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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

Our guest at the October meeting was Captain Mike Newall of MyTravel Airways, who was without doubt one of the most entertaining speakers we have ever had. It transpired that he is local to our area, having spent his early years in Horsforth and Cookridge and even today lives nearby in Harrogate.

He told us how he became interested in flying and eventually became a pilot with Capital Airlines at LBA in 1989, flying Short 360's. Following the collapse of Capital, the opportunity arose after a period of training to join Airtours as it was then. He now flies long haul to various destinations, and he gave us an insight into how the rota system works for the company's pilots and cabin crew.

The two hours that he spoke for (without any notes) passed all too quickly. Our grateful thanks must also go to Alan Sinfield for arranging this meeting and all the others this year.

The summer season at LBA is now over, which has been dominated by Jet2 as expected. However, much interest has been generated by the activity at Multiflight. The number of visiting Biz Jets in particular has shown a large increase on previous years, including some rare ones, for example TR-AAG from Gabon. Hopefully, this trend will continue in the next twelve months.

David Valentine

GRAND DRAW 2007 TICKETS
Remember to see Pauline Valentine
or contact her by post

MEET YOUR COMMITTEE

Secretary Jim Stanfield

Six Gloster Javelins heading north west at 1611hrs; the first entry in my log book. It was a long time ago – 21 August 1957 to be precise and that means I have been spotting and logging aircraft for over fifty years. A sobering thought.

I lived in Newcastle in those days: a Geordie born and bred. The same year, 1957, I joined Air Britain and a short while later I became a member of the Tyneside Group of Aviation Enthusiasts (TGAE) based at Newcastle (Woolsington) Airport. When I moved to Leeds in 1961, with my parents, there was no spotters group and we used to meet up at Yeadon Airport or go by train and bus to Ringway Airport for a real day of plane spotting. As the early sixties unfolded we created opportunities to travel further afield on overnight Samuel Ledgard coaches to Heathrow (LAP as it was then), the Biggin Hill Air Fare, Southend, etc. No motorways in those days of course.



We eventually realised that a spotters group at Yeadon was a possibility and through Air Britain and Ken Grogan the West Riding Branch of Air Britain came into being in 1964, with yours truly as its first secretary assisting Ken Grogan as the founder chairman. The first magazine, Yorkshire Air News, soon followed. The West Riding Branch prospered and I was sorry to stand down after four years as university demands and the need to earn an income increasingly took me away from the area.

I eventually returned to the area to work in the computer sector in Bradford, married Joan and settled in Horsforth to bring up two children in a house with a view from the garden of the approach to R32/(R33) at Leeds/ Bradford Airport. The West Riding Branch had evolved into Air Yorkshire and I had remained a member.

At a meeting in the Princess pub in Rawdon in 2001 I was invited to re-join the Committee as Secretary and help David Bates revitalise the Society in the 21st century. There is always something to do to keep the Society running smoothly and moving with the times – constant change is here to stay.

I consider I have been lucky to be around as air travel has become common for ordinary folk. I have been able to enjoy "jollies", holidays and business trips by air over the years, with many flights from my local Leeds/Bradford International Airport.

In 2002 my employer decided they could manage without me and I have been able to indulge my spotting hobby even more with ever increasing numbers of flights and holidays. Long may it continue.

My interest in aviation is wide: civil, military, airports, airfields, airliners, biz-jets even "tins"! I am regularly to be seen drinking coffee at The Aviator and The Aero Club Café. Why not stroll over for an aviation chin-wag – you could always buy me a re-fill.

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

ALL MEMBERS CAN NOW ATTEND THE MONTHLY MEETINGS.

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

- 4 November 2007 Air Yorkshire Aviation Society Annual General Meeting, followed if there is time by a collection of Aviation Video snippets.
- 2 December 2007 Christmas get together, including Coffee/Tea and Mince pies
- 6 January 2008 Peter Hampson - We welcome back Peter Hampson, the Managing Director Airport Solutions. Peter and his colleagues work on fascinating projects at Airports literally in all corners of the globe. At this meeting he will describe their adventures over the past year. Once again the Aircraft, the Airports, the people, the wildlife seen and the amusing stories will be told. Included in the presentation will be – Building Airstrips in the Omani Desert, Working Behind the scenes at Bogota, Playing with Iguanas in Caracas, Birding in Sharjah, Putting new life into Oxford and Teaching in Trinidad!!....(That's just in the first 6 months of 2007)..We look forward to seeing you at a very special meeting
- 3 February 2008 Annual Air Yorkshire Quiz – Norman Smart and Alan Sinfield will present this year's quiz in the same format as the 2007 one, which proved very popular and not too difficult.
- 2 March 2008 Dave Wooler. - "Review of 2007". Dave who has been an Air Yorkshire member for many years and regularly contributes to the magazine with "Commercial news" and other articles, will present a digital slide show of his many aviation trips, including Basle, Berlin, Stansted, Fairford and possibly even further afield.
- 6 April 2008 Sqn Ldr Graham Laurie – The History Of Royal Flying.
Graham retired in Dec 2000 after 36 years in the RAF and for the last 20 years of that career flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled 'The History of Royal Flying' will be extremely interesting and informative
- 4 May 2008 To be arranged
- 1 June 2008 NEW – Alan Lord, Aviation Writer: Details to follow
- 6 July 2008 To be arranged
- 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 the Cumbria and Tynedale. She will give us an insight into the her 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 To be arranged
- 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



SCENE AROUND YORKSHIRE: SEPTEMBER 2007

Following last month's hive of activity, September was pretty quiet with everything slowing down before going into hibernation for the winter. On the good news front, British Aerospace at Brough are going to open the runway for operation once more and Coney Park was a lot busier this month with the star visitor being the RAF Merlin. Durham/Tees Valley also had a busy month, mainly with Bizjets arriving with shooting parties, while Doncaster again played host to an AN-124.

Bagby:- Former Perth resident, Robin DR.400 G-EYCO was noted local flying from here early in the month and was confirmed as a new resident later with an owner change to a person in Knaresborough. Egelsbach based Mooney M20T D-EKUR arrived on 2/9 for an overnight stay and on 7/9 the PA-32 N562RR was noted heading outbound to Kirknewton. Visitors:- 4/9 G-MAXI PA-34; 5/9 G-WMBT R.44; 6/9 G-TERY PA-28, G-BPRI Twin Squirrel; 10/9 G-NEWT Bonanza(f. RAF Halton); 11/9 G-BSTM C.172L, G-BHYP C.172N; 15/9 G-BRDO C.177B, G-CCHS X'Air; 22/9 G-TAAB SR.22(n/s to Duxford); 27/9 G-CEFV C.182S(t. Denham); 29/9 G-AZRH PA-28, G-TYER DR.400, G-HELM Squirrel(Refuel); 30/9 G-AVWD PA-28.

Beverley:- Visitors:- 9/9 G-BUUX PA-28; 15/9 G-CECO Schweizer 269C; 30/9 G-AWTL PA-28(f. Thurrock), G-BOWP Jodel D.150A, G-CBEI PA-22.

Brighton:- Firstly this month we must extend our sympathies to the family of Brian Brown, the manager of Brighton Airfield for the past 15 years who was tragically killed when he crashed in Hurricane G-HURR/BD707 at the Shoreham Air Show. The aircraft was based at Duxford, having moved there in October 2006 following over a decade of service with the Real Aeroplane club in its distinctive Black colour scheme and Mr Brown was standing in due to a lack of pilots being available over the weekend. Resident Mustang G-CDHI left for Le Touquet and Freiberg on 30/9, on delivery to new owners in Germany. Humberside Air Review reports the arrival of Condor G-AYFC, formerly at Netherthorpe and this is joined by Hatz CB.1 G-BRSY. Also reported is the fact that Gazelle N505HA is now in an airworthy condition. CAP 232 G-GKKI was based for a few days early in the month while carrying out local aerobatic sorties. Visitors:- 2/9 G-ODEE RV.6, G-LEDR Gazelle; 4/9 G-CBMO PA-28; 6/9 G-IJMI Extra 230; 8/9 G-ADNE Hornet Moth(f. Edgley Park), G-EWES Pioneer 300; 9/9 G-CBZG Coyote, G-TIVV Eurostar, G-OBAX T.600N; 12/9 G-FIBS Squirrel(f. Rotherham); 15/9 G-APYN PA-22, G-AYYU Sundowner, G-RVMC RV.6, G-BYSI Koliber; 30/9 G-CDFA Kolb Twinstar(f/t Lancaster), G-PIKK PA-28.

Brough:- An airfield not mentioned in these pages for quite some time, however following reports that the runway here is about to see activity once again we may be seeing it more often in the future. Until now Hawks built at the BAe site here have had their wings removed and been taken by road to Warton to be flown, however the company is planning to use the on-site runway for the first time since it was decommissioned in 1996. If everything goes according to plan the first Hawk will have flown from the airfield by the time you read this. At present only take offs are planned with no incoming flights and the aircraft will fly to Warton at fortnightly intervals for test flying and painting. The present order for the Indian Air Force is almost complete and the company is actively seeking orders from the United Arab Emirates and Greece to keep the factory in production.

Church Fenton:- Titan Airways King Air 350 G-POWB(Sparrowhawk 60AR) was an unusual visitor on 22/9, operating a Royal Flight brining Prince Andrew for a service at York Minster.

CONEY PARK(Leeds Heliport)

The float equipped R.44 G-OEJC, which arrived late last month stayed until 13/9 before heading off to Sywell and during its stay it carried out numerous local sorties. The star visitor here this month was RAF Merlin ZJ994(Vortex 911, see photo by Terry Sykes) which arrived from Benson just after 1100 on 28/9. This impressive aircraft, which has only just returned from the Danish Air Force(M-505) stayed about an hour before heading home.

04/9 G-SDCI Jet Ranger 1445 1515 f. Lydd t. East Kilbride

05/9	G-BOSN	Squirrel	1325 1330	f. Croft t. High Wycombe
06/9	G-SIVN	MD.500N Notar	1450 1700	f. Seaham t. Hexham, also 18/9 1255/1430
07/9	G-XOIL	Twin Squirrel	1140 1230	f/t Harrogate
07/9	G-ETOU	Agusta A.109S	1745 1245	f/t Durham, n/s until 9/9
08/7	G-WOFM	Agusta A.109E	1640 1650	f. Denham t. Gunnerside
10/7	G-TELY	Agusta A.109A	1630 1745	f/t Carlisle(Castle 4), also 12/9 1655/1720
12/9	G-DANZ	Twin Squirrel	1015 1035	f/t Harrogate(Premier 14)
12/9	G-PIXX	R.44	1505 1530	f. Leeds t. Lancaster(Newsflight 1)
14/9	G-CCUK	Agusta A.109A	1410 1420	f. Windlesham(Rocket 4) t. Harrogate(4)
15/9	G-TELY	Agusta A.109A	1142 1300	f. Newcastle(Castle 4) t. Liskard(4)
16/9	N7242N	Agusta A.109C	0848 0915	f. Liskard(Castle 2) t. Barnard Castle(2)
16/9	G-CCUK	Agusta A.109A	1345 1355	f. Newcastle/Ellwood(Rocket 4) t. Windlesham(4)
16/9	G-VONA	Sikorsky S.76A	1700 1710	f. Denham(Starspeed 06) t. Appleby(6)
16/9	G-BOSN	Squirrel	1730 1800	f. High Wycombe(Topcat 06) t. N/Carlisle(6)
17/9	G-NIVA	Eurocopter 155	1135 1145	f. Cambridge t. Wakefield, also 18/9 1155/1205
17/9	G-MDGE	R.44	1215 1230	f. Redhill t. Carlisle
17/9	G-VONA	Sikorsky S.76A	1740 1750	f. Haltwhistle(Starspeed 6) t. Denham(6)
18/9	G-PRET	R.44	1340 1515	f/t Huddersfield
18/9	G-ROGE	R.44	1400 1420	f. White Waltham t. Lake District
20/9	G-TELY	Agusta A.109A	1520 1550	f. Wycombe(Castle 3) t. Pateley Bridge(3)
22/9	G-STNS	Agusta A.109A	1155 1205	f. near Culdrose t. Alnwick, return 1805/1815
22/9	G-TATS	Squirrel	1730 1740	f/t ???????? (Air Medina 12)
23/9	N7242N	Agusta A.109C	1202 1220	f. Fosdsdale(Castle 4) t. Liskard(4)
23/9	G-RALA	R.44	1210 1000	f. Caernarfon, n/s t. Northampton
23/9	G-OHSL	R.22B	1240 1035	f. Shobdon, n/s t. Carlisle
26/9	G-TGRA	Agusta A.109A	0855 0905	f. Shobdon t. Gunnerside, return 28/9 1715/1720
27/9	G-GBEN	R.44	1230 1300	f. Congleton t. Newcastle
29/9	G-LHEL	Twin Squirrel	1505 1525	f. East Witton t. Woodford

R.44 G-ROGE which visited on the 18th is of interest as it is owned by Phil Rogerson of Carnforth and replaces similar type G-PROG, which was wrecked last year and ended up with Multiflight at LBIA. Since then it seems to have disappeared, does anyone have any idea where it is now?

Crosland Moor:- Visitors:- 1/9 G-BMUD C.182P; 3/9 G-JABJ Jabiru; 6/9 G-PNIX C.152; 12/9 G-BXYK R.22B(Refuel); 15/9 G-IRKB PA-28R(f. Earls Colne).

Devonshire Arms(Bolton Abbey):- Coney Park based Long Ranger N340AJ was noted visiting on 1/9. Bell 430 N5120 operated by JJB Sports was a visitor on 24/9, from and to its Wigan base. Others included:- 1/9 G-MAYB R.44; 3/9 G-LEDG Gazelle(t. Emley Moor); 4/9 G-FIBS Squirrel(f. Biggin Hill); 5/9 G-FABI R.44; 8/9 G-KIDG R.44(f. Sheffield); 9/9 G-PRET R.44; 15/9 G-STER Jet Ranger; 18/9 G-TKNT A.109S(n/s, t. Site nr. Gamston); 30/9 G-OLOW R.44.

Deighton(York):- Keith Atkinson, the owner of the strip has just completed building Pioneer 300 G-KITH.

Dishforth:- Noted visiting on 3/9 was PA-28 G-BSPI, from Turweston while the next day Dauphin VP-BUL(Yorkair 01) arrived for a training detail from LBIA. An unidentified Netherlands Air Force Apache("Redskin 41") was noted heading home to Gilze-Rijen Air Force Base on 10/9 and also not traced was Royal Navy Jetstream(Navy 752) on 20/9.

DONCASTER(Robin Hood) Movements courtesy of RHADS website.

