one of its regular visits.

## 23 Tuesday

N64VB	Be.58 Baron	0738 0759	f. Sleaf t. Goodwood, return 1708/1723
G-BVWZ	PA-32 Saratoga	1021 1427	f/t Newcastle
D-CLUX	Lear Jet 40	1132 1642	f/t Farnborough(Cirrus 9144)
N40GD	Cirrus SR.22	1211 n/s+	f. Sherburn, still present 31/10
G-BYAU	Boeing 757	1335 1447	f/t Alicante(Thomson 392A/391A)
G-CCVO	Jet Ranger	1611 1637	f. Keighley t. Carnforth
9H-AEM	Airbus 319	1936 2033	f/t Malta(Air Malta 5208/5209)

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

**BMI:-** G-RJXK(410/409). G-DBCJ London flights until G-DBCH(8JL,n/s). G-RJXH(405) swapped in Edinburgh with G-RJXN(406), n/s with G-RJXO, G-CCGS. G-MIDT still doing ITs.

**Eastern:-** All flights operated by G-MAJX/Z and both night stopped.

**Flybe:-** G-JEDT(729/30), G-JECH(171/2), G-JECW(643/4), G-JECE(731/2), G-EMBP(173/4), G-JECN(733/4), G-JECO(175/6)

**KLM:-** PH-OFE(65W/66S), PH-OFO(67N/68K), PH-OFK(69W/64K,n/s) **Manx2:-** OK-RDA x2

**Ryanair:-** EI-DHD(152/153A), EI-CSZ(15J/155), EI-DHD(156/15N)

\*\*\*The SR.22 N40GD arrived today and was still present at the end of the month, believed to be on maintenance.

## 24 Wednesday

G-FIBS	Squirrel	0736 0758	f. Full Sutton t. Ilkley, return 1717/1742
G-WVIP	King Air 200	0923 1036	f. Exeter(Prestige 2) t. Prestwick(2)
ZD703	BAe.125/700B	0955 1733	f/t Northolt(Kittyhawk 28)
HB-IGL	Falcon 900	1044 1143	f. Nice(TAG Aviation 868) t. Amsterdam(868)



D-ASTS	Challenger 604	1126 1219	f. Karlsruhe(Bavarian 101) t. Le Bourget(101)
LZ-YUN	Challenger 604	1342 1438	f. Malaga(LZR 453) t. Sofia(454)
ZH554	Tornado F.3	1428	ILS and overshoot(Javelin 25), f/t Leeming
CS-DRF	Hawker 800XP	1629 1906	f. Palma(Fraction 5TP) t. Keflavik(5TP)
CS-DFM	Citation XL	1714 0901	f. Kassel(Fraction 6ND), n/s t. Inverness(6ND)
D-AONE	EMB.135 Legacy	2045 1445	f. Biggin Hill(Cirrus 9108), n/s t. Kazan(9108)

**Aer Arran:-** EI-REB(672/3), EI-REF(684/3) **Air Southwest:-** G-WOWC(482/3), G-WOWE(486/7)

**BMI:-** G-RJXX(410/409). London:-  
G-DBCH, n/s with G-RJXN/O, G-CCGS.  
IT flights G-MIDT.

**Eastern:-** Once again it's G-MAJX/Z  
operating all day and night stopping.

**Flybe:-** G-JECL(729/30),  
**G-EMBJ(171/2)**, G-JECP(643/4),  
G-JECE(731/2), **G-EMBP(173/4)**,  
G-JECW(733/4), G-JECH(175/6)  
**KLM:-** PH-OFC(65W/66S), PH-  
KZB(67N/68K), PH-OFC(69W/64K,n/s)

**Manx2:-** D-CSAL x2

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

\*\*\*A nice selection of Executive Jets once again with the star being the Legacy D-AONE(See photo), which although operated by German based Cirrus Aviation is in fact based in Russia, where it is due to return tomorrow. The Tornado did a visual circuit following his overshoot and made a "bombing run" over Cookridge, startling the neighbours somewhat!

## 25 Thursday

CS-DMF	Hawker 400XP	0753 1156	f. Eindhoven(Fraction 475H) t. Frankfurt(247W)
G-OMGI	King Air 200	0758 0841	f. Teesside(Goosepool 24) t. Stornaway(24)
G-FCLA	Boeing 757	1050 1149	f. Gatwick(Topjet 647P) t. Arrecife(647K)
EC-KDD	Airbus 320	1251 1403	f/t Arrecife(Iberworld 3659/3660)
D-CCAB	Citation Bravo	1257 0805	f. Doncaster, n/s t. Hawarden
G-BYAK	Boeing 757	1319 1436	f/t Palma(Thomson 5634/5633)
D-BGAL	Dornier 328J	1341 1433	f. Amsterdam(Cirrus 5925) t. Saarbrücken(7155)
ZH554	Tornado F.3	1415	ILS and overshoot(Javelin 25)
N719EL	Hawker 400XP	1510 1530	f. Venice t. East Midlands
CS-DXQ	Citation XLS	1524 1633	f. Biggin Hill(Fraction 6MA) t. Milan/Linate(6MA)
G-GLTT	PA-31 Chieftain	1745 1959	f. Jersey(Airtime 587) t. Bournemouth(588)
G-OMGI	King Air 200	1808 1852	f. Stornaway(Goosepool 24) t. Teesside(24)

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



**BMI:-** G-RJXX(410/409). London flights,  
G-DBCH until G-MIDX(8JL) arrived to  
take over IT operations from G-MIDT.  
G-RJXN/O, G-CCGS again were the night  
stoppers.

**Eastern:-** No change yet again with  
G-MAJX/Z staying overnight.

**Flybe:-** G-JECM(171/2), G-JEDT(729/30),  
G-JECP(643/4), G-JECN(731/2),  
**G-EMBM(173/4)**, G-JECL(733/4)  
G-JECO(175/6)

**Jet2:-** G-CELK(323) exchanged in Belfast  
for G-CELF(324)

**KLM:-** PH-OFH(65W/66S), PH-  
KZK(67N/68K), PH-OFC(69W/64K,n/s)

**Manx2:-** D-CSAL x2

**Ryanair:-** EI-DWD(152/153A), EI-DPM(15J/155), EI-DPM(156/15N)

\*\*\*Today saw first visits by two German bizjets, Citation Bravo D-CCAB of Air Hamburg Executive and the Cirrus Aviation Dornier 328Jet D-BGAL(See photo). The Thomas Cook Boeing 757 positioned in to operate an end of season IT flight.

