



YORKSHIRES PREMIER AVIATION SOCIETY



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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

When you look through the list of future guest speakers and see the name Peter Hampson, you know that we are all in for something special. Peter is, of course, now well known to us as the Managing Director of Airport Solutions and in his previous role at Manchester. The theme for his talk was all that they had done both at home and abroad during 2007. I am certain that everyone in a full Gate 20 enjoyed every moment, his talk being backed up by a superb display of his photographs. The work they undertake is very varied, from building new airstrips in the desert to upgrading airports in Britain. However, what struck most of us was the dreadful state of the infrastructure of some of the large airports in South America.

The photographs were of a wide variety, some of their work and many of aircraft. However, Peter being a keen photographer, there were also many of the wild life around the airports, some of which were dangerous. I am sure his team had to be very careful.

One other highlight was the very funny "conversation" between President Bush and Condoleezza Rice – you could imagine it actually happening.

FINALLY, IF YOU READ THIS AND HAVE NOT YET RENEWED YOUR MEMBERSHIP, PLEASE DO SO AS SOON AS POSSIBLE.

David Valentine

During the meeting, Peter agreed to make the draw for the Jet2 Voucher. The winning ticket is number 8 and the winning ticket holder is Mr J D Arundel of Leeds. We congratulate Mr Arundel and also thank members for supporting the Grand Draw which was in aid of the Yorkshire Air Ambulance Service Charity. The Jet2 Voucher was sponsored by the Aviation Academy whom we thank for their generosity.

Pauline Valentine

MEET YOUR COMMITTEE

Membership Secretary Dave Senior

Although I didn't know it at the time, my first interest in aircraft came as I looked up into the sky and saw aircraft going into Yeadon as my home was only ten miles from the threshold of Yeadon's main runway.

On the 30th October 1959 my old school mate Ray Whitehead and I set off on our bikes to Yeadon on our first visit. We didn't see much as we were on the wrong side of the airfield near the old reservoir.

Once we found out the correct place to go we became visitors to the airfield most weekends.

Ken Grogan set up the West Riding Branch of Air Britain and I became a founder member and its first Treasurer.

Over the years I was an assistant editor and I was Chairman for four years. I took the group through its troubles with Air Britain and the tax authorities and the foundation of Air Yorkshire and I now find myself back on the committee as membership secretary.

My interest in aircraft was, at first, airliners and many visits to Heathrow took place but by 1974 an interest in military aircraft had taken over.

I had joined Rossendale Aviation Society by this time and most of its members were interested in military aircraft; with the late Paul Isherwood as its visits organiser I was able to visit most of the military airfields and aircraft works in England.

Paul and I became good friends and we went on many trips to Europe and America together with groups of aviation enthusiasts. During our visits to the USA I became interested in airliners again but military matters are my main joy.

My wife Margaret and sons Martin and Neal do not share my deep interest in aircraft and I admit that I eat, sleep and drink aeroplanes; with a database of over 120,000 aircraft on it I keep very busy keeping it up to date now that I have retired.

My other interest is Rugby League - I am a season ticket holder at Leeds Rugby and have followed them since I was nine years old.

My other joy is cricket, which I played for fifteen years until my back gave up and now I am a season ticket holder at Headingley and, of course, join the many members who could play it better than any of the Yorkshire team and are not too shy to tell them.



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

2008

- 3 February 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 David Wooler: "Review of 2007"
Dave, who has been an Air Yorkshire member for many years and regularly contributes to the magazine with *Commercial Aviation 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 Squadron Leader Graham Laurie: "The History of Royal Flying"
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled *The History of Royal Flying* will be extremely interesting and informative.
- 4 May To Be Arranged
- 1 June Alan Lord, Aviation Writer: details to follow
- 6 July Peter Kenworthy, Commercial Director, bmi regional
I am delighted that Peter Kenworthy has agreed to attend an Air Yorkshire meeting and give a talk / presentation on the commercial aspects of the aviation industry and in particular bmi regional. Peter has been in the aviation business all his working life which includes employment for British Caledonian, BA, Birmingham European / Brymon, GB Airways, VLM, Air Transat and now with bmi regional. Following the presentation, I am sure there will be time for a Q & A session.
- 3 August 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 To Be Arranged
- 5 October 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 AYAS Annual General Meeting
- 7 December Our Christmas meeting

Alan Sinfield



SCENE AROUND YORKSHIRE: DECEMBER 2007

December - another year over and I hope you have enjoyed our coverage of the happenings around the Yorkshire area. Although by the time you read this it will seem rather late, may I take this opportunity to wish you all a Happy New Year and if you come across anything of interest on your travels around the region please let us know so we can spread the news!

Included this month are a few advance dates for events due to take place in 2008.

Bagby:- Member Geoff Ward visited this friendly airfield on 4/12 and was treated to a tour of the whole airfield and hangars. Amongst the based aircraft the following visitors were logged:- DR.400 G-BAGC, AA-5 G-BBDL, Cessna 182P G-BHVP (under repair), Rallye G-BHWK (from Peterlee), T.67B G-BJXA, Cessna A.150K G-BPJW, PA-38 G-BRLO, PA-28 G-BSSE, Ikarus G-CEVA, R.44 G-DRIV, F.150M G-HULL, Twin Squirrel G-PGDT (based for local powerline inspections), Cessna T.182T G-SAAM, Rallye G-WCEI. The Super Cub VH-JVL was still in evidence along with other foreign registered residents:- Rallye F-GFGH (Spends time between here and the owners house in France), CAP 232 F-GOTC, F.182Q N382AS, PA-32 N2989M leaving the only one missing T.206H N191ME. The only other visitors logged this month were:- 9/12 G-CJLL R.44; 18/12 G-CBBT Bulldog.

Beverley:- Visitors:- 23/12 G-HELM Squirrel, G-RIVT RV.6.

Brighton:- A provisional list of events due to take place in 2008 has come to light:-

Sunday 4/5:- Piper Fly-in and at home day

Sunday 8/6:- Auster Fly-in and at home day

Saturday 19/7 and Sunday 20/7:- Aeronautical Pageant

Sunday 7/9 RV Helicopter and at home day.

Visitors:- 1/12 G-BXTD Europa, G-NETR Twin Squirrel (Network 62, t. Goodwood); 12/12 G-FIBS/G-HELM Squirrels (Bladerunner 01, t. Redhill). G-AVUG F.150H; 16/12 G-BNID PA-38 (f. Andrewsfield), G-LEXX RV.8, G-SEVN RV.7, G-RIVT RV.6, G-AYEC Emeraude; 26/12 G-BODE PA-28, G-LOCO R.44; 30/12 G-RAFB Grob 115 (t. Cranwell), G-FIBS Squirrel; 31/12 G-DGHD R.44.

Carr Gate (West Yorkshire Police HQ):- Two of the SAS operated Agusta A.109E ZE411 and ZE412 aircraft were based here for about a week from mid-month while operating locally.

Church Fenton:- It is reported on the Fighter Control website that an unknown number of Strikemasters owned by pilot Mike Rowe have arrived for painting, anyone have any more details? At 1140 on 17/12 VC-10 XV107 (Tartan 11) called to make a flyby while routing back home after being on task in the Scottish area. Leeds based R.44 G-RWEW was noted visiting on a training detail on 16/12.

Cleckheaton (Bradford):- The resident Agusta A.109A N109AG of JLC Aviation is up for sale. The 1984 vintage machine has just spent a month with Multiflight Aviation at LBIA on maintenance.

CONEY PARK (Leeds Heliport)

On 7/12 UH-1H N911DN departed for maintenance with the pilot/owner returning on 9/12 in Bell 222 N800HL, which had been away for over 12 months. The remains of the Bell UH-1L N116HS (See photo by Terry Sykes), which had acted as a "Gate Guardian", have now been removed and replaced by a caravan!



As far as the movement front in concerned December was a complete wash-out. On 13/12 a pair of Army Gazelles XW846 and XZ320 arrived from Aldergrove at 1000, using call-sign "Armyair 555". XZ320 departed at 1130 for Leconfield with XW846 staying until 1400 before heading off to Carlisle. The only other visitor logged was Twin Squirrel G-VONH(Premier 15) on 15/12, from Denham(1345) to Wensleydale(1415).

Crosland Moor:- PA-28 G-OKEN in a new resident.

Croft:- The airfield was due to have its annual fly-in on Boxing Day, however because of strong winds it was cancelled. The only aircraft to turn up were Cessna F.172P G-BSPE from Hinkle Grange along with Gazelle G-ZELE and R.44 G-CJLL plus, from Fishburn Coyote G-KEPP and BD-4 G-BOPD.

Devonshire Arms:- Locally based A.109A N109AG arrived from a private site in Ilkley on 31/12. Visitors:- 3/12 G-JIVE Hughes 369E; 10/12 G-MAAV Squirrel(Yorkair 2); 11/12 G-KSPB R.44; 17/12 G-OLDN Long Ranger(f. Sherburn); 23/12 G-RWEW R.44(f/t Tong); 24/12 G-DMSS Gazelle; 26/12 G-STER Jet Ranger(f. Easingwold, also 30/12), G-MGAN R.44; 31/12 G-WARK Schweizer 269C, G-CCZG R.44.

Dishforth:- Tucano ZF169 was seen doing touch and goes here on 4/12(pm) while on 10/12 Squirrel G-MAAV(Yorkair 02) arrived from Huthwaite mid-afternoon on a training detail.

Doncaster(Aeroventure):- The museum received a Christmas present in the form of Wessex XS887(403/FI), which arrived from Flambards Village Theme Park at Heston in Cornwall and is now parked outside.

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

First news of aircraft which are due to become resident in the near future, joining the Lear Jet 45s G-SOVB/C of Sovereign Aviation, which although nominally resident do spend time away operating for other companies. A new helicopter training/charter company VIP Helicopters has been set up by Eddie Todd, who is quite well known in aviation circles around Doncaster. He intends to operate R.44 G-OWND, which lives at present at his home in Adwick-le-Street. Also due shortly is Lear Jet 45 G-LLOD, which had been parked at Manchester for some weeks still in its old markings of N66DN but is now ready for delivery in its new guise. As with the past few months freight charters produced the most interesting movements, starting on 7/12 when Boeing 747/200 N701CK(Connie 346)(See Photo, Clive Featherstone, Finnerley Photopics) of Kalitta Air arrived for an outbound trip to Hartsfield/Jackson International. On



the same day Electra G-FIZU(Neptune 774) of Atlantic Airways also operated inbound and sister ship G-FIJR(Neptune 767) was in evidence on the 10th. Murray Air Cargo DC-8-63CF N921R arrived from Djibouti on 14/12 for an overnight stay before heading home via Keflavik. Also from and to Iceland was Boeing 757 TF-FIE(Iceair 795) on 15/12 and this was joined by Airbus A.300 TC-ACD of ACT Cargo. The final biggie was AN-124 UR-82007(ADB 384F), which arrived from Brize Norton on 17/12 to collect some brewery equipment for onwards transportation to Russia. On the negative side the Zimbabwean DC-10s of Avient no longer visit as the company has lost the contract for the flights. Oasis, Hong Kong were again in evidence on the training front with their 747/400 B-LFD(Oasis 100P) arriving from Gatwick to do some circuit bashing on 28/12. The aircraft had initially positioned to Manston but the cross winds were considered too strong so the crew elected to head North instead. Others of note training were UK Zoom 767 G-UKZM on 1/12 and Nimrod XV248(Kinloss 491) on 18/12. Monarch operated a charter to and from Barbados for Fred Olsen Lines with Airbus 330 G-SMAN appearing on the outbound leg(6/12) and G-OEMA on the return(31/12). Similarly, Thomsonfly were used by P&O to transport passengers to

Montego Bay with 767 G-OBYJ outbound on the 7th and the return on the 22nd flown by G-OBYG. Of the other movements the following were of note:-

01/12 G-CDKB SAAB 200(Eastflight 1514); 2/12 N680GG Citation Sovereign(Also 3/12)
04/12 ZH103 Boeing E.3A(NATO 02, ILS), OO-SKM King Air 200, G-BATN Aztec(Marshall 9)
05/12 G-CEBK PA-31(Skydrift 600), G-GUYS PA-34(Training)
07/12 G-CERY SAAB 2000(Eastflight 1655), G-TASK Cessna 404(Atlantic 404)
08/12 G-BYHM BAe125/700(Spacejet 71), G-FIJR Electra(Neptune 188T, training)
09/12 N54JC Challenger 600; 11/12 G-GMPB Islander(Police 152, training)
12/12 G-JETA Citation 2(Air Tax 1M), G-JBIS Citation 2, G-HAFT DA-42(Atlantic 52T)
13/12 ZH103 Boeing E.3A(NATO 04, circuits), G-CEGE Metroliner(Training)
14/12 N888SF Citation Sovereign, N37172 King Air 350, G-BVCM Citationjet
16/12 HB-JEV Gulfstream 550(Batman 271), n/s; 17/12 N53GX Global Express
18/12 CS-DHR Citation Bravo(Fraction 7GZ), D-CLUX Lear Jet 45(Cirrus 8383)
19/12 OO-TCI Airbus 320(Thomas Cook 985F, n/s for Lapland Charter)
21/12 OO-VHV King Air 90, G-TBEA Citationjet 2; 22/12 CS-DHH Citation Bravo(NJE 1NH)
24/12 ZH870 Hercules(Ascot 5575, dep. 0030 on 25/12)
27/12 G-CDCX Citation X(Training), CS-DRG Hawker 800XP(Fraction 5AU)
29/12 G-CEGP King Air 200(Cega 869); 31/12 G-LOFD Electra(Training), G-BYME GY.80

The only aircraft on note in the above list is Citation Sovereign N888SF of Steiner Film Aviation Inc. based at Munich, having been delivered there from the USA on 1/11.

The Air Atlantique Historical Flight are again going to be doing pleasure flights from here on April 5th/6th with the aircraft type unspecified between DC-3/Twin Pioneer/Dove.

Easingwold:- Long Ranger G-OLDN has been operating out of a private site here for the past few weeks so would appear to be a resident, possibly replacing R.44 G-DRIV which is resident near here.

Eddsfield:- The Cessna 182S G-HRNT, which arrived on 12/12 was still active locally at the end of the month and is indicated as "Change of ownership in progress" on the G-INFO website so can be assumed to be a new resident. Visitors:- 9/12 G-ASSF C.182G, G-MNXI Raven X; 12/12 G-HRNT C.182S(f. Oxford); 12/12 G-BCUF F.172M, G-DISO Jodel D.150; 15/12 G-BDFZ F.150M.

Elvington:- Lynx ZD278(Armyair 972) spent half an hour training here mid-afternoon on the 5th before routing to Imphall Barracks in York. King Air C.90 N683GW was noted visiting on 18/12, departing late afternoon for Blackbushe. Visitors:- 11/12 G-MOMO A.109A(Refuel); 13/12 G-NSUK PA-34(f. Oxford), G-WARW PA-28(f. Liverpool); 16/12 G-BILU C.172RG, G-TDRA C.172S(f/t Newtownards).

