

YORKSHIRE'S PREMIER AVIATION SOCIETY



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**Please note:- MEMBERSHIP ENQUIRIES should be made to David Senior(Chairman)
PHOTOGRAPHIC COMPETITION ENTRIES should be sent to the Editor**

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.

NEXT MAGAZINE PRESS DATE:- 20th April

SOCIETY NEWS

For our March meeting we had the very welcome return of Captain Mike Newall of Thomas Cook Airlines. Mike is always an entertaining and informative speaker and this time was no exception. He began by telling us about all the various aircraft that he has owned and helped to restore, the list was quite considerable. For the remainder of the meeting he answered at length a number of topics that had been given to him to talk about. Our members were encouraged to ask questions at any time and this helped to make it a very enjoyable afternoon. Hopefully we shall have Mike back again before too long.

I would like to thank all those members who took the time to complete the questionnaire on the reverse of the subscription form. A high percentage did fill it in and we shall analyse in detail the replies. Clearly the comments and requests are many and varied but at first glance we seem to be doing most things right!

David Valentine

EDITORIAL- Once again thank you to all who have contributed photographs for this issue and now the good weather is arriving I hope a lot more will be contributing. Can I also make a plea for more articles for inclusion in the magazine as "stocks" are getting rather low! Finally, to reiterate what I said last month, if anyone is wanting any departure or arrival times for LBA movements please e-mail your requests and I will deal with them ASAP.

Trevor Smith

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

PLEASE NOTE

IF ANY MEMBER WISHES TO COLLECT THEIR MAGAZINE AT A MONTHLY MEETING THEY MAY DO SO BY ARRIVING AT GATE 20 AROUND 14:15. YOU MAY EVEN THEN DECIDE TO STAY.

**CAR PARKING AT THE MONTHLY MEETINGS IS PROVIDED AT A DISCOUNTED RATE
PLEASE CONTACT A COMMITTEE MEMBER FOR DETAILS**

- 11 April 2010 **NOTE THE DATE CHANGE DUE TO EASTER**
Annual Air Yorkshire Quiz – We will use the same multiple choice format we used in 2008, which proved to be enjoyable and popular.
- 2 May 2010 Group Captain Phil Rodgers RAF (Retd) – ‘A History of the Royal Air Force Cranwell’. This talk is being presented in conjunction with the R.A.F/ Benevolent fund. A collection will be made during the talk and Air Yorkshire will also make a donation.
- 6 June 2010 **NEW** - Drew Steel. – You will remember that Drew gave an excellent and informative talk to Air Yorkshire on the MRA4 in 2006. Drew is now the Military Liaison Executive at BAE Warton, and will give a presentation on flying-related activities and set-up at BAE Warton
- 4 July 2010 Tony Hallwood or David Senior
- 1 August 2010 Martin Powell and Ivor Tamplin
We welcome back Martin and Ivor, but this time as a double act. Their talk/presentation is titled ‘British Piston Engined Transport Aircraft since WWII’
- 5 September 2010 To be Arranged
- 3 October 2010 **NEW** - The West Yorkshire Police “Project Griffin Team”
A Talk/Presentation on the various aspects of Airport Security and terrorism and how everyone call assist the police.

AMSTERDAM

In 2010 a few members are again going to Amsterdam for the day. Please feel free to book the Jet2 flights for Tuesday 15 June 2010 and join us for the day. We paid £66.22 return including taxes and all fees, which is actually £5 cheaper than last year.

Alan Sinfield

Questionnaire

There were around ninety-five questionnaires returned and those of you who attended the February meeting will recall that I gave a brief verbal report on the initial information the Committee has gleaned from your replies. Since then a further meeting of committee members has spent some time looking in more detail at the response.

The Committee thanks the membership for the questionnaires returned. Your many suggestions, comments, observations, criticisms and congratulations are proving very valuable. Already, we have started to put some of your suggestions into practice.

The purpose of this item is to give magazine readers some idea of what innovations are being actively considered and what are already planned.

There was a strong request for trips. However, the prohibitive cost of coach transport which has led to trips being cancelled in the past is still with us. So our plans for trips in future will be around members making the transport arrangements that suit them best (see Schipol Airport trip 15 June 2010). Approaches are currently being made to local airports and museums with a view to organising some visits in the coming months.

The magazine achieved very high ratings and we thank you for that very encouraging feedback. The Editor is already acting on some of your suggestions for continuous improvement. In particular he is offering a service to those who would like more detail on the times of movements at LBIA. You can get these times by contacting the Editor.

In pursuit of improving the public profile of the Society we intend this year to re-commence a Society presence at some aviation events in the North of England. We are planning to take a table/stand at the events. Members will be asked to support the Committee's efforts by giving some of their time to run the stand. We hope to attract new members as a by product.

There was a clear majority for a weekday evening meeting, however the preferred evening had no clear favourite, so some further work in this area is required, before launching an evening meeting. There was also a clear commitment from you to paying a small entrance fee (say £2) to some future meetings should that be necessary. Any move down this route would be in addition to the existing Sunday afternoon meetings. The membership will be kept informed on developments on this front.

The Sunday meetings also achieved high ratings in your responses, again this is very encouraging for the Committee. Your many suggestions for topics for future meetings are being looked into and in particular your request for more in-house meetings given by our own members has been noted and we will be looking for volunteers to step forward. Watch this space, as they say.

There was good support for off the Airport meetings. Initially the cost of using TAA (The Aviation Academy) and the Multiflight Café will be investigated. Early indications are that a charge will have to be levied.

The reading and processing of the questionnaires is not complete and we will return to them as the year progresses to see whether we are making progress along the lines you have suggested. In the mean time if you have any further suggestions please do not hesitate to speak up.

Jim Stanfield
Secretary

SCENE AROUND YORKSHIRE



Andy Wood(HAR) again provides information from local airfields along with the contributors to Fighter Control and the new Civil Aviation Spotter site.

Bagby:- Resident Rans S.6 G-MZBD has been withdrawn from use following an accident at Felixkirk on 22/8, when it landed long and collided with a boundary fence and hedge. A new resident is Dynamic WT.9 G-DYMC while

resident PA-18 Super Cub was reregistered N7878D on 19/2. On 16/2 P.68B G-HUBB(Powerline 33) was operating from here while carrying out local powerline inspections. Visitors:- 1/2 G-EEGO Jet Ranger; 3/2 G-BTMR C.172M; 11/2 G-MZIU Shadow; 16/2 G-RIDA Twin Squirrel(Grid 03)

A report has just been published on an accident here on 04/09/2009 involving Bell 47G G-BFYI. The helicopter had just become airborne when it was hit by a strong gust of wind causing the tail rotor to strike the ground. The pilot feeling severe vibrations in the controls made a successful running landing on a grass area.

Beverley:- Visitors:- 11/2 G-SCAV Quik; 20/2 G-BPMF PA-28(f. Walney Island)

Bielby:- A SA.315B Lama has arrived at this location and is expected to be placed on the US Register when airworthy.

Brighton:- The L.29 Delfin YL-PAG/51 has moved back to the gate, leaving more room on the main apron. Visitors:- 1/2 G-AVVC F.172H, G-RECK PA-28; 7/2 G-MVVV Chevron, G-RABA FR.172H; 11/2 G-CFIA Sky Ranger; 13/2 G-BNML KR.2, G-CDSS Quik; 14/2 G-ARRS Emeraude, G-FUZZ PA-18, G-SKIE Skybolt; 20/2 G-AKUW Super Ace, G-ATJN Jodel D.117, G-BNST C.172N; 21/2 G-OWND R.44; 27/2 G-CDXE Gazelle, G-ZELE Gazelle, G-OBMS F.172N.

Brough:- The latest Hawk deliveries to Warton was ZK033 on 8/2 and ZK034 on 16/3. Two aircraft arrived from Shawbury store for upgrade, ZK016 on 4/3 and ZK018 on 8/3.

Cliffe:- Eurostar G-PROW was noted at this strip near Drax Power Station on 1/2.

CONEY PARK(Leeds Heliport)

Lynx ZF537(Armyair 903) paid a short visit on 9/2 while on a local detail from Dishforth.

Coningsby:- Cobham Aviation Falcon 20 G-FRAU was based here from 1/2 until 12/2 while on local operations. Eastern Airways have taken over the daily shuttle flights following the demise of Highland Airways. Visitors:- 1/2 86-0182 F-15D(Wardog 31); 2/2 G-ATVF Chipmunk, ZE700 BAe.146(Northolt 18); 4/2 098/YO Xingu(French Air Force 9090); 9/2 ZA936 Puma(Rider 1), ZJ954 Puma(Rider 2); 11/2 XX255 Hawk(Longbow 1); 17/2 ZJ119 Merlin(Vortex 285); 19/2 ZD621 BAe.125(Northolt 35); 22/2 46+29 Tornado ECR(German Air Force L-11); 25/2 XZ228 Lynx(This aircraft is in fact the oldest flying Lynx being c/n 002).

Cranwell:- Thruster TST.1 G-MTSJ is a new resident, having formerly been based at Enstone.

Crosland Moor:- Visitors:- 11/2 G-BGHM Duchess(t. Duxford); 20/2 G-EJRS PA-28(f. Carlisle)

Deighton:- Gemini Flash G-MYKH is no longer resident, having been sold to new owners in the Republic of Ireland.

Devonshire Arms:- Visitors:- 13/2 G-RWEW R.44; 14/2 G-CCGF R.44; 20/2 G-OMLS Jet Ranger(f. Easingwold)

Dishforth:- Visitors:- 3/2 G-CCGF R.22B(from LBIA, training).

DONCASTER(Robin Hood) Additional info from egcn.co.uk and fodsa.co.uk

The "big" news from South Yorkshire this month was a visit from Antonov AN.225 UR-82060, the largest airworthy aircraft in the World. It arrived from Cape Verde on 17/2 to transport an 80 ton generator to Lahore. Another significant arrival was Jet2 Boeing 737/300 G-CELY(Channex 6090) on 11/2, from Budapest with 13 lions on board rescued from a zoo in Romania and destined for the

Yorkshire Wildlife Park at Branton. To complete an interesting trio Boeing 747/400 N419MC(Giant 5415) arrived from the USA in the early hours of 10/2, inbound with the stage and set for Lady Gaga's UK tour which kicked off in Sheffield. One other visitor of note was Boeing 737/800 OK-TVF of Travel Service, which operated Wizz Air flight WZZ6511 on 14/2. The airport also received several diversions during the month including a "new airline", KLM whose Fokker 70s visited as follows, PH-KZV(1545, LBIA div on 24/2), PH-KZK(69W, LBIA div on 25/2) and PH-KZB(1499, Humberside div on 24/2). Also diverting from Humberside on 24/2 was Jetstream 41 G-MAJZ(Eastflight 17W) and there were several Jet2 flights from LBIA. Finally, more good news for the airport is that Aer Lingus are to commence daily flights f/t Dublin starting the end of March utilizing Aer Arran ATR-72 aircraft, which will be repainted in their colours.



These two photos of the AN-225 taken by Clive Featherstone give a good impression of the size of this beast. The first shows it on arrival and the second on departure the following day in the murk

Kinch Aviation have an upturn in executive aircraft arriving for maintenance. Firstly, Hawker 800 N800UK has at last been sold following many months in storage. The aircraft departed on 21/2 routing Keflavic, Bangor, Lonesome Pine to its final destination and new home at Fulton County, Atlanta, Georgia. Nigel Mansell's Citationjet 2 G-NMRM was Air Tested on 2/2 before being delivered back to its owner and on 10/2 Citation XL G-CGMF was delivered to Multiflight at LBIA. King Air 200 N509MV arrived on 8/2 and by the end of the month had been re-registered G-CFVO for Unity Aviation from the Isle of Man. Other aircraft logged during the month included:- 3/2 Citation Sovereign G-NSJS(stayed over 2 weeks); 5/2 G-MEGN King Air 200; 10/2 G-BVMA King Air 200(also 15/2); 15/2 G-CGMF Citation XL; 18/2 G-CTEN Citation X; 22/2 G-CLOW King Air 200; 22/2 N200RE King Air 90; 24/2 EI-MJC Citationjet 2, N498YY Citationjet; 27/2 N710AW Citation X. Other visitors included:-

- 1/2 G-LIDE PA-31(Causeway 999A), G-OEAS King Air 200(training)
- 2/2 M-TSRI King Air 90(Ambassador 902A), G-JCBB S.76C(JCB 2), G-USAR Cessna 441
- 3/2 G-PMHT TBM-850, ZF169 Tucano(LOP 47, ILS)
- 4/2 N1262K Cessna 425, G-JJSI Challenger 604(Gama 523, n/s), G-GRND A.109S(ILS)
- 5/2 XZ290 Gazelle(Armyair 012), ZF169 Tucano(LOP23, ILS)
- 6/2 CS-DMB Hawker 400XP(Fraction 295B, Manchester div), G-YEOM PA-31(Yeoman 01)
- 7/2 N53GX Global Express(n/s)

- 8/2 OE-FYB DA-42(Diamond 04), G-DOSB DA-42, G-JIBO Jetstream 32(training)
- 9/2 G-IBMS R.44, ZF417 Tucano(LOP 41, ILS), G-RAFU King Air 200(Cranwell 45, ILS)
- 10/2 N107CB SR.22, G-JDPB PA-28R(Jaydee 56X), XS712 Dominie(Cranwell 64, ILS)
- 11/2 ZR325 A.109E(Shawbury 152), G-CGKA(Cranwell 88), G-CGKC(Cranwell 87) Tutors
- 12/2 N100JS Citationjet 3, ZF144 Tucano(LOP 44, ILS), ZF417 Tucano(LOP 72, ILS)
- 13/2 G-SONE Citationjet(Clifton 10), G-GTJM EC.120B, G-CMED TB-9 Tampico(ILS)
- 14/2 SE-RIL Citation XL(Gothic 801), G-TABS Bandierante(Skydrift 500), G-SPVK Squirrel
- 15/2 M-MANX Cessna 425(Sherburn div), G-EMHH A.109S(Costock 05)
- 17/2 D-IKJS Citationjet 2, N719EL Hawker 400XP, G-JAJK PA-31(Causeway 999B)
- 18/2 N449J A.109S, ZD621 BAe.125(Kittyhawk 11R), ZF448 Tucano(LOP 90, ILS)
- 20/2 G-LOFT Electra(Neptune 188) 22/2 ZH103 AWACS(NATO 03, training)
- 23/2 G-JBLZ Citation 2(Cloudbrunner 75)
- 24/2 ZD812 Tornado(Marham 23, training), G-CHEY PA-31T(Air Med 036), G-UMMI PA-31 N425SL Cessna 425(LBIA div), G-VUEA Citation 2(Flyvue 254A, LBIA div)
- 25/2 G-XBLU Citation XLS, CS-DXX Citation XLS(Fraction 239G), CS-DXN Citation XLS('6BR)
- 26/2 N604ZH Challenger 604; 27/2 OO-INN King Air 200, G-OOBL 767(Thomson 175)



Atlas Air Boeing 747/400 N419MC departing Doncaster(Clive Featherstone)

East Kirkby:- Douglas C-47A N473DC/2100882 has moved in here and will be based throughout the 2010 season. Following sourcing of spares in Canada, it is reported that the Lincolnshire Aviation Heritage Lancaster NX611/Just Jane is to be refurbished and it is hoped to bring the machine back up to flying condition.

