



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

Air Yorkshire Aviation Society

ANNUAL DINNER

Friday 4 April 2008
at 7.30pm for 8.00pm

Peasehill Hotel and Restaurant
Harrogate Road
Rawdon
Leeds

We have again reserved the entire restaurant
in anticipation of another full house of
members and their guests
at this popular social event

Please put the date in your new diary

**John Dale is ready now to book your table
telephone number 01943 875 315**

MEET YOUR COMMITTEE

Meetings Co-ordinator Alan Sinfield

Firstly, you may well find this article rather short as I haven't actually been interested in aviation very long, or so I thought!

About five or six years ago I regularly had a chat with a colleague at work about planes, holidays and aviation. That colleague was Air Yorkshire's very own Jim Stanfield.

Jim suggested I joined Air Yorkshire, so I eventually decided to take the plunge and ring David Valentine, who accepted my cheque and I became a member.

I guess my interest in aviation started when I went by aircraft on one of the very early package holidays in 1963 to Tossa de Mar.

It wasn't until 1974 that I regularly went on holiday by plane, increasing the number of flights per year to the fourteen I achieved last year.

I seem to remember that back in the 70's I really enjoyed going on the top of the piers at Manchester Airport, before my flights.

Soon after joining Air Yorkshire, I also joined The Aviation Society (TAS) at Manchester, where Jim and myself attend meetings and at the same time we obtain speakers, who then come to Air Yorkshire.

After a while I became the meetings organiser of Air Yorkshire, which I thoroughly enjoy, and then a couple of years later I set up the Air Yorkshire website.

In June 2006 I went on my first Spotters trip to Amsterdam, with Jim, David Senior, and the great late Paul Isherwood. I didn't know what to expect, but I really enjoyed it, so it has now become an annual event thanks to JET2.

Last year I went on the first MyTravel Enthusiasts Day, which, as it happened, so did other Air Yorkshire members, Steve Lord and Martin Zapletal. It was a superb day, but now I want to go on the MyTravel Airbus A330 Simulator Experience Day when it comes around again.

As you can see from my photograph and the shirt I am wearing, I really enjoy my holidays, especially ones where aircraft are flying overhead!



MEETINGS AT L.B.I.A GATE 22 - 14:30hrs

2008

- 6 January Peter Hampson: we welcome back Peter Hampson, the Managing Director Airport Solutions.
Peter and his colleagues work on fascinating projects at airports literally in all corners of the globe. At this meeting he will describe their adventures over the past year. Once again the aircraft, the airports, the people, the wildlife seen and the amusing stories will be told. Included in the presentation will be: Building Airstrips in the Omani Desert, Working behind the Scenes at Bogota, Playing with Iguanas in Caracas, Birding in Sharjah, Putting New Life into Oxford and Teaching in Trinidad! ... (that's just in the first six months of 2007). We look forward to seeing you at a very special meeting.
- 3 February 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 Sqn Ldr Graham Laurie: "The History of Royal Flying".
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled *The History of Royal Flying* will be extremely interesting and informative.
- 4 May To Be Arranged
- 1 June NEW: Alan Lord, Aviation Writer. Details to follow
- 6 July NEW: 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: NOVEMBER 2007

There were a few interesting arrivals to our area in November, not least the pair from Australasia, which arrived at Bagby and Wickenby respectively. The number of freight flights operating into Doncaster continues to grow and this month you will notice an increase in the coverage of military matters around the area with information from Fighter Control website and its contributors.

Askern:- A new resident at the airfield here is Team Minimax G-NADS, with a registered owner in Ossett.

Bagby:- A notable arrival here was PA-18 Super Cub VH-JVL, which arrived by road and had been re-assembled by the end of the month. The aircraft, which looks immaculate (See Photo, dtvmovements.co.uk), had been previously operating in New Zealand until it moved to Kewdale, Western Australia in 2005 and took up its current markings. If, as seems likely it takes up a British registration we will have the curious situation of having two aircraft on the register with the same previous identity. Grob 115 G-BYDB had previously operated in Australia as VH-JVL until 1999 before also moving to the UK! New residents confirmed this month were PA-28R G-BMCK, Dynamic WT.9 G-OTIV, which was first noted on 12/11, and SR.22 G-VBCA. And finally, the fifth new inhabitant is Bolkow Junior G-BOKW which has just been resurrected after spending years in storage at Croft Farm, Defford. Visitors:- 1/11 G-AXZT Jodel D.117, G-CJLL R.44, G-XOIL Twin Squirrel (refuel); 3/11 G-AWOU Cessna 170B, G-CDOV Skyraider; 4/11 G-BWRR C.182Q, G-GCUF DR.400, G-EXES Europa, G-BVGF Europa; 7/11 G-WOFM A.109E(f. Coventry, refuel); 11/11 G-BAEU F.150L; 15/11 G-BGCM AA-5, G-PEGY Europa; 22/11 G-CESB R.44 (Perth – Rochester, refuel), G-CEVA Ikarus; 25/11 G-CCFG MCR.01; 26/11 G-GFIC F.152



Beverley:- Gazelle HA-LFM was noted visiting on 29/11. Visitors:- 3/11 G-CDZA Pioneer 300(t. Framlington), G-AWLA F.150H; 5/11 G-ARCW Apache(f. Cranfield); 11/11 G-OBMW AA-5; 17/11 G-AWTL PA-28(f. Thurrock); 26/11 G-OWND R.44; 29/11 G-MCLY F.172P(t. Little Snoring)

Breighton:- Harvard G-BUKY/52-8543 completed a successful test flight on 28/11 following re-assembly. There was quite a lot of activity surrounding the helicopter enclave this month starting with the departure of the two Israeli Gazelles 4X-BHG/H. Humberside Air Review reports that both aircraft left by road to Hungary with only one due to return following reregistering and painting in a black colour scheme. Another of the type RP-C5131, which also went to Hungary is expected back any time and will be painted yellow and registered HA-LFH. Finally, on the helicopter resident front a new arrival on 24/11 was Gazelle YU-HEW which flew in from Denmark via Southend. Brand new Agusta A.109S N35AG was noted on the 1st dropping in for fuel and was coincidentally joined by similar type N109AG which is based at Cleckheaton near Bradford. Alouette HA-PPC made one of its regular visits on 4/11 and a first time visitor on the 5th was Gazelle HA-LFB. This aircraft replaces similar type YU-HEI and is based at Honister Slate Mines in the Lake District. On 11/11 DC-3 N473DC did a touch and go after doing a flypast at Elvington and on his way home to Liverpool. Visitors:- 2/11 G-AZET Bulldog(ex. SE-LNN); 3/11 G-LIZI PA-28, G-CCEM Eurostar, G-AWFW Jodel D.112; 4/11 G-RKEL Jet Ranger, G-LEDR Gazelle, G-APYN PA-22; 9/11 G-BZDR Tri-Kiss(f. Sleaford); 10/11 G-BHFK PA-28R; 11/11 G-DCSE R.44(Refuel); 14/11 G-BBKY F.150L; 25/11 G-CCFG MCR.01, G-CEKM Jabiru

Catterick:- Chinook ZA718(Vortex 397) was reported operating at the Garrison on 5/11.

CONEY PARK(Leeds Heliport)

Unfortunately unidentified was a Twin Squirrel(Shawbury 67), which paid a short visit on 5/11 while on a training detail.

One aircraft which was identified however was Chinook ZA712(Bomber 1), which arrived from Strensall Barracks (York) just as it was getting dark on the 21st. After hovering mid field for 5 minute the aircraft departed to Leeming. The Agusta A.109A N7242N(See photo, by Terry Sykes) of Castle Air continues to be a regular visitor while others noted this month include:-



02/11	G-TGRA	Agusta A.109A	1135 1145	f. Whitby t. Shobdon
06/11	G-JJL	Agusta A.109E	1120 1350	f/t Chipping Norton
12/11	G-STNS	Agusta A.109A	1000 1330	f/t Bainbridge
12/11	G-VONG	Twin Squirrel	1155 1315	f/t Harrogate(Premier 15)
15/11	G-TGRA	Agusta A.109A	1445 1455	f. Shobdon t. Gunnerside
23/11	N7242N	Agusta A.109A	0948 0955	f. Barnstaple(Castle 2) t. Hawes(2)
30/11	G-BSGF	R.22B	1610 1630	f. Sherburn t. Humberside

Crosland Moor:- Fenland based Mooney M.20D OY-DFD was logged on a visit on the 2nd, arriving from its home. Visitors:- 3/11 G-GATE R.44; 4/11 G-OKEN PA-28; 25/11 G-BXYK R.22B(Refuel)

Devonshire Arms:- Manchester based Hughes 369D N322MC visited on 3/11 and the following day similar type N500XV was noted, also from Manchester. Visitors:- 5/11 G-ZELE Gazelle(f. Durham, n/s), G-GSPY R.44; 14/11 G-BZGO R.44; 17/11 G-GGTT Bell 47G; 25/11 G-CCYG R.44(f. Blackpool), G-DRIV R.44, G-GDAV R.44

Dishforth:- An early arrival here on 5/11 was Islander ZG845(Armyair 584) which arrived from Belfast before heading to Leeming for a refuel. One of the SAS A.109E aircraft ZE411(1CJ 15) was a visitor on 12/11. Leeds based R.22B G-TTHC was training here on 22/11, however a more interesting arrival was Dauphin EI-DUF(Yorkair 1) on 29/11. This aircraft is temporarily resident at LBIA while the owners is training.

DONCASTER(Robin Hood) Information from RHADS website.

We seem to have been here before, but at the risk of repeating myself the most interesting visitors were again operating freight charters. It's hard to pick the star but Atlas Air Cargo Boeing 747-243B N540MC(Giant 8557) arrived from Malta late afternoon on 30/11, departing to Santa Maria late evening. The previous day AN-124 UR-82027(ADB 304F) of the Antonov Design Bureau positioned from Gosomel in the Ukraine to pick up some heavy equipment for transportation to Africa. On 16/11 AN-12B RA-13392(Kosmos 9629) (See photo, Finningley Photopics) arrived with freight inbound and was joined on the apron by Electra G-FIJR(Neptune 764). The 20th saw a visit by ACT Cargo Airbus A.300 TC-ACB(Cargo Turk 554) and on



the 3rd Icelandair Boeing 757 TF-FID(Iceair 799) arrived through the night from Reykjavik. And finally on the cargo scene the Avient DC-10s were in evidence as follows, Z-ALT(1/11, 2/11 and 28/11) and Z-AVT(7/11, 11/11 and 21/11). There were a few highlights on the training front, starting on the 1st when the new Boeing 767 G-CEOD of Globespan was here most of the afternoon. On 17/11 another brand new aircraft was Embraer 190 G-FBEG of Flybe, which arrived from Birmingham for a couple of hours circuit bashing. On 23/11 C-17A Globemaster ZZ173(Ascot 889) made an appearance and the 27th saw UK Zoom Boeing 767 G-UKZM make 3 return trips from and to Glasgow for training purposes. There were a few first visits by Ryanair 737/800's while Aurigny ATR.72s G-BWDA(7/11) and G-BWDB(14/11)

were first time visitors operating on behalf of Flybe.

On the schedule front Wizz have announced they are the add flights to Warsaw on a four time weekly basis from April 2008. This will compliment the two existing flight to Gdansk and Katowice and the flights to Wroclaw and Poznan which will commence in January 2008. Flybe have also announced they will commence a weekly(Sat) flight from and to Jersey from April 2008. The Academy have acquired a new aircraft for engineering training, Cessna 152 G-BMCN which was formerly based at Sturgate. Sovereign Aviation now have both their Lear Jet 45s G-SOVB/G-SOVC in service and also due in service soon is the ILS on runway 02, to which end King Air 200 G-FPLB(Calibrator 364) was here all day on 15/11 flying the new installation. More visitors included:-

- 01/11 N53GX Global Express, N257JM TBM.700, T.67Ms training G-BWXF/O/S/T
- 02/11 N247CK Challenger(n/s), N683GW King Air 90, N36665 Be.36, G-CGAW King Air 200
- 03/11 N101UK Mooney M.20J, CS-DRN Hawker 800XP(Fraction 3HE, training all day)
- 05/11 G-LEDR Gazelle, G-SSSE Sikorsky S.76B(ILS) 6/11 ZJ239 Bell 412(SYS 98, ILS)
- 07/11 OO-SKM King Air 200, G-OMRH Citation Bravo
- 08/11 ZH107 Boeing AWACS(NATO 02), G-IJYS Jetstream 32
- 09/11 ZD703 HS.125/700B(Northolt 41), G-VONH Twin Squirrel(Premier 17)
- 10/11 OE-GPS Citation Bravo(Tyrol Ambulance 763), N449J Agusta A.109E
- 12/11 N54JC Challenger, G-GSYS PA-34(Skytrain 01), ZF287(LOP94, ILS)
- 13/11 M-LLGC Global Express, CS-DHN Citation Bravo(Fraction 1XP)
- 14/11 ZA708 Chinook(Vortex 449), G-BHEV PA-28R, G-BTVX C.152(Circuits)
- 15/11 G-CEJB PA-46, G-HANG DA-42; 16/11 CS-DRM Hawker 800XP(Fraction 7MK)
- 18/11 CS-DRR Hawker 800XP(Fraction 7AE), Embraer 145s G-EMBN/W training
- 20/11 N1262K Cessna 425, CS-TFI Lear Jet 45(RTE 23)
- 21/11 VP-BLR Gulfstream 5, ZF142 Tucano(LOP 42, training)
- 22/11 CS-TFI Lear Jet 45(RTE 23), G-SPUR Citation 2(Lonex 94PU)
- 23/11 G-ONAL King Air 200(Goosepool 65), G-WOWA DHC-8/300(Swallow 9114)
- 24/11 D-CCAA Lear Jet 35A(Ambulance 989), CS-DNU Hawker 800XP(Fraction 8VK)
- 25/11 C-GIRE Lear Jet 35A, G-FBED EMB.190(Jersey 734/266, LBIA - Belfast City)
- 26/11 XX201 Hawk(VYT 15), ZK454 King Air 200(Cranwell 75, ILS), G-BSER PA-28
- 28/11 G-JMCG Boeing 757(Topjet 411G), CS-DXM Citation XLS(Fraction 6AK)
- 29/11 XW236 Puma(Vortex 14), G-FITZ C.335(Skytrain 01), G-JOPT Citation V(ATX 1M)
- 30/11 CS.DRL Hawker 800XP(NJE 7PH), ZH107 AWACS(NATO 17, ILS), G-SSSE S.76B

A couple of the above are worthy of mention, Global Express M-LLGC is operated by LLAvia Management and arrived for a training detail while Gulfstream 5 VP-BLR is owned by International Jet Club and base in Ireland.

Eddsfield:- Visitors:- 3/11 G-BVUV Europa, G-BNVD PA-38, G-BTMR C.172N; 4/11 G-CDKU R.44, G-RUFF Blade; 7/11 G-MALS M.20K(t. Turweston); 17/11 G-AVMA Horizon(f. Tattenhill); 25/11 G-DISO Jodel D.150; 29/11 G-OJDS Ikarus

Elvington:- PA-30 Twin Comanche D-GPEZ was logged on 10/11 routing outbound to Wittering, where it is believed to be resident. Visitors:- 12/11 G-CCLW DA-40; 21/11 G-NSUK PA-34; 25/11 G-BDGM PA-28; 29/11 G-BTFF Cessna 310Q

Full Sutton:- Leeds based SR.22 N54105 was logged visiting here on 11/11. On the 24th brand new Cessna 172S N17044 arrived from Gander via Prestwick and carried on to Europe on delivery a couple of days later. Visitors:- 4/11 G-BAHD C.182N, G-BXWK Coyote; 14/11 G-BFXW AA-5B; 15/11 G-PALY PA-28; 17/11 G-XPII Hawk XP; 23/11 G-BRDG PA-28; 25/11 G-RVDR RV.6; 26/11 G-ASMJ F.172E

Gamston:- A new arrival on 23/11 was King Air 90 N590PS, which was delivered from the USA via Keflavic and the Isle of Man. This was significant as by 30/11 it had been registered M-OTOR for operations with the Pektron Group, joining Citationjet M-ICRO. Another new resident is PA-34 Seneca G-GSYS owned by SYS Scaffolding Contractors of Doncaster. Netjets Hawker 800XP CS-DRS(Fraction 812C) was noted on 9/11 and their Citation XL CS-DFT(Fraction 6YP) arrived on 28/11. Hawker 400XP N719EL arrived from EMA on 27/11. Visitors:- 1/11 G-ATMM F.150F, G-BYSI Jabiru; 12/11 G-BXVK HR.200(t. Norwich); 14/11 G-BMVL PA-38; 15/11 G-BSGF R.22B, G-PFFN King Air 200; 17/11 G-TBLY EC.120B(Refuel); 22/11 G-TKNT A.109E; 23/11 G-RATI F.172M; 24/11 G-BFDI PA-28; 27/11 G-OMRH Citation Bravo, G-IFTL DA-42(t. Enniskillen); 28/11 G-EGAG TB.20

Gransby:- Askern based Coyote G-BSMU reported landing at a strip here, just East of Bagby on

15/11.

