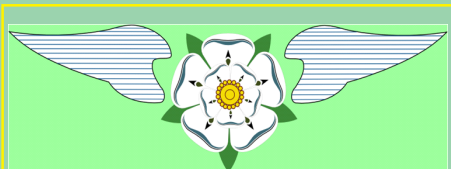


# Air Yorkshire Aviation Society



Vol 38 Issue 1

January 2012



G-BRAA Pitts S-1E  
Brighton, 21/08/2011  
Mike Storey

[www.airyorkshire.org.uk](http://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 2012

## EDITORIAL

Can I start by wishing all our members a Very Happy and Prosperous New Year, and remind you that this will be the last magazine you will receive if you have not renewed your membership. A big thank you to all who have re-newed and we really appreciate your continued support. Also, may I welcome the new members who have joined us this year and I hope you find both the activities of the Society and the magazine useful and informative. This year sees the Society move into the 21st Century with the launch of our electronic magazine at the special introductory price of just £10.

This month for the first time for some considerable time I was really short of photographs taken at LBIA. As usual I had a large selection to choose from for our other main airports, Teesside, Humberside and Doncaster and while on the subject can I thank all the contributors from these airports for their continued support. However, our own local airport was really poorly covered. So can I plea to all you photographers in the Leeds area, and beyond, to send in your efforts.

Finally, just a reminder that the magazine also needs articles, submitted by the members for inclusion. Anything with an aviation theme is acceptable, preferably with a few photos to illustrate it.

Trevor Smith

# MEETINGS AT L.B.I.A AIREDALE HOUSE: 14:30HRS

## PLEASE NOTE

**IF ANY MEMBER WISHES TO COLLECT THEIR MAGAZINE AT A MONTHLY MEETING THEY MAY DO SO BY ARRIVING AT AIREDALE HOUSE BY 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**

### **8 January 2012**

Peter Hampson and Debbie Riley, Airport Solutions Ltd. As always, this will be a fascinating insight into Airport Solutions work in various countries in the world.

### **5 February 2012**

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

### **4 March 2012**

Nick Godfrey, JET2. We Welcome a speaker from JET2. Nick is the “General Manager - Charter Sales” of JET2. Further details of his Talk/Presentation to follow.

### **1 April 2012**

Roger Fozzard – We welcome back one of our own members, who on this occasion will be presenting his photographs taken at the Dubai Air Show whilst on the TAS trip in 2011.

### **6 May 2012**

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

### **W/C 4 June 2012 Weekday Evening meeting**

Julian Carr, Managing Director ‘bmibaby’; We welcome back Julian who came to Air Yorkshire whilst he worked for JET2 in the early days. He has also worked for MyTravel Lite, and IATA before joining bmibaby, Further details to follow.

### **1 July 2012**

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

### **5 August 2012**

Rob Shiels BSc C.Eng psc FIET was brought in to lead the UK Typhoon team for the critical transition from development to entry into service with the RAF. He was the Head of the UK Delegation to NATO for this, the largest and most expensive European collaborative defence programme ever. His talk will touch upon the problems related to international collaborative programmes and the project management techniques used amongst other things. Rob has also had the rare privilege (as a civilian) of flying in an RAF Typhoon. Rob has had a career in both the public and private sectors, he retired in 2006 and still works occasionally as a consultant specialising in HR issues.

### **2 September 2012**

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.

### **7 October 2012**

Sqdn. Leader Neil Airey – North West Air Ambulance and “Lakes Lightnings” . It is with great pleasure that we welcome a true “Aviation Person”. Neil has served as a Squadron Leader in the Royal Air Force flying a variety of Helicopters and is now the chief pilot of the North West Air Ambulance. Neil will describe his distinguished career in aviation. In his spare time Neil fly's a Bell Huey Helicopter at Air Displays, collects cockpits and has a former RAF Lightning in his back garden.

## SOCIETY ANNOUNCEMENTS

### AIR YORKSHIRE DINNER 2012

The annual dinner will again take place at the Pease Hill Restaurant and in 2012 it will take place on Friday March 30th. John Dale is ready to take your bookings and he can be contacted on 01943 875315. Please book early as places are limited for this ever popular event. We will print full details in the next edition of the magazine.

### AMSTERDAM TRIP

As anyone who had booked for the original trip to Amsterdam with Jet2 will know, due to a change in the schedules in that the company are only operating one flight a day next year on Tue/Wed/Thu the date has had to be changed. The trip will now take place on Monday June 11th, so anyone wishing to take part should book themselves on the Jet2.com website. Incidentally, it is advisable to book now as the price on the 11th is currently cheaper than the cost of the original trip.

## CHRISTMAS BASH AT BILLY'S



In addition to the annual Sunday afternoon Christmas "party" at the Square Monkey Café, the Society also has a Christmas get together for festive "fish and chips" at Billy Murgatroyd's fish and chip restaurant at the Fountain cross roads in Yeadon. This is the third year we have held the event, but the first time on a Friday. Whether it was the change of day to Friday, but we had a record turn out with twenty-two members gathering for lunch at a reserved long table in the function room, at the rear of the restaurant. So many came, that we had to extend our table to accommodate them all. But then it is a good do, as those who have been before will tell you. On this occasion it was particularly nice to welcome so many new faces. From the photo you can see the many smiles as the main courses were completed. Most who attended had fish and chips in varying sizes, but there is much on the menu that is other fair, for those who are watching their figure/weight/cholesterol/pocket. It is not just a fish and chip restaurant. As well at the Christmas event in December, we also meet in the early summer around May/June time at the same venue. So if you feel you are missing out, watch out for the next date when it is announced in the magazine and come a long for a light hearted lunch time mainly aviation chat. You will be very welcome and you might just enjoy it so much that you will want to come again - be warned there is that danger!.

Jim Stanfield

## SCENE AROUND YORKSHIRE



The usual big thank you to Andy Wood(HAR) for his continued contributions to this section, alks to the members and contributors of Fighter Control.

**BAGBY:-** A pair of helicopters dropped in for fuel on 6/11 whilst enroute to Inverness, Sikorsky S.76B G-BOYF(Premier 23) and Eurocopter EC.155 G-CFOJ(Starspeed 45).

**BARKSTON HEATH:-** A new resident is Tutor G-BYUN formerly at Leuchars.

**BEVERLEY(LINLEY HILL):-** The Humber Bridge Balloon Meet was held over the weekend 12-13.11 with only one lift possible on the Saturday afternoon when G-BKSD Colt 56A, G-BVPV LBL.77B, G-CGWU Ultramagic S-90, G-COSY LBL.56A and G-LIMP Cameron C-80 were noted.

**BOSTON(WYBERTON):-** No longer resident is G-MVXP Chaser S moving to Headon following sale.

**CAUNTON:-** New residents noted in mid October were G-JEZZ Sky Ranger 582 and G-MYNP Quantum 15 ex. Scampton.

### **BRIGHTON:- OUTSIDE PARKING / TEMPORARY RESIDENTS**

D-EARY FWP.149D (057). D-EFUC 172S (172S8003), G-ASIB F.172D, G-BDGM PA-28 and G-BGAX PA-28 have all been present throughout the period of this report. G-BBJX F.150L departed around 14.11 for maintenance and returned from Sherburn on 27.11. G-BHAW F.172N visited once on 19.11 f&t Enniskillen where it is now out stationed on aerial photography work. G-PDGI AS.350B1 had finished working locally by mid November and departed.

**MOVEMENTS** Firstly a couple of additions to dates reported last month :- **16.10** G-CGYI RV.12 f&t Rufforth. **30.10** G-BXLT TB.200 f&t Barton. Now on to the latest few visitors. **15.11** G-MNID Gemini Flash f&t Rufforth. **17.11** G-AXNS B.121 f&t Gamston. **18.11** G-CDIJ Sky Ranger 912 f&t Husthwaite. **19.11** G-AZYS CP.301-C1 f&t Lambley, G-BIOW T.67A f&t Sherburn, G-BNML KR.2 f&t Askern, G-BRPF Cessna 120 f&t Sturgate, G-BYSI PZL.110 f Gamston t Sturgate, G-DISO D.150 f&t Yedingham, G-DODB R.22B f&t Humberside, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-NPKJ RV.6 f&t Sturgate, G-RIVT RV.6 f&t Netherthorpe, G-RVNS RV.4 f&t Sturgate. **22.11** G-CEMS MD.900 f&t LBA (training). **23.11** G-CEMS MD.900 f&t LBA (training). **24.11** G-GIBB R.44 Raven f Saltburn t Sywell, G-IROS Calidus f&t Rufforth. **27.11** G-BBNJ F.150L f&t Sherburn, G-ROMP EA.230H f&t Lambley. **2.12** G-DYMC WT9 UK f&t Bagby, G-RIVE D.153 f&t Strubby, G-SSWV RF.5B f&t Pocklington. **3.12** G-BOWP D.120A f&t South Cave / Mount Airey, G-RJMS PA-28R f Beverley t Crosland Moor. **4.12** G-OTJS R.44 Raven f&t Humberside.

### **CONEY PARK(Leeds Heliport)**

The hulk of N116HS UH.1L (6171) was roaded out on 19.10 and was later noted heading north bound on the A1 near Boroughbridge, destination unknown. A Jet Ranger was parked in the car park for a few days in late November and was clearly visible from the Harrogate Road. The unmarked machine was actually DU-103 and had arrived from Dubai. It is currently with a maintenance company in the Southwest before heading out for operations in the Central African Republic. Coincidentally, the Dubai Royal Flight Agusta AW.139 DU-141(Dubai 141) called in for fuel on 6/11 while routing from Battersea(1040) to Inverness(1100). A type first visit was Robinson R.66 N4478K on 12/11, from and to its base at Stainsby Hall(1420/1425). Other visitors:-

2/11 G-LBDC Jet Ranger 1140 1320 from Harrogate to Haworth  
14/11 G-SUEZ Long Ranger 1400 1415 from Humberside to Bury



23/11	G-CRST	Agusta A.109S	1506 0800	from Garforth to York(n/s)
25/11	G-WDEV	Gazelle	1126 1200	from Bath to Oulton Hall



**The Yellow Peril:-** Former WGAF Bolkow 105, parked outside at Coney(Mike Storey)

**CONINGSBY:-** The following Typhoons arrived back from the Middle East/India:- 2/12 ZJ912/ ZJ913/ZJ914/ZJ930 and on 5/12 ZJ808/ZJ919/ZJ924/ZJ935/ZJ939/ZJ941. On 22/11 ZK308/EF was delivered to Leuchars followed on 26/11 by ZK311/EK. On 25/11 a quartet of Danish Air Force F.16AMs dropped in for fuel before heading North to Spadeadam Range, E.606/E.608/E.609/ E.610 using call-sign “Danish Air Force 3267 flight”. On 1/11 the following Dutch Air Force helicopters called for fuel, Chinook D.655(Grisely 41), Cougars D.442/D.444/D.453(Jungle 1/2/3) and were accompanied by Bell 412s ZJ234/zj238(Shawbury 72/81) and Armyair Apaches ZJ171/ ZJ172/ZJ173. The following day Dutch Apaches Q.19/Q.22/Q.29(Jingle 4 flight) arrived with Armyair example ZJ229(Stalker 2). Other visitors included:- 1/11 Falcon 20s G-FRAK/G-FRAT/G-FRAU/G-FRAW; 3/11 ZJ646 Alpha Jet(Gauntlet 15); 15/11 Chinooks ZA679/ZD574/ZH894(Refuel whilst operating at Holbeach); 17/11 French Air Force Xingus 089/YJ and 102/YS; 19/11 Sea Kings ZF116/ZF119(Yankee 1/2); 23/11 BAe.146 ZE701(Northolt 18).

**CRANWELL:-** The Cleveland Aviation Society paid a visit to the Red Arrows on 2/11 and David Thompson sent in this report(**Oops!!! Obviously this should be under SCAMPTON**):-

Hangar		
XX227	Hawk T1A	
XX242	Hawk T1	in frame under depth maintenance
XX253	Hawk T1A	wreck , cr Crete 23-3-10 (1)
XX306	ditto	
Flight-line		
XX177	Hawk T1	
XX264	Hawk T1A	
XX266	ditto	
XX308	Hawk T1	
XX319	Hawk T1A	
XX322	ditto	(2)
Gate guard		
XR571	Gnat T1	displayed outside hangar airside

RAF Scampton Historical Museum (3)		
P1206/EA-K	Hampden 1	substantial wreckage recovered from crash site in Holland .
XR757	Lightning F6	cockpit only , immaculate
XX320	Hawk T1A	cockpit only , 208 chevron on nose , w/o at Cranwell 20/8/08
Elsewhere		
G-AWGK	Cessna F150H	) both parked under a lean-to
G-BRIV	Socata TB9	) between hangars !
Visitor		
?	Squirrel	visited for a short period am
Notes		

- (1) Crash landed at Heraklion after mid-air collision with XX233 over Kastelli , 23-3-10 . Being prepared for gate guard duties as a memorial to Red 4, F/L Jon Egging .
- (2) All the Hawks have allocated bays in hangar with their serials on display boards .The only aircraft not seen was XX284 with the black c/s . Possibly away for a respray ? Board for XX260 also noted but not displayed ; a/c suffered bird strike at Blackpool on 7-8-11 and put into storage at Shawbury .  
The museum is moving next door into the wartime 617 hangar due to the re-location of 'assets' from Kirton-in- Lindsay returning to Scampton . Move is due to commence this month

On 10/12 a pair of Vigilants G-CHAR and G-SAMG were noted carrying out circuits. These aircraft are based at Bicester.

