

COVERDALE



YORKSHIRES PREMIER AVIATION SOCIETY



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SOCIETY CONTACTS

CHAIR
SECRETARY
TREASURER
and MEMBERSHIP

Cliff JAYNE
Jim STANFIELD
David VALENTINE

tel: 0113 249 7114
tel: 0113 258 9968
8 St Margaret's Avenue
Horsforth, Leeds LS18 5RY
tel: 0113 228 8143

Assistant Treasurer
MAGAZINE EDITOR

Pauline VALENTINE
Cliff JAYNE

27 Luxor Road, Leeds LS8 5BJ
tel: 0113 249 7114
e-mail: airyorks@aol.com

Assistant Editor
MEETINGS CO-ORDINATOR

Sheila JAYNE
Alan SINFIELD

tel: 01274 619679
e-mail: alan.sinfield@airyorkshire.org.uk
tel: 0113 250 4424

VISITS ORGANISER
HONORARY LIFE PRESIDENT
COMMITTEE MEMBERS:
2006-2007

Paul WINDSOR
Mike WILLINGALE
Lawrie COLDBECK, John DALE, Clifford HADWIN,
Denis STENNING, Geoff WARD

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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

As on his last visit to *Air Yorkshire* in May 2005, Chris Warn entertained members at the May meeting with another absorbing talk and referred to his links with the Society going back more than twenty years.

We were taken this time on an illustrated tour of the airfields of the Caribbean. From Gateway, Florida down to Venezuela, taking in Havana, Cuba, Cayman Island (good snorkelling!), Turks and Caicos, Haiti, St Martin (Low Level approach!). After a short break we went to Antigua, St Kitts and Montserrat - where pictures showed the damage following the volcanic eruption.

Following the wide range of photographs of aircraft already seen, Chris concluded with a bewildering collection of aircraft on view at Lakeland, and then final touch down at MCT.

Clifford Hadwin

Have you visited the Society's web site yet? www.airyorkshire.org.uk

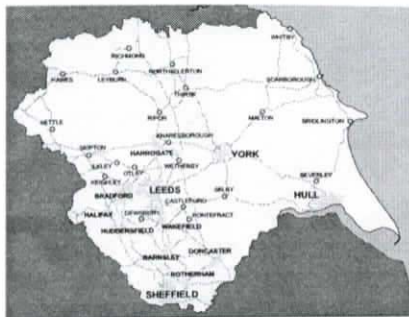
Alan Sinfield

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

ALL SOCIETY MEMBERS CAN ATTEND THE MONTHLY MEETINGS. Please contact Alan Sinfield if you require any further information. Please note that car parking at the monthly meetings is provided at a discounted rate - contact a Committee Member for details.

- 3 June** Terry Sykes - We welcome back Terry, who was a member of the West Riding Branch of Air Britain and has been a member of Air Yorkshire since it started. Terry has been scanning many of his old Black and White and Colour prints taken in the 1950's and 60's and will present a slide show of unseen photographs of Yeadon during that period which I am sure will be a fascinating insight into the history of Yeadon Aerodrome.
- 1 July** Sqn Ldr Graham Laurie - The History of Royal Flying
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled 'The History of Royal Flying' will be extremely interesting and informative.
- 5 August** Sqn Ldr Brian Waite - "609 Squadron from Yeadon to Leeming -
50 miles in 71 years!"
Squadron Leader Brian Waite served for 17 years as a Commissioned Officer in the Administrative (Secretarial) Branch. Postings included: Squadron Intelligence Officer on 92 Sqn (RAF Wildenrath) and a Flight Commander on Initial Officer Training at RAF Cranwell. Following this, and after two years living in Norfolk, he joined 609 (WR) Squadron, Royal Auxiliary Air Force, on Full Time Reservist terms. He Commanded 609 for five years from 2001-2006. He is now semi-retired, living in North Yorkshire, but continues his link with the Squadron as Chairman of its Association.
- 2 September** NEW - Carol Bell - Presentation on the role of the RAF and Military Low Flying
Carol is the RAF Community and Relations Officer for Cumbria and Tynedale. She will give us an insight into her role, as well as featuring some of her own background, not in the RAF but in the Royal Navy in the ATC.
- 7 October** NEW - Captain Mike Newall - MyTravel Airways.
Mike is currently a captain on the Mytravel Airways Airbus fleet. Previously he worked for Capital Airlines out of Leeds/Bradford. Mike did the commentary for the flight on the Mytravel Airways Enthusiasts Day. He is an experienced and interesting speaker and I am sure that the talk will be a fascinating insight into the world of commercial aviation.
- 4 November** Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a DVD or Slide Show.
- 2 December** Christmas get together, including Coffee/Tea and Mince pies.
- 6 January 2008** To be arranged.
- 3 February 2008** Annual Air Yorkshire Quiz - Norman Smart and Alan Sinfield will present the 2008 quiz in the same format as the 2007 one, which proved very popular and not too difficult.

Alan Sinfield



SCENE AROUND YORKSHIRE

APRIL: New to this section this month is a review of activity at Durham/Tees Valley. Aircraft continue to be delivered through Full Sutton, with two noted this time, while new to the area is Cessna FR.172XP HB-CIU which lives at Eddsfild. An interesting event to add to last month's list is a Tiger Moth fly-in at Sherburn, see airfield report for details.

Bagby:- The airfield is now fully open, following the laying of steel matting to help prevent the runway getting

waterlogged and as a result CAP 232 F-GOTC returned from its temporary holiday at Brighton on 10/4. PA-38 G-BNVD is also a new resident, first noted mid-month. An interesting arrival on 5/4 was Henlow based Leopard Moth G-ACUS. Noted arriving early evening on 16/4 was Cessna F.172G D-EMZD and after night stopping this machine left for Goodwood. Visitors:- 1/4 G-BOPD Bede BD.4, G-BOHV Tailwind; 4/4 G-AVUG F.150H; 5/4 G-BOXA PA-28(f. Oxford); 7/4 G-LADZ Enstrom 480(f. Preston), G-BYJF Thorp T.211; 8/4 G-BONC PA-28RT(f/t Cambridge); G-BZWZ RV.6; 11/4 G-STER Jet Ranger; 14/4 G-FTIN DR.400, G-EGLS PA-28; 15/4 G-JAME Eurostar; 17/4 G-BTYI PA-28(f. Fenland); G-BUWK Coyote(f. Heathfield); 18/4 G-BUVA PA-22, G-LANE F.172N; 19/4 G-PLMB Squirrel("Powerline 52"), G-ATHR PA-28; 21/4 G-BTMA C.172N(f. North Weald), G-BXLS Koliber, G-THIN FR.172E; 28/4 G-BIHI C.172M(f. Fenland), G-BJIV Super Cub, G-BOID Citabria.

Beverley(Linley Hill):- A recent import to the country, Cessna FR.172XP SE-IFB was noted departing here for Fenland on 8/4 and was back on 17/4, this time from Jurby, IOM. Visitors:- 4/4 G-ERIS Hughes 369E; 7/4 G-BYJF Thorp T.211; 8/4 G-ITWB Chipmunk(f. Little Gransden); 11/4 G-OJON Taylor Titch; 12/4 G-BAGB Siai-Marchetti SF.260B, G-BNOF PA-28; 15/4 G-SEVE C.172N; 25/5 G-BRNN C.152; 26/5 G-IDPH PA-28(f. Newmarket).

Brighton:- The PFA/RAC Rallye on August 25th/26th has been moved to Sherburn due the great amount of potential visitors and lack of space here. According to Humberside Air Review the Wassmer WA.52 G-OELZ, which has been at Wickenby for two and a half years trying to get a CofA has finally returned here and is now operational! Another new resident is Extra 320H G-ROMP which arrived from Andrewsfield on 20/4 while heading out was Cub G-CUBJ which left for new owners at Old Warden(Luscombe G-BSYF acting as crew ferry on 17/4). Hawk XP HB-CIU, a new resident at Eddsfild(qv) was noted visiting on 15/4. An unusual visitor for here was Baron N64VB on 27/4. Visitors:- 4/4 G-CDDG T.600N; 6/4 G-ZARV ARV.1; 7/4 G-BJXA T.67A, G-BPXY Aeronca Chief; 8/4 G-JJPJ F.172N(f. Tattenhill), G-RAZY PA-28, G-BDTX F.150M(f. Louth), G-OPFT C.172R, G-CEAR Pioneer, G-AKUW Super Ace; 9/4 G-KNEK Grob 109, G-AVYL PA-28, G-AZLV C.172K; 12/4 G-BGPJ PA-28; 14/4 G-BRBA PA-28; 15/4 G-CCJO Savannah, G-BDNX AA.1B; 17/4 G-BJWT Tailwind(f. Hucknall); 21/4 G-AVWA PA-28, G-AXFN Jodel D.117, G-AZEW Pup; 26/4 G-AXNS Pup; 27/4 G-RKEL Jet Ranger; 29/4 G-BRBA PA-28.

Boroughbridge:- Cessna FR.172E G-THIN arrived from Harewood on 21/4 and then resident C.182T N5020A left here to carry out a couple of practice approaches at the Harewood strip.

Burn:- Noted visiting the gliding site on 29/4 was Waddington based PA-28 G-ZANG.

Coal Aston:- Very rarely used these days, this airfield just south of Sheffield was host to T.67M G-FLYG on 7/4.

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

01/4	G-MRM	Dauphin	1200	1205	01/4	G-PLMB	Squirrel	1555	1350(05)
02/4	G-ORBK	R.44	1156	1215	10/4	N7242N	Agusta A.109A	1430	0930(11)
11/4	G-BSBW	Jet Ranger	1220	1230	13/4	G-CPTS	Jet Ranger	1525	1545
16/4	G-BSCE	R.22B	1255	1315	17/4	G-OMLS	Jet Ranger	1505	0935(18)
18/4	G-CDTD	Squirrel	0930	1030	18/4	G-HDTV	Agusta A.109A	1200	1410
20/4	ZJ244	Squirrel	1005	1010	21/4	G-CBAK	R.44	0930	1105
22/4	G-CJLL	R.44	1425	1500	22/4	G-OMLS	Jet Ranger	1700	1100(23)
					24/4	G-OLCP	Twin Squirrel	1700	1705

On 14/4 the R.44 G-ILLG, which had been here since last month, returned to a private site near Scotch Corner with resident R.22B G-MRSN coming back in the opposite direction. Squirrel G-PLMB(Osprey 52), which arrived from Cumbernauld on the 1st was active on local powerline patrols until 5/4 when it returned home. Also on 1/4 Dauphin G-MRMJ was from Blackbushe to Helmsley. A.109A N7242N(Castle 5), which arrived on the 10th night stopped before routing to a hotel near Hawes while similar type G-HDTV(Castle 2) was from Doncaster to Chester on 18/4. Also visiting on 18/4 was Squirrel G-CDTD(Medina 18), which was f/t Harrogate for fuel. The RAF Squirrel ZJ244(Shawbury 67) on 20/4 was f/t Shawbury on a navigation exercise, spending 5 minutes hovering just above the ground in the middle of the field. Another of the type G-OLCP dropped in for fuel while routing from Durham to Wolverhampton. Finally, worthy of mention is the Jet Ranger G-CPTS on 13/4 as this aircraft has lived with the same owner, Mr. Aspinall at Skipton since it was brand new in 1978!

Crosland Moor:- Visitors:- 4/4 G-BBUE AA-5(f. Tattenhill); 9/4 G-BONC PA-28RT(f. Fowlmere); 12/4 G-BOGO PA-32R(f. Biggin Hill); 21/4 G-CCTF Pitts Special; 26/4 G-AYEF PA-28.

Devonshire Arms(Bolton Abbey):- On 2/4 Gazelle YU-HEY was noted visiting from its home near Hartlepool and on the 4th Hughes 369E N322MC arrived from a private site near Preston. Another Gazelle HA-LFQ was noted on 28/4, from Tadcaster. Visitors:- 1/4 G-DRIV R.44(f. Easingwold, also 18/4), G-MGAN R.44; 4/4 G-JAKF R.44(f. East Manchester); 7/4 G-SELY Jet Ranger (t. Sandtoft), G-OSSI R.44(Also 15/4); 8/4 G-EWAW Jet Ranger; 14/4 G-MRSN R.22B; 20/4 G-STER Jet Ranger(t. York); 27/4 G-JWEB R.44, G-FABI R.44; 29/4 G-JIVE Hughes 369E, G-BPLZ Hughes 369E; 30/4 G-DMSS Gazelle(f. Howden).

Dishforth:- An interesting visitor here on 18/4 was Citation 2 VP-CGL, using call-sign "Citationflight Red 05" the aircraft departed early evening enroute to East Midlands via the LBA. An unidentified S.76B("Premier 23") arrived from Leyburn on 26/4 for a refuel.

DONCASTER(Robin Hood):- Information from RHADS, visitors included:-

- 01/4 G-OEBJ Citationjet(EBJ 582A), G-CCFS DA.40
- 03/4 G-INDC Cessna 303, G-OSSI R.44
- 04/4 EI-DIF PA-31(Visionair 001), G-OLCP Squirrel
- 05/4 G-IPAX C.560XL(Go-Jet 052A), G-MLTY/G-OLNT/G-SSSD Dauphins(ILS)
- 06/4 CS-DNU Hawker 800XP(NJE 8VK), G-RFUN R.44(n/s), G-NATT Commander 112
- 10/4 EI-REH ATR.72(Jersey 265/6), ZK454 King Air 200(Cranwell 68, ILS)
- 11/4 XV202 Hercules(Ascot 617), ZJ235/238 Bell 412s(Shawbury 93/98), G-EDCK C.525A
- 12/4 EC-JCU Metroliner(OVAF 71/2), OY-BTZ PA-31(Surveyor 05), N456TL FT.337GP
- 13/4 G-OMRH Citation Bravo, G-BWWT Dornier 328(Suckling 431, also 14/4)
- 14/4 N53GX Global Express(n/s to 15/4), G-FJET Citation 2(Lonex 476F)
- 15/4 CS-DXA C.560XL(Fraction 3UK), G-BRIF Boeing 767(Thomson 055P)
- 16/4 N462PJ Malibu(n/s), OO-JKM Beech F.33, G-PCOP King Air 200
- 17/4 G-CBSK Gazelle, G-KDMA Citation Bravo
- 18/4 G-VKND Boeing 757(Excel 122T), PH-UKK TBM.850, CS-DXD C.560XL(NJE 3EU)
XV102 VC-10(Tartan 31, ILS), G-EMBJ EMB.145(Jersey 081T), G-JETO Citation 2
- 19/4 N54JC Challenger, G-EMBF EMB 145(Jersey 081T)
- 21/4 N818Y Twin Comanche, N680GG Citation Sovereign
- 23/4 N309CJ Citationjet 2, G-RAFP King Air 200(Cranwell 61, ILS)
- 24/4 D-ISUN Citationjet 2, N58YD Baron(Skytrain 01, ILS), 253 CN.352(IAC)
- 25/4 EI-SBP Cessna T.206H, N321SV Twin Star(n/s), G-BYVS Tutor(Cranwell 44, ILS)
- 26/4 G-AMPY DC-3(Based for local pleasure flights)
- 27/4 OY-NPE Metroliner(Norfling 135), PH-TCN P.180 Avanti
- 29/4 N147LD Cirrus SR.22, N340YP Cessna 340A
- 30/4 EC-JRT Boeing 757(Thomson 9652), G-CEJM Boeing 757(Globespan 183P)

Probably the most interesting arrival was Boeing 757 EC-JRT of HOLA Airways, which arrived on the last day of the month ready to commence operating for Thomsons the next day. Also on the 30th Globespan sent in their new 757 G-CEJM ready for a charter flight the following day. A turn up on the 10th was Aer Arran ATR.72 EI-REH operating for Flybe and this company also sent a couple of their newly acquired EMB 145s on crew training details. Ryanair produced some new 737/800s on first

visits, EI-DPI(20/4), EI-DPK(4/4), EI-DPO(13/4), EI-DPP(6/4), EI-DPR(5/4), EI-DPS(20/4). Of the light aircraft DA-42 N321SV on 25/4 is most notable as it was only registered on 1/4, to a company in Houston. PA-46 N462PJ is also a fairly new aircraft however at the other end of the scale Twin Comanche N818Y is 1960s vintage and is based in Guernsey. Also worthy of note is Cessna FT.337GP N456TL which is operated by CCC Aviation at Coventry.

