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## YORKSHIRES PREMIER AVIATION SOCIETY



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2006-2007

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Denis STENNING, Geoff WARD

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

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

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

## SOCIETY NEWS

The guest at our August meeting was Squadron Leader Brian Waite who gave an interesting presentation on "609 Squadron from Yeadon to Leeming – 50 miles in 71 years".

The presentation was in two halves; the first half covered the Squadron's flying era and the second half covered their present duties which consist of security as they do not now fly.

Those members who didn't attend missed a very entertaining meeting.

Geoff Ward

### TICKETS FOR THE GRAND DRAW 2007

Tickets are on sale now and are available only to Society members and to the Aviation Academy, the sponsors of the prize.

Please support this Grand Draw which is another fund-raising effort in aid of the *Yorkshire Air Ambulance Service Charity*; the winning ticket will be drawn at our Christmas meeting.

Pauline Valentine is the co-ordinator so please obtain your tickets (at £1 each) from Pauline at our meetings or by post (8 St Margaret's Avenue Horsforth Leeds LS18 5RY). Cheques should be made payable to *Air Yorkshire Aviation Society*.

The prize is a voucher for £75 against the cost of a Jet2 ticket. To claim the prize, the winning-ticket-holder must also show the Jet2 booking confirmation to our treasurer.

**Officers and Committee**

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

As there are now only two categories of membership – full members and extra family members – any member can attend the monthly meetings if they wish to do so. Please contact Alan Sinfield if you require any further information.

Please note that car parking at the monthly meetings is provided at a discounted rate – contact a committee member for details.

2 Sep The speaker regrets she is unable to attend today but has re-booked for next year.

7 Oct Captain Mike Newall – My Travel Airways  
Mike is currently a captain on the Mytravel Airways Airbus fleet. Previously he worked for Capital Airlines out of Leeds/Bradford. Mike did the commentary for the flight on the Mytravel Airways Enthusiasts Day. He is an experienced and interesting speaker and I am sure that the talk will be a fascinating insight into the world of commercial aviation.

4 Nov Air Yorkshire Aviation Society AGM, followed if there is time by a DVD or Slide Show.

2 Dec Christmas get together, including coffee/tea and mince pies.

### 2008

6 Jan 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. Peter 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 six months of 2007). We look forward to seeing you at a very special meeting.

3 Feb 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 Mar Dave Wooler – Review of 2007  
Dave, who has been an Air Yorkshire member for many years and regularly contributes to the magazine with Commercial Aviation News and other articles, will present a digital slide show of his many aviation trips, including Basle, Berlin, Stansted, Fairford and possibly even further afield.

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

5 Oct New. Ivor Tamplin - details to follow.

Alan Sinfield





## SCENE AROUND YORKSHIRE

July 2007 - Once again the Great British Summer caused disruption, with the proposed Tiger Moth Rally at Sherburn cancelled along with The Classic Aerobatic competition at Brighton. Doncaster once again produced the star visitors of the month, a pair of DC-8 freighters.

**Bagby:-** On 6/7 Turbo Beech 36 N836TP dropped in for fuel. T.210M G-BEYV was noted on Air Test on 24/7 (See Elvington). Visitors:- 3/7 G-CLUE PA-34(f. Newmarket),

G-NOIR Bell 222(Starspeed 25); 8/7 G-BYIA Jabiru; 11/7 G-WMBT R.44(Refuel), G-BOHT PA-38; 12/7 G-SUZN PA-28, G-LFSI PA-28; 13/7 G-USTS A.109S(Zigzag 1, refuel, t. Cook, Co. Durham); 18/7 G-BVLT Citabria; 18/7 G-WWOW R.44(f. Wellesbourne); 19/7 G-BAXV F.150L; 22/7 G-CBVI R.44(Refuel); 24/7 G-CDOV Skyraider, G-CCPJ Eurostar, G-MGWI R.44; 29/7 G-CDSK Jabiru

**Bradford:-** R.44 G-MAYB was operating in the Thornton/Cullingworth area early in the month carrying out local sorties. This aircraft was based at South Milford until recently, however it is now registered to High Mark Aviation at Scunthorpe. Also in the Bradford area at Cleckheaton, R.44 G-CCZG arrived from Sywell on 7/7 on delivery to JLC Aviation based there with Hughes 369E G-CCKS.

**Brighton:-** A new inmate is Jodel D.120 G-BACL while resident Mustang G-MSTG has been re-named "Darling Ann" after the owner's wife. Baron N64VB was an early morning departure to Sleep on 6/7, the following day Hughes 369E N59SD arrived for fuel and SR.22 N40GD was noted on the 8<sup>th</sup>. On 15/7 Alouette HA-LFZ was noted, however the star visitor was PA-46 Malibu OE-KAB which was logged outbound to Zurich on 25/7. On 27/7 "Wingwalk Formation", consisting of Stearmans N707TJ and N74189 called in enroute to the Sunderland Air Show. Visitors:- 1/7 G-DGHD R.44; 3/7 G-LXUS Pioneer(f. Stapleford); 7/7 G-RAFV Speedwing, G-BUTK Rebel, G-BAGB SF.260B; 14/7 G-BKOB Zlin, G-BZHE C.152, G-RRCU DR.221, G-AYMK PA-28, G-SKEW Extra, G-CCOR Falco, G-ELMH Harvard, G-DEMH F.172M, G-MKXI Spitfire; 18/7 G-PIGS Rallye; 28/7 G-CCEM Eurostar, G-CDGG MCR.01, G-CDLK Skyraider; 29/7 G-CDSK Jabiru, G-AKUW Super Ace; 31/7 G-RAMY Jet Ranger

**Carr Gate(Wakefield):-** The West Yorkshire Police MD.902 G-YPOL has been missing for most of the month, spending most of its time at Humberside. An unidentified EC.135T(Helimed 06E) arrived for fuel on 12/7 after dropping a patient at Leeds General Infirmary. On 22/7 G-YPOL returned temporarily from Humberside for an open day and was joined by MD.902 G-SASH(Helimed 99E).

**Church Fenton:-** On 29/7 the Spitfire in the Memorial Flight formation heading to Sunderland made a pan call followed by an emergency landing here with an internal fuel leak.

### CONEY PARK(Leeds Heliport)

Once again the weather meant a shortage of movements here this month, however the following were logged:-

02/7	G-BPRL	Twin Squirrel	1310 1320	f.Liverpool t.Sandwich(return 1715/1740,3/7)
07/7	G-TOPC	Twin Squirrel	1620 0630	f. Blackbushe, n/s t. Ripley(see notes)
	G-CIDA	R.44	0935 1230	f/t Tiverton
10/7	G-MAYB	R.44	1500 1530	f. Cumbria t. Devonshire Arms
14/7	G-TTMB	Jet Ranger	1245 1300	f. Sheffield t. Allerton Hall
17/7	G-HRPN	R.44	1015 1230	f/t Gamston
19/7	G-TATS	Squirrel	1325 1625	f/t Battersea(Air Medina 18)
23/7	G-GACB	R.44	1535 1900	f/t Stoke(Also 24/7, 1600/1900)
	G-TKNT	Agusta A.109S	1615 1620	f. Tring t. Edinburgh(Also 31/7, 1825 n/s)
25/7	G-CDKU	R.44	0745 1105	f. Blackberry Farm(Teesside) t. Hickstead
	G-BSTE	Twin Squirrel	1235 1715	f/t Redhill
31/7	G-EEZA	R.44	1500 1305	f. Thirsk, n/s t. Todmorden

The Twin Squirrel G-TOPC arrived as "Cabair London 04", however the next morning it left as "Red 9" its arrival call sign for Silverstone, where it went after picking up passengers at Ripley. Although

registered to Yorkshire Helicopters USA Inc. Long Ranger N340AJ(see photo by Terry Sykes) is operating from here regularly and is expected to be joined by sister ship N341AJ some time next month.

**Cranwell:-** A new resident is PittsS.1S G-FCUK, formerly at Sherburn. BN.2T Islander N2536Y was logged here on 1/7, routing outbound to Ronaldsway. Also noted the same day was FR.172E G-THIN, based at Harewood near Leeds. On 4/7 Nimrod XW665(Vulcan 51) was crew training

**Crosland Moor:-** Cricket MB.6 G-CBWN is a new resident. Visitors:- 8/7 G-IORG R.22B; 22/7 G-ATDO Bolkow Junior; 24/7 G-AYGC F.150K

**Deighton(York):-** Visiting this strip on 1/7 was Cessna 180 PH-KRC, from Northampton.

**Devonshire Arms:-** Sherburn based Bell 407 N775SB paid a visit on 3/7, routing outbound to Huby while newly registered EC-155 G-EURT arrived from Ridding Park on 12/7 and night stopped. On 21/7 there was a Hungarian "invasion" with Gazelle HA-LFQ and Alouette HA-PPC both noted late afternoon. Visitors:- 3/7 G-REGE R.44; 9/7 G-GDAV R.44(Also 16/7), G-ZELE Gazelle(f. Hartlepool); 10/7 G-MAYB R.44; 18/7 G-DRIV R.44; 21/7 G-GSPY R.44; 28/7 G-FABI R.44(f. Scarcroft, Leeds); 29/7 G-MGAN R.44; 31/7 G-CBHL Twin Squirrel(t. Sheffield)

**Dishforth:-** A couple of interesting visitors on 16/7 were two Italian Air Force HH-3F Pelicans, MM80975(Coded 15-02) and MM80985(Coded 15-14). The pair, which had been displayed at Fairford, routed inbound via Durham/Tees(qv) and stayed until 27/7. '975 is painted in a special "Pelican" scheme commemorating 150,000 hours in 30 years of service.

**Doncaster(Aerventure):-** The DH.104 Dove 8 G-ARHX has moved to the Northeast Air Museum at Sunderland.

#### **DONCASTER(Robin Hood)** Information from RHADS website.

Nowhere near as busy this month as the previous, however there were two gems in shape of a pair of Murray Air Cargo Douglas DC-8s operating the freight charters. The first was DC-8-72(a fanjet conversion of the DC-8-62) N872SJ which arrived on 4/7 and stayed until teatime on the 6<sup>th</sup>. The real star however was DC-8-63 N865F(Ah, the nostalgia of sitting on the pier at Manchester watching this machine in the 1960s when operated by Overseas National!!), which arrived early evening on the 12/7 and left the following evening. Just before midnight on 6/7 Airbus 321 F-GYAZ operated a charter inbound from Lourdes, positioning out in the early hours of the following day. On 14/7 ATP G-BUUR(Neptune 61T) was engaged in circuit training for most of the afternoon. Dakota G-AMPY was back operating pleasure flights on the 21<sup>st</sup>, making 7 sorties and the 22<sup>nd</sup> a further 8 before heading home to Coventry.

01/7 N224CJ Citationjet, G-CDSR Lear 45(Partner 58A), G-POWB Be.350(ZAP 350A)  
02/7 ZH107 AWACS(NATO 001, ILS), G-PLMB Squirrel(Powerline 52)  
03/7 G-CEJB PA-46T Malibu, G-BATN Aztec(Marshall 06), G-PELS Jet Ranger(GOB 01)  
04/7 G-STUF Lear Jet 40, G-DMND DA-42(Atlantic 54T)  
05/7 CS-DHO Citation Bravo(Fraction 1ZQ), G-EHMJ Bonanza, G-SSSE S.76B(ILS)  
07/7 D-INOB Citationjet, N123DV Cirrus SR.22, PH-ISAATR.42(Jersey 263/4)  
09/7 N224CJ Citationjet, G-WELL King Air 90(Cega 437), G-LIMO Long Ranger(GOB 01)  
10/7 ZG995 Islander (Armyair 633), CS-DXB Citation XLS(NJE 6GW), N7456P PA-24(ILS)  
11/7 CS-DRV Hawker 800XPi(Fraction 830R, n/s), G-FIRM Citation 2(Marshall 5A)  
12/7 CS-DXN Citation XLS(Fraction 6BR), G-JETO Citation 2(Airtax 940), G-OSCH C.421C  
13/7 N53GX Global Express(n/s), ZK450 King Air 200(Cranwell 73, ILS)  
15/7 N79EL Beechjet, G-SOVV Lear Jet 45(AVB 252), G-GHPG Citation 2(Lonex 724H)  
16/7 ZH103 AWACS(NATO 02, ILS), ZJ131 Merlin(Vortex 284, ILS), G-OEBJ C.525A  
17/7 CS-DRI Hawker 800XPi(Fraction 871Q), LX-LAR Lear Jet 35(Duke 3 ambulance)  
18/7 CS-DXD Citation XLS(Fraction 251R), G-WINA Citation XLS(Lonex 717W)  
21/7 CS-DRL Hawker 800XP(Fraction 891P), 22/7 G-CEGP King Air 200(Cega 427)  
23/7 CS-DRS Hawker 800XPi(Fraction 863E), HB-IAH Falcon 900(TAG Aviation 183)  
24/7 N990HC Hawker 800XP, G-CEGE Metroliner(Norfling 152/152E)  
25/7 G-FBEB Embraer 190(Jersey 022T, training), G-GDMW Be.76 Duchess  
26/7 D-CTTT Citation XLS(Augusta 241), N50VC Citationjet, G-JOPT Citation V  
27/7 CS-DNX Hawker 800XP(Fraction 8XN), G-AYJP PA-28(ILS)  
28/7 HB-JEZ Citation X(TAG Aviation 661), N54JC Challenger(n/s)



30/7 ZH102 AWACS(NATO 01, ILS), G-FITZ Cessna 335, G-OADY/G-TRAN Be.76

Of the above, those of note were Global Express N53GX which arrived from Palm Beach and left a couple of days later to Hewenorra International, Saint Lucia. Hawker 800XP N990HC of Harsco Corp arrived from the States via Shannon and Citationjet N224CJ is operated by Janabeck Aviation, based at Gloucester.

**East Kirkby:-** T.67 G-BIOW was noted visiting the Lincolnshire Heritage site here on 11/7.

**Eddesfield:-** Visitors:- 5/7 G-BAIW F.172M; 7/7 G-CEEP RV.8; 8/7 G-ASSF C.182G; 10/7 G-RATZ Europa; 11/7 G-BSEU PA-28(t. Blackbushe); 13/7 G-ILTS PA-32; 14/7 G-BATV PA-28, G-AYMK PA-28; 22/7 G-CEAR Pioneer, G-BFMH C.177B, G-AZTW F.177RG; 28/7 G-SACR PA-28; 29/7 G-CBBA DR.400(refuel), G-CDOV Skyranger, G-BFTC PA-28R

**Elvington:-** The "Flying Rotarians" held a meeting here over the weekend of the 20<sup>th</sup> - 22<sup>nd</sup> but the rather grotty weather kept numbers down, however there were some notable arrivals. Cirrus SR.22 N5336Z came from Perth on the 20<sup>th</sup> and was joined by PA-46 SE-ILP and PA-32 N88NA. PA-34 N37US was noted heading home to Jersey on 22/7. An old friend, BN.2T N188AM which was a regular last year was noted on 30/7 outbound to Bembridge. On 7/7 Cessna 210M G-BEYV made an emergency landing here following a Mayday call, having had a total electrical failure while on Air Test from Bagby. The aircraft returned to Bagby on 10/7. Visitors:- 19/7 G-AVVC F.172H; 27/7 G-CBDG Zodiac(f. Sleep)

**Emley Moor:-** R.44 G-BWVH, formerly based at Derby has been operating from here recently so would appear to be a new resident, joining similar type G-MGAN.

**Full Sutton:-** Visitors:- 3/7 G-BWNC C.152(t. Wellesbourne); 4/7 G-BNVD PA-38, G-ETAT C.172S; 5/7 G-GERY Glaxar; 19/7 G-FNPT PA-28(f. Eshott); 28/7 G-MYOU Quantum; 30/7 G-BYIA Jabiru

**Fylingdales:-** Robin DR.400 G-CBBA reported landing at private strip Northwest of here on 28/7, inbound from Blackpool. The nearest strip to here is Egton/Fryup Grange just to the northwest.

**Gamston:-** A new arrival for the Diamond Agency on 4/7 was DA-42 Twin Star G-SUEA while similar type G-ITFL arrived later in the month. Also is prospect is Schweizer 269C G-CEDY, registered to CSL Industrial Ltd. Netjets Citation XLS CS-DXC(Fraction 3DY) arrived late on 7/7, for a charter outbound to Nice and the same aircraft returned on 28/7. Ryan Navion SE-CPL dropped in on 18/7 while the next day DA-40 HB-SPK was noted heading towards Earls Colne. Former Leeds resident, Hawker 800XP N5736 arrived on 30/7 and the next day was joined by Citation N550PD, a current inhabitant of LBIA. Visitors:- 2/7 G-EZYU PA-34; 4/7 G-TBXX TB.20, G-XXEA S.76B(Rainbow 1R); 7/7 G-CLAC PA-28; 8/7 G-AVYL PA-28, G-WAVT Robin 2160; 11/7 G-DAKM DA-40, G-BZHW PA-28, G-GBXS Europa(Also 16/7); 14/7 G-GCCL Be.76, G-JORD R.44(Refuel); 16/7 G-BUHAT.61F(t. Saltby), G-OSPK C.172S; 19/7 G-BJUR PA-38; 21/7 G-ZELE Gazelle; 22/7 G-BEZI AA-5; 30/7 G-OCJT Citationjet(f. Newcastle)

**Guiseley(Leeds):-** Just registered to a Mr. Voce with an address here is Robinson R.22B G-VOCE, a fairly old machine ex.G-BSCL which has been in storage.