**CROFT(CLOUGH FARM):-** A new resident is G-PPLO RF.4D joining G-BDEZ J.3C-65 and G-RODI/K3731 Isaacs Fury all with the same owner



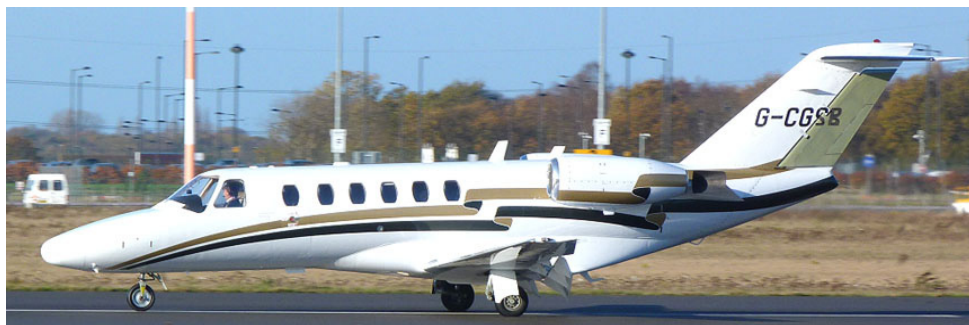
**Antonov AN.74 UR-74026 arriving at Doncaster on a freight flight(Clive Featherstone)**

**DONCASTER(Robin Hood)** Info courtesy of dsaf.co.uk

A very quiet November for our friends in South Yorkshire, with the only really significant movement being Antonov AN.74 UR-74026(MSI 6549) of Motor Sich Airlines which operated a freight charter. As ever Kinch Aviation provided the bulk of the activity and as of the end of the year the following were in their care:- **N80364** Citation 2 - arrived 14:21 11/05/10 – stored; **G-JETA** Citation 2 - arrived 11:01 20/08/10 - stored (for sale); **N646VP** Citationjet - arrived by road 08/09/10 - repair after accident at LBA on 07/06/10; **M-PARK** Citationjet - arrived 15:21 12/11/10 - stored (for sale); **G-SVSB** Citation Sovereign - arrived 12:17 31/03/11 - stored (for sale); **N33NM** Citationjet - arrived 15:29 10/04/11 as D-IBBA re-registered G-CGXM 18/08/11, noted engine running as N33NM 7/12/11 and officially re-registered 8/12/11; **N605GB** Challenger 604 - arrived 12:12 17/05/11 - stored (for sale); **G-USAR** Cessna 441 - arrived 07:06 25/07/11 - undercarriage failure on arrival; **G-LFPT** Citation Mustang - arrived 19:22 21/09/11; **G-PPLC** Citation V - arrived 11:41 11/11/11; **M-DINO** Citationjet - arrived 14:16 18/12/11; **G-CDCX** Citation X - arrived 10:41 20/12/11. Also based and hangared with Kinch when in residence:- **G-OSRL** Lear Jet 45; **N363MU** Citation Mustang; **N777EW** Citationjet 2. Former long term resident Citation Bravo G-FCDB was re-registered G-EHGW and

departed on delivery on 17/11 as "Go-jet 319A". Citationjet 2 S5-BAW departed on 23/11 following maintenance and another long term resident Citationjet LN-RYG departed on 28/12 on delivery to Jet Alliance of Austria. Finally, another of the type which arrived as D-IBBA has progressed via the UK register and is now destined for new owners, Bell Aviation Inc of Lexington, West Columbia registered N33NM. On to the visitors:-

- 1/11 TC-ARD Challenger 604(d), ZK459/ZK460 King Air 200(Cranwell 84/88, ILS)
- 2/11 LX-TWO Lear Jet 35A(Lion King 2 Ambulance), XW213 Puma(Vortex 002)
- 3/11 VP-CTR Gulfstream 4, N500CS King Air 200, G-CGVV EMB.145(Eastflight 042P)
- 4/11 N258RP Be.58 Baron, M-MIKE Citationjet 2, ZD574 Chinook(Vortex 393, ILS)
- 5/11 N23KY Cessna P.210N
- 6/11 D-CCCB Lear Jet 35A(Ambulance 127), D-CAWM Citation XL
- 7/11 N60LW Citation Bravo, G-OMRH Citation Bravo, N380CR Citationjet 3
- 8/11 ZF293 Tucano(LOP 01, ILS), G-PETS DA-42(White Knight 07), G-NETR Twin Squirrel
- 9/11 G-CPRR Citation Sovereign(Go-jet 209P)
- 10/11 M-TEAM Citationjet 2, G-VIPP PA-31(Prestige 99L)
- 11/11 G-PPLC Citation V(Skydrift 560), G-CEYU Dauphin(Yorkair 02), G-URSA S.76C
- 12/11 M-PRVT Citation X, G-CGMF Citation XL, EI-MED Citation Bravo(High Flyer 55A)
- 13/11 M-CHEM Falcon 2000, D-CAWM Citation XL
- 14/11 M-MIKE Citationjet 2, G-CFGB Citation Sovereign, G-BONT T-67M Firefly
- 15/11 N550LD Citation 2, ZG845 Islander(Armyair 502), G-GCCL Be.76(Barkston 10)
- 16/11 ZZ174 C-17A Globemaster(Ascot 815,ILS), G-LLMW DA-42, G-BAJO AA-5(Exam 93)
- 17/11 D-FTOP PA-46T Malibu, G-CBFO Cessna 172S, G-LANE Cessna F.172N
- 18/11 G-YAGT Challenger 604(Ocean Skies 01T, training), G-BNRX PA-34 Seneca
- 19/11 ZJ134 Merlin(Vortex 324, ILS), G-ATUB PA-28, G-VVBK PA-34 Seneca(Exam 101)
- 20/11 G-SIRO Falcon 900, G-GZRP PA-42 Cheyenne(Air Med 042)
- 21/11 G-CELV Boeing 737/300(Channex 208, LBIA div), G-CDCX Citation X(Pendley 46A)
- 22/11 M-OTOR King Air 90(Ambassador 922B), G-GMAA Lear Jet 45(Gama 141)
- 23/11 OO-RAM Citation Mustang, G-MOSJ King Air 90, G-CGOP S.76C(Bristows 90X, ILS)
- 24/11 HB-JKE IAI Galaxy, G-OXLS Citation XLS(Beauport 7LS), G-JEDN Dash 8(Jersey 26T)
- 25/11 N200RE King Air 90, G-0DAG Citationjet 2(Saltyre 404), G-CSGB Citationjet 2
- 27/11 D-CALL Citation Bravo(Air Hamburg 556H), G-WAIN Citation Bravo(Exclusive Jet 242)
- 29/11 N926AD PA-46T Malibu, EI-MJC Citationjet(Fastnet 777), G-ECOC Dash 8(Jersey 26T)
- 30/11 N340YP Cessna 340A, G-EZBC Airbus A,319(Easy 9040, training)



**Citationjet 2 G-CGGB arriving for attention by Kinch Aviation, 25/11(Clive Featherstone)**

**FULL SUTTON:-** An interesting aircraft passing through on delivery on 21/11 was PA-44 Seminole N2432L, which arrived from Prestwick. It had departed Lakeland/Linder Regional on 18/11 and routed via Curtis L Brown jr Field, Bangor, Goose Bay and Reykjavik. The aircraft was destined for China and had registration B-3675 painted under the wing.

**GAMSTON:-** New residents noted on a visit 16.10 were G-EFSM T.67M ex. Wickenby, G-EHGF PA-28 ex. Netherthorpe, G-ODUD PA-28 with a Sheffield owner, G-OWIL Cessna 120 ex. Wickenby, G-



PEGY Europa TG, G-SIBK Beech A.36 newly registered with a Lincoln owner and N177CK Eclipse EA500 (000182).

**HEADON:-** New residents noted 15.10 were G-MVXP Chaser S ex. Boston / Wyberton and G-MZMV Blade.

## **HUMBERSIDE**

We are now in a position to catch up on earlier movements at Humberside which were missed out in the previous mag. However, on saying that there is little extra to add for September and October other than what we already reported. On 5/9 Jodel DR.1050 D-EBBV made a brief visit f/t Coventry while on 10/9 Vulcan XX558/G-VLCN made a flypast. Mooney M.20 N7423V arrived from Sandtoft on 24/9 and Gulfstream 5 N550M of Motorola Inc departed direct to Kansas City on 29/9. Finally, PA-28 OO-TMF was noted on 27/9 passed through while routing from Shoreham to Aberporth. Into October and the ill-fated Tor Air visited a couple of times with there 737/300s ES-LBD and SP-HAA. On 4/10 pa-27 Aztec N54862 dropped in for fuel during its delivery flight. It had departed Fort Lauderdale five days earlier and routed via Florence Regional, Manchester(New Hampshire), Bangor/Maine, Goose Bay, Kuujuaq, Iqaluit, Sondre Stromfjord and Wick and later carried on to Lelystad. Gulfstream 450 N442HM of Odyssey Adventures called in a couple of times and Gulfstream 4 N124TF of Citation 123 Corp visited on 9/10, departing to Bangor/Maine on departure. Finally on 17/10 Xingu F-TEYJ(French Air Force 6791) made an ILS and overshoot, operating out of Waddington.

On to November now and the latest news from CHC Scotia is that the two Dauphins G-BTEU and G-BTNC are no longer active, apart from the odd Air Test, and are both painted white overall. The former Icelandic Coast Guard example TF-EIR has reverted to its former marks G-BVME and was noted outside doing engine runs recently. On 21/11 one of the company's S76C aircraft was noted being loaded onto a wagon bound for Hull Docks and reputedly onwards to Brazil. A recent arrival by road was S.76C G-GHRX, which had previously been operating in Liberia. This aircraft was noted outside doing engine runs on 19/12. A new arrival for Links Air was Jetstream 32 G-JURA which arrived on 9/9, however by late December it had been re-registered G-LNKS and joins similar types G-CCPW and G-EIGG. Air Crete's three Jetstream 41s, all former Eastern Airways aircraft, visited recently SX-SEC arrived on 9/10 departing on 5/11, SX-SEB arrived on 5/11, and on 9/11 SX-SEH was logged outbound to Corfu. Eastern Airways Dash 8s G-WOWA/B/E visited a few times during November on diversions from LBIA(Full details in the LBIA listings). Another LBIA connection was the visit of Jet2 Boeing 737 G-CELF on 24/11 to carry out a Northern Lights charter. Following a night stop the aircraft departed to Paris/Charles de Gaulle. Finally a football related charter on 4/11 was Dornier 228 G-CCGS(Suckling 651/2) f/t Stansted with an overnight stay.

Other movements included:-

- 1/11 ZZ419 Shadow(Widget 01, ILS), ZK458 King Air 200(Cranwell 87, ILS)
- 2/11 F-HAPE Beech 1900D(Twinjet 867), N447EQ SR.22, OY-PPS PA-34 Seneca
- 3/11 VP-CRB Lear Jet 60, ZK460 King Air 200(Cranwell 69, ILS)
- 4/11 ZK459 King Air 200(Cranwell 14, ILS), G-GYTO PA-28 Warrior
- 5/11 N516GH Gulfstream 5(from Fort Meyers), G-XLGB Citation XL(Lonex 33XL)
- 6/11 N12ZX Mooney M.20K, G-CBRG Citation XL(Go-jet 107A)
- 7/11 EC-JCU Metroliner(OVA 612), G-FPLE King Air 200(Calibrator 423)
- 8/11 ZF289/ZF512 Tucanos(LOP 73/60, training), G-VONC S.76B(Premier 15)
- 9/11 M-USHY Cessna 441 Conquest, G-ONPA PA-31(Synergie 267)
- 11/11 G-RBMS Cirrus SR.22, Aztecs G-RVRW/G-RVRZ(Ravenair 04/05)
- 13/11 VP-CRB Lear Jet 60, G-SAMJ P.68B Victor(Ravenair 08)
- 15/11 ZE370 Sea King(Rescue 128, ILS), G-TAAC Cirrus SR.20
- 16/11 ZA712 Chinook(Vortex 591), G-SUEZ Long Ranger
- 18/11 TF-SKY Cessna 337, N131CD SR.22, G-KLNW Citation Mustang(Saxon 51D)
- 19/11 N447EQ Cirrus SR.22, G-WARW PA-28 Warrior
- 20/11 TF-FID Boeing 757(Iceair 775), G-FPLD King Air 200(Calibrator 436)
- 23/11 OE-GPS Citation Bravo(TYW 853), G-KLNB King Air 350(Saxon 35A)
- 24/11 G-BYXM Tutor(Cranwell 47), M-USHY Cessna 441, G-BHGY PA-28R Arrow
- 25/11 SE-DLB Falcon 20, M-OTOR King Air 90
- 28/11 G-HUBB P.68B Victor(Ravenair 08), G-RULE R.44
- 29/11 ZH886 Hercules(Ascot 326), G-FRYI King Air 200(Lonex 71FR), G-LDFM Citation XL

## HUMBERSIDE PHOTO PAGE

A big thank you to our correspondent Richard Grimley for braving Wind, Rain and Freezing conditions to bring us his excellent photos from Humberside.



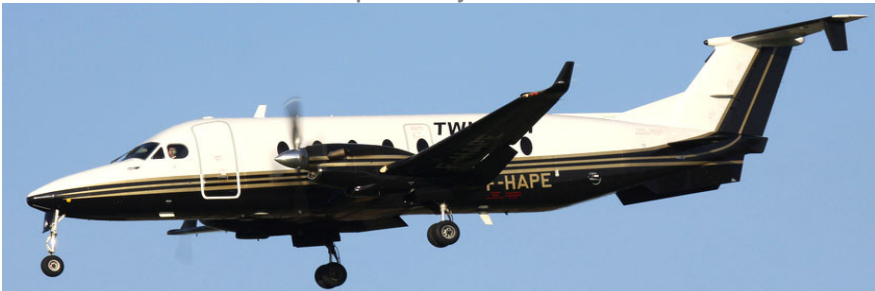
Cessna 337 TF-SKY was on delivery and is now cancelled from the Icelandic register



Citation Bravo OE-GPS is operated by Tyrolean Air Ambulance



Falcon 10 SE-DLB has been operated by Andersson Business Jet since 1990



Beech 1900D F-HAPE operating a charter flight into Humberside, operated by Twin Jet

**HUSTHWAITE:-** G-OBAX T.600N is no longer resident having been sold to a new owner at Hibaldstow, but as yet I do not know its new base. Visiting on 1/11 were Skyranger G-CDIJ and Escapade G-CDKL from Fishburn.

**LECONFIELD:-** The gate guardian Meteor T.7 WH132 has now been moved to a position next to the Sea King Hangar. Visiting 13.11 were two unidentified Lynx using call signs "Villain 1 + 2".

**LEEDS:-** A significant arrival at a private work shop in Leeds is G-MOTW Meyers OTW-145 for rebuild. It is hoped to move the airframe to Brighton in a couple of months time for assembly and flight testing. The aircraft was formerly N34301 and was partially re-built at Santa Paula Airport in Ventura County USA before being put up for sale. The Meyers OTW range of aircraft were designed by Allen Meyers and built at his Meyers Aircraft Factory between 1936 and 1944. The aircraft, of which 104 were built, were intended for operations by civil flying schools in the USA to provide primary training for military pilots. The photo below taken in 2008 shows the partially restored aircraft before it was imported into the UK.