Eddsfield:- Resident Cessna 172S N3540U left for Gloucester on 13/2 to be placed on the UK Register and is expected to return in the near future. Visitors:- 10/2 G-BSYG PA-18; 11/2 G-BEAC PA-28

Elvington:- Skeeter AOP.12 XM553 is a new exhibit for the Yorkshire Air Museum, having recently arrived from Middle Wallop. However, a more interesting arrival is due on 13/4 when Nimrod MR.2 XV250 is delivered from Kinloss to become a new exhibit. The aircraft is due to be kept in Ground Operations Capacity so the it can be taxied up and down the runway like the Victor is at present. Visitors:- 1/2 G-BFGG FRA.150M; 20/2 G-EEGO Jet Ranger

Escrick:- Gazelle G-CDXE/XZ299 arrived back from maintenance at Bourne Park on 27/2 with Hartlepool based G-ZELE acting as crew ferry. Accompanying the two was another of the type HALFD, which follow 'LE to its base at Elwick(Hartlepool) before returning to Bourne Park. Also noted on a visit from Bourne Park on 13/2 was Gazelle G-CBSK/ZB627.

Felixkirk:- On 11/2 Rans S.6 Courier G-CEEJ was noted departed to a private strip near Huntingdon.

Full Sutton:- Visitors:- 1/2 G-BAIW F.172M

Gamston:- A New resident is Cirrus SR.22 G-JONT, however Cessna F.150F G-ATMM has moved to Cranfield following sale. East Midlands based Hawker 400XP N719EL was noted visiting on 14/2. Visitors:- 1/2 G-BMCV C.152; 16/2 G-OPFR C.172S; 20/2 G-GEHL C.172S(f. White Waltham)



Kolibri G-BXLS is Gamston based and is a regular visitor to local airfields(Paul Lindley)

HUMBERSIDE

Jetstream 32s G-CCPW and G-LOVB were noted parked outside the Eastern Airways hangar on 8/2. On 17/2 a pair of Ravenair P.68Bs G-PART('03) and G-RVRE('14) arrived for a few days stay during which they carried out local operations. Visitors included:-

- 1/2 G-SYGA King Air 200(Synergie 354) 2/2 N119JT Agusta A.119 Koala
- 3/2 ZE395 BAe.125 CC2(Northolt 35, training)
- 4/2 Leeds divs- G-MAJA Jetstream 41(Eastflight 99Q), PH-WXC(KLM 1545)
- 10/2 ZE596 Sea King(SRG 128, training) 11/2 G-RWEW R.44
- 15/2 G-ZZSI Super Puma(Bristows 78X, from Aberdeen)
- 17/2 N107CB SR.22, ZD704 BAe.125(Ascot 1742, Linton div),
ZZ417 King Air 200, (Vulcan 1, ILS), G-WATJ King Air 350(Ambassador 217B)
- 18/2 N881TS Global Express; 19/2 G-OBYE Boeing 767/300(Thomson 663)
- 20/2 N218SA PA-24; 21/2 G-CEGR King Air 200(Cega 526)
- 23/2 F-HDJM King Air 200(Darta 6108), ZD621 BAe.125(Ascot 1988), ZG997 Islander
- 24/2 G-CDSR Lear Jet 45(Partner 63a); 28/2 G-LEAI Citation Mustang(Lonex 43LE)

Leeds:- A new resident at a private location to the East of the City is SA.319B Alouette 3 N2UH, which will shortly be airworthy. At the same location the former Romanian Lama G-CDSG/07 has been scrapped following the removal of all useful parts.

Leeds General Infirmary:- A pair of unidentified Twin Squirrels("Shawbury 63/75") dropped in on the roof-top while routing home to Shawbury from Carlisle.

Leeming;- Noted hangared on 2/2 were Tornados ZE731/GP and ZE936/HE while on 10/2 ZA541(Lossie 16) and ZD747(Cobra 3) were logged departing. Also on the 10th ZG751/HG and ZE808/HJ were pushed into HAS.10 and ZD907/DA was towed into Hangar 3. Finally, on 18/2 ZE936/HE was towed into HAS.4. Visitors:- 1/2 ZF135 Tucano(LOP 540) with ZF377(LOP 40), ZF407(LOP47), XS728 Dominie(Cranwell 91, overshoot); 2/2 XZ326 Gazelle(Armyair 577), G-GCKG Tutor(UAJ 46); 10/2 G-FLPD King Air 200(Calibrator 148), XX314 Hawk(VYT 42), ZA938 Puma(Vortex 355).

Lincoln:- Sikorsky S.76C G-WIWI visited the Lincoln City FC ground at Sincil Bank carrying the FIFA World Cup for local viewing.

Mt. Airey:- A report has just come to light regarding an accident involving PA-28 G-LFSC on 28/09/2009. The aircraft was landing uphill with a strong tailwind when it left the runway and came to rest in a cultivated field. The nosewheel collapsed causing a prop strike, however there were no injuries to the occupants.

Nether Poppleton:- R.44 G-CBVI is no longer resident, having been sold to new owners in France.

Netherthorpe:- F.150H G-AWUJ is no longer resident, having been sold to new owners at Ross-on-Wye. Visitors:- 10/2 G-RFUN R.44; 14/2 G-ATHV F.150F, G-PROW Eurostar

North Coates:- Gemini 1A G-AKHP is expected to arrive on 1/3 from Little Staughton, to take up summer residency. Jodel D.150A F-BLDC was placed on the UK Register on 24/2 as G-CGMH, this aircraft having the same owner as the Gemini.

Oxenhope:- The owner of resident Sports cruiser G-MESH has purchased Rotorsport MTO Sport G-RMTO.

ROTARY ROUND-UP

2/2	G-BLGV	Long Ranger	Gloucester – Oulton Hall(Rothwell)
	G-ZIZZ	Agusta A.109S	Private site Essex – Hull(Ramada Hotel)
10/2	G-PIDG	R.44	Sherburn – Whitby
11/2	G-BXYD	Eurocopter EC.120	Private site near Leeming – Walton Wood
14/2	G-RAPD	Hughes 369E	Halifax – Whitby
20/2	G-ILPT	R.22B	Harrogate – Sandtoft
	G-EEGO	Jet Ranger	Elvington – Wistow(Selby)
	G-HELM	Squirrel	Church Fenton – Oxenhope
28/2	G-EEGO	Jet Ranger	Sherburn Industrial Estate – Dewsbury
	G-OMLS	Jet Ranger	Easingwold – Croft racing circuit

Rufforth:- King Air 90 OO-VHV arrived from Brussels early on 7/2, replacing the regular OO-SKM.

Sandtoft:- Visiting on 1/2 were Liberty XL N512XL from Biggin Hill and Alouette N9362. Visitors:- 1/2 G-OJPS Jet Ranger, G-GAGB SR.22, G-RECK PA-28, G-BCRR AA-5B; 10/2 G-HONI R.22B; 11/2 G-JBRN Cessna 182S, G-BHIB C.182Q; 12/2 G-GTJM EC.120B(f. Blackpool); 14/2 G-ARNJ PA-22; 16/2 G-BBEF PA-28; 20/2 G-HRNT C.182S, G-AGYU Tiger Moth, G-CDLK Skyranger, G-CBUG P.92 Echo

Scampton:- New with Hawker Hunter Aviation Ltd is Hunter T.8C G-CGHU/XF994 ex. Boscombe Down.

Sherburn:- No longer resident is MCR.01 G-CDBY, which has moved to Ince Blundell. Wickenby based PA-46T Malibu N113BP visited on 16/2, acting as crew ferry for T.210M N191ME which returned from Wickenby following maintenance. Visitors:- G-LYND Pawnee, G-BPKM PA-28; 11/2 G-SOBI PA-28, G-USAR C.441 Conquest, G-BIDI PA-28R, G-AZNO C.182P; 14/2 G-SKIE Skybolt(f. Barton); 20/2 G-EXPL Citabria; 28/2 G-CBZK DR.400.

Sturgate:- Under construction locally is Sportsranger G-GKEV and the aircraft is expected to move here in due course. An interesting visitor, noted on 19/2 was Pilatus PC-9 ZG969(Tarnish 1), which is based at Warton. Visitors:- 1/2 G-CCWM DR.400(to Newcastle); 11/2 G-OWGC Slingsby T.61, G-TSGJ PA-28



Global 5000 G-XXRS of TAG Aviation on the apron at Teesside, 22/2.

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

A bit of good news for the airport this month is that Aer Lingus are due to commence services to Dublin for late March and as with the flights from Doncaster they will be operated by ATR.72 aircraft leased from Aer Arran. Diamond Aviation who operated DA-42s G-DJET and G-PETS are now based at Teesside. A fairly quiet month on the visitors front with the following of note:-

- 1/2 XX202 Hawk(Pirate 03, ILS), G-CBBT Bulldog; 2/2 G-FIKI Cirrus SR.22
- 4/2 C-FMFL Falcon 50(LBIA div), G-WOWE(Swallow 9025), G-CELC 737/300(LBIA div)
- 5/2 G-LGNE SAAB 340(Loganair 820, Middlesboro' FC), G-NIVA EC.155
- 6/2 N225EE Gulfstream 5(n/s)

9/2 ZF764 Tornado F.3(ILS), also Tucanos ZF143/ZF349/ZF377/ZF406
 10/2 M-ONTI King Air 90(Neric 02)
 11/2 N225RL Cirrus SR.22, N2125K Mooney M.20K, ZJ814 Typhoon/(ILS)
 12/2 N696PG Cirrus SR.22, G-YPOL MD.902(Police 42), XX246 Hawk(overshoot)
 13/2 G-CXLS Citation XLS(Beauport 731, n/s), G-CSIX PA-32, G-HPPY Lear Jet 45
 16/2 G-CEFV Cessna 182S; 18/2 G-EDCJ Citationjet(Clifton 3)
 19/2 LX-ONE Lear Jet 35A(Lion King 1 Ambulance), G-GCDB SR.22, G-JOEB SR.22
 20/2 N352CM PA-46 Malibu, G-SNZY Lear Jet 45
 22/2 G-XXRS Global 5000, ZE395 BAe.125(NO.35), ZE369 Sea King(SRG 128, ILS)
 23/2 XX200 Hawk(ILS and overshoot), also XX258/XX329/XX346
 24/2 XX318 Hawk(Leeming diversion) with XX332, n/s. N215DS Diamond DA.40
 25/2 ZE700 BAe.146 CC2(Ascot 1224); 26/2 G-MEGN King Air 200(Newcastle div)
 27/2 G-XBEL Citation XLS(Beauport 871), G-RHYM PA-31 Chieftain
 28/2 G-KALS Challenger 300(Lonex 03KK)



Topcliffe:- King Air 200 G-COBH(Calibrator 160) was noted operating at the airfield on 16/2.

Walton Wood:- R.44 G-XTEK arrived from Sherburn on 1/2 to collect Bell 47G G-XTUN, which had been in for maintenance. Visitors:- 16/2 G-HSOO Hughes 369D

Waddington:- A new resident, on temporary lease is Cessna 152 G-SELA. Visitors:- 10/2 G-FLPE King Air 200(Calibrator 153); 15/2 Airbus A.330(Belgium Air Force 636); 19/2 ZD953 Tristar(Ascot 817, training); 23/2 XS646 Andover(Gauntlet 59, from QuinitiQ, Boscombe Down); 25/2 4K-AZ100 Ilyushin IL-76(Silk Air 4141, See photo below by Paul Lindley).

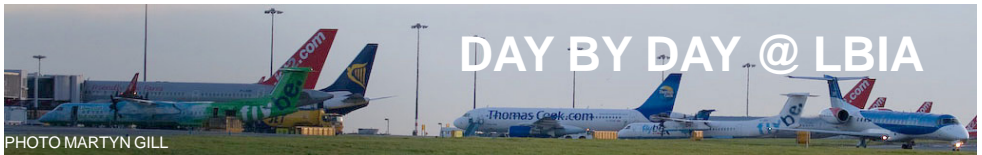


Wickenby:- Cessna T.210M N191ME returned to Sherburn on 16/2 following maintenance. Visitors:- 16/2 G-BBEF PA-28

Wombledon:- Visitors:- 1/2 G-BZNY Europa(to Cambridge).

OVERFLIGHTS

9/2	G-PUMA	Super Puma	Over Redcar 1540 @ 1500', enroute Aberdeen
12/2	G-TIGJ	Super Puma	Norwich – Aberdeen(Redcar 1903 @ 2000')
15/2'	N95TA	PA-31 Chieftain	Newcastle – Gloucester(LBA 1000 @ 5000')
	N694JL	Be.55 Baron	Goodwood – Wick(Hull 1136 @ 4000')
20/2	D-ICBB	Cessna 340A	Survey over Bradford(1900 until 2230)
24/2	D-GHMMW	PA-34 Seneca	Ronaldsway – Kiel(POL 1022 @ 5000')
25/2	N5250X	Cessna TU.206H	Wick – Groningen(Hull 1325 @ 13000')



Once again this month there was quite a bit of disruption due to the weather with both inbound and outbound diversions. The only noteworthy inbound being the Air France Embraer 190 from Manchester while we also had a first visit from a similar type of KLM on the Amsterdam route during the month.