Hollym:- Gamston based Pup G-AXNS was a visitor on 12/11.

Ilkley:- As with last month Bell 430 N5120 has been a regular visitor at a private site here, so I assume someone from JJB Sports now lives in the area and commutes to work in Wigan in style.

HUMBERSIDE

Air Contractors ATR.72 EI-FXI arrived from Birmingham(ABR 704P) on 8/11 and entered Hangar 9 for painting in Fed-Ex colours before departing to Glasgow on 19/11. CHC Helicopters used Dauphins LN-ODB, LN-OMN and OO-NHV at various times during the month. On the 27th Bristol City FC arrived on board Dash 8 G-WOWA(Swallow 9123) for there match with Hull City. European Air Charter Boeing 737/200 G-CEAH(Eurocharter 950P) positioned from Cardiff on 29/11 ready for a Lapland charter to Enontekio the next morning. Other movements included:-

01/11 N57MT Cessna T.303, N33NW TB.20 Trinidad, G-FRYI King Air 200(Lonex 48BP)
02/11 XS739 Dominie(Cranwell 91, ILS)
04/11 D-GBBB DA-42 Twin Star
10/11 G-OMGI King AIR 200(Goosepool 56), G-BYCP King Air 200(Lonex 27BP)
11/11 N84VK PA-24 Comanche, G-BKMA Mooney M.20K, G-AZOG PA-28R Arrow
13/11 VP-CAE Gulfstream 4(Also 15/11), VP-CRB Lear Jet 60(Also 18/11)
14/11 CS-DNW Citation XL(Fraction 860W), G-POWB King Air 200(ZAP 22A)
15/11 CS-DHB Citation Bravo(Fraction 6GW), LN-HTD Metroliner(Scanbird 027)
16/11 G-HIJK Cessna 421C 18/11 VP-BEH Falcon 900(Go Ahead Aviation)
19/11 D-CNAF Metroliner(Regional Wings 115) 22/11 VP-CKN Hawker 800XP
26/11 XS711 Dominie(Cranwell 85, ILS)
27/11 CS-DXJ Citation XL(Fraction 3GX), G-SPUR Citation 2(Lonex 29PU)
28/11 EI-DMG Cessna 441

Leconfield:- Chinook ZA712(Bomber 1) was noted visiting on 21/11.

Leeds(General Infirmary):- On 5/11 Eurocopter EC.135T G-NWAA(Helimed 08A) arrived from Barrow to drop off a patient before routing to LBA for a refuel and then heading home to Blackpool.

Leeming:- The Air Atlantic Cessna 402 G-EYES is now resident again flying daily trips to Coningsby as "Atlantic 10". A pair of Chinooks ZA679 and ZA712 arrived on the 14th and operated locally for over a week as "Bomber 1/2" however '712 was replaced by ZD574 on 22/11 and stayed another couple of days. Lear Jet 35s N591PA and N594PA of Phoenix Aviation were based towards the end of the month operating as "Crow 50/60". Visitors:- 1/11 XX187 Hawk(VYT 28); 2/11 XZ180 Lynx, ZA718 Chinook(Vortex 591); 6/11 ZE164 Tornado(Leuchars 35); 7/11 G-GNAA Explorer(Helimed 63E, compass swings), ZJ803 Typhoon(Typhoon 40, overshoot), XX156 Hawk(Culdrose 44, pilot to collect XX157); 12/11 ZD620 HS.125/700B(Northolt 78); 14/11 ZJ182 Apache(Armyair 317, t. Wattisham); 15/11 XZ677 Lynx(Armyair 910), XZ593 Sea King (Navy 753, f. Yeovilton); 16/11 ZJ801 Typhoon(Typhoon 07, overshoot) 21/11 ZE395 HS.125/700B(NOH 35); 22/11 ZG480 Harrier(Gauntlet 23); 23/11 ZF512 Tucano(LOP 17).

Linton-on-Ouse:- On 12/11 a formation of 5 Apaches called in for fuel while routing from Wattisham to Carlisle, ZJ175, ZJ181, ZJ189, ZJ222, ZJ231, using the call sign "Gangster". On the 22nd King Air 200 G-FPLB was noted on the ILS most of the afternoon. Other visitors:- 7/11 XZ211 Lynx(Armyair 911); 8/11 ZE439 Jetstream; 13/11 XX338 Hawk(VYT 19); 15/11 ZH662 Harrier T10(Striker 12, overshoot); 16/11 XV294 Hercules C.3(Ascot 630); 22/11 ZD620 HS.125/700B(Ascot 1577), ZG480 Harrier GR9(Gauntlet 23, overshoot); 28/11 XW223/ZJ954 Pumas(Iceberg, f. Fishburn)

Graduation Day(23/11)

The photos accompanying this article were taken by Anthony Beck, a York based photographer with a super website at abimagery.co.uk. which included some excellent shots of aircraft and birds of prey. This turned out to be a really good day with both the weather and an excellent turn out of aircraft including:-

AWACS:- ZH103 overflew at 10000' at 1100 heading North.

Globemaster:- ZZ171(Ascot 889)(See photo) made a flypast before landing and reversing back along the runway for take off.



Harriers:- Formation of 8 aircraft, ZD375/23, ZD401/30, ZD404/33A, ZG474/64 ZG506/77, ZG507/78, ZG530/84, ZG665/118 from Cottesmore.

Hawks:- XX165(Javelin 80)(See photo), XX231(VYT 58), Formation of 3(Aztec 1/2/3/), unidentified. HS.125/700B:- ZE395(Ascot 1577)

T.67Ms:- Parked up all day were G-BWXA/G-BWXB.

Tornados:- ZA552/XI(Marham 28), ZE965/WT(Leuchars 40), ZG799(Scimitar 11), ?????/AJ-G(Rambo 4).

Tucano:- 9 ship flypast, ZF135/ZF240/ZF243/ZF290/ZF293/ZF294/ZF344/ZF347/ZF377. ZF292 and ZF349 were also airborne acting as camera ships.



Middleham:- Cessna T.206H N191ME was noted on 3/11 heading outbound to Newmarket.

Netherthorpe:- PA-24 N61970 made the short hop from Gamston for a visit on 17/11 and on the 29th Gazelle HA-LFM called in while on a training detail. Visitors:- 2/11 G-ORVE RV.6; 3/11 G-CEBP Eurostar; 17/11 G-CEBF Eurostar, G-NDOL Europa, G-RIVT RV.6; 25/11 G-BCOL F.172N; 29/11 G-AWUU F.150H, G-GERY Glastar

Pocklington:- Visiting the Wolds Gliding Club on 29/11 was Agusta A.109E G-SCOI from Chorley.

Queensbury(Bradford):- The Sea Harrier FA.2 XZ459, which has been living in a field here for the past couple of years left for new owners in Shoreham in mid October.

ROTARY ROUND UP

01/11	G-GIBB	R.44	Crook – Beverley(Refuel) – Site near Conningsby
	G-CJLL	R.44	Teesside – Eggborough
	G-CCZG	R.44	Ilkley – Bawtry – Walton Wood
	G-WOFM	Agusta A.109S	Whitby – Teesside(Refuel)
	EI-HHH	Agusta A.109S	Dublin – Sherburn – Sherburn(Different ones!)
02/11	G-TGRA	Agusta A.109A	Whitby – Teesside, also Langar – Whitby 3/11
	G-CDWY	Agusta A.109S	Coventry – Harrogate – Barnard Castle
03/11	G-MDPI	Agusta A.109A	Gloucester – Wetherby Race Course
	G-CRST	Agusta A.109E	Chorley – Wetherby Race Course
	G-GGTT	Bell 47G	Mirfield – Bridlington
04/11	G-XOIL	Squirrel	Barnard Castle – Denham
	G-LEDR	Gazelle	Stoke Golding – Tadcaster
	G-TIMH	R.22B	Chesterfield – Pickering
05/11	G-MGAN	R.44	Emley Moor – Stainsby Hall(Teesside)
	G-GSPY	R.44	Beverley – Witton Hall(Bishop Aukland)
07/11	N449J	Agusta A.109E	Dublin – Barnsley(Also 22/11)
08/11	G-EJRC	R.44	Bedford – Darrington
	G-MSPT	Eurocopter EC.155	Lake District – Site 10/S of Sheffield
10/11	G-STAA	R.44	Site at JCN.28 on M.1 – Retford
11/11	N696XX	Hughes 369E	Gamston – Site 4/N of Humber Bridge
12/11	N686RH	Bell 407	N. Ireland – Birkenshaw(Bradford)
	G-LADZ	Enstrom 480	Barton – Darlington
	G-STNS	Agusta A.109A	Site in Cotswolds – Bainbridge
	G-VONG	Twin Squirrel	"Premier 15" Harrogate - Hull
15/11	G-TBLY	Eurocopter EC.120	Battersea – Site 2/W of Wombledon
	G-EEZA	R.44	Todmorden – Stainsby Hall
	N517TS	Agusta A.109E	Site 4/S Finningley - Southend

16/11	G-MAAV	Squirrel	"Yorkair 3", Huddersfield – Panshanger
	G-CCZG	R.44	Sandtoft – Pudsey(Leeds)
19/11	HA-PPC	Alouette 3	Harrogate – Peterborough/Connington
22/11	G-GDSG	Agusta A.109S	Tring – Filey
23/11	G-BRWD	R.22B	Newcastle – Stainsby Hall
24/11	G-WNAA	Agusta A.109E	Banbury – Harrogate
	N195NJ	Agusta A.109E	Lincoln - Dublin
25/11	G-IORG	R.22B	Sherburn – Scarborough
26/11	G-LEEZ	Long Ranger	Saddleworth – Whitby
	G-GDSG	Agusta A.109S	Tring – Site 2/N of Harrogate
	G-EMHB	Agusta A.109E	"Costock 5" Battersea – Redhouse(Doncaster)
27/11	N195NJ	Agusta A.109E	Dublin – Barnsley – Birmingham
	EI-HHH	Agusta A.109S	Dublin – Sherburn – LBIA
	G-HSDW	Jet Ranger	Blackpool – Ilkley(Put down due weather)
30/11	G-HMPT	Jet Ranger	Scotch Corner – Coney Park

Rotherham:- Lynx XZ252(Armyair 947) was operating from a site here on 3/11 carrying out parachute drops from 8000' at 1100 and again at 1300.

Rufforth:- Noted visiting on the 1st was Sheffield based Mooney M.20K N101UK and Skyservice King Air 200 OO-SKM was noted on one of its regular visits on 17/11. Visitors:- 3/11 G-BYHV X'Air(f. Sandbach); 5/11 G-SGEC King Air 200(t. Farnboro'), G-CCWY Pilatus PC-12; 14/11 G-CCCJ HN.700; 23/11 G-EEJE PA-31(Also 26/11, f. Deauville)

Sandtoft:- R.22B G-IIPT, one of the ever growing fleet of Milford Garage at Boston, was based here for most of the month for training as was the company's Jet Ranger G-OJPS. Also noted training towards the end of the month was R.44 G-OWND, which has moved in somewhere local, anyone know where? Sherburn based SR.22 N40GD visited on 25/11. Visitors:- 2/11 G-BZNY Europa; 3/11 G-FBWH PA-28R(f. New York), G-AVWD PA-28, G-BCCF PA-28; 4/11 G-BKVL PA-28, G-BGRH DR.400, G-BNVD PA-38; 5/11 G-PEPS R.44; 7/11 G-BSGF R.22B; 11/11 G-BYEE M.20J(f. Wellesbourne), G-MROD RV.6(f. Lichfield); 12/11 G-BNHC C.152, G-PIGS Rallye; 14/11 G-EISG Beech 36; 17/11 G-CDZA Pioneer 300, G-PPCC Pioneer 300, G-BEAB Auster J/2(f. White Fen Farm), G-XP11 Hawk XP, G-BYSI Koliber, G-BXLS Koliber; 23/11 G-BFVG PA-28; 24/11 G-ZIPA RC.114, G-WOOD Baron; 25/11 G-CDKR DA-42, G-BJMR C.310R

Sheffield:- King Air 200 OO-INN turned up on 3/11, operating for Skyservice on their regular trip from Wevelgem and the usual OO-SKM was in evidence on 25/11. Other King Air 200s noted were N250TM on the 5th and N37172 on the 15th. On 8/11 A.109E N449J popped in for fuel during one of its regular visits to Barnsley and on the 12th PA-30 D-GPEZ arrived from Wittering. Visitors:- 4/11 G-WARK Schweizer 269C; 9/11 G-RACY C.182S; 12/11 G-JONZ C.172P; 14/11 G-AWUN F.150H; 15/11 G-BRNC C.152; 17/11 G-PPKP Schweizer 269C; 28/11 G-LIDE PA-31 (Causeway 999C)

Sherburn:- A new resident is Extra 300 G-DUKK, which has been quite active towards the end of the month. A.109S EI-HHH arrived from Sherburn(The one on the A.64 near Scarborough!) on 1/11 for a refuel. Tattenhill based PA-24 N84VK was noted on 11/11 while the following day FR.172XP HB-CIU popped in from Eddsfeld. A first time visitor on 16/11 was Cessna 425 N1262K which was only registered to Goldsteel Inc. on 1/11 and delivered across the Atlantic on 8/11. Visitors:- 1/11 G-HIPO R.22B, G-NTWK Twin Squirrel(Osprey 63), 3/11 G-TORC PA-28R(f. Old Sarum), G-MDPI A.109A(Refuel), G-CEHV Ikarus, G-CCYS C.182S; 4/11 G-BFZO AA-5A(t. Elstree), G-CCCJ HN.700, G-BGXS PA-28; 10/11 G-KIMB DR.300; 11/11 G-BPMB Maule; 12/11 G-OWDF F.150G, G-BBPY PA-28, G-MWYE Coyote, G-BSSF Kifox; 14/11 G-BCCK AA-5, G-LINE Twin Squirrel(Grid 03, refuel); 15/11 G-CBEF Bulldog(f. Leicester); 16/11 G-OKEN PA-28; 17/11 G-BEIP PA-28; 21/11 G-FOFO R.44; 25/11 G-LIZZ Aztec(f. Panshanger), G-KOKL Dimona, G-CBNL MCR.01; 29/11 G-BBCS DR.400, G-BOKW Bolkow Junior

Sturgate:- A visitor here on 8/11 was PA-46 N1125Y which is reported to be resident at Lydd, however when it left it routed to Wickenby. Visitors:- 3/11 G-CEBP Eurostar, G-LBRC PA-28R(t. Wolverhampton), G-PUPP Pup, G-ATEW Twin Comanche; 4/11 G-CENA MCR-01 Banbi; 23/11 G-VBCA SR.22; 24/11 G-ATOU M.20E; 29/11 G-BCTF PA-28

Sutton Bank:- The British Midland SF.260B G-BAGB was noted here again on 16/11, heading home to East Midlands. On 29/11 MT-03 Gyrocopter G-CEIA reported landing at a farm near here, inbound from Melbourne.

