



## YORKSHIRES PREMIER AVIATION SOCIETY



G-VGAL (JERSEY GIRL) BOEING 747 - 443  
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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

The February meeting was the Annual Air Yorkshire Quiz. The first round was a team round, with the winning team members progressing to the final round where they then had to answer the questions as individuals.

Each round consisted of a photo recognition quiz with some lovely old slides presented by Norman Smart and a series of multiple choice questions and identification of Tail colours of commercial aircraft.

This year's winner was Dave Senior with Jim Stanfield in second place. Congratulations to both of them.

The turnout this year was disappointing so if any members have ideas for a different format competition for the February meeting, please let a member of the committee know. Alternatively I would have to arrange an additional speaker which is difficult enough with already nine meetings a year to arrange. Any ideas gratefully received!

For information the numbers attending meetings in 2007 were as follows:

Jan	Peter Hampson	40	Feb	Air Yorkshire Quiz	27	Mar	Philip Firth	34
Apr	Graham Perry	34	May	Chris Warn	33	Jun	Terry Sykes	32
Jul	cancelled	0	Aug	Brian Waite	26	Sep	DVD	33
Oct	Mike Newall	36	Nov	AGM	37	Dec	Xmas Get Together	33
<b>TOTAL</b>								<b>365</b>

Alan Sinfield

Our thanks to Norman and Alan for a challenging and entertaining afternoon and for all their time and effort in preparing the selection of slides and the question/answer sessions - it was fun!

# MEET YOUR COMMITTEE

## Visits Organiser Paul Windsor

Born 1 May 1956 in Ilkley so you might think I was baht'at – but wrong! I did have a hat.

I also have historical connections with Yeadon and aviation – my grandparents worked at Avro Yeadon.

I first remember Leeds Bradford Airport in the sixties when my mother went to work for Eric Jackson of Jackson Taxis and Shelta Cars. My weekends and school holidays were spent riding my bicycle up and down the car park and also watching the aeroplanes – early examples being Viscounts and British Midland Argonauts.

Now I am interested in all forms of transport.

The airport had a couple of setbacks.

First the terminal fire – the terminal was replaced by the present building.

Second was the refusal of the first runway extension to 14/32. Fortune favoured the brave when a second application was made and this time it was approved. The future development of the airport was assured.

I did witness the opening of the runway extension and the arrival of two 747 at Leeds. Some members may recall the Air Europe B757 doing pleasure flights through a local travel agent.

I also recall an early Air Yorkshire pleasure flight on a Capital Airlines Shorts 360.

Has any member travelled on a BMI, BAE, ATP from the LBIA?

It was fellow member John Dale who suggested I become a member of the Air Yorkshire Aviation Society, so I did!

Later I was elected to your committee, subsequently taking on the job of Visits Organiser.

I hope you will continue to support the Society and the airport in the future.





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

- 2 March 2008 Dave Wooler: "Review of 2007"  
Dave, who has been an Air Yorkshire member for many years and regularly contributes to the magazine with "Commercial Aviation News" and other articles, will present a digital slide show of his many aviation trips, including Basle, Berlin, Stansted, Fairford and possibly even further afield.
- 6 April 2008 Sqn Ldr Graham Laurie: "The History of Royal Flying"  
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk will be extremely interesting and informative.
- 4 May 2008 Waiting for a response
- 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 **NEW** - 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 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: JANUARY 2008

The start of a New Year, but activity in the area was pretty sparse mainly due to the strong winds which plagued us for much of January. The main highlight, however, was the first outbound flight of a Hawk from Brough. Also, starting this month can I thank Andy Wood(Humberside Air Review) for his help with contributions regarding the smaller airfields and strips in the area.

**Bagby:-** Another quiet month here, however noted parked up recently was Rallye G-AXHT, which although having no current CofA is registered to an owner in Hartlepool. Visitors:- 12/1 G-CJLL R.44; 19/1 G-GDAV R.44; 27/1 G-CECO Schweizer 269C, G-OLDN Long Ranger.

**Beverley:-** Visitors:- 12/1 G-ETIM Eurocopter EC.120B; 16/1 G-BSGF R.22B; 28/1 G-HIEL R.22B(f. Walton Wood).

**Bradford(Queensbury):-** Another Sea Harrier FA.2 ZE691/710 has arrived at the premises of Jet Art Designs following the sale of the original one XZ459/126, with the promise that other static aircraft will be arriving shortly. The company also offers a vast array of aircraft parts for sale, from Lightning ejection seats to Andover propellers.

**Brighton:-** On 20/1 Gazelle N505HA was noted arriving from Thruxton, accompanied by similar type HA-LFM. 'HA had been away for some considerable time on maintenance. On 5/1 Hughes 369E N59SD popped over from its base at Elloughton for a refuel and the following day TB.10 N33NW was a visitor, f/t Tollerton.. Visitors:- 5/1 G-BOYC R.22B(f. Great Heck), G-DODB R.22B, G-KIDG R.44(Also 28/1), G-DUKK Extra EA.320; 6/1 G-BDNX AA-1A; 10/1 G-REGE R.44; 12/1 G-BNDT Colibri, G-BYNR Jabiru; 16/1 G-BSGF R.22B; 19/1 G-DCSE R.44; 30/1 G-RRCU DR.221.

**Brough:-** After a long wait the first Hawk finally took off from here on 29/1 heading to Warton. The aircraft in question was the demonstrator ZJ951(See photo, aircraft arriving at Warton, Fighter Control), which had been here for some time having an upgrade.



**Carr Gate(Wakefield):-** The West Yorkshire Police had a visit from their South Yorkshire counterparts on 3/1 when MD-902 G-SYPS(Police 33) dropped in to avoid a snow storm on its return journey home, following a photographic mission over Tadcaster.

**Catterick:-** On 9/1 a pair of Royal Navy Sea Kings, call-signs "Avenger 1/2" were operating at the Garrison along with Puma XW217(Vortex 334). Two Merlins, ZJ130(Vortex 311) and ZJ126(Vortex 323) were both noted on the afternoon of the 18<sup>th</sup> before heading to Leeming, where they were temporarily resident.

**Church Fenton:-** On 21/1 Apache ZJ175(Armyair 465) diverted into here after making a Pan call as he had flown into IMC conditions. The aircraft had been routing from Dishforth to Lyneham, with a refuelling stop at Waddington.

### CONEFY PARK(Leeds Heliport)

Once again there was a lack of activity here, mainly due to the strong winds which plagued the area. The Bell 222 N800HL has reputedly gone away again for more work to be carried out while the UH-ID hulk N116HS is now



languishing in the back of the hangar. The only visitors recorded this month were:-

11/1	G-MRMJ	Dauphin	1550 1555 f. Elstree t. Ripon, also 29/1 1250/1305
22/1	G-CYRS	Long Ranger	1020 1200 f/t Sheffield(Helicharter 26), plus local flight
22/1	G-BXGA	Squirrel	1456 1515 f. Sandtoft(Osprey 58) t. York(58)
24/1	G-VKVK	Twin Squirrel	1240 1243 f/t "Private Site"
24/1	G-TYCN	Agusta A.109E	1940 1315 f. Skipton(Sussex 01), n/s t. Nidderdale(01)
26/1	G-TYCN	Agusta A.109E	1730 1620 f. Luton(Sussex 01), n/s t. Clitheroe(01)
29/1	G-BYZA	Twin Squirrel	1440 1250 f. Emley Moor(Omega 37), n/s t. Stapleford(37)
30/1	G-BSGF	R.22B	1220 1250 f. Sherburn t. Sheffield

The Long Ranger G-CYRS(See photo, by Terry Sykes) arrived to pick up a photographer to take pictures of the flooding in the area.



**Cranwell:-** The King Air G-ROWN, which was once based at LBIA, is expected to arrive here soon in its new guise as ZK457 to join the others of the type with 45(R) Squadron. Also noted here for much of the month was King Air 200 G-POWB also operating under a Cranwell call-sign, although it is also used by 32R Squadron for VIP flights.

**Devonshire Arms(Bolton Abbey):-** On 23/1 MD.500 N500SY arrived with MD.600N G-NELY as "Bladerunner 001 Combine", inbound from LBIA. Visitors:- 6/1 G-HELM Squirrel(f. Helmsley), G-LIMO Long Ranger(Pilgrim 01), G-GATE R.44, G-OMLS Jet Ranger(f. Beckwithshaw); 12/1 G-OLDN Long Ranger(f. Otley).

**Donna Nook:-** Fighter Control web site reports a busy day at the Weapons Ranger here on 9/1 with the following logged, F.15s 91-0303, 91-0308, 97-0217, 98-0132("Steak Flight"); Tornados ZA564, ZA597, ZD851("Rocket") plus unidentified "Voodoo 1/2", "Striker 2" and a pair of Typhoons "Havoc".

**Dishforth:-** Twin Squirrel G-BSYI arrived from LBIA on a training detail on 8/1, operating under the call sign "Yorkair 1", however a more interesting arrival was Manx registered Baron M-NINE which visited twice on 24/1, f/t Kemble on both occasions.

**Doncaster(Aeroventure):-** A new arrival for the collection here is the gondola of AD-500 Airship G-BECE.

**DONCASTER(Robin Hood)** Information from egcn.co.uk.

A new resident is Lear Jet 45 G-LLOD(ex N66DN) which was delivered from Manchester on 17/1 and like the Lear Jets of Sovereign Aviation(G-SOVBC) is operated on the Aviation Beauport AOC using call-sign "Beauport 2LD". The R.44 G-OWND is now a regular sight here training although most evenings it seems to return to the private site in Adwick-le-Street. The big excitement this month occurred on 25/1 when, due to strong cross winds at LBIA, Doncaster received 7 diversions and this resulted in the busiest day of the airport's short history. Jet2 Boeing 737/300s G-CELC (Channex 186), G-CELF('202Q), G-CELF('392) and Boeing 757 G-LSAG('286) diverted in along with Flybe Dash 8s G-JECG(Jersey 644A), G-JEDN(175) and G-JEDW('175). To add to these BAe.146 G-JEBD(Jersey 729) arrived the following morning and 737/300 G-CELP(Channex 032P) positioned from Stansted to operate the '323 Leeds - Belfast flight outbound. There were a handful of other diversions and these are detailed in the listings below. On the freight front AN.124 UR-82073(ADB 428F) arrived from Hostomel in Ukraine on 9/1 and stayed until 11/1 before departing with a load of heavy machinery. This aircraft returned on 13/1 as ADB430F

from Baku in Azerbaijan and this time stayed until the 15<sup>th</sup>. On 30/1 Atlas Air Cargo Boeing 747/200 N522MC(Giant 8519) arrived from Malta and departed later to Santa Maria with sister ship N506MC(Giant 5488) arriving from Lusaka the following morning. The pick of the training traffic was Oasis, Hong Kong Boeing 747/400 B-LFD(See photo, Finningley fotopics) which again arrived from Gatwick on 15/1 for some circuit bashing. Boeing 767 G-OBYG(Thomson 7563) was used to transport P&O passengers out to the Caribbean. The other movements included:-

01/1 M-OTOR King Air 90, LBJA divs:- G-JEDI(BE 731) Dash 8, G-ERJD(BE 1LH) '145  
 02/1 G-LOFB Electra(Neptune 188T, also 3/1), G-SSSC Dauphin(Training)  
 03/1 D-ICCC Cessna 406, ZH102 Boeing E.3A(NATO 05, training)  
 04/1 N562RR PA-32, G-CEGP King Air 200(Cega 763), G-PZAZ PA-31(Air Med 053)  
 05/1 G-FBED EMB.195(Jersey 022T, training) 06/1 N53GX Global Express(n/s)  
 07/1 HB-IMJ Gulfstream 5(Batman 111), G-XLMB Citation XL(Beauport 971)  
 09/1 ZH101 Boeing E.3A(NATO 17), G-HCSL PA-34(High Tide 599P, n/s)  
 10/1 PH-LGW PA-34, CS-DRC '800XP(NJE 5LE), CS-DKE Gulf.5(NJE 731K)  
 11/1 D-IIVA P.180 Avanti(Pastis 2CN), CS-DHQ Citation Bravo(Fraction 7EV)  
 12/1 CS-DXP Citation XL(Fraction 6DB), CS-DNZ Citation XL(Fraction 6LH)  
 13/1 ZH892 Chinook(Gambit 1), ZA712 Chinook(Gambit 2)  
 14/1 258 Lear Jet 45(Irish Air Corps, also 16/1), G-HANG DA-42(Atlantic 51T)  
 15/1 ZE395 '125(Kittyhawk 2R), CS-DFN Citation XL(Fraction 6PG), G-CEJB PA-46  
 17/1 D-CCCF Citation 2(Tomcat 341), G-OLNT Dauphin, G-BATN PA-23(Marshall 2)  
 19/1 D-IWAN Citationjet 2(Quadrige 972A) 20/1 G-SOVA Citation 2(n/s)  
 22/1 G-PRKR Challenger 604, G-PCOP King Air 200, XX266 Hawk(Red 8, ILS)  
 23/1 OE-GTI Citation XL(Mapjet 223), VP-BLR Gulfstream 5, G-SIRS Citation XL  
 25/1 HB-IUT IAI 1126 Galaxy(TAG 183), G-CBRG Citation XL(Go-Jet 258B)  
 26/1 OY-JPI Citation III(Norflyng 16), G-JOPT Citation V(Airtax 280)  
 27/1 OO-VHV King Air 90, D-CPPP Citation Bravo(Quadrige 508E, n/s)  
 28/1 CS-DFS Citation XL(NJE 069K, training), G-BWXF T.67M(Cranwell 86, ILS)  
 29/1 N223JG TBM.700 30/1 XX179 Hawk(Red 10, training)  
 31/1 LBJA divs:- G-LSAG '757(LS 218Q), Dash 8s G-JECP(BE 175), G-JECW('733)

Of the above, a couple are worthy of mention, P.180 Avanti D-IIVA is operated by Airgo Flugservice GmbH and the Lear Jet 45 238 of the Irish Air Corps, both of which were on their first visits.



**Easingwold:-** Long Ranger G-OLDN, which has been based here for the past month, returned to Sheffield on 28/1 as "Alpha Heli 1" and was replaced by Jet Ranger G-STER which arrived from Sherburn.

**Elvington:-** Visitors:- 7/1 G-OMNI PA-28RT(f. Gloucester); 19/1 G-WJCJ Eurocopter EC.155(Starspeed 55, f. Battersea).

**Eddsfield:-** On 26/12 Cessna 182G G-ASSF was seriously damaged on take-off when it overturned and ended up inverted in a field at the side of the runway. It was later declared an insurance write-off and was left languishing in the corner of the hangar. Visitors:- 6/1 G-DISO Jodel D.150A, G-OPRC Europa, G-AKSY Auster 5, G-BTWF Chipmunk, G-BGAX PA-28, G-RVMC RV.7; 12/1 G-KEPP Coyote, G-CEAR Pioneer 300, G-PIGS Rallye, G-AXAT Jodel D.117; 19/1



G-CBBA DR.400; 28/1 G-AWDA Nipper.

**Full Sutton:-** The ferryman who passes through here turned up on 12/1 with Cessna 172S N1729W and as usual he had taken to Southern route from the USA via St. Johns, Newfoundland and Santa Maria in the Azores. The aircraft stayed until the 14<sup>th</sup> when it left for Roskilde, Denmark and eventually new owners in France. The Cessna 172S G-IZZS is confirmed as being a new resident, having moved from LBIA in early January and being very active since. Visitors:- 6/1 G-TBOK TB.10; 7/1 G-BRDG PA-28(t. Biggin Hill); 28/1 G-GFSA C.172S(f. Blackpool).

