



YORKSHIRES PREMIER AVIATION SOCIETY



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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

At our meeting on 4 May, the Society was very grateful for the appearance of David Lightfoot who has been involved with noise monitoring around Leeds Bradford Airport for over 20 years, on behalf of Leeds City Council.

"Noise" was the largest of his jobs around the airport, in particular, of course, when the airport was extended to include night flying a few years back. This noise factor was cut down to some extent by insulation of properties locally.

One can only be sorry for someone in his position with the noise problem as one cannot cut out noise as far as aircraft are concerned and can only hope the airlines themselves do their utmost to think of people living locally.

David did give an extremely factual and interesting talk helped by large areas of maps.

Denis Stenning

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

Any members who wish to collect their magazine at a monthly meeting may do so by arriving at Gate 20 at around 14:15 hours. You will be very welcome to stay if you wish, but please remember to have your current membership card available as you will be asked by Security to produce it.

Car parking at the monthly meetings is provided at a discounted rate. Please contact a committee member for details.

- 1 June 2008 Alan Lord, Aviation Writer
We welcome back Alan Lord who is part of the editorial team of "Airports of the World". Alan will be showing aviation photographs of his trips to China and in particular to Beijing and Shanghai airports.
- 6 July 2008 Peter Kenworthy, Commercial Director, bmi regional
I am delighted that Peter Kenworthy has agreed to attend an Air Yorkshire meeting and give a talk/presentation on the commercial aspects of the aviation industry and in particular bmi regional. Peter has been in the aviation business all his working life which includes employment for British Caledonian, BA, Birmingham European/Brymon, GB Airways, VLM, Air Transat and now with bmi regional. Following the presentation, I am sure there will be time for a Q & A session.
- 3 August 2008 Carol Bell: Presentation on the role of the RAF and Military Low Flying
Carol is the RAF Community and Relations Officer for Cumbria and Tynedale. She will give us an insight into the role, as well as featuring some of her own background, not in the RAF but in the Royal Navy in the ATC.
- 7 September 2008 Peter Willis, Operations Director, Leeds/Bradford International Airport
Details to follow.
- 5 October 2008 Ivor Tamplin
Ivor is a founding member of the Rossendale Aviation Society, and will present a slide show of his many visits to airports around the world.
- 2 November 2008 Air Yorkshire AGM – Hopefully followed by a DVD or Slide Show.
- 7 December 2008 **This meeting is being held at the Multiflight Cafe Bar on South Side**
Christmas Get Together with Mince Pies and Coffee.
- 4 January 2009 Peter Hampson of Airport Solutions Ltd.
Details to Follow.

Alan Sinfield



SCENE AROUND YORKSHIRE: APRIL 2008

There is a little more to report for April with aircraft coming out of hibernation ready to enjoy the summer ahead! Once again thank you to Andy Wood(HAR) for filling in details from the smaller strips around our area and if any of you get out and about visiting local airfields please send in a report as every little helps with trying to keep up to date.

Anwick:- A new resident here is PA-18 Super Cub N123SA, which arrived from East Winch late in the month.

Bagby:- A new resident, joining the ever growing fleet of Beagle Pups based here is G-AZCP and this joins Quik GT-450 G-CFCZ which is also a new arrival. On 19/4 Gazelle HA-LFH arrived from Tadcaster with Alouette HA-PPC and was joined by Alouette N9632 and Squirrel G-HELM for a trip to the Northeast Air Museum at Sunderland. An unusual visitor on 29/4, for circuits was Cessna 310R G-BODY(Atlantic 41). Visitors:- 3/4 G-PUPP Pup; 4/4 G-HULL F.150M; 11/4 G-CDS Pioneer 300; 13/4 G-BFVG PA-28(f. Carlisle); 14/4 G-BOWP Jodel DR.1050(f. Huddersfield with non-radio Maule); 16/4 G-BFMH C.177B, G-BIDH C.152, G-BAKM DR.400; 17/4 G-BFAY PA-28; 19/4 G-KIDG R.44, G-BBDL AA-5; 21/4 G-CDKU R.44; 22/4 G-BRZS C.172P; 24/4 G-BAEC PA-28; 26/4 G-DMCD R.44(f. Denham), G-CEFV C.182S, G-HELM Squirrel, G-RAYZ Sierra; 28/4 G-STUB Pitts Special(t. Wycombe).

Beverley:- Visitors:- 2/4 G-BTGW C.152(t. Carlisle); 3/4 G-BPTZ R.22B; 6/4 G-BAHD C.182P(t. Lambley); 10/4 G-EGEG C.172R(t. Elstree), G-CECO Schweizer 269C(Also 24/4), G-BUUX PA-28; 13/4 G-ATOT PA-28(t. Shipdham); 19/4 G-BODE PA-28; 20/4 G-AVVC F.172H; 25/4 G-AVEH Siai S.205, G-BBYH C.182P(t. Croft/Defford); 29/4 G-MCLY C.172P(f. Little Snoring).

Brighton:- A new resident is Taylor Monoplane G-BDAD, which was formerly based at Pilling/Brook Farm while Vans RV.4 G-VANS has left for new owners in Devon. The tailplane, fin and rudder of L39 Dolphin c/n 731004 which has been in storage for many years, left by road to Duxford on 16/4. Alouette F-ODLC arrived by road from Leeds on 4/4 and flew on the following two days before disappearing into the hangar. The Gazelle N505HA(See photo page 5) continues to be parked outside a very rarely flies. Alouette 3 HA-PPC was noted on 5/4 while the following day PA-18 VH-VJL arrived from Bagby and another Alouette HA-LFZ was noted on 20/4. Bagby based PA-18 VH-VJL paid another visit on 26/4. Visitors:- 2/4 G-BIWN Jodel D.112; 5/4 G-OWND R.44, G-ZELE Gazelle; 6/4 G-BAHD C.182P; 7/4 G-PELS Jet Ranger; 9/4 G-BFTH F.172N; 12/4 G-BRTV PA-28; 16/4 G-BFMH C.177B; 17/4 G-MGAN R.44, Squirrel(Premier 19, f. Bridlington); 20/4 G-FABI R.44; 21/4 G-IIMT Midget Mustang; 22/4 G-FUZZ PA-18; 25/4 G-GGTT Bell 47G; 30/4 G-MGAN R.44.

Tipsy Nipper G-AVKI, which hasn't flown since 1991, has arrived for rebuild at a workshop adjoining the airfield. PA-12 G-BSYG is nearing completion of its rebuild while the construction of F.8L Falco G-CYLL is well advanced. In another nearby building Jodel D.120 G-BDDF continues its rebuild.

Brighton (Aerobatics 18/4, 19/4)

The Loop Beginners Aerobatic Competition and John McLean Trophy took place here with the following appearing over the weekend:-

G-APIE	Tipsy Belfair	G-BHPL	CASA 1/131E	G-BKTZ	T.67M Firefly
G-BOXV	Pitts S.1S	G-BTXX	Bellanca 8KCAB	G-BXAK	YAK 52
G-BXRA	CAP 10B	G-CPXC	CAP 10C	G-DUKK	Extra EA.300/L
G-EEEK	Extra EA.300	G-FCUK	Pitts S.1C	G-MAXG	Pitts S.1S
G-OSIT	Pitts S.1T	G-RODC	Steen Skybolt	G-SKYC	T.6M Firefly
G-WAVT	Robin R.2160	N85WS	Pitts S.1T	N697RB	Pitts S.1T

The Pitts N85WS is a new resident at Great Oakley while similar type N697RB was from Dunsfold.



Catterick:- Gazelle XZ304(Armyair 778) arrived from Shawbury early on the 5th and then routed to Teesside for fuel before returning.

Church Fenton:- Dauphin N365LL was noted here on a crew training detail from LBIA on 1/4.

Cleethorpes (Grinthorpe):- German Air Force F.104G Starfighter 22+57, which has been here for some time was moved by road to Bruntingthorpe on 17/4.

CONY PARK(Leeds Heliport)

The R.44 G-ILLG, which has been operating from here for the past couple of months returned home to the Lake District on 28/4. There were a couple of military visitors dropping in on reconnaissance flights, Lynx XZ211 (Armyair 958) on 10/4 and Chinook ZA671 (Vortex 536) on 18/4. Other visitors logged this time were:-

03/4	G-TELY	Agusta A.109A	1350 1356	f. Culter Helipad (Castle 4) t. Liskard(4)
04/4	G-TYCN	Agusta A.109E	1615 1830	f. West London School t. Hazelmere
08/4	G-MRMJ	Dauphin	1050 1100	f. Blackbushe t. Cumbernauld, return 1320/1330
10/4	G-NOSY	R.44	1340 1345	f/t Sherburn, also 16/4(1850/1855).
22/4	G-SAMP	Agusta A.109S	1540 1545	f. Tring t. Kearsley
22/4	G-BPRI	Twin Squirrel	1550 1330	f. Manchester, n/s t. Wycombe
28/4	G-FABI	R.44	1955 2000	f/t Sherburn
29/4	G-VONC	Sikorsky S.76B	1200 1215	f/t Battersea (Premier 15)

"Premier 15" returned just before 1800 and found the place closed so had to hop over to Multiflight for a refuel before heading back to Battersea.

Cranwell:- An unusual visitor on 10/4 was Falcon 2000EX OY-CKI(Sparrowhawk 62R) of Air Alsie. The aircraft was bringing members of the Royal family for a dinner prior to The Prince of Wales receiving his wings the following day. On 9/4 a trio of Shawbury based Griffins were noted on the apron, ZI235/236/242 while on 29/4 French Air Force Alpha Jets E-14(314/TP) and E-38(314/LH) put in an appearance.

Crosland Moor:- Visitors:- 4/4 G-GATE R.44; 10/4 G-RIGH PA-32(f. Fowlmere); 24/4 G-GFDA DA-42(f. Blackpool), G-BPYO PA-28.

Devonshire Arms:- Tadcaster based Gazelle HA-LFH arrived on 24/4 from Sandtoft. Visitors:- 3/4 G-DRIV R.44(Also 28/4); 14/4 G-GDAV R.44(Also 26/4); 23/4 G-JIVE Hughes 369E; 25/4 G-GGTT Bell 47G

Dewsbury:- An EV-97 Eurostar G-CFEO is under construction by a Mr. Binks in the town.

Dishforth:- Leeds based R.44 G-RWEW was on a training detail here on 14/4.

Doncaster (Aeroventure):- The nose section of Jaguar GR.1 XX736, which has been at Brough for some time is now on exhibition here.

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

Following the closure of Sheffield City, PA-28RT N2136E has moved into here along with C.152s G-BGLG, G-BKAZ, G-BMSU and G-BSDO, PA-28 G-BFYM and DA.40 G-CCPX. On the debit side Lear Jet 45 G-SOVH has moved out and now lives at Biggin Hill, although it is registered to Murray Air Inc with an address in Malta. There was a bit of excitement on 30/4 when Leeds based Beech Duchess G-OADY had an undercarriage collapse on landing while on a training detail. This caused the airport to be closed for an hour and a half mid morning while the aircraft was removed from the runway. Both engines were shock-loaded however neither of the two crew was injured.

On the visitors front Murray Air DC-8 N921R(Murray 865), which arrived last month finally departed on 2/4 to Hartsfield/Jackson International. There were a couple of other freight charters, the first being Airbus 300 SU-BMZ(Triple Star 201/2) of Tristar Air which arrived on the 14th and stayed overnight while on 29/4 AN.12 UR-CGV(Meridian Cherry 4039/40) of Meridian Air turned up on 19/4. The only really noteworthy training flight was Fokker F.27 Friendship TC-MBD(Black Sea 221P) of MNG Cargo 8/4. On 16/4 Chris Makin arrived from his strip at Garforth in his Beech 36 N767CM(Makin 1) for a demo flight in Citation Mustang N946CM. The 18th saw the arrival of DC-3 G-AMRA from Coventry in preparation for the Atlantic Classic Flight weekend. 'RA' was parked up until 23/4 as back up and on 19/4 DC-3 G-AMPY/KK116 and Rapide G-AGTM arrived for numerous flights during the day and these two were back on 20/4, this time joined by Dove G-DHDV. The Dove and G-AMPY returned to Coventry on 20/4, however Rapide G-AGTM stayed until 22/4 before routing home to Coventry. Clive Featherstone/Finningley Gallery produced this compilation shot of the three aircraft taken over the weekend(See Photo).

Netjets sent a couple of aircraft for maintenance, with Citation XLS CS-DXH(Fraction 3VN) arriving on 4/4 and staying until 13/4 while Citation Bravo CS-DHA(Fraction 1DV) arrived on 6/4 and stayed until 20/4. Other visitors included:-

- 01/4 D-IEGO Citation Mustang, G-LOFB Electra(Neptune 166T, also 21/4)
- 02/4 G-ZAPN BAe.146(Titan 146Y, training), ZF137 Tucano(LOP 40), G-SAMP A.109S
- 03/4 G-MONX Airbus 320(Monarch 320T), ZF209 Tucano(LOP 40, training)
- 04/4 ZF144(LOP 63, ILS), ZF172/ZF244(Blacksheep 1/2, training)
- 06/4 HB-IMJ Gulfstream 5(Batman 171/111, n/s), N53GX Global Express(n/s)
- 08/4 G-CDCX Citation X(training), G-OMRH Citation Bravo, ZF144 Tucano(LOP 90, ILS)
- 09/4 N188S Agusta A.109E(Yorkair 2), G-BYCP King Air 200(Lonex 46BP)
- 11/4 G-BMDK PA-34(Air Med 087), G-HTRL PA-34(Air Med 068), G-STGR A.109E
- 14/4 G-WOWC Dash 8(Swallow 941, Plymouth F.C., also 15/4), P4-LJG Citation X
- 15/4 EI-REX Lear Jet 31A(Highflyer 31A), ZI690 Sentinel(Snapshot 1, training)
- 17/4 D-UOA Citationjet, G-MEDS Agusta A1.09S(Helimed 58A)
- 19/4 OO-SKM King Air 200, G-LWDC Challenger
- 21/4 M-NEWT Challenger 300(Bizjet 3WT), G-JEMH Agusta A.109E(Costock 05)
- 23/4 ZG848 Islander(Armyair 589, also 28/4), G-TBEA Citationjet(Exclusive Jet 100)
- 24/4 G-BSER PA-28 Cherokee; 25/4 G-VKVK Twin Squirrel
- 26/4 G-OMGI King Air 200(Goosepool 36), G-CITJ Citationjet(Clifton 5)
- 27/4 G-AWFC PA-28R Arrow; 28/4 G-JAJK PA-31 Chieftain(Causeway 999B)
- 29/4 G-OMEA Citation XL(Marshall 15), N642P PA-31, N95D PA-34 Seneca
- 30/4 N449J Agusta A.109A(Refuel, f/t Barnsley)

The Citation Mustang D-IEGO was the type's first visit while Marshall's new Citation G-OMEA turned up at the end of the month and this replaces Citation 2 G-FIRM.



Easingwold:- Rotorsport MT-03 Gyrocopter G-CEIA was noted operating from a field here on 10/4.

Eddsfield:- A new resident is Ikarus G-CBIJ, formerly at Hushwaite. Also noted in a barn were the damaged remains of Europa G-FLRT which crashed on take off at Crosland Moor in November 2005. On 19/4 MD.902 G-HPOL(Police 19) was operating at the airfield for most of the morning. Visitors:- 8/4 G-DASS Ikarus; 16/4 G-EVIE PA-28(f. Dundee), G-BFMH C.177B; 21/4 G-CCDE R.22B(f. Newark); 22/4 G-NESY PA-18(f. Andrewsfield), G-FNLD C.172N, G-PIGS Rallye; 25/4 G-CBCA Koliber(t. Old Sarum), G-LVES C.182S.

Elvington:- Our York based delivery man arrived from Aarhus on 25/4 in brand new Mooney M.20TN Acclaim N80VL. He had set off three days earlier from Lakeland Regional, Florida and routed Curtiss L Brown Jnr Field, New York -Bangor/Maine - St. Johns, Newfoundland - Guernsey. Visitors:- 2/4 G-BNMB PA-28(f. Liverpool); 16/4 G-GFEA C.172S.

Full Sutton:- Spitfire 26 G-HABT has moved to new owners in Perranporth. West Yorkshire Police MD.902 G-YPOL(Police 42) was operating in the area on the morning of 22/4. Visitors:- 2/4 G-CCZA Rallye, G-KEPP Coyote; 3/4 G-BTGW C.152; 12/4 G-CDS Pioneer 300; 16/4 G-GCUF DR.400, G-GFDA DA.42(f. Barton), G-CDYD Ikarus; 22/4 G-SABA PA-28R, G-BUUI T.67M, G-RJMS PA-28RT; 26/4 G-AXTA PA-28(n/s).