Eddsfild:- A new resident here is Cessna FR.172XP HB-CIU which arrived on 4/4, following a stop at Humberside for customs clearance. The aircraft, which is in a spectacular dark blue and gold colour scheme has set off from its' previous home Locarno, Switzerland five days earlier. Also moving in this month WAS Coyote G-MZKE. Noted visiting on 14/4 was PA-28 N47494 from Panshanger while on 21/4 Mt. Airey based C.182RG N883DP was logged.. Visitors:- 5/4 G-CEEP RV.9A, G-CPCD DR.221(f. Turweston); 7/4 G-BSUA Coyote, G-BYJF Thorp T.211, G-TIVV Eurostar, G-AWDA Nipper; 8/4 G-APVF Putzer Elster; 9/4 G-BWNK Chipmunk, G-BAHL DR.400; 10/4 G-CBMT DR.400, G-RRCU DR.221; 13/4 G-LVES C.182S; 15/4 G-WBVS DA-40, G-LANE F.172N(t. New York), G-CDHE Skyranger, G-CDSK Jabiru, G-CDYD Ikarus, G-AWGK F.150H; 18/4 G-BPWD C.120; 22/4 G-BONW C.152, G-AVZR PA-28, G-JBRN C.182S; 29/4 G-DLTR PA-28.

Elvington:- Irish registered Beech Sundowner EI-BFF was noted on 9/4, visiting from Fenland. On 19/4 Farnborough based Malibu N231CM was logged arriving, passing over LBA 1525 while inbound. Extra 300 G-FILL arrived from Abingdon very early on 25/4 and stayed all day, only to repeat the trip the next day. Visitors:- 1/4 G-JKMG DA-40; 6/4 G-BLHW Kachina; 16/4 G-CDDA TB.20("Oxford 20"); 19/4 G-CEAK Ikarus; 25/4 G-BNJM PA-28; 26/4 G-VVTV DA-42(t. High Wycombe).

Fadmoor:- Noted visiting this strip on the North Yorks. Moors on 7/4 was Cessna FR.172F G-EDTO from Crowland.

Full Sutton:- A new resident here is PA-28 G-BRBA, formerly at Wolverhampton while also noted here was Spitfire 26 G-HABT, which is registered to an owner in Leeds. An interesting visitor on 14/4 was Siai-Marchetti SF.260B N61FD, which was logged routing outbound to North Weald. Also noteworthy was the Turbo Porter ZK-PCI which was noted on 19/4. On 25/4 brand new PA-34 Seneca OY-PKA arrived on delivery from the USA and, after an overnight stay the aircraft left for its' new owners in Odense, Denmark. Also on delivery was Cessna T.206H N1260L, which arrived late on the 30th from Keflavic. Visitors:- 4/4 G-AVPM Jodel D.117; 7/4 G-BYJF Thorp T.211(f. Liverpool); 8/4 G-OPFT C.172R; 11/4 G-AZYY Falke(f. Yearby); 18/4 G-OTIG AA-5B(f/t Elstree); 27/4 G-AVVC F.172H.

Gamston:- The influx of new Diamond aircraft seems to have dried to a trickle with DA-40 G-EMMM the only newly registered machine this month. It is reported that the Cessna 421C N421CA, which was resident has been scrapped. Regular Beechjet N719EL visited on 12/4 while the former regular N709EL put in an appearance on 16/4, from East Midlands. Netjets Citation XL CS-DFV positioned in on 26/4 to pick up passengers enroute to Palma. Visitors:- 2/4 G-TAAA SR.20; 4/4 G-FOXA PA-28(f. Leicester); 5/4 G-ARKM PA-22(t. Perth), G-BKAS PA-38, G-BOHT PA-38; 7/4 G-JONZ C.172P, G-BGGI PA-38; 8/4 G-BUVM DR.250; 10/4 G-BKGW C.152, G-AVVC F.172H, G-LIZI PA-28; 11/4 G-AWOT F.150H; 12/4 G-IFBP Twin Squirrel(f. Carlisle); 14/4 G-WERY TB.20; 15/4 G-OOSI C.404("Surveyor 02", refuel); 16/4 G-BNHK C.152(f. Derby), G-EMDM DA-40; 19/4 G-ROWN King Air 200; 26/4 G-JOPT Citation V("Airtax 650"), G-CBCV Bulldog; 27/4 G-BKFZ PA-28R; 28/4 G-CDIU Skyranger, G-CBCV Bulldog; 29/4 G-JBRN C.182S.

Grindale:- The Turbo Porter ZK-PCI took to the skies for the first time on 18/4 and the following day visited Sherburn. As mentioned already, the aircraft will retain the New Zealand markings when it commences parachute dropping operations from here next month.

Headon(Retford):- This is a very active microlight site, however a visitor on 1/4 was Rallye G-AXOT, from a private strip near Daventry.

Hibaldstow :- The resident SMG.92 Turbo Finist HA-YFG was damaged in a take off accident here on 18/2. During the take off roll the pilot decided to abort, however he lost directional control and the aircraft ground looped.

Hull:- The resident Alouette 3 HA-PPC suffered a major engine failure when on a training detail at Brighton on 8/4. It remained there until 14/4 when it was removed by road and is reported to need a new powerplant.

Humberside:- The former Eastern Airways Jetstream 41 G-CDYH, left here for Sofia on 26/4 destined for Yeti Airways as 9N-AIB. The aircraft is reported to have arrived at Tribhuvan International

Airport in Nepal on 28/4. Another of the type G-MAJX left for Eindhoven the same day for painting in the new Eastern colour scheme. Dauphin LN-OMN has returned following maintenance and is again being used for oil rig trips. The West Yorkshire Police MD.902 G-YPOL("Police 42") was noted on 19/4, operating with the local Police Support Unit and was present on numerous other occasions later in the month. Visitors:- 2/4 D-ISGW Citationjet(Skyrunner 702), G-RAFO King Air 200(Cranwell 61K, ILS); 5/4 N445QS Gulfstream 450, G-BXTB C.152; 11/4 ZJ235 Bell 412(SYS 93), ZJ238 Bell 412(SYS 98); 15/4 N36TW Cheyenne, N96MR Citationjet 3; 18/4 N777FC Falcon 20; 19/4 CS-DHQ Citation Bravo, N57MT C.303, N573TR Falcon 50, SE-RCM Citation XLS; 25/4 G-MIWS C.310R(f. Welshpool); 28/4 PH-MOM SR.20(Belfast City - Antwerp) with PH-JBI C.172N; 30/4 CS-TLX Boeing 757(Futura 1710).

Leconfield:- On 5/4 an RAF Chinook c/s "Vortex 580" called early morning for a refuel and on 28/4 Boulmer based Sea King "Rescue 131" dropped in after depositing a patient at Hull General Infirmary. **Leeming(Strip):-** Cessna 310R G-BIFA reported landing at a strip 10 miles West of Leeming on 7/4, from High Wycombe.

Lelley:- Former resident Schweizer 269C G-BXYC has been sold in Austria.

Melbourne(Melrose Farm):- Newly registered Rotorsport UK MT-3 gyrocopter G-CEHN operates from here most weekends, however it is roaded in from the owner's home on each occasion. Noted visiting on 10/4 was DR.221 G-RRCU from Hucknall.

Middleham:- PA-32 N2989M was logged routing outbound to Deauville on 12/4.

Mt. Cave):- Airey(South Visitors:- 9/4 G-AXTC PA-28; 28/4 G-GYMM PA-28R(f. Gloucester, n/s)

Netherthorpe:- Visitors:- 1/4 G-ASHX PA-28; 7/4 G-MOLE Taylor Titch; 8/4 G-AWPS PA-28; 11/4 G-BKSP Ask.16; 15/4 G-FTIL DR.400(f. Wyton); 21/4 G-BUZN C.172H; 22/4 G-BUVX Shadow; 27/4 G-ZANG PA-28(t. Waddington); 29/4 G-DEBT Jabiru(f. Eshott)

Pocklington:- P.51D Mustang G-SIJJ arrived here on 21/4 from North Weald, in readiness for a local display. On 28/4 Cessna 180 PH-KRC was noted visiting from a private strip near Northampton.

ROTARY ROUND-UP

01/4	G-TTMB	Jet Ranger	Ripon - Sheffield
	G-GGTT	Bell 47G	Lake District - Sherburn(Private site)
02/4	G-ULES	Squirrel	Cranfield - Site 2/S Netherthorpe
	G-GACB	R.44	Cheadle - Market Weighton
	G-RFUN	R.44	Site 4/N Sheffield - Driffild
04/4	G-GTJM	Eurocopter 120B	Brighton - Liverpool
	G-MOTA	Jet Ranger	Sheffield - Kings Lynn
05/4	G-ERJC	R.44	Ferrybridge - Bedford(Also 11/4)
06/4	G-GSPY	R.44	Site Jcn.6 on M.18 - Bridlington
07/4	G-STAA	R.44	Gainsborough - Chesterfield
	G-MAYB	R.44	South Milford - Shelf(Bradford) - Sandtoft
	G-ZELE	Gazelle	Stainsby Hall - Site nr. Sherburn
08/4	HA-LFM	Gazelle	Tadcaster - Brighton - Lelley(Hull)
09/4	G-ZZLE	Gazelle	Thornton Hall - Bridlington
10/4	G-FABI	R.44	Pateley Bridge(n/s) - Wellesbourne
	G-BXAY	Jet Ranger	Sherburn - Thirsk Race Course
12/4	N902JW	MD.902 Explorer	Gamston - Pontefract - Newcastle
	G-DRIV	R.44	Easingwold - Baildon(Crook Farm)
	G-LOCO	R.44	Hatfield - Pontefract("Glen's place")
13/4	G-VEIT	R.44	Cheadle - York Race Course
14/4	N775SB	Bell 407	Aintree - Eldwick - Sherburn
	G-CYRS	Long Ranger	Sheffield - Gildersome(Leeds)
	G-FABI	R.44	Sherburn - Tong(Bradford)
15/4	G-GSPY	R.44	Sherburn - Bridlington - Durham
17/4	G-SELY	Jet Ranger	Wetherby - Newcastle Heliport
	G-HIPO	R.22B	Barton - Site near Linton-on-Ouse
19/4	G-CEEE	R.44	Gamston - Sherburn(Stream Farm)
	G-EWAW	Jet Ranger	Sheffield - Great Ayton
	G-GDSG	Agusta A.109S	Luton - Site West of Hull

21/4	G-BSBW Jet Ranger	Calverley - Ridding Park(Harrogate)
	G-ICSG Twin Squirrel	Silverstone - Harrogate
25/4	G-CCKS Hughes 369E	Sherburn - East Bireley(Bradford)
	G-CBAK R.44	Towton - Esholt Sewage Works!
	G-USTS Agusta A.109E	Site near Teesside - Otherton(Walsall)
	G-GDJF R.44	Skegness - Harewood House - Bagby
26/4	G-VONF Twin Squirrel	Leyton Buzzard - Reighton Gap
	G-OTVI R.44	Garforth(Filming) - Gildersome(Leeds)
28/4	G-REGE R.44	Humberside - Wike(Leeds)
	G-JIVE Hughes 369E	Ripon Race Course - Wike(Leeds)
	N449J Agusta A.109E	Clyde Heliport - Barnsley
29/4	G-FULM Sikorsky S.76B	Near Stansted - Wetherby Race Course
	G-OLNT Dauphin	Norwood Edge - Brands Hatch

Rufforth:- Noted visiting on 4/4 was Mooney M.20K N123UK from Southend while the Skyservice King Air 200 OO-SKM was back again on 13/4, arriving from Brussels. On 26/4 Maule MX-7 N535TK arrived from Beccles for an overnight stay before heading to Perth. Visitors:- 3/4 G-SGEC King Air 200(t. Exeter, also 16/4); 9/4 G-CTIO(t. White Waltham), G-BFXS Commander 114(f. Old Buckenham); 12/4 G-AKUW Super Ace, G-AZSF PA-28R; 19/4 G-BZNY Europa(f. Cambridge); 30/4 G-CSIX PA-32(t. Oxford)

Sandtoft:- Over the weekend of the 14th/15th an aerobatic competition was due to take place here however, due early morning fog on both days activity was curtailed. Aircraft noted taking part included Pitts:- G-ICAS, G-OSIT, G-SIII, G-STUA; Lazars:- G-CBHR, G-LAZA; CAP 232s:- F-GOTC, G-SKEW and Extra G-XXTR. The regular Malibu N9275Y was noted arriving from Haverfordwest on 5/4 and also arrived on 11/4, this time from Welshpool. On the 6th Alouette 3 HA-PPC paid a visit and similar type HA-LFZ was noted on 9/4. Visitors:- 1/4 G-BBPY PA-28, G-RACO PA-28, G-BULM Pulsar; 2/4 G-TAAA SR.20; 4/4 G-PAWL PA-28(t. Eshott); 5/4 G-PIGS Rallye; 7/4 G-MUSH R.44(t. Costock); G-BXWV DR.235(f. Middle Wallop), G-AWBJ Fournier RF-4D(f. Syerston), G-ELZN PA-28, G-CBKN Blade, G-CDLD Quik, G-CEME Eurostar, G-MYPC Twinstar, G-MZHL Rapier, G-CCME Quik; 8/4 G-MZEG Blade, G-CEJJ Quik, G-JLAT Eurostar, G-AVXW Condor(f. Lichfield), G-ETCW Glastar(f. Little Snoring), G-MZND Rapier, G-BZLL Quantum, G-BYMI Quantum, G-BZEJ X'Air, G-FBAT Foxbat, G-ICAS Pitts, G-CBTO Coyote, G-BYSF Jabiru; 9/4 G-CBIY Eurostar, G-MZGG Quantum, G-BAMJ C.182P(t. Enstone), G-SYDE PA-32R; 10/4 G-BYSP PA-28(f. Wellesbourne), G-BOJI PA-28; 11/4 G-CEDG Eurostar, G-HIVE F.150M; 14/4 G-BJZN T.67B; 15/4 G-CCRN T.600N; 16/4 G-GERY Glastar; 24/4 G-BNVD PA-38, G-ZANG PA-28; 26/4 G-KITS Europa(t. Wellesbourne); 27/4 G-CEAU R.44(Refuel)

