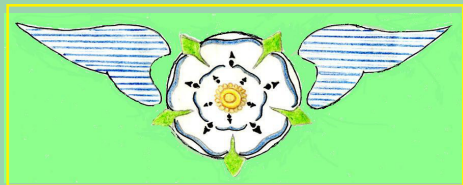


Air Yorkshire Aviation Society



Vol 37 Issue 2

February 2011



Bye-Bye Harrier
ZD330/11 Harrier GR.9 of 4 Squadron
Coningsby, June 6th, 2010
David Senior

www.airyorkshire.org.uk

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Mike WILLINGALE

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Air Yorkshire Code of Conduct: a member should not commit any act which would bring the Society into disrepute in any way.

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

NEXT MAGAZINE PRESS DATE:- 20th February 2011

SOCIETY ANNOUNCEMENTS

ANNUAL DINNER 2011

Once again the 2011 Dinner will be held at the Pease Hill in Rawdon, on Friday April 8th. John Dale is now taking booking for this popular event and more details will be printed in the next issue of the magazine. Details on how to contact John can be found inside the front cover of the magazine.

MURGATROYS LUNCH

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

THE SQUARE MONKEY

The former Multiflight Cafe on the Southside, LBIA has now re-opened under this new guise. Several members regularly meet here on Tuesday and Friday mornings to "put the world to rights", so any member wishing to support this new venture I am sure will be most welcome.

DAY TRIP TO AMSTERDAM BY JET2

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

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

PLEASE NOTE

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

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

6 March 2011

Jonathan Bates and Craig Greenfield – We particularly welcome Jonathan to Air Yorkshire since he is the son of the late David Bates, who led Air Yorkshire with great distinction a number of years ago when Chairman of the society. Jonathan is an Air Traffic Controller at LBIA and his friend Craig is a controller at Heathrow. They will do a talk/presentation on all aspects of Air Traffic Control.

3 April 2011

Ken Cothliff – Ken will be showing images of his recent trip to Canada and Seattle.

1 May 2011

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

5 June 2011

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

3 July 2011

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

7 August 2011

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

4 September 2011

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

2 October 2011

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

MEETING'S REVIEW

It was back to Gate 20 for the first meeting of 2011 where 37 members turned up to hear Peter Hampson and Debbie Riley return to tell us about their travels during the past year with their company Airport Solutions. As members filed in the music of Genesis – 'Follow You Follow Me' played as a series of images of 'Follow Me' airport vehicles was shown on the screen. The Chairman welcomed members and began with the announcement of Jim Stanfield as the winner of the 'Best Article of the Year 2010' in the magazine – this was 'How to Start a Holiday' in the May 2010 edition. Then we were informed that Jill and Jess Myers were resigning from the Committee with immediate effect as Jess was about to take up employment at Humberside Airport. I am sure that we will all miss their smiling faces and friendly welcome on arrival at meetings and wish them all the best for the future. Peter and Debbie began their presentation by introducing themselves and their company. Peter was previously General Manager at Manchester Airport and established Airport Solutions (AS) in 2004 with just 2 people – now there are 22 full and part-time people working for the company. It is an International Aviation Consultancy whose main areas of work are airport and operational safety and emergency planning and clients are airports worldwide and organisations such as IATA, ICAO and ACI. At this point Peter stated that for each location visited in 2010 members could guess which area they were in from the initial slides shown, with prizes of pens and caps for those who were correct. The first area was the Mach Loop in North Wales – low flying area no. 7. This is where the military carry out their training for combat zones and it is possible to climb up and look down on low –flying aircraft such as Tornados. Training takes place on weekdays only and not on public holidays.

The next place visited was Hyderabad for the Air Show, the largest show in India in 2010. This was held at the military airport which was previously civil until a new airport was opened, and is where the HS748s of the Indian Air Force are based. The show was a trade rather than a public event for Indian aviation and began with a display by the Indian Arrows. Tragically however one of the four aircraft involved failed to come out of a loop and was lost so apart from an Air India A320 arriving for a handover ceremony the rest of the event was cancelled. The new Hyderabad civil airport is used by various Indian domestic carriers and is currently the no. 1 airport in India and no. 5 in the world in the 5-15 million pax annually category. Here Airport Solutions were looking at operational safety and the fire service, and slides were shown of rubber contamination on the runway being removed by water jets.

From Hyderabad the team flew to Delhi with Kingfisher who were notable for their onboard service with hot breakfasts and towels. They then transferred to another Kingfisher flight, an ATR42 to Agra. This is another military base for the Air Force, this time for their Il76s and 78s and only one civil flight is allowed in each day. Peter showed some images of the Taj Mahal which was visited and he pointed out that the four towers around the temple all lean out very slightly so that if they collapsed they would not fall onto it. He then showed some typical street scenes which were fascinating. There was an obvious lack of Health and Safety and animals were everywhere. Debbie Riley then took over and began at the Dubai World Central Al-Makhtoum International Airport (!). This is the new Dubai airport and is 10km from Dubai Marina and 48km from the present airport, and is out in the desert with no hotels nearby. It has 60 stands and just one runway presently but is planned to have five eventually and be the largest airport in the world. It was officially opened on 27 June 2010 and has just three cargo flights a day at the moment, but it is hoping to be licenced for passenger flights in March this year. Debbie carried out a walking audit prior to the opening and found a number of problems including bad joint seals with Foreign Object Damage potential, cracked surfaces and general bad workmanship. There was also a taxiway X which is not allowed as X (X-ray) means closed. It was also mentioned that it does rain in Dubai sometimes and when it does there can be serious problems with flooding and standing water. Dust in the pores of the asphalt surface is another feature and this was clearly illustrated in the pictures shown of the first aircraft to land at the new airport – an Emirates B777F cargo plane (A6-EFE). It was Peter's turn again for the next location – Al Ain, a small lesser known Emirate. The company was here for the air show held in January each year, and where there was a brightly coloured model Hawker Hunter aircraft flying and mock explosions and bombing runs being performed. Airport Solutions are hoping to become more involved

in this in future years. This was followed by Khartoum, currently the Sudanese capital, where AS have a contract to train the Sudan CAA up to UK/European standards. Images were shown of oil spillage on a taxiway, worn tyres on an Il76 and a Sudan Airways Fokker 50 in a hangar covered in bird droppings. Most interesting of all however was an Il72 cargo plane (ST-BDT) from which emerged three vehicles and 50 passengers from the rear ramp! Peter also showed a few street shots in which there appeared to be goats everywhere.

A short break followed, to the accompaniment of the Black-Eyed Peas 'I've Gotta Feeling'. After this Peter resumed at Mount Kilimanjaro Airport in Tanzania and showed pictures of the wildlife seen on a migration safari where the accommodation was large tents complete with showers! From here Peter and Debbie took a flight on a Precision Air ATR72 to Arusha airport, still in Tanzania, from where Peter continued to Nairobi and Debbie to Zanzibar. A visit to Nairobi was the next location – this was another air show mainly for the trade, and one with which AS also hope to further its involvement in the future. Debbie described a visit to Langkawi in Malaysia where pilots are trained and to conclude Peter discussed his visit to Tehran Mehrabad Airport as a result of a safety and training contract obtained through the UN. This is a very busy civil and military airport handling mainly domestic flights. Whilst here Peter stayed at the Football Academy Hotel where the Iran national team train. After the usual liquid presentation and thanks to the guest speakers the meeting was brought to a close after another interesting and informative afternoon. I hope we can look forward to a further trip to far flung places with Airport Solutions next year.

Howard Bell



PHOTO BY MARTYN GILL

The usual thanks to Andy Wood(HAR) and the contributors to the Fighter Control website.

Askern;- A new resident is Pegasus XL-Q G-MVAX, formerly with a Southampton owner.

Bagby;- PA-28 G-ATOO is no longer resident having been sold to new owners at Cark. Another PA-28 G-BSSE, which has been in external storage here for many years was formerly cancelled from the register by the CAA on 19/11. Brighton based CAP.231EX G-GKKI arrived for maintenance in late November and was still present on 16/01/11, Taylorcraft BC.12D G-AKVO was noted visiting on 3/1 along with Cessna 182P G-ENEA.

Beverley;- A visit here on 3/1 produced the following aircraft resident on the airfield:- **Main Hangar-** G-AVXD Topsy Nipper(Temporary resident, ex. Eddsfield), G-BIOC F.150L, G-BPJW Cessna A.150K, G-CCCJ HN.700, G-GGHZ Robin ATL, G-MZHW T.600N; **Club Hangar-** G-BAXV F.150L, G-BGCM AA-5A, G-BGSV Cessna 172N; **Poly Tunnel Hangar-** Not investigated on this visit; **Residents on field-** G-AWUN F.150H(New resident, ex. Eddsfield), G-BBxB FRA.150L(New resident, ex. Full Sutton), G-BDJD Jodel D.112, G-BIDH C.152, G-BTMR Cessna 172M, G-BZGN X'Air 582, G-CSAV T.600N. Visiting on the same day were:- G-AKSY Auster 5, G-AWJE Topsy Nipper, G-BAAD VP-1, G-ATLT U.206A, G-AYRO FA.150L, G-CCSR Eurostar. A new resident, although not seen on this visit is

Quantum G-MROC. Resident Paramania Revolution Low Boy Quad G-CFWG was cancelled from the register on 30/11 with no permit to fly having ever been issued(Perhaps just as well!!).

A report of an incident involving Cessna F.150M G-HIVE on 05/09 has just been published by the AAIB:- "The student pilot carried out four successful solo landings on Runway 12. The weather was reported as clear, with a wind velocity of between 12 and 14 kt down the grass runway and 10 km visibility. The pilot reported that his fifth solo approach and flare appeared normal but, on touchdown, the aircraft bounced twice before finally landing heavily on the nose wheel, distorting the engine frame; he was uninjured. His instructor was unable to transmit on a radio in time to advise a go-around. The pilot reported that he may have touched down on a bump in the grass runway causing the aircraft to balloon and, despite several attempts to regain control, did not prevent the heavy nosewheel landing. He further stated that he should have gone around as he had been instructed, and has since undergone further training on go-around procedures

Brighton:- The Zlin Z.226T G-EJGO has finally returned to roost from Deenthorpe, arriving on 2/1 following its engine problems. Local Robin DR.400 G-CBZK acted as crew ferry. The RV.7 G-IVII has completed its test flying schedule and has moved to its new home at Sherburn. The traditional Christmas Day Flying could not take place as all the hangar door were frozen shut and were unable to be opened more than a couple of feet. On New Years Day however things were more successful and the following took to the air the welcome 2011, Auster G-AKSY, Jodel DR.1050 G-AYUT, Robin DR.400 G-BAHL, T.67B G-BJZN, Super Cruiser G-BSYG, Chipmunk G-BTWF, Falco G-BYLL and YAK.52 G-TYAK. Former Sandtoft residents R.22Bs, G-IORG and G-IIPT were both present throughout December, however they now actually live at premises in South Milford(qv). Recent movements have included:- 5/12 G-JIVE Hughes 369E; 7/12 G-BSCE R.22B; 11/12 G-JJFB EC.120B; 12/12 G-BYNR Jabiru, G-CCGF R.22B, G-EVEV R.44, G-OWND R.44; 19/12 G-BNOH PA-28, G-PHMG RV.8, G-SELL DR.400; 20/12 G-BTXT Maule MXT-7; 1/1/11 G-MRSN R.22B, 2/1 G-ATJN Jodel D.119, G-BAHD Cessna 182P, G-BLDD CUBy, G-CCLX Quik, G-CDOM Quik, G-CETU Sky Ranger, G-CGRT M.24C Gyro, G-IIAI CAP.232, G-OFDT Quik, G-PROW Eurostar, G-ROMP Extra EA.230H, HA-PPC Alouette; 3/1 G-AKUW Super Ace, G-AKVO Taylorcraft BC.12D, G-AXNS Pup, G-BNST Cessna 172N, G-BSLK PA-28, G-BULO Luscombe Silvaire, G-CCOV Europa, G-CDKF Escapade, G-ENEA Cessna 182P, G-JULZ Europa, G-KITH Pioneer 300, G-LNNE RV.7, G-OACF DR.400, G-RVAW RV.6, G-SEVN RV.7; 6/1 G-BPWG Cessna 150M; 9/1 D-EARY Piaggio FWP.149D, G-BRNX PA-22, G-LORC PA-28, G-OIVN XL-2, G-OTJS R.44, G-RJMS PA-28RT, G-TIVV Eurostar.

Brough:- Hawk ZK014 was delivered to Warton on 14/1 while by that time similar type ZK030(ex. 19(R)SqN) had arrived by road via Warton.

CONEY PARK(Leeds Heliport)

Very little activity was logged in the run up to Christmas with just the following movements noted:-

09/12	G-OHAM	R.44	1543 1605	from Ripon to Gloucester
10/12	G-MRMJ	Dauphin	1505 1515	from Skipton to Hartford
11/12	G-EEZA	R.44	1215 1230	from Teesside to Todmorden
17/12	G-BSCE	R.22B	1405 1425	f/t Humberside
22/12	G-BXGA	Squirrel	1330 1400	f/t Sherburn(also 23/12)



Coney Park resident Long Ranger G-CDYR pictured by Mike Storey

Coningsby:- A pair of Typhoons were delivered from Warton on 7/12, ZJ804(Typhoon 02) and ZK312(Typhoon 03). ZK380 arrived from Warton on 15/12 while ZJ925(Typhoon 78) arrived on 14/1 and ZK303(Typhoon 51) on 21/1. Two of the type left for their new home at Leuchars, ZK310/EL(Typhoon 50) on 13/12 and ZK379(Typhoon 18) on 21/12. On 7/12 Sentinel ZJ693(Snapshot 1) diverted from Waddington and night-stopped. The following Hawks XX202(Pirate 21), XX203('03), XX255('18), XX289('27), XX339('02) arrived for a few days holiday from Leeming.

Cranwell:- N.3 Pup G-BNEA is no longer resident having been sold to new owners in the Republic of Ireland.

Crookfoot(Durham):- On 18/12 Squirrel G-PASH arrived to team up with resident Gazelle G-ZELE for a trip to Sherburn and back. Also noted visiting the same day were R.44s G-CEKA from Stainsby and G-CJLL from Sherburn.

Crosland Moor:- Sky Ranger G-PSKY is no longer resident having been sold to new owners in Bristol.

Durham:- Noted visiting Bannatyne's on Haughton Road on 21/12 was A.109S G-USTS from Newcastle.