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

Not a lot to report this month, however there was a new arrival Culver Cadet G-CDET which is now resident. Bolkow 105 G-WAAN(Helimed 20E) arrived on the 26th and spent three days based on Ambulance duty. Another interesting helicopter was Squirrel SE-JDX which arrived from Cranfield on 17/11 to carry out aerial survey work over Loftus. Tristar ZD950(Ascot 3721) made an appearance on 5/11 and also MOD related was Omni International DC-10 N531AX(Omni 510)(See photo, dtvmovements.co.uk) from Larnaca to Brize Norton. There were two freight charters by Metroliners carrying car parts, D-ICRK(Binair 2X) on 15/11 and EC-HZH(Aeronova K52) on 16/11. Among the other movements were:-



- 01/11 LX-JFL TBM.850(t. Le Bourget), G-TBEA Citation 2(Exclusive 525)
- 02/11 G-KALS Challenger 300(Lonex 03KK), XX456 Gazelle(Armyair 724)
- 04/11 OY-CKN Falcon 2000(Mermaid 6628), VP-CRB Lear 60, N288Z Global Express
- 05/11 HB-JRB Challenger(Swiss Ambulance 353) 6/11 CS-DXN Citation XLS(NJE 6BR)
- 07/11 CS-DXD Citation XL(Fraction 3EU), XS711(Cranwell 99, ILS)
- 08/11 N394AK Gulfstream 4(Talon Flight 470), also 10/11 f/t Gatwick
- 11/11 VP-BDL Falcon 2000, OY-NUD Citation Ultra, F-HHAM King Air 90(Darta 7117)
- 12/11 HB-VNZ Citation Bravo(Jet Aviation 302), G-WINT Pilatus PC-12
- 13/11 N153EJ PA-31P, G-MOOO Lear Jet 40(Neatx 1), G-TAMF Jet Ranger
- 14/11 EC-IUV King Air 200, D-IAAZ Cessna 404, CS-DRA Hawker 800XP(NJE 5HW)
- 15/11 PH-HMA Citation 2 17/11 N19753 Cessna 172S, G-GZRP PA-42(Air Med 064)
- 18/11 CS-DMN Hawker 400XP(Fraction 978G), G-OLDT Lear Jet 40(Partner 18C)
- 19/11 LX-FMR Falcon 900(SVW 19MR), HB-JEZ Citation X, OE-HOT Falcon 2000EX
- 20/11 LN-IDA King Air 200, ZA749 Chinook(Bomber 1), CS-TFI Lear Jet 45(RTE 23)
- 21/11 G-STUF Lear 40, ZE395 HS.125/700B(Kittyhawk 23), G-OPME Aztec
- 22/11 LN-XLS Citation XLS(Midnight 9), ZE703 '125(NOH 35), ZE341 Tornado(ILS)
- 23/11 VP-CRC Global Express, HB-GJT King Air 350, XZ595 Sea King(Rescue 128)
- 24/11 LN-SUX Citation XL(Midnight 4), N700S TBM.700, G-SYGA King Air 200
- 26/11 G-VONJ Premier 1(Manhattan 119B), G-STNS Agusta A.109S
- 27/11 G-RWGW Lear Jet 45(Neatx 3T), G-EYES C.402C(Atlantic 10, Leeming div)
- 29/11 N250AC PA-31, G-VONB S.76B(Premier 11), G-UTSY PA-28
- 30/11 CS-DXI Citation XLS(Fraction 3WP), G-VBCA SR.22(Bagby div due wind)

The Gulfstream 550 N144KK, which had stayed since last month returned home to La Guardia on 1/11. Finally, Aston Villa arrived from Birmingham in Eastern SAAB 2000 G-CDKB for their game with Middlesboro' while Boro' flew out to Farnborough on the 30th in Dornier 328 G-CCGS(Suckling 810) for their match with Reading.

Topcliffe:- An unusual visitor here on 21/11 was Citationjet G-HGRC(Hangar 891), which was logged routing outbound to Oxford late afternoon.

Waddington:- Some of the more interesting visitors noted here included:- 1/11 ZF511 Tucano(Gauntlet 61); 5/11 ZH763 BAC 1-11(Gauntlet 50, approaches), ZJ931 Typhoon(Rampage 23); 7/11 201/36-CA' Boeing E.3F(French A/F 9018); 9/11 LX-N20000 Boeing 707-TCA(NATO 035), 204/36-CD' Boeing E.3F(French A/F 9021); 12/11 ZH882 Hercules C.5(Ascot 525), ZH562 Tornado(Marham 56, o/s); 13/11 ZA295 Sea King HC4('Y 414'), 080/YF Xingu(French A/F 9090); 15/11 092/YL Xingu(FAF 9090); 21/11 Jetstreams ZE484(Navy 806)/ZE486(Navy 807), ZD790 Tornado(Voodoo 1, o/s), FA-83 F-16AM and FB-05 F-16BM(Sting 41 flight); 22/11 FB-21 F-16BM(Sting 37); 26/11 ZH659 Harrier T10(Cottesmore 64, o/s); ZJ994 Merlin (Vortex 278), XV107 VC-10 C.1K(Tartan 12, o/s), LX-N90444 Boeing E-3A(NATO 13), 91-0311/LN F-15E(Slam 71, o/s); 27/11 FA-71 F-16AM(Matrix 51A), FA-117 F-16AM(Matrix 51B); 28/11 ZJ196 Apache(Armyair 319), ZJ807 Typhoon(Triplex 1, o/s), LX-90454 Boeing E-3A(NATO 08, o/s); 29/11 ZZ174 C.17A Globemaster(Ascot 889), XV106 VC-10(Ascot 905); 30/11 ZH659 Harrier T10(COT 64, o/s).

Walton Wood:- Darlington based Gazelle YU-HEY was logged as a visitor on 1/11 and from the same

area, Teesside based DA-40 G-WBVS was a rare fixed wing visitor on 16/11. Visitors:- 2/11 G-GSPY R.44(t. Bridlington, also 14/11); 4/11 G-BRWD R.22B; 5/11 G-HOLZ Jet Ranger(Also 15/11); 11/11 G-WAGS R.44(t. Newark); 14/11 G-TIMH R.22B; 29/11 G-CCTL R.44, G-BZXJ Schweizer 269C

Wickenby:- A significant arrival here on 30/11 was Aero Commander ZK-MOH, which arrived from Le Bourget on delivery to Coopers Aerial Survey. The aircraft had been previously operated by New Zealand Aerial Mapping based at Hastings. The PA-46 N1125Y arrived here from Sturgate(qv) on 8/11. Visitors:- 2/11 G-CSWH PA-28R; 3/11 G-SHAN R.44(f. St. Andrews, refuel); 4/11 G-CBEI PA-22, G-BMSE Taifun; 25/11 G-CEZZ CTSW

Wombledon:- PA-28 G-BOHM paid a visit here on 10/11, routing from and to Kemble.

Wroot:- This strip near Goole, which is home to PA-28R G-MEGA was visited on 8/11 by PA-24 N218SA from Fadmoor to Calais.

Yearby:- Twin Squirrel G-BVLG(Powerline 60) was based here from 23/11 while on local inspections.

OVERFLIGHTS

03/11	OY-HSJ	Bell 412	Fairoaks – Newcastle(Hull 0820 @ 1500' following coast)
04/11	N575GM	TB.20 Trinidad	Cambridge – Fishburn(York 1537 @ 4000')
11/11	N221CH	Cirrus SR.22	Overhead GAM 1458 @ 3500' heading to Fenland
14/11	G-OGEO	Gazelle	Stapleford – Falkirk(Eccup 1226 @ 1500')
17/11	SE-JDX	Squirrel	Cranfield – Teesside(York 1001 @ 1500')
20/11	N412JS	Cirrus SR.22	Wick – Egelsbach, on delivery(OTR 1524 @ 5500')
22/11	N389RA	King Air 200C	Gloucester – Wick, on delivery(York 1040 @ 6000')
23/11	N17UK	Cirrus SR.22	Turweston – Newcastle(York 1056 @ 3000')
28/11	G-TMRA	Shorts 360	Newcastle – EMA(LBA 2244 @ 7500')

The Bell 412 OY-HSJ on the 3rd is operated by Atlantic Helicopters and was heading home to the Faroe Islands following maintenance. The King Air 200 N389RA on 22/11 was using the call sign "Cotswold 20C" and was routing from India to the USA.

On 9/11 just before 1100 if you looked skywards from anywhere in Leeds you will have noticed a formation of 7 Typhoons trailing overhead heading North. The formation call sign "Raven" was routing from Conningsby to Kinloss on comprise of ZJ814/QO-Z, ZJ929/QO-S, ZJ931/DA, ZJ932/DB, ZJ933/DF, ZJ936/QO-A and ZJ939/DXI.

On 29/11 French Air Force Boeing E.3F AWACS, 201/"36-CA" could be seen orbiting over North Yorkshire all afternoon, trailing at 31000' and at the same time C.17A Globemaster ZE174 was operating over the Donna Nook range on the East coast carrying out flare trials.

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DAY BY DAY @ LBIA: NOVEMBER 2007

November sees the end of the IT season and as a result the number of flights has dropped, however the number of executive jets movements continues to increase. Bizjets from all corners of Europe were noted during the month as well as a good selection from over the Pond. As mentioned last month Challenger 300 M-NEWT has now been delivered and, as with its predecessor Lear Jet 45 N66DN, will be a regular sight parked at Multiflight. While on the subject, Multiflight were again very busy on the engineering front with PA-34 G-BZTG heading out to Newcastle following a major overhaul and Cirrus SR.22 N40GD being the first of the type to have major maintenance with the company. On the helicopter front the two Dutch registered Dauphins set off on delivery to Malaysia while Squirrels G-DBOK and G-ECOU were both test flown following the completion of work on them. Bradford based A.109A N109AG spent most of the month on maintenance while an unexpected arrival mid month was Dauphin EI-DUF, which arrived for the pilot/owner to complete some training with the Multiflight chief pilot. The Yorkshire Air Ambulance Mark 2 G-CEMS spent a good part of the month based at LBIA instead of Sheffield while Mark 1 G-SASH was out of service.

On the airline front British Midland suffered a few problems with the Embraer 145 fleet resulting in them leasing in a Scot Airways Dornier 328 once again as cover. Flybe once again were leasing in aircraft, this

time an Aurigny ATR.72 and two of the type turned up regularly during the month. One of these flights resulted in us witnessing the arrival of an Aurigny Trislander bringing engineers for a poorly ATR.72 but, as you will read later, nothing went according to plan! Also worth a mention in passing is the fact that now Flybe have finished their current registration block with the arrival of DHC-8-400 G-JECZ, the next aircraft will be registered G-EOCA to emphasize the ECO-friendly nature of this type. Finally, Manx2 have announced they will receive two "new" aircraft shortly in the shape of a pair of Dornier 228s which will be operated by German company FLM, the first due in December with the second arriving early in the New Year.

Jet2. And this month we have news of another acquisition for the company, Boeing 757 SE-DUP which was flown from Stockholm/Arlanda to Southend on 2/12 still in full TUI colours. Although not confirmed at present it is assumed the aircraft will become G-LSAJ before it enters service sometime early in the New Year. Apart from that aircraft have been heading off for major overhaul at regular intervals during the month and everything else seems to have run pretty smoothly.

01 Thursday

G-FIBS	Squirrel	0729 1405	f. York, n/s t. Shoreham
G-MEGN	King Air 200	1042 1709	f/t Luton
D-CPRO	Lear Jet 35A	1522 1924	f. Manchester t. Nice
N900SJ	Falcon 900	1722 1110	f. Stansted, n/s until 4 th , t. Teterboro'

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

BMI:- G-RJXC(9732) positioned from Luton at 0122. G-MIDC(9641) positioned to Heathrow at the end of the IT season. Suckling Do.328 G-BWIR(Suckling 610P) positioned from Edinburgh to operate 611/2 to Brussels, n/s. Londons, G-DBCJ n/s, with G-RJXC/N.

Eastern:- ADN:- G-MAJZ(29Q/19Q), G-MAJK(714/39Q), G-MAJZ(99Q/59Q). Based G-MAJL.

Flybe:- PH-ISA(729/30), G-JECG(171/2), G-JEDN(643/3), G-EMBY(173/4), G-JECK(731/2), G-JECW(733/4), G-JECU(175/6)

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

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

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

***A quiet start to the winter season however we had our annual visit by Falcon 900 N900SJ of SRB Holdings Inc. The Twin Squirrel G-DBOK, formerly N620LH made its initial test flight this afternoon. For the record, Squirrel ZJ276 (Shawbury 70) flew directly over the airfield routing East to West at 0950 flying at 1500'.

02 Friday

G-KALS	Challenger 300	0637 0814	f/t Luton(Lonex 51KK)
G-JETO	Citation 2	1044 1124	f. Biggin Hill(Airtax 175) t. Birmingham(175P)
G-BKMA	Mooney M.20J	1128 1638	f/t Cambridge
EC-HJP	Boeing 737/800	1131 1239	f/t Tenerife(Air Europa 285/286)
G-HELM	Squirrel	1332 1500	f. York, n/s t. Helmsley
CS-DFG	Falcon 2000EX	1436 1620	f. Madrid/Torrejón(Fraction 895Y) t. Stuttgart(167R)
OO-EPU	Lear Jet 45	1706 1744	f. Geneva(Abelag 31U) T. Brussels(31U)
G-FIBS	Squirrel	1900 1043	f. Skipton, n/s to 9/11, t. Felixkirk

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

BMI:- G-DBCJ all Londons until G-DBCJ(8JL), this aircraft now parks up until operating the evening flight on Sunday. G-RJXC(9851) positioned to Heathrow leaving G-RJXN and G-BWIR to night stop.

Eastern:- ADN:- G-MAJK(29Q/19Q), G-MAJN(74G/39Q), G-MAJD(99Q/59Q). Based G-MAJL.

Flybe:- G-JECT(729/30), G-JECG(142, f. Newcastle/172), G-JECO(643/4), G-JEDK(731/2), G-EMBM(173/4), PH-ISA(733/4), G-JEDV(175/6)

KLM:- PH-KZB(1545/6), PH-OFG(1549/50), PH-OFP(65W/64K)

Manx2:- LET 410 OK-RDA operated both flights(Eurovan 302/3, 308/9)

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

***Ryanair sent 737/800 EI-DWJ in for the first time on the lunchtime Dublin flight and the Lear Jet 45 OO-EPU of Abelag was also a first timer.

03 Saturday

G-NSJS	Citation Sovereign	0847 1204	f/t Jersey
CS-DHR	Citation Bravo	0916 1023	f. London City(Fraction 7GZ) t. Edinburgh(7GZ)

G-SFCJ	Citationjet	0950 1059	f. Jersey(Hangar 852) t. Oxford(852)
G-CCVO	Jet Ranger	1216 1243	f/t Guisburn
G-BJVT	Cessna F,152	1259 1340	f/t Durham/Tees Valley
G-BYAL	Boeing 757	1401 1811	f/t Alicante(Thomson 168H/167H)
CS-DFG	Falcon 2000EX	1415 1052	f. Palma(Fraction 2QP), n/s t. Faro(511R)
G-HELM	Squirrel	1706 1118	f/t Ullswater, night stop
D-AIND	Challenger 604	1709 1106	f. Luton(Daily 303), n/s t. Moscow/Vnukovo(304)

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

BMI:- Heathrow:- G-RJXN(01J/4JL/2LJ), G-RJXM(8JL), night stop.

Eastern:- G-MAJL(154P/1540) to and from Shannon, night stop.

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

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

Ryanair:- EI-DAJ(152/153A), EI-CST(15J/155)

***A fair selection of bizjets, with probably the pick being the Air Independence Challenger D-AIND which arrived ready for a charter to Russia in the morning. PA-28 G-LFSK arrived from Sheffield to spend 3 days as resident for training.

04 Sunday

HB-JIB	MD-90	1026 1118	f. Malta(Fly Hello 32A) t. Newcastle(321)
G-JIVE	Hughes 369E	1307 1348	f. Oxenhope t. Brighton
CS-DMS	Hawker 400XP	1719 1809	f. Northolt(Fraction 170K) t. Luton(4KB)
G-MATX	Pilatus PC-12	1906 1817	f/t Cambridge, night stop
D-CCAA	Lear Jet 35A	1941 0942	f. Karlsruhe(Ambulance 946), n/s t. Kiev(945)
N170SW	Global Express	2036 1721	f. Rogers, n/s until 6/11, t. Toronto International

Aer Arran:- EI-CVS(672/3), EI-CPT(682/3) **Air Southwest:-** G-WOWE(486/7)

BMI:- Heathrow:- G-RJXM(01J/4JL/2LJ/5JL), G-RJXB(7JL), G-DBCI(5LJ/8JL, n/s). G-RJXL(616/616) f/t Brussels. G-RJXM(9175) positioned to Manchester with G-RJXE(9174) coming in the opposite direction, n/s with G-RJXB.