Sheffield:- Long Ranger G-CYRS is a new resident, operated by Alpha Helicopters. Malibu PH-RHB was logged on 2/4, arriving from Blackpool before later heading to De Bilt. Sandtoft based Beech Sierra N39TA was noted on 4/4 while on the 6th brand new Citationjet OO-DDA visited from Wevelgem to Luxemburg. King Air 200 F-GPAC("DEF 10D") was a visitor on 10/4, f/t Grenoble while another of the type OO-SKM of Skyservice was in evidence on 14/4. Visitors:- 1/4 G-BXWP PA-32(t. North Coates); 2/4 G-OTVI R.44, G-GACB R.44; 5/4 G-BBUE AA-5; 9/4 G-OALD TB.20(f. Biggin Hill); 10/4 G-PERE R.22B(f. Cranfield); 12/4 G-BUZN C.172H; 14/4 G-BTNT PA-28(f. Cranfield), G-BFPA SF.25B Falke; 15/4 G-MGAN R.44(Refuel); 18/4 G-LOW R.44, G-BWRO Europa; 19/4 G-BFTC PA-28R; 21/4 G-LIDE PA-31("Causeway 07"); 25/4 G-OMRH Citation XL; 26/5 G-OTVI R.44, G-SASD King Air 200("Gama 492"); 30/4 G-OIMC C.152, G-GALB PA-28, G-AZTA Monsun, G-LAOL PA-28R(f. Filton)

Sherburn:- Adding to the list of events from last month, the PFA Rally has been moved here from Brighton on August 25th/26th, due to the overwhelming response from potential visiting pilots. Another scheduled event here is a Tiger Moth fly-in on June 23rd/24th with up to 40 of the bi-planes expected each day, weather permitting! Cessna 172XP Hawk N78XP has been operating from here for most of the month so would appear to be resident. Talking of fly-ins, on 12/4 there was a gathering of Europas including, G-BZNY, G-EXES, G-HOFC, G-KIMM, G-RMAC and G-XSDJ and these were joined by YAK 18 HA-HUA from Glenrothes. PA-28R N8105Z was noted arriving from Blackpool on 11/4 while the Turbo Porter ZK-PCI arrived from Grindale on 19/4. Edsfield based FR.172J HB-CIU was noted on 22/4 and on the 25th A.109A N745HA arrived from Liverpool for an overnight stay while on the 27th SR.22 N8159Q was noted. Visitors:- 1/4 G-ASHX PA-28, G-BGPJ PA-28, G-BOIG PA-28, G-BDNX AA-1B, G-DMAH TB.20(f. Oxford); 2/4 G-OBAL M.20K; 5/4 G-CDOV Skyranger(f. Fishburn),

G-PEJM PA-28 G-BPMF PA-28, G-JESS PA-28R; 7/4 G-UZUP Eurostar, G-AIXN Sokol; 8/4 G-VIVS PA-28(f. Carlisle), G-RVEE RV.6(f. Perth); 9/4 G-BWFP YAK 52 (t. Wittering), G-WOOD Baron; 11/4 G-GYTO PA-28(f. Wellesbourne), G-BXAY Jet Ranger; 12/4 G-ATOT PA-28, G-BNSN C.152(f. Denham), G-DYNE C.414("Commodore 01"), G-AVOM DR.221; 15/4 G-AYAC PA-28R(t. Meppershall), G-BFDO PA-28R, G-BSMU Coyote; 16/4 G-ATHR PA-28(f. Cranfield), G-MAMD King Air 200(f. Weston), G-OWGC Falke; 17/4 G-TALB C.152(t. Tattenhill); 18/4 G-NEAT Europa, G-ETBY PA-32, G-HIPO R.22B, G-BHBZ P.68B Victor(Refuel after surveying over Leeds all morning); 21/4 G-CPXB CAP 10B; 23/4 G-JANI R.44; 26/4 G-OALH Echo(f. Walney Island); 27/4 G-GFEA C.172S; 28/4 G-BYBD F.172H, G-BASM PA-34; 29/4 G-CFSA PA-44; 30/4 G-JABJ Jabiru(f. Top Farm), G-MIFF DR.400(f. Headcorn), G-CDMM C.172P

Sturgate:- Visitors:- 6/4 G-HRIO Robin HR.100(f. Ronaldsway); 7/4 G-JEET C.152(f. Southend), G-ARCF PA-22, G-AYWD C.182N; 8/4 G-PIGS Rallye; 11/4 G-PEKT TB.20; 12/4 G-BEZF AA-5(t. Connington); 18/4 G-BFMH C.177B; 22/4 G-BPWD C.120(f. Hucknall); 26/4 G-AXAT Jodel D.117, G-CIFR PA-28; 27/4 G-BFHP Citabria; 27/4 G-CBBS Bulldog

Sutton Bank:- Fournier RF.4D G-AWGN was logged on 5/4, arriving from a strip in Oxfordshire.

TEESSIDE(Durham/Tees Valley)

After a long absence we are now in a position to cover this airport's movements courtesy of "dtvmovements". As with Doncaster each day we will include to more interesting visitors.

Among the aircraft to be seen at the airport are Falcon 20s of F.R. Aviation, with usually at least half a dozen of the type based at any one time. At the end of April however only two were here, G-FRAS/T, with the others away at Kinloss on an exercise. Also based are the "Calibrator" King Air 200s G-FLPA/B/D/E along with others of the type G-ONAL, G-TAGH and G-OMGI, the latter a new resident arriving this month. Now onto the highlights for April:-

01/4 CS-DXC C.560XL(NJE 3DY), CS-DXF C.560XL(NJE 3PF), G-OLDW Lear Jet 45(GDA 97A)

02/4 LN-TWL King Air 200(Berganair 31), G-CDNK Lear Jet 45(Goldair 91A)

03/4 G-VKNI Boeing 767/300(Excel 002P/8002)

04/4 ZJ690 Global Express(Snapshot 1, ILS), PH-HMA Citation Bravo

05/4 VP-BMS Falcon 900(n/s to 10/4), PH-FAM PA-32, ZD703 H.S.125/700(Ascot 1777)

06/4 G-BOPB Boeing 767/200(Excel 8807)

08/4 N86AD Cessna 182P, G-TCEE Hughes 369E

09/4 G-CEJM Boeing 757(Globespan 007T, training)

10/4 ZE982 Tornado(Savage 1, ILS), XX200 Hawk(ILS)

11/4 OO-CIV Citationjet, OO-GMJ King Air 200, ZH557 Tornado(Chariot 1, ILS)

12/4 D-BKLI Citation X(DCS 901), CS-DNV Hawker 800XP(NJE 573F)

13/4 ZE395 H.S.125/700(Ascot 1370), G-ARKJ Bonanza

14/4 G-MOND Boeing 757(Monarch 9368), N340DW Cessna 340A

15/4 G-DIMB Boeing 767/300(Monarch 710P)

17/4 N125ZZ Hawker 800XP, G-OCCS Twin Star, ZF269 Tucano(LOP 21, ILS)

18/4 D-CAMS Citation V(CLU 1673), G-CJAG Premier 1, ZE162 Tornado(Y6 031, ILS)

19/4 ZE701 BAe.146(Kittyhawk 18), G-PFFN/G-GBMR King Air 200s

20/4 D-CROB Lear Jet 60(n/s), ZE982 Tornado(Javelin 21, ILS)

23/4 N2536Y BN.2T Islander(n/s to 25th), XS730 Dominie(Cranwell 85)

24/4 N601HW Challenger(n/s)

25/4 N612AX Douglas DC-10(Omni 510, n/s), N37172 King Air 350

26/4 XS731 Dominie(Cranwell 85), G-CDSR Lear 45(Air Partner 80F)

27/4 G-MAFI Dornier 228, G-BZOG Dornier 328(Suckling 581), G-VONG Squirrel

28/4 PH-URK PA-31, D-EFST Cessna F.172N(n/s)

29/4 N525HS Citationjet(to Keflavik)

30/4 N621AX Douglas DC-10(Omni 515), G-SMRS Cessna 172S

The two Omni DC-10s towards the end of the month were the start of regular flights to the Middle East for friends and families at Catterick. The Dornier 328 on 27/4 brought Tottenham for their game with Middlesbrough. On 11/4 Air Atlantic Electra G-FIJR arrived to substitute for TNT BAe 146 OO-TAJ, which went u/s. Incidentally, a TNT '146 spends most of the day on the apron here, arriving early morning and departing around 2100.

Walton Wood:- The R.22B G-CBXX, which has been on long term rebuild, has left for new owners at Liverpool. Fixed wing visitors here are now few and far between, however on 23/4 PA-28 G-IDPH arrived with jockey Darrell Holland for the meeting at Pontefract. Visitors:- 2/4 G-OTVI R.44(Also 26/4); G-SBAR R.22B; 5/4 G-OLOW R.44, G-RAMY Jet Ranger; 6/4 G-RAMI Jet Ranger; 12/4 G-TIMH R.22B(t. Liverpool); 14/4 G-CDYW Schweizer 269C; 19/4 G-HUGS R.22B, G-FOFO R.44, G-BZXJ Schweizer 269C; 26/4 G-FABI R.44, G-WAGS R.44; 27/4 G-FEDA EC.120B(t. Liverpool); 30/4 G-TILI Jet Ranger

Wickenby:- Gamston based PA-32 N88NA was noted visiting on 27/4. Visitors:- 4/4 G-BBXX PA-28(t. Sherburn); 12/4 G-CBGB CH-601(f. Aylesbury); 14/4 G-AVRS Horizon; 15/4 G-CDSK Jabiru; 19/4 G-CBSL YAK 52; 27/4 G-VINH CTSW(f. Damyn's Hall, EGML)

Wombledon:- Visiting here on 6/4 was Beech A.36 N7205T, from Tattenhill and the following day Sheffield based FRA.150 G-BCKV was logged. Also from Sheffield was PA-28 G-BGYH on 13/4.

Yeddingham:- This strip is situated to the N/E of Malton and is home of Cub G-BEUI. On 11/4 Condor G-AYFG was noted visiting and after night stopping it returned to Waddington, its' base.

OVERFLIGHTS

03/4	G-GOTF	C,208 Caravan	Edinburgh - Denham(4/E LBA 1316 @ 5000')
05/4	PH-CDL	PA-34 Seneca	5/S of LBA 0857 @ 3400', enroute to Blackpool
09/4	OO-TMM	Debonair	Carlisle - Wevelgem(5/SW LBA 1148 @ 3000')
	HA-HUA	YAK 18	White Waltham - Newcastle(Goole 1252 @ 3000')
10/4	N147GT	Cirrus SR.22	Dundee - Denham(York 1529 @ 3000')
12/4	N184CD	Cirrus SR.22	Cambridge - Ronaldsway(Harrogate 1029 @ 3000')
	N518XL	Liberty XL	Biggin Hill - Carlisle(POL 1639 @ 3400')
15/4	N4770B	Cessna 152	Panshanger - Currock Hill(Goole 1252 @ 3000')
	PH-KRC	Cessna 180	Charterhall - Northampton(York 1821 @ 5500')
24/4	N806SR	Cirrus SR.20	Over LBA 1522 @ 5000' enroute Deenethorpe
26/4	D-EHIG	PA-28R Arrow	Southend - Cumbernauld(POL 1402 @ 3000')
27/4	N1329T	Cessna T.182T	Over POL 1129 @ 3000' enroute to Carlisle
28/4	PH-URK	PA-31 Chieftain	Norwich - Durham/Tees(Goole 1331 @ 2500')

On 30/4 King Air 200 OY-CKP was engaged on a mapping survey, flying north/south lines commencing overhead Doncaster. The job started around 1430 and lasted all afternoon.



LBIA MOVEMENTS AND REVIEW APRIL 2007

Highlight of the visitors this month was the Citation Mustang N403CM, which was a first visit of type when it appeared on the last day of the month. On the resident front Hawker 800XP N5736 has left and is now based at Luton. This aircraft will be replaced shortly by Falcon 900EX G-SIRO which is registered to Condor Aviation although the registration gives away the owner's identity as Sir Robert Ogden. The aircraft is currently at Little Rock being fitted out before delivery and is due next month. Also on the debit side Duke N322RJ finally left for its new owners to Coventry on 16/4. Finally, Cloud 9 Aviation now seems to be "basing" a Cessna 152(G-FLOP) here along side the regular Cherokee (G-LSFJ/K).

Jet2.com. News from Yorkshire's Low Cost airline this month is that the last of the ex. Chinese 757s G-LSAI finally arrived on the 24th and is now in service based at LBIA. Boeing 737/300 G-CELX finally returned from Israel after an extended stay on major overhaul and is now back in service, however the 737 fleet seems to be very fluid these days and all the comings and goings are detailed in the daily report. Some details are emerging of the aircraft that have been leased in for the summer, starting

with Boeing 737/300 OK-SWV of Smart Wings which is based at Manchester. Titan Boeing 737/300 G-ZAPZ is being utilised on some Scottish routes, although this is due to be replaced by G-POWC shortly. Also two Futura Boeing 737/400 aircraft EC-JSJ/EC-KDZ are being utilised on Spanish routes from various airports in the network. Unfortunately, it is not expected that these leased aircraft will appear at LBA, except in very extraordinary circumstances.

01 Sunday

D-IHRA	Citationjet 2	1013 1133	f. Zurich (Carolluss 1437), n/s t. Northolt (186F)
CS-DFM	Citation XL	1522 1719	f. Geneva (Fraction 112W) t. Nice (6ND)
D-CALL	Citation Bravo	1649 0952	f. Ostersund, n/s t. Asturias
N719EL	Beechjet 400A	1651 1714	f. Istanbul t. East Midlands

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

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

BMI: - G-DBCJ (9872) positioned from Gatwick to operate evening London. G-RJXD (9871) positioned from Aberdeen, and night stopped with G-RJXC/J.

Eastern: - G-MAJD operated 99Q/59Q f/t Aberdeen. G-MAJA/P night stopped.

Flybe: - G-EMBP (173/4), G-JEDO (643/4), G-JECJ (731/2); G-JECP (733/4), G-JECP (175/6, arrived 0045 on 2/4, outbound 0125 to Birmingham)

Jet2: - G-CELS (060P) positioned from Newcastle for maintenance until 3/4. G-CELI (344P) positioned to Manchester along with G-CELK (063P)

KLM: - PH-OPF (1542/3), PH-KZI (1547/8), PH-OFB (1551/40, n/s)

Manx2: - D-CSALx1

Ryanair: - EI-DPP (152/153A); EI-DPD (15J/155), EI-DAO (156/15N)

***Two German bizjets on their first visits were the Citationjet D-IHRA and Citation Bravo D-CALL, the latter operated by Earlybirds Jet Charter. PA-28 G-LFSK started the month here on secondment from Sheffield while EMB 145 G-EMBP turned up on the morning Southampton.

02 Monday

N41AK	King Air F.90	1032 1117	f/t Glasgow
G-MEGN	King Air B.200	1041 1601	f/t Luton
G-FCED	PA-31T Cheyenne	1542 1623	f. Milan/Malpensa (Air Med 057) t. Oxford(057)

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

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

BMI: - G-RJXH (410/409). G-DBCJ operated all London flights. G-RJXC (9114) positioned to Aberdeen late evening with G-RJXI (9113) positioning in to join G-RJXD/J night stopping.

Eastern: - G-MAJA/P operated all flights and night stopped.

Flybe: - G-JECI (729/30), G-JEDU (171/2), G-JECL (643/4); G-JEDW (731/2), G-EMBI (173/4), G-JECJ (733/4), G-FBEB (175/6, outbound via Newcastle)

Jet2: - G-CELK (064P) positioned back from Manchester.

