

Coverdale



## YORKSHIRES PREMIER AVIATION SOCIETY



BAC 1-11 510 G-AVMU British Airways  
Imperial War Museum Duxford  
31 March 2007  
Martin Zapletal

[www.airyorkshire.org.uk](http://www.airyorkshire.org.uk)

£1.75

VOLUME 33 ISSUE 7

JULY 2007

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2006-2007

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

*Air Yorkshire Code of Conduct:*

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

*Disclaimer:*

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

## SOCIETY NEWS

It was again a pleasure to have our June 3rd Society meeting at the Aviation Academy on south side where tea, coffee and biscuits were offered to us on arrival. Thirty-two members plus eight from the Academy were present including the Manager Alison Stone. Thank you for the warm welcome and hospitality.

Terry Sykes presented a projected slide show of some 120 digitally scanned, black and white and colour photo prints taken from 1954 to about 1966. The first was of a plan view of Yeadon Aerodrome as it was in the early days with its black hangers, control building, the old runway and taxi ways. Then single engined, and two and four engined aircraft all with readable registrations, and in each case the type was quoted by Terry. The range started from an Auster to a Spitfire, and the larger types up to the Vulcan Bomber. Sincere thanks to you Terry for keeping us interested in your historic show.

**John Dale**

### GRAND DRAW 2007

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

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

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

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

**Officers and Committee**

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

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

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

- 1 July                      Squadron Leader Graham Laurie - *The History of Royal Flying*  
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled *The History of Royal Flying* will be extremely interesting and informative.
  
- 5 August                  Squadron Leader Brian Waite  
*609 Squadron from Yeadon to Leeming - 50 miles in 71 years!*  
Squadron Leader Brian Waite served for 17 years as a Commissioned Officer in the Administrative (Secretarial) Branch. Postings included: Squadron Intelligence Officer on 92 Sqn (RAF Wildenrath) and a Flight Commander on Initial Officer Training at RAF Cranwell. Following this, and after two years living in Norfolk, he joined 609 (WR) Squadron, Royal Auxiliary Air Force, on Full Time Reservist terms. He Commanded 609 for five years from 2001-2006. He is now semi-retired, living in North Yorkshire, but continues his link with the Squadron as Chairman of its Association.
  
- 2 September            NEW - Carol Bell - Presentation on the role of the RAF and Military Low Flying  
Carol is the RAF Community and Relations Officer for the Cumbria and Tynedale. She will give us an insight into her role, as well as featuring some of her own background, not in the RAF but in the Royal Navy in the ATC.
  
- 7 October                Captain Mike Newall - MyTravel Airways  
Mike is currently a captain on the Mytravel Airways Airbus fleet. Previously he worked for Capital Airlines out of Leeds/Bradford. Mike did the commentary for the flight on the Mytravel Airways Enthusiasts Day. Mike is an experienced and interesting speaker and I am sure that the talk will be a fascinating insight into the world of commercial aviation.
  
- 4 November            Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a DVD or Slide Show.
  
- 2 December            Christmas get together, including Coffee/Tea and Mince pies.
  
- 6 January 2008        NEW - Peter Hampson - Details to Follow
  
- 3 February 2008      Annual Air Yorkshire Quiz - Norman Smart and Alan Sinfield will present the 2008 quiz in the same format as the 2007 one, which proved very popular and not too difficult.
  
- 2 March 2008          NEW - Dave 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.

Alan Sinfield





## SCENE AROUND YORKSHIRE

### SCENE AROUND YORKSHIRE

After a nice April, May heralded a return of strong wind and rain which meant activity at local airfields dropped off. However there were a few highlights including the first arrival of an aircraft on the new Manx register when M-ICRO was delivered to Gamston. Also in prospect is a Dubai registered PA-28 at North Coates.

**Bagby:-** Cessna 182Q N382AS arrived from Barton on 20/5 and is now resident, joining Cessna T.206H N191ME. A fly-in was held here on 7/5, however because of the inclement weather only around 30 visitors were logged including a number of helicopters, Gazelle HA-LFQ, Alouette N9362, Long Ranger N340AJ, Hughes G-JIVE, G-BPLZ, G-WARK, R.44s G-GATE, G-CJLL and Jet Ranger G-OPEN. Visitors:- 2/5 G-BOLF PA-38, G-GUMS C.182P; 3/5 G-PSKY Skyranger, G-CEV C.182S, G-SUZN PA-28; 4/5 G-CEEO CTSW(t. Eshott). G-HART C.152 tailwheel("Atlantic 44"), G-STER Jet Ranger; 5/5 G-CCNP CT.2K; 6/5 G-DRIV R.44; 7/5 G-BFIB PA-31; 9/7 G-BAGC DR.400; 16/5 G-BBOR Jet Ranger(t. Chelmsford); 20/5 G-GCEA Quik, G-DIZO D.120A, G-CBBP Bulldog, G-JIVE Hughes 369E, G-CLUE PA-34; 22/5 G-MACK PA-28R(f. Old Sarum); 23/5 G-CBYN Europa(f. Brimpton), G-NDPA Ikarus; 29/5 G-JLCA PA-34(Air Test).

**Beckwithshaw:-** Resident Citabria G-BVLT has moved to Brighton temporarily replacing PA-18 G-BSYG which has gone away for a complete re-covering.

**Beverley:-** Visitors:- 2/5 G-BHWP C.152; 17/5 G-GERY Glastar; 20/5 G-BBDT C.150H; 24/5 G-ELZN PA-28(f. Northampton), G-HUGS R.22B; 26/5 G-RNCH PA-28(f. Carlisle), G-OBMS F.172N, G-WUFF Europa.

**Breighton:-** Harvard N455V has returned from Florida, where it has been for the past four years and is expected to be re-assembled soon and revert to its' former identity G-BUKY. The Gazelle HA-LFQ was noted visiting the helicopter site on 1/5, where a new arrival is Gazelle N505HA. Another new resident is Stitts Playboy G-BVVR. The Alouette HA-PPC was noted flying again on 27/5 following repairs after its engine problems. Visitors:- 2/5 G-BFPH F.172K, G-MGAN R.44; 6/5 G-BZHE C.152, G-BYTI PA-24, G-BROR PA-18, G-ARCF PA-22, G-ARNJ PA-22, G-BVLT Citabria, G-AXTC PA-28; 7/5 G-ZVKO Edge; 13/5 G-AVUG F.150G; 20/5 G-FIBS Squirrel, G-AYEB Jodel D.117, G-CNAB Jabiru, G-BOPT Grob 115; 21/5 G-BVOS Europa, G-APYN PA-22; 23/5 G-TKNT A.109S; 25/5 G-REGE R.44, G-BHGY PA-28R, G-BTSR Aeronca Chief(f. Perth); 26/5 G-BXYJ DR.1050, G-BYIA Jabiru, G-PSKY Skyranger; 28/5 G-MRSN R.22B(f. Great Heck), G-DCSE R.44(t. South Kelsey); 30/5 G-LEDR Gazelle(Stapleford - Cumbarnauld).

**Carr Gate(Wakefield Police HQ):-** The MD.902 G-YPOL has been spending a lot of time at Humberside during the past month while their aircraft is out of action. On 8/5 SAS Agusta 109E ZE410("1AR 18") arrived just after 2300.

**Castle Howard:-** There was a microlight fly-in here on 20/5, anybody have a log of visitors?

**Church Fenton:-** King Air 200 G-FLPE("Calibrator 943") was engaged here calibrating the ILS on 14/5.

**Cleckheaton(Bradford):-** Resident Hughes 369E G-CCKS was noted heading to Castle Air, at Liskard in Cornwall on 21/5 and has not returned. Possibly on maintenance?

### CONEY PARK(Leeds Heliport) Visitors logged this month included:-

15/5	G-OSSI	R.44	1435	1520	17/5	EI-MIT	Agusta A.109E	1155	1730
17/5	G-NUTY	Twin Squirrel	1450	1500	21/5	N7242N	Agusta A.109A	1100	1115
22/5	G-TOPC	Twin Squirrel	1335n/s	24/5	22/5	G-BPYL	Hughes 369E	1410	1145(n/s)
23/5	G-BSCE	R.22B	1200	1230	24/5	G-OMLS	Jet Ranger	0940	1240
24/5	G-XXEA	Sikorsky S.76B	1405	1430	25/5	N7242N	Agusta A.109A	1030	1040
29/5	G-NWAR	Agusta A.109E	1000	1400	31/5	XZ669	Lynx	1220	1245

The strong wind and inclement weather curtailed operations at the start of the month, with the first visitor being G-OSSI, all the way from Multiflight at LBA. On the 17<sup>th</sup> EI-MIT had dropped passengers at York for the races before routing in for a refuel. The same day Twin Squirrel G-NUTY(Arena 12) was from Masham to Shobdon. A.109A N7242N(Castle 2) arrived from Bidford(Devon) on 21/5 before routing to Hawes, making the return trip on the 25<sup>th</sup>. A pair of overnights on 22/5 were Hughes 369E G-BPYL from Fair Oaks to Burnshall and Squirrel G-TOPC from Keighley. The Royal S.76B G-XXEA(Rainbow 1) arrived from Edinburgh and after a refuel routed to Huddersfield, while A.109E G-NWAR(Sloane 30) was f/t Dunsfold on the 29<sup>th</sup>. Finally, the Lynx XZ669(Armyair 540) arrived from Carlisle and after refuelling headed home to Shawbury.

**Crosland Moor:-** Visitors:- 17/5 G-GATE R.44; 21/5 G-GFIA C.152; 25/5 G-BYJF Thorp T.211(f. Barton).

**Devonshire Arms:-** Visitors:- 2/5 G-VKVK Squirrel(f. Chesterfield), G-CBAK R.44; 5/5 G-DRIV R.44(f. Easingwold); 7/5 G-WYSP R.44(f. Boston Spa t. Sicklinghall); 10/5 G-TKNT A.109E(f. Lincoln, n/s t. Gamston); 24/5 G-SBAR R.22B; 25/5 G-FABI R.44(f. Eldwick); 26/5 G-OSSI R.44.

#### **DONCASTER(Robin Hood)** Information courtesy of RHADS.

As mentioned last month Boeing 757 EC-JRT started operations for Thomson from here on the 1<sup>st</sup> and was still based at the end of the month. The company also used Titan 737/300 G-ZAPW on 13/5. On 4/5 Pegasus started a series of IT flights to Dalaman, the first operated by 737/800 TC-API. Nouvelair are new to the airport this year operating a weekly charter to Monastir, A.320 TS-INB operating the first flight on 6/5. On the 7<sup>th</sup> Air Europa started a summer series to Palma with the first flight operated by 737/800 EC-HKQ while Airbus 320 LZ-BHC heralded a series of charters to Bourgas by BH Air. On the 10<sup>th</sup> Prince Edward finally arrived in S.76B G-XXEA(Rainbow 1R) to perform the official opening ceremony of the airport. On 16/5 and 17/5 King Air 200 G-FLPE was engaged in calibrating the new radar installation here. On 22/5 Boeing 747/400 F-HKIS(Corsair 031) arrived for an overnight stay, departing at 0440 the next morning. Also on the 22<sup>nd</sup> Boeing 757 TF-FIS arrived as Globespan 184) while on the 24<sup>th</sup> AN.26 HA-TCN(CNB 2800) operated a freight charter. Other visitors of note included:-

- 01/5 ZH101 AWACS(NATO 10, ILS), G-JBIS Citation 2, G-BATN PA-23(Marshall 6)
- 02/5 N58YD Baron(Skytrain 02), G-LIDE PA-31(Causeway 08)
- 03/5 D-CGGB Lear Jet 45(Cirrus 8870), G-FJET Citation 2(Lonex 556F)
- 04/5 G-DMND Twin Star(Atlantic 54T), G-RFUN R.44, G-BOOE Cougar
- 05/5 G-FBEB EMB.190(Jersey 025T), G-CERT M.20J, N64JF PA-28
- 07/5 N54JC Challenger(Also 8/5, 13/5, 20/5), G-CDKR DA-42
- 08/5 ZJ235 Bell 412(SYS 93, ILS), G-OMGI King AIR 200
- 09/5 D-IFSH Cheyenne 3, 240 King Air 200(IAC), N414FZ Cessna 414A
- 10/5 CS-DMI Hawker 400XP(Fraction 4QG), G-CEGE Metroliner
- 11/5 G-XJCB S.76B(JCB 3), N37172 King Air 350, CS-DXE Citation XLS(NJE 190W)
- 12/5 G-WVIP King Air 200(Prestige 1), G-SYPS MD.902(Police 33, ILS)
- 13/5 CS-DXC Citation XLS(Fraction 3DY)
- 15/5 G-OMJC Premier 1(Manhattan 56B), G-OOOB 757(Flystar 079T)
- 16/5 G-RCEJ HS.125/700(Interflight 116P)
- 17/5 G-CEJB Malibu, G-HASO DA-40
- 19/5 G-EVRD Premier 1(Manhattan 57B), G-BXLO Jet Provost
- 20/5 CS-DHK Citation Bravo(Fraction 1UM), G-NTWK Squirrel(Osprey 63)
- 21/5 N97GW Beech E.36, G-BWXF/G/K T.67Ms(ILS and overshoots)
- 22/5 G-XBEL Citation XLS(Beauport 823), G-TOPC Twin Squirrel
- 23/5 N414PE Hawker 800XP, CS-DNS F.2000(NJE 2HG), CS-DRK 800XP(NJE 7NG)
- 24/5 G-FRYL Premier 1(Manhattan 58C), CS-DHH Citation Bravo(NJE 1HN)
- 25/5 N9133D Bell 407, N523LR Hawker 1000A, G-DWCE R.44
- 26/5 N53GX Global Express(t. Saint Lucia), G-OBYD Boeing 767/300(Thomson 9237)
- 27/5 HB-JRB Challenger 604(SAZ 352), CS-DRX Hawker 800XPi(Fraction 941D)
- 28/5 G-OBYG Boeing 767/300(TOM 3414)
- 30/5 OE-GHP Citation Bravo(Mapjet 330), G-RUBN Legacy(Lonex 577B)
- 31/5 CS-DNN Hawker 800XP(Fraction 8PE), G-ORDH Twin Squirrel(Yorkair 5)



Of the other movements listed above those of interest include Metroliner G-CEGE on 10/5, which was formerly OY-NPA and is now operated by Blue City Aviation of Coventry. Hawker 800 N414PE on 23/5 is owned by Palikea Eheu based at Laguna Beach, California while Global Express N53GX is operated by York Aviation of West Palm Beach. Finally, Bell 407 N9133D on 25/5 is owned by Duignan and Mc.Carthy Inc. based in Eire.

**Eddsfield:-** The AA-1B G-BDNX, which has been noted here recently has just changed owners to a person in York, so may be a new resident. On 14/5 R.44 G-PIXL("Newsflight 02") called in a couple of time for fuel whilst engaged in local photography work. Visitors:- 3/5 G-PSKY Skeyranger; 7/5 G-BNDT Colibri; 14/5 G-BSEU PA-28; G-GCUF DR.400(t. Turweston); 20/5 G-DASS Ikarus, G-BZGM Blade, G-SACK Robin 2160, G-BNXM PA-18; 21/5 G-PIGS Rallye; 23/5 G-GCAT PA-28; 24/5 G-CDYD Ikarus; 26/5 G-EDTA Europa(t. Swindon), G-BZDR Tri-Kiss(f. Sleep), G-BZXV Quantum.

**Elvington:-** On 12th/13th there was an aerobatic competition here with the following logged over the weekend:-

CAP 232 F-GOTC, G-IIVI; Edge G-ZVKO; Extras G-CBUA, G-EEEE, G-IIUI, G-KIII, G-SIII, G-XXTR; Lazars G-CBHR, G-CDDP, G-LAZA and Pitts G-ICAS, G-IICI, G-IIII, N666BM. Visitors:- 5/5 G-UFCE C.172S(f. Newtownards); 17/5 G-CLUE PA-34; 18/5 G-ILTS PA-32; 20/5 G-RNCH PA-28, G-EJRS PA-28, G-BJNN PA-38, G-SIMY PA-32(all from Carlisle), G-BBJZ F.172N; 25/5 G-BSKW PA-28(t. Connington); 26/5 G-OWST C.172S.

**Finningley(Nine Scores Farm):-** Noted here on 5/5 was DR.400 G-BBMB from Kings Farm, Thurrock. **Fadmoor:-** PA-34 G-CLUE was based here for most of the month and may be a new resident?

