



YORKSHIRES PREMIER AVIATION SOCIETY



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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 June

SOCIETY NEWS

For the May meeting, the Society welcomed back popular speaker Captain Mike Newall of Thomas Cook Airlines. Mike Newall used this second visit to give an insight in to the 'behind-the-scene' activities, which ensure that pilots are performing to their optimum. In addition to an explanation of an annual observed flight, the highlight of the talk involved the events of the twice-yearly simulator exercises taking place at the training facility in Cheadle, Manchester. We were treated to a realistic run through of the various simulated flight problems facing a pilot including system, mechanical and engine failures - all entertainingly brought to life through Mike Newall's own actions, vocals and sound effects!

An array of other topics was covered, such as medical, age, working hour and rotation restrictions. Mike Newall went on to discuss his preference for the long haul trips, which allowed him about 700 flying hours a year in the Airbus 300 series – the 330 being his second home. And...those not in the know learnt that you only get jet lag travelling east! The talk generated a pleasing number of questions, the majority of which centred on the unique difficulties encountered flying into our very own Leeds Bradford International Airport. Mike Newall closed the session by making a generous offer to return again next year and he made a sneak announcement about the "Enthusiast Day" which he hoped to restart from October '09.

Jess & Jill Myers

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

**CAR PARKING AT THE MONTHLY MEETING IS PROVIDED AT A DISCOUNTED RATE
PLEASE CONTACT A COMMITTEE MEMBER FOR FULL DETAILS
WILL ALL PLEASE PARK IN SHORT STAY CAR PARK 2**

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|------------------|---|
| 7 June 2009 | Sqn Ldr Graham Laurie - THE HISTORY OF ROYAL FLYING Graham retired in Dec 2000 after 36 years in the RAF and for the last 20 years of that career flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled, "The History of Royal Flying" will be extremely interesting and informative. |
| 5 July 2009 | Chris Warn. We warmly welcome back Chris Warn, to give us a digital presentation on one of his recent trips abroad. It could include some of the following, South Africa, Scandinavia, Western Canada, Oskosh 2008, Hungary, St. Maarten and the boneyards of S/W USA. Which would you prefer? |
| 2 August 2009 | Andrew Dixon - Halifax Air Gunner The talk focuses on the clothing and equipment of a WW2 Air Gunner and includes original examples. I go on to include information on training and conditions and some of the experiences these guys had encountered |
| 6 September 2009 | Brian Mann Msc CEng FIET, "Remembering the TSR.2" The TSR.2 was cancelled in April 1965 after delays to the project and escalating costs. To many, the aircraft was years ahead of its time and showed British military aircraft design to be leading the world. The first prototype(XR219) was flown 24 times by 3 different pilots and flew supersonically on one occasion. Brian looks at the background to the development with a brief analysis of the aircraft industry. A typical TSR.2 mission is postulated with discussion of weapons, navigation and weapon release. The talk is supported by slides and video clips. |
| 4 October | Norman Smart. We again welcome Norman Smart who will be presenting photographs depicting aircraft schemes of the past. |
| 1 November | Air Yorkshire Annual General Meeting |
| 6 December | Christmas Get Together |
| 3 January 2010 | NEW - Peter Hampson, Airport Solutions Ltd. As always, this will be a fascinating insight into Airport Solutions work in various countries in the world. |
| 7 February 2010 | Annual Air Yorkshire Quiz- We will use the same multiple choice format as we used in 2008, which proved to be enjoyable and popular. |
| 7 March 2010 | Captain Mike Newall - by popular demand Mike Newall, Thomas Cook Airlines returns to inform us about all aspects of the Aviation world. Please could you let me have topics you would like Mike to talk about Alan Sinfield |



SCENE AROUND YORKSHIRE

As ever I am grateful to Andy Wood(HAR) for his additional input on local activity plus the members of Fighter Control forum for a lot of the military information.

Bagby:- PA-28 G-ATVK is confirmed as a new resident with a Skipton based owner and was first noted operating locally on 13/4. Visitors:- 4/4 G-BTWD T.61F, G-OSUT Scheibe SF.25C; 11/4 G-ELUN DR.400(t. Kemble); 13/4 G-EISG Beech 36, G-BUZN C.172N; 18/4 G-ATHV C.150G; 20/4 G-AFZN Luscombe Silvaire, G-HULL F.150G; 22/4 G-EEGO Jet Ranger; 25/4 G-SIMS R.22B; 26.4 G-BNHH C.152(t. Derby), G-BUGZ T.61F

Beverley:- A new resident is MXP.740 G-CEZB. On 20/4 the British Aerobatic Team arrived for two days of training bringing with them CAP 232s G-OGBR, G-IIRP, G-IITC and Edge 360 G-EDGY. Visitors:- 1/4 G-FABI R.44; 4/4 G-BENJ Commander 114(f. Cambridge), G-BRSW Luscombe Silvaire(t. Fenland), G-JPAT HR.200; 5/4 G-BULO Silvaire, G-BVGW Silvaire; 6/4 G-BKDJ DR.400(f. Gloucester); 12/4 G-BWZA Europa; 23/4 G-BEOK F.150M; 26/4 G-BWZG Robin 2160

Brighton:- Sturgate based Twin Comanche N918Y was noted paying a visit on 5/4. Visitors:- 1/4 G-BFYI Bell 47G, G-SCRZ Sportscruiser, G-BSVB PA-28; 4/4 G-ORAY C.182Q; 5/4 G-AKVO Taylorcraft BC-12D, G-AMPG PA-12(f. Leicester), G-ZZAC Eurostar, G-APIE Topsy Belfair, G-BYSA Eurostar, G-SDOB P.2002 Sierra; 6/4 G-ATOO PA-28; 12/4 G-ISHA PA-28(f. Barton), G-BLRL Emeraude; 18/4 G-BNDT Colibri; 27/4 G-BXNS Jet Ranger(Pipeline 01, refuel). As mentioned last month the Fokker Dr.1 G-BVGZ is back in service as can be seen in the **photo below**, by David Marshall.