KLM: - PH-OFJ (1543/4), PH-WXD (1547/8)

Manx 2: - D-CSAL appeared in the morning with D-CNAG in the evening

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

***Flybe Embraer 190 G-FBEB was a first visit when it arrived on the evening Southampton on a joint flight to Newcastle while their '145 G-EMBI had been utilised on the afternoon rotation.

03 Tuesday

G-JANN	PA-34 Seneca	0450 0613	f/t Fair Oaks (Synergie 145)
G-RAFO	King Air 200	1114	ILS and overshoot (Cranwell 74)
G-ZAPU	Boeing 757	1248 2104	f/t Stansted (Channex 257P/258P), see Jet2
ZK451	King Air 200	1251	ILS and overshoot (Cranwell 66)
473	C-130H Hercules	1527 0857	f. Pisa (RSAF 903) n/s to 5/4, t. Gander (903)
CS-DHC	Citation Bravo	1642 0841	f. Blackpool (Fraction 1YW), n/s t. Nice (1YW)
N500J	Gulfstream 450	2228 1552	f. Orlando Int. n/s, t. Madrid/Torreon

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

BMI: - G-RJXF (410/409). G-DBCJ all London's with G-RJXD/I/J all night stopping.

Eastern: - G-MAJP (021P) positioned to Hawarden mid morning with G-MAJO (022P) coming in the opposite direction. G-MAJA/O were the night stoppers.

Flybe: - G-JEDW (729/30), G-JEDN (171/2, 175/6), G-JECM (643/4), G-JEDV (731/2), G-EMBI (173/4), G-JECU (733/4)

Jet2:- The company leased Titan 757 G-ZAPU to operate the Palma (257/8). Following maintenance G-CELS (201) operated to Amsterdam where it swapped with G-CELI (202) operating the return. G-CELE (950P) arrived from Manchester for maintenance until 5/4.

KLM:- PH-KLG (1543/4), PH-WXA (1547/8), PH-OFK (1551/40, n/s)

Manx 2:- Kiel Air continued to use Metroliner D-CNAG on both flights.

Ryanair:- EI-DHI (15J/155), EI-DAO (156/15N), 152/153N cancelled.

***The most interesting arrival today was Johnson and Johnson's new Gulfstream 450 N500J, which was only registered late last year, replacing a Hawker 800A which had previously carried the same registration. Once again the Saudi Hercules staged through enroute to the USA, but failed to call on the return trip.

04 Wednesday

G-BYAK	Boeing 757	0701 1117	f. Cardiff (Thomson 738P) t. Lanzarote (993N)
ZD703	HS.125/700B	1209 1508	f. Leeming (Kittyhawk 11R) t. Farnborough (11R)
OY-BTZ	PA-31 Chieftain	1410 1528	f/t East Midlands (Surveyor 05)
G-CDLP	Squirrel	1458 1530	f/t Accrington
G-FIBS	Squirrel	1735 1806	f. Skipton (Yorkair 02) t. York
G-BYAK	Boeing 757	2022 2133	f. Lanzarote (Thomson 994N) t. Cardiff (273P)
HB-JIB	MD-90	2047 2159	f/t Malta (Fly Hello 32A/321)

Aer Arran:- EI-REB (672/3), EI-CPT (683/4)

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

BMI:- G-RJXO (410/409). G-DBCJ (01J) operated to London with G-DBCK (4JL) making the return trip and operating all day and night stopping with G-RJXD/I/J.

Eastern:- Again this morning there was a swap, G-MAJO (031P) to Hawarden, G-MAJU (032P) from Hawarden. JU then operated all day with G-MAJA and both night stopped.

Flybe:- G-JEDW (729/30), G-JECE (171/2), G-JECM (643/4), G-JEDV (731/2), G-EMBI (173/4), G-JECJ (734/5), G-JEDT (175/6)

Jet2:- G-CELI (050P) positioned to Manchester at 2341, G-CELB (010T) t/f Teesside, training.

KLM:- PH-KLI (1543/4), PH-OFA (1547/8), PH-KLG (1551/40, n/s)

Manx 2:- D-CNAG x2

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

***The Navajo OY-BTZ is owned by Company Flight K/S, based at East Midlands and called in for fuel while operating on survey work in the area.

05 Thursday

N147LK	Cirrus SR.22	1042 1556	f/t Blackbushe
EC-HZU	Airbus 320	1348 1542	f/t Arrecife (Iberworld 3449/50)
D-CALL	Citation Bravo	1351 1445	f. Asturias t. Palma
G-SOBI	PA-28 Archer	1637 1720	f/t Durham/Teess
N41AK	King Air F.90	1656 1735	f/t Glasgow
G-BYAL	Boeing 757	1707 ???? ?	f. Coventry (Thomson 231P) n/s, t. Tenerife (163Q)
G-CELJ	Boeing 737/300	2140 1054	f. Amsterdam(Channex 770, div) t. Malaga(761)

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

BMI:- G-RJXO (410/409). All London flights G-DBCK, n/s with G-RJXD/J, G-RJXI (9854) to Heathrow.

Eastern:- G-MAJU (19Q) operated to Aberdeen, G-MAJG (29Q) made return trip, n/s with G-MAJA, which didn't fly again until 10/4.

Flybe:- G-JEDW (729/30), G-JECE (171/2). G-JECL (643/4), G-JEDV (731/2), G-EMBI (173/4), G-JECU (733/4), G-JECG (175/6)

Jet2:- G-CELE (069P) to Belfast. G-CELJ was a Blackpool fog diversion.

KLM:- PH-OFM (1543/4), PH-KZK (1547/8), PH-KLI (1551/40, n/s)

Manx 2:- D-CNAG x2

Ryanair:- EI-DPS (152/153A), EI-DPO (15J/154), EI-DPS (156/15N)

***Two first visiting Ryanair 737/800s (EI-DPO/S) today and a Blackpool diversion to end the day.

06 Friday

G-CELU	Boeing 737/300	0101	f. Faro (Channex 754, div), see Jet2
G-FLIP	Cessna 152	1110 1254	f/t Sheffield, local training BMI
G-MATX	Pilatus PC-12	1112 1138	f. Goodwood t. Charnbery
G-ZAPU	Boeing 757	1236 2054	f/t Stansted (Channex 257P/258P), see Jet2

G-BPKM	PA-28 Warrior	1302 1353	f. Durham/Tees t. Newcastle
G-CBAK	Robinson R.44	1307 1407	f. Towton (Church Fenton) t. Isle of Man
G-SOVb	Lear Jet 45	1533 1455	f. Palma (Neatax 2C) n/s, t. Faro (2A)
G-WOWB	DHC-8/300	1647 1727	f/t Plymouth (Swallow 901/277), see notes.
G-BYAL	Boeing 757	2145 2247	f. Tenerife (Thomson 164Q) t. Manchester (737P)

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

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

BMI: - G-DBCK operated all London's, n/s t. Gatwick (9861). G-RJXD/J also overnighed.

Eastern: - G-MAJG operated just two Aberdeen and one Inverness flights, n/s.

Flybe: - G-JEDW (729/30, 731/2), G-JEDN (171/2), G-JECR (643/4), G-EMBI (173/4, 175/6), G-JECU (734/5)

Jet2: - G-CELU, which diverted from Blackpool, stayed at Leeds to be based, joining G-CELB/D/H/V and G-LSAB/G/H. Titan 757 G-ZAPU again arrived to operate the Palma (257/8). G-CELY (326/5) operated f/t Belfast. G-CELK (071P) positioned to Belfast.

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

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

*** We had another Blackpool fog diversion in the early hours while the Air Southwest was transporting Plymouth Argyle for their match with Leeds United (Leeds actually won 2-1 !).

07 Saturday

G-WOWC	DHC-8/300	1011 1338	f/t Newquay(Swallow 520D/523E, div)
G-STRH	Boeing 737/700	1046 1415	f/t Chambery(Flystar 506A/981, div)
G-BOKA	PA-28 Warrior	1105 1744	f/t Fairoaks, n/s
OK-RBA	LET 410UVP	1300 1342	f/t Ronaldsway(Eurovan 304/5), see Manx 2
G-MGAN	Robinson R.44	1323 1420	f. Sherburn t. York, refuel
G-BYAR	Boeing 757	1505 1635	f/t Alicante(Thomson 168H/167H)
G-STRH	Boeing 737/700	1850 1948	f. Chambery(Flystar 982) t. Manchester(982P)
G-WOWA	DHC-8/300	1900 1943	f/t Plymouth(Swallow 278/932)

Air Southwest: - G-WOWE(480/481C), G-WOWC(478/9)

BMI: - G-RJXD/J operated London flights and night stopped.

Flybe: - G-JEDN(171/2), G-JEDW(729/30), G-JECS(643/4)

KLM: - PH-KLG(1543/4), PH-KZP(1547/8), PH-OFK(1551/40, n/s)

Manx 2: - Today they utilised LET 410 OK-RBA(Eurovan 304/5) on their flight.

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

***Early morning fog at Manchester resulted in a couple of diversions, however the Astreus 737 was a tactical divert as it was due to position to Leeds anyway. We should have had another, however when Airbus 300(Onur Air 4361) was on final approach he was told he would have to hold for 20 minutes due lack of fire cover. After performing a "flypast" at 2000' the pilot elected to go to Cardiff due to his fuel state!! Manx 2 used LET 410 OK-RBA on their flight, however this aircraft had operated for them before in its previous guise HA-YFG. Finally the Dash 8 G-WOWA came to collect Plymouth Argyle.

08 Sunday

CS-DNQ	Falcon 2000	1007 1216	f. Shannon(Fraction 2MF) t. Milan/Linate(2MF)
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Aer Arran: - EI-RED(684/673/672/683) **Air Southwest:** - G-WOWC(486/7)

BMI: - G-RJXG(9871) positioned from Aberdeen and n/s with G-RJXB/J. G-MIDP(9173) positioned from Manchester to operate 01J on 8/4.

Eastern: - G-MAJN operated 99Q/59Q. G-MAJG operated 45D/81D and n/s.

Flybe: - G-EMBP(173/4), G-JECL(643/4), G-JEDW(731/2), G-JEDV(733/4), G-JEDT(175/6)

Jet2: - G-CELK(074P) positioned from Manchester. G-CELB(075P) positioned to Belfast.

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

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

***Only aircraft of note was Ryanair's new 737/800 EI-DPT on its first visit.

09 Monday

G-FIBS	Squirrel	0843 0903	also 0921 0940, 1641, n/s to 11/4 1205.
G-VUEA	Citation 2	1240 1253	f/t Liverpool(Flyvue 01T), training
G-EDCJ	Citationjet	1405 0352	f. Luton(Saltyre 186), n/s t. Gibraltar(186)
G-CBAK	Robinson R.44	1734 1758	f. Isle of Man t. Towton

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

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

BMI:- G-DBCI(5JL) from Heathrow, operated all day, n/s with G-RJXB/G/J.

Eastern:- G-MAJG operated one Inverness and one Aberdeen flight.

Flybe:- G-JECP(643/4), G-JECU(731/2), G-EMBI(173/4), G-JEDK(175/6), G-JECM(733/4)

Jet2:- G-CELB(050P) returned from Belfast. G-CELU(055P) positioned to Manchester.

KLM:- PH-OFN(1543/4), PH-KZB(1547/8), PH-OFM1551/40, n/s) Manx 2:- D-CNAG x2

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

***The Bank Holiday meant that some of the scheduled flights were cancelled today.

10 Tuesday

G-ONAL King Air 200 0741 0836 f. Teesside(Goosepool 22) t. Stornaway(22)

G-PCOP King Air 200 0939 1225 f/t Glasgow

CS-DHD Citation Bravo 1032 1131 f. Nice(Fraction 1GE) t. Hamburg(1GE)

G-CDTG DA-42 Twin Star 1207 1430 f/t Liverpool

G-RAFO King Air 200 1546 ILS and overshoot(Cranwell 73)

G-MATX Pilatus PC-12 1603 1636 f. Charnery t. Goodwood

ZK452 King Air 200 1638 ILS and overshoot(Cranwell 66)

G-ONAL King Air 200 1810 1830 f. Stornaway(Goosepool 22) t. Teesside(22)

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

BMI:- G-RJXE(410/409). G-DBCI all Londons, n/s with G-RJXB/G/J.

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

Flybe:- G-JEDK(171/2), G-BRYV(729/30), G-JECP(643/4), G-JECM(731/2), G-EMBI(173/4), G-JEDW(733/4), G-JEDK(175/6)

Jet2:- G-CELU(050P) positioned back from Manchester.

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

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

*** Once again a very mundane day with the only aircraft of any note being the former BA Connect Dash 8 G-BRYV which turned up on the morning Flybe Belfast City flight.

11 Wednesday

G-FDZA Boeing 737/800 0718 1129 f. Manchester(Thomson 738P) t. Arrecife(993N)

G-BPWS Cessna 172P 1103 1251 f. Redhill t/f Blackpool(1523), n/s t. Blackpool

G-FIBS Squirrel 1633 1406 f. Sherburn(Yorkair 2), n/s t. Pateley Bridge

G-FDZA Boeing 737/800 2028 1224 f. Arrecife(TOM 994N) n/s t. Tenerife(163Q, 13/4)

HB-JIB MD90 2049 2209 f/t Malta(Fly Hello 32A/321)

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

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

BMI:- G-RJXF(410/409). G-DBCI all Londons, n/s with G-RJXB/G/J.

Eastern:- G-MAJA(59Q) to Aberdeen, swapped with G-MAJB(99Q), n/s with G-MAJG.

Flybe:- G-JEDW(729/30), G-JEDK(171/2), G-JECP(643/4), G-JECM(731/2), G-EMBI(173/4), G-JECK(175/6), G-JECU(733/4)

Jet2:- G-CELD(688P) to Birmingham, return from Stuttgart(088P)

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

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

*** Absolutely nothing of any note happened today!

12 Thursday

G-MOOO Lear Jet 45 0752 0901 f. Manchester(Neatex 1A) t. Groningen(1B)

N719EL Beechjet 400A 0816 0842 f. East Midlands t. Gamston

G-MRMR PA-31 Chieftain 0927 1553 f/t Stapleford(Lonex 467M)

N36SU Beech A.36 1030 1600 f/t Fair Oaks

G-CDTG DA-42 Twin Star 1106 1620 f/t Liverpool, also Exam 02

D-FCGH Pilatus PC-12 1138 1426 f. Koblenz t. Biggin Hill

G-DAUF Dauphin 1157 1640 f. "Devon"(Starspeed 42) t. Westland Heliport(42)

G-BXXT Be.76 Duchess 1216 ILS and overshoot, x3

EC-JQP Airbus 320 1342 1518 f/t Arrecife(Iberworld 3449/50)

G-BPWS Cessna 172P 1531 1621 f. Sandtoft t. Redhill

G-DJET DA-42 Twin Star 1607 1140 f. Bagby, n/s t. East Midlands

CS-TLT	Lear Jet 45	1717 1833	f. Faro(Omni 366) t. Jersey(366)
G-MOOO	Lear Jet 45	1723 1754	f. Groningen(Neatax 1C) t. Manchester(1D)
N719EL	Beechjet 400A	1858 1907	f. Gamston t. East Midlands

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

BMI:- G-RJXI(410/409). G-DBCI all London flights, n/s with G-RJXB/G/J.

Eastern:- G-MAJG(81D) operated to Inverness with G-MAJF(84D) on return, n/s with G-MAJA.

