



## YORKSHIRES PREMIER AVIATION SOCIETY



**B-18202 BOEING 747-409 CHINA AIRLINES**

**AMSTERDAM JUNE 2008**

**ALAN SINFIELD**

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

**Air Yorkshire Code of Conduct:** a member should not commit any act which would bring the Society into disrepute in any way.  
**Disclaimer:** the views expressed in articles in the magazine are not necessarily those of the editor and the committee.

**NEXT MAGAZINE PRESS DATE:- 20th FEBRUARY**

# SOCIETY NEWS

Our January meeting was a presentation from Peter Hampson and Debbie Riley of Airport Solutions Ltd. A selection of excellent slides of various airports, aircraft and airlines, also some of the wildlife. Some of the counties visited were Portugal, Bangladesh, Poland and Oman - where they built an airport in the desert for an oil company so that it could transport its workers to a remote installation. Members were asked if they could identify which airfield and country we were visiting.

**PLEASE NOTE-** The vast majority of members have renewed for 2009, however this will be the last magazine you receive if you do not pay your subscription.

**Paul Windsor**

## EDITORIAL.

Thank you very much to all the members who are sending in photos. Just to confirm that all your efforts will be considered for the cover competition, however they may appear on any magazine throughout the year, so do not be upset if your prize winner does not appear straight away. All photographs taken at LBIA/Teesside/Humberside and local airfields may also be used inside the magazine. If any member is interested a number of the committee and members are going to Amsterdam for a days spotting on 17/06. Any member who wishes to tag along will be most welcome, just make your own travel arrangements on the Jet2 flights that day.

**Trevor Smith**

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

## 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 March 2009      **This meeting is being held at the Aviation Academy, Southside**  
Dereck Brickell - 'Baggage handler to air transport lecturer via managing director' - a lioght hearted look at his career to date commenting on some memorable events that have shaped the industry and reflecting on issues such as the Kegworth air crash, privatisation of EMA, the security regime and our vision for the Aviation Academy.
- 5 April 2009      Neil Pakey - Deputy CEO Peel Airports Ltd.(owners of Liverpool Durham/Tees and Robin Hood Airports). Details to follow.
- 3 May 2009      Capt. Mike Newall - Thomas Cook Airlines. We welcome back Capt. Mike Newall to give us another talk, which this time will include an update relating to the merging of My Travel and Thomas Cook Airline. also stories and tales as a private pilot.
- 7 June 2009      Sqn Ldr Graham Laurie - THE HISTORY OF ROYAL FLYING  
Graham retired in Dec 2000 after 36 years in the RAF and for the last 20 years of that career flew mwmbers of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled, "The History of Royal Flying" will be extremely interesting and informative.
- 5 July 2009      Chris Warn. We warmly welcome back Chris Warn, to give us a digital presentation on one of his recent trips abroad. It could include some of the following, South Africa, Scandanavia, Western Canada, Oskosh 2008, Hungary, St. Maarten and the boneyards of S/W USA. Which would you prefer?
- 2 August 2009      To be arranged
- 6 September 2009      **NEW-** Brian Mann Msc CEng FIET, "Remebering the TSR.2"  
The TSR.2 was cancelled in April 1965 after delays to the project and escalating costs. To many, the aircraft was years ahead of its time and showed British military aircraft design to be leading the world. The first prototype(XR219) was flown 24 times by 3 different pilots and flew supersonically on one accasion. Brian looks at the background to the development with a brief analysis of the aircraft industry. A typical TSR.2 mission is postulatedwith discussion of weapons, navigation and weapon release. The talk is supported by slides and video clips.
- 4 October 2009      Norman Smart. We again welcome Norman Smart who will be presenting photographs depicting aircraft colours schemes of the past.

**AIR YORKSHIRE ANNUAL DINNER 2009**  
**FRIDAY 27TH MARCH 2009 AT 7:30 FOR 8:00**  
**AT**  
**PEASEHILL HOTEL AND RESTAURANT**  
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**FULL DETAILS OF THE MENU WILL APPEAR IN  
NEXT MONTH'S MAGAZINE**

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## SCENE AROUND YORKSHIRE

Strong winds, rain, snow and low cloud all conspired to make December a very quiet month, however once again I am indebted to Andy Wood(HAR) for his input.

**Bagby:-** The Bolkow Junior G-BOKW is confirmed to have left following sale to a new owner in Esher. We can now confirm that it was Horizon G-BYME which was written off when making a forced landing after running out of fuel near Easingwold on 23/8 last year. Visitors:- 2/12 G-

ATOO PA-28, G-BTMR C.172M; 3/12 G-AXNS Pup; 4/12 G-BPRJ Twin Squirrel(Powerline 61); 11/12 G-GLUC RV.6; 15/12 G-CJLL R.44; 16/12 G-BIOC F.150L; 26/12 G-HJBT Eurocopter EC.155(Starspeed 15); 28/12 G-SACY Aero AT-03, G-BFPF F.172K.

**Beverley:-** Confirmation that the damaged Enstrom G-BRZG left here and is now in the hands of new owners in Preston. Visitors:- 7/12 G-BIZG C.152, G-BHCP C.152; 20/12 G-BRNC C.150M; 22/12 G-BFTH F.172N; 28/12 G-ERIS Hughes 369E.

**Breighton:-** Alouette HA-PPC spent most of December based here before returning home to Humbleton Grange on 27/12. All the Gazelles HA-LFH, HA-LFM, HA-LFQ and N505HA were all parked outside from 10/12 and the hangar was still empty at the end of the month. HA-LFH moved to Tadcaster on 29/12 and is currently operating from there. The former Danish Air Force Hughes 369HM N450AG arrived from Elloughton for fuel on 2/12. Visitors:- 1/12 G-FAKE R.44; 5/12 G-BLCT DR.400(f. Hawarden); 6/12 G-FUZZ PA-18, G-KIDG R.44, G-SACX AT-03; 7/12 G-MUMU A.109E, G-AYCJ C.206; 10/10 G-PPKP Schweizer 269D; 11/12 G-IKON RV.4; 16/12 G-JAVO PA-28(f. Welshpool); 21/12 G-ISPH Jet Ranger(Refuel); 26/12 G-BULO Silvaire, G-BVGW Silvaire, G-RIVT RV.6; 28/12 G-BKWD Taylor Titch, G-AJEI Auster J/1N; 29/12 G-BLTO Cessna 140.

**Brough:-** The latest delivery to Warton took place on 10/12 when Hawk ZK019 took to the skies.

**Calverley(Leeds):-** On 16/12 Jet Ranger G-BTFX arrived from Redhill and shortly afterwards resident aircraft G-BSBW carried out a local test flight. Both aircraft then departed in formation back to Redhill.

**Catterick:-** On 3/12 Chinook ZA705/AN(Vortex 567) was operating in the area all day.

**Coal Aston:-** Cessna F.150L G-BAIK has been noted operating from here recently, so could be a new resident.

### CONEY PARK(Leeds Heliport)

Initially, we will backtrack to last month and the R.44 G-HRPN(See photo by Martyn Gill), which passed through mid month was in fact on delivery to new owners in Newtownards, having formerly been based at Easingwold, York. There were just a couple of visitors this month:- MD.500 G-SIVR(from Oban 1150 to Redhill 1230) on 3/12 and R.44 G-EEZA(f/t Todmorden 1350/1440) on 7/11.





**Coningsby:-** Typhoon ZJ924/DD returned from Warton on 11/12 following its upgrade. 100sqn Hawk XX222 was noted on the pan on 8/12 while Alpha Jet ZJ646 was noted on 18/12.

**Cranwell:-** Visitors:- 4/12 G-FPLE King Air 200(Calibrator 568); 8/12 XX245 Hawk(208 sqn); 20/12 G-EMHB A.109E(Shawbury 09); 21/12 ZJ322(Ascot 1426). The A.109E G-EMHB is destined to become ZR324 while also due to be transferred to the military is N449J/G-BZEI(ZR325) which used to be a regular visitor to Barnsley when based in Ireland.

**Croft(Boxing Day Fly-in, 26/12):-** The following turned up for this annual event:-

Bede BD-4 G-BOPD; Cessna 120 G-AKVM; F.172P G-BSPE; Gazelle G-ZELE; Maule G-BTXT; PA-18 G-BVMI; Pup G-CBBT; R.22B G-SIMS; R.44 G-CJLL, G-FABI, G-GATE; Silvaire G-BPVZ; Tailwind G-CEJE.

**Crosland Moor:-** On 8/12 PA-28 G-BPYO, owned by the Sherburn Aero Club was involved in a take off accident. The aircraft failed to get airborne and ended up in a ravine at the end of the runway damaging the nose, wings and undercarriage. Fortunately the three occupants were able to vacate the aircraft with only minor cuts and bruises, however there was quite serious damage to the aircraft and an insurance assessment is awaited before its fate is sealed. 7/12 G-OPEN Jet Ranger(Yorkair 3); 21/12 G-GATE R.44(t. Stainsby Hall); 24/12 G-BXYK R.22B(f. Oxenhope).

**Devonshire Arms:-** Visitors:- 3/12 G-JIVE Hughes 369E; 6/12 G-GDAV R.44(Also 24/12); 19/12 G-MAYB R.44; 28/12 G-GATE R.44.

**Dishforth:-** Leeds based R.44 G-CFFD was operating from here on 10/10, while on a training detail.



**DONCASTER(Robin Hood)** Additional information from [egcn.co.uk](http://egcn.co.uk) and [fosda.co.uk](http://fosda.co.uk)

On 20/12 the Andover(H.S.748) N748D(See photo, by Clive Featherstone) departed to Southend having carried out engine runs in the morning. The aircraft, which had been used by the Aviation Academy, was registered to Aerospace Trust Management LLC on 16/12, however its final fate is as yet unclear. It was yet another very quiet month with no notable freight charters and the only training flights of any significance were on 15/12 Boeing 747/400 G-GSSB(Jetlift 007) and the following day EMB.190 G-FBEN(Jersey 025T, See photo, by Clive Featherstone). On 2/12 737/800 EI-DLF(Ryanair 9078) diverted from LBIA and the same aircraft was back the next morning this time diverting from Teesside(Ryanair 5572). The 13<sup>th</sup> saw 757 G-LSAH(Channex 6319/20) operate Lapland charter and it was joined on its return by sister ship G-LSAE(Channex 6136) which had diverted from LBIA also inbound from Rovaniemi. Diversion time again on 19/12 with the following LBIA flights arriving, DHC-8-400s G-ECOI(Jersey 733), G-KKEV(Jersey 175) and 737/300s G-CELE(Channex 206) with G-CELF(Channex 348Q). Other visitors of note were:-

1/12 G-REYS Challenger 604(Training, circuits)

2/12 N170SW Global Express(LBIA div), CS-DXY Citation XLS(Fraction 730F)

3/12 M-NEWT Challenger(Bizjet 1WT), N321AV King Air 90, ZJ693 Sentinel(Snapshot 3)

4/12 N1262K Cessna 425, ZA680 Chinook(Vortex 571), G-ECOZ Dash 8(Jersey 263, f/v)

5/12 N866TM Challenger 300(n/s), PH-RAJ Cessna 421C, G-IPAX Citation XL(Go-jet 05HB)

6/12 G-CDKB SAAB 2000(Eastflight 1625, n/s), G-RJXP EMB.135(Midland 9001, training)

8/12 D-CFGG Lear Jet 35A(QAJ 571), ZE396 BAe.125(Kittyhawk 13R), G-GRND A.109S

9/12 N223CX TBM.700, G-CTCH DA-42 Twin Star  
 10/12 HB-IMJ Gulfstream 550(Batman 123, n/s)  
 11/12 N902JW MD.902 Explorer, ZJ998 Merlin(Vortex 295), G-MEGS Cessna 172S  
 12/12 ZH101 Boeing E.3F(NATO 06, training), G-WOWE Dash 8(Swallow 123/01P)  
 13/12 G-HARK Challenger(Twinjet 5T, training), G-CITJ Citationjet(Clifton 10)  
 15/12 ZH107 Boeing E.3F(NATO 13, training), G-RWGW Lear Jet 45(Ocean Skies 1T)  
 16/12 N53GX Global Express(n/s), G-TAYI Grob 115  
 17/12 240 King Air 200(Irish Air Corps); 18/12 G-CEGR King Air 200(Cega 735)  
 19/12 VP-CKN Hawker 800XP, G-CEJB PA-46, G-JDBC PA-34(Jaydee 43W)  
 20/12 D-CTRI Lear Jet 35A, G-OBYD Boeing 767/300(Thomson 752)  
 22/12 G-OCJZ Citationjet 2(Clifton 10)  
 23/12 G-AZGL Rallye(Marshall 7), G-UFGD Cessna 172S(Marshall 9)  
 27/12 G-WOOD Be.58 Baron; 30/12 G-STUF Lear Jet 40(Partner 57A)  
 31/12 G-VIPU PA-31 Chieftain(Prestige 30P)



**East Kirkby:-** Resident Spitfire Tr.1X G-BMSB/MJ627 is at present away at Waddington, the reason is unknown.

**Eddsfild:-** Visitors:- 6/12 G-BUDW Colibri MB.2; 24/12 G-SELL DR.400; 26/12 G-AVYL PA-28; 27/12 G-MZIU Coyote; 28/12 G-AXAT Jodel D.117.

**Elvington:-** On 6/12 PA-34 Seneca N375SA was noted arriving from its based at Gamston.

**Everingham:-** Contrary to the report last month the R.44 G-EVEV registered to an owner here is in fact not an additional aircraft but G-FAKE, which has been reregistered. The owners former mount, R.44 G-DCSE has left and is now in the hands of Heli-Air at Wellesbourne Mountford.

**Full Sutton:-** PA-46T Malibu N60947 was logged outbound to Warsaw on 2/12 on the final leg of its delivery flight to Poland. Visitors :- 7/12 G-JILL Commander 112; 16/12 G-BZBF Cessna 172M(Diesel); 20/12 G-BXPL PA-28(t. Wellesbourne).

**Gamston:-** On 2/12 the Greater Manchester Police BN.2T Islander G-GMPB was noted visiting and again on 6/12 when it was joined by PA-46 Malibu N930Z from Wickenby. Leeds based Citationjet N380CR arrived from its base on 8/12 and similar type M-PSAC arrived from its base at Jersey on 16/12. Another Citationjet visitor was N525DT, a larger Cessna 525A, which left for its home at Staverton on 22/12. Visitors:- 2/12 G-BVMA King Air 200(t. Teesside); 7/12 G-MAGZ Robin DR.500(f. Cranfield)., G-SELL Robin DR.400; 9/12 G-CCYS C.182S; 10/12 G-AVYL PA-28(t. Elstree); 28/12 G-CDON PA-28(f. East Midlands).

**Grindale(East Leys Farm):-** Following on from the report of the hangar fire last month, we can confirm that Cessna 206 G-ASVN was destroyed, however Porter N504SA had left by road earlier for further maintenance and re-spray while Cessna U-206F G-BMHC had also gone having been sold to a new owner with a Leeds address. This machine must also have left by road but its present location is unknown.

## HUMBERSIDE

Eastern Airways have leased Embraer 145 SE-RIA from City Airlines to operate the Norwich – Aberdeen route. Jetstream 32 G-BUVC, still in Blue Island livery left for Aberdeen on 12/12, the first

part of its delivery flight to Direktflyg, Sweden where it will be re-registered SE-KXE. For the record SAAB 2000 G-CFLU was delivered from Eindhoven on 12/12 following painting and entered service on 23/12 when it positioned to Aberdeen. The Air Amsterdam Airbus 320 PH-AAX(AAN 501) arrived on 3/12 and was whisked into hangar 9 for maintenance. There were a trio of Lapland Charters for Christmas operated by Monarch A.321 G-MARA(8/12), Thomson Boeing 757 G-BYAT(12/12) and Jet2 Boeing 757 G-LSAH(14/14). Other movements included:-

1/12 CS-DRM Hawker 800XP(Fraction 7MK), N1092H King Air 90(t. Cologne)  
 4/12 D-ILAT Citationjet(Teesside div). M-ICRO Citationjet(Eastflight 08A)  
 8/12 CS-DUA Hawker 750XP(Fraction 1BG) 9/12 HB-IMJ Gulfstream 5(Batman 122)  
 12/12 G-BGWK Sikorsky S-61N 11/12 G-SPUR Lear Jet 40(Sparrowhawk 78R)  
 17/12 G-HARK Challenger 604(Twinjet 5)  
 18/12 OO-KRC Challenger(Flying Group 763K), CS-DHF Citation Bravo(Fraction 635U)  
 19/12 CS-DKJ Gulfstream 550(Fraction 966T, n/s)  
 20/12 OE-LFI Fokker 70(Austrian 1562) 22/12 N44NE Cessna 414A(Commodore 01)  
 26/12 G-BSDD Chipmunk  
 27/12 N192JM Mooney M20K(f. Weston), OE-GVX Lear Jet 40(Vista Jet 197)

On 4/12, due to snow in the Northeast Fokker 70 PH-WXC(KLM 1533) diverted from Teesside and Fokker 100 PH-KLE(KLM 975) diverted from Newcastle along with four Eastern Jetstreams. At one point there were nine Jetstreams on the ground together!

