



## YORKSHIRES PREMIER AVIATION SOCIETY



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## SOCIETY CONTACTS

CHAIR  
SECRETARY  
TREASURER  
and MEMBERSHIP

Cliff JAYNE  
Jim STANFIELD  
David VALENTINE

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

Assistant Treasurer  
MAGAZINE EDITOR

Pauline VALENTINE  
Cliff JAYNE

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

Assistant Editor  
MEETINGS CO-ORDINATOR

Sheila JAYNE  
Alan SINFIELD

tel: 01274 619679  
e-mail: [alan.sinfield@airyorkshire.org.uk](mailto:alan.sinfield@airyorkshire.org.uk)  
tel: 0113 250 4424

VISITS ORGANISER  
HONORARY LIFE PRESIDENT  
COMMITTEE MEMBERS:  
2005-2006

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

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

*Air Yorkshire Code of Conduct:*

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

*Disclaimer:*

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

## SOCIETY NEWS

Our April meeting was an informative talk by Graham Perry, former RAF engineering officer, on all aspects of aircraft engineering and his life in the RAF. Graham served his time from Whirlwind Helicopters to Lightnings.

He also showed us a number of slides taken during his twenty years service including air-to-air refueling and the two systems used by RAF and USAF, which he took on detachment in the United States.

### STOP PRESS

Here is a reminder: don't forget we are running a coach trip to **Duxford on Saturday 15 September 2007**. Please support us in this and tell your friends - we have got 49 seats to fill.

See the block advert for details.

**Paul Windsor**

We enjoyed a very pleasant and relaxing evening at the Annual Dinner. The event went well, the meal was lovely, the raffle prizes were plentiful and the draw created the usual fun and comments.

Thank you, John Dale and your team, for all the work you put in behind the scenes to make this a successful occasion for us all.

**An appreciative participant**

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

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

### IMPORTANT NOTICE

The JUNE meeting is to be held at the Aviation Academy on the South Side  
As before, you will need to present your membership card to Security

6 May Chris Warn. We welcome back Chris Warn with the results of his recent holiday to the Caribbean and his forthcoming one to CUBA. Chris's talks are always enjoyable events as he mixes photos with anecdotes about his trips.

3 June **PLEASE NOTE THAT THIS MEETING IS BEING HELD AT THE AVIATION ACADEMY**  
Terry Sykes - We welcome back Terry, who was a member of the West Riding Branch of Air Britain and has been a member of Air Yorkshire since it started. Terry has been scanning many of his old Black and White and Colour prints taken in the 1950's and 60's and will present a slide show of unseen photographs of Yeadon during that period, which I am sure will be a fascinating insight into the history of Yeadon Aerodrome.

1 July Sqn Ldr Graham Laurie – The History of Royal Flying  
Graham retired in December 2000 after 36 years in the RAF and for the last 20 years of that career he flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled 'The History of Royal Flying' will be extremely interesting and informative.

5 August **NEW** - Squadron Leader Brian Waite – "609 Squadron from Yeadon to Leeming - 50 miles in 71 years!"  
Squadron Leader Brian Waite served for 17 years as a Commissioned Officer in the Administrative (Secretarial) Branch. Postings included: Squadron Intelligence Officer on 92 Sqn (RAF Wildenrath) and a Flight Commander on Initial Officer Training at RAF Cranwell. Following this, and after two years living in Norfolk, he joined 609 (WR) Squadron, Royal Auxiliary Air Force, on Full Time Reservist terms. He Commanded 609 for five years from 2001-2006. He is now semi-retired, living in North Yorkshire, but continues his link with the Squadron as Chairman of its Association.

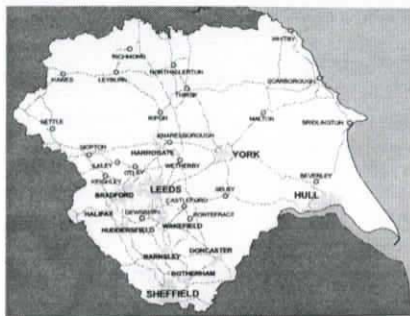
2 September Charles Parker – CANCELLED

7 October **NEW** - Captain Mike Newall – MyTravel Airways  
Mike is currently a captain on the Mytravel Airways Airbus fleet. Previously he worked for Capital Airlines out of Leeds/Bradford. Mike did the commentary for the flight on the Mytravel Airways Enthusiasts Day. Mike is an experienced and interesting speaker and I am sure that the talk will be a fascinating insight into the world of commercial aviation.  
4 November Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a DVD or Slide Show.

4 November Air Yorkshire Aviation Society AGM followed if there is time by a DVD or slide show.

2 December Christmas get together, including Coffee/Tea and mince pies.





## SCENE AROUND YORKSHIRE

MARCH 2007

At last better weather has meant local owners have started dusting off their machines and taking to the skies once more. Amongst the highlights are two new Hungarian registered helicopters based at Hull and Tadcaster while the star visitor was probably the Dutch registered Cessna 180 at Deighton strip near York. However, the most interesting arrival is the Pilatus Porter being made ready

for operations from Grindale.

**Askern:-** Reported as newly resident here, at this microlight strip, is C.175A G-ARCV formerly at Sandtoft.

**Bagby:-** The Stearman N65200 which has been based here for a number of years has been sold and gone to pastures new. However, a possible new resident is Cessna T.210M N191ME, formerly at Blackpool which was first noted on 29/3 and has been very active ever since. Noted visiting on 14/3 was Lichfield based Husky N49BH. Visitors:- 2/3 G-GBVX DR.400, G-BRLR PA-38, G-BZWZ RV.6A; 14/3 G-BVJE Twin Squirrel("Osprey 54"); 15/3 G-BCTA PA-28, G-CEV C.182S; 16/3 G-BGHM Robin 1180, G-BOHT PA-38; 21/3 G-LOCO R.44; 23/3 G-LUNA PA-32R; 24/3 G-BXWK Coyote, G-BHWK Rallye(both arrived together causing some confusion on the radio.); 31/3 G-BMCK PA-28.

**Beverley:-** Visitors:- 12/3 G-GTJD Quik; 15/3 G-FOFO R.44; 17/3 G-LOCO R.44.

**Brighton:-** Noted on 16/3 was Hughes 369E N59SD, which arrived from Lelley for fuel, while Alouette HA-PPC (ex. G-UGLY) was noted training on 31/3. Visitors:- 3/3 G-JEEP Eurostar; 7/3 G-DECO Banbi, G-FFIT Quik, G-BVLG Twin Squirrel("Osprey 60"); 8/3 G-GTJD Quik; 10/3 G-XXTR Extra 300, G-BUTK Rebel; 12/3 G-OSSI R.44; 17/3 G-CECO Schwiezer 269C; 21/3 G-BIOW T.67, G-OSSI R.44.

**Carr Gate(Wakefield, Police HQ):-** With the West Yorkshire MD.902 G-YPOL("Police 42") suffering technical problems during the month the Humberside example G-HPOL("Police 19") and South Yorkshire's G-SYPS("Police 33") have been operating over West Yorkshire at times, including 2/3 when G-HPOL landed here for fuel after operating over Leeds early evening. G-YPOL finally returned to service on 24/3, when it arrived back from Gloucester.

**Catterick:-** Agusta 109E ZE412, operated by the SAS arrived here on the morning of 1/3, routing inbound from Hereford via LBIA before heading directly back to Hereford using call sing "1JM 11". It then made the return journey in the afternoon as "1AR 18".

**Cranwell:-** A notable visitor here on 16/3 was Hawker 800XPi TC-FIN, which arrived from Hawarden.

### CONEY PARK(Leeds Heliport)

A new resident is Long Ranger N340AJ, which was formerly operating in Kenya. Owned by Yorkshire Helicopters(USA) it arrived from Yeovil on 30/3. Also registered to the company is another of the type N341AJ, although as yet there is no sign of this machine. Robinson R.44 G-ILLG arrived from a private site near Scotch Corner on 23/3 and was still operating locally from here at the end of the month.

Visitors logged were:-

01/3	G-BVLG Twin Squirrel	1020 1100	02/3	G-TKNT	Agusta A.109S	1205 1500
02/3	G-TBAH Jet Ranger	1510 1550	02/3	G-BVLG	Twin Squirrel	1550 1615
05/3	G-BVLG Twin Squirrel	1000 1150	05/3	G-ZITZ	Twin Squirrel	1400 1415
09/3	G-BVLG Twin Squirrel	1530 1600	14/3	XZ211	Gazelle	1540 1600
19/3	XZ608 Lynx	1120 1220	20/3	G-SHRT	Robinson R.44	1600 1530(22)
31/3	N7242N Agusta A.109A	1250 1310				

The weather is still curtailing much activity here with the main problem being strong winds, however there were a few visitors worthy of note including two Army Air Corps helicopters. On 14/3 Gazelle XZ211 arrived from Newcastle and after a refuel routed to Cottesmore. Lynx XZ608("Armyair 652") arrived from Odiham via a quick look at the LGI landing pad and after a short stay it departed to



Yeovilton. Jet Ranger G-TBAH was from a private site near Benson to Blackbushe, while also based at Blackbushe is Twin Squirrel G-ZITZ. Operated by Heli-Aviation this aircraft using call-sign "Caddy 7", positioned in to transport 1 passenger to Battersea. Agusta A.109A N7242N ("Castle 02") arrived from Hawes and after fuelling returned to its base at Liskard(Cornwall).

**Deighton(York):-** The strip here hosted one of the stars of the month when Cessna 180K PH-KRC arrived on the 17<sup>th</sup> and was later logged outbound to a private strip in Northamptonshire.

**Devonshire Arms(Bolton Abbey):-** On 14/3 newly registered Gazelle HA-LFQ arrived overhead in the early evening from Tadcaster and, after making one practice approach returned home. On 27/3 an unidentified MD.600 c/s "Bladerunner 001" visited f/t Adlington near Manchester and on the 31<sup>st</sup> Long Ranger N340AJ paid a visit. Visitors:- 2/3 G-CBVI R.44(f. Nun Monkton), G-DRIV R.44(t. Easingwold); 9/3 G-KSPB R.44; 10/3 G-HMPH Jet Ranger(f. Sheffield); 23/3 G-REGE R.44.

**DONCASTER(ROBIN HOOD):** Information from RHADS web site.

On 28/3 Prince Edward was due to arrive to officially open the airport but the ceremony had to be postponed as his aircraft could not land as the airport was fogbound! A new date has yet to be arranged. Visiting highlights:-

- 02/3 G-CCUK(Rocket 01); ZK450 King Air 200("Cranwell 63", ILS); G-BOOE Be.76(ILS)
- 03/3 N36980 Premier 1(Also 4/3); N54JC Challenger(n/s); G-BTNE PA-28
- 05/3 G-LSAA Boeing 757(Channex 010T); G-IPAX Citation XL(Gojet 2T)
- 06/3 XX191 Hawk(Javelin 63, ILS); G-RAFO King Air 200(Cranwell 73, ILS)
- 07/3 G-MONX A.320(Monarch 320T); G-BWXE T.67M(Cranwell 82, ILS)
- 08/3 P4-LJG Citation X; ZR321 A.109E(Ascot 1443); XX284 Hawk(LEE 61, ILS)
- 09/3 N415QS Gulf,4; G-JBIS Citation 2; G-BYWO Tutor(CFN 15, ILS)
- 10/3 G-BTTO ATP(Neptune 61T); HA-LPE A.320(Wizz 129K)
- 12/3 ZH107 AWACS(NATO 01, ILS); G-RFUN R.44; G-OMRH Citation
- 13/3 LX-EJH Citation(n/s); G-NWAR A.109A; G-DARA PA-34(ILS)
- 14/3 G-XCIT Pioneer; G-BZJC T.600N; G-BWXE T.67M(Cranwell 63, ILS)
- 15/3 OE-ICF Falcon 900B(COE 842/3); G-VONB S.76B(Premier 08)
- 19/3 N54JC Challenger; XS728 Dominie(Cranwell 85, ILS)
- 20/3 G-CDNK Lear 45(Goldair 55B); ZK454 King Air 200(Cranwell 67, ILS)
- 21/3 PH-UKK TBM.700(Also 23/3); G-MONX A.320(MON 320T)
- 22/3 G-PZAZ PA-31(Air Med 054); G-CCFS DA-42(ILS)
- 23/3 N825WS Malibu; G-BFFC C.152(Circuits)
- 24/3 SE-FCM Cherokee(n/s); G-JMDW Citation 2
- 25/3 G-BRYV DHC-8/300(Jersey 265/6); G-NMID EC.135(Police 08, ILS)
- 26/3 ZS-OZV DC-8-63(Cargo 237P, n/s); N719EL Be.400; G-CEBK PA-31
- 27/3 G-CEGR King Air 200(Cega 804, n/s); G-BODC PA-28(ILS)
- 29/3 N535CE C.560; N53GX Global Express; N357J Citationjet  
OE-GTI Citation XL(MPJ 229, n/s); CN-DNT Hawker 800XP(NJE 8R)
- 30/3 OO-SKM King Air 200(n/s); G-JEBE BAe 146/300(Jersey 128/264)
- 31/3 G-GOMO Lear Jet 45(Goldair 90E); G-OEBJ(EBJ 582P, n/s)

The Doncaster movements as you will have noticed are presented in a slightly different way with the most interesting visitors listed each day, or where there isn't anything interesting the day is skipped altogether. Putting some flesh on the bones, on 3/3 Premier 1 N36980 is the new European demonstrator, while Challenger N54JC can now be classed as regular. The Jet2 757 G-LSAA on the 5<sup>th</sup> was in the circuit for most of the afternoon training, as were Monarch A.320 G-MONX, which visited twice and the Air Atlantic ATP G-BTTO on the 10<sup>th</sup>. On the 8<sup>th</sup> Agusta A.109E ZR321 is one of the type recently acquired by the No.32 Royal Squadron at Northolt. Netjets/USA Gulfstream 4 N415QS was on its first visit on 9/3, as was Citation LX-EJH of Homac Aviation Executive on the 13<sup>th</sup>. A novelty on the 14<sup>th</sup> was a visit by a pair of microlights while the following day Falcon 900B OE-ICF is operated by Comtel. The rather unfortunately registered TBM.700 PH-UKK turned up on the 21<sup>st</sup> and was back on the 23<sup>rd</sup> when it was joined by Belgium based Malibu N825WS. The African Cargo DC-8-63 ZS-OZV was back on the scene on 26/3 while the 29<sup>th</sup> saw no less than five Bizjets, the pick being Citation XL OE-GTI

of Mapjet and Citation Bravo N535CE of Lattun Air Services. Finally this month, the web site lists on 5/3 a pair of Tornados ZD716/ZG752 (Batman) as over flies and similarly Hercules XV290(Ascot 616) on 16/3.

**Eddsfild:-** Visitors:- 3/3 G-AXIE Pup(t. Leicester); G-ARTL Tiger Moth; 11/3 G-BZDR Tri Kiss 13/3 G-BNXX PA-28(f. Coventry); 14/3 G-CCJU Savannah, G-CCOC Quantum; 25/3 G-RODC Skybolt; 31/3 G-BATV PA-28.

**Elvington:-** Visitors:- 1/3 G-CEAK Ikarus(f. Barton), G-AYUT DR.1050(f. Kirkbride); 25/3 G-BUZN F.172P(t. Barton).

**Full Sutton:-** On 5/3 PA-28 G-BRME arrived from Belfast International, returning there late afternoon in formation with PA-28 G-ATRR which had been on checks. On 14/3 new PA-34 Seneca N10614 was logged outbound on delivery to Poland, having arrived the previous afternoon. On 16/3 AA-5 G-BCPN took to the skies on Air Test after a long time of inactivity. Visitors:- 2/3 G-BWZA Europa; 3/3 G-GBVX DR.400(n/s t. Leuchars); 6/3 G-BOOE GA-7; 26/3 G-BWVV Jodel D.18, G-GERY Glaster.

**Gamston:-** Commander 690 N60B, which has languished here for years has been reregistered N60BM so this may herald a return to the skies. Beechjet 400 N719EL arrived from East Midlands on 4/3 while the following day DA-42 OE-KKC was logged inbound from Halfpenny Green. PA-46 PH-RHB was noted arriving on 10/3 and after staying overnight departed to Blackpool. Onto the 19<sup>th</sup> and Citationjet N498YY was a visitor from Luton. Visitors:- 1/3 G-RXVH C.172S; 3/3 G-OPFT C.172S, G-UFCB C.172S, G-BDSH PA-28; 7/3 G-ATMM F.150G, G-BSS E PA-28, G-MHJK DA-42(t. Earls Colne); 8/3 G-ODAC C.152, G-BKFZ PA-28R(f. Shackleton Farm); 9/3 G-SAMM C.340(f. Coventry); 13/3 G-AVOADR.1050; 15/3 G-BGBK PA-38; 16/3 G-MEGN King Air 200; 20/3 G-PFFN King Air 200(f. Leicester); 21/3 G-BFDI PA-28; 25/3 G-BKVT Aztec(f. Aldergrove), G-BLPI T.67M, G-OIMC C.152; 31/3 G-HAIG Long Eze(t. Leuchars), G-BVMA King Air.