Full Sutton:- Visitors:- 10/12 G-BUVM Jodel D.117; 16/10 G-DENZ PA-44, G-BFTH F.172M; 19/12 G-CDUT Jabiru(t. Walney Island), G-EISG Beech A.36.

Gamston:- The airfield was closed from around 1000 until 1430 on 30/10 after an aircraft, as yet unidentified had a mishap on the runway and cranes were required to remove it. After a gap of quite a long time, the Diamond Agency has registered two new DA-42 Twin Stars, G-CEWN and G-SERE which should have been delivered by the time you read this. Former LBIA resident, Hawker 800XPi N5736 arrived from Luton on 17/12 for maintenance and was joined later by King Air F.90 N402BL. Netherthorpe based PA-24 N7438P was logged visiting on 30/12. Visitors:- 2/12 G-NETR Twin Squirrel(Osprey 62); 3/12 G-SOLO DA-40; 3/12 G-YEOM PA-31(Yeoman 01); 4/12 G-MEGN King Air 200; 7/12 G-JETA Citation 2(Air Time 1M, t. Birmingham); 12/12 G-BMCV C.152; 16/12 G-BKAS PA-38; 23/12 G-HELM Squirrel(f. Beverly); 27/12 G-JONZ C.172N; 29/12 G-BHRC PA-28.

Grindale:- Car based PAC.750 ZK-KAY which had spent quite a bit of time here parachuting during the summer turns out to have been one of the aircraft involved in a midair collision over Staffordshire on 16/11 while enroute to Cranfield. The other aircraft, Luscombe Silveira G-AKUI unfortunately crashed resulting in the loss of the two occupants, however 'AY managed to reach East Midlands where a successful emergency landing was carried out minus part of the undercarriage. Visiting on 30/12 was PA-28 G-CBMO from Melbourne.

Hibaldstow:- PA-28 G-BFDK arrived from Enstone on 10/12 with a pilot to collect Do.28 HA-ACL.

HUMBERSIDE

First this month we have news that Eastern Airways have sold Jetstream 41 G-MAJN to Norway. Apparently, along with G-MAJO which has also gone, 'JN' had a different galley and instrument panel than the rest of the fleet. On the charter front Balkan Holidays have started a weekly flight to Plovdiv for skiing holidays as have Austrian Arrows to Innsbruck and their flight on 29/12 was operated by Fokker 70 OE-LFQ(Austrian 2381/2). As ever there were a number of charters flights to Lapland around

Christmas, starting on 2/12 when European Air Charter Boeing 737/200 G-CEAH operated to Enontekio and the same aircraft operated a similar flight the next day. Monarch Boeing 757 G-MONB(Monarch 090P) positioned from Gatwick ready for a flight to Rovaniemi the next day and the 14th Airbus 320 OO-TCI(Thomas Cook 951F) arrived from Gatwick for a similar trip. Among the other visitors were:-

01/12 G-CEGP King Air 200(Cega 425)
 05/12 VP-CRB Lear Jet 60, N57MT Cessna T.303, CS-DFP Citation XL(NJE 368N)
 06/12 OE-IFB Challenger 600(CDO 604)
 12/12 CS-DFZ Citation XL(Fraction 5DZ), G-CCPW Jetstream 31(Highway 31H)
 13/12 ZK451 King Air 200(Cranwell 71, ILS) 16/12 CS-DRQ Hawker 800XP(Fraction 6FE)
 17/12 M-ICRO Citationjet; 21/12 CS-DKG Gulfstream 550(Fraction 553R)
 22/12 G-SYGA King Air 200(Synergie 816)
 26/12 N80NS Cirrus SR.22, N550LD Citation 2, G-JBIZ Citation 2
 27/12 G-BZXC Bulldog(f. Duxford t. Fishburn); 30/12 G-OLDT Lear Jet 45(Air Partner 48A)

Just one aircraft worthy of note in the above listings is Challenger OE-IFB which is operated by Vista Jet on behalf of Flavio Briatorri, boss of the Benetton Formula 1 team.

Kirkbymoorside:- Visiting on 12/12 was Cessna T.206H N191ME, later logged departing to Fairoaks, however a more interesting arrival was T.67M HB-NBB on 16/12. Operated by Fliegerschule Birrfeld, the aircraft route via Southend and Fenland flown by a Swiss lady.

Leconfield:- Gazelle XW899(Armyair 781) was noted visiting on 5/12.

Leeds(General Infirmary):- Visiting on a training detail on 13/12 was MD.902 G-SYPS(Police 33) from Sheffield.

Leeming:- Not a lot happening this month but amongst the visitors were:- 3/12 ZE438 Jetstream T.3(Navy 752), ZJ924 Typhoon(Typhoon 21, ILS); 6/12 ZG480 Harrier GR.9(Phsyco 1), ZD470 Harrier GR.7(Phsyco 2); 11/12 ZJ802 Typhoon(Typhoon 34, ILS), ZF290 Tucano(Sword 1), ZF240 Tucano(Sword 2); 12/12 ZE700 BAe.146(Ascot 1711), XS712 Dominie(Cranwell 85); 18/12 XX327 Hawk T.1(Gauntlet 21); 19/12 ZJ927 Typhoon F.2(Monkey 1, ILS).

Disbandment of XXV squadron:- The squadron is due to disband on April 8th this year and as such there will be several events to mark the end of its illustrious history. One such event will be an enthusiasts day on 29/03/08 which will be limited to 1000 paying £30 each for the privilege of attending. Aircraft past and present from the squadron will be on show along with aircraft from all over Europe and the USA and according to the press release there are a "couple of surprises in the pipeline"!!

Linton-on-Ouse:- A visiting Tucano on 3/12 and again on 11/12 was Boscombe Down based ZF511(Gauntlet 50), which is still in the old red and white scheme. Over the Christmas period the following Vigilantes were active ZH117/TC, ZH124/TK, ZH195/UH and ZJ963/SL. Visitors included:- 3/12 ZJ801 Typhoon(Typhoon 38, ILS); 11/12 XX289/CD Hawk T.1A(Pirate 23); 13/12 ZJ280 Twin Squirrel(Shawbury 66); 18/12 ZJ812/BK Typhoon(Typhoon 72, o/s); 29/12 G-JTPC Ximango; 30/12 G-RDNS RV.6(f. Dishforth).

Melbourne:- A new resident is PA-28 G-CBMO, formerly at Humberside. On 19/12 AT-03 Autogyro G-LUNG crossed the Leeds Zone routing from here to Barton.

Netherthorpe:- Visitors:- 1/12 G-RVCL RV.6; 2/12 G-BLXI Emeraude(Also 24/12); 24/12 G-BGRH DR.400; 26/12 G-OWND R.44.

Oxenhope:- Two aircraft accidents have come to light in the latest bulletin of the Air Accidents Investigation Branch. On 21/03/07 Skyraider G-CEDZ was diverting into the airfield due to illness when the pilot made a fast approach in turbulent conditions resulting in a bounced landing and the aircraft overturning. On 01/09/07 Tecnam P92-EM Echo G-CBUG was being flown by a pilot who had short field experience but had not flown the aircraft type before nor received any training on it. During landing in windy conditions directional control was lost in the flare and as the pilot initiated a go-around the left main landing gear struck a bank causing the aircraft to yaw and pitch into the ground.

Rotary Round-Up

01/12	G-MRMJ Dauphin	Ripon – Elstree
02/12	HA-LFQ Gazelle	Tadcaster – Almscliffe Cragg(Harrogate)
	HA-PPC Alouette 3	Hull/Lelley – Harrogate(Almscliffe Cragg)
04/12	EI-HHH Agusta A.109A	Dublin – Sherburn(Scarboro) – LBIA
	G-RKEL Jet Ranger	Welton Top(Hull) – Faldingworth
	G-MAAV Squirrel	"Yorkair 3" LBIA – Shelf

05/12	N449J	Agusta A.109E	Barnsley – Dublin(Also 19/12)
	G-USTH	Agusta A.109A	Mansfield(Shirebrooke) – Elwood(Newcastle)
	HA-LFM	Gazelle	Brighton – Sheffield
06/12	G-FABI	R.44	Harewood(Emmerdale set) – Sherburn
07/12	G-WENA	Twin Squirrel	Site 3 miles N/W Keighley – LBIA(Refuel)
10/12	G-GRND	Agusta A.109S	East Midlands – Doncaster(Redhouse)
11/12	G-MOMO	Agusta A.109S	Stansted – Site near Full Sutton
	G-TIMH	R.22B	Walton Wood – Fulbeck(Near Cranwell)
12/12	G-XLLL	Twin Squirrel	Fenland – Boston – Sunderland
	HA-PPC	Alouette 3	Almscliffe Cragg(Harrogate) – Connington
13/12	N8UF	Agusta A.109S	Redhill – Helmsley with Squirrel G-HELM
	N696XX	Hughes 369E	Gamston – Doncaster – Skegness
	G-STER	Jet Ranger	Baildon(Bradford) – Easingwold
14/12	G-ETOU	Agusta A.109S	Huddersfield – Denham
15/12	G-CGGG	R.44	Bedford – Stream Farm(Sherburn)
16/12	M-ONTY	Sikorsky S.76C	Cheadle – Wetherby(LBA 1022 @ 1200')
17/12	G-DKNY	R.44	Sherburn – Sherburn Village – Liverpool
23/12	G-GGTT	Bell 47G	Wistow – Scholes(Leeds) – Dewsbury
	G-MAAV	Squirrel	"Yorkair 3", Pudsey – Windermere
27/12	G-OWND	R.44	Bourne Levels – Hatfield(Doncaster)
	G-OMCD	R.44	Gloucester – Humbleton
29/12	EI-NBG	Agusta A.109S	Belfast – Bedale – Teesside(Refuel)
30/12	G-ZELE	Gazelle	Durham – Sherburn Village – Lake District
	G-CJLL	R.44	Durham – Sherburn Village
	G-EWAW	Jet Ranger	Sherburn Village – Lake District
	G-RWEW	R.44	Tong(Bradford), Local flights all day

On 23/12 Long Ranger G-OHHI was routing from a private site in Suffolk to Carlisle, however he had to put down just South of Harrogate(6 miles N/E of LBA) with a slight problem!!

Rufforth:- On 15/12 King Air 200 OO-SKM arrived from Sheffield in the morning before routing to Brussels the following afternoon. The same aircraft was noted again on the 24th. Visitors:- 12/12 G-KHOM Dimona; 16/12 G-SGEC King Air 200(f. Coventry), 24/12 G-FUFU Agusta A.109S(f. Stansted t. LBIA).

Sandtoft:- The King Air C.90B N683GW was noted arriving from Peterboro'/Connington on 12/12 while Sherburn based Cirrus SR.22 N40GD dropped in on the 23rd. An unexpected arrival on 30/12 was PA-28R G-MEGA, which had just taken off from its private strip at Goole when the pilot made a pan call with engine problems and elected to make an emergency landing here. Visitors:- 1/12 G-IKUS Ikarus; 2/12 G-ARRS Emeraude(overshoot due cross-wind); 3/12 G-AWUN F.150H, G-CDLK Skyranger; 5/12 G-BNRA PA-34(t. Nottingham); 9/12 G-EMHH Twin Squirrel(Costock 08, refuel); 11/12 G-JONZ C.172N; 12/12 G-BLTM HR.200, G-ARNJ PA-22(f. Liverpool), G-IROE CTSW(f. South Hykeham), G-BXLS Koliber, G-BPWD C.120(f. Hucknall); 13/12 G-WARW PA-28, G-ROWS PA-28, G-EISG Beech A.36; 15/12 G-BUZN C.172H; 17/12 G-GERY Glastar; 22/12 G-GDAV R.44; 23/12 G-SABA PA-28R.

On 16/12 there was a mass arrival of aircraft from Sittles Farm, near Lichfield in Staffordshire with among the aircraft logged, G-AWPS PA-28, G-BYSF Jabiru, G-CBTO Coyote, G-CCDX Eurostar, G-CCTO Eurostar, G-CCZD RV.7, G-CEIE CTSW, G-JEEP Eurostar, G-MRJD Coyote, G-MYUZ Coyote, G-NIGC Jabiru, N48BH Husky. It was worrying that later in the afternoon there was a report of a midair crash over Staffordshire and one of these aircraft may have been involved. It turned out later the aircraft were in fact a Luscombe Silhouette G-AKUI, in which the two occupants were killed and PAC.750 ZK-KAY(See Grindale).

Sheffield:- Schweizer 269C G-PLPC has been noted flying locally from here towards the end of the month so may be a new resident. PA-30 Twin Comanche D-GPEZ, which is resident at RAF Wittering was noted visiting on 5/12 and again on the 19th. Skyservice King Air 200 OO-SKM, another regular, was noted visiting on 15/12 and 29/12 while on the 17th Cirrus SR.22 N821CC arrived from Cambridge. On 19/12 the A.109E N449J was again noted calling in for refuel while on one of its regular trips to Barnsley. Visitors:- 4/12 G-ORDH Twin Squirrel(Yorkair 5); 7/12 G-BZPM Twin Squirrel(Refuel); 10/12 G-OKEN PA-28; 13/12 G-DIAM DA.40; 16/12 G-NTWK Twin Squirrel(Network 63, f. Halfpenny Green); 17/12 G-MLTY Dauphin(Yorkair 03); 30/12 G-BTHE C.150L, G-FAIR TB.10(f. Rochester), G-GGTT Bell 47G.

Sherburn:- The Sherburn Aero Club have ordered an undisclosed number of new Polish built Aero

AT-03 R100 training aircraft, the first of which has just been registered G-SACY. Jersey based Cessna 425 N1262K of Goldsteel Inc. is getting a regular visitor here and was noted on 4/12 and again on departure to Southampton the next day. The Yorkshire Air Ambulance MD.902 G-CEMS(Helimed 99Z) spent an hour crew training here on 10/12, am. On 26/12 Hawk XP HB-CIU popped in for a brief visit from Eddsfild. Visitors:- 1/12 G-CCFS DA-40, G-UZUP Eurostar; 2/12 G-BFDI PA-28; 3/13 G-TBLY EC.120B(f. Wyton, refuel), G-ETBY PA-32(f. Oxford); 9/12 G-BWCY Rebel, G-TSGJ PA-28; 10/12 G-LAIN R.22B; 13/12 G-BPTZ R.22B, G-RJMS PA-28RT, G-CCEM Eurostar; 16/12 G-NPKJ RV.6; 17/12 G-GERY Glastar; 19/12 G-BOJI PA-28(t. Blackbushe); 23/12 G-BEIP PA-28, G-CCHA DA-40; 24/12 G-ASRW PA-28(f. Thrope Abbots, Norfolk), G-BYTI PA-24; 26/12 G-EFIR PA-28(f. Leicester), G-RVDR RV.6; 30/12 G-PLPC Schweizer 269C, G-BWFP YAK 52(f. Sywell), G-CEEP RV.9, G-AVWL PA-28; 31/12 G-BOYC R.22B(f. Great Heck), G-EYCO DR.400.