**Gamston:-** The aircraft involved in the accident here on 30/12 was one of the local PA-24 Comanches, which made a wheel up landing. It is thought to have been N7438P, which was inbound from Netherthorpe. A new resident is PA-28 G-JONM, which was recently registered to a Doncaster owner and this will soon be joined by DA-42 Twin Star G-LULV which is a new machine for the Diamond Agency.. On 10/1 PA-34 PH-LGW arrived from Doncaster for fuel while noted departing to Seppe on 17/1 was PA-32R N717ND. The aircraft is operated by Schueybrooke Aviation and based in the Netherlands. Netjets Citation Bravo CS-DHK(Fraction 1UM) was logged on 20/1 while Citation XL CS-DXQ(Fraction 6MA) was noted on the 25<sup>th</sup>. On 23/1 Leeds based Citation 2 N550PD returned home following checks, after a flight on the 19<sup>th</sup> from Leeds had necessitated a return to the airfield with a partial electrical failure. Visitors:- 5/1 G-KIDG R.44; 6/1 G-BTXT Maule Mx.7, G-BOHT PA-38; 7/1 G-MEGN King Air 200; 14/1 G-NTWK Twin Squirrel(Osprey 63), G-WBVS DA-40, G-SFCJ Citationjet(Hangar 830); 19/1 G-OMRH Citation XL; 28/1 G-RVDR RV.6.

**Garforth(Leeds):-** The Dauphin G-OLNT of LNT Aviation spends a lot of time here at the new 72,000 square feet company headquarters of LNT Automotive so could almost be classed as resident, flying across to LBIA for fuel and maintenance. Incidentally, the company produces the Ginetta Sports Car as well as racing Panoz Esperante Sports Cars in the British GT Championships and sponsoring a team in the Formula Ford Championship.

**Grindale(East Leys Farm):-** This month we can give a run-down of the residents here:-

ZK-PCI Twin Otter, has moved on to sunnier climes and may not return.

G-ASVN Cessna 206, only serviceable aircraft in operation at present.

G-ATCE Cessna U.206, dismantled, awaiting rebuild.

G-BATD Cessna U.206F, fuselage only remaining, used as spares source.

G-BMHC Cessna U.206F, on rebuild in hangar.

G-BRID Cessna U.206F, rebuild abandoned, reduced to spares in hangar.

G-STAT Cessna U.206F, dismantled, used as spares source.

**Guisley:-** The R.22B G-VOCE, which was registered to an owner here last year, has turned up at Doncaster Aeroventure as an exhibit.

**Hibaldstow:-** After a long period of inactivity SMG.92 Turbo Finest HA-NAH was Air Tested on 30/1 and this aircraft is expected to leave early next month on loan to the parachute club at Cark while their PAC.750 ZK-KAY is under repair following its accident last month.

## **HUMBERSIDE**

The Cirrus SR.22 N80NS which has been noted on several occasions recently is confirmed as a new resident. Also in prospect is CL.600 Challenger G-LWDC, which has just been registered to ISM Air Services with its address at the airport. The aircraft is the former N54JC, which has been a very regular visitor to Doncaster/Robin Hood in recent months. After what seems like ages since it was delivered to the company, Eastern Airways Jetstream 41 G-MAJW has finally entered service. An interesting arrival on 6/1 was Sikorsky S.92 OY-HKC, which was on delivery from Liverpool Docks, where it arrived by ship from the States. The aircraft, formerly N4503U continued on delivery to CHC Helicopters in Denmark following a refuel. Incidentally, for any of you in South Leeds it passed approx 12 miles S of LBA at 1125 flying at 2000'. On 11/1 a pair of Manx registered bizjets were logged, Falcon 2000 M-CHEM and Hawker 800XP M-HAWK, both operated by Ineos Aviation based at Bournemouth. Icelandair used ACT Cargo Airbus A.300F TC-ACB(Iceair 706) on their Keflavik-Humberside-Brussels flights on 15/1 and 29/1.

01/1	G-BFPM Cessna F.172M(Strubby Diversion)	02/1	El-SPB Cessna TU.206H
05/1	N593CD Cirrus SR.22, G-FROS PA-28RT Arrow, CS-DKC Gulfstream 5(NJE 5PM)		
09/1	CS-DNW Citation XL(Fraction 6HY), N57MT Cessna 303, G-LBDC Jet Ranger		
12/1	G-CERT Mooney M.20K(f. Fowlmere), G-FLBI R.44(f. Shoreham)		
19/1	OE-LFK Fokker 70(Austrian 1JQ)	20/1	CS-DKE Gulfstream 550(Fraction 537K)
21/1	G-BIMU Sikorsky S-61N;	25/1	N1092H King Air C.90
27/1	CS-DXR Citation XLS(Fraction 6TP), CS-DRF Hawker 800XP(Fraction 533D)		
28/1	CS-DXN Citation XLS(Fraction 6BR), G-BVMA King Air 200		
29/1	CS-CFR Citation XL(Fraction 6VL)	30/1	CS-DXG Citation XLS(Fraction 298R)



Also noted parked on the apron on 30/1 was a Bell 412SP, ZJ238 which had reputedly diverted in while operating at Donna Nook and this was joined by an unidentified RAF Puma later in the day.

**Ilkley:-** Agusta A.109S G-NWAR was a regular visitor during the month, operating the trips from and to Wigan normally carried out by the JJB Sports Bell 430 N5120.

**Immingham:-** Noted arriving at the docks here on 8/1 was Proctor G-AKEX(ex. SE-BTR) and the aircraft was restored to the UK register on 10/1 for an owner in Suffolk.

**Kirkbymoorside:-** T.67M G-TONS arrived from Norwich on 9/1 for maintenance.

**Leconfield:-** Merlin ZJ130(Vortex 311) was logged visiting on 15/1, arriving from Leeming.

**Leeds(a secret location to the East of the city!):-** A warehouse here, which already holds a number of helicopters, has received two additions lately. Lama F-ODLC was noted on the back of a wagon in late December destined for the location. It was confirmed to be there in early January and had also been joined by a Swiss example as yet not positively identified. For the record also here are Alouettes G-CDSG(on rebuild), "12"(Romanian, to be G-CDSJ), HA-LFZ, N67081(hulk), N9632 and another pair of Romanians "09" and "28" both for rebuild. Also languishing here is the famous Gazelle HA-PPY, one of the first to be registered in Hungary. Two former residents, Skeeter AOP.12s XL738 and XL763 have gone to the Doncaster Aeroventure Museum.

**Leeds General Infirmary:-** On 24/1 two Merlins ZJ126 and ZJ135 using call-signs Bayonet 1/2 carried out practice approaches to the roof top helipad. The aircraft had lifted from a site in Harrogate and on completion of the task returned to Leeming.

**Leeming:-** It has been announced that XXV(F) Squadron will officially stand down on 4/4, however 100 Squadron with its Hawks will remain here until at least 2012. There was very little activity here at the start of the year but there were some highlights in the shape of a trio of Italian Air Force Tornados passing though enroute to Kinloss. MM7006/6-31("India 7007A") of 54 Gruppo(See photo) was noted on 11/1 along with MM7061/6-14("India 7007B") while MM7038/6-37("India 7006") was logged on the 14<sup>th</sup>.



**Linton-on-Ouse:-** On 10/1 Red Arrows Hawk XX242(Scampton 08) paid a visit for a couple of hours and was joined by Lynx XZ215(Armyair 920). Merlin ZJ130(Vortex 321) was noted here pm on the 21<sup>st</sup> following an ILS approach at LBIA. A civilian visitor on 28/1 was Vans RV.6 PH-PWA, which is based at Malmesbury while Cessna 402 G-EYES was in evidence on 30/1.

**Netherthorpe:-** Work has started locally on an RV.8 G-LEXY and on completion the aircraft will replace similar type G-LEXX. RV.6 G-RVCL is confirmed as a new resident while just come to light is an accident here involving Zenair CH.701SP G-CCSK. The aircraft was damaged on 2/8/07 when the nose wheel collapsed on landing. Visitors:- 12/1 G-BCOL F.172M; 20/1 G-AYEC Emeraude.

**Ottringham(Tanstearn Farm):-** Robin DR.400 G-BBIO, formerly based at Beverley has moved into a new strip which has been established here.

**Pontefract:-** Hughes 369E G-OPCS is no longer resident here, having been sold to Eastern Atlantic Helicopters.

#### **ROTARY ROUND UP**

02/1	N696XX	Hughes 369E	Humber Bridge(North Tower) – Gamston
	G-BKZI	Jet Ranger	Marlborough – Ilkley(Cow and Calf Hotel)
	G-REGE	R.44	Humberside – Wike(Leeds) – Brighton
05/1	G-OLDN	Long Ranger	Sherburn – York

06/1	G-FABI	R.44	Sherburn – Pateley Bridge
	G-BZMG	R.44	Sherburn – Rothwell – Bolton
	G-LADZ	Enstrom 480	Barton – Keighley – Barton
	G-GTT	Bell 47G	Dewsbury – Lotherton Hall(Leeds)
09/1	G-SAMP	Agusta A.109E	Beverley – Northampton
10/1	G-STGR	Agusta A.109S	Oulton Hall(Leeds) – Carlisle
	G-TAGG	Eurocopter 120B	Barton – Seaton Carew(Mayfair Centre)
13/1	N195NJ	Agusta A.109E	Boston Spa – Nottingham
	G-DMSS	Gazelle	Sandtoft – Tickhill(Doncaster) - York
	G-MRMJ	Dauphin	Ripon – Blackbushe
14/1	N449J	Agusta A.109E	Dublin – Barnsley – Sheffield – Dublin(Also 22/1)
	G-WOFM	Agusta A.109E	Battersea – Barnsley – Teesside
16/1	N90011	MD.902 Explorer	Noted landing at Portrack Lane, Stockton-on-Tees
19/1	N35AG	Agusta A.109S	Gamston(Refuel) – Site in North Yorkshire
21/1	G-TGRA	Agusta A.109E	Hawes – Cambridge
22/1	G-NWAR	Agusta A.109S	Sheffield – Ilkley – Wigan
	G-WOFM	Agusta A.109E	Wittering – Site near Darlington
	G-TBLY	Eurocopter 120B	York – Gamston(Refuel)
23/1	G-SELY	Jet Ranger	Fenland – Sandtoft(Refuel)
26/1	G-SCOI	Agusta A.109E	Doncaster Race Course – Angus(IOM)
27/1	G-MRMJ	Dauphin	Blackbushe – Carleton(Skipton)
30/1	G-HSDW	Jet Ranger	Full Sutton – Shawbury

**Rudding Park(Harrogate):-** The Hotel and Golf Club here was the scene of a tragic accident on 26/1 when Gazelle YU-HEW crashed on take-off at around 1630, resulting in the deaths of the owner and his wife. The aircraft had arrived about an hour earlier having only been picked up from Stapleford by its new owners that same morning. The pilot had been taken to Essex by the owner of similar type HA-LFQ to collect his new mount and both helicopters had dropped into Atlas Mills at East Ardsley, Leeds where the couple ran Florist provisions company, Country Baskets. After a short stay both aircraft then proceeded to Rudding Park and 'FQ departed home to Brighton shortly afterwards. The winds were pretty gusty at the time and this and a lack of experience with the aircraft are thought to have been contributing factors in the accident. On 27/1 the Northeast Air Support Unit EC-135T G-NEAU(Police 11) was here helping with the investigation into the cause of the accident.

**Rufforth:-** The Skyservice King Air C.90 OO-VHV was noted arriving from Wevelgem on 19/1. Visitors:- 12/1 G-RIST Cessna 310R(f. Bournemouth); 14/1 G-SGEC King Air 200(Also 24/1); 19/1 G-BMSE Taifun; 24/1 G-KRMA Cessna 425(t. Wycombe); 30/1 G-ATZS Wassmer WA.51(t. Spanhoe).

**Sandtoft:-** Cranfield based King Air E,90 N693GW was again noted visiting on 24/1 and was joined by Malibu N9275Y. Visitors:- 2/1 G-MAYB R.44, G-BFTC PA-28R; 5/1 G-AYYU Sundowner, G-BHRH FA.150K, G-RRCU DR.221; 6/1 G-BVJZ PA-28, G-FLYA M.20J; 12/1 G-RGAP C.172S(f. Wycombe), G-BLYE TB.10, G-BLVI T.67M, G-BFDI PA-28, G-BRBA PA-28; 14/1 G-AXNS Pup; 19/1 G-BIWN Jodel D.117, G-CCHA DA.40, G-KIDG R.44, G-BZUL Jabiru; 20/1 G-CODY Kolb Twinstar, G-CDKR DA-42; 24/1 G-GACB R.44(f. Wolverhampton); 26/1 G-BHGY PA-28R; 27/1 G-BDOW FRA.150M(f. Cranfield), G-VGVG Savannah, G-CEGK Savannah, G-DMSS Gazelle, G-BONW C.152; 28/1 G-HRNT C.182S.

**Sheffield:-** Well, after years of speculation this airfield has finally come to the end of the line and will close in April. Owners of the aircraft based here have received a statutory 90 day notice to quit and most of the runway will then be dug up to make way for and industrial estate, ironically called "Blue Skies". It is thought that the Sheffield Aero Club are to move to Sandtoft while the other resident fixed wing will probably move to either Netherthorpe or Gamston. There will however be a small unlicensed heliport created to accommodate the South Yorkshire Police and the Yorkshire Air Ambulance facilities. The A.109E N449J was again noted picking up fuel on 14/1 during one of its regular visits to Barnsley from Dublin. On 27/1 Skyservice King Air 90 OO-VHV was inbound but was ordered to divert to Doncaster for immigration reasons. Visitors:- 5/1 G-BGWM PA-38; 6/1 G-WARR PA-28; 12/1 G-JAJK PA-31(Causeway 08, t. Ronaldsray), G-SAXN King Air 200(f. Cambridge); 13/1 G-GATE R.44; 17/1 G-CDYR Long Ranger; 24/1 G-NTWK Twin Squirrel(Osprey 63, t. Cumbernauld); 28/1 G-OLDN Long Ranger(Alpha Heli 1), G-BSGF R.22B, G-BHLW Cessna 120.

**Sherburn:-** Following on from last month the Aero Club have two Aero AT-3 aircraft in prospect, registered G-SACX and G-SACY. Resident YAK 52 G-CBPY has been condemned due to main spar fatigue while on maintenance at Little Gransden. It is thought the aircraft will remain there and be parted out for spares. Bagby based T.206H N191ME



was logged on 4/1 while Cessna 172XP HB-CIU was noted visiting on 19/1, from its home at Eddsfield and on 30/1 PA-28 N81188 was logged routing outbound to Charlton Park. Visitors:- 2/1 G-BFYM PA-28; 5/1 G-NPKJ RV.6, G-PUPP Pup; 6/1 G-BYHL Chipmunk(f. Syerston), G-NEAT Europa(f. Shobdon), G-CDUT Jabiru(f. Carlisle), G-BZHT PA-18(f. Walney Island), G-JLHS Be.36(t. Lydd), G-CCVL CH.601(t. Lichfield); 6/1 G-WBVS DA.40, G-ATDO Junior; 8/1 G-EEJE PA-31(t. Islay); 9/1 G-BLHR Cougar; 12/1 G-HRNT C.182S, G-HOSS Beech F.33; 19/1 G-HEBE Jet Ranger, G-BIWN Jodel D.117, G-LYND Pawnee, G-AVZR PA-28, G-BVVH Europa; 24/1 G-GFIC C.152; 27/1 G-FTIL DR.400(f. Wyton); 28/1 G-PIGS Rallye.

**Sturgate:-** The long time resident Aztec G-JTCA of Eastern Air Executive has been sold in Macedonia. A new resident however is PA-30 Twin Comanche N918Y, which was formerly resident at Shobdon. Noted visiting on 12/1 was Commander 112 N1350J from Tattenhill while on the 19<sup>th</sup> Gamston based PA-24 N61970 was logged. On 27/1 Cirrus SR.22 N147LD was noted heading outbound to Denham. Visitors:- 6/1 G-BNOH PA-28; 9/1 G-OSEA Islander(f. Crosland Moor), G-BXBT Be.76 Duchess; 12/1 G-WARW PA-28(t. Blackpool); 12/1 G-IFLI AA-5, G-BZPH RV.6; 14/1 G-AZFI PA-28R; 16/1 G-BNRX PA-34, G-DYNE Cessna 414A(Commodore 01); 19/1 G-IEYE DR.400, G-BFEV Pawnee; 24/1 G-PATN TB.10.

**Sutton Bank:-** On 5/1 Yorkshire Air Ambulance MD.902 G-CEMS(Helimed 98A) arrived to collect a casualty for transportation to James Cook Hospital in Middlesbrough. The 9<sup>th</sup> saw two unidentified Lynx from Dishforth, using call sign "Outlaw", operating here for an hour mid-afternoon.

