



YORKSHIRES PREMIER AVIATION SOCIETY



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

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

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

SOCIETY NEWS

Members had been looking forward to welcoming Sqn Ldr Graham Laurie to our April meeting but unfortunately he became snowed-in in the south of England (as the weathermen had predicted). However, there was just enough time to organise Plan B – an interesting DVD show on aircraft displays which kept us all entertained.

The Society's Annual Dinner held on Friday 4 April 2008 was superb. It was attended by thirty-nine members and their guests who enjoyed a relaxed and sociable evening – a comfortable bar in which to unwind prior to an excellent meal in a spacious dining room and, of course, the opportunity to participate in the ever popular Raffle! Our sincere thanks to John Dale, co-ordinator of the event, and to his team for their hard work and dedication in producing such a successful and enjoyable occasion.

Our thanks are also recorded to Clifford Hadwin, who has recently retired from the committee. For quite some time, Clifford has been "on the door" with Denis Stenning, Guardians of Gate 20 on behalf of the Society. His involvement in support of other projects is much appreciated and we do thank Clifford for his valuable service as a member of the committee.

The Chairman asked for volunteers from the assembled members, willing to join the committee and share its responsibility for security, especially important now-a-days in view of increased awareness by the Airport. On behalf of the Society, we thank Reynell Preston and Brian Wray for stepping forward and we welcome them onto the committee.

Officers and Committee

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

PLEASE NOTE:

If any member wishes to just collect their magazine at a monthly meeting, they may do so by arriving at Gate 20 at around 14:15 hours. You might even then decide to stay! Please remember to have your current Membership Card available as you could be asked by Security to produce it.

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

- 4 May 2008 David Lightfoot of Leeds City Council
David has been involved with noise monitoring around Leeds Bradford Airport for over 20 years. David will be talking about noise monitoring around the airport, past noise insulation schemes, and planning conditions relating to noise monitoring. The talk will hopefully be both informative and entertaining, and bring your thinking caps because there might even be a small LBIA general knowledge test!
- 1 June 2008 Alan Lord, Aviation Writer
We welcome back Alan Lord who is part of the editorial team of "Airports of the World". Alan will be showing aviation photographs of his trips to China and in particular to Beijing and Shanghai airports.
- 6 July 2008 Peter Kenworthy, Commercial Director, bmi regional
I am delighted that Peter Kenworthy has agreed to attend an Air Yorkshire meeting and give a talk/presentation on the commercial aspects of the aviation industry and in particular bmi regional. Peter has been in the aviation business all his working life which includes employment for British Caledonian, BA, Birmingham European/Brymon, GB Airways, VLM, Air Transat and now with bmi regional. Following the presentation, I am sure there will be time for a Q & A session.
- 3 August 2008 Carol Bell: Presentation on the role of the RAF and Military Low Flying
Carol is the RAF Community and Relations Officer for Cumbria and Tynedale. She will give us an insight into the role, as well as featuring some of her own background, not in the RAF but in the Royal Navy in the ATC.
- 7 September 2008 Peter Willis, Operations Director, Leeds/Bradford International Airport
Details to follow.
- 5 October 2008 Ivor Tamplin
Ivor is a founding member of the Rossendale Aviation Society, and will present a slide show of his many visits to airports around the world.
- 2 November 2008 Air Yorkshire AGM – Hopefully followed by a DVD or Slide Show.
- 7 December 2008 **This meeting is being held at the Multiflight Cafe Bar on South Side**
Christmas Get Together with Mince Pies and Coffee.
- 4 January 2009 Peter Hampson of Airport Solutions Ltd. Details to Follow.

Alan Sinfield

MEET YOUR COMMITTEE

Assistant Editor Sheila Jayne

My life so far has been spent in and around Harehills, Leeds. I was born in St James's Hospital, pre-war!

I have an elder brother, and our parents had a "corner shop" at the end of a block of terrace houses which was also our home. There was a small garden and my father also had an allotment nearby - I enjoyed "helping" then and I continue to enjoy gardening to this day.

My early memories of Coldcotes Nursery include protesting loud and long at being required to "have a sleep" during the day amongst row upon row of small canvass camp-beds, each containing another four-year-old, who seemed not to be protesting.



But I did enjoy my years at Brownhill School, now demolished. I remember very little about the "Infants" except that it was a single storey building and we "played". The "Juniors", however, made a lasting impression and the atmosphere, the lessons, the activities, the staff and the Head - oh yes indeed, the Head - are with me still.

The building was two-storey - girls ground floor, boys first floor. The boys were "allowed" to carry the crates of milk into our hall for morning break. The Head's desk was on a raised platform in the hall which was lined on three sides by classrooms - so the Head missed nothing! PT and country dancing classes were in the hall - I always enjoyed the dancing and I still do. Sewing and needlecraft were taught - which I always enjoyed and I still do. English lessons were taken seriously - the emphasis on their importance has proved of great benefit throughout my life. And how could I possibly manage in the supermarket without my "times tables" - a good job I enjoyed "sums" (we didn't do anything as posh as maths).

From there I went to Thoresby High School in Great George Street, Leeds City Centre, which offered R.S.A. commercial courses as well as G.C.E., ideal for me as I never looked further than wanting an "office job".

My "commercial" career began at the Legal & General, as a junior shorthand typist in the typing pool. Through the years I moved up the career ladder via Hargreaves at Boston Spa, the University of Leeds, a summer season in an hotel in Jersey, International Combustion Ltd in the Arndale at Headingley and finally at the Yorkshire Regional Health Authority where I stayed until retirement.

Somewhere during this time I learned to drive and was the proud owner of a green Morris Minor Traveller.

I do wish I had been as conscientious about learning to play the piano - I just did not practice enough but I have not given up hope of trying yet again, some day.

Annual holidays were spent abroad with various friends, in an era when the package holidays available were to resorts which were neither over-popular nor over-crowded so I think we saw them at their unspoilt best.

Have you noticed - there is no mention so far of aircraft or magazines - not until a certain Welshman called Cliff caught my eye!



SCENE AROUND YORKSHIRE: MARCH 2008

March was again very disappointing regarding activity at our local airfields. Once again the weather caused difficulties for the light aircraft contingent. However, Doncaster is still attracting the odd "Big Boy" and is also expected to gain some new residents when Sheffield City "closes" at the end of the month.

Bagby:- On 5/3 Cessna F.150M G-HULL was logged arriving, nothing strange in that, however it booked in from a private strip near Malton. Visitors:- 3/3 G-CDKU R.44, G-PDGT Squirrel(Powerline 64); 6/3 G-MACK PA-28R(f. Old Sarum); 7/3 G-GFIC C.152; 9/3 G-CDYR Long Ranger; 14/3 G-BGSV F.172N; 18/3 G-AVWD PA-28; 25/3 G-CECO Schweizer 269C; 30/3 G-AZSF PA-28R(f. Wellesbourne).

Beverley:- Visitors:- 9/3 G-MGAN R.44; 30/3 G-BNOH PA-28.

Bradford(Queensbury):- Jet Art, whose premises are here, are advertising two Sea Harrier F/A2s ZD615 and ZE691 as "undergoing restoration and will be available shortly as externally complete static display aircraft". '615 was initially sold to Aerospace Logistics at Chalwood, Surrey in late 2005 before moving to Bradford in early 2008 while '691 arrived via Everett Aero at Sproughton, where it had been since September 2002.

Breighton:- First, a note for local enthusiasts who were intending to visit this airfield for one of the popular fly-ins during the summer. At the AGM of the Real Aeroplane Company it was announced that members of the public would no longer be able to attend these events. From now on fly-ins and Air Shows will only be open to visiting aircraft, Club members, their families and close friends. The reasons given for these rules are a) It has become increasingly difficult implement public safety regulations and b) the rising cost of insurance. So, if you wish to attend one of these events you could always join the Real Aeroplane Club with an annual fee of £25. Taifun 17E G-BMSE was logged departing to Le Touquet on 13/3 on the first leg of its delivery flight to the South of France, where it has moved along with its owner. Alouette HA-PPC was noted on one of its regular visits on 3/3, however this time it was arriving for its annual check to be carried out by Hungarian engineers, who arrived on the same day and stayed until 6/3. Gazelles HA-LFH, HA-LFM and HA-LFQ were also looked over as well as Alouette HA-LFZ during their stay. Barton based PA-28R N2943D was noted on 6/3. Visitors:- 1/3 G-REGE R.44; 3/3 G-PDGT Squirrel(Powerline 64, refuel); 9/3 G-OSIT Pitts Special, G-BROR PA-18, G-CEVA Ikarus, G-AJEI Auster J/IN; 17/3 G-BDAD JT.I Monoplane(f. Pilling), G-LEDR Gazelle; 18/3 G-IIMT Midget Mustang(n/s until 24/2 due weather); 23/3 G-SEVN RV.7, G-PELS Jet Ranger; 30/3 G-ODAZ R.44.

Brough:- Two more Indian Hawks were delivered to Warton this month, HT-021/ZK141 on 4/3 and HT-023/ZK143 on 18/3. These aircraft are to become A-3500 and A-3502 on delivery to India Air Force.

Catterick:- Gazelle XX456(Armyair 758) was noted operating at the Garrison on 1/3.

CONY PARK(Leeds Heliport)

A slightly busier month at our local heliport; however the inclement weather curtailed operations on a number of days. Among the visitors noted were:-

03/3	ZD279	Lynx	1433 1440	"Armyair 958" local recce
13/3	G-NETR	Twin Squirrel	1015 1045	f. Yearby(Powerline 62) t. Bagby(62)
14/3	G-CPTS	Jet Ranger	1225 1315	f/t Skipton
	G-MRMJ	Dauphin	1430 1445	f. Blackbushe t. "Leeds"
	G-TAKE	Twin Squirrel	1650 1720	f/t Redhill(Arena 12)
	G-TVHD	Twin Squirrel	1720 1115	f/t Redhill(Skynews 1) n/s until 16/3
25/3	G-TELY	Agusta A.109A	1536 1620	f. Sherburn(Castle 3) t. Yearby(3)
31/3	G-DANZ	Twin Squirrel	0955 1005	f. Birmingham(Premier 17) t. Berwick(17)
			1610 1620	f. Berwick(Premier 17) t. Birmingham(17)

The reason for the extra activity on 14/3 was that the girl from Dewsbury had been found after being missing for over six weeks(and this story runs and runs and runs!). Twin Squirrel G-TVHD, which is operated by Arena Helicopters for Sky News was based for two days and carried out numerous flights in the Dewsbury area. This aircraft was only imported from New Zealand in February this year having formerly been registered ZK-LIN. The other Arena machine G-TAKE brought in extra equipment. Resident Long Ranger G-CDYR was also involved in filming operations over Dewsbury on the 14th.

Church Fenton:- Sandtoft based Jet Provost G-JPTV was noted visiting on 17/3.

Clay Cross:- GBL Aviation, who are based here and quite active in the area have acquired a second Squirrel G-SPVK to compliment their other machine G-VKVK.

Cranwell:- Noted visiting on 4/3 were a trio of French Air Force Alpha Jets, E-10/314UL("FAF 6442"), E-47/314TR("FAF 6441") and E-110/314-TO("FAF 6443"), the latter being in special markings. A civilian visitor on 27/3 was Cessna 172S G-UFCL from Newtownards.

Crosland Moor:- PA-32 G-AVFU was a visitor on 29/3 from Andreas, Isle of Man.

Deighton:- Cessna 180 PH-KRC was noted on the 19th making one of its regular visits from Wells Lodge, Northampton.

Devonshire Arms(Bolton Abbey):- A fairly quite month for this "Top Nosh" spot with Jet Ranger G-HMPH noted on 24/3, f/t Chattsworth along with Garforth based Dauphin G-OLNT.

Dewsbury:- On 27/3 Skyraider G-UPHI reported landing at a private strip here, inbound from Wolverhampton.

Dishforth:- Leeds based R.44 G-RWEW was noted here on 3/3 carrying out a training detail and Dauphin G-MLTY (Yorkair 2) was similarly engaged on 17/3.

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

The Sheffield Aero Club have announced that they intend to base some of their aircraft here for training flights when Sheffield City Airport closes at the end of the month. March was a fairly reasonable month for visitors at South Yorkshire's finest. To kick off with, on the 1st Kalitta Air Boeing 747SR N719CK(Connie 523) arrived to operate an outbound freight charter to Columbus, Ohio. This aircraft is now fairly unique as it is a former JAL aircraft which was used exclusively on internal flights within Japan. These aircraft had high density seating a smaller fuel capacity, hence the SR standing for short range. On 10/3 Boeing 747 G-MKHA(Kruger Air 102) of MK Airlines arrived for an overnight stay before operating a freight charter outbound the following day. African International DC-8-63 ZS-OSI(Fly Cargo 523P) positioned in on 28/3 ready to take an outbound freight charter on the 30th. Before 'SI had departed it was joined on the apron by another DC-8-63 N916R of Murray Air Cargo, making a rather unique sight. N916R(Murray 865) arrived from Aludeid, Qatar and departed later in the day to Hartsfield. On the crew training front, the 4th saw one of the last visits by Oasis, Hong Kong(The company went bust in mid April, but more on that next time), when Boeing 747/400 B-LFA(Oasis 100P) arrived from Gatwick for some circuit bashing. Another interesting machine the same day was French Air Force C-160 Transall R-244/60-GX(Cotam 1135) which arrived from its base at Evreux for an ILS and overshoot. The only other aircraft worthy on mention training-wise is Boeing 747/400 G-GSSB(Jetlift 007)(See photo p7, by Stuart Allen/Stuart @ Darkside Aviation SY) of Global Supply Systems which positioned from Stansted on the 31st. South Yorkshire teams were very involved in the quarter finals of the FA Cup on the weekend on 7th/8th. Sheffield United flew down to Plymouth in Dash 8 G-WOWB(Swallow 9201), returning the following day in the same aircraft. Chelsea arrived for their date with Barnsley on board Titan BAe.146 G-ZAPN(Zap 23W) from Farnborough on 7/3. The following day EMB 145 G-RJXH(Midland 9153) arrived from LBA to transport a rather dejected bunch of players back down South.

Of the other visitors the following were noteworthy:-

01/3 G-JETO Citation V(Airtax 345P), G-BWIR Dornier 328(Suckling 406), M-ONTY S.76C

02/3 G-OROO Citation XL(Sky Elite 10P), G-FBEG EMB.190(Jersey 265/6)

03/3 PH-UKK TBM.700; 4/3 G-VOAR PA-28 Archer

05/3 EC-GIE Citationjet(Gestair 191), G-FLPB King Air 200(Calibrator 163)

06/3 ZF171(LOP 14, ILS), G-LULV DA-42(ILS), G-BYWP Grob 115(CFN 02, ILS)

07/3 XX264 Hawk(Red 9, ILS), G-DNCS PA-28 PA-28R Arrow(Jaydee 56X)

08/3 N719EL Hawker 400XP; 10/3 N565F Gazelle, ZF289(LOP 44, ILS)

11/3 D-CDSF Lear Jet 35A, N642P PA-31 Navajo, G-SAMP Agusta A.109S

14/3 G-JOYT PA-28 Archer, G-LOFC Electra(Neptune 188T, training)

15/3 HB-IMJ Gulfstream 550(Batman 171), G-CDZI 737/800(TOM 532J, Humberside div)

17/3 N818JW Gulfstream 200(n/s); N2136E PA-28RT(ILS), G-BATN Aztec(Marshall 13)

18/3 N53GX Global Express(n/s), ZJ693 Sentinel(Snapshot 3, ILS at 2257I)

19/3 HA-YFE MU.300 Diamond, D-IGOB P.180 Avanti, ZK453 King Air 200(CWL 73, ILS)

21/3 G-OECG King Air 200(Cega 463); 22/3 M-BWFC Citation XLS

25/3 G-NETB Cirrus SR.22(ILS), G-BWXF/I/O T-67Ms(ILS and overshoots)

27/3 G-SYPA Twin Squirrel(Veritair 40), G-BYUO Grob 115(WYT 16, ILS)

30/3 G-LWDC Challenger 604; 31/3 G-SSSC S.76C, ZK001 Merlin(Vortex 774, ILS)

The Challenger 604 G-LWDC is the former N54JC which was a regular visitor in previous months and is owned by golfers Lee Westwood and Darren Clarke. Gulfstream 200 N818JW is operated by GC Air LLC of Danbury

Connecticut while the Hungarian Diamond HA-YFE is owned by Business Budapest. There were two visitors with rather unfortunate registrations, the smart Avanti D-IGOB of Manager Flugservice and the less said about TBM.700 PH-UKK the better!