We start this month with news that the Directions Air Academy was officially opened on 5/9. To celebrate, the Spitfire PS915 of the Battle of Britain Memorial flight made a flypast and The Blades Aerobatic Team were in attendance all afternoon with their Extras G-OFFO, G-ZEXL, G-ZXCL and G-ZXEL. The Academy use Hangar 3 to house their Andover N748D and Boeing 727 fuselage EC-DDX and both these aircraft have been repainted in a distinctive green and white colour scheme. Also on display in Hangar 2, which is home of Sovereign Aviation, were the company's Lear Jet 45 G-SOVB(The company have just registered another of the type G-SOVCEX G-OLDR), the former Goldair machine) along with EC.155 G-NIVA. It was also announced that Marshall Aerospace of Cambridge are to open an engineering base here to work on Executive jets and to enforce the fact their company aircraft, Citation G-FIRM and Aztec

G-BATN were both present. On the visitor front it was again freight aircraft which took centre stage with the pick of them being AN.124 RA-82045 (VDA 2960, see photo by Clive Featherstone/Finningley Photpics) which arrived from Vostochny to collect some mechanical equipment. The Avient DC-10 Z-AVT made two visits, on 12/9 and 27/9, and the Air Transport International DC-8-73 N830BX(ATN 244) was back on the 30th, arriving from Trondheim and again routing back to Hartsfield the next morning. The final freighter of the month was TNT BAe 146/300 OO-TAS(Quality 1475) which was used to transport horses from Ireland for the St. Ledger on 15/9. On 12/9 Onur Air Airbus 321 TC-OAI went u/s on push back and spent the night with similar type TC-OAO arriving the following morning to collect the stranded passengers. With the grounding of some of their Dash 8s Flybe used ATR.42 G-CDFP on their flights on the 13th and SAAB 340 G-LGNK on 15/9. Other movements included:-

- 01/9 G-BMRA Boeing 757(Eurotrans 100K, training), G-SOVb Lear Jet 45
- 02/9 N54JC Challenger, G-STUF Lear Jet 40
- 03/9 D-CKJS Citationjet 3(EBF 503), N4483W Beechjet 400A, PH-TCN P.180 Avanti
- 04/9 D-IGOB P.180 Avanti, G-NIVA Eurocopter 155, G-IFTL DA-42 Twin Star
- 05/9 G-XLMB Citation XL(Beauport 951) 6/9 G-ZXZX Lear Jet 45(Gama 743)
- 07/9 CS-DNK Hawker 800XP(Fraction 8KY), HB-IAZ Falcon 2000(TAG 939)
- 09/9 CS-DFP Citation XL(NJE 625W), VP-BKZ Gulfstream 5, N351TC Hawker 800XP
- 10/9 OY-UCA Citationjet(Mermaid 6396), D-ITIP Citationjet(Early Bird 111)
- 11/9 M-MANX Cessna 425, N909PS Citation 1SP, N66DN Lear Jet 45(Bizjet 1DN/2DN)
- 12/9 VP-BLR Gulfstream 5, G-EMBE EMB 145(Jersey 25T), G-XXEA S.76C(Rainbow 1)
- 13/9 F-HHAM King Air 90L(Darta 6933), N6593W Cessna T.210M, G-ESTA Citation 1
- 14/9 CS-DHQ Citation(Fraction 7EV), CS-DNP Falcon 2000(NJE 2DX), G-OHHI Jet Ranger
- 15/9 CS-DMB Hawker 400XP(Fraction 255F), CS-DRK Hawker 800XP, CS-DNR Falcon 2000, CS-DHG/P Citation Bravos, F-GRSO King Air 90(Managair 335)
- 16/9 G-CJAB Dornier 328(Spacejet 81), G-CDSK Lear Jet 45(Partner 75A), G-RFUN R.44
- 18/9 G-WINA Citation XL(Lonex 932W), ZH103 AWACS(NATO 04, ILS)
- 19/9 N198ND Citation 2, OY-CEV Citation 1(Norfling 44E), OY-CYV Citation 2(NFA 33)
- 20/9 N719EL Hawker 400XP, CS-DFU Citation XL(NJE 6ZU), ZD574/ZH893 Chinooks(ILS)
- 21/9 CS-DRJ Hawker 800XP(Fraction 573G), G-EMBL EMB 145(Jersey 026T, training)
- 21/9 G-OJMW Citation 2 22/9 D-ILDL Citationjet 2(Quadriga 5655)
- 23/9 G-IFTE BAe.125/700(Interflight 123A) 25/9 G-GRND Agusta A.109S
- 26/9 HA-YAB YAK 18, G-FBEB EMB.190(Jersey 022T), G-PPLC Citation V(Skydrift 600)
- 27/9 ZH105 AWACS(NATO 03, ILS) 28/9 G-PLAJ Jetstream 31(JTX 01)
- 29/9 G-OCJT Citationjet, G-EDCJ Citationjet; N146AS Falcon 50(n/s)
- 30/9 N53GX Global Express, G-CCLW DA-40(Training)

The Hawker 800XP N351TC is owned by Taylor Companies Inc based at Luton and was delivered to the company in August this year. Most of the other visitors are self explanatory however the mass influx of Netjets aircraft on the 15th was for the St. Ledger at Doncaster Race Course while the two Citationjets on 29/9 were both diversions, G-OCJT from Gamston and G-EDCJ from Sheffield.

Eddsfield:- Cessna 182G G-ASSF, formerly at Haxey, has moved here following a change of owner and has been joined by Europa G-CCFK. PA-28R D-EAVWV was logged on 6/9, arriving from Oxford while on the 29th Cessna 182RG N883DP was in evidence. Visitors:- 7/9 G-BOIL C.172N(f. Barton), G-VIVS PA-28; 9/9 G-AYFG Condor, G-CDWI Ikarus; 12/9 G-CEEP RV.9, G-BROR PA-18; 13/9 G-ADNE Hornet Moth(f. Dundee t. Edgley Park); 22/9 G-BWCY Rebel; 30/9 G-IKUS Ikarus, G-PIGS Rallye, G-CEKM Jabiru, G-RIVT RV.6.

Elvington:- Our old friend, BN.2T Islander N188AM was noted routing outbound to Bembridge on 9/9, routing overhead Leeds at 0919. Visitors:- 5/9 G-BXVK HR.200(f. Sibson); 6/9 G-BSXI M.20E(f. Southend); 30/9 G-OCCR/G-OCCT DA.40s(f. Cranfield); 30/9 G-AVUG F.150G.

East Heslerton:- Visiting this strip near Malton on 30/9 was Leeds based AA-5B G-BFXW.

Full Sutton:- Sheffield based Mooney M20K N101UK was noted visiting on 8/9. Visitors:- 4/9 G-CCEM Eurostar; 8/9 G-BUVM Jodel D.150; 11/9 G-BWND C.152(f. Wellesbourne Mountford); 12/8 G-GFPA PA-28; 15/9 G-VELA Siai S.208(t. Norwich); 20/9 G-SIIE Pitts S.1E(f. Wickenby).

Gamston:- A new resident is R.44 G-HRPN, formerly based at Nun Monkton. Cessna 421C G-BDZU was recently re-registered N94618 for L Wood Aviation in Texas and was operating locally from here mid month. It was eventually delivered to the US via Keflavic early in October. Netjets Citation XL CS-

DFM(Fraction 6ND) positioned in from Luton on 2/9 to operate an outbound charter and sister-ship CS-DXG(Fraction 5QH) put in an appearance on 10/9. On 14/9 Beechjet 400 N719EL arrived from East Midlands while newly registered similar type G-STOB was noted on 20/9. On 30/9 PA-28R D-EGVA was logged arriving from Wellesbourne Mountford. Visitors:- 1/9 G-BTXZ Zodiac, G-RCNB EC.120B(Refuel); 3/9 G-REGE R.44; 5/9 G-ARZN Bonanza(f. Kirknewton), G-PRKG Citation XL(f. Katowice), G-WBVS DA.40; 6/9 G-GFCB PA-28; 11/9 G-BTGX C.152(f. Stapleford); 12/9 G-CDSZ DA-42; 13/9 G-RVDR RV.6, G-NSOF HR.200; 15/9 G-FITZ C.335; 16/9 G-BFDI PA-28; 19/9 G-XXEA S.76C(Rainbow 1R, Gatcombe Park - Wacop); 22/9 G-LBRC PA-28; 23/9 G-JKMG DA-40; 27/9 G-MEGN King Air 200(f. Cardiff); 29/9 G-RABA FR.172H; 30/9 G-BNJB C.152(t. Conington).

Hibaldstow:- On 1/9 Skyvan G-PIGY was based for the day carrying out parachute drops.

HUMBERSIDE

Resident Jet Provost G-BVTC was noted doing a local Air Test on 3/9. On 5/9 resident F.150M G-BAEP made an emergency landing in a field near Elsham Wold after running out of fuel. Later in the day the aircraft was topped up and flown out of the field and was back in service later in the month. SAAB 2000 G-CDEA(Ultra 900) went to Bremen on 7/9 for a short lease to OLT(Ostfriesische Lufttransport), however coming in the opposite direction on 17/9 was another of the type D-AOLA(See photo, Airhumberside photo gallery). This aircraft is reported to be another addition to the Eastern Airways fleet and was due to go to Eindhoven for painting towards the end of September. Also with Eastern the Blue Island Jetstream 32 G-ISLB (BCI 951P) arrived for maintenance on 14/9. On 25/9 Blue Line Fokker 100 F-GNLG arrived from Farnborough transporting Chelsea FC for their Carling Cup match with Hull City and on 30/9 Travel Service Boeing 737/800 OK-TVF positioned from Norwich to operate a charter flight to Verona. Other visitors included:-

02/9 CS-DKF Gulfstream 5(Fraction 7WR)
 04/9 CS-DXO Citation XLS(Fraction 6CT), CS-DHM Citation XL(Fraction 6ND)
 05/9 EC-KHP Citation Bravo, CS-DRO (Fraction 825C), CS-DHJ Citation XL('105P)
 06/9 ZD704 BAe.125(Northolt 37, training), CS-DRM Hawker 800XP(Fraction 950Y)
 10/9 G-ATPT Cessna 182D 12/9 OY-CYV Citation 2(Norfllying 033), n/s
 13/9 G-DPJR Dauphin, G-VONC S.76B, G-CEGR King Air 200(Cega 956)
 14/9 N1YA Cessna 421B, G-CGAW King Air 200(Prestige 2)
 15/9 G-HMMV Citationjet(EBJ 1004); 16/7 G-FIRM Citation 2(Marshall 10B)
 17/9 CS-DRJ Hawker 800XP(Fraction 7LT)
 18/9 CS-DFW Hawker 800XP(Fraction 5FV), N57MT Cessna T.303
 24/9 D-CAVE Lear Jet 35A, N53GX Global Express, G-TRAT Pilatus PC-12
 25/9 N198ND Citation 2(n/s)
 27/9 G-REDM Super Puma; CS-DMJ Hawker 400XP(Fraction 4UH)
 29/9 EI-WJN BAe.125/700(Emerald 002); 30/9 VP-CRB Lear Jet 60

Most of the above were of little interest, however the North Flying Citation OY-CYV positioned from St. Nazaire for an overnight stay before routing to Le Bourget then onwards to Milan and Moscow. The Citation Bravo EC-KHP is a new addition to the Gestair fleet. Fisheries Protection Cessna 406 G-MAFA was based for local patrols for just over a week, mid-month.

Kirkbymoorside:- On 17/9 T.67M G-BYOD was noted leaving for home at Newtownards, Northern Ireland.

Leconfield:- On 5/9 Tiger Moth G-ARTL became the first fixed wing aircraft to land here since the 1980s when it arrived to help celebrate the airfields 70th birthday. Other flypasts were made by a Battle of Britain Memorial Flight Spitfire along with two Hawks from 100 Squadron and Tucanos from Linton-on-Ouse. Also taking part in the celebrations was a Sea King from based 202 Squadron and the "Top Brass" arrived on board Agusta A.109E ZE322 (Ascot 1403).

Leyburn:- Cessna 182RG G-OZOI was logged landing at a farm strip near here on 7/9, from Compton Abbas.

Mt. Airey:- Aeronca Champion G-BTRG has taken up residence again after some time away at Eddsfild. The PA-32 N562RR called in on 14/9 before heading home to Fadmoor.

Middleham:- PA-32 N2989M was logged departed to Newbury on 22/9.

Netherthorpe:- A visit here by Geoff Ward on 26/9 found a few aircraft of interest among the throngs of single Cessnas. PA-24 G-APXJ was hangared along with Apache G-ARJT and Pitts Special G-REAP,

formerly at Gamston. Also logged was Cessna 182S G-CCYS which has just been crated home following an epic flight to Sydney, Australia. Visitors:- 4/9 G-BKVL DR.400(f. Tattenhill); 7/9 G-BNOE PA-28; 10/9 G-BTUL Pitts Special; 15/9 G-AYUT DR.1050(f. Kirkbride).

Pocklington:- A visitor noted on 15/9 was Cessna 152 G-BMXC, from Andrewsfield while on 17/9 Shipdham based PA-28 G-BHJO was logged and RV.6 G-JSRV on the 30th.

ROTARY ROUND UP

01/9	N775SB	Bell 407	White Waltham – Mirfield – Sherburn
	G-MRMJ	Dauphin	Pateley Bridge – Skipton(n/s)
02/9	HA-LFM	Gazelle	Battersea – Site nr Humber Bridge/North Tower
03/9	G-CGGG	R.44	Hexham – Gamston(Refuel) – Leicester
	N340AJ	Long Ranger	Gamston – Bridlington – Coney Park
04/9	G-OMEL	R.44	Site nr. Leeming – Kemble
	N555GS	Agusta A.109E	Chorley – Harrogate – Chorley
05/9	G-BXRY	Jet Ranger	Chester – York Race Course
	YU-HEI	Gazelle	Garforth(Leeds) – Husbands Bosworth
06/9	G-DPJR	Sikorsky S.76C	Corby – Gunnerside
07/9	G-WYSP	R.44	Sherburn – Blakey Ridge(N. Yorks Moors)
08/9	G-OPDG	R.44	Thirsk – Liverpool
	G-RWEW	R.44	Melbourne – Harrogate(Burn Bridge)
	G-ZELE	Gazelle	Durham – Garforth(Leeds)
09/9	G-BXYD	Eurocopter 120B	York – Bakewell
10/9	G-RFUN	R.44	Gomersal – Sheffield(Refuel)
	G-GSPY	R.44	York – Gomersal – Sherburn
11/9	N902JW	MD.902 Explorer	Gamston – Garforth – Skegness
12/9	N449J	Agusta A.109E	Barnsley – Dublin
	G-CBYX	Jet Ranger	Sherburn – Eldwick(Bingley)
	G-EEZA	R.44	Todmorden – Thirsk
13/9	G-CCTL	R.44	Doncaster Race Course – Bourne Park
	G-DCSE	R.44	Pocklington – Carlisle
15/9	N500XV	Hughes 369D	Clitheroe – Private site nr. Gamston
	M-ONTY	Sikorsky S.76B	Isle of Man – Doncaster Race Course
18/9	EI-HHH	Agusta A.109E	Dublin – Site nr Sherburn on A.64(n/s, also 25/9)
21/9	G-NWAR	Agusta A.109S	Hatfield – Site 2 N/W Catterick
	G-GRND	Agusta A.109S	Battersea – Redhouse(Doncaster)
	G-CGRI	Agusta A.109S	Helmsley – Liskard
22/9	G-PEPS	R.44	Sandtoft – Bridlington
	G-OMEL	R.44	Ripon – Shaftsbury
	G-HMPH	Jet Ranger	Hatfield(Doncaster) – Sheffield
26/9	G-IIFR	R.22B	New Miller Dam(Wakefield) – New Farnley(Leeds)
27/9	G-GUST	Jet Ranger	Pontefract Race Course – Sherburn(Refuel)
28/9	G-GDSG	Agusta A.109S	Richmond – Redhouse(Doncaster)
	G-HELM	Squirrel	LBIA – Helmsley – Kelso

Rufforth:- There was a little excitement here on 5/9 when Tucano ZF135 made an emergency landing after losing power shortly after take off from Linton-on-Ouse. The aircraft made a heavy landing, bursting all its tyres before running off the end of the runway and coming to rest in an adjoining field, happily though resulting in no injuries to crew or anyone on the ground. A colleague, "LOP 70" arrived overhead just as '135 was touching down and relayed situation reports to Linton Radar. Beccles based Maule MX-7 N535TK was noted visiting on 6/9 and again on the 11th when it stayed until 13/9 before routing to Norwich. Visitors:- 5/9 G-TORC PA-28R, G-OTIS AA-5B, G-KCIN PA-28(f. Sywell), G-CLUE PA-34; 6/9 G-DJET DA-42; 8/9 G-BNOE PA-28(t. Duxford); 9/9 G-AGMI Luscombe Silhouette(n/s to 11/9, t. Carlisle), G-BRZS C.172N; 13/9 G-SGEC King Air 200; 19/9 G-RNDD DR.500(f. Strip nr. Cottesmore); 20/9 G-IFTL DA-42(f. Enniskillen); 30/9 G-BYJT Zodiac(f. Nottingham), G-JYRO MT.03 Gyrocopter.

Sandtoft:- On 5/9 the Blades Formation Team, consisting of Extras G-OFFO, G-ZEXL, G-ZXCL and G-ZXEL called in a couple of times to refuel while based at Doncaster celebrating the official opening

of the Air Academy. The reason for the visits was to refuel as Avgas is not available at Doncaster. An unexpected arrival here on 13/9 was King Air 90 N683GW. The aircraft is a new Raytheon built example registered to Copart Inc of California and has crossed the Atlantic via Goose Bay – Iqaluit – Sondre Stromfjord and Keflavic 5 days earlier. On 20/9 PA-28 N4514X was logged arriving from its base at Cambridge while the 30th saw a visit from Cessna 182RG N883DP from Mt. Airey. Visitors:- 1/9 G-CEMH C.172S, G-CEKT CTSW, G-CEIT EV.97, G-OTUN EV.97, G-CBZX Banbi, G-KIDG R.44; 4/9 G-BNOZ C.152; 6/9 G-BOMP PA-28(f. Little Grandsden); 9/9 G-WOOF Enstrom 480(f. Rochdale), G-ARRS Emeraude; 10/9 G-BFDI PA-28; 12/9 G-BJAG PA-28; 13/9 G-RVDJ RV.6; 14/9 G-CIFR PA-28; 17/9 G-KATG Long Ranger(refuel); 19/9 G-JORD R.44(f. Elstree, refuel); 21/9 G-LAZA Lazer; 22/9 G-BHDZ C.172N; 29/9 G-DODB R.22B, G-BARH Sundowner; 30/9 G-OARA PA-28R(f. Shoreham), G-BUCA C.150M, G-AYEB DR.1050, G-FITZ C.335, G-BFIJ AA-5A.

Settle:- On 30/9 MT-03 Gyrocopter G-JYRO reported operating from a farm near here and later routed to Rufforth.

Sheffield:- PA-28 G-BOFY arrived on 7/9 for use by the local Aero Club, however this is believed to be a temporary lease. King Air 200 N250TM of Richard Lewis Aviation was a visitor on 10/9, arriving from Edinburgh. The following day Cessna 340A N8702K arrived from North Weald and was joined on the apron by Jersey based Citation N909PS. Visitors:- 1/9 G-ELIS PA-34(Clifton 09); 5/9 G-CEIZ PA-28(t. Biggin Hill); 7/8 G-CBWB PA-34(also 17/9, t. Southend); 11/9 G-FILL PA-31(f. Newcastle); 15/9 G-NTWK Twin Squirrel(Osprey 63); 16/9 G-BWXC T.67M(Local flying all day); 19/9 G-FLYG T.67M; 22/9 G-BSTP C.152; 29/9 G-OBDA Katana(f. Halfpenny Green); 30/9 G-BWNC Chipmunk.