**Grindale:-** An interesting arrival here is Pilatus PC-6 Turbo Porter ZK-PCI. The aircraft, which will remain on the New Zealand register had been under restoration in the antipodes for many years and flew for the first time there in February 2005. Specially modified for parachuting with sliding double doors, it was originally manufactured in 1961 and is one of the oldest airworthy examples of the type. The original piston engine has been replaced by a turbine example and at present the aircraft is in the hangar being assembled ready for use.

**Hollym:-** A visitor noted here on 2/3 was Kitfox G-BWWZ.

**Hull:-** The Alouette 3 G-UGLY, which was recently registered to a new owner here, has been away to Hungary for registering and has returned as HA-PPC.

**Humberside:-** The Dauphin LN-OMN, which has been based since the beginning of the year left for Aberdeen on 19/3, heading home to Norway. On 11/3 Stapleford based Cessna 182P N86AD called in for fuel around lunchtime after it had been operating over Hull and Scarborough on survey work. Visitors:- 5/3 ZF342 Tucano("LOP 73", ILS); 7/3 AWACS("NATO 01", ILS); 12/3 XX154 Hawk("VYT 74", ILS); 15/3 ZF407 Tucano("LOP 12", ILS touch & go), Tornado("Javelin 86, ILS); 16/3 EI-SBP Cessna TU.206G, HB-JRA Challenger("Swiss Ambulance 241"); 18/3 N883DP C.182RG; 29/3 G-JBIZ Citation2; 31/3 G-THSL PA-28R(f. Southend), D-EECO Bonanza

**Kirkbymoorside:-** Robin DR.400 G-FTIL was noted visiting on 15/3, from Wyton.

**Leconfield:-** On 11/3 a Royal Navy Lynx, c/s "Navy Skua 36" was noted visiting and another of the type was logged on 15/3, this time "Navy Skua 47".

**Linton-on-Ouse:-** Dornier 228 G-MAFI called in for a refuel on 21/3, while working in the local area.

**Mt. Airey:-** Sherburn based Cessna T.210N D-EBWS was noted visiting on 4/3 and on 13/3 Katana G-IKAT along with Super Ace G-AKUW.

**Netherthorpe:-** Visitors:- G-BFGG F.150M, G-CEEP RV.9; 8/3 G-PSRT PA-28(f. Waddington); 21/3 G-BUCA FRA.150(t. Norwich).

## ROTARY ROUNDUP

01/3	G-FIBS	Squirrel	"Yorkair 2", Rockingham Raceway – Guiseley
02/3	G-BXAY	Jet Ranger	Sheffield – Site 2/N Thirsk
	G-STER	Jet Ranger	Bilsdale – Wombledon
	G-GDSG	Agusta A.109S	Filey – Tring
	G-RKEL	Jet Ranger	Welton Top(Hull) – Faldingworth
03/3	G-CCKS	Hughes 369E	Cleckheaton(Bradford) – Sherburn



	G-CCVY	R.44	Blackburn – Castleford
04/3	G-VKVK	Squirrel	York Race Course – Sheffield
06/3	G-XXEA	Sikorsky S.76B	"Rainbow 1R", Mexborough – Battersea
07/3	G-WARK	Schweizer 269C	Halifax – Site 4/E Harrogate
	G-NICI	R.44	Clitheroe – Rotherham
08/3	N745HA	Agusta A.109A	Site nr Manchester – Site nr Teesside
	G-ONGA	R.44	Elstree – Barton-on-Humber
	G-ETOU	Agusta A.109S	Barton – Keighley
09/3	G-GGTT	Bell 47G	Dewsbury – Wistow(Selby)
10/3	G-BVLG	Twin Squirrel	"Osprey 60" Stokesley – Costock
	G-DRIV	R.44	Sherburn – Oxenhope
12/3	G-GDSG	Agusta A.109S	Tring – Hornsea
13/3	G-RFUN	R.44	Sheffield – Driffield
	G-SBAR	R.22B	Scawby – Site 3/W Sherburn
14/3	G-CCBL	Jet Ranger	Middleham – North Clifton(Lincs)
	G-CCFC	R.44	Site nr Heathrow – Harrogate
15/3	G-EJRC	R.44	Ferrybridge – Bedford
	G-FABI	R.44	Pontefract – Pudsey(Leeds)
	G-BYZA	Twin Squirrel	"Omega 25", York – Barton
16/3	N59SD	Hughes 369A	Lelley – Keedby – Brighton(Fuel)
17/3	G-RCNB	Eurocopter 120B	Deenethorpe – Elvington
21/3	G-JESI	Squirrel	Cranfield – Gildersome(Woodlands Hotel)
	G-BZMG	R.44	Bolton – Teesside
	G-LADZ	Enstrom 480	Preston – Sheffield
	G-PLAL	Eurocopter 135T	Woodhall Spa – Site N. Lancaster
22/3	G-JEMH	Twin Squirrel	"Costock 10", Matlock – Brough(Hull)
	G-STER	Jet Ranger	Oulton Hall(Leeds) – Sherburn
23/3	G-GDJF	R.44	Skegness – Baildon(Hollins Hall Hotel)
24/3	G-BXYC	Schweizer 269E	Lelley – Barkston Ash
	G-DRIV	R.44	Sherburn – Bradford(Thornton Road)
	G-BSBW	Jet Ranger	Calverley – Middleham
25/3	G-BLDK	R.22B	Ilkley Moor – Barton
26/3	G-MDDT	R.44	Private site Durham – Nottingham
27/3	G-STER	Jet Ranger	Sherburn – Easingwold
29/3	G-OLDN	Long Ranger	Teesside – Sheffield
	G-MOMO	Agusta A.109E	Barnsley – Costock(Refuel)

**Rufforth:-** The month kicks off with the arrival of King Air OO-SKM of Skyservice from Wevelgem early on the 1<sup>st</sup> and this particular machine was back on the 4<sup>th</sup>, 18<sup>th</sup> and 23<sup>rd</sup>. Visitors:- 3/3 G-CCNU Skyraider; 10/3 G-OTUI TB.20(f. Bourne), G-SGEC King Air 200(t. Exeter); 24/3 G-CCJN Coyote, G-LLEW Xiamango(f. Glenrothes).

**Sandtoft:-** On 3/3 there was some kind of fly-in for Grumman-American aircraft including, G-BAJO AA-5, G-BDNX AA.1, G-BFOJ AA-1A, G-BXTT AA-5B, G-DINA AA-5B, N136SA AA-5B and Husky N49BH, which arrived from Lichfield with a squadron of microlights! Duke N60NZ arrived from Blackburn on 7/3, night stopped and went Haverfordwest. Visitors:- 3/3 G-RVIA RV.6, G-BAFP DR.400, G-ATIA PA-24; G-GFEA C.172S; 4/3 G-EKKO R.44(f. Clay Cross); 6/3 G-EDNA PA-38, G-CEV C.172S; 7/3 G-FEBE C.340(f. Denham), G-BKCC PA-28; 7/3 G-BXLS Koliber, G-CDTY Savannah; 8/3 G-TREK Jodel D.18(f. Leicester), G-JETU Twin Squirrel; 10/3 G-BUUE T.67M, G-BSRI Lancair 2(f. Sleep), G-BHRW Robin DR.221, G-OBDA Katana, G-HOSS Beech C.33; 11/3 G-LIZI PA-28; 14/3 G-WAVS PA-28(t. Wellesbourne); 15/3 G-BOPA PA-38(f. Denham); 16/3 G-BBUE AA-5; 21/3 G-BJHB M.20T (f. Wycombe); 24/3 G-BPMF PA-28(f. Walney Island); 25/3 G-MILI Jet Ranger(f. Boston); 31/3 G-AVVD PA-28.

**Stainsby Hall(Teesside):-** A new resident is R.44 G-CJLL, which was delivered from Wellesbourne on 1/3, Jet Ranger G-PERZ was used to collect the delivery pilot.

**Sheffield:-** A new resident here is Cessna F.150G G-ATMM and it has been joined by Jet Ranger G-EWAW, formerly at Stainsby Hall. Squirrel G-PDGR("Osprey/Powerline 56") was based here towards



the back end of the month while on powerline inspections in the area. Logged arriving from Sandown on 17/3 was Cirrus SR.22 N9SZ and later in the day Agusta A.109E N195NJ arrived from Barnsley for fuel. On 31/3 Skyservice King Air 200 OO-SKM was a visitor, arriving from Humberside having along the M.18 at 1000!! Visitors:- 3/3 G-BRNC C.152, G-SAXN King Air 200("Silver 21"); 6/3 G-VIPA C.182S("Rollright 40"); 7/3 G-GRID Twin Squirrel("Grid 04"), G-PLMB Squirrel("Osprey 52"), G-BOIG PA-28; 11/3 G-BGGO PA-38; 14/3 G-BYJF Thorp T.211; 16/3 G-ORDH Twin Squirrel("Yorkair 5"); 21/3 G-EIZO EC.120(f. Edinburgh), G-BLVI T.67M; 21/3 G-LIDE PA-31("Causeway 999A"); 25/6 G-FULM S.76B(f. Battersea); G-DSPI R.44; 25/3 G-VIPY PA-31("Prestige 5, f. Exeter"); 31/3 G-RACY PA-28, G-BLXA TB.20(f/t Blackbushe).

**Sheffield General Hospital:-** MD.902 G-SASH("Helimed 99") dropped off a patient from an accident on the M1 on 10/3.

**Sherburn:-** On 3/3 Commander 112 G-JURG arrived from Fair Oaks and appeared to be resident, but it has since left for Leeds/Bradford(qv). Another of the type G-JILL is however confirmed as a new inmate, while PA-34 G-BSDN was a temporary resident while similar type G-BPXX was away on maintenance. Another probable new arrival is Pioneer G-LXUS, which arrived from Abergavenny on 20/3 and has been active ever since. Noted visiting on 14/3 was PA-28 N171JB, which is based at Kirkbride. Visitors:- 1/3 G-BHWP C.152; 3/3 G-BWCY Rebel; 4/3 G-AXNS Pup; 7/3 G-APYN PA-22, G-BTXT Maule MX.7, G-LIZZ Aztec(f. Biggin Hill), G-GERY Glstar; 11/3 G-AYJP PA-28(f. Brize Norton), G-CCBL Jet Ranger, G-BTZO TB.20; 12/3 G-GYTO PA-28, G-BLDG Pawnee; 13/3 G-BHYP F.172; 14/3 G-TANS TB.20(f. Wolverhampton), G-WARV PA-28, G-KCIN PA-28; 15/3 G-RVMC RV.6, G-OSPK C.172S; 17/3 G-AWAZ PA-28R(f. Elmsett); 21/7 G-BTMR C.172M, G-CCYS C.182S; 23/3 G-BNNO PA-28(t. Norwich); 24/3 G-ASSF C.182.

**Sturgate:-** Visitors:- 1/3 G-BPVY C.172D, G-CDGG Banbi, G-CDLK Skyraider; 6/3 G-BBEC PA-28(t. Ronaldsway); 7/3 G-OGEM PA-28, G-BOHJ C.152(f. Tibenham); 8/3 G-OOSI C.404("Surveyor 02"); 10/3 G-BYLL Falco; 12/3 G-BEAC PA-28, G-BXXT Duchess; 21/3 G-GUYS PA-34; 24/3 G-BCVJ F.172N; 25/3 G-CEEP RV.9.

**Sutton Bank:-** The resident DG.800B G-BZEM has left, having been sold in Germany.

**Tadcaster:-** A new resident at the helicopter site here is Gazelle HA-LFQ, the former 241(Irish Air Corps) and it joins sister ship HA-LFM.

**Tockwith:-** The Yorkshire Air Ambulance G-SASH paid a call, to what will be its new home here, on 8/3 before being called out to an incident at Market Weighton. Incidentally the "new" MD.902 Explorer for the service has just been registered G-CEMS and full details can be found in the LBA section.

**Walton Wood(Pontefract):-** Visitors:- 2/3 G-CBVI R.44; 8/2 G-TINK R.22B(f. Liverpool); G-STER Jet Ranger(f. Doncaster R/C), G-BYCF R.22B(t. Ashbourne); 14/3 G-DCSE R.44; 20/3 G-OAWD Squirrel(f. Liverpool); 21/3 G-TIMH R.22B(t. Chesterfield), G-SBAR R.22B; 22/3 G-DGHD R.44(f. Edenthorpe); 24/3 G-FEDA EC.120B(f/t Thruxton, n/s); 27/3 G-FABI R.44; 31/3 G-BPTZ R.22B.

**Wickenby:-** Noted visiting on 10/3 was PA-24 N61970, from Gamston. Visitors:- 8/3 G-CCVM RV.7, G-CDAE RV.6A, G-BCCK AA-5; 10/3 G-SEVN RV.7; 12/3 G-CBGU T.600N(t. Eshott); 21/3 G-WILD Pitts(f. Shobdon), G-FBRN PA-28(t. Sleep).

## OVERFLIGHTS

02/3	G-SEEE	Pegasus Quik	Eshott - Biggin Hill!(Harrogate 0840 @ 1500')
	N500OS	Be.58 Baron	Over LBA, clearly visible, 1007 @ 5000' northbound
	N289CW	Cessna T.303	Over POL.1740 @ 3000', enroute Blackpool
04/3	N352CM	PA-46 Malibu	Over Gasco 1227 @ 13000', off Durham/Tees
10/3	N575GM	TB.20 Trinidad	Cambridge - Blackpool(POL 0914 @ 3000')
	N982CD	Cirrus SR.22	Denham - Newcastle(York 1037 @ 4500')
22/3	D-GBBB	DA-42 Twin Star	Over LBA 0910 @ 12000' enroute Ronaldsway
29/3	N195NJ	Agusta A.109E	Newcastle - Birmingham(LBA 1527 @ 2000')
31/3	D-EGDC	AA.5B Tiger	Guernsey - Newcastle(4/E LBA 1600 @ 4000')

## DISPLAYS/FLY-INS

To round off this month the following is a list of known local events this summer:-

MAY 6	Brighton	Vintage Piper Fly-in
MAY 7	Bagby	Bank Holiday Fly-in
MAY 11-13	Elvington	British Aerobatic Association Competition

JUNE 2	Brighton	Auster Fly-in
JUNE 3	Brighton	Radial Engine Fly-in
JUNE 9-10	North Coates	Microlight Fly-in
JULY 1	Brighton	British Aerobatics/Classic aircraft meet
JULY 14-15	Brighton	International Fly-in
JULY 21-22	North Coates	Charity Wings and Wheels event
JULY 21-29	Pocklington	Gliding Competitions
AUGUST 18-19	Elvington	Great Yorkshire Air Show
AUGUST 25-26	Brighton	PFA/RAC Rally
AUGUST 28-		
SEPTEMBER 2	Sutton Bank	Slingsby and Vintage Glider meet
SEPT 2	Brighton	Jodel Fly-in
SEPT 8-9	North Coates	Autumn Fly-in
SEPT 21-22	Sherburn	British Aerobatics Association Competition

If any member visits one of these events a report for inclusion in the magazine would be most welcome!

Trevor Smith

## DAY BY DAY @ LBIA MARCH 2007

Welcome to the new look Leeds/Bradford International Airport movement section. I hope the new format meets with your approval. However, if you have any suggestions as to how we can improve it still further please get in touch. Please keep the enclosed leaflet handy as it will be a useful guide for future reference.

There was nothing really earth shattering as far as the movements are concerned this month. However, we did lose one resident, PA-28R G-HERB which had already been replaced by Malibu N343RR. On the plus side an old friend returned in the shape of Commander 112 G-JURG, which was originally based here when new in 1979. The aircraft is now owned by a gentleman from Horsforth. Duke N322RJ, which we thought had left was in fact on long term maintenance at Cranfield and returned this month but by the time you read this it will have left again for pastures new. The second MD.902 Explorer for the Yorkshire Air Ambulance has just been registered G-CEMS. Formerly operated in Indonesia, the aircraft is believed to be at Gloucester being made ready for operation.

**Jet2.com news:-** Two of the former Chinese Boeing 757s G-LSAG/H have entered service this month. The third example G-LSAI seems to have some problems as it should also be here. This has resulted in the company having to charter aircraft from Titan Airways to cover. The Flightline BAe.146/300 G-FLTC arrived late in the month to have Jet.2 stickers applied before commencing operations on the new Newcastle - Gatwick route. 737/300 G-CELO made its first appearance this month following re-registration from TF-ELO, while the company also had to charter a 757, CS-TLX from Euro Atlantic to rescue stranded passengers when one of the 757s went sick in Arrecife. Full details of all aircraft changes appear in the Scheduled Section(2) of the daily movements.

