



YORKSHIRES PREMIER AVIATION SOCIETY



EUROFIGHTER TYPHOON ZJ813
RAF 29 SQUADRON RAF CONINGSBY
7 JULY 2008
JIM STANFIELD

www.airyorkshire.org.uk

£1.85

VOLUME 34 ISSUE 9

SEPTEMBER 2008

SOCIETY CONTACTS

HONORARY LIFE PRESIDENT Mike WILLINGALE

AYAS COMMITTEE: 2007 - 2008

CHAIR

Cliff JAYNE

27 Luxor Road, Leeds LS8 5BJ

tel: 0113 249 7114

e-mail: airyorkshire@hotmail.com

tel: 0113 258 9968

8 St Margaret's Avenue

Horsforth, Leeds LS18 5RY

tel: 0113 228 8143

SECRETARY

Jim STANFIELD

TREASURER

David VALENTINE

Assistant Treasurer

Pauline VALENTINE

MEMBERSHIP SECRETARY

Dave SENIOR

tel: 0113 282 1818

e-mail: david.senior@airyorkshire.org.uk

MEETINGS CO-ORDINATOR

Alan SINFIELD

tel: 01274 619679

e-mail: alan.sinfield@airyorkshire.org.uk

**MAGAZINE EDITOR and
MOVEMENTS EDITOR**

Trevor SMITH

97 Holt Farm Rise, Leeds LS16 7SB

tel: 0113 267 8441

e-mail: trevor.smith@airyorkshire.org.uk

VISITS ORGANISER

Paul WINDSOR

DINNER ORGANISER

John DALE

tel: 0113 250 4424

tel: 01943 875 315

SECURITY

Reynell PRESTON, Denis STENNING, Brian WRAY

RECEPTION/REGISTRATION

Lawrie COLDBECK

VENUE LIAISON

Geoff WARD

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

Air Yorkshire Code of Conduct:

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

Disclaimer:

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

SOCIETY NEWS

At our August meeting, we were pleased to welcome Carol Bell who gave us a fascinating insight into her role as a Regional Community Relations Officer, the issues surrounding military low flying, and the role of the RAF. The RAF needs to be agile, adaptable, capable, so regular practice, practice, practice, including low flying, is essential. Its UN and humanitarian operations include military aid to civil authorities and involvement in flood rescue, mountain search/rescue, fire fighting, rail disasters, the foot and mouth crisis. Our question and answer session was lively and prolonged, and was followed by two interesting films –one on a typical day for a pilot, and the other on the Red Arrows.

CHANGES AFOOT which affect the magazine - please note:

Cliff and Sheila Jayne are planning to spend their retirement years in South Wales, where Cliff was born and where his sisters, brother and their extended families still live.

As a result, your committee has been kept busy negotiating, persuading, re-organising, and the outcome so far is that Trevor Smith has offered to edit the magazine from the October 2008 issue.

Therefore, from now on, will members please send all articles, photographs, etc for the magazine directly to Trevor by the 20th of the month for the next month's issue.

In addition, members are asked to think ahead to the AGM in November, when Cliff will stand down as Chairman.

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

PLEASE NOTE:

Please have a look at the details of the February 2009 meeting and let me have any thoughts.

If any member wishes to just collect their magazine at a monthly meeting, they may do so by arriving at Gate 20 at around 14:15. You may even then decide to stay!

You will need to show your current membership card at the Gate.

Please note that car parking at the monthly meetings is provided at a discounted rate – again, you will need your current membership card. Please contact a committee member for details.

- | | |
|------------------|--|
| 7 September 2008 | Peter Willis, Operations Director, Leeds/Bradford International Airport
Details to follow. |
| 5 October 2008 | Ivor Tamplin
Ivor is a founding member of the Rossendale Aviation Society, and will present a show of his slides taken in the early 70's at Shannon Airport, where he actually worked for a time. I am sure he will have some interesting facts and detail to include in his commentary which will add to our knowledge and enjoyment of the subject. |
| 2 November 2008 | Air Yorkshire AGM – Followed by my first ever slide show for Air Yorkshire:
"To Europe and Back" - the first few years! |
| 7 December 2008 | This meeting is being held at the Multiflight Cafe Bar:
Christmas Get Together with Mince Pies and Coffee. |
| 4 January 2009 | Peter Hampson of Airport Solutions Ltd.
Details to follow. |
| 1 February 2009 | Annual Air Yorkshire Quiz
I want to try and make the quiz more inclusive for ALL Air Yorkshire members.
Some initial thoughts are: <ol style="list-style-type: none"> 1. Make ALL the questions multiple choice, including the photographs 2. Give the "Experts" a Handicap 3. Split the quiz into two separate ones e.g. one for the Experts and one for the Social members, with two separate winners. 4. Host the Quiz at the Multiflight Cafe
Please let me have any more ideas, and <u>please</u> comment on the above. |
| 1 March 2009 | NEW – Derek Brickell
Derek is a tutor in Air Transport Studies at the Aviation Academy and previously worked in the Aviation Industry. Details to follow. |

Possible Future Speakers include:

Squadron Leader Graham Laurie – Royal Flight
Mike Newall – Thomas Cook A330 Captain
Neil Pakey – Peel Airports (Liverpool/Teesside/Doncaster)
Norman Smart

Any further ideas for speakers will be gratefully received.

Alan Sinfield



SCENE AROUND YORKSHIRE: JULY 2008

Bagby:- A new resident is Topsy Nipper G-ARFV and this has been joined by Coyote G-SOOZ, which has moved from down the road at Hushwaite. The former Cloud9 PA-28 G-LFSJ has been sold to flybpl.com, not surprisingly based at Blackpool.

Mooney M20J N4305H, which is a temporary resident at Full Sutton paid a visit on 12/7 and on 20/7 Beech 36 N767CM arrived from its base at Garforth. Mooney M.20J D-EKUR arrived early evening on 22/7 for an overnight stay before heading to Eshott. Visitors:- 2/7 G-CDLK Skyrainger; 3/7 G-FOGY R.22B; 5/7 G-HELM Squirrel(t. Kemble); 9/7 G-SIMS R.22B, G-BIWN Jodel D.112, G-CCCI HN.700; 10/7 G-CBBT Bulldog, G-HULL F.150H; 12/7 G-CEJE Tailwind(f. Yearby); 13/7 G-BRBA PA-28, G-BRZS C.172P, G-BOPD Bede BD.4, G-OPRC Europa; 17/7 G-BDGM PA-28; 21/7 G-ATLM F.172G; 22/7 G-EORG PA-38; 24/7 G-BXCL Bensen B.8MR; 25/7 G-BFRF FRA.150M; 27/7 G-REDB C.310Q; 31/7 G-BIDH C.152, G-BTMR C.172N.

Beverley:- Vampire T.11 XD542, formerly with the Montrose Air Station Heritage Centre has arrived at a private address in the town and is currently in a dismantled state. Visitors:- 5/7 G-AWSL PA-28; 13/7 G-AWFW Jodel D.112, G-AYGA D.117, G-CCEM Eurostar, G-CDGG MCR.01 Banbi, G-CDLK Skyrainger(all from Oxenhope); 20/7 G-CFFD R.44(Also 27/7); 23/7 G-AVVC F.172H; 27/7 G-ATCC Beagle Airedale(t. Laddingford, Kent), G-BFMH C.177B, G-NPKJ Coyote, G-CBAK R.44.

Binbrook:- Lightning F.6 XR724, which has languished here for many years has been joined in recent weeks by the cockpit of XS457, formerly at Grainthorpe. Also noted was the fuselage of a former Saudi Lightning T.55, believed to be ZF595.

Brighton:- A new resident is Topsy Nipper G-AWJE, which was formerly at a private strip near Warrington. The PT-21 N58612, which arrived last month, has had the registration G-RLWG reserved for it. On 27/7 a pair Stearmans, N707TJ and N74189(Wingwalk Formation) dropped in for fuel while heading home to Rendcomb from Edinburgh. Visitors:- 2/7 G-BMUD C.182P; 3/7 G-SACX AT-03; 4/7 G-AWFW D.112; 10/7 G-BYNR Jabiru; 13/7 G-BHCP C.152, G-KIDG R.44; 13/7 G-BFNI PA-28(f. Cosford), G-WARZ PA-28, G-LOCO R.44, G-OWND R.44, G-MGAN R.44, G-ZZAC Eurostar; 17/7 G-CHYL R.22B; 20/7 G-CGDJ PA-28(f. Blackbushe), G-DCSE R.44; 21/7 G-AWLZ RF.4B(t. Duxford, fund raising flight); 22/7 G-SMRS Cessna 172F; 23/7 G-BTXT Maule MX.5; 25/7 G-CCSR Eurostar; 26/7 G-AZRM Fournier RF.5, G-JIMZ RV.4; 27/7 G-BUHA Falke(f. Saltby), G-OJON Titch, G-BNDT Colibri; 28/7 G-CBMO PA-28; 29/7 G-RAMY Jet Ranger.

Burn:- T.61F Venture G-BUJX, a Saltby resident, is currently operating from here standing in for Falke G-FHAS which is currently languishing in the hangar in a damaged state. Anyone know what happened to it?

CONY PARK(Leeds Heliport)

Another pretty run-of-the-mill month with strong winds and low cloud curtailing operations; however the following aircraft were logged visiting:-

01/7	G-EEZA	R.44	0745 0750	f. Todmorden t. Thirsk, return 1200/1210
02/7	G-SAMP	Agusta A.109S	1300 1310	f. Edinburgh t. Site at Junction 13 on M1
	G-XTEK	R.44	1335 1345	f/t Sherburn
	G-GDSG	Agusta A.109S	1655 1705	f. Denham t. Hexham
03/7	G-ELIT	Long Ranger	1125 1715	f/t Goodwood
06/7	G-DPHN	Dauphin	1700 1710	f. Leeming(Starspeed 44) t. Blackbushe(44)
12/7	G-IFRH	Agusta A.109C	1402 1410	f. Leyburn t. Wycombe Air Park
14/7	G-TMUR	Agusta A.109A	1355 1415	f/t Fair Oaks
15/7	G-WOFM	Agusta A.109E	1140 1200	f. Haydock t. Wetherby
16/7	G-SDCI	Jet Ranger	1030 1555	f/t East Kilbride
17/7	G-ELTE	Agusta A.109A	1045 1050	f. Popham t. Allenheads, return 1725/1730
18/7	G-ORBK	R.44	1435 1600	f. Wycombe Air Park t. Chinnor
23/7	G-MDGE	R.22B	1110 1130	f. Redhill t. Oban
26/7	G-PIXL	R.44	1810 1840	f. Caernarfon t. Scarborough
30/7	G-VEIT	R.44	1330 1345	f/t York(Topcat 07)
31/7	G-IFBP	Squirrel	1248 1255	f. Penrith t. Brands Hatch

Cranwell:- A new resident is N.3 Pup G-BVEA, which has moved from North Duffield/Redmoor Farm. The two new King Air 200GT aircraft of 45 Squadron, G-RAFD and G-RAFX have been allocated serials ZK458 and ZK459 respectively, however they are still flying under their civil registrations at present. A fly-in was held on 27/7 with visits from Harvard D-FUKK along with a Yak 3 D-FJAK/White 100. Among other aircraft noted were PA-18 VH-JVL, Jet Provost G-BXLO, Harvard G-TSIX and Tiger Moth G-AOGR/XL714(See Photo). Also present was Belgium Army Agusta A.109E, H-14(Belgium Army 720).



Crosland Moor:- Visitors:- 13/7 G-UKOZ Jabiru(f. Downham Market), G-BPVA C.172F(f. Barton), G-CEGZ Ikarus(f. Barton).

Deighton(York):- A new resident Pioneer 300 G-KITH was first noted operating from here on 13/7.

Devonshire Arms:- Regular Hughes 500 N500XV visited on 24/7, arriving from Sandtoft before heading home to Manchester. Visitors:- 2/7 G-DFKI Gazelle; 9/7 G-HELM Squirrel(f. Scorton); 12/7 G-RWEW R.44, G-OLNT Dauphin; 13/7 G-OLOW R.44(t. Burnsall), G-MGAN R.44, G-OMLS Jet Ranger; 18/7 G-STER Jet Ranger; 22/7 G-DMSS Gazelle(f. Rigton), G-KIDG R.44(Bladerunner 10); 23/7 G-ETFF R.44(f. Seighford), G-NICI R.44, G-BOYC R.22B; 27/7 G-WOOF Enstrom F.28A(f. Rochdale), G-CFFD R.44, G-GDAV R.44; 30/7 G-VEIT R.44(Topcat 07).

Dishforth:- Apache "Armyair 306", believed to have been ZJ195 was noted departing to Ripon on 3/7 before heading home to Wattisham. Islander ZG845(Armyair 594) put in an appearance on 21/7, departing to Inverness at lunchtime. Sister ship ZG844(Armyair 844) was noted the following day.

