

Cover Photo



YORKSHIRES PREMIER AVIATION SOCIETY



BOEING 737-800 5B-DBR EUROCYPRIA
MANCHESTER FEBRUARY 2008

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www.airyorkshire.org.uk

£1.85

VOLUME 34 ISSUE 7

JULY 2008

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

Air Yorkshire Code of Conduct: a member should not commit any act which would bring the Society into disrepute in any way.

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

SOCIETY NEWS

In June we were pleased to welcome Alan Lord, Aviation Writer, who took us with him on his photographic tours of China including Beijing and Shanghai airports.

Alan's first visit to China was in 2005 which he remembers for its bad weather and pollution. Beijing was a city of cranes, there was so much building going on. There was lots of digging, lots of people, lots of uniforms, but no-one was worried about him taking photographs – the children were curious to see what he was doing. Alan explained that there is no sunlight in his photographs because there is no sunlight in Beijing. A photograph worthy of special note was of a piece of artwork which was a length of high wall hung with scale models of planes sculptured in metal. Alan felt he was lucky to capture a picture of this monument at its best because by his next visit to China, the metal planes had deteriorated and were falling off the wall – such a sorry sight.

Alan's account of his recent visit to Shanghai Pudong was fascinating and amusing. This is China's cargo hub and is massive. Car hire is not an option so the best thing to do is to make yourself a Chinese friend (complete with stepladder if possible), hire a taxi, and keep the taxi with you for the full day. This purpose-built airport is growing in size by the day, vantage points are changing all the time, so local knowledge and the taxi are invaluable. Here the Chinese Police will investigate photographers – the Tower will report anyone sighted on the perimeter.

One of the first questions put to Alan was "What happened to Airports which he used to write?". In reply, Alan explained that the publication was discontinued due to the costs of production/distribution. However, a new edition on CD will be coming out in December 2008, which could prove to be a more convenient format as sections can be selected and printed out, specific to the proposed journey (visit www.keypublishing.com).

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

PLEASE NOTE: This meeting starts at 15.30hrs (our Guest Speaker is flying into LBIA from Heathrow)

6 July 2008

Peter Kenworthy, Commercial Director, bmi regional

I am delighted that Peter Kenworthy has agreed to attend an Air Yorkshire meeting and give a talk/presentation on the commercial aspects of the aviation industry and in particular bmi regional. Peter has been in the aviation business all his working life which includes employment for British Caledonian, BA, Birmingham European/Brymon, GB Airways, VLM, Air Transat and now with bmi regional. Following the presentation, I am sure there will be time for a Q & A session.

3 August 2008

Carol Bell: Presentation on the role of the RAF and Military Low Flying

Carol is the RAF Community and Relations Officer for Cumbria and Tynedale. She will give us an insight into the role, as well as featuring some of her own background, not in the RAF but in the Royal Navy in the ATC.

7 September 2008

Peter Willis, Operations Director, Leeds/Bradford International Airport
Details to follow.

5 October 2008

Ivor Tamplin

Ivor is a founding member of the Rossendale Aviation Society, and will present a show of his slides taken in the early 70's at Shannon Airport, where he actually worked for a time. I am sure he will have some interesting facts and detail to include in his commentary which will add to our knowledge and enjoyment of the subject.

2 November 2008

Air Yorkshire Annual General Meeting

Hopefully followed by a DVD or Slide Show.

7 December 2008

This meeting is being held at the Multiflight Cafe Bar:

Christmas Get Together with Mince Pies and Coffee.

4 January 2009

Peter Hampson of Airport Solutions Ltd.

Details to follow.

1 February 2009

Annual Air Yorkshire Quiz

If anyone has any ideas to make it more popular, then please let me know.

1 March 2009

NEW – Derek Brickell

Derek is a tutor in Air Transport Studies at the Aviation Academy and previously worked in the Aviation Industry.

Details to follow.

Alan Sinfield



SCENE AROUND YORKSHIRE: MAY 2008

Bagby:- A pair of the former Cloud 9 Aviation aircraft, which used to operate from Sheffield, arrived on 20/5 from Sturgate. The aircraft in question were PA-28 G-LFSJ and FRA.150M G-FLIP and were both still present at the end of the month, however there was drama at Sheffield(see entry) the next day involving two others of the company's aircraft. Full Sutton based PA-32 N562RR was logged on 2/5, while on 13/5 Cessna FR.182RG N656JM was noted. This aircraft stayed until

15/5 before heading home to Old Sarum. Jet Ranger N784F, which is based at Oaksey Park, was noted getting a refuel on 24/5 but a more interesting arrival on 28/5 was Eurocopter EC.135T F-HBMA from Biggin Hill. After night stopping this machine carried on to Edinburgh. On 31/5 Cessna TU.206G G-SKYE arrived from Hinton-in-the-Hedges to carry out three local parachute drops. Visitors:- 1/5 G-CEV C.182S, G-BDGM PA-28; 2/5 G-AXIE Pup(n/s t. Oban), G-UPTA Skyranger, G-AZBI Jodel D.120; 3/5 G-CDCT Ikarus, G-RILA CTSW(f. Yeovilton), G-CDOV Skyranger, G-APIE Topsy Belfast(f. Ely), G-AJIT Auster J/1N; 7/5 G-HELM Squirrel(Refuel), G-BFTC PA-28R; 8/5 G-BUWK Coyote(f. Heathfield), G-CEV C.182S, G-HRNT C.182S, G-AWUN F.150H; 10/5 G-CFAZ CTSW(f. Barton), G-ZANG PA-28, G-BWFG HR.200(Atlantic 42, f/t Coventry, also 11/5); 11/5 G-ORDH Twin Squirrel; 12/5 G-AKUW Super Ace; 13/5 G-CESB R.44(f. Rochester); 18/5 G-FTIN DR.400; 19/5 G-BKAS PA-38; 22/5 G-BBHC DR.400(f. Turweston); 23/5 G-CBMT DR.400(f. Headcorn), G-AZTS F.172L; 25/5 G-CDZA Pioneer 300; 29/5 G-BBAW HR.200; 30/5 G-BPRI Twin Squirrel; 31/5 G-STUB Pitts(f. Shotteswell), G-ASPF Jodel D.120.

Bagby(May Day Fly-in, 5/5):- For once the sun shone and our "roving reporter" enjoyed a few hours spotting during which time the following were logged:-

Auster G-AKSY; **Bell 47** G-GGTT; **Blade** G-CCZW; **Cessna 150** G-AWLA, G-DEND; **Cessna 172** G-ATLM, G-BFTH, G-BGSV, G-BSPE, G-BULH, G-NWFG; **Cessna 182** G-BAHD; **Chipmunk** G-BWNK; **Colibri** G-BNDT; **Condor** G-AYFC; **CTSW** G-CDXL, G-CTSW; **Dynamic WT.9** G-OTIV; **Europa** G-BVGF, G-EXES, G-NDOL; **Eurostar** G-CBIY, G-CCEM, G-CEUW, G-ZZAC; **Gazelle** HA-LFH; **Hughes 369** G-BPLZ; **Ikarus** G-CDYD; **Jabiru** G-BZEN; **Jodel** G-AYGD, G-AZWF, G-BVEH; **Luscombe** G-BROO, G-BRSW; **Maule** G-BPMB; **Mickleburgh L.107** G-BZVC; **MCR-01** G-CDGG; **N.3 Pup** G-BVEA; **PA-16 Clipper** G-BSWF; **PA-28** G-AVWD, G-BEAC, G-BGYH, G-BIDI, G-BMCK, G-BSSSE; **PA-32** G-ILTS; **PA-38** G-BGGG, G-BNVD, G-BOLF; **Pioneer 300** G-EWES; **Pup** G-AVZP, G-AZCP; **Quik** G-CCOU, G-CCSD, G-CDEW, G-CDMJ, G-CEBM, G-CEML, G-CEMZ, G-CEVA, G-CEVB, G-CEVG, G-CEZG, G-FFIT, G-NUTT, G-SHEE; **R-22B** G-BRVI, G-SIMS; **R-44** G-DRIV, G-GATE, G-MGWI; **Rallye** G-AXHS, G-AXHT; **Rans** G-CBZG, G-CEEJ; **RC.114** G-ZIPA; **Rebel** G-BWCY; **Robin DR.400** G-BAKM, G-BBIO, G-CBBA, G-OACF; **RV.6** G-BZRV, G-NPKJ, G-RIVT; **Schweizer 269C** G-PLPC, G-WARK; **Skyranger** G-CDLK, G-CDOV, G-CDTP, G-PSKY; **T-600N** G-CSAV, G-OMAL, G-PVST; **T-67** G-BJZN, G-BUUJ, G-SKCY; **Terrier** G-ARLR; **Tiger Moth** G-ARTL.

Barnard Castle:- R.44 G-CDXA(Northumbria 05) was engaged in pleasure flying here all day on 25/5.

Batley Grammar School:- Gazelle XX378(Armyair 671) was noted in the grounds here on 8/5 accompanied by an unidentified Lynx(Armyair 956).

Beverley:- Visitors:- 3/5 G-ASHX PA-28, G-BODE PA-28; 5/5 G-BGYH PA-28; 7/5 G-HRPN R.44; 8/5 G-BYIS Coyote; 10/5 G-BAEP C.152; 14/5 G-BBFV PA-32; 18/5 G-ORUG T.600N, G-FTIN DR.400, G-HIVE C.152, G-IZZS C.172S; 21/5 G-MGAN R.44; 31/5 G-AVEH Siai 205(f. Crowland).

Bielby:- An unidentified Alouette was loaded into a container here at the end of May and is believed to be enroute to Panama. Lama F-ODLC has arrived from Brighton, however this appears to be a temporary move as this is also rumoured to be for export.

Bradford(Queensbury):- Jet Art designs based at Ragglads Farm has acquired the nose section of AV.8B 162068.

Brighton:- Sad news from here is that the rare Avia FL.3 G-AGFT/"8110" has been sold and left by road on delivery to Italy on 31/5. On 13/5 R.22B G-CHYL arrived from Sywell and is a temporary resident, due to return to Sywell some time mid-June. Lama F-ODLC has moved to Bielby(qv). On 2/5 Gypsy Moth G-ABDA called in for fuel while routing to Scotland. Unfortunately, two days later this aircraft was written off shortly after taking off from Perth, following a loss of power. The aircraft made a forced landing in a field but turned over and was badly damaged, however the pilot suffered just cuts and bruises. Another vintage visitor was Moth G-AAWO which called in on 9/5 while routing from Eshott to Sopley. Barton based PA-28R N2943D arrived from its base on 9/5 while PA-30 N918Y visited on 10/5. Visitors:- 2/5 G-CDLK Skyranger; 3/5 G-RVJO RV.9(f. Hinton-in-the-Hedges), G-TYER DR.400, G-AYYU Sundowner, G-KEPP Pegasus; 4/5 G-ROMP Extra 300, G-SASH MD.900(Helimed 992); 5/5 G-BSUE Cessna U.206G(f. Cambridge); 8/5 G-GGKI CAP 232(f. Hawarden), G-BBSA AA-5; 10/5 G-CBKE Kiss 300, G-TCAL R.44; 11/5 G-MKAS PA-28(t. Andrewsfield); 15/5 G-BTRT PA-28R, G-OWND R.44; 16/5 G-CBMO PA-28;

17/5 G-LEDR Gazelle(f. Liphook); 18/5 G-VORN EV,97(f. Fenland), G-MROD RV.7, G-ASUB M.20E; 21/5 G-OJRH R.44; 22/5 G-CDWG Eurostar(f. Prestwick), G-CBBT Bulldog; 23/5 G-IIGI RV.4; 25/5 G-BZWW RV.6; 31/5 G-KIDG R.44, G-AVRW Minicab.

Brough:- HT/024, the final Hawk for the Indian Air Force, ZK144/A.3503 was delivered to Warton on 1/5.

Catterick:- Gazelle XX442(Armyair 787) was noted visiting the garrison on 18/5.

Church Fenton:- King Air 200 G-FLPB(Calibrator 281) was Operating here, calibrating the ILS on 19/5. There are three Jet Provosts reported hangared here with G-BXLO and G-JPTV confirmed, the other is believed to be Strikemaster G-CDHB which had been resident at Sandtoft with the other two.

CONEY PARK(Leeds Heliport)

Twin Squirrel ZJ260(Shawbury 72) made a short visit on 21/5 while on a training detail from its base to Leconfield. The Bell 222 N800HL once again returned to the fold on 31/5 following a further stint away on maintenance. R.44 G-RALA arrived from Cambridge on 9/5 and stayed for three days during which it visited, Ramsgill(10/5) and the Devonshire Arms(11/5). R.44 G-ILLG returned from Kendal on 17/5 for another stint as a temporary resident. Visitors this month included:-

06/5	G-DASY	Hughes 369E	0935 1400	f/t Brookmans Park
07/5	G-WADS	R.44	1115 1455	f. Welshpool t. Barton
12/5	G-ORBK	R.44	1100 1130	f. "Oxfordshire", n/s t. Booker
12/5	G-WYSP	R.44	1350 1355	f/t Sherburn
14/5	G-BPRL	Twin Squirrel	0645 1030	f. Barton t. Bowler House Hotel
14/5	G-HVER	R.44	1045 1500	f/t Denham
15/5	M-ERIT	Agusta AG.139	1200 1745	f/t York Race Course
17/5	ZR321	Agusta A109E	1005 1030	f/t Ripon(Ascot 1489)
17/5	G-IFRH	Agusta A.109C	1600 1610	f. Wycombe(Topcat 05) t. Croft(05)
20/5	G-CHZN	R.22B	1300 1600	f/t Barton
20/5	G-GSDG	Agusta A.109S	1630 1640	f. Nidd Hall t. Newmarket
29/5	G-MDGE	R.22B	1220 1250	f. Oban t. Redhill
29/5	N74PM	Agusta A.109C	1435 1730	f/t Chester
30/5	G-MUMU	Agusta A.109S	1425 1455	f. Durham t. Manchester
31/5	G-MUMU	Agusta A.109S	1300 1320	f. Manchester t. Durham
31/5	N7242N	Agusta A.109A	1327 1345	f. Hawes(Castle 3) t. Liskard(3)

The AG.139 M-ERIT, which is owned by Mercury Engineering of Enniskillen had brought passengers over for the race meeting in York while A.109C N74PM is operated by Ortac Inc and based at Whitegate, Cheshire. There was another visitor to the heliport on 5/5 when R.44 PH-HEW was noted although it does not appear in the log. The aircraft in one of three Dutch registered R.44s being offered for sale by Tiger Helicopters of Shobdon. The Hughes 369E G-DASY(See photo, by Terry Sykes) is a fairly recent addition to the register operated by The Puddleduck Plane Partnership.



Cottingham(Castle Hill Hospital):- On 11/5 Sea King HAR.3A ZH544(Rescue 125) arrived from Wattisham to drop off a patient before being tasked to another incident in the Halifax area.

Cranwell:- A brand new King Air 200GT G-RAF(X ex N3196N) has joined to fleet of 19 Squadron here and another is due shortly.

Crosland Moor:- Gazelle HA-LFH arrived from Tadcaster on 3/5, accompanied by compatriot Alouette HA-LFZ. On 30/5 TB.20 M-ANIN was logged arriving from Ronaldsway. Visitors:- 1/5 G-GATE R.44(t. Durham, also 16/5); 3/5 G-AVGI PA-28; 7/5 G-BNKE C.172N; 8/5 G-MGAN R.44; 11/5 G-AYGX FR.172G, G-CEYB Quik, G-SOCK Quik, G-BXYK

R.22B; 13/5 G-GFSA C.172R; 15/5 G-BUFH PA28; 21/5 G-AXOU CAE DR.360(t, Fenland); 23/5 G-ATHV C.150F; 24/5 G-AYGC F.150K.

Deighton:- Cessna 180 PH-KRC, from a private strip near Northampton was noted visiting on 2/5.

Devonshire Arms:- Hughes 500 N500XV arrived from Manchester on 3/5 and was back on the 18th, while on 16/5 Agusta A.109A N109AG visited from Heckmondwike. Gazelle HA-LFH arrived from its base at Tadcaster on 20/5. Visitors:- 3/5 G-HRPN R.44(f. Sandtoft); 4/5 G-OLOW R.44(Also 9/5); 5/5 G-GDAV R.44; 8/5 G-DRIV R.44(Also 9/5), G-JIVE Hughes 369E; 9/5 G-PEPS R.44; 11/5 G-CDYR Long Ranger, G-RALA R.44; 15/5 G-WOOF Enstrom 480, G-KSPB R.44; 18/5 G-NELY MD.500N(f. Manchester); 29/5 G-ZELE Gazelle.

Dewsbury:- There was an unfortunate incident here on 5/5 which resulted in the destruction of Schweizer 269C G-WARK. The Halifax based helicopter was returning from Bagby Fly-in with locally based Bell 47G G-GGTT, which had just landed. The downwash from 'TT blew a plastic bin liner into the air which then wrapped itself around the rotor blade of 'RK. This caused a severe unbalance of the still turning blades and the Schweizer literally shook itself to pieces before the engine could be shut down!

Dishforth:- Islander(Armyair 595) arrived lunchtime on 7/5, departing to Odiham early afternoon. Also reported here with the BDRT is Lynx AH.7 ZE379.