Edentorpe(Doncaster):- On 29/3 resident R.44 G-DGHD went to Wellesbourne with the owner returning later in his new machine G-ODAZ, which is now based.

Elvington:- An interesting visitor on 7/3 was the Air Atlantique/Thales modified DC-3 G-ANAF, which arrived from Coventry late afternoon. On 19/3 Sir David Jason arrived in R.44 G-OTVI to open the new Bomber Command Exhibition and there was a flypast from the Battle of Britain Memorial Flight. Visitors:- 7/3 G-PCOP King Air 200(t. Glasgow); 14/3 G-DIWY PA-32(t. East Winch).

Full Sutton:- The York "ferryman" was busy this month, initially arriving on 3/2 in Cirrus SR.20 N768SR. He flew direct from St. John's, Newfoundland and was due to drop into Shannon for fuel but due to favourable winds continued on to land initially at Humberside before heading here for an overnight stay and onwards trip to Groningen. He was back on 21/3, this time in Cirrus SR.22 N565CK which had routed via Ganger and Reykjavik. Bagby based Super Cub VH-JVL was noted on 27/3. Visitors:- 3/3 G-BULH Cessna 172N; 9/3 G-BTVX C.152; 27/3 G-BUUJ T.67M, G-ASMJ F.172E; 31/3 G-EVIE PA-28.

Gamston:- A new aircraft for the Diamond Agency was DA-42 G-CEZG, which arrived from Austria on 24/3 while similar type G-DMVV was logged departing to Roskilde, Denmark on 29/3. Recently registered to the company were DA-40Ds G-CEZP and G-CEZR. Citationjet G-HEBJ, the former N717NA which was delivered last month, was noted completing its initial air test on 6/3. On 3/3 Citation XL CS-DXN(Fraction 042M) was logged on an outbound charter to Malaga while Hawker 800XP CS-DRV(Fraction 316G) arrived lunchtime on 6/3 and was logged later outbound to Farnborough. Also on 6/3 Citation 2 N550PD departed back home to LBA while Enniskillen based Navajo N642P was an early arrival on 13/3. On the 14th DA-42 OE-FAB was logged arriving from Austria in the morning, after which the aircraft flew on to Barrow and returned late afternoon. Luton based Citation Bravo N60LW of PIHL Delaware Inc arrived for maintenance on 27/3. Visitors:- 2/3 G-PKRG Citation XL(f. Gatwick); 3/3 G-REDB C.310R; 5/3 G-PFFN King Air 200(t. Braunschweig), G-ARAX PA-22; 6/3 G-BUIP PA-28(f. Shoreham); 13/3 G-BGZK DR.400; 14/3 G-LADZ Enstrom 480; 17/3 G-JURG Commander 112; 19/3 G-BHRH A.150K, G-YANK PA-28; 27/3 G-KIDG R.44; 29/3 G-SELL DR.400, G-BYLP PA-38(f. Skegness).

HUMBERSIDE

CHC Helicopters Dauphin OO-NHC arrived at the beginning of the month for another stint of residency. Similar type LN-OMN, which is also a regular tenant has been reregistered G-CHCR for CHC/Scotia. However, there was a more interesting arrival on 12/3 in the shape of Boeing 757 F-GTIB(Saudi 9096)(See photo p8, by Clive Featherstone/

Finningley Fotopics), which flew from Norwich having just been painted up in Saudi colours. The aircraft, which is owned by Eagle Aviation, stayed until 18/3 when it departed to Jeddah ('9097) to replace similar type F-GTID(Saudi 9091) which had arrived from Jeddah that morning. F-GTID in an overall white scheme was hangared until 23/3 when it left for Maastricht as "EGN 751P". Another aircraft on interest was Jetstream 41 N558HK, which arrived from Reykjavik on 14/3 and was on delivery to Greece for operation by Sky Express. The aircraft was still present with Eastern Airways at the end of the month having carried out a couple of test flights and being reregistered G-CEYV for Trident Turboprops, Dublin. Another Jetstream, this time '31 G-ISLB(BCI 1961P) arrived on 3/3 and also visited Eastern for maintenance. Finally, of note was Swiss Air Force Falcon 50 T-783(Swiss Air Force 783) which arrived late morning on 14/3 for a training detail. Other visitors included:-

- 02/3 N768SR Cirrus SR.20(Delivery from St. Johns), N1125Y PA-46 Malibu
 - 03/3 G-CECG King Air 200(Cega 566), N34RF King Air 90, G-GNAA MD.902(Special 15)
 - 05/3 CS-DXJ Citation XLS(Fraction 3GX), G-TSGA PA-28, G-KDMA Citation Bravo
 - 06/3 M-HAWK Hawker 800XP, N64VB Baron(f. Hawarden), ZK451 King Air 200(ILS)
 - 08/3 M-OORE King Air 200, G-OEBJ Citationjet(Sky Elite 015)
 - 10/3 N34RF King Air C.90(Also 18/3, f. Biggin Hill)
 - 12/3 G-WOWA(Swallow 01P, to collect Plymouth Argyll)
 - 13/3 VP-CKN Hawker 800XP, M-OTOR King Air 90(Eastflight 08A)
 - 14/3 N37200 King Air 90; 19/3 CS-DFV Citation Bravo(Fraction 913M)
 - 20/3 N79EL Beechjet 400, G-DJPR S.76C, ZK451 King Air 200(CWL 71, ILS)
 - 22/3 N562RR PA-32 Cherokee 6 25/3 G-BWXV T.67M(Cranwell 83, ILS)
 - 27/3 G-BWXO T.67M(Cranwell 83, ILS), G-RAFO King Air 200(Cranwell 73, ILS)
 - 29/3 G-BYCP King Air 200(Lonex 54BP)
 - 30/3 D-CTRI Lear Jet 60, ZH882 Hercules(Ascot 525, training, t. Lyneham)
 - 31/3 N400MP Gulfstream 4(f. Fort Meyers, n/s), D-IFFB King Air 200(Skyrunner 1131)
- The Gulfstream 4 N400MP is operated by Tisma Holding Inc of Fairfax, Virginia.



Husthwaite(Baxby Manor):- On 16/3 the Great North Air Ambulance MD.902 G-GNAA(Special 15) dropped in for a short stay while routing from Durham/Tees Valley to Gloucester for maintenance.

Ingleby Arncliffe(Trenholme Farm):- Stored here is Bell 47G G-BHNV along with Dual Strike G-MMKM, however both machines are reported to be in a poor state.

Leeds General Infirmary:- An unidentified RAF Merlin("Vortex 775") landed here at lunchtime on 27/3.

Leeming:- On 17/3 Tornado GR.4 ZD745/093(Rocket 1) from Marham made an emergency landing with hydraulic problems. Other visitors included:- 5/3 ZE439 Jetstream T.3(Navy 752); 6/3 ZE441 Jetstream T.3(Navy 751), Z1998

Merlin HC.3A(Rapier 1); 13/3 XW214 Puma(Iceberg 1), ZI954 Puma(Iceberg 2); 14/3 ZI234 Bell 412(Shawbury 94); 27/3 ZA679 Chinook(Vortex 567); 31/3 69-5831 MC.130P(Shadow 61, 3 overshoots). King Air G-FLPB(Calibrator 178) was working on the ILS on 6/3 while on 27/3 PA-31 G-VIPY(Prestige 08) was logged outbound to St. Mawgan.

Linton-on-Ouse:- The star visitor here was on 31/3 when Beech 1900D D-CBIG(Swiss Air Force 729) arrived at lunchtime. The aircraft is operated on VIP flights by Avanti Air on behalf of the Swiss Air Force and after a stay of about an hour it departed to Berne. A graduation day on 7/2 attracted the following making flypasts:- Tornados ZG775/ZA549(Rocket), Nimrod MR.2 XV250(Foxtrot 0 Foxtrot), Typhoon ZI943(Monkey 1), Hawks XX245/XX337 (Bronze) and BAe.125 CC2 ZE396(Ascot 1517).

Middlesbrough:- Bell 407 G-CFDB(ex. C-FROT) has just been registered to an owner here at Cold Moor Cote Farm, Chop Gate.

Netherthorpe:- Cessna F.172M G-RATI has been noted operating out of here recently, however it is still registered to a Manchester owner. Visitors:- 5/3 G-BTMR C.172N; 23/3 G-IIFR R.22B; 27/3 G-AWUU F.150G; 30/3 G-CEBF Eurostar.

ROTARY ROUND UP

01/3	G-BLGV	Jet Ranger	Thirsk – Sherburn – Gloucester
03/3	G-NWAR	Agusta A.109S	Wigan – Ilkley – Wigan
05/3	G-OTVI	R.44	Sherburn – Hull(Filming along A.63)
	G-DMRS	R.44	Coney Park – Aldborough(Hull)
	G-TIMH	R.22B	Site 2/W of Thorne – Chesterfield
	G-ZIZZ	Agusta A.109A	Newcastle – Shirebrooke(Sheffield)
	G-BZYD	Gazelle	Newbury – York
	G-CEMS	MD.902 Explorer	Harewood(Operating locally all day, also 6/3)
06/3	G-SPVK	Squirrel	Barnard Castle – Chesterfield
07/3	N5120	Bell 430	Wigan – Shirebrooke(Sheffield)
	G-EJRC	R.44	Ferrybridge – Bedford
11/3	N449J	Agusta A.109A	Dublin – Barnsley
14/3	N902JW	MD.902 Explorer	Gamston – Doncaster – Pontefract – Skegness
17/3	N8UF	Agusta A.109A	Barnard Castle – Felixkirk(Thirsk) – Whitby
	G-LEDR	Gazelle	Tadcaster – Emley Moor – Near Farnborough
	HA-LFQ	Gazelle	Tadcaster – Emley Moor
	G-OLNT	Dauphin	Garforth – Croft Racing Circuit
	G-REGE	R.44	Sherburn – Wike(Leeds) – Humberside
19/3	G-JESI	Squirrel	Cranfield – Garforth(Holiday Inn)
20/3	G-DPIR	Sikorsky S.76C	Site in N. Yorkshire – Grimsby
22/3	G-FIBS	Squirrel	Ferrenby(Harrogate) – Doncaster Race Course
24/3	G-CYRS	Long Ranger	“Helicharter 32”, Selby – Manston
	G-PELS	Jet Ranger	Sheffield – Wistow(Selby)
25/3	G-DGHD	R.44	Easingwold – Pontefract
	G-DCSE	R.44	Teesside – Site near Brighton
	N109TK	Agusta A.109A	Wallsall – Nun Monkton – Chorley
27/3	G-SPVK	Squirrel	Chesterfield – Garforth(Leeds)
28/3	N8UF	Agusta A.109A	Bishophorpe(York) – Folkestone
29/3	N340AJ	Long Ranger	Coney Park – Rudding Park(Harrogate)
	G-STGR	Agusta A.109S	Carlisle – Doncaster Race Course
	G-OPDG	R.44	Liverpool – Doncaster Race Course
	G-MAAV	Squirrel	“Yorkair 3” Doncaster Race Course
	G-WARK	Schweizer 269C	Scarborough – Church Fenton(Private site)
30/3	G-NOSY	R.44	Sherburn – Wakefield
	HA-LFB	Gazelle	Honister Slate Mine – Garforth
31/3	G-PKPK	Schweizer 269C	Louth – Brough

On 26/3 the Squirrel F-GYCL, which we now know is operated by Airborne Solutions UK Ltd. was routing down the West side of the Leeds Zone when he got caught in bad weather and put down in a field near Oxenhope.

Roadrunner:- At around 1310 on 23/3 a blue and red Delphin marked “142” Red was spotted at the junction of

the M18/A1 heading North. Anyone know its destination?

Rufforth:- Skyservice King Air 200 OO-SKM noted on 1/3 arriving from Sheffield and was back on the 19th, this time f/t Brussels. On 19/3 Horizon G-BYME arrived from Bagby to collect Pegasus Quik G-NUTT, which had been on maintenance. Visitors:- 5/3 G-KRMA Cessna 425(f/t High Wycombe); 7/3 G-SGEC King Air 200(t. Biggin Hill, also 21/3); 13/2 G-TRAT PC-12(t. High Wycombe), G-CEHV Ikarus(f. Barton with two other microlights); 30/3 G-ARNJ PA-22(f. Barton).

Sandtoft:- The Sheffield Aero Club have taken over the lease of the airfield and by the time you reads this will have completed the move from Sheffield. The club also intend to base some aircraft at Doncaster for training purposes. Schweizer 269C G-CDYW has also moved here and is used for training. PA-28RT N2136E arrived from Sheffield this morning for circuit training and was joined later in the day by PA-46 N9275Y. Eire based Cessna TU.206H N206CF arrived on the 22nd with visitors for Doncaster Races and on 30/3 Twin Comanche N918Y arrived from Sturgate. Visitors:- 2/3 G-BHGY PA-28; 3/3 G-GACB R.44; 5/3 G-EISG Be.36, G-AVYT PA-28R; 6/3 G-BNRG PA-28(f. Leicester); 9/3 G-APPM Chipmunk(f. Sywell), G-TSGJ PA-28, G-JUIN C.303, G-CEMC R.44(f. Helmswood, Lancs); 13/2 G-BMVB C.152, G-BYEH Jodel DR.250, G-BRNC C.152; 14/2 G-CFWR Skyraider, G-CCEM Eurostar; 17/2 G-ARAX PA-22(f. Derby); 19/3 G-CFSA PA-44, G-ARNJ PA-22, G-GYAV C.172N; 23/3 G-AWVC Pup; 24/3 G-BKCE F.172P(f. Leicester), G-FOXA PA-28, G-BAFW PA-28, G-ZZAC Eurostar; 25/5 G-BLHW C.120, G-STER Jet Ranger; 27/3 G-AZEW Pup; 29/3 G-BRBA PA-28, G-WOOD Baron; 30/3 G-PREZ DR.400(t. North Coates); 30/3 G-ODAZ R.44.

Sheffield:- By the time you read this the airport should be no more! However, a local multi-millionaire businessman had made a last ditch bid to keep the airport open by making an offer to buy it outright. On top of this a group has been set up calling itself Sheffield City Airport Movement(SCAM) and plans to take the council and Peel Holdings to court over the matter. So there may be some life in the young girl yet! We shall see, anyhow onto what is happening now and Skyservice King Air 200 OO-SKM was noted on one of its regular visits on 1/3 and was back again on the 14th. Also on the 1st PA-34 LN-AAY of C3 Holdings Norway A/S was logged heading home following an overnight stay. King Air 90 N59GG was noted on 4/3. Visitors:- 2/3 G-BSJX PA-28; 5/3 G-WATJ King Air 200GT(Ambassador 205A); 9/3 G-ARKN PA-22, G-BZUL Jabiru; 12/3 G-ITNO PC-12(f. Norwich); 13/3 G-BEKO C.182P; 16/3 G-LIDE PA-31(Causeway 999Z); 17/3 G-DODB R.22B; 19/3 G-CHIK C.152(t. Stapleford); 24/3 G-RCWK C.182T(f. Gloucester), G-BAZS F.150H; 27/3 G-BFXW AA-5.

Sherburn:- Bagby based TU.206H N191ME was noted here on 3/3 while the following day PA-18 Super Cub N123SA was logged outbound to East Winch, Norfolk. Also on 4/3 King Air 90 M-OTOR visited while fellow countryman Cessna 425 M-MANX arrived from Wycombe on 16/3 and returned on 19/3 and 25/3. Jersey based Cessna 425 N1262K was noted on 5/3 and was logged again on 17/3, this time routing outbound to Dinard.TB.20 N33NW returned home to Nottingham on 13/3 following maintenance with an unidentified PA-38("Commodore 02") acting as crew ferry. Cessna R.182 N382AS arrived from Bagby on 17/3 to transport two passengers to Leicester and on 19/3 Cessna F.172M D-EAGC arrived from Liverpool. Visitors:- 2/3 G-BOKA PA-28(t. Fair Oaks); 4/3 G-GFPA PA-28; 6/3 G-AVYT PA-28R, G-ATTI PA-28(f. Bristol), G-BOTI PA-28(t. Biggin Hill); 9/3 G-OKEN PA-28, G-CCFS DA-40; 14/3 G-BWNC Chipmunk; 16/3 G-WRBI A.109S(t. Manchester); 17/3 G-LAIN R.22B; 18/3 G-AXKX Bell 47G; 19/3 G-CFSA PA-44, G-LONE Long Ranger(f. Fife), G-BDIG C.182P; 20/3 G-STGR A.109S(t. Battersea); 23/3 G-BOWP DR.1050; 24/3 G-AVVC F.172H, G-AYYU Sundowner; 25/3 G-TELY A.109A(Castle 3); 27/3 G-ARAW C.182; 29/3 G-CCZG R.44, G-AZTS F.172L; 30/3 G-BDSH PA-28.