### 01 THURSDAY

G-STRH	Boeing 737/700	0028 0112	f. Banjul(Flystar 598) t. Manchester('598P)
OE-IPK	Challenger0	632 0744	f. Manchester(Global Jet 1PK) t. Domodedovo(1PK)
ZE411	Agusta A.109A	0751 0814	f. Hereford(1JB 11) t. Catterick(1JB 11)
N208EC	C.208 Caravan	0934 1130	f/t Weston, for maintenance until 6/3
G-JBIZ	Citation 2	1027 1146	f. Nice(Cloudburner 301) t. Le Bourget(301)
ZE395	BAe.125 CC.2	1041 2253	f/t Northolt(Kittyhawk 15R)
G-KDMA	Citation Bravo	1044 1114	f. Gamston t. Oxford
G-BAGG	Cherokee 6	1046 0938	f/t Jersey, night stop
EC-JQP	Airbus 320	1347 1516	f/t Lanzarote(iberworld 3449/50)



G-WCCP	King Air 200	1528 1619	f. East Midlands t. Swansea
ZE411	Agusta A.109A	1529 1559	f. Catterick(1AR 18) t. Hereford(1AR 18)
G-FIBS	Squirrel	1557 1151	f. Guiseley, n/s to 7/3, t. Stafford
ZK452	King Air 200	1612	ILS and overshoot(Cranwell 75)
G-SOVB	Lear Jet 45	1924 1946	f. Palma(Neatax 2C) t. Manchester(2P)
G-CEGP	King Air 200	2026 1003	f. Grenada(Cega 693), n/s t. Bournemouth(693)
G-CDZL	Boeing 737/800	2307 1233	f. Doncaster(Thomson 9002), n/s t. Tenerife(164Q)

**Air Southwest:-** G-WOWA(482B/3A, 484B/5A); G-WOWD(466B/7A).

**BMI:-** G-DBCH all Heathrow flights and n/s with Embraers G-RJXC/G/J/O.

**Eastern:-** G-MAJP(053P) t. Humberside; G-MAJH('044P) f. Humberside, n/s with G-MAJD.

**Flybe:-** G-JECL(729/30); **F-GNLG**(171/2, 175/6); G-JEDT(643/4); G-JEDV(731/2, 733/4).

**Jet2:-** Leeds based at start of month were 737/300s G-CELB/G/S/U/V and 757s G-LSAA/C. 737/300 G-CELE (100P) positioned f/t Manchester to operate to Alicante and Dusseldorf today.

**KLM:-** PH-KLE(1545/6); PH-KLG(1549/50); PH-OFH(1543/40, n/s).

**Manx 2:-** Jetstream G-PLAJ operated both flights.

**Ryanair:-** EI-DLO(152/3A); EI-CSD(15J/155); EI-DLO(156/15N).

The Agusta A.109A ZE411 is one of two operated by the SAS while our other military visitor, BAe 125 ZE395 was transporting Prince Edward who was on a local visit. Citation G-JBIZ, which is used by Ken Bates for trips from and to his home in Monaco, was using a call sign new to us, Cloudrunner with three letter code TWF. There were two aircraft on their first visits to Leeds, King Air 200 G-WCCP, which is operated by William Cook of Sheffield and the new Lear Jet 45 G-SOVB of Northern Executive at Manchester. Finally, Blue Line Fokker 100 F-GNLG was used by Flybe for their Southampton flights and turned up on numerous occasions during the month.

## 02 FRIDAY

G-DIMB	Boeing 767/300	0831 0953	f. Bridgetown(Monarch 312), t. Manchester(312P)
ZF491	Tucano	0909	ILS and overshoot(LOP 50)
G-OLDT	Lear Jet 45	1037 1129	f. Cannes(Goldair 21C) t. Stansted(21D)
N147VC	Cirrus SR.22	1102 1439	f/t Manston
G-BPKM	PA-28 Warrior	1249 1257	f/t Durham/Tees Valley
G-WCCP	King Air 200	1454 1523	f. Swansea t. East Midlands
N306CM	Cessna T.206H	1612 1054	f. Prestwick, night-stop t. Antwerp
G-CDZL	Boeing 737/800	2211 2314	f. Tenerife(Thomson 164Q) t. Manchester(9737)

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

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

**BMI:-** G-DBCH all Heathrow flights and n/s with Embraers G-RJXC/J.

**Eastern:-** G-MAJD/H operated all flights and night stopped.

**Flybe:-** G-JECU(729/30); G-JEDP(171/2); G-JEDT(643/4), **F-GNLG**(175/6); G-JEDV(731/2/3/4).

**Jet2:-** 757 G-LSAE arrived from Tenerife(LS 224), swapping with G-LSAC moving over to Manchester for a stint. G-LSAA also positioned to Manchester as LS100P late afternoon.

**KLM:-** PH-KLD(1545/6); PH-KLE(1549/50); PH-KLD(1543/40, n/s) **Manx 2:-** G-PLAJ x2

**Ryanair:-** EI-DCO(152/3A); EI-DCT(15J/155); EI-DCO(156/15N).

The Cessna T.206H N306CM, which is in fact a 2006 model was passing through on delivery to new owners in Belgium. The Monarch Boeing 767 G-DIMB was bringing home Caribbean cruise passengers on behalf of Fred Olsen line.

## 03 SATURDAY

G-BYAA	Boeing 737/200	0508 0640	f. Bridgetown(Thomson 7798) t. Gatwick(9759)
G-SFCJ	Citationjet	0954 1039	f. Jersey(Hangar 871J) t. Blackbushe(882J)
G-STRH	Boeing 737/700	1244 1533	f. Manchester(Flystar 981P) t. Charnbury(081E)
G-CCVY	Robinson R.22B	1339 1406	f. Castleford t. Prestwick
OE-LVJ	Fokker 100	1443 1547	f/t Innsbruck(Austrian 73LB/374L)
G-BYAN	Boeing 757	1451 1626	f/t Alicante(Thomson 168H/167H)
CS-DRH	Hawker 800XP	1632 1725	f. Bern(Fraction 5RH) t. Brussels(796E)
G-JURG	Commander 114	1641	f. Sherburn, see note below.
G-STRH	Boeing 737/700	2035 2106	f. Charnbury(Flystar 082W) t. Manchester(982P)



**Air Southwest:-** G-WOWE(480/1).

**BMI:-** G-RJXB(4JL/2LJ); G-RJXM(8JL/01J, n/s); G-DBCH positioned to Gatwick(9871).

**Eastern:-** G-MAJD/H parked up all day.

**Flybe:-** G-JECU(729/30); G-JECF(171/2); G-JECP(643/644).

**KLM:-** PH-OFP(1545/6); PH-KZA(1549/50); PH-OFL(1543/40, n/s) **Manx 2:-** G-PLAJ x1

**Ryanair:-** EI-DCT(152/3A); EI-DCZ(15J/155).

KLM Fokker 100 PH-OFP was on its first visit when operating the morning Amsterdam rotation while the afternoon flight was operated by Fokker 70 PH-KZA. Another cruise charter today, this time Thomsonfly Boeing 767 G-BYAA was bringing home P&O passengers from Barbados. Former resident Commander 112 G-JURG, arrived this afternoon and as it now registered to an owner in Horsforth, is presumed to have moved back in.

#### **04 SUNDAY**

G-SFCJ Citationjet 1228 1739 f. Birmingham(Hangar 882J) t. Jersey(871J)

**Aer Arran:-** EI-REF(684/673, 672/683).

**Air Southwest:-** G-WOWD operated the 486B/487A.

**BMI:-** G-DBCH f. Gatwick(9872) for pm Heathrow and n/s with Embraers G-RJXB/D/J/M.

**Eastern:-** G-MAJD operated Inverness and Aberdeen flights and n/s with G-MAJH.

**Flybe:-** G-JECE(643/4); G-JECU(731/2/3/4); G-JECK(175/6).

**Jet2:-** 757 G-LSAA(LS217P) positioned back from Manchester early morning.

**KLM:-** PH-OFJ(1545/6); PH-KLD(1549/50); PH-OFK(1543/40, n/s) **Manx 2:-** G-PLAJ x1

**Ryanair:-** EI-DHI(15J/155); EI-DHA(156/15N).

#### **05 MONDAY**

G-AZOL PA-34 Seneca 1101 1151 f/t Stapleford(Stapleford 112A/B)

G-MOOO Lear Jet 40 1107 1144 f. Manchester(Neatax 1A) t. Leipzig(1B)

G-RAFO King Air 200 1553 ILS and overshoot(Cranwell 63)

**Aer Arran:-** EI-REA(672/3); EI-CBK(684/3).

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

**BMI:-** G-DBCH all London flights, n/s. EMB G-RJXB positioned to Aberdeen, replaced by G-RJXF from Manchester, leaving G-RJXF/I/J/M to night stop.

**Eastern:-** G-MAJD/H night stop, JH position to Hawarden(026P) next day.

**Flybe:-** G-JECM(729/30); G-JEDW(171/2); G-JEDU(643/4); G-JECU(731/2/3/4); **F-GNLG(175/6).**

**Jet2:-** 757 G-LSAA(LS 010T) went to Doncaster training from 0947 until 1513.

**KLM:-** PH-OFK(1545/6); PH-KZP(1549/50); PH-KLI(1543/40, n/s) **Manx 2:-** G-PLAJ x2

**Ryanair:-** EI-DLM(152/3A); EI-DHO(15J/155); EI-DLF(156/15N).

The Bolkow 105 G-PASG, which arrived for operations with the Yorkshire Air Ambulance on 15/2 returned to Gloucester at 0934 as "Helimed 99Z". The Fokker 100 F-GNLG(Jersey 175/6) routed to Newcastle outbound instead of heading back to Southampton.

#### **06 TUESDAY**

G-ONAL King Air 200 0752 0831 f. Durham(Goose Pool 12) t. Stornaway(12)

1622 C-130H Hercules 1453 0843 f. Pisa(RSAF 901) n/s to 8/3, t. Gander(901)

G-BXXT Be.76 Duchess 1543 ILS and overshoot, f. Humberside

F-HASC Citationjet 1754 0928 f. Montpelier, n/s t. Le Bourget

G-ONAL King Air 200 1804 1822 f. Stornaway(Goose Pool 12) t. Durham(12)

**Air Southwest:-** G-WOWE(482B/3A, 484B/455A); G-WOWA(486B/7A).

**BMI:-** G-DBCH operated am London, G-DBCE arrived on lunchtime(5JL/4LJ) and operated all other flights, n/s. Embraers night stopping, G-RJXF/I/J/M.

**Eastern:-** G-MAJN arrived from Aberdeen(12W, Humberside flight) and operated back as 19Q, then G-MAJJ positioned from Manchester(023P) to operate, night stopping with G-MAJD.

**Flybe:-** G-JECM(729/30); **F-GNLG(171/2, 175/6);** G-JECJ(643/4); G-JEDI(731/2/3/4).

**Jet2:-** 757 G-LSAA(LS 010T) was busy training at Doncaster again 1134 until 1722.

**KLM:-** PH-OFJ(1545/6); PH-KLD(1549/50); PH-OFF(1543/40, n/s) **Manx 2:-** G-PLAJ x2

**Ryanair:-** EI-DLM(152/3A and 156/15N). Flight 15J/155 cancelled.

Once again the Saudi Hercules routed through here to the States but did not return later in the month. The Citationjet F-HASC is operated by UNIMAT SA. Although Duchess G-BXXT is logged as an overshoot, the aircraft did in fact land as he was in danger from wake turbulence from a departing 757.

## 07 WEDNESDAY

G-BBXX	PA-34 Seneca	0728 0810 f. Haverfordwest t. Swansea
OO-SKM	King Air 200	0808 0918 f. Wevelgem t. Birmingham
G-PREI	Premier 1	1014 1739 f/t Manston(Manhattan 39A)
G-CDZL	Boeing 737/800	1037 1138 f. Manchester(TOM 9738) t. Lanzarote(993N)
G-BBXX	Cessna FRA.150L	1122 1251 f. Full Sutton t. Durham/Tees Valley
G-CDTG	DA-42 Twin Star	1237 1433 f/t Liverpool
G-WCCP	King Air 200	1351 1445 f. East Midlands t. Luton
G-PPLC	Citation V	1412 0916 f/t Norwich, with overnight stay.
G-OBLC	Be.76 Duchess	1549 ILS and overshoot, t. Blackpool
G-BMDK	PA-34 Seneca	1556 1612 f. Shoreham(Air Med 078) t. Oxford(078)
G-INTO	Pilatus PC-12	1618 1631 f. Norwich(Skydrift 842) t. Manchester(842)
G-BBXX	PA-34 Seneca	1745 1814 f. Swansea t. Haverfordwest
G-CDZL	Boeing 737/800	2044 1243 f. Lanzarote(TOM 994N), n/s t. Tenerife(164Q)

**Aer Arran:-** EI-REB(672/3); EI-REG(684/3).

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

**Bmi:-** G-DBCE operated all day to Heathrow but G-DBCG(8JL) arrived on last flight and night stopped along with Embraers, G-RJXF/I/J/M.

**Eastern:-** G-MAJJ was swapped with G-MAJI in Inverness, so 'JI and G-MAJD night stopped.

**Flybe:-** G-JEDV(729/30); G-JECG(171/2); G-JECE(643/4); G-JECU(731/2/3/4); **F-GNLG**(175/6).

**KLM:-** PH-OFI(1545/6); PH-JCH(1549/50); PH-KZB(1543/40, n/s) **Manx 2:-** G-PLAJ x2

**Ryanair:-** EI-DHO(152/153A); EI-DLM(15J/155); EI-DHO(156/15N).

The Yorkshire Air Ambulance MD902 Explorer G-SASH("Helimed 99Z") returned from Gloucester, where it had been since 5/2, to resume operations. Citation V G-PPLC of Albion Aviation was on its first visit as was recently registered PC-12 G-INTO and Premier 1 G-PREI. KLM used Fokker 70s on two flights and the Fokker 100 F-GNLG, of Blue Line still keeps turning up on the Flybe Southampton flights.

## 08 THURSDAY

G-FIBS	Squirrel	0837 1432 f. Skipton t. Helmsley(Yorkair 3)
G-VOND	Bell 222	0846 0912 f/t Bath(Premier 15)
G-BZSD	PA-46 Malibu	1112 1606 f/t Cumbernauld
G-JDBC	PA-34 Seneca	1154 1620 f/t Manchester(Jaydee 43W), local as Exam 02
C-FPRP	Lear Jet 35A	1157 0757 f. Keflavik, n/s t. Porto
G-OBLC	Be.76 Duchess	1248 ILS and overshoot
G-SIRA	EMB 135 Legacy	1440 1512 f. Luton(Twinjet 2) t. Stansted(2)
EC-JQP	Airbus 320	1533 1640 f/t Lanzarote(Iberworld 3449/50)
CS-DRD	Hawker 800XP	1616 1734 f. Luton(Fraction 5WU) t. Zurich(354Q)
N101UK	Mooney M20K	1631 1646 f. Cumbernauld t. Sheffield
G-OBVI	Boeing 767/300	1701 2342 f. Gatwick(Thomson 9712) t. Halifax(741W)
G-FJET	Citation 2	1741 1850 f. London City(Lonex 359F) t. Stansted(349F)
D-ICKM	King Air B.200	1743 0823 f. Nurnberg, n/s t. Innsbruck
G-VOND	Bell 222	2040 2112 f. Westland Heliport(Premier 15) t. Denham(15)

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

**Bmi:-** G-DBCG, all Heathrow flights until '8JL, which was G-DBCH for a night stop with Embraers G-RJXF/I/J/M.

**Eastern:-** G-MAJD was joined by G-MAJP(045P), which positioned from Humberside, replacing G-MAJI.

**Flybe:-** G-JEDI(729/730/1/2/3/4); **F-GNLG**(171/2, 175/6); G-JECJ(643/4).

**Jet2:-** G-CELG(347/8), Dusseldorf flight operated to Cologne due weather, returning 0042.

**KLM:-** PH-OFI(1545/6); PH-OFB(1549/50); PH-KZB(1543/40, n/s) **Manx 2:-** G-PLAJ x2

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

An interesting day with Thomson Boeing 767 G-OBVI operating a charter to Acapulco via Halifax, Nova Scotia transporting P&O passengers to join there cruise. Sir Alan Sugar arrived in his aptly registered Legacy G-SIRA while the Skyservice Lear Jet C-FPRP was an ambulance flight. The King Air D-ICKM is operated by Pentronics Lufthart while Mooney M20K N101UK is resident at Sheffield City.



## 09 FRIDAY

N66DN	Lear Jet 45	0812 0854 f. Manchester(Bizjet 1DN), t. Luton(2DN)
G-ILTS	Cherokee 6	0820 0900 f. Wombledon t. Filton
CS-DRA	Hawker 800XP	0828 1012 f. Dortmund(Fraction 5HW) t. Torrejon(866U)
SE-RBX	Citation XLO	832 1133 f. Munich(Melody 510) t. Farnborough(511)
G-FLOP	Cessna 152	1510 1820 f. Full Sutton t. Sheffield
ZK453	King Air 200	1527 ILS and overshoot(Cranwell 73)
G-ILTS	Cherokee 6	1603 1621 f. Filton t. Bagby
OO-SKM	King Air 200	1714 1805 f. Birmingham t. Wevelgem
CS-TLX	Boeing 757	2032 2137 f. Arrecife(Channex 218), t. Lisbon(218P)
G-CDZL	Boeing 737/800	2215 0613 f. Tenerife(TOM 164Q), n/s t. Gatwick(9021)

**Aer Arran:-** G-DRFC(672/3); EI-BYO(684/3).

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

**BMI:-** G-DBCH, all Londons, n/s to Gatwick(9861), Embraers G-RJXJ/M night stopping.

**Eastern:-** After the morning Aberdeen G-MAJD(057P) positioned to Brussels, replaced by G-MAJN(051P) from Southampton. G-MAJD then operated Brussels – Durham/Tees, positioned to Leeds(053P) then to Humberside (052P), again empty! G-MAJM(049Q) then turned up from Aberdeen and joined G-MAJP night stopping.