Flybe:- G-JECK(171/2), G-JEDM(f. Newcastle(422)/730), G-JECL(643/4), G-JEDW(731/2), G-EMBI(173/4), G-JEDJ(733/4), G-JEDM(175/6)

Jet2:- G-CELH(323) t. Belfast exchanged with G-CELE(324).

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

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

*** A much busier day with a first visit by PC-12 D-FCGH of Rhein-Mosel Flugcharter. The Lear Jet CS-DLT is operated by OMNI in PGA Express colours and the Beech 36 N36SU is owned by Zoomair Inc, based at Fair Oaks. Resident Europa G-PEGY returned from Wombledon this afternoon, after being away on long term maintenance.

13 Friday

G-ODDM	Citationjet 2	1110 1745	f/t Jersey(Hangar 839S), n/s to 15/4
N900NS	Falcon 900EASy	1128 1614	f/t Jersey
F-GPAC	King Air 200	1400 1704	f. Perpignan(DEF 15D) t. Nimes(15D)
ZK453	King Air 200	1405	ILS and overshoot(Cranwell 63)
G-FLIP	Cessna 152	1634 1652	f/t Sheffield, crew ferry for G-LFSK
PH-KZF	Fokker 70	2135 0905	f/t Amsterdam(KLM 1499/1486) n/s, div.
G-RJXM	EMB 145	2139 2230	f/t Heathrow(Midland 9WT/345, div.)
G-FDZA	Boeing 737/800	2142 2346	f. Tenerife(Thomson 164Q) t. Manchester(737P)
G-MAJT	Jetstream 41	2240 1322	f. Aberdeen(EZE 17W, div), n/s t. Bristol(062P)

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

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

BMI:- G-DBCI all Londons until G-DBCJ(8JL), n/s t. Gatwick(9861). G-RJXB(9854) t. Heathrow, G-RJXG/J n/s.

Eastern:- G-MAJF(19Q) operated to Aberdeen with G-MAJZ(29Q) on return. G-MAJA/Z stayed over the weekend.

Flybe:- G-JECP(643/4), G-JEDJ(731/2), G-EMBP(173/4, 175/6), G-JECH(733/4)

Jet2:- G-CELY(326/5) operated f/t Belfast. G-CELK(089P) positioned to Stuttgart, returning later from Birmingham(689P).

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

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

*** Early morning bad weather meant a few diversions away this morning however in the evening we compensated with two Humberside diversions inbound along with the BMI EMB 145 from Durham/Tees. The French King Air F-GPAC was a first visit and is operated by Aviation Defence Service based at Nimes. Another first visit was made by Eastern Jetstream 41 G-MAJZ.

14 Saturday

G-WUSH	Eurocopter 120B	1016 1047	f/t Aintree Race Course(Jockey 24)
G-CDSR	Lear Jet 45	1651 1737	f. Cannes(Goldair 35B0 t. Biggin Hill(35C)
G-JIVE	Hughes 369E	1717 1755	f/t Shelf
G-BYAR	Boeing 757	1719 1838	f/t Alicante(Thomson 168H/167H)
G-STRH	Boeing 737/700	1857 0829	f. Chabery(Flystar 982), n/s t. Manchester(521P)

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

BMI:- G-RJXH(8JL/01J) f/t London with a night stop.

Flybe:- G-JECK(f. Liverpool(196)/172), G-JEDL(729/30), G-JECS(643/4)

Jet2:- G-CELA(050P) positioned from Manchester, to operate 383/4 t/f Salzburg on 15/4.

KLM:- PH-OFL(1543/4), PH-WXA(1547/8), PH-OFD(1551/40, n/s)

Manx 2:- LET 410UVP OK-UBA operated as Eurovan 304/5.

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

*** Once again a very ordinary day at LBIA!

15 Sunday

N170SW	Global Express	0849 1753	f. Rogers, n/s until 17/4 to Gatwick
N900NS	Falcon 900EASy	0955 1054	f. Jersey t. Palma
G-WUSH	Eurocopter 120B	1048 1145	f. Wallasey t. Southport
G-ZAPX	Boeing 757	1230 2215	f/t Stansted(Channex 231P/2P) see notes
G-YIAN	EMB 135 Legacy	1233 1309	f. Stansted(Twin Jet 2) t. Chambery(2)
N66DN	Lear Jet 45	1303 1358	f. Biggin Hill(Bizjet 2DN) t. Newcastle(3DN)
ZG845	BN.2T Islander	1431 1529	f/t Belfast International(Armyair 595)
G-FJET	Citation 2	1644 0711	f. Stansted(Lonex 486F) t. Lydd(486F)
G-FIBS	Squirrel	1749 1829	f/t Skipton, refuel
G-OPSS	Cirrus SR.20	1908 1928	f/t Coventry

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

BMI:- G-RJXB(7JL) from Heathrow, G-RJXC(9871) positioned from Aberdeen, both night stopped with G-RJXJ. G-DBCA(9877) arrived from Heathrow, operated early evening flight, however G-DBCG did the return, n/s

Eastern:- G-MAJL(99Q/59Q) f/t Aberdeen. G-MAJZ(44D) operated to Inverness, return cancelled. G-MAJD(074P) from Humberside, n/s with G-MAJA..

Flybe:- G-EMBG(173/4), G-JECP(643/4), G-JEDT(731/2), G-JEDV(733/4), G-JEDK(175/6, via Manchester)

Jet2:- The company leased Titan Airways 757 G-ZAPX to operate t/f Barcelona(231/2). The reason for this was G-LSAH(050P/1P) went to Manchester to operate for the day. G-CELA positioned to Newcastle, meaning tonight G-CELB/D/E/K/U/V and G-LSAB/G/H were Leeds based.

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

Ryanair:- EI-DLK(152/153A), EI-DHW(15J/155)

*** Quite a hectic day for a Sunday with a mix of bizjets, including Legacy G-YIAN of Houston Jet Services and the Wal-Mart Global Express on one of its regular visits. The Titan 757 G-ZAPX was on its first visit as detailed above and was in a striking black and white scheme, while EC.120B G-WUSH was returning passengers who had enjoyed a day out at the Grand National.

16 Monday

N41AK	King Air F.90	0935 1016	f/t Glasgow
ZK451	King Air 200	1020	ILS and overshoot(Cranwell 04)
G-CTCF	DA-42 Twin Star	1252 1612	f/t Bournemouth
G-RAFO	King Air 200	1341	ILS(Cranwell 63), G-RAFP(CWL 73, 1546)

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

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

BMI:- G-RJXE(410/409), G-DBCG London flights:- G-DBCG(01J/4JL/2LJ/7JL/5LJ), G-RJXI(5JL/9113 positioning to Heathrow), G-DBCE(8JL, n/s). G-RJXB/C/J also n/s.

Eastern:- G-MAJA/D operated all flights and n/s with G-MAJZ..

Flybe:- G-JEDV(729/30, 733/4), G-JECK(171/2), G-JECP(643/643A) exchanged in Aberdeen with G-JECH(644L/644), G-JEDT(731/2), G-EMBG(173/4), G-JEDM(175/6)

Jet2:- G-CELE(Baby 9513/4) t/f East Midlands on loan to BMI Baby. G-CELK(205) exchanged in Amsterdam with G-CELS(206).

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

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

*** No notable visitors, however resident Duke N322RJ finally left to new owners at Coventry.

17 Tuesday

EI-REX	Lear Jet 60	0816 1050	f. Dublin(Highflyer 60A) n/s, 20/4 t. Luton(60A)
G-JIVE	Hughes 369E	1246 1304	f. Shelf t. Northallerton
ZK453	King Air 200	1414	ILS(Cranwell 68), ZK451(CWL 64, 1541)
G-CBVI	Robinson R.44	1626 1715	f. Nunmonkton t. York
N666AS	Columbia 400	1713 1453	f/t Uelzen, n/s until 19/4
G-SPOR	King Air B.200	1732 2208	f/t Southend

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

BMI:- G-RJXF(410/409). G-DBCE operated morning Londons, G-RJXM(5JL/4LJ), G-DBCI(7JL/5LJ), G-DBCJ(8JL, n/s). G-RJXB/C/J also night stopped.

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

Flybe:- G-EMBU(171/2), G-JEDT(729/30), G-JECO(643/4), G-JEDV(731/2), G-JEDR(733/4), G-JEDU(175/6)

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

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

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

***The semi-resident PA-28 G-LFSK once again arrived for training along with C.152 G-FLOP. An interesting visitor today was the Lancair LC.41-550FG, Columbia 400 N666AS which arrived from Uelzen, in the former E. Germany.

18 Wednesday

G-FDZA	Boeing 737/800	0644 1130	f. Manchester(Thomson 738P) t. Arrecife(993N)
CS-DFU	Citation XLS	0842 1020	f. Farnborough(Fraction 6ZU) t. Riechenbach(6ZU)
OY-CYV	Citation 2	0935 2134	f/t Tirstrup(Norflyng 033/4), n/s
N66DN	Lear Jet 45	1039 1132	f. Luton(1DN) t. Filton(2DN), return 1700/1724
ZK452	King Air 200	1306	ILS(Cranwell 64), ZK451(CWL 71, 1354)
G-SOBI	PA-28 Archer	1414 1511	f/t Durham/Tees
G-BJVT	Cessna F.152	1445 1524	f. Durham/Tees t. Newcastle
CS-DXN	Citation XLS	1922 0821	f. Le Bourget(Fraction 6BR), n/s t. Beziers(316G)
G-FDZA	Boeing 737/800	2037 1222	f. Arrecife(TOM 994N), n/s t. Tenerife(163Q, 20/4)

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

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

BMI:- G-RJXG(410/409), G-DBCJ all Londons, n/s with G-RJXB/C/J.

Eastern:- G-MAJA/D operated all day, however G-MAJZ(99Q) replaced 'JA and n/s with 'JD.

Flybe:- G-JEDW(729/30), G-JEDM(171/2), G-JECO(643/4), G-JECE(731/2), G-EMBG(173/4), G-JEDR(733/4), G-JEDJ(175/6)

Jet2:- G-CELG(068P) positioned to Manchester this morning.

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

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

***Nothing earth shattering happened today, however the North Flying Citation OY-CYV was a pleasant change. Resident T.67 G-OPUB, which has been languishing in the hangar for quite some time departed to Kirkbymoorside, possibly for maintenance?

19 Thursday

ZK453	King Air 200	1056	ILS and overshoot(Cranwell 04)
G-AMRA	Douglas DC-3	1122 1747	f/t Coventry, n/s until 22/4
EC-IMU	Airbus 320	1340 1511	f/t Arrecife(Iberworld 3449/3550)
G-CDXK	DA-42 Twin Star	1354 0906	f. Turweston, n/s to 21/4 t. Cranfield
G-INTO	Pilatus PC-12	1724 1744	f. Newcastle(Skydrift 842) t. Denham(842)
D-CTEC	Citationjet 2	1951 1008	f. Mannheim(Global Jet 802B) n/s t. Palma(802B)

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

BMI:- G-RJXF(410/409). G-DBCJ all London flights, n/s with G-RJXB/C/J.

Eastern:- G-MAJA/D operated all flights and night stopped.

Flybe:- G-JEDR(729/30), G-JECK(171/2), G-JECI(643/4), G-JECE(731/2), G-EMBG(173/4), G-JEDM(175/6), G-JEDV(733/4)

Jet2:- Here we go, G-CELE(323) exchanged in Belfast with G-CELEH(324), 'LH operated to Paris and Amsterdam(205) where it was swapped with G-CELEK(206). G-CELU(195) to Prague with G-CELF(196) doing return trip. G-CELG (069P) positioned from Manchester. G-LSAG(050P) positioned from Manchester having diverted there last night with flap problems. This means night stopping tonight, G-CELEB/D/F/G/K/S, G-LSAB/G/H!

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

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

***The Air Atlantic Dakota G-AMRA was based here to carry out local pleasure flights and will be back later in the year. Citationjet D-CTEC of WM Aero Service was on its first visit.

20 Friday

LX-PMR	Premier 1	0741 0828	f. Luxembourg(Ballistic 20A) t. Nice(20B)
N41AK	King Air F.90	0820 1353	f. Inverness t. Glasgow
G-BOGO	PA-32R Saratoga	1017 1721	f/t Biggin Hill
G-PWNS	Citationjet	1038 1746	f/t Jersey(Hangar 851S/856S), n/s to 23/4

N900NS	Falcon 900EASy	1210 1849	f. Palma, n/s to 22/4 t. Biggin Hill
G-BJHB	Mooney M.20J	1731 1748	f. Wycombe Air Park, n/s t. Coventry
G-INTO	Pilatus PC-12	2023 2044	f. Oxford(Skydrift 843) t. Norwich(843)
G-FDZA	Boeing 737/800	2155 2305	f. Tenerife(Thomson 164Q) t. Manchester(737P)

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

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

BMI:- G-RJXO(410/409), G-DBCJ all Londons then t. Birmingham(9641), G-RJXC(9854) positioned to Heathrow, leaving G-RJXB/J night stopping.

Eastern:- G-MAJD(59Q) swapped in Aberdeen with G-MAJB(99Q), G-MAJA/B n/s.

Flybe:- G-JECM(729/30), G-JECK(171/2), G-JEDO(643/4), G-JEDW(731/2), G-EMBG(173/4), G-JEDP(733/4), G-JEDM(175/6)

Jet2:- G-CELY(326/5) operated f/t Belfast

KLM:- PH-OFM(1544/5), PH-OFA(1547/8), PH-OFK(1551/40, n/s) Manx 2:- D-CNAG x2

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

***Premier 1 LX-PMR of Premier has not visited for some time while Citationjet G-PWNS is the latest addition to the Hangar 8 fleet at Oxford and was a first visit. Semi-resident Cessna 152 G-FLOP returned from Full Sutton this afternoon and was still present at the end of the month.

21 Saturday

CS-DRJ	Hawker 800XPi	1010 1125	f. Moscow/Vnukovo(Fraction 1134) t. Luton(7LY)
ZG848	BN.2T Islander	1143 1214	f/t Belfast International(Armayair 598)
CS-DNT	Hawker 800XP	1340 1501	f. Luton(Fraction 8RL) t. Zurich(920H)
G-BYAR	Boeing 757	1440 1705	f/t Alicante(Thomson 168H/167H)
G-AWNT	BN.2 Islander	2146 0645	f/t Norwich(Silver 20) n/s, flying during night.

Air Southwest:- G-WOWB(480/1), G-WOWC(478/9), G-WOWE(01P/02P)

BMI:- G-DBCJ(9642) positioned back from Birmingham, n/s. G-RJXN(8JL/01J, n/s)

Flybe:- G-JECM(729/172), G-JEDT(171/730), note these aircraft swapped over flights. G-JEDO(643/4)

Jet2:- G-CELF(032P) positioned to Manchester.

Manx 2:- For a change we had LET 410UVP OK-UBA(Vannair 304/5)

KLM:- PH-OFN(1543/4), PH-JCH(1547/8), PH-OFM(1551/40, n/s)

Ryanair:- EI-DHZ(152/153A), EI-CSE(15J/155)

*** A couple of Islanders today, one from the Army Air Corps and the other of Sterling Aviation. G-AWNT used to be based at Leeds in the late 60's when operated by BKS Air Survey and while it was here it carried out a local "task" during the night(Big Brother is watching!).

