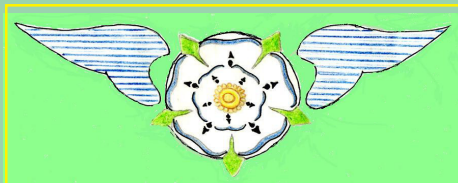


Air Yorkshire Aviation Society



Vol 37 Issue 4

April 2011



**ZJ911/BZ Typhoon FGR.4, 29(R)Sqn,
Departing Conningsby, 08/02/11
Robert Burke**

www.airyorkshire.org.uk

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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 2011

SOCIETY ANNOUNCEMENTS

TAS AVIATION FAIR 2011

Once again this year Air Yorkshire will be having a stand at the Fair, which takes place at the Manchester International Airport RVP on July 9th and 10th. We need members who can man the stand on either the Saturday or Sunday. Anyone who would like to help us spread the word about Air Yorkshire over the Penines, could they please contact Jim Stanfield who's details appear in above list.

MURGATROYDS LUNCH

We are again planning a lunchtime get together at our local fish restaurant, this time on Friday May 6th at 12.00. As ever all members are welcome to join us and it being a Friday some of us will be meeting up at The Square Monkey beforehand for a natter. Would anyone wishing to participate please contact the Editor on 0113-2678441 or e-mail trevor.smith@airyorkshire.org.uk.

DAY TRIP TO AMSTERDAM BY JET2

Once again some of our members have arranged an informal trip to Amsterdam flying by Jet2 from and to LBIA. The trip has been organised for the 29th June 2011 and anyone wishing to join in should book on the Jet2 website and just meet up at LBIA on the day.

LEEDS/BRADFORD AIRPORT BOOK

Ken Cothliff, who most of you will remember used to run the Air Supply shop in Yeadon is writing a book on the history of the airport. He has asked if any members have any interesting or funny stories about the airport, would they please contact him. Ken's e-mail address is kencothliff@hotmail.co.uk.

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**

1 May 2011

Annual Air Yorkshire Quiz – We will use the same multiple choice format we used last year, which proved to be enjoyable and popular. This year the photographs will be provided by Mike Storey.

5 June 2011

Trevor Smith/Terry Sykes - Your Editor will present a selection of Slides from the Colin Addison archive. A selection of Colin's slides have recently been published in the magazine so you have a flavour of the quality of his work. Airliners and Executive Jets at LBIA will feature along with Propliners and Warbirds from the USA, all taken around 30 years ago. Terry will then present a slide show depicting his trips to New Zealand over the past 30 years.

3 July 2011

Ed Anderson – Air Yorkshire welcomes back Ed, who is now the Chairman of the Airport Operators Association which is the trade association that represents the interests of British airports.

7 August 2011

Chris Warn – We welcome back Chris Warn, Who will present photographs of Aircraft in his own superb style.

4 September 2011

Tony Chaplin – We welcome a new speaker to Air Yorkshire, who is the brother of Air Yorkshire member, David Chaplin. We have a choice of talks. History of the Supermarine Spitfire, History of the Hawker Hurricane, History of the De Havilland Mosquito, History of the Avro Lancaster, and When Pull became Push - the Story of the Development of the Jet Engine.

2 October 2011

Mike Dyson – Mike started his aviation career in 1956 with the RAF. He was Chief Pilot for Capital Airlines when they obtained their Air Operators Certificate. He has many years of instructor experience and again held the position of Chief Pilot at Air Wales. He currently works as an aviation consultant and works at the Oxford Aviation Academy. I am sure Mike's talk will be a fascinating insight into his aviation career.

6 November 2011

Air Yorkshire AGM, followed by Slides, Video Clips or Presentation

4 December 2011

Xmas Meeting

MEETING'S REVIEW

Air Traffic Control (ATC) was the subject of the March 2011 meeting of Air Yorkshire. 37 members turned up for the talk and presentation by Jonathan Bates and Craig Greenfield.

The Chairman opened the meeting and informed those present that efforts were being made to obtain more chairs for the meetings, and that we had permission to bring in our own. There were also reminders for the annual dinner, lunch at Murgatroyd's on Friday 6 May, the Amsterdam trip on 29 June and the Aviation and Transport Fair at Manchester Airport's Runway Visitor Park to be held this year on Saturday 9 and Sunday 10 July.

Jonathan Bates began by introducing himself – many of the members present will, of course, remember his father David who was a previous Chairman of the Society. Jonathan's first flight was back in 1984 from Luton to Milan Malpensa with Britannia (remember them?) on a family holiday. After this his Dad bought him an airband radio and he was hooked! He wasn't afraid to admit that like a good number of us he is a spotter! He has travelled all over the world in pursuit of his hobby and his favourite airport is Tokyo Narita. Jonathan then outlined his career in ATC at Leeds/Bradford. He became an ATC Assistant in 1991, a position he held for 7 years. He took a Meteorological Observer's course in 1992, a Tower course in 1998, a Procedural course in 2000 (procedural techniques are used when radar fails) and a Radar course in 2001. In 2008 he was appointed Watch Manager and Unit Competence Examiner, a role he described in more detail later on. Craig Greenfield, who is a controller at London Heathrow, then took over, and began by saying he wanted to be a pilot rather than an Air Traffic Controller. He was born in Leeds and like Jonathan attended Benton Park School. He gained his Private Pilot's Licence at the Yorkshire Aeroplane Club in 1991, joined NATS in 1993, attended the College of ATC at Bournemouth Hurn, then did on-the-job training at Manchester. At this point Craig and Jonathan showed their yellow ATC licences. Craig then continued – he started at Heathrow in January 1995 and qualified in the Tower in November of that year. He is Thames Radar qualified meaning he can also deal with London City and Biggin Hill traffic. He became an ATC Instructor and Manager and is currently a Deputy Watch Manager. Craig has continued with the flying and in November 2010 gained his Commercial Pilots Licence with Instrument rating.

Jonathan resumed by explaining the role of a Unit Competence Examiner (UCE). The main duties are to maintain and improve standards, perform continual assessment checks (all ATC conversations are recorded), carry out annual checks and validations, assess trainees (even a competent controller coming from a different airport needs training in local geography etc.), assess competency after a period of absence, TRUCE (Training for Unusual Circumstances and Emergencies) and simulator training. He continued by discussing the role of On-the-Job Training Instructor. This includes assisting trainees (this can involve listening in to monitor standards), confirming the Unit Training Plan is being adhered to, recording and assessing progress and training in new procedures. Jonathan showed a Training Report form which had 4 levels of achievement: A – fully achieved; B – almost fully achieved with minor errors; C – achieved to a limited extent and D – not achieved at all. He then showed an illustration of buttons which are pressed to make telephone contact with various bodies such as adjoining area control (Scottish), other local radars and LBA Emergencies. Flight Progress slips and the LBA Control Zone were discussed and Jonathan concluded the first half of the meeting by talking about the role of a Watch Manager – the safe provision of ATC services, liaison with the Airfield Services Unit on such matters as birds, state of the runway and reports of unserviceable equipment – then showing several photos including views taken from the Tower.

During the break a collection was taken for the Yorkshire Air Ambulance. The second half began with a brief discussion on Low Visibility Procedures (LVPs), then it was Craig's turn again and the subject was London Heathrow Airport (LHR). He pointed out that LHR is now the world's quietest international airport due to restrictions on movements from 2330-0430. The airport was opened on 25 March 1946 and in 2009 it handled 66 million passengers and 1.27 million tonnes of freight making it the world's busiest airport for international passengers. Craig showed images of present and future developments

including several of the old LHR ATC building in black and white. There is now a new Tower which opened in April 2007 and is 87m (285ft.) tall – the top can be in fog when the ground is clear! A number of views from the new Tower were shown.

The main topic of Craig's presentation was a typical afternoon shift at LHR. This lasts from 1430-2200 hours with the morning shift being 0700-1430 and the night shift 2200-0700. On arrival ATC staff have to go through security like airline passengers, then there are briefings before "plugging in". There are normally 12 controllers per shift – 1 Supervisor, 3 Ground Movement Controllers, 2 Air Controllers, 1 Ground Movement Planner and an extra 5 ATC Officers to cover for breaks to ensure that no member of staff exceeds the 90 minute time limit (though the legal limit is 2 hours).

The first part of the shift could be Ground Movement Planner duties – approving start-ups, issuing ATC clearances to aircraft (these can be passed electronically rather like a fax) and ensuring aircraft arrive at holding points in time to make take-off slots. Flight progress slips are electronic here unlike the paper ones used at LBA. The first break will be at 1500 at which time the arrival and departure runways are changed over when aircraft are arriving and departing towards the west.

After a 30 minute break it could be Ground Movement Control – for this the airfield is divided into 3 unequal areas. After an hour of this there will be another 30 minute break, then back at 1700 for Ground Movement Control 2 – controlling Airbus A380 movements. There are several issues with this aircraft due to the height of its tailfin and wingspan. It is not a good fit and only certain taxiways and stands can accommodate it. Serious consideration is being given to moving the northerly runway 30 metres further north to avoid having to demolish piers on the northern side. Another 30 minute break at 1800 could be followed by Air Departures where the aim is to get as many aircraft airborne as soon as possible. This is not as simple as it sounds, the main issue being that of vortex, especially after a heavy aircraft departs when there has to be a 2 minute wait before the next one goes. At this point Craig gave a real life example, complete with ATC conversation, of a Scandinavian 737 declaring a full emergency on approach with hydraulic failure. The Fire Service would be contacted immediately and would be waiting. The runway would need to be inspected after the landing for debris before any more movements could take place. The radar showed the aircraft identifier flashing with 'SOS' above

A further break at 2000 would be followed by the last 90 minutes which could be Air Arrivals – issuing landing clearances, maintaining correct separation to allow for vortex wake and, if Runway 27L is in use making allowance for aircraft crossing from and to T4. It can be very busy on arrivals – with aircraft being 2.5 nautical miles apart there can be up to 40 arrivals in an hour. If necessary both runways can be used for arrivals. Craig rounded off his presentation with some general aircraft images of LHR and answered questions before this very interesting meeting closed. There was no liquid presentation this time as Jonathan and Craig requested the collection for the Yorkshire Air Ambulance instead. Both Jonathan and Craig would like to thank members of the Society for their generosity - £68 was raised – in addition Jonathan wishes to thank members for their support for his forthcoming charity bike ride to the South of France, for which we all wish him the very best.

Howard Bell

EDITORIAL

First of all may I apologise for the magazine being a little late this month. One of the main reasons being that I have finally managed to secure myself a new job and a present am working very strange hours while on training. The other reason is that the Aviation Academy, where we print the magazine is very busy at present and they are having difficulty in allocating us a room to carry out the work. I am assured by Ann that come May everything should be back to normal.

Could I once again make a plea to members to send me their photos taken around the area, especially any of interesting aircraft at LBIA. It is always a pleasure to type new names in the credits. Finally, can I also ask for your articles for publication and they can be on anything with an aviation theme.

Trevor Smith



SCENE AROUND YORKSHIRE

Thank you to Andy Wood(HAR) for all his help in compiling this section, also the the contributors of the Fighter Control web site.

Askern:- A hangar collapse was reported here during December 2010, however an Askern based pilot reports that no aircraft were damaged. No longer resident here is Cessna 172A G-ARCV, which has been sold.

Bagby:- Former resident at Mirfield near Leeds, Cessna 182Q G-BHVP has moved to Old Buckenham following sale, however a new resident is Jodel D.112 G-BKAO. Rans S.6 G-MZBD, which was damaged in an accident and permanently withdrawn from use by the CAA, has turned up on rebuild with new owners in Manchester.

Beverley:- A visit by a "squadron" from Brighton on 13/3 consisted of Auster 5 G-AKSY, G-AYFC Condor, G-AYUT DR.1050, G-BACL Jodel D.150 and PA-22 G-CBEI. Noted routing South over the town on 7/3 was Gazelle XZ345.

Brighton:- On 19/3 Barton based Taylor Monoplane G-BDAD was damaged when, following a hand swing the aircraft stood on its nose damaging the prop and shock loading the engine. Local R.22B G-BSGF went to Rally Repaints at Selby on 27/2 for some remedial paint work, returning on 6/3. Arriving back from the paint-shop in Selby in February was Falco G-CYLL and construction work continues. Bulldog G-BZME/XX698 went to Full Sutton for maintenance in mid-March and was still to return at the end of the month. Following it to Full Sutton on 13/3 was PA-28 G-BGAX and this is also still to re-appear. The Glasair Super II-RG G-OPNH is now on its way home from Namibia in a container. Finally, the Flitzer under construction has now been registered G-FLZR whilst a new project is a Spitfire Mk.26. Visitors:- 20/2 G-OWGC Falke; 24/2 G-HIVE F.150M, G-JJFB EC.120B; 27/2 G-BIDH Cessna 152, G-GKEV Pioneer 300, G-JULZ Europa, G-OBMS F.172N, G-RODI Isaacs Fury; 1/3 G-BSCE R.22B, G-BVOS Europa, G-CEAK Ikarus, G-JONM PA-28, G-MCJL Quantum; 6/3 EI-RAV R.44, G-AKUW Super Ace, G-ARYS Cessna 172C, G-AYKD DR.1050, G-BIOW T.67A, G-BKAO Jodel D.112, G-BNML Rand KR.2, G-BNXM Super Cub, G-BSMU S.6 Coyote, G-BSXD/30146 Kraguj, G-CCOK Quik, G-CCZJ X'Air Falcon, G-CGDI Eurostar, G-IVII RV.7, G-LNNE RV.7; 7/3 G-BHNA F.152; 8/3 G-AJIT Auster J/1N, G-BEBR Minicab, G-WBVS DA.40; 9/3 G-AZTS F.172L; 10/3 G-OWND R.44; 11/3 G-CFIA Skyranger; 12/3 G-BGVZ PA-28, G-BOWP Jodel D.120A, G-BWCY Rebel, G-CGSH Eurostar, G-CTDH CT.2K, G-DYMC Dynamic WT.9, G-IIPT R.22B, G-RRCU Robin DR.221B, N9362 Alouette; 13/3 D-EARY Piaggio FWP.149, G-BZDD Blade, G-EXTR Extra 260; G-IIAI CAP.232, G-KITH Pioneer 300, G-LUBY Jabiru, G-ROMP Extra 230H, G-RWEW R.44, G-SEVN RV.7, G-SKIE Skybolt; 14/3 G-AVMD Cessna 150G, G-BHMG FA.152, G-BRPF Cessna 120, G-MPGX Twinstar, G-TIVV Eurostar; 18/3 G-ARND PA-22; 19/3 G-AVRW Minicab, G-BIIA RF.3, G-BKAZ Cessna 152, G-BRAA Pitts S.1S, G-BULH Cessna 172N, G-BULO Silvaire, G-BUVM DR.250, G-BVDC RV.3, G-BYNR Jabiru, G-BZNV Isaacs Fury, G-CCCG Quik, G-CETU Sky Ranger, G-COCO F.172M, G-FINZ Sky Arrow, G-LEGY CTLS, G-LONE Jet Ranger(Pleasure flying all day), G-TYGR Sky Ranger; 20/3 G-BNOH PA-28, G-CFTO Ikarus, G-SACT PA-28.

Brough:- On 9/3 Hawk ZK025 departed to Warton with PA-44 G-BGCO acting as crew ferry.

Carr Gate:- The Royal S.76C G-XXEB(Rainbow 1) visited the West Yorkshire Police Headquarters on 17/2 for a refuel.

Catterick:- Visiting the garrison on 9/3 was A.109E ZR323(Ascot 1292) from Northolt.

Church Fenton:- On 17/2 VC-10 XV106(Tartan 11) carried out an overshoot at the station.

Colwick:- Shorts SD.360 G-SSWO has recently been installed as a classroom in the grounds of St. John the Baptist School here. It was lifted into place by crane on 10/12/10 and has shortened wings with dummy props fitted on the empty engine pylons.

CONEY PARK(Leeds Heliport)

Visitors logged in February:-

8/2	G-MUDD	Hughes 369E	1200 1600	f/t Swansea
	G-NTWK	Twin Squirrel	1427 1515	"Powerline 63" f Sherburn t Doncaster
12/2	G-EEZA	R.44	1130 1145	f Todmorden t Perth
	G-EEZA	R.44	1515 1522	f Perth t Todmorden
15/2	G-STON	Squirrel	1440 1445	f/t Emley Moor
16/2	G-STON	Squirrel	1040 1045	f Emley Moor t Oxford
	G-CPTS	Jet Ranger	1525 1550	f/t Skipton
	EI-RAV	R.44	1645 1650	f/t Walton Wood(qv below)
24/2	G-ZZMM	Enstrom 480B	1240 1515	f/t Gloucester
28/2	G-EEBB	Sikorsky S-76C	1210 1345	f/t Rudding Park

Into March and Chinook ZA707(Vortex 565) dropped in for a brief visit on 24/3.