DONCASTER(Robin Hood) Additional information from egcn.co.uk and fosda.co.uk

A very quiet month here in South Yorkshire with not a single freight flight to be seen. On the training front just the following are noted, 6/5 G-LSAC Boeing 757(Channex 051T); 7/5 G-ZAPZ Boeing 737/300(ZAP 737T); 10/5 G-FBEK EMB.190(Jersey 022T); 22/5 G-JECT DHC-8-400(Jersey 017T). Thomsonfly Boeing 737/800 G-FZDJ, which had only been registered two days earlier paid its first visit on the 4th while DHC-8-400 G-KKEV(King Kev) was first noted on 24/5. Other visitors of note included:-

01/5 CS-DFS Citation XL(NJE 6XV, training), XW220/ZJ954 Pumas("Baron", training)
02/5 D-CALM Dornier 227(Science 01), ZI690 Sentinel(Snapshot 2, ILS)
03/5 G-BWWT Dornier 328(Suckling 600P), G-CTCL TB.20 Trinidad(Skytrain 4, training)
04/5 G-OMEA Citation(Marshall 15), G-LWDC Challenger, TS-IEG 737/800(KAJ 7481)
05/5 ZK001 Merlin(Vortex 774, training), G-GSYS Seneca(Skytrain 02, training)
07/5 N449J Agusta A.109A, G-SAMP A.109S, G-JAJK PA-31(Causeway 999G)
08/5 N902JW MD.902 Explorer, XX379 Gazelle(Armyair 671)
09/5 C-GRFO Lear Jet 35A, D-CDSF Lear Jet 35A, CS-DNJ Hawker 800XP(NJE 8ED)
10/5 CS-DFU Citation XL(Fraction 7ZU); 11/5 TS-IEC Boeing 737.800(KAJ 7481)
12/5 EC-KJP Citation 2/SP(Sagolair 212, n/s), G-FLPB King Air 200(Calibrator 272)
13/5 N373DJ Citation III(Also 18/5), N7456P PA-24 Comanche(Training)
14/5 G-XBEL Citation XL(Beauport 841), G-NMID EC.135T(Police 08, training)
15/5 I-IMMI Citationjet(Aliven 240), G-MPJM Challenger, G-OLDR Lear 45(Partner 38A)
16/5 N321SV DA-42, N667DL Mooney M.20J, G-JMDW Citation 2, G-OMRH Citation 2
17/5 N53GX Global Express(n/s, also 21/5), N39TA Beech 23(Skytrain 03, ILS)
20/5 N1262K Cessna 425, CS-DXL Citation XLS, ZF348 Tucano(LOP 75, ILS)
21/5 N719EL Hawker 400XP; 22/5 G-BLYK PA-34(High Tide 422)
24/5 N436QS Gulfstream 4, G-OJWB Hawker 800B(Hangar 818), G-BMDK PA-34
26/5 CS-DFM Citation XL(Fraction 6ND), G-GMAA Lear Jet 45(Gama 966)
28/5 N765M IAI Galaxy, G-ONAL King Air 200, G-KDMA Citation Bravo
29/5 PH-TCN P.180 Avanti; 30/5 G-BYVX/G-BYVG Grob 115(CFN15/02, training)
31/5 CS-DKC Gulfstream 5(NJE 5PM), CS-DRE/I 800XPs, N95590 Commander 690

Of the above probably the most interesting arrival was Galaxy N765M which is owned by Macys Corporate Services. The aircraft stayed until 31/5 when it departed to Newark/Liberty International. The Skyservice Lear Jet C-GRFO was an ambulance flight inbound from Toronto via Goose Bay and Keflavik while Challenger G-MPJM is a very recent acquisition for MP Aviation.

East Kirkby:- Noted visiting the Lincoln Heritage Museum on 8/5 were RV.6 G-GLUC and DR.250 G-BUVM.

Eddsfield:- North Weald based PA-28 N5915V was noted visiting on 2/5 while Cessna 182RG N883DP, from just down the road at Mt. Airey was noted on 10/5. Visitors:- 1/5 G-PHOR C.152; 2/5 G-CCSR Eurostar, G-ASHX PA-28; 3/5 G-KUPP Pegasus GT, G-BTAW PA-28; 5/5 G-BNOJ PA-28, G-AWDA Nipper, G-LANE F.172N, G-LXPE Pioneer 300, G-CEUW Pioneer 300; 7/5 G-AXNS Pup; 8/5 G-RVDJ RV.6; 10/5 G-BEMW PA-28(f. White Waltham), G-JRV RV.6(t. strip near Luton), G-EXLL Zodiac, G-BZUL Jabiru, G-BJXB T.67B, G-STAA R.44; 11/5 G-LVES C.182S, G-CEAR Pioneer 300; 15/5 G-BYNR Jabiru, G-RVDJ RV.6; 16/5 G-AWDA Nipper; 18/5 G-FTIN DR.400, G-ETCW Glastar(f.

Little Snoring), G-AVWA PA-28; 21/5 G-BTAW PA-28, G-BAEY F.172M, G-AXSI F.172H; 22/5 G-PHLY C.152; 24/5 G-BATV PA-28; 25/5 G-BZDR Tri-Kiss(f. Sleep).

Elvington:- Citationjet N130CS, based at Dublin/Weston was noted visiting on 14/5, arriving with passengers for York Races On 3/5 Gamston based PA-34 N375SA was noted on a visit. Visitors:- 3/5 G-BTAW PA-28(f. Peterlee); 13/5 G-TSGJ PA-28; 18/5 G-DIWIY PA-32(t. East Winch); 24/5 G-BUNH PA-28, G-BHMI F.172N.

Elvington/Aerobatic competition(9/5 – 11/5):- Thanks to Geoff Ward for the following list of aircraft participating over the weekend:-

F-GOZO	CAP 232	G-BZII	Extra EA.300/L	G-CCTF	Pitts S-2A
G-CDDP	Laser Z.230	G-DUKK	Extra EA.300/L	G-EEEK	Extra EA.300-200
G-FIII	Extra EA.300/L	G-GKKI	CAP 231EX	G-GSGZ	CAP 232
G-ICAS	Pitts S-2B	G-IICI	Pitts S-2C	G-IDII	One Design DR.107
G-IIII	Pitts S-2B	G-JOKR	Extra EA.300/L	G-LAZA	Laser Z.200
G-MAXG	Pitts S-15	G-PXII	Pitts S-12	G-ROMP	Extra EA.230H
G-SIII	Extra EA.300	G-TIII	Pitts S-2A	G-WILD	Pitts S-1T
G-XTRA	Extra EA.230	G-YKSO	YAK 50		

Full Sutton:- Resident PA-28 G-BGYH was noted hangared here on 28/5 in a damaged state although details of the accident are as yet unknown. Also back is Tiger Moth G-BHUV, which has been away at Wickenby for some time. Parked outside was Cessna 152 G-BOGC, which has had a recent owner change to someone in the Czech Republic. Our ferryman arrived on 23/5 in Cessna 172S N62446, which had left Lakeland Linder Regional three days early and routed via Bangor/Maine, Gander and Reykjavik. The aircraft was destined for new owners in Belgium. Visitors:- 2/5 G-CEEM Eurostar, G-AWFW D.112; 3/5 G-ASHX PA-28, G-BWZG Robin 2160, G-BBIO DR.400; 8/5 G-BITE TB.10(t. Eshott), G-BFIB PA-31, G-BKMB M.20J; 14/5 G-CDYD Ikarus; 18/5 G-BWVJ Jodel D.11; 19/5 G-PLIE C.182P; 31/5 G-BWCY Rebel.

Gamston:- RV.4 G-BXPI has been sold to new owners in Cardiff while DA-42 G-CTCG has been exported to Spain. The King Air 200 M-EGGA was first noted in service on 29/5 when it arrived from Cranfield. On 6/5 an as yet unidentified microlight was inbound from Kirnewton but ran out of fuel and as a result crashed in a field North of the airfield. Fortunately the 60 year old pilot escaped with minor injuries. Citation XL G-RSXL, a new aircraft for MAS Airways, was noted arriving on 1/5 and the following day TB.10 PH-PME called in enroute to Islay. Nottingham based PA-28 N65JF was noted on 3/5 and PA-24 N2185A arrived from Fadmoor for fuel on 7/5. Netjets Citation XL CS-DNW(Fraction 803D) was logged arriving on 5/5 and on the 8th Hawker 800XP CS-DRM(Fraction 296B) was noted. Hughes 369D N59SD arrived from Faldingworth on 19/5 for a refuel. Visitors:- 1/5 G-BVMA King Air 200; 2/5 G-ODJB R.22B; 3/5 G-LEIC C.152(f. Leicester), G-BGBK PA-38, G-BGGE PA-38, G-BMJC C.152, G-BNMB PA-28; 4/5 G-BJUR PA-38; 5/5 G-OAHC Be.33(f. Great Oakliegh), G-MRKS R.44, G-JONM PA-28; 8/5 G-NSOF HR.200; 9/5 G-GSYJ DA.42; 11/5 G-JOPT Citation V(Airtax 1M); 14/5 G-RABA FR.172H.

Harewood House(Leeds):- Jet Ranger "Helicentre 33" was operating pleasure flights here on 25/5.

Hibaldstow:- Sturgate B.27M G-BNSP was noted visiting on 3/5.

Hull:- Westland Wasp G-BMIR/XT788 arrived by road outside Asda in the Kingswood Retail Park on 29/5 while on a local fund raising tour. The helicopter is also known to have visited numerous pub car parks etc over the past few weeks doing photo shoots with children to raise money in the hope of getting it flying again in time for the type's 50th Anniversary. It finally left the area on 1/6, heading to Milton Keynes.

HUMBERSIDE

A new resident is C-47 N473DC, which was noted arriving from Dijon on 15/5. CHC Helicopters Dauphin OO-NHY arrived mid month and was still based at the end, operating North Sea rig flights. Eastern Airways Jetstream 41 G-MAJN has been sold to Highland Airways and has been reregistered G-ISAY. Another Jetstream 41 N560HK arrived from Reykjavik on 7/5 and is eventually destined for Sky Express in Greece. It had departed Smyrna, TN the previous day and routed via Bangor and Goose Bay before reaching Iceland. Yet another Jetstream 41 was Nepal registered 9N-AIH, which arrived for maintenance on 18/5 and is still painted in American Connection colours. Also arriving for maintenance was Jetstream 31 G-ISLB on 16/5 with the pilot returning home in G-ISLD, which had arrived last month. On 11/5 Travel Service Boeing 737/800 OK-TVCT(Travel Service 120)(See photo p8, dtvmovements.co.uk) arrived from Prague for a charter to Verona with the return a week later operated by OK-TVCF(123). Another charter was operated by Italia Airlines MD-90 I-DAVA(Italia 7317) on 16/5, when it arrived from Aberdeen for an outbound flight to Naples and the same aircraft operated the return trip 7 days later. Other movements logged included:-

02/5	G-CDAV Bulldog(t. Nottingham), M-OTOR King Air 90, EI-DJT Boeing 737/400(Futura 403P)
03/5	CS-DRD Hawker 800XP(Fraction 5WU), CS-DFZ Citation XL(Fraction 5DZ)

06/5 LY-RUS Saab 340(Danu 4601, f/t Esbjerg also 13/5, 20/5, 27/5)
 07/5 G-MUNI Mooney M.20J, ZK450 King Air 200(Cranwell 61, ILS), N95590 Commander 690
 08/5 N1092H King Air 90, M-ICRO Citationjet, G-VIPY PA-31(Prestige 6)
 10/5 G-BERC Be.35 12/5 D-BUBI Challenger 300(Caroluss 1665, also 20/5)
 16/5 N8JQ Citation X, M-USHY Cessna 441, EC-KIN Boeing 737/800(Futura 1741/2)
 17/5 C-GIRE Lear Jet 35(t. Keflavic), N509QS Gulfstream 5(f. Orlando)
 20/5 C-GLBW Airbus 320(Eurocypria 224) 21/5 EI-XLS Citation XLS(Highflyer 56X)
 23/5 CS-DKJ Gulfstream 550(Fraction 9CG) 26/5 G-OEBJ Citationjet(Sky Elite 15)
 29/5 N37172 King Air 350; 31/5 CS-DFR Citation XL(Fraction 466P)



Kirkbymoorside:- Cessna TU.206G N191ME was logged departing for Denham on 15/5.

Leconfield:- Lynx ZD282(Armyair 234) arrived lunchtime on 8/5, departing later to Middle Wallop.

Leeds General Infirmary:- A pair of RAF Pumas landed on the roof top helipad(not together!) on 1/5 using call-sign Baron Formation. The aircraft in question were XW220 and ZJ954. West Yorkshire Police MD.900 G-YPOL(Police 42) was also making practice approaches here mid-morning on 6/5. On 8/5 South Yorkshire Police MD.900 G-SYPS(Police 33) carried out approaches for training between 1000 and 1030. The 26th saw a visit by Agusta A.109E ZR321(Ascot 1797), f/t Northolt.

Leeming:- A bit of excitement here on 27/5 when two aircraft diverted in with PAN situations. First was Tornado GR.4 ZD848(Fang 1) which had thrust reverser problems and after some attention the aircraft departed home as "Marham 74". The other aircraft was Tucano ZF319(Cordite 1) which had unknown problems but after landing the aircraft shut down on the runway and was towed away. On 15/5 5 Apaches were noted parked up but no one was able to read the serials! A pair of Belgium Air Force F-16s made approaches on 29/5 while enroute to Otterburn Ranges, FA-114(BAF 471A) and FA-114(BAF 471B) and an interesting visitor the same day was Tornado F.2A ZD902(Gauntlet 11) FROM Boscombe Down. The only other visitor of note was Norwegian Air Force C-130H 952, which arrived on 7/5 to collect equipment following last month's detachment and noted at the same time was Tornado F.3 ZE731(Leuchars 61).

Linton-on-Ouse:- An interesting arrival on 27/5 was Leopard Moth G-AIYS, which was heading South down the Vale of York before getting caught in deteriorating weather conditions necessitating a diversion inbound.

Melbourne:- Rotorsport MT-03 gyrocopter G-YROX, which has owners in Larne, was operating out of here on 22/5.

Netherthorpe:- Two aircraft noted in storage here recently are Taylor Titch G-BABE and Midget Mustang G-BDWM while a new resident is RV.7 G-ORAE. Living at Dumb Hall Farm, about half a mile from the airfield is Enstrom 280C G-MOTR, formerly at Sheffield City. Visitors:- 2/5 G-BGHJ F.172N; 3/5 G-WEGO R.44; 7/5 G-BFRR FRA.150M, G-BYNR Jabiru; 10/5 G-CECO Schweizer 269C; 23/5 G-AYGX F.172G; 30/5 G-BWGO T.67M; 31/5 G-CDGG MCR.01, G-CCEM Eurostar, G-CDLK Skyranger.

Newby Hall(Ripon):- On 31/5 an Air Assault Extravaganza took place here with the following helicopters on exhibition:- ZJ276 Twin Squirrel, ZJ238 Bell 412 Griffin, XZ195 Lynx, ZD284 Lynx, G-UHII Iroquois(f. Blackpool). G-AXKX Bell 47G and these were joined by Gazelle HA-LFM plus one other on the next day.

Oxenhope:- Jet Ranger G-HPAD(Helicharter 33) was operating from the airfield on 10/5 while on 16/5 Kitfox G-BWWZ was noted.

Pocklington:- A new resident here is RV.8 G-PHMG. Cirrus SR.22 N222SW, which is based at Dublin/Weston was

noted on a visit on 1/5. Visitors:- 2/5 G-DRIV R.44; 11/5 G-EEJE PA-31(t. Elstree).

Rotary Round Up

01/5	EI-KEO	Agusta A.109S	Redcar Race Course – Blackpool
	G-OLNT	Dauphin	Garforth – Killinghall – N/Wales
	G-DMSS	Gazelle	Northampton – Kirkstall Abbey(Leeds)
	N565F	Gazelle	Langham(Norfolk) – Selby
02/5	G-ZIZZ	Agusta A.109S	Hull – private site in Essex
	G-NOSY	R.44	Stream Farm(Sherburn) – Halifax
03/5	G-WEGO	R.44	Harrogate – Netherthorpe(Refuel)
	G-PPK	Schweizer 269C	Louth – Holmfirth and return
	G-REDI	R.44	Gamston – Pateley Bridge(York Arms)
	G-ETIM	Eurocopter EC.120B	Swanton Morley – Holme-on-Spalding Moor
	G-ZZOE	Eurocopter EC.120B	Birmingham – Harrogate
	G-TGGR	Eurocopter EC.120B	Walton Wood – Ilkley
	G-STGR	Agusta A.109S	Denton Hall(Teeside) – Newmarket
	G-TAKE	Twin Squirrel	Newmarket – Doncaster Race Course
04/5	G-GATE	R.44	Stainsby Hall – Rudding Park(Harrogate)
05/5	G-OMCC	Twin Squirrel	Barnsley – Wolverhampton
06/5	N5120	Bell 430	Wigan – Ilkley – Wigan – Ilkley – Wigan(Also 23/5)
	G-STGR	Agusta A.109S	Carlisle – Catterick Race Course
	G-ORDH	Twin Squirrel	Walsall – Site near Beverley
	G-HMPH	Jet Ranger	Stafford – Scarborough
07/5	HA-LFM	Gazelle	Brighton – Thirsk – Newmarket
	N449J	Agusta A.109A	Dublin – Barnsley – Barton(refuel) – Dublin(Also 22/5)
	G-EEZA	R.44	Todmorden – Thirsk
08/5	G-TGGR	Eurocopter EC.120B	Ilkley – York
	G-VEIT	R.44	York Race Course – Chester Race Course
09/5	G-OLNT	Dauphin	Garforth – Norwood Edge – Gleneagles
10/5	G-LIMO	Jet Ranger	Rotherthorpe – all day to Harewood House/York
11/5	G-EGGY	R.44	Kings Lynn – Woodhall Spa
13/5	N696XX	Hughes 369E	Gamston – Site 2 N/W Finningley
15/5	G-DRIV	R.44	Elland – Easingwold
16/5	G-JWEB	R.44	Sherburn – Emley Moor
	G-EEZA	R.44	Todmorden – Emley Moor – Market Rasen
17/5	HA-LFH	Gazelle	Tadcaster – Bramhope(N. Leeds)
18/5	G-PRET	R.44	Manchester – Withensea
19/5	G-DRIV	R.44	Otley – Windermere
20/5	G-DCSE	R.44	Private site near Pocklington – Durham/Tees
22/5	G-MUMU	Agusta A.109S	Scarborough – Northampton
23/5	G-TRAC	R.44	Dewsbury – Tan Hill
24/5	G-CDYR	Long Ranger	Coney Park – Boston Spa
26/5	G-FIBS	Squirrel	Skipton – Harewood House
27/5	G-HELM	Squirrel	Bishophorpe – Langar
29/5	G-CBVI	R.44	Nun Monkton - Blackpool

Rufforth:- A new resident is Jodel D.117 G-ATJN, however it lives on the microlight side of the airfield. Skyservice King Air 200 OO-SKM was noted on 1/5, departing to Brussels while on 5/5 Southend based PA-28 N235PF paid a visit along with Hawk XP HB-CIU . Visitors:- 1/5 G-SGEC King Air 200(t. Biggin Hill); 5/5 G-CDEW Quik, G-CCOU Quik; 8/5 G-AXPC Pup(t. Cosford), G-BJIV PA-18; 12/5 G-FAJC Pioneer 300(f. Abergavenny); 14/5 G-INDC Cessna T.303(f. Fair Oaks), G-BFIB PA-31; 16/5 G-BBMJ Aztec; 20/5 G-AWDA Nipper; 22/5 G-CCHA DA.40; 31/5 G-RACO PA-28, G-OPGC C.182T(local flights).

Sandtoft:- Hughes 369D N59SD arrived from Faldingworth on 3/5 requiring a refuel and on 8/5 Alouette HA-LFZ came from Garforth, also for a refuel. Another visitor of note on 8/5 was PA-28 D-EKHW from Hawarden while Cessna F.172H N525DB arrived from Leicester on 11/5. A.109A N109AG was noted on 18/5, arriving for a refuel and also logged the same day was Dimona PH-835 routing outbound to Carlisle. Visitors:- 1/5 G-CEAU R.44; 2/5

G-BBSA AA-5; 3/5 G-CDCT Ikarus(t. Otherton), G-CDJL Jabiru(t. Enstone) G-BLYE TB-10, G-PETS DA-42, G-BUUX PA-28, G-AXAN Stampe SV-4C, G-TAKE Twin Squirrel(Arena 10, refuel); 4/5 G-BPWG C.150M, G-CEVB Quik GT450; 5/5 G-BSMU Coyote; 7/5 G-CDFL Zenair CH.601, G-SMRS C.172F(t. Rochester); 8/5 G-APUR PA-22(t. Leicester), G-AYKD DR.1050(f. Perth), G-AXDV Pup; 9/5 G-CJLL R.44; 10/5 G-GFPA PA-28; 11/5 G-BKCE F.172P, G-DEXP ARV.1(f. Sleaf); 11/5 G-FOGY R.44; 12/5 G-GACB R.44; 13/5 G-CCVM RV.7A, G-BGPI PA-28; 14/5 G-ODAZ R.44; 15/5 G-JUDE DR.400; 18/5 G-OJPS Jet Ranger, G-GFIA C.152, G-CDIU Skyranger, G-BSDD Kitfox; 19/5 G-BHRC PA-28, G-HIPO R.22B; 21/5 G-CEAU R.44(f. Scunthorpe), G-EMMS PA-38; 22/5 G-PATN TB.10; 30/5 G-SIMS R.22B.