**Humbleton Grange:-** Although believed to be resident at Hedon(Hull), Alouette HA-PPC is in fact resident here.

**Kirkbymoorside:-** On 11/12 Cessna TU.206G N191ME arrived from Panshanger.

**Kirton-in-Lindsey:-** Viking T.1 ZE534 is now operating from here as G-DEXA/EXA.

**Leconfield:-** Agusta A.109E ZR323(Ascot 1655) was logged outbound to Farnborough on 17/12.

**Leeming:-** On 8/12 Tornado F.3 ZE964/XT(Leuchars 52) arrived and was towed into AMF/RTP, however it is reported it was just in for a "service and oil change" and not the "chop"! It joined ZH559/MT, which had arrived on 1/12 for storage. Hawk XX345/CE left for the Shawbury store on 4/12 with XX331/CP acting as crew ferry and XX284/CA left on 11/12 with this time XX285 picking up the crew. Two more of the type XW255/CL and XW258/CE arrived as replacements. Other visitors included:- 1/12 XW199/XW209/XW210/ZJ957 Pumas(Warlock 1/2/3/4, Coningsby - Leuchars); 3/12 ZA705/AN(Vortex 567); 8/12 G-FPLD King Air 200(ILS Calibration), ZD707 Tornado GR.4(Marham 62, bird strike, emergency landing); 11/12 XS731 Dominie(Cranwell 99); 12/11 ZA670/AA Chinook(Gambit 1, to Odiham).

**Netherthorpe:-** PA-28 G-ATUB is confirmed as a new resident having been registered to a new owner in Worksop in late November. RV.3 G-CCTG, which we reported last month as resident has in fact replaced Taylor Titch G-OJON, which has left following sale. Visitors:- G-CECO Schweizer 269C

**Pontefract:-** Former Chesterfield resident, R.44 G-TIMZ has just been reregistered to a new owner in Ackworth, however late December the aircraft was noted hangared at Humberside while the owner learns to fly it.

## ROTARY ROUND UP

2/12	N5120	Bell 430	Wigan – Ilkley – Wigan(Also 8/12)
	G-EMHC	Agusta A.109A	"Costock 5", Huddersfield(dep 2315) – Battersea
4/12	G-OWND	R.44	Thorne Levels – Adwick-le-Street
6/12	G-ETIM	Eurocopter 120B	Retford(Grove Farm) – Swanton Morley
	G-PEPS	R.44	Brighton – Doncaster(Carrcroft)
10/12	G-NOSY	R.44	Sherburn – Harewood(Emmerdale Set)
13/12	G-VIPH	Agusta A.109E	"Aston 02" Stowmarket – Site 6/W Leeming
	M-ONTY	Sikorsky S.76C	ILS at Doncaster, to Doncaster Race Course
14/12	G-MUMU	Agusta A.109S	Whitby – Battersea
16/12	G-ETIM	Eurocopter 120B	Swanton Morley – Belton
17/12	G-MSPT	Eurocopter 135T	Pocklington – Cockermouth
	G-MGAN	R.44	Stream Farm(Sherburn) – Crosland Moor
21/12	G-LONE	Jet Ranger	Massingham – Skipton
	G-OTJS	R.44	Doncaster(Hatfield) – Fenland



22/12	G-OWND	R.44	Beverley – Caistor – Sandtoft
23/12	G-SHAF	R.44	Leicester – York
	G-CDWY	Agusta A.109S	Northampton – Skipton
25/12	G-BSGF	R.22B	Brighton - Froggathorpe
26/12	G-ODAZ	R.44	Easingwold – Adwick-le-Street
28/12	G-MAYB	R.44	Pudsey – Sandtoft
	G-CEIM	R.44	Leicester – Richmond – Raventhorpe

On 29/12 Eurocopter EC.135T G-NESV(Police 28), which was enroute from Teesside to Oxford, put down in a field 4 miles South of Church Fenton to investigate a slight airframe vibration. It was on the ground for around five minutes.

**Rufforth:-** A new resident is Chevvron G-MZMK, however following its escapade at Sandtoft it was expected to be roaded home for investigation into the cause of its engine failure. PA-32 N2989M was logged on 6/12, departing to Deauville. The regular King Air 200 OO-SKM was noted on 20/12, inbound from Brussels and was back on 23/12.

**Sandtoft:-** Cessna 172M(Diesel) G-BZBF has moved into here from Brighton. Following engine failure on 10/12 Chevvron G-MZMK put out an emergency call shortly after take off and landed successfully in a field just North of Sandtoft. Visitors:- 1/12 G-BAXV F.150L; 2/12 G-AWUN F.150H; 3/12 G-GDAV R.44; 5/12 G-JIVE Hughes 369E; 6/12 G-MAXS Quantum, G-AYYU Sundowner; 10/10 G-CDLK Skyranger; 11/12 G-BXOR DR.400, G-SCRZ Sportscruiser; 15/12 G-EEJE PA-31; 16/12 G-BHWP C.152; 21/12 G-JDEE TB.20(f. Leicester, also 28/12), G-AZLV C.172K, G-DODD R.22B, G-YIII F.150L; 22/12 G-BVWZ PA-28(t. Newcastle), G-BRBA PA-28; 27/12 G-BFVG PA-28, G-HMPH Jet Ranger, G-STAA R.44, G-ZZAC Eurostar; 28/12 G-GDEF DR.400, G-BFZD C.182P, G-AVRS Horizon, G-DAYS Europa, G-BVRA Europa, G-BVKF Europa, G-DPSI R.44, G-BIOW T-67A; 29/12 G-AZEW Pup

#### **Sandtoft(Christmas Lunch Fly-in, 7/12):-**

The following were among the aircraft attending:-

C.152 G-BRNC; CTSW G-CEIE, G-CETH; Eurostar G-CCDX, G-CCTO, G-CEME, G-CENM, G-CFEE, G-OTYE; Husky N49BH; Jabiru G-BYSF, G-JAAB; PA-18 G-BROR; PA-28 G-AWPS, G-AZEF, G-BAFW; Quik GT.450 G-CEMO, RV-6 G-ODEE, G-MROD, G-TTRL; T.600N G-CDDX; Zenair CH.601 G-ZAIR. The PA-28 G-AWPS was unfortunately the aircraft involved in the fatal crash on the West Coast Mainline just after Christmas, which resulted in the deaths of the three people on board.

**Sherburn:-** Cessna 425 N1126K was noted on 23/12, f/t Jersey while similar type M-MANX was f/t Ronaldsway the next day and the same machine returned on the 26<sup>th</sup>. Cirrus SR.22 N219DW was a visitor on 7/12, having arrived from Seppe, Holland. Visitors:- 6/12 G-HALC PA-28R(f. Barton), G-JBSP Jabiru, G-OSPK C.172S, G-OIMC C.152(Donnair 51); 7/12 G-CEOF PA-28R(f. Carlisle), G-FKNH PA-15 Vagabond, G-ZAIR CH-601; 10/12 G-FTIL DR.400, G-GDEF DR.400, G-BJZN T.67B, G-HIVE C.152; 11/12 G-CEAR Pioneer 300; 16/12 G-CCYS C.182S, G-BTXT Maule MX.5; 21/12 G-CBLD Mainair Blade(Divert in due weather); 24/12 G-AYEF PA-28; 27/12 G-BFXW AA-5, G-BONW C.152, G-CCSR Eurostar; 28/12 G-BKXF PA-28(t. Wellesbourne), G-BSPE F.172P, G-BLXI Emeraude.

**Sturgate:-** Former resident PA-28R SX-AJM has left following sale in Poland and has now been reregistered SP-AIM, however it has been replaced by Mooney M.20K N252TS the former HB-DHK. Another new resident expected shortly is Sportscruiser G-CFPA, which is currently nearing completion nearby. Commander 114 N1350J was logged inbound from Tatenhill on 24/12. Visitors:- 1/12 G-PEKT TB.20; 2/12 G-EJMG F.150H; 6/12 G-BTYW Cessna 120, G-TUGY DR.400, G-CBIX CH.601, G-BPXX PA-34; 10/10 G-BFEV Pawnee; 15/12 G-BIUM C.152; 17/12 G-DACF C.152; 20/12 G-GATE R.44; 28/12 G-BRBA PA-28.



## **TEESSIDE(Durham Tees Valley)** Info/photos from dtvmovements.co.uk

The big event this month was the arrival of Antonov AN.124 UR-82027(ADB 2890, **see photo**, page 9) from Athens on 8/12 transporting 4 Lynx helicopters which had been on exercise in Kenya. The 4 were XZ173/XZ219/XZ677/ZD279 and of these XZ677 flew to Dishforth the following day while the other three were transported by road to Fleetlands. The AN.124 positioned out to Adana, Turkey late on the 8<sup>th</sup>. Also on the military front two Hercules ZH883(Ascot 520) and ZH888(Ascot 521) arrived on 22/12, departing later as "Judgment 1/2" and operating to the Northwest before heading home to Lyneham, low level (500'). On 19/12 Boeing 767/300 G-OBYJ(Thomson 616) arrived from Bridgetown with cruise passengers and that evening the airport received the following diversions from LBIA, E,B.135 G-RJXP(Midland 6VX), Jetstream G-MAJI(Eastflight 87D) and Fokker 100 PH-OFF(KLM 67W). Leeds was again affected by weather on 31/12 and this time Dash 8 G-WOWE(Swallow 482) and Fokker 100 PH-OFG(KLM 1545) turned up. Other visitors included:-

2/12 ZH105 Boeing E.3F(NATO 07, training), G-RJXF EMB.145(Midland 8JL, LBIA Div)  
3/12 XX337 Hawk(Pirate 34, ILS), XS730 Dominie(Cranwell 98)  
4/12 VP-CRB Lear Jet 60, XZ652 Lynx(Armyair 900)  
6/12 OE-GMS L ear Jet 35A(Medical Jet 947), N84VK PA-24 Comanche  
7/12 N978PW Falcon 900(n/s), G-FIND F.406(Atlantic 407), ZE369 Sea King(SRG 131, ILS)  
8/12 PH-HMA Citation 2(n/s)  
9/12 D-CAMS Citation XLS(CLU 160F), G-KLYN King Air 200(Skydrift 601), G-MCCG R.44  
10/12 ZZ191 Hunter(Rushton 71), XS731 Dominie(Cranwell 99), G-MUMU A.109S  
11/12 N108AX Douglas DC-10(Omni 572), OH-WIA Citation Sovereign(Jetflite 020A, **See photo**)  
12/12 G-SPUR Citation 2(LNX 68PU), G-IMEA King Air 200, PH-KLG F.100(KLM 67W, LBIA Div)  
15/12 ZG845 Islander AL.1(Exam02, am), G-JDBC PA-34(Exam 02, am later!)  
16/12 ZH101 Boeing E.3F(NATO 15), ZE763 Tornado(8QH 01), XS709 Dominie(Cranwell 90)  
17/12 N69LP Aerostar, G-VUEA Citation 2(Flyvue 771), ZF374 Tucano(LOP 73, ILS)  
18/12 N234RG Pilatus PC-12, G-GHPG Citation 2(Lonex 3PG), G-CALL Aztec  
19/12 N287Z Global Express(n/s), N64VB Baron, XX202 Hawk(Pirate 13, circuits)  
21/12 N450PG Gulfstream 450(n/s to Islip, New York)  
22/12 SP-KCK Citationjet 2(Jedi 41A), OY-BYC PA-28R(n/s over Christmas)  
24/12 N352CM PA-46; 27/12 G-SNZY Lear Jet 45, XZ595 Sea King(SRG 128, training)



**Waddington:-** Not a lot to report from here this month as the base was closed from mid-month for the Christmas break. The King Air 350 G-JENC returned to Hawarden on 8/12 following its temporary detachment for trials. Three RAF Merlins were based from 3/12 until 9/12 operating at Donna Nook most days. The aircraft were ZA125/J, ZA127/L and ZA135/T and were joined by Navy version ZH849/69(Gauntlet 61). A few other visitors logged include:- 1/12 054/YX Xingu(French Air Force 9090); 2/12 ZA126 Sea King(Navy 564); 3/12 ZF622 PA-31 Navajo(Gauntlet 88), XZ217 Lynx(Armyair 085); 6/12 ZG845 BN.2T Islander(Armyair 598).

**Walton Wood:-** Hughes 369E N696XX was logged departing home to Gamston on 15/12 following maintenance. Visitors:- 15/12 G-BFYI Bell 47G; 16/12 G-CDBG R.22B; 24/12 G-HBMW R.22B(t. Teesside)

**Wickenby:-** On 7/12 PA-28 N9325N was logged arriving from Fowlmere. Chipmunk(Chippie 98) from Conningsby was noted in the circuit on 11/12. Visitors:- 6/12 G-BRNC C.152, G-TTRL RV.6A(t. Lichfield), G-GFPC PA-28, G-RIVT RV.6; 20/12 G-LORC PA-28; 22/12 G-BWZA Europa, G-CCSR Eurostar

**York(Imphal Barracks):-** Gazelle XX379(Armyair 790) visited f/t Shawbury on 16/12.

## OVERFLIGHTS

1/12	N582CP	Cirrus SR.22	Wick – Groningen, delivery(Hull 1456 @ 5500')
5/12	G-FCHA	Sikorsky S-92	Newcastle – Norwich, "Bristow 70P"(Wetherby 1427, 5500')
	LN-ONZ	Sikorsky S-72C	Newcastle – Norwich, "Bristow 70R"(Wetherby 1427, 5500')
	G-ZZSP	Super Puma	Norwich – Aberdeen(Hull 1825 @ 3500')
6/12	G-PBEC	RV-7	Cranfield – Midlem(York 0950 @ 8500')
	D-EWAT	Commander 114	Blackbushe – Dundee(York 1148 @ 4500')
19/12	G-ZZSG	Super Puma	Over Goole 1757 @ 3500', delivery to Aberdeen.
21/12	N119JT	Agusta 119	Langham – Belfast City(Sheffield 1246 @ 2000')
	N690CL	Commander 690	Reykjavik – Norwich(OTR 1329 @ 9500')
26/12	OO-ROB	Commander 500	Over York 0909 @ 2500' heading Northbound
27/12	VH-ZFC	Super Puma	Aberdeen – Norwich(Hull 1035 @ 2000')
30/12	N728JM	BN.2A Islander	Denham – Reykjavik, delivery(York 1300 @ 4000')
31/12	N193HP	PA-46T Malibu	Reykjavik – Norwich, delivery(Hull 1635 @ 7500')



On 10/12 some people in the East of our area were treated to the sight of Antonov AN.22A RA-090307(ADB 370F) passing overhead on one of its last flights before being retired, from Kiev to Prestwick. The aircraft flew up the coast at 26000' and was visible in various locations between 1310 and 1330 hours.



Lynx XZ677 after being off loaded from AN-124 at Teeside, later flew to Dishforth(dtmovements)



Winter has arrived and with it the “credit crunch”, this seemingly one of the reasons for a down turn in executive movements towards the end of the year. On the airline front Jet2 seem to be getting plenty of Ad-hoc charter work including MOD charters from the Middle East to Brize Norton. For a change this month, apart from the usual outbound diversions we actually managed to receive a few inbound including an Easyjet A.320 from Manchester. The usual rush to see Santa in Lapland produced no less than four first visits of Hamburg International machines and around the same time our Hadj charters returned.

At Multiflight R.44 G-KSPB has been sold and left early in December. It was noted at Antwerp on 18/12 flying in its new guise as OO-PTA. The Cessna 172S G-TAMR is confirmed as a new resident and has moved into the Multiflight/West hangar joining SR.22 G-JOEWE, which has completed its metamorphosis from N184CD. Also in the West hangar is Squirrel G-FIBS, which is being readied for delivery to new owners. Also still in evidence is the Cessna 172S N1130T, which arrived last month and was thought to be heading to Saudi Arabia.

