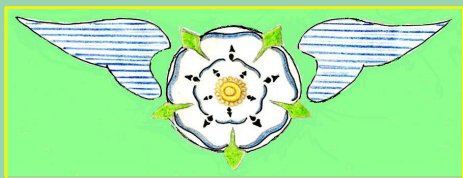


Air Yorkshire Aviation Society



Vol 37 Issue 1

January 2011 £2.95



AP-BEB Airbus A.310, Pakistan International
Climbing into the sunset from Runway 32 LBIA
August 2010
Robert Burke

www.airyorkshire.org.uk

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

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

NEXT MAGAZINE PRESS DATE:- 20th January 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.

ANNUAL GENERAL MEETING

Like last year a booklet, which includes the latest accounts, was produced for distribution at the AGM. If any member would like a copy of this, it can be obtained by sending a S.A.E. to the Chairman, who's address appears in the above listings.

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 February 2011

Jeff Brownhut – Jeff has recently retired from organising many International Air Shows, including the Northern Ireland Airshow, as well as organising 45 bookings of the famous Red Arrows Display team, He is also on the Executive committee of the Air Display Association of Europe and won the 2008 Air Display Association award for “long and outstanding” service. A meeting not to be missed.

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 – Details to follow

MEETING'S REVIEW

Sunday December 12th, 2010

The snow and ice finally relinquished their control (temporarily) after more than two weeks to enable the December meeting of Air Yorkshire to take place, albeit a week later than planned. This was the Christmas meeting and was held in the Multiflight café over on the South side at LBA.

The Chairman welcomed the 34 members present, after which the first game took place. For this several pictures of aircraft (military planes this year) had been cut into pieces and distributed around the room. Members moved into teams and the idea was to find the different pieces and put them together to form a complete picture of an aircraft. The first team to do this was declared the winner. By the time this was completed Mike Dixon from LBA Air Traffic Control had arrived as usual for this meeting, and after being welcomed talked to us for more than half an hour on a variety of topics relating to ATC and LBA in general, including preparation for a new Delivery frequency to be used purely for issuing clearances at busy times.

The afternoon continued with coffee and mince pies being served and there was a raffle with various prizes donated by members and a star prize of a year's free membership of Air Yorkshire. Two further quiz games followed – one was 'Whose in Control?' where airports were matched to their owners, and the other was 'Guess the Year 1998-2008' arranged by Alan Sinfield where different aviation events were read out and members had to write down the correct year in which the event occurred. This was very tricky as often the events were easily remembered but the exact year wasn't, as was proved by the winning team only managing 9 out of the 24 correctly. Diaries for 2011 were awarded to the winners. While all this was going on there were Airliner Wordsearches out on the tables along with the crackers and magazine covers from the last 12 months on display for members to choose their favourite photos.

As always this was a light-hearted and enjoyable way to end the Air Yorkshire year. Our thanks go to the staff at the Multiflight café for their assistance. I hope that you all had a good Christmas (you can come out now, it's over!) and I wish you all the best for the forthcoming year.

Howard Bell

EDITORIAL

Welcome to the new look magazine and I do hope it meets with your approval. Apart from the front cover, which has completely changed, the rest of the format of the magazine will stay pretty much as before with a few subtle changes. Any comments on the changes, whether good or bad are welcome so I can tweak the presentation as the year progresses.

Next can I once again make a plea to the membership for photographs suitable for publication. As usual the cover shots are entered into a competition at the annual Christmas Bash and prizes awarded for the best front and back cover photo as voted for by the members who attend. The prizes for 2010 went to Mike Storey for the front cover and Ian Morton for the back. The photos can be taken anywhere in the world but must have been shot in the past 12 months. As far as photos for inside the mag are concerned, ideally they should have been taken at local airfields covered in the scene around Yorkshire section or at LBIA. We have a hardcore of contributors who's names appear each month but I would love to see more new names during the coming twelve months. Could I also request members articles suitable for publication. These can be about anything as long as they have an aviation interest.

Well, all that remains is to wish you all a Very Happy New Year and hope you enjoy the rest of the mag
Trevor Smith

SCENE AROUND YORKSHIRE



PHOTO BY DAVID SENIOR

Winter has arrived , hence information is at a premium. As usual a big thank you to Andy Wood(HAR), also the members of Fighter Control for the additional info.

Barnard Castle:- On 21/11 Jet Ranger G-TREE paid a visit, f/t Elvington.

Beverley:- Hot Air balloons taking part in the Humber Bridge Balloon Meet launched from here on 26/11 and 27/11. On the Saturday, due to strong winds the only balloon to fly was Cameron N-42 G-BMWU. The Sunday morning saw much lighter winds so the following took to the skies, G-BKSD Colt 56A, G-CEEP Cameron C-80, G-CEWF Jacob V35 Airchair, G-LIMP Cameron C-80, G-RIXY Cameron Z-77.

Brandon(Durham):- R.22B G-JOYD, the former Humberside resident is reported to be based at a private site here, however confirmation is required.

Brancepeth(Durham):- Based at a private site here is Robinson R.44 G-WSWM.

Brighton:- Falco G-CYLL departed the airfield workshop on 20/11 heading for Rally Repaints at Selby for paint spraying. At the helicopter enclave SA.315B Lama N316DJ is still present for certification work and it was joined on 20/11 by Alouette 3 N9362 for maintenance. Temporary resident PA-28 G-BBEF has returned to Blackpool with similar type G-BDGM returning here following maintenance. Also looking like a new resident is Sandtoft refugee, Cessna 172N G-BOIY while also from Sandtoft were R.22Bs G-IIPT(14/11-20/11) and G-IORG(5/12, still present mid-month). Visitors have included:- 15/11 G-EISG Beech A.36, N2943D PA-28RT; 20/11 G-JULZ Europa, G-VERU Agusta A.109S G-VERU(from Helmsley for fuel); 21/11 G-LNNE RV.7, G-OBMS F.172N, G-OTJS R.44, G-PHMG RV.8, G-SKYC T.67M; 24/11 G-BIUM F.152, G-CETZ Ikarus; 26/11 G-ERTE Sky Ranger, G-PTOO Long Ranger, HA-PPC Alouette; 28/11 G-ATJN Jodel D.117; 5/12 G-JIVE Hughes 369E.

Brough:- The final new build Hawk ZK037 was delivered to Warton on 4/11 after carrying out a very brisk flyby! Two re-worked machines ZK020 and ZK022 left for Warton on 11/11 and 23/11 respectively. Early in December Hawk XX278 arrived by road from Warton for repairs to be carried out.

Burn:- The runway here has proved unsuitable for monowheel Europa G-JULZ and the aircraft has moved to Sherburn.

Calverley(Leeds):- Squirrel G-GMCM visited a private site here on 20/11. f/t Liverpool.

Catterick:- Agusta A.109E ZR321(Ascot 1225) was noted paying a visit on 23/11

CONEY PARK(Leeds Heliport)

Another pretty quiet month at "the park". Movements included:-

2/11	G-BSCE	R.22B	1345 1415	from Sherburn to Humberside
7/11	G-MRMJ	Dauphin	1535 1545	from Skipton to Helmsley
14/11	G-MCAN	Agusta A.109S	1130 1150	from Hawes to Liskard
16/11	G-DAVV	R.44	1200 1215	from Aberdeen to Halfpenny Green
21/11	G-TGRA	Agusta A.109E	1310 1320	from Shobdon to Gunnerside
28/11	G-CPTS	Jet Ranger	1429 1455	f/t Skipton

Coningsby:- On 10/11 41Sqn Tornado GR.4 ZA447(Rebel 80) made an emergency landing and took the cable. Another GR.4 ZA557(Monster 2) also came in on 15/11 with a technical problem. On 22/11 Typhoon ZK308/EF(Leuchars 12) was delivered to Leuchars followed on the 26th by ZK311/EK(Typhoon 55). On 25/11 the following Danish Air Force F-16AMs called in enroute to Spadeadam ranges, E-606/E-608/E-609/E-610(Danish Air Force 3267). Other visitors included:- 1/11 G-PCOP King Air 200(Gama 890); 2/11 ZJ229 Apache(Stalker 2); 3/11 ZJ646 Alpha Jet(Gautlet 15), XX339 Hawk(Pirate 03); 9/11 ZD574 Chinook(Vortex 449); 12/11 Tornado GR.4s ZA679/ZD647(Gibson 1/2); 15/11 Chinooks ZA679/ZD574/ZH894; 17/11 French A/F Xingus 089/112; 23/11 ZJ262 Squirrel(Shawbury 35), ZE701 BAe.146(Northolt 18); 29/11 G-BODZ R.22B.

Cranwell:- The Raspberry Ripple Jaguar XX145, which has languished on the fire dump, was loaded onto two wagons on 24/11 in readiness for transportation to its new home at DSFC Welbeck, near Loughborough. Noted parked with the King Airs on 3/11 were the following Tucanos ZF143/ZF239/ZF264/ZF379 while the following day Harrier ZD436/48A was parked up with Hawk XX307. Also on the 4th there was a flypast by 21Squadron comprising Tornado GR.4 ZA447/EB-R and Harrier GR.9s ZD437/EB-J, ZG501/EB-Q, ZG857/EB-Z with Hawk XX339/CK acting as camera ship. Noted visiting on 10/11 were Agusta A.109Es ZR322/ZR323 along with Lynx XZ203 and Hawk XX321.

Crook(Durham):- R.44 G-JARM, the former EI-LOC, is based at a private site in the village.

Crosland Moor:- Cirrus SR.22 N220AD arrived from Turweston on 24/11.

Devonshire Arms:- R.44 G-OTJS paid a visit on 21/11 from Brighton. Two other similar type helicopters were also noted in December, 17/12 G-CEKA; 18/12 G-GDAY.

Dishforth:- A trio of Royal Navy Lynx, call-sign "Skua Formation" called in on 1/11, XZ255/XZ725/XZ733.



IAI Galaxy HB-JKE of Nomad Aviation, crew training at Doncaster on 1/11(Clive Featherstone)

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

The following aircraft, all operated by 52nd Street Aviation have moved into Doncaster from Sandtoft, Cessna 152s G-BGLG/G-BSDO, Cessna F.172M G-BAEO and PA-28s G-BFYM/G-BSLT/G-CDMX. Several aircraft have now been with Kinch Aviation for almost six months for one reason or another so could be regarded as resident, Citation 1SP N80364, Citationjet LN-RYG, Citationjet 2 N242ML, Citation 2 G-JETA and Cessna TR182 N51VM. Also with Kinch, Citationjet 2 OE-FGL, which arrived last month was re-registered G-CGSB for Edinburgh Air Charter and was delivered to them at Edinburgh on 25/11 as "Saltyre 652P". One aircraft which will not be back for maintenance is Citation 2/SP G-VUEM which was here on 11/11. This was the aircraft written off at Birmingham when landing in bad weather early in December. It was an interesting month for freight charters with the pick of the bunch being Douglas DC-10 N305FE operated by Cielos del Peru, which arrived in the early hours of 25/11 and departed the following morning. Antonov AN-26 HA-TCO of City Line was based from 1/11 until 6/11 carrying out daily flights. On 7/11 Brasilia HA-FAJ of Farnair, Hungary positioned in as "Blue Strip 171F" for an outbound freight charter. Finally, on 20/11 Iceland Air Cargo Boeing 757 TF-FIE operated outbound to New York and returned on 27/11. Next on to the training front and again there was a stand out visitor, this time French Air Force Boeing KC-135R 739/93-CK(FAF 4014) which arrived for half a dozen circuits on 4/11 the following day RAF VC-10 XV101(Ascot 842)

spent some time upsetting the local neighborhood. Add to this a few diversions from LBIA including Fokker 70 PH-KZF(KLM 1549 on 19/11), King Air 200 N500CS(on 28/11), SR-22 N600LB(on 28/11). Challenger 300 M-NEWT(Bizjet 1WT on 29/11) plus the following movements and November proved to be a very interesting month:-

- 1/11 HB-JKE IAI Galaxy(training), CS-DXK Citation XL(Fraction 3LD), G-FUFU A.109S Bell 412s ZJ234(Shawbury 97) and ZJ238(Shawbury 81), both training
- 2/11 HB-JFD Citation X(training), N200RE King Air 90, N125TM Challenger 300
- 3/11 N53GX Global Express, ZJ693 Sentinel(Snapshot 3, ILS), G-OMBI Citationjet 3
- 4/11 N192SW Gulfstream 150, CS-DKI Gulfstream 550(NJE 936L), EI-GJL Dauphin
- 5/11 OO-SKM King Air 200, ZK459(Camel 1, training)
- 6/11 G-OBYJ Boeing 767(Thomson 797), G-MEGP Challenger 300, N425ST Citation 2
- 7/11 CS-DXU Citation XL(NJE 7RT), G-BHGY PA-28R, G-NTWK Twin Squirrel(Osprey 63)
- 8/11 CS-DSA Falcon 7X(Fraction 133W), G-JAJK PA-31(Causeway 999B)
- 9/11 CS-DXO Citation XL(NJE 6CT), XV202 C-130K(Ascot 5087), ZA939 Puma(Vortex 330)
- 10/11 D-IJOA Citationjet, N590CD Cirrus SR.22(training), G-WEGO R.44
- 12/11 M-PARK Citationjet 2, N324HS Citation Mustang, G-CGMF Citation XL
- 14/11 N921GG PA-46T Malibu, G-OMRH Citation Bravo
- 15/11 EI-BUF Cessna 210M, G-XONE Challenger 600(Gama 11T), G-BYVD Tutor(BKH 10)
- 16/11 G-CTEN Citation X, G-CDCX Citation X
- 17/11 OY-NPF Metroliner(Norfllying 113P), XS737 Dominie(Cranwell 19, training)
- 18/11 HB-VWF Citationjet 2, ZF621 PA-31(Gauntlet 51, ILS), ZH103 AWACS(NATO 30, ILS) M-JJTL Pilatus PC-12, G-RUBE Legacy(Sparrowhawk 86, with the Queen)
- 19/11 N380CR Citationjet 3, ZF622 PA-31(Gauntlet 54, training)
- 20/11 G-TURF Cessna 406 Caravan(REV 406), G-GFEY PA-34(Equity 02, training)
- 21/11 G-ZXZX Lear Jet 45(Gama 986), G-RSCU Agusta A.109E(Helimed 58E)
- 22/11 N34RF King Air 90, G-WCCP King Air 200, VP-BKZ Gulfstream 5 D-IMMI Citationjet(VIP Flight 191), G-MACP Challenger 604, G-OOAN 767(TOM 892)
- 23/11 G-SXTY Lear Jet 60, G-CGKA Tutor(Cranwell 88, ILS), ZG752 Tornado(Marham 52)
- 24/11 N220AD Cirrus SR.22(training), M-ICRO Citationjet, XW224 Puma(Vortex 330)
- 25/11 N262DB Cirrus SR.22(training), G-CHEY Cheyenne(Air Med 064)
- 26/11 M-OTOR King Air 90, G-LIDE PA-31(Causeway 02)
- 28/11 N2280L Citation Sovereign, G-USAR Cessna 441, G-PJLO Boeing 767(Thomson 133)
- 29/11 N79EL Hawker 400XP, G-POWB King Air 200(Vulcan 1, ILS), G-OBYG 767(TOM 662)



Citation X HB-JFD also of Nomad, arriving for attention by Kinch Aviation(Clive Featherstone)

Edsfield;- Bad news from here is that both hangar roofs have collapsed due to the weight of snow following the recent heavy falls. The smaller of the two hangars is believed to have given way on 1/ 12 with the second hangar giving way the following day. Details are still rather sketchy as we go the press so more details will follow next month however, it can be expected that most of the resident aircraft will have been damaged.