**LEEMING:-** First this month we can report that the Hawks were back in the air on 12/12 following the grounding of the fleet in the aftermath of the fatal accident with the Red Arrows example at Scampton. Most of the activity in November centered around two exercises involving helicopters, the first early in the month when the following Chinooks were noted being based at various stages, ZA707(Pegasus 2), ZA717(Vortex 585), ZD574(Vortex 534), ZH775(Vortex 391), ZH895(Pegasus 1). Late on in the month the following Lynx took up residence, XZ194/XZ196/XZ619(Marine)/XZ643/ZD274/ZG920 and these were again joined by Chinooks ZD574/ZH895. On 20/11 King Air 200 ZK458(Ascot 1915) was noted whilst on 30/11 Shadow ZZ419 carried out some training. On 24/11 Eurocopter EC.120B G-OMEM made an emergency landing here with an oil leak.

**LINTON-ON-OUSE:-** Helicopters were the order of the day here as well with Puma XW225 noted on 3/11 along with Chinook ZH895. '895 was back on 29/11 this time accompanied by similar type ZD574.

**NETHERTHORPE:-** G-EHGF PA-28 has moved the short distance to Gamston.

**NORTH COATES:- Resident News :-** G-BIHX B.8MR was badly damaged on 2.10 when it dropped in from about 50 feet following an engine malfunction, the pilot was OK and although badly damaged the gyro is probably repairable. On 19.11 HA-YAP Yak 18T (22202034023) arrived from Andrewsfield to spend the winter hangared here. **Movements :-** **6.11** G-BVDC RV.3 with G-BRAA S.1C both f&t Manby / Eastfield Farm. **12.11** G-BDEZ J.3C-65 f&t Clough Farm, G-BHFK PA-28 f&t Lambley. **19.11** G-BDEZ J.3C-65 f&t Clough Farm, G-CFKV MXP.740 f Sturgate t Netherthorpe, G-BVDC RV.3 with G-BRAA S.1C both f&t Manby / Eastfield Farm, G-BPBJ 152 f&t New York. **20.11** G-AZTS F.172L f Humberside t Wickenby. **24.11** G-AXRT FA.150K f&t Sleep.

**NORTH DUFFIELD(REDMOOR FARM):-** G-BMDS D.120 has been damaged in an accident on the ground, causing major damage to the wing and main spar, no further details known.

**ROADRUNNER:-** On 1 December 2011 G-CGSD Magni M-16C Tandem Trainer was noted on a trailer traveling east on the A59. It turned south off the A59 heading for Tockwith(?).

**RUFFORTH EAST:-** Updating the incident involving G-BYNR Jabiru UL which had an accident on 7.6 when it clipped a tree on approach and dived to the ground. Damage was sustained to the wing and landing gear and the pilot received head and wrist injuries. A recent new resident is G-CGYI RV.12.

**SACLLING DAM:-** Visiting from its base at Stainsby Hall on 6/11 was Robinson R.66 N4478K.

**SCAMPTON:-** From the Resident Review delete G-MYNP Quantum 15 which has moved to Caunton.

**SHERBURN:-** Noted on 15.11 were based helicopters G-HGRB and G-JBKA both R.44 Raven and G-STER B.206B with G-KRMA Cessna 425 also still present, and G-AVZV F.172H visiting. Visiting on the afternoon of 3.12 were G-BIDI PA-28R and G-LINE AS.355N.

**SKIPWITH:-** G-TWRL Pitts S.1S which was under construction at a workshop in the village departed on 14.11 to Somerset where the owner has now relocated.

**STAINSBY HALL:-** A.109E G-CRST(Castle 2) visited on 23/11, later departing to a private site near Leeds.

**STRUBBY NORTH:-** Reported as resident is G-MYGN Chevron 2-32C.

**STURGATE:-** After only four months of residency G-NEON PA-32 has been sold and has departed. A new resident is G-DAAH PA-28RT Arrow.



**Falcon 2000EX OY-GKJ of Kirk Aviation A/S awaiting passengers at Teesside, 13/11**

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

The big news from here is that the airport has been put up for sale. The majority share-holder Peel Airports Ltd issued the following statement on 14/12/11:-

"Peel Airports Limited has decided to sell the majority shareholding it holds in Durham Tees Valley Airport. As a consequence, PwC have been appointed to actively seek a buyer for these shares and to oversee any subsequent sale process. Peel Airports has made this decision as Durham Tees Valley Airport no longer fits within the company's strategic plans for its portfolio of airports. Durham Tees Valley Airport will continue to operate as normal during this process with passengers due to travel over the coming weeks and employees based at the Airport unaffected by this decision. "

Since this announcement Cobham Aviation have moved their considerable operations from the airport, although it is believed this is only for the holiday period until the New Year. It is to be hoped so! The Falcon 20s have moved to Bournemouth whilst the King Air 200's used for calibration purposes have headed North to Newcastle. 5 Falcons had returned by early 2012.

There was just one MOD related charter this month with Monarch A.300 G-OJMR arriving from Goose Bay on 2/11 before heading to Salalah, Oman. On 19/11 Jet2 Boeing 737/300 G-CELP positioned from Edinburgh for an outbound charter to Rotterdam. The return trip the following day diverted to Newcastle due fog. Finally, Dornier 328 G-BWIR(Suckling 382) arrived on 29/11 for an overnight stay, f/t Stansted.



Other movements included:-

1/11 XX198/XX318 Hawks(Pirate 18/08, overshoots), G-DPJR S.76C  
 2/11 N288Z Global Express(Bayjet 889, n/s), ZJ802 Typhoon(Typhoon 26, ILS)  
 3/11 G-HUBY Legacy(Lonex 51HY), ZH895 Chinook G-FBLK Citation Mustang(Blink 3C)  
 4/11 N117EA Eclipse Jet, ZJ220 Apache(Armyair 466), G-OAPE Cessna T.303  
 5/11 N2445V Cessna 182S, G-GDSG Agusta A.109S  
 6/11 N775VE Gulfstream 550, G-CGWV EMB.145(Eastflight 937), VP-BSF Lear Jet 60  
 7/11 OO-SAV Citation XL, Tucanos ZF347/ZF491(LOP 75/72, training)  
 8/11 N777EW Citationjet 2, G-VONC Sikorsky S.76C(Premier 15)  
 9/11 N665CH Citationjet, G-FBLK Citation Mustang(Blink 1A), ZE701 BAe.146(Northolt 18)  
 10/11 LN-IDB Citation Encore, CS-DUC Hawker 750XP, G-PEER Citationjet 2(Saltyre 348)  
 11/11 N425CL Cessna 425(LBIA div), G-WELY Agusta A.109E(ZAP 109)  
 12/11 ZK458 King Air 200(Ascot 1979, n/s), G-CEFV Cessna 182T  
 13/11 LN-SUN Challenger(Midnight 6), OY-GKJ Falcon 2000EX(Mermaid 1395)  
 14/11 PH-RID Citation Sovereign, ZJ934 Typhoon(Typhoon 19, overshoot)  
 15/11 CS-DQA Citation XL(NJE 148Q), G-IRSH Legacy, G-CDVB A.109E(Ascot 1789, n/s)  
 16/11 G-FBKB Citation Mustang(Blink 6F), XZ606 Lynx(Army 984), G-OAMI Jet Ranger  
 17/11 N226CA Cessna 172S, G-XAVB Citation Mustang(Beauport 572), G-MCAN A.109E  
 18/11 M-ESGR Legacy, G-KLNR Hawker 400XP(Saxonair 40C), G-BVEZ Jet Provost  
 21/11 OK-TOS King Air 200(Aerotaxi 402), G-JMED Lear Jet(Air Med 081), M-YLEO PC-12  
 22/11 CS.DHM Citation Bravo(Fraction 1AB), zd620 baE.125(Ascot 1801)  
 23/11 G-SNZY Lear Jet 45, G-SYGA King Air 200(Synergie 285)  
 24/11 C-GZCZ IAI Galaxy(Chinook 715), CS-DRI Hawker 800XP, N766AM Twin Squirrel  
 28/11 G-SRBN Phenom(Hangar 879), Tornados ZA412/ZA398(Marham 90/77, overshoots)  
 29/11 F-HARC King Air 90GT, EI-GJL Dauphin, EI-LOW Twin Squirrel(n/s)  
 30/11 G-ODUR Hawker 900XP(Hangar 854), G-FLBE Dash-8-400(Jersey 24T, training)



Teesside visitor, PC-12 M-YLEO, has had two previous Manx regs, M-ARIE and M-ABDU

**THORNABY(BADER SCHOOL):-** Sea King XZ587(Rescue 131) called for a social visit on 10/11, f/t Boulmer.

**WADDINGTON:-** Sentinel ZJ690 was noted back in service on 18/11 following over 18 months of intensive maintenance by Raytheon at Hawarden. Sister-ship ZJ692(Ascot 7381) returned from duties in the Middle East on 5/11. Hunter FGA.9 XE601(Viper 1), which had been stranded here with engine problems since the Air Show, carried out an Air Test on 18/11 prior to heading home to Kemble. Movements logged included;- 1/11 F-15Es 97-220/98-0131(Tricky 51/52, overshoot), F-15Es 91-0311/91-0326(Jungle 21/22, overshoot), G-BYUM Tutor(Barkston 30); 3/11 Chinooks ZD704(Vortex 551)/ZD953(Vortex 805)/ZH867(Vortex 143), ZR322 A.109E(Kittyhawk 11); 4/11 084/YH Xingu(FAF 4674); 7/7 204/702-CD Boeing E.3F(French Air Force 9019); 11/11 ZH002 Islander(Armyair 595); 15/11 ZH005 Defender(Armyair 582); 475 Hercules(Saudi A/F 211), LX-N90450 Boeing E.3A(NATO 12); 16/11 ZZ174 C.17A(Ascot 815); 18/11 G-SVEY P.68B(Survey 01), Lynx XZ194(Armyair 745), XZ196('737), XZ612('733), XZ643('744); 22/11 1625 Hercules(Saudi A/F 190); 24/11 King Air 200s ZK458(Ascot 1104)/ZK460(Ascot 1805), ZE426 Sea King(Avenger 932),



ZJ964 Bell 412(Armyair 251), F-15Es 84-0001/86-01666(Death 32/30, overshoot); 25/11 XR808 VC-10(Tartan 41); 29/11 ZG996 Defender(Armyair 525), G-XXEB S,76C(Rainbow 1).

**WICKENBY:-** Resident G-BFVH/5964 DH.2 replica has been on a trip to the Battlefields of the Somme, it flew down to take part in the Remembrance Day Services on 11.11, quite an epic trip at this time of year in an open cockpit biplane. No longer resident are G-EFSM T.67M, which has been sold and G-OWIL Cessna 120 both moving to Gamston.

**WOMBLETON:-** All the owners here were given notice to quit by the end of November when Swift TG Maintenance Limited took over the hangar premises. At the moment G-CCFK Europa XS-TG and G-DISO Jodel D.150 are known to have moved to Yedingham but I need forwarding bases for all the other residents except G-CNAB Jabiru UL which has been sold moving to Fishburn. Swift are in the business of refurbishing the ex. Babcock T.67's and I know that about 10 are now on site presumably including G-BWXG, G-BWXH, G-BWXK, G-BWXN and G-BWXX which have all gone from Bagby, and G-BUUC, G-BWXC, G-BWXF, G-BWXS which are all missing from the Leicester store.

**YEDINGHAM:-** A new resident is the recently completed G-NLMB CH.601UL, whilst also moving in have been G-CCFK Europa XS-TG and G-DISO Jodel D.150 both ex. Wombledon.

## RED ARROWS @ SCAMPTON

As previously mentioned in this section the Cleveland Aviation Society visited the Red Arrows at Scampton(Not Cranwell!!!!!!) in early November Below are images of the day from D. Thompson.



Stand  
aside  
Eddie  
Stobart!



Once again this month there is very little news from LBIA, however what there is mostly concerns Jet2. Boeing 737/300 G-GDFA has now been broken up and removed from the airport while sister-ship G-GDFB has been put back into service. 'FB had all its titles removed and was parked in "The Pan", but following negotiations with the leasing company the aircraft was purchased by the airline and following re-application of Jet2 titling is now back in service. As we go to press reports are circulating that one of the company's 737/300s was damaged at Edinburgh Airport in the recent strong winds. Apparently a bus shelter was blown of its foundations and flew over the boundary fence before slamming into the side of the aircraft, fortunately causing fairly minor damage. More really up to date news is that latest Boeing 737/800 G-GDFF(ex. EC-HGP) was delivered from Norwich to LBIA at 1600 on 06/01/2012 having been painted in full Jet2 Holiday colours. The aircraft, which incidentally is the only one of the type in the fleet which does not have winglets is currently parked on the Multiflight Apron as I type these notes. Rumour has it that two more ex Air Europa examples are due to join the fleet in the near future. Finally, Boeing 737/300 LN-KKQ has recently arrived at Southend and is reputedly for Jet2, presumably the expected G-GDFG. More on all these stories next month. As we go to press Ryanair still have 4 737/800 aircraft based at LBIA, with two acting as spare/back-up aircraft, one of which can regularly be seen parked in the pan.

Not much news from the Southside, only Robin HR.200 G-MFLE has been noted parked on the apron, but as yet it has not believed to have flown. One other little snippet of information is that LBIA based Citationjet N646VP, which ran off the end of the runway on 07/06/2010 took to the skies once more on a Test Flight from Doncaster Airport on 05/01/2012. The aircraft had arrived on a low-loaded at Doncaster on 08/09/2010 and since then has been painstakingly rebuilt by Kinch Aviation.

#### 1/11 Tuesday

**SCHEDULES:- bmi:-** Based G-RJXJ Brussels x2. G-RJXL(1292/1291, 1298/1297). G-RJXK(1404/1403, 1410/1409).

**Eastern:-** G-WOWB(32X, 35AL/35LB, 38X), G-WOWE(31AL/31LB, 36X, 37AL/37LB).

**Flybe:-** G-JEDW(729, then operated 643/6DL t/f Aberdeen and 6MT to Exeter). G-JECM(1KM/172), G-ECOD(173/1FR). G-ECOB(6LT from Exeter, then operated 730 to Belfast and 7JA/7CR).

**Jet2:-** G-CELS(035E) to Belgrade(1038) for major overhaul.

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

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

**Ryanair:-** EI-DAC(1NL/94NZ Dublin, 2PT/5ER Krakow, 9AB/7LW Malaga). EI-EME(3BW/8EB Alicante, 8AP/42AD Dublin). Spare EI-DHC/EI-ENX.

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 8519) from Dalaman(0610). A.320 **G-DHJZ**(Kestrel 62VF) from Tenerife(1853).