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

Starting with the residents, Falcon 2000 M-SAIR(See photo, dtvmovements.co.uk) which had been here since 22/12 returned to Carlisle on 14/1 following the completion of the new hangar to house it. Cessna 152 G-BMXA arrived on the 28<sup>th</sup> and is expected to stay for about three weeks covering for similar type G-BJVT, which is away on maintenance. The MOD flights operated by Omni International are expected to continue for 4 months operating on Thu/Fri/Sat/Sun with Douglas DC-10 N603AX being used until the 17<sup>th</sup> when N621AX took over until the end of the month. Once again there were a few football charters with Do.328 G-CCGS(Suckling 530) transporting Middlesboro' to Bristol on the 4<sup>th</sup> and the same aircraft bringing Liverpool for their game with 'Boro on 11/1. On 22/1 Dash 8 G-WOWB(Swallow 9019) brought Southend United to the Northeast for their match with Hartlepool.

This month the airport received a few inbound diversions including:-

- 01/1 LBIA:- PH-OFJ Fokker 100(KLM 1549), PH-OFK(KLM 65W)
- 03/1 Newcastle:- G-CELY(Channex 102)
- 21/1 Humberside:- G-BIMU Sikorsky S-61N; Newcastle(Snow):- G-MAJU Jetstream 41(Eastflight 64N), G-CERZ SAAB 2000(Eastflight 92V), PH-KZO Fokker 70(KLM 961), G-EZKG 737/300(Easy 640L), G-EZJG 737/300 (Easy 6426).
- 25/1 LBIA:- EI-DWT 737/800(Ryanair 15J), G-RJXD EMB 145(Midland 404), G-RJXB EMB 145(Midland 1VX), G-RJXL EMB 135(Midland 612), G-DBCK Airbus 319(Midland 4JL), G-MAJP Jetstream 41(Eastflight 59Q), PH-OFA Fokker 100(KLM 65W)
- 31/1 EI-DLF 737/800(Ryanair 152), G-MAJJ Jetstream 41(Eastflight 85D), G-RJXL(Midland 616).

The Ryanair 737/800 EI-DWT, which diverted in on 25/1 had only been delivered to the company four days earlier. On 14/1 Jet2 737/300 G-CELK(Channex 050E) carried out an ILS and overshoot for training. Other visitors included:-

- 01/1 G-EEBJ Citationjet(Sky Elite 1224) 03/1 G-OCSD Challenger(Oceansky 103)
- 06/1 N287Z Global Express(n/s)
- 07/1 G-CBRG Citation XL(Go-Jet 078A), ZG780 Tornado(Savage 1, overshoot)
- 08/1 G-KALS Challenger 300, G-LGAR Lear Jet 60, G-POWB King Air 200(Cranwell 17)
- 09/1 CS-DXE Citation XL(Fraction 556R), "Frazer" 2x Typhoons(overshoot)
- 10/1 ZA679 Chinook(Vortex 413), G-XXEA S.76C(Rainbow 1), G-TAGG EC.120B
- 11/1 G-VUEM Citation 2, G-BYCP King Air 200, PH-LXK Fokker 50(KLM 1533)
- 12/1 SE-RGN Citation 1(Gothic 403, n/s)
- 13/1 CS-DNZ Citation XL(Fraction 6LH), ZH887 C-130(Ascot 4717), N500CS King Air 200
- 14/1 PH-CJI Citation XL, G-WOFM A.109S, XX190 Hawk(Polecat, overshoot)
- 15/1 PH-HMA Citation 1, CS-DHI Citation Bravo(Fraction 1PL)
- 16/1 ZZ190 Hunter(Rushton 71), XS739 Dominie(Cranwell 96)
- 17/1 OE-GSR Citation XL(Rath Aviation 101), VP-BSI Gulfstream 550, N130CS Citationjet XV107 VC-10(Ascot 2236), ZJ690 Sentinel(Snapshot 1, overshoot)
- 19/1 D-CDSF Lear Jet 35A, G-SCOL Airvan(Yosemite 05T), G-SAXN King Air 200



21/1 ZI130 Merlin(Vortex 321), G-LCPL Dauphin  
 22/1 XX405 Gazelle(Armyair 012) 23/1 XW214 Puma(Vortex 357)  
 24/1 G-FIRM Citation 2(Marshall 2A), G-CBBS Bulldog  
 25/1 ZB683 Gazelle(Armyair 569), G-SYGA King Air 200(Synergie 833)  
 28/1 G-OLDK Lear Jet 45(Air Partner 72A), G-CEMS MD.902(Helimed 98E)  
 29/1 N565F Gazelle, XX217 Hawk(VYT 44, overshoot)  
 30/1 G-HEMS Dauphin(Helimed 58E), G-TBEA Citationjet, ZG755 Tornado(overshoot).



**Walton Wood:-** Visitors:- 9/1 G-BSBW Jet Ranger; 16/1 G-BVLG Twin Squirrel(Powerline 57); 23/1 G-GSPY(t. Bridlington); 24/1 G-OAWD Squirrel(f. Liverpool), G-TIMH R.22B(f. Cranwell); 26/1 G-CEBE Schweizer 269C; 28/1 G-HIEL R.22B; 30/1 G-STER Jet Ranger, G-CCZG R.44.

**Wickenby:-** A recent arrival here is CAP.232 G-IIAI(ex. F-GJGM), which was registered on 22/1. It is expected to go to the factory in France shortly for modifications and on return is to move to Netherthorpe and replace Edge G-ZVKO. Another of the type, G-OGBR(ex. N232MG) has also just been registered to a local owner in Market Rasen. On 26/1 Cessna T.206H N191ME arrived from Bagby to pick up passengers for onwards transportation to a private strip near Stevenage. Visitors:- 6/1 G-BHAV C.152; 9/1 G-AXNS Pup(f. Nottingham); 12/1 G-RJMS PA-28RT; 26/1 G-BKHW Glasair RG.

**Wombledon:-** Cessna 182RG G-OZOI was noted visiting on 19/1, arriving from a farm strip at Blanford Forum.

**Yearby:-** Squirrel G-PDGT(Powerline 64) was noted operating from here mid-month while on local inspection duties.

#### OVERFLIGHTS

02/1	OO-NHC	Dauphin	Ostend – Newcastle(Hull 1340 @ 2000')
03/1	N470JF	ATR.42	Keflavic – Rotterdam, delivery(OTR 1411 @ 15000')
06/1	G-PUML	Super Puma	Aberdeen – North Denes(OTR 1149 @ 5500')
09/1	N533SR	Cirrus SR.22	Wick – Groningen, delivery(OTR. 1211 @ 7500')
14/1	G-CBGZ	Gazelle	Stevenage – Newcastle(Scarboro' 1424 @ 1200')
15/1	M-ERIT	Agusta AG.155	Norwich – Dublin(6/S of LBA 1932 @ 3000')
19/1	N184VB	Cessna 441	LBA 1032 @ 6000' enroute for survey at Carlisle.
20/1	N176MR	Be.76 Duchess	Wick – Hurn, delivery(GAM 1508 @ 5500')
30/1	N106PG	Cirrus SR.22	Wick – Groningen, delivery(OTR 1207 @ 11500')
	N4297A	Twin Comanche	Kirkwall – Fairliegh Farm(Hants)(York 1442 @ 3500')

On 15/1 Mildenhall based MC-130P 69-5825("Shadow 61") was noted operating in the North Yorkshire area, low level from 2000 for around an hour.

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## DAY BY DAY @ LBIA JANUARY 2008



Here we go, the start of what we can only hope will be a Very Happy New Year and as far as LBIA is concerned a very fruitful one. New Year's Day however didn't get us off to the best of starts, with fog shrouding the airport all day. Apart from other foggy days, major disruption was also caused by strong cross winds towards the end of January. On Saturday the 26<sup>th</sup> (See photo, below) most of the Jet2 fleet was keeping its feet firmly on the ground and, as can be seen, all were parked facing the prevailing wind instead of nose-in. On the airline front Aer Arran suspended all their Galway flights from 6/1, however whether this is just a temporary move is unclear. One of the reasons given for this move is the competition from Ryanair with their new Shannon flights. Flybe have also cut back on some of their afternoon flights, again this is thought to be just temporary and normal service will resume in spring. On a more positive note Eastern Airways have announced that from April their Aberdeen and Southampton flights will be upped from 3 to 4 flights each weekday. While on the subject of airlines there is nothing to report from Jet2 this month, with most flights operating as per schedule except those disrupted by the weather.



On the Southside, Multiflight had a pretty quiet month although there were several helicopters visiting for maintenance, all of which are detailed in the main listing. While on the subject of helicopters the Yorkshire Air Ambulance mark 1 G-SASH resumed active service after an absence but mark 2 G-CEMS was also very much in evidence throughout the month. Cessna 335 G-FITZ is confirmed as no longer being resident having moved to Gamston while Cessna 172S G-IZZS can now be seen operating out of Full Sutton. Finally, after almost 18 months in storage in the old Yorkshire Light hangar Navajo G-OBNW was delivered to Exeter on 29/1 to join the fleet of Capital Aviation.

### 01 Tuesday

**bmi:-** G-DBC(5JL/4LJ) f/t Heathrow, G-BDCG(8JL, n/s).

**Jet2:-** G-LSAI(186) inbound from Malaga diverted to Manchester and remained there for operations. G-CELH(050P) positioned from Manchester having diverted there inbound from Paris(316). G-CELC(051P) positioned from Manchester having diverted there inbound from Murcia(208).

**Ryanair:-** EI-DAO(15J/155), EI-DPO(1362/3), EI-DPX(156/15N)

\*\*\*Welcome to the New Year! Apart from some Jet2 737/300 operations the above were the only flights to operate, as due to fog it was CAT 3 operations for most of the day.

## 02 Wednesday

M-NEWT	Challenger 300	1312 1339	f. Zurich(Bizjet 2WT) t. Luton(3WT)
G-CERY	SAAB 2000	1407 1451	f. Biggin Hill(Eastflight 1607) t. Wick(1608)
G-BPMF	PA-28 Warrior	1529 n/s+	f. Walney Island, see notes below.
G-MEGN	King Air 200	1546 1253	f. Plymouth, n/s t. Carlisle

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

**bmi:-** G-DBCG all Londons, n/s with G-RJXD/N.

**Eastern:-** G-MAJV(84D) swapped in Southampton with G-MAJV(85D). No Aberdeen flight.

**Flybe:-** G-ECOA(729/30), G-JECO(171/2), G-JECI(643/4), G-JEDI(731/2), G-JECH(175/6)

**Jet2:-** G-LSAB(050P) positioned from Manchester in place of G-LSAI(See 1/1).

**KLM:-** PH-KZO(1545/6), PH-OFN(1549/50, departed 2306!), PH-OFH(65W/64K, n/s)

**Manx2:-** Eurovan LET 410 OK-UBA operated both of today's flights.

**Ryanair:-** EI-DLV(152/3), EI-DCC(151/155), EI-DLV(156/15N)

\*\*\*There is still not a full programme of scheduled flights, however today Eastern operated a charter to Wick using SAAB 200 G-CERY. The PA-28 G-BPMF from Barrow, which incidentally used to be a LBIA resident in the 1980s was still stood in the side of the former Yorkshire Light hangar gathering dust at the end of the month.

## 03 Thursday

P4-LJG	Citation X	1337 1846	f/t Faro
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**Aer Arran:-** EI-RED(682/3), EI-REB(72G/3G) **Air Southwest:-** G-WOWE(482/3, 486/7)

**bmi:-** G-DBCG all Heathrow flights, n/s with G-RJXD/N.

**Eastern:-** No flights operated at all today.

**Flybe:-** G-ECOA(729/30), G-JECF(171/2), G-JECY(643/4), **G-EMBL**(1LH/174), G-JEDI(731/2), G-JEDU(733/4), G-JECH(175/6)

**Jet2:-** G-LSAC(518P) positioned in from Tenerife. G-LSAB(185) exchanged in Malaga with G-LSAE(186)

**KLM:-** PH-KZE(1545/6), PH-OFD(1549/50), PH-KLI(65W/64K, n/s) **Manx2:-** OK-UBA x2

**Ryanair:-** EI-DPX(152/153A), EI-DLF(151/155), EI-DPO(1362/3), EI-DPX(156/15N)

\*\*\*Our first semi-interesting visitor this year, Guinness operated Citation X P4-LJG.

## 04 Friday

M-NEWT	Challenger 300	0852 0923	f. Luton(Bizjet 1WT) t. Northolt(2WT)
N562RR	PA-32 Cherokee 6	1012 1031	f. Full Sutton t. Southampton
EC-HJP	Boeing 737/800	1217 1336	f/t Tenerife(Air Europa 285/286)
G-JBIS	Citation 2	1323 1454	f. Isle of Man t. Nice
G-JBIZ	Citation 2	1332 1458	f. Manchester t. Nice
M-NEWT	Challenger 300	1808 0818	f. Northolt(Bizjet 3WT), n/s to 8/1 t. Antwerp(1WT)
ZH881	Hercules C5	1922 0957	f. Ramstein(Ascot 4720), n/s t. Lyneham(4721)

**Aer Arran:-** EI-REM(682/3), EI-REF(72G/3G)

**Air Southwest:-** G-WOWE(482/3), G-WOWC(307D, f. Manchester/487)

**bmi:-** G-DBCG again operated the Londons, n/s with G-RJXD. G-RJXN diverted on BD614.

**Eastern:-** G-MAJV operated Inverness/Southampton, n/s. No Aberdeen flights.

**Flybe:-** G-JECI(171/2), G-JEDW(643/4), **G-EMBU**(173/4), G-JEDN(731/2), G-JECX(175/6), G-JEDV(733/4)

**KLM:-** PH-WXC(1545/6), PH-KLD(1549/50), PH-JCT(65W/64K, n/s)

**Manx2:-** LET 410 OK-UBA operated am flight but pm flight diverted to Blackpool due fog.

**Ryanair:-** EI-DWM(152/153A), EI-DLF(151/155), EI-DAP(156/15N)

\*\*\*A first time visitor was PA-32 N562RR, although the aircraft is only based a Full Sutton. On his return flight this evening LBIA was fogbound so he diverted to Doncaster. Unusually, the RAF Hercules stayed overnight. As we predicted the Challenger 300 M-NEWT(See photo) is now a regular sight on the Multiflight apron.





## 05 Saturday

CS-DNR	Falcon 2000	0826 1007	f. Amsterdam(Fraction 2GY) t. Bern(2GY)
N40GD	Cirrus SR.22	1000 1043	f. Sherburn t. Henstridge, return 1539/1601
G-STRF	Boeing 737/700	1243 1929	f/t Manchester(Flystar 981P/2P) for Chamberly flt.
G-CDNK	Lear Jet 45	1246 1837	f/t Biggin Hill(Air Partner 15A/B)
D-CHHH	Citation XL	1301 1346	f. Sion(Augusta 162) t. Augsburg(162)
CS-DXH	Citation XL	1329 1340	f. Nice(Fraction 3VN), n/s to 8/1 t. Edinburgh(3VN)
G-BYAH	Boeing 757	1350 1543	f/t Alicante(Thomson 168H/167H)
G-FIBS	Squirrel	1415 1426	f. Castle Howard t. Skipton, return 1450/1529
OE-LVL	Fokker 100	1429 1603	f/t Innsbruck(Austrian 5KQ/3UA)
N170SW	Global Express	2008 0925	f/t Rogers, n/s at Multflight until 11/01
HB-JEV	Gulfstream 550	2138 0828	f. Fort Meyers(Batman 261), n/s t. Saint Lucia(262)

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

**bmi:-** G-DBCG(9871) positioned to Gatwick. Heathrow:- G-RJXD(011/4JL/2LJ), G-RJXN(8JL), n/s

**Flybe:-** G-JEBG(729/30), G-JECX(171/2)

**Jet2:-** G-LSAC(223) swapped in Tenerife with G-LSAI(224).

**KLM:-** PH-KZE(1545/6), PH-OFI(1549/50), PH-KLD(65W/64K, n/s) **Manx2:-** D-CSAL x1

**Ryanair:-** EI-DHJ(152/153A), EI-DPO(1362/3), EI-DLL(15J/155)

\*\*\*That's better, although nothing startling turned up at least there was a good selection of visiting executive jets including our old friend, N170SW of Wal-Mart closely followed by "Batman", also from over The Pond. The Gulfstream was doing the return trip from Fort Meyers which was flown outbound on 14/12 by the Boeing BBJ HB-JGV, which at the time I omitted to point out was on its first visit.