Elwick(Crookfoot Farm):- The home of a pair of Gazelles G-ZELE and YU-HEY.

Felixkirk:- This airfield in North Yorkshire is not often mentioned in these pages however the current resident list is reported as follows:- G-CBAZ Rans S.6 Coyote, G-CDJM CH.601XL Zodiac, G-CEEJ Rans S.7S Courier, G-CEVA Ikarus C.42. The frames of Auster 5 G-AIPR and Auster 5A G-APRF are stored here along with a pair of dismantled, written off machines, JT.1 Monoplane G-BDNO and Rans S.10 Sakota G-OEYE. Boeing Stearman Kaydet N10053 is currently being restored and is expected to fly later this year painted in US Coast Guard colours. Finally, an un-built EV.97 Eurostar kit languishes in the corner of the hangar.

Full Sutton:- Jabiru SP-470 G-CCVN was noted visiting on 6/11, from Fishburn.

Garforth:- Visiting Mr. Makin's strip on 19/11 was Cessna 182K, N182K.

Halifax:- On 22/11 Dauphin EI-GJL visited a private site in the town, f/t Dublin.

Harrogate:- The Brass Monkey Hot Air Balloon Meet will take place here on 26/2 and 27/2, 2011.

Holme-on-Spalding Moor:- Recently registered to an owner in the town is Robinson R.44 G-CGRL(ex PH-AJR), however the aircraft has been noted recently operating out of Sherburn.

HUMBERSIDE

On 25/11 Jetstream 41 SX-SEC was noted parked outside the Eastern Airways hangar prior to delivery to Sky Express on 11/12 as "Sky Express 001P". The aircraft had formerly operated with Eastern as G-MAJN and Highland Express as G-ISAY. Movements logged during the month included:-

1/11 G-FCLA Boeing 757(Kestrel 459L) 7/11 TF-FIE Boeing 757(Iceair 776)

8/11 VP-CRB Lear Jet 60(Also 15/11)

10/11 F-HDJM King Air 200, G-URRU Challenger 604

11/11 HB-JGR Challenger 604, G-ZMED Lear Jet 35A(Airmed 019)

13/11 N9014V King Air 90GTI, N208PC Cessna 208 Caravan

18/11 089/YJ Xingu(French A/F, touch and go to Cranwell), ZJ217 Apache

20/11 G-MEGP Challenger 300 21/11 LN-OBX Super Puma

23/11 F-HAST Premier 1

24/11 N12UM Gulfstream 4(n/s), XW222 Puma(Vortex 330)

29/11 LN-ONX Eurocopter EC.225, PH-KZU Fokker 70(KLM 69W, LBIA Diversion)

Early information on flights for the Summer 2011 season are as follows:-

Mondays

20:35 – 21:50 = Antalya - TCX8605/8604 = B757-200 - 23/05-31/10

Tuesdays

17:40 - 18:55 = Dalaman - TCX8503/8502 = B767-300 – 03/05-25/10

19:55 – 20:55 = Heraklion - CY242/243 = A320-200 – 17/05-05/10

Wednesdays

08:45 - 09:45 = Bodrum – OHY4477/4478 = A321-200 – 25/05-05/10

21:35 – 22:35 = Larnaca – CY878/879 = A320-200 – 25/05-04/10

Thursdays

14:05 – 15:00 = Palma – AEA293/294 = B737-800WL – 22/05-16/06 & 21/07-29/09

20:00 – 21:00 = Dalaman – OHY6645/6646 = A321-200 = 19/05-27/10

Fridays

20:00 – 21:00 = Dalaman – OHY322E/322D = A320-200 = 22/07-29/10

Saturdays

12:55 – 13:55 = Palma – TCX8045/8044 = A320-200 = 04/05-26/10

Sundays

09:10 – 10:10 = Enfidha – LBT8170/8171 = A320-200 = 22/05-09/10

13:40 – 14:55 = Enfidha – TCX8497/8496 = A320-200 = 01/05-15/05 & 16/10-30/10

18:50 – 19:50 = Bourgas – BGH5557/55658 = A320-200 = 21/05-01/10

Leconfield:- With the scrapping of the based Sea Kings in 2012, the local Air Sea Rescue duties are to be taken over by Scotia CHC, who will operate two Sikorsky S.92 aircraft. It is believed the aircraft will still be based here, however as the company already operate North Sea gas operations from Humberside a move there can not be ruled out.

DONCASTER PHOTO PAGE

Our freinds in South Yorkshire had some very interesting visitors this month, so here we dedicate a full page to Clive Featherstone's images.....



N305FE
Douglas DC-10-30F
Cielos del Peru Cargo

739/93-CJ
Boeing KC-135R
French Air Force



TF-FIE
Boeing 757-23A/F
Icelandair Cargo

XV101
Vickers VC-10 C1K
Royal Air Force



HA-TCO
Antonov AN-26B
City Line, Hungary

Leeming:- On 23/11 Hawk XX169(Culdrose 43) arrived to collect similar type XX316, departing back together as "Blue Flight". Also noted the same day was Harrier ZG862 being towed to HAS while visiting was A.109E ZR321.

Linton-on-Ouse:- On 22/11 Merlin HM1 ZH838 diverted into Linton due low cloud while routing from HMS Ark Royal in the North Sea to Yeovilton.

Middleham:- PA-32 N2989M was logged departing here on 24/11, heading to Farleigh Farm near Southampton.

Middleton-one-Row:- This private site near Middlesborough is home to Eurocopter EC.120B G-HAVI, which replaces similar type G-IGPW.

Netherthorpe:- A new resident is RV.6 G-RVAW formerly based at Chester-le-Street.

North Coates:- Recent visitors have included:- 2/10 G-BVDC RV.3, G-BWKN Chipmunk, G-BGLF VP-1, G-CEOM Jabiru, G-CCFG MCR.01, G-BHFK PA-28R, G-AVOA Jodel DR.1050; 10/10 G-AJXV Auster 4, G-CEBF Eurostar, G-CDEZ Cub, G-DWMS Jabiru, G-AVZR PA-28, G-BMCV F.152, G-CTDH CT.2K, G-UZUP Eurostar; 16/10 G-BBDT C.150H, G-BHEZ Jodel D.150, G-BODE PA-28, G-NPKJ RV.6; 17/10 G-DYMC Dynamic WT.9, G-CBOP Jabiru, G-AVUS PA-28, G-BJOT Jodel D.117, G-ASAU Rallye; 22/10 G-BPGU PA-28; 23/10 G-LORC PA-28; 30/10 G-RVTN RV.10, G-BIIA RF.3, G-BHCP F.152, G-RSMT MT-03 Gyrocopter(f/t New York).

North Moor:- A new resident, formerly based at Sandtoft is Kolb Twinstar G-CCFJ.

Northorpe:- A new resident is Beech A.36 G-LOLA, which replaces Robin DR.500 G-TYER.

Over Dinsdale:- Reported on a farm here is English Electric Lightning F.3 XR718 which is standing on its undercarriage minus wings and tail. Also here is the nose of Avro Vulcan B.2 XH563, formerly at Gatenby.

Oulton Hall(Garforth):- Jet Ranger G-MOTA visited on 26/11, f/t Kings Lynn.

Roadrunner:- Late morning on 8/12 Apache ZJ179 was noted on a wagon heading South along the A1 near Wetherby.

Sherburn:- A new resident is Europa G-JULZ, formerly at Burn. Powerline 57(G-BXGA, Squirrel) was based mid month for operations on local inspection flights. Events currently planned for 2011:-

17/4 Police and Civil Services Fly-in

30/5 Vintage and Veterans Day

3/6 – 6/6 Anglo-Irish Rally and Fly-in

24/7 Sherburn Aero Club Competitions Day

20/8 Help the Heroes Charity Open Day and Fly-in

19/9 Tiger Trophy and BAA Aerobatic Competition

In addition The Royal Aero Club Air Races are expected to take place in mid-May and in mid-June the Candle Lighters Charity Day will be held.

Skegness(Marsh Farm):- This is the home of ICB Helicopters and a recent visit produced the following inmates, all Rotorway Executives G-BUSN, G-CBWU, G-CCMU, G-NEEL and G-VART.

Sturgate:- A few dates for your 2011 diary:-

6/2 Breakfast Patrol – Fly-in

4/6 – 5/6 Lincolnshire Aero Club 55th Anniversary Fly-in

4/9 Late Summer Fly-in and Competitions Day



OO-NAD Falcon 7X of Flying Group Services pictured at Teesside, 7/11

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

Robin DR.400 G-CBBA has moved in for the winter from its strip at Saltergill near Whitby. The snow hit the Northeast towards the end of November causing some disruption, however Newcastle was badly hit before Teesside resulting in the following diversions:- 24/11 Dash 8s G-JECX(Jersey 2JQ) and G-ECOV(Jersey 4RF), Jetstream 41 G-MAJF(Eastflight 95V), Airbus A.320 G-EUXE(Shuttle 12Q); 25/11 Jetstream 41s G-MAJH(Eastflight 66N) and G-MAJW(Eastflight 95V), SAAB 2000 G-CFLV(Eastflight 79H), Boeing 737/700 PH-BGL(KLM 971). Other movements of interest included:-

- 1/11 D-IAKN Citationjet 2, Tucanos ZF170/ZF293(Swift 1/2), ZE395 '125 CC2(Ascot 1797)
- 3/11 ZE791 Tornado, ZJ810 Typhoon, Hawks XX246/XX318, all overshoots
- 4/11 G-FBLK Citation Mustang(Blink 10A), ZE164 Tornado, ZJ939 Typhoon both ILS
- 5/11 EI-GJL Dauphin, G-PPLC Citation 5(Skydrift 560), XS728 Dominie(Cranwell 92)
- 6/11 CS-DMN Hawker 400XP(NJE 106A), G-IFTF Hawker 800B(Interflight 107A)
- 7/11 N755VE Gulfstream 550, OO-NAD Falcon 7X(FYG 502X), VP-BSF Lear Jet 60
- 8/11 VP-CRB Lear Jet 60, G-ONPA PA-31(Synergie 732), G-HPPY Lear Jet 45
- 9/11 VP-BSI Gulfstream 550, LN-IDB Encore(Sky Dolphin 03A), N228Z Global Express
- 10/11 D-IJOA Citationjet, G-OXLS Citation XLS(Beaumont 701), G-IFIT PA-31(training)
- 11/11 D-CNAF Metroliner(Binair 10A), G-RJXA EMB.145(Kittiwake 1410, LBIA div)
- 12/11 N725LB Global Express, EC-KTV Gulfstream 150(Sacir 311)
- 13/11 G-TCCA Boeing 767/300(Kestrel 576H), G-BYYA Tutor(UAX 04), G-XBEL Citation XL
- 14/11 OY-JPJ Citation 3(Norflyng 017), CS-DRJ Hawker 800XP(NJE 7LY), G-OOEX SR.22
- 15/11 G-IZAP Lear Jet 45(Premiair 417), G-VONB S.76B(Premier 20)
- 17/11 G-JCBJ S.76B(JCB 3), Tucanos ZF172/ZF240(Swift 1/2)
- 18/11 PH-TXA Citation Mustang(Jet Netherlands 716), G-SASA EC-135T(Helimed 05)
- 19/11 G-CDZI Boeing 737/800(Thomson 66K), G-CDEA SAAB 2000(EZE 37X), LBIA divs
- 20/11 CS-DXD Citation XL(Fraction 614M), XW221 Puma(Vortex 366)
- 21/11 G-RWLA Eurocopter EC.155(Woodstock 26)
- 23/11 CS-DHM Citation Bravo(Fraction 1DB), XX285 Hawk(Pirate 13, ILS)
- 24/11 D-CJJJ Citation 2/SP(n/s), G-KALS Challenger 604(Marshall 10A)
- 26/11 PH-HMA Citation Bravo, G-EJRS PA-28 Warrior
- 29/11 LN-ONX Eurocopter EC.225(Divert in due weather, enroute to Aberdeen)



Citation 2/SP D-CJJJ at a very snowy Durham/Tees Valley, 24/11

Treswell(Forwood Farm):- A new resident here is Sportsruiser G-IBUZ, while similar type G-JAYZ is nearing completion and is expected to fly in early 2011.

Vale of York:- On 1/11 in the early afternoon the following Dutch Air Force helicopters transited low level up the Vale routing from Coningsby to Carlisle, Pumas S-442/S-444/S/453 along with Chinook D-665. The following day taking the same route, again early afternoon were Apaches Q-19/Q-22/Q-29.

Waddington:- The new Lincoln Air Ambulance MD.902 Explorer G-LNCT visited from Gloucester on 18/11. This was probably for the official hand over, however the aircraft then returned to Staverton for final pre-delivery checks. On 8/11 Norwegian Air Force Hercules 5601(Husky 91) arrived for a four day stay along with a pair of Bell 412s 114/149(Norway 720 flight). During their stay they carried out a number of local sorties to Donna Nook ranges. There was a plethora of visiting French Air Force

Xingus in November with the following being noted, 4/11 072/YA; 8/11 073/YB; 17/11 078/YE; 22/11 070/ZC; 23/11 092/YI; 25/11 064/YY. Other visitors included:- 1/11 ZJ181 Apache(Armyair 094), Dominies XS730/XS737(Chocolate Formation!); 2/11 XZ645 Lynx(Armyair 674), XV664 Sea King(Guardian 90); 4/11 XW198 Puma(Vortex 045), Islander ZG844(Armyair 582), Chinook ZH902(Vortex 377); 5/11 Typhoon T.1 ZJ801/BJ, Typhoon FGR.4 ZJ923/DM; 9/11 ZH003 Defender(Armyair 594), ZJ174 Apache(Armyair 094); 10/11 738/93-CJ KC.135R(French Air Force 4012), ZD621 BAe.125(Ascot 1893); 12/11 71439 KR-135R(Quid 51, overshoot); 15/11 G-COBM King Air 200(ILS calibration); 17/11 84-0161 C-12A(Duke 30), 84-0110 C.21A(Jalop 89); 18/11 ZH885 Hercules(Ascot 426), ZR323 A.109E(Ascot 1450); 22/11 Sea Kings ZF116/WP and ZF119/WY(Yankee 1/2); 24/11 XS601 Andover(Gauntlet 59), KC-135Rs 80016/D(Quid 31) and 71493/D(Quid 32) touch and goes.

Walton Wood:- Former Sherburn resident, now based at Hawarden R.22B G-HGRB arrived from its base on 21/12.