Sturgate:- Humberside based Cirrus SR.22 N80NS was noted visiting on 27/3. Visitors:- 9/3 G-BNVD PA-38, G-CCYS C.182S; 16/3 G-EEJE PA-31; 18/3 G-ZANY DA-42; 24/3 G-LAZZ Glastar; 27/3 G-AWGK F.150H; 30/3 G-OOLE C.172N, G-TYER DR.400, G-BZUL Jabiru.

Sutton Bank:- Dishforth based Chipmunk G-BCCX was noted operating here on 19/3.

Tadcaster:- Gazelle N505HA was a temporary resident here from 1/3 until 5/3 while resident HA-LFQ was away at Breighton for its annual check.

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

We start this month with an emergency diversion on 5/3 when Harrier GR7A ZD404/33A(Psycho 1)(See photo p11, dtvmovements.co.uk) arrived mid afternoon after declaring a "Mayday" following an accident with a hose while carrying out air to air refuelling over the North Sea. The aircraft suffered damage to the canopy and was escorted by his wingman, "Psycho 2" until he made a successful landing. After being parked on the apron until 13/3 for over a week ZD404 finally left by road to Wittering on 13/3. The Omni DC-10 flights from the Middle East continued all month with N603AX operating most of them, however N270AX turned up on the 20th and 21st. A one off charter was operated by XL Airways Boeing 767 G-VKNI(Arkefly 993) on 9/3 from Palma and after staying overnight the aircraft routed outbound to Eindhoven. Middlesbrough FC again took to the air this month heading to Birmingham on 12/3 in Dornier 328 G-BWIR(Suckling 531) and arriving from Luton on 15/3 in similar

type G-CCGS(Suckling 451). Resident Explorer G-GNAA of the Great North Air Ambulance left for maintenance at Gloucester on 16/3 and EC.135T G-HEMS of PLM Dollar Helicopters arrived as a temporary replacement.

Other visitors worthy of note this month included:-

- 01/3 XX456 Gazelle(Armyair 758), G-SAXN King Air 200
- 02/3 N26HE Cessna 421C, N352CM PA-46 Malibu
- 03/3 N41AK King Air F.90, F-GKSP King Air 90(Transportair 32A3), G-WINA Citation XL
- 04/3 N250AC PA-31, G-STOB Beechjet 400, ZE700 BAe.146(Northolt 15, training)
- 05/3 G-CELD Boeing 737/300(Channex 988T, training); 6/5 G-DHDV Dove
- 07/3 D-IOWA Citationjet; 8/5 G-YPOL MD.902(Police 42), G-CERY SAAB 2000(EZE 1486)
- 09/3 G-VERN PA-28R Arrow
- 11/3 D-CFFF Citation XLS(Twin Star 8699), G-MAJG(Eastflight 99Q, LBIA div)
- 13/3 N59GG King Air 90, N64VB Be.58 Baron, XS728 Dominie(Cranwell 99)
- 14/3 N80NS Cirrus SR.22, G-KALS Challenger 300(Lonex 3KK)
- 17/3 CS-DHA Bravo(NJE 1DV), CS-DRJ Hawker 800XP(NJE 7LY), G-HARK Challenger
- 19/3 N402JP Gulfstream 4, XW899 Gazelle(Armyair 780), XX285 Hawk(Pirate 05, ILS)
- 20/3 G-MPSA Bolkow 117(Police 252), G-VAND Airvan, G-CDNK Lear Jet 45(Partner 76B)
- 22/3 N700S TBM.700; 23/3 G-JLIN PA-28 Warrior
- 24/3 HB-VMY Citation Bravo(Jet Aviation 201); 25/3 VP-BCT Commander 695
- 26/3 ZH889 C-130K(Ascot 5567), XS712 Dominie(CWL 93), G-WAAN Bo.105(Helimed 20E)
- 27/3 D-CEFD Citationjet 3(Evaflight 101), ZH102 Boeing Sentry(NATO 12, circuits)
- 30/3 G-OLDK Lear 45(Partner 59B); 31/3 ZZ190 Hunter(Rushton 71), N382AS Cessna R.182

The Gulfstream 4 N402JP is owned by Colleen Corp of Philadelphia.



Thirsk(Westmoor Farm):- Evans VP-1 G-BEKM and VP-2 G-BFFB live in a barn at this farm, however it is doubtful if either will take the skies ever again.

Waddington:- On 19/3 Sentinel ZJ691(Ascot 9554) arrived on delivery while the previous delivery ZJ693(See photo p12, by Dave Senior) continues to visit local airports while on training details. A pair of French Air Force Alpha Jets were noted on 6/3, E-38/314-LH and E-58/314-TK, accompanied by Xingu 092/YL(French Air Force 9090) while a civilian interloper the previous day was Boeing 757 G-DAJB(Monarch 9150). This aircraft was bringing home a Squadron of the RAF Regiment from Afghanistan. Among the other visitors were:- 3/3 ZA150 VC-10(Tartan 11); 5/3 ZE441 Jetstream(Navy 751), XX445 Gazelle(Armyair 727); 6/3 ZG920 Lynx (Armyair 985); 14/3 XV101 VC-10(Ascot 839, practice diversion), 60-0355 KC-135(Quid 54, practice diversion); 17/3 58-0086 KC-135; 18/7 LX-90458(NATO 08, circuits), ZG846 Lynx(Armyair 479); 25/7 201/36-CA Boeing E.3F(Roxanne 23); 26/3 ZJ134 Merlin(Vortex 761), ZH881 Hercules C.5(Ascot 530); 27/7 ZH889 Chinook HC.3(Gauntlet 61), XW223 Puma(Parker

2, operating at Donna Nook); 28/7 XW665 Nimrod R.1(Ascot 7240).



Walton Wood:- Jet Ranger G-FOXN was noted on a local air test from here on 20/3. Visitors:- 3/3 G-WYSP R.44; 5/3 G-OPDG R.44; 6/3 G-EIZO EC.120B(t. Nottingham), G-NOSY R.44; 7/3 G-RIAT R.22B(t. Newcastle), G-OAWD Squirrel.

Wickenby:- PA-46 N1125Y was noted on the 3rd, departing later to Humberside. Visitors:- 2/3 G-IIDI Extra 300(f. Leicester); 3/3 G-IIVI Extra 300; 21/3 G-MEGA PA-28R; 24/3 G-BKCE F.172P, G-PIKK PA-28.

Wombledon:- Leeds based Europa G-PEGY arrived on 13/3 for maintenance and was still present at the end of the month.

OVERFLIGHTS

01/3	N716VR	Cirrus SR.22	Wick – Toulouse, delivery(OTR 1120 @ 7500')
	N850FS	PA-28R Arrow	Wick – Ostend, delivery(Hull 1517 @ 3500')
02/3	N565F	Gazelle	Langham – S/W Belfast(8/S of LBA 1451 @ 2000')
03/3	N905WH	Cirrus SR.20	Shannon – Groningen, delivery(10/S of LBA 1312 @ 3000')
	M-NINE	Be.58 Baron	Bournemouth – Edinburgh(10/W of LBA 0954 @ 3400')
06/3	N741CD	Cirrus SR.22	Overhead Hull 1120 @ 9000' heading South
	G-BLSZ	Sikorsky S.76B	Newcastle – Norwich(Hull 1530 @ 3000')
09/3	N989Y	PA-24 Comanche	Edinburgh – Oakliegh(York 1307 @ 6000')
11/3	C-FQWE	Twin Otter	Newcastle – Altenrhien(OTR 1022 @ 3500')
13/3	N139PG	Cirrus SR.22	Shannon – Groningen, delivery(OTR 1522 @ 11000')
20/3	N722DR	Cirrus SR.22	Wick – Groningen, delivery(York 1459 @ 7500')
24/3	N967WJ	King Air C.90	Le Bourget – Wick(York 1322 @ 12000') See Note

The King Air N967WJ is ex. VT-EJR and was on delivery from India to the USA via Wick – Keflavik – Sondre Stromfjord – Goose Bay – Bangor – Stafford Regional – Orlando with its eventual destination Fort Lauderdale Executive Airport.

On 13/3 a formation of three Netherlands Air Force AS.532 Cougar helicopters, serials S-419, S-438 and S-453 flew through our area routing from Conningsby to Carlisle. Using call-sign "Jungle Formation" they passed Harrogate at 1350 flying at 2000' heading Northbound. These three routed back via the overhead of Wetherby on 21/3 at 1000 flying at 2000' and this time they were joined by a pair of Chinooks, D-664 and D-666. USAF MC-130P 87-0024(Talon 71) was noted flying south down the Vale of York around 1100 on 27/3.

DAY BY DAY @ LBIA: MARCH 2008



British Summer Time begins at the end of March, but you wouldn't believe it as we have yet another month disrupted by weather, with gale force winds, fog and snow causing problems at various stages. As can be seen from the report on the 1st Jet2 suffered more than most and the cost of diversions must have made a severe dent in the company profits in March. They did however recoup some of the losses by carrying out a number of charter flights from other airports tied in with European football matches and the Six Nations Rugby. The company's Stansted based "green" Boeing 737/300QC G-CELP arrived mid-month resplendent in full Jet2.com colours with the slogan "Jet2 Private Charter" on the nose. It is rumoured that some of the Boeing 757 fleet are going to be fitted with winglets which will result in an 8% saving in fuel on long haul trips. The potential "new" 757 is still registered to Thomsonfly as G-CDUP, but is indicated on G-INFO as in the process of an ownership change. Finally, with Yorkshire's number one low-cost carrier, the PA-31 N5LL which has been standing in for the company hack G-IFIT has returned home to Shoreham following 'ITs recovery to full health. News of the other airlines and their intentions for the summer can be found in the "And Finally" section at the end of Day by Day at LBIA, however it is worth mentioning that no less than eight new 737/800s of Ryanair made their first visits this month. One visitor worthy of mention is the Saudi Ministry of Finance Gulfstream G.300(Updated Gulfstream 4) HZ-MF5(See photo, by Terry Sykes) which arrived mid month.



Once again there was quite a lot of activity with Multiflight on the engineering side with another helicopter heading off to pastures new. This time it was Squirrel F-GHUM, which had arrived last month, that was packed into a container for shipment to Papua New Guinea. Dauphin N365LL, the former VP-BUL made its first appearance in its new marks towards the end of the month and although still offered for sale by Multiflight it returned home to Stansted. Twin Squirrel G-ECOU was Air Tested on the 13th and later in the day departed to Oxford on a Woodstock(Atlas Helicopters) call-sign so may have been sold. On the fixed wing side Commander G-FLPI returned home to Newcastle on 25/3 following long term overhaul and PA-28 G-BPMF returned to Walney Island on 23/3 having arrived early in January. Cleveland Flying School Cessna 152 G-BIXH arrived on 27/3 for engineering and finally the Innovative Aviation Cessna 172S G-IZZS arrived from Full Sutton on 14/3, however we are unsure if this is for maintenance or if it has returned to be resident again.

01 Saturday

G-STRH	Boeing 737/700	1254 2053	f/t Manchester(Flystar 981P/2P) for Chembery flt.
G-BYAX	Boeing 757	1401 1618	f/t Alicante(Thomson 168H/167H)
G-PHTO	Premier 1	1435 1502	f. Biggin Hill(Bookajet 393) t. Farnborough(393)
D-IGIT	Citationjet 2	1721 1433	f. Manchester(Caroluss 142F), n/s t. Heathrow(1445)
LX-TWO	Lear Jet 35A	1741 2023	f. Alicante(Lion King 2 amb) t. Luxemburg(2 amb)
OE-LVJ	Fokker 100	1749 1852	f. Friedrichshafen(Austrian 2373) t. Innsbruck(3UA)

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

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

Flybe:- G-JECJ(729/30), G-JEDR(171/2)

Jet2:- Let's first sort out the mess caused by aircraft diverting away yesterday:-

G-CELB(232) diverted to Manchester last night while inbound from Barcelona. It then operated the '383 Salzburg flight from there this morning, but must have diverted to Munich from where it arrived back here at 1549.

G-CELD(326) diverted to Doncaster last night while inbound from Belfast. It then operated the '347Q Dusseldorf flight from Doncaster, but with being so late had to divert to Cologne/Bonn from where it arrived back here at 0032.

G-CELH(054P) arrived from Doncaster, where it had diverted last night inbound from Krakow(354)

G-CELU(284) diverted to Manchester last night while inbound from Geneva. It operated the '257 Palma flight from there this morning arriving back here at 1710.

G-CELV(196) diverted to Doncaster while inbound from Prague last night. It operated the '207 to Murcia from there this morning arriving back here at 1610.

G-LSAG(272) diverted to Manchester while inbound from Alicante late night. The aircraft then operated from Manchester on their flights while Manchester based G-LSAC operated the '285 Geneva flight arriving back here at 1618.

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

Ryanair:- EI-CSO(152/153A), EI-DHZ(1362/3), EI-CSQ(15J/155)

*** We kick off the new month with two Executive Jets on their first visits, Premier 1 G-PHTO of Bookajet and Citationjet D-IGIT of Triple Alpha Aviation. The Commander 114 G-OECM, which had been in Multiflight for maintenance since last month, returned home to Carlisle this morning. Citationjet N396CJ, which arrived yesterday, set off to Keflavik this morning on the first leg of its journey home to Wichita. The Yorkshire Air Ambulance MD.902 G-SASH(Special 12) returned from maintenance at Gloucester this afternoon. The Austrian Arrows Fokker this evening operated inbound from Friedrichshafen instead of Innsbruck due to bad weather in Austria.

02 Sunday

D-CTRI	Lear Jet 35A	1454 1713	f. Alicante t. Frankfurt
M-NEWT	Challenger 300	1542 1603	f. Altenrhein(Bizjet 1WT) t. Luton(2WT)
G-XLMB	Citation XL	1833 1853	f. Jersey(Beauport 924) t. Bournemouth(9MB)

Aer Arran:- 682/3(EI-REM) div due wind. **Air Southwest:-** G-WOWA(486/7)

bmi:- Heathrow:- G-RJXM(01J/4JL/2LJ/5JL), G-RJXA(7JL), G-DBCK(9672, f. Gatwick/5LJ), G-DBCH(8JL), n/s with G-RJXA/J/M. G-CDFS(616/615) f/t Brussels.

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

Jet2:- G-LSAA(579/451/452/580) operated Newcastle - LBIA - Chembery and return. G-LSAI(383) to Salzburg, as with yesterday's flight diverted to Munich due to weather and returned from there at 1533. G-CELB(050P) positioned from Manchester, where it had diverted last night while inbound from Faro(252Q).

Flybe:- G-JEDI(643/4), **G-JEBE**(731/2), G-ECOA(1LH/174), G-JEDT(733/4), G-JECI(175/6)

KLM:- PH-KZG(1545/6), PH-OFL(1549/50), PH-KLI(65W/64K, n/s) **Manx2:-** OK-RDA x1

Ryanair:- EI-CTB(152/153A), EI-DAF(156/15N) **Shaheen Air:-** TC-SGC(803/4)

***For the second day running we had an Ambulance flight from Alicante this time Lear Jet D-CTRI of Air Alliance. The Shaheen flights now appear in the second part of the movements with the other scheduled flights.

03 Monday

D-FBIG	TBM.850	1000 1732	f/t Nurnberg
ZK453	King Air 200	1110	ILS and overshoot(Cranwell 75)
ZF253	Tucano	1240	ILS and overshoot(LOP 90), f/t Linton
G-XLMB	Citation XL	1643 1719	f. Bournemouth(Beauport 933) t. Jersey(934)

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

bmi:- G-RJXA went u/s while outbound on the '405 resulting in G-CCYH(406) operating inbound from Edinburgh. G-RJXA(9111) positioned to Edinburgh later leaving G-DBCH(all Londons), n/s with G-RJXJ/M/G-CCYH.
Eastern:- G-MAJU(29Q/19Q), G-MAJY(74G/39Q), G-MAJW(99Q/59Q). Based G-MAJZ.
Flybe:- G-JECI(171/2), G-JEDM(643/4), **G-JEBE**(729/30), G-JEDR(1LH/174), G-JECS(731/2), G-ECOB(733/4), G-JEDN(175/6)
KLM:- PH-KZC(1545/6), PH-OFO(1545/6, 65W/64K, n/s) **Manx2:-** OK-RDA x2
Jet2:- G-CELZ(825/195/196/826) operated Edinburgh – LBIA – Prague and return. G-CELV(031P) positioned to Belfast and G-LSAI(017P) positioned to Glasgow.
Ryanair:- EI-DAR(152/153A), EI-CSX(15J/155, 156/15N).