Sheffield:- I wasn't expecting to be writing about the City Airport again this month, however there was drama here on 21/5 involving the only two fixed wing aircraft still present. The aircraft, PA-28 G-LFSK and Cessna 152 G-FLOP had been impounded by the management following the demise of the former Cloud 9 Flying School. Around midday it is reported two men arrived and tried to "remove" the aircraft without permission. After what is reported as a scuffle Cessna 152 G-FLOP was held on the ground however PA-28 G-LFSK(See photo, by Terry Sykes) escaped hotly pursued by the South Yorkshire Police helicopter. Tracked on radar at Leeds/Bradford and Linton the aircraft disappeared from their screens some 3 miles Northwest of Brighton and was suspected to have either landed in the area or carried on at very low level! "Police 33" searched the area and then must have been informed of the two other aircraft which had arrived at Bagby(qv), so went to the airfield there and found no sign of 'SK. G-FLOP was subsequently disabled by removing the prop, however mystery still surrounds the whereabouts of this aircraft so ... HAVE YOU SEEN THIS AIRCRAFT RECENTLY:



Sherburn:- Cirrus SR.20 N5336Z was logged departing to Speyer, Germany on 1/5. This aircraft returned on 4/5, inbound from Midden Zeeland and another of the type, N8159Q was logged on 9/5. '36Z was also logged on 16/5, routing from Perth to Southend. Alouette 3 HA-PPC was noted on 4/5 while an early arrival on 6/5 was vintage Leopard Moth G-ACUS from Henlow and this was followed by Tiger Moth G-AOJK from Bedford. Dutch microlight PH-2P6, which is a Comos Chronos, arrived late afternoon on 11/5 and the following day Cessna 425 M-MANX made one of its regular visits from Ronaldsway. Bagby based FR.182 N382AS was noted on 18/5. Visitors:- 1/5 G-NDOL Europa, G-NTWK Twin Squirrel(Osprey 63), G-WADS R.22B; 2/5 G-CDUT Jabiru(t. Walney Island), G-GFEA C.152; 3/5 G-JESS PA-28(f. Elstree), G-BPLZ Hughes 369E, G-TSGJ PA-28, G-AKSY Auster 5, G-KIDG R.44; 5/5 G-BNOJ PA-28, G-CEAR Pioneer 300; 6/5 G-DAND TB.10, G-MDDT R.44(t. Durham); 7/5 G-BZDR Tri-Kiss; 8/5 G-HILO Commander 114, G-CBYN Europa, G-FOGI Europa, G-GDPI RV.6(f. Fishburn), G-BJZF Tiger Moth, G-RRCU CEA DR.220, G-RJMS PA-28RT, G-MOUT C.182T; 9/5 G-CDJM Zenair CH.601, G-WOOD Baron, G-BUUX PA-28; 11/5 G-CCNU Skyranger; 13/5 G-BCRT F.150M(t. Coventry); 14/5 G-OBDA Katana; 15/5 G-TASH C.172S, G-SHSP C.172S, G-IZZS C.172S, G-LACB PA-28; 16/5 G-CIFR PA-28; 17/5 G-MICI C.182S, G-MROD RV.7; 18/5 G-CCDX Eurostar; 20/5 G-LONE Long Ranger(t. Isle of Arran), G-FNLD C.172R, G-BJNN PA-38; 25/5 G-LIZZ Aztec; 26/5 G-BOPD Bede BD.4; 28/5 G-PERS R.44, G-GYTO PA-28; 31/5 G-FOZZ Be.33.

Sturgate:- Former Sheffield City inhabitants, TB.10 G-BKBN and Cessna 421C G-GILT are now resident here. SR-22 N203CD was logged arriving from Liverpool on 3/5 while F.172N G-OOLE departed back home to Humberside following CofA renewal. Visitors:- 1/5 G-CBMO PA-28; 3/5 G-LINN Europa(f. Abbots Bromley), G-BXLS Koliber; 5/5 G-ATEW PA-30, G-CBBS Bulldog, G-BBSA AA-5, G-OCFC DA.40; 7/5 G-BNRX PA-34; 8/5 G-ASAU Rallye; 10/5 G-GYAV C.172N; 11/5 G-RIVT RV.6; 18/5 G-BXLS Koliber, G-YIII F.150L; 22/5 G-TERY PA-28.

Sutton Bank:- Robin 2160 G-CETG, based on a strip near Colchester, was seen visiting on 11/5.

TEESSIDE(Durham/Tees Valley) Information/photo courtesy of dtvmovements.co.uk

A fairly quiet month at The Valley made even quieter by the absence of the TNT flights f/t Liege. The last flight, operated by BAe.146 OO-TAK(Nitro 16G) departed on the evening of 19/5. Omni International DC-10s were few and far between also this month with N603AX(Omni 072) arriving from Gander on the 18th and making a further visit the next day, with N270AX(Omni 552) showing up on the 23rd. Air Mediterranee Airbus 321s were engaged in flying pilgrims to Lourdes with F-GYAQ(BIE 2533) on 20/5 with F-GYAO(2532)making the return trip a week later and joined the same day by Jet2 Boeing 757 G-LSAE(LS 2002) for an outbound trip. On the subject of Jet 2 Boeing 737/300 G-CELB(051T) was here training on 14/5 while the following flights diverted from Leeds, 27/5 737/300 G-CELV(LS 376) ; 28/5 737/300 G-CELA(LS 196) and 757 G-LSAH(LS073P). A trio of interesting arrivals on 28/5 were Jodel D.140s G-AYFP and HB-SFA along with Cessna F.182Q F-GBQA. All three aircraft are French based and the Jodels were both fitted with skis while the '182 was a diesel engine conversion with three bladed prop. There was an old friend making a return visit when King Air 200 D-ICFI, the former G-FLPA, called to see its former colleagues. Other movements included:-

01/5 G-BYWH Grob 115(UOV 16, training), ZE395 BAe.125 CC.2(Ascot 1798)
02/5 G-CDEA SAAB 200(EZE 1719, Southampton F.C), G-NTWK Twin Squirrel(Osprey 63)
03/5 EC-JBK Boeing 737/800(Europa 145, first visit), G-DPJR Sikorsky S.76C
04/5 ZZ173 C.17A Globemaster(Ascot 823)
05/5 G-GMAA Lear Jet 459(Gama 883), G-JCJB(JCB 2), XV290 Hercules (Ascot 670, ILS)
07/5 G-NESV EC-135T(Police 28, operations all through the night)
08/5 G-GHEV King Air 200(New Bird 807), D-CGRC Lear Jet 35A(Jet Executive 343)
F-GMIR Citationjet 2, D-IPCS Citationjet(Skyrunner 908), G-SASC King Air 200
N836TP Be.36TP, PH-KVG Fokker 50(KLM 1533), ZI693 Sentinel(Snapshot 3, ILS)
11/5 N23KY Cessna P210N, OY-BTZ PA-31(Surveyor 05), XZ595(Rescue 128)
12/5 M-YAIR Premier 1(Poolex 5P), ZE 941 Tornado F.3(Leuchars 55, ILS)
14/5 N59GG King Air C.90, G-LGNA SAAB 340(Loganair 677)
15/5 D-CNIK Lear Jet 45(Twin Star 662), G-KALS Challenger(LNX 44KK), G-CEZG DA-42
16/5 D-CCCC Metroliner(Bin Air 4X), G-FIFA Cessna 404(Capital 816)
18/5 M-BWFC Citation XL, G-CDSR Lear Jet 45(Partner 51A), G-BWIR Do.328(Suckling 400)
19/5 G-UTSY PA-28R; 20/5 ZB689 Gazelle(Armyair 579)
24/5 N730WF SR.22, G-JJSI Hawker 800B(Gama 052), EC-KRD 737/400(Futura 1409)
25/5 OK-TVC Boeing 737/800(Travel Service 122), G-DCSE Robinson R.44
26/5 N233JG TBM.700, HB-VMY Citation 2(Private Jet 102), G-ZANY DA-42
27/5 D-IBIN Metro III(Bin Air 3A)(See, photo), G-GZRP Cheyenne 3(Air Med 056)
29/5 LX-PMA Challenger 300(Ballistic 64A), G-OLDW Lear Jet 45(Partner 40A)
30/5 D-IDIA PA-42 Cheyenne 2, G-VONJ Premier 1(Manhattan 52C)



Topcliffe:- Lynx XZ653(Armyair 900) was noted carrying out a PAR and overshoot on 19/5.

Waddington:- On 6/5 the following aircraft were noted visiting:- Tornado F.3s ZE764/GL, ZE810/GG, ZG731 along with GR.4s ZA373, ZA609, ZD851 and Hawks XX220, XX331 plus Chinook ZA705/AN. The Vulcan XH558 was a

pretty impressive sight when it made a flypast on 9/5 before landing at Conningsby. Other visitors included:- 7/5 ZE704 Tristar(Ascot 881, training); 9/5 ZA147 VC-10(Ascot 868); 20/5 ZH886 Hercules C.5(Ascot 560); 21/5 FB-24 F-16BM, Belgium A/F(Overshoot), G-FRAL Falcon 20; 23/5 ZZ175 C-17A(operating over Donna Nook all day); 28/5 ZZ174 C-17A(Ascot 882); 31/5 ZA148(Ascot 905, on air test from St. Athan).

Walton Wood:- Tiger Moth G-BJZF was noted carrying out an Air Test on 8/5, before routing to Sherburn in the afternoon. Gamston MD.902 N902JW was noted visiting on 30/5. Visitors:- 2/5 G-HUGS R.22B; 6/5 G-FEDA EC.120B; 7/5 G-DFKI Gazelle; 10/5 G-TTMB Jet Ranger, G-CDYW Schweizer 269C; 13/5 G-RJWW Maule M.5; 14/5 G-MAYB R.44, G-OPDG R.44; 15/5 G-CEAW Schweizer 269C; 16/5 G-LADZ Enstrom 480; 19/5 G-OTVI R.44(Also 21/5); 20/5 G-DCSE R.44, G-GATE R.44, G-HEBE Jet Ranger; 22/5 G-FOFO R.44; 28/5 G-NOSY R.44, G-XTEK R.44.

Wickenby:- Recently completed CZAW Sportcruiser G-SCRZ was noted on a local Ait Test on 31/5 and is now resident. Tom Cassells arrived on 20/5 in his CAP 232 F-GOTC from Bagby. Visitors:- 3/5 G-TSGJ PA-28; 5/5 G-CCSD Quik; 7/5 G-BMBB F.150L; 10/5 G-BLYE TB.10, G-RAFB Grob 115; 11/5 G-CBMT Rallye(F. Crowfield), G-CCDY T.600N, G-BRIV TB.10; 12/5 G-BBJX F.150L; 13/5 G-CTDH CTSW; 18/5 G-AXBJ F.172H; 20/5 G-GOTH PA-28(t. Barton); 29/5 G-ATZS Wassmer WA.40(t. Spanhoe).

Wombleton:- Tattenhill based Beech 36 N7205T was noted paying a visit on 23/5.

Yeddingham:- Noted visiting the strip here on 15/5 was Jodel D.112 G-BIWN.

York Race Course:- The following helicopters were noted visiting for the May Meeting:-

- 14/5 G-MAAV Squirrel(Yorkair 1), G-MLTY Dauphin(Yorkair 2), G-XOIL Twin Squirrel(Premier 16), G-WYSP R.44, N775SB Bell 407
 15/5 M-ERIT Agusta AG.139, N775SB Bell 407, N91TH Agusta A.109S, Twin Squirrel(Omega 42)
 16/5 G-WENA Twin Squirrel(Yorkair 2), G-MLTY Dauphin(Yorkair 1), N775SB Bell 407, A.109E(Rocket 04)
 Another smaller meeting attracted Agusta A.109E ZR321(Ascot 1783) on 29/5 and on 30/5 N109TK A.109E, G-BXRY Jet Ranger; 31/5 G-OPDG R.44(f. Liverpool), G-DIGG R.44, G-ECOU Twin Squirrel(Trident 02).

OVERFLIGHTS

02/5	OY-CKR	PA-31 Chieftain	Survey over Leeds/York from 0850 until 1045
05/5	N1329T	Cessna T.182T	Over LBA 1216 @ 4500' routing DCS - Islay
07/5	N449CD	Cirrus SR.22	Over Goole 1616 @ 11000' enroute Egelsbach, delivery
	N167PG	Cirrus SR.22	Over Goole 1648 @ 5500' enroute Egelsbach, delivery
08/5	D-IAAZ	Cessna 404	Over LBA 1916 @ 3000' enroute to Newcastle
	N4102D	Cessna FR.182	Over Goole 0847 @ 5500' enroute to Cumbernauld
10/5	F-BPCC	Jodel DR.235	Over Hull 1331 @ 2000' following coast, Northbound
	F-BROC	Jodel DR.360	Ashcroft Farm - Edinburgh(LBA 1351 @ 3000')
11/5	G-BZFN	Bulldog	Connington - Carlisle(Harrogate 1519 @ 4000')
	OO-TMM	C.33 Debonair	Oban - Wevelgem(4/E LBA 1654 @ 3500')
13/5	N221LD	Cirrus SR.22	Edinburgh - Denham(LBA 1830 @ 2500')
19/5	F-GCCV	PA-28 Warrior	Cambridge - Cumbernauld(Wetherby 1325 @ 2500')
	N5915V	PA-28 Cherokee	Over POL 1411 @ 3000' enroute to Carlisle
20/5	LY-MHC	Antonov AN-2	Over Hull 1345 @ 3000' enroute to the Netherlands
21/5	N10522	PA-46 Malibu	4/S of LBA 1444 @ 3400' enroute to Blackpool
22/5	D-EHDZ	PA-28 Warrior	Carlisle - Antwerp(Hull 1247 @ 3000')
24/5	EI-CEG	Rallye	Connington - Port Moak(York 1245 @ 1500')
	N30593	Cessna 210D	Over LBA 1322 @ 5000' heading North
26/5	N235PF	PA-28 Pathfinder	Carlisle - Southend(Hull 1557 @ 3000')
27/5	OO-EMP	Bell 407	Over Stockton 1245, heading South low level
	OO-SAM	Bell 407	Over Stockton 1245, heading South low level
29/5	N575GM	TB.20 Trinidad	Cambridge - Fishburn(York 1203 @ 3300')
	N53320	Cessna 172S	Wick - Cambridge, delivery(Goole 1344 @ 7500')
	D-KVOK	Dimona	Eshott - Old Buckenham(Scarboro' 1510, follow coast)

At lunchtime on 11/5 DC-3 ZA947(Dakota 91) dropped 7 parachutists at Knaresborough and the made a flypast at Elvington before heading home to Conningsby.

On 4/5 Boeing E.3A LX-N90450(NATO 05) was enroute to Canada when it teamed up over the North Sea off Redcar with a USAF KC-135R to take on fuel. The KC-135R 63-7991(Esso 75) and the AWACS were off the coast from 0810 until 0835 for the transfer.

As you will have noticed, there was a bit more activity to report in May and I wish to thank Andy Wood (HAR) and our very own roving reporter, Geoff Ward, for their additional information.

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DAY BY DAY @ LBIA - MAY 2008



We kick off in May with the News that Pakistan International Airways will be operating flights f/t Islamabad commencing 2/7. The National Flag Carrier will use Airbus 310 aircraft on the flights, which will arrive at 2030 and depart at 2200 on Wednesdays and Saturdays. There are some changes to the original Inclusive Tour flights from those initially announced. Onur Air are using A.321 aircraft on all their flights and the Wednesday Antalya rotation has been dropped. Balkan Holidays have dropped the Varna flight leaving just the Bourgas, which operates early Sunday mornings. Passengers for Varna are bussed to their destination from Bourgas. On the scheduled front Manx2 are due to receive their second Dornier 228 D-IMNX this month so that will be one to look out for. Incidentally the Dornier is usually used on the Saturday afternoon flight.

Jet2. The big news this month is the arrival of 757 G-LSAJ(ex. G-CDUP), which finally entered service on the 17th. The aircraft which has Jet2 New York titles is leased from Tui Fly. The other major news from Yorkshire's finest is that they have announced flights to Sharm el Sheik to commence every Friday from February 2009. A new flight which commenced this month is Edinburgh – LBIA – Avignon – LBIA – Edinburgh, however this flight will only be mentioned in the day by day report if any changes take place.

Multiflight. Over on the South Side we have acquired a new bizjet, Premier 1 N203BP(See photo) which is operated by CW Aviation Holding Inc. The aircraft however was delivered from America in October last year and until now has been based at Luton. Also in prospect shortly is Hawker 900 M-HARP, which will replace PC-12 G-CCWY with Harpin Ltd. On the debit side PA-46 Malibu N343RR is due to leave soon following the demise of Consort Homes, whose boss owned the aircraft. On the helicopter scene, Squirrel G-MAAV was cancelled from the register on 9/5 as exported to South Africa so must have left by road some time around then without us noticing. Bell 407 EI-SNJ of Celtic Helicopters, which arrived last month for maintenance was Air Tested on 12/5 and again on 13/5 before heading home to Dublin. In prospect for delivery next month is R.44 G-CFFD, which although registered to Richard Dunn Aviation at Keighley will be based at LBIA and fly under the Multiflight banner. The company have carried out work on three Lancair Columbia aircraft during the month, so let's hope this is could be a new trend. The Duchess G-OADY is still at Doncaster minus engines following its mishap last month. Also of interest is the fact that one of the Yorkshire Air Ambulance pilots has acquired Auster 5D G-AOCR/NJ673 and the aircraft is currently under conversion back to Auster 5 status at a workshop in South Yorkshire.



01 Thursday

C-GIRE	Lear Jet 35A	0636 0749	f. Keflavic, n/s t. Moscow/Domododovo
G-FIBS	Squirrel	0836 0839	f. York t. Rudding Park
EC-KEN	Airbus 320	1152 1336	f/t Arrecife(Iberworld 3659/3660)
G-CDZL	Boeing 737/800	1229 1426	f/t Palma(Thomson 894B/893B)
G-OOPP	Airbus 320	1304 1510	f/t Faro(Jetset 639D/639C)
G-USTH	Agusta A.109A	1708 1753	f. Norwich(Aston 02) t. Newbury(02)
G-JANN	PA-34 Seneca	1012 1855	f/t Biggin Hill(Synergie 300)
G-UYGB	Challenger 300	2326 2348	f. Nice(Partner 11C) t. Luton(11D)

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

bmi:- G-DBCG operated all Heathrows until G-MIDS(8JL), n/s with G-RJXA/G, G-CDFS.