## 26 Friday

ZK452	King Air 200	1032	ILS and overshoot(Cranwell 19)
G-NSJS	Citation Sovereign	1051 1513	f/t Jersey
CS-DRF	Hawker 800XP	1124 1258	f. Farnboro'(Fraction 5TP) t. London City(5TP)
EC-IDA	Boeing 737/800	1141 1345	f/t Tenerife(Air Europa 207/208)
CS-DXN	Citation XLS	1226 1315	f. Manchester(Fraction 183U) t. Torrejon(573A)
G-JIVE	Hughes 369E	1316 1337	f. Shelf t. Devonshire Arms, return 1605/1609
G-BYAY	Boeing 757	1425 1543	f/t Corfu(Thomson 244Q/243Q)
CS-DHM	Citation Bravo	1428 1643	f. Luton(Fraction 1HC) T. Eindhoven(678E)
HB-IGL	Falcon 900	1510 1624	f. Stuttgart(TAG Aviation 294) t. Nice(294)
D-CFAI	Lear Jet 35A	1744 2008	f/t Nurnberg(Frankenair 7851)
G-SGEC	King Air 200	1809 1827	f. Exeter t. Gamston
G-FLTK	MD-87	1902 2046	f. Prague(Blueberry 688P) t. Le Bourget(248)

**Aer Arran:-** EI-REE(672/3), EI-REG(684/3) **Air Southwest:-** G-WOWA(482/3), G-WOWE(486/7)

**BMI:-** G-MIDT operated London flights until G-MIDS(8JL/9851 t. Birmingham) and G-RJXQ(421) to Heathrow, leaving G-RJXN, G-CCGS to overnight. G-MIDX continues IT flights.

**Eastern:-** G-MAJZ(19Q) exchanged in Aberdeen with G-MAJT(29Q), n/s with G-MAJX.

**Flybe:-** G-EMBJ(171/2), G-JEDT(729/30), G-JECP(643/4), G-JECL(731/2, 733/4), **G-EMBM(173/4)**, G-JECH(175/6)

**Jet2:-** G-CELY(326/325) f/t Belfast. G-CELF(115A) to Bergen, Newcastle flight.

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

**Ryanair:-** EI-DPE(152/153A), EI-DCV(15J/155), **EI-DWJ(156/15N)**

\*\*\*Today offered another good selection of Executive jets, however the only two first visits were made by airlines. MD-87 G-FLTK of Flightline positioned in to operate a charter to Paris for Blue Line while the latest addition to the rapid growing Ryanair fleet, EI-DWJ appeared on the late flight.

## 27 Saturday

CS-DNQ	Falcon 2000	1209 1404	f. Le Bourget(Fraction 2MF) t. Palma(2MF)
N6954J	PA-28R Arrow	1323 1419	f. Norwich t. Ostend
G-BOKA	PA-28 Dakota	1424 1350	f/t Fairoaks, n/s until 29/10
EC-HKP	MD-83	1457 1538	f/t Palma(Spanair 3257/3257)
G-SGEC	King Air 200	1612 1658	f. Gamston t. Palma
EC-IOH	Airbus 320	1641 1727	f/t Palma(Spanair 3003/3004)
G-HARK	Challenger 604	1700 1801	f. Tenerife(Twinjet 5) t. Granada(5)
A9C-BXB	Challenger 604	1857 1952	f. Dubai Int.(Bexair 002) t. Le Bourget(002)
G-FLCA	Boeing 757	1907 2016	f. Gatwick(Topjet 308P) t. Las Palmas(308K)

**Aer Arran:-** EI-REF(684/3)

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

**BMI:-** London:- G-RJXN(01J/4JL/2LJ),

G-RJXC(8JL/9173, t. Heathrow).

G-RJXL(9166) from Aberdeen, n/s.

G-MIDX on IT duty.

**Flybe:-** G-JEDJ(171/2),

G-JEDU(729/30), G-JECN(643/4)

**KLM:-** PH-OFP(65W/66S), PH-KZD(67N/68K), PH-OFC(69W/64K,n/s)

**Manx2:-** OK-UBA x1

**Ryanair:-** EI-DAZ(152/153A), **EI-DWH(15J/155)**

\*\*\*What a day! We start with a pair of Challengers on their first visits, A9C-BXB of Bahrain Executive Air Services arrived direct from Dubai International and from rather closer to home was G-HARK, which is owned by Corbridge Ltd of Guernsey. PA-28R N6945J was another first timer, this machine being based at Sleaf. On the airline front, Spanair waited until their very last flight of the season before sending us anything different in the shape of A.320 EC-IOH and Ryanair used EI-DWH on the lunchtime Dublin flight. The Thomas Cook 757 G-FLCA(See photo, Mark Winterburn, LBAviation) again positioned in for





a one off IT, this time to Las Palmas. MD.902 G-CEMS(Helimed 98E) arrived from Sheffield this morning and was operational all day, this being joined by C.152 G-FLOP and PA-28 G-LFSK, also both from Sheffield, for local training once again.