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

Flybe:- G-JEDJ(643/4), G-JEDN(731/2), G-JECU(173/4), G-JECT(733/4), **G-EMBY(175/6)**

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

Ryanair:- EI-DHI(152/153A), EI-DAJ(156/15N)

***The only visitor of any note was the Wal-Mart Global Express N170SW, on one of its regular visits.

05 Monday

G-CDWY	Agusta A.109S	0945 1331	f. Newcastle(Yorkair 2) t. Derby(2)
G-CFSA	PA-44 Seminole	1011 1439	f. Glasgow t. Londonderry
CS-DFH	Falcon 900	1133 1445	f. Nice(Fraction 9EW) t. Northolt(628K)
ZF489	Tucano	1305	ILS and overshoot(LOP 90)
G-NWAA	Eurocopter EC.135T	1534 1608	f. Leeds Gen. Inf. (Helimed 08A) T. Blackpool (08E)
G-SFCJ	Citationjet	1602 1702	f. Oxford(Hangar 856) t. Jersey(856)
G-ELIS	PA-34 Seneca	1633 0930	f/t Bristol(Clifton 4)
N957T	PA-32 Saratoga	1825 0928	f. Shobdon, n/s t. Newcastle

Aer Arran:- EI-REL(682/3), EI-REB(672/3) **Air Southwest:-** G-WOWE(482/3), G-WOWA(486/7)

BMI:- G-DBCI all London flights, n/s with G-RJXB/E and G-BWIR.

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

Flybe:- G-JEDR(729/30), G-JEDV(171/2), G-JECO(643/4), **G-EMBM(173/4)**, G-JEDK(731/2), G-JEDP(175/6), **G-BWDA(175/6)**

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

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

*** Ryanair produced a new 737/800, EI-DWL while Aurigny ATR.72 G-BWDA turned up on the evening Southampton flight for Flybe. Another first timer was PA-32 N957T, which is owned by Severn Valley Aviation based at Shobdon having been delivered across the Atlantic on October 16th. The Dauphins PH-FMA/PH-FMD left today by road on the first stage of their journey to Malaysia.

06 Tuesday

G-RVRT	PA-28 Cherokee	0835 1506	f/t Liverpool, flew locally as Exam 02
G-CDXK	DA-42 Twin Star	0943 1050	f/t Cranfield(Bonus 81), return 1637/1655
N35WA	Pilatus PC-12	1211 1621	f/t Biggin Hill

CS-DLC	Falcon 2000EX	1232 1346	f. Northolt(Fraction 393E) t. Le Bourget(2YQ)
G-CDZM	Boeing 737/800	1248 1433	f/t Alicante(Thomson 168H/167H)
N64VB	Be.58 Baron	1424 1502	f. Elstree t. Sleep
CS-DMO	Hawker 400XP	1610 1727	f. Hawarden(Fraction 4YN) t. Northolt(149F)
G-NSJS	Citation Sovereign	1618 1711	f/t Jersey
G-TRIN	TB.20 Trinidad	1704 1756	f. Peterborough/Sibson t. Sheffield

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

BMI:- G-DBCI all London flights, n/s with G-RJXB/E and G-BWIR.

Eastern:- G-MAJD(29Q/19Q), G-MAJK(74G/39Q), G-MAJD(99Q/59Q). G-MAJL(81D) was swapped in Inverness, with G-MAJM(84D) taking over as based aircraft.

Flybe:- G-BWDA(729/30), G-FBEE(362W, f. Manchester/172), G-JECP(643/4), G-EMBM(173/4), G-JEDR(731/2), G-JEDP(175/6), G-JEDO(733/4)

KLM:- PH-KLD(1545/6), PH-KLI(1549/50), PH-OFI(65W/64K, n/s)

Manx2:- 9H-AEU operated to morning flight with LET 410 OK-RDA used at teatime.

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

***A fairly busy day dawned with the first time visit from Flybe Embraer 190 G-FBEE, arriving from Manchester to collect outbound passengers to Southampton. The other first timers were PC-12 N35WA, which is operated by Adam Air and the Ravenair PA-28 G-RVRT, which has just been reregistered having formerly been G-AYKX.

07 Wednesday

ZF(453)	Tucano	0948	ILS and overshoot(LOP 40)
G-KLYN	King Air 200	0952 1619	f/t Southampton(Skydrift 601)
G-USTH	Agusta A.109A	1053 1126	f. Site nr. Coventry t. Site in Leeds
N16985	Cessna 182T	1338 1030c	f. Reykjavik, n/s t. Berlin/Tempelhof
CS-DXC	Citation XL	1537 0741	f. Luton(Fraction 3DY), n/s t. Palma(3DY)
G-KALS	Challenger 300	1723 0811	f. Luton(Lonex 69KK), n/s t. Wevelgem(69KK)

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

BMI:- G-DBCI all London flights, n/s with G-RJXB/E and G-BWIR.

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

Flybe:- G-JEDO(729/30), G-JECU(171/2), G-JEDU(643/4), G-EMBP(173/4), G-JEDR(731/2), G-JEDK(733/4), G-JEDP(174/ n/s, '42D t. Southampton)

Jet2:- G-LSAI(048P) positioned to Glasgow.

KLM:- PH-KZF(1545/6), PH-OFN(1549/50), PH-OFI(65W/64K, n/s)

Manx2:- The morning flight did not operate but 9H-AEU turned up in the afternoon.

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

***After quite a long absence our delivery man arrived following a trip in Cessna 182T N16985 from Bangor via Goose Bay, Narsarsuaq and Reykjavik. After night stopping the aircraft left on delivery to new owners in Poland. We had another new Ryanair 737/800, this time EI-DWH and the King Air G-KLYN was also a first visit, registered to Klyne Air the aircraft was formerly G-CLCG. The Tucano was officially logged as ZF453, however this particular serial does not exist so if you have the correct serial we would be pleased to know. Finally Agusta A.109A N109TK, which arrived for maintenance on 22/10 returned home to Chorley at lunchtime.

08 Thursday

CS-DXK	Citation XL	0839 0947	f. Hanover(NJE 3LD), n/s to 12 th , t. Amsterdam(3LD)
G-KALS	Challenger 300	1217 1235	f. Wevelgem(Lonex 69KK) t. Manchester(69KK)
G-SGEC	King Air 200	1725 0655	f. Jersey, n/s t. Bergerac
F-GVBV	Falcon 50	1747 1822	f/t Le Bourget(Leadair 115B)

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

BMI:- G-DBCI again operated the London flights. G-RJXB(421) swapped in Heathrow with G-RJXI(422), n/s with G-RJXE. Dornier 328 G-BWIR(9141) positioned to Edinburgh at end of short lease.

Eastern:- G-MAJD(29Q/19Q), G-CERY(74G/39Q), G-MAJK(99Q/59Q). Based G-MAJM.

Flybe:- G-BWDA(729/30), G-FBEE(171/2), G-JEDN(643/4), G-EMBP(173/4), G-JECE(731/2), G-JECO(733/4), G-JECV(175/6)

Jet2:- G-CELD(201) exchanged in Amsterdam with G-CELB(202). G-CELF(6750) operated Northern Lights flight returning at 0023 Friday morning.

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

Manx2:- 9H-AEU x2

Ryanair:- EI-CSJ(152/153A), EI-CSO(15J/155),
EI-DCS(1562/3), EI-DCH(156/15N)

***Today marked the start of the Ryanair flights from Shannon which will operate 3 times per week, with EI-DCS being used on the first flight this lunchtime. A first time visitor this afternoon was Eastern SAAB 2000 G-CERY(See Photo) operating the flight from and to Aberdeen.



09 Friday

<p>EI-DMG Cessna 441 0731 1401 CS-DFP Citation XL 0823 0949 G-GMAA Lear Jet 45 0828 0931 G-HELM Squirrel 0906 n/s+ G-OBYI Boeing 767/300 0926 1055 CS-TFI Lear Jet 45 0947 1331 G-CDWY Agusta A.109S 0953 1250 N660WB Pilatus PC-12 1046 1644 EC-HJQ Boeing 737/800 1119 1254 G-VONH Twin Squirrel 1149 1319 N109AG Agusta A.109A 1419 n/s+ G-RNCH PA-28 Warrior 1427 1540 CS-DXJ Citation XLS 1653 1114 CS-TFI Lear Jet 45 1716 1735 G-SGEC King Air 200 1926 1944</p>	<p>f/t Waterford f. Farnborough(Fraction 6RM) t. Gatwick(460W) f. Farnborough(Gama 384) t. Salzburg(384) f. York, for maintenance f. Gatwick(Thomson 703P) t. Bridgetown(763W) f. Belfast City(RTE 19) t. Biggin Hill(19A) f. Nun Monkton(Yorkair 2) t. Heathrow(2) f. Dublin/Weston t. Waterford f/t Tenerife(Air Europa 285/286) f/t Norwich(Premier 19) f. Cleckheaton, for maintenance f/t Carlisle f. Palma(Fraction 3GX), n/s t. Frankfurt(412N) f. Newcastle(RTE 18) t. Belfast City(18) f. Bergerac t. Gamston</p>
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Aer Arran:- EI-REL(682/3), EI-REA(672/3) **Air Southwest:-** G-WOWC(482/3), G-WOWE(486/7)

BMI:- G-RJXL(616/615) operated f/t Brussels. G-DBCI operated all Heathrows then parked up for weekend. G-RJXI(9851) positioned to Heathrow leaving G-RJXE to night stop.

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

Flybe:- G-BWDA(729/30, 733/4), G-JECK(171/2), G-JEDJ(643/4), G-EMBP(173/4), G-JECE(731/2), G-JEDW(175/6)

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

Jet2:- G-LSAI(036P) positioned in from Liverpool.

Manx2:- 9H-AEU operated am plus an extra(312/3) at lunchtime. OK-RDA LET 410 pm.

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

***Without a doubt the busiest day of the month so far and probably the pick of the visitors was Lear Jet CS-TFI of Aeronorte Transportes Aereos, LDA who's call sign is Luzavia, although the pilots today used "RTE" on the radio. Multiflight used A.109S G-CDWY today, replacing Dauphin G-MLTY which is in the maintenance hangar on major overhaul. Thomsonfly Boeing 767 G-OBYI positioned in to operate the first Caribbean trip of the season for P&O Cruises.

10 Saturday

<p>G-FIBS Squirrel 0957 1904 G-SFCJ Citationjet 1027 1123 G-PEPS Robinson R.44 1040 1134 N8702K Cessna 340A 1149 1903 G-BYAR Boeing 757 1404 1548 F-GLSJ Falcon 50 1648 1750</p>	<p>f. York t. Skipton, on maintenance until 16/11 f. Jersey(Hangar 863) t. Oxford(863) f/t Sandtoft(Shelf Diversion) f/t Southampton f/t Alicante(Thomson 168H/167H) f/t Le Bourget(Leadair 119B)</p>
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Aer Arran:- EI-CPT(682/3) **Air Southwest:-** G-WOWA(480/1)

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

Flybe:- G-OINV(729/30), G-JEDP(171/2)

Jet2:- G-CELE(201Q) exchanged in Amsterdam with G-CELK(202Q).

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

Ryanair:- EI-DHD(152/153A), EI-DCS(1362/3), **EI-DWK**(15J/155)

*** There were a couple of first visits today, Ryanair's EI-DWK and the R.44 G-PEPS, the latter being inbound to Shelf near Halifax but deciding to divert into here after encountering murky weather. Cessna 152 G-FLOP arrived from Sheffield for a couple of days training while MD.902 G-CEMS(Helimed 98E) was also operating from here this morning and all day Sunday.

11 Sunday

HB-JIB	MD-90	1042 1133	f. Malta(Fly Hello 32E) t. Newcastle(321)
N109WF	Agusta A.109A	1212 1250	f. Shap t. Brookmans Park
N473DC	Douglas C-47A	1340	Low flypast down 32, Brighton to Liverpool.
G-SGEC	King Air 200	1512 1549	f. Bergerac t. Gamston
N719EL	Hawker 400XP	1517 1537	f. East Midlands t. Gamston

Aer Arran:- EI-CVS(672/3), EI-REL(682/3) **Air Southwest:-** G-WOWC(482/3)

BMI:- Heathrow:-G-RJXO(01J/4JL/2LJ/5JL), G-RJXH(7JL), G-RJXN(9174) positioned from Manchester with G-RJXO(9175) heading back over the Pennines. G-RJXK(9171) positioned from Edinburgh, n/s with G-RJXH/N and G-DBCI.

Eastern:- G-MAJK(99Q/59Q) f/t Aberdeen. Based G-MAJM.

Flybe:- G-JEDJ(643/4), G-JEDL(731/2), G-JECV(173/4), **G-BWDB**(733/4), **G-EMBP**(175/6)

KLM:- PH-JCT(1545/6), PH-OFI(1545/6), PH-OFO(65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DAS(15J/155), EI-CST(156/15N)

*** Cougar G-BLHR arrived from Sheffield for another stint being based here for training. PA-28 G-LFSK also visited f/t Sheffield.

12 Monday

G-LENY	PA-34 Seneca	0852 0958	f. Oxford(Air Med 086) t. Amsterdam(086)
G-GYAV	Cessna 172N	1224 1532	f/t Liverpool
ZH882	Hercules C.5	1509	4x ILS and overshoot(Ascot 525)
HB-JEV	Gulfstream 550	1512 1317	f. Cologne(Batman 211), n/s t. Savannah(221)
G-DJET	DA-42 Twin Star	1628 1807	f. Gamston t. Isle of Man

Aer Arran:- EI-REL(682/3), EI-REH(672/3)

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

G-WOWA(486/7)

BMI:- G-DBCI continues on London flights, n/s with G-RJXH/K/N.

Eastern:- G-MAJD(29Q/19Q), G-MAJX(74G/39Q), G-MAJD(99Q/59Q). Based G-MAJM which departed to Inverness as usual in the evening but positioned back from Newcastle(011P) at 2141.

Flybe:- G-JECK(729/30), G-JEDP(171/2), G-JECS(643/4), **G-EMBF**(173/4), G-JEDL(731/2), **G-BWDB**(733/4), G-JECV(175/6)

Jet2:- G-LSAI(690P) positioned to Stansted and G-CELK(050E) to Blackpool.

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

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

***Our shared resident with the IOM, Beech A.36 N671B which arrived as long ago as 30/7, carried out a short air test followed by a trip to the Isle of Man and back. Cirrus SR.22 N40GD, which has been on overhaul with Multiflight since 23/10, returned home to Sherburn this afternoon. The Hercules ZH882(See Photo) spent almost an hour carrying out four ILS approaches mid afternoon, while on a training detail.

13 Tuesday

G-CDXK	DA-42 Twin Star	0956 1036	f/t Cranfield(Bonus 81), return 1728/1748
CS-DNP	Falcon 2000	1109 1345	f. Nice(Fraction 2DX) t. Farnborough(2DX)
N989Y	PA-24 Comanche	1218 1348	f/t Manchester
G-CDZM	Boeing 737/800	1330 1446	f/t Alicante(Thomson 168H/167H)
N719EL	Hawker 400XP	1559 1610	f. Gamston t. East Midlands



OO-LAC King Air 200C 1803 1659 f/t Brussels(Skyservice 236), n/s until 15/11
Aer Arran:- EI-REB(682/3) **Air Southwest:-** G-WOWA(482/3, 486/7)
Bmi:- G-RJXH(409) swapped in Edinburgh with G-RJXG(406), n/s with G-RJXK/N and G-DBCI.
Eastern:- G-MAJD(29Q/19Q), G-MAJN(74G/39Q), G-MAJJ(99Q/59Q). Based G-MAJM(81D) was swapped in Inverness with G-MAJL(84D).
Flybe:- G-BWDB(729/30), G-JEDW(171/2), G-JECM(643/4), G-EMBP(173/4), G-JEDV(731/2), G-JECE(733/4), G-JECV(175/6)
KLM:- PH-KZB(1545/6), PH-OFC(1545/6), PH-OFD(65W/64K, n/s) **Manx2:-** 9H-AEU x2
Ryanair:- EI-DAI(152/153A), EI-DWL(15J/155), EI-DHY(1562/3), EI-DWL(156/15N)
 ***A fairly mundane sort of day with the only notable visitor PA-24 N989Y, on its first LBA visit.

