



YORKSHIRE'S PREMIER AVIATION SOCIETY



**XW664 NIMROD R.1
DONCASTER(TRAINING), 10/12/09
CLIVE FEATHERSTONE**

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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 from our friends Peter Hampson and fellow director Debbie Riley of Airport Solutions Ltd. Their presentation took the form of a slideshow with a quiz at the beginning of each segment. Members at the meeting were asked which country and airport we were at. The prize for getting these correct was an Airport Solutions pen !! Thanks again go to Peter and Debbie, we hope to see you again in the future.

Paul Windsor

EDITORIAL

Just adding to what Paul said above, Peter and Debbie from Airport Solutions produced one of our more interesting meetings. They took us on a tour of airports in Africa and the Middle East where their expertise certainly seemed to be needed! Fortunatley, as it was part of their job they were able to take photographs airside at all these wonderful locations and we were treated to shots of copious Russian built aircraft which most people would be forbidden from taking. Accompanied by frequent gasps from the audience IL-76s, Tu.154s, An.12s etc flashed on the screen, most parked on airfields which looked more like scrapyards than fully operational airports. It is no wonder the expertise of Peter, Debbie and co was needed to drag them into the 21st Century. At the other end of the scale Debbie opened the meeting showing us how they were at present working in the Middle East building a 4000metre runway in the middle of the desert and all the difficulties that entailed, including regular sand storms!

Trevor Smith

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

PLEASE NOTE

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

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

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| 7 February 2010 | Selection of DVD's – Euro 96 at Leeds, Air Yorkshire trips to Cosford and Duxford and short video clips from the Internet |
| 7 March 2010 | Captain Mike Newall – by popular demand Mike Newall, Thomas Cook Airlines, is returning to inform us about all aspects of the aviation world. |
| 11 April 2010 | NOTE THE DATE CHANGE DUE TO EASTER Annual Air Yorkshire Quiz – We will use the same multiple choice format we used in 2008, which proved to be enjoyable and popular. |
| 2 May 2010 | NEW - Group Captain Phil Rodgers RAF (Retd) – 'A History of the Royal Air Force Cranwell'. This talk is being presented in conjunction with the R.A.F/ Benevolent fund. A collection will be made during the talk and Air Yorkshire will also make a donation. |
| 6 June 2010 | NEW - Drew Steel. – You will remember that Drew gave an excellent and informative talk to Air Yorkshire on the MRA4 in 2006. Drew is now the Military Liaison Executive at BAE Warton, and will give a presentation on flying-related activities and set-up at BAE Warton |
| 4 July 2010 | To be arranged |
| 1 August 2010 | Martin Powell and Ivor Tamplin We welcome back Martin and Ivor, but this time as a double act. Their talk/presentation is titled 'British Piston Engined Transport Aircraft since WWII' |
| 5 September 2010 | To be Arranged |

AIR YORKSHIRE ANNUAL DINNER

at
PEASEHILL RESTAURANT
RAWDON
26th March 2010

John Dale is now taking bookings for this popular event. Don't miss out contact John now on 01943 875315 to book your place.



SCENE AROUND YORKSHIRE

December proved to be very quiet, mainly due to the inclement weather which arrived mid-month and persisted until the New Year. As usual big thanks the Andy Wood(HAR) for his help in compiling this section.

Askern:- Mini Max G-NADS is no longer resident, having been sold to new owners in Swadlincote.

Bagby:- A potential new resident is Isaacs Spitfire G-CGIK, which is under construction in the local area and has just been registered. PA-28 G-ATVK has finally left

for a new home down-under in Australia. Also leaving, however this time heading North to Gordon in Scotland was Shadow G-MNZJ. Visitors:- 8/12 G-XJCB Sikorsky S-76C("JCB 2", two visits); 13/12 G-AYCJ TP.206D; 16/12 G-BAWK PA-28; 22/12 G-LINE Twin Squirrel(Refuel).

Beckwithshaw:- Reported as under construction here is Vans RV-7 G-IVII, however this aircraft was registered back in 1984 so how near it is to taking to the air is anybody's guess!!

Beverley:- Visitors:- 5/12 G-DODB R.22B; 19/12 G-TKEV Quik R; 31/12 G-TIMZ R.44

Blackbrook Farm(Sheffield):- Long term resident Kitfox G-BNYX has left, having been sold to a new owner at Fenland. It would appear at present that it is not going to be replaced.

Boothferry:- R.44 G-PEPS has been sold and departed to new owners in Hereford.

Boston/Wyberton:- Moving in recently was Quik R G-CGHA.

Brighton:- Just updating the latest at the helicopter enclave, Gazelle N505HA remains parked outside and has not flown for some time while HA-LFM and HA-LFQ remain tightly locked away in the hangar. Visitors:- 5/12 G-AXAT Jodel D.117; 10/12 G-BYBE Jodel D.120A, G-PARI C.172RG; 12/12 G-FUZZ PA-18, G-BAHD C.182P, G-CBDJ CT.2K, G-IIAI CAP 232; 13/12 G-AJEI Auster J/1N, G-AYCJ TP.206D, G-GFIB F.152; 20/12 G-TWSS Twister, G-XSEL Twister; 23/12 G-IIFR R.22B; 27/12 G-BWNK Chipmunk, G-IKUS Ikarus; 28/12 G-BOYC R.22B, G-BHNA C.152, G-PSKY Skyranger, G-ZZAC Eurostar; 31/12 G-HPOL MD.902 Explorer(Police 19, called in for cup of tea!), G-MEGA PA-28RT..

Church Fenton:- Visiting on 10/12 was Jabiru G-KEVI, which departed to Crosland Moor.

CONEY PARK(Leeds Heliport)

The weather put paid to much activity this month and just the following were logged:-

1/12	G-CPTS	Jet Ranger	1317 1350	f/t Skipton
8/12	G-TOPZ	Gazelle	1020 1035	f/t Oulton Hall, Rothwell
11/12	G-SIVR	MD.902 Explorer	0950 1015	f. Oban t. Redhill
19/11	G-SIVR	MD.902 Explorer	1140 1205	f. Redhill t. Oban

Coningsby:- A new Typhoon delivery from Warton on 1/12 was ZK305, while the following day ZJ930/AA(Ascot 9931) and ZJ913/AC(Ascot 9932) returned from the USA. On 2/12 three F-15s diverted from Lakenheath due to the runway at their base being occupied by a disabled aircraft. Unfortunately, we have no tie-ups however the call signs were "Snarl 81" and "Pantha 41/42". King Air 200s ZK450(Cranwell 76), ZK451(Cranwell 71) and ZK452(Cranwell 72) were noted pounding the circuit on 9/12.

Cranwell:- On 1/2 the following former Royal Nay Jetstreams were noted in Hangar 1, ZE438/ZE439/ZE440. On the same day French Air Force Xingus 98/YP and 99/YQ were noted parked on the ramp and on 18/12 Red Arrows Hawk XX306 paid a visit.

Crosland Moor:- PA-28 N499MS paid a visit on 12/12, from its home in Jersey. Visitors:- 10/12 G-KEVI Jabiru(Church Fenton – Leuchars); 30/12 G-DBCI Schweizer 269C; 31/12 G-MVXP Chaser S(f. Rufforth).

Devonshire Arms:- Visitors:- 19/12 G-GDAV R.44; 28/12 G-TYCN Agusta A.109S(From Gatwick).

Dishforth:- Lynx AH.9 ZG915 was delivered from Yeovilton on 22/12, with Agusta A.109S G-UKAW(Westland 9, **See photo, page 5**, by Clive Featherstone) arriving to collect the delivery pilot. Visitors:- 3/12 ZG845 Islander(Armyair 588); 16/12 G-RWEW R.44(Training); 18/12 G-PIDG R.44(Diverted in due weather).



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

There was more good news for the airport when Aer Arran in conjunction with Aer Lingus announced daily flights f/t Dublin operated by ATR.72 aircraft from Spring 2010. The new route will also afford connections across the Atlantic via Aer Lingus. As was already aluded to in the last issue of the magazine Easyjet flew in their A.319 G-EZFE(Easyjet 4P) for publicity purposes on 11/12 to coincide with the announcement that they will be basing an aircraft here from Spring. A welcome arrival this month was the vintage DC-8-63 N865F owned by Murray Air Cargo. The aircraft arrived on 17/12 and stayed until 20/12 when it departed to Detoit as "Murray 865". On 19/12 Boeing 737/300 SE-RHT(Viking 866F, **See photo below**, by Clive Featherstone) positioned in to operate a day trip to Lapland. Apart from that there was little of note, however there were a few inbound diversions as follows:-

2/12 PH-JCT Fokker 70, "KLM 69W" Amsterdam – LBIA, positioned to LBIA later.

12/12 SE-RHT Boeing 737/300, "Viking 866A" Humberside diversion(Lapland charter)

16/12 G-CELE Boeing 737/300, "Channex 348", Dusseldorf – LBIA, n/s then to LBIA(034W).

20/12 G-LSAD Boeing 757, "Channex 318" Arrecife – LBIA, parked for 4 days then to LBIA.

21/12 G-FDZF Boeing 737/800, "Thomson 1CK" Malaga – Gatwick, n/s.

G-BYAL Boeing 757, "Thomson 653" Sharm-el-Sheikh – Luton, n/s.

HA-LPH Airbus A.320, "Wizz Air 901" Kiev – Luton, positioned back to Kiev,

28/12 HA-LPQ Airbus A.320, "Wizz Air 305H", Gdansk – Liverpool, positioned back to Gdansk.



Kinch Aviation had the following in for maintenance, Citation Sovereign G-CFGB(arrived 7/12), Citation XL OE-GTK(IJM 369, arrived 15/12 and stayed overnight); Citation Sovereign N2208L(arrived 18/12, departed 21/12). On 29/12 the former Sundt Flight Citation XL LN-SUX arrived and is destined

for Multiflight at Leeds/Bradford as G-CGMF. The aircraft was still present as we go to press. Other movements included:-

1/12 EI-GJL Dauphin, G-RVRB PA-34 Seneca(Ravenair 34T, training)
 2/12 M-TSRI King Air C.90(Ambassador 902A), Tucanos ZF145(LOP 21)/ZF374(LOP 76), ILS
 3/12 N711LS Global 5000(n/s), G-FUFU Agusta A.109S
 4/12 G-OBYI Boeing 767/300(Thomson 198), Bell 412s ZJ235(Shawbury 97)/ZJ707('81), ILS
 G-BZOG Dornier 328(Suckling 421), G-OEAS King Air 200, G-WVIP King Air(Prestige 563)
 5/12 G-BWWT Dornier 328(Suckling 422), G-JIBO Jetstream 32, n/s.
 6/12 G-EMHC Agusta A.109A(Costock 5), G-KDMA Citation Encore, G-CGAW King Air 200
 7/12 M-ICRO Citationjet, G-OSOH Citationjet(Hangar 857), G-CMED TB-9 Tampico(training)
 8/12 C-GRFO Lear Jet 35A(Ambulance, n/s), G-JECN Dash-8-400(Jersey 18T, training).
 9/12 G-WCCP King Air 200, ZJ998 Merlin(Vortex 323, ILS), G-BYTI PA-24(training)
 10/12 XW664 Nimrod(Vulcan 51, training, also 13/12), G-BVMA King Air 200
 11/12 G-KVIP King Air 200(Prestige 561), G-VIPW PA-31(Prestige 11P, EMA diversion)
 12/12 G-BYMK Dornier 328(Suckling 850P), G-JECX Dash-8-400(Jersey 018T)
 13/12 N663KK Cirrus SR.22, N53GX Global Express, n/s
 14/12 G-MIDP Airbus A.320(Midland 9713, Lapland Charter), N449J Agusta A.109S
 16/12 HB-IMJ Gulfstream 5(Batman 131), G-BTNC S.76B(ILS), Tutors G-CGKA/B(training)
 17/12 G-PMHT TBM.850, G-CGKC Tutor(Cranwell 86, training)
 18/12 CS-DSA Falcon 7X(Fraction 364H), OO-SKM King Air 200
 19/12 G-OBYG Boeing 767/300(Thomson 199); 20/12 VP-CKN Hawker 800XP
 22/12' CS-DKC Gulfstream 5(NJE 281Q), G-UKAW A.109S(Westland 9), G-OMRH Citation Bravo
 23/12 G-CEGP King Air 200(Cega 646)
 24/12 M-SAIL PC-12(n/s over Christmas), G-TABS Bandierante(Skydrift 110)
 29/12 G-LOFD Electra(Neptune 188T, training also 30/12)
 31/12 G-HANG DA-42 Twin Star(Atlantic 51T, training)



Clive Featherstone captured the arrival of DC-8-63 N865F at Doncaster on 17/12

Eddsfield:- Visitors:- 12/12 G-BSYG PA-18; 13/12 G-PIGS Rallye

Elvington:- On 16/12 Puma(Iceberg 1) made a precautionary landing here following a bird strike. His colleague "Iceberg 2" followed him in and the pair later departed to Linton-on-Ouse. Visitors:- 5/12 G-BNST C,172N(f. Netherthorpe); 6/12 G-RJMS PA-28RT, G-SKYC T-67A(Aerobatics); 12/12 G-BKMA Mooney M.20J(f. Cambridge)

Fadmoor:- Noted visiting on 10/12 was TB-20 G-PEKT, from Mt. Airey.

Full Sutton:- On 17/12 Cessna 172S N5278U was noted departing to Berlin/Tegel on delivery, having been ferried across the Atlantic via Bangor, Goose Bay and Reykjavik, arriving here on 15/12. Visitors:- 4/12 G-BCRR AA-5B Tiger

Gamston:- Former resident R.22B G-HUGS, operated by Kuki Helicopters has now been registered to Stepford Helicopters in Spalding. Cessna 172S N3540U was noted paying a visit on 12/12 while on 18/12 Cirrus SR.22 G-FIKI was noted carrying out a local air test. Visitors:- 4/12 G-EEBB Sikorsky S-76C("Norbrook 76", from Carlisle); 7/12 G-ODUR Hawker 800XP(Hangar 800); 10/12 G-BSSP Robin DR.400("ACW 02" to Syerston).

Halifax:- Robinson R.44 G-JBKA is a new resident, based at Ashday Hall in the town with a private owner.

Hillan:- Vans RV-7 G-OJLD is under construction at a local address, however presently only the tail-plane is complete with the fuselage kit due for delivery in the New Year.

HUMBERSIDE

1/12 F-HDJM King Air 200(Darta 3810)
2/12 ZF312 Tucano(LOP 24, ILS), G-OMRH Citation Bravo
3/12 N199ZZ Cirrus SR.22(Also 10/12), G-RAFU King Air 200(Cranwell 56, ILS)
6/12 G-CDZL Boeing 737/800(Thomson 3728/9, day trip to Rovaniemi)
7/12 G-VONJ Premier 1
9/12 G-OZBE Airbus 321(Monarch 910P, for Lapland charter), G-BYLH Robin HR.200
11/12 PH-KZK Fokker 70(KLM 1537, Teesside Diversion)
12/12 N550M Gulfstream 5, M-LJGI Falcon 2000EX, EI-DMG Cessna 441, G-RVRE P.68B
23/12 CS-DKI Gulfstream 550(Fraction 9BE), n/s; 28/12 G-AXNS Pup

Leeds General Infirmary:- On 9/12 Lynx XZ255(Armyair 958) was noted visiting the roof-top helipad.