Eastern:- G-MAJP(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJZ(74G/39Q). Resident G-MAJY.

Flybe:- G-EOCA(729/30, 731/2), G-JECZ(171/7VT), G-JECN(643/4), **G-EMBM**(1LH/4), G-JEDV(733/4), G-JECR(175/6)

Shaheen Air:- TC-SGC(803/4)

Jet2:- G-LSAH(134P) positioned to Glasgow early morning. G-LSAE(185) swapped with G-LSAI(186) in Malaga.

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

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

***The first arrival of the month was the Skyservice Lear Jet 35A C-GIRE(See photo), operating an Ambulance flight from Montreal via Goose Bay and Keflavic. Airbus G-OOPP(ex. G-OOAP) visited in its new guise for the first time. The A.320s have all been reregistered to avoid last two letter conflicts with the Thomson Boeing 757s now they are both part of the same company.



02 Friday

N642P	PA-31 Navajo	0851 1815	f/t Enniskillen
G-FIBS	Squirrel	1035 2031	f/t Skipton, n/s until 23/5
EC-HKR	Boeing 737/f800	1100 1230	f/t Tenerife(Air Europa 207/208)
G-BBDT	Cessna 150H	1134 1135	Touch and go, f/t Sherburn
G-NSJS	Citation Sovereign	1137 1438	f/t Jersey
N203BP	Premier 1	1306 Res.	f. Luton, New Resident.
M-PSAC	Citationjet	1417 1441	f/t Jersey
N325SK	Columbia 400	1444 1902	f. Caen/Carpique t. Le Plessis/Beleville
G-CFSA	PA-44 Seminole	1455 1642	f. Teesside t. Doncaster, return 1822/1906
EC-KHT	EMB.135BJ Legacy	1522 1104	f. Cambridge(DNC 652), n/s to 4/5 t. Malaga(671)
G-TASK	Cessna 404	1602 1611	f/t Blackpool(Atlantic 404)
G-FDZJ	Boeing 737/800	1757 1940	f/t Corfu(Thomson 674D/673D)

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

bmi:- G-MIDS operated Heathrows until G-DBCH(5JL), which operated until G-MIDR(8JL), n/s with G-RJXG, G-CDFS. G-RJXA(9854) positioned to Heathrow late evening.

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

Flybe:- G-EOCA(729/30, 731/2), G-JECZ(171/7VT, 175/6), G-JEDT(643/4), **G-EMBK**(1LH/174), G-JEDV(733/4)

Jet2:- G-CELU(251) exchanged in Faro with G-CELD(252).

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

Ryanair:- EI-DLL(13H/1363), EI-CSW(152/153A), EI-DCT(15J/155), EI-CSW(156/15N).

***Where do we start? Well how about with our new resident, Premier N203BP which arrived from Luton this

afternoon. Citationjet M-PSAC, which is owned by T.H. Scott/C.T. Consultants and based in Jersey was also a first timer. The Lancair LC.41-550FG, or Columbia 400 for short N325SK which coincidentally is owned by N325SK Inc, is a new resident in France and visited Multiflight for checks. It was delivered from America to its new owners in March this year. The Cessna 404 G-TASK is also a first time visitor and is operated by Air Atlantic on mapping work for The Ordnance Survey, having until last year being engaged in similar work in Holland as PH-MPC. Finally, Thomsonfly Boeing 737/800 G-FDZJ was a definite first time visitor having only been transferred from parent company Tui Fly, where it operated as D-ATUI, two days ago!!

03 Saturday

G-EDCL	Citationjet 2	0627 0710	f. Glasgow(Saltyre 763) t. Braunschweig(763)
M-NEWT	Challenger 300	0655 0944	f. Luton(Bizjet 1WT) t. Faro(2WT)
G-PHEW	Cirrus SR.22	1043 1616	f/t Fairoaks
EC-GAT	MD-83	1432 1540	f/t Palma(Spanair 3257/3258)
EC-FTS	MD-83	1606 1725	f/t Ibiza(Spanair 3297/3298)
G-BOKA	PA-28 Dakota	1651 1257	f/t Fairoaks, with an overnight stay
OE-GAA	Citation V	1843 0646	f. Innsbruck(Tyrol Amb 862), n/s t. Marrakech(171)

Air Southwest:- G-WOWD(523A/B) routed Newcastle – LBIA – Plymouth to collect passengers, as the 480/1 was cancelled due to the aircraft being u/s. G-WOWB(478/9).

bmi:- Heathrow:- G-RJXG(2LJ), G-RJXH(8JL), n/s with G-CDFS.

Flybe:- G-EOCA(729/30), G-JECV(171/7VT), G-JEDO(643/4), G-JECW(1401/2)

Jet2:- G-CELP(031P) arrived from Stansted 0150, to Multiflight for maintenance. G-LSAE(080P) positioned from Manchester at 2243.

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

Ryanair:- EI-DAX(15J/155)

***Cirrus SR.22 G-PHEW visited for the first time today having been registered late March, being ex N107CT. Before heading home to Fairoaks the aircraft made an ILS and overshoot to check out his autopilot.

04 Sunday

G-SEAJ	Citationjet	1401 1608	f. Bristol(Clifton 4) t. Nice(4)
G-BZTG	PA-34 Seneca	1343 1857	f/t Newcastle, n/s until 9/5 for maintenance
G-EDCL	Citationjet 2	1501 1759	f. Braunschweig(Saltyre 763) t. Bournemouth(763)
M-PSAC	Citationjet	1613 1701	f/t Jersey
EI-DOR	Boeing 737/400	1903 2100	f. Dublin(Futura 1356) t. Palma(1356)

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

bmi:- Heathrow:- G-RJXH(2LJ/7JL), G-MIDR(5JL), G-DBCJ(8JL, n/s). G-RJXH(9711) positioned to Gatwick.

Eastern:- G-MAJJ(99Q/59Q) f/t Aberdeen. Based G-MAJY **Shaheen Air:-** TC-SGC(803/4)

Flybe:- G-EMBW(1LH/174), G-JEDJ(731/2, 733/4), G-JECW(643/4), G-JECZ(175/6)

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

Ryanair:- A bit complicated today:- EI-DCJ(13H) arrived from Shannon early morning, EI-DAM(152/1363) arrived from Dublin and operated the outbound Shannon. EI-DYI(15J/155) operated as usual then EI-DCJ(153A) operated outbound to Dublin mid afternoon. EI-CSW(156/15N) operated the late Dublin flight.

***Nothing to get excited about, however Futura 737/400 EI-DOR positioned from Dublin to operate the first of an outbound series to Palma.

05 Monday

EI-DOR	Boeing 737/400	0250 0341	f. Palma(Futura 1355) t. Dublin(1355)
G-PPLC	Citation V	0729 0748	f. Manchester(Skydrift 600) t. Oxford(600)
TC-OAI	Airbus 321	0755 0935	f. Izmir(Onur Air 7335) t. Dalaman(7336)
G-NSJS	Citation Sovereign	1039 1130	f/t Jersey
XV290	Hercules C.3	1533	ILS and overshoot(Ascot 670)
G-PPLC	Citation V	1651 1702	f. Manchester(Skydrift 600) t. Norwich(600)
G-FIBS	Squirrel	1805 1109	f. Skipton, n/s to 15/5 t. Cleckheaton(Yorkair 1)
TC-OAL	Airbus 321	1848 2021	f/t Bodrum(Onur Air 2611/2612)
M-NEWT	Challenger 300	1932 1953	f. Faro(Bizjet 1WT) t. Luton(2WT)
N552EU	Hawker 400XP	2032 0758	f. Nantes, n/s until 7/5 t. Manchester
G-MOOO	Lear Jet 45	2123 2207	f. Luton(Ocean Sky 405) t. Nice(405)

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

bmi:- G-RJXE(9871) positioned in from Aberdeen, G-RJXH(9711) positioned from Gatwick and both night stopped with G-CDFS and G-DBCJ which had operated the Heathrow flights..

Eastern:- G-MAJZ(74G/39Q). G-MAJK(41B/42B) f/t Inverness. Based G-MAJY.

Flybe:- G-EMBW(1LH/174), G-JEDP(731/2), G-FBEI(643/4), G-JECT(733/4), G-JEDM(175/6)

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

Manx2:- EC-GPS operated the morning flight plus and afternoon extra, D-CSAL the evening.

Ryanair:- EI-DLL(13H/1363), EI-DAO(152/153A), EI-DCN(15J/155), EI-DWM(156/15N)

***Quite a busy and varied day for a Bank Holiday, with reduced scheduled flights.

06 Tuesday

N350DG	Columbia 300	0828 1419	f/t Blackpool
G-ZIPA	Commander 112	0920 1123	f/t Teesside
ZK452	King Air 200	1046	ILS and overshoot(Cranwell 78)
G-BJVT	Cessna F.152	1229 1345	f/t Teesside
9H-AEK	Airbus 320	1950 2045	f/t Malta(Air Malta 5208/5209)

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

bmi:- All Heathrow flights G-DBCJ, n/s with G-RJXE/H, G-CDFS.

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

Flybe:- G-JEDP(729/30, 731/2), G-JECZ(171/7VT, 175/6), G-JECM(643/4), G-EMBK(1LH/174), G-JECT(733/4)

Jet2:- G-CELP(031P) returned to Stansted following maintenance.

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

Manx2:- D-CSAL operated am flight with EC-GPS of Euro Continental arriving in the evening.

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

***Another Lancair Columbia visited Multiflight for checks today, this time Blackpool based N350DG which is a LC.42-550FG owned by Skypartners Worldwide Inc.

07 Wednesday

G-OHAC	Cessna F.182Q	0924 1818	f/t RAF Halton
ZK451	King Air 200	1126 1141	2 ILS and overshoots(Cranwell 90)
G-JDBC	PA-34 Seneca	1137 1244	f. Manchester(Jaydee 43W) t. Teesside(Exam 02)
G-BWXF	Slingsby T.67M	1156 1304	f. Edinburgh(Cranwell 87) t. Cranwell(87)
G-JIVE	Hughes 369E	1400 1424	f. Shelf t. Devonshire Arms, return 1519/1528
G-JDBC	PA-34 Seneca	1412 1542	f. Teesside(Exam 02) t. Manchester(Jaydee 43W)
G-BJVT	Cessna F.152	1505 1647	f. Teesside t. Newcastle
CS-DLB	Falcon 2000EX	1936 1110	f. Dublin(Fraction 474G), n/s t. Brussels(341M)

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

bmi:- G-DBCJ Again operated all Heathrow flights, n/s with G-RJXE/H, G-CDFS.

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

Flybe:- G-JEDP(729/30, 731/2), G-EMBI(171/7VT, 1LH/174), G-JEDU(643/4), G-JECY(733/4), G-JECW(175/6)

Jet2:- G-LSAI(084P) positioned to Dublin early morning returning at 2250.

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

Ryanair:- EI-DLL(13H/1362), EI-DYI(152/153A, 15J/155), EI-DYE(156/15N)

***Cessna F.182Q G-OHAC of The Royal Air Force Halton Aeroplane Club Ltd. paid its first visit today while Aer Arran borrowed Aurigny ATR.42 G-CDFF to operate their Cork flight.

08 Thursday

N351TC	Hawker 800XP	0843 1610	f. Zurich t. Farnborough
G-RVRT	PA-28 Cherokee	0849 1310	f/t Liverpool, including local flight
EC-JQP	Airbus 320	1154 1318	f/t Arrecife(Iberworld 3659/3660)
G-JIVE	Hughes 369E	1206 1230	f. Shelf t. Devonshire Arms, return 1403/1406
G-OOPW	Airbus 320	1306 1449	f/t Faro(Jetset 639D/639C)
G-FDZE	Boeing 737/800	1315 1442	f/t Palma(Thomson 894B/893B)
OY-BTZ	PA-31 Chieftain	1447 1556	f/t East Midlands(Surveyor 05)
N64VB	Be.58 Baron	1545 1616	f. Denham t. Sleep
ZG848	BN.2T Islander	2021 2100	f. Wattisham(Armyair 598) t. Belfast Int(598)

Air Southwest:- G-WOWB(482/3), G-WOWC(486/7) **Shaheen Air:-** TC-SGC(803/4)

bmi:- No change with G-DBCJ, G-RJXE/H, G-CDFS operating all day and night stopping.

Eastern:- G-MAJT(29Q/19Q, 89Q/79Q, 74G/39Q), G-MAJU(99Q/59Q). Based G-MAJY.

Flybe:- G-JEDP(729/30), G-JECW(171/7VT), G-JECR(643/4), G-EMBW(1LH/174), G-JECG(733/4), G-JECZ(175/6)

Jet2:- G-CELU(098P) arrived from Manchester at 0527 then operated to Nice(6998), returning Luton(6999) 2150 before heading back to Manchester(199P).

KLM:- PH-KZK(65W/66S), PH-KZF(67N/68K), PH-KLG(69W/64K, n/s).

Manx2:- EC-GPS operated to morning rotation with LET 410 OK-RDA appearing at teatime.

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

***Once again a fairly run of the mill sort of day, with the PA-31 OY-BTZ calling in for a refuel while on a local survey task and also dropping in for a top up was the Army Air Corps Islander. First time visits today by 737/800 G-FDZE of Thomsonfly and A.320 G-OOPW(ex. G-OOAW).

09 Friday

G-SGEC	King Air 200	0707 0752	f. Gamston t. Dijon
D-CAHB	Lear Jet 45	1006 1049	f. Nice(Twin Star 552) t. Stuttgart(552)
EC-IDA	Boeing 737/800	1125 1254	f/t Tenerife(Air Europa 207/208)
G-CCVO	Jet Ranger	1138 1219	f. Skipton t. Horton-in-Ribblesdale
G-BWXI/T	Slingsby T.67M	1316 1451	f. Edinburgh(Cranwell 86) t. Cranfield(86)
G-FZDJ	Boeing 737/800	1426 1539	f/t Corfu(Thomson 674D/673D)
ZK450	King Air 200	1442	ILS and overshoot(Cranwell 60)
OE-GAA	Citation V	1454 1656	f. Grenoble(Tyrol Amb 752) t. Palma(753)
G-JOPT	Citation V	2020 1627	f. Guernsey(Airtax 454P), n/s t. Dublin(454)
N218SA	PA-24 Comanche	2051 2107	f. Kilbride t. Fadmoor

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

bmi:- G-DBCJ all Heathrows until G-MIDZ(8JL), n/s with G-RJXH, G-CDFS. G-RJXE(9854) positioned to Heathrow.

Eastern:- G-MAJE(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJK(74G/39Q), G-MAJJ(41B/42B). Based G-MAJY.

Flybe:- 729/30 canx. G-JECW(171/7VT, 175/6), G-JECO(643/4), **G-EMBW(1LH/174)**, G-JECY(731/2), G-JEDP(733/4)

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

Manx2:- Morning flight cancelled due tech aircraft. Metroliner EC-GPS operated pm flight.

Ryanair:- EI-DHM(13H/1362), EI-DYE(152/153A), EI-DCH(15J/155), EI-CSW(155/15N)

***There is a problem regarding the Cranwell T.67M today as it was logged in as G-BWXI, however outbound it appeared as G-BWXTI Visiting LBIA for the first time today was Lear Jet 45 D-CAHB of Daimler Chrysler Aviation while the Comanche N218SA, even though it flies over the area virtually every day, is quite a rare sight gracing the tarmac at Multiflight. A more regular visitor is the Citation V OE-GAA(See photo) or Tyrol Air Ambulance.



10 Saturday

G-CMBL	Canadair CRJ-200LR	1326 1709	f. Nice t. Genoa
N645AM	Lear Jet 35A	1350 1507	f. Reykjavik t. Rome/Ciampino
ZG846	BN.2T Islander	1445 1528	f. Manston(Armyair 594) t. Belfast Int(594)
EC-GQG	MD-83	1534 1650	f/t Palma(Spanair 3257/3258)
G-BFDO	PA-28R Arrow	1600 1639	f/t Elstree
EC-FXA	MD-83	1633 1751	f/t Ibiza(Spanair 3297/3298)

Air Southwest:- 480/1 canx. G-WOWD(523/523A) called to collect some passengers. G-WOWB(478/9)

bmi:- Heathrow:- G-RJXH(01J/4JL/2LJ), G-RJXB(8JL, n/s). **Ryanair:-** EI-DPC(15J/155)

Flybe:- G-JEDP(729/30), G-JECW(171/7VT), G-JEDV(643/4), G-JECM(1401/2)

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

***The TAG Aviation CRJ G-CMBL was gracing the Multiflight apron for the first time while another interesting visitor was modified Lear Jet 35A N645AM which called for fuel while on delivery from the USA for operations in the Middle East. This aircraft operated by Aeromanagement Inc. set off from Baltimore/Washington International yesterday and routed via Goose Bay and Narsarsuaq before arriving here from Iceland and incidentally made the same journey at the same time last year.

11 Sunday

G-JOPT	Citation V	0218 1541	f. Dublin(Airtax 455) t. Gamston(Airtax 1M)
G-VUEZ	Citation 2	0855 0956	f. Liverpool(Flyvue 601) t. Lyneham(602)
OE-FOI	Citationjet	1036 1719	f/t Nice(Fly Tyrol 5), night stop until 14/5
G-MEGN	King Air 200	1214 1240	f. Dijon t. Gamston
G-NSJS	Citation Sovereign	1504 1914	f/t Jersey, with overnight stay.
G-CCVO	Jet Ranger	1605 1640	f/t Clitheroe
EC-GNZ	Boeing 737/400	1739 1837	f/t Palma(Futura 1355/1356)
CS-DLA	Falcon 900	2125 1326	f. Liege(Fraction 545L), n/s t. Nice(699M)

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

bmi:- Heathrow:- G-RJXB(01J/4JL/2LJ), G-RJXA(7JL), G-MIDZ(5LJ), G-DBCH(8JL, n/s). G-RJXB(2XV) swapped in Glasgow with G-RJXX(3XV). G-RJXD(408) arrived from Edinburgh, n/s with G-RJXX, G-CDFS.

Eastern:- G-MAJX(99Q/59Q), f/t Aberdeen. Based G-MAJY.

Flybe:- G-EMBK(1LH/174), G-JECR(731/2, 733/4), G-JECM(643/4), G-JECW(175/6)

Jet2:- G-CELZ(196) operated the inbound from Prague, however G-CELB(195) did the return.

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

Ryanair:- EI-DLL(13H/1363), EI-DWH(15J/155), EI-DCH(156/15N) **Shaheen Air:-** TC-SGC(803/4)

***Yet another fair selection of Bizjets, however the only first time visitor today was Citationjet OE-FOI of ABC Bedarfsflug GmbH. Clitheroe/Nelson based Jet Ranger G-CCVO of Bell Trailers(Rental) Ltd is becoming a common sight on the Multiflight/East apron.