Westerdale:- Noted at a private site here on 7/11 was Sikorsky S.76B G-DPJR(Premier 14) from Battersea. The same aircraft returned on 17/11, this time using the call-sign "Premier 46".

Wetherby:- Noted landing at a private site here on 19/12 was Eurocopter EC.155 G-LBAL, which was later logged departing to Northampton.

Whitby:- On 26/11 Agusta A.109S G-VERU landed at a private site in the town, f/t Fair Oaks.

Wickenby:- A new resident is R.44 Raven G-CBOT while MT-03 G-CEXX no long lives here having been sold to new owners at Tollerton.

LEEDS/BRADFORD STATISTICS, SEPTEMBER 2010

Movements

Scheduled	2,957	3,307	64.23%	11.84%
Charter	274	196	3.81%	-28.47%
Private/Misc	2,106	1,646	31.97%	-21.84%
Total	5,337	5,149		-3.52%

Passengers

Scheduled	250,396	290,377	91.20%	15.97%
Charter	39,448	24,590	7.72%	-37.66%
Transit	1,858	3,445	1.08%	85.41%
TOTAL	291,702	318,412		9.16%

International	246,526	276,452	87.77%	12.14%
Domestic	43,318	38,515	12.23%	-11.09%

MOVING ANNUAL TOTAL	2,606,725	2,645,811		1.50%
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Not surprisingly another good month with a 9.16% increase in passenger numbers when compared to September 2009. If the Charter passenger figures hadn't reduced by 37% the overall increase would have been about +15%

24 International routes showed an increase and 22 showed a decrease, which is the first time for a while that there are more routes with growth than a reduction. The routes with the biggest increase are Sharm-el-Sheikh (+558%), Bergaerac (205%) and Malta (+177%), with the biggest losers being Geneva (-88%), Bodrum (-59%) and Heraklion (-59%). This month we had 53 international routes with the most popular being Palma, followed by Malaga, Amsterdam and Alicante. Domestically, EVERY single route showed a decrease in numbers, the worst being the Isle of Man (-70%), Aberdeen (-59%), and Newquay (-43%)

In September, three flights diverted away and went to Blackpool, Doncaster and Manchester and

DAY BY DAY @ LBIA



PHOTO OF A FOGGY MORNING BY ROBERT BURKE

This month we present a run down of the schedules and charter flights expected this winter, but first just a couple of notes from the Southside. Multiflight has completed the re-build of Commander 112 G-FLPI, which was badly damaged last year when it left the runway at Newcastle and suffered a nosewheel collapse. The aircraft took to the air again on 24/11 for a test flight. PA-28 G-BSNX, which had been in use with the flying school until recently has now left and is owned by Redhill Aviation, to whom it was registered in mid-December. Now onto the airline run down.....

WINTER 2010/2011

Air Southwest(WOW/SZ, "Swallow"):- Flights operated by Dash 8 aircraft from and to the Southwest will operate daily with two per day on weekdays and one each day at the weekend. Alpha numeric call-sign tie ups as follows:- SZ480/1 Plymouth – Bristol – LBIA, LBIA – Bristol – Newquay(Swallow 80AC/AB), Sat am only; SZ486/7 Plymouth – Bristol – LBIA, LBIA – Bristol – Newquay(Swallow 86AC/87AB) Sun pm only. Weekday flights Newquay – Bristol – LBIA, LBIA – Bristol – Newquay, am SZ482/3(Swallow 82AC/83AB), pm SZ488/9(Swallow 88AC/89AC).

Astreus(AEU, "Flystar"):- Boeing 737/500 G-PJPJ will be based at LBIA for several weeks around Christmas to operate a series of Lapland charters from LBIA and various other airports around to country.

Austrian Arrows(AUA/OS, "Austrian"):- A Boeing 737/800/Fokker 100 aircraft will operate f/t Innsbruck(OS 2373/4) commencing on Tuesdays from 21/12 to 04/01, then on Saturdays from 08/01 until 05/03.

bmi Regional(BMR/BD, "Kittiwake"):- The company will base an Embraer 135 at LBIA to operate three return trips to Brussels on weekdays and a single return trip on Sunday pm. Flights from and to Edinburgh each weekday operated by Embraer 145 aircraft, with call-signs tying up with flight numbers(Kittiwake 1404/3 am and 1410/1409 pm). Flights f/t Glasgow also operate twice each weekday operated by Embraer 135s with call-sign tie-ups as follows:- am BD1292/1291(Kittiwake 1VX/1XV) and pm BD1298/1297(Kittiwake 3VX/3XV).

Eastern Airways(EZE/T3, "Eastflight"):- Jetstream 41 aircraft will be utilized on flights, Teesside – LBIA – Southampton and return twice each weekday, am EZE4700/1(Eastflight 80D/81D), pm EZE4706/7(Eastflight 86D/87D). The weekday am service f/t Aberdeen will be operated by a Jetstream 41, EZE4711/2(Eastflight 29Q/19Q). On weekday evenings a SAAB 2000 will route Aberdeen - LBIA – Bristol and return, EZE4507/8(Eastflight 37X/38X). Sunday evenings this route will also run, again by SAAB 2000, EZE4503/4(Eastflight 33X/34X).

Easyjet(EZY/U2, "Easyjet"):- The company will operate trips f/t Geneva commencing on 17/12/2010, operated by Airbus A.319 aircraft. Operating on Mon/Thu/Fri/Sat/Sun the flights arrive and depart at varying times, EZY7345/6.

Flybe(BEE/BE, "Jersey"):- One Dash-8-400 will be based at LBIA over the winter to operate three return flights each weekday to Gatwick, plus one round trip on Saturday and Sunday. The aircraft also operates to and from Southampton on a Saturday. The same aircraft type will be used on all other flights, although Embraer 190s will be seen on some flights more especially on the Southampton rotations. Alpha-numeric call-sign tie ups as follows:- f/t Southampton(BE171/2, Jersey 5CP/2GL, 173/4 '4KW/'1MJ, 175/6 '2PA/'1LB); f/t Belfast City(BE729/30, Jersey 8NE/7NY, 731/2 '9JL/'6JA, 733/4 '7UC/'3HX); Exeter – LBIA – Aberdeen and return(BE643/4, Jersey 6JH/143L).

Jet2:- Over the winter period numerous of their both 737s and 757s will be parked up at LBIA, while the company operates a much reduced schedule from the summer one. However, there will be a big increase in activity from late December as the ski-related flights come on line. All flights seem to be using their flight number as call-sign unlike during the summer when alpha numeric call-signs were used on many routes. Also in prospect are a series of Boeing 757 flights to and from Jeddah for the Hajj as well as two weekend shopping trips to New York(Newark) in December. The company will also operate a number of Lapland charters around Christmas.

KLM Cityhopper(KLM/KL, "KLM"):- Fokker 70 aircraft will be used on three return trips to Amsterdam each day, however Fokker 100s still turn up and hopefully a few more Embraer 190s. "KLM 78S"(KLM1540) departs to Amsterdam early am with the two trips f/t Amsterdam during the day using their flight numbers(KLM1545/6, KLM1549/50) as call signs and the late evening inbound(KLM1551/KLM69W). The aircraft then night stops at LBIA.

Manx2(NM, "Vannin"):- The number of flights f/t Ronaldsway varies, however as a general rule there are two trips each weekday and one each on Saturday and Sunday. The call-sign varies with the airline/aircraft being used, the LET 410 using "Eurovan", Dornier 228("Kiel Air") and the Metroliners("Flight Avia").

Pakistan International(PIA/PK, "Pakistan"):- The flag carrier will continue to operate Airbus A.310s on flights f/t Islamabad(PIA775/6) on Wednesday and Saturday evenings.

Ryanair(RYR/FR, "Ryanair"):- Three Boeing 737/800 aircraft will be based at LBIA to operate their flights, one aircraft being on stand-by in case of delays or diversions. Some flights will use their flight numbers as call-signs however the following have been allocated alpha-numerics:- FR152/3(Ryanair 64QA/.41GN, Dublin); FR156/7('52AK/'82QY, Dublin); FR2332('59FD, to Krakow); FR2503/4('01K/'7GF, Faro); FR2448/9('52FW/'59XZ, Malta); FR9078/9('6JE/'3BW Alicante).

Thomas Cook(TCX/MT, "Kestrel"):- The company are operating a very patchy series of flights throughout the winter with gaps in the schedule especially around Christmas. All flights are operated by Airbus A.320 with flights number/call-sign tie ups as follows:- TCX254K/L("Kestrel 97JW/46CJ") Alicante; TCX279K/L("Kestrel 32RI/34DK") Fuerteventura; TCX328K/L("Kestrel 14WT/38UR") Tenerife; TCX483K/L("Kestrel 97UG/87US") Arrecife.

Thomson Airways(TOM/BY, "Thomson"):- A Boeing 737/800 will position in each Wednesday evening to operate to Sharm-el-Sheikh("Thomson 612/3") on Thursdays and Tenerife(TOM3450/1, Thomson 7FP/66K) on Fridays. On completion of the flights the aircraft positions out to Teesside on Friday night. The company is also operating a series of flights to Bridgetown/Barbados on behalf of P&O Cruises utilising their Boeing 767/300 aircraft.

Now on with the movements for November.....

1/11 Monday

SCHEDULES:- Air Southwest:- G-WOWA(82AC/83AB), G-WOWC(46EB/47EA).

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

Eastern:- G-MAJF(80D/81D, 86D/87D), G-MAJA(29Q/19Q), G-CDKA(37X/39X).

Flybe:- Based G-ECOZ Gatwick x3. Belfast- G-JECX(8EN/7NY), G-ECOI(9JL/8JA). Southampton- G-JECZ(5CP/2GL, 4KW/1MJ), G-ECOD(2PA/1LB). Exeter/Aberdeen- G-JECF(643/5JH/143L/644).

Jet2:- G-CELC(031E) to Belgrade for major overhaul. G-LSAC(9751) to Jeddah(1024). G-CELV(879) enroute from Manchester to Alicante diverted into LBIA at 1632 with a technical problem. The passengers were transferred to G-CELS(879A) and departed to Alicante at 1758.

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

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

Multiflight:- Boeing 737/300 SX-MTF(Gainijet 73) to Luton(1327).

Ryanair:- Based EI-DHT(41GN/64QA Dublin, 2334/2335 Connaught, 1501/1502 Niederrhein, 1503/1504 Gdansk), EI-EBC(1584/1585, Fuerteventura, 82QY/52AK Dublin), EI-EBI(Spare). Non Based:- EI-EFA(01K/7MV, Faro).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 862P/83XM) t/f Las Palmas(0719/1738), "Kestrel 411P" to Dalaman(1843).

EXECUTIVE JETS:- Following its overnight stay Citation Sovereign **G-NSJS** returned home to Jersey at 1106. Citationjet **G-TBEA**(Exclusive Jet 141) from Manchester(1708), n/s to Geneva(1050).

2/11 Tuesday

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

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

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

Flybe:- Based G-ECOZ Gatwick x3. G-JECX(8EN/7NY, 9JL/8JA), G-JEDN(7UC/3HX). G-JECZ(5CP/2GL, 4KW1MJ), G-JEDM(2PA/1LB). G-JECS(643/5JH/143L/644).

Jet2:- G-LSAC(9752/3) from Jeddah(0139) to Jeddah(1106).

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

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

Ryanair:- Based EI-DHT(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin). EI-EBC(41GN/64QA Dublin, 2484/2485 Treviso, 7GF/6ZT Malaga), EI-EBI(Spare).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 411L) from Dalaman(0338), "Kestrel 651P/651L" t/f Antalya(0910/1833).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1550/1615). Citationjet **G-TBEA**(Exclusive Jet 141) from Geneva(1753) to Manchester(1831).

GENERAL AVIATION:- Sikorsky S.76B **G-XJCB**(JCB 3) from Cockermouth(0944) to Uttoxeter(1003), return 1522/1536.

3/11 Wednesday

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

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

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

Flybe:- Based G-ECOZ Gatwick x1, swapped with G-ECOH on afternoon flight. G-JECI(8EN/7NY), G-JECO(9JL/8JA), G-JECI(7UC/3HX). G-JEDR(5CP/2GL), G-JECU(4KW1MJ), G-ECOD(2PA/1LB). G-JECS(643/5JH/143L/644).

Jet2:- G-LSAJ(9755) to Jeddah(1021). G-LSAC(9876) from Jeddah(2212).

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

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

Pakistan International:- Airbus A.310 AP-BDZ(775/6) f/t Islamabad(1720/1956).

Ryanair:- EI-EBI(2454/5 Carcassonne, 1501/1502 Niederrhein, 52FW/59XZ Malta). EI-EBC(41GN/64QA Dublin, 2334/1335 Connaught, 9297/9296 Barcelona, 82QY/52AK Dublin), EI-DHT(Spare).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) from Northolt(0853), n/s to Luton(1133). Citation Sovereign **G-NSJS** f/t Jersey(1555/1532), n/s. Hawker 800XP **CS-DFZ**(Fraction 5DZ/363E) from Newcastle(1608), n/s to Northolt(0915).

GENERAL AVIATION:- Agusta A.109S **G-CDWY** from a private site near Linton(0855) to Scarborough(0904), return 1543 to Galashiels(1549), f/t Selkirk(1734/1838). Agusta A.109S **G-IOOZ** from Petersfield(1316) to Ripley(1615).

IT FLIGHTS:- Boeing 737/800 **G-FDZJ**(Thomson 612F) from Luton(2302).



4/11 Thursday

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

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

Eastern:- G-MAJE(80D/81D, 86D/87D). G-MAJA(37X/38X).

Flybe:- Based G-ECOH Gatwick x3. G-JEDN(8EN/7NY), G-JECX(9JL/8JA), G-JEDN(7UC/3HX). G-ECOT(5CP/2GL, 4KW1MJ), G-JEDR(2PA/1LB). G-JEDJ(643/5JH/143L/644).

Jet2:- G-LSAJ(9756) from Jeddah(0131). G-LSAJ(6466) to Gatwick(1356) then Casablanca. G-LSAC(9757) to Jeddah(1657).

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

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

Multiflight:- Boeing 737/300 SX-MTF(Gainjet 73) from Luton(0556).

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

IT FLIGHTS:- 737/800 **G-FDZJ**(Thomson 612) to Sharm-el-Sheikh(0808). A.320 **G-SUEW**(Kestrel 21FG/78US), t/f Lanzarote(1044/1926).

EXECUTIVE JETS:- Citationjet **D-IOWA**(See photo by Robert Burke on page 14) f/t Donausingen(1832/1806), n/s until 6/11. Making its first visit to LBIA was Challenger 600 **C-GKTO** of IMP Group Ltd(The owner of Canjet), which arrived from Toronto/Lester B Pearson International at 2103 and was immediately towed into the Multiflight/East hangar for its stay.

GENERAL AVIATION:- King Air 350 **N37172** from Norwich(1224) to Northolt(1730). Baron **N64VB** from Elstree(1430) to Sleaf(1457). Dauphin **EI-GJL** from York(1612), n/s to Teesside(1210).

MILITARY:- Tucano **ZF290**(Cordite) ILS and overshoot(1529), f/t Linton.