Doncaster(Robin Hood) Additional information from egcn.co.uk and fosda.co.uk

It was a little quiet down South Yorkshire way this month with just one stand out freight flight operated by PronAir Boeing 747/200 EC-KRP(See Photo p6, by Clive Featherstone). The aircraft arrived from Kazakhstan(PRJ 761) before staying overnight and heading home to Madrid the following morning. Boeing 747/400 G-GSSA(Jetlift 007) arrived from Stansted on 14/7 to do some circuit bashing, however all the other training flights this month were by Flybe aircraft apart from Electra G-LOFB(Neptune 188T) on 31/7. On 4/7 Boeing 757 G-LSAI(Channex 2024) positioned from Dublin to operate a charter to Lourdes and the following week Airbus 321 F-BYAN(Air Mediterranee 2541) made the return trip. On 13/7 Thomson Boeing 737/800 G-FDZB had to return to the airfield shortly after departure to Paphos with a navigation equipment failure. The aircraft made a successful "overweight landing" and Boeing 767/200 G-BYAA positioned in later in the day to substitute. Also On the 13th Lancaster PA474 made a flypast mid afternoon. Other movements included:-

- 01/7 G-NOSE Cessna 402(Atlantic 402), ZH107 Boeing AWACS(NATO 24, ILS)
- 02/7 D-EDEQ Be.24 Sierra, ZA682 Chinook(Vortex 455), ZJ990 Merlin(Vortex 774)
- 03/7 G-GEOS Dimona, G-BOMP Cherokee, EI-REI ATR.72(Jersey 265/6)
- 04/7 N53GX Global Express, G-XTEK R.44, T-67Ms training G-BWXC/F/I/T
- 06/7 CS-DXV Citation XLS(Fraction 3UK), G-BGXR Robin HR.200(training)
- 07/7 CS-DRN Hawker 800XP(Fraction 3HE, training all day)
- 09/7 240 King Air 200(Irish Air Corps 240, also 11/7), G-PMHT TBM.700
- 10/7 N440GC PA-44 Seminole, CS-DMB Hawker 400XP(Fraction 4EX), G-CSBD PA-28
- 11/7 OY-NLA Citation V(Norfllying 055)

12/7 G-XBEL Citation XLS(Beauport 821), G-FULM S.76C, EI-REL ATR.72(Jersey 265/6)
 12/7 G-OMRH Citation 2, ZH101 Boeing AWACS(NATO 02, training)
 16/7 CS-DXU Citation XLS(NJE 698K), ZJ237 B.412(SYS 93), ZF377 Tucano(LOP 09, ILS)
 17/7 P4-LJG Citation X, N240SY PA-28 Cherokee, ZS-MBI Commander 114A
 18/7 C-GWFM Falcon 50, CS-DRJ '800XP(NJE 7LY), M-TSRI King Air 90(Ambassador 918B)
 19/7 CS-DXH Citation XL(Fraction 819D), G-TTMB Jet Ranger
 22/7 CS-DRG Hawker 800XP(Fraction 5VQ), N449J A.109A, G-BYUE Tutor(Cranwell 40, ILS)
 24/7 CS-DXF Citation XLS(Fraction 270G, Gamston div), G-OKAG PA-28 Warrior
 25/7 G-CSIX PA-32 Cherokee 6, G-BZTG PA-34 Seneca
 26/7 D-CLLL Citation XLS(Augusta 261), G-LIMO Long Ranger
 28/7 N957T PA-32, G-JETO Citation V(Airtax 681F), G-EOA DHC-8(Jersey 171, LBA div)
 29/7 ZH879 Hercules(Ascot 530, ILS), G-REDB Cessna 310Q, EI-REG ATR.72(Jersey 265/6)
 30/7 G-CGAW King Air 200(Clifton 15), G-BYWG Tutor(CWL 42J, ILS), G-DMND DA-42(ILS)
 31/7 XZ215 Lynx(Armchair 001), XZ221 Lynx(Armchair 990, ILS), EI-REB ATR-72(Jersey 265/6)

Probably the most "exotic" aircraft to visit this month was the South African registered Commander 114A ZS-MBI on 16/7, however the aircraft is based at Oxford. A little further from home was the Falcon 50 C-GWFM of Mc.Cain Foods, which arrived on the 18th and later departed to Toronto via Goose Bay. Finally, Thomson are to upgrade their based fleet from 2x Boeing 737/300 and 1x Boeing 737/300 to 3x Boeing 737/800 aircraft for winter 2008/9.



Donna Nook:- On 1/7 C-17B ZZ171 was noted operating on the range early afternoon while a couple of helicopters were also logged and both landed. On 5/7 Merlin ZI130/O was noted however more interesting on 8/7 was Danish AS.550 Fennec(Squirrel) P-276, operated by Eskadrille 724 at Karup.

East Hykeham:- Noted initially on 1/7 Mooney M.20J N321KL appears to be a new resident at this Lincolnshire strip.

Eddsfild:- Cessna 172S N3540U is now confirmed as a new resident. An interesting arrival on 16/7 was vintage Leopard Moth G-ACUS from RAF Henlow while Commander 114 N6081F arrived from Kemble on 19/7. On 23/7 Twin Comanche D-GPEZ was a visitor, arriving early morning from RAF Wittering. However, the most interesting arrival was Italian Skyraider I-7038 on 31/7. Inbound from Skegness the aircraft suffered a starboard undercarriage collapse and stayed over a week for repairs before heading to Edinburgh. Visitors:- 2/7 G-BYXG Grob Tutor; 6/7 G-TIMZ R.44(t. Chesterfield); 12/7 G-CTDH CT.2K, G-OTIV Dynamic WT.9, G-BONW C.152; 13/7 G-BNGT PA-28(t. Duxford), G-BRBA PA-28, G-PIGS Rallye, G-RVDJ RV.6, G-CBBA DR.400, G-CBZG Coyote, G-BODE PA-28; 20/7 G-THIN FR.172; 25/7 G-ASHX PA-28; 27/7 G-BEMW PA-28(f. White Waltham); 31/7 G-BVFT Maule MX.5.

Elloughton:- A new resident at the helicopter site is Hughes 369HM N450AG. This machine was formerly H-202 of the Danish Air Force.

Elvington:- Be.60 Duke N3669D was a visitor on 10/7 and in the afternoon it made a trip to Gamston and back. Visitors:- 2/7 G-LKTB PA-28(f. Nottingham); 13/7 G-BOB Pioneer 300(was inbound but diverted to Sherburn, unable to get radio contact); 20/7 G-BAEO F.172M(f. Wickenby); 21/7 G-BRJV PA-28.

Full Sutton:- A new resident is Extra 300/L G-RFLY. The Cessna 152 which has been noted on rebuild recently turns out to be G-BWEV, which was involved in a landing accident as long ago as 13/4. While landing in low visibility

and light rain the aircraft landed deep into the runway and due poor braking ran off the end and overturned. An early morning arrival on 2/7 was Beech 36 N7205T, from its base at Tattenhill. Mooney M.20 N4305H set off on delivery back to the USA on 16/7, routing via Wick and arriving in Goose Bay the following day. Coming in the other direction was Cessna 172S N62951 routing inbound from Gander via Connaught. Visitors:- 2/7 G-PALY PA-28; 3/7 G-CEOG PA-28(t. Carlisle), G-BSER PA-28; 13/7 G-BONW C.152, G-BUVM Jodel D.120, G-CDGG MCR.01; 23/7 G-DASS Ikarus.

Gamston:- The microlight which ran out of fuel and crashed South of the airfield on 6/5 was Streak Shadow G-CZBE, inbound from Charterhall. Guernsey based Be.58 Baron N258RP was logged inbound on 9/7 and the same day Duke N3669D paid a brief visit in the afternoon. Also on 9/7 Citationjet M-WMWM routed home to Newcastle following maintenance and another of the type M-PARK(ex. G-HMMV) was also noted. The following day Citation 2 N550PD formerly owned by Ravenheat at LBIA routed Gamston - Keflavik - Narsarsuaq - Goose Bay - Buttonville Municipal - Coleman A Young Municipal - Wichita returning the Cessna Corp in part exchange Citationjet 3, which is due next month. Cessna 310R N747YK was noted visiting on 14/7 and the same day Citation 2 G-JETA was seen being towed from the hangar. Netjets new Citation XLS CS-DXU(Fraction 7RT) was noted on its first visit on 17/7 while older version CS-DXG(Fraction 910B) was logged on the 30th. Also on the 30th King Air 90 N402BL arrived from North Weald while Citation 2 N694LM departed to Southend following maintenance. An interesting arrival on 23/7 was Alouette XR379 of the Army Historic Flight, which called for fuel while heading home to Middle Wallop from Leuchars. Visitors:- 6/7 G-FOZZ Beech 36; 10/7 G-NWFG C.172S(t. North Weald), G-DFKI Gazelle(f. Andover); 13/7 G-BDSH PA-28; 14/7 G-RVDR RV.6; 19/7 G-BHRC PA-28, G-BHEN FA.150M; 20/7 G-MUSH R.44; 21/7 G-AZDD Monsun(t. Rochester); 23/7 G-CEZR DA.40(f. Shoreham); 27/7 G-PKRG Citation XL, G-BFDI PA-28; 28/7 G-BGGE PA-38.

Grindale:- An interesting new arrival here is PC.6 Porter N504SA, which has been imported from the USA for rebuild. By early August the aircraft was fully stripped and ready for respray.

Harrogate show ground:- During the Great Yorkshire Show on 9/7 the following balloons flew on the morning of 9/7, G-LEGO Cameron O-77, G-LIMP Cameron O-80 and G-WILB Ultramagic 105.

Hibaldstow:- The Dornier Do.28G EC-KTC(See photo, by David Senior) is confirmed as being formerly HA-ACL and will be used for parachuting here until it moves to Spain at the end of August.



Hollym:- The owner of resident F.150L G-BIOC has recently registered himself a Pioneer 300 G-SPED, which is under construction locally. A visitor, noted on 5/7 was Gamston based Pup G-AXNS.

HUMBERSIDE

Two aircraft inbound to the field this afternoon reported an aircraft, believed to be a Cessna 172, upside down in a field near the Elsham Wold reporting point. There was good news for Eastern Airways at the beginning of the month when they were named as the UK's most punctual airline. The only other news from here is that it is rumoured that from the end of August a Sikorsky S-61N will be based for operations out to the oil rigs. Visitors included:-

01/7	EI-DMG	Cessna 441, CS-DNY Citation XL(Fraction 6KF)
02/7	N663CP	Gulfstream 4(n/s), CS-DNL Hawker 800XP(Fraction 866B)
03/7	PH-EQU	Eurocopter EC.155(refuel)
04/7	CS-DKD	Gulfstream 4(Fraction 7KD)

05/7 CS-DLK Falcon 900EX(Fraction 9LK)
 06/7 EI-IRE Challenger 604
 08/7 G-JCBJ Sikorsky S.76C(JCB 2)
 09/7 D-EHZK Be.24R Sierra
 10/7 N440GC PA-44, CS-DXI Citation XL(NJE 3WP), G-RAFD Be.200(CWL 19, ILS)
 13/7 CS-DXG Citation XL(Fraction 3QH)
 17/7 N117EA Eclipse Jet, P4-LJG Citation X, D-CEXP Lear Jet 45
 18/7 CS-DLG Falcon 2000EX(Fraction 399R, n/s)
 23/7 G-NOUS Cessna 172S(f. Wycombe), G-DASS Ikarus
 30/7 N2400H King Air 90GT, ZE396 BAE.125 CC2(Northolt 35, ILS)
 31/7 D-EHGV DR.400, D-EFHG HR.200, CS-DXC Citation XL(Fraction 3DY)

The two German Robins on 31/7 were diversions after they got lost in worsening weather while routing from Oban to Cambridge. The Jetstream 41 G-CEYW(See photo, by James Stanfield), which was believed to have been reregistered in Greece and delivered last month was seen at Ronaldsway in early August with Greek titles but still British registered.



Kirkbymoorside:- Cessna T.206H N191ME was logged on 24/7 routing home to Bagby, also heading back to its base was T.67M G-TONS when it was logged outbound to Norwich on 30/7.

Leeds(Cookridge Junior School):- An unidentified Gazelle, "Armyair 788" visited the school on 18/7, f/t Shawbury.

Leeds(St. James Hospital):- On 17/7 Sikorsky S.76B G-XXEA(Rainbow 1R) arrived with Princess Anne, who was opening the new Cancer Unit at the hospital.

Leeming:- Noted in the hangars here on 15/7 were the following Tornados, ZH552/ST, being worked on before heading home to Leuchars, ZG789/GQ being dismantled and the tail/fin of ZG757/GF. There was also an unidentified fuselage. A trio of French Air Force Alpha Jets dropped in on 1/7, E.103/314-UA(French Air Force 6441), E.160/314-UH(FAF 6442) and E.87/314/LC(FAF 6443). After an overnight stay the aircraft returned home to Tours/St. Symphorien via an overshoot at Waddington. On 23/7 CH-53G 84+42(German Army 25) called in for fuel while enroute to Spadeadam ranges. Other visitors included:- 9/7 XW208 Puma(Ryder 1), ZJ955 Merlin(Rider 2), ZG771 Tornado(Marham 75), G-FRAT Falcon 20(Rushton 94), 14/7 ZA149 VC-10("Tartan 11", operating overhead pm); 21/7 ZE396(Ascot 1620); 23/7 G-CHAR Grob 109(f. Halton), ZZ193 Vigilante; 29/7 ZA111 Jetstream(Navy 806), Tornados ZE206/UI(Scorpion 1), ZE838/GH(Scorpion 2), ZE793(Horseman 1); 30/7 ZG501 Harrier GR.9(Striker 290), 91-0301 F-15E(Sappa 51, overshoot), Chinooks ZA705(Vortex 542), ZA708(Bomber 2), ZA712(Bomber 1), Tornados ZE162/HM, ZE790/HC, ZE808/-, ZE936/HE, ZE969/FY.

On 17/7 the following Grob Tutors were noted in the circuit, G-BYVV, G-BYWH, G-BYWT, G-BYYA.

Linton-on-Ouse:- A.109E ZR321(Ascot 1514) arrived from Harrogate for a refuel 3/7 after dropping a passenger inbound from Salisbury Plain. After night stopping the aircraft went back to Harrogate before routing to Brize Norton. On 8/7 Isaacs Fury G-BZNW arrived from Fishburn and Chipmunk G-BWNK/WD390 was noted on 25/7. Unidentified Puma(Vortex 010) was noted outbound to Warton on 30/7, however two Pumas that were identified were XW216(Iceberg 1) and ZA937(Iceberg 2) on 23/7.

Metheringham:- At the Aviation Heritage Centre located here, Hunter FGA.9 XE624 is a recent arrival from RAF Brawdy and joins Jet Provost T.4s XS177 and XS186.