14 Wednesday

ZE369	Sea King HAR.3	0358 0732	f/t Newcastle(Rescue 131)
OY-NCM	Dornier 328J	0807 0908	f. Billund(Sunscan 9075) t. Geneva(775)
G-JKMG	Diamond DA-40	1037 1213	f/t Gamston(Diamond 2)
G-RAFO	King Air 200	1050	ILS and overshoot(Cranwell 68)
G-JIVE	Hughes 369E	1133 1208	f/t Shelf
ZF139	Tucano	1539	ILS and overshoot(LOP 40Y)
G-OARA	PA-28R Arrow	1541 1251	f/t Shoreham, with an overnight stay
N100HG	Gulfstream 4	2026 1913	f/t Brussels, n/s until 16/11
N77BT	Gulfstream 3	2244 0833	f. Teterboro', n/s until 17/11 t. Biggin Hill

Aer Arran:- EI-REL(682/3) **Air Southwest:-** G-WOWA(482/3), G-WOWC(486/7)
Bmi:- G-RJXN(611/2) t/f Brussels routed via East Midlands in both directions. Do. 328 G-BWIR(406) arrived on the inbound Edinburgh flight, operated the evening Brussels, then positioned to Edinburgh(9131). G-DBCI still continues the London flights, n/s with G-RJXG/K/N.
Eastern:- G-MAJJ(29Q/19Q), G-MAJN(74G/39Q), G-MAJP(99Q/59Q). Based G-MAJL
Flybe:- G-JECT(729/30), G-JEDW(171/2), G-JECS(643/4), G-EMBJ(173/4), G-JECH(731/2), G-JECO(733/4), G-JECV(175/6)
Jet2:- G-CELK(050P) returned from Blackpool.
KLM:- PH-KZL(1545/6), PH-KLG(1549/50), PH-OPF(65W/64K, n/s) **Manx2:-** D-CNAG x2
Ryanair:- EI-DCV(152/153A), EI-CSP(15J/155), EI-DCV(156/15N)

***There were a few interesting movements today, starting in the early hours when the Rescue Sea King arrived with a patient enroute to Bradford Royal Infirmary. The next arrival was the Sun Air Dornier 328 Jet OY-NCM, on its first visit, which arrived for an outbound charter to Switzerland. This aircraft incidentally is painted in full British Airways colours. Then tonight we had the two Gulfstreams. N100HG(See Photo) is a 1987 vintage machine owned by Harbour Group Industries based at St. Louis while N77BT(See Photo) is now owned by Firth Third Bank of Columbus, Ohio however until 2005 this aircraft was registered N100HG for Harbour Group before being superseded by the newer machine. Can you spot the difference? The Gulfstream 3 has five windows and the Gulfstream 4 has six.



15 Thursday

M-ANIN	TB.20 Trinidad	1027 1550	f/t Isle of Man
N40GD	Cirrus SR.22	1034 1437	f. Sywell t. Sherburn
ZK453	King Air 200	1036	ILS and overshoot, t. Prestwick(Cranwell 70)
N109TK	Agusta A.109C	1104 1554	f/t Chorley
CS-DXQ	Citation XLS	1414 1557	f. London City(Fraction 416T) t. Nice(6MA)

G-XTOR	BN.2A Trislander	1418 1415	f. Alderney(Aurigny 100P) SEE NOTES.
ZF515	Tucano	1441	ILS and overshoot(LOP 91)
OY-NCM	Dornier 328J	1852 1926	f. Geneva(Sunscan 775) t. Billund(9175)

Aer Arran:- EI-REF(682/3), EI-REB(672/3)

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

BMI:- G-RJXG(405) exchanged in Edinburgh with G-CCYH(406), n/s with G-RJXK/N and G-DBCI.

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

Flybe:- G-BWDB(729/30), G-JECV(171/2), G-JECP(643/4), G-EMBP(173/4), G-JEDR(731/2), G-JECS(733/4), G-EMBJ(175/6)

KLM:- PH-WXA(1545/6), PH-OFM(1549/50), PH-OFK(65W/64K, n/s) **Manx2:-** D-CNAG x2

Ryanair:- EI-DWK(152/153A), EI-DWL(15J/155), EI-CTA(1562/3), EI-DWK(156/15N)



***The most surprising arrival today was the Aurigny Trislander G-XTOR(See photo), which was bringing engineers to work on the company's ATR.72 G-BWDB that had gone u/s on arrival this morning while operating for Flybe. The Trislander itself caused a bit of a stir when it had to make an emergency landing on two engines after the pilot had had to shut the other down. The aircraft was eventually dragged into the old YLA hangar where it remained, until heading home to Guernsey on the 18th. The ATR.72 incidentally remained on the ground until 1612 and then operated back to Belfast some 8 hours late.

16 Friday

N41AK	King Air F.90	0910 0927	f. Glasgow t. Connington, return 1134/1242
D-ITAN	Citationjet	0936 1847	f/t Nice, with a night stop
ZF(246)	Tucano	0956	ILS(LOP 90), ZF140(LOP 90, ILS at 1148)
EC-IDT	Boeing 737/800	1128 1257	f/t Tenerife(Air Europa 285/286)
ZK453	King Air 200	1203	ILS & o/s(CWL 67), ZK454(CWL 45, ILS at 1355)
G-POWL	Cessna 182R	1453 1516	f/t Manston
G-FIBS	Squirrel	1549 1551	f. Skipton t. Helmsley

Aer Arran:- EI-REH(682/3), EI-REL(672/3) **Air Southwest:-** G-WOWE(482/3), G-WOWC(486/7)

BMI:- G-RJXN(9851) positioned to Heathrow, leaving G-RJXN/G-CCYH night stopping. G-DBCI parked up for the weekend after operating the London flights.

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

Flybe:- G-BWDB(729/30), G-JECI(171/2), G-JEDJ(643/4), G-JEDR(731/2), G-EMBI(173/4), G-JECT(733/4), G-JEDW(175/6)

Jet2:- G-LSAI(693P) positioned back from Stansted.

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

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

***Once again the official record shows a Tucano which doesn't exist, so if you can help with the correct serial either today or on the previous occasion on the 7th we would appreciate the correct serials to keep the record straight.

17 Saturday

N192SR	Cirrus SR.22	0846 1451	f/t Goodwood
M-NEWT	Challenger 300	0913 1030	f/t Luton(Bizjet 1WT/2WT)
OO-SKM	King Air 200	1111 1141	f/t Rufforth, for fuel
G-CCVO	Jet Ranger	1131 1147	f. Gisburn t. Accrington
G-OZBK	Airbus 320	1249 1342	f. Glasgow(Monarch 9025) t. Manchester(025P)
G-BYAL	Boeing 757	1410 1549	f/t Alicante(Thomson 168H/167H)

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

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

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

Jet2:- G-CELW(050P) arrived from Edinburgh at 0217 for maintenance.

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

Ryanair:- EI-CST(152/153A), EI-DLL(1562/3), EI-DWL(15J/155)

***As hinted at last month Challenger 300 M-NEWT, which was noted for the first time today, will be a regular sight on the Multiflight apron as it has replaced Lear Jet 45 N66DN with Stirling Aviation. Also on its first visit was Monarch A.320 G-OZBK, which arrived with the French National Orchestra from Scotland for a concert in Leeds this evening. The Yorkshire Air Ambulance Mark 2 G-CEMS arrived from Sheffield and stayed until the 22nd although it wasn't used.

18 Sunday

HB-JIB	MD-90	1043 1153	f. Malta (Fly Hello 32E) t. Newcastle (321)
G-FLTL	MD-83	1127 1232	f. Dublin (Blueberry 422P) t. Charles de Gaulle (422)
N82ST	Falcon 50	1253 1028	f. Luton, n/s to 25/11, t. Gander
N719EL	Hawker 400XP	1437 1456	f. East Midlands t. Edinburgh
M-NEWT	Challenger-300	1550 1622	f/t Luton (Bizjet 1WT/2WT)
N109MJ	Agusta A.109E	1652 1134	f. Gleneagles, n/s t. Isle of Man
G-XXRS	Global Express	1831 1910	f. Kiev t. Paris/Le Bourget

Aer Arran:- EI-CPT (672/3), EI-REA (682/3)

Air Southwest:- G-WOWC (486/7)

BMI:- Heathrow:- G-RJXH (01J/4JL/2LJ), G-RJXE (7JL), n/s with G-RJXH/K and G-DBCI, which operated the evening Heathrow (5LJ/8JL). G-RJXL (616/615) f/t Brussels.

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

Flybe:- G-JEDJ (643/4), G-JEDW (173/4), **G-BWDB** (731/2), G-JEDV (733/4), **G-EMBI** (175/6)

Jet2:- G-CELF (207) swapped in Murcia with G-CELG (208). G-LSAG (050T) arrived from Prestwick late afternoon. This aircraft had diverted to Manchester in the early hours when inbound from Las Palmas (478).

KLM:- PH-KZA (1545/711 t. Amsterdam, empty), PH-OFG (1549/50), PH-OFL (65W/64K, n/s)

Manx2:- Kiel Air Metroliner D-CSAL (308/9) operated today's flight.

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

***Another interesting little bunch which produced three first visits. Starting with the Flightline MD-83 G-FLTL (See photo), which was on lease to Blue Line and arrived to transport the French Orchestra home following their concert last night. Next came Falcon 50 N82ST owned by Pioneer Private Aviation of Delaware Inc. based at Minneapolis and this aircraft spent the whole week parked at Multiflight before heading back over The Pond. Finally, Global Express G-XXRS operated by TAG Aviation arrived on a charter from the Ukraine.

19 Monday

G-JANN	PA-34 Seneca	0922 1249	f/t Fairoaks (Synergie 258)
G-MEGN	King Air 200	1050 1751	f. Glasgow t. Coventry
N12162	Cessna 172S	1155 1120	f. Prestwick, n/s t. Egelsbach
G-DWJM	Citation 2	1334 1424	f. Southampton (TFG 023) t. Biggin Hill (024)
G-ORJA	King Air B.200	1412 1546	f. Bristol (Clifton 3) t. Dundee (3), return 2025/2045
D-CLUX	Lear Jet 40	1454 1726	f. Bristol (Cirrus 9618) t. Saarbrücken (9618)
G-XXRS	Global Express	1535 1814	f/t Kiev

Aer Arran:- EI-RED (682/3), EI-CVR (672/3) **Air Southwest:-** G-WOWC (482/3), G-WOWD (486/7)

BMI:- London flights G-DBCI, n/s with G-RJXE/H/K.

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

Flybe:- G-JECJ (171/2), **G-OINV** (729/30), G-JEDJ (643/4), **G-EMBV** (173/4), G-JECS (731/2), **G-BWDB** (733/4), G-JECI (175/6)

Jet2:- G-CELF (050P) returned to Edinburgh following maintenance.

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

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

***Our ferryman turned up again today, this time routing via Bangor, St. Johns, Keflavik and Prestwick with the usual night stop before heading to the Continent. The aircraft Cessna 172S N12162 is destined for new owners in Germany. A first visit was made today by Citation 2 G-DWJM of MP Aviation who use the company call sign of "Trafalgar".



20 Tuesday

G-VUEA	Citation 2	0910 1717	f. Belfast City(Flyvue 262) t. Newcastle(263)
G-CDXK	DA-42 Twin Star	1047 1151	f/t Cranfield(Bonus 81), return 1555/1620
CS-DFE	Falcon 2000	1218 1311	f. Nice(Fraction 2NE) t. Luton(2NE)
G-CDZL	Boeing 737/800	1308 1439	f/t Alicante(Thomson 168H/167H)
D-CLUX	Lear Jet 40	1322 1528	f. Saarbrücken(Cirrus 9618) t. Jersey(9618)
G-PCOP	King Air 200	1927 1257	f/t Glasgow, with overnight stay

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

BMI:- G-DBCI continues on London service, n/s with G-RJXE/H/K.

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

Flybe:- G-BWDB(729/30), G-JECJ(171/2), G-JEDI(643/4), G-ERJC(173/4), G-JECT(731/2),

G-JECM(733/4), G-FBEE(175/6)

Jet2:- G-LSAH(048P) positioned out to Zagreb.

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

Ryanair:- EI-DAV(152/153A), EI-DWH(15J/155), EI-CSW(1362/3), EI-DWH(156/15N)

21 Wednesday

84-0173	Beech C-12F	0920 1140	f/t Wiesbaden(Argus 06)
G-PPLC	Citation V	0841 0958	f. Norwich(Skydrift 600) t. Orleans(600)
M-NEWT	Challenger 300	1005 1037	f. Luton(Bizjet 1WT) t. Stansted(2WT)
ZK453	King Air 200	1039	ILS and overshoot(Cranwell 64)
M-NEWT	Challenger 300	1338 1627	f. Stansted(Bizjet 3WT), n/s to 25/11 t. Luton(1WT)
ZF140	Tucano	1443	ILS and overshoot(LOP 45), f/t Linton
N309CJ	Citationjet 2	1628 1651	f. Guernsey t. Hawarden
G-PPLC	Citation V	1756 1827	f. Orleans(Skydrift 600) t. Norwich(600)
G-EDCK	Citationjet	1838 0807	f. London City(Saltire 515), n/s t. Hanover(515)
N719EL	Hawker 400XP	1923 1933	f. Edinburgh t. East Midlands

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

BMI:- No change, with G-DBCI, G-RJXE/H/K operating all flights and night stopping.

Eastern:- 29Q/19Q, div due fog, G-MAJZ(74G/39Q), G-MAJH(99Q/59Q). Based G-MAJL.

Flybe:- G-JECJ(171/2), G-JECM(729/30), G-JEDI(643/4), G-ERJC(173/4), G-JEDV(173/4),

G-JECW(733/4), G-EMBV(175/6)

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

Manx2:- The morning flight was cancelled due weather, 9H-AEU operated pm.

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

***The only aircraft of any note to visit today was the German based US military King Air.

22 Thursday

N222SW	Cirrus SR.22	1055 1449	f/t Cork
ZG846	BN.2T Islander	1112 1333	f/t Belfast International(Armyair 595)
CS-DFK	Falcon 2000EX	1353 1602	f. Luton(Fraction 2UR) t. Nice(2UR)
D-ICVW	Cessna 421C	1409 1519	f/t Westerland/Sylt(Sylt-Air 115)
EI-DUF	Dauphin	1434 1140	f. Le Bourget, n/s to 1/12, t. Trevet(Eire)
G-EDCK	Citationjet	1441 1513	f. Hanover(Saltire 515) t. Luton(515A)

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

BMI:- again there's no change with G-DBCI, G-RJXE/H/K still operating and night stopping.

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

Flybe:- G-BWDB(729/30), G-FBEF(171/2), G-JEDJ(643/4), G-EMBV(173/4), G-JECO(731/2),

G-JECM(733/4), G-JECJ(175/6)

Jet2:- G-CELG(207) swapped in Murcia with G-CELF(208). G-LSAH(099P) returned from Zagreb.

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

Ryanair:- EI-DHF(152/153A), EI-DAS(15J/155), EI-DCL(1362/3), EI-DHF(156/15N)

***The SR.22 N222SW, which was on its first visit is owned by Staywhite Inc. and based in Eire while another first timer was Cessna 421C D-ICVW of Aeroline GmbH. The most interesting arrival however was Dauphin EI-DUF, which is a brand new aircraft on delivery to its new owner, Michael Ryan in Eire. The aircraft will be based until the end of the month while its pilot/owner learns how to handle his new machine under guidance from Multiflight's chief pilot. Also with Multiflight, Twin Squirrel G-ECOU which has been on rebuild made its initial test flight this afternoon as "Yorkair 1".

23 Friday

HB-JEV	Gulfstream 550	0859 1005	f. Fort Meyers(Batman 251) t. Basel/Mulhouse(252)
ZZ171	C.17A Globemaster	1029	ILS and overshoot, to Doncaster(Ascot 889)
G-EDCS	Hawker 400XP	1047 1310	f. Edinburgh t. Venice
ZK453	King Air 200	1120	ILS and overshoot(Cranwell 78)
EC-HGQ	Boeing 737/800	1140 1254	f/t Tenerife(Air Europa 285/286)
ZF294	Tucano	1546	ILS and overshoot(LOP 90)

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

BMI:- G-RJXH(405) swapped in Edinburgh with G-RJXA(406). G-RJXE(9851) positioned to Heathrow leaving G-RJXA/K to night stop. After operating all London flights G-DBCI parked up for the weekend.