Fylingdales(Saltersgate):- Robin DR.400 G-CBBA, which is owned by Whitby Seafoods Ltd lives on a private strip here.

Gamston:- The remains of Cougar G-REAT, a former LBIA resident, have been moved here from Sandtoft while Katana G-BXMZ has moved in from Sheffield. Netjets Citation XL CS-DFT(Fraction 6YP) was noted here on 2/4 while the following day King Air 200 N988MM called. On 10/4 TB.20 N91ME was noted departing for Wellesbourne while Sundowner N39TA arrived from its home at Sandtoft on 14/4 and Baron N258RP was logged on the 16th. On 20/4 PA-24 N218SA called in for fuel while routing from Fadmoor to Blackbushe. Visitors:- 3/4 G-BKWY C.152; 9/4 G-EJMG F.150H, G-BVJZ PA-28; 10/4 G-EFIR PA-28, G-BMXA C.152, G-BMJC C.152, G-PEGY Europa; 12/4 G-BVLP PA-38(f. Skegness), G-SOHO DA.40(f. Biggin Hill); 16/4 G-BRPV C.152, G-BSGF R.22B; 16/4 G-OROO Citationjet(Sky Elite 89M); 19/4 G-AGTM Dragon Rapide(refuel, while operating at Doncaster); 21/4 G-BOJM PA-28; 22/4 G-PFFN King Air 200, G-SWLL AT-03(t. Sywell); 27/4 G-JETO Citation V(Airtax 420P), G-HEBJ Citationjet(Sky Elite 505P); 26/4 G-PKRG Citation XL; 28/4 G-RABA FR.172H.

Harewood(Emmerdale set):- On 15/4 Jet Ranger G-STER and camera equipped R.44 G-OTVI were operating on filming duties here for most of the day. G-OTVI left for Scarborough in the afternoon.

Heslerton(Moor Farm):- The Flying Farmers had a two day visit here from 22/4 and the following aircraft were noted:- G-AXOT Rallye, G-AYKW PA-28, G-BIES Maule M-5/235, G-BSPE F.172P, G-BZPH RV.4, G-CDJR Eurostar, G-GOSL Robin DR.400, G-HIND Maule MT-7, G-OBBA C.182S, N180FN Cessna 180. It is believed PA-18 G-NESY and R.22B G-CCDE, which both visited Eddsfield for fuel were also present.

Hibaldstow:- Dornier Do.28 HA-ACL was logged arriving from Santander on 22/4 and the following day outbound to Weston-on-the Green.

Holm:- A new resident here is Zenair CH-601 Zodiac G-CEUW which was built locally.

Hull(Burstock):- Enstrom F.28A G-BRZG was delivered to a new owner here on 17/4, from Barton.

Hull(Paull):- The Hunter F.6 XF509 has been rescued from the old Humbrol Factory at Marfleet and is currently resting on blocks alongside the Blackburn Beverley.

HUMBERSIDE

The Manchester Airports Group(MAG) has put its stake in Humberside Airport up for sale, however at present potential buys do not seem to be flooding to their doors. PA-28R G-TEBZ is a new resident here. Eastern Airways SAAB 2000 G-CDKA arrived back home from Shannon on 14/4 resplendent in its new colour scheme, having had the "Aberdeen" promotional scheme removed. The Dauphin LN-ODB, which is based here from time to time has been re-registered G-CHCO for CHC Scotia Helicopters. Blue Islands Jetstream G-ISLD arrived for maintenance with Eastern on 28/4. Danish Air Transport now operate a weekly charter f/t Esbjerg using SAAB 2000 LY-RUS. Also from Scandinavia were a pair of Dornier 328Jets OY-NCL(Sunscan 871) and OY-NCO(Sunscan 872), which arrived from Billund on 3/4.

- 01/4 D-IFFB King Air 200(Skyrunner 1101), M-HAWK Hawker 800XP
- 02/4 G-REDM Super Puma(Bristows 89K), XX294 Hawk(Red 3, ILS)
- 03/4 CS-DXJ Citation XLS(Fraction 3GX)
- 06/4 N518QS Gulfstream 5(f. Barbados), TF-FIG Boeing 757(Iceair 775)
- 09/4 N203BP Premier 1(Also 23/4, 24/4)
- 10/4 G-RAFO King Air 200(Cranwell 76, ILS)
- 14/4 D-GEJJ PA-34 Seneca, TF-CIB Boeing 757(Iceair 776)
- 15/4 N5736 Hawker 800XPi
- 16/4 N37200 King Air C.90GT, N34RF King Air 90(Also 23/4)

- 17/4 CS-DXP Citation XLS(Fraction 6DB), also 27/4
- 21/4 CS-DXH Citation XLS(Fraction 3VN), also 22/4, EI-DMG Cessna 441
- 22/4 EC-HVV Falcon 100(Mayoral 722), G-BURD Cessna F.172N
- 23/4 CS-DFU Citation XL(Fraction 129G), CS-DXK Citation XLS(Fraction 3LD)
- 24/4 G-EDHO Cirrus SR.22, ZK451 King Air 200(CWL 61, ILS)
- 26/4 OE-GBB Dornier 328(Tyrol Ambulance 562), G-GHPG Citation 2(Lonex 46PG)
- 28/4 G-OVIN Commander 112

The Falcon 100 EC-HVV(See Photo) of Mayoral Executive is approaching the veteran stage now, but still looks striking in its burgundy colour scheme.



Keighley:- R.44 G-CFFD has just been registered to Andrew Dunne(Aviation) Ltd with an address at Cross Green, Lothersdale.

Leconfield:- Chinook ZH891/HF(Vortex 536) paid a visit on 23/4 while on detachment at Leeming. On 29/4 Agusta A.109S ZR322(Ascot 1445) called in before routing to Pickering and then returning to Northolt.

Leeds General Infirmary:- The Great North Air Ambulance MD-902 Explorer G-GNAA(Helimed 63A) arrived with a patient on 20/4 before heading home to Teesside.

Leeming:- On 2/4 Norwegian Coast Guard Lynx 232(Norwegian 5015), from 139 Luftwing, 337 Squadron at Bardufoss called in for fuel while routing to Yeovilton, via Shawbury for maintenance. The same day saw Italian Air Force P.180AM Avanti MM-62206("India 2206"), of 71 Gruppo GE based at Pratica di Mare arrive with spare parts for the Tornado which had gone u/s while over for the photocall last month. The Avanti along with Tornado MM-7308 both headed home later in the day. Dutch Air Force C-130H G-275 made a brief call on 15/4 while routing to Leuchars. Then as a taster of what was to come Norwegian Air Force F-16AM 272/6K-1(Norwegian 5007) arrived on 17/4. The following day C-130H 956(Norwegian 5042) arrived with equipment and was followed by 6 more F-16AM aircraft, 292/6K-21, 658/6K-30, 662/6K-32, 668/6K-40, 681/6K-53, 686/6K-58 from Orland. On 25/4 288/6K-17 replaced 686/6K-58 until the end of the deployment at the end of the month, when the C-130H returned to collect ground equipment. An interesting arrival on 22/4 was French Navy Hawkeye No.2(165456) from Lorient, which called in for fuel while enroute to Leuchars and making a return visit while heading home on the 30th. Another Frenchman was TBM.700 No.139(French Air Force 8057), early evening on 24/4.

Linton-on-Ouse:- The Beech 1900D D-ABIG(Swiss Air Force 729) visited again on 3/4 routing from Dubendorf to Bern, flying over LBIA both inbound and out mid morning. A pair of Merlins were logged on 9/4, ZJ129 and ZJ995(Vortex 763) while on 16/4 Typhoon ZJ612/BK carried out a display over the field.

Melbourne:- Nottingham based Rotorsport MT-03 G-CEXX visited on 26/4, routing out later to Wickenby.

Netherthorpe:- A new resident, which arrived recently was Cessna R.172K G-EPIM however on 21/4 this aircraft was noted flying locally as PH-PIM but still appears to be resident. Resident Jodel DR.1050 G-BXYJ was severely damaged following an undercarriage collapse at Welshpool on 16/2. Visitors:- 3/4 G-TYAK YAK 52; 26/4 G-BLAX C.152(f. Waddington).

Newark(Grange Farm):- Robin DR.400 G-SELL arrived here late in the month and a now resident.

Pocklington:- Cessna 180 PH-KRC was noted visiting on 26/4, from a strip near Northampton.

Roadrunner:- Westland Scout XP166 was noted heading south on the M.1 on 24/4.

Rawdon(Leeds):- On 10/4 Lynx XZ221, "Armyair 648" dropped in for a visit to Benton Park School.

Rotary Round Up

01/4	G-PEPS	R.44	Walton Wood – Howden
02/4	G-SOI	Agusta A.109E	Chorley – Wetherby Race Course
03/4	G-EJRC	R.44	Bedford – Ferrybridge(Also 14/4, 23/4)
	G-MDDT	R.44	Site near Durham – Blackpool
	G-DRIV	R.44	Baildon – Sherburn – Easingwold
	N449J	Agusta A.109E	Dublin – Barnsley
04/4	G-HOLZ	Jet Ranger	Gainsborough – Gamston
	G-PPK	Schweizer 269C	Louth – Holmfirth
05/4	G-OLNT	Dauphin	Garforth – Harrogate – Cadwell Park
06/4	G-OLDN	Long Ranger	Hope Valley – Sheffield
07/4	G-RUSH	Hughes 369E	Louth – Gamston(Refuel)
08/4	G-XXEA	Sikorsky S.76B	“Rainbow 1R”, Gatcomb Park – Middlesboro’
	G-FABI	R.44	Sherburn – Harewood(Emmerdale Set)
09/4	G-PLAL	Eurocopter EC.135	Lake District – Bridlington – Hull – Burnley
	G-NWAR	Agusta A.109S	Wigan – Ilkley – Wigan, twice
	G-MLTY	Dauphin	“Yorkair 2” Doncaster R/C – Newcastle
10/4	G-PPK	Schweizer 269C	Humberside – Elloughton(Hull)
	G-BWNJ	Schweizer 269C	Bielsby – Sherburn(Stream Farm)
11/4	G-OPDG	R.44	Doncaster Race Course – Walton Wood
	G-GDJF	R.44	Doncaster Race Course – Skegness
12/4	G-OLDN	Long Ranger	Sandtoft – Site 3 miles S/E of Finningley
	N696XX	Hughes 369E	Gamston – Site near N. tower Humber Bridge
14/4	N902JW	MD.902 Explorer	Gamston – Doncaster – Horncastle – Skegness
15/4	G-TGGR	Eurocopter EC.120B	Ilkley – Hartshead Moor(Huddersfield)
	N5120	Bell 430	Wigan – Ilkley – Wigan, twice
16/4	G-VONB	Sikorsky S.76B	Grimsby – Corby
	HA-LFM	Gazelle	Bramham – Beverley Race Course
17/4	G-ZIZZ	Agusta A.109A	Hull(Ramada Hotel) – Brentwood
18/4	N775SB	Bell 407	Ripley – Thorner – LBIA
19/4	G-WENA	Squirrel	“Yorkair 3”, LBIA – Thirst Race Course
	N775SB	Bell 407	LBIA – Mirfield – Thorner – Sutton Bank
21/4	N109TK	Agusta A.109A	Bruntingthorpe – Brough – Chorley
	G-CEAU	R.44	Liverpool – Scunthorpe
22/4	G-STGR	Agusta A.109S	Carlisle – Oulton Hall(Leeds)
	G-STER	Jet Ranger	Sherburn – Billsdale
23/4	G-TTMB	Jet Ranger	Doncaster(Everton) – Sandtoft
24/4	G-FEAR	R.22B	Halfpenny Green – Harrogate
	G-GATE	R.44	Stainsby Hall – Blakey Ridge
25/4	N902JW	MD.902 Explorer	Pontefract – Doncaster – Skegness
26/4	G-FIBS	Squirrel	Full Sutton(dep 0450) – Felixkirk – Stansted
	G-TIMC	R.22B	Shipley9Bradford), n/s – Gamston(Fuel)
	G-DFKI	Gazelle	Garforth – Breighton, in formation with another
28/4	G-OAVA	R.22B	Site 20/N of York – Gamston(Fuel)
29/4	G-JESI	Twin Squirrel	Yorkshire Clinic(Cottingham/Bradford) – Denham

Rufforth:- A new resident is MT-03 Autogyro G-CEHN and this is the first machine for “The Gyroplane Experience”, a new school which has been set up here. It has now been joined by another of the type G-CFCL. Noted arriving from Denham on 7/4 was SR.22 N147LD. Visitors:- 11/4 G-DINA AA-5B(t. Sleaf); 16/4 G-ITFL DA-42(f/t Aldergrove); 17/4 G-CCCJ HN.700; 19/4 G-BSRR C.182Q(f. Brackley); 21/4 G-SMKM SR.22; 24/4 G-EEJE PA-31; 28/4 G-SGEC King Air 200(t. Plymouth).

Sandtoft:- Most of the Aero Club aircraft from Sheffield had moved in here by the end of the month as had Schweizer 269C G-CDYW. An aerobatic competition took place here over the weekend on 5/4 and although the weather was rather inclement the following aircraft were noted:- G-EEKE Extra EA.300, G-ICAS Pitts S-2B, G-III Pitts S-2B, G-IIIM Extra EA.300, G-LAZA Lazer Z200, G-ROMP Extra EA.200H, G-SKEW CAP.232. Also noted was TU.206H N191ME from Bagby. PA-28 N47494 was logged on 27/4, arriving from its base at Panshanger. Visitors:- 2/4 G-CCZG R.44, G-DMSS Gazelle; 3/4 G-AWUN F.150H; 5/4 G-RFUN R.44, G-RJMS PA-28RT, G-MRTN TB.10; 6/4

G-BXOR HR.200, G-MROD RV.9(f. Lichfield); 7/4 G-EMMM DA.40; 9/4 G-MYNN Quantum, G-ODAZ R.44; 10/4 G-CEAU R.44(f. Market Harborough), G-GLUC RV.6; 11/4 G-CCFG R.44; 13/4 G-BSCS PA-28; 19/4 G-KIDG R.44, G-BSER PA-28, G-EKOS C.182Q; 21/4 G-ODAZ R.44; 22/4 G-EMMM PA-28; 26/4 G-BAPX DR.400(f. Sywell), G-BPWD C.120, G-HRPN R.44, G-BBHF Aztec; 27/4 G-BHGY PA-28R, G-KUPP CTSW; 30/4 G-GSPY R.44.

Sheffield(for the last time?):- The airfield was officially closed at the end of the month, however PA-28 G-LFSK and Cessna 152 G-FLOP remain, having been impounded following the collapse of Cloud 9 Aviation. The regular King Air 200 OO-SKM was logged on 5/4, inbound from Kortrijk while another regular, Cessna 425 N1262K arrived from Jersey on 16/4. On 12/4 Gazelle XX447(Armyair 671) arrived from Newcastle/Ellwood for a refuel. Visitors:- 3/4 G-RNCH P-A28(f. Carlisle); 4/4 G-AZCN Pup; 5/4 G-BSTP C.152(f. Newcastle); 7/4 G-ASMW C.150D; 10/4 G-AVSI PA-28(f. White Waltham), G-BNOE PA-28; 13/4 G-MGAN R.44; 15/4 G-HIVE C.152; 19/4 G-ZIZZ Agusta A.109S; 21/4 G-AZCN Pup, G-BUUX PA-28, G-ZGZG C.182T, G-BOBV F.150M.

Sherburn:- Cessna 425 M-MANX was logged arriving from Wycombe on 7/4 and after night stopping the aircraft routed to Ronaldsway. On 21/4 the Aero AT-03 demonstrator SP-ICE called in for fuel while routing from North Weald to Scotland and returned South the following day when it was joined on the apron by Leeds based SR.22 N5410S. On 30/4 Perth based SR.20 N5336Z was noted. Visitors:- 2/4 G-TALD C.152(f. Tattenhill), G-CBSL YAK 52; 4/4 G-OWGC Falke, G-RVDR RV.6; 5/4 G-EHJM Bonanza; 6/4 G-BEIP PA-28, G-BYTI PA-24; 10/4 G-CCZT RV.9(f. Shennington), G-CEWA PA-28, G-BCKK AA-5, G-BFDI PA-28; 13/4 G-AZCP Pup(f. Langar); 16/4 G-GTEE Quik; 17/4 G-DNCS PA-28R(Jaydee 56X); 19/4 G-SKUA Glastar(f. Rochester), G-BEIP PA-28, G-RVDC RV.6; 21/4 G-GATE R.44, G-BBRY PA-28(f. Newcastle); 22/4 G-CJLL R.44; 26/4 G-AZFC PA-28R(t. White Waltham); 29/4 G-GGHZ Robin ATL.