#### 27/11 Thursday

**SCHEDULES:- Air Southwest:-** G-WOWB(482/483), G-WOWC(486/7)

**bmi:-** Heathrow:- G-RJXF(01J, 4JL/2LJ, 4LJ), G-RJXD(7JL,5LJ), G-RJXM(8JL), n/s with G-RJXK/P/R.

**Eastern:-** G-MAJA(29Q/19Q, 99Q/59Q), G-MAJC(74G/39Q). Based G-MAJW

**Flybe:-** G-JEDI(729/30), G-JECL(171/7VT, 175/6), G-JEDK(643/4), G-JEDN(1LH/174), G-KKEV(731/2), G-JECX(733/4)

**KLM:-** PH-OFF(1545/6), PH-KZE(1549/50), PH-KLI(67W/64K, n/s)

**Manx2:-** Metroliner D-CNAG(Kiel Air 38L/39L). am flight?

**Ryanair:-** EI-DAW(152/153A, 156/15N). EI-DAR(9078/9) f/t Alicante

**IT FLIGHTS:-** Thomas Cook A.320 **G-OMYA**(Kestrel 652P) from Cardiff(n/s)

**EXECUTIVE JETS:-** Citation 2 **G-VUEA**(Flyvue 441/2/3/4) arriving from Liverpool at 0740, departing an hour later, only to return just after 1600 and then route back home. Citation XLS **CS-DXU**(Fraction 7RT) arrived at 1241 followed by company Falcon 900 **CS-DFB**(Fraction 9DR) at 1421. 'XU departed to Farnborough at 1556 as Fraction 788Y. Citation 2 **OO-FYG**(Flying Group 652C) arrived this evening and stayed until 29/11, when it departed to Liege.

**GENERAL AVIATION:-** The Great North Air Ambulance MD-902 Explorer **G-GNAA**(Special 32) called in for a brief visit at 0830 while routing from Teesside to Gloucester for maintenance. PC-12 **G-INTO** arrived mid-morning and was logged outbound to Shoreham at 1601. King Air 350 **D-CRAO** arrived from Bielefeld at 1120 for an overnight stay with Multiflight and was joined late afternoon by Metro III **F-GGVG**(Air Lec 226) from Le Bourget which stayed until 1840 on 29/11. Sikorsky S.76C **G-VONA**(Premier 10) arrived for fuel early evening, departing to Battersea at 1823 and also dropping in for a “top up” was Fair Oaks based Agusta A.109S **N35AG**, which was on its first visit when it arrived at 1927 from Whitby before heading to Stansted.

**MILITARY:-** Tucano **ZF137**(LOP 72) arrived from Linton to carry out an ILS and overshoot.

#### 28/11 Friday

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

**bmi:-** G-RJXM all London flights until **G-DBCJ**(8JL, n/s). G-RJXP(616) and G-RJXR(406) diverted to Teesside leaving G-RJXK to night stop.

**Eastern:-** G-MAJA(29Q/19Q), G-MAJC(74G/39Q), G-MAJK(99Q, divert to Teesside). Based G-MAJW(87D, divert to Teesside).



**Flybe:-** G-JECX(729/30), G-JEDN(171/7VT), G-ECOH(643/4), G-JECL(1LH/174), G-JEDI(731/2), G-JECN(175, divert to Doncaster), G-ECOV(733, went u/s n/s).

**Jet2:-** G-LSAB(Daallo 101P) from Gatwick. G-LSAC(115P) to Cork. G-LSAE(224) from Tenerife, divert to Manchester.

**KLM:-** PH-KLD(1545/6), PH-OFK(1549/50), PH-OFM(67W, divert to Teesside).

**Manx2:-** Metroliners D-CSAL(Kiel Air 32L/33L) am, D-CNAG(Kiel Air 38L/39L), pm.

**Ryanair:-** EI-DAW(152/153A), EI-DLY(156/15N). EI-DWG(9396/27E) f/t Gerona.

**IT FLIGHTS:-** A.320 **G-OMYA**(Kestrel 652L) returning from Tenerife, diverted to Manchester.

**CHARTER FLIGHTS:-** Boeing 767/300 **G-OBYI**(Thomson 9709/535) Manchester – Bridgetown for P&O.

**GENERAL AVIATION:-** Cessna 152 **G-BIXH** arrived from Teesside for attention with Multiflight and Commander 114 **G-ZIPA** arrived shortly afterwards probably acting as crew ferry.

**MILITARY:-** Irish Air Corps CASA CN.235, **252** arrived at 1450 for about an hour stay, f/t Baldonnell.

**29/11 Saturday**

**SCHEDULES:- Air Southwest:-** G-WOWE(480/1) f/t Plymouth/Bristol

**bmi:-** G-RJXK(01J/4JL) t/f Heathrow. G-RJXR(9161) from Teesside, 2LJ/8JL t/f Heathrow. G-RJXP(9162) from Teesside, then positioned to Aberdeen(9163).

**Flybe:-** Aer Arran ATR.72 **EI-REH**(729/30), G-ECOG(171/7VT).

**Jet2:-** G-CELJ(031E) returned from major overhaul in Belgrade.

**KLM:-** PH-OFH(1545/6), PH-KZI(1549/50), PH-OFH(1549/50), PH-OFH(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L) f/t Ronaldsway.

**Pakistan International:-** Airbus A.310 AP-BEU(775/6) f/t Islamabad.

**Ryanair:-** EI-DLW(152/153A) f/t Dublin. EI-DWR(9078/9) f/t Alicante.

**IT FLIGHTS:-** 757 **G-FCLK**(Kestrel 752P/757P) f/t Manchester to operate Thomas Cook to Las Palmas.

**DIVERSIONS:-** There was some early morning low lying fog this morning while, for a change we were poking out of the top of it. The first arrival was **EI-DLV**(Ryanair 8DS/1959) diverting from Doncaster while inbound from Dublin, followed by ATR.72 **EI-REH**(Jersey 263/4), which was also inbound to Doncaster, from Belfast City. Dash 8-400 **G-ECOV**(Jersey 552) inbound to Manchester from Jersey landed around lunchtime and was followed by A.320 **G-TTOF**(Easy 1924, **See photo**) inbound from Alicante. Shortly after these two, EMB 145 **G-RJXD**(Midland 3746), Aberdeen – Manchester also arrived. The afternoon saw a couple of Blackpool inbounds divert here, 737/300 **G-CELK**(Channex 740) from Alicante and Metroliner **D-CSAL**(Kiel Air 324/35L) f/t Ronaldsway.



**EXECUTIVE JETS:-** Embraer 135BJ Legacy **EC-KHT**(Flying Olive 652) arrived from Farnborough mid morning and night stopped, this was followed by Citation 2 **G-JETJ** from Liverpool at 1255. Around 1400 there were a pair of Citationjets, **G-EDCJ**(Synergie 109N) from Nice and **G-SEAJ**(Clifton 5), which departed home to Bristol at 1544. Gulfstream 450 **G-TAYC** of TAG Aviation was on its first visit to LBA when it arrived from Farnborough at 1705 ready to operate outbound to Abu Dhabi. Finally, Lear Jet 40 **G-MOOO**(Ocean Skies 3944), believed to be a Manchester diversion landed and night stopped on the Multiflight apron.



**GENERAL AVIATION:-** Long time Plymouth resident, Mooney M.20R **N192JM** was on its first visit when it arrived from its base at 1720.

### **30/11 Sunday**

**SCHEDULES:- Air Southwest:-** Air Atlantic ATR.42 **G-DRFC**(01P/489) from Liverpool to Plymouth.  
**bmi:-** Heathrow:- G-RJXR(01J/4JL,2LJ/4JL), G-RJXE(7JL/5LJ,8JL). **G-DBCJ**(9874) positioned to Heathrow after being parked up all weekend. G-RJXP(9172) positioned to Manchester, G-RJXD(9174) positioned from East Midlands and night stopped with G-RJXE/K/R.

**Eastern:-** G-MAJZ(99Q/59Q). G-MAJX(073P) positioned from Blackpool to be based.

**Flybe:-** G-KKEV(731/2, 733/4), G-EC0Z(643/4), **G-FBEG**(175/6), G-ECOV(42W, t. Manchester).

**Jet2:-** G-LSAC(112P) returned from its weekend in Cork.

**KLM:-** PH-OFN(1545/6), PH-JCH(1549/50), PH-OFF(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 38L/39L) f/t Ronaldsway

**Ryanair:-** EI-DAI(152/153A), EI-DAN(156/15N). EI-DWG(9396/27E).

**GENERAL AVIATION:-** Air Harrods A.109S **G-MUMU** arrived at 0720 for a quick refuel before routing to Mulgrave Castle, Whitby. PA-28 **G-BRBA** arrived from Full Sutton at 1440 for a short stay and was joined by PA-28RT Arrow **N2136E** from Doncaster. PA-34 **G-HTRL**(Air Med 073) was logged visiting early evening.

### **01/12 Monday**

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

**bmi:-** G-RJXP(9111) positioned to Manchester after operating the early Brussels, leaving G-RJXE/K/R to perform the rest of the flights and night stop.

**Eastern:-** G-MAJT(29Q/19Q), G-MAJL(74G/39Q), G-MAJI(99Q/59Q). G-MAJX operated all Southampton flights then positioned to Humberside(015P) with G-MAJT(016P) coming the other way as replacement.

**Flybe:-** G-JEDI(729/30), G-ECOG(171/7VT), G-JECR(643/4), G-JEDJ(731/2), G-JEDO(175/6)

**Jet2:-** G-CELK(015P) positioned home to Blackpool following its diversion on Saturday.

**KLM:-** PH-OFH(1545/6), PH-OFL(1549/50), PH-OFM(67W/64K, n/s)

**Manx2:-** Dornier 228 D-IFLM(Kiel Air 32L/33L), Metroliner D-CNAG(Kiel Air 38L/39L). 'LM is now painted in full Manx2 colours.

**Ryanair:-** EI-DAN(152/153A), EI-DAX(156/15N). EI-DWC(9396/27E)

**CHARTERS:-** Metroliner **D-CPSW**(Bin Air 6A) was on its inaugural visit when it arrived this afternoon on an inbound charter. The aircraft night stopped and departed to East Midlands at 2255 on 2/12.

**EXECUTIVE JETS:-** Just Citation 2 **G-VUEA**(Flyvue 391) noted today, from Liverpool at 0831 to Nice.

**MILITARY:-** Tucano **ZF295**(LOP 80) carried out an ILS and overshoot at 1543.

### **02/12 Tuesday**

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

**bmi:-** G-RJXE/K/R soldiered on all day and G-RJXE(7JL, from Heathrow) was inbound to make up the full complement of 4, however it had to divert to Teesside due snow on the runway.

**Eastern:-** G-MAJK(29Q/19Q), G-MAJD(74G/39Q). G-MAJK(99Q. divert to Humberside). G-MAJT(087D) from Southampton, divert to Humberside.

**Flybe:-** G-JEDI(729/30), G-ECOG(171/7VT), G-JECR(643/4), G-JEDJ(731/2), G-JEDO(175/6).

**KLM:-** PH-OFP(1545/6), PH-KZA(1549/50), PH-OPF(67W/64K, n/s).

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L, 38L/329L) f/t Ronaldsway.

**Ryanair:-** EI-DHN(152/153A), EI-CSO(156/15N). EI-DLF(9078, from Alicante) diverted to Doncaster.

**EXECUTIVE JETS:-** Today saw the first visit by the Guinness Family's new runabout, Falcon 2000EX **M-LJGI** which arrived from Dublin at 1624 for a trip to Cannes. Coincidentally, their former Citation X P4-LJG has joined it on the Manx register as M-DKDI owned by a company called Dikad Ltd. Citation 2 **G-VUEA**(Flyvue 392) made the return trip from Cannes at 1825 before heading home to Liverpool and Citationjet **G-CJAD** arrived for maintenance with Multiflight this afternoon.

**GENERAL AVIATION:-** Full Sutton based PA-28 **G-BGYH** paid a short visit at lunchtime, meanwhile PA-28R **G-AZFI** from Sherburn carried out 2 ILS Approach and overshoots at 1210 and 1223.

### **03/12 Wednesday**

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

**bmi:-** G-RJXF(9133) positioned back from Teesside and operated to London all day. G-RJXP was u/s all day and eventually positioned to Aberdeen(9135) at 2245. Scot Airways **G-CCGS**(9132/3) positioned f/t Cambridge to cover for the u/s aircraft. G-RJXF/K/R night stopped.

**Eastern:-** G-MAJI(29Q/19Q), G-MAJD(74G/39Q), G-MAJH(99Q/59Q). G-MAJK returned from Humberside to be based.

**Flybe:-** G-ECOZ(729/30), G-JECZ(171/7VT), G-JECH(643/4), **G-FBEG(1LH/174)**, G-JEDJ(731/2), G-ECOH(175/6)

**Jet2:-** G-CELJ(114P) arrived from Bologna.

**KLM:-** PH-OFJ(1545/6), PH-OFF(1549/50), PH-OFB(67W/64K, n/s)

**Manx2:-** Metroliners D-CSAL(Kiel Air 32L/33L) am, D-CNAG(Kiel Air 38L/39L), pm.

**Pakistan International:-** Flight 775/6 f/t Islamabad operated by Airbus A.310 AP-BEU.

**Ryanair:-** EI-DLR(152/153A, 156/15N). EI-DWL(9396/7) f/t Gerona.



**EXECUTIVE JETS:-** First time visitor today was Citation XLS **OE-GSZ**(See photo, by Martyn Gill) of Jet Pool Network, Vienna, which arrived from Geneva at 0908 and returned there at around 1700. Falcon 2000EX **M-LJGI** returned from Cannes at 1330 and then returned home to Dublin.

**GENERAL AVIAITON:-** King Air 350 **D-ITFC** of PEAK Air GmbH was also a first timer, arriving from Bielefeld at 1440 and returning at teatime. Another of the type, Nestle example **HB-GJP** arrived from Lausanne at 1725 and stayed until 5/12 when it departed at 0810. Also night stopping was PC-12 **G-MATX**, which had arrived from Denham early evening while Hughes 369E **G-JIVE** paid a brief visit to Multiflight in the afternoon.

**MILITARY:-** King Air 200 **G-RAFX**(Cranwell 60) was on the ILS at 1335 and at 1420 Church Fenton based Grob Tutor **G-BYWP**(CFN 15) carried out an approach and overshoot.

**04/12 Thursday** Airport closed until 1330 due snow!

**SCHEDULES:- Air Southwest:-** 482/3 divert. G-WOWD(486/7)

**bmi:-** G-RJXR(2LJ) to Heathrow, did not return. G-RJXP(6VX) operated inbound Glasgow, n/s with G-RJXE/F/K.

**Eastern:-** 29Q/19Q divert, G-MAJD(74G/39Q), G-MAJL(99Q/59Q). Based G-MAJK.

**Flybe:-** **G-ECOW**(643/4, First Visit), G-ECOG(1LH/174), G-JEDM(731/2), G-JEDI(733/4), G-JECL(175/6)

**Jet2:-** Due to the runway conditions G-LSAB(4002) to Newark(New York) had to tech stop in Gander to refuel. G-CELJ(115W) from Manchester.

**KLM:-** PH-KZC(1549/50), PH-OFF(67W/64K, n/s)

**Manx2:-** am flight cancelled. Metroliner EC-GPS(Euro Continental 328/9) pm

**Ryanair:-** EI-DLW(152/153A, first scheduled landing of the day at 1410), EI-DLS(156/15N). EI-DPE(9078/9)

**IT FLIGHTS:-** Thomas Cook A.320 **G-OMYA**(Kestrel 690F) from Gatwick

**EXECUTIVE JETS:-** Johnson and Johnson Gulfstream 450 **N500J** arrived from Le Bourget at 1334 after holding overhead for the airport to open. It night stopped, departing home to Bedford, Massachusetts at 1245 the following day.

**GENERAL AVIATION:-** Pilatus PC-12 **M-ICKY** of Saxon Logistics paid its first visit, arriving from Ronaldsway at 1815 and staying only 15 minutes.

**05/12 Friday**

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

**bmi:-** G-RJXF(9751) positioned to Farnborough, returning later from Manchester(9752), n/s with G-RJXX/P. G-RJXE(9851) positioned to Heathrow. **G-DBCI**(8JL) from Heathrow n/s until 7/11.