Challenger 300 VP-CPF of Alliance Air was making its debut at LBIA on 5/11

5/11 Friday

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

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

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

Flybe:- Based G-ECOH Gatwick x3. G-JECH(8EN/7NY), G-JEDN(9JL/8JA), G-JECH(7UC/3HX). G-ECOT(5CP/2GL, 4KW1MJ), G-JEDR(2PA/1LB). G-ECOE(643/5JH/143L/644).

Jet2:- G-LSAC(9758) from Jeddah(0759).

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

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

Ryanair:- EI-EBC(41GN/64QA Dublin, 2334/2335 Connaught, 9297/9296 Barcelona, 82QY/52AK Dublin), EI-DHT(1584/1584 Fuerteventura, 1503/1504 Gdansk), EI-EBI(Spare). Non-based EI-DCM(1502/1503 Niederrhein), EI-DWB(01K/7MV Faro).

IT FLIGHTS:- 737/800 **G-FDZJ**(Thomson 613F) from Gatwick(0106), "Thomson 7FP/66K" t/f Tenerife(1029/2000), "Thomson 66K" to Teesside(2103). A.320 **G-SUEW**(Kestrel 652K/18MW) t/f Tenerife(1142/2124).

EXECUTIVE JETS:- Hawker 750XP **CS-DUD**(Fraction 1QK/654U) from Hawarden(0953) to Zurich(1135). Making its Lbia debut was Challenger 300 **VP-CPF** operated by Air Tasking Services, from Biggin Hill(1829), n/s to Northolt(1306). Challenger 300 **M-NEWT**(Bizjet 1WT) from Northolt(1847), n/s until 10/11, to Birmingham(0831).

GENERAL AVIATION:- King Air 200 **OO-SKM** of Skyservice, from Brussels(0711) to Doncaster(0756). Agusta A.109S **G-CDWY** from Selkirk(1700) to a private site near Northampton(1718).

MILITARY:- King Air 200 **ZK458**(Cranwell 14), ILS and overshoot(1205). King Air 200 **ZK455**(Cranwell 80), ILS and overshoot(1214) from Valley to Cranwell.

6/11 Saturday

SCHEDULES:- Flybe:- Based G-ECOH, Gatwick x1, then 2GL/4KW t/f Southampton. G-JECX(8EN/7NY).

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

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

Pakistan International:- Airbus A.310 AP-BEC(Pakistan 775/6) f/t Islamabad(1822/2034).

Ryanair:- EI-EBI(59FD/2333 Krakow, 3BW/6JE Alicante), EI-EBC(41GN/64QA Dublin, 2484/2485 Treviso, 7GF/6ZT Malaga). EI-DHT(Spare).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 32RI/34DK) t/f Fuerteventura(0718/1643), "Kestrel 12MT" to Tenerife(1758). A.320 **G-OMYA**(Kestrel 46CJ/97JW) f/t Alicante(1251/1405).

EXECUTIVE JETS:- Citation XLS **CS-DXZ**(Fraction 3KA/307Y) from Farnborough(1604) to Dublin(1708).

GENERAL AVIATION:- PA-28 Warrior **G-CEXO** f/t Teesside(1245) to Newcastle(1332).

7/11 Sunday

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

bmi:- Based G-RJXP, Brussels x1.

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

Flybe:- Based G-ECOH Gatwick x1 then 3HX to Belfast. G-FLBA(7UC) from Belfast. G-ECOM(8EN/7MY). G-JECK(4KW/1MJ, 2PA/1LB). G-JECU(643/5JH/143L/644).

Jet2:- G-LSAC(9653) to Jeddah(0628). G-LSAJ(6467) from Casablanca via Gatwick(2123).

KLM:- PH-KZS(1545/6, 1549/50), PH-KZM(69W/74S, n/s).

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

Ryanair:- EI-EBI(41GN/64QA Dublin, 2454/2455 Carcassonne, 52FW/59XZ Malta), EI-DHT(9297/9296 Barcelona), then '82QY to Dublin swapped with EI-EME(52KA). EI-EBC(Spare).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 36UR) from Tenerife(0329), "Kestrel 53MD/97UG" t/f Monastir(0604/1423), "Kestrel 678F" to Larnaca(1526).

EXECUTIVE JETS:- Having arrived on 4/11, Challenger 600 **C-GKTO** returned home to Toronto at 0714. Citation Sovereign **G-NSJS** f/t Jersey(1600/1622). Global Express **N838SC** operated by Red Line Air LLC of Danbury, Connecticut was making its first visit when it arrived from Ciudad Real Central, Spain at 2041 for an overnight stay. The aircraft departed to Farnborough at 0801 the following morning.



Thomson Airways Boeing 767/300 G-OOAN taxiing for take off to Barbados on 8/11

8/11 Monday

SCHEDULES:- Air Southwest:- G-WOWE(82AC/83AB), G-WOWB(46EB/47EA).

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

Eastern:- G-MAJF(80D/81D, 86D/87D), G-MAJD(29Q/19Q), **G-WOWA**(37X/39X).

Flybe:- Based G-FLBA Gatwick x1 then '5JH to Aberdeen. G-JECU(643) from Exeter which then operated Gatwick x2 before positioning to Southampton(2145) as '044D. Belfast- G-ECOH(8EN/7NY), G-ECOT(9JL/8JA). Southampton- G-JECK(5CP/2GL, 4KW, aircraft went u/s outbound flight to Southampton canx), G-ECOD(2PA/1LB). Exeter/Aberdeen- G-FLBA(143L/644).

Jet2:- G-LSAC(9654) from Jeddah(0204)

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

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

Ryanair:- Based EI-EBI(41GN/64QA Dublin, 2334/2335 Connaught, 1501/1502 Niederrhein, 1503/1504 Gdansk), EI-EME(1584/1585, Fuerteventura, 82QY/52AK Dublin), EI-EBC(Spare). Non Based:- EI-DYV(01K/7MV, Faro).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 678P) from East Midlands(0231). Boeing 767/300 **G-OOAN**(Thomson 587F/892) from Manchester(1046) to Bridgetown, Barbados(1250).

EXECUTIVE JETS:- Citation 2 **G-JBLZ**(Cloudbrunner 71) from Nice(1033) to Biggin Hill(1202). Hawker 800XP **CS-DRS**(Fraction 999M/688W) from Zurich(1157) to Nice(1258).

GENERAL AVIATION:- Agusta A.109 Power **EI-NBG** from Newtownards(1839), n/s to Northolt(1224).

9/11 Tuesday

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

bmi:- G-RJXP. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXG(1404/1403), G-RJXA(1410/1409).

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

Flybe:- Based- Following repairs G-JECK Gatwick x1, swapped on afternoon rotation with G-JECM which then operated evening flight. G-JECF(8EN/7NY), G-ECOM(9JL/8JA), G-EOCA(7UC/3HX). G-ECOP(5CP/2GL, 4KW1MJ), G-ECOT(2PA/1LB). G-FLBA(643/5JH/143L/644).

Jet2:- G-LSAC(9752/3) from Jeddah(0139) to Jeddah(1106).

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

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

Ryanair:- Based EI-EBI(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin). EI-EME(41GN/64QA Dublin, 2484/2485 Treviso, 7GF/6ZT Malaga), EI-EBC(Spare).

CHARTER:- A.320 **G-SUEW**(Kestrel 771G) to Lyon(1012) .

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(0913/1605). First time visitor, Challenger 604 **EC-JYT**(TAG Espana 081) from Palma(1402) to Northolt(1621). Citation XLS **G-RSXL** f/t London City(1656/0927), n/s.

GENERAL AVIATION:- Twin Squirrel **G-ORDH** from Bagby(1634) to Nun Monkton(1708) with "Mr Harpin", who arrived in PC-12 **G-DAKI** from Lyon(1700). 'KI returned home to Bournemouth at 1749.

10/11 Wednesday

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

bmi:- Based G-RJXP am Brussels then u/s. G-RJXL(9123) from Glasgow(1639), t/f Brussels as '1615/6. G-RJXL(1VX/1XV), 3VX/3XV canx. G-RJXD(1404/1403), G-RJXA(1410/1409).

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

Flybe:- Based G-JECM am to Gatwick, swapped with G-JECH which then operated next two rotations. G-JECI(8EN/7NY), G-ECOC(9JL/8JA), G-ECOR(7UC/3HX). G-JECZ(5CP/2GL), **G-FBEN**(4KW1MJ), G-ECOT(2PA/1LB). G-JECS(643/5JH/143L/644).

Jet2:- G-CELV(791) enroute from Manchester to Rome diverted into LBIA at 0813 with a technical problem. G-CELS(791A) departed to Rome at 0924 with the passengers.

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

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

Pakistan International:- Airbus A.310 AP-BEG(775/6) f/t Islamabad(1728/1954).

Ryanair:- EI-EBC(2454/5 Carcassonne, 1501/1502 Niederrhein, 52FW/59XZ Malta). EI-EME(41GN/64QA Dublin, 2334/1335 Connaught), then '9297 to Barcelona swapped with EI-EKY(9296), which then operated 82QY/52AK Dublin. EI-EBI(Spare).

IT FLIGHTS:- 737/800 **G-CDZH**(Thomson 612F) from Luton(2248).

CHARTER:- A.320 **G-SUEW**(Kestrel 771H) from Lyon(2116).

EXECUTIVE JETS:- Citation Bravo **G-OMRH** f/t Ronaldsway(0920/1536). Challenger 300 **M-NEWT**(Bizjet 2WT) from Birmingham(1357), n/s to Faro(0905).

GENERAL AVIATION:- Cirrus SR.22 **N147LK** f/t Blackbushe(1028/1623). PA-34 **G-RVRB**(Ravenair 34T) f/t Liverpool(1255/1454). Hughes 369E **G-JIVE** f/t Shelf(1422/1450). MD.900 Explorer **G-SYPS**(Police 33), ILS and overshoots x2(1617/1634), f/t Sheffield. Bolkow 105 **G-WYPA**(Police 42) ILS and overshoot(1847), f/t Carr Gate.

MILITARY:- Lynx **ZG917**(Armyair 950) from Middle Wallop(1044) to Dishforth(1112).



Cirrus SR.22 N147LK parked on Multiflight/East apron on 10/11(Robert Burke)

11/11 Thursday

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

bmi:- Based G-RJXJ(1614/1238) from Brussels to East Midlands. G-RJXL(1XV inbound flight canx, 3VX/3XV). G-RJXG(1404/1403), 1410 diverted to Teesside due crosswind .

Eastern:- G-MAJF(80D/81D), G-MAJH(86D, diverted direct to Southampton due crosswind, 87D diverted direct to Teesside). **G-CGMB**(29Q/19Q), G-CDEA(37X/38X).

Flybe:- Based G-JECH Gatwick x3. G-ECOC(8EN/7NY), G-JECI(9JL/8JA), '7UC diverted to Manchester. G-KKEV(5CP/2GL), G-JECG(4KW1MJ), G-ECOP(2PA/1LB). G-JEDT(643/5JH/143L/644).

Jet2:- G-CELI(347) to Düsseldorf, did not return as aircraft went u/s.

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

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

Ryanair:- EI-EKY(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin, diverted to Liverpool on return), EI-EBI(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). EI-EBC(Spare).

IT FLIGHTS:- 737/800 **G-CDZH**(Thomson 612/3) t/f Sharm-el-Sheikh(0758/2020). A.320 **G-SUEW**(Kestrel 21FG/78US), t/f Lanzarote(1033/1935).

EXECUTIVE JETS:- Citation 1 **G-FJET**(Lonex 61FJ) f/t Farnborough(1002/1615).

12/11 Friday

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

bmi:- Based G-RJXP(9151) from Aberdeen, to resume service. G-RJXL(1VX/1XV, 3VX/3XV). G-RJXD(1404/1403), G-RJXG(1410/1409).

Eastern:- G-MAJE(80D/81D), G-MAJF(86D/87D). **G-WOWA**(29Q/19Q), G-CDEA(37X/38X).

Flybe:- Based G-JECH Gatwick x2 then swapped in Gatwick with G-JECP on evening flight. G-ECOC(8EN/7NY), G-ECOR(9JL/8JA), G-ECOC(7UC/3HX). 5CP/2GL canx, G-ECOP(4KW1MJ), G-JECG(2PA/1LB). G-JEDT(643/5JH/143L/644).

Jet2:- G-CGET(121P) to Birmingham(0706). PA-31 G-IFIT(Channex 007) departed to Düsseldorf at 0846 to rescue G-CELI which went u/s there last night. G-CELI(348) finally arrived home at 1525, some 18 hours late.

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

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

Ryanair:- EI-EBI(41GN/64QA Dublin, 2334/2335 Connaught, 9297/9296 Barcelona, 82QY/52AK Dublin), EI-EBC(1584/1584 Fuerteventura). EI-EKY(01P) from Liverpool(1326), then 1503/1504 Gdansk. Non-based EI-DCE(1502/1503 Niederrhein), EI-DPT(01K/7MV Faro).

IT FLIGHTS:- 737/800 **G-CDZH**(Thomson 7FP/66K) t/f Tenerife(1103/2123), "Thomson 66K" to Cardiff(2231). A.320 **G-SUEW**(Kestrel 652K/18MW) t/f Tenerife(1134/2135).

EXECUTIVE JETS:- Citation XLS **G-OXLS**(Hangar 844) from Guernsey(1537), n/s until 14/11, to Southampton(1621). Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Faro(1739) to Luton(1805).

GENERAL AVIATION:- Baron **N64VB** from Goodwood(1421) to Sleep(1449).

13/11 Saturday

SCHEDULES:- Flybe:- Based G-JECP, Gatwick x1, then 2GL/4KW t/f Southampton. G-FLBB(8EN/7NY).

Jet2:- G-CGET(122P) from Birmingham(1815). G-CELK(015P) from Belfast International(2002).

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

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

Pakistan International:- Airbus A.310 AP-BEQ(Pakistan 775/6) f/t Islamabad(1806/2013).

Multiflight:- Boeing 737/300 SX-MTF(Gainjet 73) to Athens(0734).

Ryanair:- EI-EBC(59FD/2333 Krakow, 3BW/6JE Alicante), EI-EKY(41GN/64QA Dublin, 2484/2485 Treviso, 7GF/6ZT Malaga). EI-EBI(Spare).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 32RI/34DK) t/f Fuerteventura(0710/1617), "Kestrel 12MT" to Tenerife(1805). A.320 **G-DHRG**(Kestrel 46CJ/97JW) f/t Alicante(1353/1506).

GENERAL AVIATION:- A golden oldie this afternoon was PA-24 Comanche **G-ARYV**, which will celebrate its 50th Birthday next year! It arrived from Elstree at 1444 and returned there at 1606.

14/11 Sunday

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

bmi:- Based G-RJXP.

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

Flybe:- Based G-JECP Gatwick x2. G-FLBA(8EN, went u/s on arrival, outbound to Belfast canx), G-ECOK(7UC/3HX). G-JECK(4KW/1MJ), G-ECOP(2PA/1LB). G-ECOM(643/5JH/143L/644).

Jet2:- G-CELF(015P) from Manchester(1321). G-LSAJ(031E) to East Midlands(1441).