Coningsby:- Battle of Britain Memorial Flight Spitfire PR.XIX PM631 arrived back at its base from Duxford on 26/2 following a sixteen month extensive rebuild by The Aircraft Preservation Company at Duxford. On 14/2 Italian Air Force Typhoon MM-55130/4-33("Leo 02") arrived for an overnight stay and was towed into Shelter 7. On the same day Falcon 20 G-FRAT was noted, with two others of the type G-FRAH and G-FRAU present on 21/2.

Cottingham(Castle Hill Hospital):- Visiting briefly early afternoon on 11/3 was Chinook ZH987/HL(Vortex 523). It then departed in the direction of Leconfield.



French Air Force Alpha Jet E.45/705-TA landing at RAF Cranwell, 19/1(Robert Burke)

Cranwell:- Former Royal Navy Jetstreams ZE438/ZE439/ZE441 are now in storage here, the first and last being unmarked. Tutors noted on 17/2 were G-BYUG/I/K/P/Y, G-BYVR/S, G-BYWB/F/G/Y/Z, G-BYXO/Z.

Cranwell(North):- A new resident is Grob G.102 G-CFTR, operated by the University of Nottingham Students Union.

Crosland Moor:- Pitts S.2A G-CCTF is no longer resident having been sold to new owners in Belgium.

Darlington:- In the early afternoon of 24/2 Lynx XZ190(Armyair 980) landed near the town, f/t Dishforth. It was joined by an unidentified Chinook("Vortex 519"), which later departed to Odiham.

Denby Dale:- Robinson R.22B G-DHGS is no longer resident at a private site here having been sold the new owners in Cranfield.

Devonshire Arms:- R.44 G-EVEV was noted on a visit on 6/3, f/t Grimsby.

Dishforth:- On 15/2 Apaches AH.1s ZJ191 and ZJ203 were noted on a visit.

DONCASTER(Robin Hood) Info courtesy of fodsa.co.uk

The big news this month is that Vulcan XH558 is "coming home". The aircraft is due to arrive at the end of March and be based here for the summer season initially. A little less impressive new resident is Cessna F.150M G-BDBU, recently registered to a new owner in Barnsley. As ever Kinch Aviation had a very busy time with the following being present at the end of March:- N80364 Citation 2 – stored; LN-RYG Citationjet – stored; G-JETA Citation 2 - protracted maintenance; N646VP Citationjet - repair after accident at LBA on 7th June 2010; G-CDCX Citation X - repair after landing accident at DSA on 9th Dec 2010 - plus the maintenance it came in for; M-PARK Citationjet - stored?; N324HS Citation Mustang; G-HEBJ Citationjet; M-ICRO Citationjet 2; M-EGGA King Air 200; G-CLOW King Air 200; G-CJDB Citationjet; G-SVSB Citation Sovereign; M-CEXL Citation XL; G-BLTK Commander 112 – painting; G-CBAB Bulldog (XX543/F) - in for a spot of paint work. An aircraft which had been in for a while, Twin Squirrel G-PBZN, was delivered to its new owners Quarry and Mining Equipment Ltd on 14/2. During the month the airport received a few diversions from LBIA including a couple of Jet2 machines, but the pick were a pair of KLM Fokker 70s PH-KZL(KLM 69W) and PH-KZR(KLM 1549) on 19/2.



Citation 2/SP N80364, currently in storage at Kinch Aviation, Doncaster(Mike Storey)

Other movements of note:-

- 1/2 G-EZII A.319(Easy 8040, training)
- 2/2 XW199 Puma(Vortex 330, training), G-USAR Cessna 441
- 3/2 G-EZAL A.319(Easy 8040, training), ZH106 AWACS(NATO 33, training), G-CFGB Citation Sovereign, G-TFLK Citation Sovereign, EC-JCU Metroliner(OVA 82P)
- 4/2 HB-VMY Citation Bravo(Jet Aviation 201), G-CELY 737/300(Channex 326, LBIA div)
- 5/2 G-OBYG Boeing 767(TOM 805), G-DSKY DA-42, G-KVIP King Air 200(Prestige 692)
- 6/2 G-SNZY Lear Jet 45(LBIA div), G-NTWK Twin Squirrel(Osprey 63)
- 7/2 N425ST Citation 2, G-HAFG Cessna 340, G-GMED Cheyenne 3(Air Med 056)
- 8/2 G-EZAA A.319(Easy 8040, training), M-OTOR King Air 90, G-IMEA King Air 200
- 9/2 HB-IUT IAI Galaxy(TAG 987), ZH102 AWACS(NATO 31, ILS), M-CEXL Citation XL
- 10/2 G-HARK Challenger(Twinjet 5T), G-NOSE Cessna 402(Endurance 402), ZJ995 Merlin(Vortex 771, ILS), Bell 412s ZJ234(SYS 81)/ZJ237(SYS 89) training
- 11/2 ZJ125 Merlin(Vortex 789, training), ZR325 Agusta A.109E(Shawbury 152, training) ZD811 Tornado(Valkyrie 2, ILS), Apaches ZJ174/ZJ175(Hyena Formation)
- 12/2 EI-TEN Citation X(High Flyer 75X), G-MPSC EC.155(Police 252, training)
- 14/2 G-MAJH Jetstream 41(EZE 1579), Apaches ZJ193/ZJ204(Vulture), G-IASM Be.200
- 15/2 G-MAJI Jetstream 41(EZE 1580), G-KLNW Citation Mustang(Saxon Air 51D, LBIA div)
- 16/2 G-LGAR Lear 45, G-OARS Cessna 172S, EI-GJL Dauphin, ZJ123 Merlin(Vortex 280)
- 17/2 N194JL Malibu, M-TOMS Cessna 208B, G-OMBI Citationjet 3, G-BOCG PA-34(ILS) N719EL Hawker 400XP, G-VUEZ Citation 2, G-CELD 737/300(Channex 332, LBIA div)
- 18/2 G-JMED Lear Jet 35A(Air Med 053), ZF205 Tucano(LOP 03, training)
- 19/2 D-CVVV Citation XL(Augusta 461), M-TSGP Citationjet, N220AD Cirrus SR.22. OK-TCA LET 410(Eurovan 468), G-CHEY Cheyenne(Air Med 067)
- 20/2 G-OBYJ Boeing 767(TOM 831), N324HS Citationjet, ZH537 Islander(Ascot 7940)
- 21/2 CS-DXF Citation XL(Fraction 3PF), N200RE King Air C.90

- 22/2 G-OBYE Boeing 767(TOM 663), N550LD Citation 2, CS-DQA Citation XL(NJE 3RB)
- 23/2 ZA602 Tornado(Valkyrie 1, ILS), G-BODC PA-28(training)
- 24/2 ZA562 Tornado(Marham 51, ILS), N590CD SR.20, ZJ118 Merlin(Vortex 772)
- 25/2 ZJ691 Sentinel(Snapshot 1, training), G-BVMA King Air 200, G-CTEN Citation X
- 26/2 M-ICRO Citationjet, G-KLNR Hawker 400XP(Saxon Air 40C)
- 27/2 N709AM TB.20 Trinidad, G-BPYR PA-31(training), G-AVYT PA-28R Arrow
- 28/2 G-CPRR Citation Sovereign(Go-jet 228H), XX227 Hawk(Red 10, ILS)



Marham based Tornado GR.4 ZA562, overshooting at Doncaster, 24/2(Clive Featherstone)

Durham:- On 8/3 Agusta A.109S G-GDSG was logged departing to Milton Keynes followed by Jet Ranger G-VJMJ trying to make it to Bolton but struggling with the weather over the Penines. .

Eddsfield:- Former resident Cessna F.150F G-ATML has been sold in Finland and is now registered OH-MBA.

Full Sutton:- Two Brighton residents in for maintenance in mid- March were Bulldog G-BZME and PA-28 G-BGAX. A possible new resident, noted in the hangar in early March is Beech V.35 Bonanza N111VC while Emerald G-AYTR is confirmed as a new resident.

Gamston:- Noted among the normal resident aircraft on 17/2 were Diamond DA.42NG OE-FHI and DA.42 Twin Star OE-FYB.

Harrogate:- Jet Ranger G-OMLS, which was based at Beckwithshaw has been sold to new owners in Kirkby-in-Ashfield. The Brass Monkey Meet at Ridding Park produced just Cameron C-90 G-METH, tethered on Saturday afternoon, 26/2. There was believed to have been no flying at all on the Sunday.

Headon:- A new resident here is Jabiru UL G-TYKE.

Hibaldstow:- An update on the former Kenyan Air Force Dornier Do.28 aircraft as of 2/3:- 116(c/n 4328) being worked on in the main hangar and is due to become HA-HIB on completion; 115(c/n 4327) and 117(c/n 4329) both is storage and dismantled for use as spares. All are currently unmarked. On the same day the fuselage frame of Auster 5 G-ANHR was noted hanging from the rafters in the hangar and also present was former Chinese Air Force Nanchang NJ-6A G-BXZB/2632019/68.

HUMBERSIDE

Weston Aviation has announced that it has finalised a deal with Humberside International Airport to open a Business Aviation Centre at the airport on the 1st June 2011. This will be the first dedicated fixed based operation, (FBO), at the airport and the company will also open a regional charter sales office at the airport to promote and develop the use of business and private aviation in the local Humberside region. The new facility will offer a range of services including VIP ground handling, VIP and crew and passenger lounge, wireless internet and quick and easy ramp access.

Noted in hangar 4 on 8/3 were:- 1115 Strikemaster Mk.80A(Dismantled, Saudi A/F colours) and 1129 Strikemaster Mk.80A(Dismantled, Saudi A/F colours) while in Global Aviation Hangar 3 were:- (XN498) Jet Provost T.3A(Royal Air Force - White c/s with red stripe) and (XW333) Jet Provost T.5(Royal Air Force - Black c/s).

On 15/2 Bristow's Puma G-BLXR arrived from Aberdeen to be based, while on 17/2 CHC Sikorsky S.76B G-SSSE was noted being towed from Hangar 1 to Hangar 9 devoid of rotors and all taped up, to go into storage. On 16/2 Jetstream 41 HK-4765-X departed to Stornaway and Reykjavik enroute to its new home in South America. Movements:-

- 1/2 D-FFMM Pilatus PC-12, D-IBRO Cessna T.303(n/s)
- 2/2 G-CFVO King Air 200, G-DHJZ A.320(Kestrel 964G, Northern Lights)
- 3/2 F-HBSO ATR.42/300(Triple-A 771), G-JMED Lear Jet 35A(Air Med 081)
- 8/2 EC-IXL Metroliner(OVA 612, also 15/2)
- 10/2 ZJ237 Bell 412(Shawbury 103, ILS) 13/2 TF-FIG Boeing 757(Iceair 772)
- 17/2 M-USHY Cessna 441(n/s)
- 20/2 G-ZMED Lear Jet 35A(Air Med 019), TF-FIH Boeing 757(Iceair 776)
- 22/2 N525GT Citationjet 2, EC-JCU Metroliner(OVA 612)
- 23/2 N117EA Eclipse Jet
- 24/2 M-SSNB A.109E(Divert in to await weather in Continental Europe)
- 25/2 G-WOWA Dash 8(Swallow 9209, Cardiff City). G-WOWB for return on 26/2
- 27/2 TF-FID Boeing 757(Iceair 776)



ATR.42 F-HBSO of Atlantique Air Assistance visting Humberside, 3/2(Clive Featherstone)

Hustwaite(Baxby Manor):- A visit here on 12/3 was greeted with a warm welcome and the following aircraft were logged:- G-BZDD Blade, G-BZIW Quantum, G-CBBO Minimax, G-CCBY Jabiru, G-CCGB Minimax, G-CDIJ Skyranger, G-CDKL Escapade, G-CDYD Ikarus, G-CEVB Quik, G-CFLD Ikarus, G-IZIT Rans S.6, G-JAME CH.601UL, G-LYPG Jabiru, G-MNGB Flash, G-MTXD Thruster, G-MWAD Minimax, G-MWHH Minimax, G-MWYT Flash, G-MYCS Flash, G-OBAX Thruster, G-OEKS Ikarus, G-OJDS Ikarus, G-OSEP Blade, G-RHAM Skyranger, G-SHEE Quik, G-SOCK Quik, G-SRII Easy Rider.

Kirby-in-Ashfield:- A new resident is Jet Ranger G-OMLS, replacing Schweizer 269C G-CECO which has been sold to new owners near Whitby.

Kirton-in-Lindsey:- On 20/2 SF-25B Falke G-BMXY was noted being worked on. This aircraft was de-registered as long ago as 26/10/92 so it looks as though a return to airworthiness is on the cards. A visit on 23/3 revealed the following in residence:- Gliders, G-CHFH SZD-50, G-CJRA LS.8, G-DBRY T.51, G-DCCX ASK.13, G-DDJX Grob 102, G-DEXA Grob 103, G-DHTG Grob 102 plus Falke G-BXMV. Tug, Pawnee G-BFEV was away on maintenance at Sturgate. Stored are Grasshoppers WZ768(composite), WZ757 and XK820 while visiting were G-BIIA RF.3 and G-RFSB RF.5.

Leconfield:- On 10/3 based Sea King HAR.3 ZE370/T departed to Conningsby to take part in Exercise Watermark, a multi-agency flood response at nearby Tattershall Lakes.

Leeming:- On 4/3 a pair of Hawks XX159/XX205 were noted departing home to Culdrose as "Blue 01/02" and both were painted in 100 years special markings. On the same day the following Lynx aircraft arrived to be based until 11/3 taking part in "Exercise Tiger's Revenge", XZ176/XZ221/XZ605/ZD277/ZD278. Tornado F.3s ZE834/HA and ZE163/HY were towed into RTP on 9/3 and on the same

day GR.4s ZG756 and ZA492 were also noted. Visitors included:- 6/2 ZK452(Cranwell 74);15/2 Chinook ZA679/AG, Extra E.330Ls G-OFFO/G-ZXEL; 22/2 ZE981 Tornado F.3(Scimitar 21); 23/2 G-FRAD Falcon 20; 24/2 E.105/102-FM Alpha Jet(French Air Force 7415); 28/2 ZA714 Chinook(Vortex 550). From 14/3 until 1/4 "Exercise Chameleon" to place, more detail on this next month.

Linton-on-Ouse:- The following Hawks were noted visiting on 8/2 XX203/XX246/XX339 and the following day XX167/XX245/XX263. C-17A Globemaster ZZ174 carried out an approach and go-around on 10/2 while on 14/2 Apaches ZJ193/ZJ204(Vulture Formation) were note.

Manby(Eastfield Farm):- New residents are CJ-1 Starlet G-CCHN and Alatus-M G-CFEY while SA.900 V-Star G-BLAF has moved to Thornton Watlass following sale.

Mt. Airey:- Another reported hangar collapse in December last year due to snow. A based pilot informs us that two canvas hangars collapsed under the weight but there was no damage other than superficial scratching to paint work on two aircraft. Most hangars here only hold individual aircraft. A recent departure from the residents is TB.20 Trinidad G-PEKT, which has moved to Tollerton following sale.

Netherthorpe:- Updating last month, the Enstrom N108DA is now know to have been exported to the USA. News has come to light about an accident on 13/11/10 when a landing Pitts Special collided with the threshold fence due to low sun on the approach. The aircraft received damage to the propeller landing gear and wing however no injuries were sustained. In a similar accident on 20/01/11 a student pilot on approach in a Cessna 150 lost sight of the runway due to the setting sun. The aircraft touched down at the end of the runway and crashed into a hedge. The pilot only received minor injuries with the aircraft sustaining damage to the propeller, wing, nosewheel and engine cowling. A new resident is Cessna 152 G-BNME while under construction locally by one of the club members is Pitts S.1S G-OSIS.