**Harewood:-** Contrary to the contrary last month, the Cessna 182T N5020A is still here and resident alongside G-THIN.

**Hibaldstow:-** An interesting visitor on 18/7 and again on 22/7 was PA-28R N9325N from Panshanger, the aircraft being a Lo Presti modified machine.

## HUMBERSIDE

The Dauphin LN-OMN is still resident for oil rigs operations and it was joined by sister ship LN-ODB towards the end of the month. On the 1<sup>st</sup> Travel Air Service Boeing 737/800 OK-TVC operated the return trip from Verona which left last month. An unexpected arrival on 19/7 was Bravo Air, Congo Boeing 767 EC-JOZ operating for Futura. Jetstream 41 G-MAJW(Eastflight 003P) departed to Prestwick for maintenance on 11/7 while on 21/7 Jetstream 31 G-ISLC(BCI 590) of Blue Islands arrived for work to be carried out by Eastern Airways.

03/7 N604TH Challenger(t. Gander)

05/7 TF-FID Boeing 757("Iceair 706", Keflavik - Brussels)

08/7 G-POWB King Air 350(ZAP 350Y)

09/7 CS-DXM Citation XLS(Fraction 6AK)

10/7 CS-DXC Citation XLS(NJE 3DY, f. Dundee), G-EDCJ Citationjet

11/7 N57MT Cessna 303(f. Bournemouth), CS-DXK(Fraction 463M)

12/7 N777KK Gulfstream 4, D-CHER Lear Jet 60, N6602Y PA-28, D-EVER PA-46

14/7 G-NSOF DR.400, G-LUXY Citation 1SP, CS-DRW Hawker 800XP(NJE 7XH)  
 15/7 CS-DFR Citation XL(NJE 6VL, f. Shannon)  
 16/7 HB-GPH King Air 200(f. Geneva)  
 18/7 CS-DXE Citation XLS(NJE 3FZ), G-BWXT T.67M(CWL 80, ILS)  
 19/7 CS-DFV Citation XL(Fraction 6EZ), CS-DNR Falcon 2000(NJE 845C)  
 20/7 HB-JRB Challenger(SAZ 352), HB-VMY Citation Bravo(PJS 302)  
 21/7 PH-DMS Fokker 50(Reubens 595), OO-VLS on 28/7.  
 23/7 CS- DXP Citation XLS(Fraction 6DB, f. London City)  
 25/7 OO-KRC Challenger-300(FYG 422K), D-INFS Citationjet  
 31/7 TF-FIH Boeing 757(Iceair 706), EC-KIN Boeing 737/800(Futura)

Nothing outstanding visitor wise this time around however the Gulfstream 4 N777KK is owned by Kohle Co. from surprisingly enough Kohle, Wisconsin while rather nearer to home PA-28 N6602Y is a new resident at Seething.

**Husthwaite(Baxby Manor):-** New residents reported in HAR are Ikarus G-CTDH and Quik G-CCWV while also due is Pegasus Quik G-SHEE.

**Middleham:-** PA-32 N2889M was logged on 6/7, outbound to Fair Oaks and again on 12/7, this time to Newmarket. R.44 G-CBVI visited on 22/7, routing to Bagby for fuel.

**Leeming:-** Italian Air Force Falcon 50 MM-62029("India 2029") was a notable visitor on 18/7.

**Linton-on-Ouse:-** PA-28 G-CDMA was noted visiting on 16/7, f/t Henlow. A Families Day was held on 20/7 with Tiger Moth G-ARTL, Magister G-AKAT, Harvard G-TSIX and Jet Provost G-BXLO arriving for static display. PA-30 G-ASWW arrived from Waddington on 26/7 when another Families Day took place including a visit by two unidentified Irish Air Corp PC-6s(Anyone log the serials?) and a Chinook "with a big flag".

**Netherthorpe:-** A new arrival here recently was Cessna 150M N8375U which has now been registered G-CEOK and is resident. Also confirmed as being resident is PA-28 G-GBRB, which initially lived at Sheffield City, along with Mooney M20J G-BDTV and Pup G-AXIF. On 14/7 G-XXTR Extra 300 arrived and met 2 others of the type before routing to Dundee as "Extra Formation". Visitors:- 18/7 G-AWUU F.150G; 29/7 G-DEBT Pioneer(f. Shobdon)

#### ROTARY ROUND UP

01/7	YU-HEI	Gazelle	Wike(Leeds) – Honniston Slate Mine(Lake District)
02/7	N449J	Agusta A.109E	Barnsley – Dublin(Also 19/7 t. Cardiff and 25/7)
	G-REGE	R.44	Humberside – Swinton Park Hotel(N.Yorks)
04/7	G-PKPK	Schweizer 269C	Louth – Ridding Park(Harrogate)
	YU-HEY	Gazelle	Site nr. Sherburn – Stapleford
05/7	G-JWEB	R.44	Sheffield – Hemsworth – Sherburn
	G-GSPY	R.44	Sherburn – Hull(Filming)
	G-DANZ	Twin Squirrel	Battersea – Primrose Valley(Filey)
06/7	N775SB	Bell 407	White Waltham – Thorner(Leeds) – Sherburn
	G-RAVN	R.44	Moortown/Headingley(Photography), f/t Sherburn
	G-IWRB	Agusta A.109A	Site in Essex – Hull
	HA-LFQ	Gazelle	Tadcaster – Sandtoft – Lelley(Hull)
08/7	G-WYSP	R.44	Stainsby Hall – Pontefract
09/7	G-STER	Jet Ranger	Sherburn – Barnsley – Morpeth
	G-JONB	R.22B	Denham – Brighouse
	G-CCZG	R.44	Sherburn – Ilkley – Cleckheaton
	G-HSDW	Jet Ranger	Rossendale – Full Sutton("Car place")
	G-BWNZ	Agusta A.109C	Northern Ireland – York – LBIA
10/7	G-CORN	Jet Ranger	"Costock 17", Whitby – Shawbury
11/7	G-WMBT	R.44	Site nr. Fylingdales - Bagby
	G-EURT	Eurocopter 155	Blackpool – Ridding Park(Harrogate)
12/7	G-DRIV	R.44	Baildon(Bradford) – Easingwold
14/7	G-JORD	R.44	Redhill – Croft Racing Circuit
	G-NOSY	R.44	Sherburn – Croft Racing Circuit
	G-SHAF	R.44	Sandtoft – Newby Hall(n/s) - Sandringham



	G-BWVH	R.44	Emley Moor – York Race Course – Ripponden
	G-MGWI	R.44	Humberside – York Race Course
	G-CCVO	Jet Ranger	Accrington – York Race Course
15/7	G-GATE	R.44	Newby Hall(Ripon) – Teesside
16/7	G-EMHB	Agusta A.109E	Costock 5, Costock – Redhouse(Doncaster)
	G-FEES	Eurocopter 135T	Bicester – Sherburn – Nun Monkton – Sibson
17/7	EH-HHH	Agusta A.109E	Dublin – Sherburn village - LBIA
18/7	G-BWHU	Westland Scout	Northampton – Site near Durham
19/7	G-WEGO	R.44	Gloucester – York(Marriot Hotel)
	G-NOSY	R.44	Boston Spa – Sicklinghall
22/7	G-CKCK	Enstrom Shark	Wilmslow – Site nr. Scunthorpe
25/7	G-KSPB	R.44	Seaham Hall Hotel – Sheffield
	G-OLNT	Dauphin	Site in N. Wales – Garforth(Leeds)
	G-IWRB	Agusta A.109A	Huddersfield – Northampton
	G-EURT	Eurocopter 155	Helmsley – Cross Keys(County Down)
27/7	G-FIBS	Squirrel	Sutton Bank – Hickstead
	N775SB	Bell 407	Thorner(E. Leeds) – Leyburn
28/7	G-EWAW	Jet Ranger	Hartlepool – Gainsborough
31/7	EH-HHH	Agusta A.109E	Liverpool – 12 S/W Scarboro' – Dublin
	G-EEZA	R.44	Todmorden – Thirsk

**Ripley Castle:-** On 22/7 Hunter("Kemjet 04") arrived for a display here, f/t Kemble. Anybody identify it?

**Rufforth:-** A very interesting arrival on 18/7 was MCR.04 F-PFRG, which is a 4-seat low wing tricycle undercarriage machine with winglets and looks very smart. Also of interest was German microlight P92 Echo D-MPWK, which arrived for a night stop on 5/6. Sleaf based Baron N64VB was noted on the 4<sup>th</sup>, routing outbound to Farnborough. Chipmunk G-BCCX arrived on 9/7 to collect "Glider 960" which had dropped in having been unable to make it back to Sutton Bank and resident Pawnee G-BLDG was similarly engaged on 10/7, routing to Sutton Bank with a retrieved glider. Pa-24 N218SA was noted inbound from Bagby on 13/7 and the following day King Air OO-SKM was logged on one of its regular visits, returning again on 18/7. Visitors:- 3/7 G-AXJH Pup(f. Popham); 8/7 G-CBPD Ikarus(f. Kirkbride), G-RAFV Speedwing; 11/7 G-SGEC King Air 200(t. Palma), G-KEPP Coyote; 14/7 G-MOAC Be.33(f. Elstree); 18/7 G-JTPC Xiamango; 19/7 G-CECJ Xiamango(t. Lasham), G-DJET DA-42(n/s t. Jersey); 20/7 G-PELS Jet Ranger; 24/7 G-FILL PA-31, G-CCPJ Eurostar, G-CDLK Skyranger; 28/7 G-OTUI TB.20(f. Bourne)

**Sandtoft:-** A new resident is Pioneer 300 G-CEPW. The Turbo Beech 36 N836TP was noted on 11/7 routing outbound to Eshott and Sheffield based PA-28 N2136E was noted on 27/7. Visitors:- 3/7 G-MDKD R.22B(t. Carlisle); 5/7 G-REGE R.44; 7/7 G-HIVE C.152; 8/7 G-BDAK Commander 112(t. Top Farm), G-BTEX PA-28; 8/7 G-PELS Jet Ranger(Training); 10/7 G-ZEBY PA-28, G-BJVT C.152; 14/7 G-BGBW PA-38, G-AWTV Be.19(f. Welshpool), G-CJLL R.44, G-BFKB F.172N; 16/7 G-WAIR PA-32; 18/7 G-CCTL R.44, G-CEAW Schweizer 269C; 19/7 G-BXLS Kolibri; 22/7 G-MOOR TB.10; 23/7 G-CEMC R.44(f. Pendle); 27/7 G-PATN TB.10; 28/7 G-AVOZ PA-28, G-BPVA C.172F; 30/7 G-DACF C.152, G-BJVT C.152

**Sheffield:-** DA.40 G-CCHG is a new resident and was joined late in the month by C.152 G-BWEU formerly at LBIA. The King Air 350 N37172 visited from Blackbushe on 12/7 while King Air 200 N250TM of Richard Lewis Aviation arrived from Newcastle on 19/7. Visitors:- 6/7 G-FILL PA-31(t. Peterborough); 10/7 G-ATLM F.172G; 16/7 G-EMDM DA-40(f. Oxford), G-CCFS DA-40(f. Charleroi); 19/7 G-DSPI R.44(f. Nottingham), G-KCIN PA-28, G-BNRG PA-28, G-JENNA-5B(f. Dundee); 20/7 G-CBPY YAK 52; 21/7 G-WEGO R.44(Refuel); 22/7 G-BPTZ R.22B; 26/7 G-BPJS PA-28(t. Elstree), G-KCIN AA-5A; 31/7 G-CBHL Twin Squirrel(Refuel).

**Sherburn:-** Two former residents have moved to pastures new, Pitts S.1S G-FCUK to Cranwell and Bell 47G G-XTUN. Gazelle HA-LFM was logged departing to White Waltham on 4/7 while FR.172 HB-CIU arrived from its base at Eddesfield on 8/7. On 10/7 TB.20 N882, which has since become the first light aircraft on the Isle of Man register as M-ANIN, was logged inbound from Paderborn. This machine was logged again on 22/7, from Ronaldsway to Biggin Hill, when it was joined by similar type N33NW. Gazelle YU-HEY called in for a fuel top up on 29/7 and the next day SR.20 N8159Q arrived from



Swansea. Visitors:- 1/7 G-BONW C.152; 2/7 G-BOYC R.22B, G-NTWK Twin Squirrel(Osprey 63, refuel); 4/7 G-SOBI PA-28; 5/7 G-BELP PA-28, G-BPIU PA-28; 7/7 G-BRJV PA-28; 11/7 G-BSSC PA-28(f. Norwich), G-AVWL PA-28(f. Perth); 14/7 G-BBPY PA-28, G-BWVH R.44; 17/7 G-CCTL R.44; 19/7 G-BHBZ P.68B(refuel); 20/7 G-VIVS PA-28; 22/7 G-CCOR Falco, G-HIZZ R.22B(f. Rochdale), G-BNSR T.67M; 24/7 G-LIZZ Aztec(f. Biggin Hill), G-AIXN Sokol; 26/7 G-BUIF PA-28, G-GRWW R.44; 29/7 G-RNCH PA-28, G-EWAW Jet Ranger; 30/7 G-BXWP PA-32, G-TASH C.182S, G-GFIAC.152; 31/7 G-LAIN R.22B(refuel after local survey).

**Sherburn Village:-** R.44 G-GDAV, which lives in Bangor-on-Dee has been based most of the month, replacing R.22B G-SBAR, which has been noted at Bangor-on-Dee. This may be just a temporary swap?

**Sutton Bank:-** The airfield was very busy mid month with gliding competitions and Chipmunk G-BCCX, Pawnee G-BLDG and PA-18 G-BVMI joined the locals for towing purposes. MCR.01 G-BYTM visited from Walney Island on 30/7.

**Sturgate:-** Former LBIA resident Aztec G-BBHF has moved here for operations with Eastern Air Executive. Fadmoor based PA-24 N218SA was noted on 2/7 and on 27/7 TB.10 N55424 was logged heading home to Fairoaks on 27/7. Visitors:- 9/7 G-NEWB PA-31; 10/7 G-BAEP; 19/7 G-AWGG F.150H; 22/7 G-JPJ F.172N, G-CCPX DA.40, G-TJAL Jabiru; 29/7 G-BHRH FA.150K

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

The month kicked off with a visit by DHL Boeing 757 OO-DPJ(Eurotrans 9802) routing from Dublin to Nantes on a horse charter. On the 3<sup>rd</sup> SAS/Braathens 737/800 LN-BRH was logged along with a first visit by EI-DPM of Ryanair and the following day Flightline BAe 146/300 G-CLHD(Flightline 99T) arrived for a crew training detail. Middlesbrough FC were transported to Austria for a pre-season tour on board Cimber Air Canadair RJ200 OY-RJA on 9/7, the return trip being made by OY-RJE on the 18<sup>th</sup>. The same day Boeing 737/700s G-EZJP(Easy 6418) and G-EZKD(Easy 572) diverted from Newcastle early evening due to subsidence causing only 75% of the runway being usable there for a couple of hours, until repairs were carried out. There were a couple of visits by American Trans Air Boeing 757s, N520AT(Amtrans 7384) on 14/7 and N561TZ(Amtrans 6345/Reach 837) on 28/7 from Savannah to Budapest. A pair of interesting arrivals on 16/7 was Italian Air Force HH-3F Pelicans MM80975 and MM80985 which arrived from Fairford to meet up with C.130J MM62180 before the choppers left for Dishforth(qv). The choppers returned from Dishforth on 27/7 and the C-130 returned. However, in my opinion the most notable visitors were a formation of helicopters accompanied by Airmax microlight 95-SR which called in on 14/7 and were heading across the Atlantic to Oshkosh!! The flight comprised, Squirrel F-BLTS, Alouette F-GIJE, Twin Squirrel F-GUEP, A.109E F-GYBA and R.44 OO-HEY. Other movements included:-