KLM:- PH-KZH(1545/6), PH-KZB(1549/50), PH-KZA(69W/74S, n/s).

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

Ryanair:- EI-EKY(41GN/64QA Dublin, 2454/2455 Carcassonne, 52FW/59XZ Malta), EI-EBC(9297/9296 Barcelona, 82QY/52KA Dublin). EI-EBI(Spare).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 36UR) from Tenerife(0320), "Kestrel 53MD/97UG" t/f Monastir(0613/1329).

EXECUTIVE JETS:- Citation 2 **G-JBLZ**(Cloudbrunner 77) from Belfast International(1510) to Nice(1558). Hawker 400XP **N719EL** from East Midlands(1550) to Gamston(1600). Falcon 2000EX **OY-GKJ**(Mermaid 1334) of Air Alsie was making its first visit, f/t Billund(1827/1912) with an overnight stay until 16/11.

15/11 Monday

SCHEDULES:- Air Southwest:- G-WOWD(82AC/83AB), G-WOWE(46EB/47EA).

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

Eastern:- G-MAJF(80D/81D, 86D, then operated Southampton – LBIA(87D) arriving at 0012 on 16/11, departing at 0041 as '88B to Aberdeen). G-MAJD(29Q/19Q), G-CFLU(37X/39X).

Flybe:- Based G-JECP Gatwick x3. G-FLBA(730D) to Belfast(0628) after night-stopping following going u/s yesterday. Belfast- G-ECOK(8EN/7NY), G-JEDT(9JL/8JA). Southampton- G-JEDL(5CP/2GL), G-ECOM(4KW/1MJ), G-ECOD(2PA/1LB). Exeter/Aberdeen- G-ECOP(643/5JH/143L/644).

Jet2:- G-CELB(118P) to Luton(0849).

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

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

Ryanair:- Based EI-EBI(41GN/64QA Dublin, 2334/2335 Connaught, 1501/1502 Niederrhein, 1503/1504 Gdansk), EI-EBC(1584/1585, Fuerteventura), then 82QY to Dublin, swapped with EI-DLR(52AK). EI-EKY(Spare). Non Based:- EI-DWM(01K/7MV, Faro).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1606/1731), n/s.

GENERAL AVIATION:- Cessna 402B **N35KN** from Skegness(0835) to Blackbushe(0854), from Biggin Hill(1644). King Air 200 **G-MEGN** from Glasgow(1210) to Birmingham(1740). Cessna 182S **G-EFAM** from Liverpool(1350) to Multiflight engineering, n/s. Pilatus PC-12 **G-DAKI** from Bournemouth(1821), n/s to Ancona(0635).

16/11 Tuesday

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

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

Eastern:- G-MAJE(80D/81D, diverted to Bournemouth due Southampton weather, returned from there at 1430, 86D/87D). G-MAJA(29Q/19Q), G-CDKB(37X/38X).

Flybe:- Based- G-JECP Gatwick x3. G-ECOF(8EN/7NY), G-JECI(9JL/8JA), G-ECOA(7UC/3HX). G-JECS(5CP/2GL), 4KW1MJ canx, **G-FBEK**(2PA/1LB). G-FLBC(643/5JH), G-FLBE(143L from Aberdeen, went u/s, n/s).

KLM:- PH-KZE(1545/6), PH-KZT(1549/50), PH-KZM(69W, diverted to Manchester, with technical problem. '78S on 17/11 was canx).

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

Ryanair:- Based EI-EBI(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin). EI-EKY(41GN/64QA Dublin, 2484/2485 Treviso), EI-DLR(7GF/6ZT Malaga).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from Gamston(1357) to East Midlands(1412). Making its first visit to LBA was Eclipse Jet **N144EA** owned by former Formula 1 driver Ralf Schumacher, f/t Cologne(1750/1746), n/s.

GENERAL AVIATION:- Cessna 441 Conquest **D-IAAC**(Tomcat 122/3) f/t Cologne(0612/0704). PA-28 Warrior **G-VIVS** f/t Carlisle(1310/1449), to collect Commander 114 **G-OECM** which had been in Multiflight engineering since last month and departed to Carlisle at 1450.

MILITARY:- King Air 200 **ZK459**(Cranwell 14), ILS and overshoot(1408).



bmi continue to use former Flybe EMB.145 G-EMBI on thier Scottish routes(Martyn Gill)

17/11 Wednesday

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

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

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

Flybe:- Based G-JECP am Gatwick, swapped on afternoon rotation with G-JECO. G-ECOA(8EN/7NY), G-ECOJ(9JL/8JA), G-ECOF(7UC/3HX). G-JEDR(5CP/2GL), G-JEDV(4KW1MJ), **G-FBEK**(2PA/1LB). G-FLBE(041D) to Exeter(1243) following repairs.

Jet2:- G-CELB(119P) to Stansted(1242)

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

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

Pakistan International:- No flight

Ryanair:- EI-DLR(2454/5 Carcassonne, 1501/1502 Niederrhein, 52FW/59XZ Malta). EI-EKY(41GN/64QA Dublin, 2334/1335 Connaught, 9297/9296 Barcelona), EI-EBI(82QY/52AK Dublin).

IT FLIGHTS:- 737/800 **G-CDZI**(Thomson 612F) from Luton(2342).

EXECUTIVE JETS:- Citationjet **G-OSOH**(Hangar 867) f/t Oxford(1749/1707), n/s.

18/11 Thursday

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

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

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

Flybe:- Based G-JECO Gatwick x3. G-ECOF(8EN/7NY), G-JEDU(9JL/8JA), G-JECN(7UC/3HX). G-FLBC(5CP/2GL), G-JECI(4KW1MJ), G-KKEV(2PA/1LB). G-ECOT(643/5JH/143L/644).

Jet2:- G-CELB(332) from Rome diverted to Manchester due fog.

KLM:- PH-KZE(1545/6), PH-KZC(1549/50), PH-KZF(69W/78S, n/s).
Manx2:- LET 410 OK-TCA(Eurovan 322/3), OK-UBA(Eurovan 328/9).
Multiflight:- Boeing 737/300 SX-MTF(Gainjet 73) from Athens(2007).
Ryanair:- EI-DLR(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin), EI-EBI(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT, diverted to Liverpool on return from Malaga). EI-EKY(Spare).
IT FLIGHTS:- 737/800 **G-CDZI**(Thomson 612/613) t/f Sharm-el-Sheikh(0754/1949). A.320 **G-SUEW**(Kestrel 21FG/78US), t/f Lanzarote(1032/1955).
EXECUTIVE JETS:- Falcon 2000EX **CS-DFK**(Fraction 739N/344R) from Northolt(1232) to Stuttgart(1458). Hawker 900XP **EI-JJJ**(High Flyer 900A) from London City(1729), n/s until 22/11, to Le Bourget(0956). Citation Mustang **G-KLNW**(Saxon Air 51D) from Hawarden(1824) n/s to Heathrow(1944).
GENERAL AVIATION:- Cheyenne 3 **G-GMED**(Air Med 064) from Dublin(1357) to Oxford(1503).



Distinctive Hawker 800XP EI-JJJ operated by Private Sky Ltd spent a few days at LBIA

19/11 Friday

SCHEDULES:- Air Southwest:- G-WOWD(82AC/83AB, 86AC/87AB).
bmi:- Based G-RJXP. G-RJXK(1VX/1XV, 3VX/3XV). G-EMBI(1404/1403), G-RJXA(1410/1409).
Eastern:- G-MAJF(80D/81D, 86D/87D). G-MAJD(29Q/19Q), G-CDEA(37X, divert to Teesside. 38X operated direct to Aberdeen).
Flybe:- Based G-JECO swapped on am Gatwick flight with G-JECL. G-ECOP(8EN/7NY), G-ECOJ(9JL/8JA), G-JECH(7UC/3HX). 5CP/2GL canx, G-JECI(4KW1MJ), G-JECH(2PA/1LB). G-JECR(643/5JH, 143L divert to Manchester).
Jet2:- Following maintenance G-CELW(033E) to Edinburgh(1108), G-CELR(032E) from Edinburgh(1839). G-LSAA(272) from Alicante, divert to Manchester.
KLM:- PH-KZE(1545/6), PH-KZF(1549, divert to Doncaster), PH-KZP(69W/78S, n/s).
Manx2:- Eurovan 328/9 cancelled due fog at LBIA.
Ryanair:- EI-DLR(41GN/64QA Dublin, 2334/2335 Connaught, 9297/9296 Barcelona, 82QY/52AK Dublin), EI-EKY(1584/1584 Fuerteventura, 1503/1504 Gdansk). EI-EBI(244P) from Liverpool(0004). Non-based EI-DWZ(1502/1503 Niederrhein), EI-DYV(01K/7MV Faro).
IT FLIGHTS:- 737/800 **G-CDZI**(Thomson 7FP/66K) to Tenerife(1049), return trip operated direct to Teesside. A.320 **G-SUEW**(Kestrel 652K/18MW) t/f Tenerife(1144/2142), "Kestrel 006M" to Manchester(2253). A.320 **G-GTDL**(Kestrel 005M) from Manchester(2135).
EXECUTIVE JETS:- Hawker 400XP **CS-DMN**(Fraction 149H) from Geneva(0740), n/s to Stavanger(1457).
20/11 Saturday
SCHEDULES:- Eastern:- G-CDKB(061P/38X) f/t Aberdeen(0922), picking up last night's passengers.
Flybe:- Based G-JECL, Gatwick x1, then 2GL/4KW t/f Southampton. G-JEDI(8EN/7NY).
Jet2:- G-CELP(031E) from Edinburgh(0527) to Multiflight. G-LSAC(**Viking 9711**) to Malmo(1319) on sub-charter to Thomas Cook, Scandinavia until 23/11.
KLM:- PH-OFO(1545/6, 1549/50), PH-KZV(69W/78S, n/s).
Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L).
Pakistan International:- Airbus A.310 AP-BEB(Pakistan 775/6) f/t Islamabad(1745/1957).

Ryanair:- EI-EKY(59FD/2333 Krakow, 3BW/6JE Alicante), EI-DLR(41GN/64QA Dublin, 2484/2485 Treviso, 7GF/6ZT Malaga). EI-EBI(Spare).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 32RI/34DK) t/f Fuerteventura(0714/1623), "Kestrel 12MT" to Tenerife(1812). A.320 **G-TCAC**(Kestrel 46CJ/97JW) f/t Alicante(1344/1501).

GENERAL AVIATION:- PA-34 Seneca **G-GFEY**(Equity 02) f/t Blackpool(1405/1419).

21/11 Sunday

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

bmi:- Based G-RJXP.

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

Flybe:- Based G-JECL Gatwick x1, swapped on evening rotation with G-ECOV. G-JEDP(8EN/7NY), G-ECOP(7UC/3HX). G-JECK(4KW/1MJ), G-ECOK(2PA/1LB). G-JEDR(643/5JH/143L/644).

KLM:- PH-OFO(1545/6), PH-JCH(1549/50), PH-KZL(69W/74S, n/s).

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

Ryanair:- EI-EBI(41GN/64QA Dublin, 2454/2455 Carcassonne, 52FW/59XZ Malta), EI-EKY(9297) to Barcelona, swapped with EI-EMI(9296), which then operated 82QY/52KA Dublin). EI-DLR(Spare).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 36UR) from Tenerife(0324), "Kestrel 53MD" to Monastir(0615) swapped with **G-DHJZ**(Kestrel 97UG) from Monastir(1333).

EXECUTIVE JETS:- Hawker 800XP **CS-DXX**(Fraction 3BC/244Y) from Amsterdam(1824), n/s to Northolt(0901).

GENERAL AVIATION:- PA-34 Seneca **G-VVBK**(Ravenair 47T) from Blackpool(1058) to Liverpool(1328).

22/11 Monday

SCHEDULES:- Air Southwest:- G-WOWA(82AC/83AB), G-WOWB(46EB/47EA).

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

Eastern:- G-MAJF(80D/81D, 86D/87D). G-MAJI(29Q/19Q), G-CDEA(37X/39X).

Flybe:- Based G-ECOV Gatwick x3. Belfast- G-JEDL(8EN/7NY), G-JECE(9JL/8JA). Southampton- G-JECP(5CP/2GL, 4KW/1MJ), G-ECOD(2PA/1LB). Exeter/Aberdeen- G-ECOI(643/5JH/143L/644).

Jet2:- G-LSAJ(121P) to Paris/Charles de Gaulle(0526). G-CELP(031E) to Edinburgh(1800)

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

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

Ryanair:- Based EI-EBI(41GN/64QA Dublin, 2334/2335 Connaught, 1501/1502 Niederrhein, 1503/1504 Gdansk), EI-EMI(1584/1585, Fuerteventura), EI-DLR(82QY/52AK Dublin). Non Based:- EI-EKV(01K/7MV, Faro).

EXECUTIVE JETS:- Citation Sovereign **G-SVSB**(Beauport 45B) f/t Jersey(1010/1655). Citation Sovereign **G-NSJS** f/t Jersey(1649/1719). Citationjet 2 **G-CROO**(Hangar 802) from Edinburgh(1808), n/s to Bournemouth(1354).

GENERAL AVIATION:- King Air 350 **G-KLNB**(Saxon Air 35A) from Heathrow(1031) to Northolt(1726). PA-34 Seneca **G-VVBK**(Ravenair 47T) from Liverpool(1222), local training flight 1410/1551 and return to Liverpool(1659). Dauphin **EI-GJL** f/t Halifax(1114/1322), for refuel.

MILITARY:- Tucano **ZF290**(LOP 68), ILS and overshoot(1653), f/t Linton.

23/11 Tuesday

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

bmi:- G-RJXP. G-RJXK(1VX/1XV, 3VX/3XV). G-RJXA(1404/1403, 1410/1409).

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

Flybe:- Based- G-ECOV swapped on am Gatwick flight with G-JEDV. 'DV operated back to Gatwick but was swapped again this time with G-JECL making the return trip. G-ECOP(8EN/7NY, 9JL/8JA), G-JECI(7UC/3HX). G-FLBB(5CP/2GL), 4KW1MJ canx, G-JECH(2PA/1LB). G-ECOI(643/5JH), G-JEDV(143L/644).

Jet2:- G-CELZ(031E/032E) f/t Edinburgh(0516/1925) to Multflight.

KLM:- PH-KZM(1545/6, 1549/50), PH-KZK(69W, n/s. 78S on 24/11 cancelled as aircraft went u/s)

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

Ryanair:- Based EI-EBI(59FD/2333 Krakow, 3BW/6JE Alicante, 82QY/52AK Dublin). EI-EMI(41GN/64QA Dublin, 2484/2485 Treviso, 7GF/6ZT Malaga). EI-DLR(Spare).

IT FLIGHTS:- Boeing 767/300 **G-OOAN**(Thomson 893) from Acapulco via Sandford(1549) to Manchester(1715).

EXECUTIVE JETS:- Citationjet **G-SFCJ**(Hangar 800/802) from Manchester(0504) to Milan/Malpensa(0645), return 1902 and onwards to Edinburgh(1942).