Newark Air Museum:- The rebuild of the unregistered Ward Gnome is progressing well with engine and propeller now fitted, next for attention is the cockpit instrumentation and cabling. A new arrival in mid January was a Slingsby T.67 CIM Procedure Trainer formerly used by Babcock Defense Services and now surplus to requirements. Also, from the museum web site:- "On a slightly more disappointing note we have to advise that we, along with most other museums in the UK have failed in our attempt to bid for a Dominie T1 training aircraft. According to the notification letter from the disposal company the aircraft went for a price 20 (twenty) times what we bid; this would place the successful bid at a sizeable six figure sum of in excess of £150,000!!" Wonder where they will end up?

Newark-on-Trent:- Auster J/1N G-AJAS is now airworthy again and has moved to Spanhoe following sale.

North Moor:- A new resident, first noted on 22/3 is Rans S.6 Coyote G-BYNP.

Otley:- On 27/3 Dauphin G-OLNT was noted operating from a farm location some 4 miles North of the town carrying out a local test flight.

Oulton Hall:- R.44 G-CDKY(Scotia 04) was noted visiting this venue in South Leeds on 16/2. Doncaster based EC.120B G-JJFB was noted on 16/3 and on 21/3 Gazelle G-KANE, f/t Nottingham.

Pocklington:- A new resident is Europa G-BYJI, formerly at Wolverhampton.

Raw(Moorside Farm):- A new resident at this site near Whitby is Schweizer 269C G-CECO.

Rufforth:- Noted at the Gyro Open Day on 12.3 were the following :- G-ATJN D.119, G-BLDD CUBy, G-BXCJ Cricket, G-BYNR Jabiru UL, G-BYYN Quantum 15-912, G-BZXV Quantum 15-912, G-CBCB/XX537 Bulldog Srs.120/121, G-CBMB Cyclone AX.2000, G-CBSU Jabiru UL, G-CDBE B.8M, G-CDKN MXP.740, G-CDVO Quik, G-CDXG Quantum 15-912, G-CEHN MT-03, G-CETU Sky Ranger 912S, G-CFCL MT-03, G-CFJD Cricket, G-CFKA MT-03, G-CFKD X'Air Falcon, G-CFLO MT-03, G-CFTO Ikarus C42 FB80, G-CGCH Sportcruiser, G-CGLF M16, G-CGLL MTO Sport, G-CGLX MTO Sport, G-CGNM M16, G-CGRY M24C, G-CGRZ M24C, G-CGSD M16, G-CLDS Calidus, G-GRYN Calidus, G-GTEE Quik, G-HTBT Calidus, G-IANZ Quik, G-IROS Calidus, G-KASW Calidus, G-MTMC Gemini Flash 2A, G-MTUA Pegasus XL-R, G-MZHK Quantum 15, G-MZIU Quantum 15, G-PLOP M24C, G-PROW EV.97A, G-RISY RV.7A, G-RSMT MT-03, G-UNIX M.16, G-YPDN MT-03, G-YRAX M24C, G-YROA MTO Sport, G-YROR M24C, G-YRRO Calidus.

Quik G-CCLX is no longer resident, having been sold in Kingswinford whilst a new resident is another of the type G-CCCG. An accident occurred on 3/2 when an Autogyro, believed to be Magni M.24C G-CGRT, lifted off with insufficient airspeed. The aircraft rolled to the left and impacted the ground inverted causing substantial damage.

Saltby:- Further to last month's report Robin DR.400 OE-DCC was re-registered G-TUGZ on 4/2 for Buckminster Gliding Club. A further new resident is Grob G.102 G-DDNC.

Saltergate(Near Fylingdales):- Robin DR.400 G-CBBA is no longer resident having been sold in Germany.

Settle:- Blackpool resident Cessna 152 G-BJKY was destroyed on 21/3 when it crashed near the summit of Ingleborough while on a night flight from its base at around 2100. The wreckage was not found until the following morning and both occupants had sustained broken ankles and back and hip injuries, however judging from photos of the wreckage they were very lucky indeed.

Sherburn:- Updating the February Magazine the aircraft involved in the incident at Walton Wood in late January was G-BNOE PA-28 and it is likely to prove an insurance write off, the date of the accident is now known to be 28.1. A brief visit was made by Andy Wood on 19.3 but there was not much activity to record. Of the residents noted outside only N40GD SR.22 (0473) and N590CD SR.22 (0957) were of any interest. In Hangar 3 were G-ANON/T7909 DH.82A, G-BDFZ F.150M, G-BNOE PA-28 dismantled wreck, G-BWEU F.152, G-JRME D.140E, G-SACK R.2160 dismantled wreck, plus helicopters G-ASAZ UH.12E-4, G-CGRL R.44 here for the owners training, G-JBKA R.44 Raven, G-OTVI R.44 Raven and G-XTEK R.44A. Visiting between 14.50 and 15.35hr were G-AKSY/TJ534 Auster 5 f&t Brighton, G-AVOZ PA-28 f&t Booker, G-BUDW MB.2 f Brighton t Irby, G-CLEG CTSW f&t Barton and G-UZUP EV.97A f&t Netherthorpe. On 8/2 R.44 G-SPTR(Pipeline 100) was operating from here while carrying out inspections in the local area.

Stainsby Grange:- On 24/2 Hughes 369HS G-LEEJ, operating from here carried out photography over Hartlepool and Redcar before routing to Bagby for fuel.

Sturgate:- No longer resident is G-LORD PA-34 Seneca, which has been sold to a Swiss Company although it is still on the UK Register at the moment. Also gone is the long term stored dismantled G-BSOE Luscombe 8A which we are told has moved to Spanhoe for possible rebuild. A visit 19.3 noted the following :- **Lincoln Aero Club Hangar** G-AVZR PA-28, G-AWVC B.121, G-BBHF PA-23, G-BDDG D.112, G-BGVE CP.1310-C3, G-BKWD JT.2, G-CCNU Sky Ranger J2.2, G-FARY Tri-Q. **Private Hangar** G-BMJR T.337H, G-NPKJ RV.6 in a smart new colour scheme, G-PUPP B.121 **Eastern Air Executive Hangar** Locked but outside on their apron were G-BKBN TB.10 impounded for none payment of maintenance fees, G-BXXT Beech 76 f Humberside, G-CCZA MS.894A impounded for none payment of maintenance fees, N218SA PA-24-250 (24-1877) f Fadmoor, N375SA PA-34-200T (34-7670002) f Gamston. **Residents Outside** G-BONW 152, G-BRPF Cessna 120, G-BWII 150G, G-CEBF EV.97A. **Visitors 10.35 – 12.00hrs.** G-AVBG PA-28 f&t Wellesbourne, G-BEKO F.182Q f&t Sherburn, G-BPKM PA-28 f&t Waddington, G-BYSI PZL-110 f&t Gamston, G-CBEI PA-22 f&t Brighton, G-RVDR RV.6A f&t Brighton. Noted on 23/3 was a new resident, Mooney M.20K N1149G owned by International Air Service Inc of West Halton, Lincolnshire. On the same day Pulsar G-LUED arrived by road from its owners home, carried out a local flight and then returned home.



A new resident at Teesside is German registered Mooney M.20K D-EKNA

TEESSIDE(Durham Tees Valley) Info and photos courtesy of dtvmovements.co.uk February proved to be a very quiet month for the airport. A new resident to record is Mooney M.20K D-EKNA while resident PA-28R Arrow G-STEA returned from protracted maintenance at Bagby on 14/3. On the same day resident CAP 232 G-OPPS departed to Bagby for checks prior to being delivered

to new owners in France. For the record Cobham Aviation currently have the following Falcon 20s based here, G-FRAH/G-FRAJ/G-FRAS/G-FRAT/G-FRAU/G-FRAW. Trying to attract helicopters for fuel, the airport is offering free landings for any aircraft that visits for a top-up until the end of March.

The pick of the visitors were:-

- 1/2 N225EE Gulfstream 59Kaiser 67), G-IZIP Lear Jet 45(Premiair 414)
- 3/2 G-XAVB Citation Mustang, G-CELK 737/300(Channex 300T) and G-CELV('400T)
- 4/2' N225RL Cirrus SR.22, PH-KZD Fokker 70(KLM 1549, LBIA div)
- 7/2 G-SVSB Citation Sovereign(Beauport 4SB), G-WENA Twin Squirrel(Yorkair 01)
- 8/2 G-SIVK Bolkow 105, G-SFCJ Citationjet(Hangar 876), N581AF Baron
- 9/2 XX246 Hawk(Pirate 09, ILS), XZ606 Lynx(Armyair 984, overshoot)
- 10/2 ZE704 Tristar(Ascot 877, training), Typhoons ZK300/ZK311(Turbo, formation ILS)
- 11/2 ZF406 Tucano(LOP 47, ILS), G-BYHG Dornier 328(Suckling 331, Cardiff City)
- 15/2 M-TSRI King Air 90(Ambassador 915A), G-XBEL Citation XL(Beauport 834)
- 16/2 G-XJCB Sikorsky S.76C(JCB 03) 19/2 CS-DXF Citation XL(Fraction 3PF)
- 20/2 G-KAZB Sikorsky S.76B(Bristows 84A, training)
- 21/2 ZF295 Tucano(LOP 90, ILS), G-JAJK PA-31(Causeway 06), G-EIZO EC.120B
- 23/2 G-CBRG Citation XL(Go-Jet 123B), Hawks XX222(Pirate 08)/XX289('13), ILS
- 24/2 G-MAFF Islander(Watchdog 92), G-NEAU EC.135T(Police 28)
- 25/2 G-KVIP King Air 200(Prestige 615), G-FDZT Boeing 737/800(First Visit)
- 26/2 G-OCEG King Air 200(Cega 827), N250CK Cirrus SR.22(?)
- 27/2 G-SNZY Lear Jet 45 28/2 G-KPEI Citation XLS(Go-jet 628B)

On 10/2 Boeing E.3A(AWACS) was making right hand orbits in the Teesside/North Yorkshire area from 1245 until 1420. The same aircraft was back on 14/2 this time from 0830 until 1345.

Thornton Watlass:- Following sale Gemini Flash G-MVPB is no longer resident, however it has been replaced by Blade G-MYXN. Also, with the same owner G-BLAF SA.900 has arrived from Manby.

Waddington:- On 27/2 a trio of Boeing E.3As ZH101/ZH102/ZH106(Solex 01/02/03), "headed East" and by the time you read this you will know why!! Among the visitors logged in February were:- 3/2 G-FLPD King Air 200(Calibrator 118), ZH888 Hercules(Ascot 314); 7/2 105/YU Xingu(FAF 6790), zh839 Merlin(Navy 504); 8/2 T-235 Douglas DC-10(Netherlands Air Force 64, circuits); 9/2 ZG997 Defender(Armyair 590), XV102 VC-10(Tartan 31), ZH885 Hercules(Damsel 01); 10/2 ZA149 VC-10(Ascot 848, circuits), 086/YI Xingu(FAF 6792), XW211 Puma(Vortex 357); 14/2 G-FRAK Falcon 20(Rushton 90), G-MAFF Islander(Watchdog 92); 15/2 ZH002 Defender(Armyair 591), ZJ957 Puma(Vortex 050); 16/2 G-CGKY Tutor(Cranwell 67), ZH903 Chinook(Vortex 447), 075/YG Xingu(FAF 6794), LX-N20199 Boeing 707(NATO 06); 22/2 ZR323 A.109E(Ascot 1245); 24/2 XV221 Hercules(Ascot 5443); 25/2 57-1488 Boeing KC-135R(Quid 72, overshoot).

Walton Wood:- A new resident is the recently imported R.44 EI-RAV, however by mid-march the aircraft had been registered G-MAXZ for RSM Aviation at Huddersfield. Also operating from here now is R.44 G-OWND, used on training flights and sharing time between here and the owner's home at Adwick-le-Street. On 22/2 EC.120B G-EIZO was noted making a fuel stop and on 21/3 Twin Squirrel G-NTWK(Powerline 63) called for the same purpose.

Wentbridge(Pear Tree Farm):- This is the home of Murphy Rebel G-BWCY.

Wickenby:- A brief visit on 27.2 found everything very quiet. Circuit bashing were G-BHWA F.152, G-BHWB F.152, G-CCLS Ikarus C42 FB UK new resident and G-RSMT MT-03. The only resident parked was G-ORAM T.600N, whilst visiting between 10.40 and 11.20hrs. were G-AYOW 182N from Skegness, G-AYUT DR.1050 from Brighton and G-BRBA PA-28 from Full Sutton. No hangars were investigated today. Departing from runway 34 it was possible to note G-BBTJ PA-23, G-BGWN PA-38 and N91384 RC.690A (11118) which is withdrawn from use all parked outside the maintenance hangar. A further visit 2.3 noted around 25 residents and of interest were G-MZJJ Maverick new resident, plus visitors G-BEOH PA-28R f Gloucester, G-CDSO T.600N f Caunton and G-CEZB MXP.740 f Beverley.

York:- Visiting a private site in the town was S.76C G-PACO on 10/3, which later departed to Wigan.

York(Bootham Park):- Landing here to drop off a patient for York Hospital at 16.45 on 18/2 was Sea King HAR.3 XZ568/B.

York(Imphal Barracks):- Spotted here on 26/3 were Pumas ZA935/ZA937(Iceberg 1/2).

DAY BY DAY @ LBIA



There is quite a lot of news on the airline front this month. First to **Jet2.com** and their Boeing 737/800 G-GDFC arrived at LBIA on 15/2 following painting in the grey livery. The aircraft stayed at LBIA for around a week before moving to its new base at Manchester. The second 737/800 G-GDFD(ex. D-AHFB) has been to Shannon for repainting in the Jet2 holiday/Allegiant scheme like the two new '757s G-LSAL and G-LSAM. G-LSAL, by the time you read this will be in service while G-LSAM is at Lasham for its winglets fitting. 737/300 G-CELU has received large "Jet2 Scotland" titles prior to the opening of the company's new base at Glasgow. For the Summer 2011 season Jet2 have dropped all flights to Tunisia and Egypt but have added a new destination, Bodrum as well as adding extra flights to Murcia and Tenerife. On to **Flybe**, who have announced that the LBIA – Gatwick flight is to be axed from 31/3(More on this in the Commercial Aviation Section), thus once again severing all air links between Leeds and the Capital. **bmi Regional** for some reason dropped the alpha-numeric call-signs on the Glasgow route from 21/2 and started using the flight number. Following the integration of the Aberdeen and Plymouth/Newquay flights on 7/2 I have created a new daily sub-section **Eastern/Air Southwest** and an explanation of the new flight routings appear in that section on that day. **Ryanair** have confirmed that they will be basing two Boeing 737/800 aircraft throughout the summer season, however there will more extra flights operated by non-based aircraft. These new flights include a weekly Lanzarote service plus the Alicante flight will be upgraded to a daily service. Following the tragic crash of Metroliner EC-ITP at Cork **Manx2** have terminated their contract with Flightline, the operator of the aircraft, hence the Spanish machine will no longer be seen on the Ronaldsway flights. However, the company has signed an agreement with Linksair of Humberside to use their Jetstream 31 type. **Easyjet** have confirmed they will be operating the Geneva service next winter, on the same basis as this year. On the IT front **Thomson** have upgraded the Thursday Palma flight to a Boeing 767/300 aircraft for the Summer, however they have dropped Sharm-el-Sheikh for next winters schedule. **Thomas Cook** have dropped the summer flights to Tunisia(Enfidha) but have added a third Palma flight per week plus a weekly Kos trip. Finally, sadly the **Onur Air** Turkish flight have been cancelled. Next month I will endeavour to do a run down of the summer schedules at LBIA.

Over on the Southside, Multiflight have announced that they are to open a Flight Training Centre at Blackpool with initially on Beech 76 Duchess moving over the Penines. The only other news is the potential arrival of a new resident, Pilatus PC-12 M-HARP(See photo below) for Harpin Ltd which is due for delivery in early April. This is the second aircraft to carry this registration the first being a Hawker 750XP which was never actually delivered to the company.



1/2 Tuesday

SCHEDULES:- Air Southwest:- G-WOWA(82AC/83AB), G-WOWC(86AC/87AB).

bmi:- Based G-RJXP, First two Brussels canx due u/s aircraft, operated pm flight. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXK(1404/1403), 1410/1409 canx passengers on 3VX/3XV.

Eastern:- G-MAJI(80D/81D, 86D/87D). G-MAJF(29Q/19Q), G-MAJL(37X/38X).

Flybe:- Based:- G-JECK, Gatwick x3. G-EOCF(8EN/7NY), G-KKEV(9JL/8JA). G-ECOM(5CP/2GL), G-JEDU(2PA/1LB). G-ECOP(643/5JH/143L/644).