Linton-on-Ouse:- On 7/12 Harrier ZH661 diverted in following a bird strike and night stopped. The only other visitor noted was PA-31 Navajo ZF622(Gauntlet 53) on 3/12.

Netherthorpe:- Fournier RF-5B G-SSWV was noted operating from here on 10/12, this aircraft has recently been sold to owners in Keighley, West Yorkshire, however it is reported to be a new resident at Pocklington. Confirmed as a new resident is EV.97 Eurostar G-CGDI while Cessna 150D G-ASMW(See photo below, by Paul Lindley) has now been registered to Dukeries Aviation so will remain here following repairs.



North Coates:- A new resident here is TB.20 Trinidad G-TOAK. Visitors:- 5/12 G-BRSW Silvaire, G-BZWV Skybolt, G-BENJ Commander 112(f/t Top Farm); 12/12 G-BNME C.152, G-PTAR Skyranger, G-CFKV MXP.740; 19/12 G-JAOC Skyranger; 28/12 G-JMDI Schweizer 269C(f/t Eastfield Rise Farm, Cherry Willingham), G-CCXV T.600N.

ROTARY ROUND UP

3/12	G-ZIZZ	Agusta A.109S	Elstree – Wombledon
	N340AJ	Long Ranger	Wombledon – Elstree
4/12	N5120	Bell 430	Wigan – Ilkley – Rochester
	G-OMCC	Squirrel	Isle of Man – Harrogate
5/12	G-OMCC	Squirrel	Dunnington – Darwen(Blackburn)
8/12	G-PIDG	R.44	Sherburn – Emley Moor
9/12	G-TOPZ	Gazelle	Bristol – Oulton Hall(Rothwell)
	PH-WLW	R.44	Fishburn – Nuneaton
10/12	G-RAPT	R.44	Gomersall(Leeds) – Derby

	G-OMLS	Jet Ranger	Easingwold – Skipton – Sherburn
	G-WMWM	Gazelle	Grange Farm(Nr. Wickenby) – Leicester
	G-MCAI	R.44	Denham – site near Wombleton
12/12	G-ZIZZ	Agusta A.109S	Private site in Essex – Hull(Ramada Hotel)
	G-ODCR	R.44	Gainsborough – Carlisle
	G-DFOX	Squirrel	Landed at Doncaster Race Course
15/12	G-NEAU	Eurocopter 135T	Landed at Harrogate Police College
22/12	G-CEYU	Dauphin	"Yorkair 02" Martin House Hospice, Wetherby with Santa Claus.
23/12	G-SASH	MD.902 Explorer	"Helimed 99A" Whitby – Middlesboro'(James Cook Hospital)
26/12	G-MGAN	R.44	Barnsley – Emsley Moor
27/12	G-XTEK	R.44	Sherburn – East Rounton
29/12	YU-HEY	Gazelle	Crook(Teesside) – Sherburn(Private site)
30/12	G-EEGO	Jet Ranger	Dewsbury – Sherburn(Private Site)
	G-OMLS	Jet Ranger	Easingwold – Sherburn(Private site)
	G-XLLL	Squirrel	Stapleford – Sherburn(Private Site)
	SE-HJZ	Eurocopter 130B	Site W/Teesside – Galway
31/12	G-EMHC	Agusta A.109E	"Costock 5" Battersea – Doncaster(Redhouse)

Road-runner:- Dishforth based Lynx XZ210 was noted on a low loader heading South on the M1 near Nottingham on 16/12.

Rufforth:- Noted in Bob McLean's workshop recently were G-BXSH DG.800B, G-CGHS DG.808C, G-CJZK DG.500, G-DDMD DG.100, G-EEZO DG.808C, G-IANB DG.808B and G-ORIG DG.800A. Skyservice King Air 200 OO-SKM was noted on one of its regular visits from Brussels on 11/12. A new resident on the microflight side is Chaser S G-MVXP.

Sandtoft:- By the middle of the month the airfield was fully functional following the re-laying of the runway. Visitors:- 12/12 G-EEGO Jet Ranger, G-CFKV Savannah, G-ZIZZ A.109S(Refuel), G-HRNT C.182S; 13/12 G-BDBD Tailwind(f. Sleaf), G-PSKY Skyranger; 19/12 G-BFMH C.177B; 28/12 G-CBKE Kiss 400

Sherburn:- Bagby based T-67M G-SKYC has moved in here temporarily for the winter. Also temporary resident is newly constructed Sportsruiser G-EDDS, which is here for initial test flying before it moves to its permanent home at North Duffield. Eddsfield based Hawk XP HB-CIU was noted another of its regular visits on 5/12 and was back again on 13/12. Visitors:- 5/12 G-WACI Be.76 Duchess(f. Wycombe), G-HIVE F.150M, G-SKYC T-67A, G-BVZR PA-28; 9/12 G-FCUM R.44(f. Liverpool); 10/12 G-RSMT MT-03 Gyrocopter, G-BODD PA-28(f. Waddington), G-OMLS Jet Ranger; 11/12 G-GCDA SR.22(f. Blackpool); 12/12 G-BAEP FRA.150L, G-CGCH Sportsruiser, G-SONA TB.10, G-GCUF DR.400; 27/12 G-SKYC T-67C; 31/12 G-OMLS Jet Ranger, G-YIII F.150M, G-BOIL F.172M

Sturgate:- Struck off the residents list this month are Moni G-BMVU, which has moved to new owners in Sudbury and Baron G-WOOD, which has moved to Tatenhill. Cessna T.206H M-AXIM arrived from Ronaldsway on the morning of 10/12 for a short stay before heading home. Visitors:- 2/12 G-AVWJ PA-28; 5/12 G-PARI C.172RG(f. Tatenhill), G-IFLI AA-5B; 19/12 G-AZEW Pup; 31/12 G-BHCP C.152

TEESSIDE(Durham Tees Valley) Info/photos courtesy of dtvmovements.co.uk

A bit of good news for the airport is that Aer Arran/Aer Lingus are to commence a daily flight f/t Dublin utilizing an ATR.72 of the former, with connections to the USA via Aer Lingus. Not a lot happening this month due to the inclement weather, however the following visitors were of note:-

- 1/12 ZF349 Tucano(Cordite, ILS), Hawks XX203/XX246(ILS, to Leeming)
- 2/12 N678RC EMB.135BJ Legacy(n/s), VP-CRB Lear Jet 60, ZF378 Tucano(LOP 30, ILS)
- 3/12 N12AG PC-12, N500CS King Air 200, N288Z Global Express(n/s)
- 4/12 ZD703 BAe.125 CC2(Ascot 1745), G-EKOS PA-28, ZF379 Tucano(LOP 81, ILS)
- 6/12 N426PF Challenger 604, N978PW Falcon 900B, G-MCAN A.109S(Castle 2, n/s)
- 7/12 PH-RID Citation Sovereign, G-MPRL Cessna T.210M
- 8/12 ZD746 Tornado GR.4(Lancer 2, ILS), G-CBMP Cessna 182Q
- 9/12 G-HPPY Lear Jet 45, XX203 Hawk(Pirate 2, ILS), XS730 Dominie(Cranwell 93, ILS)

10/11 F-GGVG Merlin(Air Lec 226), ZD703 BAe.125 CC2(Kittyhawk 10R)
 11/12 OH-WIA Citation Sovereign(Jetflite 20A), N642P PA-31 Navajo
 12/12 ZZ174 C.17B Globemaster(Ascot 6609), G-KALS Challenger 300(Lonex 03KK)
 13/12 G-XBEL Citation XLS(Beauport 831), G-SNZY Lear Jet 45
 14/12 G-CXLS Citation XLS(Beauport 742), ZE395 '125(Northolt 35), G-BYMK Dornier 228
 15/12 D-CAMS Citation V(Carolus 160F), G-BDOC S-61N, G-MARA A.321(Monarch 820P)
 16/12 G-OAKI Jetstream 31(Vannin 491)
 18/12 N663MK Falcon 900EX, Tucanos ZF290(LOP 24)/ZF485(LOP 41) training.
 21/12 CS-DMT Hawker 400XP(Fraction 4TC), G-JECO Dash-8-400(Jersey 171, LBIA div)
 22/12 EI-DAV Boeing 737/800(Ryanair 92J7/9079, LBIA div)
 29/12 G-FLBK Citation Mustang, G-JARM Robinson R.44

The Embraer Legacy N678RC(**See photo**) is registered to Wells Fargo Bank, Trustee in Salt Lake City and arrived from St. Johns, Newfoundland for a stay until 6/12 before heading to Madrid/Torrejon.



Following the demise of Cleveland Flying Services we received this press release in early January:-

Durham Tees Flight Training takes off

A brand new flying school, Durham Tees Flight Training, began operations at Durham Tees Valley Airport during January. It is offering a full range of flight training on a modern fleet of Cessna 152s and Piper Warriors, as well as aerobatic training or air experience flights on an ex-RAF trainer, the Bulldog.

Local businessman, David Ripley, who has run an international fire protection company from his native north east for the last 17 years and trained to fly at Durham Tees Valley Airport several years ago, recognised the need for a new professionally-run, well-financed, flight training facility in the north east of England.

His first task was to put together a strong management team, which includes Chief Flying Instructor Dale Reynolds who has been instructing for over 12 years. Dale was a lecturer at Leeds University's Aviation Degree Programme and has amassed an impressive 7,400 flying hours; making him one of the most experienced instructors in the region. Dale is supported by Operations Manager Ed Hampartsoumian, who holds a PhD in engineering and is the former Head of the Aviation programme at Leeds University. Here he developed integrated pilot training courses for students on aviation degree programmes as well as designing and delivering new ATPL and PPL ground school modules. David said, "Although I have a strong business background, it is in a very different field. I knew that for us to create the right operation I would need to appoint the right team of people around me from the start. Dale and Ed have about as much experience in flight training as it is possible to have, which is not only good for the strength of our business but also for the students who can be guaranteed a structured training programme in a safe, professional environment."

Durham Tees Flight Training is investing in a fleet of modern, well-equipped training aircraft, which will be great for students and also PPL holders looking to self-hire. "We did consider newer designs

of aircraft such as the DA20, but decided to go for the tried and tested Cessna and Piper range. They are the world's best sellers for a reason and are great for PPL training.

We do have access to a range of more complex aircraft, retractable and twin engine aircraft if required, as well as the great Bulldog ex-RAF trainer for any students wanting to learn aerobatic flying, or just have an aerobatic experience flight," said Dale.

Durham Tees Flight Training is based in a bespoke suite of offices within the new Business Aviation Centre at the airport alongside other aviation-minded businesses. They will be welcoming back students to the airport who were part-way through their PPL training, as well as providing PPL holders and other GA pilots with some excellent new facilities to support their flying and training activities. With a clear no-nonsense approach to pricing, Durham Tees Flight Training hopes to attract many more potential students to the world of GA. Ed said, "Our pricing structure is based on the simple philosophy of fairness. For example we looked at the issue of pricing and decided as our costs do not alter depending on when we fly, we would not charge premium rates on weekends. We will offer a flat rate to all students or hirers, which will be the most competitive we can offer and we will not ask for money on account, you just pay for the time you fly, when you fly, no deposits, no premium rates and no subsidising of other pilots. Everyone gets our best price possible, at all times." There will be open evenings at Durham Tees Flight Training during February and March. For more information on this and for more detail on the facilities and courses, take a look at their website www.dttf.co.uk from the 21st of January or call 01325 337 248.

Or feel free to call in, their door is always open and there is always someone on hand to talk to about your flight training requirements.

Thorne(Black Bull public house):- R.44 G-OWND was noted parked in the car park on 28/12, from 1300 to 1430.

Waddington:- The main excitement this month revolved around the arrival of two Russian freighters to pick up equipment for the deployment of a pair of AWACS. Antonov AN.124 RA-82008 arrived on 11/12 while Ilyushin IL-76 RA-76950(See photo below, by Paul Lindley) was logged on 19/12. Visitors:- 9/12 ZE396(Northolt 35, from Teesside).



Walton Wood;- Visitors:- 10/12 G-STUY R.44(to Chesterfield); 11/12 G-EEGO Jet Ranger; 21/12 G-OTJS R.44; 23/12 G-JVIE Hughes 369E

Wickenby:- Fournier RF-3 G-BIIA is confirmed as a new resident. A couple of aircraft noted on Air Test on 12/12, RV.10 G-RVTN(running in a new engine) and PA-46T N113BP. Visitors:- 5/12 G-BONW C.152, G-BTAW PA-28; 12/12 G-SABA PA-28R; 31/12 G-AKVO Taylorcraft BC-12D

Wombledon:- Beech 36 N767CM(Makin 1) arrived from Garforth on 10/12 on one of its regular visits.

OVERFLIGHTS

2/12	N467CS	CASA 212	Wick – East Midlands(York 1334 @ 5500')
	N181CS	DHC.6 Twin Otter	Wick – East Midlands(York 1403 @ 7500')
	VP-MNT	BN.2T Islander	Bembridge – Prestwick(POL 1601 @ 8000')
9/12	N821CC	Cirrus SR.22	Over LBA 0907 @ 11000' enroute to Cumbernauld
10/12	N6EL	PA-34 Seneca	Wick – Bornholm(OTR 1506 @ 9500')
16/12	N405FD	Agusta SF.260B	Aarhus – Wycombe(Hull 1219 @ 9000')
23/12	N24468	Cessna 172S	Wick – Altenburg, delivery(Hull 1211 @ 7500')



There was quite a lot of disruption this month due to the weather, fog early in month and snow from the middle. Around Christmas quite a few flights were cancelled due to the weather and others were suspended anyway over the holiday period. On a positive note, other airfields suffered just as badly with the weather and this resulted in us receiving some diversions, with 11/12 being a particularly noteworthy day. News from Jet2 is that their “new” Boeing 737/300 OE-IAD arrived on 08/01 and was moved to the Multiflight hangar late in the month for preparation to be put into service as G-GDFA. Former American Trans Air Boeing 757 N517AT arrived at Lasham mid-January from Victorville, where it had been in storage, via Bangor and this aircraft will be joining the Jet2 fleet eventually as G-LSAK. However, it is reputedly going to be stored outside at Lasham until April when it will be prepared for entering service in May.

Multiflight are due to receive two new aircraft in early 2010. Citation XLS LN-SUX(See photo below, by Clive Featherstone) of Sundt Air arrived at Doncaster in late December for preparation to be reregistered G-CGMF for the company while a Boeing 737/300 with executive interior is at Bournemouth being worked on ready for delivery in early 2010. Multiflight have also sold two Dauphin helicopters, G-CEYU and G-MLTY, to the Great North Air Ambulance service. G-MLTY went to Aberdeen in late December for painting in their Green and White colour scheme and will eventually be reregistered G-NHAA. AA-5B G-BCRR is a new resident, albeit temporary while similar type G-BFXW is away getting repaired following its accident earlier in the year. Also new, although again we believe temporary is Embraer Phenom 100 M-PHNM, which was delivered over the Atlantic, arriving here on 12/12 via Wick. The aircraft is registered to TRG LLP, however it is understood the company are trying to sell it on. Finally, the Robin HR.200 G-MFLC(formerly G-BXGW) made its inaugural flight in its new markings on 31/12 while Cessna 152 G-BFFC is the next in line for reregistering, this one becoming G-MFLM. A full list of the new registrations for the Multiflight training fleet can be found at the end of this section on page 24.