**Full Sutton:-** The Cessna T.206H N1260L, which arrived from the USA on delivery late last month, continued its' journey to Billund on 1/5. Langar based C.208B Caravan D-FLOH was noted on 2/5 and Hawk XP HB-CIU arrived from Eddsfield on 26/5. Visitors:- 2/5 G-FILL PA-31, G-GFIB C.152(f. Barton); 12/5 G-BGXS PA-28; 14/5 G-AYGA Jodel D.117; 16/5 G-BAIW F.172M; 17/5 G-BHLW C.120; 20/5 G-BYIA Jabiru; 23/5 G-BPNA C.150L; 24/5 G-DIXY PA-28(f. Fowlmere), G-BXRV RV.8; 26/5 G-BKEV F.172M.

**Gamston:-** The first sighting of a new Manx registered aircraft in the area occurred when Citationjet 2 M-ICRO arrived on 9/5 and is now resident. The aircraft, which was delivered from Wichita to Ronaldsway via Montreal on 2/5 has replaced similar type N357J which was delivered Gamston - Keflavic - Goose Bay - Halifax - Bangor - Marietta/Cobb on 26/4 for Incomm Leasing LLC. Incidentally, unlike in the U.K., once a registration has been allocated to someone it lasts for ever and can be re-allocated to any new aircraft the individual acquires. Other allocations so far are M-BWFC Citation Bravo, M-ELON Citationjet, M-ONTY S.76B and up and coming M-XONE Citation XL and M-AGIC Citation Sovereign(Due early July). On 24/5 DA-42 G-CTCH left on delivery to Hurn. Unidentified on 1/5 was Citation XLS ("Fraction 859D) inbound from Palma, while regular Beechjet 400A N719EL was noted on 3/5 and 18/5. An interesting arrival on 16/5 was PA-39 Twin Comanche D-GMAL, which arrived from Perth in formation with similar type G-SIGN while fellow countryman TB.10 D-EDXW was noted on 25/5. On 29/5 Agusta A.109C N109TD called in for a refuel. Visitors:- 1/5 G-JFWI F.172N; 2/5 G-BXKW T.67C(t. Carlisle), G-BAHX C.182P; 3/5 G-BPRY PA-28; 5/5 G-ATOU M.20E; 6/5 G-CBCV Bulldog; 9/5 G-CEFX DA-42(f. Cranfield); 13/5 G-CDON PA-28; 16/5 G-REGE R.44; 17/5 G-FOXA PA-28; 20/5 G-NSOF DR.400; 31/5 G-MEGN King Air 200.

**Grindale:-** C.182N G-AXZU has been sold and left for new owners at Errol in Scotland.

**Harewood:-** Following its' visit last month C.182T N5020A appears to have replaced FR.172 G-THIN as resident.

**Hibaldstow:-** First noted on 7/5 HA-NAH is used by the Parachute centre.

**Humberside:-** The West Yorkshire Police MD.902 G-YPOL has spent a lot of time here during the month while the local machine G-HPOL appears to have been out of action. Eastern Airways Jetstream 41 G-MAJX arrived back from repainting on 2/5 while Jetstream 31 G-ISLB was noted with the company early in the month. Another of the company's aircraft G-MAJO has been sold in South Africa. On 9/5 Twin Squirrel G-JEMH("Costock 99") made an emergency landing in a field, while inbound from Beverley race course for fuel, after a door flew open. Noted on its' first visit on 25/5 was A.320 EC-KEN of Iberworld in the colours on Indian low cost airline Go-Air. Visitors:- 4/5 N145KA SR.22, N37172 King Air 350, EI-DKD 737/800(Futura); 6/5 CS-DXE Citation XLS(Fraction 792T, f. Faro); 7/5 M-ICRO Citationjet("Eastflight 08B"), G-WVIP King Air 200("Prestige 02"); 8/5 N123DV SR.22(t. Manchester); 9/5 C-FMFL Falcon 50; 10/5 EI-DMZ 737/800(Futura), EC-JRT 757(for Thomson),

ZK453 King Air 200("Cranwell 73", ILS), G-RAFO King Air 200("Cranwell 79", ILS), G-RAFP King AIR 200("Cranwell 66", ILS), G-MEGN King Air 200, N273S Challenger 601; 11/5 EI-DGZ 737/800(Futura); 14/5 CS-DXA Citation XLS("Fraction 959C", f. Dublin); 17/5 EI-DJT 737/800(Futura); 18/5 CS-TLX 757(for Iberworld), G-ZAPN 146/200("ZAP 146T, Training); 19/5 G-ZRZZ SR.22; 22/5 5B-DBU Airbus 320(Eurocypria); CS-DRL Hawker 800XPi, N977RY 737/800(Futura); 23/5 D-EDBS Be.36(t. Berlin), G-BYUU Tutor(f. Cranwell); 24/5 N57MT C.303; 26/5 G-CJAB Dornier 328, G-GHPG Citation XL("Lonex 561H"), N511QS Gulfstream 5: 27/5 TF-CIB 757("Iceair 776"); 30/5 PH-ATM King Air 200; 31/5 Hercules("Ascot 521", ILS)

**Kirkbymoorside:-** The Slingsby factory seems to have started working on CAP aerobatic aircraft as on 4/5 CAP 232 F-GOTC was noted departing for Sherburn. On the 9<sup>th</sup> another of the type F-GXDB was noted on air test with a French pilot and the following day was logged departing to Fairoaks flown by aerobatic pilot Diane Brittan, whose mount it will be for the coming season. Also noted, however unidentified, was a T.67M "Barkston 18" outbound to Barkston Heath on 10/5.

**Leeds General Infirmary:-** County Air Ambulance EC.135T G-HWAA("Helimed 06A") dropped a patient on 26/5.

**Linton-on-Ouse:-** King Air 200 G-FLPB("Calibrator 941") was operating here all morning before routing to Scampton. Bagby based Horizon G-BYME made two ILS approaches and overshoots on 29/5.

**Mt. Airey:-** Visitors:- 1/5 G-REDB C.310Q(t. Blackbushe); 20/5 G-AWGK F.150H(f. Scampton, n/s)

**Melbourne:-** Noted visiting on 7/5 was Bagby based GY.80 Horizon G-BYME while PA-28R G-BHFK from Lambley was noted on 18/5.

**Middleham:-** PA-31 G-EEJE was noted visiting on 6/5 and PA-24 N218SA on 19/5 and 20/5.

**North Coates:-** We don't often mention this airfield, on the North Lincolnshire Coast, however it is reported that PA-28 A6-DXB is due to be delivered here from Dubai to take up residence.

**Netherthorpe:-** Visitors:- 2/5 G-BODE PA-28; 9/5 G-GERY Glastar, G-CDSK Jabiru; 12/5 G-BLXI Emeraude; 24/5 G-BVUN RV.4, G-IAJS Ikarus; 26/5 G-BWZA Europa

**Pocklington:-** Noted departing for Dundee on 16/5 was PA-31 G-EEJE.

#### ROTARY ROUND-UP

02/5	G-RCNB	Eurocopter EC.120B	Bakewell - Emley Moor(Three Acres)
	G-SSCL	Hughes 369E	Site 5 N/E LBA - Rochester
	G-BYBI	Jet Ranger	Matlock - Sheffield - Thorpe Hall(N. Yorks)
	G-EJRC	R.44	Bedford - Ferrybridge
03/5	N565F	Gazelle	Langham - Selby - Stapleford
	N195NJ	Agusta A.109E	Weston(Dublin) - Bradford - Oxford
	G-TYCN	Agusta A.109E	Gatwick - Croft racing circuit
	G-SCOI	Agusta A.109E	Chorley - Site nr. Workson - Spalding
04/5	N500XV	Hughes 369D	Site nr. Retford - Burnley
05/5	G-IORG	R.22B	Emley Moor - Sherburn
	G-LWUK	R.44	Boston - Thorne
09/5	N686RH	Bell 407	Matlock - Skegness
	N449J	Agusta A.109E	Dublin - Barnsley
	N5210	Bell 430	"Bluebird 1", Gainsborough - Wigan
	G-BVGA	Jet Ranger	Wetherby - Gamston(Refuel)
	G-NICI	R.44	Rotherham - Burnley
12/5	G-REGE	R.44	Humberside - Wike(Leeds)
	YU-HEI	Gazelle	Garforth - Blackpool
14/5	G-RCNB	Eurocopter EC.120B	Whitby - Swinton Park Hotel(N. Yorks)
17/5	N74PM	Agusta A.109C	Chester - Croft racing circuit
18/5	G-WHAM	Twin Squirrel	Site nr. Sandtoft - Dunsfold
19/5	G-GDJF	R.44	Boston - Thirsk Race Course
20/5	G-EEZA	R.44	Todmorden - Stainsby Hall
21/5	G-RAMI	Jet Ranger	Rudding Park - Manchester
	G-GBRU	Jet Ranger	Sheffield - Site W. Hull
22/5	G-OJPS	Jet Ranger	Site nr. Sandtoft - Wolverhampton
23/5	G-FAKE	R.44	Southern(Warwick) - Gamston



	G-FABI	R.44	Sherburn - Emley Moor
24/5	G-TOPC	Twin Squirrel	Pudsey(Leeds) - Selby
	YU-HEI	Gazelle	Cockermouth - Barwick-in-Elmet
	G-OMLS	Jet Ranger	Coney Park - Stainsby Hall
	G-PKPK	Schweizer 269C	Louth - Holmfirth
26/5	G-BSBW	Jet Ranger	Leyburn - Cottingley(Yorkshire Clinic)
30/5	G-GGTT	Bell 47G	Mirfield(Dewsbury) - Stainsby Hall
	G-CDKU	R.44	Birmingham- Meadowhall(Sheffield)
31/5	G-ROAD	R.44	Barton - Morley(Leeds)
	G-FIBS	Squirrel	Woodford - Site 15/E York

The Royal S.76B G-XEA was active in the area this month, on 24/5 it landed in Huddersfield and on the 31<sup>st</sup> it was noted at Richmond and Easingwold, transporting the Duke of Gloucester.

**Rufforth:-** Now regular, Skyservice King Air OO-SKM was logged inbound from Brussels on 8/5 and the next day SR.22 N877C arrived from Hawarden. Visitors:- 2/5 G-SGEC King Air 200(t. Redhill, also 9/5 and 26/5 t. Palma); 9/5 G-VVTV DA-42; 16/5 G-BFIB PA-31(f. Thruxton), G-CLUE PA-34, G-CCJ HN.700; 18/5 G-BJNZ Aztec("Bonus 100"); 21/5 G-AWDA Topsy Nipper, G-BZPM C.172S; 23/5 G-AXPC Pup(t. Tibenham)

**Sandtoft:-** Alouette 3 N9362 was noted visiting on 5/5, while regular PA-46 N9275Y arrived from Haverfordwest on 10/5, also 17/5, 25/5 and 30/5. Visitors:- 1/5 G-APUR PA-22(t. Spanhoe), G-BZGO R.44(t. Burnley); 5/5 G-MZHF T.600N, G-BFGG FRA.150M(divert in with ill passenger); 7/5 G-TTMB Jet Ranger; 9/5 G-BMJC C.152, G-BKWY C.152; 10/5 G-TAKE Twin Squirrel("Arena 08", refuel); 19/5 G-FLYA M.20K; 20/5 G-BIYX PA-28, G-BBPY PA-28, G-AVVC F.172H, G-BYFM DR.1050; 21/5 G-BPWD C.120; 23/5 G-BNVD PA-38; 26/5 G-MFAC F.172H(f. Ronaldsway), G-OWST C.172S; 26/5 G-BYJD Jabiru, G-CDME Quik, G-CDKK Quik

**Sheffield:-** A new resident, first noted mid month is DA-40 G-HASO. Logged arriving from Basle on 5/5 was Mooney M.20E N7423V. On the 10<sup>th</sup> Irish Air Corps King Air 200 240 was noted arriving from Dublin while similar type OO-SKM was logged on one of its' regular visits on 13/5. Also on the 13<sup>th</sup> JJB Sports Bell 430 N5120 arrived from Wigan with executives for their match with Sheffield United, using its' new call sign "Bluebird 1". Meanwhile logged on the 12<sup>th</sup> was SR.22-GTS N9SZ from Cambridge and Malibu PH-RHB was back on the 16<sup>th</sup>, inbound from Oxford. The next day Baron N27MW was f/ t Little Gransden while on 18/5 Seneca OY-LAK arrived mid afternoon and on the 24<sup>th</sup> PA-24 N7456P was noted. Visitors:- 3/5 G-CCHK DA-40(t. Glasgow); 8/5 G-JAJK PA-31("Causeway 999"); 14/5 G-BSCE R.22B; 18/5 G-CDYS Jet Ranger("Kent Heli 07", t site nr. Leeds); 20/5 G-RACY C.182S; 24/5 G-NTWK Twin Squirrel("Osprey 63"), G-TAYI Grob 115; 26/5 G-BVZR PA-28; 29/5 G-NINA PA-28(t. Tibenham); 30/5 G-RAMS PA-32R.

**Sherburn:-** A potential new resident is Beech A.36 G-EISG, registered to R.J Howard presumably a replacement for his Cirrus NR.20 G-GEMM, which has left for new owners at Bournemouth. Also new is T.67M G-OPUB, formerly at LBA whilst leaving this month was Pioneer 300 G-IPKA, which has gone to Great Yarmouth. R.44 G-WYSP has been active for a good part of the month from here, although it is still registered to owners in Teesside, while similar type G-XTEK based at Burton-on Trent was also here training for a couple of weeks late in the month. Tom Cassells was logged on 4/5, visiting in his CAP 232 F-GOTC while on the 6<sup>th</sup> Mustang G-CDHI made a couple of flypasts. SR.22 N141HT was noted visiting from Thruxton on 22/5 and the following day C.182Q N382AS was logged. Vans RV.8 PH-PWA arrived from its' base at Membury on 24/5. Visitors:- 1/5 G-APYN PA-22, G-TASH C.172N, G-BPRN PA-28; 2/5 G-BHUI C.152(f. Wellesbourne); 3/5 G-GDSG A.109E(Refuel); 5/5 G-GFPA PA-28; 7/5 G-GFEA C.172S; 8/5 G-AZFC PA-28(f. White Waltham); 12/5 G-OMNI PA-28R(f. Gloucester); 15/5 G-BWTC Zlin Z-242L; 17/5 G-RJMS PA-28R; 18/5 G-BUCT C.150L(f. Prestwick); 20/5 G-ESTR RV.6, G-NJSP Jabiru(f. Brock Farm, Essex); 21/5 G-BJOA PA-28, G-BLTM HR.200, G-JAJB AA-5A; 23/5 G-OJON Taylor Titch, G-CCSR Eurostar; 24/5 G-CDJT Gazelle(Refuel); 25/5 G-CBSL Yak 55; 26/5 G-BOHO PA-28(f. Duxford); 28/5 G-TYAK Yak 50, G-APVF Elster, G-AYEC Emeraude; 29/5 G-CEMH C.172S(f. Oxford), G-EGUR D.120A.

**Sherburn(Stream Farm):-** Noted at maintenance facility here on 21/5 was R.44 G-CBRO while similar type G-MGAN visited on 24/5 and Bell 47G G-GGTT on 25/5.

**Sturgate:-** Sandtoft based Sundowner N39TA was noted here on 17/5, also from Sandtoft was PA-28 SX-AJM on 20/5. Noted on 21/5 was Commander 112 N1350J from Elmsett. Visitors:- 5/5 G-IFLI



AA-5A; 7/5 G-BODD PA-28; 10/5 G-OSEA Islander; 21/5 G-MOPOR TB.10; 25/5 G-NEWR PA-31(t. Biggin Hill); 26/5 G-CBBS Bulldog, G-UZUP Eurostar.

**Tadcaster(Hazelwood Castle):-** T.206H N191ME was noted departing the strip here for Newmarket on 19/5 and again on 26/5.