- 01/7 N2536Y BN.2T Islander, G-EDCJ Citationjet(Saltyre 303)
- 02/7 N4T Global Express(NWD 4T), G-EHMS Dauphin
- 03/7 N228Z Global Express(TAG 337), LX-PMA Challenger 300(Ballistic 45A)
- 04/7 N373DJ Citation 3, N7257U Premier 1, XW665 Nimrod(Vulcan 51, ILS)
- 05/7 N23M Gulfstream 5, PH-HMA Citation 2, ZZ191 Hunter(Rushton 71)
- 06/7 N745HA A.109E, D-CBIN Metroliner(Binair 1A), ZD703 125/700A(Ascot 1796)
- 07/7 PH-JNX Citation XLS(Jet Netherlands 509, n/s), ZR321 A.109E(Ascot 1725)
- 08/7 OE-HAC Citation X(Jetline 75) 10/7 HB-VML Lear Jet 45(Avcon 520)
- 11/7 N750NS Citation X(FYG 471H), N238JG Cirrus SR.22, ZJ922 Typhoon(ILS)
- 12/7 EC-HJE Metroliner(Zorrex 401), G-LUXY Citation 2
- 14/7 G-KALS Challenger 300(Lonex 712K), G-CLCG King Air 200(Gama 871)
- 15/7 N901MD Falcon 900, N2379C Cessna R.182RG
- 16/7 SE-CPL Ryan Navion, G-SOVA Citation 2
- 17/7 OE-ICF Falcon 900(Comtel 848), ZJ813 Typhoon(Triplex 2)
- 18/7 XX165 Hawk(Broadway 16), XX244 Hawk(Broadway 17)
- 21/7 CS-DMP Hawker 400XP(Fraction 4AL)
- 22/7 XV107 VC-10(Ascot 2325), G-CLUE PA-34 Seneca
- 23/7 N834CW BAe 125/800A, G-PWNS Citationjet
- 24/7 CS-DXJ Citation XLS(NJE 585A), 26/7 D-ICTA Citation 2
- 27/7 D-CNOB Citationjet 3, CS-DHP Citation Bravo(Fraction 076P)
- 28/7 D-EXPL Mooney M20P(n/s)

29/7 YU-FCS Citation 2(n/s), N31GN Cessna 310R(Emergency landing, n/s)

31/7 N171JB PA-28 Arrow, ZJ926 Typhoon(Typhoon 27, ILS)

A new resident with Northern Aviation is Commander 114 G-ZIPA, while recently built RV.4 G-MUMY was noted outside on 8/7 doing engine runs. Of the visitors above. Global Express N4T of New World Jet Corp. was from Biggin Hill to Paris while similar type N228Z of TAG Aviation arrived Le Bourget the following day. The Citation 3 N373DJ is owned by Macbeth Aviation Inc and Gulfstream 5 N23M is operated by the 3Ms Corp. from Minneapolis. The SR.22 N238JG on 11/7 is an American built example and was only delivered across the Atlantic on 26/6. Another pair from across the pond were Falcon 900 N901MD of Red Line Air LLC and Hawker 800A N834CW of IOTC Aviation LLC. The Cessna 310R N31GN, which made an emergency landing after shutting down an engine on 29/7, is based at Kirknewton and the following day PA-28R N171JB arrived from there with an engineer to sort out the problem.

### TEESSIDE(Sunderland Air Show)

Over the weekend of the 28<sup>th</sup>/29<sup>th</sup> a lot of the aircraft participating at the afore mentioned show operated from Durham/Tees. What follows is a run down of the aircraft involved:-

\*\*\*Aerostars Formation:- Sukhoi Su.29 HA-HUD and YAK 50s G-FUNK, G-JYAK, G-HAMM, G-GYAK, and G-BTZB("10") arrived mid afternoon on 28/7 following their display. The aircraft returned directly to North Weald following their display on the 29<sup>th</sup>.

\*\*\*Belgium Air Force F-16s:- FA-131(Belgium A/F 291A) arrived late morning 27/7 and later carried out a practice display as "Sting 11". FA-101(Belgium A/F 291B) arrived with '131. FA-131 displayed both days, and both aircraft left for home am on 30/7.

\*\*\*Blade Formation(Extra 300s):- G-OFFO, G-ZXCL, and G-ZXEL arrived late afternoon on 28/7 following their display, G-ZEXL turning up over an hour later!. G-ZEXL(Blade 1) departed lunchtime on the 29<sup>th</sup> returning mid afternoon and the other three displayed later. All four machines departed to Sywell early evening on 29/7.

\*\*\*Catalina(Private):- G-PBYA(433915, see photo below) arrived evening of 27/7. Displayed both days before leaving.

\*\*\*Memorial Flight:- Lancaster PA-474 and Hurricane PZ865(JX-E) made a flypast at Teesside mid afternoon on 29/7 following their display, the Spitfire having landed at Church Fenton(qv).

\*\*\*Mustang(Private):- N167F(414450/Old Crow) arrived teatime on the 27<sup>th</sup>. Displayed both days and departed on 29<sup>th</sup>.

\*\*\*Netherlands Air Force Agusta/Bell 412:- R-01(NAF 01, see photo p33) arrived late afternoon on the 27<sup>th</sup>. The aircraft displayed both days and returned home early on the 30<sup>th</sup>.

\*\*\*Netherlands Air Force F-16s:- J-514(Orange 21) arrived mid afternoon on the 27<sup>th</sup> along with J-055(see photo below), which is in special markings. J-055 displayed both days and both aircraft routed to St. Mawgan on 30/7.

\*\*\*RAF Hawk:- XX307(VYT 60) in special marking(See photo p33) arrived from Valley late afternoon on 27/7. The aircraft displayed both days and returned home on the morning of the 30<sup>th</sup>.

\*\*\*RAF Tucanos:- ZF448(Vader 1) and ZF295(Vader 2) both in special markings arrived from Linton on 27/7, teatime. Both aircraft displayed on 28/7 and ZF295 alone on the 29<sup>th</sup>. Returned to Linton on 30/7(LOP22/LOP 27)

\*\*\*RAF Tutors:- G-AYXN(Wagon 1) and G-BYXM(Wagon 2) arrived together teatime on 27/7. 'XN(Cranwell 43) left lunchtime on the 28<sup>th</sup>, returning late afternoon and did the same on the 29<sup>th</sup>. Both returned home lunchtime on 30/7.

\*\*\*RAF Typhoons:- ZJ809/BH(Triplex 2) arrived mid afternoon on the 27<sup>th</sup> followed shortly after by ZJ911/BZ(Triplex 1). ZJ809 displayed both days. Both departed to Conningsby on 30/7(Phazer 1/2).

\*\*\*Royal Navy Lynx:- XZ250/635(Black 1) in special markings arrived late afternoon. ZD263/639(Black 2) arrived late morning on the 28<sup>th</sup>. Both displayed on both days as "Blackcat", heading home lunchtime on the 30<sup>th</sup>.

\*\*\*Wingwalk Stearmans:- N707TJ and N74189 arrived early evening on the 27<sup>th</sup> and departed mid morning on the 28<sup>th</sup>.

Incidentally, the Red Arrows operated from Newcastle for their display. Photos from dtvmovements.co.uk

**Topcliffe:-** Chipmunk G-BCCX arrived on 10/7 to collect a glider and retrieve it to Sutton Bank.



**Waddington:-** F.172N G-BHDZ diverted in on 13/7, running dangerously low on fuel whilst inbound to Sandtoft. An interesting arrival on 21/7 was PA-30 G-ASWW from Kemble and the aircraft is now resident.

**Walton Wood:-** Just registered to Aero Maintenance Ltd here is R.22B G-BROX, which was a former resident at Sandtoft. Visitors:- 5/7 G-BYCF R.22B(t. Ashbourne); 10/7 G-GATE R.44; 16/7 G-TINK R.22B; 19/7 G-NOSY R.44; 26/7 G-CBCN Schweizer 269C; 27/7 G-CEAW Schweizer 269C; 28/7 G-FOFO R.44

**Wickenby:-** The Hawker Tempest G-TEMT is still under restoration here and has been joined by former Egyptian Air Force SZD.9 Bocian serial number 963. Pitts Special G-XRED was operating from here on 15/7 on local aerobatic sorties. Visitors:- 7/7 G-BVJN Europa(f. Perth), G-ZVKO Edge, G-BXPI RV.6, G-CDDY RV.8(t. Shoreham), G-BYJF T.211; 8/7 G-AJEI Auster J/1N, G-MAYB R.44; 11/7 G-JOYT PA-28(f. Enniskillen); 14/7 G-AYMK PA-28; 22/7 G-BYLL Falco

**Wombledon:-** Cockermouth based Xiamango G-RFIO was noted on a local Air Test from here on 5/7 while the 23<sup>rd</sup> saw Be.36 N7205T arrived from Tattenhill.

**Yearby:-** Noted visiting on 29/7 was DR.400 G-JUDE from Woodvale.

### OVERFLIGHTS

07/7	ZR321	Agusta A.109E	Birmingham – Sunderland(RR1782, LBA 1050 @ 1500')
08/7	D-FBPS	Cessna 208	Parachute drop over Bramham Park(1630 @ 5000')
	D-EGOE	Robin HR.100	Lydd – Carlisle(LBA 1636 @ 3000')
09/7	N770BB	Boeing 757	LBA 1437 @ 35000' enroute Goose Bay. Clearly visible!
10/7	N691J	PA-28R Arrow	Southend – Newcastle(Hull 1655 @ 10500')
12/7	N517TS	Agusta A.109E	Over York 1555 @ 1500' heading South
16/7	SE-CPL	Ryan Navion	Over York 1313 @ 3000' enroute Durham/Tees
	N473DC	Douglas C-47	10/S of LBA 1608 @ 2000', enroute to Liverpool
18/7	N877SW	Agusta A.109E	Airdrie – Leicester(3/E LBA 1028 @ 1500')
22/7	N28TE	Be.58 Baron	Cumbernauld – Blackbushe(LBA 1200 @ 5000')
23/7	D-EAEP	Robin DR.400	Oban – Elstree(POL 1216 @ 2500')
28/7	D-IORE	Cessna 404	Over OTR 1820 @ 3000' enroute to Edinburgh
30/7	N565F	Gazelle	Belfast – Norwich(POL 1252 @ 1500')
31/7	N177SA	Cessna 177RG	Over Goole 1018 @ 3000' enroute to Southend

Tattenhill based P.68B Victor G-BHBZ has been operating on aerial survey in the Leeds/Doncaster/ North Yorks area on any fine day (not that there were many!) from early morning until late evening. Also active again every weekday morning between 0800 and 0900 is R.44 G-NOSY, flying around the Leeds area on traffic watch for Radio Aire and calling at Gildersome/New Farnley during its sortie.

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## DAY BY DAY @ LBIA JULY 2007

Our wonderful summer continues! It has made very little difference to the amount of visitors however and the number of executive jets gracing the Multiflight apron continues to rise. Our "ferryman" was busy once again at the beginning of the month, bringing three Cessnas over the pond on delivery. Also busy was record breaking pilot Polly Vacher, who visited on 27/7 at the end of her epic trip around the UK and was the first "customer" in the newly refurbished Multiflight café on the Southside. The café is now open daily and one of our members, who shall remain nameless, recommends the home made scones.

On the resident front the most significant arrival was Dauphin N97SV on the last day of the month. The aircraft arrived by road having formerly been operated on medical flights in Toledo, Ohio and is destined to be joined by two further examples next month, this time from Sudan (Watch this space!). On 9/7 Robin HR.200 SE-KYN arrived and is due to be reregistered before being operated by Multiflight, although being privately owned. The final addition is PA-31 N5LL, which is the new Jet2 hack replacing similar type G-IFIT, which is having major surgery with Multiflight. On the debit side Aztec G-BBHF has moved to Sturgate for operation by Eastern Air Executive and Cessna 152 G-BWEU is operating out of Sheffield with the local aero club. Finally, PA-28 G-LFSJ has returned to Sheffield, leaving just the Cessna 152 G-FLIP of Cloud 9 Aviation on loan from Sheffield. British Midland continue to lease a Scot Airways Dornier 328 for operations from LBIA, while Onur Air have upgraded their two flights on Mondays to Airbus A.300 aircraft.

Yorkshire's own airline Jet2 have added a "new" aircraft to their fleet in the shape of Boeing 737/200 G-CEAH which they have leased from European Air Charter. The aircraft has Jet2 titles and a white tail, however like most of the leased machines will only be seen at LBIA in exceptional circumstances. Of the rest of the fleet, everything ran pretty smoothly apart from a few hiccups during the month.

### 01 Sunday

G-ZAPX	Boeing 757	0613 0834	f. Stansted(ZAP 101Y) t. Tarbes(101A)
EC-IVR	Boeing 737/300	0725 0844	f. Manchester(Channex 271P) t. Alicante(271)
G-GBMR	King Air B.200	0814 0858	f. East Midlands t. Shoreham, return 1915/1955
G-OTVI	Robinson R.44	1133 1904	f/t Sherburn(Local filming during day)
G-NICI	Robinson R.44	1154 1241	f. Clitheroe t. Burnley
G-BYAH	Boeing 757	1335 1448	f/t Palma(Thomson 102E/101E)
D-ITAN	Citationjet	1341 1618	f. La Mole t. Nice
G-CEGR	King Air 200	1409 1442	f. Biggin Hill t. Jersey
HB-JIB	MD.90	1412 1525	f/t Malta(Fly Hello 320/321)
LX-TWO	Lear Jet 35A	1446 1659	f. Mahon(Lion King 2 amb) t. Salamansa(2 amb)
LZ-BHD	Airbus 320	2147 2230	f/t Varna(Balkan Holidays 5543/5544)

**Aer Arran:-** EI-REL(684/3), EI-REI(672/3) Air

**Southwest:-** G-WOWA(476/7, 486/7)

**BMI:-** Heathrow flights:- G-RJXB(4JL/2LJ),

G-RJXO(7JL). G-RJXL(616/615) f/t Brussels.

G-RJXG(9971) positioned from Aberdeen, n/s with G-RJXO and leased Do.328 G-BZOG. G-MIDP operating IT flights.

**Eastern:-** G-MAJP(99Q/59Q) f/t Aberdeen. G-MAJI(44D) swapped in Inverness with G-MAJY(45D), n/s with G-MAJE

**Flybe:-** G-ERJF(173/4), G-JECU(643/4), G-JEDW(731/2), G-JEDO(175/6), PH-ISA(733/See notes)





**Jet2:-** The Futura 737 EC-IVR arrived to operate the outbound Alicante(271), however the return flight operated to Manchester. G-LSAC(186) arrived from Malaga, temporary replacement for G-LSAG which went u/s in Malaga yesterday.

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

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

\*\*\*This month we start with the Titan 757 G-ZAPX transporting pilgrims to Lourdes. A bit of a fuss this evening when the Interstate ATR.42 PH-ISA(See Photo) abandoned take off with a smell of burning in the cabin. The aircraft turned into the apron entrance where an emergency evacuation took place, however no problem was found. Some 20 minutes later it was towed to Stand 24 where it remained overnight before routing to Belfast(Jersey 117P) Monday lunchtime.

## 02 Monday

TC-APJ	Boeing 737/800	0836 1040	f/t Dalaman(Sun Turk 453/454)
N613WF	Global Express	0906 0944	f. Genoa t. Luton
G-FPLD	King Air B.200	0920 1237	f/t Teesside(Calibrator 135), calibrating ILS
TC-OAI	Airbus 321	1034 1241	f/t Dalaman(Onur Air 7335/7336)
G-OMGI	King Air B.200	1321 1410	f. Teesside(Goosepool 51) t. Inverness(51)
N109TK	Agusta A.109C	1457 1646	f/t Chorley
G-LIDE	PA-31 Chieftain	1535 1759	f/t Ronaldsway(Causeway 999X/W)
N745HA	Agusta A.109A	1555 1750	f. Southampton t. Stretton
LZ-BHE	Airbus 320	1702 1832	f/t Bourgas(Balkan Holidays 5571/5572)
G-JBIZ	Citation 2	1857 1317	f. Malaga, n/s t. Lisbon
TC-OAL	Airbus 321	1909 2105	f/t Bodrum(Onur Air 2611/2612)

**Aer Arran:-** EI-REH(672/3), EI-REG(684/3) **Air S/west:-** G-WOWA(482/3), G-WOWC(486/7)

**BMI:-** G-DBCJ(9877) arrived from Glasgow at 0143 ready to operate Heathrow flights. G-RJXO(405) swapped in Edinburgh with G-RJXM(406), n/s with G-RJXG, G-BZOG. G-MIDP still on ITs.

**Eastern:-** G-MAJE(81D) swapped in Inverness with G-MAJI(84D), then G-MAJI(86D) swapped with G-MAJB(87D), then G-MAJB(036P) to Humberside! G-MAJM(037P) from Brussels, n/s with G-MAJY.

**Flybe:-** G-JECF(729/30), G-JEDJ(171/2), G-JECV(643/643A/644L, then went u/s, n/s t. Exeter(044D), G-JEDT(731/2), G-JECO(173/4), G-JECM(733/4), G-ERJD(175/6, t. Birmingham)

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

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

\*\*\*Making a very brief visit this morning, Global Express N613WF is operated by Westfield GEX LLC and based at Los Angeles.