The former G-MLTY, Dauphin G-NHAA is pictured by Robert Burke taxiing for a compass swing

Across at Multiflight the company took delivery of their Citation XL G-CGMF on 10/2, when it arrived from Doncaster. Another significant movement was a demonstration flight from Boeing 737/300 Executive N473CT and we await further news on whether the aircraft is to be operated by the company. The former resident Dauphin G-MLTY is still being fitted out with medical equipment before moving to Teesside for operation by the Great North Air Ambulance service. It has now been reregistered G-NHAA and painted in the new operators green/gold and white colour scheme. A potential replacement has been sourced, G-DAUF and this aircraft is expected to be delivered in early March. While on the subject of Air Ambulances the YAA have swapped their aircraft around with G-CEMS (Helimed 98) being the designated LBIA resident and G-SASH (Helimed 99) now operating out of Sheffield. Finally, Cessna FA.150K G-FMSG may be a new resident. The aircraft had been parked out at Tatenhill engineless for some time but flew in from Full Sutton and had not departed by the end of the month. The aircraft is registered to G. Owen who has Cessna 210D G-OWAN based at LBIA.

1/2 Monday

SCHEDULES:- Air Southwest:- G-WOWA(482L/483M), G-WOWD(486L/487M).

bmi:- Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXP(1404/1403,1410/1409).

Eastern:- G-MAJJ(80D from Teesside/19Q), G-MAJD(29Q/80D to Southampton/81D), G-MAJH(86D/87D). G-MAJB(99Q/59Q).

Flybe:- Based G-JECJ, Gatwick x2. G-JECF(729/30), G-JEDU(731/2). **G-FBED**(171/7VT), G-JECT(173/4, on departure had pressurization problems and returned to LBIA. It positioned out to Southampton at 2111 as '044D) The '174 passengers were put on the '8WK to Gatwick. G-JEDW(643/4).

KLM:- PH-KZW(1545/6), PH-KZR(1549/50), PH-WXC(69W/64K, n/s).

Manx2:- Dornier 228s D-ILKA(32L/33L), D-IFLM(38L/39L).

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1825/2107).

Ryanair:- EI-DHV(1A/9G), EI-EKG(156/157, First Visit).

EXECUTIVE JETS:- Making its first visit to LBIA was Finnish Challenger 604 **OH-MOL**(Jetflite 22), which arrived from St. Petersburg at 1213 before positioning home to Helsinki at 1332. BAe.125/700 **G-IFTE**(Interflight 101A) from Heathrow(1237) to Luxemburg(1924). Hawker 800XP **CS-DUE**(Fraction 1TY) from Carlisle(1301), n/s to Zurich(1016).

GENERAL AVIATION:- Duchess **G-OBLC**, ILS and overshoot(1540), f/t Humber side. PA-28 Warrior **G-RSKR** arrived from Leicester at 1554 and parked on the Multiflight/West apron for a couple of days. It departed to Aberdeen at 1219 on 3/2.

MILITARY:- King Air 200 **G-RAFP**(Cranwell 84), ILS and overshoot(1044). The same aircraft carried out another ILS at 1345, this time using call-sign "Cranwell 45".

2/2 Tuesday

SCHEDULES:- Air Southwest:- G-WOWC(482L/483M, 486L/487M)

bmi:- Based G-RJXJ. G-RJXH(1VX/1XV, then 3VX, aircraft went u/s, outbound pax to Edinburgh on 1409). G-RJXP(1404/1403), G-RJXB(1410/1409). G-RJXH(9121) positioned to Edinburgh(2120).

Eastern:- G-MAJJ(80D/81D), G-MAJI(86D/87D). G-MAJC(29Q/19Q), G-MAJG(99Q/59Q).

Flybe:- Based G-JECJ, Gatwick X2. G-JECF(729/30), G-JEDU(731/2). G-ECOP(171/7VT), G-JECR(175/6). G-JEDV(643/4).

Jet2:- G-CELP(032E) from Edinburgh(1620), to Multiflight for engineering. G-CELY(031E) to Newcastle(1243).

KLM:- PH-KZN(1545/6), PH-KZM(1549/50), PH-JCH(69W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L, 38L/39L).

Ryanair:- EI-EKC(1A/9G), EI-DYS156/157). EI-EBX(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZJ**(Thomson 6YG/81E) f/t Alicante(1435/1617).

DIVERSION:- from Doncaster, due ice on runway

HA-LPH Airbus A.320(Wizz Air 511W) from Poznan(2137) to Doncaster(2251).



EXECUTIVE JETS:- Boeing 737/300 **N473CT**(See photo above) arrived from Bournemouth at 0921 for a demonstration flight to Multiflight. It departed at 1022 on a local flight to the Northeast, returning at 1130 and then headed home at 1303. The aircraft was originally delivered new to Sabena in 1987 and has passed through numerous hands before arriving at its latest incarnation as an Executive jet. It has been completely refurbished at a cost of millions and fitted out with a 16 seat luxurious front cabin and 32 seat business class cabin behind(with purple leather seats!). As well as the 737 another first timer today was IAI Galaxy **N682GA** operated by AVRJ LLC of Alpharetta, Georgia, which arrived from Dublin at 0836 and went to Bristol at 1146. Citation XLS **CS-DXY**(Fraction 3CQ/212F) from Aberdeen(0856) to Oslo/Gardemoen(1416). Citation XLS **CS-DQB**(Fraction 3TR/100T) from Farnborough(1944), n/s to London City(0954). Lear Jet 35A **G-JMED**(Air Med 053), inbound Ambulance flight from Tenerife(2002), n/s to Oxford(1006).

MILITARY:- King Air 200 **ZK453**(Cranwell 81), ILS and overshoot(1142).

3/2 Wednesday

SCHEDULES:- Air Southwest:- G-WOWA(482L/483M, 486L/487M).

bmi:- Based G-RJXJ. G-RJXH(1VX/1XV, 3VX/3XV). G-EMBJ(1404/1403), G-RJXP(1410/1409).

Eastern:- G-MAJI(80D/81D, 86D/87D, diverted to Teesside on return from Southampton). G-MAJC(29Q/19Q), G-MAJX(99Q/59Q).

Flybe:- Based G-JECJ(21JS) to Gatwick, swapped with G-JECU(9LK) which then operated two further Gatwicks, n/s. G-JECF(729/30), G-JEDU(731/2). G-ECOT(171/7VT, 173/4), G-ECOY(175, aircraft went u/s, n/s).

KLM:- PH-KZP(1545/6), PH-WXA(1549/50), PH-KZC(69W/64K, n/s)

Manx2:- No flights operated today, due IOM weather.

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1917/2328).

Ryanair:- EI-EKE(1A/9G), EI-EFB(156/157). EI-DYB(9396/7).

CHARTER:- Scot Airways Dornier 328 **G-BZOG**(Suckling 621/2) was f/t Stansted(1155/0050 on 4/2), brining Tottenham Hotspur for their FA Cup replay with Leeds United.

DIVERSIONS from Manchester due snow.

F-HBLI Embraer 190(Air France 2568/382v) f/t Paris/CDG(1624/0947), n/s.

OY-NCA Dornier 328J(Sunscan 47U/48A f/t Billund(1759/2348).

EXECUTIVE JETS:- Citation XLS **G-OROO**(Hangar 837) from Edinburgh(0906) to Geneva(0930).

Citation V **G-JOPT**(Saltyre 071) from Glasgow(1227) to Nice(1450).

GENERAL AVIATION:- Pilatus PC-12 **N234RG** from Belfast City(1144), n/s. Duchess **G-OBLC** f/t Humberside(1512/1518).

4/2 Thursday(Fog all day)

SCHEDULES:- Air Southwest:- G-WOWA operating 482L and 486L, divert to Manchester on both flights.

bmi:- Based G-RJXJ(1612) from Brussels, divert to Manchester, then operated '1615 Manchester – Brussels, returning to Lbia pm as '1616. G-RJXH(1VX and 3VX, both divert to Manchester). G-EMBJ(1404 and 1410, both divert to Manchester).

Eastern:- 80D/81D canx. G-MAJI(86D, operated direct Teesside to Southampton but called in on return '87D). 29Q canx. G-MAJA(99Q, divert to Humberside).

Flybe:- Based G-JEDU(9LK, divert to Manchester). It was then positioning back from Manchester as '42W but could not get in so diverted to Gatwick, returning this evening at '7EY. All Belfast flights canx. 171/7VT and 175/6 canx. G-JECR(173, divert to Manchester). G-JEDV(643/4, diverted to Manchester both North and Southbound). G-ECOY(50W) positioned to Glasgow(0029) following repairs.

Jet2:- G-CELB(206, divert to Doncaster), G-CELC(272, divert to Teesside), G-CELV(186, divert to Doncaster, positioned home at 2128 as '015P).

KLM:- PH-WXC(1545, divert to Humberside), 1549/50 canx, PH-KZN(69W/64K, n/s).

Manx2:- Both flights cancelled.

Ryanair:- EI-DCS(1A, divert to Doncaster, 156/157). EI-EBX(92J7/9079).

EXECUTIVE JETS:- There were numerous due to arrive, including Falcon 50 **C-FMFL**, which diverted to Teesside.

GENERAL AVIATION:- King Air 200 **G-SYGB**(Synergie 364) from Fairoaks(2324), then operated outbound to Belfast at 0138 Friday morning on a transplant flight.

5/2 Friday

SCHEDULES:- Air Southwest:-G-WOWC(482L/483M), Dornier 328 **G-BZOG**(486L/487M)

bmi:- Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXP(1404/1403,1410/1409).

Eastern:- G-MAJI(80D/81D. 86D/87D). G-MAJE(29Q/19Q).

Flybe:- Based G-JECU, Gatwick x3. G-JEDN(729/30), G-EOA(731/2, 733/4). G-JECZ(173/4, 175/6). G-JEDV(643/4).

Jet2:- G-LSAJ(223) swapped in Tenerife with G-LSAE(224), however the inbound flight diverted to Manchester. G-LSAB(210) from Sharm el Sheikh, diverted to Manchester. G-CELB(015P) positioned from Doncaster(1233).

KLM:- PH-KZE(1545/6), PH-KZT(1549/50), **PH-OFE**(69W/64K).

Manx2:- Jetstream 32 **G-OAKI**(Vannin 34L/35L), Dornier 228 D-ILKA(38L/39L).

Ryanair:- EI-DCV(1A/9G), EI-DCS(156/157). EI-DWL(9396/7).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 46TB) from Cardiff(1016), "Kestrel 56ZG/85RX" t/f Tenerife(1136/2141), "Kestrel 320P" to Manchester(2253).

DIVERSION:- from Humberside due fog

PH-KZS(KLM 1499) f/t Amsterdam(2115/2240).

EXECUTIVE JETS:- Legacy **EC-KHT**(Flying Olive 651) from Manston(1058) to Malaga(1204). Citation 2 **G-VUEA**(Flyvue 482A/483) from Manchester(1131) to Northolt(1837). Our first Ukrainian registered bizjet visited at lunchtime Citationjet 2 **UR-DWH** of Aero-Charter Airlines, which arrived from Luton at 1227 for an overnight stay before routing to Venice at 1411 on 6/2.

GENERAL AVIATION:- King Air 200 **G-SYGB**(Synergie 364) returned from Belfast at 1106 before heading home to Fair Oaks at 1257.

6/2 Saturday

SCHEDULES:- Flybe:- Based G-JECU, Gatwick x1, plus 730/1 t/f Belfast City. G-JECZ(171/7VT).

Jet2:- G-LSAI(286) from Geneva, divert to Manchester). G-CELC(102P) from Teesside(0910)

KLM:- PH-KZS(1545/6), PH-KZL(1549/50, 69W/64K, n/s).

Manx2:- D-ILKA(36L/37L), divert to Blackpool.

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1829/2037).

Ryanair:- EI-DCV(1A/9G). EI-EBX(92J7/9079).

IT FLIGHTS:- 737/800 **OE-LNR**(Austrian 37TF/38TF) f/t Innsbruck(0914/1152). 737/800 **G-FDZS**(Thomson 9GW) from Chambéry, divert to Manchester.

7/2 Sunday

SCHEDULES:- Air Southwest:- 486L/487M, cancelled, aircraft u/s.

bmi:- Based G-RJXJ, Brussels x1

Eastern:- SAAB 2000 **G-CDEA**(33X/34X).

Flybe:- Based G-JECU, Gatwick x2. G-JECF(733/4). G-FLBC(175/6). G-JEDT(643/643A), G-JEDR(644L/644).

Jet2:- G-LSAB(10W) from Manchester(0818).

KLM:- PH-KZL(1545/6), PH-KZE(1549/50), PH-KZC(69W/64K, n/s)

Manx2:- Jetstream 32 **G-OAKI**(Vannin 328/329)

Ryanair:- EI-DLK(1A/9G, 156/157). EI-DYO(9396/9397).

EXECUTIVE JETS:- Legacy **G-HUBY**(Lonex 13HU) from Taba, Egypt(1500) to Farnborough(1555).

GENERAL AVIATION:- PC-12 **G-DAKI** from Annecy(1104) to Bournemouth(1205),

8/2 Monday

SCHEDULES:- Air Southwest:- G-WOWE(482L/483M, 486L/487M)

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJI(80D/81D,86D/87D). G-MAJC(29Q/19Q,99Q/59Q).

Flybe:- Based G-JECU. G-EOCA(729/30), G-JEDW(731/2). G-JECZ(171/7VT), **G-FBEB**(173/4). G-JEDR(643/4).

Jet2:- G-LSAE(210P) from Lyon(2055).

KLM:- PH-KZA(1545/6), PH-WXC(1549/50), PH-KZN(69W/64K, n/s).

Manx2:- Jetstream 32 **G-OAKI**(Vannin 322/3), Dornier 228 D-IFLM(Kiel Air 38L/39L).

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(2120/2323).

Ryanair:- EI-EKE(1A/9G), EI-DLK(156/157).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(0813) to Heathrow(0832). Making its first visit today was Falcon 7X **G-SRDG**, operated by Triair(Bermuda) Ltd, from Farnborough(1652), n/s. This aircraft was joined on Multflight/East at 2206 by another debutant, IAI Galaxy **N135FT** owned by New Albertsons Inc of Eden Prairie, Minnesota which arrived from Keflavic.

GENERAL AVIATION:- MD.902 **G-SASH**(Helimed 99) moved to Sheffield(0753) with **G-CEMS**(Helimed 98) arriving from Sheffield(1012) to take up residence here. Jet Ranger **G-OAMG**(Pipeline 02) from Teesside(1711), n/s to Newcastle(0833). King Air 200 **D-IDRF**(Ambulance 094) f/t Baden-Baden(2125/2335).