KLM:- PH-KZB(1545/6), PH-WXC(1549/50), PH-KZB(69W/78S, n/s).

Manx2:- Jetstream 31 **G-CCPW**(Fast Link 322/323). New aircraft joining the eclectic fleet, owned by Linksair of Humberstone.

Ryanair:- EI-ENE(59FD/2333 Krakow, 3BW/6JE Alicante). EI-EBE(2484/5 Treviso, 7GF/6ZT Malaga). EI-DWB(82QY) to Dublin, swapped with EI-ENP(52AK).

EXECUTIVE JETS:- Citation Bravo **CS-DHR**(Fraction 7GZ) departed to Amsterdam at 0713 following an overnight stay.

GENERAL AVIATION:- Duchess **G-OBLC** from Blackpool(1155), local flight 1418/1601 as "Exam 02" to Humberstone(1706). PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1414/1536), n/s. PA-31 Chieftain **G-UMMI**(Poyston 01) from Belfast City(1928), n/s to Haverfordwest(0844).

MILITARY:- Tucano **ZF169**(LOP 72), ILS and overshoot(1404), f/t Linton.



Citation Mustang of Air Business, OE-FMY taxiing on to the apron at LBIA, 2/2(Martyn Gill)

2/2 Wednesday

SCHEDULES:- Air Southwest:- G-WOWC(82AC/83AB, 86AC/87AB).

bmi:- Based G-RJXP Brussels x3. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXK(1404/1403, 1410/1409).

Eastern:- G-MAJD(80D/81D, 86D/87D). G-MAJA(29Q/19Q). G-CFLU(37X/38X).

Flybe:- Based G-JECK Gatwick x3. G-JECE(8EN/7NY), G-ECOT(7UC/3HX). **G-FBEM**(5CP/2GL), **G-FBEE**(2PA/1LB).

Jet2:- G-CELH(195) departed to Prague at 1245 but returned at 1317 with a technical problem. G-CELI(195A) departed to Prague at 1446.

KLM:- PH-KZR(1545/6), PH-KZM(1549/50), PH-KZP(69W/78S, n/s).

Manx2:- Jetstream 31 G-CCPW(Fast Link 322/323).

Pakistan International:- A.310 AP-BEQ(775/6) f/t Islamabad(1658/1942).

Ryanair:- EI-EBE(2454/5 Carcassonne, 1501/2 Niederrhein, 52FW/59XZ Malta). EI-ENP(2334/5 Knock, 9297/6 Barcelona, 82QY/52AK Dublin). EI-ENP(Spare).

IT FLIGHTS:- Boeing 737/800 **G-CDZL**(Thomson 612F) from Luton(1708).

EXECUTIVE JETS:- First time visitor was Citation Mustang **OE-FMY** operated by Air Business Travel GmbH, from Cologne(1012) to Roskilde(1743). Lear Jet 45 **G-SNZY** from Farnborough(1422) to Nuremberg(1547). Global Express **HB-JGE**(TAG Aviation 777) from Hewanorra International, St. Lucia(2105), n/s until 4/2 and departed at 1219.

GENERAL AVIATION:- TB.20 Trinidad **G-SCIP** f/t Sleaf(0842/1713). Having been in Multiflight Engineering for a number of weeks having repairs made to a wing damaged in an accident Cessna 182S **G-EFAM** carried out an Air Test 1151/1344. Enstrom 480 **G-WRSY** from Harrogate(1206) for refuel, to Skipton 1227).

3/2 Thursday

SCHEDULES:- Air Southwest:- G-WOWC(82AC/83AB), G-WOWA(86AC/87AB).

bmi:- Based G-RJXP, Brussels x3, however on late evening return diverted to Manchester. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXK(1404/1403, 1410/1409).

Eastern:- G-MAJD(80D/81D, 86D). G-MAJF(88B/C Southampton – Aberdeen). G-MAJI(29Q/19Q). G-CFLU(37X/38X).

Easyjet:- Airbus A.319 G-EZBR(7346/5) f/t Geneva(1654/1759).

Flybe:- Based G-JECK, am to Gatwick, swapped with G-JECM which then operated two remaining rotations, however on return late evening diverted to Manchester due crosswind. G-JECE(8EN/7NY), G-EOCA(9JL/8JA), G-JECY(7UC/3HX). G-JEDP(5CP/2GL), G-JEDO(4KW/1MJ), G-JEDU(2PA/1LB). G-ECOP(643/5JH/143L/644).

Jet2:- G-CELK(300T) to Teesside(1046) for training. G-CELV(400T) from Teesside(1511).

KLM:- PH-KZG(1545/6), PH-JCH(1549/50), PH-KZA(69W/78S, n/s)

Manx2:- Jetstream 31 G-CCPW(Fast Link 328/9).

Ryanair:- EI-EBE(59FD/2333 Krakow, 82QY/52AK Dublin, diverted to Liverpool on return trip). EI-ENP(51GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). EI-ENE(3BW/6JE Alicante).

IT FLIGHTS:- 737/800 **G-CDZL**(Thomson 612/3) to Sharm-el-Sheikh(0735), diverted to Doncaster on return due crosswind.

EXECUTIVE JETS:- Lear Jet 45 **G-ZXZX**(Gama 630) f/t Farnborough(1015/1802). Hawker 800XP **CS-DFZ**(Fraction 5DZ) from Edinburgh(1024) to Ciudad Real(1240). Citation XLS **CS-DXU**(Fraction 7RT) from Farnborough(1101) to Ciudad Real(1237). Gulfstream 5 **N4PG** of Proctor and Gamble arrived from Manchester at 1516 for an overnight stay. Departed to Morristown, New Jersey at 1106 the following morning.

GENERAL AVIATION:- P.180 Avanti **OY-TLP**(Sunscan 601B/C) from Odense(1752) to Belfast City(1822), dropped in for fuel after encountering strong headwinds. The aircraft operated by Danish Crown Salg og Service was on its first visit to LBIA.



Global Express HB-JGE of TAG Aviation parked at Multiflight/East, 3/2(Nick Preston)

4/2 Friday(Strong crosswinds)

SCHEDULES:- Air Southwest:- G-WOWA(82AC/83AB), SAAB 2000 **G-CDKA**(86AC/87AB).

bmi:- Based All Brussels canx except final inbound G-RJXP(1616) at 2158. G-RJXL(1VX/1XV, 3VX div to Teesside). G-RJXK(1404/1403, 1410 div to Teesside).

Eastern;- G-MAJU(80D/81D), G-MAJD(86D, aircraft made very heavy landing damaging undercarriage. Parked on Stand 5 with jacks under wings for six days then towed to Multiflight hangar). G-MAJI(29Q/19Q). G-CDEB(37X/38X).

Easyjet;- A.319 G-EZBR(7346/5) f/t Geneva(1700/1758).

Flybe:- Based G-JECM(043D) from Manchester(0734), then Gatwick x2. G-ECOV(8EN/7NY), G-ECOP(9JL/8JA), G-JECY(7UC/3HX). G-FLBA(4KW/1MJ), G-FLBC(2PA/1LB). G-JECX(643/5JH/143L/644).

Jet2:- G-CELI(139P) to Cork(0715). G-CE LH(316) from Paris, div to Doncaster. G-CELY(326) from Belfast, div to Doncaster. G-CELK(138P) from Blackpool(2124).

KLM:- 1545/6 canx due crosswinds. PH-KZD(1549, div to Teesside), PH-KZW(69W, n/s see 5/2).

Manx2:- Jetstream 31 G-CCPW(Fast Link 328/9).

Ryanair:- EI-ENP(41GN/64QA Dublin, diverted to Liverpool on return, 2334/5 Knock, operated from Liverpool). EI-ENE(1584/5 Fuerteventura, div to Liverpool on return). '9297/6 Barcelona operated out of Liverpool. '1503 to Gdansk operated out of Liverpool on 5/2. 82QY to Dublin canx. Non based EI-DHX(1502/3 Niederrhein). EI-DWY(01K from Faro, diverted to Liverpool). EI-DHZ(52AK from Dublin, diverted to Liverpool).

IT FLIGHTS:- 737/800 **G-CDZL**(Thomson 9005) from Doncaster(1102). Tenerife flight operated f/t Manchester by Boeing 757 G-BYAW. G-CDZL positioned out to Teesside(1916) as "Thomson 9008".

5/2 Saturday

SCHEDULES:- Easyjet:- A.319 G-EZEF(7346/5) f/t Geneva(1412/1507).

Flybe:- Based G-JECM Gatwick x1. G-JECY(8EN/7NY).

Jet2:- G-CELZ(072P/073P) from Newcastle(0757/1408). G-GDFB(069P) to Manchester(1958).

KLM:- PH-KZW(78S) delayed due aircraft being u/s, finally departed at 1611. 1545/6 canx due Amsterdam weather. PH-KZC(1549/50), PH-KZK(69W/78S, n/s).

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

Pakistan International:- Airbus A.310 AP-BDZ(775/6) f/t Islamabad(1757/1958).

Ryanair:- EI-ENE('1504 from Gdansk(1145), yesterday's flight, then operated 7GF/6ZT Malaga. EI-EMK(01P) from Liverpool(0609), operated 59FD/2333 Krakow, 3BW/6JE Alicante. Non Based EI-DLR(41GN) from Dublin, then operated 2484/5 Treviso before routing back to Dublin(82QY).

IT FLIGHTS:- Fokker 100 **OE-LVD**(Austrian 9385/6) f/t Innsbruck(0835/0935).

EXECUTIVE JETS:- EMB.135BJ Legacy **G-HUBY**(Lonex 13HY) from Farnborough(1054) to Luxor(1141).

MILITARY:- Agusta A.109E **ZR322**(Ascot 1789), f/t Northolt(2212/2238), compassionate flight.

6/2 Sunday

SCHEDULES:- bmi:- G-RJXP Brussels x1.

Eastern;- G-CDKA(33X/34X).

Easyjet:- Airbus A.319 G-EZFW(7346/5) f/t Geneva(1204/1301).

Flybe:- Based G-JECM Gatwick x2. G-JECE(8EN, div to Manchester due crosswinds). G-JEDP(2PA/1MJ). G-ECOF(643/5JH/143L/644).

Jet2:- G-LSAA(121P) from Dublin(2125). G-CELI(140P) from Cork(2109).

KLM:- PH-KZN(1545/6), 1549/50 canx due Amsterdam weather, **PH-OFL**(69W/78S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 36L/37L).

Ryanair:- EI-ENE(41GN/64QA Dublin, 2454/5 Carcassonne, 52FW/59XZ Malta). EI-EMK(9297/6 Barcelona, 82QY/52AK Dublin). EI-DYF(03P) from Liverpool(1445).

EXECUTIVE JETS:- Citation XL **CS-DNZ**(Fraction 6LH) from Ciudad Real(1425) to Cambridge(1704).

GENERAL AVIATION:- Pilatus PC-12 **G-DAKI** from Altenrhein(1216), n/s until 8/2, to Birmingham(1310).

7/2 Monday

SCHEDULES:- bmi:- Based G-RJXP Brussels x3. G-RJXL(1VX/1XV, 3VX/3XV). G-EMBJ(1404/1403), G-RJXH(1410/1409).

Eastern/Air Southwest:- A new heading due to the change in routings. We now have a Dash 8 operating Aberdeen – LBIA – Bristol – Plymouth/Newquay each morning and evening, with another setting off from Newquay/Plymouth and routing Bristol – LBIA – Aberdeen. Northbound call-signs "Swallow 82AC/86AC" inbound and "Eastflight 32X/38X" outbound, while Southbound they are "Eastflight 31X/37X" inbound and "Swallow 83AB/87AB" outbound. G-WOWB(31X/83AB). G-WOWD(82AC/32X). G-WOWE(86AC/38X). G-WOWD(37X/87AB). The other flight, Teesside – LBIA – Southampton and back each morning and evening remains unchanged. G-MAJU(80D/81D, diverted direct to Teesside on return), G-MAJI(86D/87D).

Easyjet:- Airbus A.319 G-EZEV(7346/4) f/t Geneva(1743/1823).

Flybe:- Based G-JECM Gatwick x3. G-ECOE(8EN/7NY, 9JL/8JA). G-FLBF(5CP/2GL), G-JEDP(4KW/1MJ). G-ECOF(643, diverted direct to Aberdeen, also missed out LBIA on Southbound trip).

Jet2:- G-CELV(324) from Belfast, div to Doncaster due crosswinds.

KLM:- PH-KZC(1545/6), PH-KZN(1549/50), PH-KZU(69W/78S, n/s).

Manx2:- Jetstream 31 G-CCPW(Fast Link 322/3).

Ryanair:- EI-EMK(41GN/64QA Dublin, 2334/5 Knock, 1501/2 Niederrhein, 1503/4 Gdansk). EI-ENE(1584/5 Fuerteventura, 82QY/52AK Dublin). EI-DYF(Spare). EI-DWL(06P) from Liverpool(1634). Non based EI-DWW(01K/7MV Faro).

EXECUTIVE JETS:- Making its Lbia debut was Citation 7 **OY-CLP**(Norflying 061/061P) owned by Clipper Air Transport, from Copenhagen(1915) to Farnborough(1940).



GENERAL AVIATION:- Another first time visitor was Manx registered Twin Squirrel **M-EXPL**(See photo above), operated by Select Plant Hire, which arrived from Dartforth at 1245 and carried on the Carlisle at 1340.

8/2 Tuesday

SCHEDULES:- bmi:- Based G-RJXP Brussels x3. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXH(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJI(80D/81D, 86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWB(82AC/32X, 37X/87AB).

Flybe:- Based G-JECM Gatwick x3. G-ECOC(8EN/7NY), G-JEDI(9JL/8JA). G-FLBB(5CP/2GL), **G-FBEC(2PA/1LB)**. G-JECX(643/5JH/143L/644).

Jet2:- G-CELF(122P) from Gatwick(2243).

KLM:- PH-KZT(1545/6), PH-KZV(1549/50), PH-WXC(69W/78S, n/s).

Manx2:- Jetstream 31 G-CCPW(Fast Link 322/3).

Ryanair:- EI-EMK(59FD/2333 Krakow, 3BW/6JE Alicante) then 82QY to Dublin, swapped with EI-DLT(52AK). EI-ENE(2484/5 Treviso, return trip delayed until 1030 on 9/3). EI-DWL(7GF/6ZT Malaga). EI-DYF(Spare).

GENERAL AVIATION:- King Air 200 **G-PCOP**(Gama 750) from Glasgow(0808) to Belfast International(1005). Sherburn Aero Club PA-28 **G-BNOH** arrived from its base at 0943 for attention by Multiflight Engineering. Cessna F.172N **G-OBMS** f/t Sherburn(0946/1009) acted as crew ferry. DA-42 Twin Star **G-GFDA**(Equity 14) from Blackpool(1110), local flight 1252/1440 as "Exam 02" and home to Blackpool(1530).

MILITARY:- BN.2T Islander **ZH537**(Ascot 7942) dropped in for fuel(1250/1333) while on patrol in the local area, f/t Waddington.

9/2 Wednesday

SCHEDULES:- bmi:- Based G-RJXP Brussels x3. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXH(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJH(80D/81D), G-MAJI(86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWA(82AC/32X, 87AB/37X).

Flybe:- Based G-JECM am to Gatwick, swapped with G-ECOT which then operated Gatwick afternoon outbound but G-JECM returned early evening. G-JEDI(8EN/7NY), G-FLBD(7UC/3HX). G-FLBB(5CP/2GL), G-JEDM(2PA/1LB).

KLM:- PH-KZU(1545/6), PH-KZE(1549/50), PH-KZC(69W/78S, n/s).

Manx2:- Jetstream 31 G-CCPW(Fast Link 322/3).

Pakistan International:- Flight 775/6 f/t Islamabad cancelled due to strike by employees.

Ryanair;- EI-DYF(2454/5 Carcassonne, however diverted to Perpignan due weather, 1501/2 Niederrhein), EI-DLT(2334/5 Knock, 9297/6 Barcelona), then 82QY to Dublin, swapped with EI-DPN(52AK). EI-DWL(52FW/59XZ Malta). EI-ENE(11P) to Charleroi(1610).

GENERAL AVIATION:- PA-46T Maibu **N955SH** f/t North Weald(1224/1604). PA-34 Seneca **G-GFEY** from Sherburn(1613) to Blackpool(1622).

10/2 Thursday

SCHEDULES;- **bmi**:- Based G-RJXP Brussels x3. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXE(1404/1403, 1410/1409).