Eastern:- G-MAJP(29Q/19Q, 74G/39Q), G-MAJZ(99Q/59Q). G-MAJL(81D) exchanged in Inverness with G-MAJY(84D) arriving as new based aircraft.

Flybe:- G-BWDB(729/30), G-JECR(171/2), G-JEDJ(643/4), G-ERJC(173/4), G-JEDV(731/2), G-JECM(733/4), G-JEDP(175/6)

KLM:- PH-WXA(1545/6), PH-KLD(1549/50), PH-OFL(65W/ 64K, n/s) **Manx2:-** D-CNAG x2

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

*** Your editorial committee was about to settle into its meeting in the Multiflight Café just as the Globemaster appeared over the hangar on its overshoot, causing a break in proceedings. The aircraft had been performing at Linton-on-Ouse Graduation Day, a full report of which appears in the Scene Around Yorkshire section. Once again Yorkshire Air Ambulance Mark 2 G-CEMS arrived from Sheffield to be based while Mark 1 G-SASH is out of action, unserviceable. 'MS was still here operating at the end of the month. Also with Multiflight Twin Squirrel G-ECOU (Yorkair 3) another air test as did A.109A N109AG(Yorkair 1), which had been on checks since 9/11. Finally the Dauphin EI-DUF(Yorkair 1) was noted on local training flights.

24 Saturday

G-OBYG	Boeing 767/300	0745 0919	f. Bridgetown(Thomson 7564) t. Manchester(712P)
G-WNAA	Agusta A.109E	0844 1547	f/t Harrogate
G-BYAY	Boeing 757	1402 1548	f/t Alicante(Thomson 168H/167H)

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

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

Flybe:- G-FBED(729/30), G-JEDP(171/2)

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

Ryanair:- EI-DCB(152/153A), EI-DCL(1362/3), EI-CSQ(156/15N)

***Flybe Embraer 190 G-FBED made its first appearance this morning when operating the Belfast flight.

25 Sunday

N604BB	Challenger 604	0854 1125	f. Luton t. Copenhagen
G-SGEC	King Air 200	1142 1217	f. Gamston t. Palma
G-EDCS	Hawker 400XP	1207 1251	f. Venice t. Edinburgh
G-HGRC	Citationjet 2	1505 1540	f. Inverness(Hangar 896) t. Palma(896)
G-ICSG	Twin Squirrel	1936 2010	f. Durham(Aston 02) t. Long Stratton(02)
HB-JIC	MD-90	2133 2240	f. Malta(Fly Hello 32E) t. Newcastle(321)

Aer Arran:- EI-CPT(672/3), EI-REF(682/3)

Air Southwest:- G-WOWC(486/7)

BMI:- G-RJXF(4JL) arrived from Heathrow and went u/s, staying until 27/11 before positioning to Manchester(9122). G-RJXG(9171/2) positioned f/t Manchester to cover for 'XF. G-RJXI(5JL) from Heathrow. G-RJXL(616/615) f/t Brussels. G-RJXF/IK night stopped with G-DBCI.

Eastern:- Aberdeen:- G-MAJA(99Q/59Q). Based G-MAJY.

Flybe:- G-JEDJ(643/4), G-JECJ(1LH/174), G-BWDB(731/2), G-ERJC(175/6)



Jet2:- G-CELK(325) swapped in Belfast with G-CELA(326). 'LA to Multiflight for checks.

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

Ryanair:- EI-DCH(15J/155), EI-DAP(156/15N)

***The first arrival this morning was Challenger N604BB on its first visit to LBIA. The Aircraft is owned by Mid America Air Charter based at Fargo/Hector International Airport in Nevada. Also on a first appearance and a little nearer home was Citationjet G-HGRC, which is the latest addition the Hangar 8 fleet at Oxford. And, completing a trio of first timers was the Fly Hello MD-90 HB-JIC operating the British Jet flight some 10 hours late in place of the regular HB-JIB. The Aurigny ATR.72 G-BWDB(See Photo) continues to operate for Flybe.

26 Monday

D-IOWA	Citationjet	0843 1310	f/t Donaueschingen
HB-IUT	IAI-1126 Galaxy	0847 1749	f/t Geneva(TAG Aviation 301)
ZF377	Tucano	0914	ILS and overshoot(LOP 90)
G-CDXK	DA-42 Twin Star	1052 1313	f/t Cranfield(Bonus 81)
ZG846	BN.2T Islander	1216 1330	f. Cranfield(Armyair 595) t. Belfast Int.(595)
N64VB	Be.58 Baron	1408 1428	f. Elstree t. Sleep
CS-DFB	Falcon 900	1530 1610	f. Belfast City(Fraction 9DR) t. Le Bourget(9DR)
G-PWNS	Citationjet	1601 1652	f. Oxford(Hangar 897) t. Jersey(897)
M-NEWT	Challenger 300	1820 1905	f/t Luton(Bizjet 1WT/2WT)
N377GM	Falcon 2000EX	1839 1905	f. Newcastle t. Biggin Hill

Aer Arran:- EI-REM(682/683), EI-RED(672/3) **Air Southwest:-** G-WOWC(482/3), G-WOWD(486/7)

BMI:- G-RJXC(9111) positioned from Edinburgh as cover for the poorly G-RJXF, leaving G-RJXC/F/IIK to night stop along with G-DBCI, which continues on the Heathrow route.

Eastern:- G-MAJA(29Q/19Q), G-MAJF(74G/39Q), G-MAJA(99Q/59Q). G-MAJY(86D) exchanged in Inverness with G-MAJX(87D), with 'JY now based.

Flybe G-JEDL(729/30), G-JECJ(171/2), G-JEDJ(643/4), **G-ERJC**(1LH/174), G-JECN(731/2), G-BWDB(733/4), G-EMBJ(175/6)

Jet2:- G-CELA(050E) returned to Belfast following maintenance. G-CELK(326/5) operated from and to Belfast before positioning back as '070E.

KLM:- PH-KZE(1545/6), PH-KLI(1549/50), PH-OFN(65W/64K, n/s) **Manx2:-** G-PLAJ x2

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

***Today's first time visitor was Falcon 2000EX N377GM, which was formerly operated by Formula 1 boss Bernie Ecclestone(Wasn't he Dr. Who?) as N999BE, but is now registered to a Wilmington Trust company still based at Biggin Hill. Following a major overhaul PA-34 G-BZTG was air tested today before heading back home to Newcastle. Also on air test again today was Agusta A.109A N109AG(Yorkair 1).

27 Tuesday

EI-DMG	Cessna 441	0811 1037	f/t Waterford
EI-HHH	Agusta A.109E	0921 1511	f. Sherburn(Scarboro'), n/s to 29/11, t. Sywell
G-KWLI	Cessna 421C	0946 1326	f/t Gamston
N64VB	Be.58 Baron	1134 1212	f. Sleep t. Elstree
G-MEGN	King Air 200	1145 1158	f. Birmingham t. Newcastle, return 1301/1305, n/s
G-CDXK	DA-42 Twin Star	1215 1312	f/t Cranfield(Bonus 81), return 1645/1716
G-CDZL	Boeing 737/800	1323 1444	f/t Alicante(Thomson 168H/167H)
G-OECM	Commander 114B	1228 1615	f/t Carlisle
ZK453	King Air 200	1425	ILS and overshoot(Cranwell 45)
G-SGEC	King Air 200	1734 1750	f. Southend t. Gamston

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

BMI:- All London flights G-DBCI, n/s with G-RJXC/IIK.

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

Flybe:- G-BWDB(729/30), G-JECK(171/2), G-JECL(643/4), **G-EMBJ**(1LH/174), G-JECT(731/2), G-JEAM(175/6), G-JECN(733/4)

KLM:- PH-KZI(1545/6), PH-OFK(1459/50) **Manx2:-** G-PLAJ x2

Ryanair:- EI-DWH(152/153A), EI-DCK(15J/155), EI-CSZ(1362/3), EI-DCK(156/15N)

***A very run of the mill sort of day!

28 Wednesday

G-PCOP	King Air B.200	0924 1603	f. Glasgow t. Southampton
VP-BLW	Gulfstream 550	1041 1652	f. Biggin Hill t. Newcastle
G-RAFP	King Air 200	1144	ILS and o/s(CWL 61), <u>ZK450</u> (CWL 64)(ILS, 1618)
N40GD	Cirrus SR.22	1212 1253	f. Cranfield t. Sherburn
G-JIVE	Hughes 369E	1238 1259	f/t Shelf
HB-GJP	King Air 350	1312 1443	f. Lausanne t. Geneva
EI-GYM	Agusta A.109S	1320 1105	f/t Westland Heliport
G-MEGN	King Air 200	1413 1614	f. East Midlands t. Luton
G-INTO	Pilatus PC-12	1455 1602	f. Manchester(Skydrift 816) t. Shoreham(816)
M-NEWT	Challenger 300	1728 0845	f. Luton(Bizjet 1WT), n/s t. Northolt(1WT)

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

BMI:- G-RJXC(405) exchanged in Edinburgh with G-RJXA(406), n/s with G-RJXI/K and G-DBCI.

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

Flybe:- G-JECY(729/30), G-JEDP(171/2), G-JEDJ(643/4), **G-JEAM**(173/4), G-JEDV(731/2), G-JEDL(733/4), G-JECN(175/6)

Jet2:- G-CELS(701P) arrived from Stansted.

KLM:- PH-JCH(1545/6), PH-OFJ(1549/50), PH-KLI(65W/64K, n/s) **Manx2:-** G-PLAJ x2

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

***Our first, first visitor of the day was Gulfstream 550 VP-BLW which is UK based operated by Specialised Transportation Ltd. Also calling in for the first time was A.109S EI-GYM of Barkisland Developments of Dublin and this aircraft joined compatriots EI-HHH, which had stayed from yesterday and Dauphin EI-DUF, which was again training as Yorkair 1. Resident Bell 407 N775SB went to Sherburn this morning to join up with SR.22 N40GD and the pair then went to Cranfield, taking 'SB for maintenance and 'GD acting as crew ferry for the pilot back to LBA.

29 Thursday

N456PP	King Air C.90B	1021 1114	f. Guernsey(Monty 22A) T. Fairoaks(22P)
N485LT	Hawker 800XP	1039 1740	f/t Luton
G-BYCP	King Air 200	1625 1642	f. Lille(Lonex 33BP) t. Stapleford(33BP)
F-GGVG	Merlin IIIB	1644 1831	f/t Le Bourget(Air Lec 226), n/s until 1/12
M-NEWT	Challenger 300	1826 1844	f. Northolt(Bizjet 2WT) t. Luton(3WT)
OO-FYG	Citation 2	1848 1925	f. Brussels(Flying Group 721C) t. Amsterdam(723C)
D-CSUL	Lear Jet 45	1854 1541	f. Palma, n/s to 1/12, t. Stuttgart(div to Karlsruhe)
CS-DRA	Hawker 800XP	1904 0829	f. Teesside(Fraction 5HW), n/s t. Toulouse(5HW)

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

BMI:- Still G-DBCI is operating to Heathrow, n/s with G-RJXA/I/K.

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

Flybe:- G-JEDP(171/2). **G-BWDB**(729/30), G-JECH(643/4), **G-ERJC**(173/4), G-JECV(731/2), G-JECT(733/4), G-JECN(175/6)

KLM:- PH-WXC(1545/6), PH-OFL(1549/50), PH-OFM(65W/64K, n/s) **Manx2:-** G-PLAJ x2

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

***Another good mix of bizjets, however all had visited previously as had the Air Lec Merlin F-GGVG, which arrived on a charter from Paris. The only first visit of the day was Ryanair 737/800 EI-DWO.

30 Friday

G-OBYL	Boeing 767/300	0830 0935	f. Manchester(Thomson 703P) t. New Orleans(7536)
G-JETO	Citation 2	0908 1439	f/t Northolt(Air Tax 222/223)
N456PP	King Air C.90B	1009 1106	f/t Perranporth(Monty 22P/22B)
CS-DKD	Gulfstream 550	1016 1202	f. Cork(Fraction 7KD) t. Le Bourget(7KD)
N581AF	Raytheon 58 Baron	1018 1409	f/t Sleep
EC-IDT	Boeing 737/800	1137 1257	f/t Tenerife(Air Europa 285/286)
LX-AKI	Fokker 50	1218 1305	f. Le Bourget(Silver Wings 30KI) t. Rovaniemi(50KI)
N50VC	Citationjet	1240 1420	f/t Guernsey
G-RAFP	King Air 200	1515	ILS and overshoot(Cranwell 72)
G-CJAD	Citationjet	1746 n/s+	f. Glasgow, to Multiflight for maintenance

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

BMI:- G-RJXK(403) swapped in Edinburgh with G-RJXJ(404). G-RJXI(9851) positioned to Heathrow, leaving G-RJXA/J to night stop with G-DBCI staying the weekend on arrival from Heathrow(8JL).

Eastern:- G-MAJV(29Q/19Q), G-MAJF(74G/39Q), G-MAJV(99Q/59Q). G-MAJG(84D) swapped in Southampton with G-MAJM(85D), with 'JM settling in for a weekend stay.

Flybe:- G-BWDB(729/30), G-JEDO(171/2), G-JEDJ(643/4), G-JECV(731/2). G-ERJC(173/4), G-JECI(733/4)

Jet2:- Based aircraft:- G-CELB/C/F/K/U/S, G-LSAG/H/I and G-CELH on maintenance.

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

Manx2:- D-CNAG operated in the morning, some 3 hours late and 9H-AEU appeared at teatime.

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

***Quite a busy day to end the month with the pick being Falcon 50 LN-AKI of Silver Wings arriving for a trip to Lapland, possibly taking Santa's little helpers ready for the busy month ahead! Heading for more sunnier climes were the P&O passengers, who left on the Thomsonfly 767 this morning. Two aircraft flew local flights today as "Yorkair 1", Dauphin EI-DUF on a training trip and A.109A N109AG on a test flight. The Netjet Gulfstreams are becoming a more common sight these days with CS-DKD(See photo) turning up this morning.



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



Ernest Wray

LEEDS BRADFORD AIRLINE REPORT - NOVEMBER 2007

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA286	TFS	02/EC-HJP	09/EC-HJQ	16/EC-IDT	23/EC-HGQ	30/EC-IDT
FHE32A	MLA	04/HB-JIB	11/HB-JIB	18/HB-JIB	25/HB-JIC	
TOM167H	ALC	03/G-BYAL	06/G-CDZM	10/G-BYAR	13/G-CDZM	17/G-BYAL
		20/G-CDZL	24/G-BYAY	27/G-CDZL		

OTHER FLIGHTS

01	PH-ISA	AT42	BEE729/730	f/t Belfast City	Lieu BEE DH8 * +1 *
01	G-BWIR	D328	SAY610P/BMA611	Edinburgh -n/s- Brussels	Start of lease to BMA
05	<u>EL-DWL</u>	B738	RYR15J/155	f/t Dublin	-
05	G-BWDA	AT72	BEE733/734	f/t Belfast City	Lieu BEE DH8 * +4 *
06	<u>G-FBEE</u>	E190	BEE362W/172	Manchester - Southampton	Lieu DH8 * +2 *
08	<u>G-CERY</u>	SB20	EZE74G/39Q	f/t Aberdeen	Lieu JS41
08	G-BWIR	D328	BMA616/9141	Brussels - Edinburgh	End of lease to BMA
09	G-OBYI	B763	TOM703P/763W	Gatwick - Manchester	Passenger Charter
10	<u>EL-DWK</u>	B738	RYR15J/155	f/t Dublin	-
11	G-BWDB	AT72	BEE733/734	f/t Belfast City	Lieu BEE DH8 * +13 *
12	<u>EL-DWM</u>	B738	RYR152/153A	f/t Dublin	-
14	<u>OY-NCM</u>	J328	SUS9075/775	Billund - Geneva	Passenger Charter * +1 *
14	G-BWIR	D328	BMA406/615	Edinburgh - Brussels	Lieu BMA E135
14	G-BWIR	D328	BMA616/9131	Brussels - Edinburgh	Lieu BMA E135
15	<u>G-XTOR</u>	TRIS	AUR100P/100P	Alderney -n/s18- Guernsey	Engineering
17	<u>G-OZBK</u>	A320	MON9025/025P	Glasgow - Manchester	Passenger Charter
18	<u>G-FLTL</u>	MD83	BLE422P/422	Dublin - Paris Cdg	Passenger Charter
22	G-FBEF	E190	BEE7362/172	Manchester - Southampton	Lieu DH8
24	G-OBYG	B763	TOM7564/712P	Bridgetown - Manchester	Passenger Charter
24	<u>G-FBED</u>	E190	BEE729/730	f/t Belfast City	Lieu DH8 * +1 *
26	G-PLAJ	JS31	JXT302/303	f/t Isle of Man	Lieu SW4 * +7 *
29	<u>EL-DWQ</u>	B738	RYR152/153A	f/t Dublin	-
30	G-OBYI	B763	TOM703P/7563	f/t Manchester	Passenger Charter

JUST FOR FUN

Answers to Norman Smart's quiz which appeared in the December 2007 magazine:

C5 Galaxy
 B727
 Airbus 340
 F-111E
 Aeronca Champion Tri Traveler
 DC8
 Tucano
 Balliol
 Tupolev Tu104
 Ilyushin IL-14
 Robin
 Piston Provost

MILITARY AIRCRAFT IN THE AIR YORKSHIRE AREA: PART 3



Before we continue what will be our last look at Yorkshire, there are a few additions to parts 1 and 2:

LEEMING

It was announced in Parliament by the Secretary of State for the Armed Forces that after the disbandment of 25 Squadron the airfield would continue to operate the Hawks of 100 Squadron, a large contingent from Signals Command would move into the airfield during the next few years, increasing the number of personnel stationed there.