12 Monday

TC-OAL	Airbus 321	1029 1137	f/t Dalaman(Onur Air 7335/7336)
G-XBEL	Citation XL	1202 1221	f. Jersey(Beauport 820) t. Connaught(822)
N400HF	Columbia 400	1350 1840	f/t Bristol/Filton
P4-LJG	Citation X	1359 1651	f/t Dublin
TC-OAE	Airbus 321	1919 2044	f/t Bodrum(Onur Air 2611/2612)
N3474P	King Air 350	2012 1836	f/t Nice, with an overnight stay

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

bmi:- G-DBCH operated all London flights and night stopped. The two EMB.135s G-RJXX, G-CDFS operated all day, however, there were no Brussels flights until G-RJXO(614) operated inbound mid afternoon and this was followed by G-RJXD(613) operating outbound. G-RJXO(9171) then positioned out to Aberdeen with G-RJXN(9172) returning later to night stop with G-RJXX, G-CDFS.

Eastern:- G-MAJT(29Q/19Q, 89Q/79Q), G-MAJE(74G/39Q), Evening flight G-MAJZ(38X/59Q) operated Bristol - Lbia - Aberdeen, with G-MAJJ(99Q/32Z) routing Aberdeen - Lbia - East Midlands. G-MAJJ(41B/42B). Based G-MAJY.

Flybe:- G-JECR(729/30, 731/2), G-JECW(171/7VT, 175/6), G-JECO(643/4), **G-EMBK(1LH/174)**, G-JECX(733/4)

Jet2:- G-LSAI(806P) positioned to Belfast at 0430 returning from Dublin(807P) in the afternoon. G-CELD(323) swapped in Belfast with G-CELE(324). G-CELB(196) operated from Prague and G-CELZ(195) made the return. G-CELV(251) exchanged with G-CELU(252) in Faro. G-LSAE(185) swapped with G-LSAH(186) in Malaga.

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

Manx2:- Metroliner D-CSAL operated am flight while EC-GPS turned up pm.

Ryanair:- EI-CSS(13H/1362), EI-DWF(152/153A), EI-DAK(15J/155), **EI-DYC(156/15N)**

***Bell 407 EI-SNJ, which has been with Multiflight for maintenance, made an Air Test this afternoon while yet another Columbia 400, N400HF of Feggair Inc popped in for a quick check. First time visitor, King Air 350 N3474P is a Raytheon company demonstrator and arrived in Europe on 23/4, returning to the States on 25/5. Boeing 737/800 EI-DYC was a first time visitor this evening.

13 Tuesday

G-RVRW	PA-23 Aztec	1111 1239	f/t Liverpool(Ravenair 88T)
G-PHEW	Cirrus SR.22	1216 1800	f. Manchester t. Fair Oaks
EI-IRE	Challenger 604	1308 1339	f. Malaga t. Dublin

Z334	Gazelle AH.1	1224 1507	f. Cosford(Armyair 509) t. Carlisle(509)
G-CCVO	Jet Ranger	1615 1651	f. Accrington t. Clithroe
9H-AEI	Airbus 320	1925 2030	f/t Malta(Air Malta 5208/5209)
ZF319	Tucano	2230	ILS and overshoot(LOP 06), f/t Linton

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

bmi:- G-RJXN operated first Edinburgh flight then positioned to Manchester(9122). G-RJXI(406) then arrived from Edinburgh late afternoon, n/s with G-RJXX, G-CDFS. G-DBCH London flights, n/s.

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

Flybe:- G-JECK(729/30), G-JECP(171/7VT, 175/6), G-JECM(643/4), **G-EMBW(1LH/174)**, G-JECR(731/2), G-JECG(733/4)

Jet2:- The big day, G-LSAJ(031P) is finally delivered from Norwich and enters service on 17/5. G-CELG(088P/089P) positioned to Cardiff at 0435, returning at midnight. G-CELF(010T) went to Prestwick for a training detail.

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

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

***The Bell 407 EI-SNJ was again Air Tested this morning before returning home to Dublin this evening. The long awaited "new" Boeing 757 for Jet2 G-LSAJ(ex. G-CDUP(See photo) arrived from Norwich today following painting.



14 Wednesday

N309CJ	Citationjet 2	1019 1100	f/t Guernsey
M-NEWT	Challenger 300	1134 1256	f. Luton(Bizjet 1WT) t. Northolt(2WT)
N91ME	TB.20 Trinidad	1136 1210	f/t Wellesbourne Mountford
CS-DMS	Hawker 400XP	1216 1603	f. Waterford(Fraction 4KB) t. Dublin(515A)
N5120	Bell 430	1243 1717	f/t Wigan
G-CBAK	Robinson R.44	1314 1357	f. Towton t. Isle of Man, return 1720/1751
G-BAHX	Cessna 182P	1445	ILS and overshoot, f/t Blackpool
N95590	Commander 690B	1449 1717	f. Wickenby(Surveyor 08) t. Turin(08)
G-RAFO	King Air 200	1553	ILS and overshoot(Cranwell 67)
G-CCVO	Jet Ranger	1641 1711	f. Mansfield t. Clithroe

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

bmi:- G-DBCH(01J) operated to Heathrow but G-MIDX(4JL/2JL) then operated, however G-DBCH then took over again, n/s with G-RJXI/K, G-CDFS..

Eastern:- G-MAJZ(29Q/19Q, 89Q/79Q), G-MAJX(99Q/59Q) G-MAJJ(41B/42B). Based G-MAJY.

Flybe:- G-JECP(729/30, 731/2), G-JECP(171/7VT, 175/6), G-JECM(643/4), **G-EMBW(1LH/174)**, G-JECG(733/4)

Jet2:- It's G-CELB(051T) for training today, this time at Durham/Tees Valley.

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

Manx2:- Euro Continental Metroliner EC-GPS am, Kiel Air Metroliner D-CNAG pm.

Ryanair:- EI-DLL(13H/1363), EI-DAK(152/153A. 15J/155), EI-CSN(156/15N)

***Well that was a pretty busy day, some of the extra traffic generated by the racing at York. There were three first time visitors, starting with Netjets Hawker 400XP CS-DMS and this was followed by JJB Sports Bell 430 N5120. The most interesting arrival in my opinion though was the Commander 690B N95590(ex G-BECN) of Coopers Aerial Surveys which arrived mid afternoon before departing to Turin and onwards to Malta.

15 Thursday

ZH872	Hercules C.4	1011-1021	2 ILS and overshoots(Ascot 530)
ZK450	King Air 200	1115-1117	2 ILS and overshoots(Cranwell 19)
84-0085	C.21A(Lear Jet 35A)	1131 1234	f. Mildenhall(Jalop 40) t. Fairford(40)
CS-DNO	Hawker 800XP	1152 1842	f/t Dublin(Fraction 795L/033B)
EC-JQP	Airbus 320	1301 1413	f/t Arcife(Iberworld 3659/3660)
G-BWXP	Slingsby T.67M	1213 1437	f/t Cranwell(Cranwell 85)
G-BWXC	Slingsby T.67M	1223 1421	f/t Cranwell(Cranwell 86)
G-FDZF	Boeing 737/800	1255 1434	f/t Palma(Thomson 894B/983B)
G-OOPU	Airbus 320	1355 1517	f/t Faro(Jetset 639D/639C)
ZF244	Tucano	1637	ILS and overshoot(LOP 60) f/t Linton
ZF144	Tucano	1646	ILS and overshoot(LOP 75) f/t Linton
G-OSOH	Citationjet	1648 1735	f. Alicante(Hangar 869) t. Deauville(869)
ZF344	Tucano	1653	ILS and overshoot(LOP 62) f/t Linton
G-SMAC	Hughes 500N	1707 1140	f. York R/C(Bladerunner 01), n/s t. Rawtenstall(01)
M-NEWT	Challenger 300	1750 1818	f. Northolt(Bizjet 1WT) t. Luton(2WT)

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

bmi:- G-DBCH operate all Heathrow flights, n/s with G-RJXI/K, G-CDFS.

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

Flybe:- G-JECX(729/30, 731/2), G-JECP(171/7VT), G-JECO(643/4), **G-EMBW(1LH/174)**, G-JEDP(733/4), G-JECZ(175/6)

Jet2:- G-CELV(031P) positions from Manchester this afternoon.

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

Manx2:- D-CNAG, Metroliner operated am flight with LET 410 OK-RDA appearing pm.

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

***A bit of a Military Fest today! Quite a coincidence with the trio of '44 Tucanos!! Having arrived for maintenance with Multiflight last month, A.109A N109AG departed to Sherburn this afternoon while Squirrel G-FIBS operated a flight as "Yorkair 01" this evening. Thomsonfly 737/800 G-FDZF graced us with its presence for the first time as did A.320 G-OOPU(ex. G-OOAU).

16 Friday

CS-DMB	Hawker 400XP	0953 1726	f/t Southampton(Fraction 4EX)
OE-FMT	Citationjet	1030 1626	f. Dusseldorf t. Altenrhein
N109AG	Agusta A.109A	1102 1136	f. Cleckheaton t. Colwyn Bay
G-PWNS	Citationjet	1115 1628	f. Deauville(Hangar 876) t. Jersey(804)
EC-HZS	Boeing 737/800	1130 1300	f/t Tenerife(Air Europa 207/208)
G-CCVO	Jet Ranger	1137 1157	f. York t. Haslingden
CS-DHD	Citation Bravo	1156 1305	f. Waterford(Fraction 647P) t. Luton(1GE)
G-XBEL	Citation XLS	1243 1307	f. Connaught(Beauport 861) t. Jersey(862)
G-RAFO	King Air 200	1303-1315	ILS and overshoot(Cranwell 66)
CS-DMH	Hawker 400XP	1425 0857	f. Aberdeen(Fraction 4PK), n/s t. Le Bourget(4PK)
G-FDZA	Boeing 737/800	1430 1554	f/t Corfu(Thomson 674D/673D)
N64VB	Be.58 Baron	1507 1519	f. Elstree t. Sleep
CS-DRN	Hawker 800XP	1531 1712	f. Gatwick(Fraction 787P) t. Valencia(3HE)
CS-DHP	Citation Bravo	1535 1649	f. Gatwick(Fraction 7DQ) t. Waterford(140E)
ZK450	King Air 200	1551	ILS and overshoot(Cranwell 64)
N80364	Citation 1	1725 1854	f. Enniskillen t. Dublin

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

bmi:- G-CDFS(3XV) operated to Glasgow, did not return. G-DBCH operated all Heathrows until G-MIDR(8JL), n/s with G-RJXI/K.

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

Flybe:- G-JECX(729/30, 731/2), G-JECP(171/7VT, 175/6), G-JECO(643/4), **G-EMBW(1LH/174)**, G-JECL(733/4)

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

Ryanair:- EI-CSS(13H/1363), EI-CSN(152/153A), EI-CSM(15J/155), EI-CSN(156/15N)

***Now that's what you call a busy day, coinciding with the end of the race meeting at York. No less than six different Netjets aircraft visited, however there was just one first timer, Citationjet OE-FMT of VIF Luftfahrtgesellschaft. After sitting in the Multiflight hangar for almost a year to the day Cessna 421A N132CK(See photo p21, by Terry

Sykes) made a 15 minute Air Test this morning.



17 Saturday

G-GHPG	Citation Bravo	1003 1448	f. Glasgow(Lonex 36PG) t. Farnborough(36PG)
EC-GOM	MD-83	1445 1557	f/t Palma(Spanair 3257/3258)
EC-GAT	MD-83	1621 1745	f/t Ibiza(Spanair 3297/3298)
I-FORU	Lear Jet 45	1921 1947	f/t Nice(AFM 1478) with overnight stay

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

bmi:- Heathrow:- G-RXJ(01J), G-MIDT(4JL/2LJ), G-RJXG(8JL, n/s)

Flybe:- G-JECX(729/30), G-JECP(171/7VT), G-JEDL(643/4), G-JECM(1401/2)

Jet2:- G-LSAH(064P) positioned to Dublin this morning. G-CELK(739) routing from Blackpool to Alicante diverted in with a technical problem and G-CELS(739A) carried on the journey some one hour later.

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

***Lear Jet 45 I-FORU of Air Four SPA was making its second appearance at LBA.

18 Sunday

LZ-BHC	Airbus 320	0752 0918	f/t Bourgas(Balkan Holidays 5559/5560)
XX442	Gazelle	1110 1545	f/t Catterick(Armyair 787)
G-SALA	PA-32 Cherokee 6	1226 1629	f/t White Waltham
G-JIVE	Hughes 369E	1432 1622	f/t Shelf
G-VUEZ	Citation 2	1710 1736	f. Lyneham(Flyvue 607) t. Liverpool(608)
EC-JSS	Boeing 737/400	1744 1859	f/t Palma(Futura 1355/1356)
N814BP	Premier 1	1949 1441	f. Bournemouth, n/s t. Blackbushe

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

bmi:- Heathrow:- G-RJXG(01J/4JL/2LJ), G-RJXC(7JL), G-MIDR(5JL, after stay since 16/5), G-DBCG(8JL, n/s). G-RJXC(3VX) swapped in Glasgow with G-CDFS(3VX), n/s with G-RJXE(which arrived on '408) and G-RJXK.

Eastern:- G-MAJU(99Q/59Q) f/t Aberdeen. Based G-MAJY. **Shaheen Air:-** TC-SGC(803/4)

Flybe:- G-EMBK(1LH/174), G-JECS(731/2, 733/4), G-JECP(175/6)

Jet2:- G-LSAH(067P) arrived from Belfast at 0020. G-CELZ(196) arrived from Prague with G-CELG(196) operating the outbound.

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

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

***Today's first timer was European based Premier 1 N814BP, which is operated by Clarke 1207 Inc. Also on its first visit was Futura 737/400 EC-JSS. Shortly after 1000 this morning an all blue Spitfire("Spitfire 01") made a low flypast along runway 14 enroute to Conningsby.

19 Monday

N27MW	Be.58 Baron	0810 1140	f. Fairoaks t. Blackbushe
PH-HZD	Boeing 737/800	0820 0928	f/t Amsterdam(KLM 65W/66S)
TC-OAK	Airbus 321	0909 1020	f/t Dalaman(Onur Air 7335/7336)
N365LL	Dauphin	1035 n/s+	f. Stansted. To Multiflight for maintenance
G-NSJS	Citation Sovereign	1232 1228	f. Jersey, n/s t. Biggin Hill
XZ653	Lynx AH.7	1302	Radar approach(Armyair 690) f/t Dishforth
TC-OAE	Airbus 321	1950 2100	f/t Bodrum(Onur Air 2611/2612)

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

bmi- All Heathrow flights G-DBCG, n/s with G-RJXE/K, G-CDFS.

Eastern- G-MAJE(29Q/19Q), 89Q/79Q, 99Q/59Q), G-MAJD(74G/39Q). G-MAJJ(41B/42B). Based G-MAJY.

Flybe- G-JECS(729/30, 731/2), G-JEDU(171/7VT), G-JEDM(643/4), **G-EMBW**(1LH/174), G-JEDI(733/4), G-JECW(175/6)

Jet2- G-CELG(196) from Prague, G-CELZ(195) to Prague. G-CELE(327) exchanged in Belfast with G-CELD(328).

KLM- **PH-HZD**(see above), PH-KZF(67N/68K), PH-OFI(69W/64K, n/s) **Manx2**- D-CNAG x2

Ryanair- EI-DLL(13H/1362), EI-DAT(152/153A), EI-DAO(15J/155), EI-DAK(156/15N)

***For some unknown reason KLM used a Transavia Boeing 737/800 PH-HZD(See photo) on their morning Amsterdam flight.



20 Tuesday

G-BHJS	P.68B Victor	0905 1349	f/t Bournemouth, with overnight stay
G-RAFP	King Air 200	0936 0948	2 ILS and overshoots(Cranwell 60)
G-PCOP	King Air 200	1406 1435	f. Glasgow t. Culdrose
ZK450	King Air 200	1521	ILS and overshoot(Cranwell 64)
CS-DFT	Citation XL	1818 0810	f. Le Bourget(Fraction 6YP), n/s t. Graz(6YP)
9H-AEI	Airbus 320	1913 2033	f/t Malta(Air Malta 5208/5209)

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

bmi- No change with G-DBCG, G-RJXE/K, G-CDFS operating all day and night stopping.

Eastern- G-MAJE(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJD(74G/39Q). Based G-MAJY

Flybe- G-JECS(729/30, 731/2), G-JEDU(171/7VT), G-JECO(643/4), **G-EMBW**(1LH/174), G-JECL(733/4), **G-EMBI**(175/6)

Jet2- G-CELK(053P) positioned to Birmingham.

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

Ryanair- EI-DAF(152/153A), EI-DAG(15J/155), EI-DAF(156/15N)

21 Wednesday

G-NSIS	Citation Sovereign	0755 1014	f. Jersey t. Edinburgh
G-SGEC	King Air 200	0948 1043	f. Gamston t. Geneva
CS-DFT	Citation XL	1344 1530	f. Graz(Fraction 6YP) t. London City(6YP)
G-LEAF	Cessna F.406	1506 1553	f. Edinburgh(Highway 4E) t. Cardiff(4E)
G-JIVE	Hughes 369E	1540 1623	f. Shelf t. Devonshire Arms, return 1725/1730
G-PCOP	King Air 200	1559 1720	f. Culdrose, n/s t. Glasgow
G-FCED	PA-31T Cheyenne	1834 2053	f/t Oxford(Air Med 075)
D-CLLL	Citation XLS	1837 1855	f. Coventry(Augusta 232) t. Farnborough(233)

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

bmi- Same again, G-DBCG, G-RJXE/K, G-CDFS operated all flights and night stopped.

Eastern- G-MAJU(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJJ(74G/39Q). G-MAJJ(41B/42B)

Flybe- G-JECS(729/30, 731/2), G-JECU(171/7VT), G-JECM(643/4), **G-EMBW**(1LH/174), G-JECL(733/4), G-JECC(175/6)

Jet2- G-CELV(035P) positioned from Manchester and G-CELK(054P) returned from Birmingham.