Mt. Airey:- Cessna 172RG G-BILU was logged inbound from Wellesbourne on 3/7 while PA-24 N214SA was noted on 17/6 and PA-32 N2989M arrived from Middleham on 27/7. PA-28 G-CBMO arrived from Wombledon on 28/7.

Motorglider tour(See Photo):- On 26/7 a formation of German Fournier RF.4 and RF.5 aircraft arrived at Brighton from Lens/Benfontaine, D-KABG, D-KAHD, D-KALC, D-KAPT, D-KARL, D-KCII, D-KEAH, D-KEIL, D-KHWD, D-KIRE, D-KLIK, D-KOHE, D-KOPF. They were accompanied by Falke D-KDBN, Italian RF-5 I-TORR and Grumman AA-1B D-EAXG. The following day some of these aircraft and I-TORR joined up with a further clutch of Italian motorgliders at Rufforth and headed North to Scotland with I-TORR acting as radio ship. (If anyone can furnish me with any regs of these aircraft it would be very much appreciated). Unfortunately, the Flake D-KDBN was damaged during their visit to Rufforth(qv). Meanwhile heading up the west coast were a formation of French motorgliders and the aircraft visited our area on the 30th. Fournier RF.9 F-CAHM arrived at Bagby from Cumbernauld in formation with 7 other machines and after a short stay they headed to Wickenby. As with the Italians, if anyone can help identify these aircraft please get in touch!



Netherthorpe:- Visitors:- 1/7 G-BUCA Cessna A.150K(t. Norwich); 11/7 G-BSDL TB.10; 16/7 G-FABI R.44; 17/7 G-WEGO R.44; 20/7 G-BRWO PA-28; 23/7 G-BZIC T.600N.

New York(Lincs):- Recently noted in a field at Whaley Farm, south of Conningsby was Tornado GR.1 ZA361/TAC of 15 Squadron. The aircraft is ex St. Athan and was on the Marham fire dump.

North Scarle(Lincs):- Hunter F.51 "WT720" (actually E-408, Danish Air Force) has been noted on a pole at a recycling centre on the Swinderby Road just outside the village. The aircraft was formerly at RAF Sealand.

Oxenhope:- Resident Maule G-ITON has been sold in Finland and is to be replaced by CZAW Sportscruiser G-MESH, now under construction here. Gemini Flash G-MVSV, whose owner lives in Batley, was noted at the field on 13/7. On 27/7 Jabiru G-BNYR was a visitor, arriving from Rufforth.

Pocklington:- Following its visit to Eddsfild earlier in the day Leopard Moth G-ACUS called in here on 16/7 while heading home to Henlow.

Road Runner:- On 18/7 Lynx XZ211 was seen on a lorry heading South on the A1 near Ferrybridge mid afternoon.

ROTARY ROUND UP

02/7	G-VKVK	Squirrel	Emley Moor – Chesterfield
	G-EJRC	R.44	Ferrybridge – Bedford(Also 31/7)
06/7	G-OLNT	Dauphin	Silverstone – Richmond – Garforth
	G-MRMJ	Dauphin	Lothersdale – Blackbushe
07/7	G-CDWY	Agusta A109S	Chorley – Dewsbury/Batley
09/7	G-IFDM	R.44	Pickering – Arthington(North Leeds)
10/7	N449J	Agusta A.109E	Dublin – Barnsley
	N195NJ	Agusta A.109E	Dublin – Barnsley – Stansted
12/7	G-ASAZ	Hiller UH-12E	Sherburn – Birkenshaw(Bradford)
	G-GDJF	R.44	Rufforth – York Race Course
	G-DRIV	R.44	Easingwold – Site nr. Eccup – Otley

13/7	YU-HEY	Gazelle	Hartlepool – Towton (Church Fenton) – Ullswater
	G-MGAN	R.44	Withensea – Emley Moor (Also 23/7)
15/7	G-MUMU	Agusta A.109S	Site 6/E of LBIA – Newcastle – Audley Edge
	G-CGRI	Agusta A.109S	Harrogate (Rudding Park) – Isle of Dogs
	G-MOTA	Jet Ranger	Kings Lynn – Oulton Hall
17/7	G-MDDT	R.44	Wellesbourne – Sherburn (refuel) – Durham
	G-VONA	Twin Squirrel	“Premier 24”, Huddersfield – Site nr. Stansted
18/7	G-XXEA	Sikorsky S.76B	“Rainbow 1R” Harewood House – Liverpool
19/7	G-PEPS	R.44	Howden – Harrogate
20/7	G-FIBS	Squirrel	Malton – Birkdale (Southport)
	G-OMLS	Jet Ranger	Pateley Bridge – Aysgarth/Bainbridge
	G-MGAN	R.44	Emley Moor – Withensea
	G-GRND	Agusta A.109S	Windermere – Cantley (Doncaster)
	G-JGBI	Jet Ranger	Castleford – Wigan
21/7	YU-HES	Gazelle	Huby (S/Harrogate) – Site North London
	YU-HDL	Gazelle	Blackpool – Clitheroe
22/7	N696XX	Hughes 369E	Wellesbourne – Brough – Gamston
23/7	G-ILLG	R.44	Harrogate – Northampton
	G-ISPH	Jet Ranger	Scarborough – Site in Staffordshire
24/7	G-NWAR	Agusta A.109S	Wigan – Ilkley and return
26/7	G-LIMO	Long Ranger	Pontefract, local flying all day, to Tollerton
27/7	G-HELM	Squirrel	Wittering – York – Keighley
	HA-PPC	Alouette 3	Brighton – Aeroventure (Doncaster)
	G-DATE	Agusta A.109E	Southend – Hull (Ramada Hotel)
	G-LILA	Long Ranger	Bridlington – Pathead (Edinburgh)
30/7	G-DMSS	Gazelle	Murton (York) – Kirkstall Abbey (Leeds), also 31/7
	G-OMCC	Twin Squirrel	Penrith – Barnsley – Isle of Man
31/7	G-VEIT	R.44	“Topcat 7”, York Race Course – High Wycombe

Rufforth:- Cessna 310R G-BJMR, which has been resident here for a good number of years, has moved to Carlisle following sale. The Autogyro scene has had a dramatic increase with G-CEHN, G-CFCG, G-CFLC, G-DADA, G-TATA and G-YPDN all reported resident. As already mentioned Flake D-KDBN was damaged on 26/7 when a Fournier taxied into it damaging the tail. It was noted in Bob McLean's under repair on 27/7 and also of note in the workshop was DG.400 G-BRTW. Doncaster based PA-28RT N2136E was a visitor on 3/7. King Air 200 OO-SKM arrived from LBIA, where it had dropped in for fuel, on 13/7 before routing outbound to Brussels. Mooney M20J N123UK was logged arriving from Southend on 19/7 and on 30/7 PA-28R D-ENLY arrived from Oban. This aircraft stay until 31/7 before heading home to Germany via Ostend. Visitors:- 2/7 G-SGEC King Air 200; 3/7 G-KRMA Cessna 425; 16/7 G-CBYN Europa (f. Northampton), G-OTUI TB.20; 18/7 G-BBHC DR.400; 23/7 G-BPYO PA-28; 28/7 G-EECC Dynamic WT.9 (f. Nr. Yeovilton, weather div); 30/7 G-TOPK Europa, G-VAAC PA-28.

Sandtoft:- A new resident is PA-28 G-CDMX, which was first noted on 19/7. Alouette HA-LFZ was noted visiting on 3/7 and on 12/7 Katana D-EVOR called in for fuel while routing home from Scotland via Rochester. Fellow countryman PA-28 D-EAOB was also noted later the same day. On 20/7 Pawnee G-AXED arrived from Pocklington to collect a glider which had put down earlier in the day. Hughes 500 N500XV was noted on 24/7, inbound from Manchester while the 31st saw Cessna T.210M N249SP visit f/t Meppershall. Visitors:- 1/7 G-ORBK R.44 (f. Carlisle); 2/7 G-ODAZ R.44; 5/7 G-BHDZ, G-CETZ Ikarus; 10/7 G-OJPS Jet Ranger, G-ARNJ PA-22; 12/7 G-CBKA Gazelle, G-FLYA M.20K, G-AYYU Be.24 Sierra, G-PUPP Pup; 13/7 G-BJUR PA-38, G-WINI Bulldog, G-BSMU Coyote, G-SACX AT-03, G-BEZI AA-5, G-GFIB C.152, G-DMSS Gazelle; 14/7 G-CCPS Ikarus; 16/7 G-TIMZ R.44; 20/7 G-MUSH R.44, G-BFDI PA-28; 21/7 G-ATAF F.172F; 22/7 G-BAAD Evans VP-1, G-FITZ Cessna 335; 24/7 G-GYTO PA-28, G-EFAM C.182S; 26/7 G-CEMT GT.450 (plus 2 others); 27/7 G-BXLS Koliber; 29/7 G-DPIR S.76C (t. Belfast City); 30/7 G-FINZ Sky Arrow (f. Fishburn).

Scarborough:- On 28/7 Auster 5 G-BUDL/NX537 was test flown at Spanhoe following an extensive rebuild. The aircraft will arrive in Yorkshire for its Scarboro' owner early in August but it is unsure where it will be based.

Sherburn:- MYSTERY SOLVED:- The PA-28 G-LFSK, which disappeared from Sheffield in mysterious circumstances has been note in the engineering hangar in a dismantled state along with FA.152 G-FLOP. Cessna 182RG N382AS has moved from Bagby and is now resident here. The DA-40 G-WBVS which diverted in with technical problems last month was noted on a local air test on 3/7. Crookfoot based Gazelle YU-HEY visited on 8/7 while King Air 90

M-OTOR, now a regular, was noted on 26/7. Visitors:- 1/7 G-CDBY MCR-01 Banbi; 3/7 G-WYSP R.44, G-BGWO Jodel D.117; 4/7 G-GFPB PA-28; 5/7 G-CDKY R.44(Refuel, Edinburgh – Silverstone), G-ETAT C.172S(f. Rochester); 6/7 G-TREE Jet Ranger(Divert in due weather, Newcastle – Halfpenny Green); 8/7 G-HPAD Jet Ranger(Pipeline 01, t. Carlisle); 9/7 G-BTXT MX.5; 13/7 G-ATDO Bolkow Junior, G-GBOB Pioneer 300(Elvington div), G-GFPA PA-28, G-RODC Skybolt, G-ZAIR CH.601UD; 16/7 G-BSER PA-28; 21/7 G-BAEO F.172M; 23/7 G-LYNC R.22B(f. Peterboro'), G-MOUT C.182T; 26/7 G-ATJN D.117; 27/7 G-THIN FR.172(t. Cherbourg), G-ROTS Shadow, G-BMMP Grob 109(f. Tattenhill), G-AKSY Auster 5, G-EMMM DA-40; 28/7 G-CULF R.44; 30/7 G-TOPK Europa(t. Laddingford, Kent); 30/7 G-VEIT R.44(Topcat 07, f. High Wycombe); 31/7 G-HRNT C.182S.

Spilsby:- On 27/7 an unidentified light aircraft made an emergency landing at this former RAF station and overturned, however fortunately the 60 year old female pilot was uninjured.

Sturgate:- PA-44 Seminole N440GC was noted on 10/7, departing to Coventry while on 11/7 PA-24 N214SA was noted routing home to Fadmoor. On 14/7 PA-24 N61970 returned to Gamston following maintenance and PA-32 N562RR put in an appearance while on 21/7 Beech Sierra N39TA was noted. Eddsfild based Cessna 172XP HB-CIU arrived for maintenance on 26/7. Visitors:- 2/7 G-BXXT Duchess; 4/7 G-OOLE C.172M; 9/7 G-BRNN C.152; 12/7 G-CBKA Gazelle(f. Southwell), G-BFGG FRA.150M; 13/7 G-BYIA Jabiru, G-CDDI T.600N, G-BPYO PA-28; 14/7 G-AYAC PA28R; 16/7 G-PETS DA-42; 17/7 G-EEJE PA-31; 18/7 G-BFDI PA-28; 19/7 G-RROD PA-30(ex. G-SHAW); 21/7 G-AWLA F.150H; 23/7 G-BEAC PA-28.