**EXECUTIVE JETS:-** Following an overnight stay Embraer 135BJ Legacy **G-HUBY**(Lonex 13HY) positioned home to Farnborough(1345). Another night stopped from last month, Citation Bravo **G-WAIN**(Exclusive Jet 233) departed to Ronaldsway(1455). Phenom **G-CGNP**(Flairjet 402P/401) on its first visit, from Oxford(1555), n/s to Dublin(0657). Two further overnights, Challenger 300 **M-NEWT**(Bizjet 1WT) to Faro(1559) and Citation Sovereign **G-NSJS** to Jersey(1610). Challenger 604 **C-GFTL** of Partner Jet Inc, from Toronto/Pearson(1758), n/s to Le Bourget(1449).

**GENERAL AVIATION:-** Baron **N64VB** from Elstree(0923) to Tattenhill(0953). Cessna 441 **EI-DMG** f/t Waterford(1052/1651). Cessna 152 **G-BHFI** f/t Blackpool(1056/1408). King Air 200 **G-PCOP**(Gama 169) from Farnborough(1424), n/s to Edinburgh(0720). PA-32 Cherokee 6 **N112WM** from Sturgate(1450) to Full Sutton(1557). PA-28 **G-BODC** approach and overshoot(1918), f/t Sherburn. **MILITARY:-** Lynx **XZ606**(Armyair 968), ILS and overshoot(1157) f/t Dishforth.

#### **2/11 Wednesday**

**SCHEDULES:- bmi:-** Based G-RJJJ Brussels x2. G-RJXL(1292/1291, 1298/1297). G-RJXK(1404/1403, 1410/1409).

**Eastern:-** G-WOWE(32X, div to Humberside. 35AL/35LB, 38X). G-WOWB(31AL, div to Humberside. 36X, 37AL/37LB).

**Flybe:-** G-JECL(729/730, 7JA/7CR, 733/7RE). G-JECM(1KM/172), G-JEDL(173/1FR), G-JECX(175/1HJ).

**Jet2:-** G-GDFB(125C) from Edinburgh(2140).

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

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

**Multiflight:-** Boeing 737/300 SX-MTF(Gainjet 73) to Manchester(0612).

**Pakistan International:-** Airbus A.310 AP-BDZ(Pakistan 775/6) f/t Islamabad(1708/2013).

**Ryanair:-** EI-DHE(1NK/94NZ Dublin, 1501/83GT Niederrhein). EI-EME(2482/3 Riga, 61MH/5RJ Barcelona, 8AP/42AD Dublin). EI-DAC(2488/9 Kaunas). Spare EI-ENX. Non based:- EI-EBY(89CX/17LK Malta).

**IT FLIGHTS:-** A.320 **G-DHJZ**(Kestrel 201P) to Manchester(1532).

**GENERAL AVIATION:-** Cirrus SR.22 **G-CGRD** f/t Bournemouth(0954/1454). King Air 200 **G-OCEG**(Cega 339) from Bournemouth(0958) to Edinburgh(1324), return 1752/1813. Cessna T.303 **G-DOLY** f/t Biggin Hill(1149/1613).

#### **3/11 Thursday**

**SCHEDULES:- bmi:-** Based G-RJJJ Brussels x2. G-RJXL(1292/1291, 1298/1297). G-RJXK(1404/1403, 1410/1409).

**Eastern:-** G-WOWB(32X, 35AL/35LB, 38X ). G-WOWA(31AL/31LB, 36X, 37AL/37LB ).

**Flybe:-** G-JECL(729/730, 7JA/7CR, 733/7RE). G-JECE(1KM/172), G-FLBE(173/1FR), G-FLBA(175/1HJ). G-JEDT(6LT/643/6DL/6MT).

**Jet2:-** G-CELG(042A) from Rome/Fumicino(0952).

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

**Manx2:-** Jetstream 32 G-CCPW(Fast Link 38L/39L).

**Ryanair:-** EI-ENX(2PT/5ER Krakow, 3BW/8EB Alicante, 8AP/42AD Dublin). EI-DHE(1NK/94NZ Dublin, 72ZK/78CG Venice, 9AB/7LW Malaga). Spare EI-DAC/EI-EME.

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 18HC) to Arrecife(1115), "Kestrel 803F" from Glasgow(2321).

**EXECUTIVE JETS:-** Citation X **C-GIWZ** owned by Chartright Air Inc of Mississauga, Ontario arrived from Gander(1037), n/s. Challenger 604 **C-GKTO** of IMP Group Ltd arrived from Toronto/Pearson(2108), n/s.

**GENERAL AVIATION:-** Baron **N64VB** from Sleep(0749) to Edinburgh(0824). PA-28R Arrow **G-JDPB**(Jaydee 56Y) from Elmsett(1448) to Hawarden(1640).

**MILITARY:-** Tucano **ZF448**(LOP 81) visited f/t Linton-on-Ouse 1105/1359. King Air 200 **ZK455**(Cranwell 75) ILS and overshoot(1124). Chinook **ZA895**(Vortex 371) ILS and overshoot(1529) from Linton to Teesside.

#### **4/11 Friday**

**SCHEDULES:- bmi:-** G-RJJJ Brussels x2. G-RJXL(1292/1291, 1298/1297). G-RJXK(1404/1403, 1410/1409).

**Eastern:-** G-WOWB(31LB, div to Humberside, 36X, 37AL/37LB), G-WOWA(32X, 35AL/35LB, 38X).

**Flybe:-** G-JECL(729/730, 7JA/7CR), G-JECF(733/7RE). G-ECOD(173/1FR), G-FLBA(175/1HJ). G-JECY(6LT/643/6DL/6MT).

**Jet2:-** G-CELF(108C) from Rennes(0348). G-CELG(120C) to Paris/Charles de Gaulle(0855).

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

**Manx2:-** Jetstream 31 G-CCPW(Fast Link 38L/39L).

**Ryanair:-** EI-DHE(1NK/94NZ Dublin), then 1501 to Niederrhein, swapped with EI-DYE(8GT). EI-EME(34HY/1585 Fuerteventura, 3LG/1504 Gdansk). EI-DAC(61MH/5RJ Barcelona, 8AP/42AD Dublin). Spare EI-ENX. Non based EI-DHA(01K/48DH Faro).



Challenger 604 C-GKTO spent two days parked with Multiflight at the beginning of the month

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 95NQ/16FV) t/f Tenerife(1226/2152). Boeing 737/800 **G-FDZU**(Thomson 43P/26T) f/t Tenerife(1103/1259).

**EXECUTIVE JETS:-** Citationjet **G-TBEA**(Clifton 124) from Birmingham(1643) to Teesside(1703).

**GENERAL AVIATION:-** PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1623/1507), n/s.

**5/11 Saturday**

**SCHEDULES:-** **Flybe:-** GJEDV(7JA/7CR).

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

**Manx2:-** Jetstream 32 G-CCPW(Fat Link 32L/33L)

**Pakistan International:-** Airbus A,310 AP-BEU(775/6) f/t Islamabad(1719/1936).

**Ryanair:-** EI-DAC(1NK/94NZ Dublin). EI-EME(7TP/7UG Arrecife, 9AB/7LW Malaga). EI-ENX(2PT/5ER Krakow). EI-DYE(3BW/8EB Alicante). Non-based EI-EFJ(2489/8 Kaunus). EI-EBO(42AD/8AP Dublin).

**IT FLIGHTS:-** A,320 **G-KKAZ**(Kestrel 78UN/32RK) t/f Fuerteventura(0909/1840).

**EXECUTIVE JETS:-** Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Faro(1543) to Luton(1627). Lear Jet 35A **G-JMED**(Air Med 057) from Malta(1701) to Oxford(1915). Having arrived on 3/11 Challenger **C-GKTO** departed to Boston/Logan International at 1743.

**GENERAL AVIATION:-** PA-28 Dakota **G-BOKA** f/t Fairoaks(1242/1558) n/s.

**6/11 Sunday**

**SCHEDULES:-** **bmi:-** Based G-RJXJ Brussels x1

**Eastern:-** G-CDKB(33X/34X).

**Flybe:-** G-KKEV(7JA/7CR), G-FLBC(733/7RE). G-JEDL(175/1HJ). G-JECK(6LT/1TC/6DL/6MT)

**KLM:-** PH-KZW(1545/6), PH-JCT(1549/50), PH-KZC(68W/78E, n/s)

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

**Ryanair:-** EI-EME(1NK/94NZ Dublin, 72ZK/78CG Venice, 17KL/89CX Malta). EI-DYE(2482/3 Riga, 61MH/5RJ Barcelona), then 8AP to Dublin swapped with EI-DWE(42AD). Spare EI-DAC/EI-ENX.

**IT FLIGHTS:-** A.320 **G-KKAZ**(74CV/45NV) t/f Tenerife(1037/2043).

**EXECUTIVE JETS:-** Having arrived on 3/11, Citation X **G-GIWZ** departed to Biggin Hill at 1254.

**7/11 Monday**

**SCHEDULES:-** **bmi:-** G-RJXJ Brussels x2. G-RJXL(1292/1291, 1298/1297). G-RJXK(1404/1403), 1410/1409 canx.

**Eastern:-** G-WOWB(32X, 35AL/35LB, 38X). G-WOWA(31AL/31LB, 36X, 37AL/37LB)

**Flybe:-** G-JECY(729/30, 7JA/7CR). G-JEDL(1KM/172), G-JECE(173/1FR). G-ECOP((6LT/1TC/6DL/6MT)

**Jet2:-** G-CELG(105C) from Tromso, Norway(0208).

**KLM:-** PH-WXC(1545/6), PH-JCT(1549/50), **PH-OFL**(69W/78E, n/s)

**Manx2:-** LET 410 OK-UBA(Eurovan 34L/35L).

**Ryanair:-** EI-DWE(1NK/94NZ Dublin, 1501/2 Niederrhein, 8AP/42AD Dublin). EI-EME(7TP/7UG Arrecife, 3LG/1504 Gdansk). Spare EI-DAG/EI-ENX. Non based EI-DHA(01K/48DH Faro).

**EXECUTIVE JETS:-** Citation XL **G-KPEI**(Go-Jet 607A/B) from Belfast City(0926) to Odense(0940). Visiting for the first time was Global Express **M-GBAL** operated by Noclaf Ltd, f/t Luton(1624/2145).



Another debutant, Gulfstream 550 **D-ASAF**(Twin Star 405) of Daimler/Chrysler Aviation, arrived from Le Bourget(2105), n/s to Munich(1345).

**GENERAL AVIATION:-** Long Ranger **G-PTOO** from Huggate(0934) to Walton Wood(1152). Dauphin **G-NHAC**(Helimed 58) from Penrith(1432) to Multiflight Engineering, n/s.

**8/11 Tuesday**

**SCHEDULES:- bmi:-** Based G-RJXJ Brussels x2. G-RJXL(1292/1291, 1298/1297). G-RJXK(1404/1403, 1410/1409).

**Eastern:-** G-WOWE(32X, 31AL/31LB), G-WOWB(35AL/35LB, 38X), G-WOWA(36X, 37AL/37LB).

**Flybe:-** G-JECY(729/730, 7JA/7CR). G-JEDV(1KM/172), G-ECOD(173/1FR). G-ECOP(6LT/643/6DL/6MT).

**Jet2:-** G-CELK(148C) to Glasgow(0937).

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

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

**Ryanair:-** EI-DWE(1NL/94NZ Dublin, 2PT/5ER Krakow), EI-EME(9AB/7LW Malaga). EI-DAC(3BW/8EB Alicante, 8AP/42AD Dublin). Spare EI-ENX.

**CHARTER:-** Bandierante **G-TABS**(Skydrift 110) f/t Norwich(1108/1530).

**EXECUTIVE JETS:-** Citationjet **D-IOWA** operated by Waldmann Lufttechnik, f/t Donaueschingen(0846/1449).

**GENERAL AVIATION:-** Twin Squirrel **G-WDKR** from Walsall(1820), local flight 1938/2033 and then night-stopped. It departed to Cranfield(1547) on 10/11.

**9/11 Wednesday**

**SCHEDULES:- bmi:-** Based G-RJXJ Brussels am, then 1615 to Brussels swapped with G-RJXP(1616). G-RJXL(1292/1291, 1298/1297). G-RJXK(1404/1403, 1410/1409).

**Eastern:-** G-WOWA(32X, 35AL/35LB, 38X). G-WOWB(31AL/31LB, 36X), G-WOWE(37AL/37LB).

**Flybe:-** G-JECY(729/730, 7JA/7CR, 733/7RE). G-JEDV(1KM/172, 173/1FR), G-JECX(175/1HJ).

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

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

**Pakistan International:-** Airbus A.310 AP-BEQ(Pakistan 775/6) f/t Islamabad(1657/1951).

**Ryanair:-** EI-DWE(1NK/94NZ Dublin, 1501/83GT Niederrhein, 2488/9 Kaunas). EI-DAC(2482/3 Riga, 61MH/5RJ Barcelona, 8AP/42AD Dublin). Spare EI-EME/EI-ENX. Non based:- EI-EFT(89CX/17LK Malta).

**GENERAL AVIATION:-** Dauphin **G-NHAC**(Yorkair 01) air test 0950/1007, then to Langwathby(1036) as "Helimed 58". Baron **N64VB** from Elstree(1457) to Sleep(1513).



**PC-12 G-WINT of Air Winton arrived on 10/11 and stayed overnight(Martyn Gill)**

**10/11 Thursday(Early morning fog)**

**SCHEDULES:- bmi:-** Based G-RJXP Brussels x2. G-RJXL(1292 div to Manchester, 1298/1297). G-RJXK(1404 div to Manchester, 1410/1409).

**Eastern:-** G-WOWA(32X div to Humberside, 35AL/35LB, 38X ). G-WOWB(31AL div to Humberside, 36X, 37AL/37LB ).

**Flybe:-** G-JECY(729/730, 7JA/7CR, 733/7RE). G-JECE(1KM/172), G-KKEV(173/1FR), G-JEDV(175/1HJ). G-JEDO(6LT/643), G-JECO(6DL/6MT).



**Jet2:-** G-LSAJ(128C) to Dublin(0623). G-CELY(324) from Belfast, div to Manchester.

**KLM:-** PH-OFM(1545/6), PH-KZK(1549/50), PH-KZC(69W/78E, n/s).

**Manx2:-** Jetstream 32 G-CCPW(Fast Link 38L/39L).

**Ryanair:-** EI-DAC(2PT/5ER Krakow, 3BW/8EB Alicante). EI-DWE(1NK/94NZ Dublin, 72ZK/78CG Venice, 9AB/7LW Malaga). Spare EI-EME/EI-ENX. Non Based EI-EFH(42AD/8AP).