Brighton(Aerobatics, 17/4,18/4,19/4):- The following aircraft were logged participating over the weekend:-

| | | |
|----------------------------|----------------------|-----------------------|
| G-BRDD CAP.10B | G-BRZX Pitts S-S | G-BXAK YAK 52 |
| G-BXRA CAP.10B | G-CDDP Lazer Z.230 | G-DUKK Extra EA.300L |
| G-EEEE Extra EA.300/200 | G-FDPS Pitts S-2C | G-FCUK Pitts S-1C |
| G-IIIV Pitts Super Stinker | G-IITC CAP 232 | G-OSIT Pitts S-1T |
| G-SIIE Pitts S-2B | G-SKIE Steen Skybolt | G-SKYG Slingsby T.67M |

The Loop Beginners Trophy took place on the Friday in reasonable conditions, however The John Mc.Clean Trophy on the Saturday was marred by bad weather.

Brough:- A test airframe of the Lockheed-Martin J-35B Joint Strike Fighter has arrived at Brough for structural testing. Meanwhile, latest deliveries of new Hawks to Warton were ZK024(7/4) and ZK025(24/4).

Carr Gate(Wakefield):- One of the new SAS Dauphins(“1 IJ 14”) called in for fuel on 9/4 following a visit to the West Yorkshire Fire Service headquarters at Birkenshaw(Bradford), before heading home to Hereford.

Church Fenton:- Chipmunk G-BCAH/WG316 was noted arriving here on 1/4 and in early May it was registered to the WG316 group with a Doncaster address so its eventual home is a present unknown.

CONEY PARK(Leeds Heliport)

The Long Ranger N340AJ is no longer resident having moved to a private site to the East of Full Sutton. On the plus side R.44 G-ILLG again arrived from its Lake District base on 13/4 for another stint as temporary resident. On 1/4 A.109E ZR323(Ascot 1582) arrived from Harrogate College for a refuel while Lynx XZ191(Armyair 958) dropped in for a short stay on 22/4. This month also saw an upturn in visitors which included:-

| | | | | |
|------|--------|---------------|-----------|---|
| 2/4 | G-STON | Twin Squirrel | 1145 1215 | “Veritair 4”, f. Redhill t. Dundee |
| | G-STON | Twin Squirrel | 1658 1705 | “Veritair 4”, f. Dundee t. Huddersfield |
| 5/4 | G-OOIO | Squirrel | 1800 1805 | “Rotary 10”, f. Kettlewell t. Elstree |
| 8/4 | G-CUDY | Enstrom 480B | 1400 1730 | f/t Cowbridge(South Wales) |
| 12/4 | G-HIZZ | R.44 | 1220 1300 | f/t Rochdale |
| 15/4 | G-OWND | R.44 | 1645 1720 | f/t Doncaster |
| 16/4 | N449J | Agusta A.109S | 1130 1230 | f/t Leeds City Centre |
| 17/4 | G-PDGF | Squirrel | 1700 0830 | f. Inverness, n/s t. Peak District |
| 18/4 | G-PDGF | Squirrel | 1515 1600 | f. Peak District t. Lake District |
| 20/4 | G-VEIT | R.44 | 1430 1530 | f. Wycombe t. Pontefract |
| 24/4 | G-CLPR | R.44 | 1000 1300 | f/t Goodwood |
| 24/4 | G-BSTE | Twin Squirrel | 1115 1615 | f/t Redhill |
| | G-OJPS | Jet Ranger | 1435 1605 | f. Sandtoft t. Skegness |
| 27/4 | G-STON | Twin Squirrel | 1515 1545 | “Veritair 4”, f. Redhill t. Edinburgh |
| 29/4 | N7242N | Agusta A.109E | 1302 1315 | “Castle 04” f. Hawes t. Liskard |



The Robinson R.44 G-CLPR(See photo above, by Terry Sykes) had only been registered a week earlier, when it visited Coney Park on 24/4.

As can be seen in the second photo, taken on 23/5 at its Goodwood base the helicopter came to grief when it rolled over on take off. The pilot escaped uninjured, however a nearby worker sustained leg injuries from parts of the rotor blade which were detached during the accident.

Coningsby:- The start of April saw numerous visits from French Air Force Alpha Jets and amongst those logged were the following:- 1/4 E.38/314-LH, E.83/314-TZ, E.7/314-TU, E.82/314-LW, E.89/314LX(FAF 6420-4); 3/4 E.17/314-AA, E.88/314-LL, E.82/314-LW(FAF 6401-3); 6/4 E.31/314-LH, E.90/314-TH(FAF 6411/2, to Baldonnel); 8/4 E.53/314-LI, E.38/314-LH(FAF 6442/3). On 16/4 the Belgium Air Force got into the act with the following F-16s logged, FA-84, FA-89, FA-97 and the on 22/4 a pair of Spanish Air Force Typhoons put in an appearance, C.16-36/11-75 and C.16-31/11-11. Of the based aircraft Typhoons ZJ944 and ZJ949(Delivered from Warton 9/4, "Typhoon 66") arrived this month while two that arrived last month have taken up Squadron codes, ZJ945(QO-F) and ZJ948(QO-O). ZJ943 which made a wheels up landing at China Lake, USA last year and was written off with Cat.5 damage has arrived at Coningsby having been flown into Brize Norton on board a C-17. Moving out however this month was ZH950, which left by road for the Imperial War Museum at Duxford. Finally, Lancaster PA474 made a one hour test flight on 8/4, it first flight this year. Onto other visitors now:- 6/4 G-RAFO King Air 200(CWL 77), 84-0014 F-15E(Hook 51), 86-0175 F-15E(Hook 52); 7/4 ZJ649 Alpha Jet; ZF406/515 Tucanos; 8/4 ZJ990 Merlin(Vortex 323); 9/4 ZJ804 Typhoon(Gauntlet 15); 14/4 G-FRAW Falcon 20(Tinsel, Teesside diversion); 27/4 G-EIGG Jetstream 32(Highway 81); 29/4 XX486 Jetstream(Navy 808), ZA111 Jetstream(Navy 809), ZK450 King Air 200(Cranwell 79).

Cranwell:- On 1/4 Hawk XX177 arrived from storage for painting in Red Arrows colours with XX156(VYT 26) acting as crew ferry. Another pair XX205/XX261 were delivered to Culdrose on 3/4 following painting in Centenary special marking for the 2009 display season and XX307 was rolled out on 24/4 in the 2009 display scheme.