Just one last note to all you radio listeners, all aircraft departing LBIA via airways are now passed onto Scottish Control(133.8 or 136.575) since the Manchester Control centre was closed in early January and a new Centre opened at Prestwick.

1/12 Tuesday

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

bmi:- Resident G-RJXP. G-RJXB(1VX/1XV,3VX/3XV). G-RJXK(404/403,408/407).

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

Flybe:- Resident G-JEDR, am Gatwick, then to Belfast City(732). G-JEDK(729/30, 731 from Belfast), then took over as resident aircraft operating pm Gatwick, n/s. G-JEDR(733/4). G-JEDW(171/7VT), G-JECX(173/4, 175/6). G-ECOG(643/4).

KLM:- PH-KZU(1546/7), PH-WXD(1549/50), **PH-OFE**(69W/64K, n/s, see 2/12).

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

Ryanair:- EI-DAJ(1A/9G), EI-DAO(1B/157). EI-DYS(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZB**(Thomson 6YG/81E) f/t Alicante(1437/1618).

EXECUTIVE JETS:- Following an overnight stay Challenger 300 **M-NEWT**(Bizjet 1WT) departed to Northolt at 0900. Citation Sovereign **G-NSJS** f/t Jersey(0912/1651).

GENERAL AVIATION:- A first visit of type this morning when Vans RV-9A homebuilt **G-RVJO** arrived from Hinton-in-the-Hedges at 0928 to collect Cessna U.206A **G-ATLT**, which had been with Multiflight for engineering. 'JO returned to Hinton at 1014 followed by 'LT, which departed at 1033. Commander 114 **G-NATT** arrived from Liverpool(1130) then carried out a local training flight(1315/1456) as "Exam 08" before heading home at 1536. PA-28RT Arrow **G-BOJI** f/t Blackbushe(1141/1538). Robin 2160 **G-BWZG** from Sherburn(1233), to Multiflight engineering, n/s. PA-34 Seneca **G-RVRB**(Ravenair 34T) carried out an ILS and overshoot at 1247, while on a training detail, f/t Liverpool.

MILITARY:- USAF C-21A(Lear Jet 35A), **84-0083**(Jalop 29) arrived from Ramstien at 0817, returning there at 0944.

2/12 Wednesday

SCHEDULES:- Air Southwest:- G-WOWD(482L/483M), SAAB 2000 **G-CFLU**(486L/487M).

bmi:- Resident G-RJXP. G-RJXB(1VX/1XV,3VX/3XV). G-RJXH(404/403), G-RJXK(408/407).

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

Flybe:- Resident G-JEDK, first two Gatwick flights then '734 to Belfast City. G-FLBB(729/30), G-JEDR(731/2, 733, from Belfast City, n/s.). G-ECOJ(171/7VT), **G-FBEA**(173/4), G-JECZ(175, held overhead due fog, then diverted back to Southampton).

KLM:- **PH-OFE**(64K) departed at 0607, however landed back at LBA 0635 having developed a technical problem. **PH-OFF**(1545/6), PH-KZI(1549/50), PH-JCH(69W, diverted to Doncaster due fog, returned at 2344 as "KLM 1551", n/s then 64K to Amsterdam).

Manx2:- Dornier 228 D-ILKA(Kiel Air 34L/35L).

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1841/2048).

Ryanair:- EI-EBL(1A/9G, 1B/157). EI-DLB(9396/7).

EXECUTIVE JETS:- Gulfstream 5 **CS-DKH**(Fraction 100M/548H) from Nice(1106) to Heathrow(1354).

GENERAL AVIATION:- King Air 200 **G-PCOP**(Gama 980) from Glasgow(1027) to Jersey(1350). Cessna 210M **G-TOTN** f/t Ronaldsway(1054/1612), n/s until 8/12. Diamond DA-40 **G-CCUS**(Diamond 04) f/t Gamston(1422/1444), came to collect resident DA-42 **G-CEWN**, which departed to Gamston at 1451 using call-sign "Diamond 02". King Air 200 **G-BVMA** from Newquay(1628) to Teesside(1725).

MILITARY:- Tucano **ZF349**(LOP 48), ILS and overshoot at 1511, f/t Linton.

3/12 Thursday

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

bmi:- Based G-RJXP. G-RJXB(1VX/1XV,3VX/3XV). G-RJXK(404/403,408/407).

Eastern:- G-MAJA(80D/81D from Southampton, then 045P to Teesside, pm), G-MAJH(86D/87D). G-MAJG(29Q/19Q, 99Q/59Q).

Flybe:- Based G-JEDR, all Gatwicks. G-JEDK(729/30), G-JECT(731/2, 733/4). G-JECX(171/7VT), G-JECS(173/4, 175/6). G-ECOH(643/4).

Jet2:- G-LSAI(119P/120P) t/f Gatwick(0622/2138). G-CELD(116P) from Manchester(0807). G-CELC(215/6) t/f Arrecife in lieu of 757.

KLM:- PH-JCT(1545/6), **PH-OFD**(1549/50), PH-KZG(69W/64K, n/s). After night stopping and following repairs **PH-OFE**(KLM 1540) returned to Amsterdam at 1557.

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

Ryanair:- EI-DCN(1A/9G), EI-DHH(1B/157). EI-EFD(92J7/9079).

EXECUTIVE JETS:- Falcon 2000EX **CS-DFF**(Fraction 2PN) f/t Farnborough(0845/1422). Making its debut this afternoon was Citation XLS **N932XL**, which is the Cessna owned demonstration aircraft.

It arrived from Aberdeen at 1305 for an outbound flight to Le Bourget at 1345. Challenger 300 **M-NEWT**(Bizjet 1WT) from Northolt(1520) to Luton(1541). Citation Sovereign **G-NSJS** f/t Jersey(1641/1840), n/s. Citation Bravo **N550FP**, operated by Flying Partners, arrived from Brussels at 1859 for a night stop.

GENERAL AVIATION:- Cirrus SR.22 **D-ELVW** arrived from Lille(1008) for an overnight stay, departing Friday morning to Cologne at 0740. DA-42 **G-PETS**(White Knight 03) from Denham(1224) to Bagby(1300). King Air 200 **G-PCOP**(Gama 980) from Peterborough/Connington(1512), n/s to Glasgow(0831). Merlin 3 **F-GGVG**(Air Lec 226) f/t Le Bourget(1830/1902).

4/12 Friday

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

bmi:- Based G-RJXP. G-RJXB(1VX/1XV,3VX/3XV). G-RJXK(404/403/408/407).

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

Flybe:- Based G-JEDR, all Gatwicks. G-JEDW(729/30), G-JECR(731/2, 733/4). G-ECOB(171/7VT, 173/4. 175/644L from Belfast to Exeter). G-ECOZ(643/643A, 644L/176 from Aberdeen to Belfast).

Jet2:- G-CELA(326/325) f/t Belfast.

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

Manx2:- Dornier 228 D-CMNX(Kiel Air 34L/35L), LET 410 OK-UBA(Eurovan 328/9).

Ryanair:- EI-DPO(1A/9G), EI-DHH(1B/157). EI-DAN(9396/7).

IT FLIGHTS:- A.321 **G-DHJH**(Kestrel 652K/L) t/f Tenerife(1146/2155), after being parked up since 29/11.

EXECUTIVE JETS:- Lear Jet 40 **G-MOOO**(Ravenair 40A) from Manchester(1448) to Palma(1545).

GENERAL AVIATION:- Skyservice King Air 200 **OO-SKM** from Brussels(0814) to York/Rufforth(1044). Cessna T.210M **N761JU**(See photo below, by Mike Storey) from Blackbushe(1436), to Multiflight for engineering, still present at end of month. PA-28RT **G-SKYV** from Ronaldsway(1455), n/s. DA-42 **G-DJET**(White Knight 04) from Topcliffe(1520), n/s to Denham(0752). AA-5B Tiger **G-BCRR** owned by Steve Waite arrived from Sherburn at 1540 and is a temporary resident while similar type G-BFXW is being repaired following its accident earlier this year.



5/12 Saturday

SCHEDULES:- Air Southwest:- 480L/481M cancelled.

Flybe:- Resident G-JEDR, am Gatwick and 730/1 t/f Belfast. G-JECX(171/7VT).

Jet2:- G-CELO(031E) from Edinburgh(1351).

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

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

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1903/2102).

Ryanair:- EI-DLH(1A/9G). EI-DYS(92J7/9079).

IT FLIGHTS:- Thomas Cook A.330 **G-OJMC**(Kestrel 86L) had to divert to Manchester due to early morning fog, while operating the return trip from Barbados for P&O Cruises. The outbound trip was last month. A.321 **G-DHJH**(Kestrel 279K/L), t/f Fuerteventura(0907/1829), n/s.

EXECUTIVE JETS:- Citationjet 2 **G-NMRM**(Flight Red 05), owned by Nigel Mansell was f/t Le Mans(1358/1455). Citation Sovereign **G-NSJS** f/t Jersey(1512/1246), n/s. Having arrived on 3/12 Citation Bravo **N550FP** departed for Liege at 1724.

GENERAL AVIATION:- Merlin 3 **F-GGVG**(Air Lec 226) f/t Le Bourget(1551/1728).

6/12 Sunday

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

bmi:- Resident G-RJXP(615/6) t/f Brussels.

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

Flybe:- Resident G-JEDR Gatwick x2. G-JECR(731/2, 733/4). **G-FBEN**(175/6). G-JECG(643/4).

KLM:- PH-KZW(1546/7), **PH-OFD**(1549/50), PH-KZH(69W/84K, n/s)

Manx2:- LET 410 OK-UBA(Eurovan 328/9).

Ryanair:- EI-DCW(1A/9G, 1B/157), EI-DPN(9396/7).

EXECUTIVE JETS:- A first timer this morning was Falcon 2000EX **N925AK**(See photo below, by Mike Storey), operated by Flip Acquisitions LLP of Concord, Massachusetts. The aircraft had set off from Bergstrom International, Austin, Texas on 5/12 and had made a fuel stop at Baltimore/Washington International before landing here at 0835 for a very short stay, departing at 0926 all the way to Manchester! Citationjet 2 **G-NMRM**(Flight Red 05) was back, from Blackbushe(1239) to Jersey(1421).

GENERAL AVIATION:- The PA-28RT **G-SKYV**, which had arrived on 4/12 departed for home, Ronaldsway at 1026.



7/12 Monday

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

bmi:- Based G-RJXP. G-RJXA(1VX/1XV,3VX/3XV). G-RJXK(404/403,408/407).

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

Flybe:- Based G-JEDR all Gatwick flights. G-JECK(729/30), G-JECI(731/2), 733/4 canx. G-JECZ(171/7VT, 173/4), 175/6 canx. G-JECJ(643/4).

Jet2:- G-CELO(31P) to Edinburgh(1214). Lbia fleet:- G-LSAE/H/I/J, G-CELB/C/D/F/G/H.

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

Manx2:- LET 410 OK-UBA(Eurovan 322/3), Dornier 228 D-IFLM(Kiel Air 38L/39L).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1835/2034).

Ryanair:- EI-DLH(1A/9G), **EI-EGB**(1B/157, First Visit).

EXECUTIVE JETS:- Hawker 800XP **CS-DRD**(Fraction 5WU) from Luton(0812) to Nice(1000). Citationjet **G-OSOH**(Hangar 857) from Doncaster(1652), n/s. Hawker 800XP **G-ODUR**(Hangar 800) f/t Oxford(1749/1753), n/s. Another Falcon 2000EX paid its first visit this evening, **N801WW** owned by The Bank of America, NA, which arrived from Morristown Municipal, New Jersey at 1827, departing to Luton at 1930. Lear Jet 40 **G-MOOO**(Ravenair 40A) from Palma(1919) to Manchester(2006). To round off a fairly busy day Wal-Mart Global Express **N170SW** arrived from its home at Rogers for a few days stay.

MILITARY:- King Air 200 **ZK452**(Cranwell 82) ILS and overshoot x2(1520/1532).

8/12 Tuesday

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

bmi:- Resident G-RJXP. G-RJXA(1VX/1XV,3VX/3XV). G-RJXK(404/403,408/407).

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

Flybe:- Resident G-JEDR, am Gatwick, then to Aberdeen(643A) and 644L/644. G-JECJ(643) from Exeter, then took over as resident aircraft operating pm Gatwick, n/s. G-JECK(729/30), G-JECR(731/2, 733/4). G-JECZ(171/7VT, 173/4, 175/6).

KLM:- PH-KZV(1546/7), PH-JCT(1549/50), PH-KZS(69W/64K, n/s).

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

Ryanair:- EI-EGC(1A/9G, First Visit), EI-DLF(1B/157). EI-DPC(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZJ**(Thomson 6YG/81E) f/t Alicante(1425/1625).

EXECUTIVE JETS:- The Falcon 2000EX **N801WW** returned from Luton at 1216 and departed to Groningen at 1529. EMB.135BJ Legacy **EC-KHT**(Flying Olive 621) arrived from Malaga at 1243 for an overnight stay on Multiflight/East. Falcon 7X **CS-DSB**(Fraction 9NB) from Farnborough(1418) to Nice(1609). Citation XLS **N932XL** made a return visit arriving from Southampton at 1628 for an overnight stay, then outbound to Verona at 0720.

GENERAL AVIATION:- Making its debut this lunchtime was the Queen's new Sikorsky S-76C **G-XXEB**, which supersedes similar type G-XXEA. Using call-sign "Rainbow 1S" it arrived from Bingley at 1339 for a refuel before routing to London/Kensington Palace at 1535. TB-20 Trinidad **G-EGAG** f/t Sherburn(1344/1442).

MILITARY:- Dominie **XS737**(Cranwell 99) ILS and overshoot x2(1133/1144), f/t Cranwell.

9/12 Wednesday

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

bmi:- Resident G-RJXP. G-RJXA(1VX/1XV,3VX/3XV). G-EMBJ(404/403), G-RJXK(408/407).

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

Flybe:- Resident G-JECJ, all Gatwick flights then 734 to Belfast City. G-JECT(729/30), G-JECK(731/2, 733, from Belfast City, n/s.). G-JECZ(171/7VT), G-JEDW(173/4), **G-FBEN**(374W/176).

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

Manx2:- Dornier 228 D-CMNX(Kiel Air 34L/35L).

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1900/2113).

Ryanair:- EI-DCW(1A/9G), EI-EBM(1B/157). EI-DCD(9396/7).

EXECUTIVE JETS:- Citation Mustang **G-NGEL**(Lonex 17EL) from Farnborough(0851) to London City(1136). Having arrived on 7/12 Citationjet **G-OSOH**(Hangar 857) departed to Doncaster at 0953. Citation XLS **N932XL** from Verona(1751), n/s to Farnborough(1146).

10/12 Thursday

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

bmi:- Based G-RJXP. G-RJXA(1VX/1XV,3VX/3XV). G-RJXK(404/403), 408/407 canx(pax on 3VX/3XV).

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

Flybe:- Based G-JECK, all Gatwicks. G-JECT(729/30), G-EOCA(731/2, 733/4). G-ECOH(171/7VT), G-JECM(173/4, 175/6). G-JECH(643/4).