TEESSIDE(Durham/Tees Valley) Info and photo from dtvmovements.co.uk

A new resident is PA-28 G-ATOO, which arrived mid month for a Hartlepool owner. The Omni International DC-10 flights from the Middle East resumed this month with N522AX used on 12/7, 13/7, 19/7, 20/7 and 27/7. There were also some RAF trooping flights operated by VC-10 XR807(Ascot 2512) on 14/7 and 27/7 with Tristars ZD950(Ascot 3720) and ZD948(Ascot 3730) on the 28th and 29th respectively. SAS/Braathens again operated a couple of 737 charters, LN-TUL(Braathens 9055) Ljubljana – Oslo on 3/7 and LN-TUJ(Braathens 9047/7108) Oslo – Evens on 6/7 while AN-26 YL-RAE(Mitavia 306F/1306) was logged on 19/7. The only aircraft to show up for the Sunderland Air Show were a quartet of F-16s, FA-101/FA-138(Belgium Air Force 532) and J-053/J-642(Orange Formation). The aircraft arrived on 24/7 but had a wasted journey as the show was cancelled on both days due to low cloud/coastal fog, however they did sit around until 28/7. Other interesting movements included:-

- 01/7 OY-CKR PA-31, CS-DNY Citation XL(Fraction 6KF), G-HVER R.44
- 02/7 PH-HMA Citation 2, S.76Cs G-VONC/G-VOND(Sparrowhawk formation)
- 03/7 N663CP Gulfstream 4, ZZ191 Hunter(Rushton 71), G-TVCO Airvan
- 05/7 N450PG Gulfstream 450(n/s), G-EVLN Gulfstream 5(PIX 268), N9122N PA-46
- 06/7 D-BSNA Challenger 604(Airisto 702), OO-TMM King Air 350, XV197 Hercules
- 07/7 PH-CDL PA-34 Seneca, G-JCBJ Sikorsky S.76C(JCB 3)
- 08/7 D-ICFI King Air 200(Flight Checker 611), G-BZRS EC.135T(Helimed 05E)
- 09/7 G-WAAN Bolkow Bo.105(Helimed 20E)
- 10/7 M-AJOR Hanks 950XP, N352CM PA-46, ZE413 A.109E(1 RW12)
- 12/7 G-SASD King Air 200(Gama 627), G-FRYI King Air 200(LNX 72FR), G-PETS DA-42
- 13/7 XZ345 Gazelle(Armyair 764)
- 14/7 N709EL Beechjet 400
- 16/7 N189PB Cirrus SR.22, G-BTEU Dauphin, XS739 Dominie(Cranwell 93)
- 17/7 F-GTEM King Air 350, ZE703 BAe.125(Rainbow 11R), PH-MJL Fokker 100(KLM, f/v)
- 18/7 MTSRI King Air 90GT(Ambassador 918C) 20/7 G-TAPS PA-28 Archer
- 22/7 G-IRSH Legacy(Airtax 719), N37US PA-34, XX285 Hawk(Pirate 17, ILS)
- 23/7 G-MPSC EC.145(Police 252), G-TOPS Twin Squirrel(Silverline 51)
- 26/7 CS-DXT Citation XLS(Fraction 585A), CS-DFQ Citation XL('6UQ), G-DPIR S.76B
- 27/7 N120CS Citationjet 29/7 G-POPW Cessna 182S, ZH879 Hercules(Ascot 530)
- 31/7 LX-AIR Challenger 300(Midnight 12), G-BVFT Maule, G-MEDH A.320(bmi, first visit)

Of the above the Gulfstream 4 N663CP is operated by Conoco/Philips and arrived from Humberside while Gulfstream 450 N450PG of CA Research Inc. night stopped before routing to Long Island. The Legacy G-IRSH(See **photo,p12**) is owned by Legemb Ltd but operated by Jet Options based at Birmingham. Finally, Gulfstream 5 G-EVLN(Metropix 268) arrived from Martin State before heading to Edinburgh.



Waddington:- USAF E.3B 75-0560(Sentry 30), which had arrived for the Air Show was still here on 8/7 as was the Chilean Air Force Hercules. Another "left-over" from the show was East Kirkby based Spitfire G-BMSB/MJ627, which was noted still operating from here on 22/7. Among the visitors was C.17B Globemaster Z2176(Ascot 6617) which arrived from Keflavik on 2/7 while on its delivery flight from the States. Later the same evening it left for Brize Norton. Other visitors included:- 2/7 G-FRAH Falcon 20(Rushton 70); 6/7 ZR322 A.109E(Ascot 1643); 9/7 Z2171 Globemaster (Ascot 802); 22/7 ZH866 Hercules(Ascot 5257), CH-03 Hercules(Belgium Air Force 640), ZF573 Islander(Ascot 7955); 23/7 066/ZA Xingu(French Air Force 9090), ZH880 Hercules(Ascot 520); 24/7 XV107 VC-10(Tartan 47); 26/7 ZF339 Tucano, XX189 Hawk; 31/7 098/YO Xingu(FAF 9090), 60-0350 KC-135R(Quid 45, training), LX-N90458 E.3A(NATO 06), ZH865 Hercules(Ascot 521).

Walton Wood:- Visitors:- 2/7 G-SPVK Squirrel(t. Chesterfield); 4/7 G-HEBE Jet Ranger; 15/7 G-BYCF R.44; 16/7 G-RAMY Jet Ranger(t. Humberside), G-TIMZ R.44, G-GRZZ R.44(n/s to 21/7, t. Liverpool)

Wickenby:- Islander G-AWNT, which was once a Lbia resident, is now living here along with Citabria G-BGGA and Edge 540 G-EDGY. Coopers Aerial Surveys have sold their Cessna 404 G-OOSI to Reconnaissance Ventures of Coventry, who sadly lost their Cessna 402 G-EYES in the mid-air accident near their base. Noted visiting on 18/7 was PA-28 F-GCJG, which later departed to Glenrothes. On 30/7 a formation of 7 French motogliders led by Fournier RF.9 F-CAHM arrived from Bagby for a fuel stop while routing home from a trip to Scotland. Visitors:- 10/7 G-FAIR TB.10(f. Rochester); 12/7 G-BGGA Citabria(f. Perth), G-ODAC F.152; 13/7 G-BFGS Rallye(f. Heaton Bray), G-RABA FR.172H, G-AVMD Cessna 150G; 23/7 G-BIUM C.152; 26/7 G-BNRA TB.10; 27/7 G-DIAM DA.40, G-BIHD DR.400(f. Cranwell).

Wombledon:- Europa G-RPAF, which has been built by a Wakefield owner was noted on Air Test from here on 20/7. Europa G-HUEW arrived from Abbots Bromley on 13/7 and the following day Beech 36 N720ST arrived from Tattenhill. Turweston based Robin DR.400 G-CBEZ was noted heading home on the 23rd.

York Race Course:- A one day meeting was held here on 12/7 with R.44 G-GDJF noted along with a pair of Twin Squirrels, "Trident 2" and "Air Medina 18". Trident 2 was from and to a site in West Sussex while Medina 18 went to Elvington for fuel.

York(Strensall Barracks):- "Vortex 466", an unidentified Chinook was noted departing here for Odiham on 17/7.

OVERFLIGHTS

01/7	N5320X	PA-28 Warrior	Wick - Stuttgart, delivery(OTR 1837 @ 5500')
03/7	N989Y	Twin Comanche	OTR 0937 @ 6500' enroute Bergen with G-LARE/G-SIGN
04/7	N97GT	Cirrus SR.22GT	4/W of LBA 1617 @ 3000' enroute to Rochester
07/7	D-EVOR	DA.20 Katana	Biggin Hill - Newcastle(York 1804 @ 1700')
	D-EAQL	Aquila A.210	Duxford - Blackpool(Huddersfield 1827 @ 2000')
12/7	N4514X	PA-28 Archer	Cambridge - Dundee(York 1016 @ 5000')
13/7	HA-VER	Cessna FR.172G	Over Goole 1744 @ 2000' enroute to Dundee(See photo,p13)
14/7	N6002G	PA-28R Arrow	Aberdeen - EDVC(T/D 1227 @ 10000')
	N189PB	Cirrus SR.22	Over Wetherby 1414 @ 2000' routing Northbound
16/7	N249SP	Cessna 210L	Over Wetherby 1509 @ 3000' enroute to Carlisle
19/7	N221LD	Cirrus SR.22	Wycombe - Perth(York 1202 @ 3500')
20/7	N697CP	Cirrus SR.22	OTR. 1625 @ 15000' on delivery to Lithuania
21/7	DU-139	Agusta A.139	"Dubai 139", Wetherby 1008 @ 2000', enroute Ellwood
24/7	D-ECHY	PA-28RT Arrow	Over OTR 1717 @ 4500', enroute to Perth
25/7	N117SA	Cessna 208	Southend - Newcastle(Goole 1452 @ 6500')
	PH-HLF	Cessna 182T	Over T/D 1615 @ 3000' heading North

G-SIJ	P-51D Mustang	North Weald – Edinburgh(Wetherby 1700 @ 2000')
N967LV	PA-32R Saratoga	Aarhus – Blackbushe(OTR 1707 @ 7500')
28/7 N957T	PA-32 Cherokee 6	Sleap – Newcastle(Wetherby 1440 @ 3500')
29/7 D-IABC	Commander 690C	6/S of LBA 1624 @ 3400' enroute to Isle of Man
30/7 F-PCRT	Jodel DR.1053	Oban – Andrewsfield(York 1531 @ 2000')
N183PG	Cirrus SR.22GT	Wick – Egelsbach, delivery(York 1012 @ 10000')



An unusual flyover on 9/7 was "Hawthorn 01", which was a Lake LA-4 Amphibian. The aircraft, routing from Gamston to Oban passed over the LBA 1231 at 2000'.

Agusta A.109BA H-14(Belgium Army 720) routed up the Vale of York on 24/7, passing abeam York at 1230 flying at 1500' enroute to Newcastle. The aircraft returned South on 27/7 routing over Eccup 1614 @ 1000' heading to Cranwell.

trevor.smith@airvorkshire.org.uk

DAY BY DAY @ LBIA - June (part 2) 2008



We are still suffering extreme difficulties in receiving up to date accurate information on movements at LBIA so this month we conclude the comprehensive information to the end of June. Once these problems have been resolved we will print a bumper bundle of LBIA visitors to bring us back up to date. Please be patient, we hope to get back to normal soon!

Not much more to report on the resident front; however there are a couple of new residents to look forward to in the near future, Eclipse 500 N117EA is due soon and replaces Extra 400 N400YY which left long ago while Ravenheat are disposing of their Citation 2 N550PD and replacing it with Citationjet 2 G-OMBI.

17 Tuesday

G-OMGI	King Air 200	0749	0838	f. Teesside(Goosepool 12) t. Stornaway(12)
G-NSJS	Citation Sovereign	0901	1521	f/t Jersey
G-KLYN	King Air 200	0958	1024	f/t Stansted(Skydrift 604), with overnight stay
G-SLOK	Robinson R.44	1132	1245	f/t Barton

G-JIVE	Hughes 369E	1147	1204	f. Shelf t. Wakefield, return 1302/1332, 1659/1807
G-ZLOJ	Beech A.36	1210	1431	f. Bournemouth t. Kirkwall
G-HONG	Slingsby T.67M	1220	1702	f/t Fairoaks
N77YY	PA-32R Saratoga	1240	1440	f. Bournemouth t. Kirkwall
G-HTRL	PA-34 Seneca	1501	1532	f. Oxford(Air med 067) t. Biggin Hill(075)
XX167	Hawk	1618		ILS and overshoot(Anglesey 19) f. Valley
G-OMGI	King Air 200	1829	1845	f. Stornaway(Goosepool 12) t. Teesside(12)

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

bmi:- G-DBCI operated all Heathrow flights, n/s with G-RJXI/K, G-CDFS.

Eastern:- G-MAJF(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJH(74G/39Q). Based G-MAJI.

Flybe:- G-JECF(729/30), G-JEDM(171/2), **G-EMBU(1LH/174)**, **EI-REJ(731/2)**, G-JECK(733/4), G-JECL(175/6)

Jet2:- G-LSAH(915P) arrived from Cork then operated t/f Malta/Luqa(118P/119P).

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

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

Thomas Cook:- A.320 G-SUEW continues to operated the IT flights.

*** Citation XL D-CVVV(Augusta 421) returned home to Augsburg at 0947 following an overnight stay. EMB145 G-EMBV(Jersey 041R) positioned to Manchester at 1117, following a night stop and Lear Jet 45 G-SOVV went to Jersey at 1429 having also arrived yesterday. And finally, another aircraft departing following a stay was Global Express N170SW(See photo), which departed to Munich at 1729.



18 Wednesday

9H-AEO	Airbus 320	0126	0256	f/t Malta(Air Malta 5208/5209)
G-BZDR	Tri Kiss	0856	1935	f. Sleep
CS-CXQ	Citation XL	1042	1202	f. London City(Fraction 6MA) t. Palma(6MA)
G-NSJS	Citation Sovereign	1605	1619	f/t Jersey
G-FIBS	Squirrel	1919	1439	f. Ilkley, n/s t. Green Hammerton(Yorkair 02)
G-HELM	Squirrel	1959	2015	f. Ascot(Jockey 63) t. Bishopthorpe(63)

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

bmi:- Again G-DBCI operated all Heathrow flights, n/s with G-RJXI/K, G-CDFS.

Eastern:- G-MAJF(29Q/19Q, 89Q/79Q, 74G/39Q), G-MAJT(99Q/59Q), G-MAJC(41B/42B). G-MAJI operated am Southampton the positioned to Humberside(35P) with G-MAJZ(34P) arriving to operate the lunchtime flight, however G-MAJI then returned on the evening rotation and night stopped.

Flybe:- G-JECX(729/30), G-JECL(171/2, 175/6), **G-EMBU(1LH/174)**, **EI-REJ(731/2)**, G-JEDI(733/4)

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

Manx2:- EC-GPS, Metroliner operated the morning rotation with LET 410 OK-RDA arriving on the evening flight.

Ryanair:- EI-DHC(13H/1363), EI-DLF(152/153A, 15J/155), EI-CSQ(156/15N)

***Following a couple of days visiting Multiflight Challenger 300 M-NEWT(Bizjet 1 WT) departed to Northolt at 1033. Dauphin N365LL(Yorkair 1) carried out an Air Test this afternoon following maintenance in Multiflight.

19 Thursday

G-CCVO	Jet Ranger	0755	0808	f. Clitheroe t. Gisburn
N351TC	Hawker 800XP	0902	1826	f. Moscow/Domodovo t. Northolt
G-GBRU	Jet Ranger	0945		f. Sheffield City
G-TALG	PA-28 Cherokee	1014	1043	f/t Tattenhill(See notes)
EC-KBQ	Airbus 320	1147	1319	f/t Arrecife(Iberworld 3659/3660)

G-BJCW	PA-32 Saratoga	1255	1715	f/t Fairoaks
G-OMDR	Jet Ranger	1300	1350	f. Site nr. Edinburgh t. Southend
G-FDZE	Boeing 737/800	1304	1432	f/t Palma(Thomson 894B/893B)
G-OOPW	Airbus 320	1324	1458	f/t Faro(Jetset 639D/639C)
G-OLTT	Pilatus PC-12	1721	1746	f. Glasgow t. Goodwood
G-FIBS	Squirrel	1818	1852	f. Great Ouseburn(Yorkair 02), n/s t. Corby(2)
M-NEWT	Challenger 300	1931	1956	f. Northolt(Bizjet 1WT) t. Luton(2WT)

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

bmi:- G-DBCI operated all the Heathrow flights until **G-MEDE**(8JL), n/s with G-RJX/K, G-CDFS.