Darlington:- A new location for this section, the airfield here near Newark is home to the Darlton Gliding Club. The club was formed in 2007 by the merger of the Newark and Notts Gliding Club and Dukeries Gliding Club when both these clubs lost the use of their airfields at Winthorpe and Gamston respectively. Current fleet is as follows SF.25B Falke G-BXAN, Ask.13s G-CGEG, G-CJRM, G-CJGU, Schempp-Hirsh Janus G-DDTC and T.65 Vega G-DEFW.

Doncaster(Kirk Sandall):- Luton Minor G-AWIP, which was on rebuild locally, was cancelled from the register on 26/11 as permanently withdrawn from use, so it would appear the project has been abandoned.



A trio of Tornados which diverted into Doncaster from Marham on 6/12(Clive Featherstone)

DONCASTER(ROBIN HOOD) Info from fodsa.co.uk

Good news for the airport is that Ryanair are to commence flights to Tenerife and Faro twice weekly from Spring 2011 in addition to their three times weekly Alicante route. There were a few interesting cargo flight mid-December including a pair of Kalitta Boeing 747s from Bahrain N708CK on 11/12 and N708CK on 12/12, the latter staying until 14/12. Another '747 was N412MC of Atlas Air Cargo on 16/12 while on 17/12 Douglas DC-8-72 N872CR of National Airlines arrived and stayed until 19/12. On 6/12 a trio of Tornados diverted in due for at Marham and stayed until 10/12, ZG727(Fang 1), ZA553(Fang 2), ZA562(Marham 77). The latter had already been at Doncaster earlier in the day, crew training. Other inbound diversions were:- 18/12 Ryanair Boeing 737/800s EI-DWJ('1VU from Birmingham), EI-EKJ('797 from Stansted), Easyjet A.319 G-EZFF('3063 from Stansted), Thomson 737/300 G-THON('8107 from Gatwick) and '757 G-00BA('4HJ from Gatwick); 23/12 Eastern Jetstream G-MAJL('11W from Humberside) and a pair of Jet2 737/300s diverted from LBIA G-CELB('316 on 27/12) and G-CELY('328 on 28/12). The airport was closed by snow from 1/12 until 1400 on 5/12 after which the following visitors were noted:-

5/12 N500CS King Air 200

6/12 N425HS Citation Mustang, G-TLFK Citation Sovereign, N750NS Citation X

8/12 OE-GMJ Lear Jet 35A(Medical Jet 056), G-VUEZ Citation 2, G-MEGN King Air 200

9/12 G-JBIZ Citation 2(Cloudbunner 54)

10/12 G-KDMA Citation Bravo, G-GDSG A.109S, G-CLOW King Air 200

11/12 N600LB SR.22, OO-SKM King Air 200, G-FBEI EMB.190(Jersey 121T, training)
 12/12 N7456P PA-24 Comanche(training)
 13/12 N53GX Global Express, ZH106 AWACS(NATO 30, ILS), ZJ693 Sentinel(Snapshot 1)
 14/12 G-LEAB Citation Mustang(Lonex 27AB), ZK458 King Air 200(Cranwell 62, ILS)
 15/12 N425ST Citation 2, G-RBNB EMB.190BJ(Hangar 873, training), G-NMID EC.135(ILS)
 G-MILO Cessna T.303(Orchid 202), G-LIZA Cessna 340A(Saltyre 710)
 16/12 N324HS Citation Mustang
 17/12 N34RF King Air 90, G-BPRY PA-28(Donair 09), G-CELI 737/300(Channex 03T, training)
 18/12 N331DC Falcon 2000(Stansted div), G-XBEL Citation XL(Beauport 884)
 19/12 G-IPAX Citation XL(Go-Jet 419A)
 20/12 N258RP Baron, G-OTAG Challenger(training), G-IASM King Air 200(Gamston div)
 21/12 G-CGOU S.76C, training), G-POWB King Air 350(Vulcan 01, ILS), G-BBHF Aztec
 22/12 G-PPLC Citation V(Skydrift 560), G-REDS Citation 2(Saltyre 563P)
 23/12 CS-DKD Gulfstream 5(Fraction 374Q), N2208L Citation Sovereign, G-TCSM Jet Ranger
 28/12 CS-DKI Gulfstream 550(Fraction 9BE), 31/12 M-OTOR King Air C.90

As a new feature of the Doncaster movements each month we will give a run down of the aircraft in Kinch Aviation and to start the ball rolling the inmates as of 23/12/10 were as follows:- N80364 Citation 1SP – stored; N242ML Citationjet – stored; LN-RYG Citationjet – stored; G-JETA Citation 2 - stored???; N646VP Citationjet – under repairs following accident at Lbia; G-CDCX Citation X; ;M-PARK Citationjet 2; M-ICRO Citationjet 2; G-IMEA King Air 200; N2208L Citation Sovereign; M-CEXL Citation XL; G-PBZN Squirrel – ex. RP-C2338 recently registered to Quarry and Mining Equipment Ltd of Dundalk, Eire, in for painting; G-CBAB Bulldog (XX543/F) - in for a spot of paint work; G-MKXI Spitfire PR.XI (PL965) - arrived bare metal for re-painting. The Citation X G-CDCX, while inbound on 9/12 had a brake lock on landing causing the aircraft to swerve off the side of the runway, closing the airport for around 4 hours.(See photos below by Clive Featherstone).



Eddsfild:- Andy visited the airfield on 15/12 to investigate the collapse of the hangar roofs. He found Cessna F.150F G-ATML, Jabiru G-CNAB and RV.8 G-JBRS outside, these had been rescued from the front of the hangars undamaged. The hangars were in a very dangerous state, still creaking under stress with water pouring down in numerous places inside. Obviously nobody was allowed inside but through various cracks it could be seen that Condor G-AYFG, Cessna 150L G-BPNA and PA-28 G-RECK were written off. On 16/12 a rescue bid was attempted when a group of owners cut a hole in the back wall of one of the hangars and saved Europa G-CCFK (Taking the wings off first), Quantum G-CDXG, and M.18C G-FLIS. All three were taken to the car park and all were undamaged. By 3/1 when Andy flew overhead (airfield closed) all aircraft were outside with 12 being counted and dismantling of the hangars was well under way. A further visit to the airfield on 15/1 revealed the hangar area completely cleared leaving only the bases. The policy here of only having aircraft down the sides of the hangars (thus allowing owners to remove their aircraft without having to move others) helped limit the damage as the apex collapsed into the empty floor space and the aircraft were trapped in the rectangular void on either side. The status of the residents is as follows, Cessna F.150F G-ATML (undamaged, not noted on 15/1 temporary moved elsewhere), Topsy Nipper G-AVXD (undamaged, moved to Beverley 3/1), Condor G-AYFG (written off, wreck laying in farmyard), Cessna F.172N G-BFTH (parked a long way off, but appeared to have some damage), T.67M G-BKTZ (noted outside, minor damage to spinner), Cessna 150L G-APNA (written off, wreck laying in farmyard), Cessna 140 G-BPUD (undamaged, moved elsewhere), Ikarus G-CBIJ (undamaged, parked outside), S.6 Coyote G-CNZG (recently sold, had moved out before collapse), Europe G-CCFK (undamaged, moved to storage off site), Quantum G-CDXG (undamaged, stored off site), Jabiru G-CNAB (parked outside), M.16C G-FLIS (store in barn, undamaged), Robin DR.400 G-GCUF (undamaged, parked outside), GlaStar G-GERY (undamaged, parked outside), TB.10 Tobago G-GOLF (away on maintenance so had lucky escape), Cessna 182S G-HRNT (was also away on maintenance), RV.8 G-JBRS (undamaged, parked outside), PA-28 G-RECK (written off, dumped outside), PA-28 G-ROWS (crumpled rudder, parked outside), Cessna FR.172J HB-CIU (away on maintenance at time of collapse), Cessna 172S N3540U (away at Gloucester in the process of being re-registered G-FLKY).

Full Sutton:- Cessna FRA.150L G-BBxB is no longer resident having moved to Beverley/Linley Hill.

Gamston:- TB.9 Tampico G-CMED is no longer resident having been sold to new owners at Derby. Cessna F.172N G-ROLY has moved to Netherthorpe and R.22B G-LYNC has moved to The Isle of Man. A new resident is DA.42 G-CTCG. A visit on 16/1 logged the following aircraft with the Diamond Agency:- DA.20 Katana OE-AEG, DA.40 Diamond G-CCKI, G-CEZG, G-SOHO, OE-GXH and DA.42 Twin Star G-ITFL, G-OPFR, OE-FYB. Visiting was Cessna T.210M N761JU.

Headon:- Resident Streak Shadow G-BVFR has left following sale to new owners in Shrewsbury.

HUMBERSIDE

Unfortunately I have lost my info source for Humberside, hopefully will be able to restore asap. Meanwhile noted on 21/12 was Citationjet 2 LN-BAC (BGT 11). Good News for the airport is that Ryanair will start operations to Alicante on Tuesdays and Saturdays commencing April 12th 2011. Helicopters based for North Sea operations as of mid-January 2011 were, S.76B G-BTNC and Agusta AW.139 G-SNSA of CHC Scotia, while Bristows were operating S.76Cs G-CEYZ, G-CGIW, G-CGOP, G-CGOU and G-KAZB.

Leeming:- Just published by the AAIB is the result of an enquiry of a incident here involving Grob Tutor G-BYWH on 12/9:- "During the rollout from a three aircraft 'stream' landing, the pilot and passenger of the rear aircraft had to apply full brake pressure to avoid a collision with the aircraft in front. Although the aircraft did not collide, the resulting loads experienced by the wing structure supporting the landing gear, caused it to fail in overload. Subsequent analysis of the failed structure identified possible manufacturing issues, which may have contributed to the failure. The accident was also subject to an RAF Unit Inquiry. Five safety recommendations have been made".

On 14/1 Tornado F.3 ZE200/HN arrived by road from Leachars for RTP. Another F.3 ZE341/HI made an emergency landing on 4/1 following a bird-strike which cause severe damage to the forward cockpit.

Visitors notes:- 4/12 Sea Kings ZD479/WQ and ZE425/WR(Avenger Formation); 10/12 ZJ229 Apache, G-MHAR PA-42 Cheyenne 3(Tarnish 20).

Linton-on-Ouse;- Graduation Day 28/1:- Aircraft taking part in flypasts were:-

Tornado GR.4:- ZD792/013(Chieftain 1), ZA404/100('2), ZD811/103('3)

Tornado F.3:- ZE168/HH(Export 1), ZE983/HL(Export 2)

Typhoon:- ZJ941/QO-J(Havoc 1), ZJ916/QO-U('2), ZJ808/DW(Typhoon 61), ZK310/EL(Leuchars 26).

Tucano(9 ship formation):- ZF143/170/239/287/292/338/339/343/491. Spare/Cameraship ZF244/512 Hawk:- XX280/CM(Pirate 24), Isaacs Fury G-BZNW/K2048, P-2 Kraguj G-BSXD/30146

For anyone interested the next Graduation Day is scheduled for March 14th.

Long Bennington:- X'Air Falcon G-CCSO has moved out with new owners in Selston, Nottingham.

Newark on Trent(Carr Farm):- Auster J/1N G-APTR, which is now airworthy has been sold to new owners in Bristol.

Newby Wiske:- SA.102 Cavalier G-BCRK, which has been in long term storage at Eggsford/Trenchard Farm, is reported to have departed to Yorkshire for use as a spares source for another example. The only one known is the area is G-BWSI here, however we await confirmation that it is here.

North Coates:- Skyrider Phantom G-MJUX has been sold and departed by road towards the end of the year, heading to the London area. In prospect for the New Year is Flylight Dragonfly G-CGSA, recently registered to an owner in Grimsby. A new arrival on 7/11 was Jodel D.150A G-CGMH, from Little Staughton, while Campbell Cricket G-AXVK has also moved in having been formerly resident at Melbourne. Visitors have included:- 6/11 G-BDEZ J-3C Cub, G-BVDC RV.3, Starduster G-BLAF, PA-28 G-BHFK; 7/11 G-BODE PA-28, G-CENA MCR.01 Banbi, G-BXYJ Jodel DR.1050; 10/11 G-BWNK Chipmunk; 13/11 G-PTAG Europa, G-GKEV Pioneer 300; 14/11 G-AWUN F.150H, G-RSMT MT-03 Gyrocopter; 16/11 G-BRAA Pitts S.1C; 18/12 G-TECH Commander 114.

Rufforth:- Expected shortly following a rebuild is Jabiru G-CBSU, formerly at Spalding/Weston Hills. Also in prospect is M.16C G-CGSD for Gyrocopter Co. UK, who are based here. On the Gliding Club side a new resident is LS8-18 G-CJPH.

Sandtoft:- The airfield was expected to re-open on 17/1 following the closure and change of ownership. A visit on this date produced just the following aircraft inhabiting, Rallye G-BBLM(Still acting as Gate Guardian), PA-28 G-BEYT, Cessna 152 G-BKAZ, Cessna 150J G-BSJZ(in open storage), F.150L G-BAZS, PA-28 G-BIFB. Also still here is PA-46 Malibu N9275Y, which arrived from Haverfordwest in November 2010 and is still u/s, awaiting a new battery. ARV.1 G-DEXP was noted flying from here on 3/1.



PA-46T Malibu N9275Y which has been stranded at Sandtoft for some time(Pual Lindley)

Sherburn:- RV.7 G-IVII has moved in following the completion of its test flying at Brighton.

South Milford:- Former Sandtoft residents R.22B s G-IIPT and G-IORG, along with R.44 G-MAYB all operated by Highmark Aviation are now resident in a hangar close to the village.

Sowerby Bridge:- Shelf resident Hughes 369E G-JIVE was noted operating from a private site in the town on 5/12.

Sturgate:- Resident Mooney M.20M N2125K has moved to Booker, where it is now being offered for sale. A new resident is Commander 114 G-TECH, formerly based at Cambridge.