**IT FLIGHTS:-** A,320 **G-KKAZ**(Kestrel 18HC/76NP) t/f Arrecife(1108/2044).

**GENERAL AVIATION:-** Making its Lbia debut was King Air 200 **OM-TAA** operated by Time Air, from Bratislava(1038), n/s to Northolt(1026). Pilatus PC-12 **G-WINT** from Denham(1626), n/s to Goodwood(1759).

**11/11 Friday**

**SCHEDULES:-** **bmi:-** Brussels flights canx due strike. G-RJXL(1292/1291, 1298/1297). G-RJXK(1404) from Edinburgh, swapped with G-RJXP(1403). G-RJXP(1410 div to Manchester).

**Eastern:-** G-WOWA(31LA/31LB, 36X, 37AL div to Humberside), G-WOWB(32X, 35AL/35LB, 38X div to Humberside).

**Flybe:-** G-JECY(729/730, 7JA/7CR), G-JECF(733/7RE). G-JEDT(173/1FR), G-JECE(175/1HJ). G-JECO(6LT/643), G-JECM(6DL/6MT).

**Jet2:-** G-LSAE(224) from Tenerife, div to Manchester.

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

**Manx2:-** Jetstream 31 G-CCPW(Fast Link 38L/39L).

**Ryanair:-** EI-DWE(1NK/94NZ Dublin, 1501/8GT Niederrhein, 61MH/5RJ Barcelona, 8AP/42AD Dublin). EI-DAC(34HY/1585 Fuerteventura, 3LG/1504 Gdansk). Spare EI-EME/EI-ENX. Non based EI-DHA(01K/48DH Faro).

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 95NQ/16FV) t/f Tenerife(1114/2116). Boeing 737/800 **G-FDZU**(Thomson 43P/26T) f/t Tenerife(1050/1223).

**EXECUTIVE JETS:-** Citationjet 2 **G-EDCM**(Saltyre 383) f/t Luton(0625/2146). Citation X **N750GF** of S'Porter Air Inc, f/t Staverton(1253/1111), n/s.

**GENERAL AVIATION:-** Royal S.76C **G-XXEB**(Rainbow 1S) from Northolt(1003) to a private site near Dishforth(1524). Cessna T.303 **N889VF** f/t Ronaldsway(1445/1825).



Operated by Air Charter Scotland, Citation 2 G-EDCM is now a regular visitor(Mike Storey)

**12/11 Saturday**

**SCHEDULES:-** **Flybe:-** GJEDW(7JA/7CR).

**Jet2:-** G-LSAL(224W) from Manchester(0857).

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

**Manx2:-** Jetstream 32 G-CCPW(Fat Link 32L/33L)

**Pakistan International:-** Airbus A,310 AP-BEU(775/6) f/t Islamabad(1807/2000).

**Ryanair:-** EI-DWE(1NK/94NZ Dublin, 2PT/5ER Krakow), than 9AB to Malaga, swapped with EI-DCR(7LW). EI-ENX(7TP/7UG Arrecife). EI-DAC(3BW/8EB Alicante). Spare EI-EME. Non-based EI-DYH(2489/8 Kaunus). EI-DLX(42AD/8AP Dublin).

**IT FLIGHTS:-** A,320 **G-KKAZ**(Kestrel 78UN/32RK) t/f Fuerteventura(0908/1825).



Based in Germany, Challenger 300 VP-CPF is now another regular sight at LBIA(Robert Burke)

**EXECUTIVE JETS:-** Challenger 300 **VP-CPF** from Luton(1100) to Allendorf(2017). Citation Mustang **G-LEAC**(Lonex 34AC) f/t Jersey(1338/1106), n/s until 14/11.

**GENERAL AVIATION:-** Sikorsky S.76B **G-VONB**(Premier 19) from Blackbushe(1311) to London/ Westland Heliport(1354). PA-31 **N5LL** arrived from Shoreham(1336) to become temporary resident again standing in for G-IFIT as Jet2 hack.

**13/11 Sunday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x1

**Eastern:-** 33X canx. G-WOWB(34X).

**Flybe:-** G-FLBB(7JA, div to Manchester, 733/7RE). G-JEDT(175/1HJ). G-JECK(6LT, div direct to Aberdeen), G-JECM(6DL/6MT)

**KLM:-** PH-OFL(1545/6), PH-KZG(1549/50), PH-KZA(68W/78E, n/s)

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

**Ryanair:-** EI-EME(1NK/94NZ Dublin, 72ZK/78CG Venice, 17KL/89CX Malta). EI-DAC(2482/3 Riga, 61MH/5RJ Barcelona, 8AP/42AD Dublin). Spare EI-DCR/EI-ENX.

**IT FLIGHTS:-** A.320 **G-KKAZ**(74CV/45NV) t/f Tenerife(1020/2007).

**EXECUTIVE JETS:-** Citation Mustang **G-FBKB**(Blink 6F) arrived from Blackbushe at 1657 and was a Teesside diversion. After night-stopping it departed to Düsseldorf at 0745.

**GENERAL AVIATION:-** Cessna T.303 **N889VF** f/t Ronaldsway(1849/1910).

**14/11 Monday**

**SCHEDULES:- bmi:-** G-RJXK Brussels x2. G-RJXL(1292/1291, 1298/1297). G-RJXG(1404/1403), G-EMBJ(1410/1409).

**Eastern:-** G-WOWA(32X, 35AL/35LB), G-MAJW(38X). G-MAJM(31AL/31LB), G-WOWE(36X, 37AL/37LB)

**Flybe:-** G-JEDO(729/30), G-JECO(7JA/7CR). G-JECE(1KM/172), G-JEDT(173/1FR). G-JECM((6LT/1TC/6DL/6MT)

**KLM:-** PH-KZA(1545/6), PH-WXC(1549/50), **PH-OFP**(69W/78E, n/s)

**Manx2:-** LET 410 OK-UBA(Eurovan 34L/35L).

**Ryanair:-** EI-DCR(1NK/94NZ Dublin), EI-EME(1501/2 Niederrhein, 8AP/42AD Dublin). EI-DAC(7TP/7UG Arrecife, 3LG/1504 Gdansk). Spare EI-ENX. Non based EI-EMD(01K/48DH Faro).

**EXECUTIVE JETS:-** Lear Jet 60 **TC-MEN** of Tarkim Air, f/t Istanbul(1246/1813). Hawker 400XP **N719EL** from East Midlands(1529) to Gamston(1548). Citation Sovereign **G-NSJS** f/t Jersey(1604/1758), n/s.

**GENERAL AVIATION:-** DA-42 **G-DSKY**(White Knight 03) f/t Gamston(1003/1102). King Air 200 **G-BGRE**(Martin Baker 01) from Northolt(1546) to Blackpool(1636).

**15/11 Tuesday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x2. G-RJXL(1292/1291, 1298/1297). G-EMBP(1404/1403), 1410/1409).

**Eastern:-** G-WOWE(32X, 35AL/35LB, 38X), G-WOWB(31AL/31LB, 36X), G-WOWA(37AL/37LB).

**Flybe:-** G-JEDO(729/730, 7JA/7CR). G-ECOI(1KM/172), G-FLBD(173/1FR). G-JEDL(6LT/643/6DL/6MT).

**Jet2:-** G-CELH(123C/124C) to Edinburgh(1050) from Stansted(2036).

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

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

**Ryanair:-** EI-DCR(1NL/94NZ Dublin, 2PT/5ER Krakow, 9AB/7LW Malaga), EI-EME(3BW/8EB Alicante, 8AP/42AD Dublin). Spare EI-DAC/EI-ENX.

**GENERAL AVIATION:-** King Air 200 **G-PCOP**(Gama 291) f/t Glasgow(0706/1124).

**16/11 Wednesday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x2. G-RJXL(1292/1291, 1298/1297). G-EMBP(1404/1403). 1410/1409 canx

**Eastern:-** G-WOWA(32X, 35AL/35LB, 38X). G-WOWB(31AL/31LB), G-WOWE(36X, 37AL/37LB).

**Flybe:-** G-JEDO(729/730), G-JECI(7JA/7CR, 733/7RE). G-KKEV(1KM/172, 173/1FR), **G-FBEI**(8DC from Manchester/176).

**KLM:-** PH-KZD(1545/6), PH-KZP(1549/50), PH-KZA(69W n/s '78E diverted to Maastricht due Amsterdam weather).

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

**Pakistan International:-** Airbus A.310 AP-BEU(Pakistan 775/6) f/t Islamabad(1743/1936).

**Ryanair:-** EI-EME(1NK/94NZ Dublin, 1501/83GT Niederrhein, 2488/9 Kaunas). EI-DAC(2482/3 Riga, 61MH/5RJ Barcelona, 8AP/42AD Dublin). Spare EI-DCR/EI-ENX. Non based:- EI-EFT(89CX/17LK Malta).

**EXECUTIVE JETS:-** Hawker 400 XP **N719EL** from Gamston(1357) to East Midlands(1412). Challenger 604 **N604Z** f/t Luton(1421/1711).



Parked on Multiflight/East Apron on 14/11 was Lear Jet 45 TC-MEN(Martyn Gill)

**17/11 Thursday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x2. G-RJXL(1292/1291, 1298/1297). 1404/1403 canx, G-EMBP(1410/1409)

**Eastern:-** G-WOWE(32X, 35AL/35LB, 38X). G-WOWB(31AL/31LB), G-WOWA(36X, 37AL/37LB ).

**Flybe:-** G-JEDO(729/730, 7JA/7CR, 733/7RE). G-JEDT(1KM/172), **G-FBEI**(173/1FR), G-JECE(175/1HJ). G-JEDN(643A from Manchester/643/6DL/6MT).

**Jet2:-** The passengers for Malaga(186) were bussed to Manchester. G-LSAM(071W) from Manchester(1312). G-CELZ(032E) from Edinburgh(2013). G-CELG(041A) to Manchester(2155).

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

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

**Ryanair:-** EI-EME(2PT/5ER Krakow, diverted to Katowice due Krakow weather), 3BW/8EB Alicante, then 8AP to Dublin swapped with EI-EKN(42AD). EI-DAC(1NK/94NZ Dublin, 72ZK/78CG Venice, 9AB/7LW Malaga). Spare EI-DCR/EI-ENX.

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 18HC/76NP) t/f Arrecife(1104/2038).

**EXECUTIVE JETS:-** Challenger 300 **VP-CPF** from Cologne(1429) to Allendorf(1731).

**GENERAL AVIATION:-** Agusta A.109S **G-IOOZ** from Allenhead(1924) to Banbury(1945).

**MILITARY:-** BN.2T Islander **ZG845**(Exam 02), ILS and overshoot(1251) f/t Dishforth.



**Agusta A.109S G-IOOZ called in twice for fuel, on 17/11 and 22/11(Robert Burke)**

#### **18/11 Friday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x2. G-RJXL(1292/1291, 1298/1297). G-EMBP(1404/1403), G-EMBJ(1410/1409).

**Eastern:-** G-WOWE(31LA/31LB, 36X, 37AL/37LB), G-WOWA(32X, 35AL/35LB, 38X).

**Flybe:-** G-JECG(729/730, 7JA/7CR, 733/7RE). 173/1FR canx, **G-FBEI**(175/1HJ). G-JEDN(6LT/643/6DL/6MT).

**Jet2:-** G-CELV(124C) to Luton(1115).

**KLM:-** 1545/6, canx due Amsterdam weather. PH-WXC(1549/50), PH-KZW(69W/78E, n/s).

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

**Ryanair:-** EI-DAC(1NK/94NZ Dublin), then 1501 to Niederrhein swapped with EI-DLT(8GT), which then operated 61MH/5RJ Barcelona, 8AP/42AD Dublin. EI-EKN(34HY/1585 Fuerteventura, 3LG/1504 Gdansk). Spare EI-DCR/EI-ENX. Non based EI-DHF(01K/48DH Faro).

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 95NQ/16FV) t/f Tenerife(1113/2110). Boeing 737/800 **G-FDZX**(Thomson 43P/26T) f/t Tenerife(1124/1238).

**EXECUTIVE JETS:-** Citationjet 2 **G-EDCM**(Saltyre 398) f/t Northolt(1319/1045), n/s. Citation Sovereign **G-NSJS** from Jersey(1600/0934), n/s until 21/11.

**GENERAL AVIATION:-** PA-46T Malibu **N6098E** f/t Fairoaks(0919/1433). Sikorsky S.76B **G-VONA**(Premier 11) from private site near Bristol(1027) to Radstock(1118), f/t Blackbushe(1813/1833). Cessna T.210N **G-TOTN** from Fairoaks(1515) to Ronaldsway(1558). Eurocopter EC.135T **G-MSPT** from private site near Steeton(1553) to Cockermouth(1907). Commander 112 **G-HMBJ** f/t Dunkseswell(1606/1020), n/s until 21/11. King Air 200 **G-IMEA** from Doncaster(1928), n/s to Sion(0921).

#### **19/11 Saturday**

**SCHEDULES:- Flybe:-** G-JECO(7JA/7CR).

**Jet2:-** G-LSAA(8702) from Medina, diverted to Manchester, G-LSAJ(8003) to Medina(1242).

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

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

**Pakistan International:-** Airbus A.310 AP-BEU(775/6) f/t Islamabad(1728/1935).

**Ryanair:-** EI-DCR(1NK/94NZ Dublin, 2PT/5ER Krakow, 9AB/7LW Malaga). EI-ENX(7TP) to Arrecife swapped with EI-DPB(7UG). EI-EKN(3BW/8EB Alicante). Spare EI-DLT. Non-based EI-DYH(2489/8 Kaunus). EI-DYW(42AD/8AP Dublin).

**IT FLIGHTS:-** A,320 **G-KKAZ**(Kestrel 78UN/32RK) t/f Fuerteventura(0914/1849).

**EXECUTIVE JETS:-** Lear Jet 35A **LX-TWO**(Lion King 2 Ambulance) from La Coruna(1448) to Funchal, Madeira(1720).

**20/11 Sunday(Thick fog all afternoon)**

**SCHEDULES:- bmi:-** Based G-RJXX Brussels x1

**Eastern:-** G-WOWA(33X, div to Humberside). 34X canx.

**Flybe:-** G-JECG(7JA, div to Manchester), 733/7RE canx. G-ECOI(175/1HJ). G-ECOE(6LT, div direct to Aberdeen, 6DL/6MT).

**Jet2:-** G-LSAJ(8704/8059) from Medina(0335) to Jeddah(1043). G-LSAD(8706/061J) from Jeddah(0415) to Manchester(0642). G-CELH(252) div to Manchester. G-CELV(125C) from Luton(1606).