***A German a day so far this month, with TBM.850 D-FBIG a first time visitor today.

04 Tuesday

D-EAAB	PA-46T Malibu	1014 1132	f. Mengen t. Leutkirch
N41AK	King Air F.90	1018 1621	f/t Glasgow
ZK454	King Air 200	1051	ILS and o/s(Cranwell 65), also 1607(CWL 80)
G-CDZI	Boeing 737/800	1323 1448	f/t Alicante(Thomson 168H/167H)
G-UYGB	Challenger 300	1627 0744	f. Luton(Partner 83G), n/s t. Heraklion(83B)

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

bmi:- All Heathrow flights, G-DBCH, n/s with G-RJXJ/M, G-CCYH.

Eastern:- G-MAJW(29Q/19Q), G-MAJK(74G/39Q), G-MAJV(99Q/59Q). Based G-MAJZ.

Flybe:- G-JECJ(729/30, 733/4), G-JEDN(171/2), G-JECR(643/4), G-JECI(175/6)

Jet2:- G-CELH(987T) went t/f Prestwick, crew training.

KLM:- PH-KZN(1545/6), PH-OFH(1549/50), PH-OFB(65W/64K, n/s)

Manx2:- LET 410 OK-RDA operated the morning flight with D-CNAG turning up pm.

Ryanair:- EI-DWB(152/153A), EI-CSV(15J/155, 156/15N), EI-DHZ(1362/3)

***Another day another German, this time Malibu D-EAAB(See photo, by Terry Sykes). Air Southwest suffered aircraft shortages resulting in them borrowing Titan '146 G-ZAPN to operate this evening's flight.



05 Wednesday

G-BBUE	AA-5 Traveler	0931 1815	f/t Tatenhill
G-BPKM	PA-28 Warrior	1159 1259	f. Durham/Tees Valley t. Newcastle
G-HCSL	PA-34 Seneca	1407 1507	f. Southend(High Tide 505P) t. Dublin(505)
ZK453	King Air 200	1414	ILS and overshoot(Cranwell 60)
D-AEUK	Challenger 604	1620 1636	f. Luton(Aristo 317) t. Cologne/Bonn(317)
D-CDSF	Lear Jet 35A	2116 2259	f. Frankfurt t. Southend

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

bmi:- No change G-DBCH, G-RXJ/M, G-CCYH operated all flights and night stopped.

Eastern:- G-MAJV(29Q/19Q), G-MAJE(74G/39Q), G-MAJK(99Q/59Q)

Flybe:- G-JEBE(729/30), G-JECP(171/2), G-JEDV(643/4), G-JEDR(1LH/174), G-ECOB(733/4), **G-FBEI(175/6)**

Jet2:- G-LSAC(323) exchanged back with G-LSAG(324) in Tenerife. G-LSAI(018P) positioned back from Glasgow.

G-CELD(987T) was on a training detail today this time t/f Teesside.

KLM:- PH-OFI(1545/6), PH-KLD(1549/50), PH-OFD(65W/64K, n/s) **Manx2:-** OK-RDA x2

Ryanair:- EI-DAL(152/153A), EI-DAR(151/155), EI-DHX(156/15N)

***Two Germans today, the first being Challenger 604 D-AEUK of Challenge Air on its first and very brief visit to LBA. The other was the regular Lear Jet 35 D-CDSF of Air Alliance Express on and ambulance flight inbound.

06 Thursday

M-YSKY	Premier 1	0744 0846	f. Blackpool t. Geneva
G-BRNT	Robin DR.400	1111 1712	f/t Bournemouth
D-CLUX	Lear Jet 45	1215 0908	f. Southampton(Twin Star 8658), n/s t. Dublin(8658)
F-GSLZ	Falcon 100	1307 1719	f. Strasbourg t. Newcastle
ZK454	King Air 200	1352	ILS and o/s(CWL 69) ZK450 (CWL 68, 1536)
G-OSOH	Citationjet	1549 1638	f. Nice(Hangar 869) t. Oxford(86)

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

bmi:- Once again G-DBCH operated all London flights, n/s with G-RXJ/M, G-CCYH

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

Flybe:- G-JECN(729/30), G-JEDK(171/2), G-JEDV(643/4), G-JECP(1LH/174), G-JEDT(731/2), G-JECP(733/4), G-JECZ(175/6)

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

Jet2:- G-CELZ(825/195/196/826) operated Edinburgh – LBA – Prague and return.

KLM:- PH-KZL(1545/6), PH-OFN(1549/50), PH-OFD(65W/64K, n/s) **Manx2:-** OK-RDA x2

Ryanair:- EI-DWT(152/153A), EI-DPF(151/155), EI-DCB(1362/3), EI-DAC(156/15N)

***A couple of aircraft made their first visits today, Manx registered Premier 1 M-YSKY which is operated by RB209 IOM Ltd(RB-209 being the aircraft's construction number) and the latest addition to the Hangar 8 fleet, Citationjet G-OSOH which is ex. HB-VNK.

Another aircraft worthy of mention is the Falcon 100 F-GSLZ, a pretty rare type nowadays, which is owned by GE Capital Equipement SCS. Agusta A.109A N8UF routed out to a private site near Woodford following maintenance in Multiflight since last month.

07 Friday

ZK451	King Air 200	1035	ILS and overshoot(Cranwell 81)
G-CDDT	TB.20 Trinidad	1040 1435	f/t Oxford(Oxford 20)
M-ANIN	TB.20 Trinidad	1053 1510	f/t Ronaldsway
XV197	Hercules C.3	1129-1212	3 ILS and overshoots(Ascot 670)
EC-HBL	Boeing 737/800	1144 1259	f/t Tenerife(Air Europa 285/286)
M-NEWT	Challenger 300	1348 1445	f. Luton(Bizjet 1WT) t. Sion(2WT)
M-YSKY	Premier 1	1400 1516	f. Manchester t. Luton
G-NSJS	Citation Sovereign	1757 1148	f/t Jersey, overnight stay until 9/3
G-PZIZ	PA-31 Chieftain	1809 1841	f. Bremerhaven(Air Med 073) t. Oxford(073)
G-KDMA	Citation Bravo	1838 1853	f. Edinburgh t. Coventry

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

bmi:- Heathrow flights G-DBCH until G-DBCJ(8JL), n/s with G-RXJ/M, G-CCYH(9851) to Heathrow.

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

Flybe:- G-JECN(729/30), G-JECZ(171/2), G-JEDO(643/4), G-JECP(1LH/174), G-JECJ(731/2), G-JECS(733/4), G-JEDK(175/6)

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

KLM:- PH-WXA(1545/6), PH-OFA(1549/50), PH-OFH(65W/64K, n/s) **Manx2:-** OK-RDA x2

Ryanair:- EI-CSV(152/3A), EI-DAT(151/155), EI-DCC(156/15N)

***Quite an interesting day with visits from no less than three Manx registered aircraft. Aer Arran again used the Orion Air BAe.146 EC-JVJ on their Cork flight, plus one aircraft not mentioned in the official logs was Red Arrows Hawk XX208(Red 1) which made a visual approach and flypast along runway 32 late afternoon. Yorkshire Air Ambulance mark2 G-CEMS(Special 15) went to Gloucester for maintenance this afternoon. The Air Europa 737/800 EC-HBL(See Photo p17) turned up this morning sporting extra titling on the rear fuselage.



08 Saturday

G-JBIZ	Citation 2	0958 1046	f. Nice t. Maastricht
G-STRH	Boeing 737/700	1242 2003	f/t Manchester(Flystar 981P/2P) for Chambéry flt.
G-BYAE	Boeing 757	1356 1550	f/t Alicante(Thomson 168H/167H)
D-IGME	Citationjet	1414 1515	f. Frankfurt t. La Rochelle
OE-LVL	Fokker 100	1428 1538	f/t Innsbruck(Austrian 5TZ/3UA)
D-IROP	Citationjet	1438 1521	f. Frankfurt/Hahn(Caroluss 1437) t. Dusseldorf(143F)

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

bmi:- G-DBCJ(9861) positioned to Gatwick. Heathrow:- G-RJXM(01J/4JL/2LJ), G-RJXN(8JL), n/s.

Flybe:- G-JECN(729/30), G-JECP(171/2)

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

Ryanair:- EI-DHT(152/3A), EI-DHY(1362/3), EI-DCE(15J/155)

***Yet again today we have a German bizjet on its first visit, this time Citationjet D-IROP of Triple Alpha Aviation.

09 Sunday

G-FIRM Citation 2 1046 1226 f. Cambridge(Marshall 10B) t. Jersey(10B)

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

bmi:- Heathrow:- G-RJXN(01J/4JL/2LJ/5JL), G-RJXB(7JL). G-DBCJ(9872) positioned from Gatwick, however 5LJ/8JL was cancelled. G-CDFS(616/615) f/t Brussels. G-DBCJ, G-RJXB/J/N night stop.

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

Flybe:- G-JECK(643/4), G-JEDR(1LH/174), G-JECS(731/2), G-JECE(733/4), G-JECZ(175/6)

Jet2:- G-CELG(089P) positioned from Manchester.

KLM:- PH-JCT(1545/6), PH-OFH(1549/50), PH-OFE(65W/64K, n/s) **Manx2:-** OK-RDA x1

Ryanair:- EI-CSO(15J/155), EI-DWZ(156/15N).

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

***No comments required!!

10 Monday

N125TM Challenger 300 1654 1052 f. Dublin, n/s t. Cork

Aer Arran:- EI-RED(682/3) **Air Southwest:-** G-WOWB(482/3), 486/7 canx due Plymouth weather.

bmi:- 01J/4JL canx due crosswind at Heathrow. G-DBCJ(2LJ), return G-DBCK(5JL), 'CK operated rest of flights and n/s with G-RJXJ/N. G-RJXB(2XV) operated outbound pm Glasgow but went u/s so did not return. G-RJXK(9116) positioned from Aberdeen at 2254 to replace G-RJXB.

Eastern:- G-MAJY(29Q/19Q), G-MAJM(74G/39Q), G-MAJI(99Q/59Q). G-MAJZ first Southampton and went u/s. G-MAJP(014P/015P) positioned f/t Humberside to operate Southampton flights. G-MAJW(84D/81D) f/t Inverness.

Flybe:- G-JEDT(729/30), G-FBEI(171/2), G-JECS(731/2), G-JECU(643/4), G-EMBW(1LH/174), G-JECN(733/4), G-JECP(175/6).

Jet2:- G-CELZ(825/195/196/826) again operated Edinburgh – LBIA – Prague and return.

KLM:- PH-KZL(1545/6), PH-OFB(1549/50), PH-OFN(65W/64K, n/s)

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

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

***The Challenger 300 N125TM was on its first visit to LBIA, however it is not the first time an aircraft carrying the registration has visited. The Challenger is a new resident at Cork for EMC Corporation and replaces a Hawker 800XP which carried the same registration.

11 Tuesday

G-CERY	SAAB 2000	0723 0926	f. Humberside(Eastflight 942P) t. Nice(1942)
N250TM	King Air 200	0818 0929	f. Cranfield t. Nice
N827GA	Gulfstream 4	0852 2014	f. Biggin Hill t. Luton
XZ345	Gazelle	1133 1155	f. Leuchars(Armyair 755) t. Gloucester(755)
G-JBIS	Citation 2	1205 1000	f. Bristol, n/s t. Nice
G-CDZI	Boeing 737/800	1340 1458	f/t Alicante(Thomson 168H/167H)
XZ345	Gazelle	1533 1548	f. Henlow(Armyair 755) t. Hexham(755)
ZE441	Jetstream T3	1541 1608	f. Dundee(Navy 752) t. Yeovilton(752)
G-TRAT	Pilatus PC-12	1818 0530	f. Bournemouth, n/s t. Madrid/Torrejon
M-NEWT	Challenger 300	1853 0849	f. Sion(Bizjet 2WT), n/s to 13/3 t. Luton(1WT)

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

bmi:- G-RJXA(9122) positioned in from Brussels to replace G-RJXJ(9123), which positioned to Aberdeen. G-DBCK operated all Heathrows until 8JL, which was cancelled. G-RJXA/K/N n/s.

Eastern:- G-MAJI(29Q/19Q), G-MAJC(74G/39Q), 99Q/59Q divert. Based G-MAJZ back in service.

Flybe:- G-JECN(729/30), G-JECZ(171/2), G-JEDJ(643/4), G-JECP(175/6), G-JEDO(733/4)

Jet2:- G-CELB(285) swapped in Geneva with G-CELV(286). G-CELO operated the 327/8 f/t Belfast having been on maintenance with Multiflight sine 15/2.

KLM:- PH-KZP(1545/6), PH-OFN(1549/50), 65W canx due crosswind **Manx2:-** OK-RDA x2

Ryanair:- EI-DAR(152/153A), EI-DHJ(15J/155), EI-DAK(1362/3), EI-DAM(156/15N)

***A fairly early arrival this morning was Gulfstream 4 N827GA of PPG Industries Inc. Pittsburgh, which was gracing our tarmac for the first time. SAAB 2000 G-CERY of Eastern Airways positioned in to operate a charter to Nice and to add to a fairly interesting day we had the Royal Navy Jetstream ZE441(See photo). Finally, the Army Gazelle dropped in for fuel a couple of times while routing from and to various far flung locations.



12 Wednesday

G-FCED	PA-31T Cheyenne	1511 1731	f. Jersey(Air Med 046) t. Oxford(046)
N125TM	Challenger 300	1909 1938	f/t Cork
G-UYGB	Challenger 300	1914 1237	f/t Nice(Air Partner 83H/83P), night stop.
G-TRAT	Pilatus PC-12	1950 0747	f. Madrid/Torreon, n/s t. Rufforth

Aer Arran:- 682/3 div to Liverpool **Air Southwest:-** G-WOWD(482/3), G-WOWC(486/7)

bmi:- Both am London flights cancelled then G-DBCK operated all day and n/s with G-RJXA/K/N..

Eastern:- G-MAJC(29Q/19Q), G-MAJA(74G/39Q), G-MAJC(99Q/59Q). G-MAJB(84D/81D) operated f/t Inverness. Based G-MAJZ operated two Southampton flights.

Flybe:- G-JECN(729/30), G-JEDR(171/2), G-JECU(643/4), 731/2 canx due wind, G-JECW(1LH/174), G-JECS(733/4), G-JECP(175/6)

Jet2:- G-CELO(051P) positioned to Newcastle.

KLM:- 64K canx. PH-JCT(1545/6), PH-OFH(1549/50), PH-KLE(65W/64K, n/s)

Manx2:- Morning flight cancelled due crosswinds. LET 410 OK-UBA operated pm flight.

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

***Yet another day which was disrupted by strong crosswinds.

13 Thursday

G-LILA	Long Ranger	0907 0943	f. Edinburgh t. Site near Manston
G-WDKR	Twin Squirrel	0915 1007	f. Manchester(Costock 88) t. Cheltenham(88)
HZ-MF5	Gulfstream 4	1205 1235	f/t Riyadh, with overnight stay
G-GZRP	PA-31T Cheyenne	1414 1441	f. Jersey(Air Med 073) t. Oxford(073)
N250TM	King Air 200	1559 1645	f. Nice t. Cranfield
P4-LIG	Citation X	1617 1711	f. Birmingham t. Dublin
M-NEWT	Challenger 300	1823 1843	f. Northolt(Bizjet 2WT) t. Luton(3WT)
G-WDKR	Twin Squirrel	1900 1936	f. Cheltenham(Costock 88) t. Manchester(88)

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

bmi:- Heathrow flights G-DBCK until G-DBCH(5JL), n/s with G-RJXA/K/N.

Eastern:- G-MAJY(29Q/19Q), G-MAJI(74G/39Q), G-MAJA(99Q/59Q). G-MAJZ operated first Southampton then positioned to Humberside(041P), with G-MAJE(042P) returning as replacement. G-MAJE(84D) operated to Southampton but did not return. G-CDEA(95V) arrived from Newcastle to collect pax for Southampton and departed as '86D but diverted into Birmingham enroute. The return trip was cancelled however, G-MAJT(046P) arrived from Southampton at 2245, ready to operate in the morning!