TEESSIDE(Durham Tees Valley) Info and photos courtesy of dtvmovemetns.co.uk

A very quiet month at our Northerly outpost with snow closing the airport until the 5th December and then on 21/12 the airport was closed more or less all day when water caused 14 of the centreline lights to explode! Throw in a bit of fog and it is understandable why the following list of movements is rather sparse:-

5/12 N978PW Falcon 900B, CS-DRI Hawker 800XP(Fraction 860U), G-PLAL EC.135T
7/12 N288Z Global Express, G-ORZA DA-42(Equity 02, ILS), ZK305 Typhoon(Turbo 51, ILS)
8/12 M-ICRO Citationjet
9/12 VP-BSF Lear Jet 45, G-EGLT Cessna 310R(Endurance 303)
10/12 G-WOWB Dash 8(Swallow 9131, Cardiff City AFC), G-OMRH Citation Bravo
12/12 G-CERY SAAB 2000(Eastflight 47G), G-DPJR Sikorsky S.76C
14/12 D-IHRA Citationjet 2(Carolus 2100), XX222 Hawk(Leeming 33, ILS)
15/12 G-XBEL Citation XL(Beauport 551), XX246 Hawk(Pirate 13), G-OAMG Jet Ranger
16/12 HB-JGL IAI Galaxy, VP-CRB Lear Jet 60, G-OAMI Jet Ranger
17/12 OH-WIA Citation Sovereign(Jetflite 20A), G-XAVB Citation Mustang(Beauport 571)
18/12 D-CSIX Lear Jet 35A(Red Angel 0575), G-DPJR S.76C(Premier 19)
19/12 M-JJTL Pilatus PC-12, G-CERZ SAAB 2000(Eastflight 37X, LBIA div)
20/12 G-IZIP Lear Jet 45(Premiair 536), G-OADY Duchess(Exam 02)
20/12 VP-CGE Falcon 900EX
24/12 G-CDLT Hawker 1000(Gama 268), G-CEGP King Air 200(Cega 910)
28/12 LBIA divs, Fokker 70s PH-KZL(KLM 1545), PH-JCH('1549), G-DAKI Pilatus PC-12
30/12 LBIA divs, G-WOWD Dash 8(Swallow 33ED/83AB), G-MAJD Jetstream 41(EZE 37X)
The new police EC.135T G-CPAS has been delayed being delivered due to some problem at Eurocopter.



IAI Galaxy HB-JGL being de-iced at Teesside prior to departure, 16/12

Waddington:- AWACS ZH104 has now been permanently withdrawn from service and placed in open storage. The DA.42 G-DOSA was noted flying missions on quite a few occasions during mid-December. Visitors included:- 6/12 Typhoons ZJ937(Chaos 12), ZJ814(Typhoon 27), BAe.125 ZE396(Northolt 35), Tornado GR.4 ZA554(Lossie 521, Marham diversion); 7/12 Tornado GR.4 ZA600(Rebel 41), Hercules XV295(Ascot 226); 8/12 KC-135R 60-0328(Quid 78, circuits); 15/12 Hercules ZH872(Ascot 219); 17/12 Chinooks ZA679/ZH897/ZH904(Pegasus Formation).

Whitby:- R.44 G-JARM was noted operating in the vicinity of the town on 13/12, f/t Durham.

Wickenby:- Pitts Special G-FARL is no longer resident having been sold to new owners at Shoreham. A new resident is Rallye G-BIIL, which has moved from Fenland and Quantum G-MYRS.



DAY BY DAY @ LBIA

December saw quite a lot of disruption to air traffic around the country caused by the snow and freezing temperatures. LBIA did however keep open for the most part thanks to the excellent efforts of the snow clearing teams. As a result we managed to attract a few inbound diversions including what must be the visitor of the year, the Boeing 727 N727VJ in the spectacular colour scheme of Kingfisher Airlines (See photo above by Robert Burke). British Airways also put in an appearance when one of their A.320s eventually arrived, having initially diverted to Newcastle from Heathrow.

At Multiflight there was very little of note, however Cessna 401 N35KN appears to be resident although this may only be a temporary measure.

1/12 Wednesday, the day the snow arrived!

SCHEDULES:- Air Southwest:- G-WOWD(82AC/83AB). All other flights canx.

bmi:- Based G-RJXP(1611/2). G-RJXK(1VX/1XV). 1404/3 canx due snow at Edinburgh. All other flights canx.

Eastern:- 80D/81D canx due snow at Teesside and Southampton. 29Q canx due snow at Aberdeen, G-CERY(19Q) to Aberdeen(1020). All other flights canx.

Flybe:- Based G-JEDP, 4XN/7CX, 3LK canx due snow at Gatwick. G-JECE(8EN/7NY). G-JECG(5CP/2GL). All other flights canx.

KLM:- PH-KZO(1545/6, n/s), PH-KZH(1549/54S, n/s). All other flights canx.

Jet2:- G-LSAC(8752) from Jeddah(0432). G-CELI(202) divert to East Midlands. All flights from mid-morning canx.

Manx2:- LET 410 OK-UBA(Eurovan 322/3).

Pakistan International:- A.310 AP-BEB(775) from Islamabad, divert to Manchester.

Ryanair:- EI-DLR(6ZT) from Alicante(0305). EI-DPM(2545 Carcassonne, diverted to Liverpool on return), EI-EMI(41GN Dublin, diverted to Liverpool on return). All other flights canx.

DIVERSION from:-

Manchester:- Boeing 757 G-OOOX(Thomson 293/9009) from Taba(0006), n/s to Manchester(1123) BAe.146/200 G-RAJJ(Cello 168/168P) from Stansted(0032) to Birmingham(0203), Man

Utd.

Liverpool:- Boeing 737/800 EI-DYY(Ryanair 8CW) from Alicante(0103), n/s

2/12 Thursday

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

bmi:- Based G-RJXP, Brussels x2. G-RJXK(1VX/1XV, 3VX/3XV). 1404/3 canx. G-RJXL(1410/1409).

Eastern:- 80D/81D and 86D/87D, canx due snow at Teesside. 29Q/19Q canx due snow at Aberdeen. G-MAJP(37X/38X).

Flybe:- Based G-JEDP, all Gatwick flights canx. G-JECE(8EN/7NY), G-JECK(9JL/8JA), G-JECS(7UC/3HX). all Southampton flights canx. G-ECOO(643/5JH/143L/644)

Jet2:- G-LSAJ(8756) from Jeddah, divert to Manchester at 0030. G-LSAC(087) to New York/Newark(1134). G-LSAK(015P) to Newcastle(0952). G-LSAG(016P) from Newcastle(1455). G-LSAJ(051P) from Manchester(1551). G-CELV(017P) from Manchester(1610). G-CELI(202W) from East Midlands(1917). G-CELU(031E) to Belfast(2346).

KLM:- PH-OFP(1545/6), PH-KZW(1549/50), PH-KZT(69W/54S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 322/3, 328/9).

Ryanair:- EI-DYY(59FD/2333 Krakow, 7GF/6ZT Malaga). EI-DLR(41GN/64QA Dublin, 2484/5 Treviso). EI-EMI(2335 from Knock, 3BW/6JE Alicante). 82QY/52AK canx due snow at Dublin.

IT FLIGHTS:- 737/800 G-CDZL(9024/612) from Birmingham(0935) to Sharm-el-Sheikh(1408).

DIVERSION from:-

Birmingham:- Embraer 135 G-CGMB(Eastflight 808P/071P) from Geneva(1422), n/s to Aberdeen(1851, 5/1)

Humberside:- Jetstream 41 G-MAJF(Eastflight 14W) to Aberdeen(1818). A/C had stayed since last month.

Jetstream 41 G-MAJF(Eastflight 17W/14W) f/t Aberdeen(2058/1413), n/s to 6/1 then outbound '80D.

EXECUTIVE JETS:- Following its stay in Multiflight/East IAI Galaxy N682GA departed to Liverpool at 1026.

3/12 Friday

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

bmi:- Based G-RJXP, Brussels x2. G-RJXK(1VX/1XV, 3VX/3XV). G-RJXL(1410/1409).

Eastern:- 80D/81D, 86D/87D canx. 29Q/19Q canx due snow at Aberdeen. G-CDKA(37X/38X).

Flybe:- Based G-JEDP, Gatwicks all canx. G-JEDJ(8EN/7NY), G-JECF(9JL/8JA), 7UC/3HX canx. Southampton flights all canx. G-KKEV(643/5JH/143L/644).

KLM:- PH-KZS(1545/6), PH-JCH(1549/50), PH-KZN(69W/54S, n/s).

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

Ryanair:- EI-DYY(41GN/64QA Dublin, 2334/5 Knock). EI-DLR(1584/5 Fuerteventura, 1503/4 Gdansk). EI-EMI(9297/6 Barcelona), then '82QY to Dublin swapped with EI-DAG(52AK). Non-Based EI-DAE(1502/1 Niederrhein). EI-DLT(01K) from Faro, return trip cancelled due Spanish ATC strike.

IT FLIGHTS:- 737/800 G-CDZL(613) from Sharm-el-Sheikh(0215), '7FP to Tenerife(1220). Return trip cancelled due Spanish ATC strike.

DIVERSION from:-

Teesside:- SAAB 2000 G-CFLU(Eastflight 585A/586A) f/t Aberdeen(1514/1813).

Humberside:- Jetstream 41 G-MAJF(Eastflight 15W/16W) f/t Aberdeen(1723/2046).

SAAB 2000 G-CFLV(Eastflight 17W/79H) from Aberdeen(2051) to Norwich(2137).

Jetstream 41 G-MAJF(Eastflight 054P) from Aberdeen(2318), n/s.

EXECUTIVE JETS:- Citationjet 2 G-CROO(Hangar 823/854) from Rome/Ciampino(1353), n/s until 7/1 then to Inverness(1202).

GENERAL AVIATION:- DA-42 Twin Star G-GDFA(Equity 02) ILS and overshoot(1439), f/t Blackpool.



ZZ171 C.17A Globemaster operated an inbound compassionate flight, 4/1(Paul Whincup)

4/12 Saturday

SCHEDULES:- Flybe:- Based G-JEDP Gatwick x1. G-ECOO(8EN/7NY).

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

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

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1809/2044).

Ryanair:- EI-DAG(59FD to Krakow, diverted to Katowice returning from there at 1713); EI-DLR(41GN) to Dublin swapped with EI-DPW(64QA) which then operated 2484/2485 Treviso. EI-DYY(Spare). 3BW/7GF Malaga and 3BW/6ZT Alicante canx due Spanish ATC strike.

DIVERSION from:-

Humberside:- Fokker 70 **PH-WXC**(KLM 1499/7112) f/t Amsterdam(2231/1032), n/s.

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 4WT/2WT) from Faro(1339) to Luton(1412).

GENERAL AVIATION:- Squirrel **G-NETR**(Osprey 63) arrived from Cranfield at 1249 and will be based with Multiflight for approx 3 weeks while carrying out local patrols.

MILITARY:- C-17A Globemaster **ZZ171**(Ascot 6603) arrived at 1018 on a compassionate flight, positioning home to Brize Norton at 1116.

5/1 Sunday

SCHEDULES:- Air Southwest:- G-WOWC(88AC/89AB).

bmi:- Based G-RJXP, Brussels x1.

Eastern:- G-CFLU(33X/34X).

Flybe:- Based G-JEDP, Gatwick x2. G-ECOP(8EN/7NY), G-JECH(7UC/3HX). 2PA/1LB canx. G-KKEV(643/5JN/143L/644).

Jet2:- G-CELS(015P) to Gatwick(1021).

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

Manx2:- LET 410 OK-TCA(Eurovan 331/2) f/t Ronaldsway.

Ryanair:- EI-DPW(41GN/64QA Dublin, 2454/5 Carcassonne, 52FW/ Malta). EI-DAG(9297/9296 Barcelona, 82QY/52AK Dublin). EI-DYY(Spare).

DIVERSION from:-

Doncaster:- Dash-8-400 **G-JECX**(Jersey 5EY/5FG) f/t Jersey(1730/2005)

Airbus A.320 **HA-LPJ**(Wizz Air 129L/9130) f/t Katowice(2215/2336)

Blackpool:- DA-42 Twin Star **G-GFDA** from Inverness(2105), n/s to Blackpool(1618).

IT FLIGHTS:- 737/800 **G-CDZL**(Thomson 66K) from Tenerife(0126, 29 hours late!). Positioned to Teesside(0634).

GENERAL AVIATION:- PA-28RT Arrow **G-SKYV** from Ronaldsway(1505/1440), n/s to 7/1. Agusta A.109S **G-FUFU** from Richmond(1559), n/s until 7/1 then to Gunnerside(1455).

6/1 Monday

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

bmi:- Based G-RJXP Brussels x3. G-RJXK(1VX/1XV), 3VX/3XV canx due snow at Glasgow. G-RJXL(1404/1403), 1410/1409 canx due snow at Edinburgh.

Eastern:- G-MAJF(80D/81D, 86D/87D). G-MAJP(29Q/19Q), G-CDKB(37X, diverted to Southampton due Bristol weather/38X empty from Southampton then outbound to Aberdeen).

Flybe:- Based G-JEDP Gatwick x3. G-JECE(8EN/7NY), G-JECF(9JL/8JA). G-ECOR(5CP/2GL), 4KW/1MJ canx. G-JECG(643/5JH/143L/644).

Jet2:- G-LSAC(088) from New York/Newark(0832). G-CELK(031E) to Belgrade(1105) for major overhaul.

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

Manx2:- LET 410 OK-UBA(Eurovan 322/3)

Ryanair:- EI-DYY(41GN/64QA Dublin, 2334/5 Knock). EI-DAG(1584/1585 Fuerteventura, 82QY/52AK Dublin). EI-DPW(1501/2 Niederrhein, 1503/4 Gdansk). Non-Based EI-EBM(01K/7MV Faro).

DIVERSION:- Dash-8-400 **G-JECZ**(Jersey 2DZ) diverted in at 1839 with a technical problem while routing from Birmingham to Aberdeen, n/s. '044D to Birmingham(1153) the following morning.

EXECUTIVE JETS:- Hawker 900XP **G-OTAZ**(Hangar 818) from Malaga(1315), n/s until 8/1 to Farnborough(1423). A debutant was Lear Jet 60 **D-CNUE**(Red Angel 0555) of Ambulance Flight International, from Athens(1354). This aircraft was in fact a diversion from Manchester and departed to Nuremburg at 2004. Another aircraft on its first visit was Falcon 900EX **N99FG** owned by CNH America LLC of Waukegan, Illinois which arrived from Turin at 2019 for an overnight stay before heading back to Italy at 2116 the following day.

GENERAL AVIATION:- Squirrel **G-NETR**(Osprey 62) local flights(1114/1209, 1303/1411). King Air 200 **N288GS**, operated by Woodgate Aviation was making its first visit, f/t Ronaldsway(1350/1430).

MILITARY:- Merlin **ZJ995**(Vortex 789, see photo below by Robert Burke) f/t Benson(1414/1456).



7/1 Tuesday

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

bmi:- Based G-RJXP Brussels x3. 1VX/1XV and 3VX/3XV canx. 1404/1403 and 1410/1409 canx.

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

Flybe:- Based G-JEDP Gatwick x2 swapped with G-JEDK on late evening rotation. G-JECE(8EN/7NY, 7UC/3HX). G-JECL(5CP/2GL), G-JEDR(4KW/1MJ), G-JECY(2PA/1LB). G-ECOZ(643/5JH/143L/643).