Slaitwaite:- We have received a report the SA.318C Alouette N280DB is resident in the area along with Bell 47G N9595B. More details as we receive them.

Sturgate:- Noted leaving on delivery to Kbley in the Czech Republic on 3/4 was Cessna 421C G-BLST. The aircraft was flown by a Czech crew and used the call sign "IDG 200" which is the three letter code for I.D.G. Technology Air. Gamston based PA-24 N61970 was noted on 16/4 while PA-32 N562RR was logged departing home to Full Sutton on 17/4. Visitors:- 2/4 G-BHXP Commander 114; 9/4 G-ZRZZ SR.22; 13/4 G-SELL DR.400.

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

The Middle East trips by Omni DC-10s continue with N603AX again operating most of the flights, however N612AX turned up on the 24th and 25th. On 7/4 no less than three of the type were logged with N603AX being joined by N270AX and N621AX, the two latter aircraft arriving with troops from Belize via Shannon. TNT BAe.146 OO-TAW (Nitro 26H), routing from Edinburgh to Liege, diverted into Teesside on 8/4 following indications in the cockpit of an open door. Jet2 used the airport for crew training during the month with the following 737/300 aircraft noted, G-CELF on 9/4, G-CELD on 15/4 and G-CELV on 22/4. Two interesting aircraft made ILS approaches while inbound to Leeming, Norwegian Air Force F-16AM 681(Tiger 25) on 28/4 and Hawkeye Number 2(French Navy 5482) on 30/4. Of the other visitors the following were of interest:-

- 01/4 F-GMIR Citationjet 2, G-JBDB Jet Ranger(Pipeline 01)
- 02/4 D-ISRM Citation Mustang, XV299 Hercules(Ascot 617, training)
- 03/4 OO-VCE Robinson R.22B, XX202/XX289 Hawks(training)
- 04/4 N64VB Baron, G-WYNE Hawker 800B(Spacejet 72), ZH554 Tornado(Savage 1)
- 06/4 OY-FFB Citation 1(Karlogg 1061), G-JOPT Citation V(ATX 411P); 7/4 N147LD SR.22
- 08/4 HB-VOZ Lear Jet 60, G-OSVM Sovereign(Go-jet 8LA), G-XXEA S.76B(Rainbow 1)
- 09/4 I-TAKA Citation XLS, ZI690 Sentinel(Snapshot 1, training)
- 10/4 G-OCSC Challenger(Ocean Sky 208), G-CJCC Citation Sovereign(Go-jet 9RT)
- 11/4 OO-FLN Citationjet 2, OO-GMJ King Air 350, ZH870 Hercules(Ascot 4576)
- 13/4 G-SPOR King Air 200, G-TRAT Pilatus PC-12
- 14/4 M-CHEM Falcon 2000EX, XX190 Hawk(Pirate 3, training)
- 18/4 M-BWFC Citation XL, ZR323 A.109E(Ascot 1549), ZH880 Hercules(Ascot 620, ILS)
- 19/4 CS-DNM Hawker 800XP(Fraction 455B)
- 20/4 N4297A PA-39 Twin Comanche, G-SIRS Citation XL(LNX 3RS), G-BTUB YAK 11
- 21/4 D-CODE Dornier 228, XZ324 Gazelle(Armyair 781), G-SYPA Twin Squirrel(VRT 01)
- 24/4 N683GW King Air 90GT, G-KNCG PA-32 Saratoga, G-ORBK R.44
- 25/4 G-GMAA Lear Jet 45(Gama 835), ZA712 Chinook(Vortex 571), ZE395 '125(NOH 41)
- 27/4 G-MOOO Lear Jet 45(Ocean Sky 248), G-JLIN PA-28, G-HYLT PA-32
- 29/4 G-MEDK Airbus 320(Midland 3WT, first visit), XS712 Dominie(Cranwell 94)
- 30/4 CS-DHB Citation Bravo(Fraction 1EA), G-ETOU Agusta A.109S

Of the above the German Citation Mustang D-ISRM was a first visit of type and later departed to Newcastle.

Another German was Dornier 228 D-CODE(See Photo, dtvmovements.co.uk) which is operated by The National Environmental Research Council. Citation Sovereigns G-CJCC and G-OSVM are new aircraft for Belfast based Eurojet Aviation while Hawker 800B G-WYNE has only been very recently re-registered having formerly operated as G-CJAA.



Waddington:- The airfield had a fair number of French Air Force visitors this month including the following Xingus:- 3/4 086/YI; 8/4 066/ZA; 10/4 082/YG; 15/4 080/YF; 101/YR. Also from over the Channel were Alpha Jets E.89(314-LX) and E.137(314-LI) on 2/4 while Boeing E.3F 201(36-CA) was noted on 7/4. Other visitors of note were:- 3/4 ZH889 Hercules(Ascot 525); 4/4 ZH894 Chinook(Vortex 464); 8/4 88-1803 MC-130H(Talon 72), 60-0328 KC-135 (Quid 76); 9/4 ZE704 Tristar(Ascot 825); 15/4 XV196 Hercules(Gauntlet 59), 17/4 XV196(Reynard 1), ZG705 Tornado GR.4(Lossie 61); 18/4 LX-N20000 Boeing 707(Nato 26); 21/4 63-8045 KC-135R(Quid 90); 24/4 LX-N20199 Boeing E.3(Nato 26). A civilian noted on 16/4 was Pitts Special N697RB.

Walton Wood:- Visitors:- 1/4 G-PEPS R.44; 2/4 G-IIPT R.22B; 3/4 G-OPEN Jet Ranger(f. Husthwaite); 10/4 G-FOFO R.44; 14/4 G-FABI R.44; 16/4 G-FOGY R.44(f. Blackpool); 21/4 G-ODAZ R.44; G-CRYS Long Ranger(Helicharter 25); 24/4 G-EIZO Eurocopter EC.120B(t. Edinburgh).

Wickenby:- The Commander 690B G-BECN of Cooper Aerial Surveys has been moved onto the American register as N95590. On 9/4 PA-28 N2273Q was noted departing to Panshanger. Visitors:- 13/4 G-BOIY C.172N; 16/4 G-RIMS PA-28R; 26/4 G-CEXX MT-03 Gyrocopter, G-BFDI PA-28, G-MVIT TST; 27/4 G-NPKJ RV.6

York(Hospital):- On 25/4 Sea King XZ596(Rescue 128) brought a patient to the hospital after rescuing him from the roof of York Minster following a suspected heart attack.

York(Imphall Barracks):- Lynx XZ219(Armyair 907) was noted on the ground here on 16/4.

York(Strensall Barracks):- Puma(Vortex 344) dropped in for a visit, late afternoon on the 24th.

OVERFLIGHTS

07/4	G-BBVA	Sikorsky S-61N	Over York 1412 @ 2000', enroute to Sumburgh
12/4	N186CB	PA-46 Malibu	Over Gamston 0957 @ 5000' enroute to Lelystad
	N730WF	Cirrus SR.22	Over Upton 1026 @ 5000' enroute to Ireland
13/4	N73AD	Cessna 210L	Wick - Le Touquet, delivery(York 1237 @ 3000')
	N7624P	Be.76 Duchess	Wick - Guernsey, delivery(LBA 1827 @ 5000')
14/4	G-BCLD	Sikorsky S-61N	Flamboro' 0936 @ 1000' following coast to Norwich
15/4	N397SP	Cessna 172S	Over OTR 1750 @ 3500' enroute to Rotterdam
19/4	N808VT	PA-28R Arrow	Panshanger - Cumbernauld(York 1159 @ 4000')
25/4	N473DC	Douglas C-47	Lossiemouth - Lelystad(Over Goole 1340 @ 3000')
26/4	F-GIGZ	Jodel DR.1050	Calais - Blackpool(6/S of LBA 1408 @ 2000')
27/4	HB-FMZ	Twin Otter	Inverness - Calais(Hull 1028 @ 1500', following coast)
29/4	N184VB	Cessna 441	Over LBA 1043 @ 6000' enroute East Midlands

The Duchess N7624P was eventually bound for a new life in Sao Tome.

On 2/4 Nimrod MRA4 ZJ518(Avro 3) was operating in the Vale of York from 1015 until lunchtime while on Air Test from Warton. It was operating between Leeming and OTR flying in a block between 6000' and 20000'.

On 6/4 I hope you all took the opportunity to give President George W Bush and his entourage a wave as they passed over the area heading home from Moscow. Routing just South of Leeds the first aircraft was a Boeing E-3B 77-0355(Shuck 80) at around 1350 and this was joined by another of the type "Shuck 81" which remains unidentified. Around 1430 Boeing 737/700(C-40B) 02-0042(Spar 84) headed West followed about 25 minutes later by a trailing Boeing BVC-25A 82-8000(Air Force 1). Next in line was Boeing 757/200(VC-32A) 98-0001(SAM 91) and Gulfstream 86-0403(SAM 60403) and bringing up the rear around 1710 was Boeing E-4B 74-0787(Huge 25).

Around 2250 on 30/4 the following Hercules routed down the Vale heading home to Mildenhall, 87-0024(Talon 71), 88-1803(Talon 72) and 69-5829(Shadow 61).

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DAY BY DAY @ LBIA - APRIL 2008



The star movement in April was also a first visit of country, Hawker 800XP TY-VLT registered in Benin, West Africa. It arrived in the early hours of 24/4 and had departed before most local enthusiasts had emerged from their slumbers. A couple of other highlights were another visit from the Saudi Ministry of Finance, this time in Gulfstream 4 HZ-MF4 and the Australian Global Express. Oh, and the Belgium Air Force provided a Falcon 900 for good measure. On the schedule front everything was pretty run of the mill, however Flybe did suffer aircraft shortages resulting in various aircraft turning up on the Exeter flights towards the end of the month. Manx2 have finally received the first Dornier 228 D-IFLM(See photo, BT.777/Jetphotos.net) One aircraft to look out for is bmi Embraer 145 G-RJXR, the former G-CCYH, which is now in service in full bmi colours.



Multiflight:- The company's Duchess G-OADY was involved in a landing accident at Doncaster on 30/4, when the undercarriage collapsed on landing. Both engines were shock loaded but thankfully there were no injuries to the two people on board. The aircraft was still at Doncaster mid-May, however at present it is unsure whether it will return to Leeds by road for repairs. On 18/4 Squirrel G-HELM was air tested, having arrived by road earlier in the month while similar type G-WENA is now registered to Multiflight and has been kept busy during the month. On 28/4 Bell 407 EI-SNJ of Celtic Helicopters arrived for maintenance and was still present at the end of the month. Cleveland Flying School Cessna 152 G-BIXH returned home to Teesside on 23/4, having been in for maintenance since last month and Cessna T.303 G-GUILT, which had arrived in June 2007, returned to Blackpool on 25/4 having not flown in between! Finally, the Squirrel G-OGOA which left last year on delivery to Australia is now in service with Asia Pacific Aerospace based at Eagle Farm, Queensland and has been reregistered VH-BXQ.

Jet2:- The company's "new" Boeing 757 G-LSAJ, the former G-CDUP leased from Thomsonfly, was expected to fly to Norwich early in May for painting and by the time you read this it should be in service. The summer season has also seen slight changes in the scheduled services. An additional daily flight from and to Belfast operates each

lunchtime and is flown by a Belfast based aircraft while the Prague flight is now operated by an Edinburgh based aircraft operating a W rotation(i.e. Edinburgh – Prague – LBA – Prague – Edinburgh). Unless anything out of the ordinary turns up on these flights they will not feature in the Jet2 daily reports. The company operated a charter on behalf of Mistral Air, Italy on 30/4 but this however initially caused some confusion as the flight used “Mistral” as a call-sign. “Mistral” is in fact the call-sign of BA/Open Skies the new low cost arm of British Airways, the call-sign of Mistral Air is in fact “Air Merci”.

And finally a correction for last month, the Citationjet on 8/3 should have read D-IKOP and not D-IROP(The old eyes are going!)

01 Tuesday

G-EDCL	Citationjet 2	0741 1345	f. Glasgow(Saltyre 703) t. Doncaster(703)
D-ISCH	Citationjet 2	0855 1511	f/t Schwabisch Hall
G-FIBS	Squirrel	0905 1106	f. Skipton t. Redcar, return 1201/1218, 1500
G-NSUK	PA-34 Seneca	1029 1514	f/t Bournemouth
ZK453	King Air 200	1035	ILS & o/s(CWL 63), <u>ZK454</u> (CWL 78, 1545)
G-CDZI	Boeing 737/800	1334 1450	f/t Alicante(Thomson 168H/167H)

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

bmi:- G-CDFS(613) swapped in Brussels with G-RJXJ(614). G-DBCK operated all Heathrow flights until G-DBCF(8JL), n/s with G-RJXI/J/O.

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

Flybe:- G-EOCA(729/30), G-JECR(171/7VT), G-JECM(643/4), **G-ERJB**(1LH/174), G-JEDM(731/2), G-EOCA(733/4), **G-ERJD**(175/6)

KLM:- PH-KZM(1543/66S, 1547/68K), PH-KLD(65W/1540, n/s) Manx2:- OK-UBA x2

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

*** Dauphin N365LL went to Dishforth this morning on a training detail, and returned there in the afternoon.

02 Wednesday

ZK454	King Air 200	1057	ILS and overshoot(Cranwell 71)
G-JIVE	Hughes 369E	1057 1106	f. Shelf t. Ridding Park, return 1247/1250
G-FRYI	King Air 200	1217 1239	f. Stapleford(Lonex 59FR) t. Aberdeen(59FR)
G-SEAJ	Citationjet	1630 1655	f. Zurich(Clifton 4) t. Bristol International(4)
G-FRYI	King Air 200	1930 1953	f. Aberdeen(Lonex 59FR) t. Stapleford(59FR)

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

bmi:- G-DBCF(01J) operated to Heathrow with G-DBCI(4JL) returning. G-DBCI, n/s with G-RJXI/J/O

Eastern:- G-MAJH(29Q/19Q), 74G/39Q canx. G-MAJP(99Q/59Q). G-MAJC(41B/42B) f/t Inverness. Based G-MAJT

Flybe:- G-EOCA(729/30), G-JEDK(171/7VT), G-JECM(643/4), **G-ERJB**(1LH/174), G-JEDM(731/2), G-JECO(733/4), G-JEDK(175/6)

Jet2:- G-LSAH(010T) went to Prestwick on a crew training detail, returning mid afternoon.

KLM:- PH-KZG(1543/66S, 67N/68K), PH-KLE(69W/64K, n/s) Manx2:- EC-GPS x2

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

***Today saw the first visit of Bristol Flying Centre's latest Citationjet G-SEAJ, ex N111AM.

03 Thursday

OE-GNF	Lear Jet 60	0748 0912	f/t Nice(Vista Jet 262)
G-MEGN	King Air 200	1105 1534	f/t Luton, with overnight stay
ZF290	Tucano	1122	ILS & o/s(LOP 44), <u>ZF291</u> (LOP 46, 1157)
G-VVBK	PA-34 Seneca	1215 1528	f/t Liverpool(Ravenair 47T)
G-FIBS	Squirrel	1240 1234	f. Ridding Park, n/s until 15/4 t. Dishforth
N91ME	TB.20 Trinidad	1300 1440	f/t Wellesbourne Mountford
G-OTVI	Robinson R.44	1305 1731	f. Sherburn t. Scarborough, including local flight
G-SGEC	King Air 200	1543 1023	f/t Gamston, n/s(See notes)
ZK451	King Air 200	1445	ILS and overshoot(Cranwell 73)
CS-DXJ	Citation XLS	1726 2019	f. Humberside(Fraction 3GX) t. Barcelona(950R)
G-UYGB	Challenger 300	2214 1536	f. Bangor, n/s t. Cardiff(Partner 12A)

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

bmi:- G-RJXJ(9141) positioned to Aberdeen with G-RJXM(9142) positioning back. G-DBCI operated all Heathrow flights, n/s with G-RJXI/M/O.

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

Flybe:- G-ECOA(729/30), G-JEDK(171/7VT), G-JEDV(643/4), **G-ERJD(1LH/174)**, G-JECS(731/2), G-JECK(733/4), G-JEDN(733/4)

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

Jet2:- G-LSAG(185) exchanged in Malaga with G-LSAB(186).

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

Ryanair:- EI-CSW(152/153A), EI-DHC(151/155), EI-DYG(156, went u/s and night stopped(A brand new aircraft!)), EI-CSY(15P) positioned from Dublin at 0059, Friday morning to operate outbound flight.