## 03 Tuesday

G-JCBJ	Sikorsky S.76C	1019 1037	f/t Uttoxeter(JCB 2), return 1615/1631
G-BYAX	Boeing 757	1319 1456	f/t Alicante(Thomson 392A/391A)
9H-AEJ	Airbus 319	2010 2113	f/t Malta(Air Malta 5208/5209)

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

**BMI:-** G-RJXK(410/409), G-DBCJ all Londons, n/s with G-RJXG/M, G-BZOG. G-MIDP ITs.

**Eastern:-** G-MAJM/Y operated all day and night stopped.

**Flybe:-** G-ZAPM(171/2), G-JEDV(729/30), G-JECX(643/4), G-JEDT(731/2), G-JEBF(173/4), G-JEDR(733/4), G-JECO(175/6)

**Jet2:-** G-CELK(205) swapped in Amsterdam with G-CELEH(206). G-LSAL(258E) to Manchester.

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

**Ryanair:-** EI-CST(152/153A), EI-CSM(15J/155), EI-DCL(156/15N)

\*\*\*Nothing of note, other than the Titan 737/300(see photo) operating the morning Flybe Southampton.

## 04 Wednesday

LY-RUN	Saab SF.340	0722 0805	f. Esbjerg(Danu 946) t. Geneva(4691)
D-ISCH	Citationjet 2	0854 1806	f/t Schwarbissh Hall
CS-DFD	Falcon 2000	1246 1411	f. Cologne(Fraction 2FD) t. Le Bourget(2FD)
G-CDZL	Boeing 737/800	1309 1422	f/t Mahon(Thomson 134E/133E)
G-OMGI	King Air B.200	1458 1553	f. Inverness(Goosepool 53) t. Teesside(53)
ZH866	Hercules	1620	ILS and overshoot, t. Leuchars(Ascot 516)
N13526	Cessna T.182T	1622 1029	f. Prestwick, n/s t. Kyriz
G-DJET	DA-42 Twin Star	1848 0959	f. East Midlands, n/s t. Bristol/Filton
G-BYME	GY.80 Horizon	1853 1901	f. East Midlands t. Bagby

**Aer Arran:-** EI-REE(672/3), EI-REG(684/3) **Air S/west:-** G-WOWD(482/3), G-WOWC(486/7)  
**BMI:-** G-RJXK(410/409). G-DBCJ all Londons until G-DBCG(8JL), n/s with G-RJXG/M and G-BZOG.  
**Eastern:-** Again G-MAJM/Y operated all day and night stopped  
**Flybe:-** 729/30 canx. G-JECH(171/2), G-JECV(643/4), G-JEDT(731/2), **G-JEBF(173/4)**, G-JEDW(733/4), G-JECO(175/6)

**Jet2:-** G-LSAC(223) exchanged in Tenerife with G-LSAG(224). G-CELX(056P) from Edinburgh at 0336 to Multiflight for maintenance, to Newcastle(056P, 2036).

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

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

\*\*\*"Take the long way home"..... For his first adventure of the month our "ferryman" took the scenic route, in Cessna T.182T N13526, from Suffolk Executive to Bangor then via Goose Bay, Narsarsuaq, Keflavic and Prestwick. After his usual overnight recuperation he carried on to Germany, with the aircraft eventually destined for new owners in Poland. Also worthy of note is the Lithuanian Saab 340 LY-RUN, this machine however used to be a regular sight in its' former guise G-RUNG when operating with British Midland.

#### 05 Thursday

N41AK	King Air F.90	0846 1442	f/t Glasgow
N40GD	Cirrus SR.22	0906 1009	f. Sherburn t. Weston, return 1315/1402
G-NEWR	PA-31 Chieftain	0959 1256	f. Biggin Hill(Trafalgar 011) t. Edinburgh(12)
CS-DRK	Hawker 800XPi	1007 1056	f. Rotterdam(Fraction 7NG) t. Geneva(7NG)
EC-INZ	Airbus 320	1156 1323	f/t Arcife(Iberworld 3659/3660)
G-CFSA	PA-44 Seminole	1208 1903	f. Durham/Tees t. Carlisle
G-BFTT	Cessna 421C	1244 1559	f/t Goodwood
G-BYAW	Boeing 757	1338 1523	f/t Palma(Thomson 634N/633N)
G-OOAU	Airbus 320	1358 1605	f/t Faro(Jetset 639D/639C)
G-TAGH	King Air 200	1432 1800	f/t Londonderry
OO-CLX	Citation Ultra	1627 1421	f. Le Bourget(Abelag 41X), n/s t. Brussels(41X)
G-DJET	DA-42 Twin Star	1640 1103	f. Bristol/Filton, n/s t. Bristol
G-OJMW	Citation 2	1822 1843	f. Olbia t. Gloucester/Staverton
LY-RUN	Saab SF.340	2027 2106	f. Geneva(Danu 4692) t. Esbjerg(946)

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

**BMI:-** G-RJXK(410/409). G-DBCG am London, G-MIDP(4LJ), t. Heathrow, G-MIDT(5LJ) f. Heathrow to take over IT flights. G-DBCI operated evening Heathrow and n/s, with G-RJXG/M, G-CCGS.

**Eastern:-** G-MAJM/Y again operated all flights and night stopped.

**Flybe:-** G-JECH(171/2), G-JEDR(729/30), G-JECV(643/4), G-JEDT(731/2), **G-JEBF(173/4)**, G-JECG(733/4), G-JECO(175/6)

**Jet2:-** G-LSAE(050E) from Lasham and immediately pressed into service.

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

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

\*\*\*A busy day but nothing of real note, apart from the return of the Lithuanian Saab 340.

#### 06 Friday

F-GYAZ	Airbus 321	0737 0858	f. Charles de Gaulle(BIE 479F) t. Tarbes(2575)
G-FIRM	Citation 2	0742 0908	f. Cambridge(Marshall 6) t. London City(10)
M-ICRO	Citationjet	0944 1012	f. Gamston t. Montpellier
G-ODDM	Citationjet 2	1017 1106	f. Jersey(Hangar 807M) t. Edinburgh(810M)
CS-DLD	Falcon 2000EX	1029 1153	f. Farnborough(Fraction 2AC) T. Northolt(586Q)
N8702K	Cessna 340A	1048 1625	f/t Dunsfold
EC-HKQ	Boeing 737/800	1101 1240	f/t Tenerife(Air Europa 207/208)
G-FIBS	Squirrel	1148 1804	f/t Skipton
CS-DFF	Citation XL	1205 1442	f. Nice(Fraction 6RM) t. Le Bourget(6RM)
D-CIFA	Citation 2	1238 1450	f. Tromso(Frankenair 7365) t. Nuremburg(7365)
F-GYAZ	Airbus 321	1457 1739	f/t Tarbes(Mediterranee 2574/2686)
G-BYAJ	Boeing 757	1516 1645	f/t Corfu(Thomson 244Q/243Q)
G-GIWO	Lear Jet 35A	2026 1527	f. Keflavic, n/s until 8/7, t. Budapest

**Aer Arran:-** EI-REF(672/3), EI-REB(684/3) **Air S/west:-** G-WOWA(482/3), G-WOWD(486/7)



**BMI:-** G-RJXK(410/409). G-DBCI all Heathrows until G-MIDR(8JL/9851, t. EMA). G-RJXM(9854) t. Aberdeen leaving G-RJXG/G-BZOG to night stop. G-MIDT still on IT flights.

**Eastern:-** Once again G-MAJM/Y operated all day and stayed over the weekend.

**Flybe:-** G-JEDR(729/30), G-JECO(171/2), G-JEDL(643/4), G-JECG(731/2), **G-JEBF(173/4)**, G-JECM(733/4), G-JECI(175/6)

**Jet2:-** G-CELY(326/325) f/t Belfast. G-CELE(201) swapped in Amsterdam with G-CELE(202).

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

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

\*\*\*The Air Mediterranee Airbus 321 F-GYAZ was used on two charters, transporting pilgrims to the Holy Shrine at Lourdes while Skyservice Lear Jet 35 C-GIWO was on an ambulance flight inbound.

## **07 Saturday**

G-XBEL	Citation XL	0806 1726	f/t Jersey(Beauport 871/2)
N66DN	Lear Jet 45	0922 1043	f. Luton(Bizjet 1DN) t. Jersey(2DN)
CS-DRR	Hawker 800XPi	0942 1134	f. Farnborough(Fraction 7YW) t. Nice(7YW)
G-BATV	PA-28 Cherokee	1138	ILS and overshoot, f/t Full Sutton
G-JAJK	PA-31 Chieftain	1221 1232	f/t Belfast Int.(Causeway 31/32)
OE-LCN	Canadair CRJ	1234 1322	f/t Innsbruck(Austrian 2365/2366)
G-BOKA	PA-28 Dakota	1239 1622	f/t Fairoaks, night stop
G-CDZL	Boeing 737/800	1340 1508	f/t Ibiza(Thomson 534G/533G)
EC-GCV	MD-83	1429 1537	f/t Palma(Spanair 3257/3258)
G-FIRM	Citation 2	1509 1604	f. Le Bourget(Marshall 10A) t. Cambridge(6B)
CS-DXF	Citation XLS	1713 1011	f. Northolt(Fraction 634P0, n/s t. Istanbul(3PF)
EC-GBA	MD-83	1852 2013	f/t Palma(Spanair 3003/3004)

**Air Southwest:-** G-WOWA(480/1), G-WOWD(4301/4300), G-WOWA(478/9)

**BMI:-** G-RJXG(01J/4JL/2LJ), G-RJXF(8JL, n/s). G-MIDT on IT flights.

**Flybe:-** G-JECG(729/730), G-JEDO(171/2), G-JEDU(643/4), G-JEDL(1401/2)

**Jet2:-** G-CELE(055P) f. Stansted for maintenance. G-LSAE(185) swapped in Malaga with G-LSAI(186).

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

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

\*\*\*Another busy but pretty uninspiring day at LBIA.

## **08 Sunday**

G-FIBS	Squirrel	0655 0818	f. Huggate t. Silverstone(Yorkair 6)
G-LENY	PA-34 Seneca	0815 0934	f. Oxford(Air Med 079) t. Newquay(079)
HB-IGM	Gulfstream 550	0957 0843	f. Nice(Batman 571) n/s, t. Fort Meyers(571)
HB-JIB	MD-90	1218 1339	f/t Malta(Fly Hello 32E/321)
G-BYAH	Boeing 757	1336 1515	f/t Palma(Thomson 102E/101E)
G-PASG	Bolkow Bo.105	1403 1035	f/t Staverton(Special 22), see notes
G-JIVE	Hughes 369E	1613 1701	f. Brighton t. Shelf
OE-GTK	Citation XL	1653 0732	f. Colmar(IJM 369), n/s t. Egelsbach(369)
N41AK	King Air F.90	1832 1915	f. Inverness t. Galway
G-KDMA	Citation Encore	1852 1912	f. Montpelier t. Gamston
LZ-BHD	Airbus 320	1905 1940	f/t Varna(Balkan Holidays 5543/5544)
G-EEBB	Sikorsky S.76C	2015 2043	f. Westland Heli.(Norbrook 76) t. Carlisle(76)
G-THON	Boeing 737/300	2045 2151	f. Salzburg(TOM 008M, div) t. Manchester(5008)

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

**Air Southwest:-** G-WOWE(476/7, 486/7)

**BMI:-** Heathrow:- G-RJXF(01J/4JL/2LJ), G-RJXD(7JL), G-MIDR(9876, f. EMA/5LJ/8JL). G-MIDR then took over IT flights. G-RJXK(616/615), f/t Brussels. G-RJXB(9971, f. Aberdeen) n/s with G-RJXD, G-BZOG.

**Eastern:-** G-MAJU(99Q/59Q) f/t Aberdeen. G-MAJM/Y night stop.

**Flybe:-** G-JEDL(643/4), **G-ERJD(173/4)**, G-JEDN(731/2), **PH-ISA(733/4)**, G-JECL(175/6)



**Jet2:-** G-CELP(054P) to Manchester. G-CELD(329) swapped in Belfast with G-CELE(330)  
**KLM:-** PH-OF6(65W/66S), PH-KZF(67N/68K), PH-OFJ(69W/64K, n/s) **Manx2:-** D-CSAL x1  
**Ryanair:-** EI-DCL(152/153A), EI-DCT(15J/155), EI-DAP(156/15N)

\*\*\*Another busy and varied day with a couple of Bizjets worthy of mention, Gulfstream 550 HB-IGM of GS Executive which arrived ready for a trip to Florida in the morning and Citation XL OE-GTK of International Jet Management another night stopper. Late evening Thomsonfly Boeing 737/300 G-THON, on its' first visit to LBIA, diverted in due to severe thunderstorms in the Manchester area, its original destination. The S.76C G-EEBB was a first time when calling in for a refuel and Bo.105 G-PASG was used by the Yorkshire Air Ambulance while regular MD.902 G-SASH was at Tockwith, their eventual new base, on promotional flights. The former BA Connect Embraer 145s are gradually being painted in Flybe colours including G-ERJD(See Photo) which visited today.

## 09 Monday

CS-DRX	Hawker 800XPi	0804 1529	f. Zurich(NJE 474F), n/s t. Tivat(Serbia)(067F)
G-ONAL	King Air 200	0809 0858	f. Teesside(Goosepool 11) t. Stornaway(11)
TC-APM	Boeing 737/800	0824 1032	f/t Dalaman(Sun Turk 453/454)
TC-OAN	Airbus 321	0832 0949	f/t Dalaman(Onur Air 7335/7336)
G-JETO	Citation 2	0841 1508	f/t Luton(Airtax 904/5)
G-BOWY	PA-28RT Arrow	1008 1712	f/t Blackburn
G-INTO	Pilatus PC-12	1025 1035	f. Norwich(Skydrift 882) t. Glasgow(882)
N109TK	Agusta A.109C	1159 1703	f/t Chorley, n/s, maintenance until 27/7
G-SFCJ	Citationjet	1216 1750	f. Glasgow(Hangar 815J) t. Jersey(816J)
SE-KYN	Robin HR.200	1431 Res.	f. East Winch, collected by G-BEUX.
G-XLMB	Citation XL	1523 1700	f/t Jersey(Beauport 991/992)
G-BWNZ	Agusta A.109C	1650 0947	f. York, n/s t. Blisworth
G-ONAL	King Air 200	1825 1852	f. Stornaway(Goosepool 11) t. Teesside(11)
TC-OAK	Airbus 321	1846 2036	f/t Bodrum(Onur Air 2611/2612)

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

**BMI:-** G-RJXJ(410/409). G-MIDT operated to Heathrow until G-MIDY(7JL/5LJ) then G-DBCJ(8JL), n/s with G-RJXB/D, G-BZOG. G-MIDR still on IT duty.

**Eastern:-** G-MAJM/Y operated all day and night stopped.

**Flybe:-** G-JECF(729/30), G-JEDO(171/2), G-JEDL(643/4), G-JECF(731/2), G-JEBF(173/4), G-JECG(733/4), G-JECI(175/6)

**Jet2:-** G-CELP(736) from Cork, **Newcastle Div.**, t. Newcastle(036P). G-CELE(051P) to Blackpool.

**KLM:-** PH-OF6(65W/66S), PH-JCH(67N/68K), PH-OFI(69W/64K, n/s) **Manx2:-** D-CSAL x2

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

\*\*\*The Swedish Robin HR.200 SE-KYN is destined for the British register and although privately owned it will be used by Multiflight for training. The reason for the Jet2 diversion was that only 75% of the runway length was available at Newcastle due to subsidence, causing the airport to effectively be closed for two hours. Finally, today the A.109C G-BWNZ is worthy of note, being the oldest of the type on the UK register but still it was its' first visit to LBIA.

## 10 Tuesday

LZ-BHD	Airbus 320	0009 0111	f/t Bourgas(Balkan Holidays 5571/5572)
N676RW	Gulfstream 550	0851 1223	f. Cambridge t. Duluth International
G-FPLB	King Air B.200	0944 1502	f/t Teesside(Calibrator 144), calibrating ILS
D-ELVV	Cirrus SR.22	1216 1015	f. Lille, n/s t. Aschaffenburg
G-BYAJ	Boeing 757	1324 1438	f/t Alicante(Thomson 392A/391A)
G-OLCP	Twin Squirrel	1845 1716	f/t Westland Heliport(Starspeed 30), n/s
9H-AEM	Airbus 319	1946 2051	f/t Malta(Air Malta 5208/5209)
G-DJET	DA-42 Twin Star	2101 1753	f. Denham, n/s t. Bagby
N5LL	PA-31 Navajo C	2120 Res.	f. Shoreham(See Notes)

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

**BMI:-** G-RJXJ(410/409). G-DBCJ all Londons, n/s with G-RJXB/G, G-BZOG. G-MIDR on ITs.

**Eastern:-** As you were, G-MAJM/Y operating all flights and night stopping.

**Flybe:-** G-JEDV(729/30), G-JEDO(171/2), G-JEDU(643/4), G-JECF(731/2), G-EMBV(173/4), G-JEDN(733/4), G-JEBC(175/6)

**Jet2:-** G-CELC(205) swapped in Amsterdam with G-CELV(206).



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

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

\*\*\*The Navajo N5LL arrived this evening from its' former home at Shoreham and is to be used as the "new" Jet2 hack, replacing G-IFIT which is having major surgery in Multiflight. Gulfstream 550 N676RW of Coca Cola Co. paid a brief visit this morning before heading home while the SR.22 D-ELVW was a welcome arrival this lunchtime.