Crosland Moor:- Visitors:- 5/4 G-GATE R.44; 6/4 G-OTGA PA-28(t. Leicester); 11/4 G-MGAN R.44(Refuel), G-ECUB Super Cub; 20/4 G-RVVI RV.6(f. Nottingham)

Devonshire Arms:- Visitors:- 6/4 G-MAYB R.44(Also 20/4); 12/4 G-SIMS R.22B; 23/4 G-OPHA R.44, G-PLPC Schweizer 269C(both from Easingwold); 25/4 G-IIFR R.22B, G-DRIV R.44; 26/4 G-OPHA R.44



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

The last Caribbean Cruise charter of the season was operated by Boeing 767/300 G-OBYJ(Thomson 516) on 3/4. On 7/4 the latest Flybe Dash 8-400 G-ECOP(Jersey 026T) arrived for a spot of crew training and the following day saw the only freight charter of the month. Boeing 737/300F LZ-CGO(Clever 1701/2, **See photo**, by Clive Featherstone) arrived at lunchtime and stayed until early evening. The 15th saw a mini invasion of diversions due bad weather at LBIA, Jetstream 41s G-MAJZ(Eastflight 29Q, from Aberdeen) and G-MAJL(Eastflight 81D, from Southampton) along with Embraer 190 G-FBEK(Jersey 171, from Southampton) and Cessna 421C G-TREC. Finally, Hawker 800XP N800UK arrived from LBIA on 22/4 for storage until a buyer can be found. Other movements included:-

- 1/4 G-CROO Citationjet 2(Hangar 821), G-RAFX King Air 200(Cranwell 72, ILS), G-GSYS PA-34
- 2/4 VP-BJK Gulfstream 5(arr.0248, dep.0307!), G-RAFO King Air 200(Cranwell 82, ILS)
- 3/4 N800FR Premier 1, N719EL Hawker 400XP, G-RFUN R.44
- 4/4 OE-GPS Citation Bravo(Tyrol Ambulance 861/2), OO-SKM King Air 200(Also 23/4)
- 5/4 XZ595 Sea King(SRG 128, training), G-KVIP King Air 200(Prestige 607)

6/4 ZJ693 Sentinel(Snapshot 1, ILS), G-CELA Boeing 737/300(Channex 6632, f. Dublin)
 7/4 ZJ707 Griffin(Shawbury 84, ILS), M-ARTY PC-12, G-HANG DA-42(Atlantic 51T)
 8/4 ZJ235 Griffin(Shawbury 89, ILS), G-IPAX Citation XL(Go-jet 08HT), G-MUSH R.44
 13/4 G-JACS PA-28 14/4 G-BZTG PA-34 Seneca
 15/4 PH-OTJ Cessna 207(KLM colours, also 21/4), G-GMAA Lear Jet 40(Gama 897)
 17/4 HB-IMJ Gulfstream 5(Batman 151), G-GAFT PA-44(Atlantic 47T, training)
 18/4 CS-DXU Citation XLS(Fraction 7ZT, Gamston div), G-KDMA Citation Bravo
 20/4 N53GX Global Express, N58YD Baron(Skytrain 01, ILS), G-CBEF Bulldog(training)
 21/4 G-OROO Citation XLS(Hangar 844), G-NMID EC.135T(Police 08, ILS)
 22/4 N141HT Cirrus SR.22, G-NOSE Cessna 402(Atlantic 402), G-OMRH Citation Bravo
 OY-BTZ PA-31(Surveyor 05), G-CDCX Citation X, G-SSSE S.76B(training)
 23/4 N75MF TB.20 Trinidad, G-SGEC King Air 200, ZF240 Tucano(LOP 71, ILS)
 24/4 G-FIRM Citation 2(Marshall 2A), G-OEAC M.20J, ZF169 Tucano(LOP 76, ILS)
 25/4 G-YRPS Citation 2 26/4 G-SACR PA-28(training)
 27/4 G-KPEI Citation XLS(Go-jet 27KG), ZA681 Chinook(Vortex 505, ILS)
 28/4 G-XBEL Citation XL(Beaumont 881), ZG847 Islander(Armyair 599), G-GRND A.109S
 29/4 ZD704 BAe.125 CC2(Ascot 1931), G-JAJK PA-31(Causeway 999B)
 30/4 EI-GJL Dauphin, G-RAFD King Air 200(Cranwell 72, ILS), G-OBMW AA-5(ILS)

East Kirkby:- Visiting the Lincolnshire Heritage Museum on 11/4 were R.44 G-MGAN and Pioneer 300 G-CEAR.

Easingwold:- First noted on 18/4 R.44 G-OPHA appears to be a new resident at a private site here even though it is still registered to an owner in Salisbury.

Eddsfield:- Robin R.1180T G-VECD came to grief here on 25/4 at around 1700, following a high fast approach onto runway 09. The aircraft landed long and went through a very substantial hedge at the end of the runway subsequently damaging it beyond economical repair. The pilot was able to exit the aircraft without assistance however his wife in the passenger seat was trapped and had to be cut from the wreckage by the fire service. She suffered a broken leg and facial injuries and was transported to Scarborough Hospital. New residents are Quantum G-MYRF and G-MYZJ, the latter taken in part exchange for Rans S.6 G-CDYB which has now departed to new owners at Watnall. Pa-38 G-BNVD has been exported to Australia following the emigration of its owner. Visitors:- 4/4 G-AZXW Pup; 5/4 G-PIGS Rallye, G-CBRX Zodiac, G-CCEM Eurostar, G-CDLK Skyranger, G-CDGG Banbi; 6/4 G-CSGT PA-28; 12/4 G-BNXM PA-18, G-CJLL R.44, G-BDFZ FRA.150M; 18/4 G-AVYL PA-28, G-WAIR PA-32; 19/4 G-TFIN PA-32R, G-SPED Pioneer 300, G-MZIU Quantum, G-BZGN X'AIR 582; 23/4 G-AWUN F.150G(f. Calais!)

Elloughton:- Noted at the helicopter maintenance site near Hull in early April were Jet Ranger G-JWBI(In storage) and Hughes 369E VH-HWL(on rebuild).