***Quite a hectic and varied day and we kicked off with a first visit by Lear Jet 60 OE-GNF of Vista Jet Luftfahrtunternehmen! Another first timer today was Midlands based TB-20 N91ME which is operated by Carr Aviation. The Dauphin N365LL(ex VP-BUL) returned home to Stansted this afternoon following its re-registration. King Air G-SGEC set off to Cardiff at 0642 on 4/3 but due to fog returned to LBIA landing back here at 0831.

04 Friday

M-NEWT	Challenger 300	0040 0117	f. Malaga t. Luton(Bizjet 1WT)
84-0112	C-21A(Lear Jet 35A)	0652 0734	f/t Ramstien(Jalop 25)
VH-VGX	Global Express	0905 1456	f. Helsinki t. "MALE"
G-DIWI	PA-32 Cherokee 6	0942 1503	f. Fenland t. East Winch
N456PP	King Air C.90	1048 1359	f/t Guernsey(Monty 22A), night stop.
G-RWGW	Lear Jet 45	1151 1317	f. Manchester(Ocean Sky 604) t. Faro(604)
EC-HGQ	Boeing 737/800	1327 1412	f/t Tenerife(Air Europa 285/286)
G-OLDT	Lear Jet 45	1452 1548	f. Le Bourget(Partner 38B) t. Stansted(38C)
G-OSOH	Citationjet	1655 1713	f. Oxford(Hangar 835) t. Jersey(835)
G-ZEBY	PA-28 Cherokee	1943	Low approach and go round, f/t Full Sutton

Aer Arran:- EI-REH(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWA(586/7)

bmi:- G-RJXM(9151) positioned to Aberdeen and G-RJXJ(9152) returned. G-RJXO(9854) positioned to Manchester. G-DBCI operated all Heathrows until G-MIDZ(8JL/9851) arrived and positioned to Prestwick. G-RJXI/J n/s.

Eastern:- G-MAJH(29Q/19Q), G-MAJM(99Q/59Q). G-MAJC(41B/42B) f/t Inverness. Based G-MAJT.

Flybe:- G-ECOA(729/30), G-JEDK(171/7VT), G-JECF(643/4), **G-ERJD(1LH/174)**, G-JEDO(731/2), G-JECK(733/4), **G-ERJD(175/6)**

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

Jet2:- G-LSAI(058P) positioned out early morning to Rhodes, returning late afternoon from Brussels(858P).

G-CELS(323) swapped in Belfast with G-CELE(324).

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

Ryanair:- EI-DHG(13H/1363), EI-DWR(152/153A), EI-CSW(151/155), EI-DWJ(156/15N). EI-DYG(09P) positioned to Rodez/Marcillac at 1658 following repairs.(Don't Ryanair operate to some weird places!)

***One of the star visitors of the year so far, at least until the 24th of this month, was Global Express VH-VGX(See Photo) which arrived from Finland this morning. The aircraft, obviously on its first visit to LBIA is operated by Pratt Aviation Pty of Melbourne, Australia. Another first time visitor today was Lear Jet G-RWGW of Ocean Sky Aviation, formerly Northern Executive Aviation of Manchester.



05 Saturday

M-NEWT	Challenger 300	0956 1117	f. Luton(Bizjet 1WT) t. Le Bourget(2WT)
G-ONAV	PA-31 Navajo	1034 1441	f/t Elstree
G-STRH	Boeing 737/700	1243 1851	f/t Manchester(Flystar 981P/2P) for Chambéry flt.
G-FZDB	Boeing 737/800	1500 1649	f/t Alicante(Thomson 168H/167H)

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

bmi:- Heathrow:- G-RJX(01J/4JL/2LJ), G-DBCC(8JL/01J), n/s with G-RJX.

Flybe:- G-JECO(729/30), G-JEDK(171/7VT), G-JEDV(643/4)

Jet2:- G-CELG(035P) positioned to Shannon. G-CELX(010E) arrived from Newcastle and went to Multiflight for maintenance.

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

06 Sunday

G-SOV B Lear Jet 45 1550 1942 f. Le Bourget t. Nice

CS-DFE Falcon 2000EX 2205 1542 f. Barcelona(NJE 236U), n/s t. Farnborough(2NE)

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

bmi:- Heathrow:- G-RJXA(4JL/2LJ), G-RJXH(7JL), G-MIDZ(9861, f. Prestwick/5LJ), G-DBCE(8JL, n/s). G-RJXG(408) f. Edinburgh, n/s with G-RJXH/J.

Eastern:- G-MAJP(99Q/59Q) f/t Aberdeen. Based G-MAJT.

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

Flybe:- G-JEDO(731/2), **G-ERJC**(1LH/174), G-JEDV(643/4), G-JEDO(733/4), G-JECR(175/6)

Jet2:- G-CELG(036P) returned from Shannon in the early hours. G-CELE(325) exchanged with G-CELS(326) in Belfast. Edinburgh based G-CELZ(196) arrived from Prague with G-CELV(195) operating the outbound flight.

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

Ryanair:- EI-DHG(13H/1363), EI-DCH(152/153A), EI-DYE(15J/155), EI-DWJ(156/15N)

***The end of what can only be described as an exceedingly boring weekend!

07 Monday

M-NEWT Challenger 300 1450 1509 f. Le Bourget(Bizjet 2WT) t. Luton(3WT)

ZK452 King Air 200 1534 ILS & o/s(CWL 73); **ZK451**(CWL 78, 1623)

N719EL Hawker 400XP 1508 1518 f. Cannes t. East Midlands

G-PZIZ PA-31 Chieftain 1817 1857 f/t Oxford(Air Med 067)

G-RWGW Lear Jet 45 1920 2002 f. Faro(Ocean Sky 604) t. Manchester(604)

D-CMAX Lear Jet 55 2217 2355 f. Split(Frankenair 8257) t. Nurnberg(8257)

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

bmi:- G-DBCE operated all Heathrow flights and night stopped with G-RJXG/H/J.

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

Flybe:- G-JEDP(729/30), G-JECR(171/7VT), G-JECS(643/4), **G-ERJD**(1LH/174), G-JECP(731/2), G-JEDO(733/4), G-JECR(175/6)

Jet2:- G-CELV(196) arrived from Prague with G-CELZ(195) operating the return and back home to Edinburgh. G-CELX(010E) returned to Newcastle following maintenance.

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

Ryanair:- EI-DHG(13H/1363), EI-CSY(152/153A), EI-CSS(15J/156), EI-CSY(156/15N)

***The Lear Jet 55 D-CMAX of FAI Air Services, operating an inbound ambulance flight, is a recent acquisition by the company having formerly been operated by Aero Century and before that in far warmer climes as HH-PRX. The registration D-CMAX has also previously been used by a Shorts 360 aircraft before the Lear took it over.

08 Tuesday

N152JP Be.35 Bonanza 0832 1549 f/t Seppe

G-UYGB Challenger 300 0914 1002 f. Heathrow(Partner 99A) t. Biggin Hill(99B)

M-NEWT Challenger 300 1241 1337 f. Luton(Bizjet 1WT) t. Le Bourget(2WT)

G-CDZI Boeing 737/800 1319 1448 f/t Alicante(Thomson 168H/167H)

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

bmi:- G-RJXG(405) swapped in Edinburgh with G-RJXF(406). G-DBCE all London flights until G-DBCI(8JL), n/s with G-RJXF/H/J.

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

Flybe:- G-JECO(729/30), **G-ERJD**(171/7VT), G-JEDV(643/4), **G-ERJC**(173, went u/s, n/s), G-JECO(731/2), G-JEDO(733/4), G-JECX(175/6)

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

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

***The lovely V-tail Bonanza N152JP was a first time visitor this morning and even grabbed the attention of one of your committee members who normally avoids "tins" like the plague!!

09 Wednesday

G-BVYF PA-31 Chieftain 0807 1054 f/t Haverfordwest(Poyston 04)

N37172 King Air 350 0915 1703 f/t Biggin Hill

M-OORE	King Air 350	1009 1432	f. Ronaldsway t. Glasgow
EC-KHT	EMB.135 Legacy	1210 1301	f. Malaga(DNC 631) t. Stansted(632)
HZ-MF4	Gulfstream G-300	1258 1044	f. Riyadh/King Khaled International, night stop
M-NEWT	Challenger 300	1352 1420	f. Le Bourget(Bizjet 1WT) t. Luton(2WT)
G-TRAT	Pilatus PC-12	1325 1121	f. Bournemouth, n/s t. Glasgow
ZK453	King Air 200	1447	ILS & o/s(CWL 76), G-RAFO(CWL 69, 1525)
N234RG	Pilatus PC-12	1422 1636	f. Hawarden, n/s t. Blackbushe
ZK451	King Air 200	1637	ILS and overshoot(Rafair 7085)
N456PP	King Air C.90	1634 1808	f/t Guernsey(Monty 22A)
G-OCJT	Citationjet 2	1816 1107	f. Newcastle, n/s t. Farnborough
G-OJWB	Hawker 800XP	1826 2250	f. Zurich(Hangar 813) t. Luton(813)

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

bmi:- No change, with G-DBCI operating all Heathrows and night stop with G-RJXF/H/J.

Eastern:- G-MAJM(29Q/19Q), 89Q/79Q canx. G-MAJM(74G/39Q), G-MAJH(99Q/59Q). G-MAJC(41B/42B) f/t Inverness. Based G-MAJT.

Flybe:- 171 canx. G-ERJC(n/s, 7VT), G-JEDO(729/30), G-JEDT(643/4), G-JECO(731/2), G-EMBM(1LH/174), G-JEDP(733/4), G-JEDU(175/6)

Jet2:- G-CELF(050T) went to Teesside training, returning mid afternoon. G-LSAI(051T) went to Prestwick on a short training detail.

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

Manx2:- LET 410 OK-RDA operated the morning flight, however Jetstream 32 G-PLAJ arrived at teatime.

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

***At long last an interesting day to discuss kicking off with our second Gulfstream, HZ-MF4(See Photo), from the Saudi Ministry of Finance and coincidentally "Flying Olive" Legacy EC-KHT turned up at the same time, as it did with HZ-MF5. Hangar 8 have taken a step up from Citationjets with their new acquisition Hawker 800 G-OJWB, which made its first visit this evening. And, finally can anyone explain why King Air 200 ZK451 used a "Rafair" call-sign this afternoon instead of the usual "Cranwell". Finally today, Citationjet G-OCJT of Standard Aviation of Newcastle, which arrived for maintenance was re-registered in the Isle of Man on 11/4 as M-WMWM.



10 Thursday

G-EEJE	PA-31 Chieftain	0743 0902	f. Fadmoor t. Filton, return 2013/2027
D-FAPC	Pilatus PC-12	0812 1427	f/t Dortmund
G-RAFP	King Air 200	1036	ILS & o/s(Cranwell 76), also 1245(CWL 83)
G-SAMP	Agusta A.109S	1217 1557	f. Site near Hucknall t. Banbury
G-TRAT	Pilatus PC-12	1339 1611	f. Glasgow t. Bournemouth
N642P	PA-31 Navajo	1504 1641	f. Enniskillen t. Dublin/Weston
M-NEWT	Challenger 300	1748 0852	f. Luton(Bizjet 1WT), n/s t. Northolt(1WT)

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

bmi:- Again today G-DBCI operated all flights with G-RJXF/H/J and night stopped.

Eastern:- G-MAJH(29Q/19Q, 89Q/79Q), G-MAJZ(74G/39Q), G-MAJH(99Q/59Q)

Flybe:- G-JECO(729/30), G-JECI(171/2), **G-ZAPO**(643/4), 173/4 canx. G-JECO(731/2), G-ECOA(733/4), G-JEDU(175/6) **Shaheen Air:-** TC-SGC(803/4)

Jet2:- G-CELB(251) exchanged with G-CELI(252) in Faro. G-LSAH(185) swapped in Malaga with G-LSAG(186).

KLM:- PH-KZL(65W/66S), PH-KZN(67N/68K), PH-KLD(69W/64K, n/s) **Manx2:-** G-PLAJ x2

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

***Yet another first visiting German today, this time PC-12 D-FAPC of GWT Westerland GmbH. This afternoon Titan Airways BAe146 G-ZAPO appeared on the Flybe Exeter flight. Squirrel G-WENA arrived by road this evening and is expected to join the Multiflight fleet in due course.

11 Friday

G-CITJ	Citationjet	0935 1004	f. Nice(Clifton 9) t. Bristol(9)
G-MLLE	CEA DR.220AB	1029 1150	f. Cranwell t. Northampton
G-RAFO	King Air 200	1137	ILS and overshoot(Cranwell 72)
G-JIVE	Hughes 369E	1549 1602	f/t Shelf(Halifax)
G-LXCL	Extra 300	1631 1643	f. Barkston Heath(Blade 4) t. Northampton(4)
G-LILA	Long Ranger	1729 1759	f. Doncaster R/C t. Pathead(Edinburgh)
G-WINT	Pilatus PC-12	1908 0738	f. Denham, n/s t. Oxford
N642P	PA-31 Navajo	1920 2004	f/t Enniskillen
M-NEWT	Challenger 300	1927 1947	f. Northolt(Bizjet 2WT) t. Luton(3WT)

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

bmi:- G-DBCI operated all Heathrow flights until G-MIDS(8JL) and this then positioned to Prestwick(9851).

G-RJXF(407) swapped in Edinburgh with G-RJXG(408), 'XG(9854) then positioned to Heathrow leaving G-RJXF/J to night stop.

Eastern:- G-MAJH(29Q/19Q, 89Q/79Q), G-MAJU(74G/39Q), G-MAJH(99Q/59Q). G-MAJC(41B/42B). This evening based G-MAJT(051P) positioned to Humberside.

Flybe:- G-JECV(729/30), G-EMBM(171/7VT), **G-ZAPW**(643/4), **G-ERJD**(1LH/174), G-JEDP(731/2), G-ECOA(733/4), G-JEDT(148 f. Newcastle/176) **Shaheen Air:-** TC-SGC(803/4)

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

Ryanair:- EI-DHG(13H/1362), EI-DHC(152/153A), EI-DPT(15J/155), EI-DHC(156/15N)

***Tail-draggers are a rare sight at LBIA these days but today we had two and both were on there first visits.

First we had the Jodel DR.220 G-MLLE, which is based at Cranwell and that was followed this afternoon by Extra 300 G-LXCL. This aircraft is one of four of the type used by The Blades Formation Team, which appear at many Air Displays around the country. At the other end of the scale Flybe utilised Boeing 737/300 G-ZAPW of Titan Airway on their afternoon Exeter rotation and this aircraft was a first time visitor.

12 Saturday

G-WINT	Pilatus PC-12	1038 1148	f. Cambridge t. Denham
G-RDMV	Hawker 800XP	1055 1910	f/t Belfast International, overnight stay
CS-DLF	Falcon 900EX	1056 1221	f. Le Bourget(Fraction 9LK) t. Faro(9LK)
EC-JQV	MD-83	1335 1422	f. Stockholm(Swiftair 562) t. Murcia(563)
G-FZDB	Boeing 737/800	1508 1835	f/t Alicante(Thomson 4168/4167)
G-STRH	Boeing 737/700	1913 1941	f. Chambery(Flystar 982) t. Manchester(982P)
G-SAXN	King Air 200	2008 0813	f. Sligo, n/s t. Fairoaks

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

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

Flybe:- G-ECOA(729/30), G-JEDO(171/7VT), **G-CEAH**(643/4)

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

Manx2:- The Dornier 228 D-IFLM has at last been delivered and it operated this afternoons flight.

***An interesting and varied day, with the first sighting of the Manx2 Dornier 228, resplendent in a new red and white livery. The Swiftair MD-83 EC-JQV(See Photo page 18) was another first time visitor when it operated a charter flight to Spain this afternoon and this aircraft is in a special scheme emblazoned with the titles "Real Madrid" on the front fuselage. Flybe were again borrowing aircraft to operate the Exeter flight and today it was the turn of the venerable Boeing 737/200 G-CEAH of European Air Charter to perform. Finally today, the Hawker 800XP G-RDMV was piloted by an old friend from the 1960s, Dave Pullan who some members may remember. He learned to fly with the Yorkshire Aeroplane Club and went on the fly Shorts 360 with Genair, Capital and Manx Airlines. He then moved to America flying Lear Jets and now lives in Northern Ireland. I met up with Dave before he flew back to Belfast and after a guided tour of the aircraft he informed me that it will shortly be replaced by a new Hawker 4000, which will be placed on the Manx register, possibly as M-IVAN.



13 Sunday

ZF573 BN.2T Islander 1656 1026 f. Northolt(Ascot 7951), n/s dep on local flight.

N400MW Mooney M.20T 1756 1346 f/t Pattonville, Germany, n/s until 16/4.