25 Squadron

- ZE254/FD has transferred to 43 Sqn
- ZE292/FE has gone into Leuchars TSF on overhaul
- ZE887/FX has gone into storage at Leuchars
- ZE728/FZ has gone into Leuchars TSF on overhaul

100 Squadron

As usual, as soon as you go into print everything changes.
100 Sqn is no exception as a change in codes as taken place.

First of all the changes in aircraft:

- XX248/CJ into storage at Shawbury
- XX303/CM transferred to FRADU
- XX255/CR transferred to FRADU

The Squadron set up is now:

- CA XX284 CB XX285 CC XX191 CD XX281 CE XX345 CF XX202 CG XX200 CH XX230
- CI XX222 CJ XX329 CK XX265 CN XX190 CO XX289 CP XX331

DISHFORTH

Additional Lynx AH.7 helicopters seen recently at the airfield are:

- XZ203 XZ208 XZ210 XZ215 XZ217 XZ611 XZ615 XZ645 ZD279

This makes seventeen helicopters at the airfield; as a squadron usually is of eight helicopters, this would make up the full complement of two squadrons (plus one) but all that glitters is not all gold in that two Lynx AH.9 have also been noted:

- ZF539 ZG884

As these two were previously operated by two different squadrons, perhaps there are to be three squadrons operating at the airfield. It should be noted that:

- ZE376 ZE380 ZF537 ZF540

have left their old units and have not been noted with new units; they may also be at Dishforth.
We await developments with interest.

CHURCH FENTON

As we continue down the A1, the next airfield is Church Fenton. It is reached by coming off the motorway at junction 46 onto the B1217. There are many ways to the airfield but I usually go via Towton, Barkston Ash and Church Fenton village. Passing through Church Fenton Village, take the right-hand turning to Ryther; after about two hundred yards on your left will be a spectator parking area that looks over the airfield.



The airfield is very little used these days and only the left-hand hangar is in use. The hangar contains the Tutors of Yorkshire University Air Squadron.

As with the Northumberland UAS, the squadron trains selected students in the universities of Yorkshire area to fly, in the hope that they will opt to join the RAF. During the weekends the aircraft are used by 9 AEF to give air cadets air experience flights. In the near future the Yorkshire University Air Squadron will gain more aircraft and will become No.3 Elementary Flying Training School and will give elementary flight training to the armed forces future pilots so that screening can take place at an early stage before they proceed to Linton-on-Ouse and the No.1 Flying Training School.

The aircraft used is the Tutor T.1 and is operated by Vosper Thornicroft and, like all University Air Squadrons, aircraft use civil registrations rather than serial numbers. The last two of the registration is used as a code in black on top of the fin of the tail and on the nose of the aircraft. The registration is carried in black on the all-white fuselage. Aircraft in use are:

G-BYVG/VG G-BYVJ/VJ G-BYVX/VX G-BYVZ/VZ G-BTWO/WO G-BYWP/WP
G-BYWS/WS G-BYWW/WW G-BYXE/XE

Two further aircraft were seen recently at the airfield but it was not reported if they had YUAS markings or not. They were:

G-BYVI/VI G-BYWJ/WJ

both from different units and therefore it was not known if they were the expected build up of new aircraft. I went to check them out a few weeks ago but there was no flying that day because of the high winds and the unit stood down early for Christmas so I was unable to check out the reports before this article was submitted.

LECONFIELD

This east coast airfield is manned by the British Army Transport Command and the RAF maintains a hangar on the field to operate Air Sea Rescue helicopters.

Leconfield is reached by joining the M62 at junction 33. Travel along the M62 until junction 38 North Cave; carry on to Beverley on the B1230 and in the town take the A164 to Driffield. Just before Leconfield Village you can see the airfield on the right. The helicopters are housed in the last hangar on your right and there is usually one of the helicopters on standby outside the hangar.

202 Squadron E Flight operate two Sea King HAR.3 helicopters in the air sea rescue role to cover the rescue of RAF aircrew in its operating area in the North Sea. A secondary role but one that takes up most of its time is the rescue of civilian personnel in its operating area. Leconfield's Sea Kings cover the North Yorkshire coast until A Flight from RAF Bulmer takes over in the north, and the Lincolnshire coast until Watisham's 22 Squadron B Flight takes over in the south with its Sea King HAR.3A's. All the RAF Sea Kings are painted yellow for high visibility; the serial in black is on the helicopter's boom just before the tail rotor; a large code is carried on the rear fuselage in black. Helicopters in use are:

XZ589 coded E

XZ595 coded K

BROUGH

Our last site in Yorkshire is not an RAF airfield at all. It is the site of BAES, the home of the Hawk. Brough factory is found by again leaving the A1 at junction 33 and travelling along the M62 until it merges with the A63. Leave the A63 at the exit marked South Cave, take a right over the A63 and next right marked Brough. It is a tricky turning so make sure you don't finish back on the A63 going back where you came from.

Continue on into Brough village. You can take either way as the road forks into two directions, as they both end up at the factory. Unfortunately, that's as far as you go as not many people manage to get round the factory these days - only educational visits are allowed.

Inside the west gate entrance can be seen a Hawk on a plinth; this is a damaged Indonesian Hawk Mk53 Serial No.LL-5313. At the east gate is XV168 Buccaneer S.2. Under restoration in the main east hangar is the Royal Navy Historic Flight's Sea Fury FB.11 VX665.

The factory makes and assembles Hawk aircraft and in the main production hangar can be seen up

to fifteen Hawk frames at different stages of finish. The factory also makes front fuselages for the T.45 Goshawk program for the U.S Navy. The factory is making the last of the twenty-four Hawk Mk.132 for the Indian Air Force order for sixty aircraft (the rest will be built in India). Build No.HT020 to HT024 are on the line; these will be given the RAF serial numbers ZK140-144 for testing and will become A3499-A3503 with the Indian Air Force. The next aircraft on the line will be the new Hawk T.2 for the RAF.

As the runway at Brough has been reduced in take-off length by a chimney built near the factory, all Hawks are disassembled and taken by road to BAES Warton for assembly and flight testing before delivery. There have been suggestions that the runway will reopen for delivery flights to Warton in the near future but as yet no deliveries by air to Warton have taken place.

Well, that's Yorkshire finished with; next we move on to Lincolnshire.

If you have any comments or have any further information especially Dishforth and Church Fenton I would be pleased to receive them at my e-mail address at the front of the magazine.

May I wish you all a happy new year and I hope that my articles over the past few months have stirred an interest in military aviation and that you visit some airfields during 2008. It's not as dangerous as it used to be, as most airfields have some sort of viewing area these days and you are not chased off by the military police as soon as you arrive.

Dave Senior

LATE NEWS

Yorkshire Air Museum has been given a Mirage IV nuclear bomber by the French Air Force. Already YAM is unique at having an FAF Mirage III - the first to be preserved in Europe outside France. Now this aircraft, which is much bigger - almost as long as the Victor - truly represents the Bomber role of the FAF Halifaxes that operated from Elvington in WW2. Pictured is a Mirage IVA that visited RIAT at RAF Cottesmore in 2000 on a rare visit to the UK. The RAF has been asked to assist with delivery, as all operational Mirage IVs have been grounded since 2005. This is truly a major scoop for the Museum.



Ken Cothliff

2007 AIRSHOW REVIEW: Ken Cothliff

2007 was supposed to be the year of the Vulcan. Sadly this was not to be, technical problems kept the aircraft on the ground until October. This year was certainly the year of "special" formations as we will see. Obviously I cannot be everywhere, so I will review those shows which I attended.

The year started well, with an extra show in the annual calendar at the beginning of May at Duxford, to celebrate the 50th anniversary of the formation of the Battle of Britain Memorial Flight. The entire complement of the flight was lined up including the two Chipmunk trainers, one of which is an historic aircraft in its own right, being the sole Allied aircraft east of the Iron Curtain, on the Berlin Station Flight. The highlights of the flying were the gathering of the Lancaster and seven fighters in one formation. The Dakota was grounded by a technical problem, and the Flight had to bring back two retired pilots to complete the formation. The other was the pairing of the BBMF's Spitfire MkII with a Eurofighter Typhoon of 16 Squadron.



At the end of the month the Duxford Spring show put on an excellent display which included another first for UK skies, a USAF Heritage flight marking the 60th anniversary of the foundation USAF with an F-15 Eagle from Lakenheath joining two Mustangs and TFC's Airacobra. Other highlights of this show included Historic Flying's Hawker Nimrod II, K3661, and the first appearance for many years of G-HUEY, the Bell UH-1H captured from the Argentinians in the Falklands conflict 25 years ago.

In between those two shows was the Great Vintage Flying Weekend held at Hullavington. This is always one of my personal favorites, with a wealth of vintage civil aircraft and a smattering of "warbirds". Included this year was the first appearance of the Chrislea Skyjeep, G-AKVR, along with regulars Chrislea Aces, 'KUW and 'KVF. Peter Tiechmann, a longtime supporter of the event, arrived with his P-51 Mustang "Jumping Jaques", and the RAF's Lancaster made some welcome low fly pasts in bright sunshine. There was almost every different mark of Auster attending on the Sunday which produced an attendance of over 100 aircraft in all, including the military versions, Mk.5, Mk.6, AOP.9 and the unique AOP.11, and plenty of civvie Austers.



The next week was a more local fly-in at Lincoln Aero Club at Sturgate. The weather was good and they had quite a good attendance with over 30 aircraft on a fine and sunny Sunday. I also had the chance to go flying and got some air to air photos of the rare "Hindustan Pushpak" aircraft – a license built Aeronca, and the only one in Europe.

Next was RAF Cosford's event and the first public showing of the RAF's "Set Piece" display incorporating Tornado F3s, GR-4s, 100 Sqn. Hawks, an AWACS E3A, Chinooks, and C-130 Hercules showing a tactical demonstration landing. All this along with



a big pyrotechnical display, was a new departure from the normal RAF display procedures. It was controversial with the display industry, as many smaller displays, including Elvington, suffered with lack of RAF support, and reduced appearances due to budgetary constraints. At Cosford the display wasn't particularly effective due to lack of practice. The show did improve as the season progressed, but in truth I'm not impressed. The same show was repeated at the only 'privately' organized event to feature the RAF display at Kemble a week later; better weather produced some improvements, but some aircraft were missing due to the RAF's stretched resources. The highlight formation here was the "Yellowjacks" Gnat and Delta Aviation's black Hunter T7 with the Red Arrows. The static included a Swedish AF. Hunter and Martin Baker's black "Bang-seat" Meteor T7. If you like lots of jets this is the show for you. The last of the RAF's Canberra PR9s also did a 'fast taxi' run.

The following week we went to a new event, a DH Moth Club Fly-in at RAF Halton's historic aerodrome. Again wet weather put paid to the flying on the Sunday, but a few Moths did make for a blustery Saturday.



June ended with a bit of a 'washout' at Waddington, with the Sunday being cancelled due to flooding of the airfield. Nevertheless, the presence of two Indian AF. SU30 'Flankers', with an IL83 'Candid' Transport support provided an interesting sight. They were supposed to display, but the weather put a damper on proceedings and we only saw a single pass. The Sentinel of 5 Sqn. was for many the 'star' of the RAF static. In truth the total static display was not what we have come to expect from Waddington, but the arrival of two F-15s, and two A-10s did make some impact.

Into July and the busiest month of the year. For me the best show of the year, Flying Legends at Duxford, two days of fantastic warbirds, in the air and on the ground. So many highlights - not flying in the display, though it did make a test flight on the Saturday evening, the world's only airworthy Curtiss P-40B Tomahawk, and a genuine survivor of Pearl Harbour. Also on the ground, one of the Focke-Wulf Fw190A re-builds. There were so many highlights before the end of show spectacular flypast - 26 aircraft on the Saturday! Included, a special tribute to Alex Hewshawe with Brighton's Arrow Active, and Mew Gull joining Spitfire Mk9 MH434 in formation; the unique Curtiss Hawk 75, a Russian Polikarpov I-15 Bi-plane fighter, two Junkers Ju-52s and two B-17 Fortresses, a stunning aerobatic display with two F4U Corsairs, and the regular Spitfire 'tailchases' formation' with eight aircraft in the air together. One advantage we do have in Europe is the incredible variation of different types of aircraft on the vintage scene, compared to our "cousins" across the Atlantic.



Just a week later, and for those who like to look at modern fast jets, the biggest show in the calendar is RIAT at RAF Fairford. Here there were all sorts of action, and really interesting aircraft. Probably for most, the prize for 'star' visitor was the Brazilian AF. SAAB 2000 Early Warning aircraft, making an interesting comparison to the RAF's Sentinel, displayed for the first time at Waddington. Another rare visitor was the Omani AF BAC1-11, fitted with 'hush-kits' to allow it to UK airspace. There are so many special things to see and hear at RIAT, but for me the sight of the 'original four' of the Battle of Britain Flight, in formation with the Red Arrows, was the sight I wanted to see (see recent photo in magazine). For most other spectators it was seeing the USAF Thunderbird team in their F16s. The advantage of being a trader at RIAT is that you are on site outside the regular hours for spectators, and this has the advantage of being able to photograph the



static without obstructions. This year the static was not as big as previously, but where else in the UK can you see such sights as a Canadian AF Dash-8 survey aircraft, or Czech AF SU-22 "Fitter"?

Just a week later we were supposed to be in Oxford for the display at Blenheim, but we were told by the Police it would not be advisable to go due to the local well publicized flooding, so we cancelled our plans and the following Friday set off to Scotland for the Museum of Flight air show at East Fortune. Often this show produces something never seen at other shows; this year it was a Dornier 328 of "Scotair", and a rare aerobatic display by a Scottish Aviation Bulldog. The weather broke in the late afternoon, and the display by the Eurofighter Typhoon during the rainstorm was simply stunning.

Back to Leeds on the Saturday evening, then off to Cornwall for the display at RNAS Culdrose which always takes place midweek. This display always has a unique character, and this year was no exception - spectacular displays by the resident FRA Falcon 20s and B.Ae. Hawks, and excellent displays by the Merlin, Sea King and the "Black Cats", Navy Sea Lynx team, one sporting a new scheme this year. A pleasant change from a lot of 'heavy metal' was the appearance of the Great Warbirds Team, with their WW1 replicas. No foreign teams present this year, and the first time for many years the Red Arrows were not present to entertain the holiday crowds, but there were unusual helicopters in the static, including a Sud SA321G Frelon from the French Navy and a Eurocopter EC135 from Ireland.