Eastern:- G-MAJU(29Q/19Q, 89Q/79Q), G-MAJF(74G/39Q), **G-CDEB**(99Q/59Q). Based G-MAJI.

Flybe:- G-JEDT(729/30), G-JECV(171/7VT, 175/6), **G-EMBI**(1LH/174), G-JEDW(643/4), **EI-REJ**(731/2), G-JEDN(733/4)

Jet2:- 757 G-LSAB(Kestrel 798F) positioned to Manchester to operate for Thomas Cook, it then operated "Kestrel 589L" into LBA with the passed being bussed to their original destination, Manchester.

KLM:- PH-KZA(65W/66S, 67N/68K), PH-OFL(69W/64K, n/s) **Manx2:-** EC-GPS x2

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

***A first time visit today was made by bmi A.320 G-MEDE, formerly operated by British Mediterranean, which operated the last inbound Heathrow flight and night stopped. Meanwhile, Eastern Airways utilised SAAB 2000 G-CDEB(See photo) on the afternoon Aberdeen rotation. The PA-28 G-TALG arrived from Tattenhill to collect Cessna 210D G-OWAN, which was going for maintenance Dauphin N365LL returned home to Stansted at 1421 following maintenance with Multiflight.



20 Friday

G-POWB	King Air 350	0913	1306	f/t Stansted(ZAP 3A)
G-HELM	Squirrel	0942	1001	f/t York(Jockey 63), return 2054(n/s)
EC-IDT	Boeing 737/800	1123	1246	f/t Tenerife(Air Europa 207/208)
G-CEGP	King Air 200	1255	1500	f. Isle of Man(Cega 342) t. Bournemouth(342)
G-AXCA	PA-28R Arrow	1318	1245	f. Southend, n/s until 22/6, t. Newcastle
G-FDZB	Boeing 737/800	1430	1549	f/t Corfu(Thomson 674D/673D)
SX-SEA	G.200 Galaxy	1514	1623	f. Le Bourget(Hercules Jet 30) t. Nice(30)
G-CCVO	Jet Ranger	1544	1602	f/t Gisburn
G-BTCK	PA-28 Warrior	1914	1944	f/t Fairoaks
G-FIBS	Squirrel	2054	1017	f. Nr. Corby(Yorkair 3), n/s t. Ascot(2)

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

bmi:- G-MEDE(0J) operated to Heathrow then Titan Airways '146 **G-ZAPN**(4JL/2LJ/ 5JL/4LJ/7JL/5LJ) until G-MIDS(8JL/9851, t Gatwick). G-RJXK(3xv) operated to Glasgow and did not return leaving G-RJX/K, G-CDFS to night stop.

Eastern:- **G-CDKA**(29Q/19Q), G-MAJJ(89Q/79Q), G-MAJH(74G/39Q), **G-CDEB**(99Q/59Q). G-MAJC(41B/41C). Based G-MAJI.

Flybe:- G-JEDT(729/30), G-JECV(171/7VT), G-ECOB(643/4), **G-EMBI**(1LH/174), **EI-REJ**(731/2), G-JEDN(733/4), G-JECV(175/6)

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

Manx2:- EC-GPS am, however the evening flight was operated by Jetstream 31 **G-BTXG**(Highway 308/9)

Ryanair:- EI-DHC(13H/1363), EI-DLF(152/153A), EI-DLV(15J/155), EI-DLF(156/15N)

***The star arrival today was the Greek Gulfstream 200 Galaxy SX-SEA, operated by Gain Jet Aviation SA and on its first appearance at LBIA. There were numerous substitutions on the scheduled flights all of which are highlighted above.

21 Saturday

G-SIRA	EMB.135 Legacy	0842	0925	f. Stansted(Twinjet 2) t. Dublin(2)
G-THON	Boeing 737/300	1024	1148	f/t Reus(Thomson 528B/527B)
OE-LCO	Canadair CRJ	1237	1326	f/t Innsbruck(Austrian 2365/2366)
EC-GQG	MD-83	1610	1751	f/t Ibiza(Spanair 3297/3298)
EC-GNZ	Boeing 737/400	1654	1759	f/t Palma(Futura 1315/1316)

Air Southwest:- G-WOWA(480/1, 478/9) **Ryanair:-** EI-DCT(15J/155)

bmi:- Heathrow:- G-RJXI(01J/4JL/2LJ), G-RJXC(8JL), n/s with G-CDFS.

Flybe:- G-JEDN(729/30), G-JECV(171/7VT), G-ECOB(643/4), G-JEDW(1401/2)

Jet2:- G-CELG(196) inbound from Prague, diverted to Doncaster due fog. G-LSAJ(016P) positioned to Cork at 0528, returning from Shannon(019P) around midnight..

KLM:- PH-KZF(65W/66S), PH-KLD(67N/68K), PH-OFG(69W/46K, n/s) **Manx2:-** D-CNAG x1

Thomas Cook:- G-SUEW(TCX 674L) inbound from Alicante, diverted to Manchester due fog, positioning back at 0023 on Sunday morning.

***Spanair continue to use MD-83 aircraft on their flights, with EC-GQG(See photo) appearing this afternoon in Star Alliance colours.



22 Sunday

LZ-BHB	Airbus 320	0802	0920	f/t Bourgas(Balkan Holidays 5559/5560)
N419SW	PA-32 Saratoga	1436	1752	f/t Le Touquet
G-DWJM	Citation 2	1757	1831	f. Luton(Trafalgar 23) t. Biggin Hill(24)

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

bmi:- Heathrow:- G-RJXC(01J/4JL/2LJ), G-DBCG(5TW/5LJ) operated Teesside – LBIA – Heathrow, G-DBCI(8JL), n/s. G-RJXR(408) from Edinburgh, G-RJXK(3XV) from Glasgow n/s with G-CDFS.

Eastern:- Based G-MAJI(139P/140P) positioned t/f Aberdeen. G-MAJT(99Q/59Q) f/t Aberdeen.

Flybe:- G-JEDJ(731/2, 733/4), G-KKEV(643/4), G-JECV(175/6)

Jet2:- G-CELZ(031P) positioned in from Edinburgh

KLM:- PH-KZH(65W/66S), PH-KZE(67N/68K), PH-OFE(69W/64K, n/s) **Manx2:-** EC-GPS x1

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

***There was quite severe disruption this afternoon with winds gusting up to 45knots, causing several aircraft to divert away including Sir Alan Sugar's Legacy G-SIRA which ended up at Manchester. Also ending up at Manchester were Citation XL CS-DXM(Fraction 140M) and Futura 737/400 EC-KRB(Futura 1355), the latter attempted one approach and had it landed would have been a first visit.

23 Monday

D-CEMG	Citation Ultra	0805	1350	f/t Kassel(First Flight 801)
TC-OAE	Airbus 321	0828	0948	f/t Dalaman(Onur Air 7335/7336)

G-OLTT	Pilatus PC-12	1007	1050	f. Goodwood t. Elstree
G-NOSY	Robinson R.44	1433	1628	f/t Sherburn
G-JOPT	Citation V	1516	1613	f. Nice(Air Tax 401) t. Le Bourget(401P)
G-LULV	DA-42 Twin Star	1527	1549	f/t Gamston(Diamond 2)
G-OSOH	Citationjet	1538	1631	f. Luton(Hangar 835) t. Jersey(835)
G-JDBC	PA-34 Seneca	1458		ILS and overshoot(Jaydee 43X), f/t Manchester
TC-OAI	Airbus 321	2016	2137	f/t Dalamán(Onur Air 2611/2612)

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

bmi:- G-DBCI operated the London flights until G-DBCA(5TW) operated Teesside – LBIA – Heathrow early evening and then G-DBCI(8JL), n/s with G-RJXK/R, G-CDFS.

Eastern:- G-MAJJ(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJU(74G/39Q) G-MAJC(41B/42B). Based G-MAJI.

Flybe:- G-JECI(729/30), G-JEDV(171/7VT), G-JEDU(643/4), **G-EMBO**(1LH/174), **EI-REJ**(731/2), G-JECV(175/6)

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

Ryanair:- EI-DWH(13H/1363), EI-DLF(152/153A), EI-DYN(15J/155), EI-DCZ(156/15N)

***Citation Ultra D-CEMG of Stuttgarter Flugdienst was a first time visitor as was the DA-42 G-LULV from the Diamond Agency at Gamston.

24 Tuesday

G-FIBS	Squirrel	0958	1845	f. York(Yorkair 2), n/s t. Barton
G-JDBC	PA-34 Seneca	1140	1623	f/t Manchester(Jaydee 43W). also Exam 02
G-OMRH	Citation Bravo	1528	1557	f. Hawarden t. Farnborough
9H-AEO	Airbus 320	1926	2031	f/t Malta(Air Malta 5208/5209)

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

bmi:- G-DBCI all Heathrows, n/s with G-RJXK/R, G-CDFS.

Eastern:- G-MAJW(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJE(74G/39Q). Based G-MAJI.

Flybe:- G-JECX(729/30), G-JECM(171/7VT), **G-EMBO**(1LH/174), **EI-REJ**(731/2), G-JECI(733/4), G-JECM(175/6)

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

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

25 Wednesday

N103CD	Gulfstream 3	0853	0943	f. Rotterdam, n/s t. Birmingham
G-JIVE	Hughes 369E	0942	1442	f/t Shelf
CS-DRZ	Hawker 800XP	1001	1316	f. Bucharest(Fraction 469R) t. Zurich(660Y)
N109AG	Agusta A.109A	1017	1118	f/t Ilkley
G-DSID	PA-34 Seneca	1108	1608	f/t Bournemouth, local flights
HB-LOG	PA-34 Seneca	1114	1621	f/t Guernsey
G-RAFX	King Air 200GT	1116		ILS and overshoot(Cranwell 72)
G-BEYL	PA-28 Cherokee	1203	0907	f/t Compton Abbas, with overnight stay
OE-FLR	Citation Mustang	1211	1319	f. Reykjavik t. Florence
ZF491	Tucano	1216		ILS and overshoot(LOP 90)
EC-KHT	EMB.135 Legacy	1221	1312	f. Malaga(DNC 631), n/s to 26/5 t. Farnboro'(651)
OE-FHA	Citation Mustang	1246	1357	f. Reykjavik t. Salzburg
G-KVIP	King Air 200	1531	1811	f. Marseilles(Prestige 07) t. Exeter(07)
CS-DXD	Citation XL	1848	1036	f. Palma(Fraction 3EU), n/s t. Olbia(3EU)

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

bmi:- All Heathrow flights G-DBCI, n/s with G-RJXK/R, G-CDFS.

Eastern:- G-MAJW(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJF(74G/39Q). G-MAJC(41B/41C)

Flybe:- G-JEDN(729/730), G-JECP(171/7VT), **G-EMBO**(1LH/174), **EI-REJ**(731/2), G-JEDM(733/4), G-JECP(175/6)

KLM:- PH-KZP(65W/66S), PH-KZF(67W/68K), PH-OFK(69W/64K, n/s) **Manx2:-** D-CNAG x2

Ryanair:- EI-DYF(13H/1363), EI-DHC(152/153A, 15J/155), EI-DLG(156/15N)

***What a day!! We have to start with the two brand new Austrian registered Citation Mustangs on delivery to their new owners Globe Air AG. The aircraft had left the Cessna Factory on 22/6 and routed via Bangor/Maine - Goose Bay – Narsarsuaq – Reykjavik. The Gulfstream 3 N103CD is operated by World Heir Inc., based at College Park Georgia while rare bird, PA-34 HB-LOG(See photo p18, by Martyn Gill) is owned by Akzenta Suisse and based at Lugano. Add to these the Netjets Hawker 800XP CS-DRZ on its first visit and the now regular Spanish Legacy EC-KHT("Flying Olive") and you have quite an interesting selection of movements.



26 Thursday

CS-DFE	Falcon 2000EX	0913	1100	f. Amsterdam(Fraction 2NE) t. Almeria(2NE)
G-CCFC	Robinson R.44	0942	1122	f. Barton t. Newcastle, return 1800/1831
G-SYDE	PA-32RT Saratoga	1126	1530	f/t Earls Colne
EC-INZ	Airbus 320	1147	1327	f/t Arrecife(Iberworld 3659/3660)
G-FDZE	Boeing 737/800	1250	1443	f/t Palma(Thomson 894B/893B)
G-OOPW	Airbus 320	1333	1539	f/t Faro(Jetset 639D/639C)
CS-DFN	Citation XL	1721	1801	f. London City(Fraction 6PG) t. Biggin Hill(6PG)

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

bmi:- Nothing changes, G-DBCJ, G-RJXX/R, G-CDFS all night stopping.

Eastern:- G-MAJW(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJU(74G/39Q). Based G-MAJI.

Flybe:- G-JEDM(729/30), **G-ERJB**(171/7VT), G-JEDU(643/4), **G-EMBO**(1LH/174), **EI-REJ**(731/2), G-JECX(733/4), G-JEDR(175/6)

Jet2:- G-LSAH(021P/924P) positioned to Shannon in the early hours returning late tonight.

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

Ryanair:- EI-DLM(152/153A), EI-DLG(151/155), EI-DLM(156/157C, departed 26/6 at 0848)

***Just one first visit today, Saratoga G-SYDE.

27 Friday

SE-RFI	Citation Sovereign	0743	0851	f. Amsterdam t. Barcelona
EC-HGP	Boeing 737/800	1114	1239	f/t Tenerife(Air Europa 207/208)
G-FDZB	Boeing 737/800	1441	1631	f/t Corfu(Thomson 674D/673D)
G-PWNS	Citationjet	1519	1626	f. Oxford(Hangar 826) t. Jersey(826)
M-NEWT	Challenger 300	1652	1813	f/t Luton(Bizjet 1WT/2WT)
G-VUEA	Citation 2	1735	1039	f. Faro(Flyvue 796), n/s t. Ibiza(401)

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

bmi:- G-DBCJ all Heathrows until G-MIDS(8JL/9851 t. Gatwick). G-RJXR(9151) positioned to Manchester, G-RJXG(9152) from Manchester. G-RJXX(3XV) operated to Glasgow and didn't return leaving G-RJXG, G-CDFS n/s.