Jet2:- **G-LSAJ**(Midland 9004) to Medinah(0711), Hadj flight.

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

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

Ryanair:- EI-EBW(1A/9G, First Visit), EI-EFH(1B/157). EI-DPC(92J7/9079).

CHARTERS:- Boeing 757 **OM-ASG**(Albanian 9443) from Medina(2018).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1213/1716), n/s. Challenger 300 **M-NEWT**(Bizjet 1WT) from Luton(1655), n/s, to Faro(0904).

GENERAL AVIATION:- PC-12 **G-DAKI** from Bournemouth(1848), n/s to Birmingham(0603).

MILITARY:- Tucano **ZF145**(LOP 30), ILS and overshoot(1618) f/t Linton.

11/12 Friday

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

bmi:- Based G-RJXP. G-RJXA(1VX/1XV,3VX/3XV). G-RJXK(404/403/408/407).

Eastern:- G-MAJD(80D, diverted to Bournemouth due Southampton weather, 81D canx), **G-MAJA**(86D/87D) just t/f Southampton. G-MAJC(29Q/19Q), G-MAJE(99Q/59Q).

Flybe:- Based G-JECK, all Gatwicks. G-EOCA(729/30), G-JECT(731/2, 733/4). G-JECP(171/7VT, 173/4, 175/6). G-JECN(643/644).

Jet2:- **G-LSAJ**(Midland 8004) from Medina(0038). **G-LSAB**(Midland 9356/8006) t/f Medina(0608/1939). Hadj Flights.

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

Manx2:- LET 410 OKTCA(Eurovan 324/325), Dornier 228 D-IFLM(Kiel Air 38L/39L).

Ryanair:- EI-EFL(1A/9G, 1B/157). EI-DAM(9396/7).

IT FLIGHTS:- A.321 **G-DHJH**(Kestrel 652K/L) t/f Tenerife(1149/2202), after being parked up since 5/12.

CHARTERS:- Boeing 757 **OM-ASG**(Albanian 9436/9437) t/f Medinah(0033/1607).

DIVERSIONS:-

From Teesside:-

G-MAJD Jetstream 41(Eastflight 056P/062P) from Bournemouth(1144), n/s to Teesside(1725).

G-FPLD King Air 200(Calibrator 508/511) from Newquay(1320), n/s. to Teesside(1629, 13/12)

G-MAJA Jetstream 41(Eastflight 65L) from Aberdeen(1411), operated 86D/87D..

G-MAJT Jetstream 41(Eastflight 67L/054P) from Aberdeen(1754) to Newcastle(1946).

From East Midlands:-

OK-UBA LET410(Eurovan 30L/31L) f/t Ronaldsway(1434/1740).

From Newcastle:-

G-MAJZ Jetstream 41(Eastflight 82Z/021P) from Stavanger(1514) n/s to Southampton(2131,14/12).

G-MAJU Jetstream 41(Eastflight 41D/071P) from Bergen(1613), n/s. to Aberdeen(1805, 13/12)

From Manchester:-

G-FBEB Embraer 190(Jersey 7335/45W) from Milan(1535), n/s to Manchester(1416)

G-RJXH Embraer 145(Midland 342/9161) from Lyon(1545), n/s to Manchester(1044)

G-RJXR Embraer 145(Midland 3746/9153) f/t Aberdeen(1551/1925),

G-JECL Dash 8-400(Jersey 56LK/41W) from Jersey(1557), n/s to Manchester(1022)

G-ECOA Dash-8-400(Jersey 721N/52W) f/t Belfast City(1717/1918)

G-JECZ Dash 8-400(Jersey 7266/53W) from Frankfurt(1735) to Manchester(2041)

G-JEDW Dash 8-400(Jersey 206T/43W) from Charles de Gaulle(1802), n/s to Manchester(0956)

G-WOWB Dash 8-300(Swallow 306A/03P) from Newquay(1812) to Plymouth(2000)

From Blackpool:-

G-CELJ Boeing 737/300(Channex 752/015P) from Tenerife(2108), n/s to Blackpool(0740).

From Humber:-

PH-KZU Fokker 70(KLM 1499/1486) f/t Amsterdam(2117/0904), n/s.



One of the diverted aircraft King Air 200 G-FPLD, pictured by Mike Storey

EXECUTIVE JETS:- Having arrived on 7/12 Global Express **N170SW** returned home to Rogers, departing at 0852. Hawker 750XP **CS-DUF**(Fraction 2TU) from Nice(1504), n/s to Aberdeen(1323).

GENERAL AVIATION:- The colourful P.180 Avanti **HB-LUS** made a return visit, arriving from St. Petersburg at 1501 before positioning home to Zurich at 1501. PC-12 **G-DAKI** from Marseille(1856) to Bournemouth(1950).

12/12 Saturday

SCHEDULES:- Air Southwest:- 480L/481M cancelled.

Flybe:- Resident G-JECK, am Gatwick and 730/1 t/f Belfast. G-JECP(171/7VT).

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

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

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(2035/2235).

Ryanair:- EI-DHH(1A/9G). EI-DCJ(92J7/9079).

IT FLIGHTS:- A.321 **G-DHJH**(Kestrel 279K/L), t/f Fuerteventura(0916/1905), n/s.

CHARTERS:- Ryanair 737/800 **EI-EFL**(2LBA/2DUB) operated a charter f/t Dublin(0946/1902), bringing passengers to go to a pantomime in York. During its stay it operated a local Santa flight as "Ryanair 2STY" for local children(1420/1525). Boeing 757 **OM-ASG**(Albanian 9434/8355) positioned to Stansted(0002) from Medina(1940), n/s until 14/12.

EXECUTIVE JETS:- A type first visit this afternoon with the arrival of Embraer Phenom 100 **M-PHNM** on its delivery flight via Wick at 1351. The aircraft operated by TRG LLP is supposed to be a new resident, although it is believed the owners are trying to sell it on. It was towed straight into the Multiflight/East hanger and had not emerged again by the year end. Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Faro(1737) to Luton(1800).

MILITARY:- Operating a Royal Flight was BAe.125 CC2 **ZD703**(Kittyhawk 2R), f/t Northolt(1811/2239).



Another of the diversions, Flybe Embraer 190 G-FBEB, heading home to Manchester(Martyn Gill)

13/12 Sunday

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

bmi:- Resident G-RJXP(615) to Brussels swapped with G-RJXE(616), n/s.

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

Flybe:- Resident G-JECK Gatwick x2. G-JECI(731/2), G-JEDN(733/4). **G-FBEM**(374W/176). G-ECOB(643/4).

Jet2:- G-CELE(034E) returned from long-term overhaul in Belgrade(2013). G-LSAD(545/217, 218/546) from Newcastle(0810) to Arrecife(0914) and return(1919/2024), combined flight.

KLM:- PH-KZE(1546/7), PH-KZW(1549/50), PH-KZH(69W/84K, n/s)

Manx2:- Highland Airways Jetstream 32 **G-NOSS**(Kiel Air 328/9, First Visit).

Ryanair:- EI-EBB(1A/9G, 1B/157). EI-DCD(9396/7).

IT FLIGHTS:- A.321 **G-DHJH**(Kestrel 683P) to Gatwick(0714).

MILITARY:- USAF Beech C-12A(King Air 200), **84-0156**(Duke 41) from Wiesbaden(1554), the aircraft taxied for take off at around 1700 but had a technical fault so night stopped.

14/12 Monday

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

bmi:- Based G-RJXE operated first two Brussels flights then '615 to Brussels, G-RJXP(616) from Brussels, n/s. G-RJXA(1VX/403, 408/407). G-RJXK(404/1XV, 3VX/3XV).

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

Flybe:- Based G-JECK all Gatwick flights. G-JECR(729/30), G-EOA(731/2), 733/4 canx. G-JECP(171/7VT), G-ECOG(173/4), 175/6 canx. G-ECOB(643/4).

Jet2:- G-CELB(6911) Northern Lights charter, departed 2119 and returned 0014(15/12).

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

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/42A), Jetstream 32 **G-OAKI**(Kiel Air 328/9).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(2006/2248).

Ryanair:- EI-DCO(1A/9G), EI-EBB(1B/157).

CHARTERS:- Boeing 757 **OM-ASG**(Albanian 9999) positioned to Tirana, Albania at 2344, having completed the series of return Hadj flights.

GENERAL AVIATION:- Resident Dauphin **G-MLTY**(Yorkair 01) departed to Aberdeen at 0856 to be repainted in the colours of the Great North Air Ambulance, to whom it will be delivered in early 2010. King Air 350 **D-CRAO** f/t Bielefeld(1434/1011), n/s. PA-34 Seneca **G-BZTG** from Gamston (1628) to Multiflight/Engineering, n/s until 21/12.

15/12 Tuesday

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

bmi:- Resident G-RJXP. G-RJXK(1VX/1XV,3VX/3XV). G-RJXA(404/403), G-RJXG(408/407).

Eastern:- G-MAJA(80D/81D, 86D/87D). G-MAJG(29Q, divert to Teesside, fog), G-MAJY(99Q/59Q).

Flybe:- Resident G-JECK, am Gatwick, then to Belfast(734). G-JEDN(731/2) then 733 followed by evening Gatwick, n/s. G-ECOA(729/30). G-ECOD(171/7VT), G-JECN(173/4, 175/6). **G-FBEI**(643/4).

Jet2:- 737/300QC G-CELR(032E) to Norwich(1432), to be painted in full Jet2 colours.

KLM:- PH-KZS(1546/7), PH-KZB(1549/50), **PH-OFD**(69W/64K, n/s).

Manx2:- 322/3 canx due fog. Jetstream 32 **G-OAKI**(Kiel Air 328/329).

Ryanair:- EI-DHT(1A/9G), EI-DHC(1B/157). EI-DYA(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZJ**(Thomson 6YG/81E) f/t Alicante(1423/1609).

EXECUTIVE JETS:- Citation 2 **G-VUEA**(Flyvue 992/3) from Belfast International(1116) to Liverpool(1201).

GENERAL AVIATION:- PA-34 Seneca **G-JDBC**(Jaydee 43W) ILS and overshoot(1524), f/t Liverpool.

MILITARY:- Having been here since 13/12, C-12A **84-0156**(Duke 41) returned home to Wiesbaden at 1058 following repairs. Tucano **ZF338**(LOP 06) ILS and overshoot(1303).

16/12 Wednesday

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

bmi:- Resident G-RJXP. G-RJXK(1VX/403,408/407). G-RJXG(404/1XV,3VX/3XV).

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

Flybe:- Resident G-JEDN(21JS) to Gatwick, G-JECY(9LK) from Gatwick, then rest of flights, n/s. G-JECJ(729/30), G-JECI(731/2, 733/4). G-JECN(171/7VT, 173/4), G-FLBA(374W/176).

Jet2:- G-CELG(031E), the next aircraft for major overhaul in Belgrade, departed at 0854.

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

Manx2:- Dornier 228 D-IFLM(Kiel Air 34L/35L).

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1851/2046).

Ryanair:- EI-DAI(1A/9G), EI-DCV(1B/157). EI-DLT(9396/7).

DIVERSION:- Dornier 228 **D-CMNX**(Kiel Air 727P) diverted in at 2137 while routing from Kiel/Holtenhau to Ronaldsway, due to the fact his destination would have been closed by the time he arrived there. It departed as '727P to Ronaldsway at 0610 the next morning.

CHARTER:- British Midland A.320 **G-MIDP**(Midland 9743) positioned from Blackpool(1940), n/s.

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** from Jersey(1037/1439), n/s until 18/12.

GENERAL AVIATION:- Marks and Spencer King Air 350 **N37172** from Biggin Hill(0833) to Inverness(0846). Cessna 340A **G-LIZA**(Saltyre 958) f/t Glasgow(0949/1303). King Air C.90 **M-ONTI**(Neric 02) f/t Guernsey(1018/1630). Making its first visit this afternoon was King Air 200 **N288GS** owned by Avtrade Inc. The aircraft arrived from Ronaldsway at 1505 operating on a Woodgate Air Charter call-sign, "Causeway 01" and was on the ground for just 8 minutes before heading back to the Isle of Man!. King Air 200 **G-ORJA**(Clifton 9) from Southampton(1741) to Bristol(1817).

MILITARY:- King Air 200 **G-RAFD**(Cranwell 81) ILS and overshoot(1410).

17/12 Thursday

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

bmi:- Based G-RJXP(611) to Brussels swapped with G-RJXK(612), operated rest of flights, n/s. G-RJXG(1VX/1XV,3VX/3XV). G-RJXC(404/403), 408/407 canx due snow.

Eastern:- G-MAJD(80D/81D), G-MAJA(86D/87D, divert to Teesside). G-MAJJ(29Q/19Q), G-MAJP(99Q/59Q).

Flybe:- Based G-JECY, all Gatwicks. G-JECL(729/30, 733/4), G-JECX(731/2). G-JECN(171/7VT), G-JECI(173/176, 174/5 canx due snow). G-ECOI(643/4, operated f/t Exeter departing at 2250, Aberdeen sector canx due snow).

Jet2:- Due to being very late G-CELE(EXS347/8) operated to Cologne because of the night curfew at Düsseldorf and on return had to divert to Doncaster..

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

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

Ryanair:- EI-EGB(1A/9G, First Visit), EI-EFN(1B/157). EI-DYA(92J7/9079).

CHARTER:- A.320 **G-MIDP**(Midland 8827) to Enontekio(1036).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 489P) from Cardiff(1643).

EXECUTIVE JETS:- Citation Mustang **G-NGEL**(Lonex 17EL, **See photo below**, by Martyn Gill) f/t London City(0839/1113). Citation 2 **G-JBIS**(Cloudrunner 64) from Nice(0958) to Manchester(1152). Gulfstream 550 **VP-BKZ** from Luton(1029), n/s to Geneva(1533). Hawker 400XP **CS-DMY**(Fraction 443N) from Venice(1553), n/s until 23/12. Challenger 300 **M-NEWT**(Bizjet 1WT) f/t Luton(1710), n/s to Northolt(0916).

MILITARY:- Tucano **ZF377**(LOP 40) ILS and overshoot(1045).



18/12 Friday

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

bmi:- No Brussels flights all day. Based G-RJXK(9751) to Liverpool(1804), for Liverpool FC charter. G-RJXG(1VX/1XV,3VX/3XV). G-RJXP(404/403,408/407).

Eastern:- G-MAJA(80D/81D divert to Teesside, 86D/87D, n/s due Teesside weather). G-MAJP(99Q/59Q).

Flybe:- Based G-JECY, all Gatwicks. G-ECOB(729/30), G-JECR(731, divert to Manchester), G-ECOP(733/4). G-JECN(171/7VT, 175/6). G-KKEV(643/644).

Jet2:- **G-LSAB**(Midland 9010) to Medina(2342). G-CELE(48W) from Doncaster(1308). G-LSAI(184P) to Stansted(1619). G-CELI(115P) from Rovaniemi(1714).

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

Manx2:- LET 410 OK-UBA(Eurovan 324/5), Dornier 228 D-IFLM(Kiel Air 38L/39L).

Ryanair:- EI-EFN(1A/9G), EI-DLF(1B/157). EI-EGB(9396/7).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 652K/L) t/f Tenerife(1347/0008 on 19/12).