MILITARY:- King Air 200 **G-RAFO**(Cranwell 61), ILS and overshoot x2(1347/1400).



Pictured by Martyn Gill on 9/2, IAI Galaxy N135FT was on its first visit to LBIA

9/2 Tuesday

EXECUTIVE JETS:- Premier 1 **D-IATT**(Vitus 730) f/t Dusseldorf(0802/1536). Hawker 750XP **CS-DUH**(Fraction 8BH) from Bern(1300) to Cork(1346), making its first visit. Falcon 2000EX **CS-DLD**(Fraction 2AC/971N) from Ciudad/Real(1413) to Heathrow(1521). Following its night stop Falcon 7X **G-SRDG** departed at 1757, enroute to Hewanorra International, St. Lucia.

GENERAL AVIATION:- Cessna FA.150K **G-FMSG** from Full Sutton(1555), n/s.

MILITARY:- BAe.125 CC2 **ZD621**(Ascot 1795) from Brize Norton(1113) to Northolt(1134).

10/2 Wednesday

SCHEDULES:- Air Southwest:- G-WOWE(482L/483M), G-WOWA(486L/487M).

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV, 3VX/3XV). G-RJXB(1404/1403), G-RJXK(1410/1409).

Eastern:- G-MAJC(80D/81D, 86D/87D). G-MAJI(29Q/19Q).

Flybe:- Based G-JECU, Gatwick x3. G-ECO(729/30), G-JEDN(731/2). G-ECOI(171/7VT, 173/4, 175/6)

Jet2:- G-CELD(196) from Prague, diverted into Dusseldorf with a medical emergency, arriving here some two hours late.

KLM:- PH-KZB(1545/6), PH-KZN(1549/50), PH-KZR(69W/64K, n/s)

Manx2:- No flights.

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1840/2116).

Ryanair:- EI-EKA(1A/9G), EI-DCP(156/157). EI-DAF(9396/7).

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 46TB) from Cardiff(1816).

EXECUTIVE JETS:- Citation 2 **G-FIRM**(Marshall 11A/B) f/t Cambridge(0934/1609). Having arrived on 8/2, Galaxy **N135FT** departed to Munich at 1243. Citation XL **G-CGMF**(ex. LN-SUX) arrived from Doncaster at 1718 and is a new resident for operation by Multiflight.

GENERAL AVIATION:- PA-34 Seneca(Ravenair 34T) arrived from Liverpool(0841), carried out a local sortie as "Exam 02"(1128/1213) and then returned home to Liverpool(1424). PC-12 **M-OLTT**, operated by One Luxury Travel was f/t Elstree(1857/2159).

MILITARY:- Two Tucanos carried out ILS and overshoots this morning, **ZF485**(LOP 40) at 1155 closely followed by **ZF144**(LOP 25) at 1159. US Air Force C.21A(Lear Jet 35A) **84-0111**(Jalop 55) from Mildenhall(1721), n/s.



Citation 2 G-FIRM, operated by Marshall's of Cambridge is a regular visitor to LBIA(Martyn Gill)

11/2 Thursday

SCHEDULES:- Air Southwest:- G-WOWC(482L/483M, 486L/487M)

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJC(80D/81D,86D/87D). G-MAJI(29Q/19Q), G-MAJJ(99Q/59Q).

Flybe:- Based G-JECU, Gatwick x3. G-ECO(729/30), G-JEDR(731/2, 733/4). G-JECX(171/7VT, 173/4, 175/6). G-ECOP(643/4).

KLM:- PH-KZK(1545/6, 1549/50), PH-JCH(64K/69W, n/s).

Manx2:- Dornier 228 D-CMNX(Kiel Air 32L/33L, 38L/39L).

Ryanair:- EI-DLK(1A/9G), EI-EFN(156/157). EI-EBX(92J7/9079)

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 92TH) to Arrecife(1019), A.320 **G-OMYA**(Kestrel 67JZ) from Arrecife(2345).

EXECUTIVE JETS:- Citationjet 2 **G-EDCL**(Saltyre 86) from Luton(1142) to Edinburgh(1208).

GENERAL AVIATION:- King Air 200 **G-PCOP**(Gama 576) from Glasgow(0815), n/s to Groningen(0738).

MILITARY:- US Air Force C-12A(King Air 200) **84-0162**(Duke 50) from Stuttgart(1159) to Wiesbaden(1250). King Air 200 **ZK453**(Cranwell 68), ILS and overshoot(1206).

12/2 Friday

SCHEDULES:- Air Southwest:-G-WOWA(482L/483M), G-WOWC(486L/487M)

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJL(80D/81D. 86D/87D). G-MAJA(29Q/19Q), G-MAJC(99Q/59Q).

Flybe:- Based G-JECU, Gatwick x3. G-EOCA(729/30), G-JEDN(731/2, 733/4). G-JECE(173/4, 175/6). G-ECOP(643/4).

Jet2:- Current LBIA fleet:- G-LSAB/D/E/G. G-CELB/C/D/E/G/H/I. G-LSAB(223) swapped in Tenerife with G-LSAJ(224). G-LSAG(107P) to Dublin(0724).

KLM:- PH-WXD(1545/6), PH-KZN(1549/50), PH-KZS(69W/64K).

Manx2:- Dornier 228 D-CMNX(Kiel Air 34L/35L), let 410 OK-TCA(Eurovan 327/328)

Ryanair:- EI-DCP(1A/9G), EI-DCW(156/157). EI-DPI(9396/7).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 56ZG/85RX) t/f Tenerife(1145/2159).

CHARTER:- Air Southwest Dach-8 **G-WOWA**(Swallow 9029/490), from Plymouth(1337) to Newquay(1410) football charter.

EXECUTIVE JETS:- Hawker 400XP **N719EL** from Heathrow(1144) to East Midlands(1154). Norwegian visitors are quite rare these days so it was nice to see Citationjet **LN-RYG** of European Flight Service AB making its first visit when it arrived from Nice at 1343 for an overnight stay. Challenger 300 **M-NEWT**(Bizjet 1WT) from Luton(1512) to Faro(1636). A second debutant today was Lear Jet 35A **N44EV** of Maritime Sales and Leasing Inc. which was operating an Ambulance flight. It had routed from San Juan, Puerto Rico and was flight-planned via Gander direct to LBIA, however due headwinds had to drop into Prestwick for fuel, arriving here at 1643 and night stopping. It departed to Bordeaux at 1700 on 13/2. Planned in this morning at 0015 was Gulfstream 5 **N531QS**, brining Lady Gaga for the beginning of her UK Tour, however due to lack of immigration the aircraft diverted to Manchester.

GENERAL AVIATION:- DA-42 **G-DJET**(White Knight 02) from Teesside(0928) to Prestwick(1002), return 1745/1818.



A debutant at LBIA on 14/2 while operating an Ambulance flight from Puerto Rico, Lear Jet 35A N44EV

13/2 Saturday

SCHEDULES:- Flybe:- Based G-JECU, Gatwick x1, plus '730 to Belfast City. G-JEDN(731) from Belfast City, n/s. G-JECH(171/7VT).

Jet2:- G-LSAH(031E) from Lasham(1239).

KLM:- PH-KZW(1545/6), PH-KZT(1549/50), PH-KZW(69W/64K, n/s).

Manx2:- LET 410 OK-TCA(Eurovan 326/327).

Pakistan International:- A.310 AP-BEQ(775/6) f/t Islamabad(1821/2034).

Ryanair:- EI-DLK(1A/9G). EI-DWJ(92J7/9079).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 59TR/32WZ), t/f Fuerteventura(0912/1826), "Kestrel 279F" to Cardiff(1923). 737/800 **OE-LNR**(Austrian 37TF/38TF) f/t Innsbruck(0906/1149). 737/800 **G-FDZS**(Thomson 9GW/2PE) f/t Chambery(1442/1641).

CHARTERS:- Boeing 767/300 **G-DBLA**(Thomson 175/184) from Bridgetown, Barbados(0510), inbound with P&O Cruise passengers. The aircraft then positioned to Birmingham at 0710. Dash-8 **G-WOWC**(Swallow 491/9033), from Newquay(1918) to Plymouth(1953), return football charter.

EXECUTIVE JETS:- Citation XLS **CS-DXX**(Fraction 768P/978R) from Brussels(1714), n/s to Annecy(1035) .

14/2 Sunday

SCHEDULES:- Air Southwest:- G-WOWD(488L/489M).

bmi:- Based G-RJXJ, Brussels x1

Eastern:- SAAB 2000 **G-CDEA**(33X/34X).

Flybe:- Based G-JEDN, Gatwick x2. G-JECO(731/2, 733/4). G-JECE(175/6). G-ECOP(643/644).

Jet2:- G-LSAB(Kestrel 287P) to Manchester(0747) on sub-charter to Thomas Cook, return from Toulouse(1415) as "Kestrel 288P". G-LSAG(110P) from Dublin(1843). G-LSAJ(032E) to Lasham(1330). G-CGET(130P) from Dublin(1407).

KLM:- PH-KZA(1545/6), PH-KZT(1549/50, 69W/64K, n/s)

Manx2:- LET 410 OK-TCA(Eurovan 327/328)

Ryanair:- EI-EKI(1A/9G), EI-DHP(156/157). EI-DLN(9396/9397).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(0839) to Gamston(0900).

15/2 Monday

SCHEDULES:- Air Southwest:- G-WOWB(482L/483M), G-WOWA(486L/487M).

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJH(80D/81D,86D/87D). **G-CDEA**(29Q/31X to Bristol, 32X from Bristol/19Q), G-MAJC(99Q/59Q).

Flybe:- Based G-JEDN, Gatwick x3. G-ECOH(729/30), G-JECU(731/2, 733/4). G-JECE(171/7VT), G-JEDT(175/6). G-JECO(643/4).

KLM:- PH-KZA(1545/6), PH-JCH(1549/50), PH-WXD(69W, burst tyre on landing. Towed into "Alpha 2" taxiway and remained there until mid-morning on 16/2, n/s).

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L) 38L/39L canx.

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1908/2131).

Ryanair:- EI-EFH(1A/9G), EI-DAN(156/157).

16/2 Tuesday

SCHEDULES:- Air Southwest:- G-WOWE(482L/483M), G-WOWB(486L/487M)

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV, 3VX,3XV). G-RJXK(1404/1403), G-RJXB(1410/1409).

Eastern:- G-MAJL(80D/81D, 86D/87D). G-MAJA(29Q/19Q), G-MAJT(99Q/59Q).

Flybe:- Based G-JEDN, Gatwick X2. G-FLBB(729/30), G-JECU(731/2). G-JECX(171/7VT, 173/4, 175/6). G-JECL(643/4).

KLM:- PH-JCT(1545/6), PH-KZC(1549/50), PH-KZT(69W/64K, n/s). PH-KZT(69W) departed to Amsterdam at 2052, following yesterday's incident.

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L, 38L/39L).

Ryanair:- EI-DAN(1A/9G), EI-DAT156/157). EI-DCZ(92J7/9079).

EXECUTIVE JETS:- Lear Jet 35A **D-CFAX**(Red Angel 0067) operated an inbound ambulance flight from Timinoun, Algeria at 0918 and night stopped. EMB.135BJ Legacy **EC-KHT**(DNC 621) from Malaga(1222) to Stansted(1259).

GENERAL AVIATION:- PA-34 Seneca **PH-CDL** f/t Groningen(1103/1600).

MILITARY:- King Air 200 **ZK452**(Cranwell 81), ILS and overshoot(1528).

17/2 Wednesday

SCHEDULES:- Air Southwest:- G-WOWE(482L canx), G-WOWD(486L/487M).

bmi:- Based G-RJXJ. 1VX/1XV canx, G-RJXG(3VX/3XV). 1404/1403 canx. G-RJXK(1410/1409).

Eastern:- G-MAJL(80D, routed direct to Southampton). G-MAJE(86D/87D). 29Q/19Q canx. G-MAJB(99Q/59Q).

Flybe:- Based G-JEDN, Gatwick x3. 729/30 canx, G-ECOM(731/2, 733/4). 171/7VT canx. **G-FBED**(173/4, 175/6).

Jet2:- G-CELP(323) swapped in Belfast with G-CELX(324).

KLM:- PH-KZB(1545, divert to Humberside), PH-KZN(1549/50), PH-KZI(69W/64K, n/s)

Manx2:- Dornier 228 D-CMNX(34L, divert to Blackpool)

Pakistan International:- Making its first visit, A.310 **AP-BGN**(775/6) f/t Islamabad(1856/2149).

Ryanair:- EI-EFO(1A, divert to Liverpool), EI-EFP(156/157). EI-DWH(9396/7).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 46TB) from Cardiff(1822).

EXECUTIVE JETS:- Following its overnight stay, Lear Jet 35A **D-CFAX**(Red Angel 0067) departed at 1208 heading home to Nuremberg.

GENERAL AVIATION:- A first time visitor today was Pilatus PC-12 **M-JJTL**, operated by Lanca Uggla, which was from Fair Oaks(1727), n/s to Sion(0814)



PIA Airbus A.310 AP-BGN was on its first visit when pictured on a busy night-time apron, 17/2

18/2 Thursday

SCHEDULES:- Air Southwest:- G-WOWA(482L/483M), G-WOWE(486L/487M)

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJE(80D/81D,86D/87D). G-MAJB(29Q/19Q, 99Q/59Q).

Flybe:- Based G-JEDN, Gatwick x3. G-ECOM(729/30), G-FLBB(731/2, 733/4). G-JECX(171/7VT), G-JECE(173/4, 175/6). G-JECM(643/4).

KLM:- PH-KZW(1545/6), PH-KZU(1549/50), PH-KZD(64K/69W, n/s).

Manx2:- Dornier 228 D-CMNX(Kiel Air 32L canx due fog), Jetstream 32 **G-OAKI**(Vannin 328/329).

Ryanair:- EI-DWZ(1A/9G), EI-DPT(156/157). EI-DCZ(92J7/9079)

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 92TH/67JZ) t/f Arrecife(1022/2218).

EXECUTIVE JETS:- Having arrived on 12/2, Citationjet **LN-RYG** finally departed today heading to Geneva at 1408.