Flybe:- G-JEDR(171/2), G-ECO(729/30), G-JECP(643/4), G-JECS(731/2), G-JECW(1LH/174), G-JECV(733/4),

G-FBEB(175/6) **Shaheen Air:-** TC-SGC(803/4)

Jet2:- G-CELD(087P/088P) positioned to Belfast returning later. G-CELX(825/195/196/826) Edinburgh – LBA – Prague and return. G-CELG(285) exchanged in Geneva for G-CELB(286). G-CELF(050P) returned from major overhaul in Beograd.

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

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

***One of the star visitors of the year arrived today in the shape of Gulfstream 4 HZ-MF5, which is operated by the Saudi Ministry of Finance. The aircraft, arrived direct from Riyadh/King Khaled International Airport and stayed overnight before heading home. Twin Squirrel G-ECOU carried out a local air test this lunchtime and later departed to Oxford as Woodstock 12, so may have left. Resident Bell 407 N775SB went to the Cheltenham Festival this morning using the call sign "Jockey 89".

14 Friday

G-FIBS	Squirrel	0921 0950	f. Gloucester t. Skipton/Carleton
N109TK	Agusta A.109A	0955 1420	f/t Chorley
G-CJAD	Citationjet	1002 1459	f/t Edinburgh
N719EL	Hawker 400XP	1032 1043	f. Amsterdam t. East Midlands
EC-HJQ	Boeing 737/800	1053 1310	f/t Tenerife(Air Europa 285/286)
N9325N	PA-28R Arrow	1218 1617	f/t Fowlmere
N234GX	Global Express XRS	1259 1639	f. Stansted t. Luton, see notes
N5736	Hawker 800XPi	1313 1032	f/t Gloucester, with overnight stay
G-UYGB	Challenger 300	1356 1435	f. Nice(Partner 83L) t. Biggin Hill(83M)
G-NSJS	Citation Sovereign	1359 1542	f/t Jersey
ZK452	King Air 200	1417	ILS and overshoot(Cranwell 72)

G-IZZS	Cessna 172S	1753 n/s+	f. Full Sutton, resident again?
G-LILA	Long Ranger	1802 0728	f. Manston, n/s t. Edinburgh(Pathead)
G-CERY	SAAB 2000	1808 1919	f. Nice(Eastflight 1943) t. Aberdeen(943P)
G-JKMH	DA-42 Twin Star	1833 1316	f/t Shoreham, night stop until 16/3
D-IETZ	Citationjet	1954 0911	f. Mannheim(Global Jet 102A), n/s t. Sion(102B)
N877SW	Agusta A.109E	2012 1725	f. Bristol/Filton, n/s until 18/3 t. nr. Aberdeen

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

bmi:- G-RJXN(403) exchanged in Edinburgh with G-RJXL(404). G-RJXL(9851) positioned to Heathrow late evening, leaving G-DBCH(operated all Heathrows) to night stop with G-RJXA/J.

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

Flybe:- G-JEDR(171/2), G-JECN(729/30), G-JECH(643/4), G-JECW(1LH/174), G-JECS(731/2), G-JECR(733/4), G-JEDR(175/6)

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

Jet2:- G-CELV(015P) positioned to Nice. G-LSAG(285) swapped for G-LSAE(286) in Geneva. G-CELF(050P) positioned to Manchester and G-CELV(088P) positioned to Edinburgh.

KLM:- PH-KZB(1545/6), PH-KLG(1549/50), PH-OFC(65W/64K, n/s)

Manx2:- LET 410 OK-UBA operated morning rotation with OK-RDA arriving at teatime.

Ryanair:- EI-DAR(152/153A), EI-DWZ(15J/155), EI-CSR(1362/3), **EI-DWG(156/15N)**

***Wow, without doubt this has been the busiest day of the year so far. The star attraction today was the Global Express XRS N234GX which carried out a demonstration flight this afternoon during its stay. I wonder who is in the market for one of these top of the range machines? Former resident Hawker 800XPi N5736 paid its first visit since moving to new owners in Cork and PA-28R N9325N, which has been UK based for a number of years was also a first timer. Finally, this evening there was a slight emergency when A.109E N877SW had to shut an engine down whilst inbound. Ryanair 737/800 EI-DWG was logged for the first time on the evening Dublin flight.

15 Saturday

84-0087	C-21A(Lear Jet 35)	0851 0946	f/t Ramstien(Evac 10E1)
G-OJIL	PA-31 Chieftain	1154 1813	f/t Redhill(Red-Air 101/102)
G-STRH	Boeing 737/700	1237 1939	f/t Manchester(Flystar 981P/2P), for Charnery flt.
G-FIBS	Squirrel	1319 1344	f/t Skipton
G-BYAF	Boeing 757	1405 1551	f/t Alicante(Thomson 168H/167H)
OE-LVK	Fokker 100	1456 1602	f/t Innsbruck(Austrian 5TZ/3UA)
N719EL	Hawker 400XP	1547 1558	f. East Midlands t. Exeter

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

bmi:- G-DBCH(9871) positioned to Gatwick. Heathrow:- G-RJXA(01J/4JL), G-RJXO(8JL, n/s)

Flybe:- G-JEDO(729/30), G-JECZ(171/2)

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

Ryanair:- EI-DAH(152/153A), EI-DAT(15J/155)



***The USAF Lear Jet this morning was using an unusual call-sign and was obviously engaged on some kind of medical evacuation flight. PA-31 N5LL, which Jet2 have been using as company hack while their own PA-31 G-IFIT was out of service, returned home to Shoreham this morning.
The Austrian Fokker 100 OE-LVK(See photo p20) has been painted up to advertise the 2008 European Football Championship, which takes place in Austria/Switzerland this summer.

16 Sunday

N719EL Hawker 400XP 1613 1623 f. Gamston t. East Midlands
G-GLTT PA-31 Chieftain 1637 1821 f. Perpignan(Airtime 722) t. Bournemouth(723)

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

bmi:- Heathrow:- G-RJXO(01J/4JL/2LJ/5JL), G-RJXG(7JL), G-DBCH(f. Gatwick, 9872/5LJ/8JL), G-CDFS(616/615) f/t Brussels. Nigh-stopping were G-DBCH, G-RJXG/K/O.

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

Jet2:- G-CELB(059P) positioned to Cardiff returning later from Edinburgh(060P). G-LSAE(032P) positioned to Cardiff returning later from Lyon(932P). G-CELV(327)exchanged in Belfast with G-CELJ(328).

Flybe:- G-JECH(643/4), G-JECX(1LH/174), G-JECR(731/2), G-JECN(733/4), 175/6 canx.

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

Ryanair:- EI-DPX(15J/155), EI-CSR(1362/3), EI-CTB(156/15N)

***Ryanair added an extra Shannon rotation starting today.

17 Monday

OE-HTJ Dornier 328Jet 0916 0942 f. Farnborough(Tyrol Jet 32) t. Arvidsjaur(33)
G-JDBC PA-34 Seneca 1149 1208 f. Manchester(J/dee 43W) t. East Midlands(43X)
D-CDSF Lear Jet 35A 1440 1551 f. Madrid t. Bristol International

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

bmi:- All Heathrow flights, G-DBCH, n/s with G-RJXG/K/O.

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

Flybe:- G-JEDO(729/30), G-JECX(171/2), G-JECU(643/4), G-JECW(1LH/174), G-JECO(731(Aircraft went us, 732 canx.)/046D t. Belfast), G-JECS(733/4), **G-ERJG(175/6)**

Jet2:- G-CELJ(451) operated to Chambéry but did not return, inbound flight cancelled. G-CELV(328/327) operated f/t Belfast International.

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

Ryanair:- EI-DAL(152/153A), EI-DCE(15J/155), **EI-DWE(1362/3)**, EI-DPX(156/15N)

***The Tyrol Jet Services Dornier 328Jet OE-HTJ arrived to operate an outbound charter to Sweden while Ryanair sent 737/800 EI-DWE on its first visit.

18 Tuesday

PH-MSE Mooney M.20J 0813 1525 f/t Seppe
G-ORJA King Air 200 0823 1607 f/t Cardiff(Clifton 3)
EI-DMG Cessna 441 0954 1335 f/t Cardiff
N2136E PA-28RT Arrow 1020 1113 f/t Sheffield City, return 1423/1547
G-FIBS Squirrel 1023 1130 f/t Harrogate, overnight stay
N8UF Agusta A.109A 1050 1011 f/t York, night stop until 28/3
G-JIVE Hughes 369E 1141 1602 f/t Shelf, see notes
G-FPLB King Air 200 1142 1400 f/t Teesside(Calibrator 199), ILS calibration.
G-CDZI Boeing 737/800 1318 1436 f/t Alicante(Thomson 168H/167H)
G-SGEC King Air 200 1459 1531 f. Gamston t. Lyon/Bron

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

bmi:- No change G-DBCH all Heathrows, n/s with G-RJXG/K/O.

Eastern:- G-MAJF(29Q/19Q), G-MAJM(74G/39Q), G-MAJZ(99Q/59Q), Based G-MAJT

Flybe:- G-JECJ(729/30), G-JEDR(171/2), G-JECW(643/4), G-JECO(731/2), G-JECE(733/4), G-JECX(175/6)

Jet2:- G-CELP(050P) arrived from East Midlands where it had been repainted, having until now operated in the old green Channel Express colours. It has "Jet2 Private Charter" written on the nose.

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

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

***Dutch Mooney PH-MSE was a first time arrival at LBIA as was PA-28RT N2135E even though it lives just down the road at Sheffield(at least until it closes). The two helicopters N8UF and G-FIBS were parked together on the edge of the Multiflight apron so Hughes 369E G-JIVE could be used as an aerial camera ship to photograph them. As already mentioned above the 737/300 G-CELP(See photo p22) now sports the a shiny Jet2 colour

scheme and today's shiny new 737 from Ryanair was EI-DYA.



19 Wednesday

G-WATJ	King Air 200GT	0947 1122	f. Hurn(Ambassador 219A) t. Newcastle(219B)
G-JDBC	PA-34 Seneca	1135 1626	f/t Manchester(Jaydee 43W), local as Exam 02
XX325	Hawk T1	1441	ILS and overshoot(VYT 08)
ZK453	King Air 200	1454	ILS and overshoot(Cranwell 73)
G-VUEA	Citation 2	1525 1631	f. Liverpool(Flyvue 341) t. Palma(342)
G-SYPS	MD.902 Explorer	1628	ILS and overshoot(Police 33), f/t Sheffield
OE-HTJ	Dornier 328Jet	1641 1713	f. Arvidsjuar(Tyrol Jet 31) t. Farnborough(32)
G-UYGB	Challenger 300	1730 1903	f. Biggin Hill(Partner 98A) t. Heathrow(98A)

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

bmi:- Heathrow, G-DBCH all day and night stop with G-RJXG/K/O.

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

Flybe:- G-JECT(729/30), G-JECU(171/2), G-JECH(643/4), G-JECZ(1LH/174), G-JECO(731/2), G-JECJ(733/4), did not depart until 2310, so had to land at Belfast International), G-JECX(175/6)

Jet2:- G-CELC(323) swapped for G-CELV(324) in Belfast. G-CELU(452P) positioned from Nice having been unserviceable there since 17/3(qv).

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

Ryanair:- EI-CTB(152/153A), EI-CST(15J/155), EI-DAK(1362/3), EI-DAR(156/15N)

***A pretty varied bunch again today, however there was little of great interest apart from the Dornier 328Jet OE-HTJ of Tyrolean Jet Services on the return inbound charter flight from Sweden.

20 Thursday

G-SPUR	Citation 2	0944 1512	f/t Northolt(Lonex 28PU)
M-NEWT	Challenger 300	1207 1314	f. Luton(Bizjet 1WT) t. Faro(2WT)
CS-DRP	Hawker 800XPi	1211 1317	f. Amsterdam(NJE 3MG) t. East Midlands(3MG)
G-UYGB	Challenger 300	1333 0811	f. Heathrow(Partner 03A), n/s t. Bangor/Maine
G-EDCJ	Citationjet	1543 1018	f. Bournemouth(Saltyre 525T), n/s t. Nice(658)
N719EL	Hawker 400XP	1859 1908	f. Plymouth t. East Midlands

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

bmi:- G-RJXK(9141) positioned to East Midlands, G-RJXB(9142) positioned from Edinburgh to replace it. G-DBCH again operated all Heathrows, n/s with G-RJXB/G/O.

Eastern:- G-MAJU(29Q/19Q), G-MAJA(74G/39Q), G-MAJV(99Q/59Q). Based G-MAJT

Flybe:- G-JECT(729/30), G-JEDR(171/2), G-JECW(643/4), G-JECZ(1LH/174), G-JECO(731/2), G-JECH(733/4), G-JECX(175/6)

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

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

Ryanair:- EI-DAR(152/3), EI-CSY(15J/155), EI-DAR(156/15N)

***Another varied but pretty uninspiring bunch of bizjet visitors, however we did have Aer Arran's new ATR.72 EI-REN making its first visit.

21 Friday

G-DJET	DA-42 Twin Star	1203 1416	f. Bagby, n/s to 23/3 t. Ronaldsway
EC-HZS	Boeing 737/800	1134 1245	f/t Tenerife(Air Europa 285/286)
G-BZOG	Dornier 328	1355 1533	f. Stansted(Suckling 800P) DIV t. London City

Aer Arran:- EI-REH(682/3) **Air Southwest:-** G-WOWC(482/3), G-WOWB(416E/417)

bmi:- Heathrow, G-DBCH, n/s with G-RJXB/G. G-RJXO(9851) positioned to Heathrow.

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

Flybe:- G-JECT(729/30), G-JECX(171/2), G-JECW(643/4), G-JECZ(1LH/174), G-JEDO(731/2), 175/6 canx. 733/4 canx.

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

Jet2:- G-CELY(050P) arrived for maintenance from Newcastle. G-LSAE(891P) positioned to Tenerife.

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

Ryanair:- EI-DAM(152/153A), EI-DYB(15J/155), EI-DAK(1362/3), EI-DAC(156/15N)

***Today there were flight cancellations due to the wind but this time it was wind at other airports not here!
With the direction for once being straight down our runway it was crosswinds at Newcastle that also resulted in us getting an inbound diversion!! Also braving the LBIA elements for the first time was Ryanair 737/800 EI-DYB.

22 Saturday

CS-DRY	Hawker 800XPi	1003 1039	f. Dublin(Fraction 5UC) t. Cannes(5UC)
G-STRH	Boeing 737/700	1238 1940	f/t Manchester(Flystar 981P/2P) for Chambery flt.
G-OLDT	Lear Jet 45	1402 1446	f. Sion(Partner 21C) t. Norwich(21D)
G-BYAF	Boeing 757	1405 1613	f/t Alicante(Thomson 168H/167H)
OE-LVN	Fokker 100	1424 1528	f/t Innsbruck(Austrian 5TZ/3UA)
G-MRMJ	Dauphin	1752 1821	f. Site near York t. Skipton/Carleton
G-FIBS	Squirrel	1757 1823	f. Harrogate t. Skipton/Carleton

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

bmi:- G-DBCH(9861) positioned to Gatwick. Heathrow:- G-RJXG(01J/4JL), G-RJXK(8JL, n/s)

Flybe:- 729/30 canx. G-JECZ(171/2)

Jet2:- G-CELG(024P) positioned in from Geneva while G-CELI(027A) operated out Alicante. G-LASB(037P) positioned in from Belfast International.

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

Ryanair:- EI-DYF(152/153A), EI-DYB(15J/155)

***There was more disruption this morning this time caused by snow, which effectively closed to airport until 1000 while the runway was cleared. This in turn caused a few Jet2 flights to arrive in the early hours of Sunday morning. PA-28 G-BPMF returned to Walney Island this morning, having arrived at the beginning of the year. Another day another new Ryanair 737/800 this time EI-DYF gracing our runway for the first time.

23 Sunday

G-JIVE	Hughes 369E	1340 1351	f/t Shelf
G-OLDT	Lear Jet 45	1727 0939	f. Aix Les Bains(Partner 50B), n/s t. Palma(79A)
G-EDCJ	Citationjet	1844 1930	f. Nice(Saltyre 658) t. Glasgow(658)

Aer Arran:- EI-REH(682/3) **Air Southwest:-** G-WOWD(416E/417)

bmi:- Heathrow:- G-RJXG(01J/4JL), G-RJXK(2LJ/7JL), G-RJXD(5JL), G-DBCH(9872, f. Gatwick/5LJ/8JL).