## **28 Sunday**

HB-JIB	MD-90	1226 1340	f/t Malta(Fly Hello 32A/321)
CS-DFQ	Citation XL	1324 1413	f. Torrejon(Fraction 577F) t. Manchester(072Q)
D-IAAE	PA-42 Cheyenne 3	1343 1541	f. Basel/Mulhouse t. Siegerland
G-YPOL	MD.902 Explorer	1353	ILS and overshoot(Police 42), f/t Carr Gate.
G-BYAR	Boeing 757	1400 1504	f/t Palma(Thomson 102E/101E)
G-OWAN	Cessna 210D	1404 n/s+	f. Clitheroe, still present at end of month.
G-FLTK	MD-87	1831 1253	f. Le Bourget(Blueberry 249), n/s t. Dublin(478P)
G-CDLY	Cirrus SR.20	1848 1942	f/t Shobdon
EC-JVJ	BAe.146/300	1935 2026	f/t Belfast City(Jersey 733/4)

**Aer Arran:-** EI-REB(672/3), EI-REF(682/3) **Air Southwest:-** G-WOWD(486/7)

**BMI:-** Heathrow:- G-RJXL(01J/4JL), G-RJXN(9172, f. Heathrow/2LJ), G-MIDV(8166/5LJ/8JL,n/s), G-RJXC(7JL/421/422), G-RJXA(616/615) f/t Brussels. G-RJXL(9672) positioned to EMA, leaving G-RJXC/N to night stop with G-CCGS still here. G-MIDX on IT flights.

**Eastern:-** G-MAJX(071P) positioned to Aberdeen, then flew 99Q/59Q, f/t Aberdeen. G-MAJT, n/s.

**Flybe:-** G-JECU(643/644), G-JECM(173/4), G-JEDU(731/2), **EC-JVJ(733/4)**, **G-EMBM(175/6)**

**Jet2:-** G-CELA(825), routing from Edinburgh to Prague diverted in this morning for some unknown reason before carrying on the its original destination an hour later.

**KLM:-** PH-KZB(1545/6), PH-KLD(1549/1550), PH-OFD(1543/64K,n/s)

**Manx2:-** Metroliner 9H-AEU operated the flight, however it is now using its own company call-sign, "Fiesta".

**Ryanair:-** EI-CSZ(15J/155), EI-DHX(156/15N)

\*\*\*The end of British Summer Time and as usual there are slight alterations to the flights. Eastern now have just one Jetstream based while KLM have reverted to their old call-sign, apart for the early morning departure to Amsterdam, which retains the alpha-numeric one. Flybe used the Spanish 146 on the evening Belfast flight and this aircraft is due to return to its owner Orion Air at the end of the month following the termination of its lease. Our first visitor for today was the Cheyenne D-IAAE operated by Air Alliance Express GmbH.

## **29 Monday**

TC-OAL	Airbus 321	0700 0750	f/t Dalaman(Onur Air 7335/7336)
CS-DRM	Hawker 800XPi	1236 1622	f. London City(NJE 7MK), n/s t. Dublin(588Q)
G-SOVb	Lear Jet 45	1454 1746	f. Faro(Beauport 291) t. Biggin Hill(292)
G-BWXO	Slingsby T.67M	1535	ILS and o/s(CWL 82), <b>G-BWXT(CWL 81, 1545)</b>
G-OJMW	Citation 2	1724 1819	f. Bristol t. Aberdeen

**Aer Arran:-** EI-REG(672/3), **EI-REM(682/3)** **Air Southwest:-** G-WOWD(482/3), G-WOWA(486/7)

**BMI:-** G-MIDX(9619) positioned to Birmingham at the end of its IT stint leaving G-MIDV to take over. Heathrow, G-DBCI until G-DBCJ(8JL,n/s). G-RJXL(9111/2) f/t EMA to cover for G-RJXN which was u/s. G-RJXC/G-CCGS n/s.

**Eastern:-** Aberdeen, G-MAJZ(29Q/19Q), G-MAJN(49Q/39Q), G-MAJA(99Q/59Q). Based G-MAJT, n/s.

**Flybe:-** G-JECH(171/2), G-JECT(729/30), G-JECL(643/4), **G-EMBM(173/4)**, G-JEDK(731/2), G-JECN(175/6), G-JECO(733/4)

**KLM:-** PH-KZN(1545/6), PH-OFE(1549/1550), PH-OFK(1543/64K,n/s) **Manx2:-** 9H-AEU x2

**Ryanair:-** EI-DWJ(152/153A), EI-DWD(15J/155), EI-DHY(156/15N)

\*\*\*EI-REM, the new ATR.72 for Aer Arran turned up for the first time today.

## **30 Tuesday**

CS-DLC	Falcon 2000EX	1051 1138	f. Nice(Fraction 2YQ) t. Milan/Linate(2YQ)
G-SFCJ	Citationjet	1115 0903	f. Jersey(Hangar 846), n/s t. Guernsey(848)
G-CEMS	MD.902 Explorer	1133	ILS and overshoot(Helimed 98Z), f/t Sheffield
G-BYAS	Boeing 757	1410 1530	f/t Alicante(Thomson 392A/391A)
G-BWXZ	Slingsby T.67M	1514	ILS and o/s(CWL 80), <b>G-BWXD(CWL 82, 1550)</b>
9H-AEJ	Airbus 319	1946 2028	f/t Malta(Air Malta 5208/5209)
D-CVHI	Citation XL	2255 0841	f. Luton(MPJ 430), n/s t. Belfast City(431)

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

**BMI:-** G-MIDC(9819) positioned from Gatwick just after midnight for the end of the IT flights. G-DBCJ all Londons, n/s with G-RJXC/N. G-CCGS(Suckling 540P) positioned to Manchester, end of lease.  
**Eastern:-** G-MAJK(29Q/19Q, 99Q/59Q), G-MAJN(49Q/39Q). G-MAJT(021P) positioned to Newcastle with G-MAJB(022P) coming in the opposite direction to be based.

**Flybe:-** G-JECO(729/30), G-JECU(171/2), G-JECL(643/4), G-JECT(731/2), **G-EMBM(173/4)**, G-JECW(733/4), G-JECG(175/6)

**KLM:-** PH-WXD(1545/6), PH-KLI(1549/1550), PH-OFD(1543/64K,n/s) **Manx2:-** 9H-AEU x2

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

\*\*\*The Citation XL D-CVHI of Comfort Air GmbH was something of a mystery as it was using the call-sign MPJ which is the three letter code for Mapjet, Austria.