KLM:- PH-KZC(1545/6), PH-KZF(1549/50), PH-KZH(69W/54S, n/s).

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

Ryanair:- EI-DPW(59FD/2333 Krakow, 3BW/ Alicante, 82QY/52AK Dublin). EI-DAG(41GN/64QA Dublin, 7GF/ Malaga). EI-DYY(2485/2485 Treviso).

CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 712P) from Manchester(0837).

DIVERSION from:-

Doncaster(No fire cover):- A.320 **HA-LPN**(Wizz Air 429Z/9430) f/t Warsaw(1323/1419).

EXECUTIVE JETS:- Gulfstream 550 **CS-DKG**(Fraction 5AN) from Farnborough(1004) to Casablanca(1156). Falcon 7X **CS-DSA**(Fraction 020N/9GA) from Stuttgart(1707) to Farnborough(1824).

GENERAL AVIATION:- Squirrel **G-NETR**(Osprey 62) local flights(1019/1058, 1214/1301). MD.902 Explorer **G-SIVR**(Hawthorn 1) f/t a private site near Oban(1030/1355). DA-42 **G-ORZA**(Equity 02), ILS and overshoot(1253), f/t Blackpool.

MILITARY:- Sea King **XZ593**(Rescue 131) arrived from Junction 25 on the M1 at 2105 for a refuel, before heading home to Boulmer at 2131.

8/1 Wednesday

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

bmi:- Based G-RJXP Brussels x3. 1VX/1XV and 3VX/3XV canx, Glasgow still closed with snow. G-RJXL(1404/1403, 1410/1409).

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

Flybe:- Based G-JEDK Gatwick x3. G-JECE(8EN/7NY), G-JEDN(9JL/8JA), G-JEDL(7UC/3HX). G-ECOR(5CP/2GL), G-ECOG(4KW/1MJ), G-JECR(2PA/1LB).

KLM:- PH-KZV(1545/6), PH-KZB(1549/50), PH-KZN(69W/54S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 322/3).

Pakistan International:- Airbus A.310 AP-BEB(775/6) f/t Islamabad(1824/2106).

Ryanair:- EI-DYY(2454/5 Carcassonne, 1501/2 Niederrhein). EI-DPW(41GN/64QA Dublin, 2334/5 Knock, 52FW/59XZ Malta), EI-DAG(9297/6 Barcelona, 82QY/52AK Dublin).

IT FLIGHTS:- Boeing 737/800 **G-CDZM**(Thomson 612) from East Midlands(2315).

EXECUTIVE JETS:- Citation XLS **G-KPEI**(Go-Jet 608A/B) f/t Belfast City(0836/1012). Lear Jet 35A **LX-ONE**(Lion King 1 Ambulance) from Arrecife(1409) to Luxembourg(1622).

GENERAL AVIATION:- Squirrel **G-NETR**(Osprey 62) to Sherburn(0954), returning at 1211. Cessna T.303 **G-MILO**(Orchid 202) arrived at 1055 and departed to Oxford at 1118. Commander 112 **G-FLPI** carried out a further local Air Test(1459/1516) following its re-build. DA-42 Twin Star **G-ORZA**(Equity 02) f/t Blackpool(1601/1707).

MILITARY:- Lynx **XZ184**(Armyair 906), Radar Approach and overshoot(1412), f/t Dishforth.

9/1 Thursday

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

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

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

Flybe:- Based G-JEDK Gatwick x1, swapped on afternoon rotation with G-ECOZ. G-JECE(8EN/7NY), G-ECOH(9JL/8JA), G-JEDL(7UC/3HX). G-ECOR(5CP/2GL), **G-FBEN**(4KW/1MJ, 2PA/1LB). G-KKEV(643/5JH/143L/643).

Jet2:- G-LSAE(8758) from Jeddah(0252). G-LSAC(087) to New York/Newark(0927). G-LSAE(015P) to Newcastle(1529). G-CELZ(815) from Edinburgh(0846) then operated 251/2 t/f Faro and back to Edinburgh(1735) as '816.

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

Manx2:- LET 410 OK-UBA(Eurovan 322/3, 328/9).

Ryanair:- EI-DYY(59FD/2333 Krakow, 7GF/6ZT Malaga). EI-DAG(41GN/64QA Dublin, 2484/2485 Treviso), EI-DPW(3BW/6JE Alicante), then 82QY to Dublin swapped with EI-EBC(52AK).

IT FLIGHTS:- 737/800 **G-CDZM**(Thomson 612/3) t/f Sharm-el-Sheikh(0752/2045).

CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 241) to Enontekio(1000), Santa charter.

EXECUTIVE JETS:- Citation XL **G-CBRG**(Go-Jet 109A/B) from Belfast City(1130) to Venice(1258).

GENERAL AVIATION:- Squirrel **G-NETR**(Osprey 62) local flights(1027/1136, 1340/1442). TB.20 Trinidad **G-SCIP** f/t Sleep(1045/1349). Twin Squirrel **G-IDEB** from Leyburn(1636) to Stapleford(1703).



Astreus Boeing 737/500 G-PJPJ operated numerous Lapland Charters during the month

10/1 Friday

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

bmi:- Based G-RJXP Brussels x2. 1VX/1XV canx, G-RJXK(3VX/3XV). 1404/1403 canx, G-RJXL(1410/1409).

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

Flybe:- Based G-ECOZ Gatwick x3. G-JECF(8EN/7NY), G-ECOP(9JL/8JA), G-JECF(7UC/3HX). G-JECR(4KW, aircraft went u/s on arrival, positioned to Southampton at 2108 as '041D), G-JECJ(2PA/1LJ). G-ECOM(643/5JH/143L/644).

KLM:- PH-KZE(1545/6), PH-KZF(1549/50, 69W/54S, n/s),

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

Ryanair:- EI-EBC(41GN/64QA Dublin, 2334/5 Knock, 9297/9296 Barcelona, 82QY/52AK). EI-DYY(1584/5 Fuerteventura, 1503/4 Gdansk). EI-DAG(Spare). Non-Based EI-DJY(1501/2 Niederrhein), EI-EBM(01K/7MV Faro).

IT FLIGHTS:- Boeing 737/800 **G-CDZM**(Thomson 7FP/66K) t/f Tenerife(1019/2019), to Teesside(2137).
GENERAL AVIATION:- Squirrel **G-NETR**(Osprey 62) local flight(1031/1104). PA-42 Cheyenne 3 **G-GMED**(Air Med 057) from Alborg, Denmark(1302) to Oxford(1437). Eurocopter EC.120B **G-JJFB** from Brighton(1406) to Doncaster/Brandon(1448). DA.42 Twin Star **G-GFDA**(Equity 02) ILS and overshoots x2(1445/1504) f/t Blackpool. PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1611/1337), n/s.

11/1 Saturday

SCHEDULES:- **Flybe:-** Based G-ECOZ Gatwick x1 and Southampton x1. G-JEDN(8EN/7NY).

Jet2:- G-GDFA(323) departed to Belfast at 0812 but returned at 0824 with a technical problem. G-CELG(323A) operated outbound to Belfast at 0919). G-CELG later operated a local Santa Flight(Channex 6558) out 1219 and return 1349.

KLM:- PH-KZL(1545/6, 1549/50), PH-KZN(69W/54S, n/s).

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

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1801/1955).

Ryanair:- EI-EBC(59FD/2333 Krakow, 3BW/6JE Alicante), EI-DAG(41GN) to Dublin, swapped with EI-EMH(64QA), which then operated 2484/5 Treviso, 7GF/6ZT Malaga). EI-DYY(Spare).

EXECUTIVE JETS:- Citation XL **G-CBRG**(Go-Jet 111A/B) from Venice(1551) to Birmingham(1616).

GENERAL AVIATION:- PA-28 Warrior **G-CDDG** f/t Oxford(1049/1329). Squirrel **G-NETR**(Osprey 62) local flights(1054/1241, 1346/1409). Eurocopter EC.120B **G-FCKD** from Skipton(1130) to Clitheroe(1217).

12/1 Sunday

SCHEDULES:- **Air Southwest:-** G-WOWB988AC/89AB).

bmi:- Based G-RJXP Brussels x1.

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

Flybe:- Based G-ECOZ Gatwick x2. G-ECOP(8EN/7NY), G-JECN(7UC/3HX). G-JEDJ(2PA/1LB). G-FLBC(643/5JH/143L/644).

Jet2:- G-CGET(147P/148P) to Gatwick(0657) from Chambéry(1302). G-LSAJ(6595/6) t/f Enontekio(0718/2123), Santa Flight.

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

Manx2:- LET 410 OK-TCA(Eurovan 330/1).

Ryanair:- EI-EMH(41GN) to Dublin, swapped with EI-DWP(64QA) which then operated 2454/5 Carcassonne, 52FW/59XZ Malta. EI-DYY(9297/9296 Barcelona, 82QY/52AK Dublin). EI-EBC(Spare).

CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 720) from Enontekio(1900), Santa Flight.

EXECUTIVE JETS:- Gulfstream 5 **CS-DKE**(Fraction 204F/346P) from Zurich(1115) to Nice(1255).

GENERAL AVIATION:- Squirrel **G-NETR**(Osprey 62) local flight(1042/1159). Cirrus SR.22 **N147LK** f/t Shoreham(1205/1341).



Cessna 425 D-IPCG paid its first visit to LBIA on 13/12

13/1 Monday

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

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

Eastern:- G-MAJI(80D, diverted to Bristol due Southampton weather/81D from Bristol to Teesside, 86D/87D). G-MAJF(29Q/19Q), G-CDEB(37X/38X).

Flybe:- G-ECOZ am flight canx due aircraft u/s then Gatwick x2. G-FLBB(8EN/7NY), G-ECOI(9JL/8JA). '5CP from Southampton canx due a/c u/s, **G-FBEN (1NW/2GL)** from Manchester(1021) to Southampton(1324), **G-FBEN(4KW/1MJ)**. G-JECN(643/5JH/143L/644).

Jet2:- G-LSAC(088) from New York/Newark(0818). 347/8 canx due snow at Düsseldorf.

KLM:- PH-KZF(1545/6), PH-KZL(1549/50), PH-KZU(69W/54S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 322/3).

Ryanair:- EI-EBC(41GN/64QA Dublin, 2334/5 Knock, 1501/2 Niederrhein, 1503/4 Gdansk), EI-DYY(1584/5 Fuerteventura), then 82QY to Dublin, swapped with EI-EMO(52AK). EI-DWP(Spare). Non-Based EI-DLT(01K/7MV Faro).

CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 720P) to Manchester(0939).

EXECUTIVE JETS:- Lear Jet 35A **LX-ONE**(Lion King 1 Ambulance) from Barcelona(2014), n/s to Cologne(0922).

GENERAL AVIATION:- Hughes 369E **G-JIVE** from Shelf(0937) to Northampton(0952). Squirrel **G-NETR**(Osprey 62) local flights(1137/1252, 1356/1434). PA-34 **G-JDBC**(Jaydee 43W) f/t Liverpool(1247/1347). Making its first visit to LBA was Cessna 425 **D-IPCG**, from Luton(1508), n/s to Egelsbach(1210).

14/1 Tuesday

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

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

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

Flybe:- Based G-ECOZ Gatwick X1 then swapped on pm rotation with G-JEDK. G-FLBB(8EN/7NY), G-ECOR(7UC/3HX). G-JECG(5CP/2GL, 4KW/1MJ), G-JEDJ(2PA/1LB). G-ECOF(643/5JH/143L/644).

Jet2:- G-CELR(031E) local engineering test flights(1245/1403, 1528/1634).

KLM:- PH-KZP(1545/6), PH-KZM(1549/50), PH-KZU(69W/54S, n/s).

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

Ryanair:- EI-EBC(59FD/2333 Krakow), EI-DWP(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga), EI-EMO(3BW/6JL Alicante, 82QY/54AK Dublin).

EXECUTIVE JETS:- Citation Mustang **G-FBLK**(Blink 3C) f/t Farnborough(1033/0902), n/s. Citation Sovereign **G-NSJS** f/t Jersey(1207/1239). Citationjet **G-OSOH**(Hangar 864) f/t Oxford(1700/1618), n/s.

GENERAL AVIATION:- Agusta A.109S **G-USTS** f/t Newcastle Heliport(0910/1432). Long Ranger **G-PTOO** from Huggate(1057) to Multiflight/Engineering, n/s. Enstrom 480 **G-WRSY** from Skipton(1111) to York(1150), return 1222/1238.

MILITARY:- Tucano **ZF239**(LOP 72), ILS and overshoot(1117), f/t Linton.

15/1 Wednesday

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

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

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

Flybe:- Based G-JEDK Gatwick x3. G-ECOI(8EN/7NY), G-JECL(9JL/8JA), G-JECO(7UC/3HX). G-FLBC(5CP/2GL), 4KW/1MJ canx, **G-FBEN(2PA/1LB)**.

Jet2:- G-CELO(031E/032E) f/t Edinburgh(0617/1908). G-CELR(033E) to Edinburgh(0917). G-CELZ(034E) from Edinburgh(1207).

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

Manx2:- LET 410 OK-TCA(Eurovan 322/32L).

Pakistan International:- Airbus A.310 AP-BEG(775/6) f/t Islamabad(1652/1923).

Ryanair:- EI-EBC(2454/5 Carcassonne, 1501/2 Niederrhein, 52FW/59XZ Malta), EI-DWP(41GN/64QA Dublin, 2334/5 Knock, 9297/6 Barcelona, 82QY/52AK Dublin). EI-EMO(Spare).

IT FLIGHTS:- Boeing 737/800 **G-FDZS**(Thomson 612) from Luton(1741).

GENERAL AVIATION:- PA-34 **G-JDBC**(Jaydee 43W) f/t Liverpool(0843/1313), local flight as "Exam 08"(1047/1234). Squirrel **G-NETR**(Osprey 62) to Halfpenny Green(1120) at the end of its stay. DA-42

G-ORZA(Equity 02) ILS and overshoot(1311), f/t Blackpool. Cessna T.210M **G-TOTN** from Ronaldsway(1422), n/s. Pilatus PC-12 **G-PVPC** from Oxford(1511), n/s to Lyon(1046).

MILITARY:- Grob Tutor **G-BYXT**(CFN 05), ILS and overshoot(1043), f/t Church Fenton.

16/1 Thursday

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

bmi:- Based G-RJXP Brussels x2, then '1615 to Brussels swapped with G-RJXJ(1616) inbound 0007 on 17/12. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXK(1404/1403, 1410/1409).