**TEESSIDE(Durham/Tees Valley)** Courtesy of dtvmovements.com

This month the FRA Falcon 20s returned from their exercise at Kinloss and G-FRAI/J/R/S/T/W are resident. On 8/5 a pair of Hawks XX244/XX335(Broadway 16) arrived with Falcon 20 G-FFRA(Broadway 17) to be based for three days on local exercises. Two more Hawks XX191/XX265(Aztec 1/2) were active all day on the 18th. The daily trips to the Middle East continued all month with the following utilised:- Omni Air DC-10s N603AX(31) N612AX (1,2,3,4,13,15,17, 19, 21, 25, 27,29); N621AX(6,9); N720AX(23); Star Airlines Airbus 330s F-GSEU(10,12,14,15,16,18); F-GRSQ(20, 22, 24,26, 28, 30) and Air Atlanta Boeing 747/200 TF-AME(13). The aircraft route Brize Norton - Kuwait - Durham/Tees - Brize Norton. On the 25<sup>th</sup> Air Mediterranean operated two charters to Lourdes with their own Airbus 321 F-GYAQ and Air Italy Boeing 757 EI-IGB. Another charter was to Palermo on 26/5 operated by Excel Boeing 737/800 C-FTAE while Airbus 320 EC-KEN operated to Iberworld IT charter on 31/5 in full Go-Air India colours. Resident Globespan Boeing 737/600 G-CDKT went u/s in Faro on 15/5 and was replaced by G-CDRB for the remainder of the month. Other visitors of note:-

- 01/5 ZE201/ZE794 Tornados(Savage 11/24, ILS); XX265 Hawk(Javelin 83, ILS)
- 02/5 G-CELS 737/300(Channex 010T), TC-OAN Airbus 321(Onurair 450)
- 04/5 G-GMAA Lear Jet 45(Gama 401), G-OMRH C.550, ZE396 '125/700(RRR 1315)
- 05/5 N523LR Hawker 800XP, G-NIVA EC.155(Starspeed 55)
- 06/5 N228Z Global Express(TAG 337, n/s), OE-GBB Dornier 328J(TYW 572)
- 08/5 ZR322 A.109E(Ascot 1795), N208EC C.208B Caravan
- 10/5 G-DAEX Falcon 900EX, N425SL C.425, XS709 Dominie(Cranwell 86)
- 11/5 LN-BAA Jetstream 31(Berganair 31), G-KIII Extra 320(n/s)
- 12/5 G-CDEB SAAB 2000(Eastflight 1949, Fulham A.F.C.)
- 13/5 N2258L Cessna 172S(Delivery from St. Johns, Newfoundland to Russia)
- 14/5 D-CACB King Air 200(Flight Checker 511), D-EPRA Malibu
- 15/5 LX-PMA Challenger 300(Ballistic 55B), OO-FXW R.44
- 16/5 G-MEDJ Airbus 321(BMED 1, training), G-MAFI Dornier 228
- 17/5 CS-DMG Hawker 400XP(NJE 4NF), EC-IUV King Air 200
- 18/5 N37172 King Air 350, N250AC PA-31 Chieftain
- 21/5 G-CBRG Citation Bravo(Go-jet 218B), N449J Agusta A.109E
- 22/5 ZD703 125/700(Northolt 41), ZE701 BAe.146(Ascot 1768)
- 23/5 G-BYHM Hawker 800B(Spacejet 71), G-TOPC Twin Squirrel
- 24/5 D-CTEC Citationjet(Mapjet 04B), LN-SVZ Jetstream 31(Scandor 15)
- 25/5 N45PJ Malibu, N98AG P.68B Victor
- 26/5 ZE369 Sea King(Rescue 128), G-OLDD Hawker 800B(Partner 10A)
- 28/5 N2136E PA-28R Arrow(f/t Sheffield)
- 29/5 G-KALS Challenger 300(Lonex 573K), XX456 Gazelle(Armyair 761)
- 30/5 XX108 VC.10(Ascot 6911), G-NESV EC.135T(Police 28, refuel)
- 31/5 ZH865 Hercules(Ascot 4564), XS731 Dominie(Cranwell 86)

On 10/5 Tony Blair arrived on board Falcon 900EX G-DAEX for his resignation speech in Sedgefield. Twin Squirrel G-TAKE was active filming the event for BBC and dropped in for fuel. Finally at 2230 on 14/5 two Typhoons(Typhoon 304/307) made ILS approaches, but were unidentified.

**Topcliffe:-** Bagby based F.150H G-AWLA was noted pounding the circuit here on 4/5.

**Walton Wood:-** Gamston based MD.902 N902JW was noted visiting on 17/5. Visitors:- 9/5 G-BPTZ R.22B; 16/5 G-WAGS(t. Newark); 21/5 G-HOLZ Jet Ranger, G-TIMH R.22B; 23/5 G-RKEL Jet Ranger(t. Birmingham).

**Wickenby:-** Gamston based PA-32 N88NA was noted visiting on 30/5. Visitors:- 20/5 G-MAXS Quik; 21/5 G-BSDL TB.10; 29/5 G-MEGA PA-28R.

**Wombledon:-** The Liberty XL N511XL, which has been resident here for just over a year has become the first of type on the UK register as G-OIVN for Ivan Shaw. Beech A.36 N7205T arrived late

on 30/5 and night stopped before heading home to Tattenhill. Visitors:- 13/5 G-AYFG Condor(also 20/5, n/s); 14/5 G-AYMK PA-28; 16/5 G-CLUE PA-34

**York Race Course:-** Visitors logged for the race meeting included:- 16/5 G-KSPB R.44("Yorkair 3", t. Guiseley); 17/5 N555GS A.109A(f. Chorley), El-MIT A.109E(Dublin - Coney Park), G-DACNA.109S(f/t Preston), G-OHHI Long Ranger("Helicharter 26").

# **OVERFLIGHTS**

7/5	N1424C	Cessna 182T	Newcastle - Gloucester(POL 1255 @ 3000')
9/5	N673SA	PA-24 Comanche	Great Massingham - Oban(York 1121 @ 4500')
16/5	F-ZJKY		Over Scarboro' 1112 @ 1300' enroute Fenland
	OO-D48	Funk FK.8	Over Scarboro' 1116 @ 1300' enroute Fenland
18/5	N2231F	Cessna 182T	Off Oxford(6 N/W LBA 1638 @ 3500'), new a/c.
20/5	N5336Z	Cirrus SR.22	Over Hull 1432 @ 6000' enroute to Newcastle
24/5	N656JM	Cessna 182Q	Old Sarum - Cumbernauld(York 1614 @ 3000')
	N21703	Cessna 182T	Wick - Barton(Delivery)(4 N/W LBA 1620 @ 3400')
	G-VANC	C.208 Caravan	Cranfield - Wick - Keflavic, del.(York 1739 @ 4500')
25/5	N866C	Cirrus SR.22	Turweston - Carlisle(York 1646 @ 6000')
	D-EWAT	Commander 114	Newcastle - Blackbushe(York 1809 @ 4000')
28/5	PH-KRN	Cessna 182Q	Over Hull 1234 @ 9000' routing to Gt. Yarmouth
	N146JJ	Cirrus SR.22	Over Hull 1247 @ 7500' routing to Gt. Yarmouth
30/5	N877SW	Agusta A.109E	Shoreham - Newcastle(York 1917 @ 2000')
31/5	N1340M	Columbia 400	Over Gamston 0855 @ 2000' heading Southwest

On 15/5 a trio of Belgium Army A.109s H.07/H.26/H.44 passed the Teesside area at 1500 having flown up the Vale of York in formation. These aircraft returned home on 24/5, routing over York at 0951 @ 1000'. S.61N G-BCLD flew low level down the East coast on 19/5 passing abeam Middlesbrough at 1915. The Cessna 182T N21703 later continued its' journey to Germany, where it is now resident.

Finally, if you visit a local airfield for any reason how about sending a report for inclusion in this section? You can contact me on my new e-mail address: [trevor.smith@airyorkshire.org](mailto:trevor.smith@airyorkshire.org).



## **DAY BY DAY @ LBIA MAY 2007**

**May** heralds the start of the summer schedules and there are a couple of amendments from the published guide. The Futura 737 flight on a Saturday evening is cancelled and is replaced by a pair of Spanair MD-83 aircraft operating in the afternoon. On Monday mornings the Dalaman flight is operated by Pegasus instead of Sun Express as originally thought. The mix up possibly occurred since Pegasus use "Sun Turk" as their call sign. Flybe are using the former BA Connect Embraer 145 aircraft on their afternoon Southampton rotations and British Midland have been leasing aircraft due shortages. Eastern Airways SAAB 2000 G-CDEA was based at LBIA all month operating to Glasgow and Copenhagen each day on their behalf while Titan Airways BAe 146s were used for a couple of days on the London route. As far as visitors are concerned, the number of Executive Jet flights continues to grow steadily, however it is nice to see a few more singles turning up from time to time. The star visitor in my opinion this month was The Battle of Britain Memorial Flight Chipmunk, oh and we did have the Lancaster making a low flypast!

As far as residents are concerned Falcon 900EASY G-SIRO was delivered to Ogden Group on 19/5 while at the other end of the scale on 22/5 we lost PA-18 N45552, which had been in the Multiflight hangar since it arrived in April 2006! Also on the debit side T.67M G-OPUB has moved to Sherburn, having been sold to a new owner in Harrogate.



**Jet2 News.** With the summer season in full swing the aircraft are working overtime and this has necessitated quite a few positioning flights between their various bases. 737/300 G-CELA spent most of the month out of service in the Multiflight hangar awaiting a new engine, and was finally back in service on 21/5. BAe 146 G-FLTC has returned to Flightline following its lease and the Newcastle - Gatwick flight is operated by a 737, however MD-80 G-FLTM(ex. EC-HGA) is expected once certification is completed at Southend. The company continues to use 737/400 aircraft borrowed on an ad-hoc basis from Futura with EC-JNU and EI-DOR being noted operating recently.

## 01 Tuesday

OY-CKF	Falcon 2000	0936 1049	f. Sonderborg(Mermaid 7977) t. Malaga(7977)
G-BWFI	DA.20 Katana	0953 1453	f. Church Fenton t. Benson
N309CJ	Citationjet 2	1019 1119	f/t Guernsey
G-BYAK	Boeing 757	1318 1449	f/t Alicante(Thomson 392A/391A)
N64VB	Be.58 Baron	1537 1603	f. Denham t. Sleep
9H-AEL	Airbus 319	2049 2205	f. Verona(Air Malta 099) t. Malta(5209)

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

**BMI:-** G-RJXK(410/409). Eastern SAAB 2000 **G-CDEB** was based all month operating for BMI. G-MIDU was utilised on the IT flights. G-DBCI London(am), G-DBCJ Londons(pm, n/s). G-RJXE/J operated all day and n/s.

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

**Flybe:-** G-JECE(729/30), G-JEDM(171/2), G-JECH(643/4); G-JEDP(731/2). **G-EMBP(173/4)**, G-JEDJ(733/4), G-JECN(175/6)

**Jet2:-** G-CELP(050E) arrived from Edinburgh at 0147, went to Multiflight, positioned to Stansted(001P) in the evening. G-CEIX(205) swapped in Amsterdam with G-CELA(206). 'LA retired to Multiflight and was there until 19/5 awaiting an engine change.

**KLM:-** PH-OFM(1543/4), PH-KZM(1547/8), PH-KZM(1551/40, n/s). **Manx 2:-** D-CNAG x2

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

\*\*\*The Citationjet N309CJ is operated by CJ Airways and is based at Guernsey. Air Malta commenced their weekly trips f/t Malta, this year operated by Airbus 319 aircraft, 9H-AEL being a first visit.

## 02 Wednesday

N525VV	Citationjet 3	1013 1031	f. Newcastle t. Farnborough
XX351	Hawk	1112	ILS, Touch and Go(Scorcher 2)
G-ARJU	PA-23 Apache	1121 1328	f/t Biggin Hill
XZ345	Gazelle	1232 1244	f/t Harrogate(Armyair 755)
SE-DYB	Falcon 100	1240 1359	f. Stockholm/Bromma t. Sundsvall
G-RAFP	King Air 200	1414	ILS(Cranwell 61), <b>ZK453(CWL 72, 1435)</b>
EC-JXE	Gulfstream 100	1455 0455	f/t Valencia(Sacir 2021/2041), night stop
G-JACB	PA-28 Warrior	1848 1534	f/t Jersey, night stop
G-OLDK	Lear Jet 45	1855 1939	f. Cannes(Partner 41B) t. Biggin Hill(41F)

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

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

**BMI:-** G-RJXK(410/409). G-MIDU(5LJ) swapped with G-MIDV(7JL), the latter taking over on the IT flights, all other London flights G-DBCJ. G-RJXE/J, n/s with G-CDEB.

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

**Flybe:-** G-JECE(729/30), G-JEDT(171/2), G-JECH(643/4), G-JEDV(731/2). **G-EMBK(173/4)**, G-JEDJ(733/4), G-JECN(175/6)

**Jet 2:-** G-CELB(091P) positioned to Naples in the morning, returning from Amsterdam(206) having swapped over there with G-CELD(205). G-CELS(010T) twice to Durham/Tees, training.

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

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

\*\*\*Quite an interesting assortment starting with Citationjet N525VV, which on its' first visit, having only left the USA on delivery on 27/4. Also on its first visit was Falcon 100 SE-DYB of Andersson Business Jet AB. Gulfstream 100 EC-JXE is owned by Executive Airlines SA while Goldair have changed their name to Air Partner, hence the call sign used by G-OLDK. A couple of UK machines worthy of mention, Apache G-ARJU, which is 46 years old and rather newer PA-28 G-JACB of the Jersey Aero Club.

### 03 Thursday

N184CD	Cirrus SR.20	1016 1615	f/t Monewden
ZK451	King Air 200	1056	ILS(Cranwell 64), ZK454(65/71, 1440/1647)
EC-HZU	Airbus 320	1209 1322	f/t Arrecife(Iberworld 3659/3660)
G-BYAO	Boeing 757	1323 1449	f/t Palma(Thomson 634N/633N)
G-OAU	Airbus 320	1339 1612	f/t Faro(Jetset 639D/639C)
G-YPOL	MD.902 Explorer	1510	ILS and overshoot(Police 42)
G-DJET	DA.42 Twin Star	1657 1321	f. Isle of Man t. Bagby, night stop
CS-DHF	Citation Bravo	1931 1133	f. Hamburg(Fraction 1LF) n/s t. Valencia(395K)

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

**BMI:-** G-RJXK(410/409). G-MIDV continued IT flights, G-DBCJ all London trips, n/s with G-RJXE/J, G-CDEB.

**Eastern:-** G-MAJJ/M operated all day and night stopped.

**Flybe:-** G-JECE(729/30), G-JEDT(171/2), G-JECJ(643/4), G-JEDJ(731/2), **G-EMBG(173/4)**, G-JEDV(733/4), G-JECN(175/6)

**KLM:-** PH-OFI(1543/4), PH-WXA(1547/8), PH-KLG(1551/40, n/s). **Manx 2:-** D-CNAG x2

**Ryanair:-** EI-DCY(152/135A), EI-DLO(15J/155), EI-DCY(156/15N)

### 04 Friday

N66DN	Lear Jet 45	0714 0800	f. Luton(Bizjet 2DN) t. Cambridge(3DN)
CS-DRU	Hawker 800XP	0859 1006	f. Luton(Fraction 5BQ) t. Valencia(906A)
N456PP	King Air C.90B	0954 1032	f/t Fairoaks(Monty 22P/22A)
EC-HZS	Boeing 737/800	1142 1255	f/t Tenerife(Air Europa 207/208)
SE-DYB	Falcon 100	1149 1224	f. Sundsvall t. Stockholm/Arlanda
N66DN	Lear Jet 45	1159 1644	f. Cambridge(Bizjet 3DN) t. Faro(4DN)
WG486	DHC-1 Chipmunk	1355 1510	f. Conningsby(Chippy 93) t. Duxford(93)
G-AXCA	PA-28R Arrow	1402 1250	f. Newcastle, n/s t. Sheffield
G-BYAK	Boeing 757	1406 1554	f/t Corfu(Thomson 244Q/243Q)

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

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

**BMI:-** G-DBCJ operated all London flights apart from G-MIDY(8JL), 'DY(9851) then positioned to EMA. G-RJXE/J and G-CDEB operated all day and n/s. G-MIDV continues ITs.