**KLM:-** 1545/6 canx due Amsterdam weather, PH-KZM(1549, div to Newcastle), 68W/78E canx

**Manx2:-** Flight canx due weather.

**Ryanair:-** EI-DCR(1NK/94NZ Dublin, 61MH/5RJ Barcelona, 8AP/42AD Dublin), EI-DLT(72ZK/78CG Venice, diverted to Liverpool on return). EI-DPB(17KL/89CX Malta). EI-EKN(2482/3 Riga, diverted to Liverpool on return).

**IT FLIGHTS:-** A.320 **G-KKAZ**(803P) to Tenerife(1033), diverted to Manchester on return.

**21/11 Monday**

**SCHEDULES:- bmi:-** G-RJXX Brussels x2. G-RJXP(1292/1291, 1298/1297). G-EMBJ(1404/1403, 1410/1409).

**Eastern:-** G-WOWE(32X, 35AL/35LB), G-WOWB(38X). G-WOWA(31AL/31LB, 36X, 37AL/37LB, diverted to Exeter due Bristol weather)

**Flybe:-** G-ECOC(729/30), G-JECG(7JA/7CR). G-JEDT(1KM/172), G-JECY(173/1FR). G-ECOE(6LT/1TC/6DL/6MT)

**Jet2:-** G-LSAJ(8708) from Medina, div to Manchester.

**KLM:-** **PH-OFO**(1545/6), PH-JCH(1549/50), PH-KZC(69W/78E, n/s)

**Manx2:-** Jetstream 32 G-CCPW(Fast Link 34L/35L)

**Ryanair:-** EI-DPB(1NK/94NZ Dublin, 1501/2 Niederrhein, 8AP/42AD Dublin). EI-DCR(7TP/7UG Arrecife, 3LG/1504 Gdansk). EI-DLT(02P) from Liverpool(1427). EI-EKN(03P) from Liverpool(1441). Non based EI-DWA(01K/48DH Faro).

**GENERAL AVIATION:-** King Air 200 **G-IMEA** from Sion(1415) to Northampton(1518).



Slovakian registered King Air 200 OM-TAA made its debut at LBIA on 10/11, night-stopping

**22/11 Tuesday**

**SCHEDULES:- bmi:-** Based G-RJXX Brussels x2. G-RJXP(1292/1291, 1298/1297). G-EMBJ(1404/1403), G-EMBP(1410/1409).



**Eastern:-** G-WOWE(32X from Exeter, 35AL/35LB), G-WOWA(38X). G-WOWB(31AL/31LB, 36X, 37AL/37LB).

**Flybe:-** G-ECOC(729/730), G-JEDL(7JA/7CR). G-JEDT(1KM/172), G-JEDV(173, aircraft went u/s on arrival). G-ECOD(6LT/643/6DL/6MT).

**Jet2:-** G-CELH(123C/124C) to Edinburgh(1050) from Stansted(2036).

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

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

**Ryanair:-** EI-DPB(1NL/94NZ Dublin, 2PT/5ER Krakow, 9AB/7LW Malaga), EI-DCR(3BW/8EB Alicante), EI-DLT(8AP/42AD Dublin). Spare EI-EKN.

**EXECUTIVE JETS:-** First timer, Citationjet 4 **D-CEVB**, from Exeter(1810), n/s to Nurnberg(1638).

**GENERAL AVIATION:-** Agusta A.109S **G-IOOZ** from Banbury(1449) to private site near Newcastle(1508). King Air 200 **G-LIVY** from Glasgow(1937), n/s to Shoreham(1200).

### **23/11 Wednesday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x2. G-RJXP(1292/1291, 1298/1297). G-RJXI(1404/1403), G-EMBP(1410/1409).

**Eastern:-** G-WOWE(32X, 35AL/35LB, 38X). G-WOWA(31AL/31LB, 36X, 37AL/37LB).

**Flybe:-** G-JEDO(729/730, 7JA/7CR, 733/7RE). **G-FBEF**(1KM/172), G-JEDT(173/1FR), G-ECOO(175/1HJ). Having arrived yesterday and gone u/s G-JEDV(041D) departed to Southampton(1550).

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

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

**Pakistan International:-** Airbus A.310 AP-BEG(Pakistan 775/6) f/t Islamabad(1732/1934).

**Ryanair:-** EI-DPB(1NK/94NZ Dublin, 1501/83GT Niederrhein, 2488/9 Kaunas). EI-DLT(2482/3 Riga, 61MH/5RJ Barcelona, 8AP/42AD Dublin). Spare EI-DCR/EI-EKN. Non based:- EI-DHW(89CX/17LK Malta).

**GENERAL AVIATION:-** European based TBM.850 **N850LE** operated by Locjet Inc was making its first visit to LBAI, f/t Rennes(0845/1612). King Air 200 **G-PCOP**(Gama 328) from Glasgow(1029) to Farnborough(1542).

### **24/11 Thursday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x2. G-RJXP(1292/1291, 1298/1297). G-RJXI(1404/1403, 1410/1409)

**Eastern:-** G-WOWB(32X, 35AL/35LB, 38X). G-WOWE(31AL/31LB, 36X, 37AL/37LB ).

**Flybe:-** G-JEDM(729/730), G-JEDW(7JA/7CR), G-JEDM(733/7RE). G-JECM(1KM/172), G-JEDT(173/1FR), **G-FBEI**(175/1HJ). G-FLBA(6LT/643/6DL/6MT)

**Jet2:-** G-LSAI(065J) from Newcastle(1738). G-CELF(041A) to Humberside(2011).

**KLM:-** PH-JCT(1545/6), PH-KZD(1549/50), PH-WXC(69W/78E, n/s).

**Manx2:-** Jetstream 32 G-CCPW(Fast Link 38L/39L)

**Ryanair:-** EI-DLT(2PT/5ER Krakow, 3BW/8EB Alicante). EI-DCR(1NK/94NZ Dublin, 72ZK/78CG Venice, 9AB/7LW Malaga). Spare EI-DPB/EI-EKN. Non based EI-EKG(42AD/8AP Dublin).

**EXECUTIVE JETS:-** Lear Jet 35A **D-COKE**(Red Angel 1618) from Budapest(1742), n/s to Nurnberg(1317). Debutant Citation Mustang **I-STCA**(MXY 423) operated by MyJet, from Carlisle(1749), n/s until 29/11.

**GENERAL AVIATION:-** Hughes 369E **G-JIVE** f/t Shelf(1401/1435). PA-28 Dakota **G-BOKA** from Nottingham(1628) n/s to 27/11, to Fair Oaks(1604). Pilatus PC-12 **M-JJTL** from Munich(1827) to Denham(1858).

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 76NP) from Arrecife(2027). Outbound flight operated from Manchester.

### **25/11 Friday**

**SCHEDULES:- bmi:-** Based G-RJXK Brussels x2. G-RJXP(1292/1291, 1298/1297). G-EMBJ(1404/1403), G-EMBP(1410/1409).

**Eastern:-** G-WOWB(31LA/31LB, 36X, 37AL/37LB), G-WOWA(32X, 35AL/35LB, 38X).

**Flybe:-** G-FLBE(729/730, 7JA/7CR, 733/7RE). G-JECM(173/1FR), G-JECY(175 from Manchester/1HJ). G-ECOG(6LT/643/6DL/6MT).

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

**Manx2:-** Jetstream 32 G-CCPW(Fast Link 38L/39L)

**Ryanair:-** EI-DPB(1NK/94NZ Dublin, 1501/8GT Niederrhein, 61MH/5RJ Barcelona), then 8AP to Dublin swapped with EI-EMJ(42AD). EI-DLT(34HY/1585 Fuerteventura, 3LG/1504 Gdansk). Spare EI-DCR/ EI-EKN. Non based EI-DWA(01K/48DH Faro).

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 95NQ/16FV) t/f Tenerife(1112/2120). Boeing 737/800 **G-FDZX**(Thomson 43P/26T) f/t Tenerife(1146/1256).

**EXECUTIVE JETS:-** Citation Sovereign **G-NSJS** from Jersey(1503) to Glasgow(1525). Falcon 2000EX **G-LATE**(Hangar 841) f/t Luton(1851/1623), n/s. Citation Mustang **G-FBKC**(Blink 7G) from Zurich(1958) to Blackbushe(2032).

**GENERAL AVIATION:-** P.180 Avanti **HB-LTZ**(See photo below) operated by Gofir was on its first visit, f/t Biggin Hill(1721/1622), n/s.



#### 26/11 Saturday

**SCHEDULES:-** **Flybe:-** GJEDU(7JA/7CR).

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

**Manx2:-** Jetstream 32 G-CCPW(Fast Link 32L/33L)

**Pakistan International:-** Airbus A.310 AP-BEQ(775/6) f/t Islamabad(1727/2212).

**Ryanair:-** EI-EMJ(1NK/94NZ Dublin, 2PT/5ER Krakow, 9AB/7LW Malaga). EI-DCR(7TP/7UG Arrecife, 3BW/8EB Alicante). Spare EI-DLT/EI-EKN. Non-based EI-DWB(2489/8 Kaunas). EI-EBF(42AD/8AP Dublin).

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 827P/32RK) t/f Fuerteventura(0907/1849).

**EXECUTIVE JETS:-** Citation XL **CS-DXL**(Fraction 474F/3XW) from Heathrow(1450), n/s to Inverness(1502).

#### 27/11 Sunday

**SCHEDULES:-** **bmi:-** Based G-RJXK(1615) to Brussels, swapped with G-RJXJ(1616).

**Eastern:-** G-WOWA(33X/34X).

**Flybe:-** G-JECE(7JA/7CR), G-ECOF(733/7RE). G-JEDW(175/1HJ). G-ECOG(6LT/643/6DL/6MT)

**KLM:-** PH-KZP(1545/6), PH-KZF(1549/50), PH-KZU(68W/78E, n/s)

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

**Ryanair:-** EI-EMJ(1NK/94NZ Dublin, 72ZK/78CG Venice, 17KL/89CX Malta). EI-DLT(2482/3 Riga, 61MH/ 5RJ Barcelona, 8AP/42AD Dublin). Spare EI-DCR/EI-EKN.

**IT FLIGHTS:-** A.320 **G-KKAZ**(74CV/45NV) t/f Tenerife(1020/2007).

#### 28/11 Monday

**SCHEDULES:-** **bmi:-** G-RJXJ Brussels x2. G-RJXP(1292/1291, 1298/1297). G-RJXI(1404/1403, 1410/ 1409).

**Eastern:-** G-WOWB(32X, 35AL/35LB, 38X). G-WOWA(31AL/31LB, 36X, 37AL/37LB).

**Flybe:-** G-JECE(729/30, 7JA/7CR). G-JEDT(1KM/172), **G-FBEE**(173/1FR). G-ECOG(6LT/1TC/6DL/6MT)

**Jet2:-** G-CELF(127C) to Paris/Charles de Gaulle(1450).

**KLM:-** PH-KZU(1545/6), PH-WXC(1549/50), PH-KZS(69W/78E, n/s)

**Manx2:-** LET 310 OK-UBA(Eurovan 34L/35L)

**Ryanair:-** EI-EKN(1NK/94NZ Dublin, 1501/2 Niederrhein, 8AP/42AD Dublin). EI-DCR(7TP/7UG Arrecife, 3LG/1504 Gdansk). Spare EI-DLT/EI-EMJ Non based EI-DWA(01K/48DH Faro).

**GENERAL AVIATION:-** Jet Ranger **G-OAMI**(Pipeline 47) from Carlisle(1441) to Wellesbourne Mountford(1451). PA-28RT **G-SKYV** f/t Ronaldsway(1454/1345), n/s until 30/11. King Air 200 **N288GS** of Woodgate Aviation, from Ronaldsway(1554) to Shoreham(1622).



**Citationjet I-STCA spent 5 nights at LBIA towards the end of the month(Robert Burke)**

## **29/11 Tuesday**

**SCHEDULES:- bmi:-** Based G-RJXJ Brussels x2. G-RJXP(1292/1291, 1298/1297). G-EMBJ(1404/1403), G-RJXR(1410/1409).

**Eastern:-** G-WOWA(32X, 35AL/35LB, 38X). G-WOWB(31AL/31LB, 36X, 37AL/37LB).

**Flybe:-** G-JECE(729/730), G-ECOK(7JA/7CR). G-JEDW(1KM/172), **G-FBEE**(173/1KM). G-JEDR(6LT/643/6DL/6MT).

**Jet2:-** G-CELV(034E) to Gatwick(2014).

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

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

**Ryanair:-** EI-EMJ(1NL/94NZ Dublin, 2PT/5ER Krakow, 9AB/7LW Malaga), EI-DLT(3BW/8EB Alicante), EI-DCR(8AP/42AD Dublin). Spare EI-EKN.

**EXECUTIVE JETS:-** Having arrived on 24/11, Citation Mustang **I-STCA**(MXY 434) departed to Brussels at 0634. Gulfstream 550 **CS-DKG**(Fraction 116E/5AN) from Nice(1316) to Luton(1417). Citation Bravo **G-OMRH** from Hawarden(1405) to Ronaldsway(1503).

## **30/11 Wednesday**

**SCHEDULES:- bmi:-** Based G-RJXJ Brussels x2. G-RJXP(1292/1291, 1298/1297). G-RJXD(1404/1403, 1410/1409).

**Eastern:-** G-WOWB(32X, 35AL/35LB, 38X). G-WOWA(31AL/31LB), G-WOWE(36X, 37AL/37LB).

**Flybe:-** G-JEDU(729/730), G-JEDM(7JA/7CR, 733/7RE). G-ECOE(1KM/172), G-JEDT(173/1FR), **G-FBEB**(175/1HJ).

**Jet2:-** G-CELK(042A) from Bremen(1432). G-CELI(174C) from Kittila(1545). G-CELV(041A) from Gatwick(1812).

**KLM:-** PH-KZO(1545/6), PH-KZR(1549/50), PH-KZN(69W/78E, n/s).

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

**Pakistan International:-** Airbus A.310 AP-BEQ(Pakistan 775/6) f/t Islamabad(1732/1942).

**Ryanair:-** EI-DLT(1NK/94NZ Dublin, 1501/83GT Niederrhein, 2488/9 Kaunas). EI-DCR(2482/3 Riga, 61MH/5RJ Barcelona, 8AP/42AD Dublin). Spare EI-EMJ/EI-EKN. Non based:- EI-EBM(89CX/17LK Malta).