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

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

Flybe:- G-JECW(643/4), G-JECE(731/2), G-EMBY(175/6)

Jet2:- G-CELI(027B) returned from Alicante in the early hours. G-LSAA(579/451/452/580) operated Newcastle - LBIA - Chambery and return. G-CELA(326) Operated inbound from Belfast and stayed, G-CELD(050P) went to Newcastle.

KLM:- 1545/6 canx. PH-OFL(1549/50), PH-OFG(65W/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DHP(152/153A), EI-DAK(1363/4), EI-CSY(156/15N)

***Looks like winter has arrived! Another morning disrupted by snow, once again causing knock on affects during the day.

24 Monday

G-BZDP	Bulldog T1	1118 1350	f. Coventry t. Lyneham
G-JKMH	DA-42 Twin Star	1149 1502	f/t Fair Oaks
CS-DRR	Hawker 800XPi	1725 1849	f. London City(Fraction 7AE) t. Norwich(7AE)

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

bmi:- G-DBCH(5LJ/8JL) t/f Heathrow, n/s with G-RJXD/G/K.

Eastern:- G-MAJF(74G/39Q). Based G-MAJT operated one return trip to Southampton.

Flybe:- G-JEDV(643/4), G-JECU(1LH/174), G-JECS(731/2), G-JECO(733/4), G-JECZ(175/6)

Jet2:- G-CELD(051P) returned from Newcastle. G-CELD(051E) positioned back to Manchester while G-LSAB(050P) went to Belfast. G-CELP(001P) resplendent in its new colour scheme went home to Stansted.

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

Ryanair:- EI-CST(152/153A), EI-DAC(151/155), EI-DAK(1362/3), EI-DPM(156/15N)

*** Eastern Monday and most of the airlines operate a much reduced schedule. We did however have an interesting arrival this morning, Scottish Aviation Bulldog G-BZDP which is owned by David James RAE from Chippenham and is still in its former military markings as XX551.

25 Tuesday

OO-SKM	King Air 200	0906 0942	f. Wevelgem t. Rufforth
N411BC	PA-28 Archer	1204 1323	f/t Elstree
ZF144	Tucano	1332	ILS and overshoot(LOP 64)
G-CDZI	Boeing 737/800	1340 1502	f/t Alicante(Thomson 168H/167H)
G-ZEBY	PA-28 Cherokee	1440 1631	f/t Full Sutton

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

bmi:- Heathrow flights G-DBCH, n/s with G-RJXD/G/K.

Eastern:- G-MAJP(29Q/19Q), 74G/039Q canx, G-MAJJ(99Q/59Q). Based G-MAJT.

Flybe:- G-JECS(729/30), G-JEDR(171/2), G-JECJ(643/4L, f/t Exeter), G-JECU(1LH/174), G-JEDO(731/2), G-JECY(f. Manchester, 033D, 644/643 t/f Aberdeen, t. Manchester 034D), G-JEDO(733/4), **G-FBEB**(f, Newcastle 175/176)

Jet2:- G-LSAC(052P) positioned in from Arrecife at 0026 for maintenance and then operated to Tenerife(223) where it was swapped for G-LSAG(224).

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

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

*** Commander 112 G-FLPI, which had been in Multiflight for maintenance since last month, returned home to Newcastle this afternoon. A couple of PA-28s made their first visits today, N411BC which is Elstree based and G-ZEBY from just up the road at Full Sutton.

26 Wednesday

D-ISGW Citationjet 0940 1050 f. Nice(Skyrunner 726) t. Munster(727)

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

bmi:- No change with G-DBCH, G-RJXD/G/J operating all day and night stopping.

Eastern:- G-MAJH(29Q/19Q), 74G/39Q canx, G-MAJF999Q/59Q). Based G-MAJT.

Flybe:- G-JEDR(171/2), G-JECS(729/30), G-JECJ(643/4), G-JECL(1LH/174), G-JECE(732/3), G-JECH(733/4), G-JECU(175/6)

Jet2:- G-CELY(054P) returned to Newcastle following maintenance since 21/3.

KLM:- PH-WXD(1545/6), PH-OFB(1549/50), PH-OFA(65W/64K, n/s)

Manx2:- The morning flight was cancelled. D-CSAL operated the teatime rotation.

Ryanair:- EI-DPT(152/153A), EI-DAH(151/155), **EI-DYD**(1362/3), EI-DLE(156/15N)

*** We still await any upturn in traffic since the Easter Holidays, but we did manage yet another new 737/800 of Ryanair, EI-DYD.

27 Thursday

ZF319	Tucano	1334	ILS and overshoot(LOP 41)
G-BIXH	Cessna F.152	1421 n/s+	f. Durham/Tees, to Multiflight for maintenance
CS-DNP	Falcon 2000	1554 0638	f. Luton(Fraction 2DX), n/s t. Venice(850A)
G-OLDK	Lear Jet 45	1754 1108	f. Dublin(Partner 15D), n/s t. Le Bourget(37A)
G-CEGP	King Air 200	1853 0855	f. La Coruna(Cega 740), n/s t. Bournemouth(740)
N351TC	Hawker 800XP	1949 1712	f. Northolt, n/s t. Zurich

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

bmi:- G-RJXJ(611) swapped in Brussels with G-CDFS(612). Heathrow flights all operated by G-DBCH, n/s with G-RJXD/G, G-CDFS.

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

Flybe:- G-JECH(729/30), G-JEDR(171/2), G-JEDL(643/4), G-JECL(1LH/174), G-JECS(731/2), G-ECOA(733/4), G-JEDR(175/6) **Shaheen Air:-** TC-SGC(803/4)

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

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

Ryanair:- EI-DAC(152/153A), EI-CTB(151/154), EI-DAC(156/15N)

*** At last there are signs that the business community is coming back to life following the Easter break but

there is still nothing of much significance. The Dauphin N365LL(ex VP-BUL) had its first airing today when it was noted doing compass swings early afternoon.

28 Friday

EC-III	Boeing 737/800	1058 1259	f/t Tenerife(Air Europa 285/286)
G-SFCJ	Citationjet	1208 1349	f. Jersey(Hangar 827) t. Oxford(827)
CS-DXQ	Citation XLS	1312 1108	f. Cannes(NJE 6MA), n/s to 30/3 t. Stansted(342N)
ZK453	King Air 200	1537	ILS and overshoot(Cranwell 67)
CS-DFC	Falcon 2000EX	1638 1830	f. Venice(Fraction 101R) t. Belfast City(2RK)
D-CCAB	Citation Bravo	1646 1801	f. Nurnberg(Air Hamburg 151) t. Nice(151)
G-KATG	Long Ranger	1730 1744	f. Manston, refuel t. Pathead(Edinburgh)
N8UF	Agusta A.109A	1840 1858	f. York, refuel t. Skipton

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

bmi:- G-RJXG(403) swapped in Edinburgh with G-RJXL(404). G-RJXI(9152) positioned from Manchester, G-RJXD(9851) positioned to Heathrow and G-RJXL(9151) positioned to Edinburgh. That left G-DBCH, which had operated all the London flights, to night stop with G-RJXI and G-CDFS.

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

Flybe:- G-JECS(729/30), G-JEDR(171/2), G-JEDV(643/4), G-JECL(1LH/174), G-EOCA(731/2), G-JECN(733/4), G-JEDK(733/4)

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

KLM:- PH-WXD(1545/6), PH-OFG(1549/50), PH-OFJ(65W/64K, n/s) **Manx2:-** D-CSAL x2

Ryanair:- EI-DWD(152/153A), EI-DHC(151/155), EI-DAK(1362/3), EI-DAL(156/15N)

*** Finally today we get a first visit, this time Citation Bravo D-CCAB of Air Hamburg. The A.109A N8UF(See photo, by Terry Sykes) left this morning following maintenance with Multiflight since last month, however it returned this evening for a quick refuel. Also leaving Multiflight today was the Squirrel F-GHUM, which arrived last month. It departed this morning by road on the first leg of its delivery to Papua New Guinea.



29 Saturday

N719EL	Hawker 400XP	0908 0938	f. East Midlands t. Cannes
G-NSJS	Citation Sovereign	0946 1708	f. Biggin Hill t. Jersey
G-STRH	Boeing 737/700	1254 2037	f/t Manchester(Flystar 981P/2P) for Chambery flt.
OE-LVL	Fokker 100	1257 1340	f/t Innsbruck(Austrian 5TZ/3UA)
G-IMAC	Challenger 604	1345 1408	f. Grenoble(Gama 419) t. Farnborough(419)
G-BYAW	Boeing 757	1359 1543	f/t Alicante(Thomson 168H/167H)
N8UF	Agusta A.109A	1411 1014	f. Skipton, n/s until 1/4 t. Wolverhampton
G-JOPT	Citation V	1630 1622	f. Exeter(Airtax 390F), n/s to 30/3 t. Nice(391)

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

bmi:- G-DBCH(9871) positioned to Gatwick in the early hours. Heathrow:- G-RJXI(01J/4JL/8JL, n/s)

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

KLM:- PH-KZK(1545/6), PH-OFK(1549/50), PH-OFH(65W/1540,n/s) **Manx2:-** D-CNAG x1

Ryanair:- EI-CSY(152/153A), EI-DLE(15J/155)

*** Challenger 604 G-IMAC which is operated by Gama Aviation finally managed to make its first visit today.

30 Sunday

M-MANX	Cessna 425	0840 1026	f. Ronaldsway t. Wycombe Air Park
G-DJET	DA-42 Twin Star	0938 1718	f. Ronaldsway t. Bagby
G-IMAC	Challenger 604	1024 1106	f. Dublin(Gama 419A) t. Grenoble(419)
G-EDCK	Citationjet	1227 1343	f. Le Bourget(Saltire 669) t. Zurich(669)
G-ENNI	Robin 3000	1618 0851	f. Turweston, n/s to 2/4 t. Goodwood
G-JIVE	Hughes 369E	1718 1746	f/t Shelf
EC-KHT	EMB.135 Legacy	2147 1140	f. Dublin(DNC 611), n/s until 1/4 t. Malaga(622)

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

bmi:- Heathrow:- G-RJXI(01J/4JL/2LJ/7JL), G-DBCH(9872, f. Gatwick/5LJ), G-DBCK(8JL), n/s with G-RJXI/O(arrived on 408), G-CDFS.

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

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

Flybe:- G-EMBW(1LH/174), G-JECT(732/3), G-JECJ(643/4), G-JECT(733/4), G-JECV(175/6)

Jet2:- G-CELR(196/195) operated f/t Prague.

KLM:- PH-KZB(1543/4, 1547/8), PH-KLG(1551/64K, n/s) **Manx2:-** D-CSAL x1

Ryanair:- EI-DYG(152/153A), EI-CSO(15J/155), EI-DLN(156/15N)

***And so British Summer Time begins and there are a few alterations to the scheduled flights but these will be fully explained later. All the times published in the magazine will still be local(*Mental note to self - remember to add one hour to all the times!*). One of the visitors of the month was Legacy EC-KHT(See photo, by Terry Sykes), however the aircraft itself has visited before when operated in this country as G-YIAN. The aircraft is now operated by Aerodynamics Malaga, whose call sign is "Flying Olive" but still shows signs of its former owner Yianis still on the tail. A first time visitor was Cessna 425 M-MANX(ex. N425HS) which is owned by Mastercraft Ltd. The pilot/owner of the Robin G-ENNI arrived to carry out some night training with Multiflight and started doing circuits at 2100 before finally finishing at 2327. Ryanair's EI-DYG was a first timer this morning.



31 Monday

ZF347	Tucano	1547	ILS and overshoot(LOP 40), f/t Linton
ZF573	BN.2T Islander	1550 0830	f. Northolt(Ascot 7941), n/s t. Birmingham(7942)
G-GMAA	Lear Jet 45	1653	f. Farnborough(Gama 371), n/s t. Edinburgh(371)
D-CCAB	Citation Bravo	2026	f. Nice(Air Hamburg 111), n/s t. Cannes(121)

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

bmi:- London flights operated by G-DBCK, n/s with G-RJXI/O, G-CDFS.

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

operates Southampton flights.

Flybe:- G-JEDM(729/30), G-JECR(171/7VT), G-JEDM(731/2), **G-EMBY**(1LH/174), G-JEDL(643/4, now just operates f/t Exeter), G-ECOA(733/4), G-JECR(175/6)

Jet2:- G-CELI(323) swapped for G-CELC(324) in Belfast. G-CELZ(196/195) f/t Prague, G-CELY(326/325) f/t Belfast. G-CELS(050P) positioned in from Belfast International. After all the positioning backwards and forwards this month we finally ended the month with the following based, G-CELB/C/D/F/G/S/V and G-LSAG/H/I.

KLM:- PH-KZL(65W/66S, 67N/1548), PH-OFE(1551/64K, n/s)

Manx2:- Flights operated by Kiel Air Metroliners, D-CSAL am and D-CNAG pm.

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

***A fairly mundane end to the month, the only highlight being the RAF Islander which arrived for an overnight stay while on operations in the region. Oh, and another new 737/800, EI-DYE.

AND FINALLY>>> As a pointer to changes expected in the scheduled services for the summer here is summary airline by airline. The full itinerary for the summer can be found on the Air Yorkshire web site and any further changes will be updated here in the monthly magazine:-

Aer Arran:- The Galway flight seems to have bitten the dust completely, so the company will be just operating f/t Cork on Mon/Wed/Thu/Fri/Sun. ATR.72 aircraft normally operate but there is the occasional ATR.42 to be seen.

Air Southwest:- Flights remain the same with two daily weekdays and one at weekend, all by Dash 8 aircraft.

bmi:- Nothing changes here at all with the company basing 1x A.319, 1x EMB135 and 2x EMB145 aircraft.

Eastern:- We just have one Jetstream 41 based now, to operate 4 return flights to Southampton each weekday. The Aberdeen flight utilises a Scottish based aircraft and operates 4 times each weekday plus once on a Sunday. Contrary to expectations the Inverness flight lives on, however it just operates once a day on Mon/Wed/Fri with again a Scottish based machine being used.

Flybe:- Nothing much different here with Southampton and Belfast City served three times each weekday, with reduced services at weekends. Most flights are operated by Dash 8 aircraft however EMB145 and EMB190(See photo G-FBEL, a first time visitor this month, landing on runway 14) do show up occasionally. The Exeter flight operates every afternoon now following the cancellation of the onward journey to Aberdeen and as we go to press is operated by various different leased aircraft, Boeing 737/200, Boeing 737/300 and ATR.42 being seen already. The company will again operate a Saturday afternoon flight f/t Bergerac later in the summer.



Jet2.com:- The company is expected to base 7x 737/300 and 3, maybe 4x 757 aircraft for their operations this summer, which include the eight new destinations announced last year, start date in brackets:- Avignon(22/5), Crete (20/5), Hamburg/Leubeck(1/5), Jersey(24/5), La Rochelle(24/5), Madrid(1/5), Olbia(3/5) and Paphos(4/5). One major change in that the Paris flight now operates twice a day with an early morning departure and a return flight at 2210 each day. There is also an additional Belfast flight early afternoon, operated by an Irish based aircraft.

KLM:- There are slight changes to the schedule with the morning inbound flight now arriving at 0825 and the afternoon flight at teatime. Call signs have again all reverted to alpha-numeric(i.e. 64K/65W/66S/67N/68K/69W) and more flights seem to be operated by Fokker 70s as opposed to '100s.

Manx2:- No change of the schedule with two flights per day weekdays and one flight each day on Saturday and Sunday. There will no doubt be extra weekend flights during the summer period, like last year. The company are expecting the first Dornier 228(D-IFLM) to be delivered next month so look out for that. As ever you can work out what to expect on any flight by the call-sign, "Euro continental"(Metroliner, EC-GPS), "Eurovan"(LET 410 OK-RBA/OK-UDA) "Kiel Air"(Metroliner D-CNAG/D-CSAL or Do.228 D-IFLM) and Jetstream 31 G-PLAJ("Vannin") still puts in the odd appearance.

Ryanair:- More new 737/800s(EI-DYK being the latest delivery) to look out for on the regular 3x weekday Dublin flights, with the evening flight reverting to arriving at 2225. There is just one early morning flight on Saturdays and three flights on Sunday. The Shannon flight, which now arrives at 0730, operates on Mon/Wed/Fri/Sun.