**Eastern:-** G-MAJD(29Q/19Q, 74G/39Q), G-MAJI(99Q/59Q). Based G-MAJK.

**Flybe:-** G-JEDM(729/30), G-JECL(171/7VT, 1LH/174), G-JEDJ(643/4), G-JECJ(731/2), G-JEDI(733/4), G-ECOH(175/6)

**Jet2:-** G-LSAE(115P) positioned to Cork. G-CELF(118P) from Newcastle. G-CELS(116P) to Stansted.

**KLM:-** PH-OFN(1545/6), PH-OFK(1549/50), PH-OFO(67W/64K, n/s)

**Manx2:-** Metroliner D-CNAG(Kiel Air 32L/33L) am, LET410 OK-UBA(Eurovan 328/9) pm

**Ryanair:-** EI-DAV(152/153A), EI-DLX(156/15N). EI-DWY(9396/27E).

**IT FLIGHTS:-** A.320 **G-OMYA** operated for Thomas Cook to Tenerife.

**EXECUTIVE JETS:-** Citation XL **CS-DXC**(Fraction 3DY) arrived from London City at 1010 for a night stop. Falcon 900 **G-GALX** arrived from Santa Maria(Azores) at 1600 and night stopped departing at 1558 the following day. Gulfstream 450 **N500J** departing Runway 32(See photo by Martyn Gill).



**GENERAL AVIAITON:-** PC-12 **M-ICKY** arrived for a brief stay at 1515 and also noted on the apron were regular visitors PA-28 **G-BOKA**, PA-28RT **G-SKYV** and Shelf based Hughes 369E **G-JIVE**.

**06/12 Saturday**

**SCHEDULES:- Air Southwest:-** G-WOWA(480/1) f/t Plymouth/Bristol

**bmi:-** Heathrow:- G-RJXF(01J,4JL/5LJ), G-RJXE(8JL, n/s).

**Flybe:-** Aer Arran ATR.72 **EI-REA**(729/30), G-JECL(171/7VT)

**KLM:-** PH-OFM(1545/6), **PH-KZW**(1549/50, First Visit), PH-KLG(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L) f/t Isle of Man.

**Pakistan International:-** A.310 AP-BEU(775/6) f/t Islamabad.

**Ryanair:-** EI-DAZ(152/153A), EI-DWR(9078/9) f/t Alicante.

**IT FLIGHTS:-** 737/800 **G-FDZO**(Thomson 81H/92G) f/t Alicante; A.320 **G-OMYA**, Thomas Cook to Las Palmas, then position to Cardiff(Kestrel 862P).

**EXECUTIVE JETS:-** 1981 vintage Citation 1 **N737RJ** owned by Set Jet LLC paid its first visit today arrived from Malaga at 1257 and returning there early evening. Falcon 2000EX **CS-DLE**(Fraction 712E) arrived from Nice at 1339, departing at 1505 as "Fraction 117B". Citation XLS **CS-DXP**(Fraction 6DB) was logged inbound from Biggin Hill at 1619 and after night stopping outbound to Heathrow at 1400. Also noted parked on Multiflight apron was Challenger 300 **M-NEWT**(Bizjet 1WT), which had arrived at 0730.

**GENERAL AVIATION:-** King Air **G-PCOP**(Gama 901) arrived from Glasgow at 0939 and stayed until early afternoon and PA-28 **G-RNCH** arrived from Carlisle mid morning. PA-28RT Arrow **G-GPMW** arrived from Denham at 1446 and was joined by similar type **G-SKYV** at 1505, the latter night stopping.

**07/12 Sunday**

**SCHEDULES:- Air Southwest:-** G-WOWE(488/9) f/t Plymouth/Bristol.

**bmi:-** **G-DBCI**(9874) positioned out to Heathrow. G-RJXR(7JL) operated inbound from Heathrow to join residents G-RJXE/K/P. G-RJXP(9774/5) to and from Gatwick, operating a football charter.

**Eastern:-** G-MAJV(99Q/59Q) f/t Aberdeen. Based G-MAJK.

**Flybe:-** G-ECOW(643/4), G-ECOZ(731/2, 733/4), **G-FBEG**(175/6)

**Jet2:-** G-LSAE(112P) returned from its weekend operations in Cork.

**KLM:-** PH-OFB(1545/6), PH-WXA(1549/50), PH-OFK(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 38L/39L) f/t Ronaldsway

**Ryanair:-** EI-DHM(152/153A), EI-DPW(156/15N). EI-DLV(9396/27E)

**GENERAL AVIATION:-** PA-34 Seneca **G-JDBC**(Jaydee 43W) arrived from Manchester at 1118 and King Air 200 **G-PCOP**(Gama 902) was logged at 1606.

**MILITARY:-** Leconfield based Sea King HAR.3 **XZ596**(Rescue 128) arrived from the Lake District at 1206 for a refuel before heading back home mid afternoon.

#### **08/11 Monday**

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

**bmi:-** G-RJXE/K/P/R operated all day and night stopped.

**Eastern:-** G-MAJI(29Q/19Q), G-MAJD(74G/39Q), G-MAJL(99Q/59Q). Based G-MAJK.

**Flybe:-** G-JEDI(729/30), G-KKEV(171/7VT), G-JEDN(643/174 Exeter – Southampton), G-ECOD(1LH/643A Southampton – Aberdeen, 644L/644), G-JEDR(731/2), G-JECT(175/6), G-JEDR(733/4).

**Jet2:-** G-LSAB(4002) returned from another successful New York trip.

**KLM:-** PH-KLG(1545/6), PH-KZI(1549/50), PH-OFF(67W/64K, n/s).

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both flights today.

**Ryanair:-** EI-DLS(152/153A), EI-DHS(156/15N). EI-DLG(9396/27E).

**EXECUTIVE JETS:-** Citationjet 2 **G-ODAG**(Saltyre 828) arrived from Madrid/Torreon at 1616 and following a night stop departed to St. Petersburg the following morning.

**GENERAL AVIATION:-** Cessna 310Q **G-REDB** was noted making a brief visit this morning and again at teatime.

#### **09/12 Tuesday**

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

**bmi:-** Heathrow:- G-RJXR(01J, 4JL/2LJ), G-RJXG(5JL/4LJ, 7JL/5LJ, 8JL). G-RJXE(9121/2) positioned to Manchester am, returning late afternoon. G-RJXK(9721) positioned to Northolt, returning from Glasgow(9722) later. G-RJXE/G/K/P n/s.

**Eastern:-** G-MAJH(29Q/19Q, 99Q/59Q), G-MAJD(74G/39Q). Based G-MAJK.

**Flybe:-** G-JEDI(729/30), G-ECOG(171/7VT), G-ECOW(643/4), G-JEDR9731/2), G-KKEV(175/6), G-JECW(733/4)

**KLM:-** PH-OFE(1545/6), PH-WXA(1549/50), PH-OFH(67W/64K, n/s)

**Jet2:-** G-CE LZ was on the Multiflight apron carrying out engine runs for most of the day.

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both flights.

**Ryanair:-** EI-DLX(152/153A), EI-DHJ(156/15N). EI-DLF(9078/9).

**DIVERSION:-** At 0734 737/800 **EI-DLB**(Ryanair 9067/7) inbound to Doncaster from Alicante diverted to LBA due to the runway at Doncaster being ice covered.

**EXECUTIVE JETS:-** Challenger 300 **M-NEWT**(Bizjet 1WT) arrived from Oxford at 1210 for a short visit.

**GENERAL AVIATION;-** Cessna 182T **G-ZGZG** was a first time visitor when it arrived mid-morning, departing to Oxford at 1422. Dawn Meat Group Cessna 441 **EI-DMG** arrived from Cardiff at 1030 and was due to return home to Weston at 1145. Twin Squirrel **G-STON**(Veritair 01) dropped in for a quick refuel with Multiflight at 1130. A.109C **N109TK** emerged from the Multiflight maintenance hangar, carried out a short test flight and then returned home to Chorley. Finally, there was a trio of aircraft on the ILS this afternoon, Cessna FR.182RG **G-EKOS**(1328), Be.76 Duchess **G-OBLC**(1415) and PA-28 **G-BNOE**(1520).

#### **10/12 Wednesday**

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

**bmi:-** Heathrow:- G-RJXE(01J, 4JL/2LJ, 5JL/4LJ), G-RJXC(7JL/5LJ, 8JL), n/s with G-RJXG/K/P.

**Eastern:-** G-MAJT(29Q/19Q), G-MAJD(74G/39Q), G-MAJL(99Q/59Q). Based G-MAJK.

**Flybe:-** G-JECJ(729/30), G-JEDO(171/7VT), G-JECW(643/4), G-JEDN(1LH/174), G-JEDI(731/2), G-JECN(175/255S t. Edinburgh).

**Jet2:-** G-CELF(119P) positioned to Birmingham.

**KLM:-** PH-OFH(1545/6), PH-OFI(1549/50, 67W/64K, n/s)

**Manx2:-** Once again Metroliner D-CSAL operated both Isle of Man rotations today.

**Ryanair:-** EI-DAV(152/153A), EI-CSO(156/15N). EI-DWY(9396/27E).

**EXECUTIVE JETS:-** FAI Rent-a-Jet AG Lear Jet 60 **D-CDSM**(IFA 8594) arrived on an inbound Ambulance flight at 2220 and night stopped before heading home to Nurnberg early Thursday. Incidentally the company call-sign has changed from Frankenair to Red Angel.

**GENERAL AVIATION:-** Sikorsky S.76C **G-XJCB**(JCB 2) paid two visits today, early morning and late afternoon. PA-31 **N642P** arrived from Weston at 0850 and stayed about 30 minutes before routing to Belfast City. At 0925 Robin DR.400 **G-BWFG** arrived from Coventry and returned there at 1033 this time using its regular call-sign, "Atlantic 43".

**MILITARY:-** Former Danish Air Force Merlin HC.3A **ZJ990**(Vortex 774) made an ILS and overshoot at 1225 while on a training detail f/t Benson. Tucano **ZF292**(LOP 83) made an ILS approach at 1236, f/t Linton.

#### **11/12 Thursday**

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

**bmi:-** Heathrow:- G-RJXG(01J,4JL/2LJ,5JL/4LJ), G-RJXE(7JL/5JL,8JL), h/s with G-RJXC/K/P.

**Eastern:-** G-MAJT(29Q/19Q), G-MAJW(74G/39Q). Based G-MAJK.

**Flybe:-** G-JEDR(729/30), G-JEDO(171/7VT, 175/6), G-JECZ(643/4), G-ECOH(731/2, 733/4), G-JEDN(1LH/174)

**Jet2:-** G-CELF(121P) from Glasgow, G-CELJ(182P) to Edinburgh, G-CELS(122P) from Aalborg, G-CELX(032E) from Newcastle.

**KLM:-** PH-OFI(1545/6), PH-WXA(1549/50), PH-OPP(67W/64K, n/s)

**Manx2:-** EC-GPS(Euro Continental 302/3) am, D-CSAL(Kiel Air 38L/39L) pm.

**Ryanair:-** EI-DHJ(152/153A, 156/15N). EI-DWR(9078/9) f/t Alicante.

**EXECUTIVE JETS:-** Visiting for the first time today was Citationjet **OE-FGK** of Salzburg Jet Aviation, which arrived from Norwich before heading to Vienna at 1505. Also new was another of the type **N525FD** of the imaginatively named N525FD Inc and was from and to Bournemouth, arriving at 1029. The third bizjet of the day would also have been a debutant, however Grumman G200 Galaxy **OE-HFC**(Jet Alliance 50) was on a training detail from Luton and just carried out an ILS and overshoot at 1750.

**GENERAL AVIATION:-** S.76B **G-XXEA**(Rainbow 1) arrived for fuel at 1036 after dropping a dignitary on a local visit. The Cessna 441 **EI-DMG** made a return visit at 1004 and the Hughes 369E **G-JIVE** was also noted visiting this morning. Cessna 172S **G-OPFT** visited from and to Teesside mid afternoon.

**MILITARY:-** Tucano **ZF292**(LOP 15) carried out an ILS and overshoot at 1353, f/t Linton.

#### **12/12 Friday**

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

**bmi:-** Heathrow:- G-RJXC all flights until **G-DBCF**(8JL, n/s). G-RJXE(9751) positioned to Luton to operate a football charter, returning from Teesside(9752). G-RJXE/K/P n/s.

**Eastern:-** G-MAJH(29Q/19Q, 74G/39Q), G-MAJL(99Q/59Q). Based G-MAJK.

**Flybe:-** **EI-REJ**(729/30), G-KKEV(171/7VT), G-JECW(643/4), G-JEDN(1LH/174), G-JECP(731/2), G-ECOH(733/4), G-JECK(175/6)

**Jet2:-** G-LSAC(115P) to Cork for weekend ops. G-CELB(105P) from Rovaniemi. G-CELI(6120) to Hannover. G-CELJ(120P) to Birmingham. G-CELX(031E) to Manchester.

**KLM:-** PH-OFE(1545/6), PH-OFC(1549/50), PH-OFD(67W/64K, n/s)

**Manx2:-** Metroliners D-CNAG(Kiel Air 32L/33L) am, D-CSAL(Kiel Air 38L/39L), pm

**Ryanair:-** EI-DWS(152/153A), EI-DLV(156/15N). EI-DWY(9396/27E) f/t Gerona

**IT FLIGHTS:-** A.320 **G-CRPH**(Kestrel 051P) from Manchester to operate for Thomas Cook to Tenerife.

**EXECUTIVE JETS:-** Citation XLS **PH-ILZ**(Solid Air 868) arrived from Eindhoven this morning returning there at 1422. Premier 1 **G-OEWD**(Bookajet 121) arrived from Farnborough at 1432, routing out to Nice at 1701. Challenger 300 **M-NEWT**(Bizjet 1WT) turned up this afternoon and parked in the Multiflight hangar until 16/12 when it departed to Le Bourget.

**GENERAL AVIATION:-** Dauphin **EI-DUF** of Dauphin2Aviation arrived for a short stay at 0958, then routed to a site near Church Fenton before returning at 1330 and heading home to Eire at 1420. Arriving late evening from La Coruna on an ambulance flight was King Air 200 **G-OCEG**(Cega 575) and the aircraft left for Bournemouth at 2140. Following maintenance with Multiflight, Cessna 152 **G-BIXH** returned home to Teesside at 1046.

#### **13/12 Saturday**

**SCHEDULES:- Air Southwest:-** G-WOWB(480/1) f/t Newquay/Plymouth



**bmi:-** Heathrow:- G-RJXE(01J,4JL/2LJ), G-RJXM(8JL, n/s)

**Flybe:-** Aer Arran ATR.72 **EI-REA**(729/30), G-JECT(171/7VT)

**Jet2:-** G-CELL(6121) return charter from Hannover. G-LSAE(6135/6) Lapland trip to Kittila, however on return due bad weather the aircraft diverted to Manchester. G-LSAA(031E) Lasham – Manchester following long term maintenance.

**KLM:-** PH-OFD(1545/6), PH-KZW(1549/50), PH-KLG(67W, divert to Teesside)

**Manx2:-** Dornier 228 D-IFLM(Kiel Air 32L/33L) from and to Ronaldsway

**Pakistan International:-** Flight PK775/6 f/t Islamabad operated by A.310 AP-BEG.

**Ryanair:-** EI-DLR(152/153A). EI-DWR(9078/9) f/t Alicante.

**IT FLIGHTS:-** A.320 **G-CRPH**(Kestrel 862K) operated outbound to Las Palmas but on return diverted to Manchester. Boeing 767/300 **G-OBYG**(Thomson 536) inbound from Miami this evening with P&O passengers also diverted to Manchester. 737/300 **G-THOH**(Thomson 1644/3) F/T Chambéry, a one off charter as Jet2 take over the flight next week. 737/800 **G-FDZP**(Thomson 81H/92G)f/t Alicante.

**EXECUTIVE JETS:-** Netjet's latest acquisition, Falcon 7X **CS-DSA**(Fraction 7SA) was a first visit of type when it arrived from Luton at 1400 for an outbound charter to Nice. It was joined 5 minutes later by Falcon 2000 **CS-DLG**(Fraction 2WT/843H), which was also on its first visit, from Edinburgh to Frankfurt.



#### 14/12 Sunday

**SCHEDULES:- Air Southwest:-** G-WOWC(488/9) f/t Plymouth/Newquay

**bmi:-** Heathrow:- G-RJXM(01J,4JL/2LJ,5JL), G-RJXI(7JL/5LJ,8JL) n/s with G-RJXK/P. **G-DBCF**(9872) positioned out to London after being parked up since Friday night.