GENERAL AVIATION:- PA-34 Seneca **G-VVBK**(Ravenair 47T) from Liverpool(1122), local flight as "Exam 02"(1335/1522) and back to Liverpool(1618). Enstrom 480 **G-WRSY** from Skipton(1305) to sire East of York(1346). PA-28 **G-BNOH**, ILS and overshoot(1824) from Prestwick to Sherburn.

MILITARY:- Puma **XW222**(Vortex 330) from Leeds General Infirmary(1620) and departed at 1730.

24/11 Wednesday

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

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

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

Flybe:- Based G-JECL am to Gatwick with G-JECL operating the flight back. G-EOCA(8EN/7NY), G-ECOP(9JL/8JA), G-EOCA(7UC/3HX). G-ECOG(5CP/2GL), **G-FBEN**(4KW1MJ), G-ECOD(2PA/1LB).

Jet2:- G-LSAH(107P) from Brize Norton(1837), where it had been based for MOD operations.

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

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

Pakistan International:- Airbus A.310 AP-BEB(775/6) f/t Islamabad(1724/1949).

Ryanair:- EI-EMI(2454/5 Carcassonne, 1501/1502 Niederrhein, 52FW/59XZ Malta). EI-DLR(41GN/64QA Dublin, 2334/1335 Connaught, 9297/9296 Barcelona, 82QY/52AK Dublin). EI-EBI(Spare).

IT FLIGHTS:- 737/800 **G-CDZM**(Thomson 612F) from Luton(2244).

EXECUTIVE JETS:- Citation XLS **CS-DQB**(Fraction 306K/3TR) from Northolt(1654) to Farnborough(1746). Hawker 900XP **EI-JJJ**(High Flyer 900A) from Le Bourget(1813) to Shannon(1843).

GENERAL AVIATION:- Following a re-build after an undercarriage collapse at Newcastle last year, Commander 114 **G-FLPI** was noted outside Multiflight engineering this morning. It carried out an Air Test, departing at 0938 and routing to the West coast before returning at 1112. Cirrus SR.22 **N40GD** from Sherburn(1011) to Newmarket Racecourse(1038). PA-34 **G-VVBK**(Ravenair 47T) from Liverpool(1156), local flight as "Exam 02"(1300/1328), to Liverpool(1439). Augusta A.109S **G-USTS** f/t Newcastle Heliport(1206/1649) to Multiflight engineering.



Danish registered aircraft are pretty rare at LBIA, so PA-34 OY-LAF was welcome on 26/11

25/11 Thursday

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

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

Eastern:- 80D/81D canx due snow at Teesside, G-MAJJ(86D/87D). G-MAJU(29Q/19Q), **G-CGMB**(37X/38X).

Flybe:- Based G-JECL Gatwick x1, swapped on afternoon flight with G-JEDP. G-EOCA(8EN/7NY), G-FLBD(9JL/8JA), G-JECN(7UC/3HX). G-FLBD(5CP/2GL, 4KW1MJ), G-ECOG(2PA/1LB). G-JEDU(643/5JH/143L/644).

Jet2:- G-LSAJ(015P) from Riga, Latvia(1855).

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

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

Ryanair:- EI-EBI(59FD/2333 Krakow, 3BW/6JE Alicante) then '82QY, swapped in Dublin with EI-DLI(52AK), EI-DLR(41GN/64QA Dublin, 2484/5 Treviso, 7GF/6ZT Malaga). EI-EMI(Spare).

IT FLIGHTS:- 737/800 **G-CDZM**(Thomson 612/613) t/f Sharm-el-Sheikh(0758/1954). A.320 **G-DHJZ**(Kestrel 21FG/78US), t/f Lanzarote(1107/2017).

DIVERSION from:-

Teesside:- Fokker 70 **PH-KZL**(KLM 1533/7110) f/t Amsterdam(0950/1137).

EXECUTIVE JETS:- Making its debut was Falcon 900 **VP-CAB** of Air Service Werksflugdienst, f/t Hamburg(0921/1907). Lear Jet 35A **C-FEMT** of SkyService arrived from Keflavic at 1135 on an Ambulance flight. The flight had originated at Fort Lauderdale/Hollywood International and routed via Deer Lake, Newfoundland and Iceland. After night stopping the aircraft departed to Keflavic at 0829 enroute back home to Toronto.

GENERAL AVIATION:- King Air 200 **F-GHSV**(New Bird 825), operated by Phoenix Aviation arrived from "points unknown" at 0610 and outbound to Le Havre at 0935. King Air 200 **G-COBH**(Calibrator 436) diverted in at 0707 while inbound to Teesside from Gatwick, due Teesside being closed by snow. The aircraft departed to Marham at 1147. Cirrus SR.22 **N40GD** from Newmarket Racecourse(1511) to Sherburn(1523). PA-34 Seneca **G-GFEY**(Equity 02) f/t Blackpool(1516/1627).

26/11 Friday

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

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

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

Flybe:- Based G-JEDP x3. G-ECOP(8EN/7NY), G-JEDJ(9JL/8JA), G-JECK(7UC/3HX). 5CP/2GL canx, G-JEDK(4KW1MJ), G-JECO(2PA/1LB). G-FLBA(643/5JH/143L/644).

Jet2:- G-LSAI(031E) from East Midlands(1358).

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

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

Ryanair:- EI-DLR(41GN/64QA Dublin, 2334/2335 Connaught, 9297/9296 Barcelona, 82QY/52AK Dublin), EI-DLG(1584/1584 Fuerteventura, 1503/1504 Gdansk). EI-EMI(Spare). Non-based EI-DCE(1502/1503 Niederrhein), EI-EBM(01K/7MV Faro).

IT FLIGHTS:- 737/800 **G-CDZM**(Thomson 7FP) to Tenerife(1031), swapped with **G-CDZL**(66K) from Tenerife(2016), to Teesside(2139). A.320 **G-DHJZ**(Kestrel 652K/18MW) t/f Tenerife(1143/2128).

EXECUTIVE JETS:- Citationjet 3 **D-CNOB** of Atlas Air Services, from Bremen(0826) to London City(0856). Citationjet **G-CITJ**(Clifton 5) from Bristol(1110) to Sion(1140). Hawker 800XP **G-CERX**(Hangar 805) from Oxford(1203) to Malaga(1300). Citationjet **G-TBEA**(Exclusive Jet 564) from London City(1852), n/s to Farnborough(1025).

GENERAL AVIATION:- PA-34 Seneca **OY-LAF**, operated by Reka-Fly ApS. f/t Vesthimmerland, Denmark(1022/1511). Hughes 369E **G-JIVE** from Shelf(1047) to Devonshire Arms(1057), return 1220/1224. King Air 200 **G-PCOP**(Gama 003) from Farnborough(1333) to Glasgow(1405).

27/11 Saturday

SCHEDULES:- Flybe:- Based G-JEDP, Gatwick x1, then 2GL/4KW t/f Southampton. G-JEDJ(8EN/7NY).

Jet2:- G-LSAH(101P) to Brize Norton(1215). G-LSAJ(067P) to Riga(1440).

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

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

Pakistan International:- Airbus A.310 AP-BDZ(Pakistan 775/6) f/t Islamabad(1818/2113).

Ryanair:- EI-DLG(59FD/2333 Krakow, 3BW/6JE Alicante), EI-EMI(41GN/64QA Dublin, 2484/2485 Treviso), EI-DLR(7GF/6ZT Malaga).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 32RI/34DK) t/f Fuerteventura(0759/1700), "Kestrel 12MT" to Tenerife(1824).

EXECUTIVE JETS:- Lear Jet 45 **N66SG**(Bizjet 1SG) from Luton(1015) to Dublin(1041). Citation Sovereign **G-NSJS** f/t Jersey(1323/1432). Hawker 800B **G-IFTF**(Interflight 126) from Trabzon, Turkey(2103), n/s to Biggin Hill(1026).

GENERAL AVIATION:- Squirrel **G-IFBP** f/t Wike(Leeds)(1432/1517).

28/11 Sunday(The day the snow came!)

SCHEDULES:- Air Southwest:- 88AC/89AB canx.

bmi:- Based G-RJXP(1615) to Brussels(2108).

Eastern:- SAAB 2000 G-CERZ(33X, divert to Humberside).

Flybe:- Based G-JEDP Gatwick x2. G-JEDR(8EN/7NY), 7UC/3HX canx. G-JECK(4KW/1MJ), 2PA/1LB canx. G-FLBA(643/644, Aberdeen flight canx, departed back to Exeter at 2144).

Jet2:- G-LSAJ(111P) from Birmingham(1458). Flights cancelled due snow, Alicante(207/8), Rome(331/2), Paris(315/6), Amsterdam(205/6), Dusseldorf(347/8), Arrecife(217/8). Divert to Manchester, (196)Faro, (272)Alicante, (186)Malaga. G-CELU(031E) from Blackpool(2111), G-CELY(328/327) f/t Belfast(2207/2257).

KLM:- PH-KZI(1545, 1546 canx), PH-KZP(1549, 1550 canx due snow), 69W canx. PH-KZI(7118) to Amsterdam(2355).

Manx2:- Eurovan 330/1 cancelled due snow.

Ryanair:- EI-DLR(41GN/64QA Dublin, 2454/2455 Carcassonne), 52FW/59XZ Malta canx. EI-DLG(9297/9296 Barcelona, diverted to Liverpool on return), '929P from Liverpool(2231). EI-EMI(Spare). Non based EI-AMA(52AK/82QY) f/t Dublin(2312/0018 on 29/11)

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 36UR) from Tenerife(0337), "Kestrel 328F" to Manchester(0542).

EXECUTIVE JETS:- Lear Jet 45 **N66SG**(Bizjet 1SG) from Dublin(2123), n/s to Newcastle(1021).

GENERAL AVIATION:- Mooney M.20K **N400MW** held overhead for approx 90 minutes this evening before diverting to Manchester.



Hawker 800B G-ITFT, pictured here earlier in the month at Teesside, visited LBIA on 27/11

29/11 Monday

SCHEDULES:- Air Southwest:- G-WOWA(82AC/83AB), G-WOWC(46EB/47EA).

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

Eastern:- 80D/81D canx, G-MAJF(86D/87D, divert to Teesside on return). G-MAJA(19A/19Q f/t Aberdeen), G-CERY(37X/39X).

Flybe:- Based G-JEDP Gatwick x3. Belfast- G-JEDJ(8EN/7NY, 9JL/8JA). Southampton- G-ECOG(5CP/2GL, 4KW/1MJ), G-ECOD(2PA/1LB). Exeter/Aberdeen- G-ECOM(643644, Aberdeen leg canx due snow at Aberdeen).

Jet2:- G-LSAJ(8753) to Jeddah(0531), divert to Manchester on return. '347/8 canx due snow Dusseldorf.

KLM:- PH-KZH(78S to Amsterdam), PH-KZH(1545/6), PH-KZU(1549/50, 69W divert to Humberside).

Manx2:- LET 410 OK-ASA(Eurovan 322/3). OK-UBA(Eurovan 350/1), extra flight f/t Ronaldsway.

Ryanair:- Based EI-DLG(41GN/64QA Dublin, 2334/2335 Connaught), EI-EMI(1501/1502 Niederrhein, 1503/1504 Gdansk, divert to Liverpool on return), EI-DLR(1584/1585, Fuerteventura, 82QY/52AK Dublin, divert to Liverpool on return). Non Based:- EI-EBM(01K/7MV, Faro).

EXECUTIVE JETS:- Citationjet 2 **G-CROO**(Hangar 825) from Oxford(0949) to Rome(1035).

GENERAL AVIATION:- DA-42 **G-PETS**(White Knight 06) f/t East Midlands(1050/1140).

30/11 Tuesday(More snow)

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

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

Eastern:- G-MAJF(80D/81D did not return to Teesside due snow, 86D/87D canx). G-MAJA(29Q divert to Humberside), G-CERY(37X/38X).

Flybe:- Based- G-JEDP am Gatwick flight canx then operated afternoon rotation. Evening flight departed at 2049 but returned to LBA at 2234 having not landed at Gatwick due snow. 8EN/7NY canx, G-JEDJ(9JL/8JA, 7UC/3HX). 5CP/2GL canx, **G-FBEI**(4KW1MJ), G-JECS(2PA/1LB). 643/5JH canx G-ECOI(143L/644).

Jet2:- G-LSAK(8886) from Jeddah(2055). G-CELU(015P) from Manchester(1103). G-CELD(205) departed to Amsterdam at 1630, but returned at 1721 with a technical problem.

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

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

Ryanair:- Based EI-DLG(59FD/2333 Krakow, then 82QY to Dublin, swapped with EI-DPM(52AK), EI-EMI('016P from Liverpool(1512), 3BW/6JE Alicante). EI-DLR(015P from Liverpool(1013), 2484/2485 Treviso, 7GF/6ZT Malaga). Non based EI-DWM(64QA/41GN Dublin).

DIVERSION from:-

Humberside:- Fokker 70 **PH-KZU**(KLM 1497/7111) f/t Amsterdam(1652/1813).

Newcastle:- Dash 8-400 **G-JEDL**(Jersey 1BK/044W) f/t Belfast City(1945/2047).

Doncaster:- A.320 **HA-LPA**(Wizz Air 329N/9330) f/t Gdansk(2059/2224).

EXECUTIVE JETS:- IAI Galaxy **N682GA**, operated by AVRJ LLC of Alpharetta, Georgia was making its LBIA debut, from Liverpool(1049), n/s.

GENERAL AVIATION:- PA-34 **G-GFEY**(Equity 02), ILS and overshoot(1202), f/t Blackpool and again at 1905. DA-42 **G-GFDA**(Equity 02), ILS and overshoot(1539), f/t Blackpool. Note both used same call-sign. Agusta A.109S **G-ETOU** from a site near Newcastle(1804) to Oxford(1852).



Manx2 Dornier 228 D-IFLM parked on stand 1 at LBIA, sporting the new tail logo being adopted by the whole fleet.

and now a look forward to next month.....

Easyjet Airbus A.319 G-EZFW taxiing for take off for Geneva at a snowy LBIA on 28/12.

The company now operates the route 5x per week.



COMMERCIAL AVIATION NEWS



PHOTO MARTYN GR.

BY DAVID WOOLER

LEEDS/BRADFORD NEWS

Jet2 is to create 145 jobs at Leeds Bradford Airport next year as it expands its services from its home base. The airline will also increase seating capacity on its 11 Leeds Bradford based aircraft to meet growing demand. The expansion follows a record summer for the airline this year at Leeds Bradford Airport, where it carries more than 50 percent of the airport's passengers. It had a record 1.1 million passengers over the summer, serving 41 destinations, with demand for flights to the Algarve, the Balearic Islands and the Spanish Costas exceeding expectations. The airline is planning to increase its seat capacity at the airport to 1.8 million next year. Two new routes will also fly from Leeds Bradford in 2011. Weekly flights to Funchal in Madeira will start in February and operate for the remainder of the year, and a new weekly service to Bodrum in Turkey will start in June. Services to the popular Spanish resorts of Malaga, Alicante, and Palma will include double daily flights during the peak summer period. The budget airline has also doubled its Saturday and Sunday flights to Geneva this winter.