Next was my turn, and Elvington 2007. Those of you who went will know the weather conspired against us. My team did their best in the circumstances, and we put on a full three and a half hour each day, but the weather stayed gloomy. The Red Arrows gave us an extra four minutes on their display, and the Blades added extra time into theirs; we made do with two Hunters instead of the planned four, and we had two first time displays from the Kennet Aviation Seafire 17 flown by Lt.Cdr. John Beattie, and the Huey Team's Bell UH-1 Helicopter, a genuine Vietnam War Veteran. A surprise visitor was New Zealand registered Pilatus Porter ZK-PCI, (a replacement aircraft) with the RA 'Black Knights' parachute team on the Sunday. Highlight of each day was the twin Hunter display of Jonathan Whaley in the gaudily marked "Miss Demeanour" and Andy Thorne in the 'raspberry ripple' ex- Boscombe Down Hunter Mk6, who amply demonstrated the beautiful sounding 'blue-note' of the Hunter. The display culminated in the Elvington "Big Bang" - and a 100yard wall of flame! After that busy weekend, a weekend off to recover, then I was off over the Irish Sea to commentate at the Northern Ireland Airshow at Portrush.



The setting at the beautiful bay at this Irish resort provides a very attractive setting for the two-day display, and as always a different character to the display, which concludes on the Sunday with a Remembrance Service on the beach for those lost in conflict. The display itself this year included the Red Arrows on the Saturday, and participation from Air Atlantique's DC-6 in its new KLM Colours. Local boy, Steve Myers, now an RN Lynx pilot, provided a sparkling display, and there was a combined Rescue display incorporating the local Coastguard, and Lifeboat. Visitors not seen at many UK displays were an Aviat Husky Seaplane, and Justin Needham's L-19 Bird Dog in S.Vietnam AF markings. A big



visitor was the Antonov AN-2 "Russian Bear", and there was a spectacular display of crazy flying by Barry Tempest in his Starduster. During the Service there was a poppy-drop from the big Antonov. The same weekend saw displays at Duxford, and Shoreham, where sadly we lost local display pilot Brian Brown in Hurricane G-HURR - he will be missed by the stalwarts at Real Aeroplane Co. at Breighton.

There was no display at RAF Leuchars this year due to runway resurfacing, so Doreen and I took a week away and went to Malta in time to see their annual display, this year in St. George's Bay, rather than at the airport at Luqa. Displays included a water bombing display by an Italian Canadair CL415, and the stunning display from the Netherlands AF F-16 Falcon, including flares. Unusual participants were a formation team display from Italy using Tecnam P92 microlights; the five ship display included team and solo aerobatics with smoke, all neatly executed to keep the sky full of movement during the display - altogether a refreshing change!



The final display of the year was the annual autumn finale at Duxford, this regarding by many as one of the better October displays at Duxford. The highlight here had to be the 'Heritage formation' of Belgian AF F-16 with two Mustangs, in addition, two other rare formations were the pairing of the RN Historic Flight's Sea Hawk, just restored to flight again, with the F-86 Sabre, and a delightful pairing of Peter Vacher's early Hurricane with the Hawker Nimrod II - great to see these two classic shapes together.

Altogether not a bad year, certainly many different formations to see, and I think we will see more of these, as time goes on. What is in prospect for 2008? The much heralded return of the Vulcan to the show scene (if Display Directors can afford it!), the three Hawker Bi-planes, Hind and the two Nimrods together, and possibly the appearance of "Glacier Gal" the P-38 Lightning back from the 'dead' in a Greenland Glacier - who knows? Let's just hope this coming year is drier than a very wet 2007!



Ernest Wray

CHRISTMAS "PARTY" MEETING - A HUGE SUCCESS

As one of the members who "walked-in, got fed-and-watered, entertained, and then walked-out," I would like to thank all who collectively "did their bit" to make sure the annual Christmas party meeting, on a cold, wet December afternoon, ran smoothly and efficiently.

Entering LBA to be greeted as usual by our cheery "security" man, Denis Stenning, who never fails with a charismatic smile and his refreshing, light-hearted "banter".

After signing-in, Georgie Jim Stanfield also greeted individual members with a convivial welcome and a Christmas "cracker" which certainly gave, to those who participated, a real "Christmassy" feel.

As one looked around, the back of the room was bustling, David Valentine appeared to be "Catering Manager" but was he? Maybe the ladies, who were feverishly busy preparing the refreshments for later, were the organisers - I turned to have a word with Paul Windsor but he rushed by hurriedly, with only a quick, "Hello".

When the time came for the proceedings to start, "Cliff the Chair" was struggling with the noisy, but happy members. Our popular guest speaker, "Mike from the tower", talked and amused us with his charming and witty info (even, as he told us, there was little of interest to talk about), but as in other years, he certainly managed to fascinate an attentive audience. An amusing raconteur and somebody I will look forward to hearing, hopefully, again. (At this stage in my letter I apologise, as I have forgotten the order of events!)

John Dale was quietly busy, "ducking and diving," seeking names for the highly popular Society's Annual Dinner at Rawdon's Peashill Restaurant, which he organises. Paul was still feverishly dashing about, his party hat now almost in tatters.

Presentations by "Cliff the Chair" were made to Mike, our guest speaker, for his very enlightening contribution; Martin Zapletal, the Society's young Czech member, who is leaving to work elsewhere in the world, was loudly applauded as he received the David Bates Photographic Trophy; Alan Sinfield, who very deservedly in my opinion was given the Chairman's Award for his relentless work for Air Yorkshire over the past few years.

The quizmasters were gathering to give us their individual tests of knowledge and memory; a serious-looking Jim Stanfield explained his abbreviation sheet - I shuddered at the embarrassment of knowing only six. Why didn't he use E.W.A.P.W. (something, only days before, I had noticed - Ethiopian Women's Airforce Parachute Wing!)

Alan Sinfield's "Aircraft Tail-end Markings" quiz was interesting, certainly, but not easy - another failure, Tempest. Ironically, I was asked only recently about my experiences of working and preparing fast jet aircraft for their squadron markings.

Cliff's idea of a quiz was more in line with my aeronautical knowledge and I was pleased at getting maximum points.

Young Windsor was still dashing about - the party hat virtually non-existent - but things were looking up because from harassment there was now a smile. Well done Paul, whatever you had been doing.

Towards the end of the "tests" and party jollities, the catering team announced that sustenance was available for those who were ready for a cuppa and a festive mince pie. Where did all those cups and saucers come from?

The "party" was nearly over (maybe a carol to end the proceedings another year) of what I personally found to be the most enjoyable festive function Air Yorkshire has organised.

It was only left for one who "walked-in, got fed, entertained and walked-out" to once more thank all those connected with this "Christmas meeting".

Leaving the building, to the realities of the British weather, to be lashed by Arctic winds and rain, I look forward, I hope, to another year with Air Yorkshire and all it gives an aircraft enthusiast, whatever his or her interests are.

Alan Tempest

THE FLYING DUCHESS OF WOBURN

For some years I had been wanting to pay a visit to the annual DH Club Moth Rally at Woburn Abbey and 2007 turned out to be the year. A visit to see family in southern parts, found us in Berkshire on the weekend of the Rally: this seemed like an opportunity not to be missed. The weather forecast was generally poor for the weekend, but it looked as if there would be a fine slot on the Saturday morning. This suited our weekend timetable admirably. The entry fee to the Rally, of £10 per person, included access to Woburn Abbey house and grounds and enabled us to combine the two on one day.

The Saturday started grey and wet but, as we left our hotel for the short drive to Woburn, the weather improved and there was some occasional sun. We were among the early spectators and parked in a good spot on the front row. There was already a selection of pre-war DH types parked-up and one or two were landing, in what were fairly breezy conditions for bi-planes. First in-line was G-AGTM Dragon Rapide, followed by G-AEDU Dragonfly and G-ECAN Dragon.



We strolled down the spectator line taking photos and logging the aircraft in the ground display. At the same time aircraft were joining overhead for left hand circuits to land. One or two of the Tiger Moths had to go-round, as a gust of wind caught them just as they were about to touch on the grass strip.



There were several Tiger Moths, some in civvie and some in military markings, two Jackaroos, two Leopard Moths and a Moth Minor. In addition there were a number of other vintage types: a Piper Cub, an Aeronca K, several Chipmunks in both civil and military markings and a lone Cessna 185.

In the late morning we had a short lively display by the Seafire as it passed through en-route to an air show. After the leisurely pace of the aircraft arriving for the Rally the speed and noise of the Seafire was a noticeable contrast.

In the ground display there was a handful of aviation-related sales stands for browsing, one or two eating places and a mobile coffee shop. I did do a quick survey of these stands, but was only tempted by the mobile coffee shop and purchased two lattes "to go". As we continued our browsing, I was surprised by the presence of a Concorde memorabilia stand, which seemed incongruous at such an event. I

particularly noticed that some of the aviation books on sale, on the second-hand book stall, were titles I had recently put in the green bin as part of a clear-out!

Our plan was to stick with the Rally as long as the weather held and then head for the Abbey café for a late lunch. As the morning wore on the sunny spells gradually disappeared and the cloudy weather was closing in. So at about 2pm we headed for lunch at the Abbey's Flying Duchess Café. The name of the café made me curious. After lunch, while on a tour of the Abbey, I discovered an exhibition, in one of the rooms, covering the flying exploits of Duchess Mary Russell of Woburn in the 1920/30s. But more of this later.



During the afternoon there was regular flying by the assembled Tiger Moths in a follow-my-leader series of circuits. It was not until the rain came at around 4pm that the flying was curtailed. One particularly impressive formation consisted of two Tiger Moths, the Dragonfly and the Dragon in a creditably tight formation despite the gusty breeze. This more or less brought the afternoon's flying to a close. The following day's programme seemed to contain more flying, but the weather forecast was even worse.

An additional item on the afternoon programme, billed as a surprise, turned out to be the Lysander from Shuttleworth's Collection at Old Warden. This has now returned to its wartime British colours after a period in Norwegian markings. The grassland and trees of the Abbey grounds provided an apt backdrop for the Lizzie's display.



By the time the Lizzie arrived I was sitting in the car sheltering from the intermittent drizzle listening to the cricket cup final at Lords on the radio and eating some Woburn fudge.

But more about the Flying Duchess. At the age of sixty years, after a career in nursing, Duchess Mary decided to learn to fly. Her first lesson was in June 1926 on a flight from Croydon to Woburn. She owned a DH 60X Moth G-EBRI. This was hangared at Woburn on an aerodrome she had laid out in the Abbey grounds. The hangar was subsequently enlarged to hold a Moth Major and a Percival Gull.

After a slow start she flew regularly over the coming years including famous flights abroad to India, in a Fokker, and South Africa. The exhibition shows an illustration of G-EBTS a Fokker F.VIIa. Her diaries fully detail her many flights abroad, both solo and accompanied, and I believe there are plans to publish these diaries in the future.

Her last flight was in March 1937. She took off from Woburn on the 22nd on planned flight to Buntingford, Cambridge and then back to Woburn, a distance of some 88 miles. She never returned, despite the good flying weather on her intended route. By late afternoon, a snow storm had set in and a police search was started supported by the Royal Air Force, but to no avail. Some struts from her DH Moth were discovered on the beaches of East Anglia, in early April, but she had disappeared without trace. What caused her flying accident remains an unsolved mystery.

I had been intrigued by why the DH Moth Rally uses Woburn Abbey as its venue. I guess the link is the Flying Duchess and her feats in the early days of private flying using Moth aircraft. The Rally is certainly a nice, gentle event in a nice place and worth a visit.

Jim Stanfield

THE ROYAL AIR FORCE IN 2007



Some 3000 RAF servicemen and women are currently deployed on operations around the world, including two combat theatres within Afghanistan and Iraq. Both of these operations being undertaken by the RAF are vitally important to the UK and, most importantly, to the people in those war-ravaged countries. Today, some 26 % of the RAF's assets and 7 % of its personnel are deployed on operations whilst a significant proportion of those based in the UK are either committed to, or working in support of, operations.



Tornado and Harrier forces are providing vital offensive support to forces on the ground in Iraq and Afghanistan, and the RAF also plays an important coalition, as well as UK, intelligence-gathering and reconnaissance role with Nimrod. Battlefield mobility has become an essential feature of both operations. The Support Helicopter Force, in the shape of the Chinook, Merlin and Puma, are working under the most demanding environmental and threat conditions, something that was reflected in the recent Operational Honours to RAF personnel which included awards of the Distinguished Flying Cross and Military Cross. The Hercules Force is spending more time than ever operating from semi-prepared dirt strips and conducting airdrops of supplies while the Air Transport

Force of TriStar, C17, Globemaster and VC10 is also working especially hard in the strategic airlift and air to air refueling roles.

But the Royal Air Force – agile, adaptable and capable – has achieved an enormous amount over the last few years aside from operations. It plays a crucial role in underpinning security in the Falkland Islands, protecting the airspace over the UK, providing a search and rescue service and, of course, is always prepared for the unexpected – the effort in rapidly delivering vital relief aid in Pakistan after the country's earthquake was truly agile and expeditionary in nature and, most recently, contributed to the flood relief efforts in Yorkshire, Gloucestershire and Warwickshire. All are good examples of global, rapid effect that only air assets and air power can deliver.

In the UK changes have been brought about in deployable station structures, known as Expeditionary

Air Groups and Wings, and have transformed the RAF's footprint away from home. No 83 Expeditionary Air Group has been established in the Middle East to look after all of the RAF forces in the region. And 901, 902, 903, 904 and 905 Expeditionary Air Wings in the Middle East (901 and 902), Basra in Iraq, Kandahar in Afghanistan and RAF Mount Pleasant in the Falkland Islands are all newly established. The RAF Regiment are closely involved in efforts to maintain the security of Basra and Kandahar airfields. The RAuxAF have provided valuable support across a range of specialties, including the RAF Regiment, movements and medical.

On the equipment front, the Typhoon force is building well and, on 29 June 2007 assumed operational status taking on the Air Defence of the south of the United Kingdom by holding Quick Reaction Alert (QRA) from RAF Coningsby. The process of delivering an air-to-ground capability on the aircraft is also well under way and it is expected that the aircraft will be ready and available to take its part in expeditionary operations in Iraq or Afghanistan.



The RAF has decided to acquire three Predator B Unmanned Air Vehicles (UAVs), which will broaden surveillance capability substantially and is looking forward to bringing into service the Sentinel aircraft that are now arriving at Waddington. Sentinel will provide the UK with a world-leading new capability in the intelligence gathering, surveillance, target acquisition and reconnaissance environment. Project "Taranis" – the RAF's major leap towards a pilotless combat aircraft – will be flying at the end of this decade to become the demonstrator aircraft that will inform future decisions on the mix of unmanned/manned aircraft for the RAF of the future.

Demonstrating exceptional agility and reach, the RAF has now deployed Harrier GR9A aircraft to Afghanistan. Already proving to be a force to be reckoned with, the Harrier GR9As bring enhanced targeting and endurance to operations against the Taliban in Afghanistan.

The Service took place in the commemorations to mark the 25th anniversary of the Falklands Conflict, is looking forward to the arrival of the 6th C17 Globemaster aircraft and entry into service of new hi-tech airborne weaponry and equipment such as the new Listening targeting pod for the Tornado GR4s that are supporting forces in Iraq. And beyond that the RAF is looking ahead with pride to its 90th birthday in April 2008.

Developed from the RAF Strategy, the RAF now has an engagement strategy, from which has flowed the RAF Role Demonstration. The demonstration, which shows RAF aircraft and personnel in a quasi-operational scenario has met critical acclaim at air shows and won an award at the Biggin Hill Air Show for the most innovative display. The Role Demonstration allows the public to view the RAF operating as it would on operations.

It goes without saying that despite the twin pressures of operations and change, the RAF continues to provide a vital, unique and powerful contribution to Defence and the UK. And all with an eventual force level of just 41,000 personnel. The RAF's efforts are valued as a force for good more than ever and its people are at the forefront of defending the UK and her interests abroad, strengthening international peace and security and ensuring it is fit for the challenges of today and the tasks of tomorrow.

Image 1: An RAF Harrier from 4 Sqn, takes off from Kandahar Airfield, Afghanistan - Photographer: Cpl Ross Tilly.

Image 2: 3(F) Squadron RAF Eurofighter Typhoon based at RAF Coningsby, Lincoln, England firing a MBDA ASRAAM missile. The missile fired was against the flare pack towed by a Mirach target drone and was fired at the Aberporth range in Cardigan Bay, Wales. - Photographer: Mr Geoffrey Lee.



LBA from the air 10 November 2007 Martin Zapletal

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