Eastern:- G-MAJW(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJU(74G/39Q). G-MAJC(41B/41C)

Flybe:- G-JEDN(729/30), G-JECN(171/7VT), G-KKEV(643/4), **G-EMBO**(1LH/174), **EI-REJ**(731/2), G-JECX(733/4), **G-ERJB**(175/6)

Jet2:- G-CELK(212P) positioned home from Alicante at 0702. G-LSAH(022P/2005) positioned to Tarbes early afternoon to operate a charter back with pilgrims from Lourdes. The aircraft the positioned back to Tarbes(026P).

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

Manx2:- D-CNAG operated am, Dornier 228 D-IFLM(Kiel Air 1304D/1309D) operated teatime flight.

Ryanair:- EI-DYF(13H/1363), EI-DWC(152/153A), EI-DHC(151/155), EI-DAK(156/15N)

***The Citation Sovereign SE-RFI of European Flight Services was on its first visit to LBA.

28 Saturday

G-SGEC	King Air 200	0736	0809	f. Gamston t. Southampton
G-BZDR	Tri-Kis	0801	1340	f/t Sleep
G-THOK	Boeing 737/300	1053	1200	f. Reus(Thomson 528B/527B)
OE-LCF	Canadair CRJ	1252	1336	f/t Innsbruck(Austrian 2365/2366)
N109AG	Agusta A.109A	1254	n/s+	f. Shelf
G-HELM	Squirrel	1317	n/s+	f. Bagby
EC-FXA	MD-83	1600	1737	f/t Ibiza(Spanair 3297/3298)
G-ODAG	Citationjet 2	1806	0906	f. Ibiza(Saltire 824P), n/s t. Nice(878)
G-PLPL	Agusta A.109E	1856	0732	f. Devonshire Arms, n/s to 30/6 t. Barton
G-HEBS	BN.2B Islander	1914	1538	f/t Cumbernauld, with overnight stay
G-ONEC	Cirrus SR.22	1920	2013	f. White Waltham t. Fair Oaks

Air Southwest:- G-WOWA(480/1, 478/9) **Ryanair:-** EI-DLM(15J/15S)

bmi:- Heathrow:- G-CDFS(01J/4JL), G-RJXG(2LJ), G-RJXN(8JL), n/s with G-CDFS.

Flybe:- G-JECX(729/30), **G-EMBO(171/7VT)**, G-ECOB(643/4), G-JEDM(1401/2)

Jet2:- G-CELS(206P) positioned in from Amsterdam.

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

Thomas Cook:- The company continue to use A.320 G-SUEW on their IT flights.

***The most interesting arrival today was the Hebridean Air Services Islander G-HEBS(See photo), on a passenger charter. This aircraft was on its first visit to LBIA as was the Edinburgh Air Charter Citationjet G-ODAG and the A.109E G-PLPL of BG Aviation. At 1455 "Spitfire 93" made a flypast along the old runway 27 while enroute for a display at Eldwick.



29 Sunday

LZ-BHC	Airbus 320	0813	0931	f/t Bourgas(Balkan Holidays 5559/5560)
OE-GME	Citation XL	1048	1636	f. Biggin Hill t. Graz
G-SGEC	King Air 200	1056	1116	f. Oxford t. Gamston
M-NEWT	Challenger 300	1222	0848	f. Luton(Bizjet 1WT), n/s t. Northolt(1WT)
G-FOZZ	Beech F.33	1239	1327	f. Blackpool t. Gamston
CS-DFD	Falcon 2000	1332	1531	f. Almeria(Fraction 2FD) t. Dublin(469Q)
EC-GNZ	Boeing 737/400	1718	1828	f/t Palma(Futura 1355/1356)

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

bmi:- Heathrow:- G-RJXN(01J/4JL/2LJ), G-RJXO(7JL), G-MIDS(9872, f. Gatwick/5LJ), G-DBCG(8JL, n/s).

G-RJXO(3XV) swapped in Glasgow with G-RJXK(3VX). G-RJXH(408) from Edinburgh, n/s with G-RJXK, G-CDFS.

Eastern:- G-MAJW(99Q/59Q) f/t Aberdeen. Based G-MAJI.

Flybe:- **G-EMBO(11H/174)**, G-JECX(731/2, 733/4), G-JECS(643/4), G-JECI(175/6)

KLM:- PH-KZD(65W/66S), PH-KZN(67N/68K), PH-OFI(69W/64K, n/s) **Manx2:-** EC-GPS x1

Ryanair:- EI-DAN(152/153A), EI-DAF(15J/1D), EI-DPH(156/15N)

***The only aircraft of note today was the Citation XL OE-GME of Air Styria. At 1600 DC-3 ZA947("Dakota 99") made a low flypast along runway 14 while heading home to Conningsby.

30 Monday

TC-OAN	Airbus 321	0815	0939	f/t Dalaman(Onur Air 7335/7336)
G-BLZN	Long Ranger	0932	1002	f. Pathead(Edinburgh) t. Silverstone
G-JIVE	Hughes 369E	0947	2053	f/t Shelf
G-CJAD	Citationjet	1548	n/s+	f. Edinburgh, to Multiflight, maintenance
M-NEWT	Challenger 300	1624	1652	f. Northolt(Bizjet 1WT) t. Luton(2WT)
G-BIOB	Cessna F.172P	1751	n/s	f. Doncaster(Flight Images 01)
G-SIMY	PA-32 Cherokee 6	1757	1804	f. Kirkbride t. Carlisle
TC-OAK	Airbus 321	1914	2035	f/t Bodrum(Onur Air 2611/2612)
F-GLXQ	Boeing 737/400	2231	n/s	f. Charles de Gaulle(Axis 941)

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

bmi:- All Heathrow flights G-DBCG, n/s with G-RJXH/K, G-CDFS

Eastern:- G-MAJW(29Q/19Q, 89Q/79Q, 99Q/59Q), G-MAJJ(74G/39Q)

Flybe:- G-JECZ(729/30), G-JECI(171/7VT), G-JEDM(643/4), **EI-REJ**(731/2), G-JECI(175/6), 733/4 canx.

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

Ryanair:- EI-DAD(13H/1363), EI-DPS(152/153A), EI-DLG(15J/1D), EI-DYK(156/15N)

***Today saw the first visit of Boeing 737/400 F-GLXQ(See photo) of Axis Air when it arrived from Paris on passenger charter for an overnight stay. PA-32 G-SIMY came to collect Commander 114 G-OECM which had been on maintenance with Multiflight for most of the month.



trevor.smith@airyorkshire.org.uk



Raytheon Hawker 800XP
N800UK
LBIA
22 August 2006

Martin Zapletal

MILITARY AIRCRAFT IN LINCOLNSHIRE PART 2



Royal Air Force College Cranwell

Perhaps the most famous of all RAF stations with its famous clock tower where all squadron standards are kept from those disbanded awaiting reformation. They hang from the clock tower's centre piece. The college is a shadow of its former self with regards flying activities but all RAF officers are still trained in officer etiquette at the college, known as Initial Officer Training. The officers and aircrew selection board is also housed in the north side area.

The south side is the airfield where aircraft of 3FTS (flying training school) fly from. At the far south of the field well away from the 3FTS hangars is 1EFTS (elementary flying training school) and TCF (training consolidation flight) which is part of DCAE (defence college of aeronautical engineering).

Cranwell is very easy to find - after travelling down the A1 come off at Winthorpe Junction on the A17 (where you could have a look round the Newark Air Museum). Continue along the A17 for about twenty miles and the RAF College will be on your right. The sign for RAF College Cranwell along the B1429 will only take you to the college so continue along the A17 for a short distance and the airfield will come into sight. Then next right along an undisclosed B road where a small area is available to stop the car and look across the airfield and see the flight line.



45 Squadron(reserve)

This squadron is the old Multi Engine Training Squadron and its role is the training of pilots to fly multi engine aircraft (Hercules, Nimrod, Sentry and Sentinel aircraft). The squadron flies King Air 200 mostly with aircraft that carries serials but two keep their British registration numbers because they often fly in European air space. The aircraft are owned and operated by SERCO but the aircrew are RAF. Two King Air 200GT have just been added to the unit in the last few months.

ZK450/J G-RAFO/O
ZK451/K G-RAFP/P

ZK452/L
ZK453/M
ZK454/N

The two King Air 200GT's are registered G-RAFD and G-RAFX which have been allocated ZK458 and ZK459 but are not as yet in use.

55 Squadron(reserve)

This squadron trains navigators in medium speed navigation and early tactical weapon delivery. The navigators have progressed from the slow speed Tucano's and will pass on to 100 Squadron on Hawks after their course here ends, for a six month course on fast jets. The aircraft used is the Dominie which is a sixties version of the DH125 executive jet. The jet has a multi function interior that can train up to six trainee navigators.

XS712/A
XS713/C
XS727/D
XS728/E

XS739/F
XS730/H
XS731/J
XS737/K

XS711/L
XS709/M
XS736/S

The above can be found at the northern area of the airfield. If you continue down the A17 to the bottom of the airfield and turn left at the sign for the Cranwell heritage Centre, this is where XP556 Jet Provost T.4 is on show. The first hangar is where the Training Consolidation Flight is housed. This unit tries to create a front line squadrons flight line. The officers are given tasks to create the situations that they will find on a squadrons flight line where they have to provide a given number of serviced aircraft for the day's tasks. The instructors will make aircraft unserviceable and it is the trainee officers' task to have the aircraft inspected and made serviceable just as they would encounter in a real life RAF Squadron. For this task a number of redundant Jaguars are in use.

XX141/T Jaguar T.2A
XX747/ Jaguar GR.1
XX821/P Jaguar GR.1
XX837/Z Jaguar T.2

XX965/C Jaguar GR.1A
XZ119/F Jaguar GR.1A
XZ358/L Jaguar GR.1A

A little further up the road are the buildings and hangars of the Airframe Technology Flight and in one of its glass buildings can just be seen XZ138 Harrier GR.3. At the back of this are the hangars of No.1 Elementary Flying Training School whose aircraft co-locate with East Midlands University Squadron. They fly the Grob Tutor T.1 and their role is to train selected pilots to learn to fly, be they pilots that will fly aircraft or helicopters. Like the university squadrons the aircraft are maintained by an outside contractor and are given civil registrations.

G-BYUB/UB G-BYUP/UP
G-BYUC/UC G-BYUY/UY
G-BYUE/UE G-BYVA/VA
G-BYUI/UI G-BYVO/VO

G-BYVR/VR G-BYWG/WG G-BYXM/XM
G-BYVS/VS G-BYWL/WL G-BYXN/XN
G-BYWB/WB G-BYWY/WY G-BYXZ/XZ
G-BYWF/WF G-BYWZ/WZ

Dave Senior

Observed in Harehills, Leeds:

On Friday 25 July 2008 at approximately 16.15hrs, I saw an unidentified D.H.Vampire or Venom over our neck of the woods.

I was outside the post office on Compton Road and the aircraft was on a northerly course at a fairly low altitude, roughly flying over Harehills Road.

Harry Heyworth

MILITARY AVIATION



RAF FLYING TRAINING SCHOOLS

No. 1 FLYING TRAINING SCHOOL (1 FTS)

Based at RAF Linton-on-Ouse

Operates Tucano T1s

Also includes the Central Flying School (CFS) Tucano Squadron and the Tucano Air Navigation School

Composed of 72(R) Squadron and 207 (R) Squadron

No.3 FLYING TRAINING SCHOOL (3FTS)

Based at RAF Cranwell

Operates King Air 200s and Dominie T1s

Composed of 45(R) and 55(R) Squadrons

No. 4 FLYING TRAINING SCHOOL (4FTS)

Based at RAF Valley

Operates Hawk T1s, T1As and T1Ws

Composed of 19(R) and 208(R) Squadrons

No 1 ELEMENTARY FLYING TRAINING SCHOOL (1EFTS)

Operates Grob Tutors

Consists of three Elementary Flying Training Squadrons:

1 EFT Squadron	RAF Cranwell
2 EFT Squadron	RAF Wyton
3 EFT Squadron	RAF Church Fenton

DEFENCE ELEMENTARY FLYING TRAINING SCHOOL (DEFTS)

Based at RAF Barkston Heath

Operates Firefly T 67Ms

Composed of 703 Squadron Fleet Air Arm and 674 Squadron Army Air Corps

Also operates the Army Grading Flight at Middle Wallop

DEFENCE HELICOPTER FLYING SCHOOL (DHFS)

Based at RAF Shawbury

Operates Squirrel HT1s

Composed of 705 Squadron Fleet Air Arm, 60(R) Squadron RAF and 660 Squadron Army Air Corps

CENTRAL FLYING SCHOOL (CFS)

The CFS Tutor Squadron is based at RAF Cranwell

There are also elements of CFS at Linton-on-Ouse, Valley and Shawbury

Credit: Military Aviation Review: United Kingdom 2008

Eric Martin

WADDINGTON AIR DISPLAY



This year's air show on 5th and 6th July attracted many more than its usual visitors because of one aircraft. This was the show that the newly refurbished Avro Vulcan B.2 XH558 was to take part in its first display. After many years of restoration that cost millions upon millions of pounds, this famous aircraft of the cold war was to take to the air and thrill the public once again. So many spectators arrived for the show that the gates had to be closed on the Saturday by 10.00am - even those that had tickets were turned away. The Saturday crowd were the lucky ones as the Vulcan had serviceability problems on the Sunday and did not fly. Still, there were many other stars of the show including a Chilean Air force C-130, a Barksdale B-52H and the Indian Air Force Sarang helicopter display team.