Elvington:- There was a mass invasion on 5/4 with most of the East Midlands Flying School fleet arriving Using call-signs Donnair 03/06/08/09/22/23/30/31/33 along with the following from Tattenhill, G-AXJV PA-28, G-AXJK Jodel D.9, G-BNIW Stearman, G-CDON PA-28, G-PARI Hawk XP, G-TALC C.152, G-TALD C.152, G-TALE PA-28, G-TALG PA-28, G-TALH PA-28, N84VK PA-24, N1350J Commander 114. Also noted among around 50 visitors were Antonov AN.2 LY-BIG, in formation with two others plus a pair of Gyrocopters G-JYRO and G-CERF from Burnley. Others included G-ASAZ Hiller UH-12E, G-BAFP DR.400, G-BRBX PA-28, G-BTZA Be.33, G-FFWD C.310Q, G-JESS PA-28, G-TYRE F.172M. Visitors:- 20/4 G-AFZN Luscombe Silvaire; 22/4 G-BHZV Jodel D.112(t. Brooke Farm, Fylde coast), G-CBBT Bulldog

Fadmoor:- Resident PA-24 Comanche N218SA has been cancelled from the US register as sold in the UK, however it has not yet been allocated a UK registration.

Felixkirk:- On 26/4 PA-18 G-AZRL was noted arriving from Leicester. The aircraft is registered to three owners, one in Market Harborough, one in Mansfield and Group North Ltd with a Skipton address!

Full Sutton:- Sandtoft based PA-28RT N2136E was noted visiting on 4/4 while Cessna 172S N3540U was noted on 12/4. However a more interesting arrival on 26/4 was Cessna 337 SE-LTE, which arrived for maintenance. Visitors:- 11/4 G-BAAD Evans VP.1; 12/4 G-PROW Eurostar; 19/4 G-EXES Europa, G-BPMB Maule MX.5; 20/4 G-BITE TB.10(f. Eshott), G-BBAW DR.400; 25/4 G-BWCY Murphy Rebel; 26/4 G-OTDA Katana(f. Wolverhampton)

Gamston:- On 6/4 Citationjet M-WMWM called in for a touch of maintenance before heading home to Newcastle. Netjets Citation XL CS-DNZ(Fraction 105W/464C) arrived mid-morning on 12/4 for an outbound charter to Nice. On 25/4 Cessna T.210M N761JU was noted on a visit from Wycombe. Visitors:- 1/4 G-BHEN C.152(t. Cambridge), G-FOFO R.44; 20/4 G-BRBA PA-28; 22/4 G-BMCV C.152(f. Leicester), G-BKWY C.152, G-BMJC C.152, G-JKMF DA-40; 25/4 G-PIXX R.44(Newsflight 1, t. Fishburn), G-BDTX F.150M(f. Skegness, refuel), G-DIGN DR.400(f. Halfpenny Green)

Grange Farm:- On 8/4 PA-28 G-FKOS reported airbourne from this farm strip in N. Yorks heading to Connington.

Gomersal(Leeds):- Resident EC.120B G-TGGR has left and was noted stored, minus rotors in the LHC hangar at Redhill in late March

Hibaldstow:- Cessna 182S G-MICI was noted visiting on 19/4, f/t Blackpool.

HUMBERSIDE

Due the magnetic variations the main runway has been re-designated from 03/21 to 02/20. On 19/4 Sikorsky S-61N G-BIMU called for fuel routing from Aberdeen to de Kooye(Holland). The two Fokker 100s which were in storage have both departed to Woensdrecht(Holland), D-AGPD(SXI 911) on 27/4 and D-AGPA(SXI 910) on 28/4. SXI is the prefix for Southern Cross International, call sign "Southern Cross", which is a Dutch based ferry company. For the summer season Iceland Air Cargo have reduced their operations just one flight(FI 775) a week on Sundays, arriving from Keflavik at 2100 and departing to Liege an hour later. Other movements this month included:-

2/4 G-ZIZZ A.109S(Weather div) 3/4 G-CGAW King Air 200(Clifton 1, f. Guernsey)

9/4 N317MJ Gulfstream 4(n/s) 12/4 TF-FIG Boeing 757(Iceair 784)

17/4 G-GAFT PA-44 Seminole(Atlantic 44)

18/4 CS-DKE Gulfstream 5(Fraction 867H, f. Bridgetown), G-CDHC T.67M

20/4 ZF294 Tucano(LOP 61, ILS) 21/4 9H-AEK Airbus 320(Air Malta 5762, f. Manston)

27/4 M-ROWL Falcon 2000EX 28/4 CS-DXN Citation XLS(Fraction 6BR, f. Liverpool)

30/4 CS-DMT Hawker 400XP(Fraction 4TC, f. Le Bourget), OY-PPS PA-34 Seneca
CS-DUB Hawker 800XP(Fraction 062B, f. Gatwick), M-OORE King Air 350

Leconfield:- On 6/4 Lynx HMA8DAS XZ736/642(Seacat 151) called in for fuel while routing from HMS Callopie (Newcastle) to Yeovilton. Noted on 9/4 were a pair of Pumas XW233(Vortex 010) and ZA940(Vortex 230), with both aircraft later departing to Warton. Sea King ZA105(Rescue 131) called in for fuel on 12/4 while heading home to Boulmer.

Leeming:- Tornado activity included F3 ZE793/FY, which was noted on the main pan on 16/4 while on 21/4 ZE941/KT was noted in hangar 3 and was joined by ZE729/FZ, which was towed from the HAS. On 6/4 an unidentified Tornado ECR(German Air Force LC-1) passed through enroute to Spadeadam Range and on 27/4 a pair of ECRs 46+27(GAF LC-1A) and 46+30(GAF 1B) arrived and were towed to HAS for an overnight stay. A quartet of Netherlands Air Force Cougars passed through on 16/4 while heading to Carlisle from Lakenheath, S.454, S.457, S.458, S.459(Wildcat 1-4). Other visitors included:- 6/4 Hawks, XX176/XX439(Thunder), XX158/XX231(Reptile); 21/4 ZG969 Pilatus PC-9(Training); 27/4 ZH776/HC Chinook(Vortex 521), ZH681/AI Chinook(Vortex 505); 28/4 ZJ998/AD Merlin(Battlecat 1), ZJ123/G Merlin (Battlecat 2); 30/4 ZD283 Lynx(Armyair 747), ZA710/AR Chinook(Vortex 521).



Linton-on-Ouse:- On 17/4 the pilot who was last year incapacitated due to a stroke and managed to land at Linton with the aid of a Tucano pilot, returned to the station in his Cessna 182S G-OJRM to thank the pilot and controllers for all their help during his emergency. Other visitors included the ETPS BAC 1-11-400 ZE432(See photo, page 8) on 20/4 while on 23/4 Chinook ZA683/AK was noted on the flight line. The star arrivals however were a pair of TB-30 Epsilons of the Portuguese Air Force, 11414 and 11405(In special marking), which arrived on 29/4 and stayed over for the Graduation Day on 1/5.