**Eastern:-** Based G-MAJK(59Q) operated outbound to Aberdeen with G-MAJL(99Q) making return trip to be new based example.

**Flybe:-** G-ECOH(731/2), G-JEDR(733/4), G-JECZ(643/4), G-JEDU(175/6).

**Jet2:-** G-LSAE(061P) positioned from Doncaster from where it had operated a Lapland charter.

**KLM:-** PH-OFO(1545/6), PH-KZB(1549/50), PH-KLD(67W/64K, n/s)

**Manx2:-** Metroliner D-CNAG(Kiel Air 38L/39L) f/t Isle of Man

**Ryanair:-** EI-DCP(15J/01D), EI-DCK(156/15N). EI-DLV(9396/27E).

**EXECUTIVE JETS:-** Following on from Happy(G-HPPY) TAG Aviation's next Lear Jet 45 Sneezy(**G-SNZY**) visited this morning f/t Farnborough(1008/1035). Grumpy(G-RMPI) is thought to be next on the list! Also visiting today was Citation XL **CS-DXN**(Fraction 615T) from Edinburgh at 0857 and the Premier 1 **G-OEWD**(Bookajet 121) from Nice(1645) to Farnborough(1720).

#### 15/12 Monday

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

**bmi:-** G-RJXI/K/M/P operated flights normally all day and night stopped.

**Eastern:-** G-MAJH(29Q/19Q), G-MAJD(74G/39Q), G-MAJP(99Q/59Q).

**Flybe:-** G-JECP(729/30), G-JECK(171/7VT), G-ECOW(643/4), G-JEDR(731/2, 733/4), G-JECH(175/6).

**Jet2:-** G-LSAJ(136P) positioned to East Midlands. G-CELS(132P) positioned to Bournemouth.

**KLM:-** PH-OFI(1545/6), PH-KLI(1549/50), PH-OFE(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both flights.

**Ryanair:-** EI-DLY(152/153A), EI-DLX(156/15N). EI-DLE(9396/27E).

**EXECUTIVE JETS:-** Citationjet 2 **N309CJ** made a short visit from and to Liverpool around teatime.

**GENERAL AVIATION:-** Seneca **G-JDBC**(Jaydee 43W) arrived from Manchester and carried out a trip to Teesside and back as Exam 02 late morning. Be.76 Duchess **G-OBLC** carried out an ILS and overshoot at 1157.

**MILITARY:-** Islander AL.1 **ZG845**(Armyair 588) arrived Waddington at 0838 and carried out a trip to Teesside and back, also as Exam 02 before heading back to Lincolnshire at lunchtime.

### **16/12 Tuesday**

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

**bmi:-** G-RJXI operated all Heathrow flights until G-RJXC(8JL), n/s with G-RJXK/M/P,

**Eastern:-** G-MAJH(29Q/19Q), G-MAJA(74G/39Q), G-MAJB(99Q/59Q). G-MAJL(023P) positioned to Manchester with G-MAJI(021P) coming in the opposite direction to be based machine.

**Flybe:-** G-ECOH(729/30), G-JEDN(171/7VT), G-JEDM(643/4), G-JEDR(731/2), G-JECK(175/6).

**KLM:-** PH-OFC(1545/6), PH-KZB(1549/50), PH-OPF(67W/64K, n/s)

**Manx2:-** Metroliner D-CNAG(Kiel Air 32L/33L, 38L/39L) operated both flights.

**Ryanair:-** EI-DWB(152/153A), EI-DLR(156/15N), EI-CTB(9078/9).

**CHARTER FLIGHTS:-** Hamburg International Boeing 737/300 **D-AHIG**(Hamburg Jet 197F/1970, First Visit) positioned in to operate a Lapland Charter to Enontekiö. The aircraft was on its first visit, see photo on back cover.

**EXECUTIVE JETS:-** One of the more interesting visitors of the year arrived at 0759 this morning, Lear Jet 36 **N32PA** of quasi military Phoenix Aviation based at Cartersville, Georgia. The aircraft on an "Ambulance flight" had set off yesterday from E.T. Joshua Airport in Saint Vincent and the Grenadines, routed to Rafael Hernandez Airport in Aquadilla, Puerto Rico before routing via Saint Johns, Newfoundland to LBA. After a night stop the aircraft routed Shannon, Gander and onwards to Lovell Field, Chattanooga, Tennessee. Checking its flights over the past month, it certainly gets about a bit, visiting numerous US Air Force bases and Naval Air Stations as well as a couple of trips to Guantanamo Bay!! Also noted was Citation Sovereign **G-NSJS**, all the way from mundane Jersey.

**GENERAL AVIATION:-** Former Air Montgomery Aviation King Air 90 **N456PP** is now owned by Noric Ltd and arrived from Guernsey this morning using call-sign "Direct 2". It was followed in at shortly after 1000 by King Air 350 **G-WATJ**(Ambassador 216A) from Ceanarfon.

### **17/12 Wednesday**

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

**bmi:-** G-RJXC/K/M/P operated all the flights today and night stopped.

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

**Flybe:-** G-ECOH(729/30), G-JEDO(171/7VT, 175/6), G-JECZ(643/4), G-JEDU(1LH/174), G-JECP(731/2),

**KLM:-** PH-KLG(1545/6), PH-KZL(1549/50), PH-OFE(67W/64K, n/s)

**Jet2:-** G-LSAB(Daallo 100P) positioned to Gatwick for its now weekly sub-charter. G-CELK(015P) positioned in from Blackpool with G-CELS(191P) heading to Manchester.

**Manx2:-** Metroliner D-CNAG(Kiel Air 32L/33L, 38L/39L) operated both of today's flights.

**Ryanair:-** EI-DCZ(152/153A, 156/15N). EI-DLE(9396/27E) f/t Gerona.

**IT FLIGHTS:-** A.320 **G-CPRH**(Kestrel 489P) arrived from Cardiff ready for operations for Thomas Cook.

**EXECUTIVE JETS:-** Citation XLS **G-XBEL**(Beauport 871) arrived from Jersey at 0843, routing to Manchester around an hour later.

**GENERAL AVIATION:-** King Air 200 **G-SASC**(Gama 933) was logged inbound from Glasgow at 1058 while just before 1200 Cessna 182S **G-EFAM** arrived in the LBA holding pattern. Over the next 90 minutes this aircraft made 4 ILS and overshoots before landing and in the middle of its sortie Sherburn based PA-28 **G-BNOE** carried out one approach and overshoot. PC-12 **G-TRAT** arrived from Lyon at 1645 and shared the Multiflight apron for the night with Agusta A.109S **G-SAMP**, which arrived from Oxford at 1830. 'MP departed to Tring early next morning.

### **18/12 Thursday**

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

**bmi:-** G-RJXC operated all Heathrow flights until G-RJXI(8JL), n/s with G-RJXK/M/P.

**Eastern:-** G-MAJE(29Q/19Q), G-MAJP(74G/39Q), G-MAJH(99Q/59Q). Based G-MAJI.

**Flybe:-** G-JECI(729/30), G-JEDN(171/7VT), G-JECT(643/4), G-EOA(1LH/174), G-JEDR(731/2), G-ECOH(733/4)

**Jet2:-** G-CELC(032E) returned from major overhaul in Belgrade. G-CELK(016P) returned to Blackpool. G-CELR(020P/021P) positioned f/t Edinburgh to operate the Barcelona flight.

**KLM:-** PH-KLG(1545/6), PH-KZF(1549/50), PH-OFG(67W/64K, n/s)

**Manx2:-** Only D-CNAG(Kiel Air 38L/39L) logged today.

**Ryanair:-** EI-DAS(152/153A), EI-DYK(156/15N). EI-DLF(9078/9).

**IT FLIGHTS:-** A.320 **G-CPRH** operated for Thomas Cook to Arrecife.

**EXECUTIVE JETS:-** Paying its first visit today was Premier 1 **D-IWWW** of MSR Flug Charter, arriving from Paderborn at 0850 for an overnight stay. Also night stopping was Citation XLS **CS-DQA**(Fraction 805G) which arrived from Nice this afternoon.

**GENERAL AVIAITON:-** PA-31 Chieftain **G-OJIL**(Sherlock 01) was f/t Redhill, departing at 1350.

**19/12 Friday**

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

**bmi:-** G-RJXI operated all Heathrow flights until **G-MIDR**(8JL, n/s). G-RJXK(9751) positioned to Manchester and G-RJXP

(6VX) from Glasgow diverted to Teesside leaving just G-RJXM to night stop.

**Eastern:-** G-MAJH(29Q/19Q), G-MAJG(74G/39Q), G-MAJL(99Q/59Q). Based aircraft G-MAJI(87D) inbound from Southampton, diverted to Teesside.

**Flybe:-** G-JECY(729/30), G-JECJ(643/4), G-JECV(1LH/174), G-JEDI(731/2), G-KKEV(175, divert to Doncaster), G-ECOI(733, divert to Doncaster).

**Jet2:-** G-LSAI(811/2) Manchester – Geneva, operated via Lbia to pick up Lbia Geneva pax. G-CELJ(143P) from Birmingham. The following diverted to Doncaster:- G-CELE(206 from Amsterdam), G-CELF(348Q from Düsseldorf) and to Manchester G-CELC(208, from Murcia), G-CELG(328 from Belfast), G-CELI(460 from Charles de Gaulle).

**KLM:-** PH-KLD(1545/6). PH-KZG(1549/50), PH-OFF(67W, divert to Teesside).

**Manx2:-** Metroliner D-CNAG(Kiel Air 32L/33L, 38L/39L), both Isle of Man flights.

**Ryanair:-** EI-DAS(152/153A), the same aircraft was inbound on the 156 but diverted to Liverpool. EI-DLE(9396/27E)

**IT FLIGHTS:-** A.320 **G-CPRH**(Kestrel 652L) inbound from Tenerife, diverted to Manchester

**CHARTERS:-** 737/300 **D-AHIG**(Hamburg Jet 1977) inbound from Enontekio, diverted to Manchester.



**EXECUTIVE JETS:-** Citation V **G-JETO**(Air Tax 908) arrived from Venice at 1317, heading home to Birmingham at 1413(908P). Visiting for the first time was Citationjet 2 **N525DT**(See photo) of Cleevewood Holding Inc. which was logged routing outbound to Chambery at 1640. A surprise arrival this morning was Eclipse Jet **N117EA**, which we at one time thought was going to be a new resident, replacing Extra 400 N400YY. The aircraft is registered to Cordite Inc. and was from and to Ronaldsway.

**20/12 Saturday**

**SCHEDULES:- Air Southwest:-** G-WOWE(480/1), G-WOWD(426/7) f/t Plymouth

**bmi:-** Heathrow:- G-RJXM(01J,4JL/2LJ), G-RJXG(8JL, n/s). **G-MIDR**(9276) to Manchester.

**Flybe:-** Aer Arran ATR.72 **EI-REB**(729/30), G-JECJ(171/7VT).

**Jet2:-** G-CELY(119P) positioned from Newcastle to operate the Amsterdam and Faro flights as all the aircraft that diverted last night all operated outbound flights from wherever they divert to, hence causing delays all around. G-LSAE(015P) positioned to Manchester this evening.

**KLM:-** PH-OFG(1545/6), PH-KZF(1549/50), PH-OPF(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L) f/t Isle of Man.

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

**Ryanair:-** EI-DWS(152/153A) f/t Dublin. EI-DWR(9078/9) f/t Alicante.

**IT FLIGHTS:-** Titan Airways Boeing 757 **G-ZAPX**(Kestrel 862P/862F) positioned f/t Stansted to operate the Thomas Cook Las Palmas flight. Fokker 100 **OE-LVL**(Austrian 1584/2374) f/t Innsbruck.

**CHARTER FLIGHTS:-** Hola Airlines Boeing 737/400 **EC-KBO**(Blueberry 826P/827P, First Visit) positioned f/t Charles de Gaulle to operate a Lapland charter to Enontekio on behalf of Blue Line. Boeing 737/300 **G-THOI**(Thomson 9762/9007) positioned from Stansted for an outbound Santa charter to Rovaniemi.

**EXECUTIVE JETS:-** Just Citation Sovereign **G-NSJS** from Jersey at 1008 was logged.

**GENERAL AVIATION:-** Full Sutton based F.150M **G-BDFZ** carried out a Practice Forced Landing(PFL) onto the airfield mid-afternoon.

## **21/12 Sunday**

**SCHEDULES:- Air Southwest:-** G-WOWA(488L/489M). Note new suffix on call-sign.

**bmi:-** Heathrow:- G-RJXG(01J.4JL/2LJ,5JL), G-RJXD(7JL/5LJ,8JL, n/s). G-RJXL(9172) positioned from Manchester.

**Flybe:-** G-KKEV(643/4), G-JEDU(731/2), G-ECOI(733/4), **G-FBEC**(175/6)

**Jet2:-** G-LSAB(217) swapped in Arrecife with G-LSAA(218). G-LSAD(112P) returned from weekend ops in Cork.

**KLM:-** PH-OFK(1545/6), PH-OFL(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 38L/39L) f/t Isle of Man.

**Ryanair:-** EI-DLX(15J/01D), EI-CSQ(156/15N). EI-DCV(9396/27E) f/t Gerona.

**CHARTERS:-** Boeing 737/700 **D-AHIB**(Hamburg Jet 380F, First Visit) positioned from Charles de Gaulle to operate outbound to Enontekio('8502). Boeing 737/300 **G-THOH**(Thomson 8010/9764), return flight from Rovaniemi the positioned to Gatwick.

**EXECUTIVE JETS:-** Hawker 800XP **N351TC** arrived from Zurich at 0737, departing to London City at 1302. Citationjet 2 **N224CJ** of Janabeck Aviation Inc arrived from Chambery at 1302 while Citation 2 **G-VUEA**(Flyvue 146) positioned from Teesside for a night-stop before departing to Palma at 1030 on the 22<sup>nd</sup>. Sorven Aviation Falcon 900EX **G-JPSX** arrived direct from Point Salines International, Saint Georges, Grenada at 2158 and also night-stopped before heading to Sion.

Finally, Citation XLS **CS-DQA**(Fraction 311E), which had been here since Thursday, departed to Gatwick mid morning.

**GENERAL AVIATION:-** Logged arriving at 1308 was "Poyston 04", believed to have been PA-31 **G-BVYF**.

## **22/12 Monday**

**SCHEDULES:- Air Southwest:-** G-WOWA(482L/483M), G-WOWB(488L/489M)

**bmi:-** G-RJXD/G/L operated a reduced service and night stopped.

**Eastern:-** G-MAJB(74G/39Q) f/t Aberdeen. G-MAJI(012P) positioned back from Teesside.

**Flybe:-** G-JEDU(729/30), G-JECU(171/7VT), G-JECP(1LH/174), G-EOA(733/4)

**Jet2:-** G-LSAJ(6139/40) day trip to Enontekio. G-CELY(119P) returned to Newcastle.

**KLM:-** PH-KLG(1545/6), PH-KLE(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both today's flights.

**Ryanair:-** EI-DHF(152/153A), EI-DYA(156/15N), EI-DLE(9398/27E).

**CHARTERS:-** A.321 **F-GYAP**(Mediterranee 9363) from Jeddah, return Hadj flight.

**EXECUTIVE JETS:-** Hawker 800XP **CS-DRH**(Fraction 5RH) was logged landing at 1123.

**GENERAL AVIATION:-** Teesside based Cessna F.152 **G-BJVT** arrived for attention with Multiflight at 0859 and was joined in the maintenance hangar by PA-34 **G-BZTG** later in the morning. The Cessna 172S **N1130T**, which had arrived from the USA six weeks ago emerged from the maintenance hangar and carried out a short Air Test before departing early afternoon. It turned back however and was still in evidence at the end of the year.

**MILITARY:-** Hercules C.4 **ZH887**(Ascot 530) was an early bird this morning, carrying out 3 ILS approaches between 0750 and 0835.