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

Manx2- Both the company LET 410s visited today, OK-RBA am and OK-UDA pm

Ryanair- EI-DHM(13H/1363), EI-DAF(152/153A, 15J/155), EI-DWG(156/15N)

***Where have all the interesting aircraft gone?

22 Thursday

N234RG	Pilatus PC-12	0821 1526	f/t Belfast City
F-GOSB	King Air 350	0852 1040	f. Edinburgh t. Manchester
ZH888	Hercules C.5	0957	ILS and overshoot(Ascot 530)
EC-KEN	Airbus 320	1229 1338	f/t Arecife(Iberworld 3659/3660)
G-FDZE	Boeing 737/800	1245 1436	f/t Palma(Thomson 894B/893B)
CS-DFH	Falcon 900	1259 2032	f/t Farnborough(Fraction 9EW)
G-OOPW	Airbus 320	1326 1503	f/t Faro(Jetset 639D/638D)
G-RAFX	King Air 200GT	1303-1314	ILS and overshoot(Cranwell 19)
N75FW	Cessna 421C	1406 1830	f. Cranfield t. Durham/Tees Valley
G-SAMP	Agusta A.109S	1447 0916	f. site near Birmingham, n/s t. Aylesbury
G-SGEC	King Air 200	1625 1937	f. Geneva t. Belfast City
G-BPMF	PA-28 Warrior	1913 1358	f. Sherburn, n/s to 24/5 t. Sandtoft
VP-BKZ	Gulfstream 5	1940 1442	f. Lyon/Bron, n/s until 25/5 t. Geneva
CS-TFI	Lear Jet 45	2118 1036	f. Porto(RTE 57), n/s t. Palma(RTE 57)

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

bmi:- G-RJXK(409) swapped in Edinburgh with G-RJXL(410). G-DBCG operated all Heathrow flights, n/s with G-RJXE/L, G-CDFS.

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

Flybe:- G-JEDI(729/30), G-JECU(171/7VT), **G-FBEA(643/4)**, **G-EMBW(1LH/174)**, G-JECS(731/2), G-JECZ(733/4), G-JECS(175/6)

Jet2:- G-LSAH(068P) again to Dublin. New flight, G-CELR(3451/2) now operates Edinburgh – LBIA – Avignon – LBIA – Edinburgh.

KLM:- PH-WXD(65W/66S), PH-KZN(67N/68K), PH-OFO(69W/64K)

Manx2:- EC-GPS operated am flight with D-CSAL turning up at teatime.

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

***Well that's a bit better! We kick off with King Air 350 F-GOSB of SA Accor based at Toussus le Noble on its first LBIA visit and another Raytheon product this time ' 200GT G-RAFX showed up for the first time on the ILS. The aircraft is ex. N3196N and was only delivered across the Atlantic 10 days ago, to its new home at Cranwell. The third "first timer" of the day was Cessna 421C N75FW of Forward Aviation Inc, based at Durham/Tees. This aircraft is however no stranger to the LBIA tarmac having been delivered to Northair as G-OSCH when brand new in 1995. Throw in a Gulfstream 5 and a Portuguese Lear Jet and you get a good mix of visitors. Incidentally, the A.109S G-SAMP is owned by Titan Airways and is painted in their distinctive black and white colours.

23 Friday

EC-KPE	Citation XLS	0908 1110	f. Zurich(MND 3251) t. Toulon(3252)
N719EL	Hawker 400XP	0943 0952	f. East Midlands t. Blackbushe
G-SVEA	PA-28 Warrior	1003 1624	f/t Strip near Oxford, based until 30/5
ZK450	King Air 200	1041-1053	2 ILS and overshoots(Cranwell 69)
EC-III	Boeing 737/800	1121 1241	f/t Tenerife(Air Europa 207/208)
G-GNAA	MD.902 Explorer	1212 1321	f/t Durham/Tees Valley(Helimed 63E)
M-NEWT	Challenger 300	1226 1331	f. Luton(Bizjet 1WT) t. Faro(2WT)
G-FDZA	Boeing 737/800	1424 1601	f/t Corfu(Thomson 674D/673D)
HB-JED	EMB.135 Legacy	1522 1638	f. Bern t. Mollis, Switzerland
G-JJSI	BAe 125/800B	1812 0910	f. Farnborough(Gama 052), n/s t. Faro(052)

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

bmi:- G-RJXL(9751/2) positioned to Barcelona at 0445 returning from Stansted 11271 G-DBCG operated all Heathrow flights until G-MIDX(8JL/9851 t. Gatwick). G-CDFS(3XV) operated to Glasgow and didn't return.

G-RJXE(407) swapped in Edinburgh with G-RJXF(408), n/s with G-RJXL.

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

Flybe:- G-JEDI(729/30, 731/2), G-JECS(171/7VT, 175/6), G-JECM(643/4), **G-EMBW(1LH/174)**, G-JECI(733/4)

Jet2:- G-LSAH(101P) positioned back home from Lourdes this evening.

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

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

***First visitors today included brand new Citation XLS EC-KPE of Corporate Jets XXI S.A. and Legacy HB-JED of Diamair S.A. The PA-28 G-VSEA, which is owned by Emma-Claire Vanessa Dunning was based for a week and

parked outside the Aero club when not out visiting other local airfields. The Great North Air Ambulance MD.902 G-GNAA arrived for some publicity shots alongside the Yorkshire Air Ambulance as they were presented with a donation cheque of £101,000!

24 Saturday

G-FIBS	Squirrel	0818 0828	f. Skipton t. Site near Carlisle
G-IFTE	BAe 125/800B	0921 1013	f. EMA(Interflight 124P) t. Le Bourget(124)
G-THOI	Boeing 737/300	1024 1154	f/t Reus(Thomson 528B/527B)
OE-LCM	Canadair CRJ	1030 1125	f/t Innsbruck(Austrian 2365/2366)
CS-DNR	Hawker 800XP	1037 1242	f. Avignon(Fraction 2GY) t. Biggin Hill(2GY)
G-XBEL	Citation XL	1140 1234	f. Toulon(Beauport 842) t. Palma(843)
G-INTO	Pilatus PC-12	1150 1217	f/t Shoreham
G-BSLT	PA-28 Warrior	1156 1211	f. Sandtoft t. Stapleford
EC-GXU	MD-83	1432 1550	f/t Palma(Spanair 3257/3258)
EC-GOU	MD-83	1612 1746	f/t Ibiza(Spanair 3297/3298)
G-BPMF	PA-28 Warrior	1752 1432	f. Sandtoft, n/s to 29/5 t. Sherburn
G-JANV	Lear Jet 45	1908 2041	f. Manchester(Ocean Sky 524) t. Nice(524)
G-SPVK	Squirrel	2028 2046	f. Bagby t. Chesterfield
CS-DXC	Citation XL	2053 1122	f/t Heathrow(Fraction 262R/392M), night stop

Air Southwest:- G-WOWC(480/1), G-WOWB(478/9) **Ryanair:-** EI-DAZ(15J/155)

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

Flybe:- G-JECG(729/30), G-JECS(171/7VT), G-JEDU(643/4), G-JECE(1401/2)

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

***PA-28 G-BPMF would appear to have moved in again as a temporary resident. Thomson 737/300 G-THOI was a first time visitor.

25 Sunday

LZ-BHB	Airbus 320	0740 0910	f/t Bourgas(Balkan Holidays 5559/5560)
G-FIBS	Squirrel	1003 1032	f/t Skipton
D-CLLL	Citation XL	1005 1115	f/t Augsburg(Augusta 271/274)
M-ICRO	Citationjet	1007 1040	f. Gamston t. Palma
EC-KRD	Boeing 737/400	1733 1902	f/t Palma(Futura 1355/1356)
CS-DFM	Citation XL	2157 1031	f. Heathrow(Fraction 771Y), n/s t. Doncaster(6ND)

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

bmi:- Heathrow:- G-DBCE(2LJ), G-RJXO(7JL/3XV t. Glasgow), G-MIDX(9872, f. Gatwick/5LJ), G-DBCJ(8JL), n/s with G-RJXL and G-CDFS(3VX) which operated inbound Glasgow.

Eastern:- G-MAJT(99Q/59Q). Based G-MAJY. **Shaheen Air:-** TC-SGC(803/4)

Flybe:- G-JECM(643/4), G-JEDW(1LH/174), G-JEDP(733/4)

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

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

***Futura Boeing 737/400 EC-KRD(See photo) was a first time visitor today.



26 Monday

TC-OAL	Airbus 321	0852 1011	f/t Dalam(Onur Air 7335/7336)
G-NSJS	Citation Sovereign	1108 1141	f/t Jersey
G-FIBS	Squirrel	1152 1206	f. Dishforth t. Skipton
G-LVLV	Challenger 604	1214 1908	f/t Farnborough(Gama 134)
CS-DLC	Falcon 2000EX	1222 1406	f. Amsterdam(Fraction 2YQ) t. Graz(2YQ)
G-JANV	Lear Jet 45	1244 1328	f. Nice(Ocean Sky 526) t. Manchester(526)
EC-HOB	Falcon 900	1629 0756	f. Gatwick(Sacir 1113), n/s to 28/5 t. Nice(1131)
CS-DLC	Falcon 2000EX	1910 1146	f. Graz(Fraction 2YQ), n/s t. Edinburgh(2YQ)
TC-OAN	Airbus 321	2011 2125	f/t Bodrum(Onur Air 2611/2612)
G-MEET	Lear Jet 45	2041 2058	f. Farnborough t. Le Bourget

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

bmi:- G-RJXR(9871) positioned from Aberdeen. G-RJXN(614/3) operated f/t Brussels. G-DBCI operated Heathrow flights, n/s with G-RJXL/R, G-CDFS.

Eastern:- G-MAJZ(74G/39Q), G-MAJJ(41B/42B). Based G-MAJY.

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

Jet2:- G-LSAJ(185) exchanged with G-LSAA(186) in Malaga.

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

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

***A couple of Executive Jets made their first visits today, Lear Jet 45 G-MEET of TAG Aviation(UK) and Falcon 900 EC-HOB, which is operated by Executive Airlines S.A. Also paying its first visit in its new guise was bmi EMB.145 G-RJXR, the former G-CCYH and the aircraft is now in full bmi colours.

27 Tuesday

N719EL	Hawker 400XP	1120 1136	f. Blackbushe t. East Midlands
M-OORE	King Air 350	1139 1557	f/t Edinburgh
N9S2	Cirrus SR.22	1210 1425	f. Hinton-in-the-Hedges t. Waddington
PH-KVE	Fokker 50	1358 1550	f/t Amsterdam(KLM 1493) Humberside div
G-IFTE	BAe.125/800B	1520 1624	f. Le Bourget(IFT 124B) t. Biggin Hill(124P)
9H-AEO	Airbus 320	1957 2130	f/t Malta(Air Malta 5208/5209)

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

bmi:- London flights G-DBCI, n/s with G-RJXL/R, G-CDFS.

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

Flybe:- G-JEDI(729/30), G-JECU(171/7VT), G-JEDM(643/4), G-EMBI(1LH/174), G-JECH(175/6), 733/4 divert.

Jet2:- G-LSAH(072P) and G-CELC(015P) both positioned to Belfast this morning with G-CELE(016P) positioning in from Barcelona at teatime.

KLM:- PH-KZL(65W/66S), PH-KZG(67N/68W), 69W divert. **Manx2:-** D-CSAL x2

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

***A nice surprise this afternoon was the KLM Fokker 50 diverting from Humberside due low cloud/fog. This evening it was our turn to be affected causing some disruption to inbound flights.

28 Wednesday

90-0300	Gulfstream 4(C-20H)	0733 1154	f. Ramstien(Soonr 01) t. Fairford(01)
G-DARA	PA-34 Seneca	0816 0834	f. Humberside t. IOM, return 1508/1545
G-RAFO	King Air 200	1015	ILS and overshoot(Cranwell 62)
D-CLUX	Lear Jet 45	1329 1424	f/t Cannes(Twin Star 266)
G-NSJS	Citation Sovereign	1417 1741	f/t Jersey, with overnight stay
CS-TFI	Lear Jet 45	1456 1516	f. Biggin Hill(RTE 59) t. Aberdeen(59)
ZK450	King Air 200	1514	ILS and overshoot(Cranwell 60)
G-PCOP	King Air 200	1845 0905	f. Glasgow t. Blackbushe

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

bmi:- No changes, G-DBCI operated to London, n/s with G-RJXL/R, G-CDFS.

Eastern:- G-MAJX(29Q/19Q, 89Q/79Q) divert, 99Q/59Q). G-MAJW(74G/39Q). G-MAJJ(41B/42B). Based G-MAJC, which was swapped in Southampton this morning with G-MAJY.

Flybe:- G-FBEJ(729/30), G-JECU(171/7VT, 175/6), G-JEDO(643/4), G-EMBW(1LH/174), G-JECJ(731/2), G-KKEV(733/4)

KLM:- PH-KZM(65W/66S), PH-KZH(67N/68W), PH-KLD(69W/64K, n/s). PH-KLE(1551) positioned from Manchester at 1308 having diverted last night to operate the '64K some 8 hours late..

Manx2:- Metroliner D-CNAG operated am/pm, D-CSAL extra lunchtime flight during T.T. Races

Ryanair:- EI-DYA(13H/1363), EI-DHG(153/153A, 15J/155), EI-DHS(156/15N)

***Once again there was some disruption caused by low cloud/fog late morning, however the star of the day the USAF Gulfstream 4 managed to make its first appearance at LBA before the weather closed in. Flybe produced their latest Dash-8-400Q G-KKEV, named after Newcastle United boss King Kev, on the evening Southampton flight. Also, from the same company, EMB.190 G-FBEJ graced us with its first visit on the morning Belfast flight.

29 Thursday

ZF348	Tucano	0910	ILS and overshoot(LOP 91)
G-SFCJ	Citationjet	1006 1047	f. Jersey(Hangar 823) t. Oxford(823)
G-BZTG	PA-34 Seneca	1121 1551	f. Scilly Isles t. Szczecin
EC-KEN	Airbus 320	1205 1325	f/t Arcife(Iberworld 3659/3660)
G-PHEW	Cirrus SR.22	1222 1558	f/t Blackbushe
G-FDZE	Boeing 737/800	1242 1605	f/t Palma(Thomson 894D/893D)
G-OOPW	Airbus 320	1321 1500	f/t Faro(Jetset 639D/639C)
G-FIBS	Squirrel	1418 1512	f. Skipton t. York
G-HELM	Squirrel	1448 n/s+	f. Malton, to Multiflight for maintenance
G-BCCY	Robin HR.200	1533 1659	f/t Top Farm(Cambridge)
D-BUBI	Challenger 300	1544 1753	f. Dusseldorf(Caroluss 211F) t. Calv(2111)
G-XBEL	Citation XL	1842 1942	f. Le Palyvestre(Beauport 891), n/s to 31/5 t. Jersey(811)
G-YPOL	MD.902 Explorer	1828-1848	2 ILS and overshoots(Police 42), f/t Carr Gate

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

bmi:- G-DBCJ again operated all London flights and night stopped with G-RJXL/R, G-CDFS.

Eastern:- G-MAJX(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJW(74G/39Q), G-MAJC(042P) positioned to Humberside this evening with G-MAJA(043P) returning to be based.

Flybe:- G-JECJ(729/30, 731/2), G-JECU(171/7VT), G-JEDO(643/4), **G-EMBI**(1LH/174), G-JECX(733/4), G-JEDJ(175/6)

Jet2:- G-CELB(015P) positioned to Faro late evening.

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

Manx2:- D-CSAL am/pm flight. The extra lunchtime flight was operated by Metroliner EC-ITP.

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

*** Metroliner EC-ITP, a new acquisition for Euro Continental, paid its first visit today operating for Manx2.

30 Friday

N351TC	Hawker 800XP	0756 1825	f. Farnborough t. Zurich
CS-DRO	Hawker 800XP	0950 1228	f. Nice(Fraction 642T) t. Jersey(3NL)
EC-HKR	Boeing 737/800	1143 1303	f/t Tenerife(Air Europa 207/208)
G-JDBC	PA-34 Seneca	1204	ILS and overshoot(Jaydee 43W)
G-CDSR	Lear Jet 45	1325 1419	f. Nice(Partner 28B) t. Biggin Hill(28C)
EI-REX	Lear Jet 60	1415 1509	f/t Dublin(High Flyer 60A)
G-FDZA	Boeing 737/800	1422 1540	f/t Corfu(Thomson 674D/673D)
G-BZTG	PA-34 Seneca	1500 n/s+	f. Durham/Tees, to Multiflight for maintenance
G-CTEN	Citation X	1535 1630	f. Nice t. Luton
CS-DRV	Hawker 800XP	1755 1944	f. Cambridge(Fraction 5CX) t. Nice(367M)
G-SGEC	King Air 200	1938 2011	f. Rome/Ciampino t. Gamston

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

bmi:- G-DBCJ(4JL/5WT) routed Heathrow - LBA - Teesside, then operated normally until G-MIDZ(8JL/9851 t. Gatwick). G-CDFS(3XV) operated to Glasgow but did not return leaving G-RJXL/R to night stop.

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

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

Jet2:- G-CELB(252) arrived from Faro at 0236(See 29/5). G-CELE(323) swapped with G-CELC(324) in Belfast.

G-LSAH(015E) positioned to Faro at 1430.

KLM:- PH-OFD(65W/66S), PH-KZA(67N/68K), PH-OFG(69W/64K, n/s) **Shaheen Air:-** TC-SGC(803/4)

Manx2:- EC-ITP operated morning flight with D-CNAG doing the extra early afternoon and D-CSAL, evening.

Ryanair:- EI-DYF(13H/1363), EI-CSZ(152/153A), EI-DWH(15J/155), EI-CSZ(156/15N)

***And so we bid a fond farewell to Shaheen Air with A.310 TC-SGC making its final visit this evening. Among the other visitors there was just one first timer, the appropriately registered Citation X G-CTEN of Pendley Aviation.

Aer Arran's uncommon ATR.72 EI-REJ(See photo p27) made its first visit to LBA, operating their Cork flight.



31 Saturday

G-TRIN	TB.20 Trinidad	1006 1219	f/t Sturgate
G-THOH	Boeing 737/300	1021 1156	f/t Reus(Thomson 528B/527B)
OE-LCR	Canadair CRJ	1211 1308	f/t Innsbruck(Austrian 2365/2366)
G-FLPB	King Air 200	1302	ILS and overshoot(Calibrator 294)
EC-FXA	MD-83	1411 1527	f/t Palma(Spanair 3257/3258)
G-DIGG	Robinson R.44	1458 1525	f. Denham t. York Race Course
CS-DHO	Citation Bravo	1516 1711	f. Birmingham(Fraction 1ZQ) t. Arnage(1ZQ)
EC-GAT	MD-83	1604 1759	f/t Ibiza(Spanair 3297/3298)
M-ICRO	Citationjet	1728 1804	f. Palma t. Gamston

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

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

Flybe:- G-JEJC(729/30), G-JEDJ(1761/7VT), G-JEDO(643/4), G-JEDW(1401/2)

Jet2:- G-LSAI(092P) positioned to Faro, returning this afternoon from Jersey(692P)! All this left us with the following as Lbia based at the end of the month, G-CELB/C/D/F/G/K/U/V and G-LSAA/G/H/I.

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

***A mundane end to the month, however the R.44 G-DIGG of Thames Materials Ltd. was a first visit. Also on its first visit was Thomsonfly 737/300 G-THOH.

And finally>>>

This month we bid a fond farewell to Shaheen Air and their A.310 TC-SGC(See photo) which operated every flight during their short reign on the Islamabad flights. Hope PIA send a few different machines when they start!