**Eastern:-** G-MAJM(19Q) swapped in Aberdeen with G-MAJN(29Q), n/s with G-MAJJ.

**Flybe:-** G-JECE(729/30), G-JEDT(171/2), G-JEDI(643/4), **G-JECW(731/2)**, **G-EMBG(173/4)**, G-JEDV(733/4), G-JECK(175/6)

**Jet2:-** G-CELY(325/6) f/t Belfast. G-CELS(205) swapped in Amsterdam with G-CELD(206).

**KLM:-** PH-OFB(1543/4), PH-KZG(1547/8), PH-OFN(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

**\*\*A pretty varied day, however in my opinion the star was the Battle of Britain Memorial Flight Chipmunk! Flybe sent their latest Dash 8/400 G-JECW while EMB 145s seem to be a permanent fixture on the afternoon Southampton rotation.**

### 05 Saturday

G-CELV	Boeing 737/300	0023 0117	f. Prague(Channex 878, div) t. Manchester(088P)
EC-FXA	MD-83	1419 1533	f/t Palma(Spanair 3003/4)
G-BPIU	PA-28 Warrior	1447 1024	f/t Fairoaks, night stop
EC-GQG	MD-83	1452 1601	f/t Palma(Spanair 3257/8)
G-AXCA	PA-28R Arrow	1511 1238	f. Sheffield t. Southend, n/s to 7/5
N900NS	Falcon 900EASy	1527 1547	f. Jersey t. Basle/Mulhouse
G-BOKA	PA-28 Dakota	1800 1627	f/t Fairoaks, n/s to 7/5
EC-JHL	Boeing 737/800	2108 2234	f/t Ibiza(Air Europa 473/4)

**Air Southwest:-** G-WOWB(480/1), G-WOWE(478/9)

**BMI:-** G-MIDV still on IT duty. G-RJXE(01J) to Heathrow. G-RJXJ(9161) positioned to Manchester, G-RJXL(9162) returned, n/s with G-RJXH(8JL).

**Flybe:-** G-JECN(171/2), G-JEDJ(729/30), G-JEDI(643/4), G-JECJ(1401/2)

**Jet2:-** G-CELV was a Manchester diversion in the early hours. G-CELC(051E) returned from overhaul in Bucharest.

**KLM:-** PH-KLD(1543/4), PH-KZK(1547/8), PH-OFE(1551/40, n/s) **Manx 2:-** D-CNAG x1



**Ryanair:-** EI-DCT(152/153A), EI-DPL(15J/155)

\*\*\*A pretty run of the mill day, however the two Spanair MD-83 flights were a bit of a turn up as we hadn't predicted them in our run down. The reason for G-CELV diverting is unclear at present.

#### 06 Sunday

F-HCBM	Falcon 900EASy	1136 1230	f. Le Bourget t. Biggin Hill
HB-JIB	MD-90	1231 1315	f. Malta(Fly Hello 32E) t. Newcastle(321)
N446SB	PA-46 Malibu	1303 0910	f. Marseilles, night stop t. Wick
G-BYAK	Boeing 757	1323 1458	f/t Palma(Thomson 102E/101E)
G-RXVH	Cessna 182T	1526 1757	f. Lydd, n/s to 11/5, t. Newcastle

**Aer Arran:-** EI-REF(684/673/672/683) **Air Southwest:-** G-WOWE(486/7)

**BMI:-** G-MIDY(9878) positioned from Perveza(Greece), t. Heathrow(5LJ). G-DBCJ(8JL), G-RJXG(7JL), both n/s with G-RJXL and G-CDEB. G-MIDV continues the ITs.

**Eastern:-** G-MAJV(99Q/59Q) f/t Aberdeen. G-MAJJ/N night stop.

**Flybe:-** G-EMBG(173/4), G-JECH(643/4), G-JEDJ(733/4), G-JEDM(175/6)

**Jet2:-** G-CELD(050E) positioned to Bucharest for major overhaul. G-CELB(091P/092P) t/f Manchester.

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

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

\*\*\*The new Falcon 900EASy F-HCBM is owned by Dassault Aviation, having been delivered to the company on 16/3/07. The owner Le Bon Air Inc. would suggest a French connection for the Malibu N446SB, however this aircraft was on delivery to the USA, routing Wick - Keflavic - Regina International(Canada) - Spokane International, arriving 10/5.

#### 07 Monday

TC-API	Boeing 737/800	0837 0951	f/t Dalaman(Sun Turk 453/454)
G-SASD	King Air 200C	0905 1158	f/t Glasgow(Gama 574)
TC-OAO	Airbus A.300	0946 1100	f. Nantes(Onur Air 1652) t. Dalaman(7336)
CS-DRS	Hawker 800XPi	1544 0811	f. Valencia(NJE 3QA), n/s t. Moscow/Vnukovo(165P)
N66DN	Lear Jet 45	1928 2014	f. Faro(Bizjet 1DN) t. Luton(2DN)

**Aer Arran:-** EI-REA(672/3), EI-CVS(683/4)

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

**BMI:-** G-DBCJ all London rotations, n/s with G-RJXG/L and G-CDEB.

**Eastern:-** G-MAJJ/N operated all day and night stopped.

**Flybe:-** G-JECM(643/4), G-JEDJ(731/2), **G-EMBG(173/4)**, G-JEDM(175/6), G-JEDI(733/4)

**KLM:-** PH-OFO(1543/4), PH-KZR(1547, see notes), PH-KLD(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

\*\*\*The Bank Holiday means some flights are cancelled today; however Pegasus turned up on the Dalaman route instead of the expected Sun Express. KLM Fokker 100 PH-OFO made its first visit this morning, while the company's Fokker 70 PH-KZR became the first aircraft to officially park on the new apron extension. On arrival from Amsterdam this afternoon the aircraft went u/s and was towed to stand 24 where it remained until Tuesday evening when it positioned home to Amsterdam as "KLM 7111".

#### 08 Tuesday

G-DJET	DA-42 Twin Star	0755 0814	f. Bagby t. Norwich, return 1602/1637
VP-BUL	Dauphin	1103 1823	f/t Stansted, n/s for maintenance
OY-ICE	Falcon 2000	1223 1305	f. Malaga(Mermaid 7978) t. Luton(7978)
EI-MEN	Agusta A.109S	1234 1643	f/t Clonsilla
G-FSEU	King Air 200	1252 1438	f. Bristol(Clifton 3) t. Jersey(3)
G-BYAX	Boeing 757	1318 1446	f/t Alicante(Thomson 392A/391A)
ZG993	BN.2T Islander	1537 2159	f/t Belfast International(Armyair 595)
9H-AEJ	Airbus 319	1932 2053	f/t Malta(Air Malta 5208/9)
ZE410	Agusta A.109E	2003 2035	f/t Uxbridge(1 IJ14)
ZH880	C.130H Hercules	2305 2317	f. Hanover(Ascot 5563) t. Lyneham(5563)

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

**BMI:-** G-RJXK(410/409). G-DBCJ operated all London flights until G-MIDX(8JL) arrived to n/s and take over the IT flights. G-RJXG/L and G-CDEB also overnights.

**Eastern:-** G-MAJJ/N again did all the flights and night stopped.

**Flybe:-** G-JECL(171/2), G-JECE(729/30), G-JECH(643/4), G-JEDJ(731/2), **G-EMBG(173/4)**, G-JEDU(733/4), G-JEDT(175/6)

**Jet2:-** G-CELC(195) set off to Prague but diverted into Stansted with a problem, positioning back later as 051P. G-CELV(196) arrived late on the return trip from Prague. G-CELI(070P) positioned to Birmingham.

**KLM:-** PH-OFF(1543/4), PH-KZD(1547/8), PH-OPF(1551/40, n/s) **Manx2:-** D-CNAG x2

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

\*\*\*A bit of military activity today with at least one, the SAS operated Agusta 109 ZE410 tied in with some terror suspect arrests in Leeds on Wednesday morning (See also Carr Gate in S.A.R.). Another A.109 worthy of mention is EI-MEN, which is owned by Men-Entir Ltd and based at Weston in County Dublin. The Air Malta Airbus 319 9H-AEJ was a first visitor.

### 09 Wednesday

N109TK	Agusta A.109C	0930 1711	f/t Chorley
ZK452	King Air 200	1236	ILS and overshoot(Cranwell 45)
G-RVRD	PA-27 Aztec	1245 1501	f/t Liverpool(Raven 55T)
ZA710	Chinook	1428 1530	f/t Odiham(Vortex 414)
G-JBIZ	Citation 2	1505 1548	f. Luton t. Nice
G-OECM	Commander 114A	2006 1746	f/t Carlisle, night stop until 11/5

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

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

**BMI:-** G-RJXK(410/409). G-MIDV(01J) operated the early London having been replaced on the IT flights by G-MIDX. G-DBCA then took over London flights until G-DBCJ(8JL) arrived, n/s with G-RJXG/L, G-CDEB.

**Eastern:-** G-MAJJ(19Q) swapped in Aberdeen with G-MAJE(29Q). G-MAJE(59Q) in turn swapped with G-MAJM(99Q), which night stopped with G-MAJN.

**Flybe:-** G-JECE(729/30), G-JECL(171/2), G-JECW(643/4), G-JEDJ(731/2), **G-EMBG(173/4)**, G-JEDU(733/4), **G-FBEA(175/6)**

**Jet2:-** G-CELV(050P) positioned back to Manchester after helping out yesterday.

**KLM:-** PH-KLG(1543/4), PH-OFN(1547/8), PH-OFJ(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

\*\*\*Nothing startling to report today with a cross wind gusting up to 50 knots! We did however have Embraer 190 G-FBEA turn up on the evening Flybe Southampton and the Chinook was a pleasant change.

### 10 Thursday

G-FIBS	Squirrel	0839 1445	f. York t. Milton Keynes, n/s to 16/5
OE-FXX	Citationjet 2	0853 1708	f/t Wien(Jet Alliance 326)
EC-HZU	Airbus 320	1200 1319	f/t Arrecife(Iberworld 3659/60)
EC-IVO	Fokker 100	1213 1316	f. Madrid(Fanjet 010) t. Barcelona(011P)
G-OOAU	Airbus 320	1338 1553	f/t Faro(Jetset 639D/639C)
G-BYAW	Boeing 757	1350 1517	f/t Palma(Thomson 634N/633N)
G-JIVE	Hughes 369E	1439 1443	f. Durham/Tees t. Shelf
OE-HPZ	Challenger 300	1815 1905	f. Cannes(Jet Management 419) t. Ibiza(419)
G-DJET	DA-42 Twin Star	1916 1325	f. Bagby, n/s t. Isle of Man
G-MAMD	King Air 200	1954 1658	f/t Gamston, night stop to 12/5

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

**BMI:-** G-RJXK(410/409). G-DBCJ all Londons while G-MIDX carries on with IT flights. G-RJXG/L, G-CDEB n/s.

**Eastern:-** G-MAJM(19Q) swapped in Aberdeen with G-MAJI(29Q), n/s with G-MAJN.

**Flybe:-** G-JECE(729/30), G-JECL(171/2, 175/6), G-JECO(643/4), G-JEDL(731/2), **G-EMBG(173/4)**, G-JEDU(733/4)

**Jet2:-** G-CELF(078P) positioned from Manchester late morning.

**KLM:-** PH-KLE(1543/4), PH-KZK(1543/4), PH-OFH(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

\*\*\*A little more interesting day with the two Austrian Bizjets and the Girjet Fokker 100 EC-IVO operating a one off charter from Madrid.



### 11 Friday

CS-DHL	Citation Bravo	0739 0859	f. Dublin(Fraction 998E) t. Le Bourget(1VU)
G-JANV	Lear Jet 45	0800 0928	f/t Manchester, night stop to 15/5
G-OLDW	Lear Jet 45	1020 1115	f. Amsterdam(Partner 50A) t. Prague(50B)
EC-HJP	Boeing 737/800	1125 1234	f/t Tenerife(Air Europa 207/208)
G-OTVI	Robinson R.44	1148 1507	f. Sherburn, n/s to 15/4, t. Hawarden
P4-LJG	Citation X	1314 1332	f. Dublin t. Birmingham
G-BYAX	Boeing 757	1428 1603	f/t Corfu(Thomson 244Q/234Q)
CS-DFT	Citation XLS	1614 1742	f. Luton(Fraction 6YP) t. Edinburgh(6YP)
LX-ONE	Lear Jet 35A	2121 1105	f. Tenerife(Lion King 1 Amb), n/s t. Karlsruhe(1)

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

**Air Southwest:-** G-WOWC(482/3, 484/5)

**BMI:-** G-RJXK(410/409), G-DBCJ operated all Heathrows except G-MIDY(8JL), which then positioned to EMA(9851). G-MIDX continues IT duties, night stopping were G-RJXG/L. G-CDEB(Eastern 949P) positioned to Farnborough.

**Eastern:-** G-MAJI(19Q) swapped in Aberdeen with G-MAJA(29Q), G-MAJN(81D) swapped in Inverness with G-MAJD(84D). G-MAJA/D stayed over the weekend.

**Flybe:-** G-JECL(171/2), G-JEDJ(729/30), G-JECM(643/4), G-JEDU(731/2), **G-EMBG(173/4)**, G-JECS(733/4), G-JEDT(733/4)

**Jet2:-** G-CELY(326/5) f/t Belfast. G-CELF(076P) returned to Manchester.

**KLM:-** PH-OFC(1543/4), PH-KZM(1547/8), PH-OFA(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

\*\*\*The Lear 45 G-JANV, which was only registered to Jannaire LLP of Manchester on 1/5, was the main exhibit at a Bentley Owners convention taking place at Multiflight over the weekend. Another of the type G-OLDW of Air Partner was also on its' first LBA visit. Camera equipped R.44 G-OTVI was based over the weekend shadowing the Yorkshire Air Ambulance, including a trip to Scarborough and back this afternoon.

### 12 Saturday

N66DN	Lear Jet 45	0806 0856	f/t Luton(Bizjet 1DN/2DN), return 1859/1912
G-BSBW	Jet Ranger	1259 1435	f. Calverley t. Middleham
CS-DRB	Hawker 800XP	1314 0950	f. London City(Fraction 5YR), n/s t. Zurich(859K)
G-JIVE	Hughes 369E	1327 1355	f. Shelf t. Redcar, return 1609/1653
D-IHRA	Citationjet 2	1340 1427	f. Biggin Hill(Caroluss 1561) t. Dusseldorf(156F)
N900NS	Falcon 900EASy	1454 1507	f. Jersey t. Farnborough
CS-DMJ	Hawker 400XP	1510 1637	f. Newcastle(Fraction 4UH) t. Luton(4UH)
EC-GVI	MD-83	1546 1641	f/t Palma(Spanair 3003/3004)
EC-HOV	MD-83	1550 1701	f/t Palma(Spanair 3257/3258)
G-INTO	Pilatus PC-12	1850 1908	f. Denham(Skydrift 852) t. Norwich(852)
EC-HBL	Boeing 737/800	2136 2240	f/t Ibiza(Air Europa 673/4)

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

**BMI:-** G-RJXG(01J) operated to Heathrow, G-RJXB(8JL), n/s with G-RJXL. G-MIDX IT flights.

**Flybe:-** G-JEDU(729/30), G-JEDK(171/2), G-JECJ(1401/2), G-JECO(643, went u/s and stayed until 14/5 when it positioned to Belfast City(041D)), G-JECS(041D, f. Belfast City to operate 643A/644L/644)

**Jet2:-** G-CELI(677P) returned from Birmingham.

**KLM:-** PH-WXC(1543/4), PH-KZO(1547/8), PH-KZD(1551/40, n/s) **Manx 2:-** D-CNAG x1

**Ryanair:-** EI-DPL(152/153A), EI-DCO(15J/155)

\*\*\*Quite a varied and busy day for a weekend and it was nice to see a Netjets Hawker 400XP, a type not very common in these parts. The u/s Flybe Dash 8/400 G-JECO spent the next couple of days parked up on the new apron extension. The company also commenced their summer schedule f/t Bergerac(1401/2) while Air Southwest introduced their summer flight f/t Jersey(9301/9300).