Eastern:- G-MAJI(80D/81D), G-MAJC(86D/87D). G-MAJA(29Q/19Q), 37X/38X canx due snow at Aberdeen.

Flybe:- Based G-JEDK, departed to Gatwick(4XN) am at 0718 but returned at 0732 with a technical fault. It departed again at 0821 as "Jersey 350A", then on pm trip swapped with G-JEDR which in turn was swapped with G-JECT on evening rotation. G-ECOI(8EN/7NY), G-FLBB(9JL/8JA), G-JECM(7UC/3HX). G-JECX(5CP/2GL, 4KW/1MJ), G-JEDJ(2PA/1LB). G-ECOR(643, departed at 1059 as '5JH but returned due snow at Aberdeen landing back here at 1302, and then back to Exeter as '644).

Jet2:- G-CELR(815/6) f/t Edinburgh(0816/1752), to operate combined flight with 251/2 t/f Faro. G-GDFA(015P) from Belfast(1450). 347/8 canx due snow at Düsseldorf.

KLM:- PH-KZI(1545/6), PH-KZM(1549/50), PH-KZW(69W/54S, n/s)

Manx2:- LET 410 OK-ASA(Eurovan 32L/33L, 38L/39L).

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

IT FLIGHTS:- Boeing 737/800 **G-FDZS**(Thomson 612/3) t/f Sharm-el-Sheikh(0748/2004).

CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 724P) from Birmingham(1917).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT/4WT) from Luton(0818), n/s until 20/12 to Le Bourget(1150).



Eastern Airways Embraer 135 G-CGMB diverted to LBA from Birmingham on 2/12

17/12 Friday

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

bmi:- Based G-RJXJ Brussels x1, then 1409 to Edinburgh. G-RJXL(3VX/3XV). G-RJXK(1410) take over as based aircraft.

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

Easyjet:- First service, Airbus A.310 G-EZBY(7346/5) f/t Geneva(1739/1912).

Flybe:- Based G-JECT Gatwick x1 departed to Gatwick pm but did not return due de-icing delays at Gatwick, finally returned from Gatwick(3HX) at 2203. 8EN/7NY, 9JL/8JA, 7UC/3HX canx due snow at Belfast. **G-FBEN**(4KW/1MJ), G-JECG(2PA/1LB). G-ECOF(643/5JH/143L/644).

Jet2:- 323/4, 326/5, 327/8 canx due snow at Belfast. 202/3 canx due snow at Amsterdam. G-CELL(03T) t/f Doncaster, training 1024/1536.

KLM:- 1545/6, 1549/50, 69W canx due snow at Amsterdam.

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

Ryanair:- EI-EBC(41GN/64QA Dublin, 2334/5 Knock), EI-EMO(1584/5 Fuerteventura, 1503/4 Gdansk), EI-DWP(9297/6 Barcelona, 82QY/52AK Dublin). Non-based EI-DYJ(1502/1 Niederrhein), EI-DLT(01K/7MV Faro).

IT FLIGHTS:- Boeing 737/800 **G-FDZS**(Thomson 7FP/66K) t/f Tenerife(1047/2027), '66K to Teesside(2156).

DIVERSION from:-

Manchester:-

Boeing 757 **G-LSAI**(Channex 706) from Sharm-el-Sheikh(2205), n/s to Manchester(1240).
Dash 8-400 **G-ECOG**(Jersey 7MT/049W) from Düsseldorf(2208), n/s to Ronaldsway(1459).
Boeing 737/800 **EI-DLS**(Ryanair 558) from Dublin(2247), n/s took over as resident aircraft.
Blackpool:- Boeing 737/300 **G-CELJ**(Channex 752/016P) from Tenerife(2210), n/s to Blackpool(1350).
Liverpool:- 737/800 **EI-DCN**(Ryanair 71MJ/01P) from Kaunas, Lithuania(2222) n/s to Liverpool(1219)
CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 725) to Enontekiö(1028).
EXECUTIVE JETS:- Citation 2 **G-JBIZ**(Clouddrunner 57) from Nice(1256) to Southend(1401). Gulfstream 5 **VP-BKZ** from Geneva(1320) to Luton(1358). Citation XL **CS-DXL**(Fraction 3XW/470R) from Le Bourget(1612) to Northolt(1722). Citation Bravo **G-OMRH** from Ronaldsway(1636) to Hawarden(1722). Citation XL **G-IPAX**(Go-Jet 417A) from Staverton(2107), n/s to Rovaniemi(0931).
GENERAL AVIATION:- Commander 112 **G-FLPI** returned home to Newcastle at 1449 following its rebuild. Cessna 441 **G-USAR** from Milan/Malpensa(1808), n/s to Zurich(0845) on 19/12.

18/12 Saturday

SCHEDULES:- Easyjet:- A.319 **G-EZSM**(7346/5) f/t Geneva(1736/1830).
Flybe:- Based G-JECT. am Gatwick canx due snow. 8EN/7NY canx due snow at Belfast.
Jet2:- G-CELG(143P) to Dublin(0749). G-LSAC(017P) to East Midlands(1259).
KLM:- 1545/6 canx. PH-KZU(1549/50), PH-KZE(59W/78S, n/s)
Manx2:- Dornier 228 D-CMNX(Kiel Air 32L/33L), operated almost 10 hours late.
Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1810/2059).
Ryanair:- EI-EMO(59FG/2333 Krakow, 3BW/6JE Alicante), EI-DWP(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). EI-EBC(Spare).
DIVERSION from:-
Manchester:- ATR.42-200 **EI-BYO**(Aer Arran 511/512P) from Galway(1139) to Manchester(1250)
Metroliner **OY-NPF**(Norflying 126/126P) from Copenhagen(2011) to Alborg(2109)
Stansted:- Boeing 727/200 **N727VJ** from Boston, Mass.(1444), n/s to Stansted(1631)
Boeing 737/800 **EI-EKO**(Ryanair 59/58) f/t Stockholm/Skavsta(1453/1640)
Heathrow:- Airbus A.319 **G-DBCD**(Midland 844) from Berlin/Tegel(1449), n/s to Edinburgh(1254)
A.320 **G-EUUV**(Speedbird 675) from Istanbul via New(1916), see CHARTERS on 22/12



Easyjet Airbus A.319 **G-EZIN** from Geneva, landing in the sunset on 26/12(Robert Burke)

19/12 Sunday

SCHEDULES:- Air Southwest:- G-WOWD(88AC/89AB)
Eastern:- G-CERZ(33X, diverted to Teesside due fog). 34X operated Bristol – Aberdeen direct.
Easyjet:- Airbus A.319 **G-EZDM**(7346/5) f/t Geneva(1637/1748).
Flybe:- Based G-JEDT Gatwick flight both canx. G-FLBA(8EN/7NY), 7UC/3HX canx. 2PA/1LB canx due LBA fog. G-ECOC(643/5JH/143L/644).
Jet2:- G-CELC(031E) from Manchester(1815). 347/8 canx due Düsseldorf weather. G-CELG(144P) from Dublin(2216).
KLM:- PH-KZR(1545/6), PH-KZP(1549/50), PH-WXC(69W/78S, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 330/331)

Ryanair:- EI-DWP(41GN/64QA Dublin, 2454/5 Carcassonne, 52FW/39XZ Malta), EI-DLS, which had diverted in(1503/4 Gdansk, 9297/6 Barcelona), then 82QY to Dublin swapped with EI-DLZ(52AK). EI-EBC(Spare), EI-EMO(Spare).

DIVERSION from:-

Blackpool:- Boeing 737/300 **G-CELJ**(Channex 740/015P) from Alicante(1936), n/s to Gatwick(1058)
20/12 Monday

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

bmi:- Based G-RJXK Brussels x2. G-RXJ(1VX/1XV). G-RJXC(1410/1409).

Eastern:- G-MAJI(80D/81D, 86D/87D). G-MAJW(29Q/19Q). 37X canx. **G-CGMB**(38X, Bristol – Aberdeen).

Easyjet:- 7346/5 f/t Geneva canx due weather disruption.

Flybe:- Based G-JECT Gatwick x1. G-JECS(8EN/7NY), 9JL/ canx due snow at Belfast. 5CP/1NP canx. G-JEDJ(4KW/). 643/5JH/143L/644 canx due snow at Exeter.

Jet2:- G-CELD(031E) to Bucharest(0643) for major overhaul. G-CELG(6593/4) t/f Enontekio(0844/2250). G-CELC(105P) to Nantes(0859). G-LSAB(101P) positioned in at 2320 from points unknown.

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

Manx2;- LET 410 OK-ASA(Eurovan 322/32L).

Ryanair:- EI-EBC(41GN/64QA Dublin, 2334/5 Knock, 1501/2 Niederrhein, 1503/4 Gdansk), EI-EMO(1584/5 Fuerteventura) 82QY/52AK canx due snow at Dublin. EI-DWP(08P) to Beauvais(1551). EI-DLZ(Spare). Non-based EI-EGC(01K/ Faro).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1301/1410).

21/12 Tuesday

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

bmi:- Based G-RJXK Brussels x2. G-RXJ(1VX/1XV). G-RJXL(1404/1403, 1410/1409)

Eastern;- G-MAJI(80D/81D, diverted back to Lbia, see below), 87D canx. 29Q/19Q canx. **G-CGMC**(37X/38X).

Flybe:- Based G-JECT(5JH to Aberdeen, then 143L/644), G-ECOC(643 from Exeter) then Gatwick x2. G-JECS(8EN, diverted to Manchester due to a technical problem), G-JECM(9JL/8JA), G-ECOH(7UC/3HX). G-JECG(5CP/2GL), G-JEDW(4KW/1MJ), G-JEDR(2PA/1LB).

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

Manx2:- LET 410 OK-UBA(Eurovan 322/32L), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Ryanair:- EI-EBC(59FD/2333 Krakow, 3BW/6JE Alicante), EI-EMO(41GN/ Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). 82QY/52AK due weather at Dublin. EI-DLZ(Spare).

CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 730) from Enontekio(1947).

DIVERSION from:-

Teesside:- Jetstream 41 **G-MAJI**(Eastflight 81D/86D) from Lbia(1132) to Southampton(1940)
Fokker 70 **PH-KZG**(KLM 1533/4) f/t Amsterdam(1201/1619)

EXECUTIVE JETS:- Citation XLS **OE-GSZ** of Jet Pool Network, from Zurich(1336) to Geneva(1448).

GENERAL AVIATION:- PA-34 Seneca **G-GFEY**(Equity 14) from Blackpool(1158), local flight 1402/1510 as "Exam 02", to Blackpool(1551). PC-12 **G-PVPC** from Lyon(1848) n/s. to Bournemouth(0903).



PA-34 G-GFEY carried out a local Exam flight during its visit on 21/12(Mike Storey)

MILITARY:- VC-10 **XV105**(Ascot 2505) from East Midlands(1811) to Brize Norton(1843).

22/12 Wednesday

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

bmi:- Based G-RJXK Brussels x1. G-RXJ(3VX/3XV). G-RJXL(1410/1409).

Eastern:- G-MAJI(80D, 81D canx, 86D/87D, n/s at LBA due snow at Teesside). 29Q/19Q canx. G-CDKA(37X/38X).

Flybe:- Based G-ECOC Gatwick x1, swapped on pm flight with G-JECR. G-ECOH(8EN/7NY), G-ECOD(9JL/8JA), G-JECJ(7UC/3HX). G-FLBB(5CP/2GL), **G-FBEN**(2PA/1LB). G-JECX(643/5JH/143L/644).

Jet2:- G-CELB(142P) from Glasgow(0301). G-LSAG(6578/9) t/f Enontekio(0900), G-LSAE(03T) t/f Doncaster(1133/1441), training.

KLM:- PH-KZN(1545/6), PH-KZM(1549/50), PH-WXD(69W/78S, n/s)

Manx2:- LET 410 OK-UBA(Eurovan 322/32L)

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(1725/1959).

Ryanair:- EI-EBC(2454/5 Carcassonne, 1501/2 Niederrhein, 52FW/59XZ Malta), EI-EMO(2334/5 Knock, 9297/6 Barcelona, 82QY/52AK Dublin). 41GN/64AK canx due snow at Dublin. EI-DLZ(Spare).

CHARTERS:- Boeing 737/500 **G-PJPJ**(Flystar 733/4) t/f Enontekio(0926/2336). British Airways Airbus A.320 **G-EUUV**(Speedbird 9251) finally returned home to Heathrow at 2046 having diverted in on 18/12.

DIVERSION from :-

Humberside:- Fokker 70 **PH-KZU**(KLM 1489) from Amsterdam(1136) to Humberside(1347).

Teesside:- SAAB 2000 **G-CFLV**(Eastflight 69L/79H) from Aberdeen(2048) to Norwich(2123).

EXECUTIVE JETS:- Citation Bravo **G-OMRH** from Kirkwall(1658) to Le Bourget(1848).

GENERAL AVIATION:- King Air 200 **G-PCOP**(Gama 317) from Glasgow(1107) to Farnborough(1157), return 1434/1520. Cessna 441 **G-USAR** from Le Bourget(1402), n/s until Christmas Day hence the aircraft parked on the main apron in the N4 entrance as Multiflight would be closed. Cheyenne 3 **G-GMED**(Air Med 054) from Dublin(1537) to Oxford(1756). King Air 200 **G-OCEG**(Cega 743) from Porto(1720) to Bournemouth(1827). King Air 200 **G-SASC**(Gama 373C) from Glasgow(1732) to Aberdeen(1841). The last three were all inbound Ambulance flights! Cessna 303 **G-CYLS**(Orchid 212) f/t Oxford(1903/1918).



Cessna 441 G-USAR operated out of LBA on Christmas Day to Cyprus(Robert Burke)

23/12 Thursday

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

bmi:- Based G-RJXK Brussels x2. No Scottish flights operated.

Eastern:- 80D/81D canx, G-MAJH(86D/87D). G-MAJD(29Q/19Q), G-CDKA(37X/38X). G-MAJI(042P) to Teesside(1150) following its night-stop.

Easyjet:- Airbus A.319 **G-EZFS**(7346/5) f/t Geneva(1729/1835).

Flybe:- Based G-JECR(5JH to Aberdeen, then 143L/644). G-JECX(643) from Exeter then Gatwick x2. G-ECOB(8EN/7NY, 9JL/8JA), G-JECI(7UC/3HX). G-JEDJ(5CP/2GL), 4KW/1MJ canx, **G-FBEN**(2PA/1LB).