Eastern/Air Southwest;- G-MAJI(80D/81D, 86D/87D). G-WOWE(31X/83AB). G-WOWA(86AC/38X). G-WOWB(82AC/32X, 37X/87AB).

Easyjet;- Airbus A.319 G-EZGC97346/5) f/t Geneva(1652/1748).

Flybe;- Based G-JECM am to Gatwick, swapped with G-ECOH, then swapped again with G-ECOK on evening rotation. G-ECOV98EN/7NY), G-JECU(9JL/8JA), G-JEDK(7UC/3HX). G-JEDR(5CP/2GL, 4KW/1MJ), **G-FBEB**(87W from Manchester/1LB). G-JECX(643/5JH/143L/644).

KLM:- PH-JCT(1545/6), PH-JCH(1549/50), **PH-OF0**(69W/78S, n/s).

Manx2:- Jetstream 31 G-CCPW(Fast Link 328/9).

Ryanair;- EI-DPN(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK). EI-DWL(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). EI-DYF(Spare).

IT FLIGHTS:- Boeing 737/800 **G-CDZM**(Thomson 612F) from Luton(0651), "Thomson 612/3" t/f Sharm-el-Sheikh(0758/2012).

EXECUTIVE JETS:- Falcon 7X **G-CGGN** of TAG Aviation, on debut at LBIA, from Farnborough(1422), n/s to Canouan, St. Vincent and The Grenadines(1714). Another first time, Citationjet 2 **HBVOL**(Speedwings 993L) from Le Bourget(1549) to Northolt(1754).

11/2 Friday

SCHEDULES;- **bmi**:- Based G-RJXP Brussels x3. G-RJXL(1VX/1XV, 3VX/3XV). G-EMBJ(1404/1403), G-RJXE(1410/1409).

Flybe;- Based G-ECOK Gatwick x2. G-FLBD(8EN/7NY, 7UC/3HX), G-JECR(9JL/8JA). G-FLBB(4KW/1MJ), G-FLBA(2PA/1LB). G-ECOE(643/5JH/143L/644)

Eastern/Air Southwest;- G-MAJI(80D/81D, 86D/87D). G-WOWA(31X/83AB). G-WOWB(82AC/32X). G-WOWE(37X/87AB). SAAB 2000 **G-CERY**(86AC/38X)

Easyjet;- A.319 G-EZBR(7346/5) f/t Geneva(1649/1742).

Jet2;- G-CELG(121P) to Lyon(0645). G-CELD(202) from Amsterdam, diverted to Manchester due fog.

KLM:- PH-JCH(1545/6), PH-KZT(1549/50), PH-KZI(69W/78S, n/s).

Manx2:- Jetstream 31 G-CCPW(Fast Link 328/9).

Ryanair;- EI-DPN(41GN/64QA Dublin, 2334/5 Knock, 9297/6 Barcelona), then 82QY to Dublin, swapped with EI-DCZ(52AK). EI-DYF(1584/5 Fuerteventura, 1503/4 Gdansk). EI-DWL(Spare). Non based EI-DLS(1502/1 Niederrhein, diverted to Liverpool due fog). EI-EKK(01K/7MV Faro).

IT FLIGHTS;- 737/800 **G-CDZM**(Thomson 7FP/66K) t/f Tenerife(1059/2043), '66K to Teesside(2142).

EXECUTIVE JETS;- Hawker 800XP **G-ODUR**(Hangar 844/883) from Le Bourget(1216), n/s to Malaga(1143).

GENERAL AVIATION:- Having arrived on 8/2, PA-28 **G-BNOH** returned home to Sherburn at 1549.

12/2 Saturday

SCHEDULES;- **Easyjet**;- A.319 G-EZBW(7346/5) f/t Geneva(1427/1519).

Flybe;- Based G-ECOK Gatwick x1. G-JECY98EN/7NY).

Jet2;- G-CELV(069P) to Manchester(1419). G-GDFA(2119) to Chambery, diverted to Grenoble due weather.

KLM:- **PH-OFL**(1545/6), PH-KZU(1549/50), PH-KZH(69W/78S, n/s).

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L).

Pakistan International;- A.310 AP-BEU(775/6) f/t Islamabad(1802/2019).

Ryanair;- EI-DWL(59FD/2333 Krakow, 3BW/6JE Alicante). EI-DCZ(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). EI-DYF(Spare).

IT FLIGHTS;- Fokker 100 **OE-LVO**(Austrian 9385/6) f/t Innsbruck(0827/0946).

EXECUTIVE JETS;- Hawker 800XP **CS-DRJ**(Fraction 939H/7LY) from Gatwick(0750) to Bolzano(0959).

GENERAL AVIATION:- Cirrus SR.22 **N40GD** from Sherburn(1004) to Cardiff(1109). Cessna F.172M **G-BBJZ** arrived from Harewood at 1226 and was parked on the pan near Multiflight/West with a cover over it for several days.

13/2 Sunday

SCHEDULES:- bmi:- Based G-RJXP Brussels x1.

Eastern/Air Southwest:- SAAB 2000 G-CDKB(33X/34X)

Easyjet:- A.319 G-EZDV(7346/5) f/t Geneva(1159/1241).

Flybe:- Based G-ECOK Gatwick x2. G-JECR(8EN/7NY), G-FLBD(7UC/3HX). G-FLBF(2PA/1LB). G-JECF(643/5JH/143L/644).

Jet2:- G-CGET(451) to Chabery, diverted to Geneva due weather. G-GDFC(051P) to Manchester(1433). G-CELV(031E) to Manchester(2101).

KLM:- PH-KZO(1545/6), PH-WXD(1549/50), PH-KZL(69W/78S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 36L/37L).

Ryanair:- EI-DCZ(41GN/64QA, 2454/5 Carcassonne, 52FW/59XZ Malta). EI-DWL(9297/6 Barcelona, 82QY/52AK Dublin). EI-DYF(Spare).

EXECUTIVE JETS:- Lear Jet 45 **N66SG**(Bizjet 1SG/2SG) from Luton(0929) to Dublin(1022), return 2013/2039 as '3SG/4SG.

GENERAL AVIATION:- Cirrus SR.22 **N40GD** from Cardiff(1823), n/s to Sherburn(1043).

14/2 Monday

SCHEDULES:- bmi:- Based G-RJXP Brussels x3. G-RJXK(1VX/1XV, 3VX/3XV). G-RJXE(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJI(80D/81D), G-MAJH(86D/87D). G-WOWE(31X/83AB). G-WOWD(82AC/32X, 37X/87AB). G-WOWC(86AC/38X).

Easyjet:- Airbus A.319 G-EZDA(7346/5) f/t Geneva(1646/1740).

Flybe:- Based G-ECOK Gatwick x3. G-ECOH(8EN/7NY, 9JL/8JA). G-FLBA(5CP/2GL, 4KW/1MJ). G-JECY(643/5JH/143L/644).

Jet2:- G-CELG(122P) from Lyon(0123).

KLM:- PH-KZH(1545/6), PH-KZF(1549/50), PH-KZH(69W/78S, n/s).

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L).

Ryanair:- EI-DCZ(41GN/64QA Dublin, 2334/5 Knock, 1501/2 Niederrhein, 1503/4 Gdansk). EI-DYF(1584/5 Fuerteventura, 41GN/81AK Dublin), EI-DWL(Spare). Non based EI-DWY(01K/7MV Faro).

EXECUTIVE JETS:- Citation Mustang **G-KLNW**(Saxon Air 51D) from Norwich(1428) to Düsseldorf(1525).

GENERAL AVIATION:- PA-32 Cherokee 6 **N2923N** f/t Jersey(0947/1507). MD.902 Explorer **G-YPOL**(Police 42) ILS and overshoot(1741) from Carr Gate to Sherburn.

15/2 Tuesday(Fog am)

SCHEDULES:- bmi:- Based G-RJXP Brussels x3. G-RJXK(1VX, div to Manchester, 3VX/3XV). G-EMBJ(1404, div to Manchester), G-RJXE(1410/1409).

Eastern/Air Southwest:- G-MAJH(80D, diverted to Humberside/81D, 86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWD(82AC/32X, 37AC/87AB).

Flybe:- Based G-ECOK Gatwick x2. G-ECOH(8EN/7NY), G-ECOP(7UC/3HX). G-ECOJ(5CP/2GL), G-FLBF(2PA/1MJ). G-JECI(643/5JH/143L/644).

Jet2:- G-CELV(032P) to Manchester(1406).

KLM:- PH-KZB(1545/6), PH-JCT(1549/50), PH-KZF(69W/78S, n/s).

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L).

Ryanair:- EI-DCZ(59FD/2333 Krakow, 3BW/6JE Alicante), EI-DWL(2484/5 Treviso), EI-DYF(7GF/6ZT Malaga). Non based EI-ENV(52AK/82QY Dublin).

16/2 Wednesday

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

Eastern/Air Southwest:- G-MAJH(80D/81D, 86D/87D). G-WOWE(31X/83AB, 86AC/37X). G-WOWC(82AC/32X, 38X/87AB).

Flybe:- Based G-ECOK am to Gatwick, swapped with G-JECH which then went u/s hence the two remaining flights were cancelled. G-ECOP(8EN/7NY), G-JEDM(9JL/8JA), G-JECG(7UC/3HX). G-ECOJ(5CP/2GL), 4KW/1MJ canx, G-FLBF(2PA/1LB).

Jet2:- G-GDFA(015P) to Le Bourget(1737), to pick up pax from G-CELF, which had gone u/s. G-GDFB(122P) from Rotterdam(2143).

KLM:- PH-KZP(1545/6, 1549/50), **PH-OFL**(69W/78S, n/s).

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L).

Pakistan International:- Airbus A.310 AP-BEQ f/t Islamabad(1740/2224)

Ryanair:- EI-DWL(2454/S Carcassonne, 1501/2 Niederrhein, 52FW/59XZ Malta). EI-DCZ(2334/5 Knock, 9297/6 Barcelona, 82QY/52AK Dublin). EI-DYF(Spare).

IT FLIGHTS:- Boeing 737/800 **G-CDZM**(Thomson 612F) from Luton(1616).

EXECUTIVE JETS:- IAI Galaxy **N682GA** operated by AVRJ LLC, arrived from Bangor/Maine(0633), n/s to Liverpool(1257). Citation XLS **D-CDDD**(Twin Jet 318) was a first timer, f/t Biggin Hill(0841/1856).

GENERAL AVIATION:- Robinson R.44 **G-CDKY**(Scotia 4) from Oulton Hall(1328) to Cumbernauld(1353). Twin Squirrel **G-ORDH** from Walsall(1508) to Nun Monkton(1618).



Boeing 737/300 G-CELU, with its new titles landing on Runway 14(Paul Whincup)

17/2 Thursday

SCHEDULES:- bmi:- Based G-RJXP Brussels x3. G-RJXK(1VX/1XV, 3VX/3XV). 1404/1403 canx. G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJH(80D), G-MAJI(81D), G-MAJJ(86D/87D). G-WOWE(31X/83AB). G-WOWD(82AC/32X, 37X/87AB). G-WOWB(86AC/38X).

Easyjet:- Airbus A.319 G-EZIU(7346/5) f/t Geneva(1645/1747).

Flybe:- Based G-JECH Gatwick x2. G-JECF(8EN/7NY), G-JECG(9JL/8JA), G-ECOT(7UC/3HX). G-JECO(5CP/2GL, 4KW/1MJ), **G-FBEJ**(2PA/1LB). G-FLBB(643/5JH, 143L/644 canx).

Jet2:- G-CELF(016P) from Le Bourget(1115). G-LSAJ(069P) from Manchester(1146). G-CELV(031E) from Manchester(1632). G-CELD(332) from Rome, divert to Doncaster due low visibility!

KLM:- PH-KZT(1545/6), PH-KZB(1549/50), PH-KZL(69W/78S, n/s).

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

Ryanair:- EI-DWL(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin). EI-DCZ(41GN/64QA Dublin, 2484/5 Treviso), EI-DYF(7GF) to Malaga, swapped with EI-DHP(6ZT).

IT FLIGHTS:- 737/800 **G-CDZM**(Thomson 612/3) t/f Sharm-el-Sheikh(0744/1947). A.320 **G-CRPH**(Kestrel 489P/21FG) from Manchester(1356) to Arrecife(1429), "Kestrel 489P" from Arrecife(2346).

EXECUTIVE JETS:- Premier 1 **G-VONJ**(Premiair 390) from Biggin Hill(1059), n/s to Luxemburg(0840).

GENERAL AVIATION:- Sikorsky S.76C **G-XXEB**(Rainbow 1R) from Buckingham Palace(1041) to Carr Gate(1303). PA-34 **G-GFEY** ILS and overshoot(1453) f/t Blackpool.

MILITARY:- Tucano **ZF205**(LOP 15) ILS and overshoot(1551), f/t Linton.

18/2 Friday

SCHEDULES:- bmi:- Based G-RJXP Brussels x2 then '1615 to Brussels, swapped with G-EMBJ(1616). G-RJXK(1VX/1XV, 3VX/3XV). G-RJXB(1404/1403), G-RJXE(1410/1409).

Eastern/Air Southwest:- G-MAJJ(80D/81D, 86D/87D). G-WOWB(31X/83AB, 86AC/38X). G-WOWD(82AC/32X, 37X/87AB).

Easyjet:- Airbus A.319 G-EZBR(7365/5) f/t Geneva(1653/1809)
Flybe:- Based G-JECH Gatwick X2. G-ECOP(8EN/7NY), G-JECL(9JL/8JA), G-ECOT(7UC/3HX). G-FLBF(4KW/1MJ), G-JEDI(2PA/1LB). G-ECOF(643/5JH/143L/644).
Jet2:- G-CELV(032E) to Manchester(1056).
KLM:- PH-KZB(1545/6), PH-KZC(1549/50), PH-KZA(69W/78S, n/s).
Manx2:- Dornier 228 D-ILKA(Kiel Air 38L/39L).
Ryanair:- EI-DWL(41GN/64QA Dublin, 2334/5 Knock, 9297/6 Barcelona, 82QY/52AK Dublin). EI-DCZ(1584/5 Fuerteventura, 1503/4 Gdansk). EI-DHP(Spare). Non Based EI-DCX(1502/1 Niederrhein), EI-EMB(01K/7MV Faro).
IT FLIGHTS:- 737/800 **G-CDZM(7FP/66K)** t/f Tenerife(1045/2019), '66K to Teesside(2129). A.320 **G-CRPH(Kestrel 28XZ/18MW)** t/f Tenerife(1218/2234).
CHARTER:- Dornier 328 **G-BYHG(Suckling 540P/541)** from Dundee(1340) to Bournemouth(1454) with Huddersfield Town AFC.
EXECUTIVE JETS:- Citationjet 2 **G-SONE(Clifton 5)** from Biggin Hill(1004) to Nice(1109). Citation 2 **G-JBLZ(Cloudbunner 75)** from Cannes(1031) to Blackpool(1348).
19/2 Saturday(Snow am, Fog pm)
SCHEDULES:-Easyjet:- Airbus A.319 G-EZBO(7346/5) f/t Geneva(1406/1543).
Flybe:- Based G-JECH to Gatwick, swapped with G-ECOM. G-ECOH(8EN/7NY).
Jet2:- G-GDFA(324) from Belfast, div to Manchester. G-LSAA(286) from Geneva, div to Manchester. G-LSAB(384) from Salzburg, div to Manchester. G-LSAJ(456) from Chambery, div to Manchester. G-CELH(272) from Alicante, div to Manchester. G-CELG(288) from Geneva, div to Manchester. G-CELD(252) from Faro, div to Manchester.
KLM:- PH-OFN(1545/6), PH-KZR(1549, div to Doncaster), PH-KZL(69W, div to Doncaster).
Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L, div to Blackpool).
Pakistan International:- A.310 AP-BDZ(775) from Islamabad, div to Manchester.
Ryanair:- EI-DCZ(59FD/2333 Krakow, 7GF/6JE Malaga), EI-DWL(2484/5 Treviso), EI-DHP(3BW/6ZT Alicante, on return diverted to Liverpool). Non based EI-DAG(64QA/41GN Dublin).
IT FLIGHTS:- Boeing 767/300 **G-OBYJ(TOM 830)** was due to operate from LBIA to Bridgetown on behalf of P&O Cruises, however due to the snow the passengers were bussed over to Manchester. Fokker 100 **OE-LVO(Austrian 9385/6)** f/t Innsbruck(0934/1149). Airbus A.320 **G-CRPH(Kestrel 69RM)** to Fuerteventura(1030), on return diverted to Manchester.