Sherburn:- On the 1st Cessna 425 M-MANX(ex. N425HS) made its first visit since being reregistered when it was noted routing outbound to Ronaldsway. On the 2nd SR.22 N5336Z was logged arriving from Texel, Holland and on 15/9 this aircraft routed to Birmingham. On 8/9 Bagby based T.206H N191ME was noted heading to Fairoaks and incidentally, 'ME returned home to Bagby at 0345 the following morning! On 13/9 A.109A N877SW called in for fuel before heading home to Airdrie. Visitors:- 1/9 G-WOOD Baron, G-WOOF Enstrom 480; 2/9 G-RCED RC.114(f. Tollerton); 3/9 G-BHYP F.172M, G-BUUI T.67M (f. Boscombe Down), G-TASH C.172S, G-ROMP Extra 230; 5/9 G-LONE Long Ranger(f. Prestwick), G-CEET Eurostar, G-BUUI T.67M; 6/9 G-MDDT R.44(f. Little Rissington), G-BBFV PA-32, G-BHEZ D.150; 8/9 G-BWTC Zlin 242; 10/9 G-AXDK DR.360; 12/9 G-ARKM PA-22(t. Cambridge); 13/9 G-PURR AA.5A, G-CEAR Pioneer; 15/9 G-BTFO PA-28, G-CCYS C.182S, G-BHMI F.172N; 18/9 G-OLDN Long Ranger; 19/9 G-SMAC MD.500(Refuel); 20/9 G-LYND Pawnee; 22/9 G-AYGD DR.1050(f. Oaksey Park), G-CCPE Skybolt; 23/9 G-ZZAP Decathlon(t. Shoreham), G-PRET R.44; 25/9 G-BAPW PA-28R, G-BXVK HR.200; 29/9 G-OKEN PA-28; 30/9 G-BSWM PA-28(f. Wycombe), G-AVMA Horizon, G-CEOM Jabiru.

Sherburn(British Aerobatic Association competition, 22/9) Member Geoff Ward logged the following aircraft taking part in the competition:- **CAP 10:-** G-BXFE, G-CPXC; **CAP 232:-** G-IVI, G-SKEW, F-GOTC; **Extra:-** G-CBUA, G-EEEK, G-XTRA, G-XXTR; **Lazer:-** G-BXHR, G-CDDP, G-LAZA; **Pitts:-** G-BMTU, G-BRZX, G-BTUL, G-CCTF, G-FARL, G-FCUK, G-ICAS, G-IICI, G-III, G-OSIT, G-TIII; **T.67M** G-SKYC; **YAK 52:-** G-BXAK, G-CBSB; **Zivko Edge:-** G-ZVKO.

The following aircraft were also noted:- G-AYDG Jodel DR.1050, G-BPXA PA-28, G-CCVP Baron, FA.152 G-JEET, G-OLDN Long Ranger, G-RVDR RV.6, G-WAVT Robin 2160, G-ZZAP Decathlon.

Skipton:- Cessna 210D G-OWAN has recently been registered to George Owen at Pendle View Farm, Tossie, Skipton. The aircraft, ex.N672P visited LBA during September, booking in f/t Clitheroe so does anybody know if the aircraft is based on the farm and is this nearer Clitheroe than Skipton?

Sturgate:- Fadmoor based PA-32 N562RR was here for maintenance on 26/9 and on the 30th Cirrus SR.20 N203CD visited, f/t Manchester. Visitors:- 1/9 G-LASS Vari-Eze(f. Sleep), G-BSRI Lancir; 2/9 G-GRNV RV.9(f. Fenland); 3/9 G-BYHK PA-28; 13/9 G-NEWR PA-31; 15/9 G-ATEW PA-30(f. Newcastle), G-BTMA C.172N(f. North Weald); 30/9 G-OPJK Europa(t. Beccles), G-CIFR PA-28.

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

This month begins with the Globespan 737/600 G-CDKD being fixed following its problems last month and the aircraft positioned out to Southend on the 1st. However, there was further bad news for the company when 737/600 G-CDRA operated the outbound Jersey flight and was promptly struck by a truck resulting in this aircraft also being grounded. Another company suffering problems was TNT whose '146 OO-TAK went u/s here on 11/9 resulting in the company '737 OO-TNE(Quality 731W) routing inbound from Dublin and then on to Liege. Also on freight flights were Electra G-LOFB(Neptune 742) on

21/9 and AN-26 HA-TCY(Base 3500) on 22/9, both aircraft routing outbound to Scandinavia. Eastern SAAB 2000 G-CERY operated a charter inbound from Stavanger on 24/9 while Scot Airways operated a charter to and from London City. On 26/9 Do.328 G-CCGS operated the outbound flight and the next day G-BWIR made the return journey. Finally, on the big boys Titan '757 G-ZAPX(ZAP 072) routed inbound from Larnaca on 29/9 before positioning home to Stansted. Another visitor worthy of mention was Sikorsky S.76C G-CEOR(See photo, Ian Mc.Master/dtmovements) which called in on 15/9 while on delivery to Bristows at Aberdeen and the aircraft has now been exported to Malaysia. Now onto the bumper list of other movements:-

- 01/9 CS-DRS Hawker 800XPI(Fraction 9ML), CS-DXQ Citation XLS(Fraction 6MA), CS-DMF Hawker 400XP (Fraction 4LJ), G-EDCL Citationjet, G-OEBJ Citationjet, G-JETC Citation 2
- 02/9 N300SM Challenger 300(n/s), N978PW Falcon 900(n/s), OE-FPE Citationjet(FYG 421R)
- 03/9 D-CTEC Citationjet 3(Global Jet 804B), N250AC PA-31
- 04/9 CS-DNL Hawker 800XPI(Fraction 8LG), G-BYCP Be.200(Lonex 957C), G-OIHC PA-32
- 05/9 G-AVJK DR.1050, G-ARZN Bonanza, G-WALY Maule, G-CEGE Metroliner(NFA 153)
- 06/9 N550BG Citation 2, HB-VNA Citation, OO-GMJ King Air 200, HB-GJT King Air 350
N228Z Global Express, G-LDFM Citation XL(TAG 042), XX284 Hawk(Pirate 17)
- 07/9 CS-TFI Lear Jet 45, F-GMIJ Citationjet 2, VP-BMJ Falcon 900, VP-CRB Lear Jet 60
- 08/9 N60TC Falcon 2000EX, D-CNIK Lear Jet 45, HB-VNA Citation XL(Speedwings 12A)
- 09/9 OY-ZAN Lear Jet 60(Vampire 140), CS-DRZ Hawker 800XPI(Fraction 5XT), D-CNOB Citationjet, CS-TFI Lear Jet 60, N468DB Baron, ZE395 BAe.125/700(Ascot 1799)
- 10/9 PH-CJI Citation XL, XS731 Dominie(Cranwell 86, visit FRA)
- 12/9 PH-HMA Citation 2, D-CNAC Metroliner, G-CJAI Premier 1(Spacejet 62)
- 13/9 OE-GHP Citation(Mapjet 313), D-IFIS Citationjet(Firstflight 525), G-LUXY Citation 1SP
- 14/9 OY-EJD Falcon 2000EASy(Mermaid 629), CS-DRL Hawker 800XP(Fraction 7PM)
- 17/9 OY-TFT PA-32 Cherokee, N4297A PA-39 Twin Comanche(n/s)
- 18/9 CS-DRY Hawker 800XPI(Fraction 5UC), N234RG PC-12, XS727 Dominie(Cranwell 85)
- 19/9 XS731 Dominie(Cranwell 87), XS713 Dominie(Cranwell 88), G-OBDB PA-28
- 20/9 N711EG Gulfstream 3, D-CLAT Citationjet 3, LN-TWL King Air 200(Berganair 31)
- 21/9 N154DJ Cessna T.303
- 23/9 N146AS Falcon 50(n/s), ZH880 Hercules(Ascot 4641), G-TAAB SR.22
- 24/9 N601WM Challenger 601(n/s until 5/10, f/t Bangor)
- 25/9 N50EE Gulfstream 4(n/s), G-ATEW PA-30 Twin Comanche
- 26/9 N683GW King Air C.90L, N3HK Cessna 340A. G-ONEC SR.22
- 28/9 N228Z Global Express, G-OONA R.44, G-BRWD R.22B, G-PLMB Squirrel
- 29/9 CS-DHO Citation Bravo(Faction 1ZQ), G-BPXJ PA-28
- 30/9 N203CD SR.22, G-OEBJ Citationjet(Sky Elite 064P), G-OMRH Citation 2

Just adding a little meat to the American visitors, Challenger 300 N300SM is operated by Cable Jet Leasing Inc. and stayed until 7/9 before heading home via Bangor/Maine. The Falcon 900 N978PW, which arrived the same day stayed until 8/9 and was from and to Morristown, the aircraft being owned by TAS Corp LCC. Falcon 2000EX N60TC is owned by Tristram C. Colket Junior and routing inbound from Philadelphia via Gander. Gulfstream 3 N711EG is based at Newport Beach, California while Falcon 50 N146AS of Secon Builder Inc arrived via Bangor. The Challenger N601WM of Tower LLC arrived from its home in Tennessee(Mc. Ghee/Tyson) via Dupage and Bangor and finally Gulfstream 4 N50EE is operated by Idaho Associates and arrived from Teterboro.

Walton Wood:- R.22B G-FOGY arrived on 6/9 and is a new resident, owned by Aero Maintenance. Visitors:- 2/9 G-IIFR R.22B; 10/9 G-STER Jet Ranger; 15/9 G-GSPY R.44; 27/9 G-TIMH R.22B(t, Chesterfield); 28/9 G-BPLZ Hughes 369E.

Wombledon:- Noted visiting on 17/9 was ARV Super 2 G-BWBZ from Nottingham.

Wickenby:- Tattenhill based PA-24 N84VK was noted visiting on 30/9. Visitors:- 4/9 G-CCYM RV.9, G-JUDE DR.400; 8/9 G-CEMH C.172S(t. Blackpool); 15/9 G-CDZZ MT-O3; 30/9 G-BYIA Jabiru.

Wroot(Thorne):- The strip here, home of PA-32 G-WAIR, was visited by PA-24 N218SA on 6/9.

Yearby:- Noted visiting from Cockerham on 15/9 was Zodiac G-CDWU.

OVERFLIGHTS

03/9 N31144 PA-28 Warrior Wick - Shoreham, delivery(York 1614 @ 9500')

05/9	N824SR	Cirrus SR.22	Over Hull 1722 @ 9500' on delivery to Groningen
06/9	N442BJ	Cessna 177RG	Over LBA 1016 @ 3000' enroute to Derby
08/9	OK-RHJ	L.200D Morava	Ronaldsway – Stradtohn(POL 0933 @ 3000')
	N818Y	Twin Comanche	Newcastle – Leicester(Hull 1349 @ 1700')
09/9	OO-DMB	TB.20 Trinidad	Antwerp – Newcastle(Goole 1049 @ 5000')
16/9	N500CS	King Air 200	Bournemouth – Dundee(York 1711 @ 6500')
20/9	N31008	PA-32 Saratoga	Over York 1007 @ 4500' enroute to Newcastle
25/9	N2335S	Cessna 172S	Wick – Egelsbach, delivery(York 1650 @ 5500')
30/9	N7722R	Cirrus SR.22	Wick – Groningen, delivery(OTR 1533 @ 7500')

Finally this month, just a note about the **Sky Watch** scheme which operates in the Yorkshire and Humberside region. Run by local pilots the team co-ordinates with local Police and Coastguard to be an eye in the sky when they are out flying and also help out with local surveillance operations. Ed Peacock who runs the airfield at Eddsfield near Bridlington is one of the driving forces behind Sky Watch and on the weekend 29/30 September he, in Cessna FR.172K HB-CIU, along with other colleagues, was operating in a triangle bordered by Fridaythorpe – Whitby – Driffild helping police in tracking down poachers who had been active in the area. The aircraft were in communication with the ground on 132.65(Sky Watch Control), however no scoundrels were apprehended on this occasion. Quite often when on call the aircraft will prefix their call sign with "Sky Watch" when calling ground stations. So, if you hear this prefix remember, Big Brother is watching!

Trevor Smith(trevor.smith99@airyorkshire.org.uk)



Humberside



Doncaster



Teesside



Coney Park



DAY BY DAY @ LBIA: SEPTEMBER 2007

Once again this month there is quite a varied selection of visiting aircraft in the movements with no less than two Antonov AN-26s and a Dutch Air Force C-130H probably being the pick of the bunch. Both Flybe and British Midland suffered shortages necessitating leasing in aircraft to cover flights while Manx2(Keil Air) have added the Maltese registered Metroliner to their cosmopolitan fleet! A couple of pointers towards the winter, Aer Arran have announced they will be upgrading their Cork flights to a daily rotation while Eastern Airways will only be basing one Jetstream 41 at LBIA as the Aberdeen flight will originate from the Granite City each morning.

On the resident front all the imported aircraft which arrived last month, PA-28 PH-AEC(G-PALY), Squirrel SE-HJE(G-HELM) and SE-KYN(G-HHUK) have flown in their new marks during the month and are now quite active in the area. Also with Multiflight the two Sudanese Dauphins are progressing nicely and on completion of their rebuilds they are due to go to new owners in Holland as PH-FMA(ST-MSA) and PH-FMD(ST-MSA). Our other Dauphin N97SV, contrary to the report last month, is due to be rebuilt and registered in the UK for operation by Multiflight. The Squirrel G-OGOA, which arrived a couple of months back has now almost completed its rebuild and on completion will be crated up and exported to Australia. A new inmate to the maintenance hangar this month is Twin Squirrel G-ECOU, which arrived on 26/9 for work to be carried out before delivery to its new owners, Rulegate Ltd of Newbury. On the debit side the R.44 G-PROG, which arrived last year following its accident in the Lake District has now been cancelled from the register, however we are unsure if the wreck is still present in the hangar.

Once again no new from Jet2 this month with everything seeming to run pretty smoothly.

01 Saturday

G-JETO	Citation 2	1052 1129	f. Nice(Airtax 129) t. Birmingham(129F)
G-SFCJ	Citationjet	1120 1703	f/t Jersey, night stop until 3/9
OE-LCK	Canadair CRJ	1235 1325	f/t Innsbruck(Austrian 2365/2366)
F-BLTS	Squirrel	1251 1412	f. Le Touquet, refuel t. Lanark
G-CDZL	Boeing 737/800	1356 1534	f/t Ibiza(Thomson 534G/533G)
EC-GOM	MD-83	1511 1708	f/t Palma(Spanair 3003/3004)
D-CNIK	Lear Jet 40	1524 1059	f. Cannes(Cirrus 8200), n/s t. Le Bourget(8200)
EC-GQG	MD-83	1556 1746	f/t Palma(Spanair 3257/3258)
G-MRMJ	Dauphin	1753 1824	f. Slough t. Skipton
G-FIBS	Squirrel	2114 2130	f. "Devon" t. Richmond

Air Southwest:- G-WOWD(480/1, 478/9), G-WOWA(9301/9300)

BMI:- London flights:- G-RJXH(01J/4JL/2LJ), G-RJXO(8JL), n/s with G-RJXH/L. G-MIDT on ITs.

Flybe:- G-JECY(729/30), G-JECF(1401/2), G-JEDT(643/4)

Jet2:- G-CELK(201) exchanged in Amsterdam with G-CELH(202)

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

Ryanair:- EI-CSH(15J/155) **Aer Arran:-** EI-REE(684/3)

***An interesting visitor today was the French Squirrel F-BLTS which is a 1979 version of the type. The aircraft has just returned from an epic trip to Oshkosh along with several other helicopters, celebrating 100 years since the first helicopter flew in France in 1907. The black Lear Jet 45 D-CNIK of Cirrus Aviation is becoming a regular sight at LBIA(See photo by Martin Robson/lbaviation)



02 Sunday

N40GD	Cirrus SR.22	0818 0908	f. Sherburn t. Aberdeen, return 1357/1428
CS-DXD	Citation XLS	0852 1005	f. Luton(Fraction 3EU) t. Geneva(3EU)
HB-JIB	MD-90	1229 1343	f/t Malta(Fly Hello 32A/321)
F-BLTS	Squirrel	1233 1302	f. Lanark, refuel t. Le Touquet
HB-VHV	Hawker 800A	1257 1454	f/t Zurich(Eurocat 201/2)
G-BYAO	Boeing 757	1326 1451	f/t Palma(Thomson 102E/101E)
G-FIBS	Squirrel	1356 1556	f. Skipton, n/s to 4/9 t. Richmond
N914DB	Cessna 172S	1631 1136	f. Reykjavik, n/s t. Zweibrücken
G-CDEA	SAAB 2000	1635 1659	f. Eindhoven(Eastflight 1586) t. Humberside(586P)
CS-DXJ	Citation XLS	1807 2001	f. London City(Fraction 3GX) t. Luton(131D)
D-EAAB	PA-46 Malibu	1833 1202	f/t Lubeck, night stop until 4/9
N66DN	Lear Jet 45	1959 2054	f. Faro(Bizjet 1DN) t. Luton(2DN)
LZ-BHE	Airbus 320	2017 2138	f/t Varna(Balkan Holiday 5543/5544)

Aer Arran:- EI-REB(684/3), EI-REH(672/3) **Air Southwest:-** G-WOWE(476/7, 486/7)

BMI:- London:- G-RJXO(01J/4JL/2LJ), G-RJXH(7JL), G-MIDY(9876, f. EMA/5LJ), G-DBCG(8JL, n/s).
G-RJXJ(616/615) f/t Brussels. G-RJXH(9111) to Edinburgh, G-RJXC(9971) from Aberdeen, n/s with G-RJXL.