A few upcoming events for 2008:-

26/4 Veterans and Vintage Day

09/8 PFA Regional Rally, also 10/8.

15/8 DH Moth Fly in, aircraft arrive 1615 on Friday, depart 1000 Saturday.

26/9 Tiger Club Aerobatic Trophy Meeting, also 17/9.

Sturgate:- Visitors:- 1/12 G-RVCL RV.6; 13/12 G-ARRS Emeraude(t. South Scarle); 26/12 G-BODE PA-28; 30/12 G-DJET DA-42. Lincoln Aero Club are running the following events in 2008:-

03/2 Breakfast Patrol/Fly in

07/6 Summer Fly in, Free landing fees and chocolates! Also 08/6.

07/9 Autumn Fly in and BBQ.

Sutton Bank:- On 19/12 Lynx XZ611(Armyair 987) paid a visit on a reconnaissance mission, f/t Dishforth.

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

MOD flights operated by OMNI DC-10s took place on 4/12(N603AX/Omni 504) and 6/12(N621AX/Omni 508) and in the New Year these flights will operate twice weekly routing Brize Norton - Teesside - Qatar and return. The two FRA Hawker Hunters paid visits during the month with ZZ191(See Photo, dtv. movements.co.uk) on 3/12 and ZZ190 on 12/2, both aircraft using the call-sign "Rushton 71". Football



charters are getting more common these days for domestic games and this month Aston Villa arrived on 14/12 from Birmingham in SAAB 2000 G-CERY(Eastflight 1632) and West Ham were transported from Stansted in Dornier 328 G-BWWT(Suckling 411) on 21/12. For their part Middlesboro' flew to Southampton on 28/12 on board Dornier 328 G-BYHG(Suckling 551) returning the following day in G-BYML(Suckling 552). Globespan used Air Via Airbus 320 LZ-MDB for their flights on 7/12 and First Choice 757 G-OOBI was used for a Lapland Charter on 8/12. And finally, Falcon 2000 M-SAIR, which is owned by Eddie Stobart and normally based at Carlisle, arrived on 22/12 and is expected to be a temporary resident until a new hangar is completed for it at its home base. Other movements included:-

01/12 CS-DXI Citation XL(Fraction 3WP), G-VONJ Premier 1(Manhattan 122A)

03/12 N122SM Citationjet 2, G-XTEK Robinson R.44

04/12 D-IPCS Citationjet(Skyrunner 934, n/s), G-PDGT Twin Squirrel(Powerline 64)

05/12 G-GZRP Cheyenne(Air Med 064), G-TGRA Agusta A.109A
 07/12 ZD948 Tristar(Ascot 826, training), N287Z Global Express
 08/12 P4-HEC EC-155(n/s), N5LL PA-31(Return to Leeds)
 09/12 LX-JFO TBM.850, N300SM Challenger 300, CS-DMK Hawker 400XP(Fraction 4FW)
 10/12 CS-DFO Citation XL(Fraction 978A), G-BSUW PA-34 Seneca
 11/12 D-CAMS Citation XL(Caroluss 161), F-GYFC Citationjet, XX190 Hawk(Pirate 1, ILS)
 12/12 CS-DRN Hawker 800XP(Fraction 3HE), G-JETA Citation, G-HONG T-67M
 13/12 SE-RGY Citation XLS, G-TAGG EC.120, G-CALL Aztec
 17/12 HB-VMY Citation Bravo, ZH102 AWACS(NATO 05), XV305 C-130J(Ascot 5070)
 19/12 D-ICCC Cessna F.406; 20/12 CS-TFI Lear Jet 45(RTE 64)
 22/12 CS-DXG Citation XLS(NJE 3QH), CS-DFT Citation Bravo(791U), G-ORDH Squirrel
 23/12 N352CM Malibu, G-CJAH Premier 1(Spacejet 62), G-WINT Pilatus PC-12
 27/12 G-RBRO EMB.135 Legacy(Lonex 38BR), G-BZXC/XX612 Bulldog
 29/12 EI-NBG A.109S(Refuel), EI-DCJ 737/800(Ryanair 1362, LBA Diversion)
 30/12 OO-NHX Dauphin(Refuel)

The Global Express N287Z on 7/12 is the former regular N288Z which has been reregistered. The reason for this is that the owner is getting a new aircraft which was originally registered N289Z but has now been registered N288Z, if you follow my drift! In other word the next time N288Z visits it will be the new Global Express.

Topcliffe:- Chipmunk G-BCCX arrived from Dishforth on 30/12 to retrieve a glider which had landed the previous day.

Waddington:- The visitor of the month here was the AN.124 UR-82007(ADB 390F), which arrived on 18/12 to transport the fuselage of Nimrod XV246(See Photo, Fighter Control) to Woodford. This, incidentally was the same aircraft which had visited Doncaster a few day earlier. Sentinel R.1 ZJ693,



which was delivered here in late September was noted parked on the ramp mid-month and still has no markings. Puma ZE449(Vortex 383) arrived on 3/12 and was based several days while operating flights at the Donna Nook range. On 6/12 it was joined by Hercules ZH879(Gauntlet 88) and on 10/12 Sea King XV664 arrived and stayed until 18/12, this too operating on the range. Perhaps the most unusual visitor was King Air 200 G-ROWN(Tiger 1), which arrived on 18/12 and spent the day operating between here and Donna Nook. Among the other visitors were:- 10/12 ZJ121 Merlin(Vortex 318); 12/12 R.158/61-ZX Transall(Cotam 1200); 13/12 XV105 VC-10(Ascot 9277), ZG847 Islander(Armyair 596); 14/12 084/YH Xingu(Cotam 9090), XZ607 Lynx(Armyair 673), ZA772 Gazelle(Armyair 668); 17/12 XV106 VC-10(Ascot 905, training); 18/12 ZE700(Ascot 1704), LX-N90442(NATO 13, circuits); 19/12 ZJ954 Puma(Vortex 347).

Walton Wood:- On 13/12 Agusta A.109A N8UF arrived from Helmsley and after a short stay routed to LBA. Visitors:- 4/12 G-DGHD R.44; 10/12 G-GSPY R.44(Also 18/12); 11/12 G-TIMH R.22B; 13/12 G-FOFO R.44(t. Gamston); 16/12 G-CEAW Schweizer 269(t. Liverpool).

Wickenby:- Visitors:- 19/12 G-ALFA Auster 5; 23/12 G-CBCV Bulldog(f. North Coates); 30/12 G-CSWH PA-28R; 31/12 G-GUMS C.182P.

OVERFLIGHTS

04/12	G-REDJ	Super Puma	Over York 1844 @ 2000' enroute to Aberdeen
	G-REDL	Super Puma	Over York 1907 @ 3300' enroute to Aberdeen
07/12	P4-HEC	Eurocopter EC155	Blackbushe – Carlisle(Eccup 1022 @ 1500')
08/12	C-GQVP	PA-31 Navajo	Prestwick – Freidrichshaven(GAM 1133 @ 5500')
22/11	N690CL	Commander 690	Wick – Norwich, delivery(OTR 1332 @ 7500')

On 12/12 the Manchester Police Islander G-GMPB(Police 152) was noted operating around the M.18 near Doncaster at 1100 flying 1500'. The same aircraft was operating in the Barnsley area on 26/12 at around 1430. A couple of Boeing E.3A aircraft were noted making their usual circles in the skies of North Yorkshire this month, LX-90444(NATO 06) in the afternoon on 3/12 and LX-N90442(NATO 04) all morning on 11/12, flying at 31000'. USAF MC-130 87-0126(Talon 71) was again operating low level over North Yorkshire/Teesside on 5/12, from 2000 for around an hour.

Finally, on a sad note Jaguar XX833(Gauntlet 14) on its final flight from Boscombe Down to Warton routed via Conningsby then over Lincolnshire and North Yorkshire on 20/12(pm).

For the record here is a provisional list of BAeA competitions in our area in 2008:-

05/4	Icicle, Newbold Trophy, Sandtoft
18/4	LOOP Beginners Day, Brighton
19/4	John McLean Trophy, Brighton, also 20/4
09/5	Nathanial Alony Trophy, Elvington, until 11/5
23/8	LOOP Beginners Day, Sherburn
26/9	Tiger Trophy, Sherburn, until 27/9

And finally, a note that the World Aerobic Championships will be held at Silverstone in 2009, the first time they have been in the UK since 1986.

And finally, and finally! It has been announced that the Yorkshire Air Show will be a bi-annual event with the next one being in August 2009.

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



DAY BY DAY @ LBIA: DECEMBER 2007

December - well, that's another year over and may I take this opportunity, although I know it will be February before you will be reading this, to wish all our members a Very Happy New Year. So what can we look back on in 2007? The most significant change at the airport is that it is now in private ownership and we look forward to Bridgepoint making a push over the next 12 months to attract new routes to the region. One piece of good news is that Shaheen Air have now confirmed they will commence twice weekly flights from and to Islamabad starting on 7 February. The flights will be operated by Airbus 310 aircraft and flight NL803 arrives at 2030 on Thursdays and Sundays with the return trip, NL804 due to depart at 2200. Again, looking back on 2007 Aer Arran have enjoyed reasonable success on their flights from and to Eire while Ryanair added Shannon flights to their portfolio. Manx2 seem to be operating quite successfully with their eclectic fleet of Metroliners and LET 410s leased in from various parts of Europe and we are still promised Dornier 228s some time in the near future. Of the other regular airlines very little changes, apart from Flybe dropping the Aberdeen flight in spring with British Midland due do likewise with the late flight London operated by a based EMB.145. This flight was only really operated so British Midland could hang on to a precious landing slot at Heathrow. So onwards into 2008 and we look forward to Ryanair(see photo page 13) providing us with plenty of new Boeing 737/800s(the latest arrival being EI-DWT, but the block to 'DWZ is expected soon along with EI-DYA through to EI-DYG) to keep the local "spotters" on their toes.

Jet2. 2007 was a consolidation year for Yorkshire's own airline with continued additions to the destinations offered from LBIA and in prospect are eight further new destinations this spring. The airline, despite severe competition from other low cost airlines are adding extra destinations from all their other bases at Manchester, Belfast, Blackpool, Edinburgh and Newcastle. Whether this will necessitate more additions to the fleet, apart from the one 757 we already know about only time will tell. We wish them well for an exciting and profitable 2008.



Multiflight. News from the Southside this month that the company continues to be quite busy on the engineering and sales front. The company have sold Twin Squirrel G-DBOK and the aircraft left during December operating on an Atlas Helicopters call-sign so they are presumably the new owners. Dauphin VP-BUL, which is a regular visitor from maintenance is offered for sale on the Multiflight website along with A.109A N188S and an engine from an R.44, presumably this is from G-PROG? Fixed wing aircraft offered for sale are Cessna 421 N132CK along with a Lear Jet 40XR and Extra 400, the latter two not being resident at LBIA. On the engineering side A.109 N8UF, a new acquisition for Eastern Atlantic Helicopters arrived for maintenance prior to beginning operations for the company.

On the resident side, apart from G-DBOK, R.44 G-MAYB seems to have moved back to its former home at South Milford and Cessna 335 G-FITZ has been noted at Gamston a lot recently so this may also have left. Cessna 172S G-IZZS of Innovative Aviation has been operating out of Full Sutton over Christmas and the New Year so this too could be deleted from the resident portfolio. Finally, on the plus side Cessna 210D G-OWAN which arrived some three months ago finally flew again this month, making a couple of local sorties. It is believed this is just a temporary resident however as its normal home is a farm near Skipton, which will be unusable at this time of year.

01 Saturday

G-JBIZ	Citation 2	1055 0947	f. Guernsey, n/s t. Norwich
G-CBRG	Citation XLS	1305 2211	f. Newcastle(Go-jet 018A) t. Belfast Int(018B)
G-BVEZ	Jet Provost T.3A	1352 1533	f/t Newcastle
G-BYAY	Boeing 757	1404 1530	f/t Alicante(Thomson 168H/167H)
OO-FYG	Citation 2	1605 1818	f. Amsterdam(Flying Group 742C) t. Liege(722C)
N40GD	Cirrus SR.22	1611 1626	f. Newmarket t. Sherburn

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

BMI:- Heathrow:- G-RJXA(01J/4JL/2LJ), G-RJXG(8JL/01J, n/s).

Flybe:- G-JEAM(729/30), G-JEDO(171/2).

KLM:- PH-OFL(1545/6), PH-OFO(1549/50), PH-KLE(65W/64K, n/s) **Manx2:-** OK-RDA x1

Jet2:- G-CELU(201Q) exchanged in Amsterdam with G-CELV(202Q).

Ryanair:- EI-DCX(152/153A), EI-CSZ(1362/3), EI-DWJ(15J/155).

***The most interesting arrival today was the Jet Provost G-BVEZ operated by the Newcastle Jet Provost Group and still painted up in its former colours as XM479. Following the completion of his training the pilot/owner of

Dauphin EI-DUF left late this morning for Trevet in Eire and A.109S N109AG(See Photo, not taken at LBIA) returned home to Cleckheaton after being with Multiflight on maintenance for almost a month. This aircraft is for sale.



02 Sunday

CS-DFC	Falcon 2000	1215 1007	f. Le Bourget(Fraction 2RK), n/s t. Dublin(679B)
HB-JIB	MD-90	1228 1347	f. Malta(Fly Hello 32A) t. Newcastle(321)
LX-AKI	Falcon 50	1553 1613	f. Rovaniemi(SVW 30KI) t. Le Bourget(30KI)
CS-DNR	Falcon 2000	1639 0553	f. Stansted(NJE 129E), n/s t. Moscow/Vnukovo(882R)

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

BMI:- Heathrow:- G-RJXG(4JL/2LJ/5JL), 7JL cancelled, G-DBCI(4LJ) swapped in Heathrow with G-DBCI(8JL), n/s with G-RJXG/J. G-RJXL(616/615) f/t Brussels.

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

Flybe:- G-JECP(643/4), G-JECK(1LH/174), **G-BWDB(731/2)**, **G-FBED(733/4)**, **G-EMBW(175/6)**.

Jet2:- G-CELS(050P) routed to Beograd early this morning for maintenance with the crew returning this evening in G-CELY(051E). G-CELF(207) swapped in Murcia with G-CELD(208).

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

Ryanair:- EI-DCV(15J/155), **EI-DWP(156/15N)**.

***The Silver Wings Falcon 50 LX-AKI made the return trip from Lapland this afternoon before positioning to Paris and while on the subject, apologies for the mix up on the last day of the month in the last magazine, the type should have read Falcon 50 and not Fokker 50 in the listings and the registration should have read LX-AKI and not LN-AKI in the text(it's my age you know, there's very little hope!). Ryanair produced a new 737/800, EI-DWP on the evening Dublin flight.