### 31 Wednesday

N235PF	PA-28 Pathfinder	0941 1530	f/t Southend
G-BWXO	Slingsby T.67M	1042	ILS and overshoot(Cranwell 82)
G-SFCJ	Citationjet	1417 1441	f. Guernsey(Hangar 849) t. Oxford(849)
ZJ120	Merlin HC.3	1705 1821	f/t Benson(Vortex 393)
G-OJMW	Citation 2	1839 1917	f. Aberdeen t. Farnborough
D-CVHI	Citation XL	2020 1501	f. Dublin(Mapjet 431), n/s t. Luton(401)

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

**BMI:-** All Londons G-DBCJ, n/s with G-RJXC/N. G-MIDC operated the last of the IT flights.

**Eastern:-** G-MAJZ(29Q/19Q, 99Q/59Q), G-MAJN(49Q/39Q). G-MAJL(539P) positioned from Newcastle.

**Flybe:-** G-JECM(729/30), G-JECG(171/2, 175/6), G-JECP(643/4), G-JEDK(731/2), **G-EMBY(173/4)**, G-JEDT(733/4)

**KLM:-** PH-KZF(1545/6), PH-OFK(1549/1550), PH-OFL(1543/64K,n/s) **Manx2:-** 9H-AEU x2

**Jet2:-** G-CELY(003E) positioned from Belfast early morning then continued to Beograd in the afternoon for major overhaul. G-CELE, which has been out of service since 30/9 was test flown today ready to enter service again in the morning making the current LBIA fleet, G-CELB/C/E/F/H/U, G-LSAD/G/H/I.

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

\*\*\*A first visit of type to end the month, although we have had one down the ILS before, Merlin ZJ120 arrived for a refuel at Multiflight at teatime.

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## LEEDS BRADFORD AIRLINE REPORT - OCTOBER 2007

### INBOUND DIVERSIONS

21	RYR567	PSA	DSA	EI-DAH	B738	PSA	RYR568P
28	EXS825	EDI	PRG	G-CELA	B733	PRG	EXS825A

### REGULAR FLIGHTS

AEA208	TFS	05/EC-HJQ	12/EC-III	19/EC-HZS	26/EC-IDA	
AMC5209	MLA	02/9H-AEJ	09/9H-AEH	16/9H-AEH	23/9H-AEM	30/9H-AEJ
BGH5572	BOJ	01/LZ-BHC				
BMA8121	PMI	02/G-MIDC	09/G-MIDU	16/G-MIDU	23/G-MIDT	30/G-MIDC
BMA8123	HER	02/G-MIDC	09/G-MIDU	16/G-MIDU	23/G-MIDT	30/G-MIDC
BMA8131	RHO	03/G-MIDX	10/G-MIDT	17/G-MIDU	24/G-MIDT	31/G-MIDC
BMA8133	FUE	03/G-MIDX	10/G-MIDT	17/G-MIDU	24/G-MIDT	31/G-MIDC
BMA8141	FAO	04/G-MIDX	11/G-MIDT	18/G-MIDU	25/G-MIDT	
BMA8151	IBZ	05/G-MIDX	12/G-MIDX	19/G-MIDU	26/G-MIDX	
BMA8153	MAH	05/G-MIDX	12/G-MIDT	19/G-MIDT	26/G-MIDX	
BMA8155	DLM	05/G-MIDX	12/G-MIDX	19/G-MIDR	26/G-MIDX	
BMA8161	REU	06/G-MIDU	13/G-MIDT	20/G-MIDR	27/G-MIDX	
BMA8163	ALC	06/G-MIDU	13/G-MIDT	20/G-MIDR	27/G-MIDX	



BMA8165	LPA	06/G-MIDU	13/G-MIDT	20/G-MIDU	27/ ?	
BMA8171	AGP	07/G-MIDU	14/G-MIDT	21/G-MIDU	28/G-MIDX	
BMA8173	LCA	07/G-MIDU	14/G-MIDX	21/G-MIDU	28/G-MIDX	
FCA639C	FAO	04/G-OOAP				
FHE321	MLA	07/HB-JIB	14/HB-JIB	21/HB-JIB	28/HB-JIB	
IWD3660	ACE	04/EC-KEN	11/EC-INZ	18/EC-IMU	25/EC-KDD	
JKK3004	PMI	06/EC-FTS	13/EC-GQG	20/EC-GAT	27/EC-IOH	
JKK3258	PMI	06/EC-HKP	13/EC-HFT	20/EC-HFP	27/EC-HKP	
OHY7336	DLM	01/TC-OAL	08/TC-OAF	15/TC-OAL	22/TC-OAK	29/TC-OAL
PGT454	DLM	01/TC-APZ	08/TC-APF			
TOM101E	PMI	07/G-BYAU	14/G-BYAU	21/G-BYAU	28/G-BYAR	
TOM243Q	CFU	05/G-BYAU	12/G-BYAU	19/G-BYAU	26/G-BYAY	
TOM391A	ALC	02/G-BYAE	09/G-BYAE	16/G-BYAX	23/G-BYAU	30/G-BYAS
TOM633N	PMI	04/G-BYAR	11/G-BYAL	18/G-BYAK	25/G-BYAK	