19/2 Friday

SCHEDULES:- Air Southwest:-G-WOWA(482L/483M, 486L/487M)

bmi:- Based G-RJXJ. G-RJXG(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJH(80D/81D), G-MAJD(86D/87D). G-MAJT(29Q/19Q), G-MAJC(99Q/59Q).

Flybe:- Based G-JEDN, Gatwick x3. G-ECOM(729/30), G-JECU(731/2, 733/4). G-JECX(173/4, 175/6). **G-FBEF**(643/4).

Jet2:- G-LSAG(Kestrel 569P) positioned to Manchester(1201) on sub-charter to Thomas Cook. G-LSAH(115P) from Gatwick(1621). G-CELX(323) swapped in Belfast with G-CELP(324), G-CELP then positioned to Stansted(2003) as '072P.

KLM:- PH-KZD(1545/6), PH-KZG(1549/50), PH-KZT(69W/64K).

Manx2:- Dornier 228 D-IFLM(Kiel Air 34L/35L), **G-OAKI**(Vannin 328/329).

Ryanair:- EI-DYO(1A/9G), EI-DYW(156/157). EI-DCI(9396/7).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 56ZG/85RX) t/f Tenerife(1209/2141).

CHARTER:- Boeing 767/300 **G-OBYI**(Thomson 198F/198) positioned from Birmingham(0958) to operate an outbound P&O Cruise flight to Bridgetown, Barbados(1239).

DIVERSIONS:- from Manchester due fog.

G-EMBN Embraer 145(Midland 1366/9151) f/t Aberdeen(0835/1044).

G-WOWB Dash-8-300(Swallow 302A/303A) f/t Plymouth/Bristol(0909/1141).

EXECUTIVE JETS:- Making its first visit this morning was Citation Bravo **G-JBLZ** of 247 Jet Ltd, the owners of G-JBIS and G-JBIZ. The aircraft using call-sign "Clouddrunner 75" arrived from Nice at 0945 before heading to Guernsey(1220).

GENERAL AVIATION:- PA-34 Seneca **G-RVRB**(Ravenair 34T) f/t Liverpool(1059/1446) and while here carried out a local sortie as "Exam 02"(1254/1400). PA-28 Dakota **G-BOKA** from Fair Oaks(1501), n/s. PA-34 Seneca **G-HTRL**(Air Med 075) from Jersey(1534) to Oxford(1737). Hughes 369E **G-JIVE** f/t Shelf(1613/1648) for refuel.

20/2 Saturday

SCHEDULES:- Flybe:- Based G-JEDN, Gatwick x1. G-JECE(171/731, 730/7VT).

Jet2:- G-LSAG(Kestrel 569F) from Manchester(0650) then to Glasgow(1737) as "Channex 101P". G-CELO(031E) from Edinburgh(0620). G-CELI(285) swapped in Geneva with G-CELU(286).

KLM:- PH-JCT(1545/6), PH-KZD(1549/50), PH-KZF(69W/64K, n/s).

Manx2:- Dornier 228 D-CMNX(Kiel Air 36L/37L)..

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1859/2106).

Ryanair:- EI-DYW(1A/9G), EI-DCZ(92J7/9079).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 59TR/32WZ), t/f Fuerteventura(0936/1846), "Kestrel 279F" to Cardiff(2014). 737/800 **OE-LNK**(Austrian 37TF/38TF) f/t Innsbruck(0909/1207). 737/800 **G-FDZB**(Thomson 9GW/2PE) f/t Chambery(1444/1719).

DIVERSIONS:- from Blackpool due fog.

OK-ASA LET410(Eurovan 106/107) f/t Ronaldsway(1339/1526).

G-CELJ Boeing 737/300(Channex 742/739) from Geneva(1123) to Alicante(1639).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) from Sharm el Shiekh(1756), n/s.

GENERAL AVIATION:- Hughes 369E **G-RAPD** from Shelf(1403), then a local flight(1627/1646) and outbound to Haworth at 1718. Cessna 340A **D-ICBB** of Aerodata Surveys arrived from Antwerp at 1631 on its first visit to LBIA. The aircraft departed at 1853 and was carrying out survey work over Bradford until approximately 2230 before routing to Southend.



LET 410 OK-ASA has just recently rejoined to Manx 2 fleet and diverted in to LBIA on 20/2(Martyn Gill)

21/2 Sunday(Airport closed until 1300 due snow)

SCHEDULES:- Air Southwest:- G-WOWA(488L/489M).

bmi:- Based G-RJXJ, Brussels x1

Eastern:- SAAB 2000 **G-CFLV**(33X/34X).

Flybe:- Based G-JEDN, Gatwick x2. G-EOA(731/2, 733/4). 175/6 canx. G-JECH(643/644).

Jet2:- G-LSAG(102P) to Gatwick(2300). G-LSAH(175P) from Gatwick(2201).

KLM:- 1545/6 canx. **PH-OFO**(1549/50), **PH-OFN**(69W/64K, n/s)

Manx2:- Jetstream 32 **G-OAKI**(Vannin 330/331).

Ryanair:- EI-EBE(1A/9G), EI-DHB(156/157). EI-DWG(9396/9397).

DIVERSION:- from Newcastle due snow

G-CELY Boeing 737/300(Channex 536/536W) from Cork(1946) to Newcastle(2216).
EXECUTIVE JETS:- Citation XLS **CS-DXS**(Fraction 593A/6WC) from Annecy(1359) to Aberdeen(1547).
22/2 Monday
SCHEDULES:- Air Southwest:- G-WOWA(482L/483M), G-WOWE(486L/487M).
bmi:- Based G-RJXJ. G-EMBN(1VX/1XV,3VX/3XV). G-RJXK(1404/1403, 1410/1409).
Eastern:- G-MAJH(80D/81D,86D/87D). G-MAJC(29Q/19Q), G-MAJA(99Q/59Q).
Flybe:- Based G-JEDN, Gatwick x3. G-EOA(729/30), G-JECU(731/2, 733/4). G-JECY(171/7VT), G-JECK(173/4, 175/6). G-JECM(643/4).
Jet2:- G-LSAD(031E) to Manchester(0945) for respray, however still in white fuselage scheme.
KLM:- Embraer 190 PH-EZL(1545/6, First Visit), PH-KZS(1549/50), PH-KZU(69W/64K, n/s).
Manx2:- Jetstream 32 G-OAKI(Vannin 322/323).
Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1847/2128).
Ryanair:- EI-EBE(1A/9G), EI-EBO(156/157).
EXECUTIVE JETS:- Citationjet 3 **F-HBPP**, operated by Air Taxi/SAT and making its LBIA debut, f/t Reims(1002/1839).
GENERAL AVIATION:- PA-31 Chieftain **G-UMMI**(Poyston 01) from Belfast International(0748) to Haverfordwest(0829). Pilatus PC-12 **M-ARTY** of Creston UK Ltd, f/t Fair Oaks(0946/1452). Dauphin **EI-GJL** f/t York(1011/1147) for a refuel.
MILITARY:- Tucano **ZF169**(LOP 41) ILS and overshoot(2116), followed at 2141 by **ZF378**(LOP 30), both f/t Linton.
23/2 Tuesday
SCHEDULES:- Air Southwest:- G-WOWD(482L/483M), G-WOWB(486L/487M)
bmi:- Based G-RJXJ. G-EMBN(1VX/1XV, 3VX,3XV). G-RJXK(1404/1403, 1410/1409).
Eastern:- G-MAJH(80D/81D), G-MAJV(86D/87D). G-MAJE(29Q/19Q), G-MAJZ(99Q/59Q).
Flybe:- Based G-JEDN, Gatwick X2. G-EOA(729/30), G-JECR(731/2, 733/4). G-ECOW(171/7VT, 173/4, 175/6). G-JEDJ(643/4).
Jet2:- G-CELG(105P) to Liverpool(1513).
KLM:- PH-KZS(1545/6, 1549/50), PH-KZI(69W/64K, n/s).
Manx2:- LET 410 OK-ASA(Eurovan 322/323). Dornier 228 D-ILKA(Kiel Air 38L/39L).
Ryanair:- EI-DHJ(1A/9G), EI-DHB156/157). 92J7/9079 cancelled due French ATC strike.
EXECUTIVE JETS:- Having arrived on 20/2 Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) departed to Northolt at 0848 only to return at 1750 for another overnight stay and return to Northolt at 1117. Citation 2 **G-VUEA**(Flyvue 251) from Liverpool(0927) to Geneva(1505). Citation XL **CS-DFR**(Fraction 6VL) from Luton(1145) to Farnborough(1334).
GENERAL AVIATION:- Jet Ranger **G-BXDS**(Pipeline 03) from Sherburn(1604), n/s. Cheyenne 3 **G-GMED**(Air Med 073) from Verona(1634), inbound ambulance flight, to Oxford(1720).
MILITARY:- Hercules C5 **ZH885**(Ascot 4588/4589) from Dusseldorf(0354) to Lyneham(0411). BAe.125 CC2 **ZD395**(Kittyhawk 14R) from Lyneham(1034) to Edinburgh(1551), Princess Anne on a local visit. Grob Tutor **G-BYXT**(CFN 15) ILS and overshoot, f/t Church Fenton.
24/2 Wednesday(FOG!)
SCHEDULES:- Air Southwest:- G-WOWB(482L divert to Manchester), G-WOWC(486L, divert to Manchester).
bmi:- Based G-RJXJ am Brussels, then on evening 1616 divert to Manchester. 1VX/1XV canx, G-EMBN(3VX divert to Manchester). 1404/1403 canx. G-RJXF(1410, divert to Manchester).
Eastern:- G-MAJH(81D and 87D, both divert direct to Teesside). 29Q/19Q canx. G-MAJA(99Q, divert to Teesside).
Flybe:- Based G-JEDN, am Gatwick the pm on '6WH divert to Manchester. 729/30 canx, G-EOA(731/2), 733/4 canx. 171/7VT canx. G-ECOK(173/4), 175/6 canx.
Jet2:- G-CELB(196) from Prague, divert to Manchester. G-CELB(206) from Amsterdam, divert to Doncaster.
KLM:- PH-KZV(1545, divert to Doncaster), PH-KZB(1549/50), PH-KZC(69W, divert to Manchester).
Manx2:- Dornier 228 D-CMNX(34L, divert to Blackpool)
Pakistan International:- A.310 AP-BEC(775, divert to Manchester).
Ryanair:- EI-EFN(1A, divert to Liverpool), EI-DCV(156/157). EI-EBL(9396/7).
IT FLIGHTS:- A.320 **G-TCAD**(Kestrel 46TB) from Cardiff, divert to Manchester.



Norwegian Citationjet LN-RYG was parked on Multiflight/East apron from 12/2 until 18/2(Mike Storey)

25/2 Thursday(More FOG!)

SCHEDULES:- Air Southwest:- G-WOWC(482L/483M), G-WOWA(486L/487M)

bmi:- Based G-RJXJ(9141) positioned back from Manchester(1324), operated am flight then in evening diverted back to Manchester operating the '1616. G-EMBN(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJE(80D/81D) diverted to Teesside, 86D/87D). 29Q/19Q canx. **G-CFLU**(99Q/19Q).

Flybe:- Based G-JEDN operated evening outbound from Manchester then 2 pm flights, however on return from Gatwick on the '7EY again diverted to Manchester. G-EOCA(729/30), G-ECOH(731/2, 733, diverted to Manchester). G-JEDK(171/7VT), G-JEDO(173/4, 175/6). G-JECK(643/4, diverted to Manchester both North and Southbound with a de-icing boot fault). G-JECK(74LK/643B) routed Birmingham(2006) – Aberdeen(2102) to pick up passengers.

Jet2:- G-LSAG(218) from Arrecife(divert to Doncaster). G-CELH(324) from Belfast and '316 from Paris, diverted to Doncaster while operating both flights. G-CGET(109P) to Edinburgh(0641).

KLM:- PH-KZT(1545/6), PH-WXC(1549/50), PH-KZU(64K, divert to Doncaster).

Manx2:- Dornier 228 D-CMNX(Kiel Air 33L/34L), D-ILKA(38L/39L).

Ryanair:- EI-DLN(1A, divert to Liverpool), EI-EKK(156, divert to Liverpool). EI-DWS(92J7/9079, departed at 1220 on 28/2).

26/2 Friday

SCHEDULES:- Air Southwest:- G-WOWA(482L/483M), G-WOWB(486L/487M)

bmi:- Based G-RJXJ(9151) positioned back from Manchester(0820), then operated Brussels x2. G-EMBN(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

Eastern:- G-MAJJ(80D/81D, 86D/87D). G-MAJD(29Q/19Q), G-MAJB(99Q/59Q).

Flybe:- Based G-JEDN(41W) positioned back from Manchester(0751) then Gatwick x3. G-EOCA(729/30), G-ECOH(731/2, 733/4). G-ECOW(171/7VT, 173/4, 175/6). **G-FBEF**(643/4).

Jet2:- G-CELY(033E) from Stansted(1705).

KLM:- PH-KZS(1545/6), **PH-OFN**(1549/50), PH-KZV(69W/64K).

Manx2:- Dornier 228 D-ILKA(Kiel Air 34L/35L), D-CMNX(38L, lost part from nosewheel undercarriage on landing. Departed to Kiel at 1953 as Kiel Air 727P).

Ryanair:- EI-DAJ(1A/9G), EI-DYH(156/157). EI-DYA(9396/7).

IT FLIGHTS:- A.320 **G-TCAD**(Kestrel 67JZ) from Arrecife(0020), "Kestrel 56ZG/85RX" t/f Tenerife(1202/2310).

DIVERSION:- from Humberside due fog

PH-WXC Fokker 70(KLM 1489/1490) f/t Humberside(1038/1247).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) from Northolt(1603), n/s until 28/2, to Alicante(1437).

GENERAL AVIATION:- After being stuck on the ground since 23/2 due to the inclement weather, Jet Ranger **G-BXDS**(Pipeline 02) finally managed to escape at 0836 enroute to Peterborough/Conington. Following long term maintenance Squirrel **G-CCWK**(Yorkair 02) carried out a short Air Test(1448/

1455). King Air 200 **G-SASD**(Gama 711) f/t Aberdeen(1755/1916). PA-31 Chieftrain **G-PZAZ**(Air Med 075) f/t Oxford(1911/1942).

27/2 Saturday

SCHEDULES:- Air Southwest:- G-WOWA(428/429), f/t Plymouth(1857/2010).

Flybe:- Based G-JEDN, Gatwick x1, then 730/1 t/f Belfast and 7VT to Southampton. G-JECT(171 aircraft went u/s, n/s).