Shaheen Air:- The Islamabad flight continues to operate on Thu/Fri/Sun arriving at 2030 and departing at 2230 operated by Airbus A.310 aircraft. Rumours of more flights in the pipeline.

Inclusive Tour(IT) flights can notoriously change right up to the last minute. However, as things stand the following should be operating from May 1st until the end of October:-

Air Europa:- FRIDAY:- Tenerife/South(Boeing 737/800, arrives 1125)

Air Malta:- TUESDAY:- Malta(Airbus 320, arrives 1915)

Austrian Arrows:- SATURDAY:- Innsbruck(Canadair RJ, arrives 1240 from July)

Balkan Holidays:- MONDAY:- Bourgas(Airbus 320, arrives 1810 from late May); SUNDAY:- Varna(Airbus 320, arrives 1850 from late May).

First Choice:- THURSDAY:- Faro(Airbus 320, arrives 1350)

Futura:- SATURDAY:- Palma(Boeing 737/800, arrives 1650, operates 14/6 and 21/6 only. Boeing 737/800 arrives via Edinburgh at 1850 on 9/8 and 16/8 only. These are cruise flights); SUNDAY:- Palma(Boeing 737/800, arrives 1720)

Iberworld:- THURDAY:- Arrecife(Airbus 320, arrives 1210)

Jet2:- Will operate a 737/300 weekly t/f Verona for Crystal Holidays from 15/6.

Onur Air:- MONDAY:- Dalaman(A.321, arrives 0900), Bodrum(Airbus 321, arrives 1945); TUESDAY:- Bodrum(A.321, arrives 0900), Dalaman(A.321, arrives 0900); WEDNESDAY:- Antalya(A.321/MD80 arrives 0900, commences 2/7)

Spanair:- SATURDAY:- Palma(MD.83 arrives 1425, 3/5 to 7/6 and 9/8 to 11/10); Ibiza(MD.83, arrives 1535)

Thomas Cook:- The company will be basing an Airbus 320 at Lbia to operate a full programme of flights during the week with flights to Alicante, Dalaman, Faro, Fuerteventura, Heraklion, Ibiza, Larnaca, Las Palmas, Mahon, Malaga, Palma, Reus, Rhodes, Zakynthos

thomsonfly:- THURSDAY:- Palma(Boeing 737/800, arrives 1250); FRIDAY:- Corfu(Boeing 737/800, arrives 1405); SATURDAY:- Reus(Boeing 737/300, arrives 1150)

As already mentioned changes can and will take place but these will be highlighted in the magazine.

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LEEDS BRADFORD AIRLINE REPORT - MARCH 2008

INBOUND DIVERSIONS

21 SAY800P STN NCL G-BZOG D328 LCY SAY801P

REGULAR FLIGHTS

AEA286	TFS	07/EC-HBL	14/EC-HJQ	21/EC-HZS	28/EC-III	
AEU981	CMF	01/G-STRH	08/G-STRH	15/G-STRH	22/G-STRH	29/ G-STRH
AUA3UA	INN	01/OE-LVJ	08/OE-LVL	15/OE-LVK	22/OE-LVN	29/ OE-LVL
TOM167H	ALC	01/G-BYAX	04/G-CDZI	08/G-BYAE	11/G-CDZI	15/G-BYAF
		18/G-CDZI	22/G-BYAF	25/G-CDZI	29/G-BYAW	

OTHER FLIGHTS

04	G-ZAPN	B462	WOW486/487	f/t Bristol	Lieu WOW DH8
05	<u>G-FBEI</u>	E190	BEE148/176	Newcastle - Southampton	Lieu DH8
07	EC-JVJ	B463	REA682/683	f/t Cork	Lieu REA AT72
10	G-FBEI	E190	BEE171/172	f/t Southampton	Lieu DH8
11	G-CERY	SB20	EZE942P/1942	Humberside - Nice	Passenger Charter
13	G-CDEA	SB20	EZE95V/86D	Newcastle - Birmingham	Lieu JS41
14	G-CERY	SB20	EZE1943/943P	Nice - Aberdeen	Passenger Charter
14	<u>EI-DWG</u>	B738	RYR156/15N	f/t Dublin	-
17	OE-HTJ	D328	TJS32/33	Farnborough - Arvidsjaur	Passenger Charter
17	<u>EI-DWE</u>	B738	RYR1362/1363	f/t Shannon	-
18	<u>EI-DYA</u>	B738	RYR152/153A	f/t Dublin	-
19	OE-HTJ	D328	TJS31/32	Arvidsjaur - Farnborough	Passenger Charter
20	<u>EI-REN</u>	AT72	REA682/683	f/t Cork	-
21	<u>EI-DYB</u>	B738	RYR15J/155	f/t Dublin	-
22	<u>EI-DYF</u>	B738	RYR152/153A	f/t Dublin	-
25	G-FBEB	E190	BEE175/176	Southampton - Newcastle	Lieu DH8
26	<u>EI-DYD</u>	B738	RYR1362/1363	f/t Shannon	-
30	<u>EI-DYG</u>	B738	RYR152/153A	f/t Dublin	-
30	<u>EC-KHT</u>	E135	DNC611/622	Dublin -n/s01- Malaga	Executive Charter
31	<u>EI-DYE</u>	B738	RYR15J/155	f/t Dublin	-



McD 83 EC-JQV Swiftair (Realmadrid)
Leeds/Bradford 12 April 2008
Paul Whincup

LEEDS/BRADFORD NEWS

Leeds Bradford Airport is on target to achieve its goal of more than three million passengers this year, despite a drop in passenger numbers over the winter. In spite of dips in passenger numbers in November and December, the airport saw an overall increase in passenger numbers during 2007 to 2.86m, compared with 2.79m in 2006, an increase of 2.5%. An airport spokesman said that passenger numbers fell by 1.7% in November, 5.6% in December and 2.6% in January, which are usually quieter months. Passenger numbers bounced back in February, rising by 6.8%. He said: 'Although we did see lower passenger numbers in the final two months of 2007, we remain on track to exceed three million passengers in 2008.'

The airport's new owner, private equity company Bridgepoint, has ambitious plans to invest £50m over the next five years. Plans include major surface repairs to the runways starting this autumn and running into the spring of 2009. Planning permission has been granted for another 2,222 long stay car parking spaces, with 610 spaces added last year and another 400 spaces due for completion during the summer. Another key development is the renewal and upgrading of fuel storage in a new 'fuel farm'.

Additional security requirements introduced at all UK airports in recent months mean that the central search zone in the terminal building will be reorganised to allow more space for baggage handling and passenger queues. There are also plans to expand the duty free area and departure lounge.

Leeds Bradford Airport unveils new senior management team

Leeds Bradford Airport unveiled its new senior management team on 15th April, following its £145.5m takeover by European private equity firm Bridgepoint from the five West Yorkshire councils which owned it. The team is led by John Parkin who was installed as chief executive following the Bridgepoint deal last May.

The appointments include former Bristol Airport executive Tony Hallwood as commercial and aviation development director. His other responsibilities include growth of commercial concessions, marketing, public relations and external affairs.

During Mr. Hallwood's tenure as aviation development director at Bristol he secured flights to New York through Continental Airlines and managed to convince a host of other key operators to fly from Bristol. Mr. Parkin has already said that longer distance routes are being sought from Leeds.

Peter Willis maintains his role as operations director on the new look board and retains responsibility for airport operations, customer service, regulatory compliance and all aspects of passenger safety and security.

Rob Memmott is appointed as finance director and company secretary, joining from Alfred McAlpine. He has previous airline industry experience with ground handling organization Servisair.

Carl Lapworth also moves from Bristol Airport, where he was director of engineering, to become head of engineering, facilities and projects.

Mr. Parkin, who ran Bristol Airport before taking charge of Newcastle Airport, said: 'Leeds Bradford Airport is at a very exciting stage in its development, with new services and significant investments including a major expansion of the terminal on our agenda. It is important that we have the very best people in place to deliver our growth plans. I am confident that the wealth of knowledge and experience we are announcing today provides us with the skills and leadership to deliver the airport's full potential to the benefit of not only the airport and its shareholders, but the region as a whole.'

AIRPORT NEWS

Belfast City Airport is at the centre of talks which could lead to its sale by its Spanish owners, the Belfast News Letter has revealed. Ferrovial, the Madrid-based construction company that also owns BAA, is understood to be in discussions with London-based investment bank JP Morgan regarding a possible sale, the newspaper reports. It adds that this 'could have implications for the airport's expansion plans', although we would expect any buyer to want to back the plans.

The News Letter quotes 'sources' saying that up to eight parties have expressed interest in buying the facility and that Ferrovial was aiming to sell the airport for between £100m and £150m. Brian Ambrose, Belfast City Airport's chief executive, refused to confirm to the newspaper that negotiations were taking place but said that a sale may be possible.

The aviation infrastructure in China is about to take a big leap forward with the addition of 97 airports, including a second international airport in Beijing. As of now, the country has only 147 airports, so the goal is to reach 244 in the next 12 years. (By comparison, the U.S.A., with less than one-quarter the population of China, has more than 5,000 public-use airports and 555 that are certificated for air-carrier operations.) The increase will mean that by 2020, 82% of China's population will be living within a 90-minute drive of an airport, compared to 61% today. The project will cost \$64 billion, China Daily reported.

A major new terminal recently opened in Beijing, in preparation for the arrival of the Olympic Games in August. A new terminal and cargo facility opened in late March at Shanghai's Pudong International Airport, with the aim to become the cargo hub of Asia by 2010.

Airport plans to turn the airfield into a passenger and freight hub look set to get the go ahead after councillors gave initial approval. The city council ruled it was 'minded to approve' the £25m plan by Stobart Air, but the backing is only provisional and the council will meet again next Friday to hammer out more than 50 conditions it wants the company to adhere to before it gives full consent. The proposal would see a new runway, passenger terminal, air traffic control centres, hangars, warehousing and offices built at the site. The new runway would allow scheduled flights to London and other destinations. The Eddie Stobart haulage operation and WA Developments engineering firm would also move to the site. It will also rebrand it Carlisle Lake District Airport. If the council backs the proposal, it will go before the Government Office North West who will decide whether the city council should be allowed to make the decision or whether a public enquiry should be held.

Heathrow Terminal Five's (T5) opening ended in chaos, with its new baggage handling system suspended and dozens of flights cancelled. But baggage handling was only one of a series of problems facing passengers at the new terminal. Others included airport car parking troubles, staff security screening and general confusion over the unfamiliar layout.

The state-of-the-art baggage system, which is meant to help smooth the journeys of millions of passengers travelling through the world's busiest international air gateway, spectacularly collapsed today. Passengers wanting to fly late today were told they would only be able to take hand luggage on board, and luggage check-in was suspended until tomorrow due to a processing backlog. Incoming passengers have had to wait up to four hours to reclaim their luggage.

British Airways, which is the sole tenant at T5, said it 'sincerely' apologised to all those customers affected and blamed the disruption on 'teething problems'. However, one baggage worker told the BBC the situation was 'mayhem' and that the technical problems had been known about for some time. He said: 'They have been doing tests on the belt system for the last few weeks and knew it wasn't going right. The computer cannot cope with the number of bags going through.'

The baggage problems caused 35 outgoing and 28 incoming short-haul flights to be cancelled - including services to Munich, Frankfurt, Paris and Brussels as well as Edinburgh, Glasgow and Aberdeen - and saw enraged passengers suffering hours of delays because of a backlog caused by the technical issues.

BA said in a statement: 'This is not unexpected following one of the most complex and largest airport moves in history.' About 97% of flights went ahead as normal, he said. Gareth Kirkwood, BA's director of operations, added: 'We always knew the first day would represent a unique challenge because of the size and complexity of the move into Terminal 5. We are working extremely hard on solutions to these short term difficulties.'

The problems made a mockery of BA promises of a 'seamless and updated' flying experience at T5, said to be queue- and hassle-free and further damaged Heathrow and BA's fragile reputation. In addition to the baggage problems, passengers struggled with incorrect road signs, car parking payments, a broken escalator and issues with disabled access. BA said customers who had not checked-in could travel with hand baggage only, re-book or receive a full refund. Passengers unable to travel were asked to find their own hotels, with some reporting they have been given a promise of full compensation from the airline.

Manchester Airports Group chief executive Geoff Muirhead has said that slower growth in the airline industry and increased taxes on passengers is set to take its toll on the business over the next 12 months.

Speaking at a regional economic discussion organised by the CBI, he said he was 'not anticipating any growth at all' this year at Manchester Airport, but MAG's smaller regional airports including Humberside, Bournemouth and East Midlands should fare slightly better due to the fact that they served more of the low cost airlines.

He said: 'Last year was the first year I can remember in the aviation industry where growth has been down to 3%, except when there has been a major economic shock,' adding that average growth rates for aviation over the past 30 years have been closer to 7%.

Mr Muirhead said the Government's doubling of Air Passenger Duty rates last year was a factor in slowing growth. He said: 'It is a £2.5bn tax on the aviation industry and I think it's getting to a tipping point where it's really quite challenging in respect of the UK's competitiveness. We cannot compete as a trading nation if we don't facilitate people getting around to actually do the trading. Nothing is without its cost, as we saw a few years ago when pension funds were targeted.' He also argued that demand would be weakened by increasing pressures on consumer spending, saying: 'The things you have no choice about — food, energy, transport — those are going up at horrendous rates.'

Southend Airport has drawn up a shortlist of seven companies from those bidding to take over which is on the market with a £50million price tag. Press reports suggest that London City Airport, which announced its interest last month, is a frontrunner to buy the airport, in a process due to be completed in June. Regional Airports plans to use the money from the sale to develop its other airport at Biggin Hill.

Southend Airport managing director Alistair Welch said: 'We can say we have had exceptional interest from potential bidders for the airport. The information was sent out to more than 50 interested parties, who had all shown they were capable of providing the investment needed to complete the development of the airport. [There are proposals for a new terminal, railway station and runway extension.] We have now gone through the first qualifying stage and we have reached a shortlist of seven bidders. We are on target to complete the sale of the airport in June, which was our intention when we started the process in January.'

Mr Welch said he could not name any of the seven bidders because he was bound by commercial confidentiality. He added: 'Our major concern is to ensure the new operators of the airport have the will and the capital to carry out the work needed to promote it and provide services for local people, whether they want to travel for business or for a holiday. We are anxious to achieve the full potential of the airport for the future.'

AIRLINE NEWS

British Airways have announced that its passenger traffic, measured in revenue passenger kilometres, fell by 2.8% in March, resulting in a passenger load factor fall from last year of 0.9 percentage points to 75.4%. Despite the benefit of an early Easter, BA carried just under 2.72 million passengers last month - 2.8% down on the March 2007. Its UK and European passengers fell 2.8%, while passengers to North and South America were 0.6% down, with Asia Pacific down 6.0% and Africa and the Middle East down 5.7%. Premium traffic - the number of passengers travelling in first and business class seats - was down 5.0% last month while non-premium (economy-seat) traffic fell 2.3%. Its planes travelled 75.4% full compared with 76.3% in March 2007.

A spokesman for BA said: 'The figures also reflect the events which surrounded the opening of Terminal 5 on 27th March. The impact was borne by the short-haul schedule, where there were 300 cancelled flights, equating to 0.2% of capacity. The financial impact of these events is estimated to be around £16 million, reflecting all costs associated with the disruption and lost revenue opportunities. Although there remains a small number of cancellations for today and tomorrow, the Terminal 5 performance is steadily improving.'

British Airways also announced its directors in charge of operations and customer service were leaving the company following its chaotic move to a new terminal at London's Heathrow airport. British Airways said Gareth Kirkwood, director of operations, and David Noyes, director of customer services, would both be leaving. 'The departures follow the airline's move to Terminal 5,' it said in a brief statement. 'The airline is looking to appoint a Chief Operations Officer to combine both roles.'