## **23/12 Tuesday**

**SCHEDULES:- Air Southwest:-** G-WOWB(482L/483M), G-WOWD(488L/489M)

**bmi:-** Once again a reduced service operated by G-RJXD/G/L which all night stopped.

**Eastern:-** The only flight today G-MAJW(74G/39Q) f/t Aberdeen. G-MAJI sat on the apron all day.

**Flybe:-** G-JEDI(729/30), G-JECV(171/7VT), G-JECR(643/4), G-JEDU(731/2), G-JECW(175/6)

**KLM:-** PH-OFN(1545/6), PH-OFG(67W/64K, n/s)

**Manx2:-** Today it was the turn of Dornier 228 D-IFLM(Kiel air 32L/33L, 38L/39L) to operate f/t Ronaldsway

**Ryanair:-** EI-DCT(152/153A), EI-DLJ(156/15N). EI-DWR(9078/9) f/t Alicante

**CHARTERS:-** A.321 **F-GYAZ**(Mediterranee 9115) arrived from Jeddah at 0002 while sister ship **F-GYAP**(4255) departed to Medina at 0959 after night stopping. A.319 **D-AHIJ**(Hamburg Jet 1985, First Visit, **See photo**) positioned in this evening to operate a Lapland charter in the morning however, unfortunately it was damaged by a ground vehicle and was towed to the bottom of the apron. It stayed there while temporary repairs were carried out and positioned out to Hamburg on Boxing Day.



**EXECUTIVE JETS:-** Just regular Citation Sovereign **G-NSJS**, from Jersey at 1123, n/s until 27/12.

**GENERAL AVIATION:-** SR.22 **G-PHEW** arrived on one of its regular trip f/t Fairoaks while Long Ranger **G-KATG** called in for fuel while heading home to Pathead(Edinburgh) for Christmas from Manston.

**24/12 Wednesday**

**SCHEDULES:- Air Southwest:-** G-WOWD(482L/483M, 488L/489M)

**bmi:-** G-RJXX(9731) positioned from Luton at 0150, then went to Manchester, leaving G-RJXD/G/L to spend Christmas on the apron.

**Eastern:-** G-MAJW(74G/39Q) f/t Aberdeen. G-MAJI parked up over Christmas.

**Flybe:-** G-JECS(729/30), G-ECOV(643/4), G-ECOD(731/2), G-JEDR(1LH/174)

**KLM:-** No flights after the early morning outbound.

**Jet2:-** G-LSAC(134P) arrived from Luton at 0440 and then positioned to Gatwick(Daallo 100P). G-CELY(119P) positioned from Newcastle at 0140. G-CELA(326/5) operated f/t Belfast this afternoon.

**Manx2:-** Metroliner EC-GPS(Euro Continental 323/4) f/t Ronaldsway.

**Pakistan International:-** Flight 775/6 f/t Islamabad operated by A.310 AP-BEU.

**Ryanair:-** EI-DHW(152/153A). EI-DHM(9398/27E) f/t Gerona.

**CHARTERS:-** A.321 **F-GYAZ**(Mediterranee 1159) departed to Medina at 0302 with **F-GYAP**(Mediterranee 9216/4588) arriving from Jeddah via Athens at 0443 then heading to Medina at 0725. A.319 **D-AHIL**(Hamburg Jet 898F, First Visit) positioned over from Manchester at 0255 to replace its poorly counterpart. This aircraft then operated a Lapland charter to Enontekio(1986/7) and back before positioning to East Midlands late evening.

**25/12 CHRISTMAS DAY**

Just the odd stray reindeer was reported during the early hours of the morning.

**26/12 BOXING DAY**

**SCHEDULES:-** G-RJXD operated two trips to Heathrow then **G-MIDR**(8JL/9899 t. Dublin)

**Flybe:-** G-JECK(1LH/174) f/t Southampton. G-ECOD(731/2) f/t Belfast City.

**Jet2:-** G-LSAA(223) swapped in Tenerife with G-LSAB(224).

**KLM:-** PH-OFH(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 34L/35L) f/t Ronaldsway mid afternoon.

**Ryanair:-** EI-DPF(156/15N) f/t Dublin. EI-DPX(9396/27E) f/t Gerona.



**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 489P/652K) from Cardiff to Tenerife, the return trip operated by **G-GTDF**(Kestrel 652L) which then operated to and from Tenerife(958K/958L).

**EXECUTIVE JETS:-** A couple of belated Christmas presents today is the form of two first time visitors. First we had Citation XLS **HB-VMU**(Jet Aviation 401) which landed at 0905 and departed to Sion at 1031 then Hawker 750XP **CS-DUE**(Fraction 552K) from St. Petersburg at 1027 for an overnight stay. Citationjet 2 **G-TBEA**(Exclusive Jet 159) arrived from Aberdeen at 1130, departing to Cannes at 1318 and Hawker 400XP **N719EL** made a very brief visit mid-afternoon.

#### **27/12 Saturday**

**SCHEDULES:- Air Southwest:-** G-WOWB(480L/481M) f/t Plymouth/Bristol.

**bmi:-** G-RJXG all Heathrows until G-RJXD(8JL, n/s)

**Flybe:-** G-JEDU(729/30), G-JECU(171/7VT)

**KLM:-** PH-OFG(1545/6), PH-KLG(1549/50, 67W/64K, n/s)

**Manx2:-** Dornier 228 D-IFLM(Kiel Air 32L/33L) f/t Isle of Man

**Pakistan International:-** A.310 AP-BEQ(775/6) f/t Islamabad, arrived 2245.

**Ryanair:-** EI-DYV(152/153A, First Visit), EI-DPP(9078/9) f/t Alicante.

**IT FLIGHTS:-** A.320 **G-FTDF** operated to Las Palmas then positioned to Cardiff(Kestrel 862P). Fokker 100 **OE-LVJ**(Austrian 2373/4) f/t Innsbruck.

**EXECUTIVE JETS:-** Challenger 300 **G-KALS**(Lonex 22KK) arrived at 0702 to prepare for a trip to Tenerife. Citation Sovereign **G-NSJS** returned home to Jersey after its Christmas stay. It is **pictured below** by Mike Storey parked on the apron with resident similar type **G-CFGB**.



**GENERAL AVIAITON:-** PC-12 **G-TRAT** paid a brief visit this morning and was logged outbound at 1014.

#### **28/12 Sunday**

**SCHEDULES:- Air Southwest:-** G-WOWD(488L/489M) f/t Newquay/Bristol

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

**Flybe:-** G-ECOD(731/2), G-JECJ(643/4), G-JEDM(733/4), **G-FBEC**(175/6)

**KLM:-** PH-OFN(1545/6), PH-KZR(1549/50), PH-KLG(67W/64K, n/s)

**Manx2:-** Metroliner D-CSAL(Kiel Air 38L/39L) f/t Isle of Man

**Ryanair:-** EI-CSQ(15J/01D), EI-DPH(156/15N). EI-DPV(9396/27E)

**GENERAL AVIATION:-** Cessna 152 **G-BMJC** f/t Teesside, 1202/1225.

#### **29/12 Monday**

**SCHEDULES:- Air Southwest:-** G-WOWD(482L/483M), G-WOWC(488L/489M)

**bmi:-** Only flights, G-RJXD(O1J/8JL) t/f Heathrow, G-RJXK(613/4) t/f Brussels.

**Eastern:-** G-MAJW(74G) from Aberdeen to Isle of Man(012P). Based G-MAJI(39Q) return flight to Aberdeen.

**Flybe:-** G-ECOD(729/30), **G-ECOY**(171/7VT, First Visit), G-JECW(643/4).

**KLM:-** PH-KLI(15445/6), PH-OFG(67W/64K, n/s)

**Manx2:-** No flights operated today.

**Ryanair:-** EI-DPS(152/153A), EI-DLB(156/15N). EI-DCW(9396/27E).

**EXECUTIVE JETS:-** Citation 2 **G-VEUA**(Flyvue 705/6) arrived from Nice at 1304, returning home to Liverpool at 1429.

**GENERAL AVIATION:-** Pilatus PC-12 **N234RG** was logged f/t Belfast City mid-morning.

**30/12 Tuesday**

**SCHEDULES:- Air Southwest:-** G-WOWC(482L/483M)

**bmi:-** Heathrow:- G-RJXD(01J/4JL,4LJ/7JL,5LJ/8JL)

**Eastern:-** G-MAJZ(74G/39Q) f/t Aberdeen.

**Flybe:-** G-JEDR(171/7VT, 175/6), G-JECS(731/2).

**KLM:-** PH-OFI(1545/6), PH-OFJ(67W/64K, n/s)

**Manx2:-** Metroliner EC-GPS(Euro Continental 322/3, 328/9) operated both flights.

**Ryanair:-** EI-DHN(152/153A), EI-DHZ(156/15N), EI-DPP(9078/9) f/t Alicante.

**GENERAL AVIATION:-** Long Ranger **G-BLZN** arrived from Pathead at 1132 and after a refuel routed to Manston.

**31/12 NEW YEARS EVE**

**SCHEDULES:- Air Southwest:-** G-WOWE(482L/483M), G-WOWA(488L, diverted to Teesside)

**bmi:-** G-RJXI(5JL) operated to Heathrow with G-RJXR(5JL) making the return trip.

**Flybe:-** G-JECI(731/2), G-JECM(643/4), G-ECOV(1LH/174).

**KLM:-** PH-OFG(1545, diverted to Teesside).

**Pakistan International:-** A.310 AP-BEC(775/6) f/t Islamabad(CAT 2 landing).

**Ryanair:-** EI-DLY(152/153A), EI-DLE(9396/27E) f/t Gerona.

## LEEDS/BRADFORD AIRPORT STATISTICS, OCTOBER 2009

	Oct-07	Oct-08	% This month	% +/-
<b>MOVEMENTS</b>				
Scheduled	3334	3132	58.88%	-6.06%
Charter	276	226	4.25%	-18.12%
Private/Misc	2367	1961	36.87%	-17.15%
<b>TOTAL</b>	<b>5977</b>	<b>5319</b>		<b>-11.01%</b>
<b>PASSENGERS</b>				
Scheduled	231352	235445	88.07%	1.77%
Charter	31347	31358	11.73%	0.04%
Transit	1733	550	0.21%	-68.26%
<b>TOTAL</b>	<b>264432</b>	<b>267353</b>		<b>1.10%</b>
International	205988	216686	81.22%	5.19%
Domestic	56711	50117	18.78%	-11.63%
<b>MOVING ANNUAL TOTAL</b>	<b>2871296</b>	<b>2911113</b>		<b>1.39%</b>

A good month with a 1.1% increase in passenger numbers, especially when you consider the current state of the economy. With regard to movements, there was a reduction of 17% for the GA/Private flights, which may be more of an indication of the impending recession. There was also a reduction in scheduled movements but an increase in passenger numbers, which tends to indicate fuller planes, which can only be good from a profitability point of view. In terms of international routes the biggest percentage reductions were Almeria (55%), Malta (42%), Las Palmas (40%), followed by the city break destinations of Prague and Barcelona (both 23%). The biggest improvements were Arrecife (202%!), followed by Toulouse(70%), Fuerteventura (47%) and Paris (43%).

The new routes this year compared to last year were Paphos, Rhodes, Islamabad, Gerona, Madrid, Geneva, and Bodrum. The routes not running now are Bougas, Salonika, Cork and Galway. In terms of domestic routes, the biggest reduction in percentage terms was Newquay and Edinburgh, with the only increase being to the Isle of Man and Jersey. For information the Heathrow flight reduced by 6%.

Reference: CAA Statistics website

# COMMERCIAL AVIATION NEWS



**Leeds Bradford Airport** is in advanced discussions with an international airline over a new direct route to Frankfurt, the heart of Germany's financial and legal services industry, the Yorkshire Post reports. Tony Hallwood, the airport's commercial and aviation development director, told the newspaper that he hopes the service will begin in 2009 and will 'deliver increased linkage between Yorkshire and the economic powerhouse of the European Union'. Mr Hallwood said: 'We are very, very hopeful we should have further news in the early part of 2009 and we are very confident we will start the service at some stage during the year.' He added that he hopes to add new routes to Eastern Europe, in particular Hungary and Poland, and hopes to extend services from Leeds Bradford to Scandinavia, building on BMI's existing direct flight to Copenhagen.

Leeds Bradford currently has 76 scheduled and charter destinations. It introduced 12 new routes in 2008 and announced a further 6 that will start in 2009. The airport lost 4 routes in 2008 – to Cork, Shannon, Hamburg and Inverness. Next year, Mr Hallwood wants services to Madrid and Milan to become year round and also replicate a success he enjoyed while working at Bristol airport: the introduction of a direct scheduled flight to the US. He said 2009 will see the 'stepping up of discussions' with US airlines with the aim of introducing a regular service from Leeds Bradford to New York 'within three or four years'. He told the Post that he would also like to see new routes to the Middle East for business and leisure passengers to Dubai, Abu Dhabi and elsewhere and for onward flights to Australia, Australasia and the Far East.

**Phase 1 of Development Opens For Business** - Leeds Bradford International Airport (LBIA) are delighted to announce the completion of the first phase of the £2 million redevelopment of the airport forecourt. Improved access to a redesigned bus terminus which links the airport with frequent services to Leeds, Bradford, Harrogate and York alongside a new drop off and pick up zone for car passengers has now opened for business. With improved pedestrian walkways, real-time information screens and a more spacious forecourt layout, the airport is making it easier than ever to fly to and from Leeds Bradford International. This first phase will now be followed by further enhancements over the winter period as we prepare for the busy summer season. Work has already commenced on extending the pickup drop off zone and new entrance and exit locations for the short stay car park will be constructed to allow even smoother access to the passenger terminal. These major improvements form the preliminary stages of the airport's plans to invest £28m in the airport terminal building to provide the region with an airport they can feel proud of. Tony Hallwood, Commercial and Aviation Development Director at LBIA said: "We are delighted with our passengers' feedback to the recent forecourt improvements as we strive to deliver improved customer service at the airport. With further forecourt work due to be completed by April we are on target to deliver an increasing high standard of facilities that our passengers deserve."

Friendly low fare airline, **Jet2.com** has announced plans to continue three of its most popular routes throughout the winter period. Due to overwhelming customer demand, Sharm el Sheikh, Tenerife and Lanzarote will now feature on the Winter 2009/2010 schedule and are on sale now! Passengers travelling from Leeds Bradford can take advantage of flights to Sharm el Sheikh from £67.99 one way including all taxes; and flights to Tenerife and Lanzarote start from £68.99 one way including all taxes. The Egyptian route originally launched back in June 2008 with Jet2.com being the only airline

serving the far-sun destination from Yorkshire. The resort is now one of the most popular tourist destinations in the Arabic world. The Canary Islands are a British favourite; the islands are of volcanic origin offering strikingly diverse landscapes from giant sand dunes, primeval forests, volcanic peaks and lava rock deserts. Offering year round sun, the Canaries are a perfect getaway for everyone.

**Manx2.com** has seen a 15% increase in total bookings over the first two weeks of 2009 on its route between Leeds Bradford International Airport and the Isle of Man, when compared to the same period last year – evidence that the weakness of Sterling is encouraging people to holiday in Great Britain, rather than going abroad. In total, across all the company's GB routes, bookings are up by 13% on the above basis. "The first two weeks of the year are crucial in the travel industry, as it is when many people book their holidays", says the communications director for Manx2.com, James Filleul. "And with the Pound continuing to perform badly against currencies such as the Euro, going abroad is far more expensive. We think the weakness of the Pound, combined with the credit crunch which is hitting everyone's pockets anyway, are encouraging people to stay "at home" for their holidays, and explore Great Britain. Our figures for the beginning of this year certainly strongly support that view". Manx2.com currently offers daily flights between Leeds Bradford Airport and the Isle of Man.

## **AIRLINES**

**British Airways** has placed orders for a fleet of 11 fuel efficient aircraft for regional subsidiary BA CityFlyer. BA will take delivery of the first of its new Embraer aircraft, which will fly from London City Airport, from September 2009. Orders have been placed for six Embraer 170 and five 190SR efficiency aircraft, known as E-jets, with options for three more, in an investment worth US\$376m based on current list prices. The Embraer 190SRs and Embraer 170s will be operated on routes from London City to Scotland, Ireland and Europe. The new planes will replace the existing fleet of 10 Avro RJ100 and two RJ85 aircraft. The Embraer 170 will improve CO2 emissions and reduce fuel costs by up to 56% versus the RJ fleet and the 190SR will improve CO2 emissions and reduce fuel costs by up to 28%.

**Eastern Airways** launched its first ever service to Oslo today, with a direct air link from Aberdeen Airport to the Norwegian capital. A spokesman said that the new direct service follows the UK regional airline's successful route from Aberdeen to Stavanger and demonstrates the airline's commitment to expand services into Norway. Weekday flights leave Aberdeen at 10:20 and arrives in Oslo at 13:05. From Oslo weekday flights depart at 13:45, landing in Aberdeen at 14:30. Sunday services leave Aberdeen at 12:20, landing in Oslo at 15:05. Flights depart Oslo at 15:35, arriving in Aberdeen at 16:20 (all times local). Services are operated by a 50 seat Saab 2000 aircraft. Passengers from other UK airports, including Bristol, Durham Tees Valley, Newcastle, Southampton, Leeds Bradford, East Midlands, Humberside, Norwich, Stornoway and Wick, can link up with the flights via Aberdeen Airport.