### **11 Wednesday**

G-BYCP King Air B.200 0705 0739 f. Luton(Lonex 749C) T. Stapleford(749C)

G-OONE Mooney M.20J 0912 0937 f/t Welshpool, return 1640/1712

N22818 Cessna 172S 0924 0817 f. St. Johns, Newfoundland, n/s t. Kyrizt

G-CDZL Boeing 737/800 1311 1427 f/t Mahon(Thomson 134E/133E)

ZK453 King Air 200 1453 ILS and overshoot(Cranwell 72)

G-GZRP PA-31 Cheyenne 1627 1844 f. Prague(Air Med 053) t. Oxford(053)

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

**BMI:-** G-RJXJ(410/409). All Londons G-DBCJ, n/s with G-RJXB/D, G-BZOG. ITs- G-MIDR

**Eastern:-** G-MAJY(81D) swapped in Inverness with G-MAJZ(84D), G-MAJM(59Q) swapped in Inverness with G-MAJI(99Q). G-MAJI/Z night stop.

**Flybe:-** G-JEDN(729/30), G-JEDO(171/2), G-JECK(643/4), G-JECF(731/2), G-JECX(173/4, 175/6), G-JEDR(733/4)

**Jet2:-** G-CELV(201) swapped in Amsterdam with G-CELC(202).

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

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

\*\*\*Taking the short cut this time, our ferryman arrived this morning in brand new Cessna 172S N22818, having departed St. Johns at 1804GMT last night. After the customary overnight stay he carried on to Germany, where the aircraft will be based.

### **12 Thursday**

N37172 King Air 350 0947 1135 f. Northolt t. Sheffield

G-MATX Pilatus PC-12 0959 1024 f. Goodwood t. Oxford, return 1841/1907

EC-IMU Airbus 320 1202 1316 f/t Arcife(Iberworld 3659/3660)

G-BYAS Boeing 757 1339 1445 f/t Palma(Thomson 634N/633N)

G-OOAR Airbus 320 1341 1610 f/t Faro(Jetset 639D/639C)

D-CAVE Lear Jet 35A 1441 1626 f. Zagreb(Ambulance 560) t. Karlsruhe(560)

CS-DXO Citation XLS 1530 0717 f/t London City(Fraction 6CT), night stop.

G-BYCP King Air B.200 1549 1615 f. Biggin Hill(Lonex 711C) t. Stapleford(711C)

G-EURT Eurocopter 155 1623 1706 f/t Devonshire Arms(Bolton Abbey)

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

**BMI:-** G-RJXJ(410/409). London- G-DBCJ(01J), G-MIDV(4JL/2LJ), G-DBCI(5JL/4LJ, 7JL/5LJ) then G-MIDZ(8JL) arrived to take on the IT flights. G-RJXB/D, G-BZOG night stopped.

**Eastern:-** G-MAJI/Z operated all day and night stopped.

**Flybe:-** 729/30 canx, G-JEDO(171/2, 175/6), G-JECU(643/4), G-JEDN(731/2), **G-JEBC(173/4)**, G-JEDR(733/4)

**Jet2:-** G-CELK(327) swapped in Belfast with G-CELY(328). G-CELE(050P) from Blackpool.

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

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

\*\*\*The Cessna 152 G-FLOP arrived from Sheffield to take up training flight until the end of the month, replacing G-FLIP which returned home to Sheffield. The Dauphin VP-BUL, which had been in Multiflight for maintenance since 7/6, returned home to Stansted this afternoon.

### **13 Friday**

G-ODDM Citationjet 0850 0919 f. Jersey(Hangar 820M) t. Oxford(820M)

G-OLTT Pilatus PC-12 1213 1319 f. Elstree t. Goodwood

G-JIVE Hughes 369E 1214 1252 f. Penrith t. Shelf

CS-DHO Citation Bravo 1215 1343 f. Waterford(Fraction 1ZQ) t. Dundee(1ZQ)

F-GYAN Airbus 321 1233 1410 f/t Tarbes(Mediterranee 2574/526F)

G-SOVB Lear Jet 45 1315 1504 f. Split(Beauport 231) t. Bari(232)

G-BYAH Boeing 757 1438 1606 f/t Corfu(Thomson 244Q/243Q)

G-CEAH Boeing 737/200 1551 1646 f. Tarbes(Eurocharter 3279) t. Luton(2798)

**Aer Arran:-** EI-REE(672/3), EI-REI(684/3) **Air S/west:-** G-WOWC(482/3), G-WOWB(486/7)

**BMI:-** G-RJXJ(410/409). G-MIDR all Heathrows until G-MIDV(8JL/9854 t. Birmingham). G-RJXB(9854) positioned to Heathrow leaving G-RJXD/G-BZOG overnighing. G-MIDZ continues IT flights.

**Eastern:-** G-MAJI(19Q) swapped in Aberdeen with G-MAJF(29Q), n/s with G-MAJZ.

**Flybe:-** G-JECJ(171/2), G-JECM(729/30), G-JEDT(643/4), G-JEBB(173/4), G-JEDR(733/4), G-JECK(175/6)

**Jet2:-** G-CELY(323) swap back with G-CELK(324), then G-CELY(326/5) f/t Belfast.

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

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

\*\*\*And still the Boeing 737/200 lingers on, with the arrival today of G-CEAH of European Air Charter on an inbound Lourdes charter, along with Air Mediterranee A.321 F-GYAN(See Photo).



#### 14 Saturday

N79EL	Beechjet 400A	0936 1006	f. East Midlands t. Newquay
G-XLMB	Citation XL	0959 1021	f. Jersey(Beauport 941) t. Farnborough(942)
D-ASTS	Challenger 604	1011 1055	f. Karlsruhe(Bavarian 101) t. Lamezia(101)
PH-KBB	King Air C.90B	1041 1932	f/t Rotterdam
OO-SKM	King Air 200	1116 1156	f/t Rufforth, for refuel
G-JBIZ	Citation 2	1137 1311	f. Luton t. Malaga
OE-LCM	Canadair CRJ	1250 1333	f/t Innsbruck(Austrian 2365/2366)
D-IDRF	King Air B.200	1331 1529	f. Bordeaux(Ambulance 570) t. Karlsruhe(570)
G-CDZL	Boeing 737/800	1345 1459	f/t Alicante(Thomson 534G/533G)
G-BJWW	Cessna F.172P	1446 1458	f/t Blackpool, crew ferry for G-MOUT.
EC-GNY	MD-83	1533 1642	f/t Palma(Spanair 3257/3258)
EC-GOM	MD-83	1547 1711	f/t Palma(Spanair 3003/3004)
LX-TWO	Lear Jet 35A	1624 1918	f. Alicante(Lion King 2 amb) t. Luxembourg(2 amb)
OE-GMJ	Lear Jet 35A	1708 1820	f. Kerkira(Medical Jet 237) t. Wien(237)
N671B	Beech A.36	1911 0935	f/t Ronaldsway, night stop until 30/7

**Air Southwest:-** G-WOWC(480/1), G-WOWB(9201/9200), G-WOWC(478/9)

**BMI:-** Heathrow:- G-RJXD(01J), G-RJXE(8JL/01J, n/s)

**Flybe:-** G-JECG(729/30), G-JECI(196, f. Liverpool/172), G-JECU(1401), G-JECK(643/4)

**Jet2:-** G-CELV(050E) f. Exeter, to Multiflight for maintenance. G-CELD(523P) positioned to Newcastle.

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

**Ryanair:-** EI-DPI(15J/155) **Aer Arran:-** EI-REB(684/3)

\*\*\*Wow what a day, especially for a Saturday! Visits by aircraft from 9 different countries, including three ambulance flights which will be obvious from their call signs. There was nothing really outstanding but King Air PH-KBB was on its' first visit to LBA. Resident Cessna 182T G-MOUT returned from Blackpool where it had been on maintenance with 172 G-BJWW acting as crew ferry. Beech 36 N671B returned home to Ronaldsway, having been in the Multiflight hangar since 17/2, only to promptly return for another extended visit!

#### 15 Sunday

G-JOPT	Citation V	0947 0710	f. Prestwick(Airtax 953P), n/s t. Paris/Orly(953)
HB-JIB	MD-90	1203 1333	f/t Malta(Fly Hello 32E/321)
G-JIVE	Hughes 369E	1232 1251	f. Haydock Park t. Shelf
G-BYAH	Boeing 757	1348 1530	f/t Palma(Thomson 102E/101E)
G-ILMD	Pilatus PC-12	1430 2014	f/t Elstree
LZ-BHD	Airbus 320	1857 1946	f/t Varna(Balkan Holidays 5543/5544)

**Aer Arran:-** EI-REI(684/3), EI-CVS(672/3) **Air Southwest:-** G-WOWA(476/7, 486/7)

**BMI:-** Heathrow:- G-RJXE(4JL/2LJ), G-RJXG(7JL), G-MIDU(9876, f. EMA/5LJ), G-DBCJ(8JL, n/s). G-RJXM(9871) from Aberdeen. G-RJXK(616/615) f/t Brussels. G-RJXG/M, G-BZOG n/s. G-MIDS on ITs.

**Eastern:-** Saab 2000 G-CDEA(071P/073P) positioned f/t Humberside to operate 59Q/99Q t/f Aberdeen. G-MAJF/Z n/s.



**Flybe:-** G-ERJD(173/4), G-JECK(643/4), G-JECM(731/2), **PH-ISA**(733/4), G-JECJ(175/6)  
**Jet2:-** G-CELD(524P) positioned from Newcastle just after midnight.  
**KLM:-** PH-OFN(65W/66S), PH-WXC(67N/68K), PH-KLE(69W/64K, n/s) **Manx2:-** D-CSAL x1  
**Ryanair:-** EI-DAE(152/153A), EI-CSM(15J/155), EI-DHK(156/15N)

\*\*\*A first visit today by Citation V G-JOPT of Jet Operations Ltd based at Birmingham.

### 16 Monday

G-CELA	Boeing 737/300	0247 2009	f. Palma(EXS 748B) div. t. Edinburgh(011P)
TC-OAA	Airbus A.300	0715 0914	f/t Dalaman(Onur Air 7335/7336)
TC-APJ	Boeing 737/800	0824 1932	f/t Dalaman(Sun Turk 453/454)
G-JANV	Lear Jet 45	1242 1319	f. Bari(Neatax 2A) t. Manchester(2B)
G-MATX	Pilatus PC-12	1418 1704	f. Denham t. Edinburgh
G-JOPT	Citation V	1423 1545	f. Paris/Orly(Airtax 954) t. Birmingham(954P)
OE-IEL	Global Express	1643 1723	f. Kilimanjaro(Tyrol Jet 21) t. Innsbruck(21)
TC-OAL	Airbus 321	1911 2100	f/t Bodrum(Onur Air 2611/2612)
LZ-BHC	Airbus 320	1924 2108	f/t Bourgas(Balkan Holidays 5571/5572)

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

**Bmi:-** G-RJXJ(410/409). G-MIDS(9611) positioned from Heathrow to operate ITs, replacing G-MIDZ, which diverted during the night. G-BZOG(Suckling 612P) to Dundee after operating morning Brussels, replaced by G-CCGS(Suckling 615P). G-DBCJ operated all Londons until G-DBCH(8JL), n/s with G-RJXG/M, G-CCGS.

**Eastern:-** G-MAJZ operated 19Q/29Q then positioned to Bristol(011P), however it returned from Aberdeen on the 49Q and n/s with G-MAJF.

**Flybe:-** G-JEDR(729/30), 171/2 canx. G-JEDT(643/4), G-JECG(731/2), G-JEBC(173/4), G-JECX(174/5)

**Jet2:-** G-CELE(073P) to Blackpool, stand in for G-CELA(see above), returning later as 071P. G-CELW(See photo), which arrived last Saturday, was noted doing engine runs on the Multiflight apron this afternoon.

**KLM:-** PH-OFA(65W/66S), PH-KZF(67N/68K), PH-OFL(69W/64K, n/s) **Manx2:-** D-CSAL x2  
**Ryanair:-** EI-DPI(152/153A), EI-DCF(15J/155), EI-DPI(156/15N)

\*\*\*The first arrival this morning was a Blackpool fog diversion, however the Leeds weather was pretty poor as well with an RVR of 300 metres when he landed on a CAT.3 approach. The next movement was Onur Air A.300 TC-OAA, the Dalaman flight having now been upgraded to the larger aircraft. The prize for the longest flight today goes to Global Express OE-IEL of Tyrolean Jet Services, which arrived from Tanzania carrying David Hood, the boss of Multiflight. Finally, from fog this morning to thunderstorms this evening initially affecting the Manchester area, resulting in Cathay Pacific Boeing 747/400 B-HMD holding over the LBA at 8000' and being clearly visible circling from around 1940.

### 17 Tuesday

84-0112	Lear Jet(C-21A)	0834 1759	f/t Mildenhall(Jalop 11)
G-JIVE	Hughes 369E	0836 0917	f. Shelf t. Thruxton, return 1519/1544
EL-HHH	Agusta A.109E	1001 1849	f. Kingscourt(Ireland) t. Scarborough
D-ILIF	Citationjet	1004 1247	f. Stuttgart t. Biggin Hill
G-TWIN	PA-44 Seminole	1012 1232	f/t Cranfield(Bonus 44)
EI-BUF	Cessna 210N	1051 1749	f/t Abbeyshrule
G-BPJU	PA-28 Cadet	1106 1155	f. Wolverhampton t. Sherburn
N973BB	Mitsubishi Mu.2B	1121 1900	f/t Jersey
D-CNIK	Lear Jet 40	1309 1451	f/t Palma(Cirrus 9128)
G-BYAJ	Boeing 757	1333 1516	f/t Alicante(Thomson 292A/291A)
N282Q	Gulfstream 550	1502 1843	f. Luton, n/s t. Wilmington/New Hanover Int.
N2334P	Cessna 172S	1516 0852	f. St. John, Newfoundland n/s t. Kyriz
G-NTWK	Twin Squirrel	1724 1728	f. Sherburn, n/s t. Durham/Tees(Osprey 63)
EI-KJC	Hawker 800XP	1838 1740	f. Warsaw(Highflyer 25A), n/s t. Dublin(25A)



9H-AEL Airbus 319 2005 2108 f/t Malta(Air Malta 5208/5209)

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

**BMI:-** G-RJXJ(410/409), G-DBCH all Londons, n/s with G-RJXG/M, G-CCGS. G-MIDS on ITs.

**Eastern:-** G-MAJZ(021P) positioned to Humberside after operating 19Q/29Q, replaced by G-MAJU(022P) f. Bristol.

**Flybe:-** G-JECM(729/30), G-JECI(171/2), G-JEDT(643/4), G-JEDN(731/2), **G-JEBC(173/4)**, G-JEDP(733/4)

**Jet2:-** G-CELG(323) exchanged in Belfast with G-CELB(324)

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

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

\*\*\*Another epic assortment, but pride of place again goes to our intrepid ferry pilot who arrived this afternoon in brand new Cessna 172S N2334P following a flight of 16hours 10minutes across the Atlantic. Also crossing "the pond", however a little quicker was Gulfstream 550 N282Q of GF Management Co LLC, which left for home after a night stop. The Mu.2B is operated by Romeo Aviation, based in Jersey while Citationjet D-ILIF was on its' first visit.

### **18 Wednesday**

N57MT	Cessna T.303	0824 1749	f/t Guernsey
D-CRAO	King Air 300	0845 1016	f. Bielefeld, n/s t. Oxford
G-JETO	Citation V	0859 1028	f. Birmingham(Airtax 973P) t. Geneva(973)
G-TBXX	TB.20 Trinidad	1107 1649	f/t Headcorn
G-REAL	Squirrel	1142 2023	f/t Dunsfold(Woodstock 26)
G-CDZL	Boeing 737/800	1253 1425	f/t Mahon(Thomson 134E/133E)
G-MAJI	Jetstream 41	1333 1501	f. Aberdeen(Eastflight 85J) t. Bristol(85J) <b>div</b>
CS-DNQ	Falcon 2000	1512 1613	f. Northolt(Fraction 291M) t. Dublin(527P)
EI-HHH	Agusta A.109E	1726 1731	f. Scarborough t. Kingscourt
G-JETO	Citation V	1805 1838	f. Geneva(Airtax 944) t. Birmingham(944P)
F-GYRB	Falcon 900EX	2009 1620	f. Bristol(Dassault 95), n/s t. Edinburgh(95)
G-NTWK	Twin Squirrel	2036 1244	f. Teesside n/s to 20/7, t. Sheffield(Osprey 63)

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

**BMI:-** G-RJXJ(410/409). G-DBCH all Londons until G-MIDX(8JL) which night stopped with G-RJXG/M, G-CCGS. G-MIDS still on IT flights.