### 13 Sunday

HB-JIB	MD-90	1228 1333	f/t Malta(Fly Hello 32A/321)
P4-LJG	Citation X	1357 1428	f. Birmingham t. Dublin
G-BYAS	Boeing 757	1755 2338	f. Newcastle(Thomson 027P) t. Palma(101E)
D-AIND	Challenger 604	2002 0716	f. Ibiza(Daily 313) n/s to 15/5 t. Oberpfaffenhofen(314)

G-ODDM	Citationjet 2	2112 0710	f. Luton(Hangar 899M) n/s t. Lille(899M)
EC-IVO	Fokker 100	2309 0024	f. Chalons(Fanjet 012P) t. Madrid(013)
G-BYAH	Boeing 757	2325 0047	f. Palma(Thomson 102E) t. Manchester(721P)

**Aer Arran:-** EI-REA(684/673/672/683)

**Air Southwest:-** G-WOWD(474/5), G-WOWE(486/7)

**BMI:-** G-MIDY(9876) positioned f. EMA, t. Heathrow(5LJ). G-MIDX operated all ITs but G-MIDP(8JL) arrived from Heathrow and took over IT flights from Monday. G-RJXO(9871) f. Aberdeen, operated 615/6, then t. Edinburgh(9873). G-RJXD(7JL) f. Heathrow n/s with G-RJXL. G-CDEB(Eastern 950P) positioned from Farnborough and night stopped ready for operations tomorrow.

**Eastern:-** G-MAJV(99Q/59Q) f/t Aberdeen. Overnighing G-MAJA/D.

**Flybe:-** G-EMBK(173/4), G-JECJ(643/4), G-JECE(731/2), G-JEDI(733/4), G-JEDK(175/6)

**Jet2:-** G-LSAB(023P) positioned to Manchester.

**KLM:-** PH-OFB(1543/4), PH-KZL(1547/8), PH-OFD(1551/40, n/s) **Manx 2:-** D-CNAG x1

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

\*\*\*The Girjet Fokker 100 EC-IVO positioned in to operate the return trip to Madrid from the charter on the 10th. The Air Independence Challenger D-AIND provided us the a new call sign, "Daily" with the apt three letter code DLY, however the company call sign is Junior(JTV).

#### **14 Monday**

TC-OAN	Airbus 321	0720 0908	f/t Dalaman(Onur Air 7335/6)
TC-APZ	Boeing 737/800	0840 1025	f/t Dalaman(Sun Turk 453/4)
CS-DXI	Citation XLS	0924 1103	f. Northolt(Fraction 120P) t. Geneva(3WP)
N208EC	C.208B Caravan	1006 1555	f. Dublin, n/s to 18/5, t. Weston
G-PWNS	Citationjet	1014 1055	f. Jersey(Hangar 895S) t. Coventry(895S)
G-IPAX	Citation XL	1019 1413	f/t Belfast International(Go-jet 142B/C)
G-OLDT	Lear Jet 45	1137 1239	f. Prague(Partner 51B) t. Belfast City(01A)
ZK453	King Air 200	1147	ILS(Cranwell 72), also 1342(Cranwell 79)
F-GPFD	Falcon 100	1529 1626	f/t Paris/Le Bourget(Bird Express 146)
G-PCOP	King Air 200	1834 1401	f/t Glasgow, night stop

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

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

**BMI:-** G-RJXK(410/409). G-MIDX(01J) operated to Heathrow, the rest of the Heathrows operated by G-DBCG, n/s with G-RJXD/L and G-CDEB. G-MIDP continues IT Flights.

**Eastern:-** G-MAJA/D, operated all day and night stopped.

**Flybe:-** G-JEDJ(729/30, 733/4), G-JECL(171/2), G-JECJ(643/4), G-JEDW(731/2), **G-EMBW(173/4)**, G-JEDM(175/6)

**KLM:-** PH-OFD(1543/4), PH-KZM(1547/8), PH-OFN(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

\*\*\*Once again quite a busy day, however the only aircraft of real note was the Falcon 100 F-GPFD of Aero Services Executive. The Eire based Caravan N208EC again arrived for attention by Multiflight.

#### **15 Tuesday**

F-GPFD	Falcon 100	0838 0959	f/t Paris/Le Bourget(Bird Express 147)
F-FCDB	Citation Bravo	0951 1040	f. Birmingham(Go-jet 153A) t. Jersey(153B)
D-ICWB	Citationjet	1004 1202	f. Tempelhof(Quadrige 726A) t. Bremen(727A)
G-BYAX	Boeing 757	1306 1450	f/t Alicante(Thomson 392A/391A)
9H-AEL	Airbus 319	1936 2052	f/t Malta(Air Malta 5208/9)

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

**BMI:-** G-RJXK(410/409). G-DBCG all Londons, n/s with G-RJXD/L, G-CDEB.

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

**Flybe:-** G-JECO(729/30), G-JEDM(171/2), G-JECM(643/4), G-JECJ(731/2), G-JEDI(733/4), G-JEDK(175/6)

**Jet2:-** G-LSAH(602P) positioned to Gatwick, returning in the evening from Cologne(062P)

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

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

\*\*\*First time visitor today was Citationjet D-ICWB of BFD, Brandenburger Flugdienst.



## 16 Wednesday

D-ANKE	Challenger 604	0759 0909	f. Bromma(Jet Connect. 816) t. Thessalonica(816)
N66DN	Lear Jet 45	0815 0854	f. Luton(Bizjet 1DN) t. Faro(2DN)
G-CDXK	DA-42 Twin Star	0847 0915	f. Turweston t. Gamston, return 1148/1225
G-GURN	PA-31 Navajo C	0929 1434	f/t Guernsey
G-PWNS	Citationjet	1513 1700	f. Oxford(Hangar 811S) t. Dublin(811S)
G-RAFP	King Air 200	1550	ILS and overshoot(Cranwell 78)

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

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

**BMI:-** G-RJXK(410/409), G-RJXD(405) swapped in Edinburgh with G-RJXO(406), n/s with G-RJXL, G-CDEB. G-DBCG operated all London trips and n/s, but G-MIDP(8132) arrived then left for Heathrow(589).

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

**Flybe:-** G-JECE(729/30), G-JEDM(171/2), G-JECF(643/4), G-JEDJ(731/2), **G-EMBW(173/4)**, G-JECO(733/4), G-JECL(175/6)

**Jet2:-** G-LSAH(063P) positioned to Cologne, returning later from Gatwick(603P). G-CELI(003P) positioned to Manchester.

**KLM:-** PH-OFI(1543/4), PH-KZC(1547/8), PH-KLD(1551/40, n/s) **Manx 2:-** D-CNAG x2

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

\*\*\*Pretty run-of-the-mill however the Navajo G-GURN operated by Neric Ltd is modified with winglets.

## 17 Thursday

G-RAFO	King Air 200	1120	ILS and overshoot(Cranwell 61)
EC-INZ	Airbus 320	1213 1317	f/t Arrecife(Iberworld 3659/3660)
CS-DFS'	Citation XLS	1231 1431	f. Farnboro'(Fraction 6XV) t. Northolt(844K)
G-OOAP	Airbus 320	1342 1540	f/t Faro(Jetset 638D/639C)
G-BYAW	Boeing 757	1347 1524	f/t Palma(Thomson 634N/633N)
G-STER	Jet Ranger	1405 1528	f. Walton Wood t. Sherburn, return 1702, n/s
G-DACN	Agusta A.109S	1438 1516	f/t York Race Course, refuel
ZF242	Tucano	1513	ILS and overshoot(LOP 44)
G-XLMB	Citation XL	1649 1959	f. Farnboro'(Beauport 972) t. Jersey(973)
CS-DHE	Citation Bravo	1759 0805	f. Dundee(Fraction 1HZ), n/s t. Deauville(1HZ)
N888SF	Citationjet	1827 1826	f. Edinburgh, n/s t. Bristol
D-ANKE	Challenger 604	1833 1910	f. Palma(Jet Connection 816) t. Farnboro'(818)
N66DN	Lear Jet 45	2059 2123	f. Faro(Bizjet 1DN) t. Luton(2DN)

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

**BMI:-** G-RJXK(410/409). G-MIDR(8134) replaced 'DP on the IT flights. G-DBCA(4JL/2LJ) operated morning Heathrow then G-DBCG took over again, n/s with G-RJXL/O, G-CDEB.

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

**Flybe:-** G-JEDI(729/30), G-JEDT(171/2, 175/6), G-JECF(643/4), G-JEDW(731/2), **G-EMBW(173/4)**, G-JECE(733/4)

**Jet2:-** G-LSAB(022P) positioned from Manchester while G-CELI(070P) and G-CELJ(050) both arrived late a night from Manchester and Blackpool respectively, therefore based at LBA of this evening were G-CELC/G-I/J/U and G-LSAB/G/H/I with G-CELA still out of service in Multiflight.

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

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

\*\*\*An interesting and varied day with the first visit of Citationjet N888SF. This aircraft operated by Steiner Film Aviation Inc. was reregistered N66FH in early June, still with the same owner. All the other visitors were self explanatory but at least there were quite a few!

## 18 Friday

ZF343	Tucano	0846	ILS and overshoot(LOP 46)
CS-DXN	Citation XLS	0942 1123	f. Cannes(Fraction 6BR) t. Manston(6BR)
EC-HJP	Boeing 737/800	1119 1238	f/t Tenerife(Air Europa 207/8)
G-JIVE	Hughes 369E	1222 1320	f. Shelf t. York R/C, return 1802/1807
G-STER	Jet Ranger	1224 1525	f/t Sherburn, flew locally as Yorkair 03
G-ODDM	Citationjet 2	1313 1654	f/t Jersey(Hangar 810M/812S), n/s to 21/5
G-BYAX	Boeing 757	1455 1527	f/t Corfu(Thomson 244Q/243Q)

G-WVIP	King Air 200	1458 1549	f. Jersey(Prestige 2) t. Rome/Ciampino(2)
CS-DXC	Citation XLS	1831 2005	f. Geneva(Fraction 3DY) t. Dublin(696A)
G-SIRO	Falcon 900EASy	2244 Res.	f. Little Rock, Arkansas on delivery

**Aer Arran:-** EI-REE(672/3), EI-REA(683/4)

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

**BMI:-** G-RJXK(410/409), G-DBCG operated all Londons until G-MIDZ(8JL) arrived to operate IT flights replacing G-MIDR(9855) which positioned to East Midlands. G-RJXL/O, G-CDEB all night stopped.

**Eastern:-** G-MAJI(19Q) swapped in Aberdeen with G-MAJT(29Q), n/s with G-MAJD

**Flybe:-** G-JEDM(171/1), G-JEDI(729/30), G-JECS(643/4), G-JECO(731/2), **G-EMBU(173/4)**, G-JECE(733/4), G-JEDV(175/6)

**Jet2:-** G-CELY(326/325) f/t Belfast. G-CELX(323P/324P) positioned f/t Newcastle to operate morning Belfast. G-CELB(088P) positioned to Manchester in the evening.

**KLM:-** PH-OFB(1543/4), PH-JCH(1547/8), PH-OFN(1551/40, n/s) **Manx 2:-** D-CNAG x2

**Ryanair:-** EI-DLO(152/153A), EI-DHF(15J/155), EI-DLO(165/15N)

\*\*\*Our new resident, Falcon 900EASy G-SIRO for the Ogden Group was finally delivered late tonight. The aircraft flew direct from the factory in Little Rock, where it been since early February for fitting out and replaces Hawker 800XPi N5736 which has already left for new owners in Cork/Luton.

## 19 Saturday

G-FIBS	Squirrel	0732 0816	f. York t. Site in Manchester
OE-LCF	Canadair CRJ	1226 1316	f/t Innsbruck(Austrian 2365/2366)
G-NTWK	Twin Squirrel	1450 1613	f/t Sheffield(Osprey 63), refuel
OE-GOM	MD-83	1450 1613	f/t Palma(Spanair 3257/3258)
9H-AEF	Airbus 320	1552 1701	f. Cardiff(Air Malta 9621) t. Palermo(6622)
EC-GQG	MD-83	1659 1811	f/t Palma(Spanair 3003/3004)
G-YPOL	MD-902 Explorer	1840	ILS and overshoot(Police 42)
EC-HBL	Boeing 737/800	2124 2239	f/t Ibiza(Air Europa 473/4)

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

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

**BMI:-** G-RJXO(01J) t. Heathrow, G-RJXE(8JL, n/s 01J) f/t Heathrow.

**Flybe:-** G-JEDW(729/30), G-JEDT(171/2), G-JECW(643/4), G-JECF(1401/2)

**Jet2:-** G-CELL(205) exchanged in Amsterdam with G-CELB(202). G-CELJ(054P) positioned to Blackpool. G-CELA air tested following fitting of new engine.

**KLM:-** 1543/4 div to Manchester, PH-KLE(1547/8), PH-OFH(1551/40, n/s) **Manx 2:-** D-CNAG x1

**Ryanair:-** EI-DHH(152/153A), EI-DLO(15J/155)

\*\*\*Paying its' first visit to Lbia today was Air Malta Airbus 320 9H-AEF, which positioned from Cardiff to operate a one-off charter to Palermo. Austrian commenced their IT programme for the summer and Aer Arran introduced a Saturday rotation from Cork. The Twin Squirrel G-NTWK was operating for Network Rail/British Transport Police checking the railway lines in the local area.

## 20 Sunday

G-KVIP	King Air 200	0905 0944	f. Exeter(Prestige 2) t. Jersey(2)
HB-JIB	MD-90	1211 1319	f/t Malta(Fly Hello 32E/321)
G-BYAS	Boeing 757	1332 1510	f/t Palma(Thomson 102E/101E)
G-FIBS	Squirrel	1401 1911	f. Castle Howard, n/s to 22/5, t. York
CS-DMM	Hawker 400XP	1516 1713	f. Deauville(Fraction 4XG) t. Inverness(4XG)
G-CEGP	King Air 200	1652 1843	f. Gerona(Cega 459) t. Blackbushe(459)
G-CTCG	DA-42 Twin Star	1656 1356	f. Sheffield, n/s t. Denham
LZ-BHC	Airbus 320	1745 1902	f/t Varna(Balkan Holidays 3543/4)
G-GOMO	Lear Jet 45	1808 1957	f. London City(Partner 15D) t. Nice(25A)
C-GIWO	Lear Jet 35A	2200 1859	f. Keflavik, n/s t. Manchester

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

**Air Southwest:-** G-WOWD(474/5), G-WOWB(486/7)

**BMI:-** G-RJXM(7JL/9879) f/t Heathrow. G-RJXN(9871) f. Aberdeen, n/s with G-RJXL, G-CDEB. G-DBCE(8JL) f. Heathrow, n/s. G-MIDZ continues the IT series.

**Eastern:-** G-MAJI(99Q/59Q) f/t Aberdeen. G-MAJD/T night stop.

**Flybe:-** G-JECF(643/4), **G-EMBK(173/4)**, G-JEDJ(731/2), G-JECT(175/6), G-JECO(733/4)



**Jet2:-** G-CELP(015P/054P). f/t Stansted to operate the new Valencia flight plus two return trips to Belfast. G-CELA was again air tested.

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

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

\*\*\*Making its' first visit to LBIA tonight was the Lear Jet 35A C-GIWO of Skyservice, inbound on an Ambulance flight. Another slight change with Aer Arran, the Sunday flights f/t Cork and f/t Galway are separated now instead of being operated by one aircraft.

## 21 Monday

N66DN	Lear Jet 45	0720 0824	f/t Luton(Bizjet 1DN/2DN), return 1522/1542
G-ONAL	King Air 200	0800 0833	f. Teesside(Goosepool 11) t. Stornaway(11)
TC-APU	Boeing 737/800	0826 1036	f/t Dalaman(Sun Turk 453/4)
TC-OAN	Airbus 321	1003 1133	f/t Dalaman(Onur Air 7335/6)
G-STER	Jet Ranger	1057 1109	f/t Sherburn, return 1345/1551, 1642/1905
G-CTCG	DA-42 Twin Star	1620 —	f. Denham, still present at end of month
G-ONAL	King Air 200	1803 1817	f. Stornaway(Goosepool 11) t. Teesside(11)
LZ-BHC	Airbus 320	1915 2015	f/t Bourgas(Balkan Holidays 5571/2)
G-WCCP	King Air 200	2101 0637	f. East Midlands, n/s t. Eindhoven

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

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

**BMI:-** G-RXJ(410/409). G-DBCE all London flights, n/s with G-RJXL/N, G-CDEB.

**Eastern:-** G-MAJD(81D) swapped in Inverness with G-MAJB(84D), however JB did not return from Southampton. G-MAJK(012P) f. Humberside to operate to Southampton(86D). G-MAJT(59Q) swapped in Aberdeen with G-MAJA(99Q). G-MAJA/K night stop.

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

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

**Manx 2:-** After weeks without a change D-CSAL turned up on today's flights.

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

\*\*\*The Twin Star G-CTCG, which arrived this afternoon stayed until the end of the month carrying out local training details. Also in use for training was the Sherburn based Jet Ranger G-STER. Augusta A.109A N109TK arrived by road this afternoon for attention by Multiflight.