**Flybe:-** G-JEDV(729/30); G-JECG(171/2); G-JEDU(643, see note below); G-JEBE(731/643A/644L/644); G-JEDI(733/734); F-GNLG(175/6).

**Jet2:-** The company leased 757 CS-TLX to rescue passengers stranded in Arrecife(See notes below).

**KLM:-** PH-OFL(1545/1546); PH-OFG(1549/50); PH-OFC(1543/40, n/s) Manx 2:- G-PLAJ x2

**Ryanair:-** EI-DLD(152/153A); EI-DCI(156/15N), 15J/155 cancelled.

The star visitor today was Euro Atlantic Boeing 757 CS-TLX which was borrowed by Jet2 to rescue passengers from the previous day, when the company's own 757 G-LSAA had gone u/s in Arrecife. Also having trouble today were Flybe who's Dash 8/400 G-JEDU went u/s on arrival from Exeter and stayed all day before positioning out at 1936 back to Exeter(Jersey 045D). BAe 146 G-JEBE arrived on the lunchtime Belfast and was used for the Aberdeen and Exeter return flight, however the return Belfast flight was cancelled. Aer Arran were also on the borrow, using Air Atlantic ATR.42 G-DRFC on the Galway flight. Another new call sign to add to our list, "Melody" which was used by Citation XL SE-RBX owned by Kreativ Start 4129AB.

## 10 SATURDAY

N497XP	Beechjet 400A	0918 0944 f. Luton t. East Midlands
G-PPLC	Citation V	1129 1247 f/t Norwich(Silver 23)
G-JKMH	DA-42 Twin Star	1223 1136 f/t Fairoaks with an overnight stay
G-STRH	Boeing 737/700	1237 1404 f. Manchester(Flystar 981P) t. Chabery(081E)
ZH195	Vigilant("UH")	1336 Low approach on 32(ACW 760)
OE-LVC	Fokker 100	1426 1600 f/t Innsbruck(Austrian 73LB/374L)
N460QS	Gulfstream 4SP	1441 1812 f. Luton t. Southampton
G-BYAU	Boeing 757	1456 1648 f/t Alicante(Thomson 168H/167H)
N719EL	Beechjet 400A	1557 1628 f. East Midlands t. Luton
G-JBIS	Citation 2	1652 1836 f. Doncaster t. Nice
N66DN	Lear Jet 45	1721 1742 f/t Luton(Bizjet 1DN/2DN)
G-STRH	Boeing 737/700	1904 1941 f. Chabery(Flystar 082W) t. Manchester(982P)
CS-DXJ	Citation XLS	2127 1153 f. Torrejon(Fraction 641G), n/s t. London City(3GX)

**Air Southwest:-** G-WOWD(480/1).

**BMI:-** G-RJXF operated 4JL/2LJ, G-RJXJ positioned to Aberdeen(9123), with G-RJXK(9124) coming back to night stop along with G-RJXN which arrived as 8JL.

**Flybe:-** G-JEDW(729/30); G-JECR(171/2); G-JECJ(643/4).

**Jet2:-** 757 G-LSAA(101P) positioned back from Arrecife at 0100 following repairs while 737 G-CELB(6561) operated a Northern Lights charter.

**KLM:-** PH-KLG(1545/1546 and 1549/50); PH-OFB(1543/40, n/s) Manx 2:- G-PLAJ x1

**Ryanair:-** EI-DLD(152/153A); EI-DCV(15J/155).



Wow, what a day for a Saturday starting with Beechjet N497XP, which was making its first visit. Recently delivered to V&P Midlands Ltd at East Midlands, as can be seen above its return trip was operated by DFS Furniture's example N719EL. Another three bizjets on their first visits were Netjets/ Europe Citation XLS CS-DXJ, Netjets/USA Gulfstream 4SP N460QS and Citation 2 G-JBIS which has joined G-JBIZ, transporting Ken Bates around. The Citation V G-PPLC made its second visit, however this time it was operating on a Sterling Aviation call sign, while back to the first visits and Austrian Fokker 100 OE-LVC was a first timer as was the Twin Star G-JKMH!

### 11 SUNDAY

OE-GTI Citation XLO 800 0929 f. Luton(Mapjet 211) t. Farnborough(211).  
 OK-UBA LET 410UVP 1537 1613 f/t Ronaldsway(Eurovan 304/5)  
 G-FIBS Squirrel 1557 0704 f. Helmsley(Yorkair 2), n/s to 12/3 t. Richmond.  
 G-SIRA EMB 135 Legacy 1750 1822 f/t Stansted(Twinjet 2).

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

**BMI:-** G-DBCH arrived from Gatwick(9872) to operate '5JL and n/s with Embraers G-RJXE/I/J/N.

**Eastern:-** G-MAJM operated the Inverness and Aberdeen flights.

**Flybe:-** G-JECJ(643/4); G-JECP(731/2/3/4); G-JECS(175/6).

**Jet2:-** No change in the fleet since the 3<sup>rd</sup>, currently 757s G-LSAA/E, 737s G-CELB/G/S/U/V.

**KLM:-** PH-OFB(1545/6); PH-OFD(1549/1550).

**Manx 2:-** Now here's a turn up, LET 410 OK-UBA(Eurovan 304/5) operated today's flight.

**Ryanair:-** EI-DCY(15J/155); EI-DHO(156/15N).

The LET 410 OK-UBA of Vannair operating for Manx 2 was obviously a first visit while Sir Alan was collected by his stead later in the day. Squirrel G-FIBS is being used by Multiflight on occasions, as it occasionally uses their call-signs.

### 12 MONDAY

N127BU Citation 2/SP 1049 1127 f. Biggin Hill t. Nice  
 G-OBLU Be.76 Duchess 1136 ILS and overshoot, also 1543.  
 G-BPMF PA-28 Warrior 1207 1558 f/t Barrow/Walney Island  
 G-FIBS Squirrel 1357 1453 f/t Carleton(Skipton)  
 G-BXXT Be.76 Duchess 1520 ILS and overshoot.  
 G-BCJN PA-28 Cruiser 1552 1651 f. Carlisle t. Cambridge  
 N127BU Citation 2/SP 1814 0952 f. Cannes t. Nice, with night-stop

**Aer Arran:-** EI-REE(672/3); EI-CVR(684/3).

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

**BMI:-** G-DBCH operated all London flights. Overnighing Embraers G-CCYH/G-RJXE/I/K.

**Eastern:-** G-MAJH arrived on late Aberdeen, replacing 'JP, to join G-MAJM.

**Flybe:-** G-JECP(729/730); G-JECG(171/2); G-JECE(643/4); G-JEDV(731/2, 734/5); **F-GNLG**(175/6)

**Jet2:-** 737/300 G-CELI(010P) positioned from Manchester and operated to Prague and Amsterdam.

**KLM:-** PH-OFG(1545/1546); PH-KZD(1549/50); PH-OFA(1543/1540, n/s)

**Manx 2:-** Operated by Kiel Air Metroliners, D-CNAG(300/1) and D-CSAL(302/3).

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

Only aircraft of note was Citation N127BU, which is operated by Mendicino Aircraft Inc, however KLM sent a Fokker 70 on the afternoon Amsterdam and Fokker 100 F-GNLG still keeps turning up on some Flybe Southampton rotations.

### 13 TUESDAY

G-BNYS Boeing 767/200 0931 1055 f. Manchester(Excel 286P) t. Cagliari(4286)  
 G-JANN PA-34 Seneca 1103 1523 f/t Biggin Hill(Synergie 132)  
 G-VGAG Cirrus SR.20 1109 1311 f/t Southend  
 ZK451 King Air 200 1447 ILS and overshoot(Cranwell 75)  
 G-BXXT Be.76 Duchess 1514 ILS and overshoot, f. Humberside  
 XX307 Hawk 1640 ILS and overshoot(VYT 49)  
 G-CDNK Lear Jet 45 1809 0816 f. Nice(Goldair 41C), n/s to La Rochelle(43C)

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

**BMI:-** G-DBCH, all London rotations. After operating 1VX/XV, G-CCYH positioned t/f Aberdeen(9122/3), and over nighted with G-RJXE/I/K, 'XI having been u/s all day and not operating.

**Eastern:-** G-MAJI(012P) arrived from Southampton, night stopped with G-MAJG/H, before operating 39Q on 12<sup>th</sup>.

**Flybe:-** G-JEDI(729/30); **F-GNLG**(171/2, 175/6); G-JECE(643/4); G-JECP(731/2, 733/4)  
**Jet2:-** G-CELE arrived from Amsterdam(206) with G-CELG replacing at Manchester, and stayed over along with G-CELB/I/S/U/V and G-LSAA/E.  
**KLM:-** Due fog in Amsterdam the 1545/6 was cancelled, the first flight to arrive was PH-OFP(1549/50) at 1826, followed by PH-OFK(1543/40, n/s).  
**Manx 2:-** Metroliner D-CSAL operated both flights using Kiel Air call signs.  
**Ryanair:-** EI-CSH(152/153A); EI-DLO(15J/155), 156/15N cancelled.  
 Lear Jet G-CDNK of Goldair was on its first visit to LBA, while the Air Excel 767, was a one-off charter.

#### **14 WEDNESDAY**

N456PP	King Air B.90	0914 1532 f/t Fairoaks(Monty 22B)
G-CDZL	Boeing 737/800	1026 1137 f. Manchester(Thomson 9738) t. Lanzarote(993N)
G-CCFC	Robinson R.44	1420 1443 f/t Harrogate, refuel at Multflight.
G-CDNK	Lear Jet 45	1954 1045 f. La Rochelle(Goldair 48B) n/s t. Cannes(89A)
G-CDZL	Boeing 737/800	2032 1227 f. Lanzarote(TOM 994N) n/s to 16, t. Tenerife(163Q)

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

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

**BMI:-** G-DBCH, operated a London flights, night stopping with G-CCYH/G-RJXE/I/K

**Eastern:-** G-MAJH(033P) positioned to Brussels after the 19Q/29Q. G-MAJG operated 81D to Inverness but G-MAJY(84D) did the return and night stopped with G-MAJI.

**Flybe:-** G-JEDI(729/30); G-JECE(171/2); G-JECE(643/4); G-JECP(731/2, 723/4); **F-GNLG**(171/2)

**KLM:-** PH-OFH(1545/6); PH-KZD(1549/50); PH-KZC(1543/40, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-DPI(152/153A); EI-DPM(15J/155); EI-DPI(156/15N).

Another pretty uneventful day, however we did have the first visit of Ryanair 737/800 EI-DPM.

#### **15 THURSDAY**

G-FIBS	Squirrel	0758 0841 f. Skipton t. Site near Sheffield(Yorkair 2)
G-VONB	Sikorsky S.76B	0905 0943 f. Blackbushe(Premier 08), t. Doncaster/RH(08)
N123DV	Cirrus SR.22	1010 1547 f/t Guernsey
G-FIBS	Squirrel	1033 1113 f. Liverpool(Yorkair 2) t. York
N456PP	King Air B.90	1106 1141 f. Fairoaks(Monty 22P) t. Guernsey(22A)
G-FRYI	King Air 200	1147 1432 f. Birmingham(Lonex 328Y) t. Manchester(328Y)
G-SFCJ	Citationjet	1150 1234 f. Jersey(Hangar 887J) t. Oxford(887J)
G-OBLC	Be.76 Duchess	1339 ILS and overshoot
ZK450	King Air 200	1351 ILS and overshoot(Cranwell 77)
OE-ICF	Falcon 900B	1400 2040 f. Doncaster(Comtel Air 843) t. Edinburgh(844)
EC-IMU	Airbus 320	1411 1532 f/t Lanzarote(Iberworld 3449/50)
G-SPUR	Citation 2	1605 1627 f. London City(Lonex 395U) t. Luton(359U)
G-BRIF	Boeing 767/200	1620 1719 f. Cagliari(TOM 221X) t. Manchester(8222)
G-VONB	Sikorsky S.76B	1703 1721 f. Doncaster/RH(Premier 08) t. Blackbushe(08)
G-JCBA	Sikorsky S.76B	1751 2237 f. Westland Heliport(Premier 06) t. Denham(08)
G-CDKA	SAAB 2000	1832 1042 f. Manchester(Eastflight 843P) n/s t. Wick(1793)
D-CFTG	Lear Jet 35A	1836 1920 f. Cologne(Dagobert 201) t. Kiruna(201)
G-BSBW	Jet Ranger	1859 2024 f/t Calverley, night training

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

**BMI:-** G-DBCH all Londons, G-CCYH swapped in Edinburgh with G-RJXO, which night stopped with G-RJXE/I/K.

**Eastern:-** G-MAJI departed to Southampton(80D) but diverted in East Midlands enroute, returning lunchtime from Southampton(47C). G-MAJY(019Q) swapped in Aberdeen with G-MAJD(029Q).

**Flybe:-** G-JECU(729/30); **F-GNLG**(171/2, 175/6); G-JECE(643/4); G-JECP(731/2, 734/5)

**Jet 2:-** G-CELG and G-CELE were swapped Murcia with G-CELE returning to LBA.

**KLM:-** PH-KLD(1545/6); PH-OFF(1549/50); PH-OFF(1543/40, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-CSS(152/153A); EI-DCV(15J/155); 156/15N cancelled.

Quite a busy day! The Thomson Boeing 767 G-BRIF was operating the return flight from Cagliari, with passengers who had left on board the Excel 767 on the 13th, while SAAB 2000 G-CDKA positioned in ready to operate a charter to Wick tomorrow morning. There were a couple of interesting bizjets, Falcon 900B OE-ICF of Comtel Air and the Lear Jet 35A D-CFTG, which is owned by Quick Air Jet, but



where does the call sign come from? Premier helicopters have purchased the former J.C.B. S-76B G-JCBA, this machine having now been replaced by a brand new aircraft. Duke N322RJ, which we thought had left late last year having been replaced by Cessna 425 N452SL, arrived from Cranfield this afternoon where it had been for maintenance before being delivered to its new owners. Another resident, which has not flown much lately is Extra 400 N400YY, however this machine was noted on an air test this afternoon.

#### **16 FRIDAY**

N66DN	Lear Jet 45	0740 0849 f/t Luton(Bizjet 1DN/2DN)
G-BMDK	PA-34 Seneca	0944 1011 f/t Oxford(Air Med 053)
G-FIBS	Squirrel	1013 1035 Also(1058 1643, "Yorkair 3"), f/t Skipton
N338DB	PA-46 Malibu	1200 1627 f/t Jersey
N127BU	Citation 2/SP	1518 1624 f. Nice t. Biggin Hill
N66DN	Lear Jet 45	1833 1846 f/t Luton(Bizjet 6DN/7DN)
G-CDZL	Boeing 737/800	2155 2259 f. Tenerife(TOM 164Q) t. Manchester(9787)

**Aer Arran:-** EI-REF(672/3); EI-CVS(683/4)

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

**BMI:-** G-DBCH again all Londons, n/s and t. Gatwick(9861), G-RJXI t. Manchester(9852), G-RJXE t. Heathrow(9851), leaving G-RJXK/O night stopping

**Eastern:-** G-MAJD/I operated all day and stayed over the weekend.

**Flybe:-** G-JEDW(729/30); G-JECG(171/2); G-JECE(643/4); G-JECP(731/2, 733/4); **F-GNLG(175/6)**

**KLM:-** PH-OFK(1545/6); PH-KLD(1549/50); PH-KZM(1543/40, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-CSS(152/153A); EI-DAX(15J/155); 156/15N cancelled.

Another pretty boring day at LBIA!

#### **17 SATURDAY**

G-STRH	Boeing 737/700	1228 1359 f. Manchester(Flystar 981P) t. Charnbury(081W)
G-CDNK	Lear Jet 45	1301 1323 f. Cannes(Goldair 90B) t. Bournemouth(90C)
OE-LVK	Fokker 100	1447 1600 f/t Innsbruck(Austrian 73LB/774L)
G-BYAS	Boeing 757	1512 1655 f/t Alicante(Thomson 168H/167H)
G-CEGR	King Air 200	1530 1352 f/t Blackbushe(Cega 32R), night stop.
G-STRH	Boeing 737/700	1837 1918 f. Charnbury(Flystar 082E) t. Manchester(982P)
HB-IGX	Falcon 900EX	1911 0836 f. Geneva(Dasner 901), n/s t. Filton(901)

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

**BMI:-** G-RJXK(9162) to Aberdeen, replaced by G-RJXJ(9163). G-RJXJ/M night stopped.

**Flybe:-** G-JECP(729/30); G-JECN(171/2); G-JECM(643/4)

**KLM:-** PH-OFE(1545/6); PH-KZO(1549/50); PH-OFI(1543/40, n/s) **Manx 2:-** D-CSAL x 1

**Ryanair:-** EI-DHA(152/153A); EI-DAZ(15J/155)

A slightly better day, well at least there was one aircraft of note, Falcon 900EX HB-IGX which is owned by Societe Financiere Terrenaris.