# OTHER FLIGHTS

01	D-CAAZ	D228	AZE412/413	Rennes - Beauvais	Freight Charter
05	G-FBEF	E190	BEE171/172	f/t Southampton	Lieu DH8
05	G-FBEC	E190	BEE175/176	f/t Southampton	Lieu DH8
07	G-BWWT	D328	BMA9175/611	Dundee -n/s- Brussels	Start of lease to BMA
08	G-FBEF	E190	BEE171/172	f/t Southampton	Lieu DH8
11	G-BWWT	D328	BMA612/SAY700P	Brussels - Edinburgh	End of lease to BMA
11	G-CCGS	D328	SAY600P/BMA613	Edinburgh - Brussels	Start of lease to BMA
11	ZE701	B461	KRF23	Doncaster -n/s- Northolt	
12	F-GLPT	SW3	ARL302	f/t Paris Le Bourget	Passenger Charter
12	G-ZAPO	B462	BMA5JL/4LJ	f/t Heathrow	Lieu BMA A319 * +1 *
12	N888NY	B737	-	f/t Stansted n/s26	Executive BBJ1
13	PH-KVH	F50	KLM65W/66S	f/t Amsterdam	Lieu F100
18	EI-DWD	B738	RYR156/15N	f/t Dublin	-
18	G-PLAJ	JS31	JXT308/309	f/t Isle of Man	Lieu SW4 * +1 *
24	EI-DPY	B738	RYR15J/155	f/t Dublin	-
24	D-AONE	E135	RUS9108	Biggin Hill -n/s- Kazan	Executive Charter
25	G-FCLA	B752	TCX647P/647K	Gatwick - Arrecife	-
25	D-BGAL	J328	RUS5925/7155	Amsterdam - Saarbrücken	Passenger Charter
26	G-FLTK	MD83	BLE688P/248	Prague - Paris Cdg	Passenger Charter
26	EI-DWJ	B738	RYR156/15N	f/t Dublin	-
27	G-FLCA	B752	TCX308P/308K	Gatwick - Las Palmas	-
27	EI-DWH	B738	RYR15J/155	f/t Dublin	-
28	G-FLTK	MD83	BLE249/478P	Paris Cdg -n/s- Dublin	Passenger Charter
28	EC-JVJ	B463	BEE733/734	f/t Belfast City	Lieu BEE DH8
29	EI-REM	AT72	REA682/683	f/t Cork	-
30	G-CCGS	D328	BMA616/SAY540P	Brussels -n/s- Manchester	End of lease to BMA



## COMMERCIAL AVIATION NEWS

Just a quick note to thank all who have contributed to my section over the last twelve months, particularly Lawrie Coldbeck who never fails to deliver TTG to me by hand on a very regular basis.

May I also take this opportunity to wish you and your families a very Merry Christmas, and a Happy and aviation filled New Year.

### LEEDS/BRADFORD NEWS

Jet2 has been named Best Short Haul Airline by readers of The Guardian and The Observer, and users of the Guardian Unlimited website, for the second year running. The airline fought off competition from a number of other airlines operating European routes, with KLM second and bmi third.

Ian Doubtfire, Managing Director at Jet2, said: "This really is a fantastic achievement for our airline, all the more special because it is voted for by the British public on key factors such as customer service and in-flight experience. It demonstrates that low cost does not have to mean cutting corners on the things that mean the most to travelers, such as customer service and punctuality, not just for a short period but consistently and that's why we're still on top for the second year running."

Last year Jet2 came away with the same award. The award was presented to Jet2 Mr. Doubtfire by Mariella Frostup in Seville on Sunday. The travel awards were celebrating their 21st year and are voted for by readers via a questionnaire.

Thomas Cook Holidays are to base their own aircraft at Leeds Bradford International Airport (LBA); this will increase their capacity by 20% and provide an extra ten thousand seats for summer 2008.

Thomas Cook, who have a base in Bradford, have committed an A320 aircraft from their fleet to operate their summer 2008 programme to 17 European holiday destinations including Mainland Spain, the Balearics, the Canaries, Greece, Malta, Portugal, Turkey and Cyprus. James Burrows, Aviation Director at Thomas Cook said: "We recognise the potential for growth at Leeds Bradford Airport and by having a based aircraft we can meet the increased demand of the people in the Yorkshire region." Mr Ramsey, Marketing & Business Development Manager for LBA said: "This is a great vote of confidence for the airport from one of the UK's leading tour operators and it is excellent to be able to offer our Thomas Cook passengers more availability when booking their holidays from Leeds Bradford Airport."

### AIRPORT NEWS

Two directors at Newcastle Airport shared bonuses totalling more than £8.5m, the Newcastle Chronicle newspaper reports. **One is the former chief executive John Parkin, who resigned in controversial circumstances and is now the boss at rival Leeds Bradford Airport,** and the other is the former finance director Lars Friis who has since died.

The bonuses follow a re-financing deal that led to a dividend payout of about £160m to the airport's shareholders. Both Mr. Parkin and Mr. Friis were closely involved in negotiating the deal, which provided a windfall for the local councils who were free to spend the money as they pleased. The airport's 2006 accounts are expected to reveal that 'one-off, exceptional bonuses' totalling £8,547,000 were payable to two directors in connection with the deal. However, the newspaper reports that not all of the money has been handed over, and the accounts will show that the airport is trying to retrieve it through legal action.

Mr. Parkin came to Newcastle Airport in 2002 after spending five years at Bristol as managing director. He was closely involved in the airport's expansion plans, overseeing the arrival of budget airlines like easyJet and also helping recruit the airport's first scheduled long-haul service, the recently launched



daily flights by Emirates to Dubai. The biggest bonus is believed to have been payable to Mr. Parkin. He was suspended as chief executive of the airport in March, resigned in May and started his new job at Leeds Bradford last month. Legal action is being taken by the airport against him in connection with 'certain personal contractual issues'.

Councillors at the airport's seven local authority shareholders and local MPs have been advised not to comment on the affair whilst the legal action is in progress, but one senior councillor described bonuses of that size as 'obscene'.

Robin Hood Airport celebrated an 18.9% rise in passenger numbers for October 2007 compared with the same time period last year. However, the results came as the airport's main airline announced that it has decided to cut flights to some of Europe's biggest cities.

Thomsonfly has scrapped its daily flights from Robin Hood to Amsterdam while services to Prague and Jersey are also set to be dropped in the coming months. Coming after the airline dropped flights to Paris earlier this year, local business leaders have raised serious concerns.

### AIRLINE NEWS

British Airways is flying dozens of empty planes across the Atlantic because it has a shortage of cabin crew, the Telegraph newspaper reports. The 'phantom' services have been flying between the UK and both Canada and the US over the past two weeks in order to retain valuable slots at London's airports.

The newspaper says that several BA passenger jets took off without a single passenger, using up thousands of tonnes of jet fuel. On 4 November, BA flight 179 crossed the Atlantic to New York completely empty. Another passengerless jet, BA flight 176, later flew back from the US to Heathrow airport. According to ITV News, two further empty planes left Heathrow at the weekend - flights 093 to Toronto and 279 to Los Angeles. At least two other empty flights - including one from Gatwick to Houston, Texas - have departed in recent days, it was reported. BA operates the empty services to avoid losing its take-off and landing slots under 'use it or lose it' rules at the London airports.