**Eastern:-** G-MAJF/U operated all day and night stop.

**Flybe:-** G-JECG(729/30), G-JECX(171/2), G-JEDJ(643/4), G-JEDN(731/2), **G-JEBC(173/4)**, G-JECS(175/6), G-JECM(733/043J), operated to Belfast Int. due Belfast City being closed, as it would arrive after midnight).

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

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

\*\*\*The Jetstream 41 G-MAJI made an emergency landing while routing from Aberdeen to Bristol following indications of smoke in the belly hold. After landing the aircraft was evacuated, however no smoke was detected and after a thorough check it continued its' flight. Twin Squirrel G-NTWK was engaged in local patrol for British Transport Police during its' 3 day stay.

### **19 Thursday**

G-BXBK	CAP 10B	1000 1807	f/t Newbury(Sherburn <b>div</b> )
VP-BUL	Dauphin	1058 1147	f. Westland Heliport t. Site near Perth
G-OBLC	Be.76 Duchess	1128	ILS and overshoot, f/t Humberside
EC-KDD	Airbus 320	1141 1327	f/t Arcife(Iberworld 3659/3660)
G-BOTH	Cessna 182Q	1324 1543	f/t Barton
G-BYAS	Boeing 757	1334 1452	f/t Palma(Thomson 5634/5633)
G-OOAX	Airbus 320	1348 1555	f/t Faro(Jetset 639D/639C)
G-SCIP	TB.20 Trinidad	1359 1645	f. Barton t. Welshpool
N79EL	Beechjet 400	1613 1630	f. Newquay t. East Midlands
G-CDSR	Lear Jet 45	1334 1821	f. Dublin(Partner 82D) T. London City(82E)
G-NICI	Robinson R.44	1831 1905	f/t Sabden(Lancashire)
G-HTRL	PA-34 Seneca	2009 2038	f. Fairoaks(Air Med 079) t. Brize Norton(079)

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



**BMI:**- G-RJXJ(410/409). G-MIDS(01J) all Heathrows until G-DBCI(8JL), n/s with G-RJXG/M, G-CCGS. G-MIDX takes over IT flights.

**Eastern:**- G-MAJU(59Q) swapped in Aberdeen with G-MAJI(99Q), n/s with G-MAJF.

**Flybe:**- G-JEBD(729/30), G-JECS(171/2), G-JEDT(643/4), G-JECE(731/2), G-JEBC(173, n/s), G-JEBB(044J, f. Exeter/174), G-JECM(733/4), G-JECI(175/6)

**Jet2:**- G-CELD(001P) positioned to Blackpool, G-CELV(052P) positioned from Manchester.

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

**Manx2:**- D-CSAL(300/1) operated morning, however the pm flight was LET 410 OK-RDA(308/9)

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

\*\*\*Flybe 146/300 G-JEBC went u/s on arrival from Southampton and night stopped before routing back on the 174 flight on Friday, with G-JEBB positioning in to operate the outbound this afternoon. Iberworld sent Airbus 320 EC-KDD on its' first visit this afternoon. PA-28 G-LFSJ, which has been here for training, returned to Sheffield this afternoon.

## 20 Friday

D-IMME	Citation 2	0848 0931	f. Stansted t. Dundee, return 1827/2223
CS-DFM	Citation XL	0936 1120	f. Quimper(Fraction 6ND) t. Faro(126M)
XS727	Dominie	1115	ILS and overshoot(Cranwell 91)
EC-IDT	Boeing 737/800	1131 1240	f/t Tenerife(Air Europa 207/208)
G-OBLC	Be.76 Duchess	1143	ILS and overshoot, f. Humberside
G-OXLS	Citation XLS	1211 0728	f. Guernsey, n/s to 22/7, t. Saint Nazaire
G-BYAH	Boeing 757	1447 1624	f/t Corfu(Thomson 244Q/243Q)
N845QS	Hawker 800XP	2006 1028	f. Orleans(Fraction 405Y) n/s t. Salzburg(8GV)

**Aer Arran:**- EI-REI(672/3), EI-REH(684/3) **Air S/west:**- G-WOWE(482/3), G-WOWC(486/7)  
**BMI:**- G-RJXJ(410/409). G-DBCI all Londons until G-MIDP(8JL/9851, t. Birmingham). G-RJXG(9854) positioned to Heathrow, leaving G-RJXM/G-BZOG to night stop. G-MIDX on ITs.

**Eastern:**- G-MAJF(19Q) swapped in Aberdeen with G-MAJD(29Q), in turn swapped with G-MAJJ(99Q). G-MAJI(81D) swapped in Inverness with G-MAJG(84D). G-MAJG/J weekend stop.

**Flybe:**- G-JECM(729/30), G-JECS(171/2), G-JEDT(643/4), G-JEDN(731/2), G-JEDP(733/4), G-FBEC(175/6), G-JEBC(173/042J, t. Belfast City, operated inbound afternoon Southampton, arriving 2129)

**Jet2:**- G-CELY(326/325) f/t Belfast. G-LSAA(258) from Palma, had operated outbound flight from Newcastle, then positioned back to Newcastle(050P). G-LSAB(266W) positioned back from Manchester after diverting there in the early hours.

**KLM:**- PH-OFB(65W/66S), PH-KZE(67N/68K), PH-OFH(6W/64K, n/s) **Manx2:**- D-CSAL x2

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

\*\*\*A pair of Citations on their first visits today were D-IMME of Geko Trade GMBH and G-OXLS appropriately operated by GO XLS Ltd and based in Guernsey. The Netjets/USA Hawker 800XP N845QS, which has been over here with the European arm of the company for some time, made a rare visit this evening.

## 21 Saturday

G-MATX	Pilatus PC-12	0747 0911	f. Goodwood t. Ancona
CS-DNS	Falcon 2000	1158 1356	f. Dublin(Fraction 498L) t. Nice(2HG)
OE-LCO	Canadair CRJ	1249 1334	f/t Innsbruck(Austrian 2365/2366)
G-CDZL	Boeing 737/800	1335 1513	f/t Alicante(Thomson 534G/533G)
EC-GCV	MD-83	1424 1540	f/t Palma(Spanair 3257/3258)
EC-GNY	MD-83	1518 1649	f/t Palma(Spanair 3003/3004)
G-SOVV	Lear Jet 45	1545 1617	f. Marseille(Beauport 212) t. Heathrow(213)
G-JANN	PA-34 Seneca	2351 0132	f/t Fair Oaks, night stop(Kind of!)

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

**BMI:**- Heathrow; G-RJXM(01J/4JL/2LJ), G-RJXH(8JL/01J, n/s). G-MIDX IT flights.

**Flybe:**- G-JEDN(729/30), G-JEDJ(171/2), G-JEDT(1401/2), G-JECR(643/4)

**Jet2:**- G-CELB(050P) positioned to Manchester

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

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

\*\*\* A very mundane day at LBA!

## 22 Sunday

HB-JIB	MD-90	1235 1351	f/t Malta(Fly Hello 32E/321)
G-BYAH	Boeing 757	1344 1513	f/t Palma(Thomson 102E/101E)
CS-DXJ	Citation XLS	1823 0811	f. Venice(Fraction 383E), n/s t. Tempelhof(563M)
G-PWNS	Citationjet	2018 1648	f. Zurich(Hangar 842S), n/s t. Jersey(864S)
LZ-BHD	Airbus 320	2146 2225	f/t Varna(Balkan Holidays 5543/5544)

**Aer Arran:-** EI-REH(684/3), EI-REE(672/3) **Air S/west:-** G-WOWE(476/7), G-WOWB(486/7)

**BMI:-** Heathrow:- G-RJXH(4JL/2LJ), G-RJXF(7JL), G-MIDZ(9876, f. EMA/5LJ), G-DBCG(8JL, n/s) G-CCGS(421/2). G-RJXL(616/615) f/t Brussels. G-RJXD(9971, f. Aberdeen), n/s with G-RJXF, G-CCGS.

**Eastern:-** G-MAJT(99Q/59Q) f/t Aberdeen

**Flybe:-** G-JECU(643/4), G-ERJD(173/4), G-JECM(731/2), **PH-ISA(733/4)**, G-JECX(175/6)

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

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

\*\*\*Nothing much to say, except Flybe still utilise Interstate ATR.42 PH-ISA on a weekend. Balkan Holidays continue to use A.320s on their flights including LZ-BHD today(see photo).

## 23 Monday

TC-APJ	Boeing 737/800	0822 1023	f/t Dalaman(Sun Turk 453/454)
N719EL	Beechjet 400A	0840 0907	f. East Midlands t. Cannes
TC-OAO	Airbus A.300	0848 1047	f/t Dalaman(Onur Air 7335/7336)
G-JDBC	PA-34 Seneca	1154 1600	f/t Manchester(Jaydee 43W/X, also Exam 02)
N40GD	Cirrus SR.22	1229 1306	f. Sherburn t. Prestwick, return 1758/1838
G-CBRG	Citation XL	1458 1542	f. Malaga(Go-jet 238A) t. Belfast Int.(238B)
G-NIVA	Eurocopter 155	1504 0909	f. Teeside(Starspeed 55) n/s to 28, t. Lake District
G-RAFO	King Air B.200	1521	ILS and overshoot(Cranwell 74)
G-FCED	PA-31 Cheyenne	1538 1617	f. Bergen(Air Med 054) t. Oxford(054)
VP-BUL	Dauphin	1602 1649	f. Perth t. Stansted
LZ-BHE	Airbus 320	1640 1805	f/t Varna(Balkan Holidays 5571/5572)
TC-OAY	Airbus A.300	1919 2121	f/t Bodrum(Onur Air 2611/2612)
G-JAJK	PA-31 Chieftain	2153 2241	f/t Belfast International(Causeway 999A/B)

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

**BMI:-** G-DBCG all Londons until G-DBCI(8JL), n/s with G-RJXD/F, G-CCGS. G-MIDX ITs.

**Eastern:-** G-MAJG(19Q) swapped in Aberdeen with G-MAJX(29Q), n/s with G-MAJJ.

**Flybe:-** G-JEDJ(171/2), G-JECM(729/30), G-JECU(643/4), G-JEDN(731/2), **G-JEBB(173/4)**, G-JECE(733/4), G-JEDW(175/6)

**Jet2:-** G-CELD(050P) positioned from Blackpool.

**KLM:-** PH-OFA(65W/66S), PH-KZB(67N/68K), PH-OFD(69W/64K, n/s) **Manx2:-** D-CSAL x3

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

\*\*\*Onur Air have now upgraded both their Monday flights to A.300 aircraft. Citation XL G-CBRG was on its' first visit even though it had previously been based at Humberside for a number of years with Stadium Aviation.

## 24 Tuesday

ZD703	BAe 125/700B	1025 1606	f/t Northolt(Kittyhawk 20)
XX195	Hawk	1031	ILS and overshoot(VYT 08)
OY-FFB	Citation 1SP	1115 1741	f/t Aarhus(Karlogg 1242/3)
G-OBLC	Be.76 Duchess	1145	ILS and overshoot, f/t Humberside
G-PCOP	King Air B.200	1151 1511	f. Glasgow t. Nottingham
G-MEGN	King Air B.200	1242 1917	f. Glasgow t. Coventry
G-BYAJ	Boeing 757	1338 1500	f/t Alicante(Thomson 392A/391A)
D-CSUL	Lear Jet 45	1712 1353	f. Manchester, n/s t. Palma
G-CCVO	Jet Ranger	1719 1750	f. Ripon t. Bristol
G-JIVE	Hughes 369E	1727 1811	f/t Shelf
9H-AEJ	Airbus 319	1954 2052	f/t Malta(Air Malta 5208/5209)

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

**BMI:-** G-DBCI all Londons until G-DBCH(8JL), n/s with G-RJXD/F, G-CCGS. G-MIDX ITs.

**Eastern:-** G-MAJJ/X operated all day and night stopped.



**Flybe:-** G-JECE(729/30), **G-JEBB**(171/2, t. Manchester, 173/4), G-JECR(643/4), G-JEDN(731/2), G-JECF(733/4), G-JECJ(175/6)

**Jet2:-** G-CELV(323) exchanged with G-CELG(324) in Belfast.

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

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

\*\*\*Just one first visit today, Lear Jet D-CSUL which is operated by Pro-Air. The 32 Squadron 125 brought the Duke of Kent, who was on a local visit.

## 25 Wednesday

N418QA	Gulfstream 4	0908 2313	f. Edson(Canada) n/s to 31/7, t. Bangor/Maine
G-GURN	PA-31 Navajo C	0914 1449	f/t Guernsey
G-DANZ	Twin Squirrel	1245 1310	f/t Harewood(Starspeed 13), refuel
G-CDZL	Boeing 737/800	1302 1436	f/t Mahon(Thomson 134E/133E)
ZF205	Tucano	1308	ILS and overshoot, f. Linton(LOP 24)
G-JJL	Agusta A.109E	1318 0935	f. Maidstone(Alan Mann 5), n/s t. Westland Heli.
G-BYWO	Grob Tutor	1351	ILS and overshoot(UAX 30)
G-GZRP	PA-42 Cheyenne 3	1744 1845	f. Palma(Air Med 075) t. Oxford(075)

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

**BMI:-** G-RJXD(9131) went to Manchester, returning pm from Edinburgh(9132). G-DBCH all London flights, n/s with G-RJXD/F, G-CCGS. G-MIDX still on IT operations.

**Eastern:-** G-MAJJ/X again operated all day and night stopped.

**Flybe:-** G-JECE(729/30), G-JECX(171/2), G-JECR(643/4), G-JEDN(731/2), G-JEDP(733/4), **G-JEBB**(175/6)

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

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

\*\*\*The Gulfstream 4 N418QA of Air Linx LLC, based at White Plains/New York, was the first arrival reputedly bringing guests for a wedding at the weekend. It had initially left Long Beach yesterday before routing to Calgary and Edson before heading over "The Pond".

## 26 Thursday

G-CITY	PA-31 Chieftain	0855 1232	f/t Ronaldsway(Causeway 08/08A)
EC-KDD	Airbus 320	1143 1309	f/t Arrecife(Iberworld 3659/3660)
G-RAFP	King Air B.200	1215	ILS and overshoot(Cranwell 65)
CS-DNP	Falcon 2000	1229 1323	f. Tempelhof(Fraction 362Y) t. Exeter(2DX)
G-BYAS	Boeing 757	1328 1456	f/t Palma(Thomson 5634/5633)
G-OOAP	Airbus 320	1341 1619	f/t Faro(Jetset 639D/639C)
G-POWC	Boeing 737/300	1542 1636	f/t Southampton(Jersey 173/4), see notes
D-CTEC	Citationjet 2	1908 1952	f. Mannheim(Global Jet 869A) T. Zurich(869B)

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

**BMI:-** G-RJXF(405) swapped in Edinburgh with G-RJXA(406). G-DBCH all Londons until G-MIDS(8JL) arrived to resume IT flights. G-RJXA/D night stop with G-CCGS.

**Eastern:-** G-MAJJ/X operated all flights and night stopped.

**Flybe:-** PH-ISA(729/30), G-JECJ(171/2), G-JEDM(643/4), G-JEDN(731/2), **G-POWC**(173/4), G-JECE(733/4), G-JECX(175/6)

**Jet2:-** G-CELC(050P) positioned to Blackpool this morning.

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

**Ryanair:-** EI-DCH(152/153A), EI-DHI(15J/155), EI-DCH(156/15N, arrived 0045 on 27<sup>th</sup>)

\*\*\*Titan Airways 737/300 G-POWC(See Photo) paid its' first visit this afternoon when sub-chartered by Flybe.

## 27 Friday

G-MRMR	PA-31 Chieftain	0904 0945	f/t Stapleford(Lonex 01M)
G-PWNS	Citationjet	1023 1052	f. Jersey(Hangar 860M) t. Oxford(860M)
EC-HZS	Boeing 737/800	1115 1248	f/t Tenerife(Air Europa 207/208)
EC-JCU	Metroliner	1246 1511	f. Le Havre(OVAC 31) t. Beauvais(OVAC 72)



CS-DNT	Hawker 800XP	1408 1505	f. Luton(Fraction 8RL) t. Inverness(8RL)
G-RDMV	Hawker 800XP	1419 1501	f. Belfast International t. Genoa
G-BYAH	Boeing 757	1443/1617	f/t Corfu(Thomson 344Q/343Q)
G-FRGN	PA-28 Dakota	1619 1812	f. East Midlands t. Hucknall, see notes
CS-DXK	Citation XLS	1959 0918	f. Stavanger(Fraction 3LD), n/s t. Toulouse(3LD)

**Aer Arran:-** EI-REH(672/3), EI-REL(684/3) **Air S/west:-** G-WOWE(482/3, 486/7)

**BMI:-** Heathrow:- G-MIDX(01J/4LJ/2LJ/5JL/4LJ), G-DBCI(7JL/5LJ), G-MIDV(8JL/9851, t. Birmingham).

G-RJXD(9884) positioned to Heathrow. G-RJXA/G-CCGS n/s. G-MIDS on IT flights.