For those that have never been to one of the shows, the air display is over two days with an arrivals day on Friday and departures day on Monday and is the only Military Air Show in our region. Over the years the show has been plagued with bad weather but this year's show was blessed with better weather but like all events in the UK this year it did not get away with it altogether.

Advanced tickets can be bought off the net and for directions on how to get to the show see the July edition of Air Yorkshire magazine.

A large and interesting static this year consisted of:

ZI690 Sentinel R.1 5 Sqn
 ZH105/05 Sentry AEW.1 8 Sqn
 ZA614/076 Tornado GR.4 14 Sqn(unmarked)
 ZI930/AA Typhoon FGR.4 17 Sqn
 XS727/D Dominie T.1 55 Sqn
 XX199 Hawk T.1 19 Sqn/4FTS
 ZF209/209 Tucano T.1 72 Sqn/1FTS
 ZI122/F Merlin HC.3 28 Sqn
 ZI278/78 Squirrel HT.1 DHFS
 XV672/187 Sea King ASaC.7 849 Sqn
 ZB684 Gazelle AH.1 AAC/AMS
 995 C-130H Hercules 10 Grupo FACHile
 43+50 Tornado IDS AKG-51 GAF
 MM55086/61-156 MB-339CD 61 Stormo AMI
 U-06 Fokker F-50 344 Sqn Klu
 J-869 F-16AM Falcon 322 Sqn (unmarked) KLu
 C.15-34/12-50 EF-18A Hornet Ala 12 Eda (Special marks)
 60-0021/LA B-52H Stratofortress 11 BS 2BW USAF
 58-0100/D KC-135R Stratotanker 351 ARS 100 ARW USAF

ZH101/01 Sentry AEW.1 8 Sqn
 ZE288/HA Tornado F.3 111 Sqn
 ZA611 Tornado GR.4 41 Sqn
 ZI939/DX1 Typhoon FGR.4 11 Sqn
 XX184/19 Hawk T.1 19 Sqn/4FTS
 ZK450/J King Air 200 45 Sqn/6FTS
 ZI703/03 Griffin HAR.2 60 Sqn(84 Sqn marks)
 XW213 Puma HC.1 33 Sqn
 XX488/CU562 Jetstream T.2 750 Sqn
 G-BYVS/VS Tutor T.1 CFS
 ZB686 Gazelle AH.1 AAC Display(cab)
 2507 Antonov AN-26 241 ZDL Czech AF
 MM62221/46-85 C-27J Spartan 46BA AMI
 LX-N90458 E-3A Sentry NATO-NAEWC
 J-513 F-16AM Falcon 322 Sqn (323Sqn marks) KLu
 T.21-08/35-46 CASA 295M Ala 35 Eda
 C.15-69/12-27 EF-18A Hornet Ala 12 Eda
 84-0111 C-21A Lear Jet 76 AS 86 AW USAFE
 75-0560/OK E-3B Sentry 960 ACS 552 ACW USAF

Flightlines in various parts of the airfield:

ZI693 Sentinel R.1 5 Sqn
 ZH103/03 Sentry AEW.1 8 Sqn
 XV197/197 Hercules C.3 LTW
 ZE887/GE Tornado F.3 43 Sqn
 ZI910/BV Typhoon F.2 29 Sqn
 XX345/CE Hawk T.1 100 Sqn
 XX245/245 Hawk T.1 208 Sqn/4FTS
 ZK453/M King Air 200 45 Sqn
 ZF338/338 Tucano T.1 1FTS
 XX303/303 Hawk T.1 FRADU
 ZH833/585 Merlin HM.1 824 Sqn
 ZD281/K Lynx AH.7 671 Sqn
 145/2 Extra 300L Halcones FA Chile
 132/4 Extra 300L Halcones FA Chile
 522/5-OV Mirage 2000B EC02.005 FrAF
 J4042 Dhniv Sarang Indian AF
 J4049 Dhniv Sarang Indian AF
 J4063 Dhniv Sarang Indian AF
 E.25-08/79-08/7 Casa 101 Patrulla Agula EdA
 E.25-14/79-14/1 Casa 101 Patrulla Agula EdA
 E.25-23/79-23/6 Casa 101 Patrulla Agula EdA
 E.25-28/79-28/4 Casa 101 Patrulla Agula EdA

ZH102/02 Sentry AEW.1 8 Sqn
 ZH107/07 Sentry AEW.1 8 Sqn
 ZE810/GG Tornado F.3 43 Sqn
 ZE968/- Tornado F.3 111 Sqn
 ZI911/BZ Typhoon F.2 29 Sqn
 XX329/CJ Hawk T.1 100 Sqn
 XX325 Hawk T.1 208 Sqn(special marks)
 ZF210/210 Tucano T.1 1FTS
 XX198/198 Hawk T.1 FRADU
 ZH891/HF Chinook HC.2A 1JHC
 ZI220 Apache AH.1 673 Sqn
 149/1 Extra 300L Halcones FA Chile
 1268/3 Extra 300L Halcones FA Chile
 146/5 Extra 300L Halcones FA Chile
 11/5-OF Mirage 2000C EC02.005 FrAF
 J4043 Dhniv Sarang Indian AF
 J4050 Dhniv Sarang Indian AF
 E.25-01/79-01/5 Casa 101 Patrulla Agula EdA
 E.25-13/79-13/8 Casa 101 Patrulla Agula EdA
 E.25-21/79-21/3 Casa 101 Patrulla Agula EdA
 E.25-25/79-25/3 Casa 101 Patrulla Agula EdA
 XH558 Vulcan B.2 Vulcan Team



There was a large number of civilian aircraft ex military on display:

MT-438 Auster 3 G-AREI
 WZ662 Auster AOP.9 G-BKVK
 WD347 Chipmunk T.10 G-ABBRV
 WG308/8 Chipmunk T.10 G-BYHL
 XS102 Gnat T.1 G-MOUR (as XR991)
 R4118/UP-W Hurricane1 G-HUPW
 WZ507/74 Vampire T.11 G-VTII
 XM479 Jet Provost T.3A G-BVEZ
 XW324/K Jet Provost T.5 G-BWSG
 XW422 Jet Provost T.5 G-BWEB
 XF877 Provost T.1 G-AWVF
 U-1215 Vampire Mk.55 G-HELV (as XJ771)
 143 MS.733 G-MSAL
 97+04 Elster B G-APVF

VX927 Terrier G-ASYG
 WZ711 Auster AOP.9 G-AVHT
 WD390/68 Chipmunk T.10 G-BWNK
 WK640/C Chipmunk T.10 G-BWUV
 KF729 Harvard 1V G-BJST
 WV318 Hunter T.7 G-FFOX
 XL577 Hunter T.7 G-BXKF
 XR673 Jet Provost T.4 G-BXLO
 XW354 Jet Provost T.5A G-JPTV
 WM167 Meteor NF.11 G-LOSM
 MJ627/9G-P Spitfire T.1X G-BMSB
 ZA634/C Venture T.1 G-BUHA
 208/IR MH.1521 G-YYY
 30146 P-2 G-BSXD

425 Strikemaster MK.82A G-SOAF
1112 Strikemaster MK.80 G-FLYY

HKG-13 T-67M Firefly 200 G-BXKW
OJ-10 Strikemaster MK.87 G-UVNR

The Battle of Britain Flight flew each day direct from Conningsby:

PA474/HR-W Lancaster B.1
LF363/YBW Hurricane 11c
PS915 Spitfire PR.X1X



Dave Senior

DOWN DEVON WAY

One of our regular LBIA correspondents visited the Southwest mid-August and took in the Dawlish Air Show which included a fly past by Boeing KC-135R 58-0093(See photo) operated by 100ARW/351ARS based at Mildenhall.



Also present, taking part in the display, was Bell 412 Griffin ZJ239/R(See photo) from the Defence Helicopter Flying School based at Shawbury.



While in the area the chance was taken to visit Exeter to see the state of play with Flybe and their fleet. The company have just taken delivery of four DHC-8-400 aircraft from SAS, which are expected to be operated by the company for approximately 15 months. One aircraft G-ECOV(ex. LN-RDM) is already in service and has visited LBIA, operating the Exeter flight on numerous occasions in August (but more of that in future magazines, hopefully!). The other aircraft are G-ECOW(ex. LN-RDF), G-ECOY(ex. LN-RDG), G-ECOZ(ex. LN-RDR). As can be seen G-ECOY/LN-RDG(See photo) is painted up in Flybe colours but still carries its Norwegian registration. Coincidentally, two of the latest delivered DHC-8-400s G-ECOB and G-ECOF have been leased out to Norwegian company Widroes as LN-WDT and LN-WDW respectively.



On the debit side, these BAe.146 aircraft G-GNTZ, G-OINV and G-JEAS have seen better days and will probably never grace the tarmac at LBIA ever again.



ELEVENTH FLIGHT IN A DAKOTA!

As is well known to readers, my favourite aircraft is the Dakota, as I gained my parachute 'wings' on Dakotas, over sixty years ago! There is also a link with my late wife, Renee, as she flew to Paris in an Air France DC3, in the same year!



When I heard that Air Atlantique was doing a final tour of nostalgia flights in its small fleet of Dakotas I immediately took steps to 'sign up'. This tour would provide a final opportunity for me to take part in a Dakota flight as passenger flights in them are to be banned by the European Union unless they become fitted with emergency escape chutes; as they were originally designed in the 1930's this is hardly a viable possibility.



This would be my eleventh flight in a Dakota; my basic parachute course consisted of six flights (plus two 'jumps' from balloons), this was followed by an 'end-on' refresher course of two further flights as I was returning to a unit

which would not be involved in any parachuting as we were on operational anti-terrorist duties in Palestine, soon to be Israel. Several years after leaving the Army, I undertook a nostalgia flight from LBA (which was written up at the time in the magazine, under the title 'I must have been an idiot!'). My penultimate flight was from Coventry Airport to Caen to enable me to take part in a tour of D-Day sites in Normandy.

Ken planned a coach trip to Blackpool Airport for the flights but there were insufficient applicants for a coach load, so two car loads were planned, one to be driven by Ken, the other by Cliff. I travelled with Cliff and Sheila, as I was staying in Leeds on the night before the flight. We made our way via the M62, M6 and M55, a smooth trip. At Blackpool Airport we were subjected to the usual security checks; body search and metal detector, before boarding G-AMRA.

G-AMRA was a little different from the RAF aircraft I had flown in. Most noticeable were the seats, G-AMRA had seats in pairs across an aisle facing the front, RAF aircraft had bench-seating facing inwards, G-AMRA also had obvious sound-proofing which led to a less noisy flight!

We were scheduled to fly at 11.00 am and lift-off was at 11.40 am; I sat in a gangway seat next to Cliff, on the port side. In hindsight, we would have been better sitting on the starboard side as we mainly had views of the sea, however, we did manage glimpses of the Tower and the Pleasure Beach through the starboard side windows.

I was transported back over sixty years - I was twenty again - about to make my first 'jump' from a plane - I had a nervous feeling in my stomach - as the officer in the 'stick' I had to stand right in the door as I would be the first to 'exit'. However, there was none of this now, I was able to sit back and enjoy an uneventful flight, albeit somewhat 'bumpy'.

Touchdown was at 11.59 am, and I had completed my last ever flight in a Dakota! I have a small model Dakota on top of my TV set and a large framed print in my living room; so will have to be satisfied with these - and my memories.

The memory is declining, but the memories persist!

Eric Martin

**Celebrating 20 years of service to the
Aviation Industry, Pilots and Enthusiasts**

1988 - 2008

AIR SUPPLY AVIATION STORE

Your LOCAL centre for Aviation Supplies
Celebrating 20 Years - 1988 to 2008



**Available from
14 April
Airwaves & Callsign
2008**

**£10.95 each
Special offer to AY.
Members
£21.00 for both.**



**Available Now!
ABC CIVIL & MILITARY
AIRCRAFT MARKINGS 2008**

**£9.99 each
Special offer to
AY. Members
£18.50 for both.**



**10% discount on selected items on production of
AY. Member Card - not reduced items!**

Up-dated WEB-SITE: www.airsupply.co.uk

0113 250 9581

SPLENDOUR OF THE LAKE DISTRICT PLUS A LITTLE NOSTALGIA

The magnificent vista of the mountains and lakes of Cumbria's Lake District, were truly to be seen in fine spectacular shades of colour, as we motored through this part of beautiful north-west England on a recent "celebratory" sojourn.

I was travelling from Ambleside down to Coniston to renew my interest with Sir Donald Campbell's life in these parts when he tried to challenge his own world water speed record with "Bluebird", and later his tragic death. The countryside was amazingly colourful and nothing can beat the supreme beauty of this land of ours when it is to be seen as breathtakingly intense as which greeted us.

Much of the stirring and interesting part of this celebratory excursion was yet to come with a drive to join the agonising but challenging Wrynose and Hardknott Passes.

Expecting this difficult drive to be a quiet affair, with only staring, erratic sheep for company, how mistaken I was, because traffic-wise, at times, it was almost like driving on the M62! Coming across vehicles struggling in both directions, took time and patience to negotiate (but a nod, a cheery good afternoon and thank you) sufficed to get you to the next "obstacle".

Approaching Hardknott Pass, a lady, driving a 1920s "Roller", told me of more dramatic, hair-raising driving ahead . . . she did not exaggerate. It was getting more and more difficult to manoeuvre the punishing bends and very steep gradients. The automatic Astra was starting to get "warm" so I decided to stop and let things cool off and to enjoy the grandeur and vista of the "Lakes" . . . five cars following, also stopped and parked alongside - funny!

Resuming our journey later, and with many "interesting" miles of beauty and unbelievable colour changes, I topped a road which gave the most spectacular view of Lakeland I have ever come across (since writing this article I have been informed it is Britain's favourite TV view). We were looking down on Wastwater and the Wasdale Valley, the most dramatic of all the lakes and the very foreboding wall of screes reaching high towards Scarfell Pike, England's highest mountain and at the end standing majestically in a sun-drenched mass of colour, Great Gable flanked by Yewbarrow and Lingwell running steeply down to Wastwater, England's deepest lake.