## 06 Sunday

G-BSTM	Cessna 172L	1150 1246	f/t Duxford
HB-JIB	MD-90	1213 1312	f/t Malta(Fly Hello 32A/321)
N12AG	Pilatus PC-12	1227 1724	f/t Elstree
N351TC	Hawker 800XP	1359 1818	f. Luton, n/s t. Zurich
G-JIVE	Hughes 369E	1416 1550	f/t Shelf
G-NSJS	Citation Sovereign	1514 1544	f/t Jersey
G-ODDM	Citationjet 2	1624 1718	f/t Oxford(Hangar 806)
G-CERY	SAAB 2000	1712 1753	f. Wick(Eastflight 1609) t. Biggin Hill(1610)
G-SEGC	King Air 200	1738 1759	f. Geneva t. Gamston

**Aer Arran:-** EI-REL(72G/3G), EI-RED(682/3) **Air Southwest:-** G-WOWE(486/7)

**bmi:-** Heathrow:- G-RJXN(011/4JL/2LJ/5JL), G-CCYH(7JL), G-DBCG(5JL/8JL). G-RJXJ(9171) positioned from Aberdeen. G-DBCG(9872) positioned from Gatwick. G-DBCG, G-CCYH, G-RJXJ/N night stop.

**Eastern:-** G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJV(44D) swapped in Inverness with G-MAJY(45D), based.

**Flybe:-** G-JECI(643/4), G-JECN(733/4), **G-EMBU(175/6)**

**Jet2:-** G-CELF(207) exchanged in Murcia with G-CELI(208). G-CELD(050P) from Manchester.

**KLM:-** PH-KZK(1545/6), PH-KLD(1549/50), PH-OFF(65W/64K, n/s) **Manx2:-** D-CSAL x1

**Ryanair:-** EI-DWB(15J/155), EI-DWH(156/15N)

\*\*\*The Elstree based PC-12 N12AG was a first time caller while Eastern operated the return charter from Wick with the same SAAB 2000 as last Wednesday.

## 07 Monday

G-BSYI	Twin Squirrel	1727 0857	f. Stapleford, n/s until 11/1 t. Manchester
D-ITAN	Citationjet	1827 1906	f. Nice t. Frankfurt
D-CVJP	Lear Jet 40XR	2027 1709	f/t Salzburg, with an overnight stay.
G-JBIZ	Citation 2	2106 1214	f. Nice, n/s t. Biggin Hill

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

**bmi:-** G-DBCG all London flights, n/s with G-RJXJ/N, G-CCYH.

**Eastern:-** G-MAJP(29Q/19Q), G-MAJF(74G/39Q), G-MAJP(99Q/59Q). G-MAJY(81D) exchanged in Inverness with G-MAJL(84D), based.

**Flybe:-** G-JEDV(729, went u/s and night stopped), G-JECY(171/2), G-JEDJ(643/4), **G-EMBU(173/4)**, G-JECO(731/2), **G-FBEH(175/6)**, 733/4 cancelled.

**KLM:-** PH-KZA(1545/6), PH-OFH(1549/50), PH-OFI(65W/64K, n/s) **Manx2:-** D-CSAL x2

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

\*\*\*The only first-timer today was Lear Jet 40XR D-CVJP(See photo) which is operated by Vista Jet. MD.902 G-CEMS(Helimed 98E) went to Staverton for maintenance.



## 08 Tuesday

D-CFFB	Lear Jet 60	1008 1449	f. Luxemburg t. Karup Air Force Base
N109AG	Agusta A.109A	1159 n/s+	f. Cleckheaton, to Multiflight, maintenance.
ZF291	Tucano	1205	ILS and overshoot(LOP 19) to Linton
G-KATG	Long Ranger	1206 1304	f. Dishforth t. Manston
G-NSJS	Citation Sovereign	1211 1629	f/t Jersey
ZF342	Tucano	1226	ILS and overshoot(LOP 50) to Linton
G-CDZI	Boeing 737/800	1323 1445	f/t Alicante(Thomson 168H/167H)
N203EN	Beech A.36	1417 1132	f. Reykjavik, n/s t. Seppe
G-RAFP	King Air 200	1524	ILS and overshoot(Cranwell 73)
M-NEWT	Challenger 300	1547 0801	f. Antwerp(Bizjet 2WT), n/s t. Le Bourget(1WT)
ZK453	King Air 200	1656	ILS and overshoot(Cranwell 45)

**Aer Arran:-** No flight **Air Southwest:-** G-WOWE(482/3), G-WOWB(486/7)

**bmi:-** G-DBCG again all Heathrow flights, n/s with G-RJXJ/N, G-CCYH.

**Eastern:-** G-MAJX(29Q/19Q), G-MAJF(74G/39Q), G-MAJX(99Q/59Q). G-MAJL(021P) positioned to Humberside on completion of am Southampton with G-MAJC(022P) coming the other way. G-MAJC(84D) was then swapped in Southampton with G-MAJV(87D), which resumed as based aircraft.

**Flybe:-** G-JECH(171/2), G-JECF(729/30), G-JEDV(733/4), G-JECS(175/6) only flights to operate. G-JEDV(041D) positioned to Belfast following repairs, then operated the evening flight.

**KLM:-** PH-KZN(1545/6), PH-KLI(1549/50), PH-OFK(65W/64K, n/s) **Manx2:-** D-CSAL x2

**Ryanair:-** EI-DAP(152/153A), EI-CTB(15J/155), EI-DPO(1362/3), EI-CTB(156/15N)

\*\*\* A different type for our ferryman today when he arrived in Beech A.36 N203EN from James M. Cox, Dayton International via Bangor, Goose Bay, Narsarsuaq and Reykjavik. After his usual overnight stay carried on to Seppe in Holland, where it will be reregistered and based. The Twin Squirrel G-BSYI, which arrived yesterday carried out a local flight as "Yorkair 01" this afternoon and later went to Dishforth on a training sortie. The Agusta A.109A N109AG arrived for maintenance with Multiflight and was still present at the end of the month. Today's first timer was Lear Jet 60 D-CFFB operated by F & F Burda GmbH, which went to Denmark on departure. Today also saw MD.902 G-SASH(Helimed 99) return to service after a long lay-off.

## 09 Wednesday

ZD703	BAe.125 CC3	1120 1135	f/t Brize Norton(Ascot 1894)
G-FIBS	Squirrel	1126 1203	f. Kemble, n/s to 13/11 t. Skipton
G-NELY	MD.600 Notar	1142 1344	f. Warrington(Bladerunner 001), n/s until 23/1(qv)
G-RAFP	King Air 200	1149	ILS and overshoot(Cranwell 89)
ZF144	Tucano	1301	ILS and overshoot(LOP 50)
ZK454	King Air 200	1329	ILS and overshoot(Cranwell 72)
G-LILA	Long Ranger	1444 1409	f. Site near Manston, n/s t. Pathhead(Edinburgh)
M-NEWT	Challenger 300	1617 1647	f. Zurich(Bizjet 3WT) t. Luton
C-FZQP	Lear Jet 35A	2120 1735	f. Keflavik, n/s t. Poprad/Tatry

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



**bmi:-** London flights G-DBCG, n/s with G-RJXJ/N, G-CCYH.

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

**Flybe:-** G-JECO(729/30), G-JECH(171/2), G-JECU(175/6), G-JEDR(733/4)

**KLM:-** PH-WXD(1545/6), PH-OFN(1549/50), PH-KLG(65W/64K, n/s) **Manx2:-** OK-UBA x2

**Ryanair:-** EI-DHV(152/153A), EI-DWF(151/155), EI-DHV(156/15N)

\*\*\*SkyService Lear Jet 35A C-FZQP was an Ambulance flight originating at Hollywood International and routing via Pierre Trudeau International, Goose Bay and Keflavik. After an overnight stay the aircraft headed to the Slovak Republic. Eastern Atlantic Helicopter's MD.600N G-NELY was left parked on the Multiflight West helipad until its departure on 23/1. The pilot who brought it departed to Skipton in their new Agusta A.109 N8UF, which had been on major overhaul since the 18<sup>th</sup> of last month. Twin Squirrel G-BSYI operated to and from Chesterfield as "Yorkair 01".

#### **10 Thursday**

G-INTO	Pilatus PC-12	0759 0822	f. Denham t. Edinburgh, return 1706/1722
N351TC	Hawker 800XP	0855 1403	f/t Northolt, with an overnight stay
N40GD	Cirrus SR.22	0858 0945	f. Sherburn t. Hawarden, return 1507/1528
G-PWNS	Citationjet	2012 0722	f. Exeter(Hangar 808), n/s t. Farnborough(808)

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

**bmi:-** Londons G-DBCG. G-RJXN(3XV) swapped in Glasgow with G-RJXD(3VX), n/s with G-RJXJ, G-CCYH.

**Eastern:-** G-MAJP(29Q/19Q), G-MAJF(74G/39Q), G-MAJP(99Q/59Q). G-MAJV(84D) swapped in Inverness with G-MAJB(85D), based.

**Flybe:-** G-JECO(729/30), G-JECE(171/2), G-JECX(643/4), **G-EMBU**(1LH/174), G-JEDN(733/4), G-JECU(175/6)

**Jet2:-** G-CELK(451) exchanged with G-CELV(452). 451/2 is the Chamberly flight, however the exchange took place in Grenoble!

**KLM:-** PH-KZL(1545/6), PH-KLI(1549/50), PH-OFL(65W/64K, n/s) **Manx2:-** D-CSAL x2

**Ryanair:-** EI-DWP(152/153A), EI-DWB(151/155), EI-DAV(1362/3), EI-DWP(156/15N).

#### **11 Friday**

CS-DMD	Hawker 400XP	0818 1532	f/t Eindhoven(Fraction 697D/195K)
N41AK	King Air F.90	0859 1311	f/t Glasgow
EC-IDT	Boeing 737/800	1132 1255	f/t Tenerife(Air Europa 285/6)
G-GFPB	PA-28 Warrior	1453 1534	f/t Blackpool
G-PWNS	Citationjet	1548 1619	f. Farnborough(Hangar 808A) t. Oxford(808)
G-ODDM	Citationjet 2	1607 1649	f. Oxford(Hangar 810) t. Jersey(810)
CS-DNQ	Falcon 2000	2215 1645	f/t Nice(Fraction 2MF), with a night stop

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

**bmi:-** Heathrow flights G-DBCG, n/s. G-RJXD(405) swapped in Edinburgh with G-RJXG(406), n/s with G-RJXJ. G-CCYH(9871) positioned to Heathrow.

**Eastern:-** G-MAJH(29Q/19Q), G-MAJF(74G/39Q), G-MAJU(99Q/59Q). G-MAJB(81D) swapped in Inverness with G-MAJD(84D), to be based.

**Flybe:-** G-JECU(171/2), G-JECO(729/30), G-JECM(643/4), **G-EMBU**(1LH/174), G-JEDN(731/2), G-JEDM(733/4), G-JECE(175/6)

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

**Ryanair:-** EI-DPX(152/153A), EI-DWB(151/155), EI-DAO(156/15N)

\*\*\*Another run-of-the-mill day with the only aircraft on its first being PA-28 G-GFPB, which was formerly G-BZHW.

#### **12 Saturday**

G-OBYG	Boeing 767/300	0712 0859	f. Barbados(Thomson 7564) t. Manchester(704P)
G-STRF	Boeing 737/700	1327 1956	f/t Manchester(Flystar 981P/2P), for Chamberly flt.
G-BYAX	Boeing 757/200	1404 1536	f/t Alicante(Thomson 168H/167H)
CS-DRD	Hawker 800XP	1437 0934	f. Bern(Fraction 5WU), n/s t. Grenoble(346M)
CS-DNZ	Citation XL	1446 0846	f. Bern(Fraction 6LH), n/s t. Teesside(6LH)
OE-LVK	Fokker 100	1452 1549	f/t Innsbruck(Austrian 5TZ/3UA)
G-JIVE	Hughes 369E	1601 1624	f/t Shelf

**Air Southwest:-** G-WOWC(480/1)

**bmi:-** G-DBCG(9871) positioned to Gatwick. Heathrow:- G-RJXG(01J/4JL/2LJ), G-CCYH(8JL,n/s)

**Flybe:-** G-JEBD(729/30), **G-EMBX**(171/2)

**Jet2:-** G-CELR(050P) from Edinburgh, to Multiflight for maintenance. G-CELB(051P) positioned to Manchester to



operate for the day and returned later as '026P.

**KLM:-** PH-KZI(1545/6), PH-OFO(1549/50), PH-KLG(65W/64K, n/s) **Manx2:-** D-CNAG x1

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

\*\*\*The Thomson 767 was again returning P&O cruise passengers from the Caribbean.

### 13 Sunday

OO-CIV Citationjet 2 0807 0913 f. Wevelgem t. Budapest  
G-INTO Pilatus PC-12 1700 0633 f. Shoreham, n/s t. Southend

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

**bmi:-** G-DBCG(9872) positioned from Gatwick. Heathrow:- G-CCYH(01J/4JL/2LJ/5JL), G-RJXF(7JL). **G-CDFS**(616/5) f/t Brussels. G-DBCG, G-RJXF/J, G-CCYH night stop.

**Eastern:-** G-MAJU(99Q/59Q) f/t Aberdeen. G-MAJD, based.

**Flybe:-** G-JEDV(643/4), G-JEDN(733/4), **G-EMBU**(175/6)

**KLM:-** PH-KZK(1545/6), PH-WXC(1549/50), PH-OFF(65W/64K, n/s) **Manx2:-** D-CSAL x1

**Ryanair:-** EI-DPX(15J/155), EI-DHH(156/15N)

\*\*\*Today's first timer was Citationjet OO-CIV which is operated by ASL(Air Service Liege) Air Taxi. bmi used EMB 135 G-CDFS(See Photo) on the Brussels flight, this aircraft being borrowed from City Airlines, Sweden. The aircraft was on its first visit and as can be seen is still in City Airlines colours but has had the titles removed.



### 14 Monday

D-IETZ Citationjet 0742 0905 f. Mannheim(Global Jet 102A) t. Sion(102B)  
G-GMAB Hawker 1000A 1328 1412 f/t Luton(Gama 905)  
G-SGEC King Air 200 2024 2035 f. Amsterdam t. Gamston  
D-CAAE Lear Jet 55ER 2046 1113 f. Milan/Linate, n/s t. Siegerland

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

**bmi:-** G-DBCI all Heathrows and n/s with G-RJXJ/G-CCYH and G-RJXD(9113), which positioned from Aberdeen. G-RJXF(9112) positioned to Edinburgh.

**Eastern:-** G-MAJA(29Q/19Q), G-MAJF(74G/39Q), G-MAJV(99Q/59Q). G-MAJD(86D) exchanged in Southampton with G-MAJX(87D), to be based.

**Flybe:-** G-JECN(729/30), G-JEDO(171/2), G-JECE(643/4), **G-EMBX**(1LH/173), G-JEDN(731/2), G-JECH(175/6), 733/4 canx.

**Jet2:-** G-LSAE(001E) positioned to Lasham.

**KLM:-** PH-KZP(1545/6), PH-KZL(1549/50), PH-OFL(64K/65W, n/s) **Manx2:-** D-CSAL x2

**Ryanair:-** EI-DCV(152/153A), EI-DWP(15J/155, 156/15N).

\*\*\*The only first time visitor today was Lear Jet 55ER D-CAAE of Air Alliance. This type is quite a rare bird having had quite a short production run and this particular aircraft was manufactured in 1983.