A spokesman for British Airways admitted the airline had been having problems rostering cabin crew. Environmentalists accused the airline of 'hypocrisy', saying the strategy underlined the aviation sector's indifference to the fight against global warming. A spokesman from Greenpeace told the newspaper: "It is outrageous that BA are flying these empty flights half way across the world whilst saying they're trying to cut down on CO2 emissions. They should be setting a leading example. Thousands of tonnes of carbon dioxide are being leaked out needlessly just so they can keep their slots."

Emirates kicked off the world's third biggest air show in November by announcing orders worth up to \$35bn from Europe's Airbus for planes and Rolls Royce for engines. The airline also announced orders with Boeing for \$3.2bn. The airline's chairman and chief executive, Sheikh Ahmed bin Saeed al-Maktoum, made the announcement at a news conference at the opening of the Dubai air show.

Emirates ordered 70 mid-sized A350 XWB (Extra Wide Body) aircraft and 11 A.380's from Airbus, bringing its total order for the plane to 58, in a deal worth \$20.2bn. It also took options on a further 50 A350 XWB, potentially increasing the value of the deal above \$30bn. Rolls Royce received an order from Emirates for engines for up to 120 Airbus A350 aircraft in a deal worth \$8.4bn at list prices, if the airline takes all of the options. The airline also announced it had ordered 12 Boeing 777-300 ER aircraft at a cost of \$3.2bn. Boeing also received a \$6.1bn order from Qatar Airways for 30 787 Dreamliners and 5 777 cargo aircraft.

Flybe have announced that it is on track to deliver £40m of savings from the former BA Connect regional airline it took over earlier this year. It also announced a £20m improvement in performance, with full-year profits of £15.6m, and plans to undertake a stock market float. Flybe said it had successfully integrated BA Connect into its business after completing its acquisition from British Airways on 5 March. It is on track to deliver the cost savings and ancillary revenue after completing a rationalisation of the airline's production sites in Bristol in south west England and the Isle of Man, the closure of its Manchester head

office and other restructuring measures. The Exeter-based airline said full year pre-tax profits before exceptional items were £15.6m against losses of £4.4m year. Turnover increased by 16.6% to £355m and the airline carried five million passengers in the year to 31 March. It has sold all the Embraer 145 regional jets that it inherited from BA Connect at price levels within the funding provided by BA for that purpose. It has also made significant progress in selling a small number of remaining BAE 146 aircraft in its fleet. Chairman Jim French said Flybe would start looking at flotation late in 2008 or early in 2009, depending on the state of the global credit market at that time, as well as fuel prices. He said: "We'd look to the markets towards the latter stage of the [plane] substitution programme. My instinct is the programme will be completed by mid 2009."

Jet2's rapid growth at Belfast International Airport has been given a boost when it flew its first Boeing 757 aircraft into the airport. The plane is being used on its new flights to Las Palmas, Gran Canaria. The Boeing 757 will be used on the twice a week service to Gran Canaria. It will also fly on the airline's successful Belfast - Malaga service. It will complement the budget airline's existing Boeing 737 aircraft based at Belfast International. Philip Meeson, boss of Jet2, said: "The popularity of our services out of Belfast International has been so high that we've had to bring in this larger aircraft to cope with demand. Offering flights on our flagship 757 aircraft means residents of Northern Ireland now have even more options when it comes to jetting away. Whilst we'll initially use it to fly to Gran Canaria and Malaga, we will also look to extend this as our routes continue to grow in popularity. As it can fly longer routes than the 737's too, it will allow us to evaluate route opportunities which were previously out of range for smaller aircraft."

Ryanair took delivery of its 150th Boeing Next-Generation 737-800 on 26 October. Europe's biggest budget airline received its 146th, 147th, 148th, 149th and 150th planes all in one go.

Ryanair operates a fleet consisting only of the 737 'to help it meet strenuous efficiency, environmental, cost and reliability targets that are critical to the success of its business model,' a spokesman said. It has achieved a 50% reduction in CO2 emissions per passenger kilometre since 1998 by upgrading to the latest version of the plane. Ryanair has begun early negotiations about adding 70 planes to its fleet between 2010 and 2012, in a deal that could be worth up to \$4bn, according to press reports in Ireland. The budget airline's chosen aircraft, the Boeing 737-800, has a list price of about \$60m, valuing a deal at up to \$4.2bn should the airline take all of the planes at list price (which it won't). In February 2005, Ryanair secured options to buy the 70 extra planes from Boeing for delivery between 2010 and 2012. Ryanair chief executive Michael O'Leary confirmed this week that discussions on those options have begun recently. He said: "Boeing are very keen at the moment now to firm up an order book into and beyond 2012. We are talking to them about our options in 2010, 2011 and they are kind of anxious that we would look at taking more aircraft beyond 2012." Ryanair is known for securing cheap aircraft, most notably after the aviation crash following 9/11. Mr. O'Leary said: "This is the first round of discussion, so we're making unreasonable demands and Boeing are giving us some reasonable rejections! But the process has started, which I think is better than not talking at all." Ryanair operates the second largest 737 fleet in the world, after Southwest Airlines in the United States. An additional 121 planes still remain to be delivered to the airline, to fuel its ambitious growth plans.

Ryanair warned passengers that they would face rising charges for airport check-ins and putting luggage in the aircraft hold. He also said that high fuel costs could be a good thing, as it would weed out weaker airlines. Ryanair charges £2 to check in at the airport, rather than use its free online check-in, and £5 for the first bag in the hold. Michael O'Leary said: "The baggage charges and the check-in charges will rise. We will keep raising them until we can persuade the 40% - 45% of passengers who travel with Ryanair for one or two days to bring just one carry-on bag." But he denied such charges discriminated against families or were simply a way of bumping up profits. He said: "People complain we are charging for check-in, but people who use web check-in and only have carry-on luggage are getting even cheaper fares."

It also emerged that Ryanair is planning to introduce check-in kiosks at Dublin Airport, with Stansted expected to follow. Mr. O'Leary said the move would make checking-in far more convenient for passengers. However, he revealed that kiosks would carry the same price as staffed desks. So passengers will pay



to check themselves in! On fuel costs, Mr O'Leary added: "Frankly, we would welcome higher oil prices for the next 12 months. It would put a lot of flaky carriers out of business."