KLM:- PH-KZV(1545/6), PH-JCH(1549/50), PH-KZM(69W/64K, n/s).

Manx2:- Dornier 228 D-ILKA(Kiel Air 36L/37L)..

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1851/2124).

Ryanair:- EI-DAD(1A/9G). EI-EBA(92J7/9079).

IT FLIGHTS:- A.320 **G-TCAD**(Kestrel 59TR/32WZ), t/f Fuerteventura(0928/1913, "Kestrel 279F" to Cardiff(2035). 737/800 **OE-LNK**(Austrian 37TF/38TF) f/t Innsbruck(0910/1126). 737/800 **G-FDZS**(Thomson 9GW/2PE) f/t Chambery(1448/1642, diverted to Lyon on outbound trip).

GENERAL AVIATION:- PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1016/1722).

28/2 Sunday

SCHEDULES:- Air Southwest:- G-WOWD(488L/489M).

bmi:- Based G-RJXJ, Brussels x1

Eastern:- SAAB 2000 G-CFLV(33X/34X).

Flybe:- Based G-JEDM(41D) positioned from Birmingham(1142), Gatwick x2. G-JECU(731/2, 733/4). G-JEDN(175/6). G-JECK(643/644).

Jet2:- G-LSAE(217) swapped in Arrecife with G-LSAB(218). G-LSAH(149P) to Rome(1026), '150P from Edinburgh(1955). G-CELF(031E) from Belgrade(1305) following major overhaul. G-CGET(110P) from Edinburgh(1911).

KLM:- PH-KZN(1545/6, 1549/50), PH-WXD(69W/64K, n/s)

Manx2:- Jetstream 32 **G-OAKI**(Vannin 330/331).

Ryanair:- EI-DAJ(1A/9G, 156/157). EI-DAI(9396/9397).

MILITARY:- Sea King **XZ596**(SRG 128) f/t Leconfield(1537/1610), for refuel.



Former Lauda Boeing 737/800 OE-LNR was a regular sight operating the Saturday Ski-flights to Innsbruck for Austrian Airways

Explorer G-CEMS is currently based at LBIA for operation by the Yorkshire Air Ambulance in place of the usual G-SASH(Martyn Gill)



LEEDS/BRADFORD INTERNATIONAL AIRPORT STATISTICS DECEMBER 2010

	Dec-08	Dec-09	% This month	% +/-
Movements				
Scheduled	1,994	1,840	65.76%	-7.72%
Charter	81	70	2.50%	-13.58%
Private/Misc	1,204	888	31.74%	-26.25%
Total	3,279	2,798		-14.67%
Passengers				
Scheduled	120,898	113,720	92.06%	-5.94%
Charter	7,284	7,930	6.42%	8.87%
Transit	1,372	1,882	1.52%	37.17%
TOTAL	129,554	123,532		-4.65%
International	93,912	91,795	75.46%	-2.25%
Domestic	34,270	29,855	24.54%	-12.88%
MOVING ANNUAL TOTAL	2,860,447	2,552,597		-10.76%

Overall December was a better month from a passenger numbers perspective. Movements show now sign of improvement at all. The reduction over December 2008 was 4.65%, but international passengers were down only 2.25%, from a year before. The moving annual total is -10.76%, which is the 3rd consecutive month that it has improved i.e. not got any worse!

In December the international routes with an increase were Islamabad (62%), Arrecife (38%), Tenerife (27%), Barcelona (19%), + Innsbruck, Alicante, Dublin and Dusseldorf. The worst were Enontekio (Lapland?), Las Palmas, Geneva, Chambery, Salzburg and Prague. Seven routes didn't operate this year (Gander, Copenhagen, Kittila, Hanover, Jeddah, Miami and New York), but these all had low numbers and only one was really a scheduled Service (Copenhagen). There were two new routes, which were Sharm-El-Sheikh and Fuerteventura.

On the domestic front, the statistics indicate that three passengers went to or from Liverpool. Any Ideas?. The only new route, is of course the Gatwick flights, replacing the Heathrow flights. Newquay increased by 412% (1152 passengers), followed by Bristol (19%) and Belfast City (18%), all the others showed a decline ranging from -3% to -49%. The top 3 routes were Belfast International, Belfast City and Southampton.

The prolonged period of snow started in December, which resulted in 12 diversions way from LBIA, However, we did gain 10 flights from other airports (Doncaster, Manchester and Newcastle).

LEEDS/BRADFORD ANNUAL STATISTICS

British Airports TOP 20

	Airport	2009	2008	% Change
1 st	HEATHROW	66,036,957	67,054,745	-1.52
2 nd	GATWICK	32,392,520	34,205,887	-5.30
3 rd	STANSTED	19,957,077	22,360,364	-10.75
4 th	MANCHESTER	18,724,889	21,218,995	-11.75
5 th	LUTON	9,120,546	10,180,734	-10.41
6 th	BIRMINGHAM	9,102,899	9,627,589	-5.45
7 th	EDINBURGH	9,049,355	9,006,702	0.47
8 th	GLASGOW	7,225,021	8,178,891	-11.66
9 th	BRISTOL	5,642,921	6,267,114	-9.96
10 th	LIVERPOOL	4,884,494	5,334,152	-8.43
11 th	EAST MIDLANDS	4,658,151	5,620,673	-17.12
12 th	NEWCASTLE	4,587,883	5,039,993	-8.97
13 th	BELFAST INTERNATIONAL	4,546,475	5,262,354	-13.60
14 th	ABERDEEN	2,984,445	3,290,920	-9.31
15 th	LONDON CITY	2,796,890	3,260,236	-14.21
16 th	BELFAST CITY (GEORGE BEST)	2,621,763	2,570,742	1.98
17 th	LEEDS BRADFORD	2,574,426	2,873,321	-10.40
16 th	PRESTWICK	1,817,727	2,415,755	-24.76
19 th	SOUTHAMPTON	1,789,901	1,945,993	-8.02
20 th	CARDIFF WALES	1,631,236	1,994,892	-18.23
	Average			-9.87

Interesting facts

In 2009 LBIA was the 17th busiest airport in the UK with 2,552,597 passengers, an increase of only 7.8% since 2004.

Five years ago LBIA was the 15th busiest airport. We have been overtaken by London City and Belfast City.

In 2009 Charter Passengers were 11.2% of the total passengers. In 2008 it was 10%.

Aircraft Movements dropped 12.8% compared to 2008 and was the lowest figure in the last 10 years
There was a reduction in passenger movements of 13.5% in 2009 compared to 2008. The figure for 2009 was 32531.

There were 73 diversions (106 in 2008) away from LBIA. Manchester received 31 followed by Doncaster (21), Durham Tees Valley (9), Others (12). LBIA also received 25 divers (32 in 2008) from other airports. Six Airports had more diversions away than LBIA. London City, Stansted, Gatwick, Manchester, Luton and Bristol.

There were 454,093 (77.8%) Domestic and 2,098,479 (82.2%) International Passengers. The domestic passengers reduced by 21% compared to 2008 and International reduced by 8%

In 2009 there were flights to 65 different international destinations, compared to 71 in 2008. Amsterdam was the most popular followed by Alicante, Dublin, Malaga, Palma and Paris.

In 2008 there were 15 different domestic destinations, with the most popular being Belfast International followed by Southampton, Belfast City, Gatwick and Bristol

The freight figure for 2009 was 259 Tonnes, the best for many years.



LEEDS/BRADFORD NEWS

Just as we close for press the British Airways Cabin Crew has started. Jet2 have dispatched 7 aircraft to operate B.A. flights over the 1st weekend of the strike, 5 Boeing 737's and 2 Boeing 757's. Much to my amusement one of the 737's was Lima Bravo, "Jet2 Yorkshire". Anybody who has seen the You Tube Yorkshire Airlines clip, <http://www.youtube.com/watch?v=Z4sZSWtTg54> will know what any London Locals will be thinking when they board this

A new base for police officers has been opened at Leeds Bradford Airport. Police now has a dedicated office on the site, which has been provided rent free by the airport. Previously the team, which consists of an inspector, a sergeant, eight police constables, and three police community support officers, reported for duty each day at Otley police station and had to travel to the airport to carry out its duties. Officers will now be on site from first thing in the morning to late at night at their office at Unit 7, Wharfedale Walk, off White House Lane. The accommodation has been fitted out with computers linked to the police network and includes locker facilities and a public waiting area.

Inspector Adrian Barnes, who heads the Airport NPT, said: 'The opening of this new office is a massive step forward in the policing of the airport, which will bring significant benefits to passengers, staff, businesses and local residents and also brings us in line with other regional airports that have an on-site police presence.' 'It means officers will be more accessible and visible at the airport. The team is also much better positioned to provide reassurance and support to people using the airport as well as providing a visible deterrent against crime and anti-social behaviour. It also gives us the facility to hold regular weekly surgeries where anyone living or working in the area of the airport can come along to the office and discuss any issues they have with us.' Public surgeries will be held at the office every Friday between 12:00 and 14:00.

Balkan Holidays has announced a new route from Leeds Bradford Airport to Sofia in Bulgaria for the winter 2010/2011 season, targeting the expanding Yorkshire ski market. Winter 2011 ski packages to Bulgaria from Leeds Bradford are already on sale, with prices starting from £222 for seven nights.

The tour operator currently operates summer charter flights to the resorts of Bourgas and Varna in Bulgaria from Leeds Bradford. The addition of this new winter route means Balkan Holidays will be offering services from the airport throughout the year.

Tony Hallwood, Leeds Bradford Airport commercial director, added: 'This is great news for skiers. As a non-Euro destination Bulgaria is particularly attractive, offering excellent value for money.'

Relevant Airliner Changes

KLM Fokker 100 **PH-OFL** has not been returned to the lessor after all (see last month) , but was ferried back from Woensdrecht to Amsterdam on 19/2 following a spot of maintenance & is to be returned to service. Other Fk100s that are due to remain in service for this summer at least are **PH-OFM** , **PH-OFN**, **PH-OFO** & **PH-OFP**.

Ryanair Boeing 737 update below.

EI-EKJ arrived at Dublin on delivery 13/2
EI-EKL arrived at Dublin on delivery 18/2
EI-EKM arrived at Dublin on delivery 19/2
EI-EKO made its first flight 18/2

EI-EKP on the Renton flightline 16/2. made its first flight 21/2
EI-EKR on the Renton flightline 17/2. made its first flight 23/2
EI-EKS on the Renton flightline 18/2. made its first flight 24/2
EI-EKT was rolled out 22/2 & was on the flightline 23/2.

Thomas Cook Airbus A320 **G-GTDL** reportedly operated its last revenue service on 9/2 as TCX94DY from Malta to Manchester. It will, however, now be retained for the summer season as a standby aircraft & will operate regular services on Mondays from Manchester, being used as cover for the rest of the time. **G-BYTH** left Paphos on 14/2 on its last revenue service as TCX347L though didn't actually arrive at Manchester until the early hours of 15/2. It is expected to be returned to Orix next month.

AIRPORT NEWS

UK airports suffered their biggest decline in passenger numbers since records began at the end of WWII last year. They handled 216.8m passengers, down 7.4% fewer than in 2008, the Civil Aviation Authority (CAA) said. The recession in 2008 and 2009 was also the first time that passenger numbers had fallen for two successive years. In 2008 passenger numbers fell for the first time in 17 years, with an overall decline of 1.9%. CAA economic regulation director Harry Bush predicted that the numbers would 'rebound', but the pace of recovery was uncertain. He said the large decline highlighted the 'enormous impact the recession has had on the aviation industry. Passenger numbers are now back to the level they were six years ago. Although they will certainly rebound, the pace of recovery is uncertain and it could be a number of years before they reach their peak level again.'

Charter airline passenger numbers saw the biggest drop - a fall of 17% - while UK domestic flight traffic was down by 8% and scheduled airline traffic fell 6%. Much of the overall passenger decrease came in the first part of 2009, with numbers down 12.5% in the January-March quarter. The decline in the final three months of last year was only 3.8% compared with 2008.

The decline at five airports in the London area airports - Heathrow, Gatwick, Stansted, Luton and London City - was 4.9% overall. The largest declines were at London City (14.2%), Stansted (10.7%) and Luton (10.4%). Heathrow had the smallest decline, just 1.5% down on 2008. Gatwick handled 32m passengers - a 5.3% fall on 2008. At airports outside London the traffic last year fell by 10.7% to 88m. Manchester, the largest regional airport, saw passenger numbers plunge by 11.5%, while at Birmingham they dropped by 5%. During 2009, UK air transport movements - landings and take-offs of commercial

Some of the world's leading airlines have dealt a body blow for the Mayor of London's plans to replace Heathrow with a new airport in the Thames Estuary. The proposed £40bn six-runway airport would be built on reclaimed land and has been dubbed 'Boris Island'. It would end the need for Heathrow's planned third-runway and flights over south-west London, with the airport's eventual closure. However, the Board of Airline Representatives - which makes up 90 percent of Heathrow's airlines - said there are insurmountable safety risks concerning the estuary's bird colonies, which would lead to aircraft strikes like the one that caused the plane to ditch in the Hudson River in New York last year. British Airway's chief executive, Willie Walsh, also said that a survey commissioned by Medway Council suggests closing Heathrow would produce a 'vast wasteland west of London'. The survey's findings will be presented to deputy Mayor, Kit Malthouse, this week.

Edinburgh Airport secured sixth place in the rankings of the UK's busiest airports last year, the Scotsman reports. Now the hub is targeting a place in the top five after a major expansion by Ryanair helped the airport soar past Birmingham and move up a place. A spokesman for the airport said it was closing in on fifth placed Luton and on course to overtake it within months. Civil Aviation Authority figures show Edinburgh was the only airport in the top ten to gain passengers in the 12 months to February – up by 1.6 per cent to 9.02 million. Birmingham shrank by 5.4 per cent to 9.01m, while Luton was down by 8.6 per cent to 9.08m. Glasgow total tumbled by 10.6 per cent to 7.14m, placing it eighth.

Manchester Airport will double the number of flights it handles and become as busy as Heathrow is today by 2050, the Evening News reports that a Government report has predicted. According to an official forecast, there will be 449,000 take offs and landings at Manchester by 2050 – up from 213,000 in 2005, meaning a flight taking off or landing on average every 70 seconds.