**IT FLIGHTS:-** A.320 **G-KKAZ**(Kestrel 209P) to Birmingham(1247).

**JUST A FURTHER POLITE REMINDER PLEASE FORWARD YOUR LBIA PHOTOS FROM DECEMBER 2011 TO THE EDITOR FOR INCLUSION IN THE NEXT EDITION OF THE MAGAZINE.**

**THANK YOU**

# LBIA STATISTICS, OCTOBER 2011

	Oct-10	Oct-11	% This month	% +/-
<b>Movements</b>				
Scheduled	3,058	2,485	55.88%	



-18.74%

Charter	146	167	3.76%	14.38%
Private/Misc	1,584	1,795	40.36%	13.32%
Total	4,788	4,447		-7.12%

## Passengers

Scheduled	253,932	228,092	92.74%	-10.18%
Charter	16,809	14,851	6.04%	-11.65%
Transit	2,731	2,992	1.22%	9.56%
TOTAL	273,472	245,935		-10.07%

International	233,564	217,274	89.43%	-6.97%
Domestic	37,177	25,669	10.57%	-30.95%

<b>MOVING ANNUAL TOTAL</b>	2,684,178	2,926,622		9.03%
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An extremely poor month and very surprising. A 10% reduction in passenger numbers and 7% reduction in movements. What?



Jet2 continue to use the two Boeing 757's leased from Allegiant even though they were due to go to the USA for operations during the winter. Pictured here recently is G-LSAM taxiing down delta taxiway for parking on the apron at LBIA.

Allegiant have also recently acquired a further former Thomson example, G-BYAO which has been re-registered N905NV.

# COMMERCIAL AVIATION NEWS

by  
**David Wooler**



PHOTO ROBERT BURKE

## LEEDS/BRADFORD NEWS

### **New Terminal Construction at Leeds Bradford Airport**

Transformation of passenger terminal facilities - development plans unveiled.

£11 million investment to be ready in summer 2012.

Over 100 construction jobs sustained in the Leeds City Region.

'Best in class' facilities to drive inward investment and boost inbound tourism.

LBA announced on the 6<sup>th</sup> December the commencement of works on the next major stage of its passenger terminal development, with an £11 million construction project to deliver impressive new facilities and a significantly improved passenger experience. This investment at Leeds Bradford highlights the strength of the Leeds City Region in supporting major infrastructure developments alongside securing and generating new jobs within the region. The development, which is backed by the airport's private equity owners Bridgepoint, delivers on its commitment to create 'best in class' facilities to enhance LBA's status as the Yorkshire's gateway airport. John Parkin, Leeds Bradford International Airport's Chief Executive, said: 'I am delighted to announce the next stage of our planned investment to transform the passenger terminal at Leeds Bradford Airport. It marks an important milestone in the development of Yorkshire's airport and our desire to provide the very best facilities for our rapidly growing numbers of customers and airlines. The broad economic conditions are challenging, but we are the UK's fastest growing regional airport and with the strong support of our shareholders, Bridgepoint, we are confident now is the time to invest in our future. The investment and developments we are announcing demonstrate our determination to succeed, to continue to grow and to provide the region with the airport it wants and deserves'.

The terminal development will provide a 65% increase in airside space over two floors, creating a new departure lounge, a new range of upgraded food and beverage offers, a major walk through Tax and Duty Free store and additional retail units. The Yorkshire Premier Lounge, which has received passenger and industry acclaim for its stylish and contemporary ambience, will be enlarged and developed to provide both a business and leisure product. We will also be enlarging the security search zone, all of the boarding gate areas and building a covered walkway to aircraft from the terminal to deliver the very best in facilities and experience for our customers. Expanded UK Border facilities have already been delivered in 2011 from four to six channels.



## Development Summary

A new, enlarged departure lounge.

Security search zone re-modeled to provide up to six channels.

Increased Yorkshire Premier lounge floor space and enhancement of business and leisure lounge facilities.

Increased and improved retail experience alongside new food and beverage units.

New covered walkway to aircraft stands.

The terminal redevelopment will provide an additional 2500m<sup>2</sup> of airside departure lounge at first floor level of which 500m<sup>2</sup> is new construction. The security search zone will be increased by approximately 250m<sup>2</sup>, equivalent to a 40% increase in area.

## Regional Economy

The airport's development supports the region's ambitions to deliver inward investment and boost inbound tourism by providing improved terminal facilities and the ability to attract even more airlines, route and services to Yorkshire. The principle construction work will be carried out by Morgan Sindall Ltd Leeds' office, employing over 100 construction workers at the airport and a substantial amount more indirectly through the supply chain. To stimulate our regional economy, Leeds Bradford Airport is committed, where feasible, to place sub contracts with local companies and suppliers. The construction programme, which commences on the 6th December, will be led by Leeds Bradford Airport's Engineering and Operations Director, Carl Lapworth. The work will be completed for Summer 2012.

Jet2 will launch new twice weekly flights from Leeds Bradford Airport to Budapest on March 29 next year. The flights will depart on Thursdays and Sundays to the Hungarian capital. The route, which will operate year round, has been launched following demand from the airline's customers and follows the on-going success of its existing routes to Budapest from Manchester and Edinburgh airports.

bmi Regional celebrated ten years to Brussels bmi Regional, celebrating the tenth anniversary of its services from Leeds Bradford to Brussels, last month. Since the launch of the route on 12 November 2001, over 280,000 customers have enjoyed the service and, ten years on, the route continues to grow in popularity.

Jet2 Boeing737-300 G-GDFA was cancelled from the register on 9<sup>th</sup> December aspermanently withdrawn from use. It flew its last revenue service on 22<sup>nd</sup> October and is to be broken up at Leeds/Bradford. G-GDFB was withdrawn from service on 6<sup>th</sup> November, but re-entered service on 16<sup>th</sup> December having been purchased by the carrier from the lessor, AWAS.

A fire station that is first to respond to incidents at Leeds Bradford Airport is facing closure because of Government cuts, the Yorkshire Evening Post reports. Rawdon fire station and a part-time station at Otley will close with the loss of 23 jobs under proposals to West Yorkshire Fire Authority. A new station is planned at Menston to replace the two. Rawdon attends automatically in the event of any incident at the airport to back up the airport's own firefighters. It is a full-time fire station staffed 24 hours a day. A spokesman for West Yorkshire Fire Service told the newspaper that the proposals will go to the authority on December 16 after public consultations end on December 9. He said construction of a new station in Menston would improve call-out times.

Air France-KLM has revealed that it is achieving an average load factor of 80 percent on its flights to Amsterdam from Leeds Bradford Airport, despite the recession. Henri Hourcade, the airline's general manager for UK & Ireland, said the performance had been stable in October, although he warned that a period of uncertainty was lying ahead. Mr Hourcade said: 'This year we have increased our services from three to four daily flights to Amsterdam, which is quite unique in this period of doom and gloom. This has been a success. There are a certain number of businesses that are very resilient to the crisis. The growth exists, and we see traffic growing.'

## Relevant Airliner Changes

**Fly BE** Dash 8 G-JEDJ was ferried from Birmingham to Dublin on 11/12 for painting all white prior to return to the lessor.

**Ryanair** Boeing 737-800 EI-DCS was withdrawn from service on 30/10 & has been stored at Prestwick ever since minus tail logo. Ferried to Dublin on 30/11 and noted as VQ-BPM for Nordstar & was ferried from Dublin to Shannon for painting on 6/12

All four of the Boeing 737-800s that were stored at Marana, AZ have now been ferried back to Boeing Field & cancelled from the US register as exported to Ireland:

N759BA/EI-ESR ferried 9/12, cancelled 12/12 & arrived at Dublin as EI-ESR on delivery 16/12

N760BA/EI-ESS ferried 6/12 & cancelled the same day

N761BA/EI-EST ferried 7/12 & cancelled the same day

N762BA/EI-ESV ferried 8/12 & cancelled the same day

EI-ESW arrived Dublin 7/12

EI-ESX arrived Dublin 7/12

EI-ESY arrived Dublin 3/12

EI-ESZ arrived Dublin 3/12

Of the next batch, EI-EVB (34982) made its first flight on 15/12.

**Thomson A/W** Boeing 737-800 G-FDZY arrived at Birmingham on delivery on 23/11.

Boeing 737-800 G-FDZA left Gatwick on 12/12 bound for Toronto/Pearson on winter lease to Sunwing A/L. G-) left Manchester on 15/12 also heading for Toronto/Pearson on winter lease to Sunwing A/L.



**Former Highland Airways Jetstream 31 G-JURA was recently delivered to Humberside on delivery to Linksair  
The aircraft was registered G-LNKS on 15/12 and like sister-ships G-CCPW and G-EIGG can be expected to operate for Manx.2  
(Photo Richard Grimley)**

## AIRPORT NEWS

The first section of ground has been broken in preparation for **Manchester Airport's** new 60 metre Air Traffic Control (ATC) tower. To capture the construction from start to finish, a time lapse

camera has been installed to show every movement during the build. This will be made available for the public to view. Work has started at the site and the new tower is expected to be completed by Spring 2013. Construction, design and infrastructure company Morgan Sindall, the contractor for the £16m project, was present at the sod cutting ceremony. NATS, the air traffic control company, and Manchester Airport have teamed up and launched a time-lapse camera that is located on the roof of the current tower overlooking the new tower site. It will take a picture every 15 minutes over the course of the project and there will be a weekly one-minute video produced of the works to date that will be broadcast on the airport's YouTube channel. Andrew Harrison, Manchester Airport's Managing Director, said: 'This film will be a great way to monitor the progress of the new tower build. It is a large construction project for Manchester that will create jobs in the process and we are keen to show the benefits of the project to a wider audience across our region. I know that it will be an iconic addition to the Manchester skyline.' The control tower, located adjacent to the north fire station, will house a new visual control room, alongside an approach radar section and navigation, surveillance and communication equipment. It will offer 360-degree panoramic views across the airfield, replacing the cameras currently used to view the furthest end of the runway.

**Plymouth Airport** closed at 22:00 on the 23<sup>rd</sup> December. The site has been used for flying since the mid-1920s and was officially opened in 1931 by the Prince of Wales, later King Edward VIII. Sutton Harbour Group, the airport's operator, said that a drop in the number of flights from the airport after Air Southwest pulled out means that it is no longer profitable

Helicopter flights from Cornwall to the Isles of Scilly will leave from Newquay Airport next summer until a new base is found by **British International Helicopters (BIH)**. The company is selling its current site at Eastern Green in Penzance to raise cash to reinvest in the business, and has been forced to find an alternative base after facing opposition over plans to move to St Erth. BIH, which has operated the service since 1964, said it was still committed to finding a new base in west Cornwall and will continue operating from its current location until 30 June 2012, after which it will operate the service from Newquay Airport. It already has its aircraft maintenance and Navy support contracts based at the airport.

## AIRLINE NEWS

**Astraeus Airlines**, whose pilots include Iron Maiden singer Bruce Dickinson, was placed into administration on the 21<sup>st</sup> November and ceased operations. The airline, which is owned by Icelandic travel group Eignarhaldsfelagid Fengur HF, has 10 aircraft and operated as a stand-alone business. In 2008 Astraeus started to lease the planes to other carriers such as BMI and Iceland Express, providing extra capacity when needed. Astraeus chief executive Hugh Parry said: 'Lower-than-expected levels of business during the summer of 2011, a lack of contracts for winter 2011-2012 and some extremely bad luck with a number of technical issues mean that we have no option but to cease all operations and put Astraeus Airlines in the hands of the administrators.' Up to 150 jobs will be lost at the firm.

**Flybe** has secured a loan from the Brazilian Export Development Bank for \$500m (£330m) to help update its fleet. The regional budget airline is buying 35 new Embraer aircraft, with delivery between 2011 and 2016, and will use its new loan to pay for around 20 of those.

**Jet2** is to create 100 new jobs through an expansion of services from Newcastle Airport. From May next year, the airline will have six aircraft based at the airport and launch flights to four new destinations in Spain, Turkey and Italy. The expansion could see an extra 80,000 passengers a year pass through the airport and help to improve the economic prospects of the North East. The airline already flies to 23 destinations from Newcastle. The new routes will be to Bodrum in Turkey, Reus in Spain and Rome and Venice in Italy. Ian Doubtfire, managing director of Jet2, said: 'We have been closely monitoring the success of this airport over the past year and we believe there is real potential for this region. In these tough economic times we are delighted to be creating more job opportunities for local people.'

**Ryanair** will offer reservations on certain seats on its entire route network in January. The budget airline has been trialing the system over the past six months, initially on 40 routes but recently expanded to 80, whereby passengers can reserve the seats in the front two rows and at the over-wing exits for £10 / €10 per flight. The reserved seating 'has proved to be very popular with Ryanair customers,' according to the company. The first rows allow quicker debarkation after arrival, and the seats at the emergency exits offer more leg room. The scheme has been so popular that it will be extended to the entire network from January 10. Earlier this month rival easyJet revealed that it would trial allocated seating on selected routes from next spring. Unlike Ryanair, it will allocate seats to every passenger on the flight.

**Servisair** has defended its plans for compulsory redundancies at Liverpool Airport, the Daily Post reports. Members of the GMB union have staged discontinuous strikes for more than four weeks, walking out for two hours in a morning and afternoon four days a week. Against a background of this strike action, the company was explaining why it is proceeding with around 35 job losses. The ground handling company said airlines reducing flights meant there is less need for staff to deal with customers baggage. It insisted that to sustain the business in the future a of the business a need for profit to 'maintain the investment in capital equipment, technology, etc' was crucial. A spokesman said: 'We regret the continuation of the dispute, from the outset we have attempted to minimise any job losses, however in this climate and the pressures on the aviation industry we must be allowed to match workforce with workload.'

**Thomas Cook** has reached agreement with its bankers to provide it with £200m in new funding. Shares in the travel company fell 75% on Tuesday after it said it was in talks about increasing borrowings, after weak consumer confidence due to political unrest in Egypt and Tunisia and floods in Thailand hit sales. Its bankers, including Barclays, HSBC, RBS and UniCredit, have agreed to provide a new £200m facility until 30 April 2013. This new deal replaces the £100m short-term credit agreement announced on October 21. In addition, its banks have agreed a further relaxation of the financial covenants under the existing facilities. At the end of September the firm's net debt was just under £900m. The new loan will take the figure to over £1bn. Group chief executive Sam Weihagen said: 'I am absolutely delighted that we have reached agreement and I would like to thank the banks for acting so swiftly. We will go on with what we said we were going to do some time ago, we are going to strengthen our balance sheet making sure that we will be a much stronger financial company.' Mr Weihagen said he would be reviewing the entire business which, while strong in Scandinavia and Germany, had suffered 'profitability problems' in the UK. He said: 'We are working on, and actually have really started on a turnaround programme for the UK which will make it a much more efficient and much more profitable company.'