Flybe advertised for actors to fly between Norwich and Dublin to boost passenger numbers and avoid a £280,000 commercial penalty. The airline took the step to avoid a penalty charge from Norwich Airport if it did not carry 15,000 passengers on the route by 31 March. The airport criticized Flybe for pointlessly damaging the environment. Flybe, which did not use actors in the end, blamed the airport, calling it "intransigent and greedy". Under the terms of the deal between the airline and the airport, the latter would impose a £280,000 penalty if Flybe did not carry 15,000 passengers on the Norwich to Dublin route during the 2007/2008 financial year. Flybe was 172 passengers short with the 31 March deadline approaching and the two sides could not reach a compromise. The airline laid on extra flights, offered 200 free return tickets, placed an advertisement on an actors' website for "extras" and warned staff to prepare to fly to Ireland. Norwich Airport Managing Director Richard Jenner said: 'It doesn't seem to be in the spirit of the agreement. But, more than anything, our concerns are about the unnecessary impact on the environment. We try here to justify the impact we have on the environment.' A Flybe spokesman said the company regretted the "unusual" move but the "ridiculous, intransigent and downright greedy attitude" of Norwich Airport had left it with no option. The airline said it would "offset" additional carbon emissions and had not needed to use actors to fill seats.

An offer appeared on the Flybe website on 27 March advertising "free flights to Dublin this weekend!" and offering 200 free return tickets. Flybe also advertised on a website called StarNow which said "extras aged 16+ needed for paid work flying to Dublin". The advertisement said more than 100 extras were needed and would be paid more than £80 a day. "You will be boarding an aircraft and flying to Dublin and then flying back into Norwich airport," it read. "There may be up to three flights during each day."

Flyglobespan, Scotland's largest airline, is seeking a merger or acquisition to fuel further growth, its new chief executive told the Scotsman. Rick Green, head of parent company Globespan, said that the firm remains firmly focused on expansion despite its impending first full-year loss, caused partly by major problems with hired-in aircraft used last year.

In his first interview since joining the Edinburgh-based travel company in December, Mr. Green told the newspaper he was taking over operational command from chairman and former managing director Tom Dalrymple, who has run the business for 34 years. He said: 'My role is to strategically review any opportunities that exist. We are looking for a strategic partnership, such as a merger or acquisition. We are not for sale, but every business has a price.' However, Mr. Green said there was 'absolutely no truth' in rumors of interest from bmi. He told the newspaper that Mr. Dalrymple, 62, would become 'more strategic, less operational.' He added: 'Tom is the principal shareholder and will remain so, but I think his wife would like to see more of him.'

Mr. Green said that he will be looking for a less turbulent first summer season at the airline than the chaos caused last year by two problematic aircraft hired from Icelandair, which he said had cost the firm more than £10 million. Repeated faults with the Boeing 757s left some transatlantic passengers stranded for up to a week and many others with disrupted journeys. This will contribute to Globespan filing its first loss this month, for the year to last October, despite turnover rising 40% to about £280 million. The previous year's pre-tax profits were £4.7m. Mr. Green said the firm had learned its lesson, and it now operated all of its own aircraft. It has a 17-strong fleet. Six-year-old Flyglobespan hit further bad publicity last October, when it became the first British airline to have a licence for flying directly across the Atlantic suspended following investigations by aviation safety authorities. The licence was subsequently restored, but the airline voluntarily surrendered it this year pending a reorganisation of its engineering division under new director Chris Hubbard, who joined from Thomas Cook.

Monarch, the longest established airline brand still trading and flying under the same name in the UK marked its 40th anniversary. Monarch's first commercial service was between the Bedfordshire airport and Madrid on 5th April 1968. The airline was created as a collaboration between Airline Engineering Limited, Monarch Aircraft Engineering and Cosmos with two Bristol Britannia 312 aircraft and a staff of less than 100. Monarch now has a fleet of 31 aircraft with a 60/40 split between scheduled and charter flights, employs almost 3,000 staff and carries more than seven million passengers a year. The airline celebrated the anniversary with a celebration flight between Luton Airport and Menorca. Passengers checked-in at retro branded check-in desks and were served Champagne and cakes on board by cabin crew dressed in replicas of the original 1968 uniform.

Manx2 has reached a major milestone, with its 100,000th passenger flying on one of its seven routes from the Isle of Man. Manx2 communications director, James Filleul, said: 'When we launched the business from scratch in July 2006 we offered 3 routes, and 72 services each week. That has grown in less than two years to 7 routes, and our new summer timetable offers at least 184 flights every week, fares from just £15 [online single including tax]. The airline has also just boosted its aircraft fleet with the arrival of a new aircraft, a nineteen seat Dornier 228. It is also working on a new maintenance base and company headquarters, which will be opening later this year at Isle of Man airport.'

Ryanair is to launch new routes from Manchester Airport to Barcelona, Bremen, Marseille and Milan in April. The budget airline's director of scheduled services, Sean Coyle, said the new services 'are great news for Mancunian passengers'. The new routes are part of Ryanair's 2008 expansion, which includes 50 new routes and three new airports in Angoulême in France, as well as Arad and Constanta in Romania. Birmingham, Edinburgh, Liverpool, Stansted, Luton and Newquay are other UK cities expected to benefit from the route expansion. Ryanair has made annual savings of more than €50m by renegotiating airport contracts in recent weeks. It has also quietly extended its management pay freeze to 'more than half' the airline's staff. The cost cutting drive comes as the airline continues its war against rising fuel prices. The airline's CEO, Michael O'Leary, said yesterday: 'We have no success on costs in Dublin or in Stansted, but at the other 140 odd airports we fly to, there have been almost universal reductions in not just airport costs but handling costs as well.' He added that the savings have been 'a very large double digit million figure', hinting at savings above the €50m mark.

Mr O'Leary also confirmed that a management pay freeze has been extended to 'more than half' of Ryanair's staff and now includes all employees who aren't tied into 'multi year pay-increase deals'. He said: 'A pay freeze is a pretty good outcome. If profits were to fall by something like 50% in the next 12 months, it won't be a pay freeze next year it'll be a pay cut.' However, he admitted that the decision to freeze pay had been met with 'a mixture of anger and frustration.'

AIRCRAFT NEWS

A bumbling spy who infiltrated an anti-aviation group has been exposed after making a series of elementary errors, a spokesman has reported. Plane Stupid, the direct action protest group that demonstrated on the roof of the Houses of Parliament in protest to the expansion at Heathrow, dubbed Toby Kendall, employed by counter intelligence firm C2i, as 'more Austin Powers than James Bond'. The group say that Mr Kendall joined them under the alias Ken Tobias and said that he was concerned by the impact of the aviation industry on climate change. He offered to help to organise protests, but group members soon began to question the 24 year-old Oxford graduate's behaviour, his habit of wearing a Palestinian scarf with designer clothes and an all-year tan. They also questioned his lack of associates in the activist community and were suspicious of his 'relentless hunger to hear about the hardcore action'. Although he took part in protests, and even dressed up as a penguin for one particular stunt, he is said to have always remained in the background.

Plane Stupid began a mole hunt and discovered that Mr Kendall was working for C2i, a counter intelligence firm. They say that they then fed him false information which he fed back to his employer. C2i International is run by former special forces officers and claims its agents are 'hand-picked from Special Operations at New Scotland Yard'. Justin King, C2i's managing director said he was unaware of Mr Kendall's infiltration of Plane Stupid and that he was employed to carry out counter-surveillance such as 'debugging company offices'. He said: 'The security industry is full of people who masquerade as this and that. When they are not working for us how can we stop them from working for other people?'

OTHER NEWS

A mix-up over where to land led to a KLM crew extending its downwind leg a bit - by about 1,500 miles. It seems the crew, who had taken off from Amsterdam, was expecting to land at its usual destination near the city of Hyderabad, in the south of India, but that airport had been closed just hours before. A brand-new airport had opened nearby, but when controllers directed the crew to land there, they declined, saying they hadn't heard about any new airport and weren't authorized by their airline to go there. They flew on to Delhi, but were not allowed to land, so flew on to Mumbai (Bombay) where they finally set down, with their 233 passengers. The new airport had delayed its opening by a week. Officials said all airlines had been notified.

E-mail:- DWooler@EGNM.screaming.net

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

David Wooler



Boeing 767 C-FBEG Air Canada 29 March 2008
Ian Morton

MILITARY AVIATION



MILITARY NEWS

Royal Air Force:

The impact of operations in Iraq and Afghanistan has had a considerable effect on the RAF. In consequence of continued operations, procurements of additional aircraft of these types are in the offing:

MQ-9 Reaper (drone), Merlin HC.3A, C-17A Globemaster, King Air 350 and Chinook HC.3.

On the downside, the RAF will leave St. Mawgan and there will be further drawdown of the Tornado F.3, and 25 Squadron at Leeming will disband.

Army Air Corps:

2007 saw the concentration of all front-line Apache squadrons to Wattisham with the contra-transfer of Wattisham Lynx squadrons to Dishforth.

Joint Special Forces unit 651 Squadron which operates the Defender AL.1/AL.2 from Odiham is to receive three further aircraft of the type.

Fleet Air Arm:

The Fleet Air Arm is also heavily committed to operations in Iraq and Afghanistan. In particular, 847 Squadron replaced Army Air Corps Squadron 1 in Basra, 820 Squadron provides a Merlin HM.1 detachment at Seeb, Oman and 857 Squadron was operational in the Gulf.

800/801 Squadrons (Naval Strike Wing) operate Harrier GR.7A/9A from Kandahar, Afghanistan; 846 Squadron also operates from Kandahar with upgraded Sea King HC.4s.

CREDIT: Military Aviation Review UK 2008

Hinds found in Afghanistan!

The remains of fifteen Hawker Hinds found in Afghanistan are now safely stored at a secure store location in the south of England. It is to be hoped that some restored examples will be reconstructed. The RAF Museum already includes an ex-Afghan reconstruction. The Hind is of some importance to LBA as 609 (West Riding) Squadron, Auxiliary Air Force was equipped with Hinds at the pre-war Yeoman Aerodrome. It is also of importance to me personally as it was sitting in a Hind Cockpit in 1938 at an Empire Air Day Display which triggered my lifelong interest in aviation.

CREDIT: Aeroplane Monthly
My Memory (which is starting to fail!)

Vulcan XH558 in jeopardy

The Vulcan To The Sky Trust needs £150,000 to put the aircraft through its remaining test flights. More than £6 million has already been spent in the reconstruction. The Trust is contacting 2,600 supporters in an attempt to raise the required sum, requesting £6 from each; I have sent in my six quid, what about YOU?

[Six quid is known as a poorly octopus (sick squid)] !

CREDIT: Aeroplane Monthly

Please send any information for inclusion in Military News to:

Eric Martin, 11 Penn Drive, Liversedge. WF15 8DB (tel: 01274 873336)

Eric Martin

25 SQUADRON DISBANDS

A parade was held at RAF Leeming on the 4th April 2008 to mark the disbandment of 25(F)Squadron. The 6th April saw the Squadron's standard struck and pasted on to the RAF church at St Clement Dane, London, joining the many RAF Squadron standards that have been laid to rest in this wonderful church in the last few years as squadrons after squadrons are disbanded. So ended all Tornado F.3 flying at Leeming as 25 Squadron went the same way as 11 Squadron and 23 Squadron.

This must be very worrying to the MoD as the nearest fully operational fighter protection for London is now 600 miles away at RAF Leuchars, Scotland where only the 26 aircraft of 43 and 111 Squadrons provide fighter protection for the whole of the UK (by the time this article is read 56 Squadron will also have been disbanded).

25 Squadron reformed at RAF Leeming in July 1989 after serving as a Bloodhound unit from October 1963, but of course the squadron's history can be traced back to its formation on 25th September 1915 at Montrose. It moved to France in February 1916 flying the obsolete FE.2b, flying fighter and reconnaissance missions until June 1917 when it re-equipped with the DH.4 day bomber which it flew until the end of the Great War. The squadron disbanded at Scopwick on 31st January 1920.

The squadron reformed at Hawkinge on 1st February 1920 working up with Hawker Snipes until it became operational on 26th April, becoming one of the few fighter squadrons left in the RAF at that time. The squadron went to Turkey in September 1922 converting to Grebes in 1924 after its return to the UK.



The squadron converted to Siskins in May 1929, Furies in February 1932, Demons in October 1937 and Blenheims in December 1938.

25 Squadron entered the war flying the obsolete Blenheims and carried out many missions until it converted to the Beaufighter by January 1941 which it flew for two years until they were replaced by the wooden Mosquito. With the arrival of the Mosquitoes the squadron role changed by February 1943 to Intruder missions; by the end of the war 25 Squadron was flying bomber support missions against enemy night fighters.

After the war ended the squadron remained a night fighter unit converting to Vampires in July 1951 at West Malling. Its next mount was the Meteor NF.12 and NF.14 which were flown until the squadron disbanded on 1st July 1958 at RAF Tangmere. It reformed the same day at RAF Waterbeach when 153 Squadron was renumbered 25 Squadron flying again Meteor night fighters, converting to Javelins by March 1959 when it once again disbanded, this time at RAF Leuchars on 30th November 1962.

When the squadron reformed on 1st October 1963, the role of 25 Squadron was not to be one of a flying unit as it reformed as a Bloodhound anti-aircraft missile squadron at RAF North Coates. The squadron served at RAFG Laarbruch, Bruggen, Wildenrath and RAF Wyton, RAF Barkston Heath and finally RAF Wattisham.

Just before its disbandment the squadron held a "Friends of XXV(F)Squadron" Open Day on 29th March and for the princely sum of £30.00 the following aircraft could be photographed:

XX285	Hawk T.1	100 Sqn 90 th anniversary markings
XX313/313	Hawk T.1	208(R) Sqn-4FTS
XV236/36	Nimrod MR.2	120 Sqn-Kinloss Wing
ZI935/DJ	Typhoon F.2	11 Sqn
ZI813/BL	Typhoon T.1A	29 Sqn
XJ910/BV	Typhoon F.2	29 Sqn
ZG480/70	Harrier GR.9	1 Sqn
ZG772/WJ	Tornado F.3	56 Sqn 90 th anniversary markings
ZA543/FF	Tornado GR.4	12 Sqn 90 th anniversary markings
XS711/L	Dominie T.1	55(R) Sqn
ZF243/243	Tucano T.1	1 FTS
XV499	Phantom FGR.2	in 23 Sqn-1435ft markings
E-007	F-16AM Esk 727	Danish Air Force
ET-614	F-16BM Esk 727	Danish Air Force
641/33-NI	Mirage F.1C ER 02-033	French Air Force
657/33-NA	Mirage F.1C ER 02-033	French Air Force
37+75	F-4F Phantom JG-71	German Air Force
43+98	Tornado IDS AGK-51	German Air Force
MM7025/6-05	Tornado IDS 102	Gp-6 Stormo Italian Air Force
MM7038/6-37	Tornado IDS 102	Gp-6 Stormo Italian Air Force
G-FRAS	Falcon 20	Flight refuelling
W3850/PR-A	Spitfire Vb	609 Sqn Replica
ZI939/DX1	Typhoon FGR.4	11 Sqn HAS area
ZE969/FH	Tornado F.3	25 Sqn QRA display
ZE728/FZ	Tornado F.3	25 Sqn HAS area
K2048	Isaacs Fury	Private G-BZNW



I am told that a number of aircraft did not turn up because of operational reasons.

The cost was a bit much but I'm sure it was for buying the large metal gate and wooden fence that was put up to stop people getting into the spectators' car park for the event.



RAF Leeming will continue to fly 100 Squadron Hawks and later in the year No.1 Signals Regiment will move into the base from Brize Norton.

Many thanks to Fighter Control for its help in putting together the Open Day list as I only went on the Sunday morning, and to Daniel Banks for the photographs.

Dave Senior



Saab Gripen
Swedish Air Force at USAF Lakenheath
4 September 2007
James Warren, Thetford, Norfolk



LAST CHANCE to FLY in a
DOUGLAS DAKOTA in the UK

From 15 July 2008, due to EEC Regulations, it will no longer be possible for Douglas Dakotas to carry fare-paying passengers on charters. Air Atlantique Classic Flight are therefore organising a tour for their Dakotas around the UK. Unfortunately the aircraft will not be coming to Leeds/Bradford.

Air Supply has organised a charter from one of the two periods the aircraft will be operating out of Blackpool Airport, for 35 people to fly in the aircraft for one last time. Our price will include coach travel from Yeadon to Blackpool and back to Yeadon. **Planned Dates:** either Thursday 19 June 2008 or Wednesday 9 July 2008. **All inclusive price: £109.00 per person.**

Deposit: £50.00 per person (cheque payable to "Air Supply")
A few limited spaces will be in the coach for spectators only: £25.00 per person.
Ken Cothliff, Air Supply, 97 High Street, Yeadon, Leeds LS19 7TA tel: 0113 250 9581

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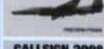


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OK-MEJ
Czech Airlines
Karlovy Vary - Olsova Vrata
22 March 2008

Martin Zapletal

100th Legacy

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Steve Lord