Gulfstream 4 N4PG of Proctor and Gamble back-tracking the runway after arrival on 3/2

20/2 Sunday

SCHEDULES:- bmi:- G-EMBJ Brussels(1615) to Brussels, swapped with G-RJXL(1616).
Eastern/Air Southwest:- G-CDEB(33X/34X).
Easyjet:- A.319 G-EZFX(7346/5) f/t Geneva(1200/1245).
Flybe:- Based G-ECOM Gatwick x2. G-JECG(8EN/7NY), G-ECOF(7UC/3HX). G-ECOJ(2PA/1LB). G-JECJ(643/5JH/143L/644).
Jet2:- Major disruption all day due the number of diversions yesterday, many outbound flights operating out of Manchester.

KLM:- 78S to Amsterdam, canx. **PH-OFN**(1545/6), **PH-KZL**(1549/50), **PH-KZP**(69W/78S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 36L/37L).

Ryanair:- EI-DHP(41GN) to Dublin, swapped with EI-DPE(64QA), which then operated 2454/5 Carcassonne. EI-DWL(2484/5 Treviso, 9297/6 Barcelona) then 82QY to Dublin, swapped with EI-EFH(82QY). EI-DCZ(24P) from Liverpool(1235), then operated 52FW/59XZ Malta.

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 567F) from Glasgow(1026), "Kestrel 53MD" to Tenerife(1410).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(0839) to Gamston(0855). Hawker 900XP **G-OTAZ**(Hangar 871/884) from Malaga(1224), n/s to Edinburgh(1144). Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Luton(1350) to Chambery(1457). Citationjet 2 **G-SONE**(Clifton 5) from Nice(1900) to Bristol(1932).

21/2 Monday

SCHEDULES:- bmi:- Based G-RJXL Brussels x3. G-RJXK(1292/1291, 1298/1297, note the Glasgow flights now use the flight number as call-sign instead of '1VX/1XV etc). G-RJXB(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJF(80D/81D), G-MAJU(86D/87D). G-WOWB(31X/83AB, 86AC/38X). G-WOWA(82AC/32X, 37X/87AB).

Easyjet:- Airbus A.319 G-EZED(7346/5) f/t Geneva(1649/1746).

Flybe:- Based G-ECOM am to Gatwick, swapped with G-JEDL. G-JECK(8EN/7NY, 9JL/8JA). G-FLBF(5CP/2PA, 4KW/1MJ). G-JECU(643/5JH/143L/644).

Jet2:- G-CELF(**Swift** 510P) to Stansted(0728) on sub-charter to Swiftair of Spain. G-CELI(030E) to Bucharest(1013) for major overhaul. G-CELB(031E) from Bucharest(1950) following major overhaul.

KLM:- PH-KZI(1545/6), PH-KZV(1549/50), **PH-OFO**(69W/78S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 32L/33L).

Multiflight:- Boeing 737/300 SX-MTF(Gain Jet 73) from Bournemouth(1322) following overhaul.

Ryanair:- EI-DPE(41GN/64QA Dublin, 2334/5 Knock) then '82QY to Dublin, swapped with EI-ENT(52AK). EI-DCZ(1584/5 Fuerteventura). EI-EFH(1501/2 Niederrhein, 1503/4 Gdansk). Non Based EI-EMB(01K/7MV Faro).

IT FLIGHTS:- Airbus A.320 **G-OMYA**(Kestrel 483P) from Tenerife(0003).

22/2 Tuesday

SCHEDULES:- bmi:- Based G-RJXL Brussels x3. G-RJXK(1292/1291, 1298/1297). G-RJXA(1404/1403), G-RJXB(1410/1409).

Eastern/Air Southwest:- G-MAJE(80D/81D, 86D/87D). G-WOWB(31X/83AB, 86AC/38X). G-WOWE(82AC/32X, 37X/87AB)

Flybe:- Based G-JEDL Gatwick x3. G-JEDU(4TN from Newcastle/7NY), G-ECOF(7UC/3HX). G-JEDI(5CP/2PA, 4KW/1MJ), G-JEDW(2PA/1LB). G-ECOC(643/5JH/143L/644).

Jet2:- G-LSAA(086w) from Manchester(1120). G-LSAJ(052W) from Manchester(1131).

KLM:- PH-KZU(1545/6, 1549/50), PH-WXC(69W/78S, n/s).

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

Ryanair:- EI-EFH(59FD/2333 Krakow) then '3BW to Alicante, swapped with EI-EKL(6JE). EI-DCZ(2484/5 Treviso) then 7GF to Malaga, swapped with EI-DCI(6JE). EI-ENT(Spare). Non based EI-ENX(52AK/82QY Dublin).

GENERAL AVIATION;- Twin Squirrel **G-ORDH** from Bagby(1845) to pick up Mr. Harpin, who arrived from Madrid/Torreon at 1922 in PC-12 **G-DAKI** and take him to Nun Monkton, departing at 1926. 'KI stayed overnight before heading home to Bournemouth at 0828.

23/2 Wednesday

SCHEDULES:- bmi:- Based G-RJXL Brussels x3. G-RJXK(1292/1291, 1298/1297). G-RJXA(1410/1409), G-RJXB(1410/1409).

Eastern/Air Southwest:- G-MAJE(80D/81D, 86D/87D). G-WOWB(31X/83AB, 86AC/38X). G-WOWA(82AC/32X, 37X/87AB).

Flybe:- Based G-JEDL Gatwick x3. G-ECOF(8EN/7NY), G-JEDU(9JL/8JA), G-EOA(7UC/3HX). G-JEDW(5CP/2GL), G-ECOD(4KW/1MJ), G-KKEV(2PA/1LB).

Jet2:- G-CELV(122P) from Birmingham(1606). G-CELV(031E) to Manchester(2137).

KLM:- **PH-OFP**(1545/6), PH-KZH(1549/50), PH-KZI(69W/78S, n/s).

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

Pakistan International:- Airbus A.310 AP-BEQ(775/6) f/t Islamabad(1747/1954).

Ryanair:- EI-ENT(2454/5 Carcassonne, 1501/2 Niederrhein, 52FW/59XZ Malta). EI-DCI(2334/5 Knock, 9297/6 Barcelona) then 82QY to Dublin, swapped with EI-ENH(52AK). EI-EKL(Spare).

IT FLIGHTS:- Boeing 737/800 **G-FDZT**(Thomson 612F) from Luton(1628).

GENERAL AVIATION:- King Air 200 **M-SPOR** f/t Southend(1048/1340). PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1601/1543), n/s.

EXECUTIVE JETS:- Citation 2 **G-JBLZ**(Cloudbrunner 73) from Doncaster(1443) to Nice(1614).

MILITARY:- King Air 200 **ZK451**(Cranwell 76), ILS and overshoot(1141). Merlin **ZJ998**(Vortex 786) ILS and overshoot(1415), f/t Benson.

24/2 Thursday

SCHEDULES:- bmi:- Based G-RJXL Brussels x3. G-RJXK(1404/1291, combined flight from Edinburgh to Glasgow, 1298/1297). G-RJXA(1410/1409).

Eastern/Air Southwest:- G-MAJE(80D/81D), G-MAJI(86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWA(82AC/32X, 37X/87AB).

Easyjet:- Airbus A.319 G-EZBO(7346/5) f/t Geneva(1652/1753).

Flybe:- Based G-JEDL Gatwick x3. G-JECY(8EN/7NY), G-JEDU(9JL/8JA), G-ECOA(7UC/3HX). **G-FBEC**(1NW from Manchester/2GL), G-FLBF(4KW/1MJ), **G-FBED**(2PA/1LG). G-JECJ(643/5JH/143L/644).

Jet2:- G-CELC(271) had instrument failure on departure so returned to LBA. However, had to hold for 20 minutes as company hack PA-31 G-IFIT was disabled on the runway with a steering problem. '271 finally making a safe return at 0954. G-CELC(271A) made a successful departure to Alicante again at 1148. G-IFIT carried out an Air Test 1500/1527 following repairs. G-CELEH(331) to Rome, went u/s in Italy with the return trip being postponed until 26/2!

KLM:- PH-JCH(1545/6), **PH-OPF**(1549/50), PH-KZB(69W/78S, n/s).

Manx2:- Jetstream 32 **G-OAKI**(Fast Link 328A/329)

Ryanair:- EI-ENH(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin). EI-EKL(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6JE Malaga). EI-ENT(Spare).

IT FLIGHTS:- Boeing 737/800 **G-FDZT**(Thomson 612/3) t/f Sharm-el-Sheikh(0731/1947). Airbus A.320 **G-OMYA**(21FG/78US) t/f Arrecife(1022/1935).

GENERAL AVIATION:- MD.902 Explorer **G-SIVR** from a private site near Oban(0838), carried out an Air Test 1455/1459 before heading home to Scotland at 1539. Having been parked at Multiflight/West for some time Cessna F.172M **G-BBJZ** departed to Wickenby at 1055. Diamond DA.40 **G-OCCH** arrived from Bournemouth at 1131 and went to Multiflight Engineering for attention before heading home to Hurn at 1657.



Based Robin DR.400 **G-GDEF**(See photo above by Nick Preston), on landing at 1708 after a local flight, ran off the side of the runway and came to rest on the grass just beyond Lima Taxiway. The airport was closed for approx 20 minutes while the aircraft was removed.

25/2 Friday

SCHEDULES:- bmi:- Based G-RJXL am Brussels then went u/s. G-EMBJ(1410) from Edinburgh, operated '1615/1616 t/f Brussels, then '1409 back to Edinburgh at 2259. G-RJXK(1292/1291, 1298/1297). G-RJXB(1404/1403).

Eastern/Air Southwest;- G-MAJI(80D/81D), G-MAJF(86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWC(82AC/32X, 37X/87AB).

Easyjet:- Airbus A.319 G-EZBO(7346/5) f/t Geneva(1648/1740).

Flybe:- Based G-JEDL am to Gatwick, swapped with G-ECOR which then operated Gatwick x2. G-JECK(8EN/7NY), G-JEDT(9JL/8JA), G-JECK(7UC/3HX). G-FLBF(4KW/1MJ), G-ECOJ(2PA/1LB). G-JECE(643/5JH/143L/644).

Jet2:- G-CGET(031E) departed to Rome at 1824 to rescue the passengers from the postponed flight from yesterday, arriving back at Lbia 0133 on 26/2.

KLM:- PH-KZV(1545/6), PH-KZO(1549/50), PH-KZG(69W/78S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 38L/39L).

Ryanair:- EI-EKL(41GN/64QA Dublin, 2334/5 Knock, 9297/6 Barcelona) then '82QY to Dublin, swapped with EI-DCO(52AK). EI-ENH(1584/5 Fuerteventura, 1503/4 Gdansk). EI-ENT(Spare) Non based EI-EBS(1502/1 Niederrhein), EI-DCY(01K/7MV Faro).

IT FLIGHTS:- 737/800 **G-FDZT**(Thomson 7FP/66K) t/f Tenerife(1021/2000), then '66K to Teesside(2050). Airbus A.320 **G-OMYA**(Kestrel 28XZ/18MW) t/f Tenerife(1130/2134).

EXECUTIVE JETS:- Citation Bravo **G-YPRS** from Staverton(0905) to Porto(1004). Falcon 7X **G-CGGN** from Canouan, St Vincent and Grenadines(2154), n/s to Jeddah, Saudi Arabia(1500).



TAG Aviation's Falcon 7X G-CGGN departing Lbia for Jeddah on 26/2(Ian Thorpe)

26/2 Saturday

SCHEDULES:- Easyjet:- Airbus A.319 G-EZIU(7346/5) f/t Geneva(1415/1455).

Flybe:- Based G-ECOR am to Gatwick, swapped with G-JEDO. G-JECN(8EN/7NY).

Jet2:- G-CELC(015P) to Edinburgh(1614). G-GDFA(016P) from Lyon(2034).

KLM:- PH-KZW(1545/6), PH-KZO(1549/50), PH-KZT(69W/78S, n/s).

Manx2:- LET 410 OK-TCA(Eurovan 30L/31L).

Pakistan International:- Airbus A.310 AP-BEG(775/6) f/t Islamabad(1722/1953).

Ryanair:- EI-ENT(59FD/2333 Krakow, 3BW/6JE Alicante). EI-DCO(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). EI-ENH(Spare).

IT FLIGHTS:- Fokker 100 **OE-LVG**(Austrian 9395/6) f/t Innsbruck(0835/0937). A.320 **G-OMYA**(Kestrel 69RM) to Fuerteventura(0910), swapped with **G-DHJZ**(Kestrel 34DK) from Fuerteventura(1822).

EXECUTIVE JETS:- Lear Jet 35A **C-GIRE** of Skyservice arrived from Keflavik at 1033 on an ambulance flight. It had originally departed from Toronto Pearson International and routed via Goose Bay and Iceland. After night stopping the aircraft departed to Malaga at 1227. Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Chambery(1446) to Luton(1514).

GENERAL AVIATION:- Cheyenne 3 **G-GMED**(Air Med 073) from Southampton(1622) to Oxford(1654).

27/2 Sunday

SCHEDULES:- bmi:- Based G-RJXL Brussels x1

Eastern/Air Southwest:- G-CDEB(33X/34X)

Flybe:- Based G-JEDO Gatwick x2. G-JECO(8EN/7NY), G-JECK(7UC/3HX). G-JECS(2PA/1MJ). G-JECM(643/5JH/143L/644).

Easyjet:- Airbus A.319 G-EZFX(7346/5) f/t Geneva(1213/1300).

Jet2:- G-CELF(123P) from Brussels(2202), G-GDFA(015P) from Newcastle(2309).

KLM:- PH-KZS(1545/6), PH-KZV(1549/50), PH-KKZV(69W/78S, n/s).

Manx2:- LET 410 OK-TCA(Eurovan 36L/37L).

Ryanair:- EI-DCO(41GN/64QA Dublin, 2454/5 Carcassonne, 52FW/59XZ Malta). EI-ENT(2484/5 Treviso, 9297/6 Barcelona, 82QY/52AK Dublin). EI-ENH(Spare)

IT FLIGHTS:- Airbus A.320 **G-DHJZ**(Kestrel 159P/159F) to Toulouse(0627) from Manchester(1152), "Kestrel 53MD" to Tenerife(1334).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from Gamston(1136) to East Midlands(1148). Citation Bravo **G-YPRS** from Porto(2012) to Staverton(2049).



GENERAL AVIATION:- Hughes 369E **G-JIVE**(See photo above by Robert Burke) from Shelf(1030) to Woodford(1045), from Rickley Hall(1257) to Shelf(1316). PA-28R Arrow **G-GFRA** f/t Ronaldsway(1304/1407).

28/2 Monday

SCHEDULES:- bmi:- G-RJXL Brussels x3. G-RJXK(1292/1291, 1298/1297). G-EMBJ(1404/1403), G-RJXR(1410/1409).

Eastern/Air Southwest:- G-MAJF(80D/81D, 86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWA(82AC/32X, 37X/87AB).

Easyjet:- Airbus A.319 G-EZFI(7346/5) f/t Geneva(1649/1734).

Flybe:- Based G-JEDO Gatwick x3. G-JECK(8EN/7NY), G-JECN(9JL/8JA). G-JEDI(5CP/2GL, 2PA/1MJ). G-JEDJ(643/5JH/143L/644).

Jet2:- G-GDFB(205) to Amsterdam departed at 1644 but returned at 1727 with a technical problem. G-CELF(205A) departed to Amsterdam(1825). G-CGET(6111) departed at 2142 on a Northern Lights charter returning to Lbia at 0035 on 1/3.

KLM:- PH-KZB(1545/6), PH-KZC(1549/50), PH-KZW(69W/78S, n/s).

Manx2:- LET 410 OK-TCA(Eurovan 32L/33L).

Ryanair:- EI-DCO(41GN/64QA Dublin, 2334/5 Knock, 1501/2 Niederrhein, 1503/4 Gdansk). EI-ENT(1584/5 Fuerteventura, 82QY/52AK Dublin). EI-ENH(Spare). Non based EI-EMB(01K/7MV Faro).

IT FLIGHTS:- Airbus A.320 **G-DHJZ**(Kestrel 97UG) from Tenerife(0001).