## 22 Tuesday

N41AK	King Air F.90	0757 1813	f/t Glasgow
G-PCOP	King Air 200	0816 1241	f/t Glasgow
ZF205	Tucano	0954	ILS and overshoot(LOP 24)
G-YPOL	MD.902 Explorer	1024	ILS and overshoot(Police 42)
G-AREL	PA-22 Caribbean	1212 1434	f/t White Waltham, see notes
G-BYAX	Boeing 757	1311 1453	f/t Alicante(Thomson 392A/391A)
G-CDSZ	DA-42 Twin Star	1408 1449	f. Gamston t. Isle of Man
G-WCCP	King Air 200	1457 1529	f. Eindhoven t. East Midlands
N16PV	Baron 58	1556 1402	f. Denmark(?), n/s to 24/5 t. Duxford
G-DJET	DA-42 Twin Star	1651 1713	f. East Midlands t. Humberside
9H-AEO	Airbus 319	1940 2053	f/t Malta(Air Malta 5208/9)

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

**BMI:-** G-RJXJ(410/409). Titan Airways BAe.146 **G-ZAPK** operated all today's London flights until G-DBCJ(8JL) arrived and night stopped with G-RJXL/N, G-CDEB. G-MIDZ continues ITs.

**Eastern:-** G-MAJK(021P) positioned to Hawarden, G-MAJL(022P) f. Hawarden. 'JL(59Q) was then swapped in Aberdeen with G-MAJJ(99Q), which night stopped with G-MAJA.

**Flybe:-** G-JEDK(729/30, 731/2, 733/4), G-JEDM(171/2), G-JECO(643/4), **G-EMBW(173/4)**, G-JECT(175/6)

**Jet2:-** G-CELA(323) finally returned to service, but was exchanged in Belfast with G-CELJ(324). G-CELG(201) swapped in Amsterdam with G-CELF(202).

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

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

\*\*\*Today we bid farewell to an old friend, PA-18 N45552 which arrived on April 27<sup>th</sup> 2006 and hasn't flown since. It was collected by the Caribbean G-AREL, itself a 1960 vintage machine, and departed

to Popham. At the other end of the scale N16PV is a new Raytheon built Baron owned by De Velde Holdings. It had been delivered from the USA to Denmark via Goose Bay and Keflavik on 10/5.

### 23 Wednesday

N2511X	Columbia 400	0938 1639	f/t La Baule
N882	TB.20 Trinidad	0957 1403	f/t Ronaldsway
CS-DNS	Falcon 2000	1052 1647	f. Doncaster(Fraction 2HG) t. Edinburgh(2HG)
XZ673	Lynx	1211	Radar approach and overshoot(Armyair 933)
ZK454	King Air 200	1511	ILS and overshoot(Cranwell 79)
G-ORJA	King Air B.200	1553 0809	f. Manchester(Clifton 3), n/s t. Biggin Hill(3)
G-VONA	Sikorsky S.76A	1629 1700	f. Blackbushe(Premier 06) t. Heathrow(06)
N64VB	Be.58 Baron	1710 1726	f. Biggin Hill t. Sleep
OE-FYH	Citationjet 2	1716 —	f. Glasgow, no trace of departure logged!
N555WA	MD.902 Explorer	1838 1839	f. Warrington(Bladerunner 001) t. Manchester
G-TKNT	Agusta A.109A	1919 0726	f. Sywell, n/s t. site near Conningsby

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

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

**BMI:-** G-RJXJ(410/409), G-DBCJ all Londons, n/s with G-RJXL/N, G-CDEB. G-MIDZ ITs.

**Eastern:-** G-MAJA(19Q) went to Aberdeen, however G-MAJB(29Q) made the return and carried on to Humberside(11W). **G-MAJX(49Q)** arrived from Aberdeen pm, n/s with G-MAJD.

**Flybe:-** G-JECS(729/30), G-JEDM(171/2), G-JECO(643/4), G-JECK(731/2), **G-EMBW(173/4)**, G-JEDK(733/4), G-JECT(175/6)

**Jet2:-** G-CELF(205) exchanged in Amsterdam with G-CELG(206).

**KLM:-** PH-OFG(1543/4), PH-KZD(1547/8), PH-WXD(1551/40, n/s) **Manx 2:-** D-CSAL x2

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

\*\*\*Another interesting and varied day starting with French based N2511X, which is a Lancair LC.42-550FG Columbia 400! This aircraft was on its' first visit as was MD.902 N555WA owned by WA Helicopters Inc. along with Citationjet OE-FYH and completing a quartet Eastern Airways Jetstream 41 G-MAJX.

### 24 Thursday

N64VB	Be.58 Baron	0736 0801	f. Sleep t. Biggin Hill
G-JIVE	Hughes 369E	0830 0837	f. Shelf t. Stapleford
N23M	Gulfstream 5	0900 1540	f/t Southampton
ZF377	Tucano(LOP44)	0929	ILS, <u>ZF204</u> (LOP 24/1046), <u>ZF347</u> (LOP46/1502)
D-CPRO	Lear Jet 31A	1136 1712	f. Cannes t. Biggin Hill
G-GFEY	PA-34 Seneca	1221 1359	f. Aberporth t. Blackpool
N41AK	King Air F.90	1232 1706	f/t Glasgow
EC-HZU	Airbus 320	1324 1445	f/t Arrecife(Iberworld 3659/3660)
G-OOAW	Airbus 320	1334 1558	f/t Faro(Jetset 639D/639C)
G-BYAU	Boeing 757	1327 1518	f/t Palma(Thomson 634N/633N)
G-OLDW	Lear Jet 45	1347 1319	f. Belfast City(Partner 02C), n/s t. Nice(29A)
ZD620	BAe.125/700	1450 1623	f. Northolt(Kittyhawk 2R) t. Edinburgh(2R)
ZK454	King Air 200	1537	ILS and overshoot(Cranwell 60)
OH-WIL	Challenger 604	1847 1711	f. Rimini(Jetflite 324), n/s t. Helsinki(325)
G-TKNT	Agusta A.109A	2020 1018	f. Worcester, n/s t. site near East Midlands

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

**BMI:-** G-RJXJ(410/409). Titan '146 **G-ZAPN** operated London flights(4LJ/2JL, 5JL/4LJ, 7JL) then positioned to Stansted(9747). G-MIDL(9478) positioned from Liverpool to operate(5LJ/8JL, n/s 01J). G-RJXL/N, G-CDEB n/s.

**Eastern:-** G-MAJD(19Q) swapped in Aberdeen with G-MAJB(29Q), in turn exchanged again with G-MAJT(99Q), n/s with G-MAJX.

**Flybe:-** G-JEDK(729/30, 731/2), G-JEDM(171/2), G-JECO(643/4), **G-EMBW(173/4)**, G-JECK(733/4), G-JECT(175/6)

**KLM:-** PH-OFM(1543/4), PH-KZA(1547/8), PH-OFK(1551/40, n/s) **Manx 2:-** D-CSAL x2

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



\*\*\*Well it just gets better, today we have a trio of interesting bizjets, starting with Gulfstream 5 N23M of the 3M Corporation. There were then two aircraft on first visits, Lear Jet D-CPRO and Finnish Challenger OH-WII of Jetflite, both pretty new aircraft.

## 25 Friday

G-CELK	Boeing 737/300	0143 0741	f. Faro(Channex 754, <u>div</u> ) n/s t. Belfast(323)
N41AK	King Air F.90	0821 0859	f/t Glasgow
N719EL	Beechjet 400A	1012 1108	f. Aberdeen t. Blackbushe
EC-III	Boeing 737/800	1126 1244	f/t Tenerife(Air Europa 207/8)
N575GM	TB.20 Trinidad	1226 1724	f. Biggin Hill t. Cambridge
ZE764	Tornado	1233	ILS and overshoot(Chariot 20)
ZK451	King Air 200	1308	ILS and overshoot(Cranwell 71)
ZE328	Tornado	1419	ILS and overshoot(Chariot 31)
PA474	Lancaster	1450	Visual approach and overshoot on 32
N66DN	Lear Jet 45	1509 1650	f/t Luton(Bizjet 1DN/2DN)
CS-DNS	Falcon 2000	1514 0908	f. Heyres(Fraction 591Y), n/s t. Northolt
G-VALV	Robinson R.44	1526 1649	f/t site near Trent
G-BYAO	Boeing 757	1540 1717	f/t Corfu(Thomson 244Q/243Q)
N554RB	Be.55 Baron	1544 1647	f. Coventry t. Abbeville
G-BLYK	PA-34 Seneca	1644 1729	f. Nevers(High tide 508) t. Southend(500P)
G-KATG	Long Ranger	1948 2012	f. Manston, refuel t. Peterhead

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

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

**BMI:-** G-MIDL operated London rotations until G-DBCG(7JL/5JL), then G-MIDS(8JL/9855, Heathrow - East Midlands). The leased SAAB 2000 G-CDEB(Eastern 500P) positioned to Stansted this evening. G-RJXL/N night stopped.

**Eastern:-** G-MAJT(19Q) swapped in Aberdeen with G-MAJL(29Q). G-MAJI(1805) from Southampton, stayed until 28/5, then positioned back as 014P. G-MAJI/L/X stayed over the weekend.

**Flybe:-** G-JECT(171/2), G-JECN(729/30, 733/4), G-JECF(643/4), G-JEDK(731/2), G-ERJB(173/4), G-JEDR(175/6)

**Jet2:-** G-CELY(326/5) f/t Belfast. G-CELK(323) operated the Leeds - Belfast, following its diversion early this morning, however the return flight landed at Blackpool to get the aircraft back home. G-CELO(316) arrived from Paris 10 hours late at 0120, positioning home to Newcastle(051P) an hour later. G-CELJ(055P) returned from Paris at 0947 having gone u/s there yesterday afternoon.

**KLM:-** PH-KLD(1543/4), PH-OFN(1547/8), PH-OFF(1551/40, n/s) Manx 2:- D-CSAL x2

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

\*\*\*A military flourish early afternoon, the only one scheduled being the Lancaster which had made a flypast over the Test Match at Headingley before heading to the airport for a flypast. The Flybe EMB.145 G-ERJB was on its' first visit to LBA.

## 26 Saturday:-

F-HBOL	Falcon 900EX	0831 0948	f/t Le Bourget(Leadair 036L)
G-FIBS	Squirrel	0920 0959	f. Skipton t. York, return 1956/2012
G-OTVI	Robinson R.44	0928 2010	f/t Sherburn, local filming during day
G-SFCJ	Citationjet	0936 1505	f/t Jersey(Hangar 820J/823J), n/s to 29/5
G-BOKA	PA-28 Dakota	1048 1149	f/t Fairoaks
OE-LCN	Canadair CRJ	1229 1330	f/t Innsbruck(Austrian 2365/2366)
G-HWAA	Eurocopter 135T	1236 1322	f. LGL(Helimed 06E) t. Stensham(06E)
G-CDZM	Boeing 737/800	1350 1534	f/t Ibiza(Thomson 534G/533G)
EC-FXA	MD-83	1510 1635	f/t Palma(Spanair 3003/3004)
EC-GVO	MD-83	1639 1824	f/t Palma(Spanair 3257/3258)

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

**Air Southwest:-** G-WOWC(480/1), G-WOWE(9301/2), G-WOWB(478/9)

**BMI:-** G-RJXN(01J/4JL/2LJ), Heathrows, G-RJXA(8JL), n/s with G-RJXL. ITs still G-MIDZ.

**Flybe:-** G-JECE(729/30), G-JEDU(171/2), G-JECJ(643/4), G-JECF(1401/2)

**Jet2:-** G-LSAI(052P) arrived f. Newcastle 0027 and G-LSAG(532P) f. Palma 0246.

**KLM:-** PH-OFJ(1547/8), PH-KZN(1547/8), PH-OFN(1551/40, n/s)

**Manx 2:-** Starting today the airline operates two return flights pm, both today D-CNAG.

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

\*\*\*The Falcon 900EX F-HBOL is owned by Bollore SA while the County Air Ambulance EC.135T G-HWAA came in for fuel after dropping a patient at Leeds General Infirmary. At 1545 the Newcastle based Jet Provost G-BVEZ made a low approach and overshoot along runway 32 after flying over the Test Match at Headingley.

### 27 Sunday

C-FTAE	Boeing 737/800	0113 0213	f. Palermo(Excel 7505) t. Newcastle(505)
N60LW	Citation Bravo	0845 1751	f/t Luton
CS-TLW	Lear Jet 45	0950 1050	f. Biggin Hill(Omni 379) t. Faro(379)
HB-JIB	MD-90	1209 1333	f/t Malta(Fly Hello 32E/321)
G-BYAO	Boeing 757	1336 1450	f/t Palma(Thomson 102E/101E)
LZ-BHC	Airbus 320	1743 1853	f/t Varna(Balkan Holidays 5543/5544)
N554RB	Be.55 Baron	1758 1830	f. Abbeville t. Coventry

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

**Air Southwest:-** G-WOWC(476/7), G-WOWB(486/7)

**BMI:-** Heathrow flights:- G-RJXA(01J/4JL/2LJ), G-RJXH(7JL), G-MIDS(9875) from EMA, 5LJ/8JL and then takes over IT flights. G-RJXH/L night stop.

**Eastern:-** G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJI/L/X night stop.

**Flybe:-** G-EMBW(173/4), G-JECJ(643/4), G-JECH(731/2), G-JECT(175/6), G-JECK(733/4)

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

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

\*\*\*A first visit today for N60LW, a Citation Bravo which was delivered to PIHL Delaware Inc. last year and is now based at Luton. Missed by most people due to its' arrival time, the Air Excel 737/800 C-FTAE is formerly G-XLAE but has not reverted to this since returning from winter lease in Canada.

### 28 Monday

TC-OAK	Airbus 321	0752 0924	f/t Dalaman(Onur Air 7335/7336)
TC-AAB	Boeing 757/800	0936 1043	f/t Dalaman(Sun Turk 453/454)
CS-DNQ	Falcon 2000	1201 1301	f. Northolt(Fraction 470L) t. Luton(2GY)
84-0112	C.21A Lear Jet	1231 1718	f. Fairford(Fendy 21) t. Northolt(21)
G-NICI	Robinson R.44	1758 1831	f/t Clitheroe
TC-OAI	Airbus 321	1828 2039	f/t Bodrum(Onur Air 2611/2612)
LZ-BHC	Airbus 320	1841 2030	f/t Bourgas(Balkan Holidays 5571/2)
N719EL	Beechjet 400A	2201 2227	f. Blackbushe t. Aberdeen

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

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

**BMI:-** G-DBCG operated London flights, n/s with G-RJXH/L, G-CDEB. G-MIDS IT flights.

**Eastern:-** G-MAJI(014P) positioned to Southampton. G-MAJX(1806) operated a charter Southampton, positioned back(806P) and night stopped with G-MAJL.

**Flybe:-** G-JEDJ(643/4), G-JECE(731/2), **G-EMBW**(173/4), G-JEDI(733/4), G-JEDW(175/6)

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

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

\*\*\*A curtailed scheduled programme today due to the Bank Holiday, however we did play host a USAF Lear Jet this afternoon.

### 29 Tuesday

N525VV	Citationjet 2	0751 0825	f. Newcastle t. Asturias
G-CJAD	Citationjet	0858 n/s+	f. Edinburgh, Multiflight for maintenance
N652NR	Citation Encore	0943 1007	f. Wellesbourne(Crossair 71) t. Hurn(72)
G-BYWV	Grob Tutor	1020	ILS and overshoot(CFN 05)
G-BOKA	PA-28 Dakota	1202 1436	f/t Fairoaks, n/s until 1/6
ZF139	Tucano	1243	ILS and overshoot(LOP 46)
G-BYAJ	Boeing 757	1306 1431	f/t Alicante(Thomson 392A/391A)
EC-JCU	Metroliner	1322 1535	f. Bristol(OVA J71) t. Valencia(J72)
G-PCOP	King Air 200	1443 1753	f. Edinburgh t. Glasgow
N652NR	Citation Encore	1558 1622	f. Hurn(Crossair 73) t. Wellesbourne(74)
G-FIBS	Squirrel	1840 1909	f. Skipton t. York
G-OLDT	Lear Jet 45	1905 2009	f. Le Bourget(Partner 44B) t. Farnboro'(44C)



N92TH King Air 350 1907 1953 f. Isle of Man t. Vitoria  
 9H-AEG Airbus 319 1918 2020 f/t Malta(Air Malta 5208/9)

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

**BMI:-** G-RJXJ(410/409), G-DBCG all Londons, n/s with G-RJXH/L, G-CDEB. G-MIDS ITs.

**Eastern:-** G-MAJL(19Q) swapped in Aberdeen with G-MAJD, n/s with G-MAJX.

**Flybe:-** G-JECH(729/30), G-JECT(171/2), G-JECJ(643/4), G-JECE(731/2), G-JEDO(733/4), G-JEDW(175/6)

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

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

\*\*\*Once again a varied selection of visitors including a first time arrival for King Air 350 N92TH of Fluid Aviation LLC. This aircraft had arrived in the UK on 19/5, routing Boeing Field - Iqaluit - Keflavic. The Aeronova Metroliner EC-JCU was also a first timer, arriving for an outbound freight flight, as was Airbus 319 9H-AEG.