SAS Group Board of Directors have decided to permanently remove its entire fleet of 27 Dash 8-400 (Q400) from service following three accidents involving the landing gear. The aircraft operates on Danish and Swedish domestic as well as on European routes. In addition, it is operated by Widerøe in Norway. In total 27 aircraft of SAS Group fleet of 303 aircraft are affected, accounting for approx 5% of total aircraft seat capacity.

Singapore Airlines have stated that the private suites on the ir A.380's are not to be used to gain membership of the Mile High Club. Considering the areas of aircraft that have served the carnal desires of their occupants, it would seem likely that the private suite with double bed that Singapore Airlines has installed on its A380 would be creating a little turbulence of its own on every flight. But if the airline has anything to do with it the first-class section will not become headquarters of the Mile High Club. "If couples used our double beds to engage in inappropriate activity, we would politely ask them to desist," company spokesman Stephen Forshaw told the Times of London. "There are things that are acceptable on an aircraft and things that aren't, and the rules for behavior in our double beds are the same ones that apply throughout the aircraft."

And that seems a shame, say the first occupants of the exclusive space. Tony and Julie Elwood paid plenty to recline in the suite on the A380's first flight from Singapore to Sydney during October and said the accommodation and the rule are at odds. "So they'll sell you a double bed, and give you privacy and endless champagne - and then say you can't do what comes naturally?" Tony told the Times. "Seems a bit strange." Julie agreed. "They seem to have done everything they can to make it romantic, short of bringing round oysters."

Singapore Airlines will start using an A380 super jumbo on its Heathrow to Singapore midday flight by March next year, the airline said today. Marvin Tan, the airline's general manager UK and Ireland, said the airline was waiting for BAA to make the necessary changes to Terminal 2 while it waits for delivery of a second plane. SIA, which launched its first A380 on the Singapore - Sydney route in October, takes delivery of a second super jumbo in December or early January, and this will be used on the Heathrow route. Then, when the airline takes delivery of a third plane by the middle of next year, two out of the airline's three daily flights from Heathrow will be served by the A380. Mr. Tan said the second plane is likely to be used on the late night flight from Heathrow, which connects with the Singapore - Sydney A380 flight, allowing passengers to fly all the way between the UK and Australia on the new aircraft. He added: "Using the A380 is the only way we can increase our capacity from Heathrow as we cannot get the slots. We are in talks to obtain more slots but for now we can only expand through the larger aircraft."

## OTHER NEWS

Fuel is now flowing through the Buncfield underground pipes that supply Heathrow Airport. The pipeline was shut down when the Hemel Hempstead fuel depot was ripped apart in a massive explosion in December 2005. The blast early on a Sunday morning started the biggest blaze in Europe since the Second World War, although no-one was killed or seriously injured. Aviation fuel is transported to Buncfield from the Lindsey oil refinery in Humberside and is then sent on to Heathrow via the West London pipeline. A spokesperson for oil company Total said they had reinstated the pipeline because the airport had been struggling to get enough fuel since the blast. The move would improve the security of fuel by increasing the ways it could be delivered, he said.

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David Wooler

## RAF LINTON-ON-OUSE A BRIEF HISTORY



**RAF Linton-on-Ouse**



**No.1 FTS Unit Badge**

On 1st April 1940 the original painting of the unit badge, signed by His Majesty King George VI, was received. It was designed to be representative of the three services and consisted of crossed Naval and Military swords, enfiladed by an astral or winged crown. The 'Winged Crown' was at that time a new introduction in heraldry and No.1 FTS was the first unit to have it incorporated in its badge. The badge and motto 'Terra marique ad caelum' - 'By land and sea to the sky' commemorate the fact that for many years the school trained Naval and Army officers for service with the Fleet Air Arm and Army Co-operation Squadrons.

RAF Linton-on-Ouse was opened in 1937 as the Headquarters for 4 Group. The commanding officer at the time was Air Commodore Harris, later Sir Arthur 'Bomber' Harris, of Bomber Command. In 1940, 4 Group Headquarters departed and RAF Linton-on-Ouse became a bomber station hosting both RAF and Canadian squadrons flying Whitley, Blenheim and Halifax aircraft. Halifax bombers from 35 Squadron were involved in the sinking of the German battleship Tirpitz. In 1942, 76 Squadron arrived, commanded by Wing Commander Leonard Cheshire DSO DFC, and the station played a major role in the '1000 bomber' raids over Germany. In 1957, RAF Linton-on-Ouse became the home of 1 Flying Training School (1 FTS), which still operates from the Station today.

### **FLYING TRAINING WING**

No 1 Flying Training School is responsible for providing basic fast-jet pilot training for the pilots of the RAF and RN. RAF Linton-on Ouse is the RAF's only Tucano base and every serving fast-jet pilot and weapon system officer will have been trained here. The training is provided by Training Wing using a combination of the Tucano aircraft and its associated flight simulator. The Tucano is a modified version of a Brazilian designed aircraft built under licence by Shorts of Belfast. Powered by an 1150shp Garrett Turboprop engine it has a maximum speed of 345 mph and is fully aerobatic. Each year, around 100 student pilots learn their basic skills on the Tucano in a controlled and regulated environment. The training covers general and instrument flying, emergency handling, formation flying, navigation and night flying - all essential skills for any military pilot. At the end of the course the student pilots are awarded their 'wings.' In mid 2003, the Tucano Air Navigation Squadron (TANS) moved back from detachment at RAF Topcliffe. TANS is responsible for training around 40 weapon system officers each year.