Eastern:- G-MAJU(99Q/59Q) f/t Aberdeen. G-MAJF/T night stopped.

Flybe:- G-EMBJ(175/6), G-JEDP(643/4), G-JECP(731/2), G-JECY(733/4), G-JECH(175/6)

Jet2:- G-CELD(050P) positioned to Belfast International

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

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

***Our ferryman finally arrived in Cessna 172S N914DB having taken the scenic route from Bangor via Goose Bay – St. Hubert – Reykjavik. Unusually this was not a new aircraft, in fact a 2005 version and was destined for new owners in the Slovak Republic. The Eastern Airways SAAB 2000 brought in Dutch troops for a local exercise, and was complimenting the Fokker 50 of the Netherlands A/F which arrived earlier in the week(30/8). A first timer this evening was the German Malibu D-EAAB while the French Squirrel dropped in for fuel again before heading home.

03 Monday

G-OBLC	Be.76 Duchess	0827 1414	f/t Humberside, also flew as Exam 02
HB-IAZ	Falcon 2000	0831 1554	f/t Geneva(TAG Aviation 08)
TC-AAB	Boeing 737/800	0834 1035	f/t Dalaman(Sun Turk 453/454)
G-OJIL	PA-31 Chieftain	0928 0940	f. Shoreham(Red Air 011) t. Jersey(012)
TC-ONU	Airbus A.300	0952 1137	f/t Dalaman(Onur Air 7335/7336)
ZK451	King Air 200	1040	ILS and overshoot(Cranwell 70) t. Prestwick
G-BWXB	T.67M Firefly	1118 1334	f. Cranwell(Cranwell 83) t. Scampton(83)
G-SGEC	King Air B.200	1218 1309	f. Palma t. Gamston
G-OJIL	PA-31 Chieftain	1452 1541	f. Jersey(Red Air 013) t. Shoreham(014)
G-LIMO	Long Ranger	1523 1548	f. Shoreham(Pilgrim 01) t. Sheffield(01)
G-BLHR	GA.7 Cougar	1537 1605	f/t Sheffield
LZ-BHC	Airbus 320	1638 1803	f/t Bourgas(Balkan Holidays 5571/5572)
G-SYPS	MD.902 Explorer	1740	ILS and Overshoot(Police 33) f/t Sheffield
G-JBIZ	Citation 2	1832 1014	f. Halmstad, n/s t. Faro
TC-OAO	Airbus A.300	1909 2112	f/t Bodrum(Onur Air 2611/2612)

Aer Arran:- EI-REF(672/3), EI-REI(684/3) **Air Southwest:-** G-WOWB(482/3), G-WOWA(486/7)

BMI:- G-RJXK(410/409) f/t Edinburgh. G-DBCG operated all Londons until G-DBCJ(8JL), n/s with G-RJXC/F/L.

Eastern:- G-MAJT(81D) swapped in Inverness with G-MAJD(84D), n/s with G-MAJF.

Flybe:- G-JECY(729/30), G-JECT(171/2), G-JEDK(643/4), G-JECP(731/2, 733/4), **G-EMBV(173/4),** G-JEDT(175/6)

Jet2:- G-CELD(050E) positioned to Belgrade for major overhaul and will be away for about a month.
G-CELD(051P) positioned in from Belfast Int.

KLM:- PH-OFA(65W/66S), PH-OFN(67N/68K), PH-OFK(69W/64K, n/s)

Manx2:- A bit of a surprise today with Metroliner 9H-AEU operating both flights.

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

***As mentioned above Metroliner 9H-AEU was an unexpected arrival on the Manx2 flight this morning. The aircraft is owned by European 2000 Airlines and would seem to be on long term lease to Keil Air as it is painted up with Manx2 titles on the nose. Onur Air also produced a first visit by A.300 TC-ONU, one of their older aircraft(See photo).



04 Tuesday

G-PETS	DA-42 Twin Star	0737 1010	f. Isle of Man t. Sheffield
G-LFSG	PA-28 Cherokee	0905 1616	f/t Liverpool
G-CCLW	DA.40 Diamond	0921 0931	f. Sheffield t. Bristol
ZK451	King Air 200	1152	ILS and overshoot(Cranwell 70)
G-JIVE	Hughes 369E	1207 1215	f. Shelf t. Devonshire Arms, return 1342/1347
G-BYAY	Boeing 757	1314 1450	f/t Alicante(Thomson 392A/391A)
9H-AEM	Airbus 319	1951 2058	f/t Malta(Air Malta 5208/5209)
G-FIBS	Squirrel	2150 0823	f. Skipton, n/s t. Barton(Arena 12)

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

BMI:- G-RJXK(410/409) f/t Edinburgh. G-DBCJ all Londons until G-DBCK(8JL), n/s with G-RJXC/F/L. G-MIDT ITs.

Eastern:- G-MAJD(19Q) swapped in Aberdeen with G-MAJK(29Q), n/s with G-MAJF.

Flybe:- G-JECY(729/30), **G-EMBJ(171/2)**, G-JECR(731/2), G-JEDP(643/4), **G-EMBV(173/4)**, G-JECV(733/4), G-JECW(175/6)

Jet2:- G-CELD(201) exchanged in Amsterdam with G-CELF(202)

KLM:- PH-KLE(65W/66S), PH-OFK(67N/68K), PH-OFB(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***The Dauphin VP-BUL which arrived late last month was active today crew training, routing to Brighton early afternoon and Dishforth later, on each occasion using call sign Yorkair 01. After a night stop the aircraft left for a site near Cumbernauld at 1549 on 6/9.

05 Wednesday

CS-DRN	Hawker 800XPi	0807 0923	f. Cologne(Fraction 3HE) T. Salzburg(3HE)
ZE413	Agusta A.109A	0823 0844	f/t Hereford(1 Romeo Alpha 17)
OY-CEV	Citation 1/SP	0902 1640	f/t Aarhus(Norflaying 043)
OO-JKM	Beech F.33	1029 1727	f/t Wevelgem
G-CDZL	Boeing 737/800	1332 1458	f/t Mahon(Thomson 134Q/133Q)
D-ITRI	PA-42 Cheyenne 3	1506 1800	f. Floro(Norway) t. Siegerland
G-LIDE	PA-31 Chieftain	1632 1719	f/t Ronaldsway(Causeway 999W/999X)

Aer Arran:- EI-REH(672/3), EI-REI(684/3) **Air Southwest:-** G-WOWD(482/3), G-WOWB(486/7)

BMI:- G-RJXK(410/409). London:- G-DBCJ(01J), G-MIDR(4JL/2LJ/5JL/4LJ), G-DBCI(7JL/5LJ), G-MIDR(8JL), then G-MIDR took over on IT flights. G-RJXC/F/L night stopped.

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

Flybe:- G-JECY(729/30), G-JECT(171/2), G-JEDK(643/4), G-JECV(731/2), **G-EMBV(173/4)**, G-JECR(733/4), G-JECW(175/6)

KLM:- PH-OFK(65W/66S), PH-KZL(67N/68K), PH-OFF(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***One of the anonymous A.109As operated by the SAS made a short visit this morning from and to its base at Hereford while the German Cheyenne was on a first visit, arriving from Norway on a Ambulance flight.

06 Thursday

N642P	PA-31 Navajo C	0853 1121	f. Enniskillen t. Staverton, return 1504/1918
G-BJCW	PA-32R Saratoga	1022 1625	f/t Fair Oaks
G-MGYB	EMB.135 Legacy	1029 1059	f/t Luton(Norbrook 135), return 2103/2137

G-ENNI	Robin 3000	1035 1617	f/t Goodwood, with a night stop
G-BVMA	King Air 200	1050 1143	f. Luton t. Cardiff, return 1705, n/s/1443
EC-IMU	Airbus 320	1203 1332	f/t Arrecife(Iberworld 3659/3660)
G-BYAR	Boeing 757	1328 1446	f/t Palma(Thomson 5634/5633)
G-OOAP	Airbus 320	1345 1604	f/t Faro(Jetset 639D/639C)
G-CBAK	Robinson R.44	1420 1455	f. Towton t. Isle of Man
G-SGEC	King Air 200	1438 1506	f. Geneva t. Gamston
YU-HEI	Gazelle	1456 1821	f/t Denham
N775SB	Bell 407	1541 Res.	f. Sherburn, new resident
N40GD	Cirrus SR.22	1542 1618	f/t Sherburn
CS-DFC	Falcon 2000	1549 0835	f. Faro(Fraction 521R), n/s t. Luton(2RK)
LX-LAR	Lear Jet 35A	1555 1812	f. Malaga(Lion King 3 amb) t. Luxemburg(3 amb)
G-FIBS	Squirrel	1820 1916	f. Barton(Arena 12) t. Skipton

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

BMI:- G-RJXK(410/409), G-MIDT(01J) operated early London on completion of its IT duties, then G-DBCI took over. G-RJXF(9141) positioned to Manchester with G-RJXD(9142) positioning back, n/s with G-RJXC/L. G-MIDR on ITs.

Eastern:- G-MAJK(19Q) swapped in Aberdeen with G-MAJY(29Q), n/s with G-MAJF

Flybe:- G-JECR(729/30), G-JECJ(171/2), G-JEDW(643/4), G-JECV(731/2), **G-EMBS(172/3)**, G-JEDO(733/4), **G-JEBG(374W)**, f. Manchester(176)

Jet2:- G-CELV(201) exchanged in Amsterdam with G-CELG(202).

KLM:- PH-OFI(65W/66S), PH-KZF(67N/68K), PH-OFD(69W/64K, n/s) **Manx2:-** 9H-AEU x2

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

***Quite a busy a varied day, with perhaps the star being the Embraer Legacy G-MGYB owned by Haughey Air, which was making its first and second visits. The Yugoslav registered Gazelle was a pleasant change while Bell 407 N775SB moved from Sherburn to become a new resident, Cirrus N40GD coming to collect the pilot.

07 Friday

G-ERNI	PA-28 Archer	1030 1521	f/t Headcorn
EC-HJU	Boeing 737/800	1118 1241	f/t Tenerife(Air Europa 207/208)
ZF293	Tucano	1139	ILS and Overshoot(LOP 90)
N34FA	TB.20 Trinidad	1319 1217	f/t Elstree, night stop until 9/9.
G-273	C-130H Hercules	1335 1436	f. Inverness(Netherlands A/F 35) t. Soesterberg(35)
G-BYAO	Boeing 757	1516 1638	f/t Corfu(Thomson 244Q/243Q)
G-EDCL	Citationjet 2	1527 1606	f. Bournemouth(Saltyre 390) t. Gothenburg(390)
G-BWHF	PA-31 Chieftain	1800 1822	f/t Fairoaks(Synergie 549)
G-CCZG	Robinson R.44	1835 2000	f/t Drighlington, return 2200, n/s t. Tattenhill at 0838

Aer Arran:- EI-REE(672/3), EI-REH(684/3) **Air Southwest:-** G-WOWC(482/3)

BMI:- G-RJXK(410/409), G-DBCG operated today's Londons until G-MIDX(8JL/9851, t. Birmingham). G-RJXD(9854) and G-RJXL(9151) both to Heathrow leaving just G-RJXC night stopping. G-MIDR still on IT duty.

Eastern:- G-MAJF/Y operated all day and stayed over the weekend.

Flybe:- G-JEDO(729/30), **G-EMBS(171/2)**, G-JEDW(643/4), G-JEDU(731/2), **G-EMBJ(173/4)**, G-JECV(733/4), G-JECW(175/6)

Jet2:- G-CELY(326/325) f/t Belfast. G-CELF(201) swapped in Amsterdam with G-CELV(202). This evening G-CELS(169) diverted in while outbound from Manchester to Ibiza, carrying on its journey later as '169A.

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

Manx2:- An old friend turned up today, Jetstream 31 G-PLAJ(Vannin 302/3, 308/9)

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

***The Netherlands Air Force C-130H(See photo by Steven R. Grace/Ibaviation), operated by 334 Squadron based at Eindhoven arrived to collect the troops who had arrived earlier in their Fokker 50 and the Eastern SAAB 2000. The Citationjet G-EDCL owned by Air Charter Scotland was on its first visit to LBIA.



08 Saturday

G-EDCL	Citationjet 2	0116 0136	f. Gothenburg(Saltire 390) t. Glasgow(390)
LX-ZAV	Challenger 604	0840 0935	f. Geneva(Silver Arrows 8AV) t. Dubrovnik(8AV)
G-PWNS	Citationjet	0854 1023	f. Oxford(Hangar 829) t. Jersey, return 1521/1555
M-ICRO	Citationjet 2	1048 1111	f. Gamston t. Milan/Linate
G-JIVE	Hughes 369E	1113 1237	f. Shelf t. Thirsk, return 1814/1829
OE-LCG	Canadair CRJ	1234 1311	f/t Innsbruck(Austrian 2365/2366)
G-CDZL	Boeing 737/800	1409 1722	f/t Ibiza(Thomson 534G/533G)
EC-HKP	MD-83	1537 1643	f/t Palma(Spanair 3257/3258)
EC-GAT	MD-83	1546 1653	f/t Palma(Spanair 3003/3004)
G-CBAK	Robinson R.44	1722 1750	f. Isle of Man t. Towton
G-XBEL	Citation XLS	2100 1949	f. Luton(Beauport 882), n/s t. Jersey(891)

Air Southwest:- G-WOWC(480/1, 478/9), G-WOWE(9301/9300)

BMI:- London:- G-RJXC(01J/4JL/2LJ), G-RJXB(8JL/01J,n/s), G-RJXL(9162) f. Heathrow.

Flybe:- G-JECV(729/30), G-JECW(171/2), G-JEDW(643/4), G-JECN(1401/2)

Jet2:- G-CELR(050P) arrived from Edinburgh and went to Multiflight for maintenance.

KLM:- PH-OFE(65W/66S), PH-WXC(67N/68K), PH-OFF(69W/64K,n/s)

Manx2:- LET 410 OK-RDA(Eurovan 304/5) operated today's flight.

Ryanair:- EI-DLY(15J/155) **Aer Arran:-** EI-REH(684/3)

***Quite a collection of Executive jets once again with the pick being Challenger LX-ZAV of Global Jet, Luxemburg.

09 Sunday

G-LFSK	PA-28 Warrior	0921 1121	f/t Sheffield, local training
OO-GML	Falcon 2000EASy	1008 1127	f. Brussels(Abelag 72L) t. Malaga(72L)
3209	Antonov AN-26B	1056 1202	f. Namest(Czech Air Force 665) t. Inverness(665)
N64LA	Cessna 421C	1104 1436	f/t Fairoaks
HB-JIB	MD-90	1226 1332	f/t Malta(Fly Hello 32A/321)
G-BYAO	Boeing 757	1319 1451	f/t Palma(Thomson 102E/101E)
G-FIBS	Squirrel	1514 1530	f/t Skipton, f. Knaresboro' 2133, n/s t. York 0854
G-VONC	Sikorsky S.76B	1730 1636	f. Boro'bridge(Premier 06) n/s, 11/9 t. Gunnerside(10)
F-GVJB	Pilatus PC-12	1907 2018	f/t Brussels, with an overnight stay
LZ-BHE	Airbus 320	2005 2119	f/t Varna(Balkan Holidays 5543/5544)
M-ICRO	Citationjet 2	2032 2042	f. Milan/Linate t. Gamston

Aer Arran:- EI-REL(684/3), EI-CVR(672/3) **Air Southwest:-** G-WOWA(486/7)

BMI:- Heathrow:- G-RJXB(4JL/2LJ), G-RJXE(7JL), G-MIDZ(9876, f. EMA/5LJ), G-DBCJ(8JL,n/s).

G-RJXH(616/615) f/t Brussels. G-RJXF(9971) f. Aberdeen, n/s with G-RJXE/L. IT flights still G-MIDR.

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

Flybe:- G-EMBV(173/4), G-JECJ(731/2), G-JEDK(643/4), G-JECY(733/4), G-JECM(175/6)

Jet2:- G-CELR(051E) returned to Edinburgh following engineering.

KLM:- PH-OFH(65W/66S), PH-KZA(67N/68K), PH-OJF(69W/64K,n/s) **Manx2:-** 9H-AEU x1

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

***The star arrival today was AN.26B-100 3209, operated by 241 dsl of the Czech Air Force. The aircraft was heading to Scotland but needed a fuel top up so dropped in the say hello. The Abelag Falcon 2000EASy was on its first visit to LBIA while Cessna 421C N64LA used to be resident at Leeds when

operated by Montgomery Aviation as G-MUVG.