#### **18 SUNDAY**

G-SFCJ	Citationjet	0946 1741 f/t Jersey(Hangar 847J), with overnight stay
G-CDKA	SAAB 200	1621 1653 f. Wick(Eastflight 1794) t. Norwich(794P)
G-JBIS	Citation 2	1913 0752 f. Bournemouth, n/s t. Halmstadt
G-RJXD	EMB 145	2018 2126 f. Aberdeen(3763, MAN div) t. Aberdeen(9171)

**Aer Arran:-** EI-REA(684/673); EI-REB(674/683)

**Air Southwest:-** G-WOWE(486/7)

**BMI:-** G-DBCH positioned back from Gatwick(9872) to resume London flights. G-RJXI(9874, f. Manchester) to overnight with G-RJXB/J/O.

**Eastern:-** G-MAJD/I still based.

**Flybe:-** G-JECM(643/4); G-JECP(731/2, 733/4); G-JECR(175/6)

**Jet2:-** Current residents, G-CELB/G/S/U/V, G-LSAA/E

**KLM:-** 1545 diverted; PH-OFK(1549/1550); PH-OFL(1543/40, n/s) **Manx 2:-** D-CSAL x1

**Ryanair:-** EI-DCV(15J/155); EI-DHA(156/15N)

Once again nothing startling with just the Eastern SAAB 2000 operating the return flight from Wick which left on the 15<sup>th</sup> and an Embraer diversion from Manchester.



## 19 MONDAY

N64VB	Be.58 Baron	0843 0902 f. Sleaf t. Biggin Hill(Return 1455 1525)
G-FIBS	Squirrel	1032 1229 f. York t. Skipton, n/s until 25/3, maintenance
XX???	Hawk	1101 ILS and overshoot(Javelin 70)
G-OBLC	Be.76 Duchess	1238 ILS and overshoot, also 1627
G-RAFO	King Air 200	1513 ILS and overshoot(Cranwell 77)
G-OLDK	Lear Jet 45	1619 1116 f. Bournemouth, n/s t. Munich
G-SYPS	MD.902 Explorer	1708 1732 f/t Sheffield(Police 33), training

**Aer Arran:-** EI-REH(672/3); EI-CVR(684/3)

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

**BMI:-** G-DBCH all Londons and n/s with G-RJXB/I/J/O.

**Eastern:-** G-MAJD outbound 19Q did not return. G-MAJC(016P, f. Teesside) to operate 29Q, however G-MAJK arrived on 99Q to night stop with G-MAJI..

**Flybe:-** G-JEDT(171/2); G-JEDR(729/30); G-JECE(643/4, u/s on return from Aberdeen, position to Exeter(044D)); G-JECI(731/2, 733/4); **F-GNLG(175/6)**

**Jet2:-** G-CELY(010P) f. Belfast for maintenance until 25/3.

**KLM:-** PH-OFJ(1545/6); PH-OFH(1549/50); PH-OFG(1543/1540, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-DLF(152/153A); EI-DLM(15J/155)

Resident PA-28R Arrow G-HERB, which has been replaced by Malibu N343RR, left today for Stapleford.

## 20 TUESDAY

CS-DRA	Hawker 800XP	0831 1006 f. Dublin(Fraction 950T) t. St. Petersburg(950T)
N66DN	Lear Jet 45	1045 1128 f/t Luton(Bizjet 1DN/2DN)
G-JBIS	Citation 2	1337 1451 f. Halmstadt t. Southend
N66DN	Lear Jet 45	1548 1109 f. Luton(Bizjet 1DN), n/s t. Northolt(2DN)

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

**BMI:-** G-RJXO(9121) positioned to East Midlands and was replaced by G-RJXE(9122) from East Midlands. G-DBCH again all London flights, night stopping with G-RJXB/E/I/J.

**Eastern:-** G-MAJI/K operated all flights and night stopped.

**Flybe:-** **F-GNLG(171/2, 175/6)**; G-JEDW(729/30); G-JEDU(643/4); G-JECP(731/2, 734/5)

**Jet2:-** G-CELL arrived from Amsterdam(206) having been exchanged with G-CELG going to Manchester.

**G-LSAA(010T)** was a Prestwick most of the day crew training/

**KLM:-** PH-OFB(1545/6); PH-OPF(1549/50); PH-KLI(1543/40, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-DLH(152/153A); EI-DLF(15J/155); EI-DLH(156/15N)

Once again a very mundane day, however Fokker 100 F-GNLG is still operating for Flybe.

## 21 WEDNESDAY

G-CDZL	Boeing 737/800	1011 1148 f. Luton(Thomson 9728) t. Lanzarote(993N)
G-CCVO	Jet Ranger	1031 1100 f. Accrington t. Connington
G-OBLC	Be.76 Duchess	1130 ILS and overshoot, also 1511
N109TK	Agusta A.109C	1409 n/s+ f. Chorley, for maintenance
G-ECJM	PA-28R Arrow	1442 1756 f/t Bournemouth
ZH887	Hercules	1447 ILS and overshoot(Ascot 561)
ZK450	King Air 200	1536 ILS and overshoot(Cranwell 77)
G-BPXX	PA-34 Seneca	1616 1656 f. Weston(Dublin) t. Sherburn
XR808	BAe VC-10	1734 1822 f. Akrotiri(Auscut 2139) t. Brize Norton(2139)
N170SW	Global Express	1852 1418 f. Luton, n/s t. Rogers
G-CDZL	Boeing 737/800	2059 1221 f. Lanzarote(TOM 994N), n/s t. Tenerife(163Q)

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

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

**Flybe:-** G-JEDW(729/30); G-JEDT(171/2); G-JEDU(643/4); G-JECP(731/2, 733/4); **G-JEBF(175/6)**

**BMI:-** Once again G-DBCH operated all day and night stopped with G-RJXB/E/I/J.

**Eastern:-** G-MAJK(49Q) swapped in Aberdeen, with G-MAJY(099Q) and G-MAJI overnighing.

**KLM:-** PH-OFH(1545/6); PH-OFL(1549/50); PH-KLG(1543/40, n/s) **Manx 2:-** D-CSAL x2

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

A surprise at teatime when the VC-10 XR808 arrived from Cyprus and parked on N taxiway while dropping its passengers. This was followed by the Wal-Mart Global Express N170SW, which spent the night with Multiflight before heading home to the States. Also staying with Multiflight was A.109C

N109TK, which arrived for maintenance and was still present at the end of the month. Flybe utilised BAe.146/300 G-JEBF on the evening Southampton flight.

## 22 THURSDAY

N900NS	Falcon 900EASy	1148 1236 f/t Jersey
G-OBLC	Be.76 Duchess	1331 ILS and overshoot
EC-JQP	Airbus 320	1412 1536 f/t Arrecife(Iberworld 3449/50)
G-FLTC	BAe 146/300	1415 1743 For lease to Jet2(see notes below)
ZH888	Hercules	1428 ILS and overshoot(Ascot 566)
N66DN	Lear Jet 45	1436 1640 f. Northolt(Bizjet 1DN) n/s t. Faro(2DN)
G-LSAH	Boeing 757	1736 Res. f. Southend(Channex 101E), delivery to Jet2
G-HIJK	Cessna 421C	1826 1125 f. Newcastle, n/s t. Gloucester
G-EMHH	Twin Squirrel	1914 1936 f. Costock(Costock 5) t. Swindon(5)

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

**BMI:-** G-DBCH operated London flights, night stopping with G-RJXB/E/I/J.

**Eastern:-** G-MAJY(039Q) swapped in Aberdeen with G-MAJC(49Q), the latter then positioning to Humberside(051P) on 23/3. G-MAJG(895P), arrived from Manchester, night stopped with G-MAJI.

**Flybe:-** G-JEDW(729/30); **F-GNLG**(171/2, 175/6); G-JECS(643/4); G-JECP(731/2, 734/5)

**Jet2:-** Boeing 757 **G-LSAH** is a new resident.

**KLM:-** PH-OFJ(1545/6); PH-OFK(1549/50); PH-KLD(1543/40, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-DAO(152/153A); EI-DPF(15J/155); EI-DAO(156/15N)

Jet2 had two new arrivals today, '146 **G-FLTC**(Flightline 146P) arrived from Manchester and went into the Multiflight hangar to have Jet2 stickers applied before positioning to Newcastle(Channex 146P) on 24/3, where it will be based to operate to new twice daily Gatwick flight. '757 G-LSAH, the former Chinese machine will be based at LBA.

## 23 FRIDAY

CS-DRN	Hawker 800XPI	0559 0958 f. Luton(Fraction 3HE) t. Le Bourget(3HE)
G-JDBC	PA-34 Seneca	0828 1240 f/t Manchester(Jaydee 43W), also Exam 02
N709AM	TB.21 Trinidad	1158 1305 f/t Sherburn, where it is resident
N141HT	Cirrus SR.22	1213 1423 f/t Kemble
G-OBLC	Be.76 Duchess	1214 1618 f/t Humberside, also local(Exam 02)
G-EDCJ	Citationjet	1236 1546 f. Belfast City(Saltyre 163) t. Farnborough(163)
G-RDMV	Hawker 800XP	1601 1643 f/t Belfast Int. n/s until 25/3
CS-DFO	Citation XL1	637 0840 f. St. Petersburg(NJE 588N), t. London City(6QN)
G-CDZL	Boeing 737/800	2149 2339 f. Tenerife(Thomson164Q) t. Manchester(9737)

**Aer Arran:-** EI-REA(672/3); EI-CVR(684/3)

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

**BMI:-** G-DBCH operated all London flights then positioned to Gatwick(9737). G-RJXE positioned to Heathrow(9851) leaving G-RJXB/I/J night stopping.

**Eastern:-** G-MAJF/I were the aircraft staying over the weekend.

**Flybe:-** JEDO(729/30); G-JEDT(171/2); G-JECF(643/4); G-JEDI(731/2, 733/4); **G-FLTA**(175/6)

**Jet2:-** G-LSAB(101E) returned from maintenance at Lasham

**KLM:-** PH-KLG(1545/6); PH-OFK(1549/50, 1543/40, n/s) **Manx 2:-** D-CSAL x2

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

Hawker 800XP G-RDMV is operated by Clearwater Aviation in Northern Ireland while the Cirrus N141HT was on its first visit to LBA. The evening Flybe Southampton flight was operated by Flightline BAe 146/300 G-FLTA.

## 24 SATURDAY

G-OBYJ	Boeing 767/300	0417 0831 f. Bridgetown(TOM 7742) t. Gatwick(9752)
G-STRH	Boeing 737/700	1233 1415 f. Manchester(Flystar 981P) t. Charnbury(981)
N184CD	Cirrus SR.20	1344 1426 f. Booker t. Sheffield
OE-LVC	Fokker 100	1422 1538 f/t Innsbruck(Austrian 73LB/374L)
CS-DMD	Hawker 400XP	1441 0459 f. Luton(Fraction 4GD), n/s t. Le Castellet(894T)
G-BYAL	Boeing 757	1448 1623 f/t Alicante(Thomson 168H/167H)
G-PZIZ	PA-31 Chieftain	1525 1632 f. Lydd(Air Med 057) t. Oxford(057)
G-STRH	Boeing 737/700	1901 1941 f. Charnbury(Flystar 982) t. Manchester(982P)



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

**BMI:-** G-RJXO operated inbound from Heathrow(8JL) and night stopped.

**Flybe:-** G-JEDW(729/30); G-JECK(171/2); G-JECS(644/5)

**Jet2:-** Quite a lot of activity with aircraft moving around ready to commence the summer timetable from tomorrow. The '146 G-FLTC left for Newcastle to be based and was joined there by 757 G-LSAA(105P). G-LSAC arrived from Tenerife(224) being exchanged with G-LSAE(223), the latter moving to Manchester. 737 G-CELD(102P) positioned from Manchester and is now LBA based. G-CELM(202) arrived from Amsterdam having been exchanged with G-CELS moving to Manchester,

**KLM:-** PH-OFH(1545/6); PH-KLE(1549/50); PH-OFI(1543/40, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-DAV(152/153A); EI-DLO(15J/155)

Rare visitors from the Netjets camp are Hawker/Beechjet 400s, so it was nice to welcome CS-DMD which arrived for a very early start tomorrow. As ever the Thomsonfly Boeing 767 G-OBYJ was returning passengers from their P&O Caribbean cruise.

## **25 SUNDAY**

G-OEBJ	Citationjet	1012 1047 f. Jersey(Sky Lead 584A) t. Biggin Hill(581P)
N184CD	Cirrus SR.20	1137 1233 f. Sheffield t. Booker
G-CCVO	Jet Ranger	1510 1542 f/t Accrington
G-LSAG	Boeing 757	1549 Res. f. Southend(Channex 102E), delivery to Jet2
G-OBLC	Be.76 Duchess	1711 ILS and overshoot
G-MRMR	PA-31 Chieftain	1718 2117 f/t Stapleford(Lonex 01P)
D-CROB	Lear Jet 60	1803 0903 f. Geneva(Cirrus 9867), n/s t. Farnborough(9739)
N66DN	Lear Jet 45	1851 1614 f. Faro(Bizjet 3DN), n/s t. Newcastle(2DN)
G-FIBS	Squirrel	1920 0916 f. York, n/s until 9/4, t. Popham
G-FRYI	King Air 200	2055 0753 f. Luton(Lonex 225Y) n/s t. Blois(342C)
G-CELO	Boeing 737/300	2143 1820 f. Amsterdam(206), for maintenance until 27/3

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

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

**BMI:-** G-DBCH positioned back from Gatwick(9872) to resume London flights.

**Eastern:-** The company reverted to using an Aberdeen based aircraft on the Sunday flights, today it was G-MAJN (99/Q/59Q) which was used. Based aircraft are still G-MAJF/I

**Flybe:-** G-JECM(643/4); **G-EMBI(173/4);** G-JEDW(731/2); G-JECP(733/4); **G-JEBF(175/6)**

**Jet2:-** The second of the former Chinese 757s **G-LSAG** arrived today making the LBA fleet as follows for the start of the summer season, G-CELB/D/H/I/U/V and G-LSAB/E/G/H. **G-CELO** made its first visit to LBA when arriving from Amsterdam(206), with G-CELU temporarily moving to Belfast as substitute.

**KLM:-** PH-OFE(1543/4); PH-JCH(1547/8); PH-OFF(1551/1540, n/s) **Manx 2:-** D-CSAL x1

**Ryanair:-** EI-CSJ(152/152A); EI-DPC(15J/155); EI-CSW(156/15N)

With the merger of Flybe and BA Connect it was inevitable that different aircraft would appear on some flights and so it was today with Embraer 145 G-EMBI operating the morning Southampton and the 146 G-JEBF in the evening. As detailed above Jet2 737/300 G-CELO, the former TF-ELO made its first visit since being reregistered while 757 G-LSAG was delivered from Southend.

## **26 MONDAY**

G-INTO	Pilatus PC-12	0814 0829 f. Norwich(Skydrift 830) t. Oxford(830)
D-IVAN	King Air B.200	0826 1529 f/t Bielefeld
G-FLPB	King Air B.200	1432 1743 f/t Durham/Tees(Calibrator 863)
G-ODDM	Citationjet	1714 1747 f. Manchester(Hangar 812M) t. Jersey(812M)
CS-DHR	Citation Bravo	1732 0816 f. Le Castellet(Fraction 7GZ), n/s t. Zurich(095E)

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

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

**BMI:-** From today an early morning flight f/t Edinburgh(G-RJXG, 410/409) is operated by an Edinburgh based aircraft. G-DBCH all London flights, night stopping with G-RJXB/C/J,

**Flybe:-** G-JECP(729/30); G-JECK(171/2); G-JECM(643/4); G-JEDO(731/2), **G-EMBP(173/4);** G-JECG(175/6); G-JEDW(733/734A)

**Jet2:-** G-CELD arrived from Blackpool(050E) for maintenance, n/s t. Edinburgh(051P)

**KLM:-** PH-OFJ(1543/4); PH-KZK(1547/8); PH-OFK(1551/1540, n/s) **Manx 2:-** D-CSAL x2

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

The German King Air 200 D-IVAN was on its first visit while similar type G-FLPB was active all afternoon calibrating the ILS. Flybe Embraer 145 G-EMBP turned up on the new, extra afternoon Southampton rotation.