### 30 Wednesday

G-BOWY	PA-28RT Arrow	0821 1753	f/t Blackbushe
N642P	PA-31 Navajo B	0955 1353	f. Enniskillen t. Edinburgh
G-FIBS	Squirrel	1007 1050	f. York t. Richmond
N184CD	Cirrus SR.20	1013 1114	f. Cambridge t. Ronaldsway
ZH886	C.130H Hercules	1016	ILS and overshoot(Ascot 520)
ZF140	Tucano	1248	ILS and overshoot(LOP 41)
G-CDZM	Boeing 737/800	1304 1424	f/t Mahon(Thomson 134E/133E)
N66SG	Lear Jet 45	1543 1624	f. Newcastle(Bizjet 3SG) t. Le Bourget(4SG)
N92TH	King Air 350	1712 1749	f. Guernsey t. Isle of Man
CS-DXK	Citation XLS	1716 1907	f. Venice(Fraction 961T) t. East Midlands(3LD)

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

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

**BMI:-** G-RJXJ(410/409), G-RJXH(9131) position to Manchester return from Edinburgh(3827, Manchester flight). G-DBCG all London flights, n/s with G-RJXH/L, G-CDEB.

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

**Flybe:-** G-JECE(729/30), G-JEDM(171/2), G-JEDJ(643/4), G-JEDO(731/2), **G-EMBS(173/4)**, G-JECT(175/6), G-JECF(733/4)

**Jet2:-** G-LSAG(010T) made a couple of trips to Doncaster for circuits during the day.

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

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

\*\*\*A fairly mundane day, however Navajo N642P of Universal Direct Inc. is a fairly uncommon machine and it was nice to see N66SG instead of the usual N66DN. A slight drama at lunch time when Dash 8 G-JEDJ(Jersey 643L) returned to the airfield, shortly after take off for Aberdeen, with an open door. The aircraft spent two and a half hours on the deck being checked over before resuming its flight.

### 31 Thursday

G-FIBS	Squirrel	0751 0840	f. York t. Skipton
ZF142	Tucano	0847	ILS and overshoot(LOP 44)
EC-HZU	Airbus 320	1151 1320	f/t Arrecife(Iberworld 3659/3660)
G-BYAR	Boeing 757	1342 1529	f/t Palma(Thomson 634N/633N)
G-OOAW	Airbus 320	1352 1559	f/t Faro(Jetset 639D/639C)
G-SASD	King Air 200	1630 1940	f/t Glasgow(Cega 822B)
G-YPOL	MD.902 Explorer	1846	ILS and overshoot(Police 42)
CS-TLW	Lear Jet 45	1855 2022	f. Faro(Omni 385A) t. Le Bourget(385A)

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

**BMI:-** G-RJXJ(410/409), All same as yesterday, flights operated by G-DBCG, G-RJXH/L, G-CDEB, G-MIDS.

**Eastern:-** G-MAJX(19Q) swapped in Aberdeen with G-MAJB(29Q), n/s with G-MAJD.

**Flybe:-** G-JECT(171/2), G-JECH(729/30), G-JEDJ(643/4), G-JEDO(731/2), **G-EMBS(173/4)**, G-JECF(733/4), G-JEDR(175/6)

**Jet2:-** Based at the end of the month, G-CELB/C/G/J/U, G-LSAB/G/H/I.

**KLM:-** PH-OFA(1543/4), PH-JCH(1547/8), PH-OFJ(1551/40, n/s)

**Manx 2:-** The company operated an extra lunchtime rotation, hence D-CNAG made three visits.

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

\*\*\*A quiet end to the month!

Well that completes another busy month but before we finish I would just like to comment on some observations that have been made about the new format. Contrary to the perception of some people the new format takes up less space in the magazine than the previous one, for instance May 2006 took up almost 16 pages while this month has taken about 13 even though the airport is busier. For example there were 67 visits by executive jets in May 2006 compared with 88 this month. Another observation, made by a couple of people is the lack of times for the scheduled flights. As a result if you do need any times for any particular flight (sorry I cannot provide times for Jet2), you can e-mail me at [trevor.smith@airYorkshire.org](mailto:trevor.smith@airYorkshire.org) and I will endeavour to provide the information as soon as possible. You can also contact me with any gems of information you may have for inclusion in the magazine.

Trevor Smith



## LEEDS BRADFORD AIRLINE REPORT APRIL 2007 (AMENDED)

### INBOUND DIVERSIONS

05	EXS770	AMS	BLK	G-CELJ	B733	AGP	EXS761/06
06	EXS754	FAO	BLK	G-CELU	B733	BGY	EXS391
07	WOW520D	CVL	MAN	G-WOWC	DH8	CVL	WOW523E
07	AEU506A	CMF	MAN	G-STRH	B737	CMF	AEU081E
13	KLM1499	AMS	HUY	PH-KZF	F70	AMS	KLM1486/14
13	BMA9WT	LHR	MME	G-RJXM	E145	LHR	BMA345
13	EZE17W	ABZ	HUY	G-MAJT	JS41	BRS	EZE062P/14

### REGULAR FLIGHTS

AEU981	CMF	07/G-STRH	14/G-STRH		
FHE321	MLA	04/HB-JIB	11/HB-JIB	22/HB-JIB	29/HB-JIB
IWD3450	ACE	05/EC-HZU	12/EC-JQP	19/EC-IMU	26/EC-IMU
TOM4167	ALC	07/G-BYAR	14/G-BYAR	21/G-BYAR	28/G-BYAF
TOM5993	ACE	04/G-BYAK	11/G-FDZA	18/G-FDZA	25/G-FDZA
TOM6163	TFS	06/G-BYAL	13/G-FDZA	20/G-FDZA	27/G-FDZA

### OTHER FLIGHTS

01	G-EMBP	E145	BEE173/174	f/t Southampton	Lieu DH8 * +2 *
02	G-EMBI	E145	BEE173/174	f/t Southampton	Lieu DH8 * +9 *
02	G-FBEB	E195	BEE175/176	Southampton - Newcastle	Lieu DH8
03	G-ZAPU	B752	EXS257P/257	Stansted - Palma	Lieu EXS B752 * +3 *
04	G-DBCK	A319	BMA4JL/2LJ	f/t Heathrow	-
05	EI-DPS	B738	RYR152/153A	f/t Dublin	-
05	EI-DPO	B738	RYR154/155	f/t Dublin	-
07	OK-RDA	L410	VAA304/305	f/t Isle of Man	Ex HA-YFG
08	EI-DPT	B738	RYR152/153A	f/t Dublin	-
10	G-BRYV	DH8	BEE729/730	f/t Belfast City	-
13	G-MAJZ	JS41	EZE29Q/39Q	f/t Aberdeen	-
14	OK-UBA	L410	VAA304/305	f/t Isle of Man	-
15	G-ZAPX	B752	EXS231P/231	Stansted - Barcelona	Lieu EXS B752 * +1 *
15	G-EMBG	E145	BEE173/174	f/t Southampton	Lieu DH8 * +7 *
15	G-YIAN	E135	TWJ2	Stansted - Paris Le Bourget	Executive
16	G-CELE	B733	BMI9513/9514	t/f East Midlands	Sub-charter for BMI
17	G-EMBU	E145	BEE171/172	f/t Southampton	Lieu DH8
19	G-AMRA	DC3	-	Coventry - Local	Passenger Charter * +9 *
21	OK-UBA	L410	VAA304/305	f/t Isle of Man	-



24	<u>G-LSAI</u>	B752	EXS050P/231	Southend -n/s- Barcelona	Delivery
25	OK-UBA	L410	VAA310/311	f/t Isle of Man	-
25	<u>D-BADC</u>	J328	ADN2065	Shannon - Dusseldorf	Medivac
28	OK-UBA	L410	VAA304/305	f/t Isle of Man	-
29	G-MIDC	A321	LBT051F/BMA5LJ	Monastir - Heathrow	Lieu A319
29	<u>G-JECV</u>	DH8	BEE175/176	f/t Southampton	-
30	OK-UBA	L410	VAA300/301	f/t Isle of Man	-
30	G-CDEB	SB20	BMA9112/1VX	Norwich -n/s- Glasgow	Lieu BMA E145



## LEEDS BRADFORD AIRLINE REPORT MAY 2007

### INBOUND DIVERSIONS

05	EXS888	PRG	MAN	G-CELV	B733	MAN	EXS88P
25	EXS754	FAO	BLK	G-CELK	B733	BFS	EXS323

### REGULAR FLIGHTS

AEA208	TFS	04/EC-HZS	11/EC-HJP	18/EC-HJP	25/EC-III	
AEA474	IBZ	05/EC-JHL	12/EC-HBL	19/EC-HBL		
AMC5209	MLA	01/9H-AEL	08/9H-AEJ	15/9H-AEL	22/9H-AEO	29/9H-AEG
AUA2366	INN	19/OE-LCF	26/OE-LCN			
BGH5544	VAR	20/LZ-BHC	27/LZ-BHC			
BGH5576	BOJ	21/LZ-BHC	28/LZ-BHC			
BMA8111	REU	07/G-MIDV	14/G-MIDP	21/G-MIDZ	28/G-MIDS	
BMA8121	PMI	01/G-MIDU	08/G-MIDV	15/G-MIDP	22/G-MIDZ	29/G-MIDS
BMA8123	HER	01/G-MIDU	08/G-MIDV	15/G-MIDP	22/G-MIDZ	29/G-MIDS
BMA8131	RHO	02/G-MIDU	09/G-MIDX	16/G-MIDP	23/G-MIDZ	30/G-MIDS
BMA8133	FUE	02/G-MIDV	09/G-MIDX	16/G-MIDR	23/G-MIDZ	30/G-MIDS
BMA8141	FAO	03/G-MIDV	10/G-MIDX	17/G-MIDR	24/G-MIDZ	31/G-MIDS
BMA8143	ZTH	03/G-MIDV	10/G-MIDX	17/G-MIDR	24/G-MIDZ	31/G-MIDS
BMA8151	IBZ	04/G-MIDV	11/G-MIDX	18/G-MIDR	25/G-MIDZ	
BMA8153	MAH	04/G-MIDV	11/G-MIDX	18/G-MIDR	25/G-MIDZ	
BMA8155	DLM	04/G-MIDV	11/G-MIDX	18/G-MIDZ	25/G-MIDZ	
BMA8161	REU	05/G-MIDV	12/G-MIDX	19/G-MIDZ	26/G-MIDZ	
BMA8163	ALC	05/G-MIDV	12/G-MIDX	19/G-MIDZ	26/G-MIDZ	
BMA8165	LPA	05/G-MIDV	12/G-MIDX	19/G-MIDZ	26/G-MIDZ	
BMA8171	AGP	06/G-MIDV	13/G-MIDX	20/G-MIDZ	27/G-MIDZ	
BMA8173	LCA	06/G-MIDV	13/G-MIDX	20/G-MIDZ	27/G-MIDZ	
FCA639C	FAO	03/G-OOAU	10/G-OOAU	17/G-OOAP	24/G-OOAW	31/G-OOAW
FHE321	MLA	06/HB-JIB	13/HB-JIB	20/HB-JIB	27/HB-JIB	
IWD3660	ACE	03/EC-HZU	10/EC-HZU	17/EC-INZ	24/EC-HZU	31/EC-HZU
JKK3004	PMI	05/EC-FXA	12/EC-GVI	19/EC-GQG	26/EC-FXA	
JKK3258	PMI	05/EC-GQG	12/EC-HOV	19/EC-GOM	26/EC-GVO	
OHY2612	BJV	28/TC-OAI				
OHY7336	DLM	07/TC-OAO	14/TC-OAN	21/TC-OAN	28/TC-OAK	
PGT454	DLM	07/TC-API	14/TC-APZ	21/TC-APU	28/TC-AAB	
TOM101E	PMI	06/G-BYAK	13/G-BYAS	20/G-BYAS	27/G-BYAO	
TOM133E	MAH	30/G-CDZM				
TOM243Q	CFU	04/G-BYAK	11/G-BYAX	18/G-BYAX	25/G-BYAO	
TOM391A	ALC	01/G-BYAK	08/G-BYAX	15/G-BYAX	22/G-BYAX	29/G-BYAJ
TOM533G	IBZ	26/G-CDZM				
TOM633N	PMI	03/G-BYAO	10/G-BYAW	17/G-BYAW	24/G-BYAU	31/G-BYAR
WOW9300	JER	12/G-WOWA	19/G-WOWC	26/G-WOWE		

# OTHER FLIGHTS

01	G-CDEB	SB20	BMA1VX/491	Glasgow - Copenhagen	Lieu BMA E145
01	G-CDEB	SB20	BMA492/2XV	Copenhagen - Glasgow	) <i>Same pattern operated</i>
01	G-CDEB	SB20	BMA6VX/3XV	f/t Glasgow	) <i>on all weekdays in the</i>
01	G-CDEB	SB20	BMA3VX/1XV	f/t Glasgow n/s	) <i>month until 01Jun.</i>
07	<u>PH-OFO</u>	F100	KLM1543/1544	f/t Amsterdam	-
09	G-FBEA	E190	BEE175/176	f/t Southampton	Lieu DH8
10	EC-IVO	F100	GJT010/011P	Madrid - Barcelona	Passenger Charter
13	EC-IVO	F100	GJT012P/013	Chalons Vatry -n/s- Madrid	Passenger Charter
19	<u>9H-AEF</u>	A320	AMC9621/6622	Cardiff - Palermo	Passenger Charter
22	<u>G-ZAPK</u>	B462	BMA4JL/2LJ	f/t Heathrow	Lieu BMA A319 * +5 *
23	<u>G-MAJX</u>	JS41	EZE49Q/59Q	f/t Aberdeen	-
24	G-MIDL	A321	BMA9748/5LJ	Liverpool - Heathrow	Lieu A319 * +3 *
25	<u>G-ERJB</u>	E145	BEE173/174	f/t Southampton	-
27	<u>C-FTAE</u>	B738	XLA7505/505	Palermo - Newcastle	(Ex G-XLAE) Passenger Charter
29	<u>EC-JCU</u>	SW4	OVAJ71/J72	Bristol - Valencia	Freight Charter

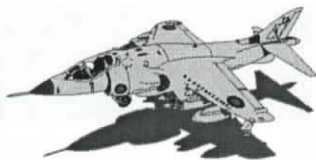
Is this the ugliest looking aeroplane ... EVER?



Nimrod RAF Finningley 1993  
Alan Tempest



# MILITARY AVIATION



## MILITARY NEWS

### Peter Jenner

A recent issue (May) contained a rare article *Odd One In* by a 'guest' writer, my good friend, Peter Jenner. I feel that a note on his background will be of interest to readers, especially as I hope that there will be further contributions by him in the future. We have not discussed this yet, but he is an avid writer and researcher on aviation, especially military.

Peter joined the Fleet Air Arm in 1943, as a trainee pilot. He completed Preliminary Pilot Training at HMS St Vincent, Gosport and Elementary Flying Training at 13 Elementary Flying Training School (13 EFTS) St Eugene, Ontario, flying some 60 hours in Cornells. He then proceeded to Service Flying Training at 8 Service Flying Training School (8 SFTS), flying Harvards, but was unlucky enough to 'prang' a Harvard, as a result of which his flying training was terminated and he was returned to the UK. Here, he opted for a return to civilian life, which he was entitled to do, but, as he had not completed the length of time in the Forces required by regulations at the time, he was called up into the Army. As he passed selection at the highest grades, as one would expect from a pilot-candidate, he was initially enlisted in the Intelligence Corps. However, he was later transferred to the Army Education Corps (now the Royal Army Education Corps; RAEC), where he ended his service as a Warrant Officer 2. Incidentally, had he transferred from the Navy directly into the Army, he would have been recruited as an Officer Cadet and been commissioned, as were Karl Matthews and myself. On final return to civvy life, Peter taught maths and ended his teaching career as a Head Teacher.