22 Sunday

G-JETO	Citation 2	0922 1026	f. Birmingham(Airtax 834P) t. Copenhagen(834)
OE-HPZ	Challenger 300	1206 0826	f. Chambery(Jet Man. 419), n/s t. Beograd(419)
HB-JIB	MD-90	1228 1327	f/t Malta(Fly Hello 32 E/321)
CS-DFU	Citation XLS	1301 1414	f. Milan/Linate(Fraction 6ZU) t. Nice(6ZU)
G-JETO	Citation 2	1841 1916	f. Copenhagen(Airtax 835) t. Birmingham(835P)

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

BMI:- G-RJXN(4JL/2LJ), G-RJXI(7JL) then operated to Glasgow(3XV) and swapped with G-RJXO(3VX), which night stopped with G-RJXG(9871, f. Aberdeen) and G-RJXJ. G-DBCJ(8JL), n/s.

Eastern:- G-MAJP(99Q/59Q) f/t Aberdeen. G-MAJA/B n/s.

Flybe:- G-EMBP(173/4), G-JECH(643/4), G-JEDW(731/2), G-JEDP(733/4), 175/6 cancelled

KLM:- PH-OFN(1543/4), PH-KZI(1547/8), PH-KLG(1551/40, n/s) Manx 2:- No flight

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

***The star visitor today was Challenger 300 OE-HPZ, which is in a striking red and white scheme. The aircraft owned by International Jet Management went to Beograd in Serbia and Montenegro. At 1255 a Spitfire and Hurricane of the Battle of Britain Memorial Flights did a low "beat-up" enroute to a flypast at Skipton.

23 Monday

N64VB	Be.58 Baron	0734 0805	f. Sleaf t. Denham
N109TK	Agusta A.109C	0949 0048	f/t Chorley, n/s to 4/5, see notes
G-ZIZI	Citationjet	1144 1734	f/t Guernsey
ZK454	King Air 200	1152	ILS(Cranwell 19), ZK452(CWL 63, 1616)

LX-PMR Premier 1 1715 1751 f. Nice(Ballistic 23B) t. Luxemburg(23C)
 OY-JRO King Air B.90 2142 2215 f. Bergen(High Tide 916P) t. Southend(900P)

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

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

BMI:- G-RJXK(410/409), G-DBCJ all Londons, n/s with G-RJXG/J/O

Eastern:- G-MAJA/B operated all flights and n/s.

Flybe:- G-JEDV(729/176A, operated last nights outbound Southampton!), G-JECK(171/2), G-JECO(643/4), G-JEDW(731/2), G-EMBG(173/4), G-JEDV(733/4), G-JECN(175/6)

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

Ryanair:- EI-DPS(152/153A), EI-DPH(152/15J), EI-DPS(156/15N)

*** The A.109C N109TK arrived for maintenance with Multiflight and carried out an Air Test, just after midnight on 4/5 before heading home to Chorley. King Air OY-JRO of Trans Euro Air was a fuel stop diversion.

24 Tuesday

G-RAFP King Air 200 1044 ILS and Overshoot(Cranwell 61)

G-CTCG DA-42 Twin Star 1334 3x ILS and overshoot

G-LSAI Boeing 757 1239 Res. f. Southend(Channex 050P), see Jet2

ZK452 King Air 200 1326 ILS(Cranwell 64), ZK452(CWL 75, ILS)

OE-GZK Citation XLS 1555 1918 f. Cologne(Jet Alliance 566) t. Wien(566)

G-RXVH Cessna 182T 1702 0734 f. Newcastle, n/s to 6/5, t. Lydd

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

BMI:- G-RJXK(410/409). G-DBCJ all Londons, n/s with G-RJXG/J/O.

Eastern:- G-MAJB operated 19Q/29Q, then to Ronaldsway(021P). G-MAJD(024P) f. Aberdeen, n/s with G-MAJA.

Flybe:- G-JEDP(729/30), G-JECK(171/2), G-JECO(643/4), G-JEDV(731/2), G-EMBG(173/4), G-JECN(175/6), G-JECP(266 f. Doncaster/734)

Jet2:- The last of the former Chinese 757s G-LSAI was finally delivered today and is resident.

KLM:- PH-KLD(1543/4), PH-KZB(1547/8), PH-OFI(1551/40, n/s)

Manx 2:- D-CNAG operated the morning flight, however in the evening it turned back on the outbound flight due bad weather and night stopped.

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

***The Jet2 757 G-LSAI was finally delivered today and is expected to remain Leeds based with its two compatriots. Cessna 182T G-RXVH arrived for a couple of weeks maintenance with Multiflight.

25 Wednesday

VP-BKZ Gulfstream 5 0828 1945 f/t Geneva

N57MT Cessna T.303 0909 1528 f/t Guernsey

G-GFCD PA-34 Seneca 0927 1525 f/t Blackburne

D-ITAN Citationjet 0949 1105 f. Nice t. Speyer

XW219 Puma 1145 1240 f. Leuchars(Vortex 357) t. Benson(357)

D-BADC Dornier 328J 1209 1317 f. Shannon(Aero Dienst 2065) t. Dusseldorf(2065)

G-BYZA Twin Squirrel 1308 1344 f/t Silsden(Omega 08)

G-CTCG DA-42 Twin Star 1327 ILS and Overshoot

N661KK PA-28 Archer 1334 1619 f. Fair Oaks t. Cumbernauld

ZK450 King Air 200 1509 ILS and Overshoot(Cranwell 64)

G-FDZA Boeing 737/800 2055 1437 f. Arrecife(TOM 994N) n/s, t. Manchester(7643)

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

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

BMI:- G-RJXK(410/409), London flights all G-DBCJ, n/s with G-RJXG/J/O.

Eastern:- G-MAJA/D operated all flights and night stopped.

Flybe:- G-JEDV(729/30), G-JECK(171/2), G-JECO(643/4), G-JECE(731/2), G-EMBG(173/4), G-JEDP(733/4), G-JECN(175/6)

KLM:- PH-KLI(1543/4), PH-KZL(1547/8), PH-OFN(1551/40, n/s)

Manx 2:- D-CNAG(302) operated to IOM following a night stop with an extra flight operated by LET 410 OK-UBA (310/311). D-CNAG then did evening rotation.

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

***Quite a varied and interesting day with probably the star being the Aero Dienst Dornier 328Jet in a very bright overall yellow scheme. The Gulfstream 5 VP-BKZ is operated by the Vanguard Group, based at Birmingham while Citationjet D-ITAN is a regular at Doncaster. Cessna 303 N57MT is operated by Flying Dog Inc. based in Guernsey and PA-28 N661KK lives at Fair Oaks. Finally, the RAF Puma dropped in for fuel.

26 Thursday

HB-IGX	Falcon 900EX	0738 0819	f. Philipsburg(Dasna 901) t. Biggin Hill(901)
G-JIVE	Hughes 369E	0906 0940	f. Shelf t. Wolverhampton, return 1542/1547
G-RAFO	King Air 200	1213	ILS and Overshoot(Cranwell 60)
G-FIBS	Squirrel	1240 1306	f. Skipton t. Stafford
EC-IMU	Airbus 320	1329 1456	f/t Arrecife(Iberworld 3449/3450)
G-BPKM	PA-28 Warrior	1554 1637	f. Durham/Tees t. Newcastle
CS-DFV	Citation XLS	1801 1146	f. Malaga(Fraction 6EZ) n/s, t. Alicante(6EZ)
G-FZDA	Boeing 737/800	2206 1219	f. Gatwick(Thomson 7654) n/s, t. Tenerife(163Q)

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

BMI:- G-RJXK(410/409). G-DBCJ all Heathrows, n/s with G-RJXG/J/O.

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

Flybe:- G-JEDP(729/30), G-JECK(171/2), G-JECH(643/4), G-JEDL(731/2), G-EMBG(173/4), G-JECE(733/4), G-JECN(175/6)

Jet2:- G-CELU(195) to Prague with G-CELU(196) operating return.

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

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

*** Only visitor of note today was Falcon 900EX HB-IGX, which arrived from Philipsburg/Princess Juliana International in the Dutch Antilles.

27 Friday

N191ME	Cessna T.206H	0930 0953	f. Oxford t. Bagby, return 1838/1859
N900NS	Falcon 900EASy	1038 1451	f/t Jersey
N40GD	Cirrus SR.22	1233 1428	f. Elstree t. Dundee, return 1644/1654
G-OECM	Commander 114B	1917 1314	f/t Carlisle, n/s to 4/5, maintenance
G-FZDA	Boeing 737/800	2154 2313	f. Tenerife (TOM 164Q) t. Manchester(734P)

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

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

BMI:- G-RJXK(410/409). G-DBCJ all Londons except G-DBCK(8JL) which night stopped, t. Heathrow(9661). G-RJXG(9854) to Heathrow, leaving G-RJXJ/O overnighting.

Eastern:- G-MAJA(19Q) swapped in Aberdeen with G-MAJI(29Q), n/s with G-MAJB.

Flybe:- G-JEDV(729/30), G-JECK(171/2), G-JECH(643/4), G-JEDP(731/2), G-EMBG(173/4), G-JEDV(733/4, via Doncaster) G-JEDT(175/6).

Jet2:- G-CELY(326/5) f/t Belfast.

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

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

*** Pretty run of the mill but it was nice to see a couple of locally based singles, N191ME which is a new resident at Bagby and Sherburn based N40GD.

28 Saturday

G-PWNS	Citationjet	1015 1656	f/t Jersey(Hangar 824S) n/s to 30/4
N66DN	Lear Jet 45	1017 1123	f. Luton(Bizjet 1DN) t. Le Bourget(2DN)
G-FRYL	Premier 1	1113 1717	f/t Manston(Manhattan 44B)
G-JIVE	Hughes 369E	1138 1223	f. Shelf t. Ripon, return 1721/1728
G-BYAF	Boeing 757	1501 1647	f/t Alicante(Thomson 168H/167H)
N54JC	Challenger 601	1834 1901	f. Farnborough t. Newquay

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

BMI:- G-RJXI(8JL/01J) arrived from Heathrow and n/s with G-RJXJ.

Flybe:- G-JEDW(729/30), G-JECK(171/2), G-JECS(643/4)

KLM:- PH-KLI(1543/4), PH-KZO(1547/8), PH-KZH(1551/40, n/s)

Manx 2:- Today's flight operated by LET 410UVP OK-UBA.

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

***Nothing outstanding today but Challenger N54JC, which is a regular visitor to Doncaster was on its first visit here.

29 Sunday

G-JIVE	Hughes 369E	0854 0858	f. Shelf t. Devonshire Arms, also 1023/1050
N40GD	Cirrus SR.22	1048 1113	f. Sherburn t. Dundee, return 1347/1400
N900NS	Falcon 900EASy	1202 1916	f/t Jersey
HB-JIB	MD-90	1214 1309	f/t Malta(Fly Hello 32E/321)
N66DN	Lear Jet 45	1553 1630	f. Le Bourget(Bizjet 1DN) t. Luton(2DN)
G-FIBS	Squirrel	1735 1758	f/t Skipton

Aer Arran:- EI-REE(684/673/672/684) Air Southwest:- G-WOWD(486/7)

BMI:- A.321 G-MIDC positioned from Monastir as Nouvelair 051P, t. Heathrow(5LJ)! G-RJXE(7JL) f. Heathrow, G-RJXG(9871) f. Aberdeen, both n/s with G-RJXJ and G-DBCI(8JL).

Eastern:- G-MAJV(99Q/59Q), f/t Aberdeen. G-MAJB/I both n/s.

Flybe:- G-JECH(643/4), G-JEDV(731/2), G-JEDM(171/2), G-JECE(733/4), G-JECV(175/6)

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

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

*** The only visitor of note was Flybe Dash 8/400 G-JECV, making its first visit.

30 Monday

G-INTO	Pilatus PC-12	0850 0906	f. Norwich(Skydrift 848) t. Glasgow(848)
G-AYGD	Jodel DR.1050	0931 1522	f. Barnoldswick(?) t. Oaksey Park
N403CM	Citation Mustang	1309 1641	f. Blackpool t. Farnborough
G-SCIP	TB.20 Trinidad	1456 1805	f. Barton t. Welshpool
G-INTO	Pilatus PC-12	1534 1550	f. Glasgow(Skydrift 848) t. Norwich(848)
G-FIBS	Squirrel	1542 1601	f. York t. Skipton, return and n/s to 9/5.
ZG848	BN.2T Islander	1809 1842	f. Bembridge(Armyair 590) t. Belfast(590)

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

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

BMI:- Eastern Airways SAAB 2000 G-CDEB(9112) positioned from Norwich and will be based at Leeds all through May operating in place of one of the based EMB 145s. A.320 G-MIDU(9813) positioned from Heathrow ready to commence the IT operations tomorrow morning. G-RJXK(410/409). G-RJXG(9111) positioned to Heathrow leaving G-RJXE/J to night stop with G-DBCI, which operated all London flights.

Eastern:- G-MAJB(81D) operated to Inverness with G-MAJJ(84D) the return, n/s with G-MAJI.

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

Jet2:- G-CELI(050P) arrived from Manchester and G-CELX(051E) returned from Tel Aviv, where it had been on major overhaul, making the Leeds fleet G-CELB/D/G/I/S/U/X and G-LSAB/G/H/I.

KLM:- PH-OFB(1543/4), PH-WXC(1547/8), PH-OFL(1551/40, n/s)

Manx 2:- LET 410 OK-UBA operated the morning rotation, Metroliner D-CSAL the pm flight.

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

*** We had a first visit of type to end the month in the shape of Cessna 510 Citation Mustang N403CM, which is the company demonstrator. This new type is the smallest of the Citation family, being a 7 seater. From new to old and we don't see many Jodels at LBIA these days so G-AYDG was a pleasant surprise, however this aircraft caused a problem being logged inbound from Barnoldswick, where I don't think there is an airfield!(Unless any of you know anything different?).

Trevor Smith



LEEDS BRADFORD AIRLINE REPORT APRIL 2007

INBOUND DIVERSIONS

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

REGULAR FLIGHTS

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

OTHER FLIGHTS

01	G-EMBP	E145	BEE173/174	f/t Southampton	Lieu DH8 * +2 *
02	G-EMBI	E145	BEE173/174	f/t Southampton	Lieu DH8 * +9 *
02	G-FBEB	E195	BEE175/176	Southampton - Newcastle	Lieu DH8
03	G-ZAPU	B752	EXS257P/257	Stansted - Palma	Lieu EXS B752 * +3 *
04	G-DBCK	A319	BMA4JL/2LJ	f/t Heathrow	-
05	EI-DPS	B738	RYR152/153A	f/t Dublin	-
05	EI-DPO	B738	RYR154/155	f/t Dublin	-
07	OK-RDA	L410	VAA304/305	f/t Isle of Man	Ex HA-YFG
08	EI-DPT	B738	RYR152/153A	f/t Dublin	-
10	G-BRYV	DH8	BEE729/730	f/t Belfast City	-
13	G-MAJZ	JS41	EZE29Q/39Q	f/t Aberdeen	-
14	OK-UBA	L410	VAA304/305	f/t Isle of Man	-
15	G-ZAPX	B752	EXS231P/231	Stansted - Barcelona	Lieu EXS B752 * +1 *
15	G-EMBG	E145	BEE173/174	f/t Southampton	Lieu DH8 * +7 *
15	G-YIAN	E135	TWJ2	Stansted - Paris Le Bourget	Executive
16	G-CELE	B733	BMI9513/9514	t/f East Midlands	Sub-charter for BMI
17	G-EMBU	E145	BEE171/172	f/t Southampton	Lieu DH8
19	G-AMRA	DC3	-	Coventry - Local	Passenger Charter * +9 *
21	OK-UBA	L410	VAA304/305	f/t Isle of Man	-
24	G-LSAI	B752	EXS050P/231	Southend - n/s- Barcelona	Delivery
25	OK-UBA	L410	VAA310/311	f/t Isle of Man	-
25	D-BADC	J328	ADN2065	Shannon - Dusseldorf	Medivac
28	OK-UBA	L410	VAA304/305	f/t Isle of Man	-
29	G-MIDC	A321	LBT051F/BMA5LJ	Monastir - Heathrow	Lieu A319
30	OK-UBA	L410	VAA300/301	f/t Isle of Man	-
30	G-CDEB	SB20	BMA9112/1VX	Norwich - n/s- Glasgow	Lieu BMA E145

MILITARY AVIATION



MILITARY NEWS

RNAS Veteran Visits FAA Museum

Henry Allingham, aged 110, a veteran of the Royal Naval Air Service from 1915 and sole survivor of the 1916 Battle of Jutland, visited the Fleet Air Arm Museum at RNAS Culdrose recently, to add his memories to the Museum's recorded reminiscence archive.