## 27 TUESDAY

G-OBLC	Be.76 Duchess	1214 1620 f. Humberside t. Sturgate, also Exam 02
G-GURN	PA-31 Chieftain	1252 1706 f/t Guernsey
G-TRAT	Pilatus PC-12	1350 ???? f. Newcastle, no trace of departure!
G-BXXT	Be.76 Duchess	1537 ILS and overshoot, f. Humberside
G-MRMR	PA-31 Chieftain	1736 1752 f. Luton(Lonex 377M) t. Stapleford(03T)
G-PPLC	Citation V	1910 0821 f. Norwich(Silver 23) n/s, t. Biggin Hill(23)
G-RJXH	Embraer 145	2149 2239 f. Heathrow(Midland 9WT, <u>div</u> ) t. Heathrow(9621)

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

**BMI:-** G-RJXO(410/409). G-DBCH all LHR flights, overnight with G-G-RJXB/C/J

**Flybe:-** G-JECR(171/2); G-JECU(643/4); G-JECJ(731/2), **G-EMBI**(173/4), G-JEDT(175/6); **G-JEBG**(733/4)

**Jet2:-** G-CELO operated the 327/8, t/f Belfast and night stopped.

**KLM:-** PH-KLD(1543/4); PH-KZB(1547/8); PH-KLI(1551/1540, n/s) **Manx 2:-** D-CSAL x2

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

The BMI Embraer diverted from Durham/Tees due fog while another of the type G-EMBI was used by Flybe along with their 146/300 G-JEBG on the evening Belfast flight.

## 28 WEDNESDAY

G-BYAK	Boeing 757	0849 1136 f. Cardiff(Thomson 9738) t. Arrecife(993N)
G-SGEC	King Air 200	1021 1056 f. Gamston t. Edinburgh
N357J	Citationjet 2	1047 1103 f. Gamston t. Dundee
G-GMAA	Lear Jet 45	1110 1146 f. Farnborough(Gama 069) t. Edinburgh(069)
G-CEGR	King Air 200	1430 1615 f. Bembridge(Cega 848) t. Shoreham(848)
G-BPXX	PA-34 Seneca	1450 ILS and overshoot, f/t Sherburn
N66DN	Lear Jet 45	1536 0949 f. Newcastle(Bizjet 5DN) n/s, 30/3 t. Amsterdam(1DN)
D-CCCA	Lear Jet 35A	1546 1830 f. Alicante(Exec Jet 232) t. Frankfurt(232)
N357J	Citationjet	1625 1647 f. Dundee t. Gamston
G-BYAK	Boeing 757	2041 1307 f. Arrecife(TOM 994N), n/s 30/3 t. Tenerife(163Q)
G-MAJH	Jetstream 41	2106 0655 f. Aberdeen(EZE 17W, <u>div</u> ) n/s, see notes below
PH-KZH	Fokker 70	2150 2325 f. Amsterdam(KLM 1499, <u>div</u> ) t. Amsterdam(7113)

**Aer Arran:-** EI-REB(672/3); EI-CVS(684/3)

**Air Southwest:-** G-WOWA(484/5); G-WOWB(486/7)

**BMI:-** G-DBCH operated to London all day and night stopped with G-RJXB/C/J.

**Eastern:-** G-MAJP arrived from Inverness(84D) having been swapped with G-MAJF. G-MAJH, which diverted in night stopped then operated the 19Q on 29/3. G-MAJI/P also night stopped.

**Flybe:-** G-JECS(643/4); G-JECJ(731/2); **G-EMBI**(173/4); G-JECP(734/5); G-JECK(175/6)

**Jet2:-** G-CELO operated to Geneva then Amsterdam(205) where it was swapped with G-CELU. G-LSAB(224) diverted to Manchester, but did not return until 31/3.

**KLM:-** PH-KZP(1547/8); PH-KLD(1551/40, n/s) **Manx 2:-** D-CSAL x2

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

Early fog meant some early flights had to divert, hence the gaps in the above listings, however in the evening Humberside was fogged out resulting in the two diversions. When the weather finally cleared there were a few visitors with probably the most interesting being Lear Jet 35A D-CCCA, operated by Patzold Group.

## 29 THURSDAY

G-FLTZ	Be.58 Baron	1048 1439 f/t Southend
G-SGEC	King Air 200	1330 1412 f. Edinburgh t. Gamston
EC-JQP	Airbus 320	1422 1525 f/t Arrecife(Iberworld 3449/50)
G-GZRP	PA-42 Cheyenne	1511 1646 f. Grenoble(Air Med 057) t. Oxford(057)
N64VB	Be.58 Baron	1721 1738 f. Popham t. Sleep
CS-DFQ	Citation XLS	1824 0713 f. Luxemburg(NJE 6QN) n/s t. London City(256C)

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

**BMI:-** G-RJXM(410/409). G-DBCH all Londons, G-RJXB/C/J n/s.



**Eastern:-** G-MAJH operated 19Q/29Q, then went to Humberside(051P). G-MAJI/P n/s.  
**Flybe:-** G-JEDJ(729/30); G-JECT(171/2); G-JECI(643/4); G-JECJ(731/2); **G-EMBI(173/4);** G-JEDW(733/4)

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

**Ryanair:-** EI-DHW(152/153A); EI-DLG(15J/155); EI-DHW(156/15N)

Paying its first visit to LBA today was Air Medical's latest acquisition, Cheyenne 2 G-GZRP which has undergone the minimal of changes being formerly operated in Canada as C-GZRP.

### **30 FRIDAY**

G-ZAPU	Boeing 757	0632 2111 f. Stansted(Channex 285P) t. Gatwick(258P)
N719EL	Beechjet 400A	0801 0824 f. East Midlands t. Istanbul
N560SH	Gulfstream 3	1052 0947 f/t Saint John's, Newfoundland, n/s
D-ADND	Challenger 604	1128 1209 f. Farnborough(Twin Star 689) T. Luton(689)
G-OBLC	Be.76 Duchess	1211 1701 f/t Humberside, also Exam 02(local)
G-CDSR	Lear Jet 45	1404 1449 f. Biggin Hill(Goldair 57A) t. Cannes(57B)
G-BYAI	Boeing 757	2219 2344 t. Tenerife(Thomson 164Q) t. Birmingham(030P)

**Aer Arran:-** EI-CBK(672/3); EI-REH(684/3)

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

**BMI:-** G-RJXO(410/409). G-DBCH all Londons(except 8JL, see 31/3), G-RJXB positioned to Heathrow(9854) leaving G-RJXC/J to night stop.

**Eastern:-** G-MAJI(19Q) swapped in Aberdeen with G-MAJA(29Q). G-MAJA/I night stopped.

**Flybe:-** G-JEDJ(729/30); G-JECN(171/2); G-JECU(643/4); G-JECP(731/2); **G-EMBI(173/4)**

**Jet2:-** G-ZAPU of Titan Airways was borrowed to operate to Geneva and Palma. G-CELY(326/5) operated the new Friday afternoon flight f/t Belfast. G-CELB positioned to Manchester(053P) and G-CELK(196) arrived from Prague swapping with G-CELU, the latter going to Manchester. 'LB returned on 31/3.

**KLM:-** PH-OFD(1543/4); PH-JCT(1547/8); PH-KLI(1551/40, n/s) **Manx 2:-** D-CSAL x2

**Ryanair:-** EI-DPI(152/153A); EI-DPP(15J/155); EI-DPI(156/15N)

The Gulfstream 3 N560SH is operated by Safari Aero Inc while Challenger D-ADND is one of the Daimler-Chrysler Executive fleet. Ryanair 737/800 EI-DPP put in its first appearance today.

### **31 SATURDAY**

G-DJET	DA-42 Twin Star	1130 1750 f. Bagby t. Isle of Man
N216GC	PA-28R Arrow	1401 1500 f. Blackpool t. Cambridge
G-BYAR	Boeing 757	1454 1632 f/t Alicante(Thomson 168H/167H)
G-STRH	Boeing 737/700	1600 2159 f/t Manchester(Flystar 981P/982P)

**Air Southwest:-** G-WOWC(480/1); G-WOWD(474/5)

**BMI:-** G-DBCJ(8JL) arrived at 0010 from Heathrow, positioned to Gatwick(9861). G-RJXC/J n/s.

**Flybe:-** G-JECG(171/2); G-JECJ(729/30); G-JECS(643/4)

**Jet2:-** G-LSAB(224) returned to Leeds with G-LSAE(223) replacing it at Manchester. Leeds based at the end of month, G-CELB/D/H/I/K/V, G-LSAB/S/H.

**KLM:-** PH-OFG(1543/4); PH-KZE(1547/8); PH-KLD(1551/40, n/s) **Manx 2:-** D-CSAL x1

**Ryanair:-** EI-DPB(152/153A); EI-DLM(15J/155)

A pretty mundane end to the month, the Astreus 737 arriving to operate the last Chambery of the season.

*Trevor Smith*



# LEEDS BRADFORD AIRLINE REPORT - MARCH 2007

## INBOUND DIVERSIONS

18	BMA3763	ABZ	MAN	G-RJXD	E145	EDI	BMA9171
27	BMA9WT	LHR	MME	G-RJXH	E145	LHR	BMA9621
28	EZE17W	ABZ	HUY	G-MAJH	JS41	ABZ	EZE19Q/29
28	KLM1499	AMS	HUY	PH-KZH	F70	AMS	KLM7133

## REGULAR FLIGHTS

AEU981	CMF	03/G-STRH	10/G-STRH	17/G-STRH	24/G-STRH	31/G-STRH
AUA374L	INN	03/OE-LVJ	10/OE-LVC	17/OE-LVK	24/OE-LVC	
IWD3450	ACE	01/EC-JQP	08/EC-JQP	15/EC-IMU	22/EC-JQP	29/EC-JQP
TOM4167	ALC	03/G-BYAN	10/G-BYAU	17/G-BYAS	24/G-BYAL	31/G-BYAR
TOM5993	ACE	07/G-CDZL	14/G-CDZL	21/G-CDZL	28/G-BYAK	
TOM6163	TFS	02/G-CDZL	09/G-CDZL	16/G-CDZL	23/G-CDZL	30/G-BYAK

## OTHER FLIGHTS

01	F-GNLG	F100	BEE171/172	f/t Southampton	Lieu BEE DH8 * +21 *
02	G-DIMB	B763	MON312/312P	f/t Manchester	Passenger Charter
03	G-BYAA	B762	TOM7798/9759	Bridgetown - Gatwick	Passenger Charter
08	G-OBYI	B763	TOM9712/741W	Gatwick - Halifax (Canada)	Passenger Charter
09	G-DRFC	AT42	REA672/673	f/t Galway	Lieu REAAT42
09	G-JEBE	B463	BEE731/643A	Belfast City - Aberdeen	Lieu DH8
09	G-JEBE	B463	BEE644L/644	Aberdeen - Exeter	Lieu DH8
09	CS-TLX	B752	EXS218/018P	Arrecife - Lisbon	Lieu EXS B752
11	OK-UBA	L410	VAA304/305	f/t Isle of Man	-
11	G-SIRA	E135	TWJ3	f/t Stansted	Executive
13	G-BNYS	B762	XLA286P/4286	Manchester - Cagliari	Passenger Charter
14	El-DPM	B738	RYR15J/155	f/t Dublin	-
15	G-BRIF	B762	TOM221X/8222	Cagliari - Manchester	Passenger Charter
15	G-CDKA	SB20	EZE843P/1793	Manchester -n/s- Wick	Passenger Charter
18	G-CDKA	SB20	EZE1794/794P	Wick - Norwich	Passenger Charter
21	XR808	VC10	RRR2139	Akrotiri - Brize Norton	-
22	El-DPF	B738	RYR15J/155	f/t Dublin	-
22	G-FLTC	B462	FLT146P/EXS146P	Manchester -n/s24- Newcastle	Engineering
22	G-LSAH	B752	EXS101E/285	Southend -n/s- Geneva	Delivery
23	G-FLTA	B462	BEE175/176	f/t Southampton	Lieu BEE DH8
24	G-OBYJ	B763	TOM7742/9752	Bridgetown - Gatwick	Passenger Charter
25	G-LSAG	B752	EXS103E/185	Southend -n/s27- Malaga	Delivery
25	G-EMBI	E145	BEE173/174	f/t Southampton	Lieu DH8 * +5 *
25	G-CELO	B733	EXS206/327	Amsterdam -n/s27- Belfast Intl	Ex TF-ELO
26	G-EMBP	E145	BEE173/174	f/t Southampton	Lieu DH8
29	G-JECT	DH8	BEE171/172	f/t Southampton	-
30	G-ZAPU	B752	EXS285P/285	Stansted - Geneva	Lieu EXS B752 * +2 *
30	El-DPP	B738	RYR15J/155	f/t Dublin	-



## ODD ONE IN

It really began at Dunsfold on 27 August, the Wings and Wheels airshow. In 1943-44 139 Wing was at Dunsfold; 98, 180 and 320 Squadrons flying Mitchells. 320 was a Dutch Naval Squadron. In 2006 the Dutch Mitchell was there, parked and flying. 137 Wing from Hartford Bridge; 226 with Mitchells, 88 and 320 'Lorraine', French, Boston Squadrons; often flew ops together. I research H B for which I am honoured to be an associate member of 2<sup>nd</sup> T.A.F., Medium Bomber Association. They have an invitation to go to the Canadian Wing re-unions. I went. They have published a book of recollections called 'Grumpy Flies Again'. Grumpy was a Mitchell with 98 Squadron; she became the R.A.F. Mitchell to fly most ops. I said I would bring back some signed copies. There are two flying B.25s in the world today painted as Grumpy - one in Bournemouth, U.K. and one in Hamilton, Ontario.



Most of the members of the Canadian Wing are Mitchell aircrew. I was Mitchell bound. The 2006 re-union was in

### OTTAWA



The re-union began with an informal reception for "Tea and conversation" with the Governor General of Canada. My flight did not arrive in time but I gathered the she was genuinely interest in the members. Veterans are well appreciated in Canada; of which more anon. In the evening we gathered in our hotel. Despite being an ex-F.A.A. Englishman I was made to feel very much the odd one in.

On Friday we went in an open topped ex-London bus (they have emigrated) to the Canadian War Museum which is an excellent museum that does what it says in the name. Largely by wall displays but there were some bigger items, including an actual 88mm anti-aircraft gun as ill-met by most members from above by sight, sound and smell and, sometimes, feel. There was time for a beer while we waited for our return bus; a museum with excellent facilities. Later that day we went to the Canadian Aviation Museum at Rockcliffe,



an ex-R.C.A.F. airfield; the bus was a covered top one this time as it was raining. Almost all the exhibits here are actual (mostly genuine with some replicas) aircraft tracing the development of flying in Canada, from the Silver Wing through the wars and the opening-up of Canada's hinterland. They are housed in two huge hangars; display and reconditioning. We were taken through both. There were dozens of fascinating planes, including many warbirds, one of which was a Mitchell. Being Vets i.e. V.I.P.s we were allowed inside the barriers to get cosy with her. We had a meal in one corner of the display hangar, the décor was parts of the politically assassinated Avro Arrow and a retired Snowbirds mount.

Saturday was the formal day ending with Dinner (a gigantic hang-off-the-plate cm+ thick rib of beef) with toasts and a talk from a very top of the order Canadian Armed Forces Air Branch General on the current development of the R.C.A.F.'s descendants.

After Sunday Brunch came departures to the vast areas of Canada. I walked to the Parliament building. In my wallet as extra I.D. was a photograph of me in R.N. uniform taken in front of the Peace Tower (1944). I asked a likely looking man if he would put a 2006 version in my camera. Good choice, he was the Producer of a news crew and took a shot which contained the old and the new. When I thanked him he said, "No, that was a small thank you to you and all the others who made it possible for us to live as we do". That sentiment was said to me three times and is not uncommon in Canada.

On Monday I set off in my hire car for

#### KINGSTON

on the shore of Lake Ontario.

Arriving mid afternoon I found my hotel, settled in and went in search of the local commercial airport.

Yes, it was the old S.F.T.S. airfield and a couple of the old hangars were still there housing flying schools and their maintenance. I learned that they were becoming too old to repair so I was at least in time to see them. There was also one old domestic hut, now the H.Q. of the local R.C.A.F.A. and outside was a plinth on which a Harvard had been cleverly mounted to swing like a windsock. The Harvard had been parked in the Lake by a (rescued) pupil and lifted many years later. Again the Canadian welcome was very warm in the clubhouse and there I met a



man who was serving with the 'other' S.F.T.S at the time I was there. He had returned to live in Kingston but, surprisingly, still retained a very broad Yorkshire accent. It was dark when I left and got lost in Kingston, so I never found the real fish and chip shop run by a Yorkshire couple to which he had sent me with his name as a password. Sad.

On Tuesday I set off to visit Wolfe Island. Two days after I reached twenty (07.04.44) I had made a bonfire of a Harvard on the Island. I thought I might find the area in which I did it. With typical warm Canadian help



I found the Doyle brothers; the family has lived on the island for yonks and they have an airstrip on their farm, i.e. the most likely islanders to know of aerial history. The elder brother was five in April '44 and remembers seeing the pilot of a crashed plane sitting in their family farmhouse (who was finding it difficult to hit a cup from a teapot!). The thing that impressed him was that the pilot was wearing black (navy blue?). I was shaking hands with the man who had seen me during the first few minutes of my bonus time. Unbelievably true.