### 15 Tuesday

ZK452 King Air 200 1306 ILS and overshoot(Cranwell 72)  
G-FLPB King Air 200 1235 1559 f. Shawbury(Calibrator 110) t. Teesside(110)  
G-CDZI Boeing 737/800 1319 1446 f/t Alicante(Thomson 168H/167H)  
G-HELM Squirrel 1429 0736 f. Helmsley(Yorkair 2), n/s until 18/1 t. Wombleton  
G-YPOL MD.902 Explorer 1728 ILS and overshoot(Police 42)  
CS-TFI Lear Jet 45 1750 1836 f. Luton(Luzavia 17) t. Nice(17)

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

**bmi:-** London flights again G-DBCI, n/s with G-RJXD/J, G-CCYH.

**Eastern:-** G-MAJL(29Q/19Q), G-MAJF(74G/39Q), G-MAJU(99Q/59Q). G-MAJX went u/s after first Southampton flight, G-MAJH(85D/86D) operated f/t Southampton, pm. G-MAJL(021P) positioned from Humberside ready for Wednesday operations.

**Flybe:-** G-JEDO(729/3), G-JECU(171/2), G-JECW(733/4), **G-FBEE(175/6)**

**KLM:-** PH-KZL(1545/6), PH-OFF(1549/50), PH-OFC(65W/64K, n/s) **Manx2:-** D-CSAL x2

**Ryanair:-** EI-DAX(152/153A), EI-DCV(15J/155), EI-DPL(1362/3), EI-DCV(156/15N)

#### **16 Wednesday**

CS-DNQ	Falcon 2000	0730 0934	f. Farnborough(Fraction 2MF) t. Jersey(2MF)
G-DARA	PA-34 Seneca	0845 0911	f. Humberside t. Ronaldsway, return 1631/1658
N37172	King Air 350	0903 1720	f/t Northolt
CS-DMH	Hawker 400XP	1105 1434	f/t Dublin(Fraction 532G/725C)
ZF243	Tucano	1144	ILS and overshoot(LOP 06)
G-FIBS	Squirrel	1403 1442	f. Denham t. Skipton
CS-DNQ	Falcon 2000	1730 1559	f. Jersey(Fraction 2MF), n/s t. Stuttgart(507Q)
G-SGEC	King Air 200	1806 1821	f. Coventry t. Gamston

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

**bmi:-** No change at all today, G-BDCI, G-RJXD/J, G-CCYH again night stop.

**Eastern:-** G-MAJB(29Q/19Q), G-MAJF(74G/39Q), G-MAJB(99Q/59Q), Based, G-MAJL

**Flybe:-** G-JEDN(729/30), G-JECH(171/2), G-JEDU(733/4), G-JECU(175/6)

**KLM:-** PH-OFK(1545/6), PH-OFD(1549/50), PH-OFE(64K/65W, n/s) **Manx2:-** OK-UBA x2

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

\*\*\* For the second day running nothing what so ever of much interest.

#### **17 Thursday**

G-PCOP	King Air 200	0813 1255	f/t Glasgow
G-JBIZ	Citation 2	1030 1118	f. Nice t. Northolt
N456PP	King Air E.90	1122 1152	f/t Guernsey(Monty 22A), night stop
M-NEWT	Challenger 300	1447 1611	f. Luton(Bizjet 1WT) t. Barcelona(2WT)
CS-TFI	Lear Jet 45	1909 2019	f. Nice(RTE 17) t. Biggin Hill(17)

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

**bmi:-** G-DBCI operated all London flights until G-DBCK(8JL), n/s. The early afternoon flight however, was cancelled due to the disruption caused at Heathrow by the crash landing of British Airways Boeing 777 G-YMMM. G-RJXD(3XV) operated to Glasgow but didn't return. G-RJXL(9142) positioned from Manchester late evening, joining G-RJXJ night stopping. G-CCYH(421) operated the late London outbound then positioned back at 0342 Friday morning as "Midland 9144".

**Eastern:-** G-MAJB(29Q/19Q), G-MAJF(74G/39Q), G-MAJT(99Q/59Q). GMAJL(042P) positioned to Southampton at lunchtime, returning on the scheduled 85D later.

**Flybe:-** G-JEDN(729/30), G-JECT(171/2), G-JEDT(643/4), **G-EMBU(1LH/174)**, G-JECL(733/4), G-JECU(175/6)

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

**Ryanair:-** EI-DWF(152/153A), EI-DCO(15J/155), EI-DWK(1362/3), EI-DWF(156/15N)

\*\*\* Yorkshire Air Ambulance MD.902 G-SASH(Special 51) went to Gloucester this afternoon.

#### **18 Friday**

G-OBVI	Boeing 767/300	0903 1033	f. Manchester(Thomson 703P) t. Bridgetown(563W)
EC-HGQ	Boeing 737/800	1114 1640	f/t Tenerife(Air Europa 285/286)
M-NEWT	Challenger 300	1753 1814	f. Barcelona(Bizjet 3WT) t. Luton(4WT)

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

**bmi:-** G-DBCK(01J) operated to Heathrow, G-DBCH(332) routed Heathrow - LBIA - Teesside, then G-DBCK resumed the flights. G-RJXJ(421) to Heathrow, no return 422. Night stopping G-RJXL, G-CCYH, G-DBCK.

**Eastern:-** G-MAJM(29Q/19Q), G-MAJF(74G/39Q), G-MAJM(99Q/59Q). G-MAJL(81D) swapped in Inverness with G-MAJJ(84D), to be based.

**Flybe:-** G-JECO(729/30), G-JECU(171/2), G-JECY(643/4), **G-EMBU(1LH/174)**, G-JEDU(731/2), G-JEDN(733/4), G-JECX(175/6)

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

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

\*\*\* This morning we kicked off with another load of happy cruisers heading to Barbados. The Dauphin VP-BUL,



which has been with Multiflight on maintenance since late last year, returned home to Stansted this afternoon. Also returning home was MD.902 G-SASH(Special 50), which arrived via Sheffield.

#### 19 Saturday

VP-BMS	Falcon 900EX	0744 1800	f. Providenciales t. Luton
G-HELM	Squirrel	1117 1454	f. Site near Malton, n/s to 4/2 t, Helmsley
G-PIKK	PA-28 Cherokee	1213 1338	f. Sheffield t. Coventry
G-BYAE	Boeing 757	1403 1543	f/t Alicante(Thomson 168H/167H)
G-STRH	Boeing 737/700	1406 2006	f/t Manchester(Flystar 981P/2P) for Chabery flt.
OE-LVA	Fokker 100	1547 1642	f/t Innsbruck(Austrian 5TZ/3UA)

**Air Southwest:-** G-WOWB(480/1)

**bmi:-** G-DBCK(9861) positioned to Gatwick early morning. Heathrow:- G-CCYH(01J/4JL/2LJ), G-RJXB(8JL), n/s

**Flybe:-** G-JEBG(729/30), G-JECH(171/2)

**Jet2:-** G-CELD(703P/704P) positioned to and from Manchester to operate a flight.

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

**Ryanair:-** EI-DWP(152/153A), EI-DPL(1362/3), EI-CTB(15J/155)

\*\*\*Although not on its first visit to LBA, Falcon 900EX VP-BMS of Flying Lion Ltd. is of interest as it arrived from the Turks and Caicos Islands, which are still a British dependency. There was a first time visitor today however, Austrian Arrows Fokker 100 OE-LVA.

#### 20 Sunday

D-IETZ	Citationjet	1235 1259	f. Geneva(Global Jet 102D) t. Dusseldorf(102E)
G-JBIS	Citation 2	1510 1618	f. Biggin Hill t. Nice
G-EDCL	Citationjet 2	1813 1017	f. Bournemouth(Saltire 547), n/s t. Faro(547)
G-HTRL	PA-34 Seneca	2047 2115	f. Brize Norton(Air Med 073) t. Oxford(073)

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

**bmi:-** Heathrow:- G-RJXB(01J/4JL/2LJ/5JL). G-RJXD(7JL). G-DBCK(9872) returned from to take over Heathrows. G-CDFS(616/5) f/t Brussels. Night stopping G-DBCK, G-RJXB/D/L.

**Eastern:-** G-MAJL(99Q/59Q) f/t Aberdeen. Based G-MAJJ

**Flybe:-** G-JEDT(643/4), G-EMBX(175/6), G-JEDN(733/4)

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

**Ryanair:-** EI-DPN(15J/155), EI-DLR(156/15N)

\*\*\*Once again a very uninspiring bunch to end the week, although Ryanair did produce 737/800 EI-DPN for the first time.

#### 21 Monday

CS-DLF	Falcon 900EX	0346 0507	f. Luton(Fraction 588F) t. Moscow/Vnukovo(363F)
EC-GPS	Metroliner	0821 0857	f/t Ronaldsway(Euro Continental 302/303)
G-NSJS	Citation Sovereign	0941 1611	f/t Jersey, n/s with Multiflight until 23/1
HB-VNZ	Citation 2	1039 0834	f. London City(Jet Aviation 301), n/s t. Wien(301)
ZJ130	Merlin HC3	1105	ILS(Vortex 321), also 1334 as Vortex 313.
N109TK	Agusta A.109C	1405 1636	f/t Chorley
OE-FTE	PA-31 Navajo C	1922 1537	f. Monchengladbach, n/s t. Norwich

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

**bmi:-** Heathrow flights G-DBCK, n/s with G-RJXB/D/L.

**Eastern:-** G-MAJB(29Q/19Q), G-MAJF(74G/39Q), G-MAJB(99Q/59Q). Based G-MAJJ.

**Flybe:-** G-JEDU(729/30), G-JECE(171/2), G-JECR(643/4), G-EMBU(1LH/173), G-JECL(731/2), G-JECX(175/6)

**KLM:-** PH-OFD(1545/6), PH-OFE(1549/50), PH-OFJ(65W/64K, n/s)

**Manx2:-** Yet another addition to the cosmopolitan fleet with Metroliner EC-GPS of Euro Continental making its first visit this morning and returning on the teatime rotation. As with the other aircraft it can be recognised by its radio call-sign, "Euro Continental".

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

\*\*\*At last 2008 takes off here with something of interest to report. Initially we have our new Manx2 Metroliner EC-GPS(See photo) on its first visit and this was joined by Citation 2 HB-VNZ of Jet Aviation Business Jets. The Austrian PA-31 OE-FTE was an unexpected arrival this evening and is operated by VIF Luftfahrtgesellschaft mbH and just to add to the mix we had an RAF Merlin make two ILS approaches.





## 22 Tuesday

G-ONPA	PA-31 Chieftain	0216 0352	f/t Fairoaks(Synergie 664, Ambulance flight)
G-MEGN	King Air 200	1100 1828	f/t Isle of Man
CS-DNR	Falcon 2000	1108 1300	f. Nice(Fraction 2GY) t. Rome/Ciampino(2GY)
G-SOVA	Citation 2	1257 1412	f. Cannes t. Biggin Hill
G-CDZI	Boeing 737/800	1330 1449	f/t Alicante(Thomson 168H/167H)
G-FIBS	Squirrel	1402 1458	f/t Skipton
ZK450	King Air 200	1417	ILS and overshoot(Cranwell 74)
D-IRUP	Citation 2/SP	1641 1153	f. Hawarden(CLU 1831), n/s t. Edinburgh(1831)

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

**bmi:-** No change, G-DBCK all Londons, n/s with G-RJXB/D/L.

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

**Flybe:-** G-JEDU(729/30), G-JECE(171/2), G-JEDN(733/4), G-JECX(175/6)

**KLM:-** PH-JCT(1545/6), PH-OFM(1549/50, 65W/64K, n/s) **Manx2:-** EC-GPS x2

**Ryanair:-** EI-DWO(152/153A), EI-DHC(15J/155), EI-DPL(1362/3), EI-DHC(156/15N)

\*\*\*Another quite varied day with our only first time visitor being Citation D-IRUP of Triple Alpha Executive.

## 23 Wednesday

N642P	PA-31 Chieftain	0920 1937	f/t Enniskillen
N500SY	Hughes 369E	1332 1344	f. Manchester(Bladerunner 001), see notes.

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

**bmi:-** London flights again G-DBCK, n/s with G-RJXB/D/L.

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

**Flybe:-** G-JEDN(729/30), G-JEDW(171/2), G-JEDK(733/4), G-JECE(175/6)

**Jet2:-** G-CELS(050P) returned from its major overhaul in Beograd, Serbia.

**KLM:-** PH-KZN(1545/6), PH-OFF(1549/50), PH-OFG(65W/64K, n/s) **Manx2:-** EC-GPS x2

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

\*\*\*The Hughes 369E N500SY arrived to collect MD.600N G-NELY, which had arrived on 9/1 and had been parked on the Multiflight/West helipad since. Both aircraft departed in formation as "Bladerunner 001 Combine" and went to the Devonshire Arms at Bolton Abbey.

## 24 Thursday

G-WDKR	Twin Squirrel	0842 0922	f. Hawarden(Costock 99) t. Caernarfon(99)
G-FIBS	Squirrel	1127 1316	f/t Skipton
CS-DXQ	Citation XLS	1315 0856	f. Milan/Linate(NJE 6MA), n/s t. Gamston(6MA)
CS-DFL	Falcon 900EX	1423 1601	f. Luton(Fraction 9LK) t. Nice(9LK)
G-BYHM	BAe.125/700B	1535 1811	f. Luton(Spacejet 71) t. Nice(71)
M-NEWT	Challenger 300	1545 1641	f. Luton(Bizjet 1WT) t. Faro(2WT)
CS-DRF	Hawker 800XP	1747 1311	f. London City(NJE 5TP), n/s to 27/1 t. Le Bourget(5TP)
G-UYGB	Challenger 300	1752 1816	f. Biggin Hill(Partner 01A) t. Brussels(01B)
CS-DRH	Hawker 800XP	2007 2039	f. Farnborough(NJE 5RH), n/s to 27/1 t. Geneva(5RH)
G-CDNK	Lear Jet 45	2239 0014	f. Dublin(Partner 63B) t. Luton(63B) on 25/1
G-UYGB	Challenger 300	2315 1952	f. Brussels(Partner 01C), n/s until 27/1, t. Bangor/Maine

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

**bmi:-** No change once more with G-DBCK operating Londons, n/s with G-RJXB/D/L.

**Eastern:-** G-MAJC(29Q/19Q), G-MAJF(74G/39Q), G-MAJC(99Q/59Q). Based G-MAJJ

**Flybe:-** G-JECE(171/2), G-JEDJ(729/30), G-JECT(643/4), **G-EMBW**(11H/174), G-JEDN(733/4), G-JECP(175/6)

**Jet2:-** G-CELV(050P) routed to Beograd for major overhaul. G-CELS(051P) positioned to Manchester.

**KLM:-** PH-KZK(1545/6), PH-OF(1549/50), PH-KLI(65W/64K, n/s) **Manx2:-** D-CSAL x2

**Ryanair:-** EI-DWP(152/153A), EI-DPX(151/155), EI-DHV(1362/3), EI-DWP(156/15N)

\*\*\*Bizjet City!! Today we had quite a collection of visiting Executive Jets, however the only aircraft on its first visit was the Challenger 300 G-UYGB, which has only recently been delivered to Air Partner formerly Goldair. This aircraft stayed with Multiflight for three days before routing to Bangor/Maine using its registration instead of a call-sign. Aer Arran today borrowed the Eastern SAAB 2000 G-CDKA, no doubt covering for their ATR.42 aircraft which had made an emergency landing at Derry Airport on 22/1 whilst enroute from Carrickfin to Dublin. The aircraft(See Photo) is painted in a special scheme extolling the virtues of the City of Aberdeen.



## 25 Friday

N198ND	Citation 2	0836 1133	f/t Paris/Le Bourget
N109MJ	Agusta A.109E	1038 1406	f/t Isle of Man
G-WDKR	Twin Squirrel	1459 1522	f. Carlow, Eire(Costock 71) t. Hawarden(71)

**Aer Arran:-** EI-REI(682), n/s positioned to Cork(683P) pm on 26/1.

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

**bmi:-** G-DBCK(01J) then (5JL/4L) f/t Heathrow. G-DBCJ(8JL), n/s. All Embraer flights were either cancelled or diverted.

**Eastern:-** G-MAJC(29Q/19Q). Based G-MAJJ

**Flybe:-** G-JECP(171/2), G-JEDJ(731/2), **G-EMBW(1LH/174)**

**Jet2:-** Operated a handful of flights but most were either cancelled or diverted. G-CELC/F/H and G-LSAG all ended up at Doncaster and operated outbound flights from there, but all had returned here by late Friday/early Saturday, except 'AG. G-CELB/D/U and G-LSAH/I stayed safely on the ground all day!