EXECUTIVE JETS:- TAG Aviation Falcon 2000EX **G-WTOR** was on its first visit to LBIA when it arrived from Farnborough(1046) and returned there at 1521. Lear Jet 45 **D-CVJN** of Vista Jet, from Berlin/Schönefeld(1524) to Southampton(1531). Challenger 300 **M-NEWT**(Bizjet 2WT) from Northolt(1944), n/s.

GENERAL AVIATION:- Jet Ranger **G-OAMG**(Pipeline 03) from Ilkley(0907) to Sherburn(1109), after local patrol. PA-28 Warrior **G-BFYM** f/t Sandtoft(1318/1409), its base.

19/12 Saturday

SCHEDULES:- Air Southwest:- G-WOWB(480L/481M).

bmi:- G-RJXK(9761) returned from Liverpool at 1833, n/s.

Flybe:- Resident G-JECY, am Gatwick and '730 to Belfast, G-ECOK(731) from Belfast, n/s. G-JECU(171/7VT).

Jet2:- G-CELI(060P) to Luton(0626). **G-LSAB(Albanian 8010)** from Medina(1745) to Tenerife(2011) as "Channex 917". G-CELK(119P) from Blackpool(2126).

KLM:- PH-WXC(1545/1550), PH-KZS(69W/64K, n/s).

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

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1838/2115).

Ryanair:- EI-DLM(1A/9G). EI-DAV(92J7/9079).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 279K/L), t/f Fuerteventura(0743/1721), "Kestrel 867K" to Las Palmas(1846). 737/800 **OE-LNS**(Austrian 1423/38TF, First Visit **See photo below**, byPaul Whincup) from Stuttgart(1057) to Innsbruck(1201).

GENERAL AVIATION:- Long Ranger **G-LEEZ** from a private site near Derby(1233) to Helmsley(1321).



20/12 Sunday

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

bmi:- Resident G-RJXK, pm Brussels cancelled due weather.

Eastern:- SAAB 2000 **G-CERY**(33X) 34X operated Bristol – Aberdeen direct due snow.

Flybe:- Resident G-ECOK(48Y/6WH) t/f Gatwick. G-FLBC(731/2), 733/4 canx. G-JECO(175/176). G-ECOM(643/4).

Jet2:- G-LSAB(918P) returning from Tenerife at 0530, diverted to Manchester with flap problems. G-CELK(6919) to Rovaniemi(0848). G-LSAD(218) from Arrecife, diverted to Doncaster and stayed there until 23/12.

KLM:- PH-JCH(1546/7), PH-KZT(1549/50), PH-KZV(69W/84K, n/s)

Manx2:- LET 410 OK-TCA(Eurovan 328/9).

Ryanair:- EI-DLM(1A/9G), EI-DYW(1B/157). EI-DWX(9396/7).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 867L) from Las Palmas(0436), "Kestrel 279F" to Cardiff(0544). Boeing 757 **G-FCLE**(Kestrel 229P) from Glasgow(1721), due to operate out to Tenerife(229K), but because of runway conditions stayed overnight and departed at 1741 the next day!

CHARTER:- A.320 **G-MIDP**(Midland 8834) from Enontekio(1817), "Midland 9771" to Stansted(2326).

DIVERSIONS:-

from **Manchester**(closed due snow).

G-LSAA Boeing 757(Channex 338P/175P) from Le Bourget(1115), n/s to Stansted(1335) on 22/12

G-CGET Boeing 737/300(Channex 812/174P) from Geneva(1558), n/s to Kitilla(1229)

EXECUTIVE JETS:- Making its debut today was Global Express **OE-IGS**(Carolus 1621) owned by Triple Alpha Aviation, which arrived from Le Bourget at 1215 for an overnight stay, then departed direct to Cape Town at 1808. Having arrived on 16/12 Challenger 300 **M-NEWT**(Bizjet 1WT) departed

to Le Bourget at 1406. A second debutant was Citation XLS **HB-VWJ** of TAG Aviation which arrived from Geneva at 1643, n/s and back to Switzerland at 1104..

GENERAL AVIATION:- King Air 200 **G-OCEG**(Cega 329) operated an Ambulance flight from Santander(1654) before positioning to Bournemouth at 2033. King Air 200 **G-SYGB**(Synergie 316) from Fairoaks(2054), to Belfast International at 0032 on 21/12..

21/12 Monday

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

bmi:- Resident G-RJXK Brussels x2, am flight cancelled.1VX/1XV,3VX/3XV canx. 404/403, 408/407 canx.

Eastern:- SAAB 2000 **G-CFLU**(4177) from Aberdeen(1853) to Liverpool(1927). No Southampton flights.

Flybe:- Resident, G-ECOK had am flight cancelled then departed to Gatwick(48Y) at 1316, but returned at 1556 after holding as Gatwick was closed by snow. "Jersey 352W" to Gatwick(2055). 729/30 canx, G-JEDK(731/2). G-JECO(171, divert to Teesside), 173/4, 175/6 canx due snow at Southampton. G-ECOM(643/4).

Jet2:- G-LSAH(347A/348A) t/f Dusseldorf(1256/1623), flight cancelled from yesterday. G-LSAI(015P) from Le Bourget(1714). G-CELI(6920) from Rovaniemi(2124).

KLM:- PH-WXD(1545/6), **PH-OFE**(69W/64K, n/s).

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

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(2056/2330)

Ryanair:- EI-EFN(1A/9G), EI-DHC(1B/157).

EXECUTIVE JETS:- Citation V **HB-VNA**(Speed Wings 936A,**See photo**) f/t Geneva(1136/1239).

GENERAL AVIATION:- King Air 200 **G-SYGB**(Synergie 316) returned from Belfast International at 0923, on an Ambulance Flight, n/s to Fairoaks(1252). Having spent a week with Multiflight for engineering, PA-34 **G-BZTG** departed to Biggin Hill at 1216. Golden Oldie Cessna 401A **N35KN**, the former G-AVKN, arrived from Biggin Hill at 1645 and departed for Teesside at 1831. PC-12 **G-DAKI** from Le Bourget(1953), n/s until 27/12.



22/12 Tuesday

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

bmi:- Resident, G-RJXK Brussels x1. 1VX/1XV canx, G-RJXB(3VX, stayed overnight due weather). G-RJXE(404/403), G-EMBJ(408/407).

Eastern:- Having arrived on 18/12 G-MAJA(011P) positioned to Teesside(1211). G-MAJT(4177) from Aberdeen(1913), due to carry on the Liverpool, but flight cancelled due snow, n/s.

Flybe:- Resident G-ECOK(6WH) finally got back from Gatwick at 0151, operated am Gatwick then to Belfast City(730). G-FLBC(729) from Belfast City then Gatwick, n/s. G-ECOG(731/2). G-JEDT(171/7VT), G-ECOT(173/4). G-KKEV(643/4, departed to Exeter 0054 on 23/12).

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

Manx2:- Dornier 228 D-IFLM(32L/33L), D-CMNX(38L inbound, but night stopped due weather).

Ryanair:- EI-EBW(1A/9G), EI-DCN(1B/157). EI-DAV(92J7, divert to Teesside due snow).

IT FLIGHTS:- 737/800 **G-FDZJ**(Thomson 6YG/81E) f/t Alicante(1440/1625).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1153/1248). Gulfstream 550 **CS-DKH**(Fraction 9AD/455M) from Guernsey(1830), n/s to Gatwick(1118). Lear Jet 40 **D-CVJN** from Southampton(1929), n/s to Farnborough(1325).

23/12 Wednesday

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

bmi:- Resident G-RJXK Brussels x1. G-RJXB(9131) to Glasgow(0845) after n/s then 3XV/3XV. 404/403 canx, G-RJXJ(408/407). G-RJXH(9731) positioned from Hawarden(1955), n/s.

Eastern:- 80D/81D, 86D/87D canx due Southampton weather. G-MAJT(417P) to Humberside(1253) after n/s. No Aberdeen flights.

Flybe:- Resident, G-FLBC am Gatwick flight, then '042D to Exeter(1303). G-JEDK(729 from Belfast) then evening flight to Gatwick, but did not return. G-JECZ(041D from Exeter(1150), 730 to Belfast), G-ECOG(731/2, 733/4). 171/7VT, 173/4 canx due snow at Southampton, G-JECE(175/6). G-ECOK(643/4).

Jet2:- G-LSAD(015P/176P) positioned back from Doncaster at 1156 having been there since 20/12. It then departed to Heathrow at 1449 and was due back late evening as '177P from Milan/Malpensa, but due snow had to divert to Newcastle.

KLM:- PH-JCH(1545/50, parked up most of day), PH-WXC(69W/64K, n/s).

Manx2:- Dornier 228 D-CMNX(Kiel Air301) to Ronaldsway(0711) after n/s, then 32L/33L and 38L/39L.

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(2123/0301 on 24/12).

Ryanair:- EI-DPF(1A/9G), EI-DLF(1B, divert to Birmingham). EI-DWX(9396/7).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 489P) from Cardiff(1857).

DIVERSION:- from Doncaster, due airport being closed by snow.

HA-LPQ Airbus A.320(Wizz Air 329N/9330, First Visit) from Gdansk(2136), n/s to Aberdeen(1944).

EXECUTIVE JETS:- Citation XL **CS-DXV**(Fraction 3UK) from Aberdeen(1047) to Nice(1214). Having been in the Multiflight/East hangar since 17/12 Hawker 400XP **CS-DMY**(Fraction 870D), finally departed to Dublin at 1315.

GENERAL AVIATION:- Cessna 425 **M-MANX** from Ronaldsway(1047), n/s until 27/12. Hughes 369E **G-JIVE** from Shelf(1220) to Walton Wood(1256). Resident Dauphin **G-MLTY**(Yorkair 2) returned from Aberdeen at 1657, having been painted in the colours of the Great North Air Ambulance.

24/12 Thursday

SCHEDULES:- Air Southwest:- G-WOWC(482L/483M), 484L/485M canx.

bmi:- Resident G-RJXK(613/614) t/f Brussels.

Flybe:- Resident, G-JEDK(042W) positioned from Gatwick(1018), then operated 21JS/9LK, n/s. G-FLBC(729, divert to Manchester), G-ECOP(731, divert to Newcastle). G-JECE(171/7VT), G-ECOM(643, divert to Manchester, G-FBEH operated Manchester – Aberdeen as '643A, 644L from Aberdeen canx).

Jet2:- G-CELI(015P) from Belfast International(1457).

KLM:- PH-KZR(1545, divert to Liverpool).

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L, divert to Doncaster).

Ryanair:- EI-DLF(1A, divert to Liverpool), EI-DCN(07P) from Dublin(1541) to operate '9G, departed at 1701), EI-DAV(92J7/9078).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 489K) to Arrecife(1514).

25/12 Friday(Christmas Day)

The airport was officially closed however, due to all the disruption caused by the weather the following Jet2 flights arrived:- G-CELK(186) from Malaga(0031); G-CELD(232) from Barcelona(0041); G-LSAJ(218) from Arrecife(0158).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 489F) from Arrecife(0020).

The Yorkshire Air Ambulance MD-902 Explorer **G-CEMS**(Helimed 98) arrived from Sheffield at 1113, was called out on a "shout" to Baildon at 1134, but was not need so returned at 1145 and then went home at 1209.

26/12 Saturday(Boxing Day)

SCHEDULES:- Jet2:- G-LSAJ(015P) from Manchester(0757). G-CELK(016P/017P) t/f Belfast International(1203/2042).

Jet2:- Current LBIA fleet:- G-CELB/D/E/F/H/I/K, G-LSAH/I/J.

KLM:- PH-KZN(1549/64K, n/s).

Manx2:- Dornier 228 D-ILKA(Kiel Air 326/7).

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

Ryanair:- EI-DYZ(92J7/9079) f/t Alicante.

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 279K/L) t/f Fuerteventura(0737/1658), "Kestrel 867K" to Las Palmas(1905). 737/800 **OE-LNK**(Austrian 37TF/38TF, First Visit) f/t Innsbruck(0920/1151). 737/800 **G-FDZR**(Thomson 9GW/2PE) f/t Chambéry(1419/1616).

EXECUTIVE JETS:- Gulfstream 550 **CS-DKE**(Fraction 319Y/166Y) from Nice(1352) to Dublin(1459).
27/12 Sunday

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

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

Flybe:- Resident G-JEDK, had to be towed back onto stand with steering problems when out to Gatwick. G-FLBC(731/2). G-ECOM(643/4). G-ECOW(175/6). G-JECO(042D) from Newcastle(2319).

KLM:- PH-KZB(1545/1550), PH-KZW(69W/64K, n/s).

Manx2:- Dornier 228 D-IFLM(Kiel Air 34L/35L).

Ryanair:- EI-DCW(1A/9G), EI-DCW(156/157, Note change of call-sign), EI-EFF(9396/7)

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 867L/279F) from Las Palmas(0424) to Cardiff(0530).

EXECUTIVE JETS:- Challenger 300 **G-KALS**(Lonex 38KK) from Luton(1253), n/s to Tenerife/North(0845).

GENERAL AVIATION:- Having been here since 21/12, PC-12 **G-DAKI** departed to Le Bourget at 1045. Cessna 425 **M-MANX**(Photo, Mike Storey) which arrived on 23/12 departed to Santander at 1303.



28/11 Monday

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

Eastern:- G-MAJV(99Q/59Q).

Flybe:- Resident: G-JECO(8WK/7EY) operated t/f Gatwick(0004/0227), then positioned to Newcastle(044D) at 0904. G-JEDK(48Y) to Gatwick, then rest of Gatwicks and night stop. G-JECX(729/30, 731/2). G-ECOW(171/7VT), **G-FBEG**(173/4). G-JEDR(643/4).

Jet2:- G-CELR(045P) returned from Norwich, after painting in company colours.

KLM:- PH-KZO(1545/6), PH-JCT(69W/64K, n/s).

Manx2:- Dornier 228 D-CMNX(Kiel Air 34L/35L, 38L/39L).

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1902/2103).

Ryanair:- EI-DLF(1A/9G), EI-EBB(156/157).

IT FLIGHTS:- Boeing 757 **G-FCLB**(Kestrel 229L/229P) from Tenerife(0412) to Glasgow(0609).

DIVERSION:- from Humberside:-

PH-KZI(KLM 1499/1499A) f/t Humberside(2222/2355).

EXECUTIVE JETS:- Citation 2 **G-VUEA**(Flyvue 522/3) f/t Luton(1001/1135), with overnight stay.

GENERAL AVIATION:- Agusta A.109S **G-TYCN** from Clitheroe(0915) to Devonshire Arms(0941). PA-28RT **G-SKYV** f/t Ronaldsway(1043/1457), n/s. Robinson R.22B **G-HIZZ** f/t Rochdale(1201/1242).

29/11 Tuesday

SCHEDULES:- Air Southwest:- G-WOWB(482L/483M), Jetstream 32 **G-MAJL**(486L/487M).

Eastern:- SAAB 2000 **G-CERY**(4177) from Aberdeen(1846) to Liverpool(1923), then to Aberdeen.

Flybe:- Resident G-JEDK, Gatwick x2. G-JECE(731/2). G-JECG(173/4). G-JEDR(643/4).

Jet2:- G-CELR(033E) to Edinburgh(1806).