Mr Allingham served in the Seaplane carrier HMS "Brooklasby" and the armed trawler HMS "Kingfisher", which carried a seaplane, before being posted to 12 Squadron RNAS where he worked on Sopwith Pups, Triplanes and Camels. He holds the War Medal, the Victory Medal and the French Legion d'Honneur. The French Government awarded the latter to all British survivors of World War I in 2004, to mark the 90th anniversary of the outbreak of World War I, in recognition of the contribution of British Servicemen and women to the defence of France 1914 to 1918.

Credit: General Aviation: The Magazine of AOPA

Helicopters at RAF Benson

RAF Benson now 'houses' two squadrons of The Joint Helicopter Command: 28 Squadron and 33 Squadron.

28 Squadron now operates Merlin HC3s in the multi-role helicopter function.

33 Squadron operates Puma HC1s, mainly providing support for the Army.

Credit: Air Mail: the magazine of the Royal Air Forces Association

Current Review

From 1 April, the RAF's two remaining Commands, Personnel & Training and Strike, were merged into a single Command entitled Air Command, with headquarters at High Wycombe.

In an effort to solve the RAF's shortage of battlefield helicopters, the Government has announced that the RAF will receive six ex-Danish Merlins, which will be available for service within twelve months. These six additional Merlins will be known as HC3a. As part of the agreement, Denmark will receive six new Merlins from Yeovil, as replacements. The Government announcement also stated that work will commence on converting eight Chinook HC3s to the new avionics system.

The MOD is planning to purchase an additional three C-17 Globemasters to add to the recent acquisition of a fifth Globemaster.

Credit: Military Aviation Review

Please send any information for inclusion in Military News to:

Eric Martin, 11 Penn Drive, LIVERSEDGE, West Yorkshire, WF15 8DB. Tel: 01274 873336

Eric Martin

MYTRAVEL AVIATION ENTHUSIASTS DAY

14 January 2007 was the day Martin Zapletal, Steve Lord and myself had our Christmas/New Year treat. MyTravel in conjunction with Omega Holidays arranged a whole day, including a flight, for aviation enthusiasts, visiting the MyTravel/Boeing training centre and the MyTravel Hangar at the Airport.



For information, MyTravel Airways started operations in 1991 as Airtours International and now have of 21 aircraft consisting of A320, A321, A330, and Boeing 767's.

My day started at 09:15 at the MyTravel/Alteon (Boeing) training centre at Cheadle near Manchester. This training centre is the best equipped training centre in Northern England and they offer these facilities to third parties (other airlines and colleges).

The first part was visiting the Cabin Crew training facility. Firstly we entered a fully moveable mockup of an aircraft. There was an

A320 Main Door, a B757 door position (they were waiting for a new one as it had worn out), and various other A320 emergency doors, seating and galley arrangements. There were about 10 rows of seats and the instructors explained its use. They then turned on the smoke and declared an Emergency. We were shouted at, and I was the first one out. I hope I never have to do it for real. We then had a look at mock-ups of the B767 and DC-10. Finally in this facility is a full size emergency slide from an Airbus A330 and a mockup fuselage at the correct height. What a long way down it is! One the instructors demonstrated how to do it!

The next part was a talk presentation on Cabin Crew Flightdeck training. One of the cabin crew exams is to be able to state where about 70 different items are stored on the aircraft. Some crews are trained on four different types and the pass rate is 100%. Retraining takes place regularly for all crew, in order to improve safety.

The next talk was about fire-fighting on board an aircraft. There was an explanation of the type of fire extinguishers used. In fact Halon 1211 (BCF) is now only allowed in certain industries (e.g. Aircraft) as it is full of CFC's but is so good and used so little it is still the best product to use. We then had a real demonstration on how to put out a fire in the cabin.

It was now lunch time and a cold buffet was provided. We only just had time to eat it, before being bused to the airport.

220 of us now had to queue at security all the way back into the main concourse of Terminal 1. The queue moved very slowly so finally we had to be fast tracked through to the front, so we didn't miss the flight. The flight was on a MyTravel Airbus A321 (G-SMTJ), with two captains in the front seats, and Captain Mike Newall (Ex Capital pilot at LBIA!) did a running commentary throughout the flight. Also the ATC was fed into the public address system on board. Our



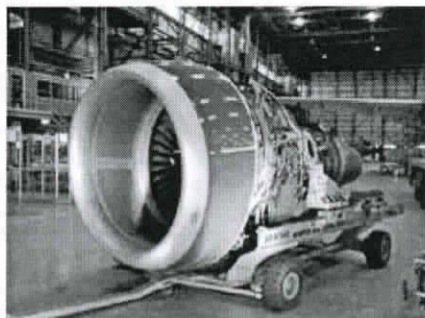


flightplan was to Liverpool airport, where we were to do a 'missed approach' (also known as a Go Around). Mike Newall explained that when we were just 200 feet from the runway and about to land, we would put on the power and take off again without touching the ground. I don't know if anyone has experienced this before for real, but it was an amazing experience and we were *expecting* it to happen! The power is just breathtaking.

After 45 minutes in the air we again landed at Manchester and taxied to a remote stand and waited for the steps. Just departing Manchester was a Cathay Pacific 747 freighter down to the bear metal

instead of being painted. Apparently this saves money as there is less weight being carried.

We then departed to the MyTravel Hangar Offices where we had some fascinating talks on Flight Operations, Flight Planning, and Crew Rostering. An explanation of 'Flight Explorer' was given whereby MyTravel operations staff can see the exact location of their aircraft whilst in flight. One other point worth mentioning is that MyTravel is now, by far, the most punctual charter airline. We were then taken to the inside of the actual hangar and had a very interesting talk/presentation on MyTravel Engineering and engine management. We were then allowed to have a look around the hangar. Within the hangar was a Boeing 767-200 (G-SJET) of Silverjet who are about to start operations from Luton Airport, to the U.S.A. They are a business only airline and the aircraft now has only 100 seats. Also in the hangar was a Thomas Cook Airbus A320 G-BXKD, which had apparently suffered the heaviest landing EVER of an Airbus aircraft and survived. It was on jacks and has had its undercarriage removed and is being inspected by Airbus engineers from Toulouse.



Time was running on and we arrived back at the Cheadle training centre at 18:45, some 45 minutes behind schedule. Earlier in the day I had entered a raffle to win a go down the emergency slide in the training centre. Unfortunately (or perhaps fortunately) I wasn't one of the lucky ones.

I must say that the day was an excellent one-off occasion that I thoroughly enjoyed and the organisation and friendliness of all the MyTravel staff was absolutely superb. They were very happy to talk and answer your questions, a fantastic opportunity for people who want to work within the Aviation Industry.

Alan Sinfield
(TAS and Air Yorkshire Member)

Martin Zapletal (Air Yorkshire Member)

Steve Lord (Air Yorkshire Member)

www.airyorkshire.org.uk



VINTAGE PLEASURE FLIGHT AT LEEDS BRADFORD AIRPORT

'Unique pleasure flight operator - Air Atlantique Classic Flight are giving the people of Yorkshire the chance of an unforgettable experience from 19th to 22nd April by offering pleasure flights from Leeds Bradford Airport in a vintage DC-3 Dakota aircraft...' When I read these lines at LBIA official website I already knew that I will fly. I could not miss this fantastic opportunity to have a flight in the legendary Douglas DC-3 Dakota. I arrived at Leeds Bradford Airport well in advance on the 22 April, you never know and it would be a disaster to miss such a flight. I met with Steve Lord at the check-in number 20. We got through the security check and stopped at the Food Village to do some plane spotting and have a chat about planes, of course that our main interest was focused on DC-3. Our flight was delayed about an hour and a half so we had a plenty of time and watched the passengers of Jet2 to Paris and Rome getting on board. Both flights seemed to us ridiculously empty, well the one to Paris was slightly better. The weather was not very good, but we were lucky as the Thursday's flights were cancelled on DC-3 due to a strong crosswind.

Finally we heard our flight being called out and a bus carried us to the far end where the stand number 18 is. We had a couple of minutes to take some pictures before getting on board. A really nice stewardess Nicole welcomed us on board together with Captain Jon Gowdy. I climbed aboard up the slope of this tail dragger and found myself sitting next to Steve at the front of the aircraft, the second row on the starboard to be more precise. What was surprising to us was that the door to cockpit was open, and remained open for the rest of our flight which made the flight much more interesting as we could see what the pilots do. It was very relaxing as it used to be when flying was glamorous and safer (without any terrorist threat and drunk and abusive passengers). As we were taxiing Nicole briefed us about safety procedures - especially where the emergency exits are, lifejackets were to no use for us and she gave everybody a candy which was very kind and it reminded me the times when I was a kid. I always got a candy prior to take offs in the Tupolev's and Ilyushin's. We could hear the P&W Twin wasp radials engines roaring and couple of minutes latter at 1134 we were getting airborne. We did the right turn off RWY 32 towards Harrogate. It was a little bit bumpy right at the beginning of the initial climb, but really good.

The flight was very exciting but very short as well. It was raining but nothing could spoil our flight. Twenty minutes were over and at 11:49 we were approaching Leeds Bradford from the Northwest to land back at RWY 32. You can clearly hear the tyres touching the ground; those who were doing plane spotting around know what I mean. Back on our stand, but before we said goodbye to our 'old' grand Dakota we got the chance to see the flight deck and have a quick chat with both Captains. I asked Captain Jon Corley how long he has been flying on it. He replied that he has been flying this type for two years and enjoyed every single minute of it, well no wonder. We then had over ten minutes for taking pictures and talking to the crew before the bus took us back to the terminal and we were 'ordinary' passengers again not recognisable from those who were just about to get airborne on the more common planes. For me, and I am sure for Steve as well, it was another pleasant time at LBIA to remember.

Let me Thank You our Crew - Captain Jon Corley (Chief pilot), Captain Jon Gowdy (Staff pilot) and stewardess Nicole Marques for making such a memorable flight and pleasant experience and also to Steve Lord and Zoë Fisher who helped me to specify some information.

Martin Zapletal



Captain Jon Gowdy waving Hello!
Martin Zapletal



Bombardier CRJ900 D-ACKF Lufthansa Regional
 Praha Ruzyně International Airport 31 March 2007
Jiri Zapletal



DAVE DOES DUSSELDORF

Some of you will have heard of *Debbie Does Dallas*, well this is my version, *Dave Does Düsseldorf*!

This year for the "Lads' Weekend" away we nominated Düsseldorf as our destination. This was after a successful visit by Harry Morrow and Mark Winterbourne last year, who returned full of enthusiasm about the superb viewing facilities at this German Airport.

Jet2 were very slow in opening their website for LBA-Düsseldorf for the Summer 07 programme. We were finally able to book in mid-January, Düsseldorf being one of the last destinations from LBA to be opened for Summer 07 bookings.

The cost was just over £80 each, which is more than I normally like to pay for a "mission" into mainland Europe; however, Harry once again explained the virtues and eight of us took the plunge and the flights were booked.

Friday the 13th April arrived and seven of us managed to meet as agreed at the Jet2 Check In Area entrance at 16:15. As usual one member of the group was late, as is always his way (no name mentioned for legal reasons - but you know who you are!).

Check In was completed without major delay, and certain members of "The Mission" were soon in departures sampling the beer.

Our steed for the outbound journey turned out to be G-CELV "Jet2 Amsterdam", which is just what I had done, on this very machine, back in 2003.

We launched off 14, on a Lamix 1 X Ray departure, passing by Eggborough Power Station before losing contact with the ground due to hazy cloud.

Fifty-six minutes later, after passing the LTU stadium, which is located, with large LTU logos on the side about a mile down the approach, we touched down on Düsseldorf's runway 05 Left. This runway is the furthest from the terminal, and does not have any turn offs, so all landings have to "roll to the end". At 9000 feet long, this gave the crew the opportunity to float along for a greaser landing and allow the aircraft to roll to a taxi speed without the use of thrust reverses, a little different from the Boeing 737 landings many of us are used to at Leeds/Bradford.

On the taxi in we passed the LTU maintenance hanger. Parked outside were two Air Madrid A.330's EC-IYB and EC-IYN. Next to them were two Sichaun Airlines A.320's, B-6170 and B-6171. It is rumoured that the two Air Madrid A.330's are also destined for Sichaun Airlines as the two A.319's were formally with this airline.

We parked on a remote stand, but were, with typical German efficiency, bussed to arrivals, passing through passport control and collecting our bags without delay. The viewing areas close at 21:00, and it was now 20:30. Led by Harry we made our way to the terminal viewing area, where Harry did a splendid job of negotiating on our behalf free admission. The basis of his argument was the area would close in less than half an hour and we would be paying both tomorrow and on Sunday for admission. The ticket attendant smiled, shook his head in disbelief, but waved us through!

From here we note the following of interest: EP-MHG A.300 Mahan Air, LN-KKT Boeing 737 Norwegian, I-EXML EMB-145 Alitalia.

Next task was to get to the hotel. We located an 8-seater people carrier taxi, which was boxed in with normal taxis. No problem, over the kerb, and we were on our way. Little did we realise the driver was obviously a frustrated fighter pilot, and drove the minibus like he was piloting an F-16 taking part in an air display, with authentic G forces on most of the bends/turns. Fortunately we made it to the hotel without incident. We had booked The Düsseldorf Airport Holiday Inn, a very reasonable €44 for a twin room. A few beers in the bar and the return courtesy minibus was booked for 07:30 the next morning. (The hotel runs a complimentary minibus to the airport, but you have to make your own way to the hotel.)

Next morning and by 07:45 (that's 06:45 U.K. time!) we were in position on the viewing area. This is located on top of the terminal roof, and overlooks the touchdown zone for the 05's runways. 05L was in use for landings and 05R for departures; however, after about an hour they changed to single runway operation on 05R. This is apparently normal at weekends, other than at very busy periods.

We immediately noted S.A.S. OY-KBO A.319, which was painted in retro 1970's colour scheme. One of the first landings was made by the "Berlin Bear Bus". This is a German Wings A.319, D-AKNO, painted like a bear to promote the ILA air show at Berlin.