EC-JQV MD-83 1810 1859 f. Murcia(Swiftair 572) t. Stockholm(573)

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

bmi:- Heathrow:- G-DBCC(01J), G-RJXN(4JL/2LJ), G-RJXF(7JL), G-MIDS(9861, f. Prestwick/5LJ), G-DBCJ(8JL, n/s).

G-RJXB(408) arrived from Edinburgh, n/s with G-RJXF/J.

Eastern:- G-MAJY(99Q/59Q). G-MAJK(071P) arrived from Humberside to be based.

Flybe:- G-ERJD(1LH/174), G-JECP(731/2), G-CEAH(643/4), G-ECOA(733/4), G-JECP(175/6)

Jet2:- Edinburgh based G-CELR(196) arrived from Prague with G-CELV(195) operating the outbound flight.

G-CELI(206) inbound from Amsterdam, diverted to Manchester with flap problems.

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

Ryanair:- EI-DHG(13H/1363), EI-DYH(152/153A), EI-DHN(15J/155), EI-DLN(156/15N)

Shaheen Air:- TC-SGC(803/4) f/t Islamabad.

***While I was at the airport meeting Dave Pullan Islander ZF576 landed for a refuel and overnight stay following a local task and also arriving for the night was European based Mooney M.20T N400MW. Ryanair sent 737/800 EI-DYH on its first visit this morning.

14 Monday

CS-DFR Citation XL 1130 1233 f. Exeter(Fraction 6VL) t. Southampton(6VL)

G-RAFO King Air 200 1139 ILS & o/s(Cranwell 63), G-RAFP(CWL 72, 1421)

N147LD Cirrus SR.22 1249 1323 f. Denham t. Wolverhampton

G-JETO Citation V 1929 0606 f. Southend(Airtax 422F), n/s to 16/4 t. Nantes(402)

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

bmi:- G-DBCJ operated all Heathrow flights, n/s with G-RJXB/F/J

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

G-MAJK(82D) swapped in Southampton with G-MAJE(83D), which is now based.

Flybe:- G-JEDV(729/30), G-JECP(171/7VT), G-ZAPZ(643/4), G-JECP(731/2), G-EMBM(1LH/174), G-ECOA(733/4),

G-JECU(175/6)

Jet2:- G-CELV(196) operated inbound from Prague with G-CELR(195) operating outbound and back Edinburgh.

G-CELI(015P) positioned back from Manchester, having diverted last night.

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

Manx2:- D-CSAL operated am flight with Dornier 228 D-IFLM turning up at teatime.

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

***Flybe again utilised a 737/300 of Titan on the Exeter flight and as with G-ZAPW a few days ago G-ZAPZ was making its first visit to LBLA.

15 Tuesday

M-OORE King Air 350 0953 1246 f/t East Midlands

G-CJAD Citationjet 1002 1310 f/t Edinburgh

N456PP King Air C.90 1010 1718 f. Perranporth(Monty 22A) t. Fair Oaks(22B)

OY-FFB Citation 2 1022 1733 f/t Aarhus(Karlogg 1152/3)

G-BHAW Cessna F.172N 1034 1106 f. Ronaldsway t. Brighton

G-JIVE	Hughes 369E	1129 1158	f. Shelf t. Devonshire Arms, return 1401/1407
G-CDZI	Boeing 737/800	1320 1447	f/t Alicante(Thomson 168H/167H)
G-FIBS	Squirrel	1324 0849	f. Dishforth, n/s t. York
M-NEWT	Challenger 300	1427 1520	f/t Luton(Bizjet 1WT/2WT)

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

bmi:- Same as yesterday, Heathrow flights G-DBCI, n/s with G-RJXB/F/J.

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

Flybe:- G-JEDV(729/30), G-JECV(171/7VT), **G-CEAH(643/4)**, **G-EMBM(1LH/174)**, G-ECOA(731/2), G-JEDV(733/4), G-ECOB(175/6)

Jet2:- G-CELD(050T) spent the morning at Teesside, crew training.

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

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

***Twin Squirrel G-WENA, which arrived by road on 10/4 made its initial air test this afternoon. The Cimbria Air Citation OY-FFB is worthy of note now as it is approaching the veteran stage, being almost thirty years old. Brighton based Cessna F.172N G-BHAW has just returned from Germany where it was fitted with a new diesel engine, meaning it now runs on Jet A1 fuel instead of Avgas and is very quiet.

16 Wednesday

M-NEWT	Challenger 300	0933 1005	f. Northolt(Bizjet 1WT) t. Luton(2WT)
G-SCIP	TB.20 Trinidad	1028 1441	f/t Welshpool
G-BYVH	Grob 115 Tutor	1250 1409	f/t Woodvale(UAM 89)
G-NSJS	Citation Sovereign	1510 1600	f/t Jersey
G-JETO	Citation V	1728 0925	f. Nantes(Airtax 403), n/s t. Birmingham(403P)
G-WINA	Citation XLS	1848 1031	f. Farnboro'(Lonex 45WW), n/s t. Prestwick(45WW)
I-FORU	Lear Jet 45	1955 2049	f. Milan/Linate(AFM131) t. Milan/Malpensa(131)

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

bmi:- G-CDFS(9131) positioned from Aberdeen with G-RJXJ(9132) positioning to Edinburgh. G-DBCI was again on Heathrow duties and n/s with G-RJXB/F, G-CDFS.

Eastern:- G-MAJF(29Q/19Q, 89Q/79Q), G-MAJT(74G/39Q), G-MAJA(99Q/59Q). G-MAJC(41B/42B). Based G-MAJE

Flybe:- G-JECU(729/30), G-JECY(171/7VT), **G-CEAH(643/4)**, **G-EMBY(1LH/174)**, G-ECOA(731/2), G-JEDV(733/4), G-JECY(175/6)

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

Ryanair:- EI-DWZ(13H/1363), EI-CSX(152/153A, 15J/155), EI-DWI(156/15N)

***Italian Lear Jet 45 I-FORU operated by Air Four Spa. was on its first visit to LBA as was the Grob 115 G-BYVH.

17 Thursday

G-NETR	Twin Squirrel	0944 1055	f. Yearby(Osprey 62) t. Walton Wood(Powerline 62)
G-BJCW	PA-32R Saratoga	1206 1340	f/t Fairoaks
G-DNCS	PA-28R Arrow	1217	ILS and overshoot(Jaydee 56X) t. Sherburn
G-TBEA	Citationjet	1337 1353	f. Bournemouth(Exclusive 296) t. Edinburgh(296)
G-DJET	DA-42 Twin Star	1547 1618	f. Edinburgh t. Denham
G-BHAW	Cessna F.172N	1645 1740	f. Brighton t. Ronaldsway

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

bmi:- G-DBCI(01J/8JL) operated first outbound Heathrow and last inbound with G-DBCG used on all other flights. 'CJ n/s with G-RJXB, G-CDFS. G-RJXF(9652) positioned to Liverpool for a football charter.

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

Flybe:- G-JEDV(729/30), G-JECY(171/7VT), **G-CDFF(643/4)**, **G-EMBM(1LH/174)**, G-JEDI(731/2), G-ECOA(733/4), G-JECZ(175/6)

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

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

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

***A change of aircraft for Flybe again this afternoon with the former Air Wales ATR.42 G-CDFF(See Photo page 20), now operated by Aurigny, operating the flight from and to Exeter.



18 Friday

G-WINA	Citation XLS	0841 1024	f. Prestwick(Lonex 45WW) t. London City(45WW)
CS-DXQ	Citation XLS	1009 1136	f. Northolt(Fraction 498H) t. Le Bourget(6MA)
P4-LJG	Citation X	1020 1219	f. Dublin t. Cambridge
G-FIBS	Squirrel	1224 1623	f. Site near Wombledon t. Skipton

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

bmi:- G-RJXF(9751) positioned from Gatwick in the early hours. G-RJXB(9854) positioned to Heathrow. G-DBCJ operated all Heathrows until G-MIDZ(8JL/9851 t. Prestwick). G-RJXF, G-CDFS night stopped.

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

Flybe:- G-JEDU(729/30), **G-EMBY(171/7VT)**, **G-CEAH(643/4)**, G-JECU(731/2), **G-EMBI(173/1LH)**, G-EOCA(733/4), G-ECOB(175/6)

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

Jet2:- G-CELX(015P/016P) positioned from and to Newcastle to operate the Rome and Belfast flights.

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

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

***Squirrel G-HELM carried out two local air tests this morning as "Yorkair 03" and a further one this afternoon before routing to Skipton and back and finally heading home to North Yorkshire.

19 Saturday

CS-DMG	Hawker 400XP	1251 0853	f. Birmingham(Fraction 4NF), n/s t. Le Bourget(4NF)
G-SAXN	King Air 200	1254 1753	f. Newcastle t. Cambridge
G-FDZD	Boeing 737/800	1456 1647	f/t Alicante(Thomson 168H/167H)
G-NSJS	Citation Sovereign	1459 1137	f/t Jersey, with overnight stay
CS-DFD	Falcon 2000EX	1542 1303	f. Faro(NJE 421T), n/s until 22/4 t. Amsterdam(2FD)
LX-ONE	Lear Jet 35A	1929 2116	f. Alicante(Lion King 1 amb) t. Luxemburg(1 amb)

Air Southwest:- G-WOWD(481/2), G-WOWA(478/9). **Ryanair:-** EI-DYH(15J/155)

bmi:- Heathrow:- G-RJXF(01J/2LJ), G-DBCG(8JL), n/s with G-CDFS.

Flybe:- G-EOCA(729/30), G-JECI(171/7VT), G-JECF(643/4)

Jet2:- G-LSAB(223) swapped with G-LSAH(224) in Tenerife. G-CELF(323) exchanged in Belfast with G-CELY(324) and 'LY went to Multiflight for maintenance.

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

***The Thomsonfly 737/800 G-FDZD was in fact a first time visitor to LBLA.

20 Sunday

G-GMAA	Lear Jet 45	0905 1010	f. Farnborough(Gama 773) t. Le Bourget(773)
P4-LJG	Citation X	1145 1231	f. Cambridge t. Dublin
CS-DXQ	Citation XLS	1703 1836	f. Le Bourget(Fraction 6MA) t. Manchester(032P)

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

bmi:- Heathrow:- G-DBCG(01J), G-RJXF(4JL/2LJ), G-MIDZ(9861, f. Prestwick/5LJ), G-RJXG(7JL), G-DBCK(8JL, n/s). G-RJXN(408) f. Edinburgh, n/s with G-RJXG, G-CDFS.

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

Flybe:- G-EMBW(1LH/172), G-JEDI(731/2, 733/4), **G-CEAH(643/4)**, G-JECZ(175/6)

Jet2:- G-CELI(251) swapped in Faro with G-CELB(252)

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

Ryanair:- EI-DCX(13H/1362), EI-DPT(152/153A), EI-DAC(15J/155), EI-CSJ(156/15N)

***The end of another boring weekend!!!!!!

21 Monday

M-NEWT	Challenger 300	0909 1555	f. Doncaster(Bizjet 3WT) t. Norwich(4WT)
G-IPAX	Citation XL	0949 1158	f/t Belfast International(Go-Jet 21HA/21HB)
G-RAFO	King Air 200	1201	ILS and overshoot(Cranwell 61)
N50VC	Citationjet	1423 1444	f. Guernsey t. Reykjavik
G-CDNK	Lear Jet 45	1430 1615	f/t Luton(Partner 49A/B)
XZ304	Gazelle	1549 1620	f. Catterick(Armyair 780) t. Shawbury(780)
G-UYGB	Challenger 300	1655 1722	f. Biggin Hill(Partner 10X) t. Nice(10B)
G-OSOH	Citationjet	1658 1751	f. Wien(Hangar 894) t. Jersey(890)
G-FIBS	Squirrel	1836 1920	f. Skipton t. Site near York

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

bmi:- All London flights operated by G-DBCK, n/s with G-RJXG/N, G-CDFS.

Eastern:- G-MAJY(29Q/19Q, 89Q/79Q), G-MAJA(74G/39Q), G-MAJV(99Q/59Q). G-MAJC(41B/42B) f/t Inverness. Based G-MAJE

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

Jet2:- G-CELF(326) operated the inbound lunchtime Belfast flight with G-CELY(325) returning home on the outbound. G-CELD(207) swapped with G-CELH(208) in Murcia with 'LH going for maintenance at Multiflight.

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

Ryanair:- EI-DWZ(13H/1362), EI-DAO(152/153A), **EI-DYJ**(15J/155), EI-DHV(156/15N)

***Today was a little more interesting with probably the most notable movement being Citationjet N50VC.

Although this aircraft has visited before, today it was heading home to America having been based in Guernsey since March 2003, operated by Mistral Aviation. After leaving LBA for Iceland the aircraft continued on to Wichita with further stops at Iqaliut and Thunder Bay. As we go to press the 'VC is still very active in the USA, however the ownership has not changed so it may return. 737/800 EI-DYJ of Ryanair made its first visit today.

22 Tuesday

G-NSJS	Citation Sovereign	1029 1639	f/t Jersey
G-CDZL	Boeing 737/800	1317 1445	f/t Alicante(Thomson 168H/167H)
G-WATJ	King Air 350GT	1354 1621	f. Filton(Ambassador 222B) t. Liverpool(222C)
G-FIBS	Squirrel	1450 1609	f. Flint(Yorkair 02) t. Huggate(02)

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

bmi:- No changes today with G-DBCK operating Heathrows, n/s with G-RJXG/N, G-CDFS

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

Flybe:- G-JEDI(729/30), G-JECZ(171/7VT), G-JECH(643/4), **G-EMBW**(1LH/174), G-JEDV(731/2), **G-FBEF**(175/6), G-JEDR(733/4)

Jet2:- Today it was the turn of G-CELV(051T) to make a short training trip to Teesside.

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

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

***Nothing out of the ordinary apart from Squirrel G-FIBS operating under a Yorkair call-sign. Incidentally, Multiflight's new Twin Squirrel G-WENA had a long day today, setting off the Wattisham at 0536 before finally returning home from Teesside at 2236. Also today, it was the turn of 737/800 EI-DYI of Ryanair to be a first timer.

23 Wednesday

G-ODDM	Citationjet 2	1218 1315	f. Oxford(Hangar 898) t. Murcia(898)
G-CDNK	Lear Jet45	1245 1334	f. Cannes(Partner 49D) t. Luton(49E)
G-SAMP	Agusta A.109S	1318 1821	f. Newcastle t. Tring
G-JIVE	Hughes 369E	1542 1550	f. Shelf t. Devonshire Arms, return 1708/1754

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

bmi:- G-DBCK operated all Heathrows until G-MIDS(7JL/5LJ), then G-DBCK(8JL), n/s with G-RJXG/N, G-CDFS.

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

Flybe:- 171/7VT divert, G-JECU(729/30), G-JECI(643/4), **G-EMBW**(1LH/174), G-JEDR(731/2), G-JECU(733/4), G-JECW(175/6)

Jet2:- G-LSAI(051T) went to Prestwick and back this afternoon on a training detail.

KLM:- 65W divert, PH-WXD(1543, f. Manchester/66S), PH-KZL(67N/68K), PH-OFM(69W/64K, n/s)

Manx2:- Euro Continental Metroliner EC-GPS operated am flight with D-CSAL pm.

Ryanair:- EI-CSZ(13H/1362), EI-DAO(152/153A, 15J/155), EI-DHS(156/15N).

***Cleveland Flying School Cessna 152 G-BIXH returned home following maintenance with Multiflight, having arrived on 27/3.

24 Thursday

TY-VLT	Hawker 800XP	0522 0622	f. Cardiff t. Le Bourget
CS-DHP	Citation Bravo	0853 1138	f. Deauville(Fraction 7DQ) t. Manchester(018L)
M-OORE	King Air 350	1512 1523	f/t Ronaldsway
G-OMYJ	Airbus 320	1629 1735	f. Manchester(Kestrel 491P) t. Arrecife(491K)
N64VB	Be.58 Baron	1634 1644	f. Elstree t. Sleaf
CS-DLF	Falcon 2000EX	1850 2055	f. Bromma(Fraction 2EH) t. Milan/Linate(2EH)
CS-DNK	Hawker 800XP	1907 1348	f. Northolt(Fraction 833F), n/s t. London City(8KY)

Aer Arran:- EI-REH(682/3) **Air Southwest:-** G-WOWA(462/3), G-WOWE(486/7)

bmi:- G-RJXN(409) swapped in Edinburgh with G-RJXI(410). G-DBCK operated all London flights, night stopped with G-RJXG/I, G-CDFS.

Eastern:- G-MAJT(290Q/19Q, 89Q/79Q), G-MAJA(74G/39Q), G-MAJT(99Q/59Q). Based G-MAJE.