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

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

Ryanair:- EI-EBC(59FD/2333 Krakow, 7GF/6ZT Malaga). EI-EMO(41GN/64QA Dublin, 2484/5 Treviso), EI-DLZ(3BW/6JE Alicante). 82QY/52AK canx due snow at Dublin.

IT FLIGHTS:- Boeing 737/800 **G-FZDS**(Thomson 612P) from Luton(0634), "Thomson 612/3" t/f Sharm-el-Sheikh(0813/2047).

CHARTER:- Boeing 737/500 **G-PJPJ**(Flystar 734P) to Gatwick(0850)

EXECUTIVE JETS:- Hawker 800XP **CS-DRC**(Fraction 771F) from Madrid(0751) to Cannes(1110).

Citation XLS **G-XLGB**(Lonex 20LB) f/t Stansted(1124/1610).

GENERAL AVIATION:- Squirrel **G-HELM** which had arrived by road, carried out a local Air Test 1148/1154. Cessna 182N **G-AYOW** f/t Skegness(1105/1152).

24/12 Friday

SCHEDULES:- Air Southwest:- G-WOWE(82AC/83AB), G-WOWA(41AC from Manchester/87AC).

bmi:- Operated no flights at all today.

Eastern:- G-CFLU(37X/38X).

Easyjet:- Airbus A.319 **G-EZIN**(7346/5) f/t Geneva(1556/1647).

Flybe:- Based G-JECX Gatwick x2. G-JEDM(8EN/7NY), G-ECOB(9JL/8JA). G-JEDO(4KW/1MJ). G-JECT(643/5JH/143L/644).

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

Manx2:- LET 410 OK-UBA(Eurovan 322/32L).

Ryanair:- EI-EBC(1585/5 Fuerteventura). EI-EMO(2334/5 Knock). EI-DLZ(Spare). EI-DWY(022P/023P) f/t Stansted(0757/1449), operated 1503/4 Krakow. 64QA/41GN was due to be operated f/t Dublin by a Dublin based aircraft, however due to snow it was cancelled.

IT FLIGHTS:- Boeing 737/800 **G-FDZS**(Thomson 7FP) t/f Tenerife(1042/2006), '66K to Teesside(2108).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(0957/1124).

GENERAL AVIATION:- Squirrel **G-DBOK**, which had been on long term maintenance with Multiflight departed to Milton Keynes at 1246. This aircraft was re-registered G-VVBA for Hinde Holdings of Billericay early in 2011. King Air 200 **G-CLOW** from Biggin Hill(1359) to East Midlands(1418).

25/12 Saturday(Christmas Day)

SCHEDULES:- KLM:- PH-KZN(1545/6), PH-KZE(69W/78S, n/s).

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(1733/1935).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(1938) to Gatwick(1953).

GENERAL AVIATION:- Cessna 441 **G-USAR**, which arrived on 22/12 departed to Paphos, Cyprus(1606).

26/12 Sunday(Boxing Day)

SCHEDULES:- Easyjet:- A.319 **G-EZFW**(7346/5) f/t Geneva(1300/1343).

Flybe:- Based G-JECX, Gatwick x1. G-ECOI(8EN/7NY). G-FLBA(2PA/1LB). G-ECOK(643/5JH/143L/644).

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

Manx2:- LET 410 OK-TCA(Eurovan 330/31L).

Ryanair:- EI-EMO(2454/5 Carcassonne, 52FW/59XZ Malta). EI-EBC(9297/6 Barcelona, 82QY/52AK Dublin).

IT FLIGHTS:- Airbus A.320 **G-TCAC**(Kestrel 356P) from Manchester(0904), "Kestrel 75DY" to Tenerife(1030). A.320 **G-CPRH**(Kestrel 695P) from Tenerife(1856).

EXECUTIVE JETS:- Citation Bravo **G-OMRH** from Luton(0943) to Blackpool(1046), from London City(1429), n/s to Luton(1135). Citation XLS **D-CVVV**(Augusta 470/2) from Nuremburg(1042) to Sion(1226).

27/12 Monday(Bank Holiday)

SCHEDULES:- Air Southwest:- G-WOWC(86AC/87AC).

Eastern:- G-MAJD(38X, Bristol – Aberdeen).

Easyjet:- A.319 **G-EZAU**(7346/5) f/t Geneva(1702/1802).

Flybe:- Based G-JECX Gatwick x1 then '3HX to Belfast. G-ECOI(7UC) from Belfast, n/s. G-JEDR(9JL/8JA). G-JEDN(4KW/1MJ). G-JECO(642/5JH/143L/644).

Jet2:- G-CELB(316) from Paris, divert to Doncaster, positioned back at 1350 as '015P.

KLM:- PH-KZC(1545, divert to Humberside), PH-KZR(1549/50), PH-WXC(69W/78S, n/s).

Manx2:- 32L/33L divert to Blackpool due fog.

Ryanair:- EI-EBC(41GN/62AK Dublin, diverted to Liverpool on return due fog. From Liverpool(1319) as '015X, 2334/5 Knock). EI-EMO(1584/5 Fuerteventura, 1503/4 Gdansk), EI-DLZ(82QY) to Dublin swapped with EI-DPR(52AK). Non-based EI-DPH(1502/1 Niederrhein), EI-DLX(01K/7MV Faro).
IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 342P/342K) f/t Las Palmas(1955/2103).

CHARTER:- Dornier 328 **G-BZOG**(Suckling 420P/421) from Stansted(1456) to Southampton(1533), Huddersfield Town AFC.

EXECUTIVE JETS:- Citation XL **CS-DXO**(Fraction 466K/6CT) from Geneva(0909) to Biggin Hill(1040). Citation Sovereign **G-NSJS** f/t Jersey(1514/1549). Lear Jet 45 **N66SG**(Bizjet 1SG) from Luton(1630), n/s to Innsbruck(1718). Citation XLS **CS-DXW**(Fraction 3AM/532P) from Biggin Hill(2026), n/s until 29/12 to Nice(0922).



Citation XL D-CVVV taxiing onto the main apron for de-icing prior to departure on 26/12

28/12 Tuesday(Fog most of day)

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

bmi:- Based G-RJXX Brussels x1.

Eastern:- 38X, Bristol – Aberdeen canx.

Flybe:- Based G-ECOI(7NY) to Belfast, G-JECE(8EN) from Belfast, then operated Gatwick x1. G-ECOI(9JL/8JA). 4KW/1MJ canx. G-JECY(643, div to Manchester, 143L/644).

Jet2:- G-CELY(328) from Belfast, div to Doncaster.

KLM:- PH-KZL(1545, div to Teesside), PH-JCH(1549, div to Teesside), PH-KZS(69W/78S, n/s)

Manx2:- Eurovan 38L/39L canx due fog.

Ryanair:- EI-DPR(41GN/64QA Dublin, diverted to Liverpool on return, positioned back as '02P at 1211, then operated 2484/5 Treviso). EI-EBC(59FD/2333 Krakow, diverted to Liverpool on return, positioned back as '03P at 1521, then operated 7GF/6ZT Malaga). EI-EMO(3BW/6JE Alicante, 82QY/52AK Dublin).

IT FLIGHTS:- Fokker 100 **OE-LVL**(Austrian 1467/9386) from Vienna(0749) to Innsbruck(0931). A.320 **G-CPRH**(Kestrel 54RK) to Tenerife(0912).

CHARTER:- Dornier 328 **G-BZOG**(Suckling 422/423P) from Southampton(1942) to Dundee(2029), returning Huddersfield Town following their 4-1 defeat.

GENERAL AVIATION:- PC-12 **G-DAKI** was inbound from Bournemouth but had to divert to Teesside.

29/12 Wednesday

SCHEDULES:- Air Southwest:- G-WOWC(33ED from Manchester/83AB, 86AC/87AB).

bmi:- Based G-RJXX Brussels x2.

Eastern:- G-CDKB(37X, routed direct Bristol – Aberdeen due fog on '38X).

Flybe:- Based G-JECE Gatwick x2. G-JEDK(8EN/7NY), 9JL/8JA canx due fog at LBIA. 4KW/1MJ canx due fog at LBIA. G-KKEV(643/5JH/143L/644).

Jet2:- G-LSAE(210) from Sharm-el-Sheikh, divert to Manchester.

KLM:- PH-KZD(1545/6), PH-JCH(1549/50), '69W canx.

Manx2:- LET 410 OK-UBA(Eurovan 32L/33L, div to Blackpool due fog, 34L/35L extra flight).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1726/1928).

Ryanair:- EI-DPR(2454/5 Carcassonne, 1501/2 Niederrhein, 52FW/59XZ Malta), EI-EMO(41GN/64QY Dublin, 2334/5 Knock), then 9297 to Barcelona swapped with EI-DAG(9296) which then operated 82QY/52AK Dublin. EI-EBC(Spare).

IT FLIGHT:- Boeing 737/800 **G-CDZL**(Thomson 612F) from Luton(1807).

DIVERSION from:-

Gamston:- King Air 90 **M-OTOR** from Gatwick(1026), n/s to 31/12, to Doncaster(1211)

30/12 Thursday

SCHEDULES:- Air Southwest:- G-WOWD(82AC div to Teesside, 86AC/87AD).

Eastern:- 80D/81D canx. 29Q/19Q canx. G-MAJD(38X Bristol – Aberdeen).

Easyjet:- A.319 **G-EZIP**(7346/5) f/t Geneva(1635/1744).

Flybe:- Based G-JECE Gatwick x2. G-ECJ(8EN/7NY, 9JL/8JA). G-JECH(4KW/1MJ), G-JECZ(2PA/1LB). G-KKEV(643/5JH/143L/644).

KLM:- 1545/6 canx due fog, **PH-OFM**(1549/50), PH-KZM(69W/78S, n/s).

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

Ryanair:- EI-EBC(59FD/2333 Krakow, 3BW/6JE Alicante), then 82QY to Dublin swapped with EI-DHV(52AK). EI-DAG(41GN/64QA Dublin, 2484/5 Treviso, 7GF6ZT/ Malaga). EI-DPR(Spare).

IT FLIGHT:- Boeing 737/800 **G-CDZL**(Thomson 612/3) t/f Sharm-el-Sheikh(0753/).

EXECUTIVE JETS:- Lear Jet 45 **G-ZZZX**(Gama 388) from Exeter(1811) to Farnborough(1842).

31/12 Friday(New Years Eve)

SCHEDULES:- Air Southwest:- G-WOWA(82AC/83AB).

bmi:- Based G-RJXK Brussels x1.

Eastern:- G-CDKA(37X/38X).

Easyjet:- A.319 **G-EZAN**(7346/5) f/t Geneva(1443/1531).

Flybe:- Based G-JECE Gatwick x1, then '5JH to Aberdeen and 143L/644. G-JECI(643) then Gatwick x1. G-JEDL(9JL/8JA). G-JECY(4KW/1MJ).

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

Ryanair:- EI-DHV(1503/4 Gdansk, 2334/5 Knock), EI-DPR(1584/5 Fuerteventura). EI-DAG(41GN) swapped in Dublin with EI-ENE(64QA).

IT FLIGHTS:- 737/800 **G-CDZL**(7FP/66K) t/f Tenerife(1050/2009), '66K to Teesside(2051).

LEEDS/BRADFORD STATISTICS, OCTOBER 2010

Movements

Scheduled	2,641	3,058	63.87%	15.79%
Charter	204	146	3.05%	-28.43%
Private/Misc	1,844	1,584	33.08%	-14.10%
Total	4,689	4,788		2.11%

Passengers

Scheduled	204,597	253,932	92.85%	24.11%
Charter	27,777	16,809	6.15%	-39.49%
Transit	1,810	2,731	1.00%	50.88%
TOTAL	234,184	273,472		16.78%

International	190,778	233,564	86.27%	22.43%
Domestic	41,596	37,177	13.73%	-10.62%

MOVING ANNUAL TOTAL	2,572,296	2,684,178		4.35%
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October was an extremely good month, with a 16.68% increase in passenger numbers when compared to October 2009. International passengers rose by an astonishing 22.43%, with domestic falling by 10.62%. If you just look at Scheduled passengers (International and domestic) the increase was 24%. Clearly Ryanair has had a massive impact! Internationally 23 routes showed an increase with Pisa (+719%), Malta (+258%), Monastir (+112%), Malaga (+78%) and Murcia (+71%) being the best. Only 12 routes showed a decrease with Larnaca (-36%), Arrecife (-31%), Bodrum (-22%) and Dalaman(-19%) the worst. Five routes didn't operate this October: Nice, Perpignan, Heraklion, Rhodes and Almeria and there were 7 new routes, 4 of which were to France. The domestic routes just seem to get worse every month. Just Belfast International showed an increase (+4.61%). All the rest showed a decrease ranging from Aberdeen (-48%) to Glasgow (-9.8%) One flight diverted to Manchester on 15 October and we didn't receive any diversions.

Alan Sinfield

LBIA INBOUND DIVERSIONS(photos by Robert Burke)



The star of the show, Boeing 727/44W N727VJ the personal mount of Dr. V.J. Mallya, chairman of United Breweries Holdings diverted from Stansted while inbound from Boston, Mass.



British Airways A.320 G-EUUV originally diverted from Heathrow to Newcastle but then re-positioned here to free up spaces at Newcastle!

bmi Airbus A.319 G-DBCD diverted from London/Heathrow while inbound from Berlin/Tegel.



Aer Arran ATR.42 EI-BYO was inbound to Manchester from Galway when it diverted to LBIA.



LEEDS/BRADFORD NEWS

A new website has been launched for Leeds Bradford Airport, as part of its strategy to enhance its online experience for passengers. The website was created by digital agency 3Sixty, which was asked to develop a more user friendly site with the aim of increasing web traffic and improving commercial opportunities online to drive revenue. The website now offers passengers the opportunity to receive e-discounts through pre-booking for airport parking, the Yorkshire Premier Lounge and also fast track through security. Holiday insurance can also be purchased through the website for the first time, while arrival and departure times are available through a live feed on the homepage. There is also space on the homepage for advertising plus links to social media websites.

Jet 2's 1st Boeing 737 800 Series G-GDFC (Construction Number 28375, formally PH-HZC with Transavia) was registered on 5th January and was delivered to Leeds/Bradford on Saturday 8th January. The aircraft was still in Transavia colours. The aircraft departed on the 13th January to Manchester for painting. It returned on Saturday the 22nd, in full Jet2 colours. The second Boeing 737 800 will be registered G-GDFD. Jet 2 are also expected to add a further Boeing 737-300 from Thomson Airways to its fleet.