A wet drive along the lake shore took me to

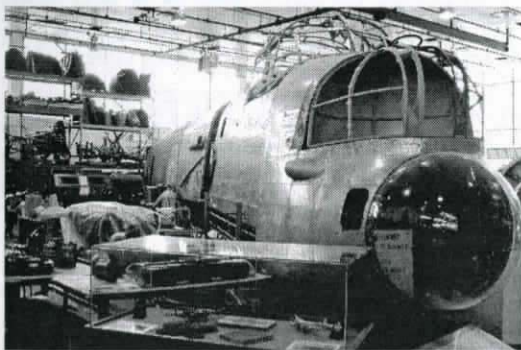
## TRENTON

where I stayed with an ex-WOp/AG who flew with the Black Mitchells of 'C', Special Signals Flight (a story in itself), 226 Squadron from H B, now a long retired Col. and recent President of the Canadian M.B.A., in the delightful house he built himself. As with most Canadian houses the basement has as many rooms as the average U.K. dwelling. He is involved in the R.C.A.F. Museum housed within the C.A.F. Base in Trenton. In many ways this museum is a memorial to those who served in the R.C.A.F. and its main display is of archives which tell individual stories.

There is a second hangar, recently converted to show off a beautifully restored Halifax rescued from Norwegian waters. As with most museums they rely on volunteers and donations; the Halifax stands splendid on a rectangle of finished floor. The rest of the hangar floor area awaits an anticipated Government grant; when completed it will allow a relevant display to be deployed around what I believe is the only existing complete Halifax.



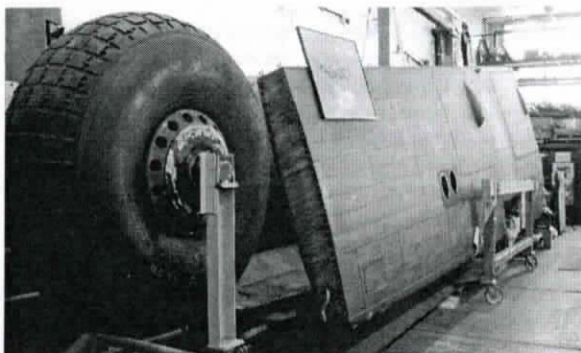
## DOWNSVIEW, TORONTO



The interstate highway passes through the north of Toronto. Navigation on or off the five lane westbound is via a parallel lead-in highway and the signposting is clear – if you know the name of the street you want. Sometimes the name relates to the place it is going to but not necessarily. I was lucky, I saw "Wilson" and remembered that Wilson was the next stop on the Metro from Downsview. The Bombardier complex is in Downsview. It used to be De Havilland. In some old De H. workshops is the Aerospace Museum where many De H. types and aircraft linked to the factory are on show. The first workshop is packed with them and wartime workshop exhibits.

The second is roughly square with an imaginary diagonal division. In the first triangle is a gigantic jigsaw, this one is growing from the middle and the very large middle pieces will join to make the fuselage of a Lancaster (Avro was part of De H., Canada). The big and smaller pieces are against the walls, on huge chunks of shelving and on workbenches scattered around the area. The finish will be a complete reconstructed Lanc.

In the other triangular half was - it went away to be painted the next day; luck was with me - a full size replica of an Avro Arrow, another very advanced aircraft of half a century ago that was politically obliterated. This copy has since been officially received by the museum and is on display. The work has been done by volunteers, one of whom was doing the final checks. He was feeling sad because tomorrow he would have nothing to come in for. As usual the Canadian kindness was to the fore and platform steps were positioned to allow a view into the cockpit etc. Another visitor was a man who had worked on the original six (only) Arrows, who viewed the inspection panel which was a copy of his work and he found it true.



viewed the inspection panel which was a copy of his work and he found it true.

In a gallery upstairs was the beginnings of a display to show Canada's part in space travel; the only 3D item was a half scale copy of a space station repair arm.

Also 'near' (Canadian for 40 or 50 km.) N.W. Toronto was the WW1 Warbirds Museum. It was way out in the country but I did find it in the end. Here there were flying, with the emphasis on flying as often as possible but sadly not on the day I went, replicas of WW1 aircraft. In the museum building - and again Canadian hospitality opened it for me - were five complete aircraft and a couple of part built bits. The former were all 'live' aircraft which had been recently flown for displays and/or filming. There was the inevitable Red Baron's Fokker Triplane and another in drab colours named as Lt. Paul Baumer's; Rudolf Berthold, holder of the prized 'Pour Le Merite' or 'Blue Max', has a blue D.6 and there is a Nieuport in U.S. markings. To the delight of one (me) whose schoolboy bicycle was never ridden but flown as an SE 5A there was, in beautiful fact, a shining khaki replica. Oh, that I could have flown it; of such are dreams perpetuated. They had others but they were in a maintenance hangar which was not open.

The other reason/excuse for my adventure was to deliver a paper copy of a book. To the Air Zoo in Kalamazoo, Michigan U.S.A. About 310mIs from Downsview but despite close on 45 mins border formalities to get into the U.S. of A. I was checking into my hotel by late afternoon which gave me relaxed time to discover an excellent fish restaurant nearby. I won't tease your taste buds here.

The book: as H B's 'historian' I had been approached by the volunteer at the Air Zoo who works on the display re a B.25 / Mitchell called 'The Gal From Kalamazoo' to find more about her. I did and decided, originally just for fun, to write up her story from the first 'Bonds Dance' to her ops time at H B, as a diary written by her: The Gal's Diary. They seemed to like it and I spent four whole days exploring the Air Zoo Museum, treated as if I belonged.

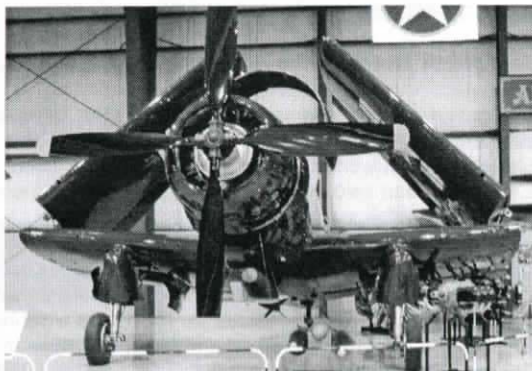
The museum was founded by Susan Parrish and her husband. Part of the Upjohn Pharmaceuticals family, they found they were collecting aircraft which they translated into a museum. Susan Parrish had learned to fly before the war at 18; when the war came she joined the WASPS and spent her service life testing T6s (Harvards to us). Until 4 or 5 years ago she flew her own pink P40; then she decided to have something a little less potent. I believe that now she does not fly herself. The P40 hangs proudly above the entrance hall to the New Air Zoo and the trainer is in the workshop hangar at present.

The current Air Zoo is in three main parts although it has many departments within those physical partitions. The first building I visited was the Old Air Zoo. As its name implies it is the older building which houses a superb collection of restored aircraft. The Navy is strongly represented by the family of Grummans plus a real Corsair and a flyable half scale one. There are models of U.S.N. carriers





including the conversion of lake paddle steamers to training flattops on Lake Michigan. There are also representative Navy trainers and later jets. The Army is included with troop carriers; a para dropping Dakota and a Waco glider. There are also display cases among which is The Gal's. In the basement is Bill Painter's (he is founder member) amazing archive collection; ask and ye shall find coupled with a rival cum superior to Aladdin's cave. Upstairs is the education center and model making area as well as the library. The educational projects are excellent and wide ranging with vocational and university courses, school and home learner (a recognised phenomenon in the U.S.) projects. Groups of all ages have organised visits and the Scout and Guide Groups have camp courses.



The New Air Zoo building is a few hundred meters away (you take the car but you could walk) and only a few years old. This too is filled with aircraft which tell the story of flight but it sets out to be entertaining. The entrance hall is an atrium in which hangs the pink P40. Walking through a corridor of cloud you reach the main hall. It is roughly circular; around its high walls is an extensive mural - 'largest mural', Guinness Book of Records - which depicts the story of flight. The floor is filled with planes but the building is big enough to give plenty of moving space. The mixture of the real, replicas, hanging models and painted background is all embracing. The Air Zoo has about 80 aircraft; none of which are flying although many could, insurance permitting; so there are too many exhibits to list. The Mitchell is a Pacific one; if you walk through the mural behind it there is a Hall of Fame and a Guadalcanal Room. The large Nissen type hut on the way contains a cinema; showing in 4D (visually the B.17's nose appears to come out above you, the seat rocks when the flak is close and smellable) only one film telling / taking you on the last mission of the Fortress. A little further round, passing the painted control tower with the real Aerocobra beneath it, you come to some F.16 simulators which visitors can 'fly' (I spent a session grossly overcorrecting !). In front of these stands the real thing. Going on round one gets almost into space.

It is easy to walk round many times still finding something new; a break in the restaurant takes you up among the hung aircraft with an overview. When you do finally go to use the exit a glance back has you admiring a full size replica Spad, a half size model Fokker Triplane hanging inverted and a painted American Nieuport flying low over an R.F.C. airfield. The temptation is to go round again.

But I had other days to come and other things to visit.

On Thursday I had my own personal Docent. A Docent is a qualified guide. Mine picked me up at my hotel before and took me to join the other Thursday volunteers for a pub breakfast, a traditional meeting to start the day. Don took me round the Old and New Zoos and I saw them from a thoroughly knowledgeable viewpoint and then we went to the third building; the restoration area. In the hangar part were more aircraft receiving some sort of care and maintenance. Literally in pieces was the Ford Trimotor; this is the only current aircraft at the Zoo licensed to fly. It is normally a commercial asset, giving passenger trips in a pre-war airplane. Routine full maintenance should have it ready for 2007. In another section were work benches for the various skills. In storage were collected assets for the next project which they hope to put into another new building if it can be financed. The Michigan Space museum has had to close and its material archives have passed to the Zoo. The Space Zoo?

Any restoration work, such as the recent restoration of the Curtiss XP-55 Ascender, now in the Old Zoo, is done to the standard required by the Smithsonian, with whom the Air Zoo is in partnership. i.e. the very best is only just good enough.

The aircraft involved were many and varied.

Some new arrivals, awaiting examination prior to restoration were stored outside.

On the Friday I worked on some educational projects, made a video about the background to The Gal's Diary and said my farewells to a lot of new friends.

The weekend was spent in Sarnia, just back over the border (entry time, less than five minutes). I have told you about the airshow. Monday saw me settled near Niagara, about which many others have written. However, may I get you wondering as well as me: what words did the first outsider to discover the falls use to describe to his mates what he had seen?

The new President of the Canadian M.B.A. picked me up and took me to the Canadian Warplane Heritage Museum in Hamilton with which he is involved. This is another extensive project which believes in flying as many of its warplanes as it can as often as it can. The active aircraft do not have a show position in the display hangar; they are in the most convenient place in relation to their flight schedule. They also have excellent restoration facilities and, of course, facilities to make things attractive to visitors. Again I was met with the Canadian warm hospitality. They seem to genuinely enjoy giving enjoyment. I was not only able to talk about the planes with people who knew them but was allowed to climb up and look into them. Not get into them as they are 'live' aircraft. I could understand why when I had the nostalgic joy of looking into the cockpit of a Cornell, the type on which I had soloed. I could almost hear "I've had enough of flying round with you. It's just you and J.C. and he hates Pilates!". I would love to have tried again.

Standing huge, almost in silhouette against the hangar doors, was the only other (than the B.B.M.F.



one) flying Lancaster. All the other usual warbirds were there; the Hurricane is a fibreglass one since





their original was destroyed in a fire. This, however, allowed a party of schoolchildren to be able to climb on it.

The Canadian flying B.25, in the guise of Grumpy, is there too. At the previous re-union she made an unexpected fly-past to the delight of the Mitchell men who heard and recognised the sound and rushed outside to see her in the air.

Again there are too many exhibits to list.

Restoration work in progress is on display, more is elsewhere.

Wednesday was Toronto Airport and Zoom Airways to Gatwick.

2099 km on the hire car.

**Peter Jenner**  
via Eric Martin

## AVIATION HUMOR

Supposedly heard on the air (said with a slow, Eton type accent)...

BOAC: Heathrow Centre, British Airways Speedbird Flight 723

HC: British Airways Speedbird Flight 723, Heathrow Centre, go ahead

BOAC: Heathrow Centre, British Airways Speedbird Flight 723 has a message for you

HC: British Airways Speedbird Flight 723, Heathrow Centre is ready to copy message

BOAC: Heathrow Centre, British Airways Speedbird Flight 723, message is as follows:

Mayday, Mayday, Mayday ....

Budget air travel...

One day at a busy airport, the passengers on a commercial airliner are seated, waiting for the cockpit crew to show up so they can get under way. The pilot and co-pilot finally appear in the rear of the plane, and begin walking up to the cockpit through the centre aisle. Both appear to be blind.

The pilot is using a white cane, bumping into passengers right and left as he stumbles down the aisle, and the co-pilot is using a guide dog. Both have their eyes covered with huge sunglasses. At first the passengers don't react, thinking that it must be some sort of practical joke. However, after a few minutes the engines start revving and the airplane starts moving.

The passengers look at each other with some uneasiness, whispering among themselves and looking desperately to the stewardesses for reassurance. Then the airplane starts accelerating rapidly down the runway and people begin panicking. Some passengers are praying, and as the plane gets closer and closer to the end of the runway, the voices are becoming more and more hysterical. Finally, when the airplane has less than 20 feet of runway left, there is a sudden change in the pitch of the shouts as everyone screams at once, and at the very last moment the airplane lifts off and is airborne.

Up in the cockpit, the co-pilot breathes a sigh of relief and turns to the pilot: "You know, one of these days the passengers aren't going to scream, and we're gonna get killed!"

Cliff,

I have had a very nice note from Alan about last Sunday's talk. I am pleased people enjoyed it as much as I did giving it, and thank you for inviting me.

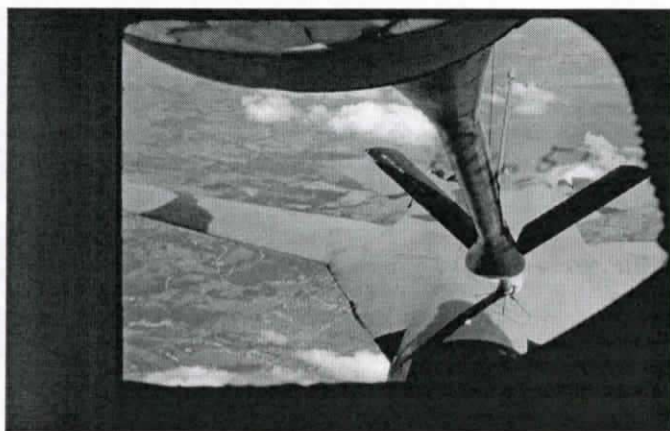
Attached are a couple of pictures for your next magazine, one of an 11 Sqn Lightning during a dispersed turn-round (that I didn't show because I do not have it as a slide, only as a scan of a photo, but you can see the 3 steel pads on the asphalt that I talked about), and the other of the F-111 refuelling.

Could I ask that these pictures only appear in your magazine? I wouldn't want them on a website, for example, where they could be downloaded by all and sundry - at least not yet. I have other talks to come and I want them to be a surprise to my audiences.

I really enjoyed my career, as you can imagine. It's a great privilege now to be able to share a bit of it with enthusiastic societies such as yours.

All good wishes,

Graham Perry





Thought you might like this story for the magazine. Note that the incident took place in January 1964. I wonder how a commercial aircraft would have come out from this type of turbulence. In this instance they had good back up from the Air Force. Ken Cothliff

### Clear-air turbulence in a B52H

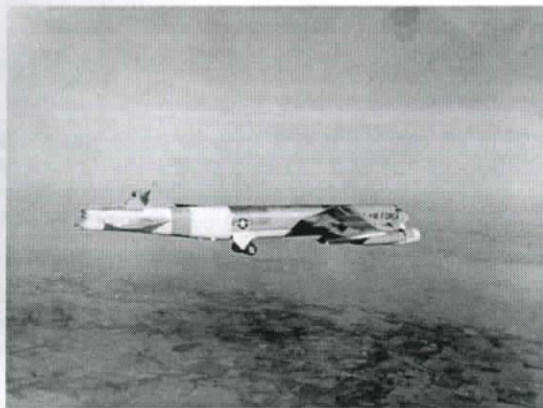
10 January 1964 started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out.

But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.



As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also

lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing. "I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot of people helping us, and we're very thankful for that." The B-52, Fisher said, "Is the finest airplane I ever flew."

*Bridgepoint acquires Leeds Bradford International Airport  
£70 million expansion plan announced*

Leeds Bradford International Airport (LBIA) has been sold to European private equity firm Bridgepoint in a transaction totalling £145.5 million following a decision by five West Yorkshire councils to sell 100% of the share capital in the airport.

Commenting on the successful acquisition of the airport, Sir Graham Hall, who will now become chairman of LBIA, said: "Work can now begin on taking our airport up a league in every sense. LBIA is a key asset for our region and we want to build on its recent success and consolidate its role as the dominant international airport serving Yorkshire and Humberside."

Adrian Williams, a director at Bridgepoint added: "We have a clear vision for the future success of LBIA – a future which will deliver benefits for everyone who uses it. Our aim is that the new LBIA will be one of which the staff and the region will be justifiably proud."