**Eastern:-** Once again G-MAJJ/X operated all day, then stayed over the weekend.

**Flybe:-** G-JEDP(729/30), G-JECX(171/2), G-JECS(643/4), G-JEDN(731/2), G-JEBD(173/4), G-JEDI(733/4), G-JECJ(175/6)

**Jet2:-** G-CELY(326/325) f/t Belfast. G-CELG(323) exchanged in Belfast with G-CELV(324).

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

**Manx2:-** D-CSAL(300/1), D-CSAL(302/3), D-CNAG(310/311)

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

\*\*\*The most notable visitor today was PA-28 G-FRGN flown by record breaking pilot Polly Vacher, who was on the last leg of her epic trip landing at every airport/airfield in the UK, raising awareness of the Flying Scholarship for the disabled. The final entry on her web site sums up the achievement, "Record breaking flight around the UK landing at all the airfields in the Jepperson VFR Manual between 27<sup>th</sup> May and 31<sup>st</sup> July, 2007. 221 airfields visited, 158 flying hours, 19,000 nautical miles, 163 passengers, 96 disabled passengers. Dreadful weather! Wonderful, wonderful support for the FSD, thank you".

## 28 Saturday

D-CFAI	Lear Jet 35A	0136 0319	f/t Nurnburg(Frankenair 7402)
G-EDCS	Hawker 400XP	0900 1039	f. Edinburgh t. London City, return 1530/1630
G-XLMB	Citation XL	1005 2012	f/t Jersey(Beauport 981/2)
CS-DLC	Falcon 2000EX	1032 1202	f. Aberdeen(Fraction 2YQ) t. Le Bourget(2YQ)
D-ANKE	Challenger 604	1213 0931	f. Rhodes(JCX 880), n/s to 31/7, t. Samara(831)
CS-DHG	Citation Bravo	1252 1339	f. Waterford(Fraction 509R) t. Southampton(1MD)
OE-LCF	Canadair CRJ	1258 1342	f/t Innsbruck(Austrian 2365/2366)
G-CDZL	Boeing 737/800	1331 1520	f/t Alicante(Thomson 534G/533G)
EC-HHP	MD-83	1445 1601	f/t Palma(Spanair 3257/3258)
N36GV	Gulfstream 5	1504 1000	f. Van Nuys, n/s to 30/7, t. East Midlands
EC-GNY	MD-83	1541 1654	f/t Palma(Spanair 3003/3004)
N18WF	Global Express	2120 2149	f. Tel Aviv/Ben Gurion Int. t. Luton

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

**BMI:-** Heathrow:- G-RJXA(01J/4JL/2LJ), G-RJXG(8JL/01J, n/s). IT flights, G-MIDS

**Flybe:-** G-JEDR(171/2), G-JEDN(729/30), G-JECS(1401/2), G-JEDM(643/4)

**Jet2:-** G-LSAI(223) swapped in Tenerife with G-LSAA(224). G-CELV(201) swapped in Amsterdam with G-CELB(202). G-CELV(050E) arrived 0241 from Exeter for maintenance.

**KLM:-** PH-OFC(65W/66S), PH-KZM(67N/68K), PH-KLG(69W/64K) **Manx2:-** D-CNAG x2

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

\*\*\*The upturn in Executive Jets from all corners of the Globe was reputedly for a local wedding(Anyone know who?). The Gulfstream 4 N418Q, which arrived from Canada on Wednesday was still here, joined by Gulfstream 5 N36GV direct from its' home in California and Global Express N18WF, of Westfield GEX2 LLC, Los Angeles from Israel. The Challenger D-ANKE of Jet Connection stayed over until Tuesday before departing to Costa Rica. The Hawker 400XP G-EDCS, operated by Mountain Aviation of Edinburgh was on its' first visit to LBIA.

## 29 Sunday

G-FIBS	Squirrel	0804 0903	f. York t. Dewsbury, return 2053/1744, n/s to 1/8
G-JANV	Lear Jet 45	1204 1254	f. Munich(Nettax 2C) t. Palma(2D)
HB-JIB	MD-90	1206 1352	f/t Malta(Fly Hello 32E/321)
G-ODDM	Citationjet	1315 1414	f. Oxford(Hangar 861M) t. Jersey(861M)
G-BYAH	Boeing 757	1342 1454	f/t Palma(Thomson 102E/101E)
N66DN	Lear Jet 45	1344 1239	f/t Faro(Bizjet 2DN/1DN), n/s until 1/8
G-GOMO	Lear Jet 45	1347 1459	f. Biggin Hill(Partner 82A) t. Faro(82B)



G-MRMR PA-31 Chieftain 1611 1817 f/t Stapleford(Lonex 01M)  
 CS-DRV Hawker 800XPi 1617 1141 f. Inverness(Fraction 5CX), n/s t. Reykjavik(5CX)  
 CS-DRP Hawker 800XPi 1654 0809 f. Salzburg(Fraction 3MG), n/s t. Reykjavik(3MG)  
 LZ-BHD Airbus 320 2025 2115 f/t Varna(Balkan Holidays 5543/5544)  
**Aer Arran:-** EI-REF(684/3), EI-RED(672/3) **Air Southwest:-** G-WOWA(476/7, 486/7)  
**BMI:-** London:- G-RJXG(01J/4JL/2LJ), G-RJXI(7JL), G-MIDZ(9876, f. EMA/5LJ), G-DBCG(8JL, n/s).  
 G-RJXK(616/615) f/t Brussels. G-RJXC(9971) from Aberdeen, n/s with G-RJXI, G-CCGS.  
**Eastern:-** G-MAJU(99Q/59Q) f/t Aberdeen  
**Flybe:-** G-JEDM(643/4), G-ERJD(173/4), G-JECF(731/2), **PH-ISA**(733/4), G-JECX(175/6)  
**Jet2:-**  
**KLM:-** PH-OFC(65W/66S), PH-KZC(67N/68K), PH-OFL(69W/64K, n/s)  
**Manx2:-** D-CNAG(302/303), D-CSAL(308/309)  
**Ryanair:-** EI-DLE(152/153A), EI-DHK(15J/155), EI-DCP(156/15N)  
 \*\*\*Pretty run of the mill, however a pair of Netjets Hawker 800XPs heading for Iceland is slightly unusual!

### 30 Monday

TC-OAO Airbus A.300 0757 0944 f/t Dalaman(Onur Air 7335/7336)  
 TC-APJ Boeing 737/800 0846 1007 f/t Dalaman(Sun Turk 453/454)  
 G-SCIP TB.20 Trinidad 1002 1329 f/t Isle of Man  
 N671B Beech A.36 1143 1430 f/t Isle of Man, return 1658 and n/s.  
 LZ-BHE Airbus 320 1642 1805 f/t Bourgas(Balkan Holiday 5571/5572)  
 N719EL Hawker 400XP 1648 1715? f. Cannes t. East Midlands?  
 G-RDMV Hawker 800XP 1706 1739 f. Genoa t. Belfast International  
 G-AVII Jet Ranger 1847 2029 f. Humberside(Bristows 90Y) t. Norwich(90Z)  
 TC-OAB Airbus A.300 1919 2108 f/t Bourgas(Onur Air 2611/2612)

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

**BMI:-** All Heathrows G-DBCG, n/s with G-RJXC/I, G-CCGS.  
 G-MIDS IT duties.

**Eastern:-** G-MAJJ/X operated all day and night stopped.  
**Flybe:-** G-JECM(729/30), G-JEDU(171/2), G-JECS(643/4),  
 JEDN(731/2), G-JEBD(173/4), G-JEDI(733/4), G-JECJ(175/6)

**Jet2:-** G-CELC(001P) positioned from Blackpool. G-CELV(051E) returned to Exeter following maintenance.  
 G-CELE(205) swapped in Amsterdam with G-CELS(206)

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

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

\*\*\*Onur Air have now upgraded both their Monday flight to A.300 type aircraft, with TC-OAB(See Photo). The Jet Ranger G-AVII is worthy of note being the oldest of the type on the UK register and still being used for training by Bristow Helicopters.



### 31 Tuesday

N170SW Global Express 0651 1410 f. Rogers, n/s t. Manston  
 G-OBLC Be.76 Duchess 0823 1254 f/t Humberside, also Exam 02  
 CS-DFB Falcon 900 1114 1703 f. Nice(Fraction 9DR), n/s t. Inverness(9DR)  
 ZF289 Tucano 1213 ILS(LOP 90), ZF377(LOP 01, at 1347)  
 G-BBTZ Cessna F.150L 1214 1446 f. Belfast International t. Manston  
 G-BYAJ Boeing 757 1313 1448 f/t Alicante(Thomson 392A/391A)  
 G-TAGH King Air 200 1525 1816 f. Fair Oaks t. Londonderry  
 D-ASTS Challenger 604 1818 1906 f. Karlsruhe(Bavarian 101) t. Nice(101)  
 9H-AEL Airbus 319 1957 2052 f/t Malta(Air Malta 5208/5209)

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

**BMI:-** G-DBCG all London, n/s with G-RJXC/I, G-CCGS. IT flights G-MIDS.

**Eastern:-** G-MAJJ/X again operated all flights and night stopped.

**Flybe:-** G-JECM(729/30), G-ERJE(171/2), G-JECS(643/4), G-JEDN(731/2), G-JEDP(733/4), G-JEBD(175/6)

**Jet 2:-** G-CELK(205) swapped in Amsterdam with G-CELI(206), leaving the LBIA based aircraft at the end of the month, G-CELB/C/D/I/S/V and G-LSAA/B/G/H.

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

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

\*\*\*The most significant arrival today came by road in the form of Dauphin N97SV, which is a new aircraft for Multiflight. The aircraft, which was formerly operated by St. Vincent Medical Centre of Toledo, Ohio, had been in open storage for around two years and as yet we don't know if it is for rebuild or spares use(A little taster for next month, we are expecting two more Dauphins to be delivered, this time for the Sudan!)

Unfortunately, once again this month we have to report a fatal accident involving one of our aircraft, Robinson R.44 G-OSSI, owned by Goss Air of Bradford. The aircraft had departed Carnforth on the evening of 3/8 enroute to Lockerbie carrying a shooting party and after encountering bad weather was attempting a precautionary landing in a farmers field near Kendal. The wreckage of 'SI, along with the four bodies of its occupants was not discovered until lunchtime the following day in the field at Sillfield Farm, Endmoor.

**Trevor Smith** ([trevor.smith@airyorkshire.org.uk](mailto:trevor.smith@airyorkshire.org.uk))

## MILITARY AIRCRAFT IN THE AIR YORKSHIRE AREA



### Introduction

On reflection this is not the best time to report on military aircraft as the massive shortages caused by the war in Iraq has meant that the RAF is in constant turmoil with short falls of aircraft, spares and the deferment of aircraft deliveries. You only have to read any newspaper these days to read of the shortage of helicopters in Iraq and Afghanistan, the run down in deliveries of the Typhoon (because the MOD can't afford them), the small number of Super Lynx ordered to replace Navy/Army Lynx helicopter losses, the delay in ordering the Nimrod MR4, the massive delay in ordering new air-refuelling aircraft for the RAF. There is also a shortage of transport aircraft, as the old Hercules fleet runs out of hours, the retirement of the Sea Harrier with no suitable replacement due for years and the demise of the Jaguar, possibly the best close support strike aircraft the RAF has ever had. There are six second-hand South African Puma helicopters that the MOD bought three years ago, four of which are still not in service despite the massive shortages.

When *The West Riding Branch of Air Britain* was formed in the early sixties, by the late Ken Grogan, the military stalwarts of the group, Mick Stubbs, Martin Powell and our secretary Jim Stanfield, were the men that we all looked up to for our military aircraft knowledge as there was no internet, Military Aircraft Markings or Mach111-TAHS books on sale. The decision was made then that the military reporting area of *Yorkshire Air News* was to be Yorkshire and Lincolnshire and in these series of articles I will stand by their decision.

All directions will start from the A1 road network. How you get to the A1 I will leave to your own road knowledge or The AA Routmaster.

### The Airfields

The most northerly military airfield still in use in Yorkshire is RAF Leeming. Leeming was the home of the Leeming Tornado Fighter Wing, which consisted of three Tornado F.3 squadrons: 11 Sqn, 23 Sqn and 25 Sqn.



Both 11 and 23 Squadrons have long gone and we are left with 25 Squadron and it looks like this squadron will disband in October 2007. Also based at Leeming are 100 Sqn, which is a Hawk squadron, and the Northumberland University Squadron, which flies the Tutor T.1 light trainer.

**25 Squadron** is one of only three fighter squadrons that the RAF has operational at the moment. It flies the Tornado F.3/F.3T fighter aircraft. The squadron operates fighter aircraft in the air defence role and used to man the Quick Reaction Alert (QRA) facilities for southern England, from RAF Coningsby, until the Typhoons of 3 Sqn became operational at the airfield on 1st August. All 25 Sqn aircraft are coded in the FA-FZ range with the code carried in white on the top right hand corner of the tail. The squadron marking of a rising hawk is in the middle of the tail.

**100 Squadron** operates the Hawk T.1 two-seater training aircraft. All the aircraft are painted gloss black with the squadron codes in white as is the squadron marking. The aircraft are operated in the flying target/electronic warfare and flight calibration role with two of their aircraft marked as aircraft operated by the JFACTSU (Joint Forward Air Traffic Control Training and Standards Unit). 100 Sqn aircraft are coded in the CA-CZ range with the code carried on the top left hand corner of the tail. The squadron marking of a skull and cross bones is also carried in the middle of the tail.

**Northumberland University Squadron** trains selected students from the Northumberland area to fly, in the hope that upon qualification they opt to join the RAF. Students on RAF scholarships are also given instruction, but they are usually able to fly and join the squadron to continue their training and to keep up their qualifications. The squadron also operates as 11 AEF (Air Experience Flight) which takes over the aircraft at weekends and gives Air Training Corp Cadets air experience and primary flight training. The aircraft used are on hire to the Air Force from Vosper Thornicroft and have civil registration markings rather than RAF serial numbers. The last two of the civil registration is used as a code on the top of the tail and also on the engine cowling. The registration is carried on the fuselage.

RAF Leeming is found by travelling north up the A1 and taking the left hand turning off the A1 at the Londonderry lorry park. Do not take the RAF Leeming Airfield turn as this will only take you to the airfield's main gate. The road goes over the A1 and you take the left hand turning onto the road to Leeming village. Just before the village, on your right, you will see the entrance to the airfield spectator park. In front of you is the whole airfield.

Looking towards the airfield from the viewing area you will see on the top left hardened shelters that house the 25 Sqn Tornados. There is a short gap which is a taxiway for the aircraft to access the main runway (which is in front of you going left to right). Next on your left is the engine test building followed by more hardened shelters that are now empty, but used to belong to 23 Sqn. In front of you are four large green hangars. In the first hangar are the 100 Sqn Hawks which will be parked outside on the large apron to the left of the hangar. The next hangar is the Tornado maintenance flight, the third hangar is the motor pool and the last hangar, which is to your far right, is the University Air Squadron hangar. In front of the hangars is the apron and taxiway for aircraft taking off to the northwest. Aircraft taking off to the southeast taxi up from the apron on the taxiway that is an old runway that passes in front of the hardened shelters. There is another runway that is very rarely used except for parking large aircraft, this runs southwest/northeast. I have seen it used for take-off but only on a few occasions.

Aircraft used by the squadrons at Leeming are:

25 Sqn	100 Sqn	N'land UAS
FA ZE168	CA XX284 VV	G-BYVV
FB ZE201	CB XX285 90 years 1917-2007 marks WH	G-BYWH
FC ZE204	CC XX191 Marked JFACTSU WT	G-BYWT
FD ZE254	CD XX278 YA	G-BYYA
FE ZE292 code worn is YY	CE XX321	
FF ZE158	CF XX188	
FG ZE342	CG XX200	

FH ZE969	CH XX230
FJ ZE763	CI XX222
FK ZE764	CJ XX248
FL ZE794	CK XX265 Marked JFACTSU
FO ZE961	CL XX194
FR ZE982	CM XX303
FX ZE887	CN XX190
FY ZE793 code worn is TE	CO XX289
FZ ZE728	CP XX331
XXV ZG780 90th Anniversary	CQ XX351
Marks	CR XX255
	CS XX198
	CU XX329
	XX335 Uncoded
	XX345 Uncoded

It should be noted that the Tornados do swap around the squadrons and therefore do not always carry the correct codes and squadron markings.