EXECUTIVE JETS:- Hawker 800XP **CS-DRO**(Fraction 3NL/491N) from Bern(1310) to Kiev(1532). Lear Jet 45 **N66SG**(Bizjet 1SG/2SG) from Luton(1348) to Northolt(1507).

GENERAL AVIATION:- PA-28 **G-BODB** from Sherburn(1003) to Multiflight engineering, n/s. Cessna F.172M **G-OBMS** f/t Sherburn(1004/1104) to pick up pilot of 'DB. Cirrus SR.22 **N40GD** from Sherburn(1251) to Blackpool(1312).

LATE NEWS.....

Commencing 4/4 **Leeds Approach/Radar** will change frequency from 125.575 to **133.125**. The change is believed to have been brought about as numerous inbound aircraft have been complaining about interference on the previous frequency. Also, on the same date **Leeds Delivery 121.8** will come into operation at busy times. On this frequency aircraft will pick up their airways clearances before being passed to Tower for push-back and start up. This cuts out a lot of chatter on the tower frequency.

L.B.I.A FINAL FACTS AND FIGURES FOR 2010

TOP 20 AIRPORTS 2010

	Airport	2010	2009	%change	Last year
1st	HEATHROW	65,745,250	65,906,641	-0.24%	1st
2nd	GATWICK	31,342,263	32,360,773	-3.15%	2nd
3rd	STANSTED	18,562,020	19,949,689	-6.96%	3rd
4th	MANCHESTER	17,662,541	18,630,394	-5.20%	4th
5th	LUTON	8,733,842	9,115,327	-4.19%	5th
6th	EDINBURGH	8,594,449	9,043,452	-4.96%	7th
7th	BIRMINGHAM	8,563,505	9,093,201	-5.83%	6th
8th	GLASGOW	6,521,765	7,213,397	-9.59%	8th
9th	BRISTOL	5,723,182	5,615,200	1.92%	9th
10th	LIVERPOOL	5,007,944	4,879,468	2.63%	10th
11th	NEWCASTLE	4,345,952	4,568,619	-4.87%	12th
12th	EAST MIDLANDS	4,110,529	4,652,691	-11.65%	11th
13th	BELFAST INTERNATIONAL	4,010,972	4,536,498	-11.58%	13th
14th	LONDON CITY	2,780,582	2,796,890	-0.58%	15th
15th	ABERDEEN	2,763,491	2,983,793	-7.38%	14th
16th	BELFAST CITY	2,740,305	2,621,733	4.52%	16th
17th	LEEDS BRADFORD	2,723,833	2,552,597	6.71%	17th
18th	SOUTHAMPTON	1,733,553	1,789,443	-3.12%	19th
19th	PRESTWICK	1,659,946	1,817,286	-8.66%	18th
20th	CARDIFF WALES	1,397,864	1,624,730	-13.96%	20th
	Average			-4.31%	

Interesting facts

2010 was a very interesting year. It started with the big freeze in January, Ryanair started as a based airline in March/April, the Ash Cloud came in April and May and another big freeze occurred late November and December. What a year! In 2010 LBIA was the **fastest growing airport in UK (+6.71%)** and was the UK's 17th busiest airport with 2,723,833 passengers. Five years ago LBIA was the 15th busiest airport. We have been overtaken by London City and Belfast City.

In 2010 Charter Passengers were 7.9% of the total passengers. In 2009 it was 11.2%. Aircraft Movements dropped 2.84% compared to 2009 and was the lowest figure in the last 10 years. There was an increase in passenger movements of 2.7% in 2010 compared to 2009. The figure for 2010 was 33,428

There were 120 diversions (106 in 2009) away from LBIA. Manchester received 66 followed by Doncaster (19), Durham Tees Valley (11) and others (24). LBIA also received 28 diversions (25 in 2009) from other airports. Five Airports had more diversions away than LBIA. Birmingham, Gatwick, Heathrow, London City and Manchester. There were 400,286 Domestic and 2,323,110 International Passengers. The domestic passengers reduced by 11.8% compared to 2009 and International increased by 10.7%

In 2010 there were flights to 86 different international destinations, compared to 65 in 2009. Amsterdam was the most popular followed by Malaga, Alicante, Dublin, Palma and Faro. In 2010 there were 13 different domestic destinations, with the most popular being Belfast International followed by Belfast City, Southampton, Gatwick and Bristol. The freight figure for 2010 was 234 Tonnes, down 35% when compared to 2009.



LEEDS/BRADFORD NEWS

Flybe is axed its flights between Leeds Bradford Airport and Gatwick at the end of March— after a year which saw more than 50,000 passengers using the three-flights-a-day service. The airline is withdrawing the service it launched in 2009 after stepping in to provide a London link after BMI's decision to axe its service from Leeds Bradford to Heathrow in March of that year. The decision means business travellers will have no direct flights to the capital for the second time in two years. The airport hopes to find a replacement operator. The flights ceased on March 31, with Flybe blaming a rise in landing charges at Gatwick for its decision. A spokesperson said: 'Flybe carefully reviews the viability of all routes on a regular basis. The suspension of this route is a direct consequence of the policies being implemented by Gatwick to limit the number of smaller, regional aircraft landing at their airport.'

'Their decision to substantially raise the landing fees for regional aircraft – while implementing smaller rises for larger, more polluting and noisier long-haul aircraft – will hit the regions of Yorkshire and the Humber hard. More than 50,000 passengers flew from Leeds Bradford to Gatwick with Flybe in 2010. They have now been deprived of a link to the capital because of the charging regime being adopted by Gatwick's new owners. Flybe remains committed to operating its remaining routes at both Gatwick and Leeds Bradford airports.'

Jet2 has pledged to help redundant RAF fliers find work in the commercial sector, the Telegraph & Argus reports. The budget airline is looking to increase its pilot numbers by 17 percent this year to more than 350 by taking on 140 extra as part of a major expansion programme Jet2 already employs 50 ex-servicemen and women at its UK bases. RAF pilots seeking to switch to commercial flying careers have been briefed about their options at an event held by Jet2 at Leeds Bradford Airport. The briefing was held following the announcement of thousands of potential RAF redundancies due to the Government's defence cuts. Jet2 managing director Ian Doubtfire and human resources director Richard Chambers talked to the group about the airline's operations, its staff selection process and job opportunities. Mr Doubtfire, said: 'It was fantastic to meet so many brave service pilots. With the news of potentially huge redundancies in the armed forces over the coming years, it's a tough time for many of them – but there are options. I look forward to welcoming more ex-service men and women to the friendly team at Jet2.com in the near future.'

Business at Leeds Bradford Airport is flying in the face of an industry slump, the Telegraph & Argus reports. Chief executive John Parkin said while the 'unprecedented' decline in passenger numbers over the last three years was the worst since the Second World War, the airport is on track for further growth. Passenger numbers, currently around three million a year, have been boosted by the airport's deal with Ryanair, which launched its only new UK base at Leeds Bradford last year and has two aircraft based there, each operating four daily flights. Mr Parkin said: 'Ryanair's decision to open a new base played a substantial part in ensuring our growth continues, in spite of an overall

ongoing fall-off in demand for air travel. The airline not only carries passengers out from Yorkshire to European destinations but, importantly, also brings visitors in.' 'Being able to offer pan-European services is very important and helps us attract new business. We are the fastest growing UK regional airport, while some others are standing still or even falling back.' He said Leeds Bradford will announce a four percent growth in business for the past year against a ten percent drop for airports on average.

Ryanair and **Jet2** have agreed to display full inclusive ticket prices for their flights up front on their website. Jet2 will make the changes on April 28 and Ryanair on June 1. They will join low cost rivals in improving price transparency including easyJet, Monarch Airlines, bmibaby and Flybe that were praised by the CAA for changes already made to their websites. The UK regulator has been working with airlines to improve the way compulsory fees and taxes are displayed up front and to ensure they are displaying prices clearly. The authority added BA, Virgin, BMI, as well as other traditional airlines all already comply with their obligations to do so. Iain Osborne, CAA director of regulatory policy, said: 'The difference between the price holidaymakers might see when they first search for a flight and the lowest price actually available can be £100 or more for a family of four. Consumers should be presented with clear information about the price of their flight throughout the booking process, so they can make fair comparisons between different airlines. Most airlines have changed their websites and adverts to include all unavoidable charges, and Ryanair and Jet2 are committed to doing so by summer.'

A council planning inspector was told to refuse permission for two car parks near Leeds Bradford Airport as an over-supply of spaces would 'harm' sustainability plans, the Telegraph & Argus reports. On the first day of two planning inquiries heard at the same time in Leeds, Scott Lyness, a barrister representing the airport, said allowing appeals for permission for off airport car parks would cause fewer people to use public transport. The airport is the main objector to two companies appealing against separate decisions by Leeds City Council against their car parking schemes. Austin Hayes, who runs the Sentinel car park, which has been operating up to 2200 spaces near the airport without planning permission for more than a decade, is appealing against a non-determination by the Council for full planning permission. Learmonth Property is also appealing a Council decision to refuse a separate application for an off-site car park on the former Avro site at the Leeds Bradford Airport Industrial Estate.

Both car park operators say one of the reasons the Council refused their applications is because they do not fall in line with a Surface Access Strategy drawn up by the authority and the airport to increase passengers' use of public transport. But Stephen Sauvain QC, for Austin Hayes, said no official weight should be given to the strategy and the fact the Sentinel car park has been operating so successfully for so long suggests it should be given permission. He added that the car park was better for the environment than passengers being dropped off, a process known as 'kiss and fly', as only one round trip would be needed instead of two. Andrew Williamson, for Learmonth Property, told planning inspector Philip Asquith the airport's claim it would lose 'control' of parking in the area does not amount to much and that competition is good. Ian Ponter, for the Council, which is also objecting the applications, said an over-supply of parking spaces outside the airport would increase the proportion of journeys to the site by car. The inquiries are expected to last three weeks.

Relevant Airliner Changes

BMI Regional Embraer 145 **G-RJXO** was cancelled from the register on 10/2 & left Exeter as **PR-PSR** on 12/2 on delivery to Passaredo Linhas Aéreas.

Flybe seems to have retired Dash 8's **G-ECOV** & **G-ECOZ**. The former last flew a service on 14/2 & the latter on 8/2 & both are stored at Exeter.



Jet2 Boeing 757 G-LSAL(See photo above) was ferried on delivery from Lasham to Leeds-Bradford on 14/3 in Allegiant Air scheme with Jet2holidays titles



Boeing 737-800 **D-AHFB** was ferried from Hanover to Shannon on 21/2 for painting at end of lease and is the second Boeing 737-800 for Jet2, to be registered **G-GDFD**. The aircraft was positioned back to Hannover in early April still carrying its German registration and as can be seen from the above photo in what appears to be the new Jet2h(oliday) colours. If you compare the two schemes they are quite similar, however on the 737 the sun on the tail is smaller and has red tips.

Ryanair

Boeing 737 upates

EI-DAY ferried from Prestwick to Dublin in basic scheme on 6/2 for painting for a new operator

EI-DAZ registered **N592MS** at Dublin for RBS Aviation Capital on 11/2 & was ferried to Shannon the following day. Painted as VQ-BKR for Nordstar

EI-DCB ferried from Prestwick to Dublin in basic scheme on 8/2 for painting for a new operator. Became N328MS and noted in OK Airways scheme at Dublin 27/2

EI-DCC withdrawn from service at Prestwick 7/2. Ferried to Dublin 8/3 for Sun Express Deutschland . Re registered N591MS

EI-DCD withdrawn from service at Prestwick 14/2, Ferried to Dublin 9/3 for Sun Express Deutschland

EI-DCE last revenue service 1/3 and stored Prestwick

EI-ENR arrived at Dublin on delivery 4/2

EI-ENS arrived at Dublin on delivery 8/2

EI-ENT arrived at Dublin on delivery 10/2

EI-ENV arrived at Dublin on delivery 13/2

EI-ENW arrived at Dublin on delivery 18/2

EI-ENX first flight 4/2

EI-ENY first flight 11/2, arrived at Dublin 26/2

EI-ENZ first flight 9/2, arrived at Dublin 26/2. This is the 300th Boeing 737-300 for Ryanair
EI-EPA rolled out 12/2, first flight 3/3
EI-EPB noted on flightline 14/2
EI-EPC rolled out 16/2, first flight 7/3
EI-EPD first flight 8/2
EI-EPE rolled on 2/3, first flight 12/3
EI-EPF on Renton flight line by 11/3
EI-EPG rolled out on 11/3, first flight 17/3
EI-EPH noted on Renton flight line by 15/3

Thomas Cook Airbus A.320 **G-FTDF** flew its last revenue service way back on 4/1 & has been parked at Manchester ever since. The carrier will lease Boeing 757's **EC-LBC** & **EC-LHL** from Mint A/W this summer. They will be based at Newcastle.

Thomson Airways

Boeing 757 **G-BYAH** was ferried from Abu Dhabi to Luton on 8/2 in basic Allegiant Air scheme prior to summer lease to Jet2. **G-BYAI** was registered **G-LSAL** on 11/2 for summer lease to Jet2 in basic Allegiant Air scheme. Boeing 737-800 **G-FDZU** made its first flight on 10/2. and arrived at Gatwick on delivery on 2/3. **G-FDZW** was rolled out on 28/2. Boeing 737-800 **G-FDZA** was ferried back from Toronto to Luton on 14/3 following winter lease to Sunwing A/L, with **G-FDZF** following on 16/3.

AIRPORT NEWS

Manchester Airports Group (MAG) has said it could be interesting in acquiring a UK airport, following the ruling this month that BAA should be forced to sell Stansted and either Glasgow or Edinburgh Airports. Speaking to Insider, group chief executive Charles Cornish - who took over the reins at MAG last October, said: 'We will be interested; assuming they become available we'll look at getting a vehicle together to buy one of them.' Airports operator BAA is likely to be forced to sell two of its six UK airports after it lost a bid to appeal against a 2009 sale order by competition authorities. In March 2009, the Competition Commission found that BAA's seven UK airports constituted a monopoly and ruled that it should sell Gatwick and Stansted, plus either Glasgow or Edinburgh. The company sold Gatwick for £1.5bn and mounted a string of legal challenges in an attempt to halt further break up of the group. But the Supreme Court has now ruled against its latest bid to stop further sell-offs.

A consortium including MAG, Canada's Borealis Infrastructure and the Greater Manchester Pension Fund, was in the running to buy Gatwick in 2009, but walked away from a deal after failing to agree a price. Mr Cornish told the Insider: 'The shareholders were prepared to back the company in buying Gatwick and that was a £1.5bn acquisition. They are very supportive of MAG, are interested in the value of the group and the dividends it creates.' Manchester Airport is inviting bids for the design and build of its new 60m high air traffic control tower. The tower, which is expected to cost up to £20m, will replace the airport's current 40-year-old air traffic control centre on top of an old office block. When completed in 2013 controllers will for the first time have a 360-degree panoramic view of the entire airfield. Air traffic control facilities will move to the stand alone, purpose-built building, with the base housing a new equipment centre and offices. Separate contracts will be placed for the fitting out of the tower and the installation of its equipment. Expressions of interest in the contract must be made by 13 April at www.airportsmart.com using the pre-qualification questionnaire available.

Oxford Airport has announced that it can now offer enhanced operational performance following approval last week by the Civil Aviation Authority to allow a 21% (896 ft/ 273m) increase in the declared take-off distance from its runway. Four years ago investment was made in a wider and stronger runway. Licensed take-off distances are now 5223 ft (1592m) and 5112 ft (1558m), allowing many more business aircraft types to achieve maximum take-off weight or near maximum performance from the airport. The airport said it is good news for transatlantic operators or those

flying non-stop to destinations in the Middle East or beyond. In addition, more regional airline plane types can now maximise passenger loads from the airport. The increased useable lengths come hard on the heels of newly approved runway status from Code 2C to Code 3C. This was achieved following an extensive programme to remove obstacles and safeguard the safety surfaces to the sides of the runway and on the approaches at either end.

Airports with long check-in and transit times could be named and shamed by the Government as part of its new tourism strategy, in a move that would force them to improve their times. It wants to work with airports and airlines to prevent long queues through the airports, particularly for long-haul flights. The Government is also hoping to cut queues for visitors arriving in the UK through more automation at border controls for those with e-passports. New gates are due to be installed at the Gatwick South Terminal and Heathrow Terminal 3 this month. Minister for Tourism John Penrose said: 'I'm a great believer in consumer power. We would dearly love to publish more data about how long it takes to get through British ports of entry. You might see some consumer pressure brought to bear.'