KLM:- PH-KZD(1545/1550), PH-KZP(69W/64K, n/s).

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

Ryanair:- EI-DCO(1A/9G), EI-EBN(1A/157). EI-DAJ(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZA**(Thomson 6YG/81E) f/t Alicante(1451/1625).

EXECUTIVE JETS:- Global Express **OE-IGS**(Carolus 1621) made the return trip from Cape Town, arriving at 0703 and then positioning home to Vienna at 0815.

30/12 Wednesday

SCHEDULES:- Air Southwest:- G-WOWE(482L/483M), Jetstream 32 **G-MAJL**(486L/487M).

Eastern:- SAAB 2000 **G-CFLU**(4177) from Aberdeen(1941) to Liverpool(2015), then to Aberdeen.

Flybe:- Resident G-JEDK, Gatwick x2. G-JECU(731/2). G-JECS(173/4). G-ECOJ(643/4).

Jet2:- G-LSAC(032E) from Lasham(1128) following maintenance.

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

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

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1852/2036).

Ryanair:- EI-EBB(1A/9G), EI-EBP(1B/157). EI-EFA(9396/7).

31/12 Thursday, New Year's Eve

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

Flybe:- Resident G-JEDK, Gatwick x2. G-ECOW(731/2). G-JECN(173/4). G-ECOK(643/4).

KLM:- PH-KZO(1545/1550), PH-KZA(69W/64K, n/s).

Jet2:- G-CELY(031E) from Newcastle(0319), to Multiflight. G-LSAH(033E) to Lasham(0835).

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

Ryanair:- EI-DAS(1A/9G). EI-EBR(92J7/9079).

IT FLIGHTS:- Airbus 320 **G-GTDL**(Kestrel 489L) from Arrecife(1905).

GENERAL AVIATION:- Robin HR.200 **G-MFLC**(Ex G-BXGW) made its first flight since being reregistered in the new Multiflight block.

MULTIFLIGHT NEW REGISTRATION SEQUENCE

G-MFLA	Robin HR.200	ex G-HHUK	Already done
G-MFLB	Robin HR.200	ex G-BXOR	Being completed
G-MFLC	Robin HR.200	ex G-BXGW	Already done
G-MFLD	Robin HR.200	ex G-BXDT	Expected June 2010
G-MFLE	Robin HR.200	ex G-BYLH	Expected November 2010
G-MFLF	Be.76 Duchess	ex G-OADY	Expected April 2010
G-MFLG	Be.76 Duchess	ex G-TRAN	Expected November 2010
G-MFLH	Be.76 Duchess	ex G-BNYO	Expected April 2010
G-MFLK	PA-28 Warrior	ex G-BXLY	Expected May 2010
G-MFLL	PA-28 Warrior	ex G-BOVK	Expected June 2010
G-MFLM	Cessna 152	ex G-BFFC	Being completed
G-MFLN	Cessna F.172N	ex G-BEUX	Expected March 2010
G-MFLO	R.22B	ex G-CCGF	Expected February 2010
G-MFLP	R.22B	ex G-FIRS	Expected May 2010



Jet2s new 737/300 OE-IAD, pictured by a very cold Martyn Gill on 08/01, the day after it arrived from Sofia.

LEEDS/BRADFORD INTERNATIONAL AIRPORT STATISTICS OCTOBER 2009

	Oct-08	Oct-09	% This month	% +/-
Movements				
Scheduled	3,132	2,641	56.32%	-15.68%
Charter	226	204	4.35%	-9.73%
Private/Misc	1,961	1,844	39.33%	-5.97%
Total	5,319	4,689		-11.84%
Passengers				
Scheduled	235,445	204,597	87.37%	-13.10%
Charter	31,358	27,777	11.86%	-11.42%
Transit	550	1,810	0.77%	229.09%
TOTAL	267,353	234,184		-12.41%
International	216,686	190,778	82.10%	-11.96%
Domestic	50,117	41,596	17.90%	-17.00%
MOVING ANNUAL TOTAL	2,911,113	2,572,296		-11.64%

A dreadful month, with a year on year reduction in passenger numbers of 12.41%, the worst year on year reduction since May 2009. For International Passengers the year on year reduction of 11.96% is the worst since March 2009. The moving annual total at -11.64% is interestingly almost exactly the same as Manchester recorded in October 2009.

There was some positive news in that international passengers to/from the following destinations saw an increase in double/triple figures Larnaca(+107%) , Islamabad(+47%), Las Palmas (+41%), Rome (+28%), and Bodrum (+22%). HOWEVER, there were 17 routes that had a reduction of more than 10%!, ranging from Pisa (-83%), to Faro (-10%). There were five new routes this year, when compared to October 2008 and six routes that operated last year and not this year. The most popular route is Amsterdam, followed by Alicante and Dublin. Dublin was second last year but with a 20% reduction, it dropped down to third place.

Domestically, the ceasing of the Heathrow route continues have a significant impact on the figures as the replacement Gatwick service only attracts about half the passengers that flew last year on the Heathrow service. Three routes performed better this year – Newquay, Jersey and Belfast City. The most popular route is now Belfast International (7668), followed by Belfast City (7587), Southampton (7301) and Gatwick (5637).

This was a particularly bad month for divers away from Leeds/Bradford with 20 diversions. These flights diverted to Blackpool (2), Doncaster (5), Durham Tees Valley (4) and Manchester (9), which will have had an effect on the overall passenger numbers.



LEEDS/BRADFORD NEWS

Jet2 is adding a further two further aircraft to its fleet a Boeing 737 and a Boeing 757. The Boeing 737 arrived at Leeds/Bradford from Sofia on 7th January as "Channex 31E". It wore registration OE-IAD on arrival at LBA, and is construction number 24011. The aircraft wore basic Seagle Air colours, but is registered to CIT Aerospace . It is expected to be reregistered G-GDFA.

The Boeing 757 arrived in U.K. on the 21st January just as we close for press. It has been allocated U.K. registration G-LSAK and is construction number 27973. Formally operated by American Trans Air the aircraft has been stored in the Mojave Desert at Victorville, California . The aircraft routed to Lasham from Victorville via Bangor. It is due to go to Manchester February/March for re-spray before entering service by 10th April. The **photo below**(by ajb/Farnborough Forums) shows the aircraft N517AT shortly after its arrival at Lasham



Flybe, the UK's Number One domestic airline, is reporting that this past weekend(27/01/10) ticket sales were 25% up over the same period last year also making it the airline's strongest weekend sales on record. The surge in Flybe's weekend sales has been attributed in no small part to passengers booking early to take advantage of the lowest possible fares, especially on Flybe's leisure routes but also on crucial business routes. The strong sales also come hard on the heels of the airline having recently advertised 10-million seats on sale, and Just Pay Taxes and Charges, promotions. This, when coupled with an extensive Summer 2010 schedule incorporating a number of new routes and the increasingly strong sales signaling the return of business travel, leads the airline to conclude that consumer confidence is beginning to return with the UK economy. In addition, with half term and Valentine's Day looming Flybe's routes from LBIA, including: London Gatwick, Southampton, Aberdeen and Belfast City are proving very popular.

Mike Rutter, Flybe's Chief Commercial Officer said: The significant 25% increase in this past weekend's sales was yet another milestone for Flybe and a crucial one in reflecting a possible return in consumer

confidence across the UK regions. We have continued to deliver on our promise to keep Britain on the move during the recession and with a number of attractive new routes added to an already extensive Summer schedule, remain committed to doing so. People are always looking around for the best possible bargains for their holidays and very obviously decided to take full advantage of Flybe's affordable fares. This, coupled with a significant return of business travel sales in recent weeks, is an encouraging sign as the country looks towards rest of 2010. Last week Flybe won the 2010 Best Short-Haul Airline award and with traveller confidence returning, we will continue to offer quality service with the lowest possible fares.

Tony Hallwood, Commercial Director at LBIA, said: 'Flybe's domestic routes from LBIA offer a stress free way to reach key UK destinations in around an hour. It's an easy way to travel across the country without having to spend hours in the car or on the train. In addition, our business travellers are utilising the 0700 morning flight to London Gatwick which gives them access to the capital in time for their first meeting at 9am.'

RELVEVANT AIRLINE CHANGES

Ryanair Boeing 737s EI-EKD & EI-EKE were both noted on the flightline at Renton, on 18th December.

EI-EKC made its first flight on 21st December. Some delivery information regarding the next twenty-two B738s due for delivery in quarter 1 next year. (Construction Number in brackets). B738s EI-EKD (35024) & EI-EKE (35023) made their first flights on 6th January, while EI-EKF (35025) was noted on the Renton flightline. Boeing 737 EI-EKF (35025) made its first flight on 8th January. EI-EKG (35021) was noted on the flightline at Renton on 11th January, while EI-EKH (38493) was rolled out on the same day. EI-EKA (35022) & EI-EKB (38494) arrived at Dublin on delivery on 15th January.

Delivery's are schedules as follows:-

15/1 EI-EKA (35022) & EI-EKB (38494)
20/1 EI-EKC (38495)
22/1 EI-EKE (35023)
23/1 EI-EKD (35024)
26/1 EI-EKF (35025)
29/1 EI-EKG (35021) & EI-EKH (38493)

Deliveries in February are expected to be **EI-EKI** (38496), **EI-EKJ** (38497), **EI-EKK** (38500), **EI-EKL** (38498), **EI-EKM** (38499) & **EI-EKN** (35026)

Deliveries in March should be **EI-EKO** (35027), **EI-EKP** (35028), **EI-EKR** (38503), **EI-EKS** (38504), **EI-EKT** (38505), **EI-EKV** (38507), **EI-EKW** (38506) & **EI-EKX** (35030)

Thomas Cook A.320 G-DHJZ is confirmed as having become **C-FOJZ** again & left Manchester bound for Montreal as SSV9507 on 18th December for winter lease to SkyService. A.320 **G-VCED** operated its final revenue service on 3rd January as TCX820L from Bodrum to Manchester. It left Manchester on 4th January as TCX32M routing to Bangor, & then Greenwood, Mississippi where it will be broken up

AIRPORT NEWS

Coventry Airport, are in talks with businesses about reopening the airport. The city council, which owns the freehold to the site, has said it is holding discussions with two consortiums in a bid to reopen the airport, which closed in December last year. Passenger flights stopped at Coventry in 2008 but the airport continued to be used for business, freight and flying school flights. Deputy council leader Kevin Foster told the BBC that he was hopeful one of the consortiums would take over the airport, as it was important for jobs in the area. He added the council was committed to keeping

the site as an airport as it is good for the economy. Parent company West Midlands International Airport shut the site ahead of a winding-up hearing at the High Court at the beginning of the month. Administrators have said they are looking at a range of options to secure its future.

Durham Tees Valley Airport is cutting staff and operating hour's passengers after passenger numbers collapsed by 53% last year due to the economic downturn. Peel Group Holdings, which owns the airport, said the moves were needed to 'create financial stability' in the current tough economic times for the aviation industry. Over the past three years a number of operators have axed or reduced flights from the airport. Passenger numbers fell by 53% to 306,323 in 2009 compared with 670,000 in 2008. The changes will see its terminal building segregated into a premium area targeted at scheduled services and business travelers and another area which will handle holiday charter and low-cost services. The airport will also close overnight. Up to 32 posts would go with the remaining 143 staff being trained to do additional jobs after a review of airport operations. Airport director Kerry Quinn said the airport continued to have a viable future, but had to become 'better and smarter.' She said: 'every aspect of air travel has been hit by the economic downturn and we have to look at how best we can respond to the greatly changed world in which we are now operating. 'Regrettably, creating financial stability in the current economic climate does mean reducing our staff numbers, together with the introduction of greater flexibility through multi-skilling. We appreciate this will be a difficult period for our staff and we are fully committed to full consultation with them and their representative trade unions in order to ensure that the measures we feel we have to take are dealt with as fairly and sensitively as possible.'

Doncaster/Sheffield Robin Hood are to commence new talks over proposals to loosen restrictions on night flying, the Express & Star reports, after the airport re-submitted a consultation document to Doncaster Council's planning department to modify the night flying restrictions imposed on them. Following discussions with the airport and consultation with interested parties and residents, Peel Airports has submitted revised consultation documents that replace the documents put forward in January last year. Currently a ban exists on the noisier aircraft, known as QC4s, flying in and out of the airport at night. The consultation documents seek to amend the number and types of planes that may operate at night. The document proposes that the aircraft which make the most noise - QC8s and QC16s - will not be allowed to operate at night from the airport. The number of QC4 aircraft is proposed to be limited to 100 movements a year. Robin Hood Airport director Mike Morton told the newspaper that the airport wants to ease the restrictions because it would give them more chance of attracting freight operators. He hopes it could lead to 440 jobs being created in airfreight by 2016. He said: 'It would mean more revenue for the airport and for the local region there are huge job opportunities on the back of these businesses coming in.'The consultation period closes on January 25, with the application set to go before the council's planning committee early in February.

AIRLINE NEWS

Aer Arran and Aer Lingus have agreed a franchise arrangement for a number of route from Dublin and Cork.

The airlines will operate 12 routes from Dublin and Cork as part of the deal, including three new routes, and will be branded as Aer Lingus Regional services. The flights will be sold through Aer Lingus's website, and the airline will receive a franchise fee for the arrangement, but the routes will be the operational and commercial responsibility of Aer Arran and will use its ATR 72-500 aircraft and crew. Aer Arran chief executive Paul Schütz described the deal as a "major development for Irish aviation and the tourism industry". The frequency of services on some of the routes will increase as a result, particularly between Dublin and Glasgow and Edinburgh. A new route between Cork and Glasgow will also launch, with six roundtrip services per week.

The deal sees Aer Lingus increase its presence in the Ireland-UK market, adding routes to Ireland from Bristol, Blackpool, Cardiff, Doncaster/Sheffield, Durham, Glasgow and Edinburgh, along with new seasonal services between Cork and Jersey in the Channel Islands and La Rochelle in France. Aer Lingus chief executive Christopher Mueller welcomed the new deal. "This franchise agreement is good news for all stakeholders in Aer Lingus as it will allow us to serve key regional destinations, linking them with our Dublin transatlantic network as well as offering our business and leisure customers improved schedule and frequency options," he said.



Aer Arran ATR.72 EI-REL on finals for Runway 14 at LBIA(Martyn Gill)

British Airways has announced it will abandon some first class services on a number of its routes, as the gap between first and business class narrows and passengers are increasingly not prepared to pay the huge premium for first class seats. As premium economy becomes the new business class, and business class the new first, BA has decided that the new Boeing 777 aircraft it will take delivery of next year will have no first class cabin. The airline will have first class suites on its new Airbus A380s, due to arrive in 2012, but is expected to will drop the first-class cabin from its new fleet of Boeing 787's when they are finally delivered.

easyJet has announced that it will launch two new routes from Liverpool Airport this summer. The budget airline will operate flights to the Turkish resort of Bodrum and the Greek island of Rhodes from May. The addition of the services follow news that easyJet is basing its tenth plane at the airport. It is part of an announcement that will see 21 new summer sun routes added to its network, including flights from Bristol and Stansted.