03 Monday

G-FIBS	Squirrel	0702 0757	f. Skipton t. York, return 0948, n/s to 6/12, dep 1408
G-JIVE	Hughes 369E	1158 1209	f. Shelf t. Devonshire Arms, return 1348/1352
CS-DFK	Falcon 2000EX	1313 1433	f. Toulouse(Fraction 2RK) t. Nice(2UR)
ZK452	King Air 200	1334	ILS and overshoot(Cranwell 64)
G-SGEC	King Air 200	1615 1708	f. Gamston t. Nice
LX-ONE	Lear Jet 35A	1953 1046	f/t Luxemburg(Lion King 1 Amb), night stop

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

BMI:- G-RJXF(422) from Heathrow 0035. G-DBCI all Heathrows, n/s with G-RJXF/G/J.

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

Flybe:- G-JECI(729/30), G-JECK(171/2), G-JEDJ(643/4). **G-ERJC(1LH/174)**, G-JECV(731/2), **G-BWDB(733/4)**, G-JECN(175/6).

Jet2:- G-CELY(054E) positioned to Newcastle.

KLM:- PH-KZG(1545/6), PH-OFK(1549/50), PH-KLI(65W/64K, n/s) **Manx2:-** 9H-AEU x2

Ryanair:- EI-DWP(152/153A), EI-DCD(15J/155), EI-DAW(156/15N).

***Squirrel G-HELM made a short air test this morning following maintenance, before heading home to Helmsley. PA-28 G-LFSK arrived from Sheffield this morning for another stint based for training.

04 Tuesday

EI-HHH	Agusta A.109A	0936 1449	f. Sherburn(Scarboro'), n/s to 6/12, t. Northampton
CS-DFK	Falcon 2000EX	1125 1218	f. Nice(Fraction 2UR) t. Farnborough(2UR)

G-CDZL	Boeing 737/800	1326 1449	f/t Alicante(Thomson 168H/167H)
G-SGEC	King Air 200	1852 1915	f. Nice t. Gamston
G-GLTT	PA-31 Chieftain	1855 1956	f. Freiburg(Air Time 615) t. Birmingham(15P)

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

BMI:- Heathrow:-G-DBCI(01J/4JL) then went u/s, G-DBCK(2TW) routed Teesside – LBIA – Heathrow to collect pax.
G-MIDU (5JL/4JL), G-DBCD(7JL/5JL/8JL, n/s 01J). G-RJXF(405) swapped in Edinburgh with G-RJXB(406), n/s with G-RJXG/J.

Eastern:- G-MAJP(29Q/19Q), G-MAJF(74G/39Q), G-MAJY(99Q/59Q). G-MAJM(84D) swapped in Southampton with G-MAJD(85D) to be based.

Flybe:- G-BWDB(729/30); G-JECW(171/2), G-JEDJ(643/4), **G-ERJC**(1LH/174), G-JECV(731/2), G-JECS(733/4), G-JECK(175/6).

KLM:- PH-KZK(1545/6), PH-OFD(1549/50), PH-OFN(65W/64K, n/s) **Manx2:-** 9H-AEU x2

Ryanair:- EI-DWO(152/153A), EI-DWM(15J/155), EI-CSW(1362/3), EI-DWM(156/15N).

05 Wednesday

G-BOWY	PA-28RT Arrow	0938 1519	f/t Blackbushe
N40GD	Cirrus SR.22	1122 1209	f. Sherburn t. Swansea, return 1718/1744
G-JETA	Citation 2	1254	ILS and overshoot(Airtax 1M), t. Gamston

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

BMI:- G-DBCD continued on Heathrows, n/s. G-DBCJ(9531) positioned to Heathrow. G-RJXJ(405) swapped with G-RJXO(406) in Edinburgh. G-RJXB(9142) positioned to Glasgow, leaving G-RJXG/O night stopping.

Eastern:- G-MAJT(29Q/19Q), **G-CDKB**(74G/39Q), G-MAJT(99Q/59Q). G-MAJD(87D) diverted to Humberside due strong winds so no aircraft night stopped.

Flybe:- G-JECL(729/30), G-JECW(171/2), G-JEDJ(643/4), **G-ERJC**(173/4), G-JECJ(731/2), G-JECI(733/4), G-JECX(175/6).

Jet2:- G-CELV(201Q) swapped back with G-CELU(202Q) in Amsterdam. G-CELD(205) swapped in Amsterdam with G-CELF(206).

KLM:- PH-OFP(1545/6), PH-OFM(1549/50), PH-OFE(65W/64K, n/s)

Manx2:- 9H-AEU operated morning flight but 308/9 in the evening cancelled due strong winds.

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

***Citationjet G-CJAD returned home to Edinburgh following maintenance in Multiflight, having arrived last month. Dauphin G-MLTY(Yorkair 3) made a couple of short air tests this afternoon, following major overhaul with Multiflight.

06 Thursday

G-ORHE	Citation 1SP	0832 0909	f. Enniskillen t. Cardiff
N127BU	Citation 2SP	0851 1536	f/t Biggin Hill
N581AF	Raytheon 58 Baron	0903 1207	f/t Sleaf
G-SFCJ	Citationjet	1019 1118	f. Jersey(Hangar 884) t. Oxford(884)
ZD703	HS.125/700B	1121 1146	f/t Northolt(Kittyhawk 19/Ascot 1039)
SE-DYV	Hawker 800XP	1256 1353	f. Eindhoven(Bluespeed 4), n/s t. Gothenburg(4)
G-POWB	King Air 350	1359 1522	f. Stansted(ZAP 3Y) t. Northolt(Kittyhawk 1039)
G-CITJ	Citationjet	1431 1633	f. Dijon(Clifton 65) t. Bristol(65)

Aer Arran:- EI-RED(72G/673), EI-REM(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWE(486/7)

BMI:- G-DBCD(01J), then G-DBCG rest of London flights and night stop. G-RJXG(405) swapped in Edinburgh with G-CCYH(406). G-RJXO(613) swapped in Brussels with G-RJXJ(614) n/s with G-RJXB/G-CCYH.

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

Flybe:- G-JECN(171/2), **G-BWDB**(729/30), G-JEDJ(643/4), **G-EMBW**(1LH/174), G-JECI(731/2), G-JECJ(733/4), G-JECX(175/6)

KLM:- PH-KZN(1545/6), PH-OFD(1549/50), PH-OFL(65W/64K, n/s)

Manx2:- 9H-AEU operated two flights, 302/3, 304/5 in the morning. Teatime flight div to Blackpool due wind.

Ryanair:- EI-DWL(152/153A), EI-DWM(15J/155), EI-DJL(1362/3), EI-DWL(156/15N)

***At last a day with some interesting visitors, with Hawker 800XP SE-DYV of Volvo AB/Blue Chip Jet on its first visit along with Citation N127BU, which is owned by Dolphin Express Inc. The VIP flight this morning was operated by the RAF '125 however this aircraft must have been needed elsewhere as Titan King Air 350 G-POWB arrived to do the outbound flight this afternoon. Please note the inbound Galway flight now uses the call sign "Arran 72G" to avoid confusion, as happened on the 3rd when both '672 and '682 were on final approach together and kept getting mixed up.

07 Friday

N569DM	Citationjet 2	1126 1635	f. Cranfield t. Malaga
EC-IDT	Boeing 737/800	1128 1258	f/t Tenerife(Air Europa 285/286)
CS-DNR	Falcon 2000	1808 1904	f. Moscow/Vnukovo(Fraction 760A) t. Luton(2GY)
G-WENA	Twin Squirrel	1846 0844	f/t Skipton, night stop until 9/12

Aer Arran:- EI-RED(72G/673), EI-REM(682/3) **Air Southwest:-** G-WOWE(482/3), G-WOWC(486/7)

BMI:- G-RJXB(9851) positioned to Heathrow, leaving G-RJX/G-CCYH to night stop. G-DBCG operated all London flights and parked for the weekend.

Eastern:- G-MAJP(29Q/19Q, 74G/39Q, 99Q/59Q). G-MAJD(81D) swapped in Inverness with G-MAJL(84D), n/s.

Flybe:- G-BWDB(729/30), G-FBEG(362W, f. Manchester/172), G-JECP(643/4), G-EMBW(1LH/174), G-JECL(731/2), G-JECI(733/4), G-JECX(175/6)

KLM:- PH-KZF(1545/6), PH-OFE(1549/50), PH-KLG(65W/64K, n/s) **Manx2:-** 9H-AEU x2

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

***A first time visitor today was Citationjet N569DM, which was delivered to Euro Exec Aviation at Cranfield in May this year and before landing the aircraft made 2 ILS Approaches with overshoots for training. Also on its first touchdown at LBA was Embraer 190 G-FBEG of Flybe.

08 Saturday

G-BYAI	Boeing 757	1402 1628	f/t Alicante(Thomson 168H/167H)
G-JBIZ	Citation 2	1520 1655	f/t Nice
G-BVMA	King Air 200	1604 2234	f/t Cardiff

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

BMI:- Heathrow:- G-CCYH(01J/4JL/2LJ), G-RJXF(8JL/01J, n/s)

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

Jet2:- G-LSAG(6727/8) operated a Lapland charter to and from Kittila.

KLM:- PH-OFI(1545/6), PH-OFD(1549/50), PH-OFF(65W/64K, n/s) **Manx2:-** G-PLAJ x1

Ryanair:- EI-DCH(152/153A), EI-DLJ(1362/3), EI-DCK(15J/155)

***R.44 G-MAYB is believed to be no longer resident as it left for its old home at South Milford this morning and has not returned.

09 Sunday

CS-DLD	Falcon 2000EX	1135 1315	f. Edinburgh(Fraction 2AC) t. Nice(2AC)
HB-JIB	MD-90	1238 1348	f. Malta(Fly Hello 32A) t. Newcastle(321)
OY-OCV	Lear Jet 45	1305 1545	f. Shannon t. Dublin
N569DM	Citationjet 2	1434 1532	f. Malaga t. Cranfield

Aer Arran:- EI-REM(682/3), EI-BYO(72G/673) **Air Southwest:-** G-WOWC(486/7)

BMI:- Heathrow:- G-RJXF(4JL/2LJ), G-RJXO(7JL), G-DBCG(5LJ/8JL), n/s with G-RJXF/J/O. G-RJXL(616/615) f/t Brussels.

Eastern:- G-MAJP(99Q/59Q). Based G-MAJL.

Flybe:- G-JECO(643/4), G-JECG(1LH/174), G-BWDB(731/2), G-JECP(733/4), G-ERJC(175/6)

Jet2:- G-CELB(051P) positioned to Birmingham, returning later from Amsterdam(651P). G-CELI(710P) arrived from Munich early evening.

KLM:- PH-KZN(1545/6), PH-OFM(1549/50), PH-OFL(65W/64K, n/s) **Manx2:-** G-PLAJ x1

Ryanair:- EI-DCO(15J/155), EI-DCV(156/15N)

***Just one first time visitor today, Lear Jet 45 OY-OCV of Aircraft Partnership, Denmark.

10 Monday

M-NEWT	Challenger 300	0822 0852	f. Luton(Bizjet 1WT) t. Southampton(2WT)
84-1073	Beech C-12F	0908 1529	f/t Wiesbaden(Argus 06)
M-NEWT	Challenger-300	1311 0853	f. Southampton(Bizjet 3WT), n/s to 13 th t. Luton(1WT)
G-CDLT	Hawker 800XP	1435 1359	f. London City(Gama 596), n/s t. Heathrow(596)

Aer Arran:- EI-REM(682/3), EI-REB(72G/673) **Air Southwest:-** G-WOWC(482/3), G-WOWD(486/7)

BMI:- G-RJXO(409) exchanged in Edinburgh with G-RJXF(410). G-RJXF(491) operated to Copenhagen and went u/s, '492 cancelled. G-RJXH(6VX) operated inbound from Glasgow and night stopped with G-RJXG/J. G-CCGS(9121) from Manchester, n/s. G-DBCG operated all London flights.

Eastern:- G-MAJV(29Q/19Q), G-MAJF(74G/39Q), G-MAJC(99Q/59Q). Based G-MAJL.

Flybe:- G-JECN(171/2), G-JECJ(729/30), G-JECE(643/4), G-EMBW(173/4), G-JECL(731/2), G-BWDB(733/4). G-JEDI(175/6)

Jet2:- G-CELI(050E) positioned to Blackpool.

KLM:- PH-JCH(1545/6), PH-OFI(1549/50), PH-OFH(65W/64K, n/s) **Manx2:-** 9H-AEU x2

Ryanair:- EI-DHM(152/153A), EI-DCH(151/155), EI-DLR(156/15N)

***Scot Airways Dornier 328 G-CCGS(See Photo) arrived this evening to cover for a u/s EMB 145 with British Midland. The only other visitor of any note was the US military King Air on a return visit.



11 Tuesday

G-ONAL	King Air 200	0809 1003	f. Teesside(Goosepool 72) t. Stornaway(72)
N109TK	Agusta A.109C	0926 1635	f/t Chorley, air test 1208/1220
G-SIRS	Citation XL	1057 1356	f/t Farnborough(Lonex 36RS)
G-CDZL	Boeing 737/800	1343 1455	f/t Alicante(Thomson 168H/167H)
EI-DMG	Cessna 441	1442 1745	f. Luton t. Waterford
G-SFCJ	Citationjet	1446 1742	f. Guernsey(Hangar 836) t. Jersey(836)
G-ONAL	King Air 200	1840 1913	f. Stornaway(Goosepool 72) t. Teesside(72)
N100GV	Gulfstream 5	2241 1743	f. Palm Beach, n/s t. Antigua(New World 100)

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

BMI:- G-RJXH(9721) positioned to Farnborough. **G-CCGS(613/4, 615/6)** operated the Copenhagen flights, n/s with G-RJXG/J. G-DBCG was again utilised on the Heathrow flight, n/s.

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

Flybe:- G-BWDB(729/30), G-JECM(171/2), G-JECO(643/4), **G-EMBW(1LH/174)**, G-JECL(731/2), G-JECI(733/4), G-JEDI(175/6)

Jet2:- G-CELI(051P) returned from major overhaul in Beograd and G-CELG(050P) positioned from Manchester.

KLM:- PH-KZN(1545/6), PH-KLD(1549/50), PH-OFC(65W/64K, n/s) **Manx2:-** 9H-AEU x2

Ryanair:- EI-DCV(152/153A), EI-DWP(15J/155), EI-DLJ(1362/3), EI-DWP(156/15N)

***A fairly busy day at the office, but we had to wait until the very end of the day for anything interesting. Gulfstream 5 N100GV(See Photo) of New World Aviation, on its first visit arrived from Palm Beach International ready to operate an outbound charter tomorrow to V.C. Bird International(Antigua).



12 Wednesday

84-0173	Beech C-12F	0857 0932	f/t Wiesbaden(Argus 01)
OY-FFB	Citation 1SP	1003 1327	f/t Aarhus(Karlog 1122)

N40GD	Cirrus SR.22	1328 1355	f. Cranfield t. Sherburn
G-THIN	Cessna FR.172E	1434 1805	f. Harewood t. Sherburn, return 1927
G-RAFO	King Air 200	1436	ILS and overshoot(Cranwell 72)

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

BMI:- G-CCGS(9131) positioned to Edinburgh and G-RJXH(9732) returned from Farnborough, n/s with G-RJXG/J and G-DBCG, which again operated all Londons.