Flybe:- G-JEDI(729/30), G-JECW(171/TVT), G-JEDN(643/4), **G-EMBW(1LH/174)**, **G-FBEB(731/2)**, G-JEDV(733/4), G-JECR(175/6)

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

Jet2:- Following maintenance, G-CELD(251) operated to Faro with G-CELD(252) making the return trip.

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

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

***One of the most exotic registered aircraft to visit LBIA for some time was Hawker 800XP TY-VLT(See Photo), which had come and gone before most local spotters had awoken from their slumbers this morning. Due to this no one got a picture of it so to mark this historic arrival we publish a picture of the said machine taken by James Paveley at Southampton two weeks earlier. The aircraft recently registered in Benin, West Africa is operated by Alafia Jet and was on an ambulance flight inbound. A taster of things to come this afternoon when Thomas Cook A.320 G-OMYJ(First visit) arrived from Manchester to operate the first of a series of flights, which will see an aircraft based at LBIA all summer. Note, that following their amalgamation, the company has taken over the Airtours call-sign of "Kestrel".



25 Friday

G-CITY	PA-31 Chieftain	0839 1646	f/t Ronaldsway(Causeway 01)
G-RVRT	PA-28 Cherokee	0842 1300	f/t Liverpool
G-OLDT	Lear Jet 45	0951 1031	f. Luton(Partner 11A) t. Faro(11B)
LN-SUX	Citation XLS	1014 1122	f. Luton(Midnight 4) t. Wick(4)
ZK454	King Air 200	0953-1005	2 ILS and overshoots(Cranwell 66)
M-ANIN	TB.20 Trinidad	1108 1340	f. Ronaldsway t. Newcastle
G-ODDM	Citationjet 2	1315 1400	f. Murcia(Hangar 898) t. Oxford(898)
HB-GJP	King Air 350	1438 1602	f/t Lausanne

G-FIBS	Squirrel	1842 1857	f. Melton Mowbray t. Ferrensby
D-CSUL	Lear Jet 45	1856 1040	f. Le Bourget, n/s t. Dublin
G-FCLF	Boeing 757	1901 2035	f. Glasgow(Kestrel 652P) t. Tenerife(652K)

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

bmi:- G-DBCK(01J) operated to Heathrow with G-DBCC(5WT), the Teesside flight calling in late morning. G-DBCK then took over again in the afternoon until G-DBCG(8JL), n/s with G-RJXI, G-CDFS. G-RJXI(9854) positioned to Heathrow.

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

Flybe:- G-JEDI(729/30), G-JECZ(171/7VT), G-JECH(643/4), **G-EMBK(1LH/174)**, G-JECU(731/2), G-ECOA(733/4), G-JECL(175/6)

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

Jet2:- G-LSAI(185) exchanged in Malaga with G-LSAE(186).

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

Ryanair:- EI-DHG(13H/1362), EI-DAX(152/153A), EI-CSQ(15J/155), EI-DAX(156/15N)

***Another pretty good selection of visiting aircraft, however there were no first visits. The Citation XL LN-SUX was on its second visit while King Air 350 HB-GJP is operated by Nestle. Thomas Cook today positioned in a 757 to operate the first outbound Tenerife flight. Cessna T.303 G-UILT, which has been hangared with Multiflight since last June, made an Air Test this afternoon before routing to Blackpool.

26 Saturday

G-JMCF	Boeing 757	0504 0619	f. Glasgow(Kestrel 567P) t. Alicante(567K)
CD-01	Falcon 900B	1003 1058	f/t Luxembourg(Belgium Air Force 625), n/s
G-GAFT	PA-44 Seminole	1136	ILS and overshoot(Atlantic 47T)
G-JIVE	Hughes 369E	1341 1349	f. Shelf t. Sandtoft, return 1555/1559
G-FDZD	Boeing 737/800	1352 1645	f/t Alicante(Thomson 168H/167H)
G-HELM	Squirrel	1558 n/s+	f. Bainbridge(Yorkair 03), for maintenance
G-FIBS	Squirrel	1846 1905	f. Skipton t. Site near Full Sutton
G-KKAZ	Airbus 320	1934 2031	f. Stansted(Kestrel 643P) t. Lanzarote(643K)

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

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

Flybe:- G-ECOA(729/30), G-JECZ(171/7VT), G-JECI(643/4)

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

KLM:- PH-KZD(65W/66S, 67N/68K), PH-OFG(69W/64K, n/s) **Manx 2:-** D-CSAL x1

***Visiting LBIA for the first time today was Falcon 900B CD-01(See Photo) of the Belgium Air Force, which brought in the Luxembourg Royal Family. The aircraft is operated by 15 Wing/21 SML based at Brussels/Melsbroek and was formerly on the UK register as G-BTIB from 1991 until 1995 before moving to the continent.



27 Sunday

CS-DFF	Falcon 2000EX	2156 1343	f. Linate(NJE 222E), n/s t. Moscow/Vnukovo(702W)
G-FIBS	Squirrel	2214 0639	f. Stansted, DIV, n/s until 30/4 t. Denham

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

bmi:- Heathrow:- G-RJXI(4JL/2LJ/7JL), G-DBCG(5LJ/8JL, n/s). G-RJXA(408) from Edinburgh, n/s with G-RJXI, G-CDFS **Shaheen Air:-** TC-SGC(803/4)

Eastern:- G-MAJE(417P) positioned to Cork at 0840. G-MAJP(99Q/59Q) f/t Aberdeen. G-MAJY(072P) positioned in from Humber side to be based.

Flybe:- G-JEDV(731/2), **G-EMBM**(1LH/174), G-JECI(643/4), G-JEDV(733/4), G-JECZ(175/6)

Jet2:- Edinburgh based G-CELO(196) operated inbound from Prague with G-CELB(195) operating the outbound leg. G-LSAE(040P) positioned to Marrakech.

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

Ryanair:- EI-CTB(152/153A), EI-DHV(15J/155), EI-DWC(156/15N)

***Squirrel G-FIBS was enroute to a private site near Thirsk but diverted in due poor weather.

28 Monday

G-PWNS	Citationjet	0729 0813	f. Oxford(Hangar 810) t. Niederrhein(810)
HB-GJP	King Air 350	0905 0738	f/t Lausanne, with overnight stay
CS-DRR	Hawker 800XP	1103 0712	f. London City(7AE), n/s to 30/4 t. Vnukovo(551Y)
EI-SNJ	Bell 407	1132 n/s+	f. Dublin, to Multflight for maintenance
ZF347	Tucano	1151	ILS and overshoot(LOP 76)
ZK453	King Air 200	1339	ILS and overshoot(Cranwell 72)
G-PWNS	Citationjet	1656 1742	f. Niederrhein(Hangar 810) t. Oxford(810)

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

bmi:- G-RJXI(409) swapped in Edinburgh with G-RJXG(410), n/s with G-RJXA, G-CDFS and G-DBCG which operated all today's Heathrow flights.

Eastern:- G-MAJP(29Q/19Q, 89Q/79Q), G-MAJA(74G/39Q), G-MAJP(99Q/59Q), G-MAJC(41B/42B) f/t Inverness. Based G-MAJY.

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

Jet2:- Following its positioning flight to Marrakech yesterday, G-LSAE(840P) arrived from Keflavik early this morning! G-CELB(196) arrived from Prague with G-CELO(195) operating outbound and then home to Edinburgh.

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

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

***Bell 407 EI-SNJ of Celtic Helicopters was making its first visit to LBA this morning, when it arrived for attention with Multflight. The King Air 350 HB-GJP made a return visit brining executives for the opening of a new Nestle chocolate factory in York.

29 Tuesday

G-OMGI	King Air 200	0750 0833	f. Teesside(Goosepool 42) t. Stornaway(42)
G-VUEZ	Citation 2	0946 1049	f. Nice(Flyvue 662) t. Liverpool(663)
ZF144	Tucano	1004	ILS and overshoot(LOP 62), f/t Linton
ZK450	King Air 200	1137	ILS and overshoot(Cranwell 69)
G-CDZL	Boeing 737/800	1324 1438	f/t Alicante(Thomson 168H/167H)
G-VONC	Sikorsky S.76B	1742 1808	f. Coney Park(Premier 15) t. Battersea(15)
G-OMGI	King Air 200	1812 1841	f. Stornaway(Goosepool 42) t. Teesside(42)

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

bmi:- All Londons G-DBCG, n/s with G-RJXA/G, G-CDFS.

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

Flybe:- G-JECH(729/30), G-JECZ(171/7VT), G-JECG(643/4), 731/2 canx. **G-EMBM**(1LH/174), G-JEDN(175/6), G-JECI(733/4)

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

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

***The S.76B G-VONC initially went to Coney Park for fuel, but having found them closed had to hop over the road to get a top up at Multflight.

30 Wednesday

G-GURN	PA-31 Navajo C	0936 1354	f. Fowlmere t. Guernsey
PH-ILZ	Citation XLS	1013 1445	f/t Eindhoven(Solid Air 269)
ZK450	King Air 200	1434	ILS and overshoot(Cranwell 71)
N552EU	Hawker 400XP	1428 0928	f. Hawarden, n/s t. Faro
G-SAMP	Agusta A.109S	1558 1434	f. Scampton, n/s t. Northampton
G-FIBS	Squirrel	1722 1744	f. Rudding Park t. Site near York

G-KKAZ Airbus 320 2008 Res. f. Prestwick(Kestrel 320T), for IT flights.

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

bmi:- No changes, G-DBCG all Heathrow flights, n/s with G-RJXA/G, G-CDFS.

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

Flybe:- G-JEDV(729/30), G-JECZ(171/7VT), G-JEDJ(643/4), 1LH/174 canx. G-JEDV(731/2), G-JECH(733/4)

Jet2:- G-CELU(MSA/"Mistral 9901") operated outbound to Lamezia/Terme, Italy this morning returning tonight from Barcelona(MSA/"Mistral 9902"). "Mistral" is actually the call-sign for the new BA/Open Skies airline, but this charter was in fact for Mistral Air of Italy. The resident aircraft as of today were, G-CELB/C/F/G/S/U/V and G-LSAE/G/H.

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

Ryanair:- EI-DCJ(13H/1363), EI-DCH(152/153A, 15J/155), EI-DPD(156/15N).

***The first of a pair of first time visiting bizjets today was Citation XL PH-ILZ of Solid Air BV and this was followed this afternoon by Hawker 400XP N552EU, which is a brand new aircraft, registered on 19/3 and delivered across the Atlantic on 26/3. Airbus 320 G-KKAZ(See Photo) arrived this evening to take up residency, ready to commence the summer Inclusive Tour operations for the summer.



And Finally>>>



On 17/4 KLM Fokker 70 PH-JCT(See Photo) got the "water treatment" from the Airport Fire Service to commemorate the retirement of one of our long serving local KLM Captains.

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LEEDS BRADFORD AIRLINE REPORT - APRIL 2008

INBOUND DIVERSIONS

Nil

REGULAR FLIGHTS

AEA286	TFS	04/EC-HGQ			
AEU981	CMF	05/G-STRH			
TOM167H	ALC	01/G-CDZI	05/G-FDZB	08/G-CDZI	12/G-FDZB
		15/G-CDZI	19/G-FDZD	22/G-CDZL	26/G-FDZD
		29/G-CDZL			

OTHER FLIGHTS

09	EC-KHT	E135	DNC631/632	Malaga - Stansted	Executive Charter
10	G-ZAPO	B462	BEE643/644	f/t Exeter	Lieu BEE DH8
11	<u>G-ZAPW</u>	B733	BEE643/644	f/t Exeter	Lieu BEE DH8
12	<u>EC-JQV</u>	MD83	SWT562/563	Stockholm Arlanda - Murcia	Passenger Charter
12	<u>D-IFLM</u>	D228	FKI304/305	f/t Isle of Man	-
12	G-CEAH	B732	BEE643/644	f/t Exeter	Lieu BEE DH8 * +6 *
13	<u>EL-DYH</u>	B738	RYR152/153A	f/t Dublin	-
13	EC-JQV	MD83	SWT572/573	Murcia - Stockholm Arlanda	Passenger Charter
14	<u>G-ZAPZ</u>	B733	BEE643/644	f/t Exeter	Lieu BEE DH8
17	G-CDFF	AT42	BEE643/644	f/t Exeter	Lieu BEE DH8
21	<u>EL-DYJ</u>	B738	RYR15J/155	f/t Dublin	-
22	<u>EL-DYI</u>	B738	RYR15J/155	f/t Dublin	-
24	<u>G-OMYJ</u>	A321	TCX491P/491K	Manchester - Arrecife	-
24	G-FBEB	E190	BEE731/732	f/t Belfast City	Lieu DH8
25	G-FCLF	B752	TCX652P/652K	Glasgow - Tenerife	-
26	G-JMCF	B752	TCX567P/567K	Glasgow - Alicante	-
26	G-KKAZ	A320	TCX643P/643K	Stansted - Las Palmas	-
30	G-KKAZ	A320	TCX320T/853K	Prestwick - n/s- Faro	Summer Based



When I grow up I want to be ...

Photograph by Reynell Preston



COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Big news this month is the JET2 announcement of a LBA to New York (Newark) service. Initially marketed of 4 flights only, most local enthusiasts are convinced the service will become a regular flight, as the airline has obtained an ETOP equipped Boeing 757 for the service. The aircraft G-LSAJ is not surprisingly named JET2 New York and is already in service on some more "local" routes from Leeds/Bradford. Here is the press announcement:-

New York-shire - It's USA, Direct From Leeds Bradford!

Jet2.com and Jet2holidays.com Launch First Ever Service to NYC

It is the news that the region has been waiting for - Jet2.com and Jet2holidays.com confirmed at a press conference this morning that they will commence the first ever transatlantic flights to New York, from Leeds Bradford airport. However, travellers will need to book early as this fantastic service will book quickly due its popularity. Jet2holidays.com will offer four-day Christmas shopping breaks direct from Leeds Bradford to Newark airport from just £699pp, including three nights hotel accommodation and all taxes and charges.

Packages will be available through Jet2holidays.com from 9am today (08 May) and travellers can choose from a number of three to five-star hotel options for trips that will depart during November and December this year. Richard Bodin, Managing Director at Jet2holidays.com, said: "This is an important announcement for us. We knew this destination was one that our customers have been calling for and we are proud and thrilled to be able to be the first holiday company in the region to offer this great deal to such an amazing city. This is the first in a series of exciting, specialist holidays that will allow people to experience a whole new range of activities and destinations. "New York is one of those cities that everyone must see at least once in a lifetime. It has so many iconic images and sightseeing opportunities, culture that is second-to-none, the world's top stores and boutiques, and a fantastic array of restaurants, bars and clubs."

Jet2.com will also have New York on sale today offering return seats to the big apple from only £579.98 including taxes. "We are launching with Christmas shopping breaks as our research suggested this was the one thing most people tend to recommend to friends as a must-do first experience, and something they tend to repeat. And of course with the current strength of the pound against the dollar there's never been a better time to enjoy great value for money and have fun spending in this great city.

"By offering a fully packaged experience from a trusted brand, at a local airport that includes accommodation, we are providing the perfect New York shopping experience. Additionally travellers will be able to benefit from enhanced legroom through our upgrade service, Jet2PlusUSA.

"We are launching, initially, with four departures - however, if these are successful and in high enough demand we will add more to the programme." Since the low cost airline first launched in Leeds five years ago, the company has been deluged with requests to start this service, and following the Open Skies Treaty, which came into effect in March, rumors had been circulating that the region would be linked with a direct service to New York City in 2008. Today, the launch was confirmed.

As usual good news is cancelled by bad news. It was announced on the 2nd May Shaheen will end their Islamabad service from LBA at the end of May due issues with the lease of the aircraft from Saga. The press announcement states services will cease from 1st June, in reality as we close for press on 22nd May most recent flights have failed to materialize.

Shaheen Air International (2 May 2008)

From 1 June 2008 services to Islamabad from Leeds Bradford International Airport with Shaheen Air International will temporarily cease operations due to issues with aircraft availability.

Leeds Bradford Airport had the shortest flight delays and the best punctuality out of 75 European airports in the last quarter of 2007. According to figures from the Civil Aviation Authority, the airport beat 74 other top destinations with 84 percent of flights on time and the shortest average flight delay time of eight minutes. It is the second time within the year that the airport has topped the punctuality league table, having previously achieved the best performance in the spring of 2007.

Peter Willis, Leeds Bradford Airport's operations director, said: 'We are delighted that we have again been commended nationally for our punctuality records. The hard work and commitment of our staff and our close working relationship with our airline partners enable us to continue to offer this high standard of service.'