Flybe has announced a new weekly summer service from Humberside Airport to Malaga for 2010. Seats for the route are now on sale from £44.99 one-way including taxes and charges for travel between May 29 and September 11. The new Saturday route will be the first ever scheduled service to Malaga from Humberside Airport. It will be operated using one of the airline's state-of-the-art 118-seat Embraer 195 jet aircraft featuring 2 x 2 seating configuration and expands Flybe's presence at the airport from where it began operating its successful Jersey route last year. Mike Rutter, Flybe's Chief Commercial Officer, comments: 'We're delighted to be adding this new service to Spain from Humberside and to increasing our presence at the airport. We remain committed to expanding our services out of the region.'

Monarch has shrugged off The Paddy Power book on which airline will go bust next. After a flurry of bets over Christmas, Monarch became favorite at 4-1. Other airlines on the book included Thomsons at 16-1, BMI Baby at 18-1 and Thomas Cook at 40-1

Ryanair are to cut 20 per cent of flights at Dublin Airport this summer due to rising charges and the €0 tourist tax. The news comes just one week after BMI announced the closure of its Dublin base and a reduction in the number of daily flights it operates to Heathrow airport in London. In a statement

the no-frills airline said it expects total traffic at Dublin Airport to fall from 20m to 18m due to its decision to cut flights. The move will result in the loss of 150 jobs at the airline and a further 2,000 support jobs. Ryanair said there will be a 20 per cent reduction in its Dublin traffic from 8.7 million to 6.5 million in the year to March 2011. In addition, the airline said it will be reducing its Dublin-based summer fleet from 18 aircraft to 15 and cutting weekly rotations by 19 per cent. Ryanair also warned that further cuts would be announced for its winter schedule later this year.

The airline blamed the cuts of a 40 per cent increase in charges from the Dublin Airport Authority (DAA) and the tourist tax which was introduced last year. "Irish tourism is now suffering a Government induced tourism collapse under the weight of the €10 tourist tax and the extraordinary anti-consumer order by the Dept of Transport (to the Aviation Regulator) to approve increases in DAA fees of 40 per cent to pay for a Terminal 2 which Dublin's airlines neither want nor need," said Ryanair chief executive Michael O'Leary. "At a time when governments and airports all over Europe are scrapping taxes and slashing fees to win Ryanair's traffic growth, sadly the Irish Government is more interested in protecting its high cost DAA monopoly at the expense of consumers or of our tourism industry and until this damaging policy is reversed, Dublin Airport and Irish tourism will continue to suffer traffic cuts and job losses," he added. Ryanair also announced a range of extra holiday flights from Dublin for the peak summer months to Alicante, Canary Islands, Faro and Malaga.

Ryanair will press ahead with plans to charge passengers to use its aircraft's toilets, the Irish Times reports. Despite admitting an announcement last year that it would install coin-operated facilities was a publicity stunt, chief executive Michael O'Leary is now revisiting the issue, according to the airline. The budget airline would remove the two toilets at the back of each aircraft, leaving only one on board and creating room for six extra seats. The fee would mean there is less demand for the limited facilities on board, but things could get difficult if the only toilet broke, which could mean that aviation authorities would not accept the plan. In its in-flight magazine Ryanair described the coin-operated toilets as a 'cost saving proposal' that would help reduce fares by at least 5 percent. Spokesman Stephen McNamara told the newspaper that the €1/£1 charge would apply only to flights of an hour or less, which would include almost all Ryanair routes between Ireland and Britain.

Thomas Cook Airlines has become the first UK charter flights company to launch an internet check-in. Passengers have the choice of using the new service in advance of arriving at the airport or continuing to use the traditional check-in. Online check-in is now available for outbound Thomas Cook flights from Gatwick, Stansted, Leeds Bradford, Bristol, Belfast and Newcastle. The service, recently voted as the most important aviation innovation of the last decade, is due to be extended to the other UK airports from which Thomas Cook flies in the near future.

Virgin Atlantic has confirmed orders for six new A330-300 aircraft with Airbus and signed a contract to lease four more. However, this appears to be at a cost of the airline's A340 orders, e-Travel Blackboard reports. The aircraft are Virgin Atlantic's first A330s, and underscore a commitment by the carrier to invest in the most eco efficient aircraft. They will seat up to 270 in Upper Class, Premium Economy and Economy, and will be the launch aircraft for revolutionary onboard cabin innovations in every class, the airline said. However, e-Travel Blackboard reports that Virgin has confirmed that they will only operate the six A340's currently in its fleet. A Virgin spokesman said: 'We don't have any more A340s on order. The A330s are more fuel efficient and are more suitable for us for our route development.'

AIRCRAFT NEWS

A Lockheed Constellation whose history includes flying in Canada, life as a restaurant in Toronto and twenty years in the elements has found salvation and a new life at Boeing Field's Museum of Flight

in Seattle. Currently, the Connie is undergoing restoration at Boeing's Plant 2 building thanks in part to a large financial contribution from an anonymous donor but also because of a bureaucratic victory. The restoration prompted a two-year bureaucratic fight over ownership of the aircraft. At that time, the project was in the U.S., but Canada stepped forward to claim the much-neglected Connie as "a priceless piece of Canada's heritage," according to the Seattle Times. Ultimately, however, no Canadian institution stepped forward to buy the plane and the restoration project was kicked into high gear. The aircraft is set to go on display at the Museum of Flight later this year. The plane has been repainted in its original Trans-Canada Air Lines colors. It has had skin replaced on its belly, new window frames installed in the cockpit and more. The project has been the baby of former Boeing executive Bob Bogash and the final product will reflect the work of hundreds of people, both professionals and volunteers. Bogash intends to make his next obsession the resurrection of the Boeing B-314 Flying Boat dubbed the "Honolulu Clipper," which currently rests at the bottom of the Pacific somewhere near Hawaii.

OTHER NEWS

A man was arrested under the Terrorism Act and issued with a lifetime ban from Robin Hood Airport after joking on Twitter that he would blow it 'sky high' if his flight was delayed, the Independent reports. Paul Chambers made the comment on January 6 after snowfall threatened to delay his plans to travel to Ireland on January 15. He wrote: 'Robin Hood airport is closed. You've got a week and a bit to get your **** together, otherwise I'm blowing the airport sky high!!' But while his friends may have enjoyed the joke, someone alerted the police, who arrived on Mr Chambers' doorstep on January 13. He told the newspaper: 'My first thought upon hearing it was the police was that perhaps a member of my family had been in an accident. Then they said I was being arrested under the Terrorism Act and produced a piece of paper. It was a print-out of my Twitter page. That was when it dawned on me.' He was arrested under the Terrorism Act on suspicion of conspiring to create a bomb hoax and taken into police custody where he was questioned for 7 hours. He said: 'I had to explain Twitter to them in its entirety because they'd never heard of it. Then they asked all about my home life, and how work was going, and other personal things. The lead investigator kept asking, 'Do you understand why this is happening?' and saying, 'It is the world we live in'.'

Mr Chambers was eventually released on bail until February 11 pending further enquiries. His Twitter post was deleted and his laptop, iPhone and home computer confiscated. He was also banned from Robin Hood airport for life. He is thought to be the first person in this country to have been arrested for comments on Twitter, although cases have been reported in the United States.

The United States Department of Transportation has made rules that require airlines to let passengers off of an airliner that hasn't gone anywhere for three hours, but practical application of those rules may be difficult. Passenger rights groups support the rules, but given the choice of arriving late or not arriving at all, most passengers say they would rather arrive late, American Airlines spokesman Tim Smith told Statesman.com. Three hours at the gate is one thing, but after three hours on a taxiway an aircraft can either be accessed by mobile stairs or it can go back to the gate where some or all passengers could exit. Regardless, if the aircraft is in the queue, it would lose its place and further delay passengers willing to continue with the flight, plus add cascading delays for passengers waiting for that jet, elsewhere. But for passengers stuck on a flight to nowhere without fresh air or even the ability to stand up, the new rules are a blessing. The organized push for implementation of tarmac delay rules has been an issue since four flights diverted to Austin in 2006 sat occupied on the ramp for six to nine hours. The case for regulation has been championed by Kate Hanni, who has formed "the largest non-profit airline consumer organization

The January 12 earthquake that struck near Port-au-Prince, Haiti, levelled much of the capital city and crippled the country's infrastructure, including water pipelines. First estimates from the American Red Cross listed the potential dead tally at 45,000-50,000. January 14, United States Air Force Special

Tactics personnel were on the ground controlling airport operations at Toussaint L'Ouverture International, Haiti, but the ramp area was already saturated with 44 aircraft, forcing a temporary closure. The airport operates a control tower, two fuel trucks and one 9,974-foot runway. The control tower was rendered useless by the January 12 earthquake. Initial aid flights arrived using the UNICOM frequency to organize themselves, then by a U.S. Coast Guard Cutter off the coast. But two days later, the airspace was closed, turning away 11 aircraft that had been waiting for other flights to depart so they could land. Among those turned away was a C-130 from the 15th Special Operations Squadron at Hurlburt Field, Florida..

With ground damage hindering the expedient dispersion of supplies, and physical space preventing further arrivals, departures were at the same time beginning to be challenged by a dwindling fuel supply. The American aircraft carrier USS Carl Vinson had by Thursday been dispatched to the region, primarily looking at providing increased helicopter capacity in the afflicted area.

Finally major changes are taking place to our local airways. On Saturday 23rd January, Manchester Control will operate for the last day. Overnight the Control of our local airways will move to Prestwick and the local airways will become part of Scottish Control. Older members will remember when Leeds departures were handed onto Preston Airways up to the mid 1970's, when Manchester Control came into existence. I type this on the previous Friday, and am unsure if any frequencies will change as a result of the move.

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CREDITS Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters, LBA2 and YAG E-mail site's, and all their contributors, IFW, LBA WEB Site, Teletext, Telegraph and Argus, TTG, Lawrie Coldbeck, Pete Smith, Steve "ASU" Snowden.



A museum's Cold War bomber, which was tipped backwards by heavy snow, has been righted by engineers. The Avro Vulcan B2 was found damaged by staff at the North East Air Museum in Sunderland earlier this month. Railway sleepers were put under the 97ft (30m) aircraft's front wheel to prevent further damage as snow melted. A crane and specialist lifting gear was brought in on Tuesday so the plane could be gently returned to its normal display position. The weight of days worth of snowfall on the Vulcan's huge wings tipped it backwards, lifting the front landing wheel about 8ft (2.4m) from the ground. Museum owner and manager Keith Davison said he was "over the moon" that the plane was now back in its correct position. He said: "I am just so pleased we have managed to get it back down onto its wheels. "There has been some damage to the rear of the aircraft, but it doesn't appear to be as bad as we expected. "Two access doors at the back have been flattened but we hope to get replacements." The Vulcan served with squadrons 617 (The Dambusters), 44 and 83 which were based at either Waddington or Scampton. It was the second B2 delivered to 617 squadron on 20 October 1961, and is one of 20 existing, still-complete Vulcans. The plane was part of the UK's nuclear deterrent against the Soviet Union, and was also used in a conventional bombing role during the Falklands conflict. There is just one Vulcan bomber left flying in the world today. The rest are in museums.

Credit:- bbc.co.uk/northeast



AIR SHOW 2009

Ken Cothliff reviews the shows around the UK during the year

In what would turn out to be the last for me as an air show trader, 2009 provided some memorable moments, and I thought it would be good to share with you a round up of many of the highlights I saw. Sadly for reasons of which you are only too well aware, I did more shows with limited help which meant that many opportunities to photograph aircraft were lost.

The year always starts with the Abingdon Country Fair and Air Show in early May, missed by me for health reasons, but a show to be recommended, mainly due to the organizers ability to bring unusual aircraft on display. My season started with the Duxford Spring show, the following weekend. It's so difficult to say what was exceptional at Duxford. Compared to many other events the Team at Duxford have so much good stuff 'on their doorstep'. The show included the former Fighter Collection B-25 Mitchell "Grumpy", sporting its new US registration, N88972, prior to export to its new home in the Western USA. The Catalina and Fortress "Sally B" starred, but I took the opportunity of some bright sunshine to photograph the new display in Hangar One 'Superhangar' now all the exhibits are in place. Needless to say some items are a little cramped, but by hanging some of the larger items from the hangar roof, all can be reasonably shot with the advantage of a wide angle lens. Just delivered at the time was one of the development Typhoons, ZH950, the first to go on display at a British Museum. TFC's Beaufighter in Hangar 2 now has the nose fitted, and is looking more complete than ever (I can't wait to see that fly!) Brooklands' Vickers Vimy Replica was also present, prior to its last flight into static display at Weybridge.

A quick personal visit to the Isle of Man gave me the opportunity to visit the Manx Aviation Museum at Ronaldsway, where the only aircraft on display was the former Keenair Bandierante, G-BGYT. I do recommend this museum though, its covers the story of Manx Aviation, and of course where else can you travel on an horse-drawn tram, electric tram, mountain railway, and narrow gauge railway all on one day! A visit to the "Heart of Scotland Air Show" at Perth at the beginning of June, was blessed by good weather, for what was little more than an organised fly-in, but for those interested in aircraft north of the Border, there were many aircraft that rarely come south, including David Cyster in his much travelled Tiger Moth G-ANRF; unfortunately I was on my own again. On my way home I called in at the Dumfries and Galloway Museum, a good collection with an outstanding display of engines as well as aircraft. Sadly all the aircraft are outside, so the weather takes its toll, but the internal displays, including the Watch Office area are excellent and well presented.

The next show with photographic opportunities for me was the Great Vintage Flying Weekend, now under its new Organisers at Kemble in Glos. Always one of my favourite shows, it didn't disappoint

with a good showing of Miles aircraft, including Dart(Miles) Kitten G-AEXT, Messenger G-AJWB, Hawk Racer G-ADGP, and Gemini G-AKKH. Although the strong winds put off pilots of many lighter aircraft, there were over 100 aircraft each day, including Cessna 165 G-ATDE and Cessna G-BTBJ, and the incredibly rare Bellanca Cruiser N7600(See photo below).



The following week was RAF Cosford, where talk was of what happens when the RAF gives up the site to the Army in the near future. It was the first display to feature the Vulcan this year, and it gave a sprightly display in excellent weather; Peter Teichmann gave his first public display in his new Hurricane "Hurribomber", otherwise there was nothing really exceptional. The week after that, I was back to Gloucestershire for the annual Kemble Jets Air Show. They always manage to get help from the locally based RAF units, so in additions to the many classic jets, such as Canberra, Hunters, Gnats, Vampires and a Meteor and Venom, the RAF co-operated with a static VC-10, Merlin, and a fly past by a L1011 TriStar, and the only USAF appearance outside RIAT with a KC135 Tanker. My favorite item was the fly past by Rolls Royce's Spitfire X1X with w 19 Sqn B.Ae Hawk, in very close! Huge crowds were there for the Vulcan on the Saturday, which had a noticeable difference with the attendance on Sunday – the Vulcan's "pulling-power" making itself felt. A great show with lots of noise! Although I didn't go to Biggin Hill, I gather for many the highlight was the fly past by the Red Arrows in company with a Virgin Boeing 747-400. I found out later last year this was only agreed by the 'Reds' as long as the 747 pilot was a very experienced ex-RAF pilot, much to the chagrin of the Chief Pilot of "Virgin Atlantic", who was relegated to the right hand seat! The 100 years of Naval Aviation tribute was limited to a display by Kennet's Skyraider in company with the Sea Vixen, as no RNHF aircraft were cleared to display.