Jet2 has cancelled all of its scheduled summer flights to Tunisia from Leeds Bradford Airport after the violence in the north African country. The budget airline said in a statement it would not run any of its planned flights, due to start in April, after customers raised concerns over the continued bloodshed and political situation. The airline said it was in the process of contacting passengers to organise alternative arrangements. A Jet2 spokesman said: 'Despite Jet2 and Jet2holidays sales to Tunisia being very strong we have taken the decision to cancel scheduled services to Tunisia for summer 2011. The safety of our customers is our number one priority and we also do not want them to face the stressful uncertainty over whether their holiday will go ahead as planned. We are, therefore, giving them the opportunity to plan an alternative holiday now.'

Jet2 has had an advertisement banned as misleading. The ad was for summer flights to Prague for £19.99 one-way including taxes, but a would-be passenger complained to the Advertising Standards Authority when he could not get a seat at the promised price. Jet2 defended the claim and proved that it had sold seats at £19.99, but the ad watchdog ruled the ads were misleading because most of the cheap 'summer' seats were sold for journeys in September and October, with only a few for June and August and none for July. It has been told not to repeat the ad.

The British Airline Pilots Association (Balpa) has announced that a ruling in its favour by the Central Arbitration Committee meant the union was now recognised by budget airline Jet2. Jim McAuslan, Balpa general secretary, said members at Jet2 were delighted and the union looked forward to 'taking up their issues with Jet2'. He said: '[We] trust that the airline's management will not only meet their legal requirements but will actively engage in a partnership approach to resolving issues amongst this key group of professional employees.'

The move means that Balpa's membership now covered more than 80% of the UK's commercial pilots, including every major airline. Mr McAuslan added: 'Having weathered the economic storm of the last two years and looking forward to 15 sets of pay negotiations in early 2011, we are in good shape to ensure our members are also fairly rewarded.'

A council watchdog has welcomed plans to increase the number of passengers using Leeds Bradford Airport from more than 2.7 million passengers each year to 5 million, the Guardian reports. But councillors on the city development scrutiny committee said that while they recognised the economic benefits to the region of increased visitors and the number of extra jobs that would be created, they told the airport that a better transport infrastructure needs to be in place to avoid making already congested roads worse. Meeting chairman John Procter said: 'There are some real issues about getting to and from the airport. The feeling from members here today is that we wish the airport well and we want millions more people to use it, but there is a problem with the existing road infrastructure that needs addressing.' Councillors also raised concerns about the lack of a rank for all local taxi companies to use at the airport and also said that sat-nav systems often took people through residential streets. The scrutiny board agreed to examine the issues in greater detail and look at what influence the council has over the airport's surface access strategy at next month's meeting.

A report claiming 37% of passengers used public transport to travel to Leeds Bradford Airport in 2010 has been described as 'confusing', the Telegraph & Argus reports. The Leeds City Council document includes people traveling by taxi, private minibus and even by shuttle bus from car parks within the figure. In fact, only 6.4% of passengers travel to the terminal directly by public bus. Councillor Ryk Downes said: 'The majority of people believe public transport to be by bus or train, but not by taxi or shuttle bus. The airport does have to help fund bus routes, but it's not ideal when you have an international airport without a rail link.' A Council spokesman said: 'The Department of Transport set us a target of trying to get 40 per cent of passengers to travel to the airport by public transport. We don't include the car park service bus as public transport though, so we are currently achieving 30.6%.'

British Airways will be making a return to Leeds/Bradford Airport this coming summer 2011 season operating to Naples on a series of holiday charter flights. The flights will be operated by Embraer ERJ-195 aircraft, normally based at London City

Flights are as follows:-

LBA-Naples = 10:45-14:55 - Saturday, May 14th

Naples-LBA = 15:40-17:50 - Saturday, May 21st

LBA-Naples = 12:15-16:25 - Saturday, July 30th

Naples-LBA = 16:50-19:00 - Saturday, August 6th

LBA-Naples = 12:15-16:25 - Saturday, August 27th

Naples-LBA = 16:40-18:50 - Saturday, September 3rd

Relevant Airliner Changes

Ryanair Boeing 737-800 Updates. EI-DAT which was recently registered as **N598MS**, was painted at Dublin as **B-5575** for OK A/W & left there on delivery on 24/12

EI-ENI was delivered to Dublin on 14/1; **EI-ENJ** made its first flight on 21/12; **EI-ENK** was on the flightline at Renton, by 22/12. and made its 1st flight on 7/1; **EI-ENL** made its 1st flight on the 11/1; **EI-ENM** was on the flightline at Renton by 5/1; **EI-ENN** noted on the Renton flightline by 11/1; **EI-ENO** noted on Renton flightline by 11/1; **EI-ENP** rolled out onto Renton flightline 11/1 (**Visited LBA 1/2**)

Thomson Airways Boeing 737-800 **G-FDZT** was noted on the Flightline at Renton on 8/1 & is due for delivery on 31/1. Boeing 757 **G-OOOZ** is due to leave the UK for FedEx as **N960FD** on or around 16/1.



Kalitta Air Boeing 747 N701CK parked at Doncaster on 12/12(Clive Featherstone)

AIRPORT NEWS

Belfast International lost all its BMI Baby flights to George Best Belfast City Airport. The airline announced the switch in November, saying that the move to Belfast City was because the airport is closer to the centre of Belfast than its rival. Its parent airline BMI also flies exclusively from Belfast City, so the move will consolidate the group's operations to one airport.

Blackpool's on going dispute with Jet2 regarding opening times, took another turn, as Jet2 has decided to take over check-in and baggage handling operations to secure its future at Blackpool Airport. The budget airline won a High Court battle with the airport last month after bosses said they would not cater for late night or early morning flights. The airport were told it had to 'use its best endeavours' to cater for Jet2 flights, but now the airline has decided to take on airport staff to work solely for them to ensure a level of service. The move means that Jet2 staff will now greet passengers, check them in and carry out airside roles. And the budget airline – which now employs over 60 staff at the airport – plans to take on a further 10 staff over the busy summer season.

Carlisle's new plans for the development have been submitted after original proposals were blocked by the Court of Appeal, the BBC reports. Stobart Air wants to create a freight distribution centre at the site, but seems to have dropped its plans for a passenger terminal. Carlisle City Council gave the go-ahead for the previous plans, including a passenger terminal, in 2009, but this was later overturned on the grounds that it should have ordered an environmental impact assessment first. Resubmitted plans, for a warehouse and runway resurfacing, come with a 390-page environmental statement. However, they no longer include a new passenger terminal. Stobart Air, which has bought Southend Airport near London since the original plans were blocked, has said that without the warehouse development the airport would not be commercially viable. The move could safeguard 70 jobs and create 150 more, and contribute about £7m annually to the local economy.

Gloucestershire Airport and Isle of Man based airline Manx2 have teamed up in an attempt to set the Guinness World Record for the fastest airport to transit through in the world. Manx2 operates 14 flights per week to Gloucester Airport, serving the Isle of Man and Jersey and is confident that it is the fastest airport in the world for disembarking a scheduled flight and re-uniting passengers with their bags in the terminal. Manx2 Chairman Noel Hayes said: 'We are confident that Gloucestershire Airport can set the world record for being the fastest airport in the world. We operate 14 flights a week to and from the airport and it is common for passengers to have their

bags in their hands less than 5 minutes after landing, which is a real contrast to the fiasco seen recently at many larger airports!'The service our passengers receive at Gloucester is second to none and the speedy unloading of the aircraft and free adjacent car parking are a definite bonus for our customers. We plan a formal attempt to set the world record during the summer of 2011 with adjudicators for Guinness World Records present to witness the event.'

Manchester Airport has warned against launching Chinese lanterns beneath its flight paths, saying that they 'could bring down a plane'. The tissue paper lanterns, which can float up to a mile into the air when they are lit, are often constructed with metal wire. Austria and Germany have already banned the lanterns but there are no restrictions in force in the UK .The warning comes ahead of Chinese New Year on 3 February, when lanterns are released during the two-week festival. Remnants from more than 60 were found on the runway over the Christmas period. Tim McDermott, Manchester Airport's Operations Director, said: 'You don't need to be an engine specialist to know that a piece of metal getting into an aircraft engine can't be good news. Unlike fireworks, nobody actually knows what range and height they can manage and pilots say they have seen them at several thousand feet.' Mark Swan, Director of Airspace Policy at the Civil Aviation Authority (CAA), said: 'Unfortunately, these lanterns do pose a very real safety risk to aircraft. They can be ingested into the engines of airborne aircraft and also become debris on runways. We urge anyone releasing lanterns to think carefully about the consequences to aviation and if necessary to contact local airports well in advance to warn them of the impending release.'

Durham Tees Valley Airports received a further blow after Ryanair axed its final route only months after threatening to withdraw because of a controversial new charge. The budget airline will no longer offer its summer route to the Spanish holiday destination of Alicante. In November, Ryanair said it was considering withdrawing its services from the airport after a £6 passenger surcharge was introduced in a bid to save the loss-making airport from closure. An airport spokesman confirmed Ryanair would not operate from Durham Tees Valley this year and said the airline had decided to pull out before the new passenger surcharge was introduced. He blamed the increase in air passenger duty (which increased by just £1 per passenger in November) and pointed out that Thomson will still be flying between Durham Tees Valley and Alicante this summer.

Robin Hood Airport has announced two new routes that could mean thousands more passengers passing through its doors every year. From March, Ryanair is to start new flights to Faro in Portugal and Tenerife in the Canary Islands. The routes replace easyJet services which were withdrawn earlier this year. The routes mean Ryanair is expected to triple the number of seats it offers from Robin Hood to about 90,000 a year. Nick Smillie, aviation sales director for Peel Airports, said: 'We were keen to replace the services lost following easyJet's withdrawal and these new services with Ryanair mean that passengers will continue to be able to take advantage of some great low fares to Faro and Tenerife. While we are still operating in a difficult economic climate it is fantastic to see that progress continues to be made to bring more flights to the airport.'



Boeing 737/300 SP-HAA of Small Planet Airways departing Doncaster on a Lapland charter

Peel Airports the company that owns and operates Durham Tees Valley, Robin Hood and Liverpool airports saw its losses double to £26m last year, accounts recently filed at Companies House reveal. In the year to March pre-tax losses rose sharply at Peel Airports while turnover fell 18% to £41m. The company had a gross profit of £18m, but administrative expenses grew by 8% to £29.5m and an exceptional item for the impairment related to fixed assets added £7.1m to the losses. In June Peel sold a 65% stake in the company to Vancouver Airports Group, which is now focused on turning the loss making entity around. It recently introduced a passenger access fee at Durham Tees Valley Airport.

AIRLINE NEWS

British Midland International (BMI) is reviewing the future of its domestic route network at Heathrow, blaming BAA price increases for 'killing' UK air links, the Telegraph reports. The news comes after figures released by BMI's parent, Lufthansa, revealed that for 2010 BMI and its low cost arm bmi baby carried 6.19 million passengers, just over a million less than in 2009 and down from around 10 million in 2008, as the airline cuts unprofitable routes. The airline, Heathrow's second largest operator, has announced that it will cut its Manchester flights from six daily to four and is considering closing its loss-making Glasgow route. It blames a series of price rises at Heathrow that have dented the profitability of shorter flights. The route closures would hand British Airways a monopoly and will dismay politicians and businesses in Scotland and Northern Ireland.

From April, prices for the cheapest one-way BMI ticket from Heathrow to Glasgow will rise by £10 as BAA puts up its passenger fee to £23.60. It follows November's increase in Air Passenger Duty on short-haul flights from £11 to £12, and leaves just £10 to cover BMI's costs out of a £45.60 ticket. In addition, Heathrow has increased its lowest landing fees paid by airlines from £220 to £1,000, making it highly uneconomic to operate smaller aircraft such as BMI's smallest planes, the 49-seat Embraer regional jets. BAA insists charges are not to blame, and that domestic routes have been in doubt ever since a third runway was ruled out by the Coalition, limiting future growth. BMI will use slots created by domestic cutbacks for more lucrative international routes instead. A newspaper 'source' said: 'The domestic network has been under review. Higher charges are killing domestic air travel at Heathrow.' A spokesman for BAA denied the increases were to blame, saying: 'We do not comment on commercial decisions by airlines but slots at Heathrow are scarce and it is no surprise that airlines will seek to make the most efficient use of them. Ever since plans for a third runway at Heathrow were shelved, the outlook for links to Scotland and Northern Ireland has not been good. Lack of capacity at Heathrow is what is driving airlines towards longer distance flights.'

British Airways cabin crew are planning to use guerilla tactics to disrupt the airline's operations, The Daily Telegraph reports. Having voted in favour of fresh strikes, the airline's cabin crew, who are members of the British Airlines Stewards and Stewardesses Association (BASSA), have decided against simply staging a repetition of last year's walkouts. Instead, they are considering calling strikes and then cancelling some of them at the last minute, which would throw the airline into turmoil. Managers would have to deal with two crews turning up to work on the same flight - the strikers and the volunteers who were enlisted to replace them. That alone could create a delay and BA would also be legally obliged to pay staff who turned up to work, even if they had been expected to go out on strike. The newspaper reports that some hardliners want to go further and are considering a work to rule. This could see crew refusing to help passengers lift cabin luggage into overhead bins, or withdrawing goodwill - such as turning up early for pre-flight briefings. Even small glitches can have massive consequences, especially at Heathrow, where the airport is operating at capacity. Missing a departure slot can lead to a flight facing a significant delay and, over a period of time, could wreak havoc on BA's operations. The union, a branch of Unite, wants to disrupt the airline's operations without exposing more of its members to disciplinary action. A BASSA member told the newspaper: 'Working to rule, is working to the company's own rules. Only the goodwill of the workforce brings common sense to working practices.'

easyJet has confirmed an order for 15 Airbus A.320 aircraft and switched an order for the delivery of 20 A.319 aircraft to the larger A.320 to help it gain share in the European market. The budget airline also said today it has secured options over a further 33 A320 aircraft, taking its total number of options to 42. It currently operates 185 A320 family aircraft and eight Boeing 737-700 aircraft. The new aircraft will be delivered between 2012 and 2014, and will be financed through a mix of cash, operating leases and debt. easyJet said it had been again substantial price concessions from Airbus and its engine maker on the total list price of about \$1.1 billion (£711 million) for the 15 A320s. Chief Executive Carolyn McCall said the orders would help deliver easyJet's growth strategy, whilst providing even more flight capacity for passengers. easyJet, which switched allegiance from Boeing to Airbus in 2002, said it continued to maintain a productive dialogue with the U.S. manufacturer Boeing on its current and future aircraft purchases.