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

Flybe:- G-JECF(729/30), G-JECN(171/2), G-JEDO(643/4), **G-EMBW(1LH/174)**, G-JECL(731/2), G-JECI(733/4), G-JECZ(175/6)

Jet2:- G-CELG(050P) set off to Serbia and Montenegro(Beograd) for major overhaul.

KLM:- PH-WXA(1545/6), PH-OFL(1549/50), PH-OFF(65W, n/s) **Manx2:-** 9H-AEU x2

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

***The latest Dash 8/400 of Flybe G-JECZ turned up on the Southampton this evening, running late the aircraft arrived at 2109 and departed at 2155. Cirrus SR.22 N40GD again acted as crew ferry when resident Bell 407 N775SB returned from maintenance at Cranfield.

13 Thursday

D-IETZ	Citationjet 2	0832 1448	f. Nice(Global Jet 137B), n/s t. Geneva(137C)
G-DIAM	DA.40 Diamond	0914 1212	f. Sheffield t. Northampton
ZK451	King Air 200	1155	ILS and overshoot(CWL 75), also 1422(CWL 78)
CS-DNR	Falcon 2000	1436 1556	f. Dublin(Fraction 971C) t. Nice(2GY)
N8UF	Agusta A.109A	1536 n/s+	f. Walton Wood, n/s for maintenance.

Aer Arran:- EI-REG(682/3), EI-RED(72G/673) **Air Southwest:-** G-WOWC(482/3), G-WOWE(486/7)

BMI:- G-DBCG all Heathrows, n/s with G-RJXG/H/J.

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

Flybe:- G-BWDB(729/30), G-JEDW(171/2), G-JEDO(643/4), **G-EMBW(1LH/174)**, G-JECI(731/2), G-JEDV(733/4), G-JEDV(175/6)

Jet2:- G-CELI(050P) positioned to Manchester.

KLM:- PH-OFL(1545/6), PH-KLG(1549/50), PH-OFH(65W/64K, n/s) **Manx2:-** 9H-AEU x2

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

***The Agusta A.109A N8UF has just been acquired by Eastern Atlantic Helicopters from University Flight Services of Horsham, Pennsylvania and having arrived for maintenance with Multiflight was still present at the end of the month.

14 Friday

EC-HGQ	Boeing 737/800	1136 1300	f/t Tenerife(Air Europa 285/6)
G-OLCP	Twin Squirrel	1212 1750	f. East Midlands(Starspeed 30) t. Smith's Lawn(30)
G-NSJS	Citation Sovereign	1414 1522	f/t Jersey
CS-DMR	Hawker 400XP	1540 1724	f. Hawarden(Fraction 4AL) t. Amsterdam(4AL)
N6182G	Cessna 172N	1549 1654	f/t Cambridge
M-NEWT	Challenger 300	1603 1008	f. Luton(Bizjet 1WT), n/s until 18/12, t. Le Bourget(1WT)
HB-JGV	Boeing 737 BBJ	1754 0828	f. Basle(Batman 751), n/s t. Fort Meyers(761)

Aer Arran:- EI-REF(72G/673), EI-REG(682/3) **Air Southwest:-** G-WOWE(482/3, 486/7)

BMI:- G-DBCG all London trips, n/s with G-RJXG/J. G-RJXH(3VX) diverted.

Eastern:- G-MAJP(29Q/19Q), G-MAJF(74G/39Q), G-MAJP(99Q/59Q). Based aircraft G-MAJL(87D) diverted to Humberside this evening.

Flybe:- G-BWDB(729/30), G-JEDU(171/2), G-JECE(643/4), G-JECI(731/2), **G-EMBK(1LH/174)**, G-JEDP(733/4), G-JEDU(175/6).

Manx2:- Both flights diverted due poor visibility.

KLM:- 1545/6 divert, PH-OFD(1549/50), 65W(diverted to Manchester). PH-OFF(64K), which had been here since 12/12, operated to Amsterdam at 1808.

Ryanair:- EI-DCM(152/153A), EI-DPH(15J/155), EI-DPJ(156/15N).

***Despite fog and low cloud both this morning and evening we still managed a few visitors, however the only first timer was Cambridge based Cessna 172N N6182G which has been based in this country since 1998. And before you ask, yes I did cut the grass before the helicopter arrived!!

15 Saturday

G-STRF	Boeing 737/700	0201 1425	f. East Midlands(Flystar 532P) t. Chabery(981)
G-OBYG	Boeing 767/300	0716 1159	f. Barbados(Thomson 7564) t. Gatwick(704P)

G-BWDB	ATR.72/200	0820 0901	f. Belfast(Jersey 263), Doncaster div. t. Belfast(41W)
N1262K	Cessna 425	1027 1205	f/t Jersey(Sherburn div)
G-HGRC	Citationjet 2	1031 1202	f. Jersey(Hangar 843) t. Oxford(843)
G-BYAX	Boeing 757	1407 1552	f/t Alicante(Thomson 168H/167H)
G-XBEL	Citation XLS	1418 0935	f. Teesside(Beauport 852), n/s t. Jersey(861)
CS-TFI	Lear Jet 45	1438 1053	f. Sion(Luzavia 30), n/s t. Le Bourget(32)

Aer Arran:- EI-CBK(682/3) **Air Southwest:-** G-WOWE(480/1)

BMI:- G-DBCG(9751/9762) positioned to Manchester, returning later from Kuusamo(Finland). Heathrow:- G-RJXG(01J/4JL), G-RJXA(8JL/n/s)

Eastern:- G-MAJL(061P) positioned from Humberside, n/s.

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

Jet2:- G-CELF(323) exchanged in Belfast with G-CELA(324). G-CELB(202W) from Newcastle, had diverted there when inbound from Amsterdam, having tried Teesside unsuccessfully first. G-LASG(050P) from Manchester having diverted there earlier when inbound from Tenerife(224).

KLM:- PH-KLD(1543, f. Manchester/64K), PH-OFO(1545/6), PH-OFC(1549/50, 65W/64K, n/s)

Manx2:- D-CNAG(304/5) operated this afternoon.

Ryanair:- EI-DWF(152/153A), EI-DLL(1362/3), EI-DCK(15J/155)

***We start today with the Astreus 737/700 G-STRF, which positioned in early this morning ready to operate the first of a series of ski flights to Chambéry. This was followed by the Thomsonfly 767 G-OBYG from Grantley Adams International, returning P&O cruise passengers. The Belfast City – Doncaster flight diverted here due fog and the Cessna 425 N1262K normally operates into Sherburn but came here due the inclement weather. Lear Jet 45 CS-TFI(See Photo by Terry Sykes) is becoming quite a regular visitor.



16 Sunday

D-CDSF	Lear Jet 35A	0548 0655	f. Bournemouth, n/s t. Frankfurt
D-CLUX	Lear Jet 45	0907 1103	f. Luton(Cirrus 8383) t. Annecy(8383)
G-CDWY	Agusta A.109S	1237 1316	f. Site near Coventry t. Whitby
G-RSKR	PA-28 Warrior	1447 1002	f/t Shoreham, stayed until 19/12
N351TC	Hawker 800XP	1527 1515	f. Zurich, n/s t. Stockholm/Bromma
N40GD	Cirrus SR.22	1705 1746	f. Edinburgh t. Sherburn

Aer Arran:- EI-REM(682/3), EI-CBK(72G/73G) **Air Southwest:-** G-WOWD(486/7)

BMI:- Heathrow:- G-RJXA(01J/2LJ/4JL/5JL), G-RJXM(7JL), G-DBCG(5LJ/8JL), G-RJXL(616/615) f/t Brussels.

Eastern:- G-MAJP(99Q/59Q), Based G-MAJL.

Flybe:- G-JECE(643/4), G-JECV(1LH/174), G-BWDB(731/2), G-JEDP(733/4), G-FBEH(148, f. Newcastle/176)

KLM:- PH-JCT(1545/6), PH-OFG(1549/50, 65W/64K, n/s) **Manx2:-** OK-RDA x1

Ryanair:- EI-CSI(15J/155), EI-DPT(156/15N)

***There were a couple of first timers today, Shoreham based PA-28 G-RSKR and the latest Embraer 190 of Flybe, G-FBEH. The Hawker 800XP N351TC is owned by Taylor Companies with an address in Washington, however the aircraft has been operating in Europe since August 2007.

17 Monday

G-JBIZ	Citation 2	0932 1606	f. Nice t. Amsterdam
G-SGEC	King Air 200	0935 1013	f. Gamston t. Geneva
G-HIJK	Cessna 421C	1025 1045	f/t Caernarfon, return 1459/1521
G-NSJS	Citation Sovereign	1042 1739	f/t Jersey
ZF454	King Air 200	1341	ILS and overshoot(Cranwell 60)

G-CEAE Boeing 737/200 2324 0813 f. Gatwick(Eurocharter 923P), n/s t. Enontekio(1924)
Aer Arran:- EI-REH(682/3), EI-REB(72G/73G) **Air Southwest:-** G-WOWD(482/3), G-WOWE(486/7)
BMI:- G-DBCG operated London flights, n/s with G-RJXA/M. G-RJXJ(9111) positioned to Aberdeen.
Eastern:- G-MAJY(29Q/19Q), G-MAJF(74G/39Q), G-MAJY(99Q/59Q). Based G-MAJL.
Flybe:- G-JEDK(171/2), G-JECL(729/30), G-JECE(643/4), **G-EMBI**(1LH/174), G-JECI(731/2),
 G-JEDR(175/6), **G-BWDB**(733/4).

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

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

Manx2:- D-CNAG operated am flight with OK-RDA turning up at teatime.

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

***The European Air Charter Boeing 737/200 G-CEAE arrived late tonight ready for a busy week operating a series of charters to Lapland. Former resident Twin Squirrel G-DBOK(ex N620LH) left for Lee-on-Solent this morning as "Trident 4", which is the call-sign of Atlas Helicopters the new owners of the aircraft.

18 Tuesday

ZH103	Boeing E.3A	1045-1107	3 ILS and overshoots(NATO 03), f/t Waddington
CS-DNP	Falcon 2000	1046 1214	f. Nice(Fraction 2DX) t. Dublin(815Q)
VP-BUL	Dauphin	1138 n/s+	f. Stansted, to Multiflight for maintenance
ZK450	King Air 200	1139	ILS and overshoot(Cranwell 45)
G-CDZL	Boeing 737/800	1330 1506	f/t Alicante(Thomson 168H/167H)
N569DM	Citationjet 2	1538 1802	f. Pontoise t. Cranfield
G-POWB	King Air 350	2206 2229	f. Stansted(ZAP 3Y) t. Shannon(3Y)
G-CEAE	Boeing 737/200	2243 0804	f. Norwich(Eurocharter 925P), n/s t. Enontekio(1926)

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

BMI:- G-DBCG operated all London flights until G-DBCC(8JL), n/s with G-RJXA/M.

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

Flybe:- 729/30 canx, G-JEDU(171/2), G-JECK(643/4), **G-EMBW**(1LH/174), G-JECI(731/2),
 G-JEDM(733/4), G-JEDR(175/6)

KLM:- PH-WXA(1545/6), PH-OFE(1549/50), PH-OFH(65W/64K, n/s) **Manx2:-** OK-RDA x2

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

***The star arrival today was Sentry AEW.1 ZH103(See Photo by Terry Sykes) which came to do three practice approaches, checking out a new autopilot which had recently been fitted in the aircraft.



19 Wednesday

G-POWB	King Air 350	0537 0558	f. Shannon(ZAP 3Y) t. Stansted(3Y)
G-CEGP	King Air 200	1429 1653	f. Le Bourget(Cega 959) t. Bournemouth(959)
G-GURN	PA-31 Navajo C	1452 1544	f/t Guernsey
ZK450	King Air 200	1555	ILS and overshoot(Cranwell 77)
G-OWST	Cessna 172S	1745	ILS and overshoot, f/t Blackpool
G-CEAE	Boeing 737/200	2058 0809	f. Enontekio(Eurocharter 1927), n/s t. Enontekio(1928)

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

BMI:- G-DBCC Heathrows until G-DBCG(7JL), n/s with G-RJXA/M.

Eastern:- G-MAJJ(29Q/19Q), G-MAJF(74G/39Q), G-MAJJ(99Q/59Q). G-MAJL(81D) exchanged in

Inverness with G-MAJX(84D), to be based.

Flybe:- 171/2, 729/30 both canx, G-JEDN(643/4), **G-ERJE**(1LH/174), G-JEDM(731/2), G-JEDP(733/4), G-JEDU(175/6)

Jet2:- G-LSAH(TFL 215P) positioned to Amsterdam using an Arke Fly call sign. G-LSAB(051E) positioned from Belfast for maintenance.

KLM:- PH-JCH(1545/6), PH-OFG(1549/50), PH-OPF(65W/64K, n/s) **Manx2:-** OK-RDA x2

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

***A pretty uninspiring day, however the Eurocharter 737/200 continues its trips to Lapland.

20 Thursday

G-THOJ	Boeing 737/300	0108 0758	f. Stansted(Thomson 298X) t. Rovaniemi(491X)
G-JAJK	PA-31 Chieftain	0236 0300	f. Dublin(Causeway 999B) t. Belfast Int(999C)
N109TK	Agusta A.109C	1027 1502	f/t Chorley
CS-DFB	Falcon 900	1153 1325	f. Klagenfurt(Fraction 9DR) t. Farnborough(9DR)
EI-DMG	Cessna 441	1309 1820	f/t Waterford
N123DV	Cirrus SR.22	1452 1319	f/t Guernsey, stayed until 22/12.
G-CEAE	Boeing 737/200	2109 0810	f. Enontekio(Eurocharter 1929), n/s t.

Enontekio(1930)

Aer Arran:- EI-REA(682/3), EI-REB(72G/73G) **Air Southwest:-** G-WOWD(482/3), G-WOWC(486/7)

Bmi:- G-RJXL(614) arrived from Brussels at 1712, the first flight from there today. G-DBCG all Heathrow flights, n/s with G-RJXA/L/M.

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

Flybe:- G-JEDV(729/30), G-JEDR(171/2), G-JEDN(643/4), **G-EMBI**(1LH/174), G-JEDP(731/2), G-JECI(733/4), G-JEDU(175/6)

Jet2:- G-LSAH(TFL 216P) positioned from Luxor following its trip for Arke Fly.

KLM:- PH-KZA(1545/6), PH-OFE(1549/50), PH-KZN(65W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-CSI(152/153A), EI-DWC(1362/3), EI-DPH(15J/155), EI-CSI(156/15N)

***The Thomsonfly 737/300 G-THOJ which positioned in during the early hours was a first time visitor. Unfortunately the return trip, which was due Friday evening, diverted to Manchester due low cloud and visibility.