**KLM:-** PH-KZM(1545/6), PH-OF(1549/64K, n/s). 1550/65W cancelled.

**Manx2:-** D-CSAL operated am flight.

\*\*\*It was a bit breezy today! The above were the only flights to operate and with winds gusting to over 50knots all day many flights were cancelled, with others being diverted to Doncaster, Manchester and Teesside.

## 26 Saturday

G-NSJS	Citation Sovereign	1114 1626	f/t Jersey
G-STRH	Boeing 737/700	1245 1919	f/t Manchester(Flystar 981P/2P), for Chambéry flt.
G-BYAX	Boeing 757	1408 1554	f/t Alicante(Thomson 168H/167H)
OE-LVL	Fokker 100	1500 1556	f/t Innsbruck(Austrian 5TZ/3UA)
M-NEWT	Challenger 300	1914 0853	f. Faro(Bizjet 3WT), n/s to 29/1 t. Southampton(1WT)

**Air Southwest:-** G-WOWA(480/1)

**bmi:-** G-DBCJ(9861) positioned to Gatwick. Only inbound, G-RJXM(8JL) from Heathrow, n/s.

**Flybe:-** G-EMBUB(171/2)

**Jet2:-** G-CELP(035P) positioned to Doncaster from Stansted this morning to operate to Belfast(323) with the return(324) coming to LBA. 'LP(024P) then positioned home to Stansted. G-LSAG(224) finally returned home after operating out of Doncaster for two days. G-CELY(008P) from Newcastle, to Multiflight for maintenance.

**KLM:-** PH-WXD(1545, night stop), PH-OF(1549/50), PH-OF(65W/64K, n/s)

**Manx2:-** D-CNAG operated a single flight around lunch time.

**Ryanair:-** EI-DHB(152/153A), EI-DPL(1362/3), EI-DCL(151/155)

\*\*\*Another windy day at LBA!! The strength of the wind was not quite as bad today and quite a few aircraft began



returning home, having set off on outbound flights this morning from wherever they had diverted to yesterday. Incidentally, the Flybe EMB.145 G-EMBU was the star of the video showing its quite spectacular landing which made most of the National TV News broadcasts.

## 27 Sunday

G-FIBS	Squirrel	0852 0930	f/t Skipton, return 1154/1159
G-WVIP	King Air 200	0903 1505	f/t Guernsey(Prestige 02)
G-CEDK	Citation X	0920 1216	f/t Southampton
G-CDXK	DA-42 Twin Star	0959 1045	f. Cranfield t. Gamston, return 1440/1520
N36LG	Global Express	1102 1308	f. East Midlands t. Luton
G-HTRL	PA-34 Seneca	1818 1846	f. Biggin Hill(Air Med 053) t. Oxford(053)

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

**bmi:-** Heathrow:- G-RJXM(01J), G-RJXI(4JL/2LJ/5JL), G-RJXB(7JL) G-DBCI(9872, f. Gatwick/5LJ), G-DBCH(8JL, n/s). G-RJXL(9171) positioned in from Teesside, n/s with G-RJXB/I. G-CDFS(616/615) f/t Brussels.

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

**Flybe:-** G-JECF(643/644, diverted into Glasgow while enroute back to LBIA from Aberdeen), G-JECU(376, f. Manchester/644 t. Exeter, collect stranded pax), G-JEDU(733/4), **G-EMBU(175/6)**

**Jet2:-** G-LSAA(579), the Newcastle – Chambery flight routed via LBIA to pick up passengers. The aircraft then returned from Chambery and went to Multiflight for maintenance.

**KLM:-** PH-WXC(1545/6). PH-OFN(1549/50), PH-OFG(65W/64K, n/s). PH-WXD(154D), which had stayed since yesterday morning operated back to Amsterdam this afternoon.

**Manx2:-** Euro Continental Metroliner EC-GPS operated one flight at lunchtime.

**Ryanair:-** EI-DAL(15J/155), EI-DPV(156/15N).

\*\*\*Following a couple of chaotic days some semblance of order returned today with all aircraft back in position by tonight, ready to operate what should be a full schedule in the morning. On the visitor front we had two bizjets making their first touchdowns at LBIA. The Citation X G-CEDK is the latest mount of The Duke of Westminster while a little further from home was the Global Express N36LG(See photo). Although being registered to LFG Aviation Inc with an address in Oregon the aircraft is in fact based in Australia. Finally, EI-DPV of Ryanair was on its first visit to LBIA.



## 28 Monday

G-LVES	Cessna 182S	1108 1516	f/t East Midlands, local flight as exam 02
N109TK	Agusta A.109C	1520 n/s+	f. Chorley, to Multiflight for maintenance
G-NSJS	Citation Sovereign	1556 1621	f/t Jersey
G-SFCJ	Citationjet	1559 1648	f. Oxford(Hangar 846) t. Jersey(846)
G-OLDW	Lear Jet 45	1633 1749	f. Inverness(Partner 83B) t. Stansted(83C)

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

**bmi:-** London flights G-DBCH until G-DBCB(4LJ), n/s with G-RJXB/I/L.

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

**Flybe:-** G-JECN(729/30), G-JECE(171/2), G-JECU(643/4), **G-EMBW(1LH/172)**, G-JECP(175/6), G-JECW(731/2)

**Jet2:-** G-CELY(008P) and G-LSAA(058P) both returned to Newcastle.

**KLM:-** PH-KZB(1545/6), PH-OFE(1549/50), PH-OFJ(64W/65K, n/s) **Manx 2:-** D-CSAL x2

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

### 29 Tuesday

G-BHJS	P.68B Victor	1042 1427	f/t Bournemouth
CS-DNL	Hawker 800XP	1222 1704	f. London City(Fraction 8LG) t. Aberdeen(8LG)
G-CDZI	Boeing 737/800	1255 1442	f/t Alicante(Thomson 168H/167H)
M-NEWT	Challenger 300	1353 0852	f. Southampton('1WT), n/s to 1/2 t. Northolt(1WT)
ZK450	King Air 200	1515	ILS and overshoot(Cranwell 69)
CS-DRR	Hawker 800XP	1842 1059	f. Le Bourget(Fraction 7AE), n/s t. Northolt(295W)

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

**bmi:-** Heathrow:- G-DBCH(2L) went u/s and 4JL was cancelled with G-DBCH(7JL) then taking over, n/s with G-RJXB/I/L..

**Eastern:-** G-JECV(729/30), G-JEDW(171/2), G-JECW(733/4), G-JECP(175/6)

**Flybe:-** G-MAJL(29Q/19Q), G-MAJF(74G/39Q), G-MAJB(99Q/59Q). Based G-MAJJ.

**Jet2:-** G-CEXJ(050P) positioned from Newcastle at 0308, to Multiflight for maintenance and return to Newcastle at 2038(051P).

**KLM:-** PH-KZF(1545/6), PH-OFL(1549/50), PH-KLG(65W, n/s however did not depart as 64K until 1750 on 30<sup>th</sup>)

**Manx2:-** Kiel Air Metroliner D-CSAL operated both flights today

**Ryanair:-** EI-DWV(152/153A), EI-DLF(151/155), EI-DHV(1362/3), EI-DLF(156/15N)

\*\*\*The former British Northwest Airways PA-31 G-OBNW, which had been stored in the old Yorkshire Light hangar for some considerable time left for Exeter this afternoon, on delivery to Capital Aviation. Ryanair sent their new 737/800 EI-DWV for its first visit today.

### 30 Wednesday

G-MEGN	King Air 200	1045 1716	f/t Luton
N1716L	Cessna T.206H	1056 1011	f. Wick, n/s t. Warsaw
ZK452	King Air 200	1150	ILS and overshoot(Cranwell 61)
N220RJ	Cirrus SR.22	1751 1345	f. Guernsey, n/s t. Edinburgh
G-VUEA	Citation 2	1755 1821	f. Dortmund(Flyvue 283) t. Liverpool(284)
CS-DNM	Hawker 800XP	2107 2145	f. Dublin(Fraction 273P) t. Luton(8MZ)

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

**bmi:-** A.319 G-DBCB(9531) positioned to Heathrow following repairs from yesterday. G-DBCH operated all the Heathrow rotations and night stopped with G-RJXB/D/L.

**Eastern:-** G-MAJB(29Q/19Q), G-MAJF(74G/39Q), G-MAJB(99Q/59Q). Based G-MAJJ went u/s in Southampton so G-MAJX(034P) positioned from Humberstone to operate 86D outbound to Southampton pm. G-MAJJ(87D) was repaired and operated the flight back.

**Flybe:-** G-JECV(729/30), G-JECE(171/2), G-JECW(733/4), G-JECP(175/6)

**KLM:-** PH-KZI(1545/6), PH-OFE(1549/50), PH-KLG(65W/64K, n/s)

**Jet2:-** G-CEXJ(060P) positioned home from Stansted having diverted in there on 29/1 while operating the 272, Alicante - LBIA flight. G-CEXJ(050E) positioned from Blackpool.

**Manx2:-** Metroliner EC-GPS arrived on the morning flight and went u/s. The aircraft was parked up until 1/2, when it departed to Isle of Man as "Euro Continental 451". LET 410 OK-UBA operated the evening trip.

**Ryanair:-** EI-CSQ(152/153A), EI-DWB(151/155), EI-CSQ(156/15N)

\*\*\*Our ferryman made his second appearance on the month when he arrived in his familiar Cessna type aircraft, however this time it was the top of the range T.206H N1716L. The aircraft had departed Essex County two days ago and routed via Bangor/Maine, Goose Bay, Narsarsuaq, Reykjavik and Wick. After the usual overnight stay the aircraft left for Poland, where it will be reregistered and be based.

### 31 Thursday

SE-RBY	Citation Bravo	1126 1248	f. Linkoping(Next Jet 6131) t. Wien(6131)
N351TC	Hawker 800XP	1555 n/s	f. Glasgow, night stop

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

**bmi:-** G-DBCH all Londons, n/s. G-RJXI(9141) positioned from Edinburgh, n/s with G-RJXB. G-RJXD/L diverted away during winds.

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

**Flybe:-** 729/30 Divert, G-JECE(171/2), G-JECH(643/4), G-EMBU(1LH/174), 733/4 Divert

**Jet2:-** The end of the month round up sees the following based at LBIA, G-CELB/C/D/F/H/J/U, G-LSAH/I plus G-LSAG, which is at Manchester having diverted while inbound from Arrecife(218). Edinburgh based G-CELR, which arrived on 12/1, is still in the Multiflight hangar on maintenance.

**KLM:-** 1545/6 Divert, PH-OFG(1549/50), PH-OFB(65W/64K, n/s)



Manx2:- D-CSAL operated am flight with D-CNAG arrived at teatime.

Ryanair:- 152/153A Divert, EI-DLL(15J/155), EI-DCC(1362/3), EI-DWV(156/15N)

\*\*\*Once again today there was disruption caused by strong cross winds resulting in aircraft diverting and other flights being cancelled. We did however have a first visit by Citation Bravo SE-RBY of Next Jet, Sweden.

### And finally>>>

As a taster for next month, here is our exclusive photo of Airbus 310 TC-SGC of Shaheen Air at the end of its historic flight from Islamabad on 7/2...



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## LEEDS BRADFORD AIRLINE REPORT JANUARY 2008

### INBOUND DIVERSIONS

Nil

### REGULAR FLIGHTS

AEA286	TFS	04/EC-HJP	11/EC-IDT	18/EC-HGQ	25/DivMAN	
AEU981	CMF	05/G-STRF	12/G-STRF	19/G-STRH	26/G-STRH	
AUA3UA	INN	05/OE-LVL	12/OE-LVK	19/OE-LVA	26/OE-LVL	
FHE321	MLA	06/HB-JIB				
TOM167H	ALC	01/DivEMA	05/G-BYAX	08/G-CDZI	12/G-BYAX	15/G-CDZI
		19/G-BYAE	22/G-CDZI	26/G-BYAX	29/G-CDZI	

### OTHER FLIGHTS

02	G-CERY	SB20	EZE1607/1608	Biggin Hill - Wick	Passenger Charter
06	G-CERY	SB20	EZE1609/1610	Wick - Biggin Hill	Passenger Charter
07	G-FBEH	E190	BEE175/176	f/t Southampton	Lieu DH8
09	G-CERY	SB20	EZE99Q/59Q	f/t Aberdeen	Lieu JS41
12	G-OBYG	B763	TOM7564/704P	Bridgetown - Manchester	Passenger Charter
13	G-CDFS	E135	BMA616/615	f/t Brussels	-
13	G-CELF	B733	EXS6648	t/f Local	Passenger Charter
15	G-FBEE	E190	BEE175/176	f/t Southampton	Lieu DH8
18	G-OBYI	B763	TOM703P/563W	f/t Manchester	Passenger Charter
20	<u>EI-DPN</u>	B738	RYR15J/155	f/t Dublin	-
22	EC-GPS	SW4	ECN302/303	f/t Isle of Man	Additional Manx2 operator
24	G-CDKA	SB20	REA682/683	f/t Cork	Lieu REAAT72
27	<u>EI-DPV</u>	B738	RYR156/15N	f/t Dublin	-
29	<u>EI-DWV</u>	B738	RYR152/153A	f/t Dublin	-



### LEEDS/BRADFORD NEWS

Late news just as we close for press. From 3rd March the Islamabad will operate three times a week with an extra flight on a Friday. Flights will also depart LBA at 2230 instead of 2200.

Leeds Bradford Airport has introduced a 'fast track' security lane, following Liverpool Airport's lead. Unlike Liverpool, however, Leeds Bradford is charging up to £5 for passengers (including children and infants) to use the express lane. In addition, it must be pre-booked online and the passenger must specify a time slot.

The fast track lane is already bookable on the airport's website, but no press release appears for it nor is the news mentioned on the airport's 'news' page. There are two prices. Peak periods cost a massive £5 per passenger, with the cost £3 at other times - even on weekends. So, for example, on Sunday 10 February 2008 at 06:00 and 06:30 it costs £5, whereas at 11:00 it costs £3. On Saturday 10 May at 06:30 it costs £5 and at 16:00 it costs £3. At Liverpool Airport it is £2 per passenger throughout the day. The airport's information page calls fast track a 'swift, stress-free access through the passenger security area', adding 'this premium pre-book service provides passengers swift access to the airport's security area, bypassing standard queuing'.

Access is gained through the fast track lane upon presentation of a valid booking confirmation for each person travelling. There is no discount for children or infants and tickets are only valid on the day of travel between the times specified within the booking - which asks for 15 minute time slots.

Yorkshire Executive Club members and passengers of Eastern Airways and Manx2 Gold can also use the fast track channel, along with passengers of KLM and bmi holding certain ticket types by presenting their boarding card.

The airport says that the benefits of using this service are that it provides passengers with the ability to avoid waiting in the standard queue to the security area that can develop at peak times. Typical wait times at peak periods can reach 20 to 25 minutes. Peak periods are normally between 06:00 and 07:00, 09:00 and 10:00 and between around 16:30 and 17:30. However, during the summer months it can be extremely busy throughout the day between 06:00 and 18:00. The airport points out that passengers booking the service are not guaranteed that they will not have to wait in a queue and that they still have to comply with the same Government security restrictions.

Passengers can book up to six months ahead of their travel date and 24 hours before arrival time at the airport - it looks like passengers will not be able to pay at the airport, unlike the service at Liverpool Airport. However, they cannot amend or cancel any booking and will not receive a refund if they wish to cancel.

In an additional money generating exercise, the airport has also followed the lead of Luton and Norwich airports by introduced a plastic bag dispenser 'costing 50p for two bags' (even though you can only use one bag per person). We hear that staff are so outraged by the charge (which is lower than at the other airports) that some have been bringing their own plastic bags from home to give to passengers.

*The Yorkshire Evening Post* has reported two conflicting views on the new Leeds Bradford Airport taxi arrangements. Under the new arrangements, passengers have to visit a desk inside the terminal, give their destination and pay the fare. They are then allocated a number and called to a car when one is available, rather than simply walking outside and waiting in a queue at the rank.