P.I.A. will withdraw its direct air link with Pakistan following a shake-up that could see it expand its other UK services, ABTN reports. The airline axed its twice weekly Glasgow - Lahore route on January 22 following an appraisal of its loss-making operations in Europe. Its decision to axe Glasgow is linked with competition from Emirates, which operates daily flights from Glasgow to Dubai with onward connections to Pakistan. A spokesman for the airline told ABTN that flights from Pakistan to Heathrow, Manchester, Birmingham and **Leeds Bradford** were profitable and could be expanded. PIA will also continue with its Manchester - New York route. The spokesman said: 'In the UK there are no other closures apart from Glasgow. Glasgow did not meet its operating costs, we tried to linger for a year, but it did not improve.' He added that any expansion on UK routes would be in time for the summer timetable, which starts at the end of March.

Ryanair is pulling out of Newquay Airport with the withdrawal of its summer service to Alicante. The budget airline said it made its decision in protest to the £5 airport development fee, which departing passengers have had to pay since 2006. Ryanair claims the extra fee deters customers. A spokesman for the airline said: 'We have had an issue with the £5 fee since it started. It is a significant fee and we do not believe it should continue. Ryanair will be a giving a full refund to passengers who have already booked flights on the route.' It is the second blow for the airport in as many weeks, after Air Southwest announced that it is pulling out of its route to Gatwick from the end of January.

Virgin Atlantic is to withhold some landing fees from Heathrow because of the chaos caused by the airport's shutdown last month. Sir Richard Branson's airline said it is not going to pay landing and parking charges due from January 1 until it sees the results of an internal inquiry into the disruption. Tens of thousands of passengers were stranded when BAA-owned Heathrow ground to a halt for several days before Christmas after heavy snowfall and freezing conditions iced up the runways and stands. Steve Ridgway, Virgin's chief executive, told the Financial Times: "We've told BAA we are going to hold back some of the monies we owe them. "Because while we accept, and indeed we did, step up to our responsibilities to look after our customers, we feel they should also feel some of that accountability." The fees Virgin are withholding are said to be less than £10 million

AIRCRAFT NEWS

Boeing Co. sold more than three times as many commercial airliners in 2010 as the year before and beat its delivery target as air-travel demand recovered from the global economic crisis. A surge in sales of the 737 resulted in 530 net orders, stripping out 95 cancellations, the Chicago-based company said in a statement Thursday. That's valued at about \$49.5 billion at average list prices and compares with 142 orders in 2009. Boeing delivered 462 aircraft, surpassing its target of 460, after handing over 481 in 2009 when it was catching up from a strike the year before. Deliveries are important because that's when airlines make the bulk of their payments. "Airlines focus first on domestic and regional routes when they come out of a downturn," leading to "strong orders and record deliveries" for the 737 single-aisle jet, Randy Tinseth, marketing chief at Boeing's Commercial Airplanes unit, said in an interview. "Also, leasing companies hadn't ordered for a number of years, so their backlogs were down and it was time for them to restock their pantries." Boeing and larger

rival Airbus SAS of Europe are boosting production this year to accommodate orders from airlines and lessors refreshing their fleets with more fuel-efficient jets, especially for the single-aisle planes. The planemakers scaled back when demand dropped to the lowest in 15 years in 2009 as carriers' ticket sales dried up during the recession. Boeing climbed \$1.32, or 2 percent, to \$68.80 on the New York Stock Exchange. The gain was the second largest among the 30 companies in the Dow Jones industrial average. Tinseth said the growth trend for orders will continue, as passenger and cargo traffic rebounds and emerging economies expand. "If fuel prices continue to be manageable, we could be seeing an extended period of profitability for our customers," he said. The International Air Transport Association predicted that global carriers earned a record \$15 billion last year. Airbus has also led Boeing in orders since 2008. Both planemakers are working on replacement models for their popular narrow-body aircraft that could be available next decade. Airbus said last month it would offer a new, more fuel-efficient engine for its A320 in the meantime, available in 2016. Boeing is still considering its options and will decide this year whether to follow suit or wait until it can unveil a whole new narrow-body airplane,

Tinseth said. Boeing had 486 net orders for the 737 in 2010. "It's clear airlines want us to continue to improve the product," he said. "We've had mixed reaction from our customers on re-engineing the airplane, but they all have said that a new airplane that meets the requirements is interesting to them." Boeing handed over 376 of its 737 single-aisle model, as well as 12 of the twin-aisle 767 and 74 of its most profitable jet, the 777. In the fourth quarter, 116 aircraft were shipped to customers. The figures didn't include shipments of the company's two delayed development programs, the 787 Dreamliner and the 747-800, both of which were pushed back to this year and ended 2010 with fewer orders, due to cancellations, Boeing have announced that it expects delivery of the first 787 Dreamliner in the third quarter of this year. The new delivery date reflects the impact of an in-flight incident during testing last November and includes the time required to produce, install and test updated software and new electrical power distribution panels in the flight test and production aircraft. "This revised timeline for first delivery accommodates the work we believe remains to be done to complete testing and certification of the 787," said Scott Fancher, vice president and general manager of the 787 program. "We've also restored some margin in the schedule to allow for any additional time that may be needed to complete certification activities," Fancher said. The 787 program has been gradually returning individual aircraft to the flight test program. After receiving interim software and hardware improvements, four flight test aircraft have been subjected to extensive ground testing and a thorough review to ensure their readiness to return to flight. The remaining two aircraft will be returning to flight in the days ahead to bring the full flight test fleet back up to flight status.

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**Wizz Air utilised
Air Via Airbus
A.320 LZ-MDD
for a flight into
Doncaster in
December
(Clive
Featherstone)**

LEEDS/BRADFORD RESIDENTS, JANUARY 2011

- - EI-BPD Short SD360 Used for fire practice
 - G-ATND Cessna F150F Engine test bed
 - G-AYCJ Cessna TP206D White Knuckle Airways
 - G-BEUX Cessna F172N Multiflight Ltd
 - G-BFMH Cessna 177B Cardinal Aerofoil Aviation
 - G-BFXW AA5B Tiger Campsol Airways Ltd



- **G-BHLX AA5B Tiger Michael David Mc.Pheron(Photo by Steve Lord)**
- G-BNYO B.76 Duchess Multiflight Ltd
- G-BOVK PA28 161 Warrior Multiflight Ltd
- G-BXDT Robin HR 200 120B Multiflight Ltd
- G-BXLY PA28 161 Warrior Multiflight Ltd
- G-BYLH Robin HR 200 120B Multiflight Ltd
- G-CCGF Robinson R-22B Multiflight Ltd
- G-CEWN DA-42 Twin Star Airedale Mechanical & Electrical Ltd
- G-CEYU SA 365N1 Dauphin Total Asset Ltd
- G-CFGB Citation Sovereign Keep Flying LLP, C/O Gordons LLP
- G-CGIY Piper J3C 65 Cub R C Cummings
- G-CGMF Citation XLS Multiflight Ltd
- G-FMSG Cessna FA150K George Owen



- **G-GBRU JetRanger III R A Fleming Ltd(Photo by Terry Sykes)**



G-GDEF Robin DR 400 180 Judith Mary Shackleton(Photo by Terry Sykes)

- G-HELM AS.350B2 Squirrel FS Aviation LLP(For Sale)
- G-IFIT PA31 Navajo 350 Dart Group LPC



- **G-JACK Cessna 421C JCT 600 Ltd(**Photo by Terry Sykes)
- G-JBRN Cessna 182S SB Aviation Ltd
- G-MFLA Robin HR 200 120B Multiflight Ltd
- G-MFLB Robin HR 200 120B Multiflight Ltd
- G-MFLC Robin HR 200 120B Multiflight Ltd
- G-MFLM Cessna F152 Multiflight Ltd
- G-MOUT Cessna 182T Geoffrey Mountain
- G-MISJ CZAW Sportcruiser M Dawson
- G-OADY B76 Duchess Multiflight Ltd
- G-OMBI Cessna.525B Citationjet 3 Ravenheat Manufacturing Ltd



- **G-WENA AS.355F2 Twin Squirrel Multiflight Ltd(**Photo by Mike Storey)

• G-RWEW	Robinson R-44 Raven	Northern Heli Charters
• G-SASH	MD 902 Explorer	Yorkshire Air Ambulance
• G-SIRO	Falcon 900EX	Condor Aviation
• G-SKEN	Cessna T182T	Kenward Orthopaedic Ltd
• G-TRAN	B76 Duchess	Multiflight Ltd
• M-DINO	Cessna.525 Citationjet	John Nicholas Bentley(For Sale)
• N75FW	Cessna 421C	For Sale
• N188S	Agusta A.109A-2	SBJ Aviation
• N203BP	Beech.390 Premier 1	CW Aviation Holdings
• N272DE	SA 365N1 Dauphin	Multiflight Ltd
• N380CR	Cessna Citation	50 North Aviation
• N425SL	Cessna 425	Brilliant Independent Media Specialists
• N425ST	C.550 Citation 2	Brilliant Independent Media Specialists
• N600LB	Cirrus SR22	Lawton Aviation



• N605GB CL.605 Challenger	Liberty Aviation	(Photo by Martyn Gill)
• N646VP	C.525 Citationjet	SBJ Aviation, at Doncaster on rebuild
• N671B	Beech A.36	N671B Inc Trustee
• N753TW	Cirrus SR22	N753TW Inc Trustee



• N900CB Cessna 421C	Lancaster Aviation	(For Sale)(Photo by Mike Storey)
• N54105	Cirrus SR22	GOPUB Aviation
• SX-MTF	Boeing 737/300	Gain Jet/Multiflight Ltd

Terry Sykes

Monday, December 13, 2010

End of an era for RAF's air rescue as Sea King helicopters face scrap heap



End of an era: An RAF Sea King helicopter at Leconfield. RAF Sea King helicopters based at Leconfield will be scrapped in 2012, the Mail has learned. Ministers are expected to announce this week a £7 billion deal to withdraw RAF and Royal Navy crews and replace them with civilian pilots.

The Mail understands a civilian consortium called Soteria, with American-designed helicopters, will take over at Leconfield. Rescue helicopters will continue to fly from East Yorkshire on the same site as the Defence School of Transport (DST).

But the RAF's two distinctive yellow Sea Kings will be replaced by Sikorsky S-92 helicopters. Last night a senior helicopter industry source told the Mail: "It is expected Leconfield will be safe. "It has proved itself to be a valuable base of operations and its coverage should continue under the new contract. "It also provides important cover for the RAF bases on the east coast.

"There is some regret that the RAF cover will be going but in general the public will not notice a change. "The service will benefit from new aircraft which is a major step forward and it is hoped a core of the experienced crews and staff will remain involved at Leconfield in some capacity." Soteria is a partnership between the Canadian Helicopter Corporation (CHC), French defence giant Thales and Sikorsky. CHC already operates Coastguard search and rescue flights from Stornoway and Sumburgh in the Scottish islands, and Lee-on-Solent and Portland on the south coast.

But critics fear the changes could put lives at risk amid warnings that few civilian pilots have the world-class flying experience and skill of RAF pilots. Back in June the Treasury suspended the search and rescue helicopter contract with the Ministry of Defence (MoD). MoD and Department for Transport officials were ordered to carry out an "urgent review" into the future of Britain's search and rescue cover. The sell-off could put Prince William, a Sea King pilot, based at RAF Anglesey, out of work. An MoD spokesman said the results of the review would be formally made public "in the very near future".

MILITARY NEWS

BAE Systems has confirmed its platform offerings for the remaining fixed-wing element of the UK's Military Flying Training System (MFTS) programme, ahead of submitting a more detailed proposal in March.

If selected for the potentially £1 billion (\$1.5 billion), 25-year deal, a BAE-led team would provide a glass cockpit upgrade for the Royal Air Force's current Grob G115 Tutors, plus new fleets of Pilatus PC-21 turboprops (*below*) and Cessna Citation Mustangs, the company says. These would respectively deliver elementary, basic and multi-engine crew training services for the UK armed services.

"Leading a team comprising Gama Group, Babcock Aerospace and Pilatus Aircraft, BAE Systems is well placed to deliver a low-risk, innovative aircraft availability service," the company claims. It has already built 28 Hawk 128s to deliver the advanced jet trainer (AJT) element of the MFTS programme, with the type to enter operational use late this year.

Pilatus would manufacture the PC-21 with a "Hawk-optimised cockpit to ease the transition of pilots on to the Hawk AJT," BAE says. Meanwhile, the UK company attributes the selection of the Citation Mustang (*below*) to the type being "widely recognised as the emerging multi-engine training aircraft of choice by many operators around the world".

Posted by "Phil" on the Touchdown- News Yahoo Group:-

Called in at Hibaldstow on way home from Waddington today (27th Jan 2011) to try and view the ex-Kenya AF Do-28D 116 that is here being rebuilt. The door to the main "green" hangar was open but the only Do-28 that was visible was HA-ACO (c/n 4335 not ex-mil). However the hangar has a partition halfway down but a request with the chief engineer to view behind the partition was greeted with a firm "NO" citing "elf'n safety" etc ! Another young engineer did confirm that the Kenyan Dornier was still being worked on behind the partition but that it was some months off being ready for flight. I left it at that.

Just before getting back into my car I noticed that there was another much smaller hangar/shed at the rear of the large "green" hangar so I decided to check if there was anything in it. Again the doors were wide open and lo and behold sat inside were a further three Do-28D fuselages. Two of these were unmarked in a green "primer" and the other one, tucked in on the left hand side behind some racking, had some yellow on it (difficult to see without going inside which I didnt want to do in case the engineer came round from the other hangar having already refused entry there). Whilst stood at the open door the young engineer appeared and he informed me that the two green "primer" ones were also from Kenya ! And that the other one on the left of the shed was from "Nigeria". Unfortunately none of these could be identified, although there were a few sets of wings, some with Kenyan AF roundels on and also marked "11" (round number)". These could be off 116 next door though.



Pictured by our illustrious Chairman on a recent visit to RAF Cosford was cut-away Jet Provost XM362

THE COLIN ADDISON ARCHIVE

This month we present a bit of “heavy” metal however the location of the photos is unknown, however they were all taken in the early 1980's....



OY-KTF Douglas DC-8-63 Scanair



F-GJCL Boeing 737-200 Euralair



D-ADLO Douglas DC-10-30 Condor



TR-LVK Douglas DC-8-55F Gabon Air Cargo



ZH902 Chinook carrying out an overshoot at LBIA, 29/07/10(Robert Burke)



G-TCCA Boeing 767-300, Thomas Cook. Manchester 04/10/10(Alan Sinfield)



EC-ASJ Beech C-45H Expeditor, Spantax. Malaga, 25/11/10(Roger Fozzard)