It is difficult to say who is the dominate operator at Düsseldorf, being fairly equally split between Air Berlin and Lufthansa. Air Berlin operate Boeing 737's, A.319's, A.320's and Fokker 100's. Lufthansa operate Boeing 737's, A.319's, A.320's, A.321's and Canadair Regional Jets. Lufthansa service partners City Wings, NFG and WDL, operate ATR-42's, ATR-72's, Canadair Regional Jets and BAe 146's on their behalf, most painted in Lufthansa colours. Another interesting flight is Lufthansa operated to New York Newark by A.319! The service is operated on Lufthansa's behalf by Privatair and is a business class service only. More mere mortals have the option of flying via Frankfurt or using the DUS-NWR LTU A.330 service.

Düsseldorf is also the base of LTU (now part of Air Berlin) and they graced us with A.320's, A.321's and A.330's.

This was my first visit away from LBA with my new toy, a Nikon D80 digital camera. I was keen to pick up advice from Harry and Chris Proctor who soon had my camera adjusted to more suitable settings. They also observed I had picked up a habit all new digital camera users do, and taught me a new word "chimping", which means as soon as you take a picture you are looking at the screen to see the results.

In the next few hours here, the following more unusual (for a Leeds lad anyway) were noted: Z3-AAF Boeing 737 Macedonian Airlines, TC-SKD Boeing 737 Sky Airlines, D-ILWB Dornier 228 LGW, YR-SBL SAAB 2000 of Carpetair.

By 11:00 some of us were feeling the effects of missing breakfast so a retreat was made to the McDonalds for Brunch. After this we jumped on the monorail to the airport railway station. This has an alternative viewing area on the roof, and is located next to the 23L threshold. We had paid €2 to get on the terminal viewing area, and you are given a rather nice date stamped ticket. Simply showing this gets you into either viewing area. The railway station area was much less packed than the terminal one.

This area comes into its own when the 23's are in use, or even 05L for landings, as everything must taxi in front of you. Today with 05R being in use for both landings and departures, the area was not at its best but still better than you get at most U K airports.

Because it was hot with a very light wind which was generally across the runway, but sometimes backed into a tail wind, many of the landings and takeoffs were long. Not many landings of anything of 737/A.320 size managed to turn off by intermediate exit, some even making valiant efforts but then realising it was not going to happen and kept rolling on to the exit by the viewing area. If they did this,

photography was excellent. Most of the departures too were acceptable for photography, not being too high or over the top.

The Emirates A.340 and one LTU A.330 even did not make the last turn off and rolled past to the end of 05R. Here the taxiway is so close, photography of these large airliners is impossible as they pass by.

This area also overlooks the Police Helicopter base and the LTU's maintenance area.

The first Air Madrid A.330 was photographable from here, the second one and two Sichaun A.319's being visible but not photographable. Also visible outside LTU was LX-WAO an ATP of West Air Europe. The Polizei Bk.117 D-HNWL made for a very action packed photo on its departure.

Things of note seen from this area were: I-EXME and I-EXMH EMB-145 Alitalia, D-IATT and D-IWWW Premier I's which followed each other in, SX-BTN Boeing 737 Ageian, YL-BAR, Fokker 50 of Air Baltic, VP-BTE Boeing 737 of new Russian low cost airline S7, TC-TUC A.320 of Best Air, A6-ERO A.340 Emirates and RA-85665 Tu-154 of Aeroflot.

By 15:00 the sun was moving round, making photos more and more difficult, so we returned to the main viewing area. Here, while anything taxing on the parallel taxiway was not exactly into sun, the sun was on the wrong side. However, anything which turned into the Alpha and Bravo stands turned side on to the sun, giving further photo opportunities.

We decided another comfort break was needed around 17:00. Some retired to the airport bar for a beer, others returned to McDonalds for further eats.

We finally left the viewing area at 20:30 after an almost 13 hour long session. During this period we tried to identify all the business jets which park to the left of the viewing area. We successfully managed to ID six German Citations of various marks, a German P.180 and a King Air. Executive arrival while we were here was TC-MKA a Citation. Airliners of note were F-OJHH A.310 Mahon Air, TC-FBY A.320 of Freebird and TC-SNB Boeing 757 of Sun Express.

We showered and met up in the hotel bar, only to find the only minibus slot available tomorrow morning was again 07:30 - so much for a Sunday lie in!!

This time we decided breakfast at McDonalds and then head straight down to the railway viewing area.

Soon after we arrived on the railway station viewing area the nearest Air Madrid A.330 was towed into the LTU hanger, not only giving the opportunity to photograph it without ground clutter in the way, but also clearing the way to photograph its colleague which was parked behind it - all we needed now was for the two Chinese A.319's to be towed by us, but it was not to be!

The windsock abeam the viewing area was quite limp, but when there was a slight breeze it defiantly was showing a change of runways should be made. Finally a Lufthansa '737 appeared taxiing our way for departure. This is where the railway station viewing area comes into its own. I would not say taxiway to the threshold is close, but my zoom lens goes down to 70mm - anything bigger than an A.319 was too big to photograph!

Of note today were TC-SUM Boeing 737 of Sun Express, YL-BBL Boeing 737 Air Baltic, ex Aer Lingus Boeing 737 EI-CDD now operated by Russian Airline Polkova, TC-IEFA.321 of Inter Airlines, LN-RDE Dash 8 of S.A.S.

Again at about 30'clock we made the decision to return to the main viewing area. About 50'clock things started to really liven up as runway 05L was pressed into service for landings.

Finally at quarter past 7 we made our way to check in. Two desks were open, for the Leeds flight, but the queues were quite long; good news for Jet2 with 126 on the return flight.

We made our way through security but not before the German Security lady had had a good look at my telescope - what is it with German women and my telescope - I never have any problems anywhere else! We located Gate B35 where our flight was due to depart from. Just as we got to the window G-CELE touched down on 05L, which was obviously the allocated machine for our return flight.

We taxied out for departure on 05R, and despite the fact getting airborne off 05R was sending us in the wrong direction, the return flight time back to Leeds was still only 58 minutes. It was just like travelling on Concorde, the time difference allowing us to arrive at Leeds two minutes before we departed Dusseldorf!

We coasted in over Skegness, and despite being dark I managed to keep track of our position as we passed by Immingham, Scunthorpe, Goole, the new A1 / M62 motorway junction at Ferrybridge (really well lit up at night), Glasshoughton Retail Park, where we made a right turn onto 32 ILS to pass Woodlesford, Central Leeds and home.

The landing was again smooth but, unlike the landing at Düsseldorf, was followed by good helpings of thrust reverse and braking, enabling us to vacate at "Alpha 2" without the need to backtrack. We ended up on Stand 17, passing Titan Airways Boeing 757 G-ZAPX on the coach to arrivals.

A long wait in the baggage hall, no doubt due to the high number of arrivals at this time on an evening. Perhaps LBA's new owners have something to learn from Germany on how they cope with peaks and troughs in baggage handling. While as an enthusiast I appreciate the problem, your average punter will just put it down to poor service on the airport or Jet2's part.

All in all a fantastic weekend. All I have to do is sort out those 900 photographs I took. If you would like to see some of them, please check out the aircraft photos section of my website at <http://www.freewebs.com/woolersworldwideweb>

David Wooler

ANSWERS TO LAST MONTH'S QUIZ

- 1) Antonov 74 (YL-KSB)
- 2) Boeing 707 (OD-AGU)
- 3) DHC-8 (PH-SDT)
- 4) Lockheed L1011 Tri-Star (SE-DPX)
- 5) Convair T-29 (51-7901)
- 6) Boeing 777 (9V-SVF)
- 7) Antonov AN-2
- 8) Breguet Atlantique (47)
- 9) de Havilland DH90 Dragonfly (G-AEDU)
- 10) Douglas DC-7 (PH-DSC)
- 11) Hunting Jet Provost T.1 (XW373)
- 12) Fairey Firefly (WJ158)

ONE OF MY BEST DAYS SPENT IN ENGLAND OR ELSE TO BE A PILOT FOR A DAY

Captain Neville Hunt welcomed me and another two fellow enthusiasts in the hall at Manchester MyTravel Training Centre. We followed him to the classroom where I started one of my best days ever.

The main aid equipment there is the CPT and the whiteboard. Let's explain what CPT means and what it is for. CPT stands for the Cockpit Procedure Trainer and it is a mock-up of the specific type flight deck instruments, A330 in my case. Captain Hunt used the CPT to make us aware of the completely new environment to us. Well, it is a good idea to use this piece of equipment to become familiar with the cockpit before you allow someone to 'play' with the multimillion pounds machine.

Captain Hunt mentioned the philosophy of Airbus cockpits - especially the overhead panel. Airbus Company isolated the overhead panel into several 'compartments' - and if the pilot wants to do something, he just follows the signs on the side, like - FUEL, HYDRAULICS, and ELECTRICS etc. and then he finds the switch he wants. And what is more, it is all based on no lights system. This means that all is working safely and properly as long as nothing illuminates. When it does, the pilots need to pay a special attention to it and correct the malfunction. Another feature of Airbus cockpit is pull and push buttons in the glare shield (pull - manual and push - automatic).

In the cockpit you double-check everything between the Captain and First Officer - whatever you do you always report it to the Captain and vice versa (e.g. Captain says: I have control. F/O acknowledges: You have control; etc.).

Another feature, which distinguished the Airbus from more conventional aircraft, is the advantage of some protections, like you cannot over bank the aircraft - the usual degree for a turn is between 25 and 30 degrees. And you cannot stall it either.

You fly the aeroplane in three different modes:

Direct Law Mode:	no autopilot protection whatsoever
Normal Law Mode:	most common; autopilot + human pilot inputs
Alternate Law Mode:	some or all FBW functions are not available

Now, 30 minutes were over, we become familiar with the lay out of instrument panel and it was time to get some 'real' flying. I sat down in the right hand seat and made myself comfortable. We were already positioned at the threshold of RWY 24R at Manchester; that is one of many advantages of FFS that you don't have to taxi to where you want to be.

It was the right time to move the thrust levers slowly forward. When both engines stabilised I was asked to move the thrust levers 'two clicks' forward. I felt so terrific that I moved them 'three clicks' so I had to go one back. The Captain called out V1, which is the decision speed and is already pre-programmed in the computer and V1 followed by 'rotate' which is the time to get airborne. I was told to pitch up a little bit more up to 15 degrees as I did only 5. I was not inattentive during the briefing or it is not by my lack of technical knowledge, I simply blame the fact that I do still study English as it is not my first language and I still do misunderstand sometimes.

You apply flaps to the 1 or 2 position whilst taking off depending on the conditions and length of the runway and the place from you are T/O.

During the short time I was airborne I experienced the fantastic feeling to fly the A330 with your hands on the controls (without an autopilot). The side stick is very sensitive and it requires just gentle movements to the sides, up and down and the aircraft will stabilise in the right course. I watched my position on the navigational display and followed the track back to Manchester.

Once established on ILS (Instrument Landing System), my main workload was to monitor the glide slope and localizer on PFD (Primary Flight Display) to make sure that we will land right to the centreline. As I approached the RWY 24R I did monitor the PAPI as well, which stands for Precision Approach Path Indicator. Two red lights and two white lights indicated the required rate of descent.

It is not a bad idea to put your hands on the thrust levers when passing 400ft, as the Captain may decide to go around for whatever reason (Alan, Steve and myself have already experienced missed approach in real life during the approach to Liverpool, mind you it was intentional). The radio altimeter automatic voice calls out the height above the runway, and somewhere 50ft or 40ft above the runway the computer expressed its opinion about my flying when it called out 'RETARD, RETARD'. Actually, that is the time when I pulled the thrust levers fully back and applied the reverse thrust immediately after touching down. I was too much concerned watching the PFD and looking for thrust and reverse levers and I did not expect the aircraft sliding on the runway, so I had to apply the rudder as side stick is already to no use, to keep us straight to the centreline. But I am sure that Captain Hunt helped me to keep the situation under control. On a real plane he would have to make a PA announcement to all the sick and slightly injured PAX and Cabin Crew and apologise for his First Officer who is a complete moron.

One of the magic of FFS is that you can position the simulator anywhere you want and freeze it there. Once Captain Hunt released the button I found myself back on the approach to RWY 24R. This time, to confuse me a bit more - without auto brakes, by the way, you apply the brakes with the same pedal as you do the rudder until you slow down to 80 knots - that is the speed when I cancelled the reverse thrust and braked manually to a full stop. But this time I got everything under control (from my point of



view anyway), and I am sure that a few more landings and I could give Captain Hunt a run for his money.

At the end of the session Captain Hunt together with a fellow enthusiast performed the RTO (Rejected Take Off) at high speed on RWY 24R; a couple of people already asked me about the sensation of the actual motion in the simulator - 'How real does it feel?' Well, the simulator is positioned on six axes - hence Full Flight Simulator. And to give you an idea I will use the following example - our jackets fell down from the rack during the RTO. So, the answer to the above question is 'very real'.

I tend to explain all the abbreviations I used for those who are not familiar with the aviation language, so I hope I did not offend anyone from the Air Yorkshire Aviation Society and I have tried to ease the experience time to time and be a little humorous. As a student of English language I hope I mastered it right and please do not think the opposite as I spent at least two days looking up the right expressions in my dictionary.

And finally let me say thank you to Captain Neville Hunt who was my Captain on that day and made my flight very pleasant and enjoyable and Captain John Tenison-Collins and his team for organising such a fantastic day for enthusiasts as myself. For me, it was a truly unforgettable experience! Thank you.

Captain Tenison-Collins and his team from MyTravel Airways are looking to do another simulator day on 13th October and an Enthusiast Day on 14th October. If any members are interested they should contact Omega Holidays plc. Telephone: 01524/37500.

Martin Zapletal



PRESS RELEASE

Ed Anderson, the Managing Director of Leeds Bradford International Airport has announced his intention to stand down. He has, however, agreed to stay on until a successor is appointed. Ed Anderson was appointed in 1997.

Ed said, "I have been the MD of the Airport for 10 years during which time passenger throughput has trebled from 1 million to 3 million passengers per year. There has been considerable investment in the terminal and other facilities, and the North's premier low cost airline Jet2.com has become firmly established with its head office at Leeds Bradford Airport.

"It is well known that, over the past four years, I have taken on non executive roles and have recently been appointed Chairman of the Yorkshire Building Society, in addition to being a non executive director of Kelda Group plc. I now intend to spend more time pursuing those, and other, interests.

"I am immensely proud of what has been achieved at the Airport by its staff over the past 10 years. Bridgepoint, the new owner, has very exciting plans for the coming years which I fully support and which will be to the significant benefit of the regional economy."

The recently appointed Chairman of Leeds Bradford International Airport, Sir Graham Hall, said, "I have enormous admiration for everything Ed has achieved at the Airport. I fully understand his reasons for wishing to make a change at this point in his career, and I am pleased that he will stay on until a successor is appointed. The Board will now appoint headhunters and it is anticipated that a new Managing Director will be appointed in the course of the next few months."

Air Yorkshire Aviation Society

COACH TRIP TO DUXFORD IMPERIAL WAR MUSEUM

Saturday 15 September 2007

Departs outside Guiseley Theatre, The Green, Guiseley **0700 hours**

Departs St Margarets Hall, Hall Lane, Horsforth **0710 hours**

Return journey departs Duxford 1700 hours

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

This sum does not include admission to Duxford

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

Bookings may be made at *Air Yorkshire* meetings
or contact Paul Windsor on 0113 2504424
for further details or information on this trip

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22 April 2007

Martin Zapletal



Boeing 737-800
G-SAAW
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Tenerife
26 February 2007

Alan Sinfield

B737-55S OK-DGL
CSA
Manchester
23 April 2007

Steve Lord