The letters are a response to a comment from a reader last week claiming that the price for these minicabs on some local routes has risen from £7 to £10. The reader gives an example of a journey taken by her son and five friends from the airport to City Square in Leeds. She says this cost £25 for a six-seater using the new service, whereas when they used Hackney carriage taxis the fare was about £16.50.



In a letter to the newspaper one reader agrees, calling the new arrangements 'a shambles'. He says: 'We arrived at Leeds Bradford Airport after a smooth flight. Luggage arrived quickly and we walked out into the freezing cold night and turned right expecting to see the usual orderly queue of taxis. Not one there.'

'Looking over the crossing we saw taxis randomly parked and moved towards them. We were accosted by a man in a yellow jacket who demanded to know our number. 'You should have been told,' he said. 'By whom?' we asked. I was standing outside guarding the luggage, shivering, and one unhappy customer said as he came out: 'I think there's going to be a riot in there'. What a welcome to Leeds this would be to a foreign visitor! Who is responsible for this fiasco?'

However, another reader praises the service. She says: 'We used this service on return from our holiday in January. We were delighted. It was so easy to go to the office and give your destination and pay the fare there and then. It was cheaper than the past two years with hackney carriages. We then went outside, crossed the crossing, gave our number to the attendant and our taxi was waiting for us. We had no hassle. We had no worries about if they were going take the long route and charge us over the odds as the hackney taxis did many times in the past'.

An incident occurred at Leeds/Bradford on Sunday 27 January, when a passenger made threats to staff and other passengers after he was stopped by the Borders and Immigration staff with suspected false documents. The male passenger on a KLM flight from Amsterdam produced false documents as he attempted to enter the UK. He was confronted by Immigration Officers at the airport, when he apparently started 'throwing his weight about and shouting things about Allah'. The passenger went on to say he 'wanted to blow himself up and take everyone in the queue with him'. He was arrested and taken to a local Police Station.

## AIRPORT NEWS

London City Airport has been named the best UK airport in the Wanderlust Travel Awards. Norwich, Inverness, Newcastle and Bristol made up the top five. Asian airports dominated the world category, with Singapore's Changi top, Hong Kong International second and Suvarnabhumi in Bangkok third. Airports to avoid were named as Ankara, Karachi and Lagos. Airlines won the best major airline award. In the low cost airline category Air Berlin, Bangkok Airways and Virgin Blue (in Australia) were the most popular carriers.

Airports and passengers across Britain face losing their flights to Heathrow because of plans by BAA almost to double the fees for landing smaller aircraft at the airport, the Times reports. BAA makes more profit from large aircraft because they each carry several hundred passengers who spend more at airport shops and on services.

Under BAA's proposal, the current system of charging airlines according to the weight of aircraft would change to a 'per movement charge' irrespective of aircraft size. This would result in airlines operating smaller aircraft on domestic routes, often with as few as 50 seats, paying much more per passenger than long-haul operators flying 400-seat long-haul focused jumbo jets.

bmi, the second-biggest airline at Heathrow, has accused BAA of exploiting its monopoly by trying to increase the number of long-haul flights at the expense of domestic services. Nigel Turner, chief executive of bmi, told the newspaper that BAA's charges for short-haul aircraft could rise by up to 85 percent. This would hit the short-haul links to Heathrow, which he said BAA acknowledged were vital to the airport's future.

The number of domestic airports with flights to Heathrow has already halved since 1990, from eighteen to nine, and will drop to eight when services from Inverness finish in March. Amsterdam and Paris are now much better connected to many British regional cities than Heathrow is.

The removal of limits on services to the US, India and other countries is also encouraging airlines to use their Heathrow runway slots for more lucrative international flights, rather than domestic services.

However, businesses in the regions rely heavily on their connections to Heathrow's worldwide network of destinations. Durham Tees Valley, Leeds Bradford, Newcastle and Manchester are among the cities that

could lose some or all of their flights, the newspaper reports. A spokesman for Newcastle airport told the Times: 'We have half a million passengers a year on the Heathrow flights and it would be catastrophic for us and the regional economy to lose them'. The Civil Aviation Authority said that it was unable to intervene because it had no jurisdiction over the element of the charge which BAA is seeking to change. A BAA spokesman said: 'We are currently in negotiations with all of our airlines about charges and we have tabled a proposal in an attempt to accommodate bmi's concerns'.

In a further upset involving Heathrow, several airlines have complained that they are being put at a competitive disadvantage when British Airways moves into its state-of-the-art Terminal 5.

When BA moves into its new £4.3bn terminal, other airlines will be put into older terminals which, given the upheaval, will leave them sporadically operating from a building site. Their anger has increased after it emerged that Heathrow East, the next stage of the airport's modernisation after T5, is facing a potential delay of six months, meaning that it is unlikely to be finished until the end of 2012.

The opening of T5 will go a long way to ease the overcrowding at Heathrow. It has also given BAA the opportunity to reconfigure the airport, with Heathrow East a key part of the plans. The next stage will see Terminal 2 being emptied and demolished, along with the Queen's building, and Heathrow East built in its place. As a result more than half of Heathrow's airlines will be moved to different terminals, creating a major logistical challenge. The upheaval will see Star Alliance move to Terminal 1, while Sky Team will move to Terminal 4 along with non-aligned airlines. One World will move into Terminal 3, where Virgin Atlantic, BA's major long haul rival at Heathrow, has spent millions of pounds on upgrading its facilities.

But these other airlines are not being offered a discount on their landing and terminal fees for either the inconvenience of being shifted or for being accommodated in far older facilities than BA. BA in turn is not being asked to pay a premium for its facilities. This is because landing fees - set by the Civil Aviation Authority - are based on weight of aircraft and passenger numbers, rather than the attractiveness of the terminal.

A spokesman for bmi, Heathrow's second biggest airline by slots, told the newspaper: 'We expect the same kind of investment and facilities that BA is enjoying'. A Virgin spokesman said: 'We anticipated the potential competitive threat which BA posed when it moved into its own dedicated terminal. We spent a long time working out how to counter that by building a new check-in area as well as revamping our club lounge, which will compete with T5'. BAA insisted that other airlines would benefit from the rest of the modernisation programme. A spokesman told the newspaper: 'T5 is only the start of the journey to transform Heathrow. We are currently working with the airline community to improve Terminals 1, 3 and 4. We also have planning approval to build another new terminal, Heathrow East'.

Anglesea Airport in North Wales, have announced flights to new destinations will start 'sooner rather than later'. They say airlines have watched with interest the success of the flights launched between Anglesey Airport and Cardiff last May and are considering introducing flights to the region in the next few months, an industry analyst told the Daily Post. More than 8,500 people have flown on the twice-weekday services between Cardiff and Anglesey Airport at RAF Valley since flights were launched last May. Highland Airways had hoped 7,500 people would use the service in its first year with 9,000 passengers a year by its third year in operation.

Anthony Dickson, of London-based ATD Consulting, said airlines have noticed the healthy passenger figures being carried by Highland Airways and expects other airlines to move in. Services to Dublin, a hub for transatlantic flights and European services with Aer Lingus and Ryanair, could be the first service to be launched, with flights to London or Amsterdam starting later, he suggests.

Sheffield City Airport is to close and a £100m business park will be built on the site, it has been announced. The announcement follows speculation last week that the council was about to back plans to close the ill fated hub.

The airport has not carried out commercial flights since 2002 but firms have been running pleasure flights and flying lessons from the site. Bosses say the airport has been losing money for years. A spokesman for Sheffield City Airport Ltd said that it would close in April and companies and fifteen employees working there had been informed.



Peel Holdings, which owns the airport jointly with the business park, says the development will provide more than 900,000 sq ft commercial and office accommodation, and could create 2,000 jobs over the next ten years.

Called Blue Skies, the park would replace part of the current runway. An unlicensed heliport will also be created, and will provide a base for the South Yorkshire Police helicopter, Yorkshire Air Ambulance and other community services.

## AIRLINE NEWS

**bmi** is to lease two Boeing 757-200 aircraft to expand its mid-haul network from Heathrow Airport. The aircraft will be used to increase capacity and improve schedules to Almaty, Kazakhstan, and Freetown, Sierra Leone.

The planes also allow the airline to increase capacity on its new Heathrow to Tel Aviv service, starting on 13 March. This will initially be operated on an Airbus A320, but will upgrade to a 757 shortly after the route is launched. From 1 May, non-stop links from Heathrow to both Almaty and Freetown will be introduced. This will reduce flying times to Almaty by two hours each way, while journey times to Freetown will be reduced by over an hour and a half.

bmi will also add an extra flight to Freetown, taking the schedule to four flights a week. Bishkek, previously operated via Yerevan, will operate on the larger B757 and will fly via Almaty, reducing the onward flight time.

The introduction of the two 757s will also allow bmi to increase capacity to existing Airbus A321 operations. Services from Heathrow to Ekaterinburg in Russia and Yerevan in Armenia will not fly to onward destinations, increasing their point to point capacity and improving flight schedules. The two aircraft have been leased from Astraeus for an initial two year period and will operate with an Astraeus flight crew but with bmi's cabin crew. The airline did not disclose the value of the deal.

**British Airways** will impose a 45-minute cut-off time for check-in at Heathrow's new Terminal 5, despite having improved security and luggage-handling systems at its new dedicated terminal. The deadline will apply across the board - including to business-class passengers. BA says that passengers using the new terminal will spend no more than 5 minutes at check-in and be through to security within 10 minutes. Passengers will require an additional 15 minutes to get from security to the terminal's furthest departure gate, making 30 minutes from entering the terminal to boarding the plane possible. But a spokesman for BA said the closing time for check-in would be unbreakable. Flights will shut 45 minutes before departure. He added that BA will also no longer allow last-minute changes to tickets or seating at the boarding gate. The airline will begin operating most European services and all domestic flights from Terminal 5 on 27 March. The majority of intercontinental services will follow on 30 April.

**Ryanair** announced profits down 27% in the last quarter of 2007 and warned that higher fuel costs and a decline in the value of the pound could cut into profit by as much as 50% this year. The news comes after last week's profit warning rumours. Ryanair reported a drop in profits during the last three months of 2007, its Q3, with profit after tax falling to €35m from €48m. This was its first quarterly profit decline in more than a year, and came as yields (average fares) fell 4%. Sales increased 16% to €569m on the back of booming passenger numbers. Passengers grew by 21% to 12.4m in the quarter, with the airline carrying 3.68m passengers last month - 17% more than in January 2007. The budget airline said the prior year Q3 comparable was distorted by a one-off €10m contract termination penalty received from a previous hotel partner. Excluding this, the underlying profit decline was roughly 10%. The 2007 figure excludes a €12.1m one-off gain from the sale of five aircraft.

The airline said unit costs rose by 6% in the quarter due primarily to a doubling of airport charges at Stansted, significant cost increases at Dublin Airport combined with longer sector lengths. Costs were positively impacted by its decision to reduce winter capacity at Stansted by seven aircraft, while staff costs rose by 18% to €67m due to an increase in cabin crew ratios, which will continue through the remainder of this financial year.

Looking forward, Ryanair said in-flight mobile phone services will be tested on 25 planes - subject to regulatory approval - during the April-June quarter. The airline said it is optimistic that passengers will

quickly adopt this service to make and receive calls and texts on their mobile phones and Blackberries.

The Airline said its new bases at Alicante and Valencia in Spain, Belfast City in Northern Ireland, and Bristol in the UK had performed well during their first winter. It also said it expects to invest significantly in new aircraft, new routes and new jobs over the summer of 2008 and would likely announce at least two further European bases shortly, both of which will launch this winter.

**US Airways** may launch legal action against BAA over its inability to secure fuel supplies for a new service it plans to launch next month from Heathrow, the Independent reports. The US airline has just over seven weeks to find a solution before its first scheduled Heathrow - Philadelphia service begins on 29 March.

Under the new Open Skies regime that throws transatlantic routes open to full competition for the first time from the end of March, a raft of US airlines have unveiled plans for new Heathrow services. The newspaper says that, according to aviation industry sources, all but US Airways have signed deals with companies to refuel their planes at the world's busiest airport.

A US Airways spokesman told the newspaper: 'We are working every possible angle to acquire fuel at Heathrow and have been ever since we announced our start-up last November. This situation continues despite the fact that the BAA and [airlines trade body] IATA have brokered a deal among all of the airlines to allocate fuel among themselves to ensure everyone, including the new entrants to the market, have adequate fuel'. BAA is reported to have appealed to several other airlines to make some of their supplies available to US Airways. None has agreed to do so. A source at one rival airline told the newspaper: 'They spoke to us about it but of course we said no. They are competitors. No one has been willing to take them on'.

## AIRCRAFT NEWS

An Airbus A380 super jumbo, has become the first commercial plane to fly on 'green' fuel. It flew from Bristol to France on a three hour test flight using a new synthetic fuel said to be cleaner and more efficient than traditional kerosene. The A380 left Filton on the first flight using GTL - Gas to Liquid - to power one of its four engines. The other three of the giant plane's four engines were powered by conventional kerosene. Airbus said the flight allowed it to see how the engine responded. Oil and gas giant Shell, who supplied the GTL for the flight, said on its website that for transport, it is 'a clear, clean fuel, virtually free of sulphur and aromatics and has a very high combustion level'. It also has 'significantly lower emissions of local pollutants, such as particulates, carbon monoxide, hydrocarbons and nitrogen oxides.' GTL also does not deplete the world's oil supply.

One of the two pilots on board the plane, which had 'Greener, cleaner, quieter, smarter' emblazoned on its fuselage, said there appeared to have been no difference between the conventional and GTL powered engines. Fabrice Bregier, Airbus chief executive, said: 'This is the beginning of a major research programme. This new fuel ... will be available relatively soon'. The research programme was agreed last November by Airbus, engine maker Rolls Royce, Shell and Qatar Airways. Qatar holds about 15 percent of the world's known gas reserves and Qatar Airways is aiming to be the first carrier to use the new fuel. A refinery to produce the fuel is being built by Qatar Petroleum and from 2011 all Qatar Airways planes should be using it.

Tests with GTL might open the way to the use of bio-fuels but these are not available in commercial quantities as yet - something that will take some time, Bregier said. Airbus is planning a first flight powered by bio-fuels in 2009.

## OTHER NEWS

A German travel agency says it will offer the country's first-ever nude tourist flight in July, flying up to 55 passengers to a Baltic beach resort in a chartered aircraft. 'It's an unusual gap in the market', travel director Enrico Hess told *Reuters*. 'Passengers cannot undress until they are on board', he said, 'but then they will be able to enjoy the hour-long flight in the way God intended'.

Commenters at the web site for *Telegraph* were uncomfortable with the concept. 'Rubbing more than shoulders unclothed in narrow airline seating is statistically unlikely to be an agreeable experience', says



one. 'Wouldn't any exit down escape-chutes guarantee friction burns? These questions demand not so much answers as a cover-up'. The world's first nudist flight was offered by a U.S. company in 2003.

Castaways Travel organised the "Naked Air" flight from Texas to Cancun, on a Boeing 737. They noted that no hot drinks were served on board, all 90 passengers were required to dress for takeoff and landing, beach towels were distributed to cover the seats, and the crew remained in uniform throughout the flight.

Air Canada has retired one of the most famous Boeing 767s in history. Fleet no. 604 was flown to a storage area in the Mojave Desert, Thursday, 25 years after surviving, along with its crew of eight and 61 passengers, one of the most amazing dead-stick landings ever attempted.

After the computerized fuel gauges on the then state-of-the-art aircraft failed because of a faulty solder joint, the ground crew decided to dip the tanks to ensure there was enough fuel for the 2,000-mile trip from Montreal to Edmonton. What they didn't know is that the dip gauges were calibrated in centimeters rather than inches and since a centimeter is less than half an inch, nowhere enough fuel was put on board.

Sure enough, about half way through the trip, near the border of Ontario and Manitoba, both engines failed. Fortunately, Captain Robert Pearson was a trained glider pilot and what happened next earned a footnote in airline history. Pearson and First Officer Maurice Quintal calculated the glide potential of the airliner and determined they wouldn't make it to Winnipeg, the nearest airport of any size. Quintal, a former military pilot, had served at an abandoned air force base in the small town of Gimli, Manitoba and the numbers, along with a long runway, looked good to both men. Pearson was high on final's but side slipped the 767 to a rough but safe landing that collapsed the nose gear but did little damage. The landing intruded on a day at the races for some go-cart enthusiasts who were using the abandoned concrete but no one was hurt. The plane was flown away after two days of repairs and remained in uneventful service until Pearson, Quintal and several of the flight attendants on board that day accompanied it on its final flight to California.