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LEEDS BRADFORD AIRLINE REPORT - MAY 2008

INBOUND DIVERSIONS

17	EXS739	BLK	ALC	G-CELK	B733	NCE	EXS241/18
27	KLM1493	AMS	HUY	PH-KVE	F50	HUY	KLM1493

REGULAR FLIGHTS

AEA208	TFS	02/EC-HKR	09/EC-IDA	16/EC-HZS	23/EC-III	30/EC-HKR
AMC5209	MLA	06/9H-AEK	13/9H-AEI	20/9H-AEI	27/9H-AEQ	
AUA2366	INN	24/OE-LCM	31/OE-LCR			
BGH5560	BOJ	18/LZ-BHC	25/LZ-BHB			
FCA639C	FAO	01/G-OOPP	08/G-OOPW	15/G-OOPU	22/G-OOPW	29/G-OOPW
FUA1356	PMI	04/EI-DOR	11/EC-GNZ	18/EC-JSS	25/EC-KRD	
IWD3660	ACE	01/EC-KEN	08/EC-JQP	15/EC-JQP	22/EC-KEN	29/EC-KEN
JKK3258	PMI	03/EC-GAT	10/EC-GQG	17/EC-GOM	24/EC-GXU	31/EC-FXA
JKK3298	IBZ	03/EC-FTS	10/EC-FXA	17/EC-GAT	24/EC-GOU	31/EC-GAT
OHY2612	BJV	05/TC-OAL	12/TC-OAE	19/TC-OAE	26/TC-OAN	
OHY7336	DLM	05/TC-OAI	12/TC-OAL	19/TC-OAK	26/TC-OAL	
TCX148K	REU	05/G-KKAZ	12/G-KKAZ	19/G-KKAZ	26/G-KKAZ	
TCX152K	DLM	02/G-KKAZ	09/G-KKAZ	16/G-KKAZ	23/G-KKAZ	30/G-KKAZ
TCX411K	DLM	05/G-KKAZ	12/G-KKAZ	19/G-KKAZ	26/G-KKAZ	
TCX483K	AGP	04/G-KKAZ	11/G-KKAZ	18/G-KKAZ	25/G-KKAZ	
TCX486K	PMI	03/G-KKAZ	10/G-KKAZ	17/G-KKAZ	24/G-KKAZ	31/G-KKAZ
TCX487K	ZTH	01G-KKAZ	08/G-KKAZ	15/G-KKAZ	22/G-KKAZ	29/G-KKAZ
TCX612K	FUE	07/G-KKAZ	14/G-KKAZ	21/G-KKAZ	28/G-KKAZ	
TCX629K	PMI	06/G-KKAZ	13/G-KKAZ	20/G-KKAZ	27/G-KKAZ	
TCX651K	HER	06/G-KKAZ	13/G-KKAZ	20/G-KKAZ	27/G-KKAZ	
TCX652K	IBZ	02/G-KKAZ	09/G-KKAZ	16/G-KKAZ	23/G-KKAZ	30/G-KKAZ
TCX654K	LCA	04/G-KKAZ	11/G-KKAZ	18/G-KKAZ	25/G-KKAZ	
TCX673K	MAH	02/G-KKAZ	09/G-KKAZ	16/G-KKAZ	23/G-KKAZ	30/G-KKAZ
TCX674K	ALC	03/G-KKAZ	10/G-KKAZ	17/G-KKAZ	24/G-KKAZ	31/G-KKAZ
TCX853K	FAO	01/G-KKAZ	08/G-KKAZ	15/G-KKAZ	22/G-KKAZ	29/G-KKAZ
TCX862K	LPA	03/G-KKAZ	10/G-KKAZ	17/G-KKAZ	24/G-KKAZ	31/G-KKAZ
TCX876K	RHO	07/G-KKAZ	14/G-KKAZ	21/G-KKAZ	28/G-KKAZ	
TOM527B	REU	24/G-THOI	31/G-THOH			
TOM673D	CFU	02/G-FDZJ	09/G-FDZJ	16/G-FDZA	23/G-FDZA	30/G-FDZA
TOM893B	PMI	01/G-CDZL	08/G-FDZE	15/G-FDZE	22/G-FDZE	29/G-FDZE

OTHER FLIGHTS

07	G-CDFE	AT42	REA682/683	f/t Cork	Lieu REA AT72 * +1 *
12	<u>EI-DYC</u>	B738	RYR156/15N	f/t Dublin	-
13	<u>G-LSAJ</u>	B752	EXS031P/271	Norwich -n/s17- Alicante	Delivery, 'Jet2 New York'
17	D-IFLM	D228	FKI304/305	f/t Isle of Man	Lieu SW4 * +1 *
19	PH-HZD	B738	KLM1543/1544	f/t Amsterdam	Lieu KLM F70
22	G-FBEA	E190	BEE643/644	f/t Exeter	Lieu DH8
26	<u>G-RJXR</u>	E145	BMA9871/403	Aberdeen -n/s - Edinburgh	Ex G-CCYH
28	<u>G-FBEJ</u>	E190	BEE729/730	f/t Belfast City	Lieu DH8
28	<u>G-KKEV</u>	DH8	BEE733/734	f/t Belfast City	-
29	<u>EC-ITP</u>	SW4	ECN304/305	f/t Isle of Man	-
30	<u>EL-REJ</u>	AT72	REA682/683	f/t Cork	-



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Breaking news as we close for press is news that Jet2 are to drop the Lubeck/Hamburg service from 30th August. While no official announcement has been made, passengers who booked for the service after this date (including 19 of us planning a trip round the Hamburg Airbus facility) have received e-mails saying the service will not operate "due to unforeseen operational constraints".

The website also will not accept bookings for flights after 30th August. However as you will read below, there are exciting developments to make up for this loss.

First is the news that the Shaheen Air service to Islamabad is to be replaced by a service operated by P.I.A. The marketing department are to be congratulated on the swift replacement of the former service. Flights will again be operated by Airbus A.310 aircraft. Here is the official announcement:-

Pakistan International Airlines (PIA) To Start Direct Flights 13 June 2008

Leeds Bradford International Airport (LBI) today, has announced the launch of Pakistan International Airlines (PIA) flight operation from Leeds Bradford International Airport to Islamabad, the capital of Pakistan effective from 02 July 2008.

The flight will operate twice a week – every Wednesday and Saturday with convenient timings. Mr. Tony Hallwood, Commercial and Aviation Development Director at Leeds Bradford International Airport while commenting on the start of airline's flight operation said "We are extremely pleased to have secured the services of Pakistan International Airlines to deliver this important flagship service. A direct flight to Islamabad, Pakistan by PIA, one of the leading international airlines, is a major achievement for the airport and we are proud of our success.

"It is excellent news for Bradford and the entire Yorkshire region that we serve, confirming that Leeds Bradford International Airport is Yorkshire's premier international gateway", he added. PIA's Managing Director, Captain Mohammad Aijaz Haroon sharing his views on the announcement of the airline's flight operation from LBI said "PIA's Flight Operation on the said sector meets the demand of our customers in the Bradford and wider Yorkshire region as well as the airline's customers in Islamabad, Pakistan."

He further said that the launch of PIA's flight operation from Leeds Bradford will provide additional travel services to its customers in addition to the airline's growing international network. Mr. Farooq Ibrahim, UK General Manager for PIA, said "We look forward to introducing Leeds Bradford on Pakistan International Airline's international route (network) for the first time. We have worked closely with the airport team and we are confident of success." The new route offered by PIA will further provide travel opportunities to tourists as well as citizens of Pakistan and United Kingdom. PIA plans to add more destinations worldwide as per the market demand, offering enhanced services to its customers.

Another new route for Jet 2 is Sharm el Sheikh in Egypt, again press release:-

Leeds Bradford Airport Is To Gain New Connections

To The Egyptian Holiday Hotspot Of Sharm El Sheikh Early Next Year.

The new flights from Jet2 and Jet2holidays will represent a first for the Yorkshire hub.

Sharm el Sheikh is popular among British travellers and the flights will be the first time that a tour operator and airline have flown to the destination from the region. The holiday packages from £375 are already on sale and the service will begin in February 2009. Tony Hallwood, Commercial and Aviation Development Director at Leeds Bradford, said: "Increasing the choice and scope of destinations available from Leeds Bradford is crucial to the continued success and prosperity of the airport.

"We have been working closely with Jet2 and Jet2holidays for a long time to ensure that people in Yorkshire have a wide range of destinations available to them. This launch is testament to this long-standing partnership."

AIRPORT NEWS

A high-tech new radar that will scan Heathrow's runways for debris that can cause serious damage to aircraft engines and delays for passengers, has been unveiled. The Tarsier system is already sweeping one of the airport's runways, and will shortly be introduced on the other. Heathrow is the first European airport to use the technology. The system, developed by the former Ministry of Defence research body QinetiQ, sees two radars constantly patrol the tarmac. They can spot even objects as small as a cotton reel, that might be sucked into an aircraft's engine and cause serious damage, on the 2½ mile of tarmac. They can pinpoint the location to within three metres anywhere on the runway and can detect a range of materials, including metal, plastic, glass, wood, glass fibre and organic matter.

When a foreign object is spotted on the runway, the tarmac is temporarily closed to aircraft and a dedicated clean-up team can go straight to it to collect it. Previously staff had to check the runways manually between take-offs and landings. As well as improving safety for planes the new radar system cuts down the amount of time it takes to locate the debris and so reduces delays.

AIRLINE NEWS

bmibaby has unveiled plans to double the size of its Manchester Airport operations, adding frequencies and new destinations over the next few years as part of a major investment programme that will create more than 100 jobs.

The low-cost airline, which celebrated five years of flying from Manchester during June, currently operates services to 15 European cities with a fleet of four planes based at the hub. However, it is planning new routes across Spain, France and Italy, as well as emerging markets in Eastern Europe such as Warsaw and Krakow. Crawford Rix, managing director of bmibaby, shrugged off fears of a consumer downturn and the pound's slump against the euro to report a six percent increase in passenger numbers in April compared with the same month last year, and said competition against no-frills carriers such as easyJet and Monarch would fuel demand from Manchester. He said 'There is plenty of room for expansion. Manchester Airport is working extremely well for us, and we have a great deal of confidence in the market.'

British Airways chief executive Willie Walsh is to get a £35,000 pay rise and the chance of a bonus of up to 150% of his salary, the airline's accounts reveal. Mr Walsh announced last month that he would forego his 2007/08 bonus in the wake of the Terminal 5 fiasco, despite unveiling record full-year profits. However, the airline's annual report showed that Mr Walsh will see his £700,000 base salary increased to £735,000 next month. He could also pick up a bigger bonus in this financial year, if profit and other customer service and satisfaction targets aimed at rebuilding BA's reputation after the disastrous T5 opening are met. This year he will have to achieve a 10% operating margin to secure a third of the possible £1.1 million windfall, while a third is calculated on customer satisfaction and punctuality of planes - both of which are dependent on BA achieving a pre-tax profit.

BA's annual report also showed that chief financial officer Keith Williams will receive a pay rise to £440,000. His maximum available annual bonus will go up to 125% of basic salary. The report said that the remuneration committee felt that the two executive directors were 'high calibre, talented individuals. The company needs to offer its senior executives competitive remuneration packages with a sufficient level of incentive pay to retain them and to reward them appropriately if the company performs well.'

British Airways has spent £17 million on establishing its OpenSkies subsidiary that will fly between continental Europe and the U.S. The airline had previously declined to say how much it was investing in the startup, but it released the information in financial accounts for the year ended March 31, published on its website. OpenSkies commenced services between Paris and New York from June 19 using a Boeing 757 and aims to operate six planes by the end of 2009. BA said in January that it expects the new airline to be profitable by its third year of operation.

Flyglobespan said it would introduce surcharges on long-haul flights as it revealed its finances had plunged into the red after a turbulent summer and the rocketing price of oil. Jet fuel costs have soared around 82% in the last year. The airline unveiled a £19.3 million pre-tax loss for the year to the end of October, compared with a pre-tax profit of £5 million the year before.

Flyglobespan, which flies from nine UK airports, said last year's profits plunge was mainly caused by a summer of discontent that had been plagued by technical difficulties and delays on transatlantic routes. Turnover increased to £279 million in the year to October 31 from £208 million previously. However, the losses leave the airline with a £13 million hole in its balance sheet.

Chief executive Rick Green insisted the same circumstances would not arise again, adding that the group was well on track for a return to profit in 2008. He told The Herald newspaper that while the company was 'about three-quarters hedged' against further oil price rises, it was planning to introduce surcharges of £20 to £25 per passenger on long haul flights.

Ryanair boss Michael O'Leary has said that the fuel crisis will shut down 'crappy competitors', naming Jet2 and Flybe along with Flyglovespan, Sky Europe and Vueling. During June's financial results announcement Mr O'Leary repeated a prediction that only Ryanair, Easyjet, BA, Air France and Lufthansa can expect to break even or make a profit this year, adding that Flybe, Jet2, Flyglovespan, Sky Europe and Vueling would probably be grounded in the coming months. He added: 'I hope oil prices stay high over the winter because we will get rid of a lot of crappy competitors. A few carriers will be safe but everyone else is in danger of going bust.'

But **Flybe** said in a statement: 'We note with indifference the latest rantings of Mr O'Leary and note his usual attempt to deflect attention from his own results by making unsubstantiated accusations about other issues. Flybe also notes that Mr O'Leary tried exactly the same tactic in 2001, 2002, 2003, 2004, 2005, 2006 and 2007.' The airline said it would soon report record profits for the year just gone and the highest ever operating margin, adding that cash reserves were strong. It added: 'Flybe's fuel costs are only 24.6% of its total cost base at today's prices, while Ryanair's are 44.5%. While Mr O'Leary expects to break even only at \$130 a barrel we believe that fuel will have to be well over \$170 a barrel before Flybe is forced to break even.' Flybe also revealed that it has hedged 76% of 2008/09's fuel needs. It says its network is balanced well between business and leisure, with 84% of routes on double daily frequencies or more, 'allowing it insulation from consumers pulling in marginal consumer expenditure.'

Jet2's boss Philip Meeson said in a statement: 'It won't be Jet2. I'm sorry Mr O'Leary - unlike you, Jet2.com has bought all its fuel for this summer, this coming winter and next summer at attractive rates. Our passengers can rely upon us for many, many years to come.' Both airlines have not commented on the other side of the equation - consumer demand. Jet2's owner was forced to issue a profit warning because the airline failed to meet sales targets last winter. Higher prices and weaker consumer demand can only worsen this. And **Flyglovespan** recently admitted that it has a £13m hole in its balance sheet.

Ryanair will introduce 40 new routes this winter, including 12 from UK airports, as it seeks to double its passenger numbers. The airline will add seven new services from Luton Airport to Beziers, Derry, Kaunas, Rzeszow, Szczecin (Poland) and Trapani (Sicily). The other new UK routes are Bristol to Gdansk, Marrakesh and Szczecin; Birmingham to Frankfurt from Manchester to Brussels. Europe's biggest budget airline, which carries a record 5m passengers last month, said it wants to roughly double the number of customers it flies annually, and its profits, by 2012. The new routes announced will all start in October for the winter 2008 season. These 40 new routes will ensure passenger savings of £150 million compared to the fares of 'high fare' flag carriers, Ryanair said.

Ryanair has been in talks to buy planes with both Boeing and Airbus for the last six months but has yet to make any progress on price, the Irish Independent reports that chief executive Michael O'Leary told investors. The airline is scheduled to take delivery of about 100 Boeing 737-800 planes by 2012, and is making provisions for growth beyond then. Ryanair chief executive Michael O'Leary said: 'We started the initial talks with Boeing and Airbus before Christmas. Both of them at that stage were telling us how big the order book was between now and 2012, with thousands of aircraft orders into India, North American re-fleeting, all that kind of nonsense. They weren't yet where we would want them to be to discuss serious numbers of our aircraft.'

Ryanair famously secured its last aircraft order in the immediate aftermath of the 9/11 bombings on New York, achieving huge discounts from Boeing during a global aviation downturn caused by American tourists' fears of further terror attacks. Mr O'Leary said that he didn't think the latest round of talks would 'go anywhere' unless there was experienced 'some significant painful retrenchment in the industry over this winter'.

Qantas has announced that it will start using an Airbus A380 on its service between Sydney and Heathrow from early next year. Qantas will fly three London-Sydney return journeys a week. Qantas is restricting seating to 450 to give passengers more space and greater levels of comfort. It plans a seat configuration for 14 passengers in individual first class suites, 72 in business class, 32 in premium economy cabin and 332 in economy. Singapore Airlines was the first to operate the A380, with a flight from Singapore to Sydney in October. The airline started Heathrow services using the A.380 in March - operating Heathrow - Singapore - Sydney. Emirates also plan to operate A380 flights on their Heathrow - Dubai - Sydney route from next March.

Thomsonfly and First Choice Airways have announced that they are to operate under one name, Thomson Airways, from 1 May 2009. The rebranding follows the merger of the tourism division of TUI AG and First Choice

Holidays last September, when both airlines became part of TUI Travel UK and Ireland. The merger creates the UK's third largest airline.

Although the airline will fly under one brand, the company plans to continue to operate both the Thomson and First Choice brands on the high street and overseas. Changes will be phased in gradually with the re-branding work on the fleet expected to be completed over two years. Thomsonfly and First Choice Airways have successfully been operating under one Civil Aviation Authority Air Operator's Certificate since 1 May. Pilots from both airlines are now flying together and further integration work will take place over the coming months.

Chris Browne, managing director of the newly formed Thomson Airways, said: 'Our aim is to build on the very best from these two award-winning airlines. By operating both airlines under one name, we will have 65 planes flying to over 80 destinations from 21 airports in the UK.'

Thomson Airways is slated to become the first European airline to operate the Boeing 787 Dreamliner when it takes delivery of this state-of-the-art aircraft in 2010. The new aircraft will enable the airline to operate more flights to long haul destinations from regional airports.

XL Leisure Group chief executive Peter Owen has resigned for 'personal reasons', with immediate effect. Deputy Chairman and former chief executive Phil Wyatt, who led a management buy-out of XL in November 2006, will take over running the UK's third largest tour operator and charter group in an interim role.

The travel company includes XL Airways, Kosmar Holidays and Travel City Direct. XL Airways has 32 aircraft in the UK, France and Germany and flies to more than 50 destinations in the Caribbean, Mediterranean, Europe, North Africa and North America from 12 airports in the UK. Mr Owen, also a member of the team that led a management buyout, was credited with a major role in stabilizing the business following several hundred redundancies last year. He was scheduled to appear on stage at the Institute of Travel and Tourism conference in Cyprus yesterday, but pulled out at the last minute and group commercial director Steve Barass stepped in. He was also chairman of Silverjet, the all-business airline that went into administration last month, until recently.

AIRCRAFT NEWS

Orders are starting to slow for plane makers Boeing and Airbus after three straight years of record-shattering sales. However, it is unclear whether airlines are taking a breather after splurging on more than 7,300 new aircraft, or whether they are headed for a global shakeout that will force them to cancel or defer plane orders on a large scale.

The aerospace sector to date has been largely unaffected by the twin forces squeezing airlines: an oil shock and slowing economy, however analyst George Shapiro of Citi Investment Research has said that he sees early signs that a sharp downturn looms for the plane makers and the companies that supply them.