**Virgin Atlantic** has made an indicative offer and signed a 'terms of agreement' contract with BMI's owner Lufthansa so that it can analyse the airline's books, the Times reports. The newspaper cited banking sources saying the indicative offer from Virgin is lower than a recent offer made by British Airways parent International Airlines Group (IAG). However, Virgin is hoping to be able to complete a deal quickly without the regulatory scrutiny that would accompany a merger with IAG. Virgin's offer is reported to be in the region of £50 million, while IAG's is about £100 million, excluding pension and restructuring costs, according to the article. However, Virgin is arguing that Lufthansa would be better off doing a quick but lower-priced deal with them to dispose of its loss making arm. A deal would allow Virgin to create a European feeder network for its Heathrow-based long-haul services, and give it access to BMI's Heathrow landing slots, which analysts have valued at about £200 million. Lufthansa has been seeking a buyer for BMI after failing to turn around the loss making airline. It is expected to make a final decision on a buyer for BMI early in the new year, the newspaper adds.

**Virgin Atlantic** has been named the Best International Airline in the ninth annual Travel Weekly Readers' Choice Awards, which identify the best service across a number of categories. Delta Airlines came top in the American airline category, while Singapore Airlines was named the best for business and first class services, according to travel website Opodo. South Africa, Australia, St Lucia, and Italy were voted the best countries in their respective regions, while Hawaii and Las Vegas were named the top US state and city. InterContinental Hotels Group was recognised for the

high quality of its properties in Asia and Europe, while the Ritz-Carlton picked up the award for best luxury accommodation. Celebrity Cruises was voted the top operator in Europe, while Royal Caribbean International was picked for the US and the Caribbean.



**Former Eastern Jetstream 41 SX-SEC(G-MAJN) at Humberside 18/11(Richard Grimley)**

## AIRCRAFT NEWS

Lion Air, a private Jakarta-based airline, has signed a commitment to order 230 Boeing aircraft with a street value of \$21.7 billion — Boeing's latest clean-sheet design, the 787, is not represented in the order. The order consists of 201 737 MAX single-aisle airliners (aircraft that are expected to first enter service in 2017) and 29 extended range 737-900ER jets, plus options for 150 more aircraft. Even without the options, those figures make this the largest deal Boeing has ever negotiated with a carrier by number of aircraft and dollar amount. The deal coincides with a visit to Indonesia by President Obama ... and one potentially relevant lawsuit brought Wednesday by the Airline Transport Association. The ATA is arguing that low-rate loan guarantees provided to overseas carriers like Lion Air allow those foreign airlines significant financial advantages in commercial competition. The lawsuit addresses its complaint against entities like Ex-Im Bank — the one credited by Mr. Obama for facilitating Boeing's deal with Lion Air. ATA says Ex-Im allows foreign carriers to buy and finance jets at rates that may be half of those paid by U.S. carriers in similar transactions. Aside from the president's comments, it is not clear at this time what role Ex-Im played in the Lion Air Deal. The Wall Street Journal reported Friday that an Ex-Im Bank official said the bank's involvement did not yet include financial backing. At more than 460, Boeing's 2011 net order sheet has passed its estimate for production this year. Nearly all the orders are for 777 and 737 variants.

## OTHER NEWS

New technology that could prevent air travel disruption caused by ash clouds in the future has been successfully trialed by budget airline easyJet. Called AVOID (Airborne Volcanic Object Imaging Detector), they hope that it will allow planes to fly through ash clouds by using infra-red cameras to detect and avoid the densest, and therefore most dangerous, areas. easyJet tested the system on a microlight aircraft over Mount Etna. The airline said the trials were successful and it hopes to install the equipment on its fleet next year. Doctor Fred Prata, who invented the new technology, said it could have kept flights running during last year's Icelandic ash cloud, which stranded an estimated 10 million passengers across the continent. The new technology could be needed sooner than next year. Experts are predicting that a new Icelandic volcano, Katia, will be the next volcano to erupt. They also believe that it will be on a scale far larger than Eyjafjallajökul.



A Comtel flight originated in Amritsar and was headed for Birmingham when it made a fuel stop in Vienna, the airline's home base. Comtel couldn't pay for the fuel needed for the flight to England so passengers were told they had to come up with \$34,000 between themselves to top the 757's tanks. Those who didn't have cash on them were escorted to ATMs in the terminal to withdraw the money. The plane and its unhappy passengers made it to Birmingham and Comtel blamed the incident on late payments from travel agents. After first promising compensation to the passengers, the airline abruptly declared bankruptcy, leaving another 180 customers stranded in India.

The November 16<sup>th</sup> flight of Indianapolis-based Chautauqua Airlines operated as Delta Flight 6132, an Embraer-145 out of Asheville for LaGuardia, took a turn for the unusual when the captain stepped out of the cockpit and failed to return as expected. The flight was carrying 14 passengers and was progressing normally until, about 30 minutes from a holding pattern for LaGuardia, the captain left the cockpit to use the lavatory and got stuck there. Unable to force the door open, the captain pounded until he acquired the attention of a passenger. The captain endowed that passenger with his confidence and a message for the copilot. However, when the copilot received the message, recordings archived at LiveATC.net clearly show the copilot did not apply the same confidence to the messenger. "Someone with a thick foreign accent is giving me a password to access the cockpit," the copilot tells controllers, "and I'm not about to let him in." After hearing the initially sketchy details, a voice on frequency offered advice: "OK, Chautauqua, you guys ought to declare an emergency and just get on the ground." Fortunately, that wasn't necessary. Some minutes later, the captain won his contest with lavatory door and was able to return to the cockpit. The helpful passenger remained in the cabin and the aircraft landed safely without further incident. In a written statement, Chautauqua said, "The first officer did the right thing in securing the flight deck when he was not able to personally confirm the status of the aircraft's captain." It continued, "No one was ever in danger, and everyone, including the good Samaritan who tried to help the captain, as well as the crew, are to be commended for their actions."

James Bond will back in the air with Virgin Atlantic, after the airline agreed a new sponsorship deal for the forthcoming 007 film Skyfall, which started filming earlier this month. Virgin last appeared in a Bond film when Daniel Craig took over the role in Casino Royale. He was shown on a Virgin plane, with Sir Richard Branson even featured in a brief cameo in the film, although this was edited out when shown as an in-flight movie British Airways. However, Bond is not the most loyal of travellers. 007 has previously flown with BA, Pan Am, Air France and even Lufthansa.

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**Beluga F-GSTA(1) pictured at Hawarden on 07/11/11(Andrew Barker)**

## AIRBAND SCANNERS IN THE 21st CENTURY

There have been many changes in the scanner market in the past three or four years. In 2005 legislation came into force throughout the EEC, to cover the use of dangerous materials in solder in electrical products. Such metals as Mercury, Lead and Cadmium have been banned on items imported to, and sold, within the community, especially in the solder of electronic products including Radio Scanners and receivers. As virtually all these items are made in the Far East, it meant that the manufacturers had to dramatically change the way their scanners were produced.

Some manufacturers, including Yupiteru, were not interested in implementing these changes, due to high costs involved, and the reduced market on a worldwide basis. Sadly this meant the demise of the much-admired Yupiteru sets, including the excellent MVT 7100. Limited appeal sets, such as the VT125, and VT225, especially those for air band enthusiasts had already gone a few years earlier, due to the implementation of the new 8.33mHz. step in the Air Band.

Also in recent years Scanners have become more “computer friendly”, incorporating technology from the cell phone market. With the exception of four sets in the lower price scanner market virtually all the others are now full VHF/UHF capable.

Dealing with the bottom end of the market first, reduced size of many sets, and the incorporation of a ‘menu’ driven flexible key operation means these sets no longer incorporate an alphanumeric (numbered) keypad. They now have fewer operation keys, with a varying system controlled through a ‘function’ button, which operates the same way as a ‘shift’ key on a computer keyboard. This has reduced manufacturing cost. No longer do scanners have internal memory capacitors, or crystals, but the ubiquitous PC “chip”, a ‘solid state’ component, and therefore cheaper and more reliable. Firstly we should deal with the hand-held radios, as they are now more numerous than base sets.

Now one can buy a fully operational hand-held air band scanner, such as the Uniden Bearcat UBC30, Maycom AR108 & FRG100, and the very new Intek AR109 for well under £100. A few years ago the cheapest scanner on the market was the old WIN 108 at £149.00! These sets, with slight exception mainly cover the Air and Marine bands, with other odd bands according to the set purchased. None of these sets above cover the military air band above 200 mHz.

Before we leave the ‘bottom end’ of the scanner/receiver market, we should mention the “BlackBox” airband receiver. This is not a scanner as such, it has no memory. This set utilises the memory-capture facility of the frequency counter to capture signals within its relevant geographical area. With built in battery, and combined earpiece assembly and aerial, one just arrives at the airport, and switch on - its as easy as that, but remember no memory! The “BlackBox” does not have a long range, and will not operate from home; unless you happen to be living with the operational area of the airport ground /tower frequency. Priced again at under £100, this set is ideal for the beginner, and air band only.

From the above sets priced upwards, all scanners cover the full VHF/UHF bands, mostly covering at least from 25 MHz. to 1300 MHz. These sets can be divided into two types – the keypad operated ones, and the ‘menu’ driven ones. From about £140 upwards, there is the Alinco DJ-X3 and DJ-X30; the tiny Alinco DJ-X7, the Yaesu VR120, and the Icom IC-R5. All these sets are ‘computer friendly’, and with the right cable connection, and PC programme acquired separately, can be used in conjunction with a computer database, which can be downloaded to the set. In fact the Alinco DJ-X30 embraces both programming systems in the one can use a Keypad, or Menu operation, with components included in the box to remove the keypad, and replace it with a blanking plate.

At this point one should be aware that most manufacturers no longer supply rechargeable batteries or power supply charge as standard. The exceptions in the scanners mentioned so far are the Intek AR109, the Bearcats UBC230, UBC72 and 92, the Icom IC-R5, and the ultra compact Alinco DJ-X7, which has a very slim Lithium battery, pack. The very new AOR AR-Mini also included batteries and

charger; this set has only just been launched in to the UK market in the last month or so, and is the first 'budget' priced set from this long established manufacturer for many years. When we move to the more sophisticated sets at the top of the market, as below, then batteries/battery packs are usually, though not always, included in the box.

Now we deal with the more sophisticated sets, in the price band from about £200 upwards. Many of these sets are now moving away from the familiar "Banks and Channels", to "dynamic programming" which is more complicated to use when manually entering frequencies, but a lot easier when programming from a computer. The advantage of this type of programming is that no group/system/bank/ channel is wasted. The user can have a memory as flexible as they want it, without wasting the storage capability of the set. Systems, groups, and even individual channels can be specifically named using the set's built in menu. Programmes to help with this can be downloaded from the Internet, or in many cases from the manufacturer's web site.

Scanners at the top of the market range include the very popular Uniden Bearcat UBC 3500, the first set on the UK market with 'dynamic ' programming, the AOR 8200 Mk3, the Yaesu VR 500, & DJ-X2000, the Icom IC-R20, and the new slim line Icom IC-RX7, launched just before 2008. It would take too long here to go into the details, and the advantages of each of these sets, but my experience tells me these are really for the experienced scanner user, and should be avoided by a beginner, who has never used a scanner before.

Before we leave the hand-held sets, should I have deliberately left out the scanners that do not cover the Air Bands, and I have omitted to mention two products from the General Research Electronics Corporation, made in China. The GRE PSR282, and the more sophisticated GRE PSR295, have been very popular sets for a good few years now. They are very similar in operation to the very widely marketed Realistic branded sets offered by Tandy Corporation for many years in the UK. With the acquisition of Tandy by Carphone Warehouse a few years ago, the very easy to use 'PRO' sets have virtually gone now, but these GRE sets are very popular with enthusiasts who are not used to computers, or even mobile cell phones, and there are still many of this type of user about, especially of older age. However exchange rates for items bought from the Far East, are making these sets more expensive, and the market place might just have difficulty bringing the easy to use, 'lower market' sets in at competitive prices – such is the effect of the current recession, which has already seen a big range of price increases across the scanner market in recent times.

Finally. one cannot leave this subject without dwelling on the base type of scanners, for use at home, in the the car. With the demise of Tandy, for the reasons above, the range of base scanners, which incorporate air band is dramatically reduced. The expensive sets are still there – the ICOM R08500, the AOR 8600Mk2 (& AOR 3000A in some places), the Yaesu VR5000, the NRD535, but within the purchasing power of the average enthusiast, only the Bearcat UBC285 and the UBC200 are available at under £300 – just! The former has the conventional programming system, but the new UBC200, launched in 2008, has the dynamic programming system of the hand-held UBC3500. There is now nothing below £200, unless one buys second hand or from E-bay.



The AOR 3000A

Ken Cothliff

## TORONTO AIR SHOW, 05/09/11

Our Toronto correspondent Ian Morton visited the above event and took these photos:-



80-0238/DM A.10C Thunderbolt, based at Davis Monthan AFB



N6953X MIG 17(LIM-6R) owned by Ivan O Rasmussen of Wickenburg, Arizona



166731/YM-01 MV.22B Osprey based at MCAS New River



Also present was Falcon 900B XA-TEL operated by Aerofrisco



## THE COLIN ADDISON ARCHIVE

This month we feature some more of Colin's photos taken in the late 1970's and early 1980's at LBA. Colin loved black and white photography and would spend many a happy hour in his dark room at home!



Boeing 747/200 G-AWNO made numerous spectacular flypasts when based at LBA for three days whilst carrying out a publicity shoot for the company's new colour scheme.



Jordanian Bizjets were a rarity in those days, here Lear Jet 35A JY-AFE is operated by Arab Wings



Spanair MD-80 EC-ECO is seen in the colours of Canafrica from who it had just come back off lease



EL AL operated a series of charters to Tel Aviv in the early 80's and here Boeing 767/200 4X-EAB can be seen back-tacking Runway 14 for take-off





West German Air Force Do.28D Skyservant 58+81 parked on Stand 2



French Air Force MS.760 Paris at a very wet LBIA, parked on Stand 1



Belgian Air Force Hercules CH-02 brought a military band for a concert in Leeds



Beech U-21s of the US Army were a regular sight at LBA, this example being 0-18116



N220AU Douglas DC-10-10 Project Orbis International Inc  
Toronto/Pearson, 19/11/2011, Ian Morton



OH-AFL Boeing 757, Air Finland ops for Jet2  
Leeds/Bradford International, 07/08/2011, Robert Burke



LN-DYT Boeing 737/800, Norwegian.com  
Manchester International, 13/11/2011, Steve Lord