21 Friday

EC-IDA	Boeing 737/800	1123 1244	f/t Tenerife(Air Europa 285/286)
G-SGEC	King Air 200	1505 1528	f. Geneva t. Gamston
G-CEAE	Boeing 737/200	2051 0819	f. Enontekio(Eurocharter 1931), n/s t.

Enontekio(1932)

Aer Arran:- EI-REA(682/3), EI-REG(72G/73G)

Air Southwest:- G-WOWC(482) went u/s on arrival but then operated the '487 outbound in the evening. G-WOWB(486) arrived on schedule then positioned to Newquay as "Swallow 02P".

Bmi:- G-DBCG all Heathrows, n/s with G-RJXA. G-RJXM(421) to Heathrow, no return flight.

Eastern:- G-MAJT(74G/39Q). Based G-MAJX.

Flybe:- 171/2 canx. **G-BWDB**(729/30), **G-ERJE**(1LH/n/s, see 22/12), **G-EOA**(731/2), G-JEDM(733/4), 175/6 canx. G-JECP(643) arrived from Exeter on schedule, however **G-BWDB**(644L/643L) operated from and to Aberdeen at teatime and G-JECP(644) returned to Exeter at 1858.

Jet2:- G-LSAG(224) diverted to Manchester due fog. G-LSAB(050E) returned to Belfast following maintenance.

KLM:- PH-KZN(1545/6), PH-OFB(1549/50), PH-OFG(65W, arrived 0008 on 22/12;/64K)

Manx2:- Metroliner D-CSAL operated both flights today.

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

***Quite a chaotic day all round with aircraft going u/s and fog causing disruption both early and late, however in all the confusion we managed a first visit from the latest "ECO-friendly" Dash 8/400 of Flybe G-EOA.

22 Saturday

OE-LVK	Fokker 100	0925 1028	f. Wien(Austrian 54K) t. Innsbruck(3LR)
CS-DFC	Falcon 2000	1123 1300	f/t Nice(Fraction 2RK)
G-STRF	Boeing 737/700	1246 1931	f/t Manchester(Flystar 981P/2P), for Chambery ft.
D-CHHH	Citation XL	1316 1427	f. Augsburg(Augusta 161) t. Geneva(161)
G-BYAD	Boeing 757	1421 1557	f/t Alicante(Thomson 168H/167H)

G-CEAE Boeing 737/200 2107 2208 f. Enontekio(Eurocharter 1933) t. Gatwick(923F)
Aer Arran:- EI-BYO(682/3) **Air Southwest:-** G-WOWC(480/1), G-WOWE(478/9)
BMI:- G-DBCG(9861) positioned to Gatwick. Heathrow:- G-RJXA(01J/4JL/2LJ), G-RJXM(8JL,n/s)
Flybe:- G-ERJE(174, actually yesterday's flight which had been cancelled because of fog in Southampton). G-JECE(729/30), G-JEDU(171/2).
Jet2:- G-LSAG(224P) returned from Manchester, having diverted last night.
KLM:- PH-KLI(1549/50), PH-OFI(65W/64K, n/s) **Manx2:-** D-CNAG x1
Ryanair:- EI-DHX(152/153A), EI-DPO(1362/3), EI-CSI(15J/155)
 ***The Austrian Arrows Fokker 100 positioned in for the commencement of a series of weekly flights to Innsbruck, however from next week the aircraft will arrive mid afternoon. Finally, the only other noteworthy visitor was Citation XL D-CHHH of Augusta Air Luftfahrtunternehmen, whose aircraft all have the same three last letters.

23 Sunday

HB-JIB MD-90 1029 1322 f/t Malta(Fly Hello 320/321)
 D-CSUL Lear Jet 45 1456 1548 f. Le Bourget t. Memmingen
 G-NSJS Citation Sovereign 1458 1528 f/t Jersey
 N1262K Cessna 425 1518 1557 f/t Jersey
 G-CEAE Boeing 737/200 2116 0820 f. Enontekio(Eurocharter 1935), n/s t. Enontekio(0820)
Aer Arran:- EI-REA(72G/73G), EI-REH(682/3) **Air Southwest:-** G-WOWD(416/7)
BMI:- Heathrow:- G-RJXM(01J/4JL/2LJ/5JL, n/s), G-RJXO(7JL/421), G-RJXB(422A) arrived 0057 on 24/12.
Eastern:- G-MAJG(99Q/59Q) f/t Aberdeen. Based G-MAJX.
Flybe:- G-JECT(643/4), G-JECF(1LH/174), G-BWDB(731/2), G-JEDM(733/4), G-EMBI(175/6)
Jet2:- G-LSAI(6751) trip to Kittila to see Father Christmas.
KLM:- PH-OFH(1549/50), PH-OFJ(65W/64K, n/s) **Manx2:-** D-CSAL x1
Ryanair:- EI-DWF(15J/155), EI-DHX(156/15N)
 ***Ryanair produced a first time visitor when 737/800 EI-DWF arrived on the morning Dublin rotation. The venerable Boeing 737/200 G-CEAE(See Photo) of European Air Charter is still busy ferrying people to Lapland to see Santa.



24 Monday

CS-DFR Citation XL 0851 1058 f. Marseille(Fraction 6VL) t. Malaga(6VL)
 ZZ171 C.17A Globemaster 1522 1558 f. Brize Norton(Ascot 6568) t. Kandahar(6568)
 G-FUFU Agusta A.109S 1558 1628 f. "EGYJ" t. Stansted
 N100GV Gulfstream 5 1849 1942 f. Saint Kitts(New World 100) t. Gatwick(100)
 G-CEAE Boeing 737/200 2142 2224 f. Enontekio(Eurocharter 1937) t. Bournemouth(937F)
Aer Arran:- EI-BYO(72G/73G), EI-RED(682/3) **Air Southwest:-** G-WOWD(482/3), G-WOWE(414/5A)
BMI:- G-DBCJ(9111) positioned from Manchester to operate to Heathrow flights until G-DBCK(8JL), n/s. No other flights operated, G-RJXB/M night stop.
Eastern:- No flights operated, G-MAJX night stopped.
Flybe:- G-JEDM(729/30), G-JECF(171/2), G-JECY(643/4), G-EMBL(ILH/174), G-JEDV(731/2)

Jet2:- G-LSAI(6752) return trip from Kittila.

KLM:- PH-OFH(1549/50) **Manx2:-** OK-RDA x1

Ryanair:- EI-DAP(152/153A), EI-DAH(15J/155)

***"And so this is Christmas and what have we got", well a couple of first visits with the star event being the first time that an RAF Globemaster has actually touched down at LBIA(We have had a USAF specimen previously). ZZ171 arrived to pick up a medical team and transport them to Iraq and parked on the Multiflight apron which must have been quite a sight! The Gulfstream 5 actually arrived from Robert L. Bradshaw, St. Christopher International Airport(Saint Kitts and Nevis) while the other first time visitor this evening was the Air Harrods A.109S G-FUFU which dropped in for fuel.

25 Tuesday

G-CDZL Boeing 737/800 1308 1440 f/t Alicante(Thomson 168H/167H)

The airport just opened for a couple of hours to accommodate the single flight; however, there were reports of an unidentified flying machine calling in for a refuel in the early hours. Unfortunately, Multiflight had run out of carrots!

26 Wednesday

D-CVVV Citation XL 0743 0903 f. Munich(Augusta 231) t. Geneva(232)

G-CCVO Jet Ranger 1345 1404 f/t Site near Gisburn, refuel

CS-DFC Falcon 2000 1427 1534 f. Nice(Fraction 2RK) t. Luton(2RK)

D-CAVE Lear Jet 35A 1520 1734 f. Lisbon(Ambulance 053) t. Karlsruhe(053)

Aer Arran:- EI-RED(682/3)

BMI:- G-DBCK operated two Heathrow flights, n/s with G-RJXB/M neither of which moved all day.

Flybe:- G-ERJE(1LH/174), G-JEDV(731/2)

KLM:- PH-OFD(1549/50), PH-KLE(65W/64K, n/s) **Manx2:-** D-CNAG(am) and OK-RDA(pm)

Ryanair:- EI-CSX(15J/155), EI-CSQ(156/15N)

***Just a few flights operating on Boxing Day and we did manage a first visit by Augusta Air Citation XL D-CVVV.

27 Thursday

G-MATX Pilatus PC-12 0835 0912 f. Goodwood t. Biggin Hill

G-YEOM PA-31 Chieftain 1010 1512 f. Bristol(Yeoman 01) t. Dundee(01)

G-NSJS Citation Sovereign 1022 1153 f/t Jersey

G-KALS Challenger 300 1150 1236 f. Luton(Lonex 39KK) t. Tenerife/South(39KK)

G-OBVI Boeing 767/300 2127 2316 f. Manchester(Thomson 703P) t. Halifax(7563)

Aer Arran:- EI-REB(72G/73G), EI-REM(682/3) **Air Southwest:-** G-WOWE(482/3), G-WOWA(416/7)

BMI:- G-DBCK(01J) to Heathrow, G-DBCI(4JL/2LJ) f/t Heathrow. G-RJXB/M night stop.

Eastern:- G-MAJG(74G/39Q). Based G-MAJX.

Flybe:- G-FBEG(171/2), G-BWDB(729/30), G-JECM(643/4), G-ERJD(1LH/174), G-JEDV(731/2), G-JECU(175/6)

KLM:- PH-OFF(1549/50), PH-OFE(65W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DHX(152/153A), EI-DAH(15J/155), EI-DLJ(1362/3), EI-DCS(156/15N)

***The Thomsonfly Boeing 767 was yet another P&O charter transporting passengers to Acapulco, with a refuelling stop in Halifax, Nova Scotia.

28 Friday

G-SGEC King Air 200 1011 1103 f. Gamston t. Geneva

EC-IDT Boeing 737/800 1146 1257 f/t Tenerife(Air Europa 285/286)

Aer Arran:- EI-REH(682/3), EI-REB(72G/73G) **Air Southwest:-** G-WOWA(482/3), G-WOWE(486/7)

BMI:- G-DBCG operated to Heathrow until G-DBCH(8JL), n/s with G-RJXB/M.

Eastern:- G-MAJG(74G/39Q). G-MAJX(81D) swapped in Inverness with G-MAJY(84D), based..

Flybe:- G-JEBG(729/30), G-JECF(171/2), G-JECG(643/4), G-EMBK(1LH/174), G-JEDN(731/2), G-JECH(175/6)

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

Ryanair:- EI-CSH(152/153A), EI-DWB(15J/155), EI-DAH(156/15N)

29 Saturday

G-CJAD Citationjet 1148 1137 f. Edinburgh, n/s t. Annecy

G-BYAD Boeing 757 1419 1602 f/t Alicante(Thomson 168H/167H)

OE-LVM Fokker 100 1429 1612 f/t Innsbruck(Austrian 5KQ/3LR), First Visit

G-SGEC King Air 200 1449 1646 f. Gamston t. Geneva

D-CTTT Citation XL 1553 1639 f. Geneva(Augusta 361) t. Augsburg(362)
 CS-DFQ Citation XL 1614 1734 f. Malaga(Fraction 6UQ) t. East Midlands(6UQ)
 G-STRF Boeing 737/700 1803 1917 f. Manchester(Flystar 981P) t. Chambéry(981)
Aer Arran:- EI-CPT(682/3) **Air Southwest:-** G-WOWC(480/1), G-WOWC(478/9)
BMI:- G-DBCH(9861) positioned to Gatwick. Heathrow:- G-RJXM(01J), G-RJXD(8JL) n/s with G-RJXB.
Flybe:- G-JEDN(729/30), G-JECU(171/2)
Jet2:- G-CELB(060E) positioned to Manchester.

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

Ryanair:- 1362/3 div to Teesside. **EI-DWI**(152/153A), **EI-DPX**(15J/155)

***Today we completed a hat-trick of triple lettered Augusta Air Citation XLs with the arrival of D-CTTT this afternoon. Also gracing the LBIA runway for the first time were Ryanair 737/800 EI-DWI and Austrian Arrows Fokker 100 OE-LVM(See Photo). This particular aircraft has only been with the company since March this year having been in storage since 2005 following service with American Airlines and JetsGo in Canada. The Astreus flight to Chambéry was operating so late that the inbound flight had to divert to Manchester as the crew were out of hours.



30 Sunday

HB-JIB MD-90 1035 1142 f/t Malta(Fly Hello 32A/321)
 G-JBIZ Citation 2 1040 1133 f. Isle of Man t. Wien
 G-CEJB PA-46 Malibu 1306 1328 f/t Fairoaks
 G-MATX Pilatus PC-12 1859 1919 f. Chambéry t. Goodwood
 G-CEGP King Air 200 2031 1020 f. Vigo(Cega 750), n/s t. Bournemouth(750)

Aer Arran:- EI-REG(72G/73G), EI-RED(682/3) **Air Southwest:-** G-WOWB(416/7)

BMI:- Heathrow:- G-RJXD(01J/5LJ), G-RJXN(7LJ). G-DBCH(9872) positioned from Gatwick, n/s with G-RJXD/N.

Eastern:- G-MAJT999Q/39Q) f/t Aberdeen. Based G-MAJY.

Flybe:- G-JECM(643/4), G-BWDB(731/2), G-ERJD(1LH/174)

Jet2:- This morning's Chambéry, G-CELC(451) diverted to Grenoble due weather. G-CELC(784) arrived from Las Palmas, this being a Manchester flight.

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

Ryanair:- EI-DHH(15J/155), EI-DWF(156/15N)

31 Monday

Aer Arran:- EI-REH(682/3), EI-REB(72G/73G) **Air Southwest:-** G-WOWB(482/3, 414/5)

BMI:- Heathrow flights G-DBCH, n/s with G-RJXD/N.

Flybe:- G-JECM(643/4), G-ERJD(1LH/174), G-JEDI(731/2)

Jet2:- G-CELC(201Q) exchanged in Amsterdam with G-CELB(202Q). That makes the LBIA fleet today, G-CELB/C/F/H/U and G-LSAG/H/I along with G-CELC, which hasn't flown December 6th.