### **ADMINISTRATIVE WING**

Administrative and Finance Wing provides all the support services for the Station. It feeds and pays our personnel, takes care of their medical and dental fitness and provides welfare and support to their families. Administrative Wing is also responsible for the maintenance of the Station's buildings



and grounds. To meet these challenges, Administrative and Finance Wing supplements its military personnel with civilian specialists in the areas of finance, welfare, health & safety, environmental protection and personal development

### **ENGINEERING & SUPPLY WING**

VT Aerospace provides the engineering and logistics support to RAF Linton-on-Ouse. The Company maintains the RAF's fleet of Tucano aircraft, from handling the aircraft on the busy flight line in direct support of flying training operations, to in-depth scheduled maintenance. The Company also provides a host of other services: to the Station and its parented units, including survival equipment, workshops, painting, small arms, supply, mechanical transport, ground radio, photographic, and cleaning services. Interestingly, VT Aerospace's engineering support contract extends beyond the Station's bounds and encompasses the maintenance of Tucano components. This unique 'Total Support' concept is underpinned by an innovative partnering arrangement between VT Aerospace and a unit of the Defence Logistics Organisation which is also located at Linton. Together, the partners aim to provide Tucano aircraft for the Station's flying-training task as economically as possible.

### **OPERATIONS WING**

The role of Operations Wing is to coordinate the flying programme and ensure the safe running of the airfield. In terms of aircraft movements, RAF Linton-on-Ouse is the UK's third busiest airfield, after Heathrow and Gatwick airports. This makes Linton's Air Traffic Control Squadron the largest and busiest in the RAF. To minimise disturbance, local aircraft movements are divided between Linton and its satellite airfields of Church Fenton and Topcliffe. Linton also has its own meteorological centre situated in the air traffic control tower, manned by civilians from 'The Met Office'. The Fire Section is manned by the Defence Fire Service and provides rescue and fire cover for the Station as directed by Air Traffic Control.

### **72(R) AND 207(R) SQUADRON**

Training Wing has two instructional squadrons, 72 (Reserve) Squadron and 207 (Reserve) Squadron. 72 Squadron began life as an Avro 504k and Bristol Monoplane squadron during World War I. In World War II it was a Battle of Britain Spitfire squadron. In the 1950s it flew first generation jet fighters such as the Vampire, Meteor and Javelin before becoming a specialist Helicopter Squadron in 1962, flying the Belvedere. It later converted to the Wessex and Puma helicopters, operating in Northern Ireland. 207 Squadron's history also dates back to World War I. During World War II, 207 Squadron flew Manchester and Lancaster bombers and in the 1950s and 1960s it flew the Valiant as part of the UK's V-Force. In 1965 it became a communication squadron until it was disbanded in 1984. Both Squadrons reformed in July 2002 at RAF Linton-on-Ouse, flying the Tucano. In 2003, 207(R) Squadron received a new Standard from His Royal Highness Prince Andrew, Duke of York.

### **OTHER UNITS**

RAF Linton-on-Ouse also parents Yorkshire University Air Squadron, which is based at Church Fenton, the Regional Schools Liaison Team and 642 Voluntary Gliding Squadron. The Station is also home to the Headquarters of the Air Training Corps (Northern Region) and Headquarters Provost and Security Services (Northern Region).

Linton has a complement of 540 uniformed and 550 civilian personnel. The civilians are contracted to VT Aerospace as engineers and support workers, to Thales as simulator instructors and engineers, or employed as Ministry of Defence civil servants.

Credit: Leaflet RAF obtained from Linton-on-Ouse

## JUST FOR FUN

ANSWERS NEXT MONTH - NORMAN SMART







F15 and Airacobra and 2 Mustangs from "Flying Legends" - Ken Cothliff



Reds and 'Initial' BBMF four from RIAT Fairford - Ken Cothliff



A very special "How low can you get" photo from a chum in USA  
of one of the 'great old ladies' of the sky the Martin Mars  
at work in California recently - via Ken Cothliff



Last Viscount G-APEY Leeds Bradford October 1999 - Mike Willingale





RAF Merlin HC.3A ZJ994 Coney Park 28 July 2007 - Terry Sykes



Boeing 737-7K2 Transavia.com Schiphol Amsterdam - Rey Preston

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

ALL MEMBERS ARE WELCOME TO ATTEND THE MONTHLY MEETINGS

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

- 2 December 2007 Christmas get together, including Coffee/Tea and Mince pies
- 6 January 2008 Peter Hampson: We welcome back Peter Hampson, the Managing Director Airport Solutions. Peter and his colleagues work on fascinating projects at airports literally in all corners of the globe. At this meeting he will describe their adventures over the past year. Once again the aircraft, the airports, the people, the wildlife seen and the amusing stories will be told. Included in the presentation will be – Building Airstrips in the Omani Desert, Working behind the scenes at Bogota, Playing with Iguanas in Caracas, Birding in Sharjah, Putting new life into Oxford and Teaching in Trinidad ! ... (That's just in the first 6 months of 2007) We look forward to seeing you at a very special meeting
- 3 February 2008 Annual Air Yorkshire Quiz: Norman Smart and Alan Sinfield will present this year's quiz in the same format as the 2007 one, which proved very popular and not too difficult
- 2 March 2008 Dave Wooler: "Review of 2007". Dave, who has been an Air Yorkshire member for many years and regularly contributes to the magazine with "Commercial News" and other articles, will present a digital slide show of his many aviation trips, including Basle, Berlin, Stansted, Fairford and possibly even further afield
- 6 April 2008 Sqn Ldr Graham Laurie: "The History Of Royal Flying"  
Graham retired in Dec 2000 after 36 years in the RAF and for the last 20 years of that career flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled "The History of Royal Flying" will be extremely interesting and informative
- 4 May 2008 To be arranged
- 1 June 2008 Alan Lord, Aviation Writer: details to follow
- 6 July 2008 To be arranged
- 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 To be arranged
- 5 October 2008 Ivor Tamplin: Ivor is a founding member of the Rossendale Aviation Society, and will present a slide show of his many visits to airports around the world
- 2 November 2008 Annual General Meeting

Alan Sinfield





Our thanks to Alan Sinfield and Paul Windsor  
for organising our visit to Linton-on-Ouse on Tuesday 6 November 2007.  
Here we are admiring "City of Leeds" Tucano T1 during an interesting conducted tour

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Mallorca  
(on roundabout)  
9 October 2007

Jim Stanfield



A330-323X  
N270AY  
US Airways  
Gatwick  
20 June 2007

Steve Lord