This dazzling splendour has been a very enlightening memory and some may ask, am I working for the Lakeland Tourist Board? "No, but ...".

Interestingly, what made me want to write about our enjoyable break in the Lake District was that on the way home, I parked alongside Lake Windermere to assess and start sketching for a future watercolour painting, when I was stirred to the noise of two RAF Hawks, flying very low-level down the lake and in seconds, were gone.

Putting the sketch pad to one side, my mind drifted into past memories, recollecting a time when I flew in the same low-level way, skimming the lake's surface at frightening speed, for an unbelievable experience of excitement personified, in which I have never forgotten.

At the time, my RAF duties as a "rigger" were with a squadron being equipped with the phenomenal English Electric fighter/bomber the Canberra and which seemed to have, because of its special duties at the time, its share of very gifted pilots. It was always with an easy, laid-back style that most would "invite" ground crew (especially riggers and engine bashers) to "volunteer" and fly with them.

Doing just that on one occasion, I vividly recount later being told by the navigator, as I prepared myself, that we were going on a low-level exercise, testing Britain's air defences; this made me ponder (and maybe more) of the scintillating experience which this type of flying would bring, and remembering also feeling very apprehensive, after being informed, "Flying low-level with Chiefy Foster, Temps, will be a test of your nerves," the smiling navigator expounded!

With permission given, I grabbed a parachute and harness and got ready for take-off. Low-level flying is dangerous but I had "volunteered" without a thought at what I was doing and after all I had said to myself time and time again: never, never, never "volunteer" for anything - but as a naïve 18-year-old I vividly recount doing just that, and after all I had stipulated following an annoying episode at "square-bashing": never "volunteer" ever again while in the RAF . . . but being "volunteered" to fly the mighty Canberra - all was forgotten!

The mild-mannered voice of the drill sergeant asked if anyone was interested in music or could play an instrument. Four or five of us "volunteered" and with a . . . left right, left right, etc., stood and waited for a "pleasant placement" (maybe being thanked later with a warm "cuppa and a wad", warmed me on a cold February morn).

"You two," the now barking sergeant told me and a fellow naïve airman, "Go to the church, the vicar will show you a piano he wants moving to the Naafi for a sing-song tonight!"

The hall erupted with laughter as we sloughed off towards the church. The vicar smiled with condolence and a polite, "Thank you" as we "volunteers" started our trek to the Naafi. A flurry of snow greeted our first steps; struggling we pushed the heavy, old piano with only three castors, my hob-nailed boots refusing to grip the slippery icy conditions. Grumbling and cursing, stumbling and cracking my knees on the rough road for the umpteenth time, I told myself, "Never, never, never ever volunteer again".

My eyes scanned the horizon as we flew North and then yelling, "Here we go, Temps," Chiefy banked the B1 sharply, leaving the other Canberra trailing in our wake. The peaks and mountains of the Lakes appeared in the distance. Chiefy, gave me info on my first low-level flight, but unfortunately being on such a "high", it was all very difficult to remember.

The Canberra flew lower and lower; I glanced at Chiefy, concentrating 100% as we approached the lake (the same way he would have flown a Mosquito on a low-level raid for "special ops" during WW2), my mind now completely lost in memories of that special flight.

The modern-day fast jets roared along the lake again - my thoughts were still thinking back to the time I flew so nervously and awe-struck down Windermere at low-level, mesmerised of a never-to-be-forgotten low-level sortie.

On another occasion I flew in other areas of the "Lakes", but it was Lake Windermere I remembered most vividly. To skim, at what appeared only feet above the water, mountains all around, is I can assure anyone reading this article, a real gung-ho accomplishment of unbelievable proportions.

Returning to my sketch pad and the very pleasant ambiance of the day, I started reflecting on the dangers of low flying and of the deaths of some of the pilots I have known over the years; one was a Jaguar "jock" who when I met him was the best man at the wedding of his navigator; he was a man of immense talent and at over six-foot must have struggled to get into his aeroplane. The life and soul of a great wedding "day" but weeks later (without my friend's son, navigating), crashed into the North Sea. When on an F86 squadron, another gung-ho character who I admired, with his never ending banter and attitude ... somehow lost it doing low level flying somewhere in the Derbyshire Peaks.

There has always been special, brave flyers who will, it appears, calculate and risk that little extra . . . Richthoven, Guy Gibson, Douglas Bader, the German woman, Hanna Reitsch (Hitler's favourite pilot), who on one occasion, strapped herself into a flying bomb (Doodlebug V1) to test its apparent malfunctioning (but which there are all too numerous to mention); and what of the pilot who recently flew a 777 at just over 20ft. down the main runway at a Boeing plant. I suppose all will be in the same mould as . . . Chiefy Foster!

Alan Tempest

ROYAL ARMOURIES MUSEUM IN LEEDS

Are you wondering what can be of interest to an aviation enthusiast in this museum?

Well, it is a canoe. No, I am not joking. The canoe, the drop tank canoe to be more precise, was made of dumped fuel tanks of F4 jets. If you want to learn just a little bit more about it, you will find it in the entrance hall. However, the best view of the canoe is from the first floor where the label to this item is.

I learned from my English friends that we are all the same. There are many places in the Czech Republic I have never been to. When I mentioned to my English friends that I visited something somewhere in England, they looked surprised with the expression - "Oh, I have never been there myself!" I think it is because you always think that there will be better opportunity to visit something in your own country in the future, and you leave the idea for a trip with the words - "I cannot be bothered. I can go there other day!" I do this all the time at home. However, in a foreign country you tend to see places. Therefore, I assumed that some of you might not have been to the Royal Armouries.

By the way, talking about Royal Armouries Museum in Leeds - I loved that place. I used to drag Euan there every single time. Their role-plays are just splendid.

In addition, there are a few items of my country as well - mind you, you cannot find them labelled as from Czech Republic or Czechoslovakia but Bohemia, which is the part where I live. That also allows me to play with the English now - I am a true Bohemian! I found eleven items from Bohemia; you can try to beat me.

Even if there is only one item concerning aviation, I am sure you will experience a wonderful time there, should you decide to go.



*This picture is only for a comparison
The MC Donnell Douglas Phantom FGR.2 (F4-M) XV 474
with the extra fuel tanks and the Soviet MiG-21
Imperial War Museum Duxford
15.9.2007*

Martin Zapletal

**SOMETHING DIFFERENT
CAN YOU IDENTIFY THESE AIRCRAFT?**





AVIATION HUMOUR

Cows might fly..

Crew members of a Russian cargo plane steal a cow to supplement their wages. They put the cow in their freighter and fly off home over the sea of Japan. The cow objects to lack of bovine class on Vodkaprop Airways and lashes out. The quick-thinking crew, sensing danger to the aircraft, open the rear door and kick the cow out. Down at sea-level, Japanese authorities imprison rescued crew of a sunken fishing trawler, unable to believe the story that their boat has been bombed out of the water by a flying cow...

Air Force One

The story goes that Air Force One was over the UK a few years ago and called up a USAF base "Requesting Radar".

"What is your position?" asked ATC .

"You got radar, you find us" Air Force One replied.

After a few minutes ATC announced "Air Force One, we're changing frequency".

"What frequency are you changing to?" asked Air Force One.

"You've got 720 channels - you find us!" ATC replied.

Budget air travel..

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

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

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

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

German Airfield

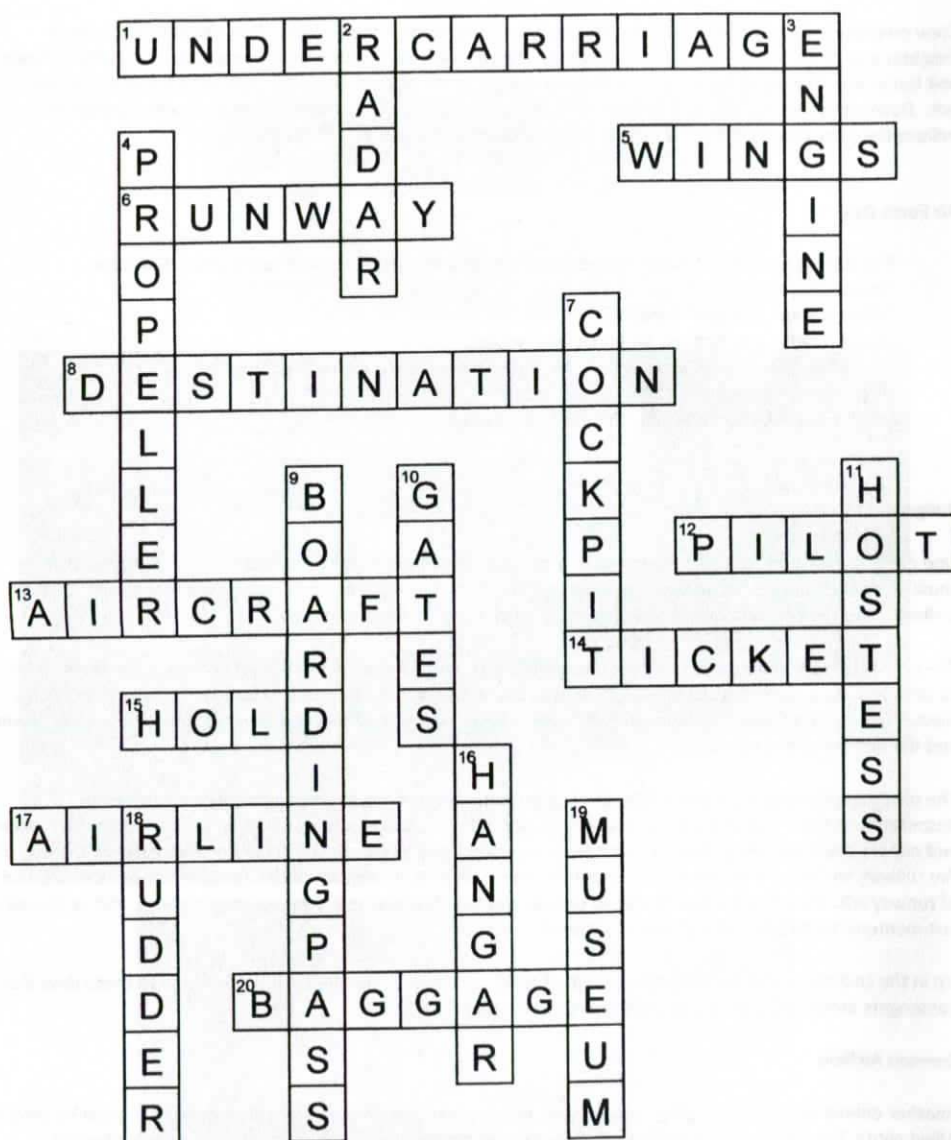
Another enemy decoy, built in occupied Holland, led to a tale that has been told and retold ever since by veteran Allied pilots. The German "airfield", constructed with meticulous care, was made almost entirely of wood.

There were wooden hangars, oil tanks, gun emplacements, trucks, and aircraft.

The day finally came when the decoy was finished, down to the last wooden plank. And early the following morning, a lone RAF plane crossed the Channel, came in low, circled the field once, and dropped a large wooden bomb.

Flying

Terry Sykes



Solution to last month's crossword, as promised.

Thank you, Terry, for the challenge

PHOTOGRAPHIC COMPETITION ENTRIES

You will notice that there is no longer an "entry form" attached to the magazine. This doesn't mean that there is no longer a photographic competition – please do keep sending in your photographs. But it does mean that there are important changes for you to note.

Photographs for the competition should now be sent to Trevor Smith via mail (plus s.a.e. if you wish your photo/slide/disc to be returned) or via e-mail, to be received by Trevor by the 20th of the month for the next month's magazine.

For each entry, the following information should be provided:

Your name and address, as the photographer

Aircraft type, registration number, airline, place photo taken, date photo taken

Thank you for supporting your competition for your magazine.

AYAS Committee

FRIDAY IN BRUSSELS via bmi

Society members are being given the opportunity to fly **bmi** to Brussels on a day return on a Friday (only) for approximately £81 per person, between now and end December 2008. For further details and a booking code, please contact Alan Sinfield, our Meetings Co-ordinator.

AYAS Committee

ARE YOU BEING SERVED?

Our December meeting is being held at the Multiflight Cafe Bar, but why wait until then to call in for refreshment and also enjoy a "spotting" opportunity?

Just turn into the Multiflight site on south side, and along the track you will find the cafe on your right, waiting to welcome all customers.

See you there soon!

PRIZE DRAW 2008

**Two Return Tickets
bmi
Copenhagen (valid to 31 12 2009)**



Tickets for the prize draw are £1 each

**and are available now
to Society Members and to The Aviation Academy**

**from Pauline Valentine
at our meetings or by post**

**(8 St Margaret's Avenue Horsforth Leeds LS18 5RY plus s.a.e.)
Cheques should be made payable to *Air Yorkshire Aviation Society***

**The winning ticket to be drawn at our Christmas meeting
Proceeds in aid of the Yorkshire Air Ambulance Service Charity**

We would like to thank **bmi for their generous support
in donating the flight tickets**



Hi Cliff

I missed our last meeting because I was returning home from Devon. Just outside a place called Kemble in Gloucestershire I saw at the end of a runway at a semi deserted airfield, the enclosed Boeing 747. As you can see, there are no marking or windows so perhaps it has been used as a transporter. I wonder if you or any of our colleagues know anything about it!

Mike Payne



Embraer E170
OH-LEG
Finnair
Manchester
July 2008

"A Womble"

Alan Sinfield



Boeing 737/33A
TS-IED
Karthago
Airlines
Manchester
02 August 2008

Steve Lord



Boeing 737
TF-JXF
Primera
Dublin
22 July 2008

Steve Lord