Under the Bridgepoint strategic plan for the airport, a £70 million capital expenditure plan will be implemented to provide additional terminal capacity to accommodate anticipated growing passenger volumes and to meet more immediate infrastructure requirements. Specifically, the plan is built around:

- investment in, and development of, the existing airside and landside infrastructure to enhance capacity
- development of the route network to increase number of destinations, frequency and to double passenger capacity to seven million by the year 2015
- further development of the LBIA's commercial revenues in areas such as retail and food and drink.

Bridgepoint has invested in the airport sector in the past. In 1997, it became the largest private investor in Birmingham International Airport (BIA) as part of a financing programme to fund the ongoing development of the airport. It sold its stake in December 2001 and during this five year period international connections at BIA grew by 70%, traffic grew by 40% (reversing leakage to neighbouring airports) and capital expenditure reached almost £200 million.

Leeds and Bradford councils each owned 40% of the airport with the remainder split equally between Kirklees, Wakefield and Calderdale. Although the councils will have no financial stake in LBIA, they retain a 'special share' to protect the name of the airport and to ensure its continued operation as an international airport.

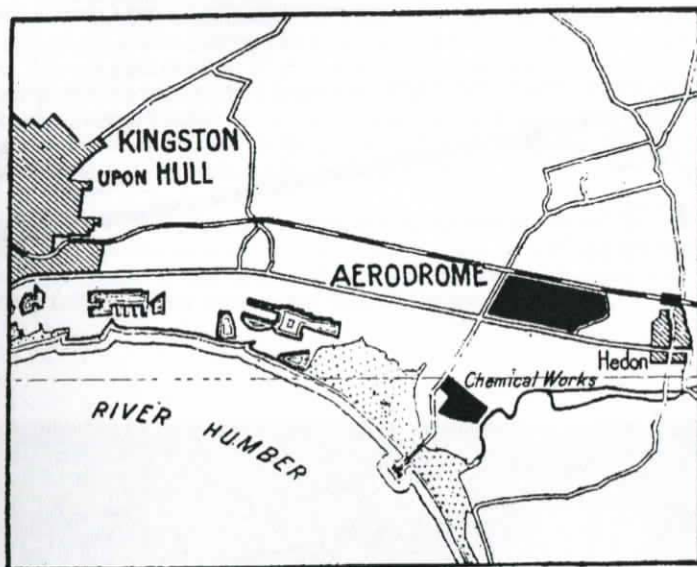
The airport was formally advertised for sale in November 2006 in a process run by Ernst & Young, with legal advice prepared by DLA Piper. Bridgepoint was named preferred bidder on 4 April 2007.

Debt for the transaction was provided by Royal Bank of Scotland. Advisers to Bridgepoint in the transactions included: Rothschild (corporate finance), Addleshaw Goddard (legal), Ernst & Young Private Equity (transaction support and tax structuring), Airport Strategy & Marketing, Concession Planning International, Drivers Jonas, TPS Consult (commercial due diligence), ERM (environmental), Marsh (insurance).



## HULL MUNICIPAL AERODROME (HEDON)

The racecourse at Hedon was opened in 1888; in 1909 horse racing ended there and the racecourse stood idle. Three years later on July 13<sup>th</sup> 1912 the early aviator Gustav Hamel, looking for a nice flat area to fly from, arrived at the disused racecourse in his Bleriot Monoplane. He made a short stay during which he entertained large crowds with exhibition flights ranging up and down the coast. This ended on July 17<sup>th</sup> 1912 when he took off on a pioneering first flight across the River Humber from Hedon to Grimsby Municipal College.



**Hedon/Hull Municipal Aerodrome**

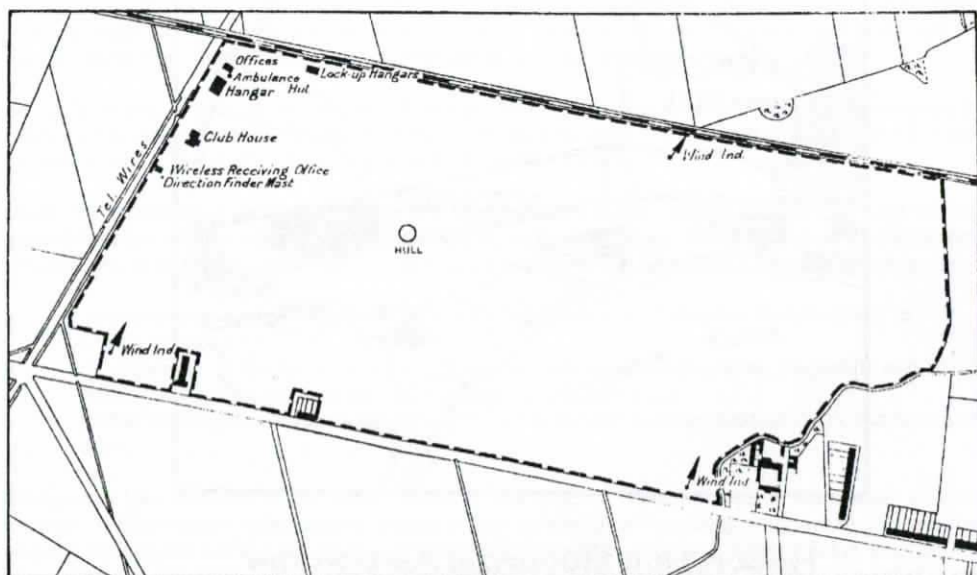
**Lat. 53° 45' N. Long. 00° 13' W.**

In 1929 when Hull decided it needed its own aerodrome the former racecourse at Hedon some 5 miles east of Hull was acquired and the 200 acre site was converted into the new Hull Municipal Aerodrome. This is reported to be the first municipal aerodrome in the country. The aerodrome was issued with a licence by the Air Ministry on October 7<sup>th</sup> 1929 and was officially opened with a commemorative air pageant on October 10<sup>th</sup> 1929. The opening ceremony was performed by HRH Prince George (later to become King George V) who left at the end of the pageant to fly to London, thus becoming the first passenger to use the aerodrome.

Flying was initially provided by National Flying Services who operated at various sites around the country and offered passenger flights and flying lessons. They also provided the origins of the Hull Aero Club. The aerodrome boasted four landing strips, north-south at 680yds, north east-south west at 810yds, south east-north west at 1100yds and the longest one was east-west at 1610yds. All

were grass covered. There was one large hangar of steel and asbestos construction measuring 90ft by 60ft with a door 14.6ft high and 40ft wide. This was in the north west corner of the aerodrome with the club-house and offices nearby; there was also a small lock-up hangar. Fuel was available and minor repairs to aircraft could be carried out. Customs facilities could be provided and a flare path could be laid out with one hour's notice.

On 11<sup>th</sup> August 1929 the Burton on Trent based company Civilian Aircraft flew the prototype of their two seat touring aeroplane from Bass Meadow, Burton. This was G-AAIL c/n 1 which had been built at the yard of Messrs S.Briggs & Co in Moor Street as the Civilian Aircraft Coupe. They tried several sites in the Burton on Trent area with a view to building and selling the Civilian Coupe but without success. They then approached the Hull council with a view to leasing part of Hedon aerodrome to continue the production of the aircraft. Finally on January 31<sup>st</sup> 1931 the move was made to a long brick building sited to the north side of Hedon Road where building the second Coupe G-ABFI c/n 02.1



Map Section, A.M. N° 1099.

October, 1934.

## Hedon/Hull Municipal Aerodrome

(now known as the Civilian Coupe II) commenced. This was finished by May 1931 along with G-ABFJ c/n 02.2. The third machine with c/n 02.3 was completed in September 1931 as G-ABNT and this remains as the sole survivor today. The aircraft built as c/n 02.4 was never registered and is believed to have been sold for spares. The final Coupe II was c/n 02.5 flown in August 1932 as G-ABPW and then immediately sold in Germany as D-EPAN. C/n's 02.6 and 02.7 were started but when the Civilian Aircraft Company folded in 1933 they were unfinished and all the assets were sold at auction with G-AAIL going to Ireland as EI-AAV and G-ABFI going to Holland as PH-BBC.

As mentioned earlier there was a Hull Aero Club which was operated by National Flying Services and their chief instructor was T.E. Richardson. National Flying Services finally became bankrupt in 1933 and a new aero club was formed locally as The Hull Aero Club (1934) Ltd., Mr Richardson had bought the Civilian Coupe G-AAIL in October 1932 but he sold it in May 1933 to the Skegness and East Lincolnshire Aero Club after only 6 ½ hours flying time. He replaced it with a Blackburn Bluebird IV G-AABV in October 1933 but this was crashed at Hedon on 06 March 1934. Aircraft known to have

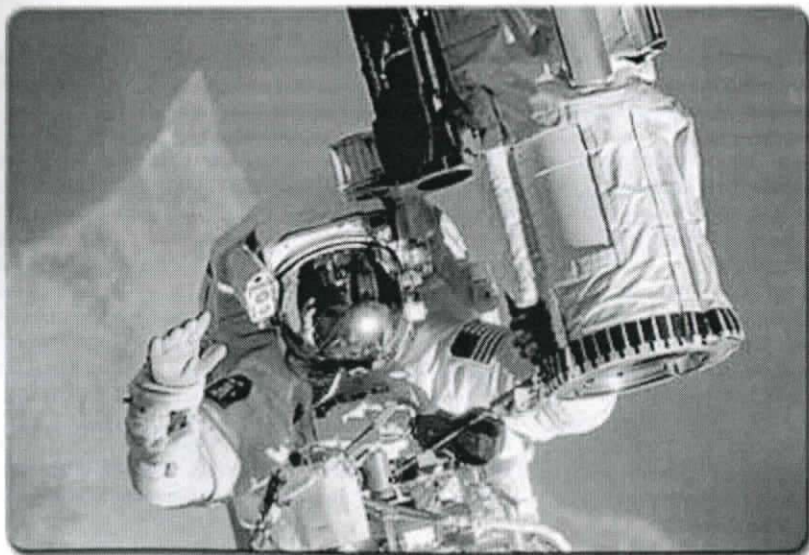


been operated by the Hull Aero Club were de Havilland 60G Moths G-AAMS, G-AAPA, G-ACBX, de Havilland 80A Puss Moth G-ABEI and BA Swallows G-AEKB, G-AEVZ and G-AEXH. A Flying Flea registered G-AEFC was built locally by Reginald Lever Thorne under the operating title Hedon Aircraft. It did a few local flights in 1936 but was cancelled by 1937. Another private owner was H.R.Field who had Blackburn Bluebird IV G-AAOF from June 1931 until the outbreak of war in 1939.

Sir Alan Cobham's flying circus visited the aerodrome in 1934 and the large 12 seat transport the Handley Page W.10 G-EBMM put in an appearance. A number of airlines set up routes through Hull to various places with differing success. National Flying Services started a Hull-Waltham (Grimsby) cross-Humber flight in October 1932 with Desoutter Monoplanes but this was short lived. North Sea and General Transport Ltd of Brough started a Brough-Immingham cross-Humber ferry service in April 1933 and transferred to Hull on 1<sup>st</sup> July 1933 to operate Hull-Waltham (Grimsby) using the Blackburn Segrave G-ABFR three times daily. On May 31<sup>st</sup> 1934 KLM inaugurated an Amsterdam-Hull-Liverpool and return service using the three-engined Fokker F-VIIb-3m which could carry 8 passengers. This ran until October 6<sup>th</sup> then again in 1935 before being transferred to Doncaster in 1936. Provincial Airways tried a Hull to Southampton service via Nottingham and Desford from March 4<sup>th</sup> 1935 with de Havilland Dragon aircraft and altered it to Hull-London in July. Hillman Airways began Liverpool-Manchester-Hull on June 6<sup>th</sup> 1935 and North Eastern Airways started Manchester to Hull via Doncaster and Hull-Waltham (Grimsby) on July 1<sup>st</sup> 1937.

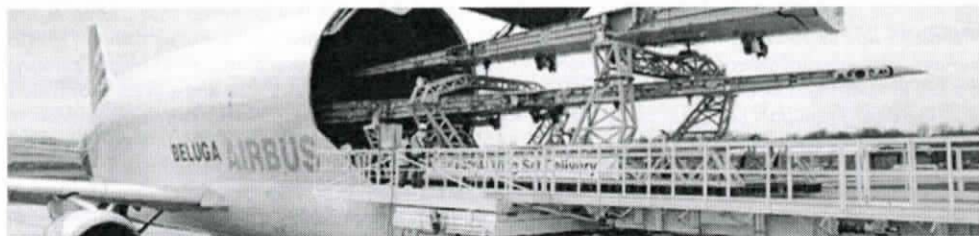
With the outbreak of World War II it was decided that the Hedon site was too close to the chemical works south of the aerodrome and would be a prime target so it was finally closed down after 10 exciting and busy years. All that remains now of the Hull Municipal Aerodrome is the old Civilian Aircraft factory building which became the "Airport Garage".

**Terry Sykes**



**The future Air Spotter**

## A400M



### Roles

A400M is an extremely flexible aircraft that will provide both Tactical and Strategic Airlift Capability to all three Services in peace, crisis and war.

### Specifications

- Engines: Four EPI TP400-D6 turboprops
- Thrust: 10,000lbs
- Max speed: 0.72Mach
- Length: 43.8m
- Max altitude: 37,000ft
- Span: 42.4m
- Aircrew: 4

The mainstay of the RAF'S tactical and strategic airlift are the C-130 Hercules and C-17 aircraft. A total of 25 C-130K aircraft have been replaced by the C-130J and future plans include the replacement of the remainder of the fleet by 25 A400M outsize strategic-airlift aircraft in 2011.

The A400M, which is a collaborative venture involving the governments and industries of six European countries, will support the deployment of the Joint Rapid Reaction Force and will give the RAF a tactical and strategic-airlift aircraft capable of supporting all three services. The aircraft will be capable of carrying a load of 32 tonnes over a range of 2300nms at speeds comparable with pure-jet military transports; furthermore, the range of the aircraft can be extended by the use of a removable, air refuelling probe mounted above the cockpit. The aircraft will be capable of operating either at low-level (down to 150ft agl) or at high-level altitudes to 37,000ft, and it will be able to deploy troops and/or equipment between and within theatres of operation either by parachute (up to 108 paratroopers), or by landing on short, unprepared or semi-prepared strips. The aircraft will also offer significant improvements in reliability, maintenance and operating costs over the C-130K and J fleet.

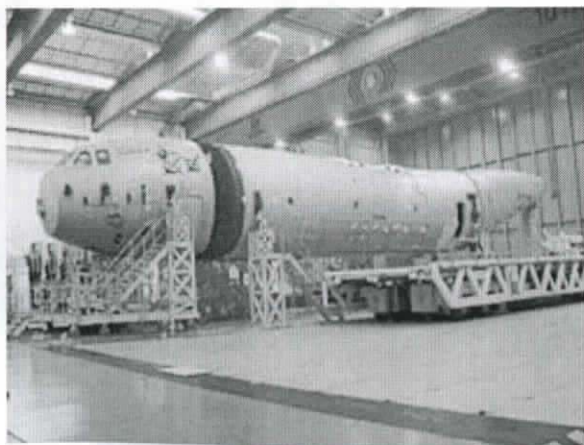
The two-pilot flight deck crew will have the benefit of an integrated, digital avionics system in the cockpit and a fly-by-wire control system. Additional systems will provide a night-vision-compatible glass cockpit complete with two head-up displays supported by at least five multi-function displays that will allow state-of-the-art avionics developments to be incorporated to the flight-deck design, so greatly reducing crew workload. The aircraft will be driven by four Europrop International (EPI) turboprop engines, which will be the most powerful turboprops developed to date in the western world, they will be lighter, easy to maintain and will consume 20% less fuel per mission relative to a similar turbofan engine. A modern Defensive Aids Suite will be fitted, incorporating radio and infra-red frequency detectors, electronic-countermeasure equipment and chaff/flare dispensers.

The cargo bay of the A400M will be controlled by one air loadmaster and can be configured for a



number of roles: pure troop carrying, or a mixture of troops and support equipment; palletised cargo or military wheeled and tracked vehicles; two attack helicopters such as the Apache or Puma; or a mixture of light and heavy engineering equipment. Offloading equipment or stores after landing can be achieved using conventional ground equipment, the aircraft's internal load-roller system, by airborne parachute or by gravity extraction from the aircraft's rear ramp.

In addition to its tactical capability A400M will compliment the C-17 in providing the UK with a strategic airlift capability when and where it is required.



*Air Yorkshire Aviation Society*

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# Recognition



1



2



3



4



5



6



7



8



9



10



11



12

Some more easy aircraft for you to identify - for fun only.  
No prizes for being an expert !

The answers will be revealed in the June magazine.  
Terry Sykes



B737-683 G-CDKT  
Fly Globespan  
Malaga  
30 March 2007

Steve Lord

Robinson R-22  
G-BOYC  
Yorkshire Helicopters  
Coney Park  
March 2007

Terry Sykes



Fairchild Swearingen  
SA-227DC Metro  
D-CNAG  
Hired by manx2.com  
Leeds Bradford  
11 April 2007

Martin Zapletal