**easyJet** announced today that it will launch nine new routes from UK regional airports this summer. As part of the expansion, it will base an additional aircraft at Liverpool Airport from June 1 and at Manchester Airport from August 4. The new routes, start dates, days of operation, and one-way fares, including taxes and charges, are as follows: Newcastle to Malta, 2 April, Monday, Friday, from £26.99

Bristol to Corfu, 22 May, Monday, Friday, £26.99

Bristol to Bastia, 24 May, Sunday, £22.99

Liverpool to Dubrovnik, 2 June, Tuesday, Friday, Sunday, £26.99

Liverpool to Naples, 1 June, Monday, Wednesday, Friday, Sunday, £26.99

Liverpool to Bordeaux, 2 June, Tuesday, Thursday, Sat, £22.99

Manchester to Corfu, 4 May 09 (7 August 09), Monday (Monday, Friday), £33.99

Manchester to Athens, 1 August, Wednesday, Sat, £36.99

Manchester to Bastia, 9 August, Sunday, £30.99

**Jet2** has announced a new low-fare service to Tel Aviv from Manchester Airport. The weekly service, which will begin from Thursday 21 May 2009, will be the only direct flights from the North of

the UK to the Israeli city. The airline is so confident that the service will be such a popular addition to its Manchester schedule that from October the route is set to increase to twice weekly, departing Sundays and Thursdays. Flights are already on sale from just £70.99 one way including taxes.

**Ryanair** has announced the launch of seven new routes from Edinburgh Airport, bringing its total routes to 30 and making the airport its biggest Scottish hub. The budget airline will also add two Boeing 737-800 planes to its Edinburgh base. The new routes, which begin between 30 March and 1 April, are Carcassonne, Limoges and Poitiers in France, Leipzig (Altenburg) in Germany, Zadar in Croatia, Rome and Malta. All but Rome and Malta are new routes for Scotland. There will also be more flights from Edinburgh to Alicante and Düsseldorf (Weeze) this spring. Tickets are already on sale for the new routes, which are part of a £70m expansion by the airline. Ryanair claimed the changes will increase annual passenger numbers at Edinburgh Airport to almost two million, sustain 2,000 jobs and bring almost £210m in tourism money to Edinburgh. Gordon Dewar, the airport's managing director, said the expansion was a 'fantastic vote of confidence' in the city.

**Ryanair** defied the credit crunch to announce 12 new European routes from Bristol Airport - creating 100 new jobs. The new flights will mean that Irish airline now has 33 routes from Bristol - just seven fewer than rival easyJet. Ryanair will also base two more aircraft at the airport, a £180 million investment that brings its Bristol-based aircraft to four. The 12 new Ryanair routes from Bristol Airport are Limoges, Toulon, Montpellier and Perpignan in France; Trieste, Rimini and Cagliari in Italy; Malta, Eindhoven in the Netherlands; plus Spanish flights to Alicante, Barcelona Reus and Seville, where Filton plane giant Airbus has a major plant. All new flights will begin in July, except Eindhoven, whose flights begin on March 31. The new routes mean Bristol Airport now offers 119 destinations across Europe and worldwide. Shaun Browne, aviation director at the airport, said: 'The launch of 12 new routes shows the strength of the market in the South West.'



ARTISTS IMPRESSION OF EMBRAER 190 IN BRITISH AIRWAYS COLOURS

## AIRPORTS

A temporary runway surface at **Bristol Airport** that caused aircraft to skid was unsafe when wet, a report has found. Four passenger planes were involved in 'serious' incidents after landing on the temporary surface between November 2006 and January 2007, while resurfacing work was being carried out, according to the Air Accidents Investigation Branch (AAIB). In a report published today, the AAIB said a 295-metre (968ft) section of runway asphalt, without grooves to help provide grip, 'did not provide adequate friction for safe operations when the runway surface was wet'. After a series of incidents involving planes skidding in wet weather, in January 2007 a number of airlines cancelled or diverted flights away from the airport. The airport was eventually closed so that the runway surface could be treated and there were no further incidents after it reopened. But by that time a total of 443 flights had been cancelled and 25,000 passengers had their journeys disrupted – a move estimated to have cost the airport around £500,000 in lost revenue.

The AAIB said there had been no serious incidents until December 29, 2006. There were then three that day and a fourth on January 3. Two of the incidents deemed 'serious' were both on December 29. In one case an ATR 72 aircraft operated by Channel Island carrier Aurigny left the runway on landing and came to rest on a grass verge. In the other serious incident, a British Airways CitiExpress Embraer 145 aircraft partially left, and then came back on to, the runway. The other two incidents both involved the same XL Airways plane – a Boeing 737 – one on December 29 and the other on January 3. In both cases the crew had trouble stopping on the runway.



The AAIB said advice published by the Civil Aviation Authority (CAA) about wet runways was not communicated by the airlines to their flight crews, while information from air traffic control about braking gave flight crews 'false confidence in the braking action available on the wet runway'. It also said that Bristol Airport's risk assessment plan 'had not adequately addressed the hazards presented to aircraft operating on the temporary surfaces in wet and windy weather'. Bristol Airport spokesman James Gore said: 'The report relates to four incidents, which occurred under a combination of exceptional circumstances, including runway resurfacing work that takes place once every 15-20 years, heavy rainfall and severe cross-winds.' 'The airport consulted at length with the Civil Aviation Authority before the runway resurfacing began and engaged the leading expert designers, engineers and contractors in this specialist field. Standard industry practices were followed and aircraft operators were kept informed of the work in progress. Safety remains of paramount importance at Bristol International.

**London City Airport** had record passengers in 2008. The Docklands hub saw 3.3 million passengers pass through its terminal last year, an increase of 12 percent on 2007. Its passengers were up ten percent in the usually quieter December at the business focused airport. There were a number of significant developments at London City Airport in 2008, including in October when the airport received approval to increase flight movements from 80,000 to 120,000 per year. VLM, London City's largest airline by passengers, was acquired by Air France / KLM and British Airways that it will launch business class only flights to New York from the autumn, the airport's first long haul route. The airport opened four new aircraft parking stands over the King George V dock, and increased passenger seating by 250 in its departure lounge. Four new routes were launched from London City Airport in 2008, meaning that by the end of the year nine airlines, including Swiss, SAS and Lufthansa, operated flights to 33 destinations in the UK and Europe. London City Airport chief executive Richard Gooding said: 'With a significant investment in facilities, an emphasis on passenger experience and high service standards, 2008 has proved to be the most successful ever with another record year in terms of passenger numbers.' 'We remain cautious about 2009's prospects until stability returns to the financial services industry and the wider economy. Nevertheless, the continued commitment of our partner airlines and our many regular users gives us continued confidence in the longer term.'

Aviation enthusiasts are disappointed after plans to offer guided tours of **Norwich Airport** were axed following Government intervention, the Evening News reports. Dozens of aviation fans and families had booked tickets for the tours, which were due to start this month, but officials at the Department for Transport (DfT) have objected, warning the tours do not meet its regulations, and they have therefore been withdrawn. The ruling is also a blow to the airport, as it was hoped the tours would help generate extra income for a hub that has made a loss over the past three years. The £40 tours were aimed at giving members of the public a unique opportunity to find out what goes on behind the scenes, including access to the airfield, visits to the air traffic control tower and demonstrations by airport firefighters tackling a blaze on the new £1m Boeing 757 simulator. They were also set to feature presentations and question-and-answer sessions with airport bosses. Instead customers are being contacted, informed about the cancellations and issued refunds. Elliott Summers, who was appointed general manager at the airport on January 1, said the DfT had raised no objections to the tours when it was first informed about them last November. He told the newspaper: 'The DfT was informed about the tours two months ago when they were first announced by the airport. The airport had a routine visit from a DfT official last week and was told then that the tours did not comply with regulations.' 'I am disappointed that the DfT did not say anything two months ago when it was first informed about the tours. Those who had booked are being contacted and their money is being refunded.'

## OTHER NEWS

Global air passenger traffic dropped by 4.6% in November, according to the latest figures from the International Air Transport Association (IATA). The association has also predicted that European airlines are facing losses of up to \$1 billion (£690 million) in 2009. IATA said there was a drop of 1% in capacity and a fall of 3% in load factors to 72.7% in November compared to a year earlier, with a 13.5% drop in international cargo. It described the passenger drop as a 'considerable worsening' of the decline of 1.3% in October and 2.9% in September. While Europe fared better than other major

regions, IATA said its passenger traffic had dropped 3.4% as intra-Europe, North America and Asia markets 'slumped.' Asia-Pacific carriers suffered the worst drop of 9.7%, whilst in North America international traffic fell by 4.8%. IATA said the figures indicated 'the weakness in both global trade and consumer confidence.'

IATA has predicted that declining air passenger traffic and the weakening of the euro will see losses for European airlines increase by tenfold compared to last year. The figures come despite oil prices falling to below \$40 a barrel at last week – down from a peak of \$147 last July. Elsewhere, Asia-Pacific airlines are predicted to lose \$1.1 billion in 2009, Middle Eastern and Latin American carriers are expected to lose \$200 million each and African airlines face losses of \$300 million. Only North American airlines will end the year in profit, says IATA, with gains of \$300 million expected. However, this represents just one per cent of their total revenue. Giovanni Bisignani, IATA CEO, said: 'The industry is now shrinking by all measures. We can expect deep losses in the fourth quarter. With no end in sight for the worsening global economy, the 2008 gloom will carry over into the new year. Relief in the oil price has been outstripped by the falls in demand and capacity cuts are not keeping pace. The industry is back in intensive care. Improving efficiency everywhere will be the theme for 2009.'

Passengers flying with no-frills airlines pay almost half as much for food and drink as they do for the flight, Which? Holiday magazine has revealed. A sandwich, a small tub of Pringles, a bottle of sparkling water, a cup of coffee and a small bottle of red wine can add as much as £16.05 to the price of a single ticket. That was the price of the items on Ryanair, the budget airline that Which? say is the most expensive for food and drink. Ryanair had sandwiches priced at £4.20, while a bottle of sparkling water cost £2.50 and passengers can expect to pay £2.50 for a coffee. Flybe was the second most airline expensive, charging a total of £11.95 for the five items. bmibaby was the cheapest at £10.50 for the items. Which? Holiday editor Lorna Cowan said: 'It's hard to believe that some airlines charge so much for food and drink, especially when the cost of their flights are often so low. If you think you will want something to eat on a flight, buy it before you board from the departure lounge.' The magazine recommends buying sandwiches from high street shops at the airport — with a ham and cheese sandwich from Boots or WHSmith costing £2.79 or £3.25 respectively, compared with £4.20 with Ryanair or £3.75 with Flybe.

## FLYING IN THE 1930s- part 2

Some of you will remember the research project for the Yorkshire Film Archive which the Society started in 2006. This article will give you an update on where that research has reached.

A brief re-cap will help. The DVD, containing the footage, belongs to the Yorkshire Film Archive and shows film of private flyers in the 1930s. In Part 1 (see article in the AY magazine Jan 2007) we had identified most of the aircraft, including some quite rare specimens, but the date, the airfields and the people were uncertain and have been the subjects of some further research in the intervening months.. We now know that the date of the film is 1936/37 and airfields are: York(Clifton), Doncaster, Shoreham and probably Sherburn.

We believe the opening sequence is taken at Sherburn and shows a sales demonstration of an Avro Cadet. We believe that the man in the rear cockpit is Charles Croxford, who was Managing Director of Yorkshire Flying Services (based at Clifton) and is shown going for a demo/test flight in the all new Avro Cadet. There is an aerial shot of a large country house, taken from a circling aeroplane, with the intertitle referring to it as "The Humble home". Much research went into establishing the identity of this house. It was assumed to be in North Yorkshire in the area of Leeming and Clifton. A 1930s map of Londonderry/Leeming airfield showed a hotel called the Newton House Hotel on the edge of the airfield. Our surmise was that this Hotel could be the house. On a site visit we established that the building had disappeared with only the entry gate posts remaining. We acquired and studied some old photos of the airfield, but eventually concluded that the hotel was not "the Humble home". Maps were

studied, for other likely houses in the area, and a letter and photo of the building were sent to the Yorkshire Post asking for help, but all to no avail.

After many hours of fruitless searching for large country houses a letter was sent to the National Trust(NT). We are indebted to them for their prompt and helpful response. Through the NT we now know that the house is Skellow Grange in Burghwallis, South Yorkshire. At the time it was owned by the Humble family, who were coal owners. Their son, Bill Humble a mining engineer, became a test pilot for Hawker and was a regular flyer out of York(Clifton) in the pre-war years. Hence the appearance of the aerial shot of the house in the film. Does this mean that Bill Humble was the flying photographer? Skellow Grange was demolished 1964 after it fell into disrepair. There is a short history and two photographs in the book, "Lost Houses of the West Riding" by Waterson and Meadows Some clues on the locations in the film were provided by a book called, "The Airfield that NeveWas" by Norman Spence. It is a history of York(Clifton) Airfield and is a fascinating and recommended read. Norman was able to put us in touch with Rex King-Clarke, who provided many of the photographs in the book taken at Clifton in 1936/37. Rex, age 94, now lives in retirement in Scotland. I have had several telephone conversations with him and he has loaned some of his photographs, including one of Bill Humble relaxing in the Clifton Clubhouse in 1936.



Using Norman's book, we have been able to clearly identify a sequence at Clifton Airfield in 1936/7, which shows Gerner Ilc bi-planes on their take-off run. We identified the location from the houses on the edge of the airfield. The Gerner aircraft mentioned in Part 1 of this article are then shown en-route to a garden party/fly-in at Shoreham. Shoreham is referred to in the film as BrightonHoveWorth. There is also a sequence of German and French/Spanish visitors at a fly-in at Clifton. This event could well be first annual air pageant, which took place on 4th to 6th June 1937. It was a meeting of friends from France and Germany with an interest in flying. The visitors are named in the intertitles and three of the Germans are later seen flying in some air-to-air shots en-route to Shoreham. The source that aided this identification was a copy of Air-Britain Archive 1/1986. This has a photograph of the same two German Gerner aircraft (D-ENGA and D-EIJK) forming on G-ADLD a BA Swallow, which is prominently featured in the film. It names the pilot of D-ENGA as Herr Bischoff and the occupants of D-EIJK as Coll and Poulet. All these names appear in the list of names on the intertitle in the film. So, ironically, we have identified some of the flying guests at the airfield, but not the home based fliers. The pilot of G-ADLD is given as Alex Monteith, who was a leading light at Clifton according to Norman Spence's book and another candidate for being the flying photographer.

Rex King-Clarke has written a book about his life as a young man in the 1930s. The book is called, "Free for A Blast" and goes into some detail about the period in 1936 when he was a student pilot at Clifton, while based in Yorkshire with his regiment. Having learned to fly, he purchases his own aircraft, a Miles Whitney Straight G-AERS and in early 1937 flew from Clifton to the Middle and Far East to join his regiment on detachment. From Rex's book, it is clear that he was at Clifton during the period July 1936 to March 1937, which is part of the period covered by the film. With the permission of the YFA, Rex has watched a copy of the DVD, but was unable to identify and faces, despite him knowing many of the leading lights at Clifton when he was there. This is perplexing, but understandable as memories of over seventy years ago fade. So even with Rex's help, identifying the many people who appear in the film is still not resolved.

In this sort of research there are periods of inactivity when a line of research becomes exhausted and you wonder which way to turn next, then suddenly a new lead appears and you are off again. One such chance lead was the purchase of a copy of DH Moth Club magazine at an air show in 2007. It revealed a letter from Harold Dickinson about one of the Moth aircraft, G-AASZ, based at Clifton in 1937 and belonging to Yorkshire Flying Services. Harold was an apprentice at Clifton in the late 1930s and worked on the Company aircraft. We have contacted Harold and he has been trying to help us. Unfortunately, he is unable to put names to the faces on the film and once again we are stuck on naming issue. After World War II, Harold went on to work at other airfields in Yorkshire and he has offered to tell us about the places and aircraft he worked on. So another line of research opens up.