10 Monday

TC-OAN	Airbus 321	0840 1003	f/t Dalaman(Onur Air 7335/7336)
TC-AAB	Boeing 737/800	0856 1030	f/t Dalaman(Sun Turk 453/454)
D-ISAR	Premier 1	0911 1231	f/t Belfast City
ZK454	King Air 200	1514	ILS and overshoot(Cranwell 66)
EI-DMG	Cessna 441	1601 1633	f. Luton t. Weston(Dublin)
N604TH	Challenger 604	1616 1643	f/t Keflavic, with an overnight stay
LZ-BHC	Airbus 320	1648 1812	f/t Bourgas(Balkan Holidays 5571/5572)
G-CCVO	Jet Ranger	1716 1827	f. Keighley t. Carnforth
G-OWAN	Cessna 210D	1834 1918	f/t Clitheroe
G-FIBS	Squirrel	1908 1926	f. York t. Devonshire Arms
TC-OAA	Airbus A.300	1922 2111	f/t Bodrum(Onur Air 2611/2612)

Aer Arran:- EI-REE(672/3), EI-REI(684/3) **Air Southwest:-** G-WOWA(482/3), G-WOWE(486/7)

BMI:- G-RJXJ(410/409). G-BDCJ all Londons, n/s with G-RJXE/F/L. G-MIDR still on IT duty.

Eastern:- G-MAJF/Y operated all flights and stayed overnight.

Flybe:- G-JECJ(729/30, 731/2), **G-EMBS**(171/2), G-JEDK(643/4), **G-EMBV**(173/4), G-JECY(733/4), G-JECM(175/6)

KLM:- PH-OFF(65W/66S), PH-OFI(67N/68K), PH-KLD(69W, n/s+) **Manx2:-** 9H-AEU x2

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

***Cougar G-BLHR returned temporarily from Sheffield and was based until 18/9 for local training. The Premier 1 D-ISAR was on its first visit while the Challenger N604TH is now based in Europe. The KLM Fokker 100 PH-KLD went u/s on arrival this evening and was parked on stand 6 until lunchtime on 12/9 before routing home to Amsterdam(KLM 1540). The Cessna 210D G-OWAN is reputedly based at a farm near Skipton(qv in Scene around Yorkshire) however, as you can see it officially booked in from Clitheroe this evening.

11 Tuesday

EI-DMG	Cessna 441	0947 1016	f. Waterford t. Swansea
ZK452	King Air 200	1030	ILS and o/s(CWL 61), ZK450 (CWL 70, 1059)
G-JIVE	Hughes 369E	1048 1056	f. Shelf t. Sherburn, return 1258/1352
OO-MSN	Cessna 310R	1124 0931	f. Antwerp, n/s t. Southend
G-FIFA	Cessna 404	1301 2237	f. Biggin Hill(High Tide 805) t. Southend(805)
N64VB	Be.58 Baron	1204 1107	f/t Sleep, with a night stop
G-OBLC	Be.76 Duchess	1222 1731	f/t Humberside, also flew as Exam 02
G-BYAJ	Boeing 757	1306 1435	f/t Alicante(Thomson 392A/391A)
I-ERJD	Lear Jet 45	1351 1524	f. Milan/Linate(AFM 3355) t. Turin(3355)
G-SCIP	TB.20 Trinidad	1411 1736	f/t Welshpool
CS-DRR	Hawker 800XPi	1540 1641	f. Salzburg(Fraction 7AE) t. Jersey(7AE)
9H-AEJ	Airbus 319	1957 2108	f/t Malta(Air Malta 5208/5209)
G-SOVB	Lear Jet 45	2052 1036	f. Geneva(Beauport 211), n/s t. Split(221)

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

BMI:- G-RJXJ(410/409). G-MIDR went u/s this morning so G-MIDZ operated from Heathrow(5JL) to take over IT flights. G-MIDR(9531) night stopped then positioned to Heathrow. G-DBCJ operated early London then G-MIDP(7JL/5LJ), G-DBCG(8JL), n/s with G-RJXE/F/L.

Eastern:- Once again G-MAJF/Y operated all day then night stopped.

Flybe:- **G-JEBC**(729/30), G-JECF(171/2), G-JECL(643/4), G-JECW(731/2), **G-EMBJ**(173/4), G-JECY(733/4), G-JEDT(175/6)

Jet2:- G-CELV(201) exchanged in Amsterdam with G-CELF(202)

KLM:- PH-OFB(65W/66S), PH-KZN(67N/68K), PH-KLG(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***The Lear Jet 45 I-ERJD formerly owned by Jet Italia(ERJ) has obviously changed owners because today it was using "AFM" as a call sign, however as yet I have been unable to trace which company this is the three letter code for.

Making its first visit today was Titan G-FIFA, however this aircraft has been seen at LBA before in its previous guise G-TVIP when it was operated by Capital Trading. Following the removal of all useful parts Dauphin N97SV left by road today for an unknown destination, however it is expected to return for a

complete rebuild.

12 Wednesday

N109TK	Agusta A.109C	0924 1414	f/t Chorley
G-BIXH	Cessna F.152	1110 1201	f/t Durham/Tees Valley
G-CDZL	Boeing 737/800	1327 1436	f/t Mahon(Thomson 134E/133E)
N338DB	PA-46 Malibu	1450 1530	f/t Jersey

Aer Arran:- EI-REE(672/3), EI-REF(684/3) **Air Southwest:-** G-WOWA(482/3)

BMI:- G-RJXJ(410/409). A.321 G-MIDC(9852) positioned from Manchester to join G-MIDZ on IT rotations. G-DBCG all Heathrows until G-DBCI(8JL), n/s with G-RJXE/F/L.

Eastern:- Yet again its G-MAJF/Y operating all day and overnighting.

Flybe:- G-EMBV(171/2), G-JECY(729/30), G-JECL(643/4), G-JECJ(731/2), G-EMBI(173/4), G-JECG(733/4), G-JECF(175/6)

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

Manx2:- LET 410 OK-UBA appeared on the morning flight, 9H-AEU on the evening.

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

***What a totally uninspiring day.

13 Thursday

CS-DRJ	Hawker 800XPi	0749 0831	f. Zurich(Fraction 673N) t. Luton(3LY)
ZK450	King Air 200	1017	ILS and overshoot(Cranwell 61)
G-BBSM	PA-32 Cherokee 6	1027 1438	f/t Hardwick
EC-INZ	Airbus 320	1207 1328	f/t Arrecife(Iberworld 3659/3660)
G-PIXX	Robinson R.44	1229 1352	f. Denham(Newsflight 1) t. Coney Park
G-BYAL	Boeing 757	1341 1458	f/t Palma(Thomson 5643/5633)
M-ANIN	TB.20 Trinidad	1346 1500	f. Bournemouth t. Ronaldsway
G-OAAU	Airbus 320	1415 1604	f/t Faro(Jetset 639D/639C)
G-FIBS	Squirrel	1840 1916	f. Harrogate t. Huggate

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

BMI:- G-RJXJ(410/409). G-MIDC(9741) positioned back to Heathrow this evening after helping on the ITs. G-DBCI all Heathrows until G-DBCD(8JL), n/s with G-RJXE/F/L. G-MIDZ returns full time to IT duties.

Eastern:- Guess what? It's the G-MAJF/Y show again all day.

Flybe:- G-JECL(729/30), G-JEBA(731/2), G-EMBJ(173/4), G-JECF(175/6), G-JEBC(733/4). 171/2 and 643/4 canx.

Jet2:- G-CELS(032P) positioned from Newcastle to operate Amsterdam flight then to Manchester(050P)

KLM:- PH-OFI(65W/66S), PH-KZM(67N/68K), PH-OFD(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***Today saw our second aircraft from the new Isle of Man register in the shape of TB.20 M-ANIN which was a regular visitor in its former guise N882. Flybe suffered aircraft shortages following the grounding of some of their older Dash 8 aircraft. This was a result of two similar type aircraft belonging to SAS having landing gear collapses in the space of seven days, the second one happening yesterday in Lithuania. Manx2 continue to use European 2000 Metroliner 9H-AEU(See photo).



14 Friday

G-OCJT	Citationjet 2	0950 1042	f. Newcastle t. Le Bourget
G-LFSK	PA-28 Warrior	1342 1627	f/t Sheffield, return 1752, n/s.
G-BYAR	Boeing 757	1435 1553	f/t Corfu(Thomson 344Q/343Q)

EC-IDT Boeing 737/800 1455 1618 f/t Tenerife(Air Europa 207/208)
 EC-JVJ BAe.146/300 1513 1632 f/t Belfast City(Jersey 731/2)
 CS-DHF Citation Bravo 1537 1636 f. Cannes(Fraction 1LF) t. Biggin Hill(1LF)
 EC-JNY Hawker 850XP 2045 1012 f/t Barcelona(Gestair 163/161), night stop
Aer Arran:- EI-REE(672/3), EI-REB(684/3) **Air Southwest:-** G-WOWC(482/3, 486/7)
BMI:- G-RJXJ(410/409). G-DBCD all Heathrow flights until G-MIDP(8JL/9851, t. Birmingham).
 G-RJXE(9854) positioned to Heathrow. G-RJXF/L n/s with G-MIDZ operating the ITs.
Eastern:- G-MAJF/Y were again busy all day and stayed over the weekend.
Flybe:- G-JECR(729/30), EC-JVJ(731/2), G-EMBN(173/4), G-JEBC(733/4), G-JECF(175/6)
Jet2:- G-CELY(326/325) f/t Belfast. G-CELP(050P/051P) f/t Stansted, operated Belfast and Rome flights.
KLM:- PH-OFC(65W/66S), PH-OFA(67N/68K), PH-KLE(69W/64K,n/s) **Manx2:-** 9H-AEU x2
Ryanair:- EI-DAR(152/153A), EI-DHP(15J/155), EI-DHP(156/15N)
 ***Flybe again operated a reduced service, however they did borrow BAe.146 EC-JVJ of Orion Air and this aircraft made its first visit this afternoon on the Belfast rotation. Another Spanish first timer was Hawker 850XP EC-JNY of Gestair and this particular machine has only recently been converted to an '850XP.

15 Saturday

G-CDSZ DA.42 Twin Star 0729 1924 f/t Isle of Man
 OE-LCK Canadair CRJ 1236 1315 f/t Innsbruck(Austrian 2365/2366)
 G-CDZL Boeing 737/800 1333 1454 f/t Ibiza(Thomson 534G/533G)
 G-IMLI Cessna 310Q 1427 1750 f/t Haverfordwest
 EC-GNY MD-83 1450 1631 f/t Palma(Spanair 3003/3004)
 EC-HFT MD-83 1509 1636 f/t Palma(Spanair 3257/3258)
 G-BOHM PA-28 Warrior 1928 0916 f/t Strip near Devizes, night stop
 G-OLDW Lear Jet 45 2200 2305 f. Luton(Partner 92A) t. Nice(92B)

Air Southwest:- G-WOWA(480/1, 476/7), G-WOWE(9301/9300)

BMI:- London:- G-RJXF(01J/4JL/2LJ/8JL), n/s. G-MIDZ on IT duty.

Flybe:- G-JECL(729/30), G-JECJ(1401/2), G-ZAPO(643/4)

KLM:- PH-OFA(65W/66S), PH-KZN(67N/68K), PH-OFK(69W/64K,n/s)

Manx2:- LET 410 OK-RDA(Eurovan 302/3) operated the afternoon flight.

Ryanair:- EI-DCM(15J/155) **Aer Arran:-** EI-CVS(684/3)

***Flybe still suffering from aircraft shortages and today used Titan Airways BAe.146 G-ZAPO.

16 Sunday

G-OOON PA-34 Seneca 0821 1609 f/t Fair Oaks(Synergie 223)
 G-MEGN King Air B.200 1040 1155 f. Cardiff t. Hanover
 LN-EXL Citation XLS 1107 1136 f/t Oslo/Gardermoen(Midnight 1)
 G-KVIP King Air 200 1141 1346 f. Manchester(Prestige 2) t. Blackpool(2)
 HB-JIB MD-90 1217 1344 f/t Malta(Fly Hello 32A/321)
 G-BYAR Boeing 757 1322 1449 f/t Palma(Thomson 102E/101E)
 G-DJET DA.42 Twin Star 1524 1828 f. Bagby t. Isle of Man
 G-INTO Pilatus PC-12 1532 1733 f/t Shoreham(Skydrift 803)
 CS-DKG Gulfstream 5 1604 1838 f. Nice(Fraction 5AN) T. Geneva(5AN)
 G-KVIP King Air 200 1706 1105 f. Bournemouth t. Jersey, night stop
 G-TRAT Pilatus PC-12 1752 1849 f. Bournemouth t. Edinburgh
 LZ-BHE Airbus 320 1938 2059 f/t Varna(Balkan Holidays 5543/5544)

Aer Arran:- EI-CVS(684/3), EI-REB(672/3) **Air Southwest:-** G-WOWE(486/7)

BMI:- Heathrow:- G-RJXF(01J/4JL/2LJ), G-RJXD(7JL), G-MIDY(9876, f. EMA/5LJ), G-DBCG(8JL, n/s). G-RJXG(616/615) f/t Brussels. G-RJXI(9971) from Aberdeen, n/s with G-RJXD/L. IT flights still G-MIDZ.

Eastern:- G-MAJN(99Q/59Q) f/t Aberdeen. G-MAJF/Y still the overnights.

Flybe:- G-JECI(643/4), G-EMBI(173/4), G-JECR(731/2), G-JEBA(733/4)

Jet2:- G-CELU(329) swapped in Belfast with G-CELE(330).

KLM:- PH-OFB(65W/66S), PH-OFC(67N/68K), PH-OFI(69W/64K,n/s) **Manx2:-** OK-UBA x1

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

***Norwegian registered aircraft are few and far between these days so it was nice to see Citation XLS

LN-EXL of Sundt Air this morning with the rather cute company call sign of Midnight.

17 Monday

TC-OAN	Airbus 321	0734 0910	f/t Dalaman(Onur Air 7335/7336)
TC-APZ	Boeing 737/800	0832 1028	f/t Dalaman(Sun Turk 453/454)
G-FSEU	King Air 200	0936 1023	f. Bournemouth(Clifton 3) t. Inverness(3)
G-SFCJ	Citationjet	1013 1714	f/t Jersey(Hangar 849/858), n/s until 20/9
N40GD	Cirrus SR.22	1014 1914	f. Shoreham, n/s t. Biggin Hill
ZF289	Tucano	1227	ILS and overshoot(LOP 81)
G-BVAI	PZL Koliber	1232 1314	f. Shobdon, n/s t. Blackpool
G-KATG	Long Ranger	1545 1621	f. Pathead t. Sandtoft, return 1755/1818
LZ-BHC	Airbus 320	1616 1802	f/t Bourgas(Balkan Holidays 5571/5572)
CS-DNP	Falcon 2000	1727 1843	f. Farnborough(Fraction 2DX) t. Nice(2DX)
G-BWHF	PA-31 Chieftain	1812 1831	f. Shoreham t. Edinburgh
G-TKNT	Agusta A.109A	1828 0649	f. Devonshire Arms, n/s t. site in Hertfordshire
TC-OAF	Airbus 321	1913 2041	f/t Bourgas(Onur Air 3611/3612)

Aer Arran:- EI-REE(672/3), EI-REB(684/3) **Air Southwest:-** G-WOWE(482/3, 486/7)

BMI:- G-RJXJ(410/409), G-DBCG all Heathrows until G-DBCH(8JL), n/s with G-RJXD/I/L. G-MIDZ still on IT duty

Eastern:- It's them again, G-MAJF/Y operated all day and night stopped.

Flybe:- G-EMBH(171/2), G-JEBC(729/30), G-JECJ(643/4), G-JEDU(731/2), G-EMBI(173/4), G-JECL(733/734), G-JECX(175/6)

Jet2:- G-CELD(703) routing Manchester to Le Bourget diverted in early afternoon with some minor fault. The passengers transferred to G-CELB(703A) which continued to Paris.

KLM:- PH-OFE(65W/66S), PH-KZB(67N/68K), PH-OFO(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***Ryanair 737/800 EI-DWA, the first of a new batch of deliveries, paid its first visit this morning and was back on the evening flight. Meanwhile Onur Air have now downgraded both their flights to A.321 aircraft until the end of the season. Another interesting arrival today, believed to be a first visit of type, was Koliber G-BVAI, which is a Polish built updated Rallye Club.