Leeming:- An unusual civil visitor on 6/4 was PA-46 Malibu N45PJ, which was logged departing to Oxford late morning.

Leeds General Infirmary:- There were a pair of Lynx carrying out practice approaches to the roof-top helipad on 2/4, first XZ191(Armyair 941) in the morning then routed to York Hospital before finally going to Elvington for some further training. Early after "Armyair 964", unfortunately unidentified, arrived from Dishforth for two approaches before routing onwards to Fleetlands. On 4/4 Sea King XZ595(Rescue 128) arrived from Leconfield to collect a patient for transportation to Newcastle.

Menthorpe:- On 26/4 at around 1430 Slingsby T.61F G-BUGT suffered an engine failure shortly after take-off from Breighton. Just managing to clear the River Derwent, the aircraft made a successful forced landing in a field alongside the disused railway line at Menthorpe Gate. It was recovered later in the day and returned back to its base at Rufforth.

Middleham:- PA-32 N2989M was logged outbound to Redhill on 4/4.

Mt. Airey:- A new resident is Rans S.5 G-MYDO. Visitors:- 5/4 G-AKVO Taylorcraft BC.12D; 20/4 G-EEJE PA-31

Netherthorpe:- Visitors:- 4/4 G-CEBF Eurostar; 20/4 G-BPKF Grob 115(f. Leicester), G-BABD FA.150K(t. Norwich); 26/4 G-BBJU DR.400

Oxenhope:- Eurostar G-CEBF was noted visiting on 5/4.

ROTARY ROUND-UP

| | | | |
|------|--------|-----------------|---|
| 1/4 | G-MGAN | R.44 | York Race Course – Emley Moor |
| 2/4 | G-EEGO | Jet Ranger | Middleham – Dewsbury |
| | G-ZIZZ | Agusta A.109S | Private site in Essex – Hull(Ramada Hotel) |
| 3/4 | ZJ782 | Dauphin | "1 QR10" Hereford – Harrogate |
| 4/4 | G-CCVO | Jet Ranger | Burscough – Barnsley |
| 5/4 | G-ISPH | Jet Ranger | Scalby(Lincs) – Costock |
| | G-DMSS | Gazelle | Murton – Sherburn – Emley Moor |
| 6/4 | G-CCVO | Jet Ranger | Gisburn – Hotel 1 mile West of Doncaster/Robin Hood |
| 8/4 | G-GRND | Agusta A.109S | Winthorpe – Cantley Hall(Doncaster) – East Midlands |
| | G-REMH | Jet Ranger | Costock – Humbleton |
| | G-CUDY | Enstrom 480 | S/Wales – Keighley – Nab Wood Grammar School |
| 11/4 | G-MGAN | R.44 | Oldham – East Kirkby |
| 12/4 | G-OMLS | Jet Ranger | Bagby – Baildon(Bradford) |
| 13/4 | G-CDYR | Long Ranger | Coney Park – Rudding Park |
| 15/4 | N449J | Agusta A.109S | Barnsley - Leeds City Centre – Coney Park |
| 17/4 | EL-GJL | Dauphin | York – Site on E/Coast of Northern Ireland |
| 18/4 | G-ETOU | Agusta A.109S | Pateley Bridge – Denham |
| | G-BXYD | Eurocopter 120B | Bakewell – Sedgefield |
| | G-GDSG | Agusta A.109S | Luton – Doncaster Race Course |
| 19/4 | G-HMPH | Jet Ranger | Matlock – Wetherby |
| 20/4 | G-CDYR | Long Ranger | Coney Park – Tadcaster(Filming) – Rufforth |
| | G-PEPS | R.44 | Brighton – Rothwell(Leeds) |
| | G-EJRC | R.44 | Bedford – Ferrybridge |
| | G-VEIT | R.44 | Pontefract Race Course – Wycombe Air Park |
| | G-OPHA | R.44 | Brighouse - Easingwold |
| 21/4 | N5120 | Bell 430 | Wigan – Ilkley – Battersea |
| 22/4 | G-MGAN | R.44 | Oulton Hall(Leeds) – Emley Moor |
| 24/4 | G-OPHA | R.44 | Otley – Easingwold |
| 25/4 | G-GNAA | MD.902 Explorer | Garforth(Leeds) – James Cook Hospital(Middlesboro') |
| 26/4 | G-OPHA | R.44 | Easingwold – Harrogate – Sherburn |

| | | | |
|------|--------|---------------|---------------------------------------|
| | G-LADZ | Enstrom 480 | Barton – Keighley |
| 28/4 | G-CJLL | R.44 | Middlesboro' – Eggborough |
| | N5120 | Bell 430 | Battersea – Ilkley – Wigan |
| 30/4 | G-GRND | Agusta A.109S | Battersea – Cantley Hall(Doncaster) |
| | EI-GJL | Dauphin | Dundalk – Doncaster City – Birmingham |

Rufforth:- Visitors:- 4/4 G-CDNI Eurostar(t. Oxford); 22/4 G-CDOV Skyranger

Sandtoft:- Former resident Strikemaster G-CDHB/11330(Saudi Air Force), which has latterly been in storage at Church Fenton has found a new owner at Tangmere and has been reregistered G-VPER. Although having been officially cancelled from the register as sold in Canada Jet Provost G-AWGT was still present mid-month parked outside under a cover. Cessna TU.206G N761JU was noted arriving from Turweston on 4/4 and the following day PA-28R N2943D arrived from Barton. On 13/4 PA-28 N65JF arrived from Tollerton and was joined later by Mooney M.20K N252TS. Visitors:- 2/4 G-TFOG Skyranger, G-MZDB Quantum; 4/4 G-ERIS Hughes 369E, G-JIVE Hughes 369E, G-ZIZZ A.109S(refuel), G-EKOS FR.182RG, G-OBMS F.172M, G-BWZG Robin 2160; 5/4 G-AVMD C.150G, G-JBRN C.182S, G-AVWL PA-28, G-AYEB DR.1050; 11/4 G-GEMM SR.22; 12/4 G-AKVM C.120, G-BOPD Bede BD.4, G-CEAR Pioneer 300, G-CBBT Bulldog, G-GATE R.44, G-CEJE Tailwind, G-RIVT RV.6; 18/4 G-BHGY PA-28; 19/4 G-AZEW Pup; 26/4 G-DJJA PA-28, G-OPPL AA-5B(both from Elstree), G-RWEW R.44, G-XYJY Skyranger