AIRPORT NEWS

Balfour Beatty, the engineering, construction and investment group, has agreed to acquire a 95% stake in Blackpool Airport through its Regional and City Airports division. It is paying £14m in cash to acquire the stake from Mar Properties, a large property developer based in Northern Ireland.

The transaction is subject to the approval of Blackpool Borough Council, which owns the remaining 5% stake in the airport. However, the council is supportive of the transaction and expects to ratify it.

Balfour Beatty's airport investment and development division, Regional and City Airports, will acquire the stake. This will be Balfour Beatty's second airport acquisition in less than 18 months, after it bought Exeter Airport - now one of the fastest growing airports in the UK - for £60m in January last year. Balfour Beatty chief executive, Ian Tyler, said: 'Blackpool is a well-located airport with the potential to become a thriving international gateway to Lancashire and Cumbria. We will work together with the airlines and our local partners to help increase its penetration within this core catchment area and to play its part in attracting inbound visitors to the region. We believe that our approach will deliver significant, sustained growth in passenger traffic at the airport and will generate important economic benefits for it and for Blackpool.' Airlines operating at Blackpool airport include Jet2.com, Ryanair and Manx2. The airport is expected to handle around 500,000 passengers this year travelling to 12 scheduled destinations in the UK, Ireland and mainland Europe.

Carlisle Airport is ready for take-off after city councillors agreed a revised list of planning conditions acceptable to airport owner Andrew Tinkler.

A £35 million scheme for a new runway, terminal, hangars, warehousing and offices had been in doubt after Mr Tinkler stormed out of a meeting earlier this month over conditions attached to planning approval. There had been fears that Eddie Stobart Group, which hopes to move its HQ from Kingstown to the airport, would go to Widnes instead taking at least 175 jobs out of Cumbria. Fears have receded after last week's decision, although the Government Office North West could still effectively scupper the scheme if it calls a public inquiry. The 63 planning conditions that the council originally wanted to impose have been whittled down to 54. However 28 that remain have been reworded. Among the key changes, the council has dropped its insistence that the office space can be used only by Eddie Stobart and Mr Tinkler's business W A Developments. It is also no longer insisting that the runway is finished before the offices are occupied. Instead, Eddie Stobart and W A Developments will be allowed to move in as long as the council has agreed a construction programme and work on the runway has started.

Another change is that there will no longer be a limit on the number of flights by specific types of aircraft but an overall limit of 22,172 flights a year of which no more than 6,657 can be by aircraft weighing more than four tonnes.

The Government Office North West has 28 days to decide if there should be an inquiry.

Humberside Airport owner, Manchester Airports Group (MAG), has announced it is planning to sell its stake in the business. MAG wants to sell its 82.7% share to focus on its larger airports - Manchester, East Midlands and Bournemouth.

There is also speculation that it wants to raise funds to bid for a BAA airport, should the UK's largest airport operator be forced to sell one of its seven hubs.

The news surprised North Lincolnshire Council which owns the remaining 17.3% of Humberside Airport. Council chief executive Simon Driver said the local authority 'now needed to consider its position'.

A spokeswoman for MAG admitted that its decision had left an uncertain future for the 730 people who are employed by a variety of companies based at Humberside Airport. She said: 'It is a great airport, it returns a profit but we feel it needs somebody else to take it forward as we concentrate on our core business at our other airports. We have grown the business since taking over in 1999 and we would hope that would be the case under new ownership. However, it is difficult to say how someone else is going to run the business.'

MAG chief executive Geoff Muirhead said: 'Humberside Airport is a solid business but the attention needed to maximize its full potential may not fit easily with the group's emerging strategy. The Humberside Airport team has done a fantastic job retaining and attracting airlines and maintaining stable passenger numbers, particularly during the last few years when competition has increased significantly.' Councillor Driver said: 'The airport has real potential and the council, as a shareholder, will look to maximize the development of the airport in the future. The council has maintained its shareholding in the airport since 1996. In light of the news from Manchester Airports Group, the council now needs to consider its position. It is inappropriate to comment further at this stage.'

Since buying its majority stake in Humberside Airport in 1999 for £10m, MAG has invested nearly £7m to improve and develop the airport's infrastructure. Routes currently served from Humberside include Air France / KLM's

worldwide hub at Amsterdam, many popular holiday destinations, including the Canaries and the Channel Islands, and domestic services to Scotland. Government forecasts indicate that Humberside Airport is expected to handle about one million passengers a year by 2016.

Liverpool Airport will see a number of visiting vintage aircraft next month when the hub celebrates its 75th anniversary. Hundreds of visitors are expected to flock to the airport for the two day event on June 28 and 29 that will mark its place in aviation history.

Attractions over the weekend will include a Dragon Rapide vintage aircraft, similar to the De Havilland Dragon that made the first flight from Speke to the Isle of Man on July 3, 1933. A 1940s 8 seater De Havilland Dove, a familiar visitor to Liverpool in the 40s, 50s and 60s, is scheduled to attend and both aircraft will provide pleasure flights. The RAF Battle of Britain Memorial Flight, featuring a Spitfire, Hurricane and Dakota DC3 will also stage a fly past on June 29. Free transport from the city to the former Speke Airport site, now the Marriott Liverpool Airport Hotel, will be provided by vintage buses. The old XL 171 Airporter bus has been brought out of storage by the Merseyside Transport Trust and is being renovated by bus company Arriva to ferry pleasure flight passengers to check-in points.

Other highlights will be a photographic exhibition and access to the Marriott balcony used by thousands of Beatles fans to welcome the Fab Four back from their 1964 American tour. A celebratory dinner to mark the 75th anniversary has also been arranged at the Marriott Hotel on July 4. The weekend event has been organised by The Jetstream Club, volunteers who maintain and preserve two aircraft at the Marriott site, and the Friends of Liverpool Airport (FoLA). For full details visit the website www.fola.org.uk.

Sheffield City Airport has lost its licence to operate, meaning no more commercial flights will be allowed. The licence expired at 20:00 on the 21st April, ahead of formal closure on April 30, when a business park development begins. Scheduled flights were cancelled in 2002 but firms have been running pleasure flights and flying lessons from the site. Peel Airports bought the airport from Sheffield City Council and will turn it into a business park called Blue Skies with a landing strip set aside for helicopters. The Yorkshire Air Ambulance and South Yorkshire Police helicopter will continue to operate on the site. However the airport closure has been criticised, with Sheffield City Council and Peel Airports blamed by critics for not doing enough to encourage airlines to move in. A pressure group - Sheffield City Airport Movement - is taking legal advice to prevent the runway from being dug up. Millionaire businessman Andrew Cook has also said he would buy the airport to prevent it from being closed down.

AIRLINE NEWS

EasyJet-branded planes have been seen at Manchester, following the integration of GB Airways into the easyJet group. GB had operated routes from the airport, but its blue and white aircraft were repainted in the distinctive orange and white colours of easyJet recently.

The budget airline did not operate from Manchester before the takeover, but has recently announced an expansion from the airport. It will operate flights to holiday hotspots including Tenerife, Malaga, Malta and Paphos over the summer, and will launch a new flight from Manchester to Alicante later this year. Carly Brear, easyJet's UK commercial manager, said: 'It's symbolic to see the first aircraft in easyJet's signature orange colour at Manchester. We've received a warm welcome from the city and have already introduced a new route to Alicante, which will launch in the autumn. easyJet is committed to further expansion from Manchester and we look forward to opening up more new routes in the near future.'

EuroManx, based on the Isle of Man, ceased operations and cancelled all services from 9th May. "Over the last six months a number of factors, including rising fuel prices and reduced passenger numbers, have proved to be insurmountable obstacles to the airline being able to continue to operate," it said on its website. Established in 2002, EuroManx flew turboprops to Liverpool, Manchester, Belfast City and London City. Manx2 and Flybe stepped in to rescue stranded passengers.

Jet2 is to start two new routes this summer from Newcastle Airport, with flights to the holiday destinations of Corfu and Rhodes. The first flights to Rhodes start on June 4 and to Corfu on June 30, with tickets on sale already starting from £69.99. Jet2's Philip Meeson said: 'The announcement of our new services to Corfu and Rhodes is fantastic news for the North East. Both destinations have lacked direct, scheduled and, importantly, low cost services from Newcastle and we're delighted to be launching them.'

Ryanair has now begun 'serenading' passengers with a new disco tune with lyrics about the joys of flying Ryanair (to listen to it, head over to youtube.com and type in 'fly ryanair song').

The song - be warned IT IS BAD ! - usually the musical backdrop to passengers scrambling for their seats - has been described as 'Vengaboys meets Crazy Frog'. The tune divides opinion - a bit like the airline - some can't stand it, others want it released as a single and wonder if they could get it as a mobile phone ring tone.

The lyrics to 'Let's Fly Ryanair' encourage passengers to 'sit down, relax, time to strap in, buy a juice for little Johnny and get yourself a gin.' The song also reminds passengers that it has 'sweets, sweets, lots of goodies on the trolley for you, whatever it is that you need of us, the friendly cabin crew.'

The song was first introduced across its fleet on April Fool's Day. The lyrics in full are:

*Let's fly, let's fly, fly, fly Ryanair, We're gonna take you there, fly, fly Ryanair,
Let's fly, let's fly, fly, fly Ryanair, We're gonna take you there, fly, fly Ryanair,*

Sit down, relax, time to step in,

Buy a juice for Little Johnny and get yourself a Gin,

We got sweets, treats, lots of goodies on the trolley for you,

Whatever it is that you need, ask the friendly cabin crew,

Let's fly, let's fly, fly, fly Ryanair, We're gonna take you there, fly, fly Ryanair,

Let's fly, let's fly, fly, fly Ryan-air, We're gonna take you there, fly, fly Ryanair...

Ryanair have announced they are starting flights to Frankfurt Hahn from Manchester Airport. The budget airline expects to carry 60,000 passengers on the four-times-a-week route, which will take off on October 26.

The new route will operate on Monday, Wednesday, Friday and Sunday and brings the total of Ryanair destinations from Manchester Airport to 7. The airline says once all flights become operational it will be carrying 700,000 passengers annually from Manchester Airport.

Bridget Dowling, Ryanair's sales and marketing manager, said more flights out of Manchester would be announced in the future. 'There is potential to grow in Manchester,' she said.

AIRCRAFT NEWS

With oil prices hovering at close to \$110 a barrel, many are betting that new technologies - biofuels, hydrogen cells and solar power among them - will solve the world's energy crisis.

A large part of the airline industry, however, is harking back to basics: old-fashioned aircraft with propellers. In the market for passenger craft with fewer than 70 seats, turboprops - once condemned for noisy, bumpy rides - are outselling the equivalent regional jets by two to one.

"Propeller-driven planes achieve massive fuel benefits on shorter journeys," Kapil Kaul, of the Centre for Asia Pacific Aviation, said. "For a trip of less than 600 nautical miles, or about 90 minutes' flying time, a turboprop may use as much as 70 per cent less fuel than a similar-sized jet," he said.

According to Treehugger, the environmentalist website, travelling on an aircraft such as a Bombardier Q400, one of the most advanced turboprops, can be more environmentally friendly than going by car (but not quite as green as taking a train). Flybe, the British airline with a fleet of Q400s, makes a similar point in its marketing. Indeed, there are suggestions that private jets are now passé and that turboprops are the chic way to travel.

Porter Air, the achingly hip Canadian carrier, flies Q400s between Toronto, Ottawa and Montreal. The aircraft's interiors are designed by Winkreative, the agency set up by Tyler Brûlé, the founder of *Wallpaper* magazine. Environmental and fashion concerns overlap with business imperatives. Rising oil prices have driven aviation fuel prices up more than 60 per cent in the past year and mean that fuel costs account for a third of airlines' running costs, compared with as little as 15 per cent before. The impact on airline profits has helped to lift turboprop sales to about 400 last year, against about 250 jets in the same size bracket.

Rapid growth of domestic routes in India and China, most involving relatively short hops between "tier two" cities, the type of journeys on which turboprops deliver the greatest savings, has also boosted demand. Kingfisher Airlines and Jet Airways, two of India's leading domestic players, are among the world's leading owners of turboprop aircraft and both say that they will buy more.

One of the main beneficiaries has been ATR, a joint venture between EADS, the European aerospace giant, and Alenia Aeronautica, which is enjoying a sales boom as its products move back into vogue. From 2002 to 2004, ATR sold between 15 and 20 aircraft in the 50-seat to 70-seat size each year. Last year it sold 113, about half of them in Asia, where its aircraft are also suited to the region's less developed airports and shorter runways.

With American carriers expected to phase out some of their fuel-thirsty regional jets early, ATR expects sales to stay strong and predicts that another 1,400 turboprops will go into service over the next ten years. John Moore, of ATR, said: "There's nothing on the horizon in terms of technology that looks like it will beat a turboprop in terms of efficiency in the near term. And we've made them more comfortable for passengers."

Commercial Aircraft Corp. of China (CACC) was inaugurated during May, having been bolstered by a \$2.72 billion cash infusion, almost one-third of which comes from the state.

The company is expected to be involved in the development of the 90-seat ARJ21 regional jet, which rolled off the production line last December, should be test flown later this year and may be the first commercial regional jet developed and produced by China. Deliveries are scheduled for 2009. The aircraft's initial specifications "indicate that it's a bit heavier" than current offerings from other manufacturers, according to Teal Group aviation analyst, Richard Aboulafia, and may be built without extensive use of lightweight composites. Still, "they might be able to establish a presence in the business over the next 10 to 20 years," he told the International Herald Tribune. Airbus has forecast that China will need more than 2,600 new passenger jets within the next two decades.

For the venture to succeed, Aboulafia believes it will initially need strong financial support from the government followed by an offering of shares to the private sector. Chinese carriers have so far ordered more than 180 ARJ21s, and General Electric's aircraft leasing arm in March took a spot as the first major foreign customer for the aircraft, signing a preliminary agreement for five ARJ21s. GE supplies parts for the jet. China's goal is to give itself a presence in the global commercial aircraft market, eventually produce aircraft of more than 150-seat capacity, and perhaps reduce dependence on foreign manufacturers that have seen big orders from China in recent years. Shareholders of the new company also include China Aviation Industry Corporation I (AVIC I), the country's largest aircraft producer, and China Aviation Industry Corporation II (AVIC II), according to China Daily.

Toyota Motor Corp has decided to invest more than \$96 million in Mitsubishi Aircraft Corp., taking a 10-percent ownership interest in the company that will oversee launch of Mitsubishi's new regional jet. Mitsubishi's Aircraft subsidiary was established by Mitsubishi Heavy Industries Ltd. just last month and was prepared to begin operations April 1 to manufacture and market the new plane. The 70- to 90-seat regional airliner is expected to launch in 2013, may be Japan's first aircraft project of its kind, and will put Mitsubishi in direct competition with Bombardier and Embraer. Japan's ANA airline has shown its support for the native project by ordering 15 of the aircraft.

Rather than marking an initiation of Toyota's involvement in aircraft production, Toyota officials say the relationship should allow the auto manufacturer to improve its development of automobiles through the application of aeronautical technologies. The move is also intended to bolster Japanese industry and is expected to receive about one-third of its funding through the Japanese government

Airbus has warned that airlines face further delays in receiving the A380, the world's biggest passenger plane. The news comes less than a week after the European plane maker denied reports of fresh delays. However, a spokesman said today that more time and resources were needed to increase production, which will result in fewer deliveries than planned during 2008 and 2009. Deliveries of the A380 are already running almost two years late because of delays centred on wiring problems in the giant planes. No details were given about the financial implications of the announcement.

Airbus plans to deliver 12 planes this year, instead of the 13 expected. In 2009, 21 A380s will be supplied against the previous plan to deliver 25. Deliveries for 2010 would be discussed with airlines in the coming weeks, a spokesman said.

British Airways has ordered 12 A380s, due to be delivered from 2012, while Virgin Atlantic has ordered 6, previously to arrive from 2013. The fresh Airbus delays come at a time when its US rival Boeing is struggling to overcome its own production difficulties with its new 'green' medium-sized new Boeing 787 Dreamliner. BA is among a number of UK carriers which has ordered the 787, the first commercial flight of which has been put back several times.

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David Wooler

A FIRST TIME FOR EVERYTHING

My first ever visit to Yeadon Airport was rather by chance. I had only been in Leeds a few days, after an enforced family relocation from Newcastle, when Tony and JB rang me to say they were "doing" Leeming, Linton and Fenton on a day trip to Yorkshire and they would like to finish with a flying visit (by car) to Yeadon, could I help? So on a June evening I found myself trying to navigate from Headingley to Yeadon for the first time, with JB at the wheel mumbling about hapless "Loiners" with no sense of direction and me protesting my Geordie heritage from the back seat, while desperately looking for direction signs.