The Airline is to add two Boeing 737's and a pair of Boeing 752's to the fleet. The Boeing 737's will be series 800's. One has been registered G-GDFC and is a former Transavia machine (PH-HZC). The 2nd will be acquired from TUI group. The Boeing 757's are both ex TUI or Britannia machines and have been regular visitors to Leeds in the guise as G-BYAH and G-BYAI. The Boeing 737's will be based at Glasgow and Newcastle, and the '757's at East Midlands and Glasgow

Jet 2 will make changes to the LBA to Belfast service from March 28th. The changed times suggest this service will be in future operated by a Belfast based aircraft. Flights will depart from Leeds Bradford at 08:30 Monday to Thursday, with their arrival at Belfast International Airport before 09:30. The return flight departs at 19:00, half an hour earlier than the current schedule, meaning travelers' can be back safely on home soil for 20:00.

KLM has announced a fourth daily service on weekdays from Leeds Bradford International Airport to Amsterdam Airport Schiphol for Summer 2011. Increased frequency on the popular route will further cement Leeds Bradford International Airport position as one of KLM's successful departure points on its extensive UK network. The new frequency commences on 28th March 2011 and alongside improved timings for the original three daily flights, the schedule will improve long haul connectivity via its award winning hub, Amsterdam Airport Schiphol.

Says Henri Hourcade, AIR FRANCE KLM General Manager UK & Ireland: "We are delighted to further improve the KLM service on such an important regional route, and hope it will be warmly welcomed by our passengers. We are very happy to provide better connectivity to Amsterdam Airport Schiphol for both leisure and business passengers, by increasing our three daily frequencies to four from next Summer." Tony Hallwood, Leeds Bradford International Airport's Commercial Director, said; "Leeds Bradford welcomes the addition of a fourth daily frequency to Amsterdam providing improved connectivity to KLM's worldwide route network".

Leeds Bradford Airport has hired Huddersfield agency 10 Associates to create a brand for its Premier Lounge, the business lounge at the hub, the Drum reports. A spokesman for the airport said: 'We need to develop a brand and experience that will encourage customers from throughout the region to use our airport, and also the Premier Lounge facilities.'

Relevant Airliner Changes

Flybe The latest Dash 8 for preparation for Olympic Air, **G-PTHH** arrived at Exeter on 22/11. It will not be delivered until **G-PTHG**, which is due on 28/11, has also been prepared and then both were delivered in early December. The British registrations were cancelled on 1st December and the aircraft registered SZ-OBG and SX-OBH.

Ryanair. Boeing 737's **EI-DAC/D/E**, which were reported as withdrawn from service at Prestwick last month, are still operational. **EI-DAV** became **VT-JLE** & left Dublin on 1st December on delivery to Jet A/W.

AIRPORT NEWS

Blackpool Airport has suffered a High Court defeat at the hands of Jet2 after it tried to ban early morning and night flights. Jet2 has won an injunction forcing Blackpool Airport Ltd to 'use its best endeavours' to accommodate its flights outside its normal operating hours. Judge, Mr Justice Beatson, said Jet2 had a, 'strong arguable case,' that banning flights in and out of the airport before 07:00 and after 21:00 would amount to a breach of contract. The dispute came to a head when the airport announced that, as from midnight on October 29, it would not accept flight departures or arrivals outside those hours in the winter, and between 06:00 and 20:00 in the summer. As a result, two Jet2 flights due to arrive at the airport after 21:00 on October 30 and October 31, from Faro and Alicante, had to be diverted to Manchester and more than 300 passengers 'bussed' back to Blackpool Airport, London's High Court heard.

The airport, 95 percent owned by Balfour Beatty, had asked Jet2 to increase its departing passenger numbers by 120,000 in 2011 and said that, unless profitability improved, it would have to 're-gauge the airport's operations', including cutting back on radar and air traffic control facilities and 'strictly enforcing' its published operating hours. The airport's barrister, Michael Crane QC, argued it could not be obliged 'to remain open and operational continuously so as to accommodate the airline's flights at whatever hours the airline sees fit to schedule.' He said the airline had made 'veiled and less-veiled threats' to pull out of Blackpool unless the airport increased its marketing budget, and argued flights outside normal operating hours had only been allowed on the understanding that Jet2 would increase its passenger through-put at Blackpool. But Philip Shepherd QC, for Jet2, said Blackpool had in 2006 promised to 'use its best endeavours' to promote the airline's low-cost services and restricting its hours of operation struck at the heart of the airport's contractual obligations. He also told the court the airport's change of stance: 'looked like a concerted campaign to make things as difficult as possible for the airline.' Extending an injunction, first granted last month, Mr Justice Beatson said Jet2 was not demanding that the hub remain open 24 hours a day, only that the airport 'do its best to accommodate' its flight movements at all times. The judge ruled: 'This is a case in which granting the relief sought (an injunction) would preserve a 'dynamic status quo'

Liverpool Airport is on course for the top 10 of UK's busiest airports. Analysis by industry consultants RDC Aviation for the first nine months of 2010 showed that it has seen the second largest rise in passenger numbers – up 208,000 to 3.92million. This is only bettered by Belfast City, which has added 221,000 passengers to take its nine-month total to 2.15m.

Its growth has coincided with marked falls at similar airports. For the period from January to September, 2009, less than 120,000 passengers separated 10th-placed East Midlands, Liverpool, Newcastle and Belfast International in 13th position. This year, Liverpool has a 450,000 passenger lead on Newcastle while its other two competitors have suffered double-digit declines. Liverpool is on course to comfortably beat 2009's total of 4.95m, although will remain below the 2007 and 2008 highs of 5.47m and 5.36m.

The prospect of a third runway at **Heathrow** is 'dead as a Norwegian parrot,' transport secretary Philip Hammond said. His reference to the famous Monty Python sketch about the possibility of expansion at the airport was made in an interview in the Telegraph focused on the proposed a new high speed rail line linking London with the West Midlands. Flying between UK cities will be consigned to history along with flights to many destinations in western Europe and Heathrow will operate differently in years to come, Mr Hammond predicted. Heathrow will be linked to the high speed network but he would not say whether the line will run to the airport or be linked by a spur to a major terminal some distance away.

AIRLINE NEWS

Flybe plans a stock market listing next month, raising £60m by issuing new shares to help it to expand. With 7.2 million passengers last year, it is one of only three major European airlines to have reported profits throughout the recession. It will use the cash raised to help fund an acquisitions drive. The airline started out in 1979 as Jersey European Airways, eventually renaming itself Flybe in 2002. It has carved a niche operating short-hop flights between major cities in the UK. Its short-hop flights last an average of one hour or less, with smaller aircraft than its rivals. It is now seeking to roll out its 'regional' business model across the rest of Europe. Flybe acquired British Airways' UK internal flights subsidiary, BA Connect, in 2007. As part of the deal to take over BA Connect, BA received a 15% shareholding on Flybe.

A spokesman for BA said that it intends to participate in the listing, buying 15% of the shares on offer. Jim French, Chairman and Chief Executive of Flybe, said: 'We are delighted to bring Flybe to the market. The company has come a long way in a short time, from its origins as a provincial carrier to being one of Europe's leading regional airlines. A listing will assist Flybe in achieving the next stage in its exciting strategy for growth. We look forward to welcoming new shareholders on board for the next leg of our journey.' Willie Walsh, Chief Executive of British Airways, said: 'We are delighted to participate in the Flybe IPO. Since our divestment of BA Connect to Flybe in March 2007, we have been impressed with the achievements of Flybe and its management team. We are committed to supporting Flybe in its listing and capital raising, and wish Jim and the team every success as a public company.'

Jet2 is to make flying easier for taller passengers, by fitting all its aircraft with new ergonomically designed seats. The new seats are thinner than traditional aircraft seats, so there is now more space in front. In addition, the way they have been sculpted means there is more leg room, which allows taller customers to stretch their legs out. Jet2 has already fitted its two Boeing 757s with the seats. By May next year all of its Boeing 737s will also have the seats. In order to get some feedback on the new design, Jet2 invited four members of the Tall Persons Club of Great Britain and Ireland to visit its base at Leeds Bradford Airport and give the seats a trial. The club's director, Louise Ross-Foden, said she was extremely pleased to see an airline actually dealing with the needs of taller passengers. She added that the club had attempted to breach the issue with other airlines, but with little luck.

Thomas Cook has signed a Memorandum of Understanding with Airbus for twelve Airbus A.321s as it moves towards greater commonality for its narrowbody fleet. The order is expected to be signed next year with deliveries from 2014 & includes options to take further aircraft from 2015

OTHER NEWS

Morgan Fischer, the American pilot who said in October that Ryanair should replace outspoken boss Michael O'Leary with a flight attendant after hearing the chief executive latest cost-cutting idea - axing co-pilots, with O'Leary suggesting that flight attendants could do the job if needed - has now quit after being reassigned to a remote base in Lithuania, described by Ryanair crew as 'Siberia' the Financial Times (FT) reports. In a letter to the FT in October, the American said he was aware of the company's desire to reduce costs 'whenever feasible' to keep ticket prices down for the travelling public, adding that 'I would propose that Ryanair replace the chief executive with a probationary cabin crew member currently earning about €3,200 a year'.

Mr Fischer, 41, was based in Marseille, southern France, but offered a transfer to Lithuania's second-largest city Kaunas after the airline announced it was closing the Marseille base following a disagreement with French authorities over the legality of its staff contracts. Almost 30 pilots were relocated from the base, and many were offered work in countries such as Spain, Portugal and Italy, according to the report. A colleague told the newspaper that Mr Fischer's relocation to Kaunas 'was a fairly considerable kick in the teeth,' adding, 'Kaunas is considered Siberia for Ryanair pilots. It's very unpopular to be sent there. It's the back of nowhere, with a completely different language. You're in Eastern Europe, and the money is dreadfully bad.' According to Ryanair, Mr Fischer did not submit a request for a reassignment destination, and was therefore transferred to a base where they had vacancies. He has resigned and is considering a return to the US, the colleague said.

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

A VISIT TO "THE CITY"

Earlier this year our correspondent Martyn Gill visited London City and found the perfect spot to capture some very interesting images, complete with unique back-drops.....



G-LCYI
Embraer 170
Cityflyer Express



HB-IXW
Avro RJ-100
Swiss European



THREE YORKSHIRE AVIATION HEROES

by
Jim Stanfield

What do Kirkstall, Hull and Scarborough have in common apart from being in "God's own county"? The answer is they are the birth places of three of Yorkshire's heroes of aviation. They are Amy Johnson, Robert Blackburn and Sir George Cayley.

Amy Johnson was born in Hull on 1 July 1903, which coincidentally was the year in which the Wright brothers first flew. Amy was from a well off family involved in the fish business in Hull. She was one of three daughters. Her parents were sufficiently wealthy to be able to send her to Sheffield University, where she obtained a degree in economics. However after a pleasure flight in 1926, her heart was in aviation and she set about learning to fly, obtaining her licence in 1929.

Her father helped her fund an aeroplane which Amy called Jason. The plane was G-AAAH a Gypsy Moth which at the time cost £600. This was to help her fulfil an ambition to break into flying and attempt record flights.

Her first attempt was on Australian Bert Hinkler's record, set in 1928, for flying from England to Australia. This she did in May, 1930 when she set off from Croydon Airport. She failed to break Hinkler's record of fifteen days, but successfully reached Darwin on 24 May 1930 and despite her failure became a celebrity. It had taken her nineteen days. She had been delayed by mechanical problems and the weather, but had become the first woman to fly solo to Australia. On her return home she was greeted by huge crowds, the award of a CBE and £10, 000 from a newspaper.

She married aviator Jim Mollinson and continued flying with him, as well as in her own right. She undertook several other momentous journeys including being the first to fly from London to Moscow(1931), Moscow to Tokyo(1931), a world record solo flight from London to Cape Town (1932) and in 1933 a failed attempt to cross the Atlantic east to west non-stop with her husband.

Her divorce, waning public interest and the approach of war led her to join-up to help the war effort. She became a pilot in the Air Transport Auxiliary and ferried aircraft from factories to active RAF airfields. It was on one such flight that she disappeared. In early January 1941 she left Blackpool, in adverse weather, flying an Airspeed Oxford on a routine delivery to Kidlington. She ended her days in the Thames Estuary from where her body was never recovered. The mystery of what happened and how she ended up in the Thames Estuary, apparently miles off course, remains unresolved, but is surrounded by conspiracy theories.

Robert Blackburn was a Leeds lad and was born in Kirkstall in March, 1885. He was the first Yorkshireman to design and build an aeroplane powered by an engine. His parents were wealthy folk and were able to give Robert a university education.

His interest in machines led him to study for and obtain a degree in engineering at Leeds University in 1906. At the time the French were leading the world in the development of flying machines and for this reason Robert spent time in France studying what the French aviators had achieved and how they had achieved it

On his return to England he set about designing and building his own aeroplane using wood, steel, string and fabric. This first aeroplane appeared in 1909 and was a high wing monoplane developed from knowledge gained in France. You will recall that Bleriot specialised in monoplanes. Blackburn's first flight, in this aeroplane, lasted around one minute and ended in a crash landing, from which he emerged largely unscathed. The flight was from the sands at Marske in North Yorkshire. He used this experience to improve the design. In April, 1911 he flew aeroplane number two this time from the beach at Filey and reportedly flew at a height of 50 feet and a speed of 50 mph. This success led to the establishment of the Blackburn Aeroplane Company with a workshop in Balm Road in Leeds to produce his next design the Mercury Monoplane. Mercury No.7 can still be seen at the Shuttleworth Collection, where it also flies on special occasions and a replica Mercury is also on display at the Yorkshire Air Museum.

On obtaining a government contract to build twelve BE2c aircraft, he opened the Olympia Works in Leeds. This was the first of many lucrative government contracts which ensured the success of Blackburn Aircraft. In 1916 Robert founded the factory at Brough, where today's Blackburn Aircraft, an arm of British Aerospace, remains. The "juicy" government contracts flowed over many years with seaplane and naval torpedo planes leading the way. The Brough works was ideally located for the launch of seaplanes on the River Humber.

The crunch came at the end of WWII, when government cut backs left Blackburn Aircraft without military contracts, which had become their bread and butter and no civil aircraft in their portfolio to tide the factory over, they took to making baking tins for a Hull baker. The merger with General Aircraft in 1949 gave the company the GAL Universal design, which was developed into the Beverley and secured much needed income from the government into the 1950s.

Robert Blackburn died in September 1955 in Devon, having forsaken his native Yorkshire. He died just five years before Blackburn's was absorbed into the Hawker Siddley Aviation Group. He is commemorated at Hull University by the Robert Blackburn Building, which is home to the Engineering, Computer Science and Physics faculties, as well as a display of his aviation career.