The Department for Transport put forward the predictions as part of efforts to determine Britain's carbon dioxide emissions. The forecast was published in a report to the Committee on Climate Change, and has been described as 'shocking' by opponents of the airport's expansion. Campaigners warned that the surge in air traffic would lead to another terminal being built at Manchester Airport, although an airport spokesman denied this claim. The report predicts that Manchester will be the fastest growing of the four biggest airports in Britain and will overtake Gatwick to become the second busiest. By 2050, it is predicted to handle as many flights as Heathrow does now. However, Heathrow is also forecast to expand, albeit at a slower rate than Manchester, and will still be the country's busiest airport, with just over 700,000 flights.

Peel Group, the property and transport infrastructure investor, is in talks to sell a majority stake in its airports division that could help fund an £800 million bid, announced on Friday, for Forth Ports, one of Britain's biggest port operators, the Mail reports. The private company controlled by John Whittaker is reported to be in talks with Canada's Vancouver Airport Services (VAS) to sell Peel Airports. These comprise Liverpool John Lennon, Robin Hood Doncaster Sheffield, Durham Tees Valley and City Airport Manchester.

A sale of the division could raise up to £200 million, and Peel was reported to be in talks with the Canadian company last month over a minority investment in its airports arm. A Peel spokesman declined to comment on talks, but confirmed the firm would like to sell part of its loss-making airport arm. VAS operates 18 airports around the world, handling 30 million passengers a year. The company, which also declined to comment on the talks, specialises in turning round failing airports

AIRLINE NEWS

New flights took off from Robin Hood Airport to Dublin yesterday, 29/03. The operation, a franchise agreement between Ireland's regional airline, Aer Arann and Irish national carrier Aer Lingus, titled 'Aer Lingus Regional', offers the added bonus of onward transatlantic connections to New York and Boston from Dublin. Mike Morton, Airport Director at Robin Hood Airport said: 'We were delighted to welcome passengers from Dublin to Doncaster once again and celebrate our first outbound passengers heading to Dublin and onwards. The fact that this new route opens up transatlantic connections to our passengers is a huge step forward for us.' The Aer Lingus connection means that passengers travelling to the states will be able to travel on one through ticket. They'll be able to drop their baggage in Doncaster without having to check it in again at Dublin for their onward connection, and importantly clear US customs in Dublin ahead of arriving in New York and Boston.'



Aer Arran ATR.72 EI-REM departing Doncaster on the inaugural flight to Dublin(Clive Featherstone)

Emirates is set to add another Airbus A380 to its Dubai - Heathrow route from July 1. In addition to the daily EK001 from Dubai (EK002 from Heathrow), an A380 will also be deployed on EK003 and EK004. The airline first brought the double-decker plane, equipped with an onboard lounge and shower spas, to Heathrow in December 2008. The London airport was one of the key airports the carrier had in mind when the A380 was ordered, Salem Obaidalla, Emirates' Senior Vice-President of Commercial Operations for Europe, said in a statement, adding: 'The new deployment allows more passengers travelling to and from London to experience this remarkable aircraft.'

Emirates is now operating eight A380s. In addition to Heathrow, the airline flies to Toronto, Paris, Jeddah, Bangkok, Seoul, Sydney and Auckland. It operates 98 non-stop flights weekly to the UK. As well as five flights a day to Heathrow, it operates daily services to Newcastle and Glasgow, a double daily to Manchester and Birmingham and three flights a day to Gatwick.

The world's biggest passenger plane – the A380 - is to fly into Manchester Airport every day from the autumn.

Emirates Airline has announced that Manchester will become the first regional airport in the world to land the A380 – a double-decker aircraft that seats 517 passengers.

Airport bosses have fought off competition from around the world to win the service.

The superjumbo will leave Manchester for daily flights to Dubai and onward destinations from September. The move was hailed by bosses as historic with the airport revealing that it has spent almost £10m on upgrading the airfield and terminal to accommodate the huge aircraft.

The iconic jet is already an eye-catching fixture at many of the biggest international airports – such as Paris, Sydney and London Heathrow – but it will be the first time the plane has been based at a regional airport. Emirates Airline president Tim Clark said: "Manchester has been one of the strongest

performers in our growing network of regional gateways, not only in the UK but globally. “Our customers value our commitment to a regional network at a time when other airlines are abandoning them.

“This is a ground-breaking announcement for the airport and its global standing.”

The A380 will replace the existing Boeing 777, used for Emirates flights from Manchester, boosting capacity by 75 seats a day. It will also introduce the carrier's first-class cabin – which includes another world first – on-board shower spas. Return fares will start from £539 in economy and £2,309 in business class. Anyone with £3,087 to spare can travel in style in first-class and relax in a massage-equipped private suite, incorporating a work desk, an electronically controlled mini-bar and in-flight entertainment system. Andrew Cornish, the airport's managing director, said: “This is an historic moment for this airport and the region we serve. “The A380 is as iconic as Concorde and her introduction into Manchester by one of our most important carriers, Emirates, will provide a daily reminder that regional airports can support successful long-haul services.” Emirates, which has been flying from Manchester since 1990, say the plane is the most environmentally-friendly in the skies and generates less than half the noise of others on take-off.

AIRCRAFT NEWS

Airbus has partnered with Heathrow Airport, Singapore Airlines and air traffic control company NATS to launch an improved departure procedure for SIA's Airbus A380 to save fuel. The companies have worked together over the last year to develop the new procedure, which allows the A380 to use less power when taking off from Heathrow and use flexible acceleration of up to 4000 feet when it's at a height of 1,500 feet. Airbus said the change would help SIA save 300kg of fuel per flight, equating to one metric tonne of emissions of CO₂ on a flight to Singapore, as well as reducing Nitrogen Dioxide emissions. The aircraft also remains within the airport's strict noise procedures as it produces half the noise energy at takeoff and cuts the area exposed to equivalent noise levels around the airport runway by half. SIA Senior Vice President Flight Operations Captain Gerard Yeap said: ‘Our work with Heathrow, NATS and Airbus shows what can be achieved when stakeholders share the same goal of reducing carbon emissions and fuel burn. Singapore Airlines is committed to playing its part in ensuring greener skies and sustainable air travel, and we hope this development will serve as a model for airport operators and governments elsewhere in the world

Organizers of a **mass arrival** of DC-3s and C-47s at AirVenture Oshkosh this year now expect 40 aircraft to take part. The original goal was 25 aircraft making an hour-long flight from Rock Falls, Ill., to Wittman Regional Airport for a formation flyby at 1,000 feet to celebrate the 75th anniversary of the first flight of the iconic aircraft. Organizers were deluged with requests to participate in the flight, which will be the largest formation of Douglasses since the Second World War. The current record is 27, set in South Africa in 1985. There are 12 aircraft on standby to fill any slots that open up before the flight. Once in Oshkosh, the aircraft will be the centerpiece of festivities throughout the week and may include a one-of-a-kind heritage flight. The U.S. Air Force has approved Altus Air Force Base's C-17 Globemaster demonstration team to fly in formation with three C-47s to commemorate the huge impact the Douglas had on the outcome of the Second World War and to remember those who didn't come back. The heritage flight still must be approved by EAA but that's expected shortly. Celebrities, C-47 war veterans and some other surprises are in store for the event, which begins with two days of preparation at Rock Falls.

OTHER NEWS

Brits jetting off on holiday are being stung with some of the priciest airport parking fees in the world, the News of the World reports. They can even end up paying as much to park the car as for their holiday, a survey by the newspaper reveals. And the newspaper found a huge variation in prices across the country, 'creating a postcode lottery for holidaymakers depending on their local hub'.

At East Midlands Airport, travellers pay £115 for 15 nights in a short stay park. At Manchester it costs £405, yet nearby Blackpool airport offers 15 days free (however passengers must pay a £5 per person fee to use the airport). Pre-booking parking over the internet can save between 11 and 78 percent - especially using an UK airport parking price comparison website - and the newspaper advises travellers to give up the convenience of short stay car parks, which are closer to the terminals, and use long stay ones - which can easily halve their parking bill. For example, at Heathrow on a two-week trip pre-booking a long-stay instead of driving up to short stay, the bill is slashed from £703 to £75.95., At Liverpool Airport , using the long stay option trims a fortnight's stay from £420 to £120, and pre-booking it brings the price down to £47. Parking in long-stay can involve a bus ride of five to 15 minutes at bigger airports - but it can be just walking distance at many others, including Newcastle, some Manchester terminals, East Midlands, Edinburgh and Belfast. Another option is to pre-book off-site parking and be bussed into the airport. At Manchester this can get you 15 days for just £39.68 - rather than £405 short stay price, the newspaper reports. This is particularly important for passengers flying from Gatwick Airport, where there is a good choice of off airport parking close to the terminal, and its on airport long stay car parks are a bus ride from the terminal too. Booking off airport at Gatwick can easily reduce the bill by 50 - 75% compared to on airport parking. And at Heathrow the bus takes you past an 'off airport' car park on the way to its official 'on airport' parking. Comparing the price of parking worldwide, the newspaper discovered that the Heathrow bill of £703 for 15 days in the short stay park was way higher than other major cities abroad. In normally pricey Milan, Italians pay just £153.21 and in New York it's only £194.64. Madrid's short stay park charges £211.89, Sydney's costs £274.44 and Cape Town's £110.98.

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Former bmibaby Boeing 737/300 was painted up in this striking colour scheme as VQ-BHD for Kuban Airways, however it is thought the sale has fallen through(Martyn Gill)

THE RAF IN 2010 BY DAVID SENIOR



There is no doubt the war in Afghanistan is causing a great deal of problems in the RAF and the rest of the services. With the defence budget having to support the war, there is a smaller amount in the pot for the day-to-day use of the services. The RAF is increasingly suffering from the lack funds and as the budget is not increasing in real terms year-by-year major cuts have taken place and with a major defence review to come after the election whichever party is returned by the country. The RAF and Navy are reported to bear the brunt of the forth-coming cuts.

So far this year we have seen the withdrawal of the nimrod from service despite its replacement not being ready for service for another two years. The Harrier force lost one squadron (20 Sqn) at the end of March and Cottesmore has started a program of Returned To Produce for the Harrier similar to that at Leeming for the Tornado F.3 an aircraft reduced to only one squadron. With the continued reduction in the numbers of VC10, Hercules, Tristar, Hawk and the above-mentioned Tornado F.3 and Harriers what will be left of the RAF. The RAF has also been forced to order the Chinook instead of the British built Merlin, which the RAF would have preferred. It has also ordered a 45-year-old aircraft (RC-135W) to replace the 40-year-old Nimrod R.1. Typhoons are trickling into service with the bulk of trench two-production run being diverted to supply the Saudi Arabian order much to the relief of the RAF as they just could not afford the number of aircraft they want. This has meant that the two front line Typhoon squadrons are operating with eight aircraft per squadron and not the usual twelve. In a recent question in the house of commons the government was forced to admit that of the 639 front line aircraft in service only 347 were available for use at any one time that's less than 50%. Let hope and pray that things improve as the first role of the RAF is to defend the UK and not Afghanistan. A thing the politicians should bear in mind with the current members of Russia in power.

Many of you that have read my articles in Air Yorkshire over the last few years will not be surprised by my first paragraph nor the governments run down of the armed services as Labour has always presided over major cuts in the services (remember the Dennis Healy cut of the TSR.2 to name but one and its resultant procurement disasters). I have had my spout so to continue with the article.

OPERATIONAL SQUADRONS OF THE RAF ON THE 1ST APRIL 2010

Squadron	Type	Base	Code	Operations
1	Harrier GR.7/9	Cottesmore	Build Number	Ground Attack
2	Tornado GR.4A	Marham	Build Number	Reconnaissance
3	Typhoon GR.4	Coningsby	QO-A to QO-Z	Air Defence
4	Harrier GR.9/T.12	Wittering	Build Number	OCU(1)
5	Sentinel/Shadow	Waddington	No Codes	Army Support
6	Typhoon FRG.4	Coningsby	No Codes	Air Defence (2)
7	Chinook HC.2	Odiham	No Codes	Special Ops

8	Sentry AEW.1	Waddington	Serial Last two	Early Warning
9	Tornado GR.4	Marham	Build Number	Strike
10	VC-10	Brize Norton	A to Z	Air Refuelling
11	Typhoon FG.4	Coningsby	DA to DZ	Air Defence
12	Tornado GR.4	Lossiemouth	Build Number	Strike
13	Tornado GR.4A	Marham	Build Number	Reconnaissance
14	Tornado GR.4	Lossiemouth	Build Number	Strike
15	Tornado GR.4	Lossiemouth	Build Number	OCU(1)
17	Typhoon FGR.4	Coningsby	AA to AZ	Evaluation Unit
18	Chinook HC.2	Odiham	No Codes	Joint Helicopter
19	Hawk T.1/T.2	Valley	Serial Last Three	Pilot Training(1)
22	Sea King HAR.3A	Chivenor(A Flight)	A to Z	Air Sea Rescue
22	Sea King HAR.3A	Wattisham(B flight)	A to Z	Air Sea Rescue
22	Sea King HAR.3A	Valley(C Flight)	A to Z	Air Sea Rescue
24	Herclues C.1-C.5	Lyneham	Serial Last Three	Transport
27	Chinook HC.2	Odiham	No Codes	Joint Helicopter
28	Merlin HC.3	Benson	A to Z	Joint Helicopter
29	Typhoon GR.4/T.3	Coningsby	BA to BZ	OCU(1)
30	Hercules C.1-C.5	Lyneham	Serial Last Three	Transport
31	Tornado GR.4	Marham	Build Number	Strike
32	HS.125/B.Ae146	Northolt	No Codes	VIP Transport
33	Puma HC.1	Benson	No Codes	Joint Helicopter
39	Predator/Reaper	Creach AFB(USA)	No Codes	UAV surveillance
41	Tornado/Harrier	Coningsby	EB-A to EB-Z	Evaluation Unit
45	King Air 200	Cranwell	A to Z	Pilot Training(1)
47	Hercules C.1-C.5	Lyneham	Serial Last Three	Transport
51	Nimrod R.1	Waddington	No Codes	Surveillance
55	Dominie T.1	Cranwell	A to Z	Navigator Training(1)
60	Griffin HT.1	Shawbury	A to Z	Helicopter Training
70	Hercules C.1-C.5	Lyneham	Serial Last Three	Transport
72	Tucano T.1	Linton on Ouse	Serial Last Three	Pilot Training(1)
76	Tucano T.1	Linton on Ouse	Serial Last Three	Pilot Training(1)
78	Merlin HC.3/3A	Benson	No Code	Joint Helicopter
84	Griffin HAR.2	Akrotiri (Cyprus)	Card Suite	UN Support/SAR
99	Globemaster C.1	Brize Norton	No Code	Transport
100	Hawk T.1	Leeming	CA to CZ	FACT/elect training
101	VC10.C.1K/K.4	Brize Norton	A to Z	Air Refuelling
111	Tornado F.3	Leuchars	'HA to HZ	Air Defence
202	Sea King HAR.3	Boulmer(A flight)	A to Z	Air Sea Rescue
202	Sea King HAR.3	Lossiemouth(D Flight)	A to Z	Air Sea Rescue
202	Sea King HAR.3	Leconfield(E Flight)	A to Z	Air Sea Rescue
203	Sea King HAR.3	Valley	A to Z	ASR Training(1)
207	Tucano T.1	Linton on Ouse	Serial Last Three	Pilot Training (1)
208	Hawk T.1	Valley	Serial Last Three	Pilot Training (1)
216	Tristar C.2/KC.1	Brize Norton	No Code	Transport/Refuelling
230	Puma HC.1	Benson	No Code	Joint Helicopter
617	Tornado GR.4	Lossiemouth	Build Number	Strike
1310 Flight	Chinook HC.2	Kandahar		Afghanistan Support
1312 Flight	VC-10/Tristar	Mount Pleasant		Falklands Support
1419 Flight	Merlin HC.3	Camp Bastion		Afghanistan Support
1435 Flight	Typhoon FGR.4	Mount Pleasant		Falklands Defence
1564 Flight	Sea King HAR.3	Mount Pleasant		Falklands SAR
Herrick	Tornado GR.4	Kandahar		Afghanistan Strike
Red Arrows	Hawk T.1	Scampton		RAF Aerobatic Team

(1) These squadrons are reserve squadrons who's main task is to train RAF personnel but it time of war the squadron goes to war with the instructors returning to there front line role.