18 Tuesday

N66DN	Lear Jet 45	0732 0819	f/t Luton(Bizjet 1DN/2DN), return 1721/1741
D-CCCF	Citation 2	0741 1731	f. Brussels(Tomcat 322) t. Dole Tavaux(323)
G-JIVE	Hughes 369E	0802 0824	f. Shelf t. Crewe, return 1215/1234
G-BBSM	PA-32 Cherokee 6	0929 1522	f/t Hardwick
ZF290	Tucano	0942	ILS and overshoot(LOP 90)
G-FSEU	King Air 200	1237 1308	f. Inverness(Clifton 3) t. Southampton(3)
G-BYAJ	Boeing 757	1336 1503	f/t Alicante(Thomson 392A/391A)
LN-SUX	Citation XL	1420 1515	f/t Oslo/Gardermoen(Midnight 4)
G-RAFO	King Air B.200	1455	ILS and o/s(CWL 63), G-RAFP(CWL 58, 1553)
G-BVAI	PZL Koliber	1637 1228	f. Blackpool, n/s t. Shobdon
9H-AEO	Airbus 320	1933 2039	f/t Malta(Air Malta 5208/5209)
N40GD	Cirrus SR.22	2157 1247	f. Biggin Hill, n/s t. Sherburn

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

BMI:- G-RJXJ(410/409). G-RJXD(9131) to Manchester, replaced by G-RJXN(9122) from Edinburgh. G-DBCH operated all Heathrow flights, n/s with G-RJXJ/L/N. IT flights G-MIDZ.

Eastern:- It's the same pair once again operating all day and night stopping, G-MAJF/Y.

Flybe:- G-JEDW(729/30), G-JECM(171/2), G-JEDL(643/4), G-JECU(731/2), G-EMBJ(173/4), G-JECR(733/4), G-FBEF(175/n/s t. Southampton 044R), G-JEDN(706, f. Newcastle/706A, t. Exeter)

KLM:- PH-OFL(65W/66S), PH-KZL(67N/68K), PH-OFN(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***The latest addition to the Flybe fleet, EMB.195 G-FBEF arrived on this evening's Southampton flight and promptly went u/s necessitating an overnight stay before the aircraft positioned back to Southampton the following lunchtime. DHC-8 G-JEDN called to collect the passengers destined for Southampton leaving at 1 minute to midnight, however they ended up at Exeter as Southampton would have been closed by the time they got there! Just like buses you get one Norwegian Citation and then, today another LN-SUX of Sundt Air turns up on the return flight. This aircraft was also on its first visit however

the registration has visited before, when it was applied to a Braathens F.28 Fellowship in the 1960s.

19 Wednesday

G-TKNT	Agusta A.109A	0853 0912	f. Coney Park t. site near Gamston
N456PP	King Air C.90B	1017 1608	f/t Guernsey(Monty 22A/22B)
G-FIBS	Squirrel	1156 1213	f. York t. Skipton, return 1813/1830
OO-GML	Falcon 2000EASy	1233 1302	f. Malaga(Abelag 33L) t. Frankfurt/Hahn(43L)
G-CDZL	Boeing 737/800	1307 1423	f/t Mahon(Thomson 134E/133E)

Aer Arran:- EI-CVS(672/3), EI-REL(684/3) **Air Southwest:-** G-WOWA(482/3), G-WOWD(486/7)
BMI:- G-RJXK(410/409), G-RJXI(9131) positioned to Manchester, and SAAB 2000 G-CDKB(9132) arrived from Humberside to stand-in. 'KB(9134) returned home in the evening and G-RJXF(9136) arrived from Aberdeen and n/s with G-RJXL/N. G-DBCH all London flights and G-MIDZ on the ITs.

Eastern:- Still G-MAJF/Y!!

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

KLM:- PH-OFB(65W/66S), PH-KZN(67N/68K), PH-OFF(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***Only significant visitor was SAAB 2000 G-CDKB, which operated to Edinburgh flights for BMI.

20 Thursday

D-CRAO	King Air 350	0850 1210	f/t Bielefeld, with a night stop
G-FPLD	King Air B.200	0940 1336	f/t Durham/Tees(Calibrator 270)
EC-JQP	Airbus 320	1206 1332	f/t Arrecife(Iberworld 3659/3660)
G-BYAO	Boeing 757	1324 1440	f/t Palma(Thomson 5634/5633)
G-OAAU	Airbus 320	1333 1554	f/t Faro(Jetset 639D/639C)
N973BB	Mitsubishi Mu.2B	1343 1857	f. Biggin Hill t. Jersey
I-ERJD	Lear Jet 45	1355 1459	f. Dubrovnik(AFM 3473) t. Milan/Linate(3473)
G-SCIP	TB.20 Trinidad	1434 1716	f. Elstree t. Welshpool
G-OLDK	Lear Jet 45	1732 1829	f. La Ferte(Partner 50D) t. Stansted(50E)
G-CDXK	DA.42 Twin Star	1814 1844	f/t Cranfield(Bonus 81)
G-JBIZ	Citation 2	2015 1226	f. Faro, n/s t. Dublin

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

BMI:- G-RJXK(410/409), Scot Airways Dornier 328 **G-BWWT**(9141/2) f/t Edinburgh, to operated two Brussels flights. G-RJXL(9144) from EMA, n/s with G-RJXF/N. G-DBCH all London flights, G-MIDZ all ITs.

Eastern:- Today's quiz, fill in the missing letters, G-MAJ?/? night stopped.

Flybe:- G-JECX(171/2), G-JECR(729/30), G-JEDL(643/4), G-JEDW(731/2), G-STRH(173/4), G-JEDV(733/4), G-JECM(175/6)

Jet2:- G-CELG(031P/032P) positioned to Newcastle, returning in the evening. G-CELD(201) swapped in Amsterdam with G-CELB(202).

KLM:- PH-OFN(65W/66S), PH-KZF(67N/68K), PH-OFO(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***The only real surprise today was the Astreus 737/700 operating for Flybe this afternoon.

21 Friday

EI-DMG	Cessna 441	0748 1528	f/t Waterford
CS-DXJ	Citation XLS	0754 0953	f. Luxemburg(Fraction 3GX) t. London City(3GX)
G-SFCJ	Citationjet	0941 1015	f. Jersey(Hangar 858) t. Oxford(858)
G-CITY	PA-31 Chieftain	1013 1651	f. Teesside(Causeway 04A) t. Ronaldsway(04B)
CS-DFH	Falcon 900	1028 1238	f. Le Bourget(Fraction 9EW) t. Jersey(9EW)
EC-IDT	Boeing 737/800	1124 1317	f/t Tenerife(Air Europa 207/208)
G-CJAD	Citationjet	1350 1548	f. Edinburgh t. London City
G-BYAR	Boeing 757	1435 1601	f/t Corfu(Thomson 244Q/243Q)
G-STUF	Lear Jet 40	1845 1920	f. Nice t. Biggin Hill
D-APAA	Airbus 319	1925 0954	f. Hawarden(Privatair 671F) n/s to 23/9 t. Hurn(671A)
G-NWAR	Agusta A.109S	2011 2039	f. site near Catterick t. Dunsfold, refuel

Aer Arran:- EI-REF(672/3), EI-REG(684/3) **Air Southwest:-** G-WOWE(482/3, 486/7)

BMI:- G-DBCH operated all London flights until G-MIDY(8JL/9851 t. Birmingham). G-RJXF(9854) to Heathrow leaving G-RJXL/N to night stop. G-MIDZ on the IT flights.0

Eastern:- Still no change, with G-MAJF/Y staying over the weekend.

Flybe:- G-JEDV(729/30), G-JECM(171/2), G-JEDN(643/4), G-JEDW(731/2). **G-JEBG(173/4)**, G-JECY(175/6), G-JECL(733/4)

Jet2:- G-CELY(326/325), f/t Belfast.

KLM:- PH-OFI(65W/66S), PH-KZR(67N/68K), PH-OFD(69W/64K,n/s) **Manx2:-** 9H-AEU x2

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

***There were two aircraft making their first visits today, the first being Lear Jet 40 G-STUF which is operated by TAG Aviation(UK) Ltd and based at Farnborough. The second was the Private Air Airbus 319 D-APAA(See photo) which positioned from Hawarden, where it is normally employed ferrying staff between the Airbus factories around Europe, to operate a charter on Sunday. The Cloud 9 Aviation PA-28 G-LFSK arrived today for local training and seems to be resident once more while the company's Cessna 152 G-FLOP left for Biggin Hill this afternoon and was away until 26/9.



22 Saturday

G-BOKA	PA-28 Dakota	1243 1620	f/t Fairoaks, with an overnight stay
G-CDZL	Boeing 737/800	1336 1457	f/t Ibiza(Thomson 534G/533G)
EC-GBA	MD-83	1450 1607	f/t Palma(Spanair 3003/3004)
EC-HXP	MD-83	1603 1717	f/t Palma(Spanair 3257/3258)
G-IMEA	King Air 200	1748 2048	f. Marseille(Cega 625) t. Bournemouth(625)

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

BMI:- London:- G-RJXN(01J/4JL/2LJ), G-RJXE(8JL,n/s). IT flights G-MIDZ.

Flybe:- G-JEDW(729/30), G-JEDP(171/2), G-JEDN(643/4), G-JECK(1401/2)

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

Ryanair:- EI-DPB(152/153A), EI-DPD(15J/155) **Aer Arran:-** EI-REG(684/3)

23 Sunday

G-JANN	PA-34 Seneca	0829 1810	f/t Fairoaks(Synergie 224), night stop
D-INOB	Citationjet	0911 1018	f. Bremen t. Palma
HB-JIB	MD-90	1220 1330	f/t Malta(Fly Hello 32A/321)
G-NWAR	Agusta A.109S	1223 1257	f. White Waltham t. Gunnerside
G-BYAR	Boeing 757	1327 1443	f/t Palma(Thomson 102E/101E)
G-CEGR	King Air 200	1352 1618	f. Dijon t. Shoreham
G-BWHF	PA-31 Chieftain	1617 1637	f/t Fairoaks(Synergie 01)
G-JIVE	Hughes 369E	1705 1730	f. Menston t. Shelf
G-BNUN	Be.58PA Baron	1817 1831	f. Heathrow t. East Midlands
D-APAA	Airbus 319	1853 1937	f. Bournemouth(Privatier 671B) t. Manchester(671F)
LZ-BHE	Airbus 320	1954 2103	f/t Varna(Balkan Holidays 5543/5544)

Aer Arran:- EI-REG(684/3), EI-REF(672/3) **Air Southwest:-** G-WOWB(486/7)

BMI:- Heathrows:- G-RJXE(01J/4JL/2LJ), G-CCYH(7JL), G-MIDX(9876, f. EMA/5JL), G-DBCK(8JL,n/s).

G-RJXN(616/615) f/t Brussels. G-RJXH(9971) from Aberdeen, n/s with G-RJXL/G-CCYH.

Eastern:- G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJF/Y night stopping again.

Flybe:- G-EMBI(173/4), G-JEDN(643/4), G-JEDW(731/2), G-JEDV(733/4), G-JEDR(175/6)

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

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

***The Private Air Airbus 319 left for Bournemouth this morning with TUC delegates for a conference, making the return journey this evening. Squirrel G-HELM made its first flight today following its re-registration from SE-HJE.

24 Monday

G-JOPT	Citation V	0730 0844	f. Birmingham(Airtax 136P) t. Hanover(136)
TC-APH	Boeing 737/800	0821 1022	f/t Dalaman(Sun Turk 453/454)
TC-OAL	Airbus A.321	0845 1015	f/t Dalaman(Onur Air 7335/7336)
G-CCVP	Be.58 Baron	1141 1617	f/t Norwich(Silver 24)
G-CDEK	DA.40 Diamond	1405 1702	f/t Cranfield(Bonus 81)
G-JOPT	Citation V	1520 1612	f. Hanover(Airtax 137) t. Birmingham(137P)
G-SFCJ	Citationjet	1555 1631	f. Oxford(Hangar 862) t. Jersey(862)
LZ-BHC	Airbus 320	1435 1818	f/t Bourgas(Balkan Holidays 5571/5572)
CS-DFT	Citation XL	1815 0758	f. Toulouse(Fraction 6YP), n/s t. Cannes(6YP)
TC-OAY	Airbus A.300	1917 2042	f/t Bodrum(Onur Air 2611/2612)

Aer Arran:- EI-REF(672/3), EI-RED(684/3) **Air Southwest:-** G-WOWB(482/3), G-WOWA(486/7)

BMI:- G-RJXJ(410/409). G-DBCK all Londons. G-CCYH(407) swapped in Edinburgh with G-RJXA(408), n/s with G-RJXH/L. G-MIDZ continues IT flights.

Eastern:- For what must be a record of consecutive days without a change, it's still G-MAJF/Y.

Flybe:- G-JECU(729/30), **G-EMBJ**(171/2), G-JECE(643/4), G-JEDW(731/2), **G-EMBK**(173/4), G-JEDR(175/6), **G-JEBC**(733/4)

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

Manx2:- LET 410 OK-RBA operated the morning flight with Metroliner D-CSAL at teatime.

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

25 Tuesday

G-FLPA	King Air B.200	0927	3 ILS approaches(Calibrator 278)
N498QS	Gulfstream 4	1304 1400	f. Jersey t. Northolt
D-CUTT	Dornier 228	1321 1500	f. Zweibrücken(Arcus-Air 121) t. Rotterdam(122)
G-BYAX	Boeing 757	1324 1447	f/t Alicante(Thomson 392A/391A)
G-BYWW	Grob Tutor	1329	ILS and overshoot(CFN 15), f/t Church Fenton
N40GD	Cirrus SR.22	1507 1600	f. Cranfield t. Sherburn
G-BLHR	GA.7 Cougar	1610 1425	f/t Sheffield, n/s, local training
G-WELL	King Air E.90	1731 0731	f. Biarritz(Cega 654), n/s t. Bournemouth(654)
9H-AEL	Airbus 319	1930 2047	f/t Malta(Air Malta 5208/5209)
N601HW	Challenger 601	2042 1113	f/t Gander, night stop until 28/9

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

BMI:- G-RJXA(409) operated to Edinburgh, G-RJXD(9121) positioned from Edinburgh, n/s with G-RJXH/L. G-DBCK operated all London flights and G-MIDZ all IT flights.

Eastern:- Still G-MAJF/Y.

Flybe:- G-JECM(171/2), G-JECH(729/30), G-JEDJ(643/4), G-JECS(731/2), **G-EMBI**(173/4), G-JEDW(733/4), G-JEDR(175/6)

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

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

***A couple of Bizjets from over the pond today with the Netjets Gulfstream 4 N498QS on its first visit to LBA which the rather more common Wal-Mart Challenger arrived late evening for a few days stay. The Dornier 228 D-CUTT of Arcus Air Logistic GmbH was on a freight charter and Ryanair produce EI-DWB on its first visit. Finally today, PA-28 G-PALY, which arrived last month as PH-AEC made its first flight this afternoon following its re-registration.

26 Wednesday

G-ECOU	Twin Squirrel	1205 n/s+	f. Sywell, long term maintenance
G-PCOP	King Air B.200	1235 1300	f/t Glasgow
G-CDZL	Boeing 737/800	1310 1410	f/t Mahon(Thomson 134E/133E)
G-BIOB	Cessna F.172P	1443 1020	f. Carlisle(Flight Images 01), n/s t. Fair Oaks(01)

Aer Arran:- EI-REF(672/3), EI-REE(684/3) **Air Southwest:-** G-WOWB(482/3), G-WOWA(486/7)

BMI:- G-RJXJ(410/409). G-RJXD went u/s resulting in G-RJXJ(408) arriving from Edinburgh and n/s with G-RJXD/H/L. G-DBCK all Londons until G-DBCG(8JL,n/s) and its still G-MIDZ on IT duty.

Eastern:- Oh no!!! G-MAJF(81D) swapped in Inverness with G-MAJX(84D) after 21 consecutive days

unchanged!

Flybe:- G-EMBJ(171/2), G-JEBC(729/3), G-JEDJ(643/4), G-JECL(731/2), G-EMBT(173/4), G-JEDL(733/4), G-JEDR(175/6)

Jet2:- G-LSAB(032P) from Manchester. The aircraft had diverted there last night while inbound from Barcelona(332) as it was required to operate a flight out of Manchester.

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

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

***As already mentioned in the introduction Multiflight are taking on more helicopter engineering and their latest task is preparing Twin Squirrel G-ECOU(ex. N4360N) for operation by Rulegate Ltd of Newbury. Cloud 9 Aviation's Cessna 152 G-FLOP returned from Sheffield this morning and is now resident again, operating on local training flights and G-BLHR returned from Sheffield and was also still here at the end of the month.

27 Thursday

N66DN	Lear Jet 45	0720 0836	f. Luton(Bizjet 1DN) t. Northolt(2DN)
G-WVIP	King Air 200	0858 1800	f/t Jersey(Prestige 6)
N36665	Beech A.36	0949 1534	f/t Fairoaks
G-FIBS	Squirrel	1011 1212	f/t Skipton, n/s until 30/9, maintenance
G-SFCJ	Citationjet	1013 1026	f. Jersey(Hangar 865) t. Oxford(865)
ZF343	Tucano	1223	ILS and overshoot(LOP 90)
ZK453	King Air 200	1242	ILS and o/s(CWL 19), ZK454(CWL 61, ILS 1428)
EC-KEN	Airbus 320	1248 1359	f/t Arrecife(Iberworld 3659/3660)
G-BYAO	Boeing 757	1332 1450	f/t Palma(Thomson 5634/5633)
G-OOAP	Airbus 320	1337 1558	f/t Faro(Jetset 639D/639C)
HA-TCY	Antonov AN-26	1606 1740	f. Bergen(Base 3500) t. East Midlands(MTL 351F)
N66DN	Lear Jet 45	1719 1744	f. Northolt(Bizjet 3DN) t. Luton(4DN)
G-MRMJ	Dauphin	1828 1904	f. Elstree t. Helmsley
G-MAMD	King Air B.200	1848 2120	f. Gamston t. Pau

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

Bmi:- G-RJXJ(410/409). G-DBCG all London flights until G-MIDC(8JL), n/s with G-RJXD/H/L. G-MIDZ ITs, until G-MIDC took over.