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

**David Wooler**

#### **Obituary**

It is with sorrow that I have to inform you of the passing of one of our members. Mr Fred Mitchell died on Thursday 14 February 2008 aged 75. I introduced Fred, who is my brother-in-law, to the meetings a couple of years ago; he attended meetings and outings on a regular basis and was making new friends amongst the members.

**Brian Wray**  
0113 2269 756

## MILITARY AIRCRAFT IN THE AIR YORKSHIRE AREA: PART 4



Before we proceed to Lincolnshire, there are quite a few things that have happened in Yorkshire so I will take this opportunity to recap the north of our region; I will do this and leave Lincolnshire to the next time.

### LEEMING

#### **25 Squadron**

The Minister announced in Parliament that 25 Squadron will disband on the 4 April 2008.

Aircraft with the squadron are:

FA	ZE168	FB	ZE201	FC	ZE204	FD	ZE254	FE	ZE292
FF	ZE158	FG	ZE342	FH	ZE969	FJ	ZE763	FK	ZE764
FL	ZE794	FO	ZE961	FR	ZE982	FZ	ZE728	XXV	ZG780

ZG780 is in special 1915-2008 marks

#### **100 Squadron**

CA	XX284	CB	XX285	CC	XX191	CD	XX281	CE	XX345
CF	XX202	CG	XX200	CH	XX230	CI	XX222	CJ	XX329
CK	XX265	CN	XX190	CO	XX289	CP	XX331	CQ	XX318

XX191/XX265 are in JFACTSU marks

XX285 is in 90 year anniversary marks

#### **Northumberland UAS/11AEF**

G-BYVV

G-BYWH

G-BYWT

G-BYYA

### TOPCLIFFE

#### **645 VGS**

UD	ZH191	UP	ZH208	UT	ZH248	UZ	ZH267
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### DISHFORTH

The March issue of Air Force Monthly has an article about Dishforth Lynx.

#### **659 Squadron**

#### **669 Squadron**

#### **672 Squadron**

These three squadrons are the units based here.

All the helicopters are pooled and allocated to a squadron on a day-to-day basis.

There are twenty-four Lynx AH.7 based, with two additional AH.9 available for training for operation Telic, as the AH.9, beside having a wheeled undercarriage, also has a different payload, range and cockpit layout.

Aircraft recently reported at the field are:

XZ173	XZ179	XZ193	XZ195	XZ203	XZ205	XZ208	XZ211	XZ215	XZ216
XZ219	XZ221	XZ606	XZ611	XZ645	XZ652	XZ670	XZ672	XZ673	XZ674
XZ677	XZ679	ZD278	ZD279	ZD284	AH.7				
ZF539	ZG884	ZG920	AH.9						

As you can see, just a few more than allocated.



## LINTON ON OUSE

### 1FTS

ZF135	ZF137	ZF139	ZF140	ZF142	ZF143	ZF144	ZF145	ZF169	ZF170
ZF171	ZF172	ZF204	ZF205	ZF209	ZF210	ZF239	ZF240	ZF243	ZF244
ZF264	ZF287	ZF289	ZF290	ZF291	ZF292	ZF293	ZF294	ZF295	ZF317
ZF319	ZF338	ZF339	ZF341	ZF342	ZF343	ZF344	ZF347	ZF349	ZF374
ZF377	ZF378	ZF379	ZF406	ZF407	ZF409	ZF417	ZF448	ZF485	ZF489
ZF491	ZF512	ZF515							

### 642 VGS

SL	XJ963	TC	ZH117	TK	ZH124	UH	ZH195
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## CHURCH FENTON

### Yorkshire UAS/9 AEF - 1 EFTS 3 Squadron

G-BYUS	G-BYVG	G-BYVI	G-BYVX	G-BYVZ	G-BYWJ
G-BYWO	G-BYWP	G-BYWS	G-BYWW	G-BYXE	

New aircraft here is G-BYUS seen for the first time in early January this year. It's a wonder how this aircraft has taken such a long time to be allocated to the unit as to its registration.

## BROUGH

A company hawk became the first aircraft to take off from the runway here for a number of years late last year and since then ZK141/HT021 has been flown to Warton for trials. This leaves only three more Hawks from the Indian order to be completed before Brough starts the RAF order for Hawk Mk.T.2. Rumours in the press have it that the Indian Air Force has a requirement for forty additional Hawks and the Indian Navy has a requirement for seventeen aircraft. It is possible that some of the Navy aircraft could come from the Brough assembly line as they are required urgently. The rest, like the outstanding Air Force aircraft, will be assembled in India by Hindustan Aeronautics at its Bangalore factory.

That's all from Yorkshire. I will move on to Lincolnshire in part 5 when I will try and sort out the Typhoons at Coningsby.

In the meantime I would love to hear from you with your comments on the articles and whether you have tried out my directions to find the airfields and their aircraft in Yorkshire.

**Dave Senior**



## RAF MUSEUM COSFORD



I read in Eric Martin's article in the October 2007 issue a wish to visit the RAF Museum in Cosford. I have been there last year on 10 March, shortly after the opening of the Cold War Exhibition. Therefore, I would like to invite you for a short visit there and may be to encourage some of you to see it yourself.

Not having a car, I opted for the British railway. I found it a very reliable and comfortable way of travel in Britain. Moreover, I do like the view, which gives me the opportunity to explore the beautiful British landscape. The museum has its own rail stop – simply called RAF Museum Cosford. The walk takes no more than 10 minutes to the gate. Unfortunately, there is no special pavement, so you have to use the road; mind you, there is hardly any traffic. Anyway, you can get a return ticket from Leeds for £43.10 changing train in Birmingham, the journey takes up to 3 hours. If you count the other expenses (museum shop, meal and other refreshments, guidebooks, public transport in Leeds) you can get the overall cost up to £70.

Allow me a short digress from the subject (later on you will see what is all the excitement about). Talking about not having a car, the only car I used to have back in the Czech Republic was the Trabant 601S, which I had to sell by a couple of reasons. Not only the high emissions produced by the two stroke engine forced me to do so (you know sometimes you can see the contrails behind a plane depending on the air humidity, that is what I produced with my Trabant on the ground under all conditions whilst jetting to work).

As you arrive to the station, you may well see some traffic at the Cosford base (EGWC) from the platform. All you need to do is to walk back a little bit for the best view – I watched some RAF training flights of the Air Cadets Grob G109B Vigilant T1 registration number TZ/ZH187 and I spotted de Havilland Canada DHC-1 Chipmunk 22 on the ground together with some Gliders. I also passed the heliport of West Midlands Air Ambulance on my way to the main gate.

Should you opt for going there by a car, there are parking lots in front of the museum. However, I do not know any details about the cost, if there is any, etc. Therefore I do recommend you to visit their website – [www.rafmuseum.org](http://www.rafmuseum.org), where you can find all the specific information you will probably need to know.

The first plane to welcome you right next to the gate is the Hawker Hunter F6A registration number XG225. It follows by the 'Whispering Giant', yes, the Bristol Britannia 312 G-AOVF. Together with the Lockheed P2H Neptune registration number 204 and British Aerospace Jetstream 200 Series registration number G-BBYM are the only aircraft left outside.

To my disappointment, the British Airways collection, which was of my great interest, is not there anymore. I was curious to see the B707 and as far as I know, it was scrapped and only the flight deck is preserved somewhere – probably in The National Museum of Scotland.

The entry to the museum is free but they do encourage you to buy a guide of the museum plus a guide of the Cold War Exhibition. I bought both of them for £5 (despite the fact that I printed out a lot of information from the internet). If you like history, especially the Cold War period of course, you will find a few interesting stories to back up what you already know and if you do not know much about it, it will give you a brief understanding of that matter. Being from the Czech Republic I was especially interested in the stories from and concerning former Czechoslovakia or the Czechoslovak Socialist Republic as it was officially called at that time.

If you like fun you should not miss a ride on a Red Arrows simulator (as I did) – mind you, you are not in control, you just sit there and enjoy the experience. The general visual impression and the movement



are not bad, well it is not brilliant either, but there is a complete lack of the G force. However, if you have a kid you should certainly have a go. As far as I remember, it took about 5 minutes and it costs £2.50. I remember one child about 4 years old (I think it is mainly intended to entertain children but I could not resist) who sat next to me telling his father during the experience – 'Daddy, why don't they have the seat belt in here?' and he replied (a bit nervously) 'I don't know son, but it's a good point'.

Now back to some serious matter. The Cold War Exhibition is just wonderful. By the way – the Cold War seemed to be quite a serious issue again, not only that the Americans want to build radar and rocket bases in the Czech Republic and Poland which clearly makes the Russians a bit nervous. Back to the museum, there is even a piece of the 'Berlin Wall'. In my opinion, they should have left it there in one piece – either as a memento or as a tourist attraction. By the way, there is a new bike trail in Berlin called Berlin Wall Trail, to explore the city and mainly this period of history and what was left from The Wall.

Strangely enough, the most surprising exhibit for me was not a plane but the East German built car – Trabant. I was so thrilled that I nearly shouted out 'Hey, everybody look at this car!' as you already know I used to own one of these – I had the 'De Luxe' version and I was very proud of it. It was one of these people's car made from Duraplast (you did not have to be worried about corrosion at all, I tell you) and was very popular in the 60's, 70's and 80's. By the time I owned Trabant (2000-2003), the perception of Trabants changed rapidly since these BMW and Mercedes cars spoiled the Czechs after the velvet revolution in 1989. Moreover, the girls did not want to go with me anywhere at all – I still wonder why!? By the way, I spotted one of these cars on e-bay – for a whole pound! Mind you, it was not 'De Luxe' version.



*I know that my fellow members would not accept a photo of Trabant (registration number EMF 8-33) on its own so here we are – Trabant together with Short Brothers Belfast C1 registration number XR371 'Enceladus' - isn't it a great match!*

There is a shop in the Cold War gallery where you can get books on a variety of topics, badges, postcards, T-shirts saying 'I am the RAF pilot' and many other things like that. There is also refreshment in the Cold War gallery– but if you prefer a bigger meal, I do recommend the restaurant in the entry hall.

You can explore the expeditions to the Space and to the Moon (let's call it race) in one of the cinema rooms. You can meet the former politicians from both sides and see the news from the past from all over

the world – for example about the nuclear warheads on Cuba.

Another exhibit, the Fiesler Fi156 C-7 Storch, drew my attention. I was surprised to find out that this aircraft was produced in Czechoslovakia (or Protectorate of Böhmen und Mähren, as it was called under the German occupation) in the Mráz company.



*Fiesler Fi156 C-7 Storch*

I am not going to list all the aircraft you can see there, that is not the intention of my article. You can visit these web sites: [www.rafmuseum.org.uk/cosford/](http://www.rafmuseum.org.uk/cosford/), [www.airliners.net](http://www.airliners.net), or better still pay a visit yourself – believe me, it is worthwhile a visit. Here is just a very brief summary of a few aircraft you can see there: the first British-design helicopter Bristol Sycamore HR 14, the world's first jet engine airliner de Havilland Comet 1A, the legendary Douglas Dakota and Junkers Ju-52/3M (here is the Spanish licensed built version CASA 352L), multipurpose trainer Vickers Varsity T Mk 1, the first and only supersonic aircraft developed in Britain English Electric P1A, the one of two built Fairey FD2, Avro York C1, English Electric Lightning F1/P1B which Graham Perry included in his great presentation at one of our society meetings, Westland Dragonfly HR3 G-AJOV which operated the world's first helicopter regular service, de Havilland Mosquito TT35 'Wooden Wonder', the oldest surviving Supermarine Spitfire and many others.

To name some examples representing the classic Eastern Block built aircraft are the legendary Mikoyan-Gurevich MiG-21PF – here belonging to Hungarian Air Force, by the way this military aircraft were also built in Czechoslovakia under license, and the Polish built version of the MiG-15bis – PZL Mielec Lim-2.

**Martin Zapletal**

#### **AIRCRAFT RECOGNITION:**

##### **Answers**

1 de Havilland 86 Express	G-ACZP	2 Fokker F-27 Friendship	F-BIUK
3 Boeing 747 SP	F-GTOM	4 Comper CLA7 Swift	G-ABUS
5 de Havilland Canada DHC1 Chipmunk	G-AKDN	6 Douglas C.124 Globemaster II	52-1078
7 English Electric Canberra	A84-242	8 Avro Super Trader	G-AGRG
9 de Havilland 104 Dove	G-AROI	10 Miles 65 Gemini	G-AKGD
11 de Havilland 114 Heron 2	5Y-KVC	12 Arrow Active II	G-ABVE



## ***RAF Prepares To Receive Fifth C-17 Aircraft***



The RAF has moved a step closer to taking delivery of its fifth C-17 transport aircraft following a ceremony at the Boeing facility at Long Beach in California.

General Sir Kevin O'Donoghue, Chief of Defence Materiel, attended the 'Fly Away' ceremony for the UK's fifth C-17 aircraft, known as UK5. The ceremony at Long Beach also included the 'major join' of UK6, which involved joining the wings to the main body of the aircraft.

He then flew on UK5 to San Antonio, Texas, where the finishing touches will be added, before it arrives at its final home of 99 Squadron, RAF Brize Norton, in April 2008. UK6 is due to be delivered in June 2008.

Before departing for the ceremony, General O'Donoghue said: "This is a significant milestone. A fifth C-17 will increase our ability to transport troops and heavy equipment quickly to operations, boosting vital military logistics capability. The aircraft's performance and durability on operations in Iraq and Afghanistan is outstanding."

Since entering service in mid-2001, the UK C-17 fleet has been continuously employed in support of ongoing coalition operations, routine tasking and humanitarian relief. The C-17 can carry the equivalent of three Warrior armoured vehicles, thirteen Land Rovers, one Chinook, or three Apache gunships. It enables the RAF to get the right equipment to theatre rapidly.

As well as being able to carry loads of up to 75 tonnes and fly long distances of up to 2,400 miles, the C-17's ability to land on unpaved airfields in remote, land-locked regions make it a versatile transport aircraft, equally suited for a variety of missions.

In July 2006 approval was given for procurement of the four C-17 aircraft at the end of the lease in 2008. An additional contract was signed with Boeing in August 2006 for the procurement of a fifth C-17 aircraft. On 26 July 2007 the Secretary of State for Defence announced the intention to procure a sixth C-17 aircraft to reinforce the air bridge into current operations. The C-17 Project (Lease, Purchase and Support) value is in the order of £2 billion.

[www.raf.mod.uk](http://www.raf.mod.uk)

## ***Nimrod In Search For Missing Civilian Pilot***



An RAF Nimrod aircraft has joined an international search for the pilot of a light aircraft which ditched in the sea during a storm off Iceland today, Thursday 21 February 2008.

The Nimrod was scrambled from its base at RAF Kinloss to search for the pilot who is in a survival suit in freezing conditions 100 miles (161km) south of Iceland.

The Piper Cherokee PA 28 aircraft was routing from the Icelandic capital Reykjavik to Wick in the North-East of Scotland. The pilot told Iceland Air Traffic he was at 9,000 feet (1.7km) at 1122 hrs. Seventeen minutes later he sent a Mayday message reporting severe icing to the aircraft control surfaces and that he was ditching. He is known to be in a survival suit but it is not clear whether he also has a dinghy.

Iceland Coastguard scrambled a Fokker Friendship fixed-wing aircraft and a Super Puma helicopter. They also requested the RAF Nimrod. Staff at the Aeronautical Rescue Co-ordination Centre at Kinloss detected a distress beacon from the scene which confirmed the aircraft was in the water.

An RAF rescue spokesman, said: "The weather conditions are very bad with heavy thunderstorms and 20 feet [6m] swell. We always try to remain optimistic on these occasions but this is very much a race against time to find the pilot. You have to be realistic as well as hopeful."

He added that the Nimrod crew will rely on both a visual as well as an electronic search. They were expected to stay on scene for up to four hours.





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*or a vegetarian option - please tell John Dale of any dietary needs*

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**John Dale is waiting to take your booking - contact him now**

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