A busy month in July started with a lack-lustre RAF Waddington display, compared to previous years, with little foreign participation, and the Vulcan dropping out due to paperwork problems, from what should have been its 'home display'. It was the only show to feature the Sentinel and Nimrod in the display however, but virtually all the static aircraft were privately owned vintage aircraft with a couple of German Tornados, and Norwegian F-16s. Next on the calendar was my favourite show Flying Legends at Duxford.

Again CAA paperwork got in the way grounding all the Organiser's (The Fighter Collection) aircraft, with the exception of the two-seat Sea Fury, NX20MD, which last flew here years ago when part of the RNHF, prior to a substantial crash. Stephen Grey's Team pulled off a remarkable coup calling so many favours from their friends in the UK and the Continent, including a Sea Fury and P-40 Warhawk from France that had never been to the UK show scene before. However the star of the show had to be Christophe Jaquard's new-build Focke Wulf Fw-190-A8 F-AZZJ, which flew in company with the ex-Breighton Me-109J (Hispano Buchon). It was simply stunning, and the event made even better with another static FW-190A, not yet cleared to fly. It was possibly the last appearance of the French B-17G "Pink Lady", and another stunning item was the display by three American Pilots – "The Horsemen"(See heading photo) – in three UK P-51 Mustangs in a precision close formation display. At the other end of the scale, Mikael Carlsson gave a wonderful and partly 'hands-off' display in his

Thulin-A, a 1910 licensed-built original Bleriot Monoplane – truly stunning! I could go on with more, but suffice to say if you have never been to this display, you really should make the effort. This year there is the possibility of a DH Mosquito!

On the way home, now I don't have to rush back to Yorkshire any more, I took the opportunity to visit Shuttleworth Trust at Old Warden. Jim Stanfield covered a display here in an earlier issue, but again this location contains many of the "Holy Grails" of airworthy aviation. I include one of my favourites in the photos that accompany this article. Following 'Legends' the next show was the International Air Tattoo at Fairford. Always a massive event, the Organisers had gone to great trouble to avoid the problems of off-airfield parking that put paid to last year's show. The static display was slightly smaller, but still very large, with a spectacularly marked CASA 235(See photo below) of the Brazilian Air Force catching the eye. The Algerian Air Force attended for the first time with a C-130 Hercules parked opposite the Air Supply Stall. It was the last appearance of the Omani BAC 1-11 prior to retirement. Other specially marked aircraft included a Jordanian C-130 with an illustration of the ancient city of Petra on the fin, a spectacular French Navy Lynx, and a Tiger-striped Navy Sea King. The highlights of the flying were the many fast jet displays by the Rafale, Typhoon, Gripen and FA-18, but again the Vulcan stole the show, finishing with a runway pass with the B-52 Superfortress, which waited for it to finish its display at the end of the runway. (I think a lost opportunity here – Vulcan and B-52 in formation??)



After a break, (No Culdrose for me this year!) a new display closer to home – the RAFBF Display at East Kirkby. The star here had to be the Lancaster NX611, "Just Jane" which performed extended taxi runs in the morning and afternoon. However there were other supporters, noticeably Maurice Hammond with his two P-51 Mustangs, "Janie" and "Marinell", flown by himself and Dave Evans. There was a wonderful low-level display by Keith Skilling in Peter Vacher's BoB veteran Hurricane, and an unusual formation of YAK 52 and Fairchild Cornell. The RAF Chinook was also stunning in such a 'close quarter' display. The following week I was commentating at another new show at Rhyl, North Wales; a small event this year with just five display items including The Team Guinot Stearmans and locally based Anthony Hodgson's Spitfire TR Mk9 G-CTIX, but with the promise of a bigger event this year.

The end of August saw me at one of the most charming shows on the calendar, at the 'farmstrip' airfield of Little Gransden – the "Children in Need Air Show". Always there is something interesting at this event; the Hammond Mustangs were there, and Peter Teichmann's Hurribomber flew in to display. However the 'stars' had to be the two American Spartan Executives(See photo, top of page 36), one of which had been in a JohnWayne movie in 1936! There was an excellent show of 'barnstorming' (balloon cutting, and limbo flying) by the Tiger Club in a Thruxton Jackaroo (Tiger Moth with three seats & canopy) an ex-Royal Chipmunk, and Queen Bee (Tiger Moth ex-target). The "Shuttlewaffe" put in an appearance – Peter Holloway's Old Warden based collection of German trainers – Fw. Steiglitz, Klemm, and Bucker Bestmann, and an Avro XIX (Anson) G-AHKX owned by British Aerospace. There were other rare aircraft appearing, but this article is already too long!

September and three more shows to close the season; firstly Portrush, Northern Ireland, where I was commentator. The tight bay to the west of the town provides a difficult area for display pilots



more suited to light aircraft, but that didn't stop the Organiser, Leeds businessman, Geoff Brownhutt from including the Typhoon in the display and a real 'coup' three passes from the A380 airbus, the second development airliner, on a special trip over from the mainland on its way back to Toulouse. Other display items included the "Baltic Bear" An-2, the Excel Team in Extra 500s, and an unusual display by the Ulster Gliding Club, including a landing on the beach in front of the crowd, and then tug take-off by the club Piper Cub Tug. The display ended on the Sunday with a poppy drop from the Antonov over WW2 veterans attending a service of remembrance on the beach.

The final shows of the year for me were the RAF Battle of Britain Air Show at Leuchars in Scotland followed by the season's last show at Duxford. This year Leuchars was blessed with a fabulous day, bright sunshine and good temperatures – that makes a change! The Polish Air Force put in a good effort with a CASA 235 and Antonov 24 in the static, and a stunning flying display by a MiG 29(See photo below). A rare visitor to these shores was a two seat Spitfire IX from Holland in Dutch markings. The Czech Air Force contributed a stunning display by a SAAB Gripen, and the Vulcan did its best display of the year with a remarkable climbing turn to finish. I must also mention two stunningly marked Luftwaffe static exhibits, a Brguet Atlantic, commemorating Count Von Zeppelin, and a Tornado with markings of Oswald Boelke, the WW1 Ace.

The Duxford Autumn show at the beginning of October always closes the year, and this year a notable first was the display by two lady pilots together, Carolyn Grace in her Spitfire, and Anna Walker in the ARCO Hurricane, in front of two veteran lady ATA Pilots of WW2. One of the memorable items was Air Atlantique Classic Flight's Anson C Mk.21 G-VROE. That is the first time I've seen two airworthy Ansons on many years – the latter built at Yeadon!

On that note what better way to end this article? 2009 will be the last year I attend so many shows in a season, but I still hope to get around to some of my favourites in the future. I hope you have enjoyed this round-up, and my thanks to all my customers who have helped me to enjoy my hobby over the past years.



RAF IN OUR AREA/UPDATE

BY DAVID SENIOR

Since my articles quite a few changes have taken place with the units within the RAF here is an up to date list for those of you that would like to take up the challenge of becoming interested in aircraft of the RAF. Updated from my own records with help from MAR.

LEEMING

100 SQN- HAWK T.1:- XX246/CA,XX285/CB,XX203/CC,XX332/CD,XX258/CE,XX202/CF,XX198/CG,XX346/CH,XX222/CI,XX329/CJ,XX339/CK,XX255/CL,XX280/CM,XX318/CN,XX289/CO,XX184/CQ,XX314/CS.

NORTHUMBERLAND UAS- TUTOR T.1:- G-BYUF/UF,G-BYVV/VV,G-BYWT/WT,G-BYYA/YA.

TOPCLIFFE

635VGS- VIGILANT T.1:- ZJ961/SJ,ZJ963/SL,ZH205/UL

645VGS- VIGILANT T.1:- ZH148/TV,ZH208/UP,ZH248/UT,ZH267/UZ

DISHFORTH

9REG.659/672SQN- LYNXAH.7:-

XZ193,XZ195,XZ205,XZ210,XZ652,XZ611,XZ677,ZD274,ZD278,ZD279.

669 SQN- LYNX AH.9:-

ZE376,ZE380,ZF537,ZF539,ZF540,ZG884,ZG888*,ZG889*,ZG917,ZG921.

Those marked * are the newly converted to Mark AH.9A.(perhaps they now have brakes).

LINTON-ON-OUSE

1FTS.72 SQN/76SQN/207SQN- TUCANO T.1:-

ZF135/135,ZF137/137,ZF139/139,ZF140/140,ZF142/142,ZF143/143,ZF144/144,ZF145/145,ZF169/169,ZF170/MP-A,ZF171/171,ZF172/MPD,ZF204/204,ZF205/205,ZF209/209,ZF210/210,ZF239/239,ZF240/240,ZF243/243,ZF244/244,ZF264/264,ZF269/MP-O,ZF287/287,ZF289/289,ZF290/290,ZF291/291,ZF292/292,ZF293/293,ZF294/294,ZF295/295,ZF317/317,ZF319/319,ZF338/338,ZF339/339,ZF341/341,ZF342/342,ZF343/MP-S,ZF344/344,ZF347/347,ZF348/348,ZF349/349,ZF374/374,ZF377/366,ZF378/MP-W,ZF379/379,

642VGS- VIGILANT T1:- ZJ960/SH,ZH115/TA,ZH117/TC,ZH146/TT,ZH196/UH.

LECONFIELD

202SQN-E FLT- SEA KING HAR.3:- XZ596/L,ZE369/S

BROUGH - BAE SYSTEMS VARIOUS MARKS OF HAWK

ZJ100,ZJ951,ZK531,ZK532,ZK534.

ZK033,ZK034,ZK035,ZK036,ZK037 on production line for delivery to RAF

ZK010,ZK013 in for updates.

CHURCH FENTON

85 SQN-YORKSHIRE UAS:- TUTOR T.1:-

G-BYUA/UA,G-BYUJ/UJ,G-BYUS/US,G-BYVG/VG,G-BYVJ/VJ,G-BYVX/VX,G-BYWP/WPG-BYVW/WV,G-BYXE/XE,G-BYXG/XG,G-BYXT/XT.

SCAMPTON

RED ARROWS- HAWK T.1:-

XX179,XX227,XX233,XX237,XX242,XX253,XX260,XX264,XX266,XX294,XX306,XX308.

XX177 is stored at Cranwell as a spare aircraft.

WADDINGTON

5 SQN- SENTINEL R.1:- ZJ690,ZJ691,ZJ692,ZJ693,ZJ694

SHADOW R.1:- ZZ416,ZZ417,ZZ418,ZZ419.

These aircraft are often base in Afganistan on operations.

8 SQN- SENTRY AEW.1:-ZH101/01,ZH102/02,ZH103/03,ZH1004,ZH10505,ZH10606,ZH107.

39 SQN- REAPER(UAV):-ZZ201,ZZ202.(operates from Creech AFB,Nevada and Afganistan)

51 SQN- NIMROD R.1:-XV249,XW664.

CRANWELL

3FTS-45 SQN:- SUPER KING AIR 200:-

ZK450/J,ZK451/K,ZK452/L,ZK453/M,ZK454/N.G-RAFD,G-RAFO,G-RAFP,G-RAFU,G-RAFX.

45SQN D FLT-MERLIN- TUTOR T.1- G-CGKA/KA,G-CGKB/KB,G-CGKC/KC.

55 SQN- DOMINIE T.1:-XS712/A,XS713/C,XS727/D,XS728/E,XS739/F

XS730/H,XS731/J,XS737/K,XS711/L,XS709/M

115 SQN-CFSTS- TUTOR T.1:-

G-BYUB/UB,G-BYUC/UC,G-BYUE/UE,G-BYUI/UI,G-BYUK/UK,G-BYUP/UP,G-BYUY/UY,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,G-BYXZ/XZ.

284 SQN (Training Consolidation Flight)- JAGUAR:-

XX141/T,XX821/P,XX837/Z,XX965/C,XZ358/L,ZB615.

CONINGSBY

3 SQN- TYPHOON FGR.4:-

ZJ920/QO-A,ZK300/QO-B,ZJ922/QO-C,ZJ917/QO-G,ZJ921/QO-H,ZJ941/QO-J,ZJ927/QO-M,ZJ918/QO-L,ZJ936/QO-S,ZJ934/QO-T,ZJ937/QO-W,ZJ926/QO-Y,ZJ814/QO-Z

6 SQN- TYPHOON FGR.4:-

ZK304/EB,ZK305/EC

11 SQN- TYPHOON:-

ZJ931/DA,ZJ932/DB,ZJ924/DD,ZJ933/DF,ZJ942/DH,ZJ935/DJ,ZJ929/DL,ZJ947/DN,ZJ815/DY,ZJ939/DX1

17 SQN- TYPHOON FGR.4

ZJ930/AA,ZJ912/AB,ZJ913/AC,ZJ946/AD,ZJ914/DE.

29 SQN- TYPHOON

ZJ803/BA,ZJ800/BC,ZJ805/BD,ZJ806/BE,ZJ806/BE,ZJ809/BH,ZJ810/BI,ZJ801/BJ,ZJ812/BK,ZJ813/BL,ZJ910/BV,ZK302/-

41 SQN-

TORNADO GR.4:- ZA447,ZA600,ZA611.

HARRIER GR.9:- ZD996,ZD328,ZD437,ZG503,ZG510.

BATTLE of BRITAIN MEMORIAL FLIGHT

SPITFIRE:- P7350,AB910/VB,MK356,PM631,PS915.

HURRICANE:- LF363.

LANCASTER:- PA474.

CHIPMUNK:- WG486/G,WK518/K,

DAKOTA:- ZA947/AI.

BARKSTON HEATH

EFTS-(ELEMENTARY FLYING TRAINING SQUADRON)-

FIREFLY 250:- G-BWXA/A,G-BWXB/B,G-BWXC/C,G-BWXD/D,G-BWXE/E,G-BWXF/F,G-BWXG/G,G-BWXH/H,G-BWXI/I,G-BWXJ/J,G-BWXK/K,G-BWXL/L,G-BWXM/M,G-BWXN/N,G-BWXP/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

G-BYUD/UD,G-BYUK/UK,G-BYUM/UM,G-BYUN/UN,G-BYUR/UR,G-BYUX/UX,

TUTOR T.1:- G-BYUZ/UZ,G-BYVD/VD,G-BYVH/VH,G-BYVO/VO,G-BYWN/WN,G-BYXX/XX,G-BYYB/YB.

Vosper Thornicraft have gained the contract here and the Firefly's are gradually being replaced by the Grob's. Not all the firefly's are flying at one time as about 50% are in storage at any one time.



G-BYUY Grob Tutor
115 Squadron- CFSTS
Cranwell

G-BWXO T.67M Firefly
EFTS, Barston Heath



ZF338/338 Tucano T.1
1 FTS, Linton-on-Ouse

ZK453/H King Air 200
3FTS- 45Squadron
Cranwell



ZG503 Harrier GR.9
41 Squadron. Coningsby

All photographs by
David Senior



A6-ECB Boeing 777-300ER Emirates
Manchester International, 24/10/09
Alan Sinfield



G-AWZX Trident 3B British European Airways
Manchester Aviation Viewing Park, 05/11/09
Mike Storey



N752MA Boeing 737-48E Miami Air(also Boeing 727 N104HR)
Toronto/Lester B Pearson International, 12/12/09
Ian Morton