KLM:- PH-KZO(1545/6) **Manx2:-** D-CNAG x2

Ryanair:- EI-DWF(152/153A), EI-DPT(15J/155)

***The old year fizzles out with the most boring day of 2007 producing not a single "proper" visitor.

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

LEEDS BRADFORD AIRLINE REPORT - DECEMBER 2007

INBOUND DIVERSIONS

15 BEE263 BHD DSA G-BWDB AT72 BHD BEE41W

REGULAR FLIGHTS

AEA286	TFS	07/EC-IDT	14/EC-HGQ	21/EC-IDA	28/EC-IDT
AEU981	CMF	15/G-STRF	22/G-STRF	29/G-STRF	
AUA374L	INN	22/OE-LVK	<u>29/OE-LVM</u>		
FHE32A	MLA	02/HB-JIB	09/HB-JIB	23/HB-JIB	30/HB-JIB
TOM167H	ALC	01/G-BYAY	04/G-CDZL	08/G-BYAI	11/G-CDZL 15/G-BYAX
		18/G-CDZL	22/G-BYAD	25/G-CDZL	29/G-BYAD

OTHER FLIGHTS

02	G-BWDB	AT72	BEE731/732	f/t Belfast City	Lieu BEE DH8 * +15 *
02	G-FBED	E190	BEE733/734	f/t Belfast City	Lieu DH8
02	<u>EI-DWP</u>	B738	RYR156/15N	f/t Dublin	-
05	G-CDKB	SB20	EZE74G/39Q	f/t Aberdeen	Lieu JS41
07	<u>G-FBEG</u>	E190	BEE362W/172	Manchester - Southampton	Lieu DH8 * +1 *
08	G-LSAG	B752	EXS6727/6728	t/f Kittila	Passenger Charter
08	G-PLAJ	JS31	JXT304/305	f/t Isle of Man	Lieu SW4 * +1 *
10	G-CCGS	D328	BMA9121/613A	Manchester -n/s- Brussels	Start of lease to BMA
12	G-CCGS	D328	BMA612/9131	Brussels - Edinburgh	End of lease to BMA
12	<u>G-JECZ</u>	DH8	BEE175/176	f/t Southampton	-
14	<u>HB-JGV</u>	B737	EXH751/761	Basle -n/s- Fort Myers	Executive BBJ1
15	G-OBYG	B763	TOM7564/704P	Bridgetown - Manchester	Passenger Charter
16	<u>G-FBEH</u>	E190	BEE148/176	Newcastle - Southampton	Lieu DH8
17	G-CEAE	B732	EA923P/1924	Gatwick -n/s- Enontekio	Passenger Charter * +7 *
18	ZH103	E3CF	Nato 03	f/t Waddington	Training, 3 Approaches
19	G-LSAH	B752	TFL215P/216P	t Amsterdam, f Luxor	Sub-charter for TFL
19	<u>EI-DWR</u>	B738	RYR152/153A	f/t Dublin	-
20	<u>G-THQJ</u>	B733	TOM298X/491X	Stansted - Rovaniemi	Passenger Charter
21	<u>G-ECOA</u>	DH8	BEE731/732	f/t Belfast City	-
23	G-LSAI	B752	EXS6751/6752	t/f Kittila	Passenger Charter
23	<u>EI-DWF</u>	B738	RYR15J/155	f/t Dublin	-
24	ZZ171	C17	RRR6568	Brize Norton - Kandahar	Medivac
27	G-OBYI	B763	TOM703P/7563	Manchester - Halifax	Passenger Charter
29	<u>EI-DWI</u>	B738	RYR152/153A	f/t Dublin	-



LEEDS/BRADFORD NEWS

A Happy New Year to you all.

The airport also issued some good news at the start of the year, with details of a new service to Islamabad commencing this month. Details as follows:

Direct Long Haul Flights to Islamabad Launch from Leeds Bradford 10 January 2008

Leeds Bradford International Airport has today announced a first for the Yorkshire region, the introduction of non-stop flights to Islamabad in Pakistan. The services will be operated by Shaheen Air International with a twice - weekly service starting on Thursday 07 February 2008. Seats are now on sale with fares from £460 return including all taxes. Shaheen Air was founded in December 1993 and has quickly established an outstanding reputation leading to its designation as Second National Carrier of Pakistan in October 2007 operating 15 domestic and international routes. This new long haul service will be operated by a wide bodied A310 aircraft with 191 economy and 19 business class seats. This exciting new service is an important addition to the growing range of services available from LBA and provides our Pakistani community in Yorkshire with the convenience of direct air services from the region, benefiting regional inbound and outbound tourism and business to and from this important market. John Parkin, Chief Executive at LBA comments, "For the first time in LBA's history the people of Yorkshire will be able to fly direct to Pakistan from their local airport. Whether it's for business or pleasure we are sure that this service will be extremely popular and we also look forward to welcoming passengers from Pakistan to Yorkshire". Mr. Kahlid M. Sehbai, the chairman of Shaheen Air International says, "It is a matter of immense pleasure and pride that Shaheen Air International shall be servicing Pakistani community, living in Leeds Bradford and its catchment areas, at their doorstep. I am sure that Pakistanis living in and around Yorkshire will strongly support the new service and thus encourage us to add more frequencies from Leeds Bradford".

Thomas Cook also added to the New Year cheer with an announcement of an improvement to its winter 2008 / 2009 programme.

Thomas Cook Add New Destinations from Leeds Bradford 8 January 2008

Thomas Cook Holidays has extended its range of holidays for winter 2008 / 2009 from Leeds Bradford International Airport (LBA). New routes to the popular holiday islands of Gran Canaria, Tenerife and Lanzarote are now bookable through the Thomas Cook website and retail travel agents. The new routes are in addition to the range of other holiday destinations offered by Thomas Cook for summer 2008 including - Algarve, Costa Blanca, Costa del Sol, Costa Dorada, Crete, Cyprus, Fuerteventura, Gran Canaria, Ibiza, Lanzarote, Majorca, Malta, Minorca, Rhodes, Tenerife, Turkey and Zante. The choice of destinations enables Yorkshire holidaymakers to choose relaxing or active holidays and demonstrates Thomas Cook's commitment to the Yorkshire area. Sally Ramsey, Marketing & Business Development Manager for LBA said: "Thomas Cook are one of our key customers and we are delighted that they have introduced an additional winter sun programme from our airport, especially during this peak booking season".

Finally a few one off charter dates for your diary care of Transun Holidays who have added a few more day trips to their LBA programme.

Niche travel tour operator, Transun Holidays, has announced that they are to expand their short break and day trip programme from Leeds Bradford International Airport.

Confirmed operations so far include a romantic day trip to Venice on 14 February, an Iceland day trip on 02 May (including Whale watching) and an amazing trip on 29 May to the Arctic Fjords in which passengers get to experience the infamous "Midnight Sun". In conjunction with the day trips from LBA an extensive range of short breaks are also now on offer for package tours to an "Arctic Winter Wonderland". This includes a chance to see the amazing Northern Lights or experience the once in a lifetime chance of a Husky Safari Expedition. Sally Ramsey, Marketing & Business Development Manager said, "We are delighted that Transun Holidays have once again chosen Leeds Bradford for a 2008 programme. They offer a niche product incorporating transfers and sightseeing tours

to destinations that offer a unique experience. Alternatively, packages are available that coincide with those special dates of the year, for example, Venice would make an ideal Valentine gift!"

AIRPORT NEWS

Birmingham Airport has now formally submitted a planning application for the extension of its existing runway. If approved, it will see the runway extended 405m (1329ft) towards Bickenhill and Hampton-in-Arden. The airport hopes it will be able to accommodate larger aircraft and operate more long haul routes with the extension in place. The application, filed with Solihull Metropolitan Borough, sets out the extension plans plus those for the associated infrastructure, including the realignment and tunnelling of a section of the A45 Coventry Road, a new air traffic control tower, revisions to the existing fuel farm, a new exit taxiway and the diversion of services and watercourses. The airport's acting managing director, Joe Kelly, said: "The submission of this planning application represents a major step forward for the airport and the region. The connectivity that the runway extension could bring is vital for the future economic well being of the area and equally important to further establishing it on the world stage. The application will build upon the earlier processes of consultation that the airport has undertaken. We look forward to a response from Solihull Metropolitan Borough Council in due course". Campaigners have said they will oppose the extension and are lobbying the council to refuse permission. Friends of the Earth and the Birmingham Airport Anti-Noise Group (BANG) have joined forces to protest to the council, saying the expansion is bad news for residents and the environment. They said the number of people exposed to aircraft noise pollution would double and that aircraft carbon dioxide emissions would treble. Solihull Metropolitan Borough Council is expected to make the planning application available to members of the public on or around 9 January. Additionally, it can be found on the Airport's website at www.bhx.co.uk. The airport hopes the extension will be operating in time for the London Olympic Games in 2012. **Heathrow** is set to be undergoing significant changes in 2008, Duncan Garrood, commercial director of airports operator BAA, told the Independent newspaper. He said that 2007 had posed challenges for the company, but that the opening of Terminal 5 in March will have a big effect on how the airport functions. Mr. Garrood said: "At the moment the airport is handling around 20 million more passengers each year than it was originally designed for. Terminal 5 will look after 30 million passengers out of the airport's 67 million, so travellers will notice the change". One key area where passengers will see an immediate benefit is security queues. He said that the airport hopes 'to get 95% of passengers through security within a maximum of 5 minutes in 2008'. Addition to Terminal 5, Heathrow's Terminal 3 is being revamped, with Virgin opening its new space (which it dubbed 'Terminal 6') last month. Then Terminals 1 and 2 are to be knocked down to make way for the next new super terminal, Heathrow East

AIRLINE NEWS

Aer Lingus and **Ryanair** have launched a bitter war of words over passenger numbers on the Irish flag carrier's maiden voyage from Belfast international Airport to Heathrow yesterday. Ryanair, which owns 30% of Aer Lingus, also sent staff to Belfast International yesterday to offer free flights to all Belfast - Heathrow passengers who might have 'mistakenly thought that Aer Lingus was a low fares airline'. The two Irish airlines have clashed regularly on the decision by Aer Lingus to scrap its flights from Shannon to Heathrow in order to use the slots at the busy London hub for a shuttle service to Belfast. Ryanair even attempt to force Aer Lingus to hold an extraordinary general meeting to vote on the decision to axe the Shannon route twice. As Aer Lingus officials gathered in Belfast to celebrate the first Heathrow flights, Ryanair issued a press statement highlighting Aer Lingus' alleged failure to fill seats on their Heathrow-bound planes. According to Ryanair, just 39 seats were filled on the plane, meaning more than three quarters of the 174-seater plane was empty. The statement said: 'This was not just Aer Lingus' inaugural London flight, but also the peak Monday morning business flight from Belfast to London. This tiny load is a disaster'. However, Aer Lingus' corporate affairs director, Enda Corneille, rejected Ryanair's figures as 'completely inaccurate'. She said: "The first plane was packed to the rafters and the later ones were virtually full as well. The rest is just total baloney from Ryanair. We must really be hitting Ryanair or they wouldn't be coming out with this kind of stuff". Ryanair's head of communications Peter Sherrard later clarified that Ryanair's numbers were based on the number of passengers it had observed checking in at the airport. Asked whether additional passengers could have checked-in online, he admitted that 'possibly a few passengers would have'. Meanwhile the Shannon region is nursing another blow to connectivity after Ryanair quietly cancelled its Shannon to Dublin flights yesterday. A Ryanair spokesman said: "We cancelled it because passenger numbers were below

the network average; it's as simple as that". Who was it competing with on the route? Aer Lingus. Aeroflot final retired the Tupolev Tu-134 planes; the last revenue flight jet took place on New Year's Eve. The plane was in service for almost 40 years, becoming one of the most widely used aircraft in the country's aviation history. In 2002 the type was banned from flying to Europe as it did not meet noise and emission standards. The Tu-134 has been replaced with a new generation of aircraft, including Russia's latest passenger plane, the Sukhoi Super Jet 100, as well as various Airbus types. **Flybe** has announced that it has signed a franchise agreement with Scottish airline Loganair that will see it take to the skies in Flybe colours at the start of the 2008 winter season. The agreement takes effect on 26 October, when Loganair's current franchise agreement operating with British Airways ends. The deal comes with the promise of more UK and European flight connections to passengers in Scotland and would bring the benefits of the low cost model to thousands. Flybe chairman and chief executive, Jim French said: "This is first time a low cost carrier has entered into such a franchise arrangement. It is an exciting development in the evolution of the low cost model and one which Flybe sees as a valid strategic option for the future. It is also a win-win for both airlines. For Flybe, we will see our presence in the key Scottish market greatly enhanced and will benefit from increased passenger traffic into our existing network. For Loganair, the alliance is a major opportunity to bring the recognised brand of Europe's largest regional airline and the benefits of the low cost model to hundreds of thousands of passengers". Loganair's chairman, Scott Grier, said it was an exciting time for his firm's employees and a 'significant step' for the company. He added: "The air service networks of both airlines are complementary and this deal will give our customers a greater choice of UK and European connections". The franchise will not affect the 40% core fares discount given to passengers from Orkney, Shetland, the Western Isles, Islay, Jura, Caithness and North West Sutherland. Tickets for flights under the new franchise agreement - 3.2 million seats - will go on sale through flybe.com from June this year. **Ryanair** has announced that it will open a new base at Birmingham Airport. Twenty-two destinations - including new routes to nine countries - will be available from the budget airline's 25th base as a result of a deal, which was only finalised one day before the announcement in the middle of January. Ryanair will base 737-800 two aircraft at the airport initially, rising to ten over the next five years. It is estimated that an extra five million passengers a year will go through the airport in the next five years as a result of the deal. The new routes are as follows: Barcelona (Girona), Biarritz, Billund, Bologna, Bratislava, Bydgoszcz, Dinard, Dublin, Gdansk, Olbia, Oslo (Sandefjord), Perpignan, Pisa, Poitiers, Porto, Shannon, Stockholm (Skavsta), Trieste, Rzeszow and Trapani. Announcing the new base, Ryanair's Chief Executive, Michael O'Leary said: "The people of Birmingham have been woefully underserved and overcharged by British Airways and Flybe's high fares for years. Ryanair's new base will smash this high fare stranglehold by delivering savings of £130m next year for Birmingham's passengers/visitors. Direct international routes are fundamental to the economic development of a city like Birmingham and the people of the West Midlands can now look forward to Europe's guaranteed lowest fares and best punctuality on 22 international routes with Ryanair. This route count will more than double as a result of Ryanair's \$700m investment in Birmingham, bringing with it a significant increase in European visitors and jobs for the West Midlands". **Virgin Atlantic** has announced they will run the world's first commercial jet flight powered by biofuel between London Heathrow and Amsterdam during February. The Boeing 747 will fly without passengers ten months earlier than initially planned as part of efforts by Virgin, Boeing Co and GE Aviation to reduce CO2 emissions from aviation. "This fuel has never been in the air before on a commercial plane, although it's been tested in engines on the ground in altitude conditions," said a Virgin spokesperson. "It's a sustainable fuel, so you don't have to knock down forests to get it," he added. Virgin declined to give further details of the source of the fuel, but Boeing has previously been looking at algae as a biofuel source. The Virgin flight is likely to use a blend of biofuel with traditional jet fuel, gaining knowledge of the CO2 savings and commercial viability. "The flight will give our engineers and those at Boeing and GE vital learnings for the passenger flights of the future," said Virgin's Richard Branson.

AIRCRAFT NEWS

The distinctive Lockheed Constellation, with its graceful curves and triple tail, represents a golden age of flight to many enthusiasts. They are a very rare sight in Europe these days; however this may be set to change. Maurice Roundy, of Auburn, Maine, tried for years to restore three Constellations to airworthiness. He kept two of them on his property near a local airport and the third was kept at Fantasy of Flight, Kermit Weeks' aviation museum in Polk City, Florida. The airliners were auctioned on 18 December for \$748,000. The buyer was a division of the German airline Lufthansa, which once flew the Connies.