Being only a recent arrival in the area and with little experience of the route, I was under some pressure with my navigation. I knew the Ring Road was involved, but mixed up my roundabouts. JB turned north too early and ended up going via Horsforth rather than Rawdon. But you do learn by your mistakes. We eventually approached via, what I now know to be, Bayton Lane and Victoria Avenue.

Luckily it was quite a fine evening; not bad for June, and the light was holding well. We came to a stop just outside the Terminal where we parked and proceeded a few yards to the Public Enclosure. As with most airports in those days, the enclosure was little more than a waist-high cattle pen. From the enclosure you had a good view of the apron in front of the hangars, but little or no view east around the Control Tower to the main apron, where the scheduled traffic parked. There were no local spotters about and no air traffic movements at all during our short visit. Neither Tony, nor JB were "civil men" and my interest at the time was also distinctly military, so the scope for disappointment was high for all. However, Yeadon did not let us down and we saw some "civvies" that made the visit worthwhile.



The commuter flights of the time were mainly operated by BKS Dakotas and G-AMSH was awaiting passengers for a London flight. Morton Air Services Heron 2 G-AOGO, Hepworth and Grandage's Dove G-AOVY based at Yeadon, Leyland Motors Dove G-APVX were the aircraft visible around the airfield. The Anson of BKS Air Surveys, G-APHV, was parked up for the night. There was a smart Auster 5 in silver finish with green trim G-ANIK, a local Chipmunk G-AOSU, Alpha G-AJAS and Autocrat G-AJDY. Also to be seen were some goodies for visiting spotters in

the shape of Aeronca 100 G-AEVS, Chilton DW1A G-APSV and Topsy Belfair G-AOXO. Finally, I logged Aero Commander G-ARJA.

The whole place seemed very quiet and even the old tea room in the corner of the Terminal was without customers. The wooden extension to the east, into which departing passengers disappeared prior to boarding, was deserted. The check-



in was unmanned and I can still see in my mind's eye the old red painted baggage weigh scales. We had a good wander round, including the hangars that were open and nobody seemed at all bothered by our presence.

Later that evening, as I was dropped off at my new home and I bade farewell to "the lads", I can remember wondering whether the spotters at Leeds, when I eventually met up with them, would be as friendly as those Woolington spotters, Tony and JB, who were now headed north to my home town. Pangs of home sickness I think, but 1961 was a long, long time ago.

Jim Stanfield

AIR CADET KIRBY at FIFTEEN made SERGEANT

Air Yorkshire Honorary Junior member, and a corporal in the RAF Air Cadets, Reece Kirby (15) of Yeadon, had a most memorable and honourable two weeks during the 2008 Easter school holidays.

As a leading corporal in the 2527 (Lawnswood) Squadron, Leeds, Reece was asked, because of his mountaineering and map-reading skills, to lead a six-cadet team on a three-day trek which would take in the "Three Peaks" of Whernside, Pen-y-ghent and Ingleborough.

With everything well planned, camp sites booked, job rota decided, food to take agreed - but unfortunately he couldn't pick his weather, which turned out very daunting.

Easter Monday saw the cadets' base camp preparations organised, so happily they started their ascent of Whernside (but with two cadets doubting their capabilities) but their leader, using skills beyond his years, gave them the spirit and confidence they needed to carry on. Snow started to fall lightly as they reached the deep drifts on the top, and as they struggled on their downward trek, Reece, with a giant St George's Flag strapped to his rucksack, sang at the top of his voice songs with a British tone, trying desperately to rally his troops for the final yardage, a sight locals found very moving in the wet, misty conditions.

The difficulties of getting his party to erect the eight-man tent for the night, because of tiredness and inexperience, were obvious but after the farmer's wife brought out warm drinks and burgers, the young band of air cadets suddenly found their enthusiasm again and the tent was erected to another bout of singing. After more simple rations of soup, beans and sausage and numerous slices of bread and butter etc plus a few words of praise from their corporal, the shattered cadets were soon "crashed out" for an early night - the temperature minus five!

With an early start imperative, Corporal Kirby insisted that their tent be packed away correctly for the following night before they could tackle the early morning trek up the wonderful sight of Ingleborough in full glory.

Everything was going well until, having a game of rugby in deep snow upon nearing the top, one cadet twisted his leg and foot and so each fit cadet took it in turns to help him down to Horton-in-Ribblesdale and administered First Aid.

With the tent erected once more and warm food eaten at great speed, Corporal Kirby once again asked if everyone wanted to finish their "Three Peaks" endeavours and climb Pen-y-ghent, which would, he stressed, give them a fantastic memory for the rest of their lives. To a man, and with a rousing cheer for their leader, they decided to carry on, onwards and upwards.

Later in the day, with euphoria and camaraderie at a high level, they trekked very tired to Horton railway station and a return home with a memory they will talk about for a long time. But for Reece Kirby more was to follow.

Two days later he joined other cadets from Yorkshire and started a week's course at RAF St Mawgan in Cornwall. Little can be said of this operational airbase but a full programme of flying, shooting, orienteering, manoeuvres etc kept them busy and also for Corporal Kirby the honour of taking a full parade ground drill.

Many must have been impressed with his capabilities because on the final pass out day, with the station commander in attendance, he was presented with the honour of his sergeants stripes, making him the youngest sergeant at 2527 squadron ever - and to top all he had done, he was picked to fly and experience the awesome capabilities "stunting" in a Chinook helicopter!

Strapped very securely into a seat near one of the big doors, Reece, an experienced flier, marvelled at the pilot's skill as he gave twenty cadets the thrill of the Chinook's "air show" routine.

AEROEXPO PRAGUE 2008 (April 25-27th)

I woke up in the morning at the Prague airport hotel into the nice and sunny day. I was going to the Aeroexpo 2008 in Pribram and the weather promised a nice day out.

If you were wondering, the public transport system in Prague is excellent. It is all integrated, you may use the underground, the trams and buses, funicular, trains and intercity buses (the last two under certain conditions) for one transferable ticket (26 CZK; £0,80) and it is valid for one hour and 15 minutes during the peak times. You may buy a day rider for CZK 100 (app. £3) should you wish so. The quickest way from the Airport is to take the bus number 100 to Zlicin and transfer to Metro Line B that will take you to the Andel Station (Angel Station). There you can catch a bus to Pribram (30 miles southwest of Prague, on the R4 Highway), where is the Pribram Airport (LKPM). Mind you, it is an intercity bus so you have to buy a new ticket for 56 CZK (£1,70). It took approximately 50 minutes to go there. The bus stop is quite far away from the airport – app. 2km. If you do not want to walk the distance you have to order a taxi for app. CZK 200 (app. £6). Quite a bit of travelling around thinking of the fact that it is called Aeroexpo Prague. There is a new service now in Prague – you can buy the transferable ticket via mobile phone – just text an easy SMS and you can go. I like this service.

The aircraft registration codes I have spotted during the exhibition belonged to the following countries: Czech Republic, Germany, USA, Hungary, United Kingdom, Slovakia, Austria, Poland, Denmark, Netherlands, Switzerland&Liechtenstein, Italy and Lithuania. It goes according to the quantity order.



To name just a few of all those aircraft I would pick the Iren Dornier S-RAY 007 reg. D-EDIP (as it was an ultralight amphibian), the Beechcraft Kingair 350, Cessna 400, Sportcruiser, and the TL's ultralights.

Apart from aircraft ranging from the Light Sport to the Business Jets, there were other products, services covering every aspects of general aviation. Like the Pooley's Flight Equipment, from there you can buy all the equipment you could possibly think of.

A course in Aviation English for ICAO compliance attracted my attention as it's still an actual topic for me. The authors Henry Emery and Andy Roberts lives in Plymouth, UK and are experts in English for aeronautical communication.

Presentations of the ballistic rescue systems (via the video – not in real life!) were also very interesting.



Some of the products were used in real life like GPU's and Flyer Truck (please see the photo). You are able to tow aircrafts up to 15 tons with the Flyer Truck.

To enhance your experience from the Aeroexpo, you could parachute in a tandem with an experienced parachutist down the Let-410UVP Turbolet. The cost was 3,800 CZK (app. £112) or 5,800 CZK (app. £170) with a video record and pictures of you.

I believe it must have been great fun. There were also pleasure flights available on the Zlin 43 aircraft.

All the information there was available in English language. In some cases only in English – shall you ever decide to go, you will not get lost.

In contrast to the latest aircraft and technology, I could admire the old timers. As there were some gliders representing this period like the LF-109 Pionyr OK-3903 (1950), Zlin 23 'Honza' (Johnny) built in 1946 reg. OK-5722, VT-125 Sohaj OK-1765.

Here are the British registered aircraft, which I have seen there: Piper PA-32R-300 G-VERN, Gippsland GA-8 Airvan G-TVCO, Pitts S-2C G-FDPS belonging to Richard Rogers (Aviat Aircraft Limited, Shropshire) and DHC-1 Chipmunk 22 G-BCPU painted in the old British Airways colours.

Finally, I picked the catalogue representing all the aircraft currently made in the Czech Republic. For example in 2007, the Czech Republic exported 600 airplanes, that is not bad at all.

There will be Aeroexpo London in June 13-15th, so you may find it a worthwhile visit.



Martin Zapletal

Taken through the terminal window so not the best quality but I could not resist the striking colour scheme!

A319 D-AKNF
German Wings
Dublin
8 May 2008

Steve Lord



MILITARY AVIATION



25 SQUADRON DISBANDMENT

An addition to the disbandment display was ZG751/HI Tornado F.3 which was in one of the hardened shelters and was in 1435 flt marks

A flypast of six tornado's also took place from RAF Leuchars these being

ZE162/HM in 25/111 Sqn marks	ZE288/HA in 111 Sqn marks
ZE936/HE in 25 Sqn marks	ZE969/FH in 25 Sqn marks
ZG731/- in 41 Sqn marks	ZG751/HI 43 Sqn but in 1435 flt marks

The air spare was ZH554/QT 56 Sqn marks

All landed after the flypast and as you can see from the above ZG751 took place in the static display

Most of 25 Sqn aircraft had left the station by the time the disbandment took place and they were reallocated as follows:

FA ZE168 to 111 Sqn at Leuchars coded HH
 FB ZE201 to 111 Sqn at Leuchars coded HU
 FC ZE204 to Shawbury for storage on 17th March
 FD ZE254 to 43 Sqn at Leuchars coded GM
 FE ZE292 to 56 Sqn by January and should transfer to 43 Sqn when 56 Sqn disbands during April
 FF ZE158 to 111 Sqn at Leuchars coded HG
 FG ZE343 to 111 Sqn at Leuchars coded HP
 FH ZE969 to 111 Sqn at Leuchars coded HQ
 FJ ZE763 to 43 Sqn at Leuchars coded GD
 FK ZE764 to 43 Sqn at Leuchars coded GL
 FL ZE794 to 43 Sqn at Leuchars uncoded by February
 FO ZE961 to 43 Sqn at Leuchars coded GR
 FR ZE982 to 43 Sqn at Leuchars uncoded
 FZ ZE728 to 111 Sqn at Leuchars coded HZ
 XXV ZG780 is still at Leeming awaiting its fate (possible spares recovery)

So ends F.3 operations at the base and all Tornado F.3 flying is now with 43 Sqn and 111 Sqn at Leuchars
 But a few aircraft are still stored at the airfield after spares recovery.

Dave Senior



A320-212 9K-AKD
 Government of Kuwait
 Luton
 25 March 2008

Steve Lord

The BAC TSR.2 (part 1)



There are a number of aircraft that remain interesting not for what they accomplished, but for what they might if they hadn't died in infancy. Sometimes these aircraft even acquire the status of cults. One of the most appealing of these "cult" machines is the British Aerospace Corporation (BAC) "TSR.2", an elegant and advanced British strike aircraft of the early 1960s. This document provides a short history of the TSR.2.

TSR.2 ORIGINS

By the early 1950s, the English Electric Canberra bomber and reconnaissance aircraft had become one of the mainstays of the British Royal Air Force (RAF). Although the Canberra was an excellent aircraft and provided useful military service for the rest of the century, by the middle of the 1950s it was obviously behind the times.

The Air Staff began to cast around for a Canberra replacement in 1956, leading to the issue of "General Operational Requirement 339 (GOR.339)" in March 1957. GOR.339 was a very ambitious specification, dictating a machine that could operate at high or low level at high speed in any kind of weather, with long range, and a heavy payload of tactical nuclear weapons and advanced reconnaissance systems. It was to have good short-field performance, and operate from unimproved forward airfields.

A sceptic might have suspected that such a "gold-plated" machine might lead to troubles in the contemporary British political environment. On 4 April 1957, just after issue of the original GOR.339 requirement, British Defence Minister Duncan Sandys (pronounced "Sands") issued a famous defence white paper that proclaimed the era of manned combat aircraft was drawing to a close. Missiles were the way of the future, and of course government weapons procurement plans would reflect that reality.

Sandys remains the target of much wrath and abuse by British air enthusiasts, who tend to be dedicated lot, though as a mitigating factor he wasn't alone in his views at the time, with similar attitudes also leading to an overly optimistic embrace of missile technology in both the US and the USSR. The facts still remain that the "Sandystorm", as the incident became known, had a strong and very negative impact on the British aviation industry, and that manned combat aircraft are still alive and thriving in the 21st century.

Furthermore, the failure of OPERATION MUSKETEE, the Anglo-French-Israeli invasion of Egypt in 1956 that foundered on opposition from the US and the USSR, indicated that the days of Britain's imperial ambitions were over for good. There was a clear need to downsize the UK's aviation industry, but instead of a soft landing the end result, as will be shown here, was a crash that strewed wreckage across the landscape.

In any case, all manned combat aircraft programs were on uncertain ground, and the ground under the GOR.339

effort was particularly shaky. What complicated matters for the RAF were that the Royal Navy was also working on a strike aircraft, the Blackburn "NA.39", which would become the "Buccaneer". There was obvious sense in the RAF and the Royal Navy acquiring a common strike aircraft, but the NA.39 was subsonic, and the RAF regarded anything less than Mach 2 performance as unsatisfactory. The NA.39 was regarded, with good reason, as a threat to the GOR.339 program, and RAF officials compiled long lists of reasons why the Blackburn machine wouldn't fit their needs, much to the irritation of their Royal Navy counterparts. When Blackburn proposed a supersonic derivative of the NA.39 that would better fit RAF needs, the company found reception of the idea very frosty. As one RAF official put it: "If we show the slightest interest in NA.39, we might not get the GOR.339 aircraft."

For the moment, GOR.339 moved ahead. A deadline of 31 January 1958 had been set for manufacturers to submit proposals, and all major British aircraft builders, then still a fairly large set, did so. A wild range of designs was submitted, with the British Air Ministry sorting through the proposals to finally pick out two that seemed the most promising: the English Electric "P.17A" and the Supermarine "571". At the time, Supermarine was a branch of the Vickers-Armstrong conglomerate. The English Electric P.17A was regarded as the front-runner, but the Supermarine 571 was a very close second, and Air Ministry officials were highly impressed with how Vickers-Armstrong had embraced the "total weapons system" concept, in which the designers considered not only the aircraft but all the support facilities needed to operate it.

One of the other complicating factors in the GOR.339 competition was the fact that the British government was strongly encouraging British aviation firms to merge. Given this mindset, it made a certain amount of sense for the Air Ministry to combine the two designs and have both companies collaborate on the hybrid, which was defined in a new specification designated "Operational Requirement 343 (OR 343)". Such a move also invited a certain amount of chaos and confusion into the development process. In any case, on 1 January 1959 the Air Staff publicly gave the green light for development of the aircraft, which was given the formal designation "Tactical Strike & Reconnaissance 2 (TSR.2)".

The collaboration between English Electric and Vickers-Armstrong on the TSR.2 was a step towards the larger goal of consolidating the British aircraft industry. This goal was essentially realized in January 1960 with the formation of the "British Aircraft Corporation (BAC)", which was initially a merger of English Electric, Vickers-Armstrong, and Bristol Aircraft. Hunting Aircraft joined in September 1960.

Following preliminary design contracts, BAC was awarded a full development contract for 90 million pounds on 7 October 1960, covering delivery of nine development aircraft. An order for 11 operational TSR.2s was tacked onto the contract later, for a total of 20 aircraft.

Credits: www.v1.0.4/01feb08/greggoebel/publicdomain



BAE146 ZK-NZN ANZ/Mount Cook Airline
Christchurch New Zealand 12 December 2001 - Terry Sykes



B737-32Q UR-GAH c/s 29130 Ukraine International
Schiphol 24 April 2008
John Arundel

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Tristar 500 CS-TMP
Luz Air
Manchester
6 May 2008

Steve Lord