(2) This squadron is forming at Coningsby and has only two aircraft at the moment with further aircraft being delivered from the factory.

Joint helicopters means that it is part of the multi service joint helicopter force and supports Army/Navy and Air Force.

Serial last two/three means that the last two/three of the serial are used as the aircrafts code as in Tucano serial ZF485,485 is used as its code.

3 squadron and 41 Squadron are using the codes that their squadron used in world war 2

I will continue with the RAF support units and the Navy/Army squadrons next month.



51 Squadron Nimrod XV260 showing code 60 pictured at Waddington(James Stanfield)



Hercules C.5 ZH871with small codes 871 on tail and nose(Clive Featherstone)

WHERE ARE THEY NOW?

BY JAMES STANFIELD

During a recent clearance of the loft I came across a box containing some aviation society magazines from the 1960s and early 1970s. They included such long forgotten classics as: Anglia Aeronews, Blackbushe Movements, and 55 North(Air North). Included in this same box was a set of Yorkshire Air News(YAN). YAN was the magazine of the West Riding Branch of Air-Britain (WRBA-B) an international association of aviation enthusiasts/historians.

The West Riding Branch was founded in September 1964 and YAN was first published in April 1965. The last issue of YAN was December 1974. In January 1975 YAN became the Air Yorkshire magazine when the West Riding Branch left Air-Britain and was renamed the Air Yorkshire Group.

As I browsed through the early issues of YAN it occurred to me that it would be interesting to try and find out what has happened to those spotters of yester year who were so closely involved in making AYAS what it is today. How many of them are still spotters and how many made aviation a career rather than a hobby? I might need your help to fill some gaps, so here we go.



The Production Team(1974) Pete Barber, Steve Langfield, Trevor Smith, Terry Sykes
From The Jim Stanfield West Riding Branch Archive

I will start with the Editors of the magazine which was originally YAN and then became Air Yorkshire and has been published unbroken every year since 1965: a fine achievement. If there is sufficient interest I could carry on with chairman, secretary, treasurer etc in subsequent parts.

The first editor was **Mick Stubbs**. Mick edited the magazine from April 1965 until December 1966. He was ably assisted by John Buckle. Mick's main interest was military aircraft and this was reflected in the content of the early magazines. In 1960s there were many more military airfields in Yorkshire than there are now. Does anyone know the whereabouts of Mick Stubbs? I understand that John Buckle may still be resident locally.

The second editor was **Martin Powell**. He edited the magazine in 1967. Martin lived in Wakefield at the time. He now lives in Lancashire with his wife and family and still has an avid interest in aviation. He is a long time member of the Rossendale Aviation Society and has been a guest speaker at AYAS meetings on a number of occasions (see August 2010 meeting).

Martin was followed by **David Depledge**. David was editor from Jan to Dec 1968. At the time David lived in Cookridge and was studying for his A Levels, but we've lost touch and does anyone know where David is now?

Philip Jackson then took over and edited for two years ending in Dec 1971. Philip was a Horsforth resident then, but is anyone still in touch with Philip?

From Jan 1972 to November 1972 **Ian Barber** was YAN Editor. Ian, who was a local lad, went on to make a career in aviation working at Yorkshire Light Aircraft and Air Atlantique.

Steve Langfield followed Ian. Steve occupied the positions of Editor and Treasurer from Dec 1972 until June 1974. Originally from Bradford, Steve still lives and works locally and is in regular touch with old friends from the Society. He remains interested in aviation.

Andy Barker then became Editor. He was editor from July 1974 until September 1976 Andy still lives in the area and made a career in aviation. He currently works at Leeds/Bradford International Airport and remains in touch. He has the distinction of being the last editor of Yorkshire Air News and the first editor of Air Yorkshire.

In November 1974 the Committee decided to take the Society out of Air-Britain and form it into the Air Yorkshire Group. This move was agreed at the AGM. The magazine was renamed Air Yorkshire and the Society continued under its new name.

At the end of his stint Andy handed over to **Colin Hunter** who edited for the period from October 1976 up to June 1977. Colin was a keen airband listener and was rarely seen without an earpiece firmly planted in his ear. But where is Colin now?

John Allen lived in Pudsey and performed the dual role of Editor/Secretary from July 1977 to Nov 1977. He was followed by another John, **John Hunt** from Guiseley who was in the editing hot seat from Nov 1977 to Nov 1978. Are they still in the area?

In November 1978 **Trevor Kinghorn** started a long period as the Editor which lasted until March 1993. Trevor currently holds the record for the length of service as the magazine's editor. During his tenure the magazine moved from A.4 to the present folded A.5 format. Where is Trevor now?

Trevor handed over to **P. Lewis** who took up the editing role for a short period from April 1993 until September 1993. P. Lewis seems to be a mystery man because no one I have spoken to can remember him.

In October 1993 the then Chairman, **Mike Willingale** took over editing and embarked on the dual role of Chairman/Editor, eventually relinquishing both roles in November 2000. Mike remains a member of the Society and is our Honorary Life President and is still a regular supporter of the monthly meetings.

Many of you will remember our next editor, **Cliff Jayne**. Cliff took over in December 2000 and with the late David Bates refined and revamped the presentation. On David's death in December 2003 Cliff assumed the role of Chairman/Editor ably assisted by his wife Sheila. Cliff and Sheila were also contracted as the printers of the magazine. Consequent on a move to Wales in 2008 Cliff handed over the role of Editor to **Trevor Smith**, a long time member of WRBA-B and AYAS

Trevor became Editor in September 2008 and has developed the magazine to its present format. The production of the magazine has come in-house, using volunteers from the Committee. Trevor remains as Editor to date.

During most of the period covered by this review the role of LBIA movements editor was performed by Terry Sykes. Many of you will know Terry and he remains a very active member of the Society.

So the question is "**Where are They Now?**". Can any reader throw any light on the whereabouts of those editors who have left the Society. If you can please contact Jim Stanfield.



Some of you may already know that Ryanair kindly invited Air Yorkshire to their recent Press Launch to introduce their 34th base in Europe and to announce the basing of two aircraft at LBIA with a total investment of \$140m!!!!

So the facts about the "*World's Favourite Airline*" @ LBIA :- two dedicated boeing 737-800 aircraft, 14 new destinations, total 17 routes, across six European Countries : Alicante, Malaga, Barcelona, Malta, Carcassonne Montpellier, Dublin, Murcia, Faro, Nantes, Ibiza, Palma, Knock, Pisa, Krakow, Venice Treviso and Limoges. 1 million passengers a year, 1000 new jobs in the region and a potential 5 million visitors.

Tony Hallwood, LBIA, Commercial Director, welcomed the arrival of Ryanair to the countries fastest growing airport of 2010. Ryanair is also supporting LBIA's important role as Yorkshire's International gateway Airport.

Ryanair's Dara Brady, said they were delighted to open their LBIA base following a long association with the Airport over the last decade. Commencing with flights to Dublin the Company then added routes to Gerona and Alicante following requests and demands. He went on to say how delighted they were to serve the local community with real value.

Gary Verity, Chief Executive, Welcome to Yorkshire said *“This is great news for Yorkshire as it reinforces the work that we are doing internationally to ensure our region is the UK’S number one holiday destination. The new Ryanair routes open up the region to a combined population of over 5 million possible visitors.”*



Following the speeches the formal opening was celebrated by the cutting of the cake, iced in Ryanair colours of blue and gold, a display of Irish dancers and a man covered in yellow make up, juggling whilst balancing on a yellow gym ball!

Trevor Smith asked Dara Brady about flights to Germany, if he thought there was a gap in the market and if they would be expanding their flight plans. Dara explained that their flights to France had proven to be a huge success and Germany was somewhere they thought had massive scope and a very appealing market.

So now the fun bits: - Trevor Smith your Trusted Editor, eagerly arrived anticipating the feast Ryanair and LBIA were to provide and of course the Eye Candy! Airlines do not employ ugly airhostesses, do they? Unfortunately, Trevor was hugely disappointed as it was only canapés, all of Irish origin, so a mad dash to Murgatroyds was in order for a ‘Big Un’.



COMPILED BY Gillian Ironside(Editor’s Assistant)



JOINT STRIKE FIGHTER

PATUXENT RIVER, Md(22/03/10). — BAE Systems' test pilot Graham "GT" Tomlinson has taken to the skies and successfully completed the first ever vertical landing of the short take off vertical landing (STOVL) variant of the Lockheed Martin F-35 Lightning II (also known as the Joint Strike Fighter) at Naval Air Station Patuxent River, Maryland. BAE Systems is teamed with Northrop Grumman and prime contractor Lockheed Martin in the F-35's development, testing and production. BAE Systems is developing a variety of structures and systems for the F-35, from the aft fuselage and empennage (vertical and horizontal tails) engineered and produced in the UK to the electronic warfare suite developed in the U.S. Vertical and horizontal tails are designed and produced by BAE Systems at its Samlesbury, UK facility using the latest digital design and precision manufacturing technologies. BAE Systems brings key operational effectiveness and ongoing support capabilities to the F-35 program and delivers significant subsystems including electronic warfare, advanced low observable apertures, advanced countermeasure systems, vehicle management computers, and active inceptor systems from a number of facilities in the US. The Company's Structural & Dynamic Test facility at Brough, Yorkshire, UK will take the lead on static and fatigue testing for the F-35 program.

Mick Ord, BAE Systems F-35 Managing Director, added: "This is a significant milestone on the F-35 program and for the development of STOVL technology. It is a great achievement by the whole team to build on BAE Systems' short takeoff/vertical landing experience, and to apply it to this outstanding aircraft." The STOVL variant of the F-35 has been developed for the U.S. Marine Corps and the UK Royal Air Force and Royal Navy. The first STOVL aircraft has been at Patuxent River since November 15, 2009, completing a series of test flight activities on ground and in air, including static testing and in air conversion flight tests leading up to the first vertical landing. Graham Tomlinson said: "Today's vertical landing onto a 95 ft square pad showed that the aircraft has the thrust and the control to maneuver accurately both in free air and in descent. Together with the work already completed for slow speed handling and landings, this provides a robust platform to expand the F-35's STOVL capabilities." Vertical Landing technology allows an aircraft to fly in and out of areas as close as possible to the battlefield. BAE Systems pioneered vertical flight through the P1127 and Kestrel programs and has amassed almost 50 years of experience in STOVL development.

Harrier (the first operational military aircraft in the world to use revolutionary vertical take-off and landing) entered service with the Royal Air Force in 1969 and is still involved in front-line operations some 40 years after entering service. The AV-8B Harrier II has been operated by the United States Marine Corps since 1985. Through such legacy experience in STOVL technology, BAE Systems is a vital partner not only to the development but also the operational effectiveness and ongoing support of the F-35 Lightning II aircraft. The other two variants of the aircraft in development are a conventional takeoff and landing aircraft for the U.S. Air Force and a carrier takeoff and landing aircraft for the U.S. Navy. The conventional takeoff pre-production aircraft first flew in December 2006 and the carrier variant is expected to fly in 2010. The F-35 Lightning II is the world's largest defense program with stated requirements from initial customers at approximately 3,000 aircraft. BAE Systems is a global defense, security and aerospace company with approximately 107,000 employees worldwide. The Company delivers a full range of products and services for air, land and naval forces, as well as advanced electronics, security, information technology solutions and customer support services. In 2009 BAE Systems reported sales of £22.4 billion.

Source:= Bae Systems

TRI-JETS @ LBIA(2)

FROM THE ARCHIVES OF TERRY SYKES



The most common tri-jet seen at LBIA was probably the TU-154, operated by a number of Eastern European Airlines. LZ-MIV is one of the fleet of Air Via with a quoted c/n of 92A920 and is seen landing on Runway 32.



Tristars operating charter flights have included the Irish registered EI-CNN with the c/n 193K1024 and still wearing the basic colour scheme of TBG Airways.



After the TU-154 the Boeing 727 was probably the second most common type to be used. Examples from Dan Air were regular visitors as were those of Aviogenex whose YU-AKO(c/n 20951) is seen backtacking Runway 14 ready for take off.



N424TM BD.100 Challenger 300, EMC Corp.
Landing Runway 32 LBIA, 11/03/10
Robert Burke



G-SPHU Eurocopter EC-135T, Northwest Air Ambulance
Barton Airfield, 21/03/10
Stephen Lord



N41527 Convair C-131, Miami Lease at Opa Locka 15/03/10
Andrew Barker