Intentions for the aircraft were not announced but the group has restored aircraft to airworthy status in the past. Over 800 Lockheed Constellations were built in the 1940s and 1950s, but few exist today.

Boeing has been ordered to ensure passengers on its new 787 Dreamliner jet cannot hack into the flight system and take control of the plane. The ruling has come from America's Federal Aviation Administration (FAA), which is concerned that the plane's computer system may be vulnerable. Boeing said it was in constant dialogue with the FAA to resolve the issue. The US giant will start to deliver the mid-sized planes from November. British Airways has ordered 24 Dreamliners. Rival UK carrier Virgin Atlantic has orders for 15. Responding to the security revelation, which was first reported by trade magazine Flight International, Boeing said that "appropriate safeguards were already designed into the 787". Like most modern planes, the 787 has extensive computer systems. "We have already reached agreement with the FAA on the documentation, analysis and demonstrations necessary to show compliance with this special condition," it said. "Completion of these activities will occur during the flight test programme". It added that information from the test flights would be fully shared with the FAA to ensure a thorough review of the system.

The second production Airbus A.380 (C/N 005) was handed over to Singapore Airlines on 11 January in line with the latest delivery schedule. The second aircraft for the first A380 operator follows the delivery of the first A380 (C/N 003) that took place on 15 October 2007. Singapore Airlines' second A380 will join the first aircraft, which has been operating a reliable daily scheduled service between Singapore and Sydney since 28 October, operating around 15 hours per day with a 100 per cent technical reliability for over two months to the satisfaction of the airline and the passengers alike. At the end of 2007 the first Singapore Airlines A380 had accumulated over 130 flights and around 950 flight hours. Its operation confirmed the excellent turnaround time and high ground operations efficiency, as anticipated. More generally the A380 has been acknowledged as meeting, and often exceeding, the specifications made to its customers in terms of range, fuel burn, and noise.

Boeing has announced that first flight of the 787 has been moved from the end of the first quarter of this year to around the end of the second quarter to provide additional time to complete assembly of the first airplane. Deliveries are now expected to begin in early 2009, rather than late 2008. "The fundamental design and technologies of the 787 remain sound," said Scott Carson, president and CEO of Boeing Commercial Airplanes. "However, we continue to be challenged by start-up issues in our factory and in our extended global supply-chain". Carson said that while solid progress has been made on the assembly of Airplane #1, the rate at which jobs are being completed has not improved sufficiently to maintain the current schedule. "Our revised schedule is based upon updated assessments from the 787 management team of the progress we have made and the lessons we have learned to date. This includes our experience on the factory floor completing production work on the airplane that was originally intended to be done by our suppliers," Carson said. Over the next several weeks, Boeing will be working with its customers and suppliers to assess the specific impacts of the schedule change on the 787's flight test program and entry into service. This effort will include an assessment of supplier progress in meeting their commitments to deliver more complete assemblies on subsequent airplanes. "We are deeply disappointed by what this delay means for our customers, and we are committed to working closely with them as we assess the impact on our delivery schedules," Carson said.

OTHER NEWS

Search engine Google UK and comScore, an internet statistics company, have announced the results of a study into online consumer behaviour in the travel sector. They found that UK consumers are using search engines in more sophisticated ways to research and purchase travel. The internet is rapidly becoming the number one resource for the travel consumer. The study revealed that 20 million people in the UK used search engines for travel information in the first quarter of last year. Key findings of the study include: On average, consumers take nearly a month to go from their first search to a purchase, making 12 travel related searches, visiting 22 websites and taking 29 days from the first time they search until they purchase. Forty-five percent of transactions occur four weeks or more after the first search. The time spent online is lengthy, representing a long opportunity for advertisers to reach and influence consumers while they search for information.

On average, travellers visit the purchase website 2.5 times. For tour operators this was significantly higher, at 3.9. Just ten percent of the transactions take place on the first search referral to a given site,

and 38 percent of transactions happen at four weeks or more after the first visit. Travel companies face a growing challenge to retain the online consumer as the proliferation of competition encourages customers to shop around.

Generic search terms play a significant role in the purchase cycle. Many travel businesses are missing out on the opportunity for additional bookings and branding opportunities by overlooking the value of advertising against generic search terms such as 'package holiday', 'Italy travel', according to the study.

Fifty-four percent of online travel buyers started the shopping process with a generic product or destination search term, and 10 percent did not use branded terms (such as 'Thompson holiday' or 'easyJet flights') at all during their online travel shopping experience. In addition, over a third of travel buyers use a generic term as the last search before they purchase, giving advertisers a key window to influence their purchase right up until the last minute. Consumers change the type of keywords used as they move along the path to purchase. Of all consumers sampled that made a final purchase, 29 percent start with a non-branded search term but end with a brand search term. Google UK's Robin Frewer, Industry Leader, Travel said, "This research shows travel searchers are becoming more brand fickle - spending a large amount of time researching their desired purchase, and considering offers from competing brands".

Holidaymakers flying from Stansted Airport since October last year may have been unaware that the reassuring voice from the cockpit was that of a teenager. Ed Gardner, who turned 20 in December, is thought to be Britain's youngest commercial pilot. He got a job at Titan Airways the day after he received his licence and within days was crewing with his father, Bob, 55, a captain. At the age of 19, he wasn't old enough to drive a bus, and in most countries he would have been too young to hire a car. Yet, despite his youth, he was cleared to take the controls of a Boeing 737, which holds up to 200 passengers, and for the past three months has been flying tourists off on their holidays. Mr Gardner, from Great Dunmow, Essex, said: "I started flying at 14 - that is the youngest you have to be to learn. I flew solo at 16 and got my private pilot's licence on my 17th birthday. My dad never pushed for me to become a pilot but as soon as I said I wanted to do it he was pleased". He was so keen on flying he was able to pilot an aircraft before he started learning to drive a car. After taking his A-levels, he went to the Metropolitan University in London for his air transport pilot's licence written exams, and passed first time. He then went on to Stapleford Flight Centre for instrument rating, another pilot's training course and then Boeing 737 training. He received his licence on 5 October, and the next day he was training for his job as a first officer with the Stansted Airport based charter airline. His first job with Titan Airways was flying mail between Stansted and Exeter. The first passenger flight he piloted was to Rostock in Germany. He said: "I was excited but you don't really get to interact with the passengers. As first officer you do pretty much the same as the captain. Of course, the captain is in charge overall but if they fly to Malaga, for example, you get to fly the plane back". Mr Gardner, who has just celebrated his 20th birthday and now regularly flies to the Continent and Africa, played down his achievement at such a young age. He said: "I think I just came along at the right time". He added that he had not told his passengers how young he was. Rob Giles, the 737 fleet manager for Titan Airways, said: "It is not unheard of at 21 or 22 but most people do something else and then come to flying. Ed is a very competent pilot and ticked all the boxes. It's good getting youngsters into the company - we need some new blood". Statistics from the Civil Aviation Authority for 2004 and 2005 show no teenagers held a commercial pilot's licence. A spokesman for the CAA said that although some 19-year-olds may qualify to fly passenger jets, they may not be able to get a job until they were older.

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David Wooler

FAREWELL BUT NOT GOODBYE

In this article I would like to react on the fact that I have been elected the Air Yorkshire Aviation Society photographer of the Year 2007 and overall to the December meeting which was my last one where I did receive a fond farewell.



John Dale, Alan Sinfield, myself, Sheila Jayne, Cliff Jayne, Jim Stanfield at the December meeting

Once upon a time, I found a copy of LBAirmail magazine in our letterbox (on the floor). As I read it through, I came across The Aviation Academy advertisement. I was very curious to become a student there myself. I visited the website the following day to check it out - and that is where I found a link to the Air Yorkshire Aviation Society and was very curious to join in (well-done Alan Sinfield for the website).

I spent a smashing time at LBIA - either doing some plane spotting or later on becoming a student at The Aviation Academy and as the Air Yorkshire member. I also finished an Air Cabin Crew course at Park Lane College, so as you can see I lead a very busy aviation life in England and I did enjoy every single minute of it.

I also do enjoy the photographic competition - I still remember the first print I sent in. It was photography of B737 belonging to Czech Airlines. I took it during a ceremony when the aircraft was Christianised. It was refused and I was told to keep trying - I decided that this was the right time to save up money for a digital camera. And I enjoyed even more the "aircraft hunting" at LBA ever since.

I should also say that I have lived in England as an au-pair. I have been lucky to live with Justina and her son Euan, who made it possible that I could have spent a lot of time studying and at the airport.

Justina had a very patient understanding for my hobby and in some way, I "feel sorry" for her. In our conversations, I quite often changed the subject to the aviation. She could talk about her holidays, job, free time, etc. and my usual reply would have been a general agreement/disagreement followed by something like "By the way, did you know that the Singapore Airlines launched the A380 into the regular service today?" Alternatively, Justina played into my hands mentioning that some of her relatives/friends are flying on holiday. Then I would ask her many questions like: "With which airline does he/she fly?" "Which airport?" "First class or economy?" etc. and later on "What did they think about the service?" etc.

Once when I was babysitting Euan he told me "Let's go to the airport!" (Justina could not believe that I did not force him to say that). He really enjoyed it - despite the cold weather. Moreover, he even convinced me to run from the bench to the road which leads to the Southside of LBA to take a close picture of the Cessna 425 Corsair.



Well, I will miss the Sunday's meetings but I will still be looking forward to receiving the Air Yorkshire Society Magazine. It is a great way to stay in touch, "watch" the LBA traffic and it gives me the opportunity to challenge the photographic competition.

I feel so proud and happy about being elected "The Air Yorkshire Photographer of the year 2007" and I would like to thank to everybody who voted for my pictures. It makes me happy to know you enjoy them as I do enjoy the ones of my fellow members (competitors). By the way, the one with the most votes was the Super VC-10 taken at the Imperial War Museum Duxford.

Once again I feel proud to be a member of Air Yorkshire Aviation Society and I would also like to wish all AYAS members the very best in the Year 2008!

Martin Zapletal

Air Yorkshire Aviation Society

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AIRCRAFT RECOGNITION



1



2



3



4



5



6



7



8



9



10



11



12

Some easy aircraft for you to identify, for fun only - no prizes for being an expert.
Answers next month.

Terry Sykes

MILITARY AVIATION



The Stand-Up and Standard Consecration of 78 Squadron



RAF Benson personnel marked the Standing-up and Standard Consecration of 78 Squadron with a formal parade and ceremony, reviewed by the Chief of the Air Staff and with the Chaplain in Chief performing the consecration of a new Squadron Standard.



On Thursday 24 January 2008, RAF Benson held a ceremony to formalise the Standing-up and Standard Consecration of 78 Squadron. The ceremony not only celebrated the return of 78 Squadron to the United Kingdom and its formal stand-up at RAF Benson, but also the consecration of a new Squadron Standard by the Chaplain in Chief. This event marked the return of the Squadron to a dedicated support helicopter role with Merlin MK3 and MK3A helicopters. Her Majesty the Queen awarded the previous Squadron's Standard in June 1962 for 25 years of service and to honour battles fought by the Squadron. The 78

Squadron Standard has been held overseas since the end of the Second World War, therefore its return to British soil after so many years made the occasion all the more special for RAF Benson. Furthermore, a new 78 Squadron Standard was in existence and ready to be consecrated on the same day as the Squadron Stand-Up at RAF Benson.

A flypast from a Merlin MK3 marked the start of the parade. RAF Benson personnel were led into the 78 Squadron hangar by the Parade Commander, Wing Commander Nigel Colman accompanied by the Central Band of the RAF. The Chief of Air Staff, Air Chief Marshal Sir Glenn Torpy and the Station Commander of RAF Benson, Group Captain Paul Lyall, then conducted an inspection of the parade. The parade resumed with the consecration of the new 78 Squadron Standard by the Chaplain in Chief, Air Vice Marshal Peter Mills. Having presented the new Standard to the 78 Squadron Standard bearer, Flight Lieutenant Max Bond, the Chief of the Air Staff then addressed all Station personnel and invited guests, where he welcomed the Squadron and congratulated the parade personnel on their turnout. He took the opportunity to thank various members of industry who were represented and concluded by exhorting the Squadron to the busy times that undoubtedly lie ahead.



After the formal parade and ceremony, the Squadron hosted a champagne reception for all invited guests and Station personnel to toast the new Squadron and to celebrate the historic occasion. Other VIPs in attendance included Commander Joint Helicopter Command, Major General Coward, Air Officer Commanding Number 1 Group, Air Vice Marshal Harper and local dignitaries. In the evening a Dining-In Dinner was arranged in the Officers' Mess to welcome all personnel to the new Squadron and to thank all the key personnel for their assistance during its set up.

RAF Benson's Station Commander, Group Captain Paul Lyall described the event as a truly historic occasion, he said 'I am honoured to be in command of RAF Benson during this prestigious occasion and to see the return of this Squadron from overseas. Whilst the prospect of gaining an additional Squadron was both exciting and daunting, the chance to increase our fleet of helicopters and personnel has been extremely welcome. Introducing a third operational flying squadron to RAF Benson in the timescale required would have been near impossible without the commitment and support of our personnel and I extend my thanks to each and everyone.'

The formation of the new Merlin Squadron at RAF Benson was as a result of the Ministry of Defence

increasing the MOD's fleet of battlefield helicopters with the purchase 6 new Merlin MK3A helicopters from the Danish Air Force, under a memorandum of understanding at an overall cost of £174.7 million.

All 6 aircraft will go through a modification programme at the Agusta Westland factory at Yeovil, to be fitted with UK specific equipment to prepare them for operations.



Until recently 78 Squadron was the only RAF Squadron permanently based in the Falkland Islands, consisting of a fleet of Sea King HAR3 and Chinook HC2 helicopters, however during the last year the Chinooks have been withdrawn. It was therefore decided that the remaining Search and Rescue Sea Kings based in the Falklands would revert to their previous nameplate of 1564 flight.

Wing Commander Nigel Colman, Officer Commanding 78 Sqn said 'It has been my ambition since starting my flying career to command a Royal Air Force Squadron and although I actually took command of 78 Squadron on 3 December 2007, I am extremely proud to be marking this occasion as the Officer Commanding. It is a privilege to command the men and women of 78 Squadron and I sincerely believe that their strong team ethos, dedication and courage will allow us to build on the Squadron's distinguished reputation as we deploy on overseas operations in the coming months'.

Editor: RAF Benson Media and Communications Officer

Photographer: SAC Kelly

Image 1: The Chief of the Air Staff, Sir Glenn Torpy inspects the RAF Personnel on parade.

Image 2: The 78 Squadron standard

Image 3: The 78 Squadron parade, parade commander Wg Cdr Colman and the standard bearer Flt Lt Bond

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Steve Lord

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Peter Horne



A330 G-OMYT being
dragged to the engine
test bay prior to lease
to Garuda for the winter
season to be used on
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