Sandtoft(Icicle and Newbold Aerobatic Trophies, 4/4):- Our "Roving Reporter" logged the following participants:-

| | | | | | |
|--------|----------------|--------|------------------|--------|-------------|
| G-CDDP | Lazer Z.230 | G-EEEK | Extra EA.300/200 | G-FCUK | Pitts S-1C |
| G-ICAS | Pitts S-2B | G-III | Pitts S-2B | G-IITC | CAP 232 |
| G-IJMI | Extra EA.300/L | G-JOKR | Extra EA.300/L | G-LAZA | Lazer Z.200 |
| G-ROMP | Extra EA.230H | G-SIII | Extra EA.300/L | G-TIII | Pitts S-2B |
| G-ZVKO | Edge 360 | N666BM | Pitts S-1T | N697RB | Pitts S-1T |

Sherburn:- Resident Cessna F.182Q N382AS has been transferred to the UK register as G-HOWI. Leeds based SR.22 N54105 was noted visiting on 12/4 while on 23/4 Cessna T.210M N210AD arrived from Guernsey. Visitors:- 5/4 G-EJRS PA-28(f. Carlisle), G-AXHC Jodel D.112; 6/5 G-BLHR GA-7 Cougar; 9/4 G-BLVI T.67M; 11/4 G-BFVG PA-28, G-BNSO T.67M, G-BKHW Glasair RG; 12/4 G-AZBI Jodel D.120 ; 18/4 G-OPHA R.44(f. York, refuel); 19/4 G-BSMU Kit fox, G-JDBC PA-34 Seneca; 22/4 G-CCYS C.182S, G-BTXT Maule, G-EXPL Citabria, G-CJLL R.44; 23/4 G-BOLE PA-38 (Commodore 02), G-ARMR C.172B; 25/4 G-STGR A.109S(Stobart 4, t, Carlisle), G-NTWK Twin Squirrel(Osprey 63); 26/4 G-BDZC F.150M(t. Bourne)

Strubby:- Cirrus SR.20 G-ZOGT was noted on a visit from Oxford on 5/4.

Sturgate:- Soko P.2 G-SOKO is no longer resident having moved to new owners at Fenland. On 12/4 recently completed Sportscruiser G-CFPA was noted carrying out its initial Air Test. Visitors:- 1/4 G-AWOA Rallye(t. Elstree); 4/4 G-FLAV PA-28; 5/4 G-CDHC T.67M, G-YIII C.150M, G-LUNA PA-32R; 6/5 G-BTAW PA-28; 8/5 G-BBEC PA-28(f. Isle of Man); 12/4 G-CCFG Banbi; 19/4 G-BXLS Koliber; 26/4 G-ARCF PA-22

Sutton Bank:- Noted operating from here on 22/4 was Dishforth based Chipmunk G-BCCX.

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

From the 1st April Eurocopter EC.135T G-NESV came under sole charge of the Cleveland Police Authority and took up the new call sign of "Police 06". A new resident is Cessna 152 G-BPHT while PA-28 G-AVWU has joined the Cleveland flying school fleet and the Citation G-CEUO arrived on 21/4 and appears to be resident. There were a number of MOD charters this month including Globespan Boeing 767 G-CEOD which operated from Paderborn on 3/4 and 4/4 and the company's new 767 G-SPNA was noted on 18/4, 19/4, 20/4, 25/4 operating to and from Calgary. Monarch got in on the act on 6/4 with Airbus 300 G-OJMR arriving from Luxor and departing to Nairobi while their A.321 G-OZBG was logged on 8/4 from Akrotiri to Brize Norton. Other movements included:-

- 1/4 ZH103 Boeing AWACS(NATO 21, training), G-BHDM Cessna 152
- 2/4 VP-CFT Challenger 601, M-TSRI King Air 90(Ambassador 902B), G-HPPY Lear 40 LX-PRG King Air C.90A, D-CGRC Lear Jet 35(JEI 1343), ZA712 Chinook(Gambit 2)
- 3/4 M-BWFC Citation XLS
- 5/4 HB-JRB Challenger 604(Swiss Ambulance 352), G-RWEW R.44

6/4 G-TLFK Citation Sovereign, Tucanos ZF143(LOP73), ZF169(LOP 61), training
 7/4 4X-CLL IAI Galaxy(n/s), LN-BAB King Air 350(Berganair 22)
 8/4 ZH004 Islander(Armyair 599), Tucanos ZF170(LOP63), ZF347(LOP78), training
 9/4 N836TP Beech 36 Turbo, G-BVYF PA-31(Poyston 01), G-GKUE TB.9
 10/4 N45PJ Malibu, G-TASK Cessna 404(Atlantic 404), G-ATRM Cessna F.150F
 11/4 G-ODAG Citationjet 2(Saltyre 306), G-OLDW Lear Jet 45(Partner 85A)
 13/4 LX-PMA Challenger 300(Ballistic 46A), G-HEMS EC.135T(Helimed 58)
 16/4 G-OSOH Citationjet(Hangar 830), G-BRHA PA-32R Lance
 17/4 N352CM Malibu(n/s), G-CFLU SAAB 2000(Eastern 1585, with Fulham AFC)
 18/4 G-CDNK Lear Jet 45(Partner 15C)
 20/4 XX202 Hawk(Pirate 23, overshoot), G-CBBT Bulldog
 21/4 N718DW Gulfstream 400, LN-HTB Jetstream 32(HTA 601), G-EVTO PA-28
 22/4 N8105Z PA-28R Arrow, ZG847 BN.2T Islander(Armyair 599)
 23/4 N41098 Cessna 421C, ZR321 A.109E(Ascot 1571), N22NN Cessna 182P
 N982CD Cirrus SR.22, ZF485 Tucano(LOP 66, overshoot)
 26/4 G-BZOG Dornier 328(Suckling 382, Middlesboro' FC), G-OAPE Cessna 303
 28/4 N188S Agusta A.109A(Weather diversion, n/s)
 29/4 G-OROO Citation XLS(Hangar 861), XV221 Hercules(Ascot 673, training)
 30/4 G-XBEL Citation XLS(Beauport 801), N850LH TBM.850(n/s)
 Of the above the Swiss Air Ambulance Challenger on 5/4 arrived at 0130 from Damman, Saudi Arabia and was a Newcastle diversion. Galaxy 4X-CLL is operated by Shino Aviation and was from and to Tel Aviv while Gulfstream 400 N718DW of Colleen Corp, Philadelphia was f/t Luton. Finally the Jetstream 32 LN-HTB of Helitrans is the former Eastern Airways machine, G-OAKJ.