Blackburn Mercury Monoplane
replica on display at
The Yorkshire Air Museum,
Elvington

Sir George Cayley Bt. was born in Scarborough, of a landed family and went on to live in Brompton Hall, when he inherited the family estates. He was born in 1773 and before the turn of the century was setting down radical thinking about the theory of flight. He understood the importance of thrust and the idea of a fixed wing giving lift, at a time when flapping wings mimicking birds was still in vogue. Cayley's design sketches of 1799 show the concept of a fuselage, wings and a tail plane with a form of thrust/propulsion. Although his idea of gunpowder supplying the thrust/propulsion was not successful.

In the early 1800s, Cayley designed and built a model glider of some five feet in length. This flew successfully and encouraged by this success he went on to design and build larger and improved versions. There is now a gap in his flying developments, as he concentrated on other ideas such as; spoked wheels, self righting lifeboats, land reclamation and helicopters, as well as running his estate and bringing up ten children.

He returned to flying machines in the late 1840s and constructed a full size glider, which flew in 1849 with a ten year old boy as the "ballast". This boy thus became the first person to fly. In 1853 he built the glider, which famously carried his coachman from one side of Brompton Dale to the other, where it crashed. The coachman reportedly resigned after his "ordeal".

Sir George died in 1857 a few days before his eighty fourth birthday. Forty six years later, the Wright brothers were the first to successfully use his findings to make their world famous flight. It is only in recent years that some local people, in Brompton, have re-opened his workshop in an effort to get Sir George the recognition he deserves. The workshop is in the grounds of a school in Brompton-by-Sawdon. It has been refurbished and is now a museum to the baronet's inventiveness. It can be viewed by arrangement with Brompton Hall School.

The idea for this item was prompted by a recently opened gallery at the Yorkshire Air Museum dedicated to "Pioneers of Aviation". As well as the three above, the gallery features Sir Barnes Wallace and Neville Shute, who were not Yorkshiremen, but lived and worked in Yorkshire. I urge you to visit the gallery at YAM next time you fancy an aviation day.





HMS ARK ROYAL

by
**David
Senior**

On the 3rd December HMS Ark Royal emerged from the morning fog and slipped into Portsmouth Naval Dockyard after her final voyage so bringing to an end the fifth and most likely last bearer of that name and the association that Leeds had with the last two Ark Royals.

The first Ark Royal was an English galleon originally ordered for Sir Walter Raleigh and would have been named Ark Raleigh after the convention at that time of naming ships after their owners. Built by the shipbuilder R.Chapman the ship on completion in 1587 was bought for the sum of £5,000 by the crown in the form of Queen Elizabeth 1 and named Ark Royal. Her first commander Lord Howard of Effingham, thought that the money was well spent. The ship had two gun decks and was armed with 55 guns, 38 being cannons. Her first action came during the Spanish Armada when the flagship of Charles Howard 1st Earl of Nottingham (the Lord High Admiral of England). After the initial battle the ship led the British Fleet in the chase of the fleeing ships of the Armada into the North Sea and up into Scottish Waters. Ark Royal was also used as Howard's flagship in the destruction of the Spanish Fleet in Cadiz Harbour in 1596. After the death of Queen Elizabeth and James VI coming to the throne the ship was renamed Anne Royal after the king's consort Anne of Denmark.

There was to be quite a gap before the next Ark Royal joined the Royal Navy beginning a long association with the name and aircraft. In 1913 a tramp steamer was bought by the Navy while still under construction at Blyth Shipbuilding Company for the sum of £81,000 and converted to a seaplane carrying ship and was the first seaplane tender constructed outright for the Navy. She was named Ark Royal. Extensive modifications were made to the ship which was launched on 5th September 1914 and was commissioned into the navy in December 1914. The ship was single shafted, 7,450

tons when loaded, 366ft long and could carry five float planes and two landplanes, which had to return to land after launch. The floatplanes were put into and recovered from the water by two three ton steam cranes although the floatplanes could also take off from the deck. The ship was unusual in that it had a steadying sail two thirds of the way down the ship to help keep the ship's head to the wind during take off's and was the only aircraft carrier to have been fitted with a sail. The ship was used by the Royal Navy during the First World War and renamed Pegasus on 21st December 1934.

Ark Royal (No.3) was built at Cammell Laird's yard at Birkenhead she was ordered in 1934, was launched on 13th April 1937 and commissioned into the Royal Navy on 16th December 1938. The ship was built under the restrictions of The Washington Naval Treaty .The ship was 27,720 tons loaded, 800ft long, three shafted and 4.5 inches of armour round the hull and in the British tradition had 3.5 inches of armour on the flight deck. She was fitted with catapults and arrestor gear and could carry 50 to 60 aircraft. For her armament she had 16 X 4.5" guns, 32 X 2 pponder anti-aircraft guns and 32 X 50 calibre machine guns . The total cost of Ark Royal was £3 million (£150 million as of 2010).At the outbreak of the Second World War the Ark Royal was part of the home fleet tasked as part of a hunter/killer group of destroyers and anti-submarine vessels hunting U boats stationed around the UK. On 14th September her group took part in the sinking of U39 the first U-boat kill of the war and on 26th September Blackburn Skuas off Ark Royal shot down a Dornier Seaplane the first British aerial kill of the war. October 1939 saw Ark Royal deployed to South Africa in the hunt for the Graf Spee. 1940 saw the Ark involved in the Norway campaign giving air cover and anti-submarine cover to the ship taking part. June 1940 saw Ark Royal reassigned to the Mediterranean Fleet Horse H with one of its first actions being the destruction of the French Fleet at Mers-el-kebir. During July and August the Ark was involved in ferrying Hawker Hurricanes to the Air Force based in Malta after which she returned to the UK for a month's refit in Liverpool. Upon its return to Force H the Ark took part in the support of the resupply of Malta and the minor Battle of Cape Spartivento in which to aircraft carrier's Swordfish aircraft failed to do any damage to the Italian Fleet. March and April saw force H enter the Atlantic to join Royal Navy ship's searching for the German battleship's Scharnhorst and Gneisenau which had broken out of Germany seeking to cause havoc with the convoys bringing supplies to the UK from the USA. With the two German battleships safely entering the French port of Brest after an unsuccessful trip Ark Royal returned to the Mediterranean and the escort of convoys to Malta. The German battleship Bismarck broke out into the Atlantic in May 1941 and Ark Royal was once again using her aircraft in the hunt to find her. One of her aircraft found the Bismarck and began shadowing her while an attack by Swordfish torpedo planes was launched three hits were scored in the second attack one of which jammed the steering of the ship . Bismarck was sunk the following morning by battleships of the home fleet. Ark Royal returned to the Mediterranean continuing the resupply of Malta with provisions and aircraft until the 13th November when returning from one of these she was torpedoed by U-81 . One torpedo causing a 130ft X 30ft hole on her starboard side. Despite efforts to save her and tow her into Gibraltar Ark Royal capsized and sank at 06.19 hours the following morning just 30 miles short of safety.

During the war many campaigns were mounted for people to raise money for the war effort. Many of you will know of the efforts by cities and individuals to raise monies to buy Spitfires. The city of Leeds were to hold a warship week from 30th January to 7th February 1942 as an additional incentive for the campaign in November 1941 the city of Leeds decided to adopt HMS Ark Royal just days before she was sunk. The fund raising target was therefore changed to that of raising £5 million (£250 million in today's money) for a replacement ship. In total over £9 million was raised by the city.

The next Ark Royal was an Audacious Class aircraft carrier. She was laid down at the Cammell Laird yard in Liverpool on the 3rd May 1943 as HMS Irresistible but was renamed Ark Royal before its launch on 3rd May 1950,being commissioned on 25th February 1955. She was 54,000 tons fully loaded, 804ft long, with four shafts. She could reach 24 knots(30mph) and had a range of 7,))) nautical miles (8750 miles). Her armament was 16 X 4.5" guns, 52 X 40MM bofors (ack-ack) and could carry 50 aircraft (which was reduced to 38 after her 1970 refit). The Ark Royal was the first aircraft carrier to be built with the British invention of an angled deck. Ark Royal took part in many British and NATO exercises but never took part in any combat duties. She did take part in development trials of the Hawker P.1127 Vertical-Short take off and Landing aircraft in 1963. She was refitted in 1967-1970 to take the modern jet fighters of the time and after refit has a compliment of aircraft of 12 Phantom FG.1(892 Sqn), 14

Buccaneer S.2(809 Sqn), 4 gannet AEW.3(849 Sqn), 6 Sea King HAS.1(824 Sqn), and two Wessex HAR.1 (ships search and rescue flight) . Also carried was a Gannet COD.4 for transport of personnel and good with the mainland while at sea. During 1976 the ship came famous because of a BBC documentaryseries 'sailor' with Rod Stewarts song 'sailing' always being associated with the ship. The Ark Royal entered her home port of Devonport for the last time on 4th December 1978 and was decommissioned on 14th February 1979.

She was sold for scrap and left Devonport on 22nd September to be scrapped at Cairnryan Scotland arriving on the 28th her breaking up was not completed until 1983. The anchor from the ship can be seen outside the entrance to the Fleet Air Arm Museum at RNAS Yeovilton, Somerset. So ended the Royal Navy's conventional fixed wing operations.

What I am sure will be the last ship to carry the name of Ark Royal was laid down at Swan Hunters yard, Wallsend on 14th December 1978, launched 2nd June 1981 and was commissioned on 1st November 1985. She was built as the third Invincible Class through deck cruiser (never described as an aircraft carrier to fool Dennis Healey and the then Labour Government who were against any more aircraft carriers being built for the Navy). She is 22,000 tons fully loaded, 700 ft long, 2 shafts, speed is 28 knots (35 mph) and has a range of 8750 miles. Armament is 2 X 20mm anti-aircraft guns and 3 Phalanx/Goalkeeper close in multi fire close support system (similar to the multi cannon gun mounted on A-10 aircraft). Her aircraft compliment is 12 Harrier GR.7/9's (800 NAS), 4 Sea King ASaC.7 (849/854/857 NAS) 6 Merlin HM.1 (824 NAS). And is fitted with the innovative ski ramp to assist Harrier take off's. Total cost of the ship was estimated at over £333 million. The ship was originally made to use the Sea Harrier as its front line aircraft as the ship original purpose was to provide anti-submarine protection in the North Atlantic with its Sea King helicopters and fighter protection by its Sea Harriers against the Soviet Block. That role disintegrated with the destruction of the soviet bloc k. Ark Royal saw action in the Bosnian war where one of its Sea Harrier aircraft was shot down, and operation Telic duties in Iraq, but on 1st April 2006 the Sea Harrier was withdrawn from service to be replaced by Harrier GR9 from the RAF's 1 and 4 Squadrons and 800/801 Naval Air Squadrons. With the 2010 Strategic Defence Review the Harrier and Ark Royal were retired so ending again the Navies fighter activities. The Royal Navy has two multi billion pound Queen Elizabeth aircraft carriers on order but they will not be available until 2020 are due to operate the much delayed and over expensive F-35 aircraft.

The strong association with Ark Royal and the city of Leeds carried on after the war years and in 1973 the freedom of the city was granted to the ship. The freedom to march through the city has been taken up many times by the ship, the last being in 2003 when there was a fly past by aircraft from Ark Royal as well as a parade by sailors from her. With the demise of the last Ark Royal the city has asked if the ship's bell could be presented to the city. Time will tell if this happens.



HMS ARK ROYAL
Pictured moored at Newcastle
in November 2010 prior
to her final voyage to Portsmouth



The various cover titles used by the magazines "Yorkshire Air News" and "Air Yorkshire" over the past 45 years.

This heading was first used in black and white and later in colour.

MAGAZINE HEADINGS DOWN THE YEARS

by
Terry Sykes

This month sees a new cover heading on your "Air Yorkshire" magazine, round about the 12th variation that I can trace. Once upon a time (in the early 1960's) a number of local spotters were all members of the national society Air-Britain. Prompted by Ken Grogan we decided to form the West Riding Branch of Air-Britain here at Yeadon. To keep members informed and up to date we thought "let's start a locally orientated magazine" and so in April 1965 we printed and distributed volume one number one of our very own magazine "Yorkshire Air News". This consisted of four sides of foolscap hand printed on a manual rotary printer from "skins" typed on wax originals. There were no such things as personal computers or printers available and everything was done the hard way – on a typewriter. Thus the first magazine heading was just a straight forward "Yorkshire Air News" in capitals and underlined (figure 1). This heading was to serve us until volume five number one of January 1969 when we changed to the three line heading seen in figure 2 which was hand drawn onto the skin. During 1969 we acquired a stencil which could be used to draw non standard letters onto the skins and in February 1970 on volume six number two we changed to the heading in figure 3. In January 1973 for issue number one of volume nine we changed the heading again putting all the title onto one line as in figure 4. This heading was short lived and on the January 1974 issue, volume ten number one it became figure 5. 1974 saw us break up with Air-Britain and cease publication of "Yorkshire Air News" but we started our own group "Air Yorkshire" and in January 1975 we continued publishing as volume one issue one of "Air Yorkshire" as seen in figure 6. With the October 1975 issue (volume one number ten) we finally moved away from the old foolscap size and began printing on A4 paper. With the January issue of 1976 (volume two number one) we used the rather large heading in figure 7 but this did not last the year and in June 1976 with volume 2 number six we started using the red heading seen in figure 8. This cover lasted us until we finally went modern and began having the magazine professionally printed in A5 size. The changeover to A5 took place with the issue of November 1990, volume sixteen number eleven, and at this time the heading went back to being black and white. With issue number one of volume 20, January 1994, we began using the heading shown in figure 9 which had been designed by the late David Bates and which was still in black and white. With the November 2003 issue, volume 29 number eleven, we finally went all colour and 46 years of evolution was completed. From the early wind-up printer to today's all singing, all dancing machines has been quite a journey – let's hope it continues.

THE COLIN ADDISON ARCHIVE

This month we present a selection of Executive Jet aircraft. Is it my imagination or were Bizjets more colourful 30 years ago than the more mundane examples we tend to see these days?



G-GGAE was a H.S.125 Srs.3B/RA owned by Associated Engineering and based at Birmingham in the early 80's. It was a regular sight at LBIA as the company owned the A.E. Turbine site on the Harrogate Road just on the airport boundary.

N200SF was a Gulfstream 3 operated by Santa Fe Aviation Inc. however the reason for its visit in 1982 is not know.



G-JETB, Citation 2 operated by IDS Aviation was quite a regular visitor to LBIA while operated by the company from 1981 until 1988. This aircraft was written in 1993 when it overshot the runway at Southampton.

N211JC is a Lear Jet 25D which was operated in the early 1980s by Avex II Corp of Fort Lauderdale. It remained in service in the USA until 2010 with various owners before exportation to Venezuela.



G-BCXF, H.S.125 600B was initially owned by Tenneco Aviation based at Heathrow, but latterly Rolls Royce. In the late 90's it was re-registered G-SUFC for a Sheffield based owner. This example is in fact still active in the USA where it is registered N128YT.



G-GDFB Boeing 737/300 of Jet2, landing runway 14 at LBIA, 22/09/10(Martyn Gill)



OY-NCN Dornier 328JET of Sun Air, Scandanavia. Manchester RVP, 04/10/10(Alan Sinfield)



6Y-JMJ Airbus A.320 of Air Jamaica at Toronto/Pearson, 18/12/10(Ian Morton)