Peter has continued his passion for aviation; he is an avid researcher and writer on military aviation and has recently assumed the editorship of a military aviation newsletter; he is also a keen aviation photographer and recently sent me a portfolio of photographs of my beloved Dakota!

### Problems with Nimrods

A recent article in "The Sunday Times" highlighted problems the RAF is having with the faulty fuel system on the Nimrod. The problems were also detailed in a BBC1 Panorama programme, in which a whistleblower detailed the difficulties. The Nimrods, 35 years old, were meant to be upgraded to MRA4s by 2000, but this programme has been delayed until 2010, by procurement and funding problems.

Credits: [www.timesonline.co.uk/micksmith](http://www.timesonline.co.uk/micksmith), The Sunday Times, BBC1 Panorama

### Current Review

25 Squadron with its Tornado F3s is likely to disband at Leeming in October, with the transfer of the Southern QRA role to 3 Squadron at Coningsby in the autumn, with Typhoon F2s.

76(R) Squadron has been re-formed within 1 Flying Training School (1FTS) at RAF Linton, with Tucanos, to carry out the role previously carried out by the Tucano Air Navigation Squadron (TANS). The Squadron was last operational at Upwood, flying Canberras.

The date for the withdrawal from RAF service of Jaguars was brought forward to April from October, as there were no plans to use them on operations in the meantime.

Credit: Military Aviation Review

Please send any information for inclusion in Military News to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, WF15 8DB (Tel 01274-873336)

Eric Martin

## A RING OF STEEL

We passed Terminal 5 and its new approach roads around 0900hrs after an excellent run south with virtually no traffic. At that time on an Easter Sunday morning everyone is where they are going for the weekend. Where would we be able to view the aeroplanes at Heathrow, now that terrorism requires a "ring of steel" around UK civil airports? We cruised by Hatton Cross Station, where there were dozens of spotters hanging around with cameras and telescopes. Not a ring of steel to be seen.

Eventually, we found a spot near the Heathrow Academy and were lucky to get in front of some BAA offices, on a grass verge, with a fine view of the threshold for R28R, over the fence. This spot is obviously very popular with spotters and there were many gathered, using the landscaped gardens of the offices as a pleasant place to linger. Not a problem on an Easter Sunday when the offices are closed.

The London traffic haze was evident in the low early morning sunshine and the aircraft were landing steadily, but against the sun and out of the traffic haze. After our trouble free journey, a cuppa was called for and as we set up camp for the day the hot tea slaked the journey's fires.

Drinking tea has the inevitable result that facilities are soon required and in searching for these I was amazed to stumble on a café in the Academy building. This has an outside terrace/patio and opens for snacks at around 1100hrs. It is a Ritazza coffee house and has excellent facilities. As the day sped by I made regular refuelling stops at this venue.

On the first floor of the Academy building, there is a new exhibition covering the past, present and future of Heathrow. From here there are spectacular views across the airport and the northern runway. There are plans to open a new aircraft viewing platform in time for the summer holidays. However, with a view to the south it is not good for photography with the sun in your face.

Not quite the ring of steel I had anticipated, but then not quite the Queen's Building of Terminal 2 in the 1960s or the Schipol Panorama Terrace of today, but I guess it is a positive step forward despite the restrictions of the terrorist ridden UK.





The morning and early afternoon past pleasantly in warm sunshine, with almost incessant landings on R28R and a reasonable view of aircraft taxi-ing for take off on R28L. At around 1600hrs the local spotters started to pack up and leave; we guessed this heralded a runway change to spare the locals from the constant noise of aircraft landings. We tagged along behind a couple of cars and were led to a spot with a decent view of the new landing runway R28L. Again, there was a grass verge to deploy the deck chairs, beside a busy dual carriageway, but excellent for photography with the sun now behind us.

So what did we see? Masses of BA A320s, masses of B747s from all over the world, masses of B767s, A330s, B777s, A318/9s, B737s, B757s. A heavy metal feast. I particularly like the look of the A340.

It is, in truth, all too easy at Heathrow. Little effort is required to see many current aeroplanes and scheduled carriers from all over the world. It reminded me of the summer I spent living and working close to Heathrow in 1965.

We were lucky with the weather and the traffic, but 430 miles and a long day in the spring sunshine left me whacked. But you can't make an omelette without ...

**Jim Stanfield**



**AN-2 C-FAKA Downview 26 May 2007**

## BURGER KING OR MACDONALD'S?

My travels of the last few years and "surfing the net" have taught me that German airports know how to look after the airliner enthusiast. So, the first trip this year was to Hamburg with Air Berlin from Manchester. I got a very good deal on the flight but couldn't get accommodation at the youth hostel so had to pay slightly more for a B & B.

Apart from the airport, Airbus builds and finishes the A318/19/20 at Finkenwerder on the outskirts of the city. The usual planning was carried out, all the photographic opportunities of each site, researched on the "net". Air Berlin has started using the A320 on their MAN – HAM service and I had forgotten that they offered light refreshments as well, all for a price of £45 return – not bad!

On the approach into Hamburg, we passed over Finkenwerder and there were about seven A318/19/20 parked out but I also noticed that the road that ran between the Assembly and Flight Sheds had been diverted so that the whole plant was enclosed. On arrival at Hamburg (on time), I went onto the (free) terrace and you could see practically the whole airport with the exception of the approach to the main runway. Ideal for spotting but no good for photographs as there was an 8ft high 2ins.sq. mesh fence in front of you. There was a gap at one end but it gave restricted photo opportunities. Never mind, I knew where to go. I decided to stop there for the rest of the afternoon (a couple of hours) as the weather was a little overcast.

Lufthansa dominated with CRJ/737/320/321 but no long haul. This is left to Emirates who use B777 to Dubai and New York (both on the ground together) and Continental using B757 to Newark. Other main operators were Air Berlin, Germanwings and Cirrus A/W. Highlights were Aerosvit B737 UR-VVJ; SAS DH4 LN-RDB; Intersky DH3 OE-LIC; Meridiana M83 I-SMEL (to LH Maint.); parked on the cargo apron were DHL B757 G-BIKV and Fed Ex ATR EI-FXE.

The following day was a visit to Finkenwerder before going to the airport. I bought a day ticket for transport (very good value) and arrived at the Airbus factory at 9.30. They do tours but only to organised parties. My fears of the previous day were realised. They had diverted the road and you could not walk between the Assembly and Flight Sheds. However I managed to see China Sonogol A319 D-AIFR; Philippines A/L A319 D-AVYM; easyJet A319 D-AVYY (their 100<sup>th</sup>); Air France A321 D-AVZQ; parked up, wfu, were Hansa D-CARA and Guppy F-GDSG whilst visiting was Beluga F-GSTD. A bonus was A380 F-WWJB which was the only aircraft to move whilst I was there, but it had started to rain as it took off. Very impressive. Not enough movement to keep me happy so it was off to the airport.

This time on arrival I walked from the Terminal round to the GA Café (about 20mins) where I had a smashing coffee and cheesecake. The main point is that it is positioned "sunside" of the main north/south runway they were using for Take off/Landing. The fence was too high for take off shots but a superb place for landing shots. Also being next to GA terminal everything small taxied past you. Some of the highlights were Air Baltic B737 YL-BBD/Q; F50 YL-BAT; Estonia Air B737 ES-ABH; Emirates B777 A6-EBQ/W; LOT EMB170 SP-LDH; ATR SP-EDA; CSAATR OK-JFL; OLT Saab 2000 D-AOLA/B; SAS DH4 OY-KCF/LN-RDK; plus bizjets B737 5R MRM/VP-BHN; Falcon VP-CAB/CGB/CGC; CL604 OH-WII; Citation CS-DHH/N 177EL/TC-AHE; BD700 N 305CC; Hawker 400 TC-STA; and a variety of German registered ones. Back round to the terminal for tea (snitzel and chips, very reasonable) and to see Austrian DH4 OE-LGG; Malev F70 HA-LMC; Finnair A320 OH-LXM; and finally Saudi Government A340 HZ 124 as it emerged from Lufthansa Technik.

The following morning I was up bright and early and at the airport for 8am in time to see Continental B757 N14121 landing on the E/W runway with the sun on it. I stayed here for about 40mins but it was too cold. The main purpose was to try and take a picture of an, up to now, unidentified B707 painted



in Hamburg airport colour scheme. I think it is ex Luftwaffe but I have not been able to trace it yet. It was back on to the viewing terrace for an hour before check in for the return flight. The majority of movements were the same as the previous day and highlights were Intersky DH3 OE-LIA; Germanwings A319 D-AKNR (T-Mobile c/s); Sun Express B757 TC-SND; Austrian Arrows F70 OE-LFP and Air Berlin A319 D-ABGC which was our flight back to Manchester. Just as we were about to board, the Junkers 52 of Lufthansa special flight, taxied to a remote stand in preparation for pleasure flights.

The flight back was uneventful but with clear skies I followed our flightpath as we came over Spurn Point, Hull, River Humber, Wakefield, Huddersfield and down to land on 24R, sorry 23R now, at Manchester. A very enjoyable trip, although I was disappointed the Airbus facility was not as accessible, but the airport itself was fairly busy with a wide variety of traffic and very good viewing facilities. We could learn a lot from the German airport planners!



De-Havilland Dragon Rapide NG691  
Classic Wings Duxford  
Martin Zapletal

## MADRID'S BARAJAS

Having visited Madrid's Barajas before the opening of Iberia's Terminal 4, it was time for a return visit with Barcelona thrown in too. Long-term Japanese resident and Air Yorkshire member Dr. Philip Linley accompanied me.

### Tuesday 1st May to Madrid

We departed Luton at 0645 aboard easyjet's 737-73V G-EZKC having spent the previous evening at the airport's Holiday Inn Express. We'd booked a 'Park and Fly' package which meant we had up to three days' parking plus a room including breakfast for £90. This meant that we didn't have to wake at stupid-o'clock to drive from Reading to Luton on the Monday morning! Apart from tipping the gin and tonic over myself ... the flight was uneventful.

We were sat on the right side of the aircraft to give us a view of Iberia Maintenance – five 747s were present, plus about the same number of MD-8x / DC-9s and an unidentified Clickair A320.

We then taxied back to the terminal and a few more airframes hit the book, mainly of Spanair and Air Europa.

On disembarkation we found ourselves at the south-end of T1, parked on the penultimate jetty. The walk-route to the arrivals area was via an elevated walkway giving good views of the cargo apron. The usual Fedex, UPS and TNT suspects were seen plus some of the local freighters including a Flyant Cargo 733 and some Swiftair machines. Former Bournemouth resident 727 TY-24A (ex EC-CFI) remains stored in this area.

Having cleared immigration we bought supplies of food and drink and headed for the Metro Station. A €1 ticket was purchased for the one stop journey to the then Line 8 terminus at Barajas. (I say then because as of 1500 on Thursday 3rd May, the extension of the line to T4 was opened to the public; additionally metro fares have gone up for airport passengers since our visit). We then headed left out of the station down the hill towards the airport, across the roundabout (with the widely reported lack of pavements) to the mounds. Absolutely no problems experienced here all day from approx 1100-1930. We were lucky with the weather, as despite it being windy and coolish, it didn't rain as it was forecasted, hence we stayed put and didn't return to the terminal until it was time to go to our hotel.

Although we missed a few things creeping from the eastern side of the T4 Satellite to Runway 36R most of everything else was seen. Photography from the spot is good, with excellent lighting, with mainly taxiing shots of traffic departing from T1/2/3 to the newer runways and movements into and out of T4. Just the Iberia long-haul stuff (that uses the T4 Satellite) never comes really close for those with less powerful zoom lenses. Again the coolish weather was fortunate as it reduced the heat haze so some shots with the 400mm lens were possible.

As of 1930 we headed back to Barajas Metro station. We did a quick check of the T2 Cafe before continuing to our hotel. Having heard some poor reviews of the Hotel Tryp Diana I'd decided to book the Novotel at Campo de las Naciones, one Metro stop south of the Airport on Line 8. The hotel was relatively good value and about two minutes walk from the Metro station.

### Wednesday 2nd May

We forwent breakfast and left the hotel at 0730, heading straight to the mound via Barajas Metro station. Today it was however wet and cold so it was basically a mission to read-off all the parked Iberia / Air Nostrum machines before heading back to the T2 Cafe. Flying Air Europa however gave us two headaches - one, that their online check-in facilities were suspended for an upgrade and two,



that their self check-in terminals were all defective. We therefore had to queue about 20mins before getting back to the T2 Cafe for breakfast. Later we went airside and continued spotting from the corner of T3 where views of T4 and the T4 Satellite were possible.

Our 1130 flight to Barcelona was operated by the Caroché logojet 737-883, EC-IVV.

Traffic wise, the majority of the newer Iberia fleet were seen. Over the period we didn't see all the Iberia A340s, although I finished my last ones off on this trip. Since my last visit Air Nostrum has introduced the CRJ900 and it appears a cascade in CRJ200s, ATRs and Dash-8s has taken place with far fewer props being seen than previously. All four Air Europa A330s were seen and there was a good variety in 738s. Likewise Spanair produced good variety allowing me to clear my last MD-80 but not the MD-87s / Airbus. The Latin American traffic was a little disappointing but that could have been because it was May Day Monday; however I did drop both the Aeroméxico 767s.

The weather in Barcelona could not have been more different, sunny and pleasantly warm. Obviously we had arrived domestically and with only hand luggage were able to stay airside. We did a tour of the terminal, being able to see most things on stand save for the non-Schengen traffic in area A (southern end of the terminal). From area C (northern end) we noted some of the aircraft on the biz ramp - although there was a lot that couldn't be read off.

We decided to go landside to explore the freight ramp - this wasn't very productive so, having performed internet check-in with easyjet (remember just hand luggage) we returned airside to spot for the rest of the day from the end of M2 - located in area B. This allowed us to see all landing traffic on 25R, including the biz which may vacate short from the runway; plus departing traffic on the ludicrously long taxi to runway 25L. Traffic wise, other than an Argentinean A340, it was strictly short-haul. Probably a better variety of visitors as Iberia doesn't predominate like it does at Madrid. The Vuelings we didn't see at Madrid were all at Barcelona, with different Spanairs and Air Europas also being present here. Other European traffic was also more varied than Madrid. Seeing a Jet2 757 'downroute' (G-LSAB for the record) was also a bonus.

It was getting dark by 2130; however there wasn't a great deal that we missed, with a lot of the taxiing traffic being illuminated by the apron lighting. Our flight back to Luton was aboard easyjet 737-73V G-EZJX which boarded about 30 minutes late, but by the time we'd taxied to the coast (runway 25L), meant that we were 50 minutes late back into Luton. That did mean however that immigration was quiet and we sped through the terminal to log what was parked on the aprons before collecting the car.

Mark Teale

We regret to announce that Paul Isherwood has died, age 52. Many of our members knew Paul as a regular presenter at our Society meetings and we enjoyed his talks immensely. He was a good friend to *Air Yorkshire* and helped us out at short notice on a number of occasions - we shall miss his generous and enthusiastic support.

We offer sincere condolences to Paul's family and friends.

*Air Yorkshire Aviation Society*

**COACH TRIP TO DUXFORD IMPERIAL WAR MUSEUM**  
**Saturday 15 September 2007**

Departs outside Guiseley Theatre, The Green, Guiseley 0700 hours  
Departs St Margarets Hall, Hall Lane, Horsforth 0710 hours  
Return journey departs Duxford 1700 hours

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

This sum does not include admission to Duxford

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

Bookings may be made at *Air Yorkshire* meetings  
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# Aircraft Recognition Page



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Some more easy aircraft for you to  
Identify - No prizes for geniuses !!



Challenger 300 OE-HPZ  
Private  
Leeds Bradford  
10 May 2007

Paul Whincup



B737-522 OK-SWV  
Smart Wings  
(ops for Jet2)  
Manchester  
23 April 2007

Steve Lord



Airbus A321 F-GYAR  
Air Mediterranee  
Marrakech Airport  
1 April 2007

Peter Martin