Waddington:- The Shadow R.1(King Air 350) G-JENC was noted at the end of the month carrying its military serial ZZ416. On 5/4 C-17A Globemaster 01-0190 of the 437th Airlift Wing at Charleston arrived for a night stop before uploading equipment in support of a Sentry deployment. German Air Force Airbus A.310 10+25(GAF 255) called in on a training detail on 6/4 and sister ship 10+21(GAF 251) was similarly engaged on 23/4. Other movements included:- 2/4 XV290 Hercules(Gauntlet 88); 6/4 LX-N19997 Boeing 707(NATO 26), F-15Es 91-0306 and 91-0312(Dark 21/22); 8/4 XZ214 Lynx(based for two week); 14/4 ZE432 BAC 1-11-400(Gauntlet 52); 15/4 58-0086 KC-135T(Quid 68), ZH902 Chinook HC.2(based for 10 days, operating at Donna Nook), 083/ZE Xingu(FAF 9090); 16/4 ZF622 PA-31(Gauntlet 62); 17/4 ZD704 BAe.125 CC2(NOH 12); 21/4 XW199 Puma, ZJ118/B Merlin, za683/ak Chinook; 22/4 ZG847 BN.2T(Armyair 599); 24/4 ZG844 BN.2T(Armyair 595); 29/4 ZA150/J VC-10(Tartan 32); 30/4 ZH004 BN.2T(Armyair 584).

Walton Wood:- Following long term maintenance MD.902 Explorer N902JW left on 23/4 to Skegness. Visitors:- 2/4 G-OPDG R.44(t. Liverpool); 20/4 G-CBCN Schweizer 269C; 22/4 G-CMSN R.22B; 23/4 G-STUY R.44, G-IIFR R.22B; 25/4 G-FOFO R.44; 28/4 G-EEGO Jet Ranger

Wickenby:- Recently registered to new owners at Market Rasen is T-67M G-EFSM, which is now resident. Also potentially a new resident is recently registered Savannah Jabiru G-CFZI, also for owners in Market Rasen. Visitors:- 1/4 G-BSER PA-28; 4/4 G-GFEA C.172S(f. Barton), G-SHED PA-28(f. Gloucester); 5/4 G-BVGW Silvaire, G-BULO Silvaire, G-BBJZ F.172M, G-BTXT Maule MX.7, G-CDOV Skyraider; 6/4 G-CBMT DR.400; 8/4 G-CECO Schweizer 269C(f. Mansfield); 18/4 G-RUIA F.172M(f. Sleep), G-CETB SR.22; 22/4 G-EXES Europa; 26/4 G-BRTP C.152

York:- Registered to a York owner is Ramos GX G-GXAL, which is a German built high-wing two-seater like a Jabiru..

OVERFLIGHTS

| | | | |
|------|---------|-----------------|--|
| 2/4 | 87-0024 | MC-130H | "Talon 71", 6/E LBA 2114 @2500', to Mildenhall |
| 3/4 | PH-OTH | PA-31 Chieftain | 6/S of LBA 1654 @ 4000' enroute to Blackpool |
| 19/4 | N666EX | PA-32R Saratoga | Over York 0902 @ 3500' enroute to Elstree |
| 25/4 | OO-TMM | Beech Sundowner | Wevelgem – Tiree(POL 1022 @ 3000') |
| 30/4 | OY-PPS | PA-34 Seneca | Over TD 0959 @ 12000' routing via OTR. |

On 8/4 Antonov AN-26 "01" Black(Open Skies 33F) passed virtually over Leeds at 1215 at 5000' heading North and was quite audible, however due to the scattered cloud I did not actually see it. The aircraft was based at Brize Norton for its operations and stayed there until 11/4 before heading home to Russia.

VISIT TO HULL AERO CLUB

LINLEY HILL AIRFIELD, LEVEN, EAST YORKS

THURSDAY APRIL 9th

Today I decided to have a change from my usual visit to LBIA (it was dead on my last visit) after dropping off my wife and her friends at Leeds bus station I drove over to "Tophill Lows Bird Reserve" between Beverley and Driffield and spent a pleasant morning watching some nice birds of the feathered kind. Whilst at the reserve I spotted a "Robinson R22" (rotary bird) doing some local flying, this got me thinking that there must be a local airfield. I checked my trusty copy of Pooleys Flight Guide and discovered that Linley Hill airfield was not too far away (as the crow flies). 30 minutes later I arrived in the village of Leven to find that the road to the airfield was a 1-mile unmade rough farm track filled in with hard core. I was beginning to think that this was not a good idea for my car tyres and suspension. On arriving at the airfield I pulled into the car park and was impressed with tidy cut grass and outside seating area. The sign said "all visitors please report to the office", which I did. I was met by Richard Lewis-the joint owner of the flying club and another guy who was the airfield manager. They were both very pleasant and welcoming, especially when I requested a visit round the hangars. Richard found the keys for the hangars and we set off on my guided tour.

The airfield is not the busiest in the world but I was told that most of the flying is with club Cessna aircraft and people taking their PPL lessons. The flying club is also home to RM aviation who run a successful flying school for micro lights.