Mr Shapiro predicted in a research note yesterday that 'over the next several months, orders will fall off sharply, cancellations and deferrals will increase.' He thinks the next downturn could be the steepest since the 1989 market correction, when about one-third of Boeing's order backlog was canceled. Most affected will be orders for smaller jets, known as narrow-bodies, that carry passengers over short hops, Mr Shapiro said. Orders for larger aircraft have held up in other industry downturns and this time will be buoyed by late deliveries of Boeing's 787 Dreamliner and Airbus' A.380.

A Boeing 737-300, a model that United Airlines plans to park in large numbers this year, burns nearly a gallon more per passenger seat per hour of flight time than the newer Boeing 737-800. Over a year, that amounts to a \$1.4 million saving for the newer jet, a large amount but probably not sufficient to cover financing costs for a plane with a \$70.5 million list price, Mr Shapiro said. Other analysts downplay the risk to the two plane makers. And Boeing and Airbus say they are closely monitoring oil's impact on global travel but believe they are protected by a record backlog of orders that will keep production lines at both companies running at full speed for the next seven years.

However Airbus Chief Operating Officer John Leahy said: 'So far, [Airbus] is handling the airline crisis well, but if the fuel price bubble were to soar to \$200 per barrel, than all bets would be off.'

OTHER NEWS

There's an 80-foot-long Airbus A380 being built in California and it's set to fly cross the Atlantic and arrive at a Heathrow roundabout during July.

The Emirates Airlines branded A.380 is being made by Penwal Industries and is a one-third the size scale model of the actual aircraft. And even at one third sizes, the replica has a wing span of 88 feet and is the size of a Boeing 737.

The model plane will be on display on the Heathrow roundabout for advertising purposes. The current outdoor site at the end of the M4 spur to the airport has remained empty since the BA Concorde replica was removed last year.

The model A380 will be finished by the end of June and transported to London via LA / Ontario International Airport. But because the model plane will still be huge at one-third scale, Penwal is building it in three sections so it can fit inside an Antonov An225, freight aircraft. The A380 is scheduled to leave Ontario on 3 July. Once in London, it will take a week to assemble.

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CREDITS: Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail sites, and all their contributors, IFW, LBA website, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.

David Wooler



Boeing 737-81Q/W LN-NOC Norwegian taking off from Palma 21 May 2008

Photographs by Dave Senior
B.Ae 146-RJ85 OH-SAK Blue 1

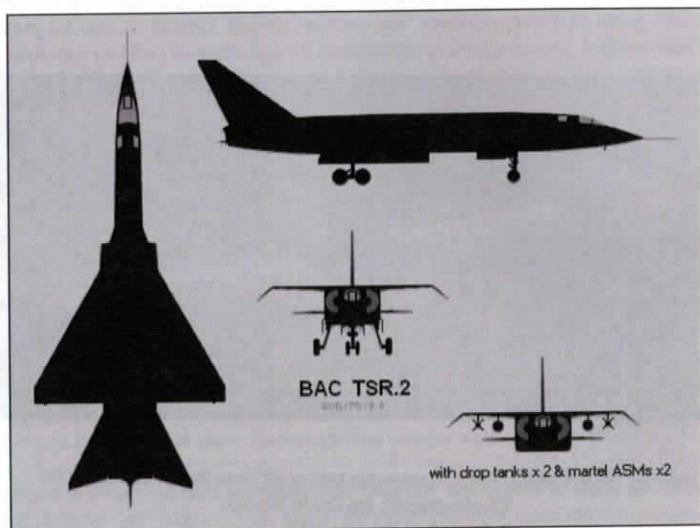


The BAC TSR.2 (part 2)

TSR.2 DESCRIBED

The aircraft that emerged from the design process was a long, sleek machine, with certain resemblances to, and clear influence from, the pioneering North American A-5 Vigilante carrier-based bomber and strike aircraft, then going into service with the US Navy.

The TSR.2 was a big aircraft, over 6 meters (20 feet) longer than an Avro Lancaster bomber and about twice as heavy. The aircraft featured pilot and navigator seated in tandem under clamshell canopies; a high-mounted swept wing; a conventional tail assembly; and twin Bristol Siddeley Olympus 22R Mark 320 afterburning turbojets. The TSR.2 was built largely of conventional aluminium-copper aviation alloys, though more exotic metals, such as aluminium-lithium and titanium alloys, were used selectively where needed.



The inlets for the engines were on the sides of the aircraft, forward of and underneath the top-mounted wing, and were of semicircular shape, with a moveable half-cone shock diffuser. The Olympus engine had already been in service on the Avro Vulcan bomber, but the 320-22R version was to be fitted with an afterburner and other improvements. The engines were expected in maturity to provide 146.8 kN (14,970 kgp / 33,000 lbf) afterburning thrust each.

The aircraft's wing had 60 degree sweepback on the leading edge and was straight across the trailing edge. It was of relatively small area to give a smooth ride at Mach 1.2 at sea level, though such high wing loading also necessarily limited manoeuvrability. The wing had neither dihedral nor anhedral, but did have turned-down wingtips for roll stability. One of the interesting features of the wing was that its spars were connected to the fuselage through two-pin pivoting links that allowed the wings to flex in flight; this measure not only made for a smoother ride, but increased the airframe life by reducing vibration. The tail assembly featured all-moving tailplanes, set at a dihedral and with small auxiliary elevators, and an all-moving tailfin.

Although the Americans were interested in "variable geometry" or "swing wings" that could pivot outward to give a high-performance aircraft good low-speed and landing capabilities, the TSR.2 instead used a "blown flaps"

scheme, in which engine bleed air was fed through the back of the wing and blown over wide-span trailing edge flaps to lower the stall speed and takeoff run. Takeoff run with a typical warload was expected to be about 490 meters (1,600 feet).

A large brake chute, stored in a "pen-nib" fairing between the engine exhausts, helped reduce landing roll. There were four large airbrakes, arranged in a distinctive "flattened X" pattern on the fuselage between wing and tail, with the upper airbrakes staggered a short distance behind the lower airbrakes. The landing gear was long enough to allow the airbrakes to be deployed during landings.

BAC TSR.2:	Spec	metric	imperial
	Wingspan	11.28 meters	37 feet
	Wing area	65.03 sq meters	700 sq feet
	Length	27.13 meters	89 feet
	Height	7.32 meters	24 feet
	Empty weight	20,345 kilograms	44,850 pounds
	Max loaded weight	43,545 kilograms	96,000 pounds
	Max speed at altitude	Mach 2.25	
	Service ceiling	16,460 meters	54,000 feet
	Operational radius	1,850 kilometres	1,150 MI / 1,000 NMI

The wing was built as an integral fuel tank, though since it was thin it didn't have much capacity, particularly in comparison to the large fuel tanks fitted into the fuselage. A Lucas-built fuel system automatically maintained fuel trim. An inflight-refueling probe retracted into the left side of the nose.

Another particularly interesting feature of the TSR.2 was the landing gear, which was designed to meet the requirement for rough-field operation and was appropriately "industrial strength". The steerable, backward-retracting nose gear featured twin tires, and could jack itself up to give the aircraft a "nose-up" attitude and so help reduce take-off distance. The main landing gear featured large twin wheels, arranged in tandem on each assembly. The wheels were all fitted with low-pressure tubeless tires for operation on dirt airstrips. The tall stance of the landing gear gave the TSR.2 a birdlike appearance on the ground, an impression enhanced by the forward retraction of the main landing gear in flight.

Flight controls were driven by redundant hydraulics, activated mostly by mechanical linkages, though the TSR.2 did feature some electrically-activated controls. The control system was laid out with care to ensure that it would not be crippled by a single unlucky hit during combat.

The TSR.2 did not have any built-in armament. It would be able to carry up to 2,720 kilograms (6,000 pounds) of conventional or nuclear munitions in its internal bomb bay, and could also be fitted with four under wing pylons to carry a total external load of 1,815 kilograms (4,000 pounds).

In a strategic nuclear strike mission, the TSR.2 would carry a single "Red Beard" strategic nuclear weapon in its bomb bay. The Red Beard would be delivered in a "toss bombing" attack, in which the aircraft would release the bomb in a climb and fly away on afterburner before weapon detonation. In a tactical nuclear strike mission, the TSR.2 would carry a total of four "WE.177" tactical nuclear weapons, with two in the bomb bay and two on under wing pylons, laid down in level strike using retarding parachutes.

In a conventional strike mission, the TSR.2 could be loaded down with high-explosive bombs and unguided rocket pods, and carriage of the TV-guided "AJ.168 Martel" missile was considered. Fuel tanks could be fitted on the stores pylons, while a ferry tank could be carried in the bomb bay, and semi-conformal belly drop tank was planned as well. A TSR.2 could also carry a "buddy refuelling" pack to refuel one of its mates for a deep-penetration mission or ferry flight.

The TSR.2 was to feature a navigation-attack system as or more sophisticated than any other in the world. The autopilot system was derived from the US Autonetics Verdan, used on the Vigilante, substantially improved by Elliot Flight Automation of the UK to adapt it for low-level operations. It was programmed by paper tape, punched by keyboard and then read into the system before a mission. The autopilot acquired navigation data from multiple

inputs, including a Ferranti inertial navigation system; a Decca Doppler radio navigation system; a Smiths air data system; a Ferranti solid-state forward-looking monopulse radar that tracked and provided imagery of the terrain; and twin Standard Telephones & Cables radar altimeters to provide height data.

The TSR.2 could guide itself to a target in almost any weather, day or night, with the pilot observing progress and all relevant mission data on a Rank-Cintel head-up display (HUD) that projected the flight data directly on the windscreen. The aircraft would be able to automatically sense obstructions such as radio towers and fly around them. If there was a system failure, the TSR.2 would automatically climb to give the pilot time to take full manual control.

The cockpit's windscreen was hardened against high-speed bird strikes, always a problem in low-level operations, and was covered with a gold film to protect against nuclear flash. The pilot and navigator rode in Martin-Baker Mark 8A ejection seats, which not only had "zero-zero (zero speed, zero altitude)" capability, but were qualified for ejections at Mach 2 and 17,070 meters (56,000 feet). The navigator could eject on his own, leaving the pilot behind, or the pilot could eject both crewmen, the navigator leaving the aircraft an instant before the pilot to avoid collision.

Along with the nav-attack system and sensors, other avionics kit included a long-range Marconi HF radio; a short-range Plessey UHF/VHF radio; a Corsor identification friend or foe (IFF) unit; and a Marconi instrument landing system (ILS). Oddly, no defensive countermeasures suite was defined for the TSR.2, though it may have been done and kept a secret.

The sophisticated avionics kit of the TSR.2 would have made it a very sophisticated aircraft, but at a price. The obvious difficulty was that so much new technology might take more time than scheduled to get right. That could be accepted, but there was a subtler difficulty: with so few manned aircraft in development in the UK, that meant that the cost of work on new avionics for the TSR.2 could not be spread over multiple aircraft development programs, as it would have been in the US.

The TSR.2 was fitted with a forward looking film camera in the nose and an oblique film camera on each side of the forward fuselage. In bombing missions, the camera imagery would be used for strike assessment, and of course the cameras could also support reconnaissance missions. However, the primary reconnaissance system was to be provided by a sensor pallet plugged into the weapons bay. This was to be fitted with EMI "side-looking airborne radar (SLAR)" and a Hawker Siddeley Dynamics / Mullard infrared linescan day-night thermal imager.

The EMI SLAR shot pulses out to the sides of the aircraft and recorded the echoes on a film strip to produce a "map" of the terrain under the TSR.2's flight track. The SLAR had a "moving target indicator (MTI)" capability that highlighted moving objects on the film strip. It appears that the SLAR, whose antennas were permanently mounted in the forward fuselage, could operate in a much more limited capacity without the pallet as a navigation aid for strike missions, obtaining a terrain map about every 160 kilometres (100 miles) or so as a check for the navigation system.

The linescan would have been able to transmit imagery in real-time to a ground station, and a daylight TV camera sensor with a similar capability was considered. A conventional film-reconnaissance pack was also planned.

As mentioned, the TSR.2 was designed in accordance with the "weapons system" concept, with all details considered for operations from rough forward airstrips. The aircraft was fitted with an auxiliary power unit (APU) for self-starting and ground power. BAC designed a comprehensive ground-servicing system, including:

A "ground system vehicle (GSV)" that could tow the aircraft on the ground, while providing systems to power the aircraft during servicing and pump fuel from flexible storage bags.

A self-powered "heavylift trolley" that could be used to lift or remove stores or systems to or from the aircraft and provide a service platform capable of reaching any part of the aircraft. Although care had been taken to provide plenty of service doors in the aircraft and make them accessible, the tall landing gear kept the machine high off the ground and demanded a servicing platform.

A "universal testing trolley" that was towed by the GSV and could perform functional tests on the aircraft's systems.

The entire service kit was designed for airlift, and its specifications required that it be able to support a TSR.2 at an advance base for 30 days. The service procedures were in principle able to get a TSR.2 into the air five minutes after the order was given to proceed with a mission.

Credit: www.v1.0.4 / 01 feb 08 / greg goebel / public domain

MILITARY AIRCRAFT IN LINCOLNSHIRE

Part 1



After God's own county we now pass on to Lincolnshire which, like Yorkshire, is not a patch on its glory days, with few airfields left, most of which are within the Lincoln Area.

Most of the airfields can be reached by travelling down the A1 leaving at the A57 heading to Lincoln, but being a Yorkshireman I don't like to go that way as you have to pay a toll at the River Trent Toll Bridge.

A much better way is to travel along the M62 until junction 35 leaving it for the M18, leaving at junction 5 for the M180, travelling along until junction 4. Here you can travel down to Lincoln on the A15 but I prefer to head north for a short way along the A18 Scunthorpe, turning left at the B1398 Kirton Lindsey/Lincoln. Despite this road being a B road it is a very fast road and does not have the heavy traffic of the A15 - it also has great views of the Trent Valley.

Just after Kirton Lindsey is the Rapier Barracks and at the end of the disused airfield is The Lincolnshire Gliding Club - in one of its hangars is stored WZ757 Grasshopper TX.1.

At the junction of the A631 the hangars of RAF Hemswell can be seen on the left but alas the hangars are only used to store grain now and The Bomber County Aviation Museum has now closed and most if not all its aircraft have departed to make way for more craft stores.

Continuing along the B1398 you will pass through Scampton Village and at the top of the hill can be found the Airfield which is out of sight of the road. Park at the Viewpoint car park which is just before the junction A1500 on the right. Leave your car in the car park and walk back along the road until you see a farm track on your right which will take you up to the airfield fence at the end of the main runway. Part of the main apron can be seen from the fence and aircraft can be identified but the distance means you will have to use a good telescope to do so.

Another vantage point but again not a good one is on the A1500. Exit the viewpoint car park and turn right, at the junction of the A1500 turn left and a little way on your left you can see part of the apron through the housing estate.

The last vantage point is past the main gate. Continue along the A1500 until you come to the junction of the A15 turn left onto the A15 and pass the main entrance to the base. Just after the entrance there is a side road to the left which runs parallel to the base fence, half way up you can see the front part of the apron and if the aircraft are using the northern runway, aircraft do taxi near to the fence on their way up there.

Unfortunately the only aircraft based there are the world's second best aerobatic team THE RED ARROWS with their Hawk T.1 aircraft. XX179, XX227, XX233, XX237, XX242, XX253, XX260, XX264, XX266, XX292, XX294 and XX308. Aircraft can often be seen practising over or near the base during the week if they are not at an actual air display. The team use only nine aircraft during a display but take an extra aircraft if displaying far from the airfield.

Outside the Red's officers mess is displayed their mascot XR571 Gnat T but this can only be seen on base. The Old Flying Machine Company do store some of their Hunters in one of the old hangars to the south of the field but again these can't be seen from the outside.

Continuing south along the A15 into and out of Lincoln, after a few miles you will come to RAF Waddington. Do not take the signs for RAF Waddington as this takes you on to the A607 and the main gate only. The airfield can be seen on your right as you travel down the A15 and halfway along there is a spectators car park on your left.

Across the road is the fence for the airfield and aircraft land across the A15 and some great photo opportunities can be taken of landing and aircraft taxiing out for take-off. A small pair of step ladders comes in handy as the hawthorn fence is now getting in need of cutting and as the RAF is broke money-wise I don't think there is much chance of it being cut. As I say the fence is a good place to take photo's and as one or two deployments take place at the airfield some foreign aircraft do take part.

The airfield itself doesn't have many aircraft based there as it houses the surveillance wing of the RAF. Aircraft based are:

5 Squadron

This new squadron is working up to receive five Sentinel R.1 aircraft. They have received only three so far and only one is in their squadron markings of a red stripe on the tail - no codes are carried as yet. A picture of a Sentinel landing at Waddington taken from the fence is printed in the May issue of the magazine on page 12, unfortunately it is one of the unmarked aircraft. ZJ690, ZJ691 and ZJ693 are the aircraft on strength while ZJ692 and ZJ694 are the ones to come later this year to bring the squadron up to date.

8 Squadron

This squadron operates seven Sentry AEW.1 aircraft from the first on the right hangar. The aircraft do deploy all over the world and usually at least one is with UK Forces in Iraq and Afghanistan. Plans are afoot to reduce the squadron size by three in the not too distant future. The aircraft have the markings of 8 Squadron on one side of the tail and that of 23 Squadron on the other side of the tail (23 Squadron is the shadow squadron for the Sentry). The last two of the serial are also on the tail in white. Aircraft operated by the unit are ZH101/01, ZH102/02, ZH103/03, ZH104/04, ZH105/05, ZH106/06 and ZH107/07.

51 Squadron

This squadron is the hush-hush squadron of the RAF, it operates three Nimrod R.1 aircraft which monitor radio/radar signals of foreign countries similar to the USAF's RC135 aircraft. The aircraft have no squadron markings or codes and are not seen that often at the airfield. The squadron was so hush-hush that it was the only squadron not to be represented at the RAF 60th anniversary display at Finningley in 1978.

39 Squadron

This squadron which reformed in 2007 to operate the MQ-9 Reaper UAV is officially based here, but as most of its operations take place in Afghanistan no UAV's have been seen as yet here. As the squadron is very new to operating this type of aircraft and its operations, most of the squadron's personnel are being trained in the USA, learning to operate the aircraft alongside USAF personnel at their base in Battle Creek, Nevada as part of the 9 RW. Known UAV's ordered are ZZ200, ZZ201, ZZ202, ZZ203, ZZ204, ZZ205, ZZ206, ZZ207, ZZ208, ZZ209, ZZ210, ZZ211, ZZ212 and ZZ213.

It is not known how many aircraft have been delivered but at least three of them have been written off in crashes.

Near the spectators car park but on the airfield is XM607 Vulcan B.2 and ZE356/Q Phantom F-4J is used for battle damage repair. Its official home is in one of the hangars but it is often seen at many parts of the airfield when exercises are held and it is usually brought out for the air show held the first weekend in July.

Dave Senior



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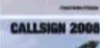
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