AIRLINE NEWS

BMI regional topped a league table of on-time airlines from UK airports for 2010 according to a list from www.flightontime.info based on arrival and departure times released by the Civil Aviation Authority. It was the most punctual airline at Edinburgh, Glasgow and Manchester airports, and the most punctual on average at the ten airports monitored by the CAA.

The top 10 most punctual airlines in 2010 were as follows:-

1. BMI Regional
2. Eastern Airways
3. CityJet
4. VLM Airlines
5. KLM
6. Scandinavian SAS
7. Loganair
8. Air Southwest
9. Air Berlin
10. BMI British Midland

Flybe was 13th, Ryanair 15th, British Airways 20th, but was the most punctual airline at London City Airport, easyJet 31st, Virgin Atlantic 33rd, Monarch Scheduled 34th and Jet2 bottom of the table at 35th.

Manx2 has withdrawn its Belfast to Cork service. In a statement the airline said the service was being discontinued in the wake of the tragic incident at Cork Airport during February, in which six people lost their lives. The service ended on Sunday, March 13. All of the airline's other flights including from Belfast to Blackpool, Isle of Man and Anglesey will continue as scheduled

Ryanair has placed an order for a further 140 Boeing 737-800 series aircraft. The airline operates a single aircraft fleet but has been trying to negotiate with Boeing for the last couple of years, attempting to talk to Airbus and even to Chinese and Russian aircraft makers. It walked away from negotiations with Boeing twice, but has eventually placed an order. The order comprises of 70 firm aircraft valued at over \$4 billion at list prices and 70 options. This agreement (subject to shareholder approval at an EGM) brings the total Ryanair order book up to 225 firm aircraft and 193 options.

The 70 new aircraft will result in the creation of more than 2,500 new jobs, principally for pilots, cabin crew and engineering people. Half of these jobs will be generated at the airline's existing European bases, with the remainder at ten or more new bases to be developed by Ryanair over the next seven years, the airline said in a statement. Announcing this agreement in London, Ryanair's Chairman, David Bondsman said: 'The Boeing 737-800 series aircraft is the most efficient narrow-body shortfall aircraft in the world. Ryanair's partnership with Boeing has been central to our successful growth as

the lowest fare and lowest cost airline in Europe. Today's order for 140 additional aircraft gives Ryanair access to lower aircraft costs, which in turn reduces operating costs and reinforces our determination to drive air fares in Europe even lower. We are currently Europe's largest low fares airline, and thanks to our successful partnership with Boeing, we intend to become Europe's largest airline. We will do so by using the best shortfall aircraft in the business – the Boeing 737-800, by offering even lower fares to our passengers and by creating over 2,500 new highly paid jobs in existing and new bases all over Europe.'

AIRCRAFT NEWS

Boeing has delivered the 300th 737-800 aircraft to Ryanair. The airline will take delivery of a total of 37 of these planes during 2011, and is the world's largest operator of the 737-800. Ryanair's Chief Executive Michael O'Leary said, 'We are proud to take delivery of our 300th new Boeing 737 aircraft. The total value of the Ryanair fleet is now over \$18 billion. We are proud to operate the youngest, greenest and most fuel-efficient fleet of any major European airline.' 'The milestone delivery of this 737-800 to Ryanair is a tribute to the 737 and the strength and sustainability of Ryanair's business model. This aircraft will help us to grow to 78 million passengers this year.'

OTHER NEWS

A new survey of almost 5000 people revealed that a massive 83% of passengers would like to see adult-only areas on flights. Airport hotel and parking website Holiday Extras polled just less than 5000 of its customers to find out what passengers really want and a flight with no children on it - or at least child free areas - came out top.

Just under a third said they would like to ban children on flights completely. A slightly more tolerant 51% said there should be cabins set aside for adults only. Other results included 75% saying they needed more leg room and feeling uncomfortable is the worst aspect of flying, whilst 9% said that they did not like having to sit next to a smelly person!

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Thomson's latest Boeing 737/800 G-FDZU departing Doncaster, 27/3(Clive Featherstone)

DAVE SENIOR AT THE G8 METTING, DAVOS 2011

As many of you will know the G8 summit meeting is held every year in the exclusive Swiss ski resort of Davos. Davos is high up in the Swiss Alps and is ideal for the security forces to guard the many heads of states that attend the meeting every year for their annual jolly at the tax payer's expense. Society members Geoff Ward and Mark Teal along with the Simon Titmarsh have braved the January cold weather and gone to Zurich for the last few years to see the many aircraft that bring in the heads of state, their entourage and the many advisors, reporters and TV crews that also attend the meeting. I was invited to go to this year's meeting and although not looking forward to the cold weather decided to attend to see the many different Air Force aircraft of the attendees. We duly went onto the Easyjets web site in May of last year and booked our flights out of Luton. As it was a very early flight we decided to stay overnight at the nearby Travelodge to save an overnight journey and return the following night as this would mean the driver not having a rest for over twenty four hours. Mark was to join us at Zurich as living in the big smoke it was better for him to fly the flag with BA from Heathrow. Then came the expensive news that Easyjet had decided to cancel the return flight from Zurich. We were left with two choices cancel the flights (which would mean losing the money of the Travelodge booking) or taking up the alternative of the following days return flight and booking a cheap hotel in Zurich. We decided on the latter which would give us two days at Zurich airport with an overnight stay at a hotel near the airport.

On the evening of the 26th January three heavy laden aircraft enthusiasts set off from Leeds down the M1 for Luton, luckily after all the snow that had been in the country the weather was quite good for January and so we made good progress on the roads and arrived at Luton with just enough time to do the executive parking area before the short drive to the Travelodge at Dunstable. After a few hours sleep we were up and ready to drive back to the airport and the Pink Elephant car parking area and the shuttle bus to the arrival hall. Now I know that you all think that Geoff Ward is the super spot of the society but I can let you into a secret. He does not go all over the world collecting aircraft numbers, his sole object in life, is, to devour as many large English breakfasts in as many cities as he can before he goes(like us all) to that great airport in the sky where all aircraft seen are new ones and Phantoms fly all day long. After breakfast it was time to go to departures and board Boeing 737-73v G-EZKG for the two hour flight to Zurich. Upon arrival at Zurich it was a quick exit through emigration and out of the arrivals terminal to the end of the airport buildings to the free airport bus service to the spectator area. Zurich airport is in the middle of a large rebuild and the usual spectator area has been moved over to the south terminal which is airside so before boarding the bus spectators have to go through airport security screening as if you were flying. The spectator area is small but has good views of the airport and aircraft taking off from both runways and they are near enough for photos to be taken with standard telephoto lenses. The area was crammed with quite a few aircraft enthusiast from all over Europe most of which were from the UK and it was great to see a few that I had met over the years on trips. There was even a group of lads from the Rossendale Aviation Society that were on a round robin trip taking in a balloon meet the next day. We finally found Mark who had arrived earlier and started spotting and taking photos of the busy airport. The aircraft that had brought in the heads of state were over the far side, to the right of us along with the helicopters taking them to Davos. The executive parking area was full of executive aircraft and some of the private BBJ that had brought in delegates and head of states. In front of us were the airliners they were also parked at the terminal over the far side to the left. Airliners seen over the two days were mainly of the state airline Swiss International and Swiss European with the other Swiss operators Belair(Air Berlin colours), Edelweiss Air, Helo and Helvetic. Foreign aircraft seen daily were A380 Singapore Airlines, A340's Thai, A330's Garuda, Qatar, Air Caraibes, Boeing 777's Emirates, Boeing

767's American, Continental, Delta, United, US Airways. Boeing 737-800 of EI AI also flew daily into the airport. European airlines were the usual that are seen at Heathrow the more unusual being DHC-8Q's Air Baltic and Malav, ATR.42 of Blue Islands, ATR.72 of BH Air, B.Ae 146 of Blue 1, Airbus A319 of Azerbaijan and Fokker 100 of Montenegro. During our first days stay were had booked a two hour ramp tour of the airfield run by the local enthusiasts. This was very good as they took us to all the ramps including the ramp where all the heads of state aircraft were parked. We were able to get off the bus and take as many photo's as we liked the only restrictions being if any passengers were getting into or off an aircraft we had to wait till they has left the area or out of sight . The guides were obviously well known to the police and airport security as there was no bother at all and many of them came over and had a friendly chat to our guides. If you do ever get to Zurich the trips are a little expensive but are well worth the expense as you are able to take the photo's and get to the executive parking area not seen from the airport buildings. If I had not gone on the tour I would have not seen HB-EFM a Beech Bonanza. From the photo's I have seen taken the day before and the day after we were at Zurich the weather was sunny but I am afraid that while we were there the weather was very dull but clear. My photos are therefore not the best but the visit was well worth the expense. I am not an executive aircraft lover but the 90 or so aircraft recorded by my travelling companions, the Swiss airlines aircraft clean up and the twenty or so military aircraft seen made the trip So it was that on Friday 28th the three very cold Michigan men boarded airbus A319-111 G-EZBX and flew back to Luton and after a short stop at East Midlands arrived back to Leeds in the late evening for us all to log-up the next day and catalogue our photos. The big surprise of the two days was how little snow there was around the airport and how , three tired spotters could drink so much of the local beer and still not have a sore head the next day, despite me going into the Ladies toilet by mistake(I had only had two by then).Many Thanks to my three travelling compardrades for a great two days out and I look forward to many more. Here are a few of the executive aircraft seen and may be the editor will put the airliners and military aircraft in future magazines.



No prizes for guessing the owner of Gulfstream 5 N1KE !!

Operated under the Wells Bank Trustee banner Boeing 737/700BBJ N836BA was previously owned by Netjets



Indian registered Global Express VT-JSB is owned by Jindal Steel and Power Ltd.

AIRCRAFT MANUFACTURE AT YEADON

by Ken Cothliffe

Aircraft production had commenced at Yeadon even before the acquisition of the land on Yeadon Moor, by Leeds and Bradford Councils. On 21 May 1931, the Arrow Aeroplane Company registered their first aircraft, the Arrow Active 1, G-ABIX. Designed from the outset a high performance trainer, a competitor to the world famous De Havilland DH 82A Tiger Moth, the aircraft was first flown probably from the test establishment at Martlesham Heath, later the same year. The Arrow Aeroplane Company was established in the 1930s style buildings that are now occupied by AE Turbine Components PLC on Harrogate Road, next to the Southside entrance of the airport. They were unsuccessful in the competition, the aircraft losing out due to its “skittish” flying characteristics. A slightly redesigned Active II was built, G-ABVE, flying in April 1932, but shortly afterwards, the Company ceased trading. G-ABIX met its demise under the ownership of the famous pre-war racing pilot, Alex Henshaw, when it caught fire during aerobatics over north Lincolnshire and he had to take to his parachute. G-ABVE still survives in the hands of the Shuttleworth Trust in Bedfordshire, and still flies two or three times a year.



Arrow Actives, G-ABIX above and a more recent shot of G-ABVE below



After this the scene of activity in this field moves to the north of the airfield, when a site of over 11/2 million square feet, was taken over by the Ministry of Aircraft Production in 1940 to build a “shadow” aircraft production factory. Factories such as this were established all over the country, to decentralise aircraft production, so as to make it difficult for the Luftwaffe to bring aircraft production to a halt by bombing. The huge factory, reckoned to be the biggest single building in Europe at the time, was carefully camouflaged, with even a dummy farm and image of Yeadon Tarn. The factory was put

under the management of A.V. Roe & Company Ltd., whose main factories were in Chadderton, and Woodford, Manchester. Completed aircraft were towed across to the airfield assembly sheds, where the main terminal building is now, and flown from the airfield. Initially, designs other than AVRO designs were to be built at the factory, with first contract being awarded for unsuccessful Armstrong Whitworth Albermarles. No Albermarles were built at Yeadon, and the first aircraft to be completed was the Hawker Tornado, the prototype being flown at Woodford in August 1944. The Vulture engine powering the Tornado was poor, so the aircraft was re-engined with a Napier Sabre engine, and the aircraft became the highly successful tank-busting Typhoon, later flown by Yeadon's own 609 (West Riding) Squadron.



The main production lines at the Yeadon plant were for the highly successful Avro Anson, trainer and communications aircraft, some 4000 aircraft being built from the early Mk1, to the final variant of the C.Mk.19. One of these, VV901, is currently being restored at the Yorkshire Air Museum at Elvington, though sadly this is not a Yeadon built example. A flying Yeadon Anson G-AHKX (Photo above) is currently operational with British Aerospace, at Woodford, along with about eight other static Yeadon-built examples in museums in the UK.

Most well-known of all the aircraft built at the plant, was the famous bomber Avro Lancaster, with over 695 examples built of this aircraft, before production was switched at the end of the war to the 'civilianised' version, the Lancasterian. The Lancasterian distinguished itself during the Berlin airlift, many Yeadon aircraft contributing to the success of this operation. No Yeadon-built examples of these survive, though one Lancasterian did 'surface' recently when the wreck of G-AGWH, 'Star Dust' was discovered high in the South American Andes. A further six bombers were built in the form of the advanced version of the Lancaster, the Lincoln. The other main aircraft built at the factory before it closed for production in was the Avro York purpose built transport based around the Lancaster wing and tailplane. Again this aircraft made a major contribution to the Berlin Airlift, and like the Lancasterian, became the first aircraft of many airlines that we know of today. In January 1947, all production ceased and the factory was closed. A final mention should also be made of the "Bristol", a factory on Cemetery Road, now occupied by Airedale Glass, and Franklin Windows. During the war, aircraft engines such as the Bristol Pegasus, and Hercules were made here, the former powering the Sherburn-built Fairey Swordfish naval aircraft, and the latter powering the Lancaster II, as well as the Halifax III, & XVI of Yorkshire's 4 & 6 Bomber Groups. Yeadon's contribution to British aviation production cannot be overstated.



Lancastrian G-ALBZ



The last flying Vulcan touches down at her new home: the Doncasterairfield where she was based in the 1960's

Discussions begin that could lead to a permanent home and the opportunity to create a new 'centre of engineering inspiration' at Doncaster Sheffield Airport, formerly RAF Finningley The last flying Vulcan, XH558, is to spend the summer based at the airfield where she once stood on Quick Reaction Alert during the Cold War. Now the UK's newest commercial airport, Doncaster Sheffield is the former RAF Finningley, once 'the home of the Vulcans'. The agreement to base XH558 at Doncaster for the summer could be the first stage in the development of a visitor centre that will eventually be linked to a facility to inspire the next generation of engineers and technicians. "We are thrilled that the last flying Vulcan has come home," says Vulcan to the Sky Trust chief executive officer Dr Robert Fleming. "We all feel that something very special could be created here but I must emphasise that these are early days in the discussions." Last year XH558 achieved a reliability record better than many modern military jets, allowing more than two million people to see her fly. This year, if they can raise sufficient funding, the Trust hopes that more than three million people will be delighted by her dramatic displays as she travels to more airshows, across more of the country than ever before.

Avro Vulcan XH558 was built at Woodford, near Manchester, painted in 'anti-flash white' and delivered to RAF Waddington, Lincolnshire, in July 1960. A year later she moved to Finningley where she was based for the next eight years. Vulcan to the Sky chief pilot, Squadron Leader Martin Withers DFC flew Vulcans (including XH558) from the site between 1972 and 1982 but is best known as Black Buck One, captain of the famous first 1982 Vulcan mission to the Falkland Islands. At the climax of an 8,000 mile round trip that required refuelling from eleven Victor tankers, Withers and his crew released the bombs that signalled the beginning of the end of the Falklands conflict.



Clive Featherstone was on hand to record the arrival of the mighty V-Bomber

COLIN ADDISON ARCHIVES

This month we feature US Military transport aircraft again pictured in the mid to late 1980's.....



53-0548 EC-121T Super Constellation taken at Prima Air Museum



131617/JS 617 Douglas R-6D Liftmaster of VR.46 U.S Navy believed to be a Mildenhall



64-0537 C-130E Hercules of 362TAW, U.S. Air Force



53-0151 Boeing KC-97G Stratofreighter taken at Pima Air Museum, Tuscon, Arizona



C-GFCB Challenger 601 of Exeaire IMP Group Ltd, Toronto 05/12/11(Ian Morton)



VP-BGX Boeing 747/346 of Transaero at Hurghada, Egypt, 29/11/10(Martin Zapletal)



G-GMED PA-42 Cheyenne 3A of Air Medical, departing Doncaster 07/02/11(Clive Featherstone)