When RAF Catterick closed the Air Training Corps 645 VGS air experience flight moved to RAF Topcliffe and converted from Viking gliders to Vigilant motor gliders. They joined the Central Flying Schools six Tucano T.1 at the airfield. The four Vigilants are flown by volunteer pilots and give Air Training Corps cadets air experience flying on a squadron to squadron basis. The cadets are flown around for about half an hour and as more experience is gained the cadet will be given instructions in flight handling. Older cadets can be given flight instructions up to going solo, but this is usually given at the Air Cadets Central Gliding School at RAF Syerston. The Vigilants are in a red/white scheme with very large codes on the tail and serial numbers are on the fuselage.

The CFS Central Flying School is based at RAF Cranwell and trains pilots to become instructors on the various training aircraft used by the RAF. Aircraft that the instructors train on are based at the station that uses them or in the case of the Tucano one of its satellite stations - Topcliffe. They carry no markings on the aircraft and can only be identified by the call sign which is Topcliffe rather than Linton. I know of only one aircraft that is used by the CFS at Topcliffe which is ZF409.

RAF Topcliffe has always been one of the worst airfields to view and I have spent many unhappy hours trying to see aircraft. The best vantage point is over the airfield boundary at the eastern end of the airfield. To reach this from the A1, take the A168 just after RAF Dishforth airfield. You will see a left turn to Thorpefield on the B1448, the airfield will be seen on your left. I must point out that the airfield is some way away, but as most of the aircraft based there carry large code numbers you should be able to make them out with a good pair of binoculars/telescope. At the time of writing the Vigilants from 642 VGS are also based here while runway work is carried out at nearby RAF Linton on Ouse.

Aircraft used by the squadrons are:	645 VGS	642 VGS
	UP ZH208	TC ZH117
	UT ZH248	TK ZH124
	UX ZH265	UH ZH195
	UZ ZH267	SL ZJ963

This is the first of many articles which I hope will be bi-monthly. If you have any comments, corrections, additions, please do not be shy and contact me on [david.senior3@virgin.net](mailto:david.senior3@virgin.net)

All information is from my own records with assistance from the internet and the excellent monthly magazine Military Aviation Review.

Dave Senior





# LEEDS BRADFORD AIRLINE REPORT JULY 2007

## INBOUND DIVERSIONS

08	TOM008M	SZG	MAN	G-THON	B733	MAN	TOM5008
09	EXS536	ORK	NCL	G-CELX	B733	NCL	EXS036P
16	EXS748B	PMI	BLK	G-CELA	B733	EDI	EXS011P
18	EZE85J	ABZ	BRS	G-MAJI	JS41	BRS	EZE85J

## REGULAR FLIGHTS

AEA208	TFS	06/EC-HKQ	13/EC-IDT	20/EC-IDT	27/EC-HZS	
AMC5209	MLA	03/9H-AEJ	10/9H-AEM	17/9H-AEL	24/9H-AEJ	31/9H-AEL
AUA2366	INN	07/OE-LCN	14/OE-LCM	21/OE-LCO	28/OE-LCF	
BGH5544	VAR	01/LZ-BHD	08/LZ-BHD	15/LZ-BHD	22/LZ-BHD	29/LZ-BHD
BGH5572	BOJ	02/LZ-BHE	10/LZ-BHD	16/LZ-BHC	23/LZ-BHE	30/LZ-BHE
BMA8111	REU	02/G-MIDP	09/G-MIDR	16/G-MIDS	23/G-MIDX	30/G-MIDS
BMA8121	PMI	03/G-MIDP	10/G-MIDR	17/G-MIDS	24/G-MIDX	31/G-MIDS
BMA8123	HER	03/G-MIDP	10/G-MIDR	17/G-MIDS	24/G-MIDX	31/G-MIDS
BMA8131	RHO	04/G-MIDP	11/G-MIDR	18/G-MIDS	25/G-MIDX	
BMA8133	FUE	04/G-MIDP	11/G-MIDR	18/G-MIDS	25/G-MIDX	
BMA8141	FAO	05/G-MIDP	12/G-MIDR	19/G-MIDX	26/G-MIDX	
BMA8143	ZTH	05/G-MIDT	12/G-MIDR	19/G-MIDX	26/G-MIDX	
BMA8151	IBZ	06/G-MIDT	13/G-MIDZ	20/G-MIDX	27/G-MIDS	
BMA8153	MAH	06/G-MIDT	13/G-MIDZ	20/G-MIDX	27/G-MIDS	
BMA8155	DLM	06/G-MIDT	13/G-MIDZ	20/G-MIDX	27/G-MIDS	
BMA8161	REU	07/G-MIDT	14/G-MIDZ	21/G-MIDX	28/G-MIDS	
BMA8163	ALC	07/G-MIDT	14/G-MIDZ	21/G-MIDX	28/G-MIDS	
BMA8165	LPA	07/G-MIDT	14/G-MIDZ	21/G-MIDX	28/G-MIDS	
BMA8171	AGP	01/G-MIDP	08/G-MIDT	15/G-MIDZ	22/G-MIDX	29/G-MIDS
BMA8173	LCA	01/G-MIDP	08/G-MIDT	15/G-MIDZ	22/G-MIDX	29/G-MIDS
FCA639C	FAO	05/G-OOAU	12/G-OOAR	19/G-OOAX	26/G-OOAP	
FHE321	MLA	01/HB-JIB	08/HB-JIB	15/HB-JIB	22/HB-JIB	29/HB-JIB
IWD3660	ACE	05/EC-INZ	12/EC-IMU	19/EC-KDD	26/EC-KDD	
JKK3004	PMI	07/EC-GBA	14/EC-GOM	21/EC-GNY	28/EC-GNY	
JKK3258	PMI	07/EC-GCV	14/EC-GNY	21/EC-GCV	28/EC-HHP	
OHY2612	BJV	02/TC-OAL	09/TC-OAK	16/TC-OAL	23/TC-OAY	30/TC-OAB
OHY7336	DLM	02/TC-OAI	09/TC-OAN	16/TC-OAO	23/TC-OAO	30/TC-OAO
PGT454	DLM	02/TC-APJ	09/TC-APM	16/TC-APJ	23/TC-APJ	30/TC-APJ
TOM101E	PMI	01/G-BYAH	08/G-BYAH	15/G-BYAH	22/G-BYAH	29/G-BYAH
TOM133E	MAH	04/G-CDZL	11/G-CDZL	18/G-CDZL	25/G-CDZL	
TOM243Q	CFU	06/G-BYAJ	13/G-BYAH	20/G-BYAH	27/G-BYAH	
TOM391A	ALC	03/G-BYAX	10/G-BYAJ	17/G-BYAJ	24/G-BYAJ	31/G-BYAJ
TOM533G	IBZ	07/G-CDZL	14/G-CDZL	21/G-CDZL	28/G-CDZL	
TOM633N	PMI	05/G-BYAW	12/G-BYAS	19/G-BYAS	26/G-BYAS	
WOW9300	JER	07/G-WOWD	14/G-WOWB	21/G-WOWC	28/G-WOWE	

## OTHER FLIGHTS

01	EC-IVR	B734	EXS271P/271	Manchester - Alicante	Lieu EXS B752
01	G-ZAPX	B752	AWC101Y/101A	Stansted - Lourdes	Passenger Charter
01	PH-ISA	AT42	BEE733/117P	f/t Belfast City n/s	Lieu BEE DH8 *+5*
03	G-ZAPM	B733	BEE171/172	Southampton - Newcastle	Lieu BEE DH8

04	LY-RUN	SF34	DNU946/4691	Billund - Geneva	Passenger Charter
05	LY-RUN	SF34	DNU4692/946	Geneva - Billund	Passenger Charter
06	F-GYAZ	A321	BIE479F/2575	Paris Ch de Gaulle - Lourdes	Passenger Charter
06	F-GYAZ	A321	BIE2574/2686	f/t Lourdes	Passenger Charter
13	F-GYAN	A321	BIE2574/526F	f/t Lourdes	Passenger Charter
13	G-CEAH	B732	EEF3279/279P	Lourdes - Luton	Passenger Charter
15	G-CDEA	SB20	EZE071P/59Q	Norwich - Aberdeen	Lieu JS41 * +1 *
16	G-BZOG	D328	BMA612/SAY612P	Brussels - Dundee	End of lease to BMA
16	G-CCGS	D328	SAY615P/BMA615	Dundee - Brussels	Start of lease to BMA
18	E-DPG	B738	RYR152/153A	f/t Dublin	-
19	OK-RDA	L410	VAA308/309	f/t Isle of Man	Lieu SW4
20	G-FBEC	E190	BEE175/176	f/t Southampton	Lieu DH8
26	G-POWC	B733	BEE173/174	f/t Southampton	Lieu BEE DH8
27	EC-JCU	SW4	OVAC71/C72	Le Havre - Beauvais	Freight Charter

## HI-TECH AND ALL THAT IT MEANS TO US

Gazing out to a miserable, dark, cold day, my "office" windows being lashed with persistent rain, I glance towards my computer and marvel at the amazing world of modern day-to-day high technology, which we accept readily into the daily fabric of today's electronic fascination, which is all around us.

Working alongside the computer is another piece of scientific state-of-the-art electronic wizardry - an Apple Mac iPod. Mesmerised, I watch also, this tiny piece of wonderment fill up with track after track of music. How science and technology in everyday life has moved on so quickly in the last few years. What I ask myself will be the next electronic computerised phenomenon to give us interest and excitement in this already huge technical global age?

It has, and always will be a delight and enjoyment to work with one's computer, to type, learn and record. Over the years, as technology moved on, my equipment changes have been numerous, remembering my muddled fingers having to use the old "steam" typewriter (not very efficiently) and then a great move to an electric typewriter and so to the real milestone, to what I thought at the time was modern technology at its very best, an Alan Sugar's Amstrad "word processor"; and now, as I look back and gather my thoughts for this piece relating to my view on technology, I sit at a ubiquitous computer (which I believe 70% of the country now has access to).

Remembering back to the late '60s, when words like electronic, transistor, circuit board, diode, micro chip, high-tech equipment etc. started to creep into our language, being told that this new electronic technology was about to change all of our lives - and how right these predictions were.

Many sneered at this future, others worried over the stories of what new technology would achieve. Personally, for months, I watched uneasily, as a special room was prepared meticulously to house, what appeared to be, a huge piece of electronic machinery, which when running, we were told, was to produce smoothly, a newspaper in the Yorkshire Evening Post print room - it turned out to be a massive computer.



This changed the way printing and most other industries were drastically and ruthlessly about to go, a vast upheaval with the advent of this frightening technology - which I think has galloped away too fast ever since.

But many of us can recall a time when things moved less speedily and the world and its technology was much easier to understand.

And here I would like to tell a little humorous story of my association with modern equipment - *"of the day!"*.

Involvement with aircraft has been extremely fascinating, enjoyable and at times very memorable, and over the years I count myself fortunate to be able to relate many of these experiences. During my mounting years the daunting speed in which technology has advanced is incredible and my thoughts cogitate often on the amelioration of my own personal interests: "ships, trains, planes and automobiles".

Looking round "my office", pondering to gather inspiration, on this wet, depressing day, my eyes rest upon shelves on which, as a Dinky/Corgi toy collector and restorer, I have accumulated many models of aircraft of "yesteryear" - but for one shelf especially, which houses all the aircraft I have flown in or have maintained - starting at the forefront, on pole position, is a very graceful aeroplane *"of the day"* the De Havilland Dragon Rapide (which was the first aircraft I ever flew in).

When one drives now into Portsmouth and Southsea on the M275, like all cities where motorways have made driving easier in some respect, though, memories of the past are lost, Portsmouth Airport has long gone, but I still enjoy the vague memory of this early aerodrome when my father took me, as a young, bewildered boy, for my very first ever flight. The time was just before World War 2. He had rushed down from Leeds to Portsmouth, to take a holiday, for maybe the last time with his family, at the time, when much talk was about the outbreak of another world war.

One of his apparent escapes from the talk of war and family pressures was to venture to Portsmouth Aerodrome for a pleasure flight in what must have been then, a highly technical, modern, up-to-the-minute aeroplane in the form of a De Havilland Dragon Rapide.



De Havilland's were proud of this aeroplane with its 200 h.p. Gypsy Six in-line engines and a very modern-day shape. It was produced for many years in their hundreds and later became known as the Dominie, a popular RAF "kite".

And, I am told that after waiting patiently in a long queue, father's persistence paid off. But as we neared the aeroplane to board our pleasure flight, in this new phenomenon of

the skies, frightened at the noise and atmosphere, I apparently didn't share his enthusiasm, but no doubt, as he had paid the high price of seven shillings and sixpence (37.5 pence) - children going free - there was no turning back!

Not surprisingly, I don't remember much of the day or the flight, except that the Rapide was blue and intimidating. But for a few privileged passengers, the glorious panoramic views of the awesome

might of the British Navy, lying at anchor in the Solent, Spithead, harbour and dockyards around Portsmouth, must have been worth every penny of the fare! Hayling Island and Southsea were also to be seen - something I have done since but in a rather more powerful machine and in less stressful times (but unfortunately with less ships of the Royal Navy), but my tantrums did not, as father told me many times later, stop him having the thrill of a lifetime in this modern, technical flying machine "*of the day*".

Over the years since, I have gained a great affection for the Rapide, but it was many years before I had the chance to fly in one of these graceful and sleek aircraft again. From a diverted DC-3 "Jersey Airlines" flight into Blackpool, a Rapide then brought us, on what was a beautiful, cloudless evening sky, across the Pennines to Yeoman Aerodrome, to rekindle and satisfy a long-time desire to enjoy another flight, in this memorable aircraft.

This is not the end of my little story of early "technology" because another charismatic piece of high-quality engineering of that time was Britain's mighty battleship, "HMS Hood". With my dad again, we were taken for a part tour around this superior ship of the British Navy - the world's best (or so they thought).

The vague memory I have of this powerful fighting machine didn't impress until many years later. Hood's bridge visit allowed me to sit on the captain's chair (where he later met his death during a sea battle, in the North Atlantic). This mighty battleship, the biggest in the world (but not as modern as the Nazi battle-cruisers), was to be later blasted out of the water by the slower German ship, "Bismarck". Did the German's know that the Hood's decking was not as thick as it should have been, when their guns' trajectory from 15 miles was to be high, so to penetrate, unluckily, Hood's dubious deck - sinking in a matter of minutes - killing over 1,400 men?



My "old man" was an excellent raconteur, and told these stories on numerous occasions. So to the third amusing anecdote which involved the hi-technology "*of the day*" (but which this time was not quite hi-tech enough!).

With all the family descending to the Southsea beach - which gave us also a chance to watch the new, magnificent, highly acclaimed pride of the Cunard Line, "Queen Mary," sail up Southampton Water then onto Cherbourg and New York.

If you can picture the beach scene: Mam, watching and chatting to "our kid" in his pram; dad, in his deckchair, new holiday flannel trousers rolled up to the knees, obligatory handkerchief - knotted in either corner - on his head, starting to doze (after a couple in the local tavern) and yours truly playing merrily at the water's edge.

Suddenly, screams and shouts brought people panicking and scampering around as a huge wave, caused by Queen Mary going too fast, made the beach awash, followed then by a smaller wave. Mam grabs baby and pram, dad, not wanting to get his new holiday flannels wet, scampers to safety.



"Where's our Alan?" mother screams. Dad, by then nicely ensconced on dry land, looking rather confused, finding the missus, hysterical and ranting: "Go find him quickly." Dad trudges off to look for me, with mother and half the women holiday-makers telling him what he is worth as a father. Discovering me looking like a drowned rat, crying, sobbing and complaining that I had lost my bucket and spade - his reputation as a caring father was temporary damaged.

This mayhem, however, was caused, we were told later, by "RHS Queen Mary" going too fast. Her captain apologised, blaming, I believe, technical problems, but I personally think somebody had ordered "all full-ahead" too early! Blame the technology (or the lack of it) of the time!

An addition to this story is that after nearly being drowned by Britain's pride-and-joy, I got a chance many years later to visit this magnificent British-built ship's vast bridge where whoever made the wrong decision on that "calamitous" day, to cause the big tidal beach wash, must have stood and "barked" out the order! My lasting memory of this visit was of its huge amount of highly technical equipment (of that period in time), in highly polished dark mahogany and brass. This was, and still is, a memorable memory.



I didn't see her depart these shores for the last time, but by telling my grandson these stories, and of the amazing changes in technology of the world, maybe in time he may relate it to someone interested. As this article states many times, I am seriously interested in the wonders of technology, for me it has always been a fascination, but what of electronic technology (or what it might be called) in, say, 70 years time!

Fascinating and frightening as our hi-tech existence can be, without it the world would be a poorer place. Talking on these lines and with my very innocent knowledge of the subject, I asked my grandson, as we viewed the planets and heavens one night through his powerful telescope: "What is going to be the future sensational technical mind-boggling happening?" - pausing, he looked skywards and remarked, "Space, maybe ... robotics!"

**Alan Tempest**



*Air Yorkshire Aviation Society*

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| 6  | Percival Pembroke            | (WV709)  |
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| 9  | de Havilland 114 Heron 2     | (121)    |
| 10 | Boeing 747 SP                | (A6-SMR) |
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