Eastern:- G-MAJX/Y operated all the flights and night stopped.

Flybe:- G-JEDT(171/2), G-JEDW(729/3), G-JEDJ(643/4), G-JEDL(731/2), G-EMBI(173/4), G-JECU(733/4), G-JEDR(175/6)

Jet2:- G-CELI(327P/328P), f/t Manchester to Belfast flight.

KLM:- PH-OFM(65W/66S), PH-OFN(67N/68K), PH-KLG(69W/64K,n/s)

Manx2:- Metroliner D-CSAL operated in the morning with LET 410 OK-UBA(Eurovan 308/9) at teatime.

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

***Today we had three aircraft on their first visits, starting with the Antonov AN-26 HA-TCY(See photo) of Budapest Air Services, which operated an inbound freight charter from Norway. On the outbound leg to East Midlands the aircraft used the call-sign MTL, which is the three letter code of RAF-Avia. The Iberworld A.320 EC-KEN was also a first timer and this aircraft is still in the pink and white colours of its former operator Go-Air, India. Finally, another new 737/800 from Ryanair, this time EI-DWC.

28 Friday

G-PETS	DA-42 Twin Star	0741 1617	f. Isle of Man, n/s t. Bagby
G-KALS	Challenger-300	0822 1035	f. Farnborough(Lonex 949K) t. Genoa(949K)
D-CTEC	Citationjet 3	0822 1035	f. Mannheim(Global Jet 869A) t. Bristol(869A)



G-ZAPO	BAe 146/300	0845 1023	f. Stansted(ZAP 521Y) t. Venice(521A)
G-SCIP	TB.20 Trinidad	0936 1236	f/t Welshpool
EC-IDT	Boeing 737/800	1124 1244	f/t Tenerife(Air Europa 207/208)
G-BYAO	Boeing 757	1421 1606	f/t Corfu(Thomson 244Q/243Q)
G-PWNS	Citationjet	1657 1715	f. Cambridge(Hangar 873) t. Jersey(873)

Aer Arran:- EI-REB(672/3), EI-RED(684/3) **Air Southwest:-** G-WOWC(482/3), G-WOWB(486/7)

BMI:- G-RXJ(410/409). G-MIDZ operated all London flights and the positioned to Birmingham(9861). G-RJXH(9854) positioned to Heathrow, leaving G-RJXD/L to night stop. G-MIDC on IT duty.

Eastern:- G-MAJY(19Q) exchanged in Aberdeen with G-MAJG(29Q), n/s with G-MAJX.

Flybe:- G-JEDT(171/2), G-JEDW(729/30, 731/2), G-JEDJ(643/4), **G-EMBI(173/4)**, G-JEDL(733/4), G-JEDR(175/6)

Jet2:- G-CELY(326/325) f/t Belfast. G-CELY(060P/050P) f/t Edinburgh to operated to Belfast and Paris.

KLM:- PH-OFK(65W/66S), PH-WXD(67N, n/s), PH-OFN(69W/64K, n/s) **Manx2:-** 9H-AEU x2

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

***The Titan '146 positioned in to operate

a charter to Venice while KLM Fokker 70 PH-WXD went u/s on arrival this afternoon and was parked up until Sunday morning when it positioned home to Amsterdam as "KLM 7111". PA-28 G-LFSK of Cloud 9 Aviation returned from Sheffield for another stint as resident for training and after quite an absence Cougar G-BOOE returned from Sturgate to take up residence, also for training. BMI Airbus 321 G-MIDC(See photo), still in the old company colour scheme) continues operating the IT flights for Airtrous.



29 Saturday

HB-VNS	Citation XLS	0741 0822	f/t Geneva(Speedwings 48S)
G-CDZL	Boeing 737/800	1345 1457	f/t Ibiza(Thomson 534G/533G)
EC-HKP	MD-83	1435 1550	f/t Palma(Spanair 3257/3258)
EC-HNC	MD-83	1531 1637	f/t Palma(Spanair 3003/3004)
N308AB	Gulfstream 4	1736 2113	f. Luton, n/s to Bangor/Maine

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

BMI:- London:- G-RJXD(01J/4JL/2LJ), G-RJXA(8JL, n/s). G-MIDC still on IT flights.

Flybe:- G-JECU(729/30), G-JEDT(171/2), G-JECE(1401/2), G-JECI(643/4)

Jet2:- G-CELI(945) arrived from Manchester to operate outbound to Amsterdam(201). The return flight(202) operated back into Manchester. G-CELP(050P) from Stansted to operate Toulouse and Bergamo flights.

KLM:- PH-KLE(65W/66S), PH-OFK(67N/68K), PH-WXA(69W/64K, n/s) **Manx2:-** OK-UBA x1

Ryanair:- EI-DPX(152/153A), E-DWB(15J/155) **Aer Arran:-** EI-REI(684/3)

***The Gulfstream 4 N308AB(See photo) is operated by Prime Jet LLC based at Van Nuys, Los Angeles.



30 Sunday

LX-TWO	Lear Jet 35A	1124 1355	f. Milan/Linate(Lion King 2 amb) t. Genoa(2 amb)
HB-JIB	MD-90	1220 1336	f/t Malta(Fly Hello 32A/321)
G-BJVT	Cessna F.152	1302 1405	f. Newcastle t. Durham/Tees Valley
G-BYAO	Boeing 757	1328 1452	f/t Palma(Thomson 102E/101E)
N60LW	Citation Bravo	1331 1751	f/t Luton
G-CCVO	Jet Ranger	1503 1548	f. Lancaster t. site near Keighley
G-KALS	Challenger-300	1709 1811	f. Genoa(Lonex 949K) t. Luton(949K)
LZ-BHE	Airbus 320	1945 2018	f/t Varna(Balkan Holidays 5543/5544)
OO-VLK	Fokker 50	1950 2020	f. Venice(Reubens 868) t. Manchester(868F)
G-HIJK	Cessna 421C	2109 1010	f. Limoges, n/s t. Caernarfon

Aer Arran:- EI-REI(684/3), EI-REB(672/3) **Air Southwest:-** G-WOWE(486/7)

BMI:- Heathrow:- G-RJXA(01J/4JL/2LJ), G-RJXH(7JL), G-MIDP(9876, f.EMA/5LJ), G-DBCI(8JL,n/s).
G-RJXX(9171) from Aberdeen, G-RJXL(9172) to Aberdeen. G-RJXM(616/615) f/t Brussels.
G-RJXB(9971) from Aberdeen, n/s with G-RJXH/J. G-MIDC on IT flights.

Eastern:- G-MAJK(99Q/59Q) f/t Aberdeen. G-MAJG/X night stop.

Flybe:- G-EMBJ(173/4), G-JEDJ(643/4), G-JECS(731/2), G-JECL(733/4), G-JEDT(175/6)

Jet2:- G-CELP(050P) returned home to Stansted. G-LSAB(185) exchanged in Malaga with G-LSAD(186) making the resident fleet, G-CELB/C/E/F/G, G-LSAD/G/H/I.

KLM:- PH-OFA(65W/66S), PH-OFH(67N/68K), PH-OFK(69W/64K,n/s) **Manx2:-** OK-UBA x1

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

***Resident Robin DR.400 G-HHUK took to the skies for the first time today following its re-registration from SE-KYN. The VLM Fokker 50 made to return trip from Venice with the passengers who had left on the Titan 146 on Friday.



A380

LEEDS BRADFORD AIRLINE REPORT - SEPTEMBER 2007

INBOUND DIVERSIONS

07	EXS169	MAN	IBZ	G-CELS	B733	IBZ	EXS169A
17	EXS703	MAN	CDG	G-CELD	B733	TSF	EXS343A/18

REGULAR FLIGHTS

AEA208	TFS	07/EC-HJQ	14/EC-IDT	21/EC-IDT	28/EC-IDT	
AMC5209	MLA	04/9H-AEM	11/9H-AEJ	18/9H-AEO	25/9H-AEL	
AUA2366	INN	01/OE-LCK	08/OE-LCG	15/OE-LCK		
BGH5544	VAR	02/LZ-BHE	09/LZ-BHE	16/LZ-BHE	23/LZ-BHE	30/LZ-BHE
BGH5572	BOJ	03/LZ-BHC	10/LZ-BHC	17/LZ-BHC	24/LZ-BHC	
BMA8111	REU	03/G-MIDT	10/G-MIDR	17/G-MIDZ	24/G-MIDZ	
BMA8121	PMI	04/G-MIDT	11/G-MIDR	18/G-MIDZ	25/G-MIDZ	
BMA8123	HER	04/G-MIDT	11/G-MIDZ	18/G-MIDZ	25/G-MIDZ	
BMA8131	RHO	05/G-MIDT	12/G-MIDZ	19/G-MIDZ	26/G-MIDZ	
BMA8133	FUE	05/G-MIDT	13/G-MIDC	19/G-MIDZ	26/G-MIDZ	
BMA8141	FAO	06/G-MIDR	13/G-MIDZ	20/G-MIDZ	27/G-MIDZ	
BMA8143	ZTH	06/G-MIDR	13/G-MIDZ	20/G-MIDZ	27/G-MIDZ	
BMA8151	IBZ	07/G-MIDR	14/G-MIDZ	21/G-MIDZ	28/G-MIDC	
BMA8153	MAH	07/G-MIDR	14/G-MIDZ	21/G-MIDZ	28/G-MIDC	
BMA8155	DLM	07/G-MIDR	14/G-MIDZ	21/G-MIDZ	28/G-MIDC	
BMA8161	REU	01/G-MIDT	08/G-MIDR	15/G-MIDZ	22/G-MIDZ	29/G-MIDC
BMA8163	ALC	01/G-MIDT	08/G-MIDR	15/G-MIDZ	22/G-MIDZ	29/G-MIDC
BMA8165	LPA	01/G-MIDT	08/G-MIDR	15/G-MIDZ	22/G-MIDZ	29/G-MIDC
BMA8171	AGP	02/G-MIDT	09/G-MIDR	16/G-MIDZ	23/G-MIDZ	30/G-MIDC
BMA8173	LCA	02/G-MIDT	09/G-MIDR	16/G-MIDZ	23/G-MIDZ	30/G-MIDC
FCA639C	FAO	06/G-OOAP	13/G-OOAU	20/G-OOAU	27/G-OOAP	
FHE321	MLA	02/HB-JIB	09/HB-JIB	16/HB-JIB	23/HB-JUB	30/HB-JIB
IWD3660	ACE	06/EC-IMU	13/EC-INZ	20/EC-JQP	27/EC-KEN	
JKK3004	PMI	01/EC-GOM	08/EC-GAT	15/EC-GNY	22/EC-GBA	29/EC-HNC
JKK3258	PMI	01/EC-GQG	08/EC-HKP	15/EC-HFT	22/EC-HKP	29/EC-HKP
OHY2612	BJV	03/TC-OAO	10/TC-OAA	17/TC-OAF	24/TC-OAY	
OHY7336	DLM	03/TC-ONU	10/TC-OAN	17/TC-OAN	24/TC-OAL	
PGT454	DLM	03/TC-AAB	10/TC-AAB	17/TC-APZ	24/TC-APH	
TOM101E	PMI	02/G-BYAO	09/G-BYAO	16/G-BYAR	23/G-BYAR	30/G-BYAO
TOM133E	MAH	05/G-CDZL	12/G-CDZL	19/G-CDZL	26/G-CDZL	
TOM243Q	CFU	07/G-BYAO	14/G-BYAR	21/G-BYAR	28/G-BYAO	
TOM391A	ALC	04/G-BYAY	11/G-BYAJ	18/G-BYAJ	25/G-BYAX	
TOM533G	IBZ	01/G-CDZL	08/G-CDZL	15/G-CDZL	22/G-CDZL	29/G-CDZL
TOM633N	PMI	06/G-BYAS	13/G-BYAL	20/G-BYAO	27/G-BYAO	
WOW9300	JER	01/G-WOWA	08/G-WOWE	15/G-WOWE		

OTHER FLIGHTS

02	G-CDEA	SB20	EZE1586/586P	Eindhoven - Humberside	Passenger Charter
03	9H-AEU	SW4	FKI302/303	f/t Isle of Man	Lease to FKI
06	G-MGYB	E135	NBR135	f/t Luton	Executive Charter
06	G-MGYB	E135	NBR135	Luton - Belfast City	Executive Charter
07	G-PLAJ	JS31	JXT302/303	f/t Isle of Man	Lieu FKI SW4 * +1 *
07	G273	C130	NAF35	Inverness - Utrecht	Dutch Military Charter
08	OK-RDA	L410	VAA304/305	f/t Isle of Man	Lieu FKI SW4 * +2 *
09	3209	AN26	CEF665/665A	Namest - Inverness	Czech Military Charter
12	OK-UBA	L410	VAA302/303	f/t Isle of Man	Lieu FKI SW4 * +5 *

14	EC-JVJ	B463	BEE731/732	f/t Belfast City	Lieu BEE DH8
15	G-ZAPO	B463	BEE643/644	f/t Exeter	Lieu BEE DH8
17	EI-DWA	B738	RYR152/153A	f/t Dublin	-
18	G-FBEF	E190	BEE175/044R	f/t Southampton n/s	Lieu DH8
19	G-CDKB	SB20	BMA9133/405	Humberside - Edinburgh	Lieu BMA E145 * +2 *
20	G-BWWT	D328	BMA9141/613	Edinburgh - Brussels	Lieu BMA E135 * +2 *
20	G-STRH	B737	BEE173/174	f/t Southampton	Lieu BEE E145
21	D-APAA	A319	PTG671F/671A	Hawarden - n/s23 - Bournemouth	Passenger Charter
23	D-APAA	A319	PTG671B/671F	Bournemouth - Manchester	Passenger Charter
25	EI-DWB	B738	RYR152/153A	f/t Dublin	-
25	D-CUTT	D228	AZE121/122	Zweibrücken - Rotterdam	Freight Charter
27	EI-DWC	B738	RYR152/153A	f/t Dublin	-
27	HA-TCY	AN26	BPS3500/351F	Bergen - East Midlands	Freight Charter
28	G-ZAPO	B463	AWC521Y/521A	Stansted - Venice	Passenger Charter
30	OO-VLK	F50	VLM868/868F	Venice - Manchester	Passenger Charter

IMAGES FROM DUXFORD by Cliff Jayne



MILITARY AIRCRAFT IN THE AIR YORKSHIRE AREA part 2



Before we continue down the A1 to more airfields there are a few additions to part 1:

LEEMING

100 Squadron

XX198 Hawk T.1 has joined FRADU

XX202 Hawk T.1 has joined the Squadron code CF replacing XX188

XX278 Hawk T.1 has left the Squadron and joined 4 FTS at Valley

XX281 Hawk T.1 has joined the Squadron replacing XX278 as CD

25 Squadron

ZE887 Tornado F.3 is now marked with the inscription 1915-2008

ZE907 Tornado F.3 has left the Squadron to join 111 Squadron as HK

ZG780 Tornado F.3 is also now marked 1915-2008

TOPCLIFFE

ZF409 Tucano T.1 was seen flying with 1 FTS recently and it is uncertain whether any aircraft are allocated to the CFS

DISHFORTH

Next airfield down the A1 is Dishforth.

Dishforth is reached by turning off the A1 at the Boroughbridge turn off and heading north on the A168. Do not take the turning marked Dishforth airfield as this will only take you to the main gate. There will be a Gazelle AH.1 on the gate in the near future but there is a problem with it and it has not as yet been put on the gate. Continue on the A168 until you come to the airfield itself. There are a few parking places on the road where you can see helicopter on the apron in front of the hangars but the hawthorn hedge is getting bigger and bigger and soon it will be difficult to see onto the airfield.

The airfield has been passed onto the Army Air Corps and is allocated to 9 Regiment, part of the Rapid Reaction Corps. Until recently 9 Regiment had two squadrons of the army's new battlefield helicopter the Apache AH.1 and a squadron of Lynx AH.7, but it was announced early in the year that all Apache operations were to take place at one airfield and this was to be AAC Wattisham. Two of its Lynx Squadrons were to be transferred to Dishforth, one each from 3 and 4 Regiment. The two squadrons from Dishforth (656 and 664) have been transferred to Wattisham but as yet the two Lynx units have not arrived at Dishforth and it is not known whether one of the squadrons to be transferred will be the AH.9 Squadron.

The Apache AH.1 took over the attack role of the Lynx when they became operational and the Lynx was relegated to the scout and communication role that was once the role of the Gazelle AH.1. The Lynx continues in the role of troop deployment supporting RAF Chinook and Puma helicopters.

The difference between a Lynx AH.7 and a Lynx AH.9 is that the mark 9 has wheels instead of a skid. It should be noted that the Army Air Corps does not use squadron markings or codes and it is always difficult to obtain accurate details of aircraft operated by their units.