It is really quite fascinating to be able to contact people, who were at Clifton in the late 1930s, before WWII became the totally dominating force in aviation history. So, this film is a record of someone's flying experiences in 1936 and 1937; but who is that person or persons? It includes air pageant(s) at Clifton, visits to air pageants in Germany and a flight to a fly-in at Shoreham. The latter may well be the opening air show at this airfield. Is the sequence of the flight over "the Humble home" the main clue to who that someone is?

There is still work to be done to establish the names of the people in the film and who took the film. Was it all taken by one person? The photographs in this article are stills from the original film, if you recognise any of the faces please let us know.

The search goes on and awaits another lead and maybe more hours of research.

**Jim Stanfield/Terry Sykes**

## YORKSHIRE VETERAN RECALLS HIS 92 MISSIONS



Completing a tour of 30 missions had become an increasingly rare achievement as the Second World War reached its zenith.

But Mr Johnson, 89, from Tadcaster went on to fly not just a single tour, but more than 90 sorties over enemy territory. For his gallantry the Wellington Bomber air gunner was awarded the Distinguished Flying Cross (DFC), one of the RAF's highest accolades. Now in a bid to help youngsters learn about the war from first hand accounts, Mr Johnson has returned to one of his former bases - RAF Linton-on-Ouse, near York - to tell his story.

He says he is lucky to be alive. "On one raid a shell came straight up between my legs. It took off the top of my turret and also two of my guns. Fortunately it missed me completely. I remember peering out of the gaping hole and watching my guns fall over Paris. Somehow we limped home that night but the aircraft was so badly shot up that it never flew again."

Mr Johnson told how he won his impressive array of medals - including the DFC - which he wears with pride on a blazer that once belonged to Linton-on-Ouse air-ace Group Captain Leonard Cheshire VC. He joined the RAF at the tender age of 18 and his first pilot was a former Battle of Britain aviator. "He was very good but when we were over the sea practicing our gunnery against a drogue he thought it would be fun to turn the aircraft upside down and see if he could make me feel sick. He asked if I was ready to shoot and I said 'no, I can't I feel too ill. He said 'well that's a bit poor. I finally recovered enough to get a few bullets on target."

Mr Johnson had his fair share of scrapes during his unusually long operational service. While transporting Wellington's to North Africa his formation had to use Gibraltar as a staging point. One aircraft had already been lost; shot down en-route, but the take-off run at the Mediterranean peninsula was notorious.

"The runway was too short for us and we watched the first three aircraft take off only to crash into the sea." My aircraft was next to go but fortunately the pilot had a plan. At the time the runway was being lengthened so he asked us to jump out and move some of the trestles that were due to be laid so that we would have more runway to use. Our luck was in and although the tail hit the sea as we took off, we made it safely".

Mr Johnson's crew flew on to Cairo but he was to contract malaria shortly after arrival. Ironically it was to prove yet another lifeline. The rest of the crews were sent to Malta where enemy fire was ferocious. He lost 48 friends there; all shot down in just a fortnight. When he recovered it was back to front line duties. On one of his first missions his aircraft was hit 100 times. The aircraft was lost and Mr Johnson was the sole survivor. Amazingly he was shot down only twice during his long wartime flying career.

Later he was sent to Burma which he described as a 'dangerous and terrible place.' "It was very hot there and we were given just one glass of water a day which we had to use for washing and drinking. In 1945 Mr Johnson was based at RAF Linton-on-Ouse while serving as a gunnery instructor at nearby Tockwith. During his return to Linton, Mr Johnson revealed a little known piece of Second World War history. The RAF had proposed a second Dambusters raid and he was selected to be a member of one of the elite crews. He says the mission was aborted when the RAF was unable to find a safer successor to Barnes Wallis's bouncing bomb. Mr Johnson said: "During the war I did a lot of flying in bombers but I think it went quite well on the whole. It's not too bad being shot down just twice in 92 missions."

Credit- **raf.mod.uk**



## YEADON MILITARY VISITORS IN THE 50s and 60s

Military visitors were not common at Yeadon in the late 1950s and early 1960s due mainly to the fact that our runways, 28-10 and 19-01, were not the longest and we were therefore limited to small trainers and communications aircraft. However we did have a flight of the Leeds University Air Squadron Chipmunks detached here from Church Fenton. WG468 was a Chipmunk T.10 delivered to the RAF on 20 November 1951, it was c/n DHC1/0518 and was one of a number used by the Leeds University Air Squadron. The ones at Yeadon were kept in the hangar by the Harrogate road which eventually became the Yorkshire Light Aircraft offices. When it finally left the RAF WG468 was sold as G-BCAI in 1974 and then sold in South Africa as ZS-JJG in 1975.



Another detachment here at Yeadon was the RAF's 664 Squadron which operated Auster aircraft in a spotter role. WJ368 was built as an Auster AOP6 but was later reported to have been converted to an Auster T.10. It is seen here taxiing back in after a local flight. It had the c/n 3742 was delivered to the RAF on 03 March 1952 and served with 664 Squadron until 1957 when the Squadron was transferred to the Army Air Corps by which time it had left Yeadon. When the Army eventually sold it on 17 April 1962 it went onto the civil register as G-ASZX and was converted as a Beagle Terrier in 1965.





Foreign Air Forces visiting Yeadon were few and far between, one I managed to see was the Belgian Air Force Percival P.66 Prembroke with the serial RM-2 and coded OT-ZAB seen here backtracking runway 28 with the newly constructed runway 33 visible behind it. RM-2 was a Pembroke C.Mk 51 delivered to the BAF on 10 May 1954 and operated by the 21 Esc/15 Wing at Melsbroek. It was withdrawn from use by the Belgians and struck off charge on 26 February 1975 then put into storage. It was eventually sold to Air America and registered as N51948 on 06 March 1978 and was reported to be drug running. Eventually donated to the Denver Aerospace Science Museum and reregistered N66PK on 26 April 1984. Last noted April 2002 at Thunder Field, Pierce County Airport, South of Seattle. WA awaiting move to Arizona, for Rick Barter / Skywords Aviation LLC (Tucson).



In July 1964 we had a sudden influx of US Army DHC Otters. This started on July 1<sup>st</sup> 1964 when the Otters 55-3290 and 55-3294 arrived, the latter one immediately went u/s and both of them night stopped. 55-3294 was c/n 146 and had been delivered to the US Army on 24 July 1956. It was apparently suffering from a terminally ill engine. It stayed in the old municipal hangar for 10 days undergoing repairs and during that time we had a couple of other Otters, 55-3277 and 55-3327, bringing in various US military personnel to work on it, also a US Army S-58 53-4487 on the 6<sup>th</sup> which reportedly brought in a new engine. Finally on the 11<sup>th</sup> it left for Antwerp.

**TERRY SYKES**

# MILITARY AIRCRAFT IN YORKSHIRE AND LINCOLNSHIRE - UPDATE

## BY DAVID SENIOR

### RAF LEEMING

The only Tornado F3s seen at the base now are those that arrive for spares recovery/scraping or for attention at the AMF, but some do appear for rare visits to the airfield. The Hawks continue to fly with 100 Squadron but some of these are being put into storage at RAF Shawbury. The new Hawk T.2 will only be used at RAF Valley for advanced training. In use by 100 Squadron are XX200/CG XX202/CF XX203/CC XX222/CI XX255/CL XX258/CE XX280/CM XX285/CB XX289/CO XX318/CQ XX329/CJ XX331/CP XX332/CD XX339/CK XX346/CH

### RAF TOPCLIFFE

645 VGS seems to have doubled its aircraft during 2008, giving air experience to the ATC cadets in the local area. With them are Vigilant T.1 motor gliders - ZH191/UD ZH192/UE ZH205/UL ZH208/UP ZH248/UT ZJ963/SL

### RAF DISHFORTH

9 regiment have been busy during 2008 with some of its helicopters and personnel on deployment to Afghanistan. When I have passed there seems to be little activity at the base. Helicopters pooled between 659/669/672 Squadrons are Lynx AH.7s- XZ173 XZ191 XZ193 XZ195 XZ208 XZ210 XZ211 XZ215 XZ216 XZ219 XZ221 XZ605 XZ652 XZ653 XZ670 XZ674 XZ677 ZD274 ZD278 ZD279 ZD284 Lynx AH.9s ZG886 ZG915 ZG918 are on loan to the units.

### RAF LINTON ON OUSE

1 FTS are still at the base training our future pilots and navigators but for how long. If Mr Brown and his cronies continue to desecrate the RAF as he has been doing over the last few years there will be no need for the base (nor the RAF) and the little flying training needed could be done at RAF Valley. Meanwhile Tucano's continue to fly from the base with swapovers with those stored at RAF Shawbury keep on so as to even up flight hours on the aircraft. Shadow squadrons marks 72/76/207 continue to be painted on some of the aircraft.

ZF135 ZF137 ZF139 ZF140 ZF142 ZF143 ZF144 ZF145 ZF169 ZF170 ZF171  
ZF172 ZF204 ZF205 ZF209 ZF210 ZF239 ZF240 ZF243 ZF244 ZF264 ZF269  
ZF287 ZF289 ZF290 ZF291 ZF292 ZF293 ZF294 ZF295 ZF317 ZF319 ZF338  
ZF339 ZF341 ZF342 ZF343 ZF344 ZF347 ZF348 ZF349 ZF374 ZF377 ZF378  
ZF379 ZF406 ZF407 ZF409 ZF417 ZF448 ZF485 ZF489 ZF491 ZF512  
642 VGS continues to give flying experience to ATC cadets using Vigilant T.1 motor gliders  
ZH115/TA ZH117/TC ZH146/TT ZH195/UH

### RAF LECONFIELD

E Flight of 202 Squadron still operate Sea King HAR.3 from this Army base on rescue duties but as the helicopters are fast running out of hours and there seems to be no new aircraft in the pipeline they will have to soldier on or be replaced with private venture helicopters. XZ595/K XZ596/L

## **RAF CHURCH FENTON**

1 EFTS has now been given Squadron reserve status and has 85 Squadron added to its long handle

Yorkshire UAS - 9 AEF - 1 EFTS - 85(R) Squadron is nothing but a mouthful but the Grob Tutors seem to fly every day that the weather allows. No additional aircraft numbers have been added to the unit all though the aircraft are becoming long in the tooth. Rumours persist that all air experience training will be put out to the private sector (another nail in the RAF's coffin).

Those in use are-

G-BYUA/UA G-BYUJ/UJ G-BYUS/US G-BYVG/VG G-BYVJ/VJ G-BYVX/VX  
G-BYVZ/VZ G-BYWP/WP G-BYWV/WV G-BYXE/XE

## **BAES BROUGH**

British aerospace continue to build new Hawk trainers and are currently building the outstanding aircraft for the RAF's order of 35 Hawk T.2's. ZK010-ZK044. There seems to be no further orders for the aircraft and no one knows what will happen when the last hawk for the RAF is flown out to BAES Warton. So far only ZK010-ZK019 have been finished and as yet none of these have been delivered to the RAF. At the fatigue testing building on the site a F.35 airframe is due from the USA for fatigue testing during 2009. It will join ZD353 Harrier GR.7, XX254 Hawk T.1 and XV263 Nimrod which are also on long term fatigue testing.

## **RAF SCAMPTON**

The Red Arrows are soon to move from this base to RAF WADDINGTON they have used the following aircraft for many years now all have been modified to convert diesel fuel onto smoke for their displays. The following Hawk aircraft form the team and reserves-

XX177 XX227 XX233 XX237 XX242 XX253 XX260 XX264 XX266 XX292 XX294  
XX306 XX308

FR Aviation use ZZ190 and ZZ191 Hunter F.58 aircraft which fly between their home base here and FR's Main base at Bournemouth.

## **RAF CRANWELL**

3FTS here is the controlling unit for training 45 - 55 Reserve Squadrons

45 Squadron's King Air aircraft are

ZK450/J ZK451/K ZK452/L ZK453/M ZK454/N

G-RAFD G-RAFO G-RAFP G-RAFX

55 Squadron's Dominie aircraft are

XS709/M XS711/L XS712/A XS713/C XS727/D XS728/E XS730/H XS731/J

XS737/K XS739/F

The Central Flying School's Tutor Squadron has like Church Fentons been given reserve squadron status and renumbered 115 Squadron. Tutors in use are

G-BYUB/UB G-BYUC/UC G-BYUE/UE G-BYUI/UI G-BYUP/UP G-BYUY/UY  
G-BYVA/VA G-BYVR/VR G-BYVS/VS G-BYWB/WB G-BYWF/WF G-BYWG/WG  
G-BYWL/WL G-BYWY/WY G-BYWZ/WZ G-BYXM/XM G-BYXN/XN

## **RAF BARKSTON HEATH**

It has recently been announced that the DEFTS T.67M Firefly are to be replaced this year and it looks like Grob Tutors will be their replacement. Aircraft currently in use are-

G-BWXA/A G-BWXB/B G-BWXC/C G-BWXD/D G-BWXE/E G-BWXF/F G-BWYG/G

G-BWXH/H G-BWXI/I G-BWXJ/J G-BWXK/K G-BWXL/L G-BWXM/M G-BWXN/N  
 G-BWYO/O G-BWXR/R G-BWXS/S G-BWXT/T G-BWXU/U G-BWXV/V G-BWXW/W  
 G-BWXX/X G-BWXY/Y G-BWXZ/Z

## RAF CONINGSBY

Typhoon aircraft come and go at this base as the older production aircraft are returned to BAES for update . Two tranche 2 aircraft have just been delivered and the third front line squadron No.6 is due to form in 2009 one of the other two squadron's is due to deploy to Iraq by the end of the year. Aircraft are allocated codes and squadron markings but this does not mean that they are actually operated by that squadron as aircraft move from unit to unit as necessary .

3 Squadron

ZJ916/QO-U ZJ917/QO-G ZJ920/QO-A ZJ921/QO-H ZJ925/QO-R ZJ927/QO-M  
 ZJ928/QO-N ZJ934/QO-T ZJ936/QO-S ZJ937/QO-W ZJ814/QO-Z is their training aircraft.

11 Squadron

ZJ919/DC ZJ924/DD ZJ929/DL ZJ931/DA ZJ932/DB ZJ933/DB ZJ935/DJ ZJ939/DX1  
 ZJ941/DG ZJ942/DH their training aircraft is ZJ811/DZ

17 Squadron (TOEU)

ZJ912/AB ZJ913/AC ZJ930/AA ZJ946/AD ZJ947/AE their training aircraft is ZJ815/AY  
 29 Squadron (OCU)

ZJ800/BC ZJ802/BB ZJ803/BA ZJ805/BD ZJ806/BE ZJ810/BI ZJ812/BK ZJ813/BL  
 ZJ915/BY ZJ945/BX

This update has been compiled from my records and from many aviation magazines one of which is MAR I am grateful for there help.

Where do we go next ? Your comments would be gratefully received.



ALPHA JET ZJ646 operated by QinetiQ at Boscombe Down  
 resplendant in its new black scheme is a regular visitor to Coningsby

**AND FINALLY,,,,,, Alan Sinfield, Jim Stanfield and David Senior along with other members are booked to go to Amsterdam by Jet2 on 17th June 2009 for a day of spotting. The all in cost was around £71 and if any other member would like to join them you can make your own travel arrangements and join up at Leeds/Bradford before the outbound flight. If you would like any further details you can contact any of the above. Alan also has details of the bmi offer of return flights to Brussels on any Friday for just the cost of the airport taxes, which is available until the end of August 2009.**



# HAPPY 40TH BIRTHDAY TO THE JUMBO

FIRST FLIGHT FEBRUARY 9TH 1969



PHOTO BY JAMES STANFIELD AT MANCHESTER

Boeing 747s taken at Leeds/Bradford in the 80s and 90s by Terry Sykes

G-BWNO, the first aircraft to be painted in the latest British Airways colour scheme made some spectacular flypasts while "posing" for publicity photos and films



A6-SMR a 747SP called a couple of times while on crew training details before the aircraft was delivered to the Dubai Air Wing/ Royal Flight

F-GTOM, another 747SP which was one of numerous aircraft bringing football supporters for the "Euro '96" clash between France and Spain at Elland Road



Wardair example C-FFUN was one of two Jumbos arriving to celebrate the opening of the new runway extension. The aircraft operated out on a direct flight to Toronto

Leeds/Bradford Int  
16 December 2008  
Brian Hewitt



D-AHIG Boeing 737/300 Hamburg International



CS-DRW Hawker 800XP Netjets, Europe

Leeds/Bradford Int  
4 January 2009  
Mike Storey

Hamilton  
12 October 2008  
Ian Morton



115461 DHC-5 Caribou Canadian Air Force/United Nations