Helicopters in use by 672 Squadron recently are:

XZ193, XZ195, XZ205, XZ216, XZ219, XZ653, XZ661, XZ673 and XZ679

LINTON ON OUSE

Linton on Ouse airfield is reached by turning off the A1 at the A59 turnoff and taking the A59 to York. After a few miles take the left hand turn to Whixley village. The road goes straight through the village and at the T junction turn left onto the B6265 to Boroughbridge. Turn right into the lovely village of Little Ouseburn, pass through slowly so you can take in this beautiful village and take a left turn after you have gone through, over the single lane bridge and next right to the Aldwark 'TOLL' bridge. Regretfully the toll on this single span wooden bridge has just gone up from 15p to 40p but it is worth it if only for the view of the River Ouse. Turn right after you have come off the bridge, the airfield can be seen on the left after a couple of miles. Pass through the end of the runway and on the left is a small car park. The car park has been closed for the last few months for parking of portacabins for the workers carrying out work on the airfield's runways and buildings but as this work has now finished it is hoped that by the time this is read the car park will be again open.

RAF Linton on Ouse is the home of 1FTS (Flying Training School); its role is to train pilots and navigators for the RAF. Pilots come to Linton from Elementary pilot training and leave after completing pilot training up to selection for their flying role in the RAF, be it fast jet or multi-engine. Aircraft navigators are trained to gain experience in slow low level flying before progressing to 6FTS for full training.

The aircraft used is the EMB Tucano T.1. There are up to fifty of these single-engined training aircraft based at the airfield and up to twenty of the aircraft can be seen on the apron at a time. The aircraft are painted gloss black with the serial in white on the rear fuselage, the last three of the aircraft's serial is painted in white on the nose of the aircraft and also the top of the fin.

There are four types of markings on the aircraft:

- 1) Standard aircraft with the Linton on Ouse badge on the tail of the aircraft
- 2) 72 (reserve) Squadron markings - swallow badge on tail red/blue stripes either side of roundel
- 3) 207 (reserve) Squadron markings - winged horse badge on tail
- 4) 76 (reserve) Squadron markings - old world war two squadron marks (MP plus code) either side of roundel



Current aircraft used are:

ZF135 ZF205 + ZF291 ZF347 ZF489
ZF139 * ZF209 + ZF292 * ZF348 ZF491
ZF140 * ZF210 + ZF293 * ZF349 + ZF512 +
ZF142 ZF239 MP-T ZF294 * ZF374 ZF515 +

ZF143 ZF240 ZF295 ZF377
 ZF144 ZF243 ZF317 ZF378 MP-W
 ZF145 * ZF244 + ZF338 ZF406
 ZF169 + ZF264 ZF339 + ZF407
 ZF170 spl ZF269 MP-O ZF341 * ZF409
 ZF171 * ZF287 + ZF342 ZF417 *
 ZF172 MP-D ZF289 ZF343 MP-S ZF448 +
 ZF204 * ZF290 * ZF344 ZF485

+ 72 Squadron markings

* 207 Squadron markings

ZF170 is in special anniversary marks of 1FTS

ZF448 is in 72 Squadron 90th anniversary marks

Also based at Linton are the Vigilants of 642 VGS which had moved out to Topcliffe while the runway work was being carried out and as yet have not returned.

Dave Senior

ON THE WAY TO A BETTER AIRPORT

The Dublin Airport Authority (DAA) is planning a two billion euro capital development plan for Dublin Airport. This is designed to bring big improvements to the facilities for passengers over the coming years. The Airport currently handles just over twenty-one million passengers each year putting it 57th in the world league based on 2006 figures, just ahead of Copenhagen and just behind Palma and Manchester. It is visibly busier every time I visit, but maybe that is not surprising when you consider it is a European capital city with a booming euro economy and very popular with tourists.

My most recent spotting trip was in August and was my first flight on a Ryanair 800 series out of Leeds. The flight/day was chosen especially to allow Dave to get to Dublin in time to "make" some of the departing transatlantic flights in the morning and it was my cheapest ever flight to Dublin, despite the increased taxes and charges. On this occasion I learned that when booking with Ryanair on the web-site you have to be careful of the inertia selling of options or your ticket price clocks up at a steady rate. I would like to see them do away with the on-line check-in charge.



The 800 is nice but I did miss the roar, rattle and roller coaster ride of the old 200 series.

We arrived on-time at Dublin and taxied to a building housing Gates 65 to 71 just to the north of the old terminal. This was new since my last visit and appears to be a dedicated "Ryanair Terminal". It is some distance from the original airport terminal and gives ample opportunity for stretching your legs along a covered walkway linking into Pier A. This terminal is temporary and it leaves something to be desired in terms of passenger comfort, but then again the trend is to downgrade the facilities for "low cost" passengers so maybe it fits that trend. It did have toilets and a mini-café, but there was a definite shortage of seats when all the gates are in use.

I have never seen Dublin Airport so busy. The traffic, for a Sunday, was considerable and never ceasing; there were frequently three, four and five aircraft queuing for take-off. The mix was good with the heavies mainly pre-lunch, but a constant flow of ITs, schedules, low cost and commercials (even on a Sunday!). Not sure where all Ryanair's latest 800s were, but they were not to be seen. The latest on view was EI-DPR. Futura dominated the ITs with several flights to Palma and Malaga during the day.

One delayed Futura flight provided a constant source of interest: originally scheduled to depart to Palma at 1050hrs it did not get away until 1645hrs. Main boarding took place at around 1530hrs, but the delays were compounded by the time it took to round-up the last sixteen passengers who had gone missing. There were several final calls and threats of baggage to be off-loaded. It was all resolved when three separate groups of young men, who had become lost in the bars, arrived firmly attached to their pints of lager – a flight to be avoided me thinks.



For the number crunchers among you I copped the following: TC-APU B737/8 Pegasus; HB-LTZ Paggio Avanti; CS-TKJ A320 SATA; N900RX Falcon 900; EC-JTN B757 GJRjet, a Madrid based charter airline and finally SP-LLF B737/4 Centralwings, but then I don't get out much these days! I like the LTE colour scheme on EC-KID A320 and I was surprised to see the very colourful Binter B737 EC-INQ this far north. The striking blue Cable&Wireless scheme on EI-CSC was my first sighting - I love it and it reminds me of the blue that Zoom use on their fleet. There was not a Jet 2 or an easyJet to be seen.

Ryanair has changed its check-in procedure to accommodate the now chargeable, but optional, priority boarding. Early check-in used to mean early boarding sequence, but this no longer applies or it didn't on our return flight. The "Ryanair Terminal" was packed as we waited for the return flight and all seats were taken. There was the usual scattering of hen/stag parties wearing viking hats, but luckily they were on the Stansted and Newcastle flights. Our flight was delayed by some twenty-five minutes by the late arrival of the incoming, so by the time our aircraft arrived on stand there were plenty of vacated seats in the departure hall. By then everyone, without priority boarding, was in the queue at the departure gate in a vain attempt to avoid having to sit next to someone else once boarded – I believe Ryanair call this customer preferred seat selection.



We eventually flopped onto R32 at LBIA about 15 minutes late after an uneventful flight, but with our log books bulging and one or two decent photos despite the tinted glass and the variable weather. An excellent day's spotting and a pleasant day out.

As Dublin moves towards its target of a better airport, this coming autumn will see the opening of Pier D, a new boarding facility principally intended for the low cost market. The recently completed Area 14 is now open for Aer Lingus passenger check-in. Construction of T2 to the east is awaiting planning consent

and includes the additional Pier E. T2 is designed to be capable of handling 15 million passengers per year. Talk of a second runway is more than talk I am told. There are artistic impressions on display of what these new facilities will look like and the transformation is already in progress.

Having seen what is projected at Dublin I await the Bridgepoint plans for LBIA with renewed anticipation. Roll on 2008 and the start of a better airport at LBIA.

Jim Stanfield

MILITARY AVIATION



World War 1 Flying Services Memorial

A rare one-item Military News, although it has happened before!

In a recent five-day trip to Flanders and the Somme, in company with 'our Leicester Correspondent', Ted Bates, we visited the Air Services Memorial at Fauborg Damiens War Cemetery, near Arras.

My impatience with photography is well-known, but Ted took these photographs of the Memorial with his digital camera; they were later edited by his wife, who has become the family expert on such matters. She is also an accomplished artist, but she wasn't there to sketch them as well!

The Memorial is dedicated to the memory of members of the Air services (Royal Flying Corps, Royal Naval Air Service and Royal Air Force) who were killed in action, but have no known graves. May they Rest in Peace and Rise in Glory.

We will remember them!

Credits: Jean and Ted Bates

Eric Martin



POLE DANCING

As you are probably aware, I am always searching the "net" for that cheap flight to places new. Wizz Air are expanding to these shores (although not to LBA) and they were to start flying from Teesside, sorry, Durham Tees Valley to Warsaw from July.

Flights were booked early to get the decent price to fly Monday to Wednesday. However, I received an e-mail in May to say that they had changed the timings. I checked and found that the flight was operating 30 minutes earlier. I was just about to confirm it was Ok when I noticed the return date, it was a day later. I checked on their web site and it was showing a Wednesday flight so I sent an e-mail asking them to confirm it was a Wednesday flight. I haven't had a reply yet. They e-mailed me again and I confirmed I could go Monday to Thursday. Would I require an extra day at the airport?

There was nothing much of real interest at Teesside, except for Global Explorer N288Z. The flight was operated by A320 HA-LPM which had only been in service for three weeks. It was rather a bumpy climb out and we turned and headed over the North Sea towards Denmark and then down into Poland. We landed after a two hour flight and parked outside the low cost Terminal Etuida or "shed" as it is known. They had changed the arrival procedure the week before and we were bussed to the main Terminal along a relatively quiet apron with a couple of LOT B767 and nothing else to excite me. More important, was the fact that the viewing terrace had people on, so it was still open. As it was teatime and I had two full days at the airport, I headed into the city to check into my digs and have something to eat.



I was up bright and early the next morning and at the airport by 9am. The viewing terrace was open and I had to put all my "gear" through a security check before climbing at least six flights of stairs (they get harder as you get older) to the pay booth at the top. Paying my 4 zloty (80p) I walked on to the open terrace (no 6ft wire mesh fence) to see all white UPS MD11 N287UP, take off. You could see all the apron in front of you (see picture above) and all aircraft taxied in front of you after they landed, and departing aircraft took off in front of you, in other words, you saw everything that moved. You were alright for taking photographs until 1pm, by which time the sun had moved round into your face. The military parking apron and maintenance hangars could be viewed from the car park next to the terminal. There were two Polish AF Yak40's and a MIL helicopter parked there all the time I was there with only the helicopter flying once.

Obviously, LOT were the predominant airline with the commuter subsidiary Euro Lot. Over the two days I saw all the EMB170/175's; B737; most EMB145; and all except one, B767. All the ATR42/72 were seen except for one aircraft of each type.



The low cost carriers were represented by Centralwings (LOT subsidiary) B737; Norwegian Air Shuttle B737; Wizz Air A320; Easyjet B737; Germanwings A319; Air Italy B737. The European scheduled airlines were represented by KLM B737/F100; Air France A319; SAS DH4; Austrian DH4/CRJ; Lufthansa B737/AR8/CRJ; CSA B737/AT4; Malev F70/CRJ; BA A320; Aer Lingus A320; Finnair EMB170/190; Aerosvit B737; Aeroflot A320; Alitalia EMB170; Swiss RJ100. One surprise for me was Jetstream 31's of Jet Air still in basic Eastern A/W colour scheme and LOT titles, fortunately one taxied right in front of the viewing area for a smashing picture. A disappointment was that S340 of Sky Express did not come close enough to photograph. It was too far away on the runway.

I still think of Poland as being a 'poor' country, but there were plenty of IT flights to sunnier areas (although it was nice weather whilst I was there). Turkey was popular with Sun Express B757; Sky A/L B737; Freebird A320; Tunisia was served by Nouvelair A320 (including the one in condor c/s) and Tunis Air B737/A319; Egyptian airline AMC Aviation used their B738; Lotus Air A320 and Cyprus with Eurocypria B738. Last but not least, LTE A320 served Spain and its Islands. Also operating IT flights were N741PA B757 of Primaris A/L operating for Fischer Air (I believe) and 2 MD83 of Austrian carrier MAP, both aircraft devoid of titles.

There was a reasonable amount of 'biz' traffic although it was mainly of other European countries rather than Poland but I did see Citation SP-KCS; Challenger 300 SP-ZSZ; King Air SP-NEB and Cessna 402B SP-FTD. A very pleasant sight was an Antonov AN2 take off from the main runway and then do a left turn and fly directly over the viewing area.

I don't normally bother with military aircraft, unless they are transport, but there were a few movements which some of the readers may wish to know about. In addition to the Yak40 and MIL helicopters mentioned previously, a Polish AF TU154 flew on both days I was there and was easily photographed on the runway. There were visits by a couple of Let transport aircraft (not 410) in camouflage scheme and also an Antonov AN26 (I think) of the Polish AF. The only other movement was of a Transall 64-GE, any ideas to which Air Force it belongs?

To sum up, a very enjoyable trip; there were times when it was quiet but fortunately I had the company of a fellow enthusiast for the second day and on the morning of the return flight. The facilities on the viewing

area were good, although there wasn't much shelter if it rained. The return flight was uneventful and as we landed at Teesside the predominantly Polish passengers applauded.

One drawback was that it was relatively busy when we landed (5 flights arrived in 40 minutes) and we had to queue outside the Terminal building for Passport Control. Luckily it was sunny but a lot of people weren't very happy about it.

Next trip? Unusually, I haven't anything booked and it will have to be next year as I have a family trip to Australia and Vienna to fit in before the end of the year.

Roger Fozzard

IMAGES FROM DUXFORD by Cliff Jayne



AIR YORKSHIRE AVIATION SOCIETY
INCOME AND EXPENDITURE – YEAR ENDED 31 OCTOBER 2007

<u>Income</u>	<u>2006</u>	<u>2007</u>
Members Subscriptions	£2449.00	£2435.00
Society Dinner	£903.00	£772.00
Magazine Sales	£385.00	£327.00
Duxford Visit	---	£552.00
Christmas Raffle	£53.00	£62.00
Jet 2 Raffle	£246.00	---
N Barrett Raffle	£59.00	---
Sundry Income	£43.15	£20.00
Bank Interest	<u>£1.00</u>	<u>---</u>
	£4139.15	£4168.00
Members Extra Fund	<u>£35.00</u>	<u>£25.00</u>
	£4174.15	£4193.00
<u>Expenditure</u>	<u>2006</u>	<u>2007</u>
Magazine Production	£2429.05	£2217.35
Postage	£356.61	£337.00
Stationery	£55.10	£73.11
Society Dinner	£839.00	£758.50
Duxford Visit	---	£600.00
Christmas Meeting	£27.58	---
Speakers Fees	£149.44	£152.80
Sundry Expenditure	£41.28	£40.68
Jet 2 Prize	£75.00	---
Yorkshire Air Ambulance	<u>£250.00</u>	<u>---</u>
	£4223.06	£4179.44
Members Extra Fund	<u>£59.18</u>	<u>£78.28</u>
	£4282.24	£4257.72
Trading Profit / Loss	£83.91 Loss	£11.44 Loss
BALANCE SHEET	<u>2006</u>	<u>2007</u>
Balance Brought Forward	£1528.04	£1419.95
Profit / Loss for Year	£108.09 Loss	£64.72 Loss
	£1419.95	£1355.23
Closing Bank Balance	£659.54	£476.88
Petty Cash	£54.47	£225.69
Members Extra Fund	<u>£705.94</u>	<u>£652.66</u>
	£1419.95	£1355.23
<u>Society Magazine</u>	<u>2006</u>	<u>2007</u>
<u>Production Costs</u>		
Magazine Printing	£2276.55	£2127.35
Timetable Printing	£152.50	£90.00
Postage	£356.61	£337.00
Stationery	£55.10	£73.11
	£2840.76	£2627.46
<u>Income</u>		
Members Subscriptions	£2449.00	£2435.00
Sales to Air Supply	<u>£385.00</u>	<u>£327.00</u>
	£2834.00	£2762.00
Profit / Loss	£6.76 Loss	£134.54 Profit

D E Valentine
 October 2007

GRAND DRAW 2007

Tickets are still on sale
to Society members and to the Aviation Academy,
the sponsors of the prize
which is a voucher for £75 against the cost of a Jet2 ticket.

This fund-raising effort is in aid of
THE YORKSHIRE AIR AMBULANCE SERVICE CHARITY

The winning ticket will be drawn at our Christmas meeting.

Our Treasurer will ask to see the Jet2 booking confirmation:
the winner should let the Society know now
or during the next year or two
when a booking has been made
and the voucher will be made available
to the Grand Draw Winner



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DH Tiger Moth
G-AZZZ
Woburn
18 August 2007

Jim Stanfield

Tiger Moth
G-ANRM / DF 112
Duxford
15 September 2007

Alan Sinfield



These three photographs are the only competition entries received for this month's magazine.

Please don't put your camera and archives away for the winter - we need a greater selection of entries each month to maintain a viable competition.