Aircraft seen in the hangars

G-HULL Cessna 150

G-BAXV Cessna 150

G-BIOC Cessna 150

G-BTMR Cessna 172

G-BIDH Cessna 152

G-IFLI AA5 Cheetah

G-CCCJ Nicollier HN700 MENESTRAL in very smart condition (built in France and purchased from the owner) believed to be the only one in the country

G-BPJW Cessna 150

G-CCUZ Thruster T600N

G-BDJD Jodel D112

G-GGHZ Robin HTL with "V" tail

G-BGSV Cessna 172

Microlights-

G-MCJL Pegasus Quantum

G-MWIW Pegasus Quasar

G-MZG Mainar Blade

There was a further hangar which contained only microlights which I did not go in. On returning to the smart club house I was given a welcome cup of coffee some aircraft magazines and a demonstration of the digital wind speed indicator. I explained to Richard that I was a member of Air Yorkshire Aviation Society and showed him a copy of the latest magazine. He very kindly offered a trip round the hangars to any of our members who care to visit, he also explained the problem they have with flooding and showed me an aerial photo of the complete air strip under water in previous years. They are also planning 2- new short runways suitable for the microlights

Visitors book for April

G-BMHT PA28 Turbo Arrow

G-BKDS DR400 ??

G-ERIS Hughes 369D

G-DODB Robinson R22

This was my first visit to Linley Hill and I can now tick it off my list of airfields to visit in our part of the world.

Mike Storey





DAY BY DAY @ LBIA

On the airline front this month Eastern Airways have changed their flight patterns following the addition of the afternoon Southampton rotation. The aircraft seem to swap over in the afternoon, most days, so we do not have a dedicated resident aircraft any more. Henceforth, I will therefore indicate which aircraft operated which flights during the day and which aircraft night stopped. As a guide flights 80D/81D, 84D/85D, 86D/87D are t/f Southampton and 29Q/19Q, 74G/39Q, 99Q/59Q are f/t Aberdeen. The company has also introduced a Sunday only Aberdeen – LBIA – Bristol and return flight operated by SAAB 2000 aircraft. Other news from the North side is Pakistan International are suffering low load factors at present due to the unrest in the country while there are some changes to the published list of summer IT Flights. The Balkan holidays Bourgas flight will now be a combined flight with Humberside the aircraft routing Bourgas – LBIA – Humberside – Bourgas. Onur Air have moved their flights from Monday to Tuesday operation, with OHY549/8 f/t Dalaman(0800/0900) from 07/07 until 13/10 and OHY2611/2 f/t Bodrum(0835/0935) from 14/07 until 13/10. Finally, from May 31st Air Southwest will change their flight prefix from WOW to SZ, but will keep the “Swallow” call-sign.



Over on the South side Multiflight have acquired yet another Dauphin from the USA, N272DE which was formerly used by Boston Mediflight. The aircraft arrived by road early this month and was rebuilt in the central hangar, being noted outside mid May. Also joining the helicopter fleet is R.22B G-CCGF, (See photo above, by Martyn Gill) a replacement for the ill fated G-TTHC. Rebuilt Twin Squirrel G-CCWK was noted carrying out engine runs mid month and also carried out a short air test. The company is advertising two Eurocopter EC.120B helicopters for sale on its website, on behalf of an unknown customer. Hawker 800XP N800UK which is also for sale was positioned to Doncaster/Robin Hood for storage on 22/4 while a buyer can be found. Finally, as already noted last month P.68C I-SORV arrived on 24/4 and has been very active ever since. By the time you read this it is hoped the aircraft will have been transferred to the UK register as G-RIPA.

1/4 Wednesday

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

bmi:- G-RJXX/L/M operated all day and night stopped.

Eastern:- G-MAJY(29Q/19Q), G-MAJB(74G) arrived from Aberdeen and took over as resident aircraft. G-MAJP operated the first Southampton rotation then to Aberdeen(39Q), returning f/t Aberdeen(99Q/59Q) this evening.

Flybe:- G-JECL(729/30), G-JECU(171/7VT), G-JECF(731/2), G-ECOO(1LH/174), G-ECOY(733/4)
Jet2:- G-CELU(811) arrived from Manchester to operate t/f Geneva(285/6).
KLM:- PH-KZF(65W/66S), PH-KZI(67N/68K), PH-KZD(69W/64K)
Manx2:- EC-ITP(Euro Continental 322/3, 328/9) operated both IOM flights.
Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad.
Ryanair:- EI-DLI(152/153A), EI-DCN(156/15N). EI-DPJ(9398/27E) f/t Gerona.
IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 489P) positioned from Cardiff for ops with Thomas Cook
EXECUTIVE JETS:- Citation Sovereign **G-NSJS** visited, however unusually instead of f/t Jersey it was f/t Southampton, departing at 1802.
GENERAL AVIATION:- PA-28RT **G-SKYV** arrived from Ronaldsway mid morning and was due to stay until Friday, however it returned also immediately to the IOM. PA-31 Navajo **N642P** put in a short visit around lunchtime f/t Belfast City while around the same time Duchess **G-BXXT** visited on a training detail. The recently rebuild Twin Squirrel **G-CCWK** was noted outside this morning carrying out engine runs.

2/4 Thursday
SCHEDULES:- Air Southwest:- G-WOWE(482L/483M), G-WOWB(486L/487M)
bmi:- Again the flights were operated by G-RJXK/L/M, and all three night stopped.
Eastern:- G-MAJP(29Q/19Q) then 74G from Aberdeen then resumed as resident, operating the rest of the Southampton flights. G-MAJB first Southampton rotation then 39Q to Aberdeen and 99Q/59Q.
Flybe:- G-JECL(729/30), G-JEDN(171/7VT, 175/6), G-ECOV(643/4), G-ECOV(731/2), G-JEDL(1LH/174)
Jet2:- G-LSAI(189P) positioned from Dublin. G-LSAG(337/8) was f/t Manchester to operate a combined Chambery flight.
KLM:- PH-KZH(65W/66S), PH-KZM(67N/68K), PH-KZG(69W/64K)
Manx2:- Metroliner EC-ITP again operated both flights today.
Ryanair:- EI-DCZ(152/153A), EI-DCN(156/15N). EI-DWZ(9078/9) f/t Alicante.
IT FLIGHTS:- Thomas Cook utilized A.320 **G-FTDF** for their Arrecife flight.
EXECUTIVE JETS:- Regular Challenger 300 **M-NEWT**(Bizjet 1WT) arrived from Luton early morning to operate to Northolt at 0855, returning this evening for a night stop. Hawker 750XP **CS-DUE**(Fraction 913K) arrived from Hawarden at lunchtime for an overnight stay, departing to Birmingham(Fraction 1TY) at 0950 on Friday morning. Just before 1500 Citation XL **N560TH** operated an inbound charter from Malaga and positioned to Blackpool an hour later.
GENERAL AVIATION:- The Aerostar **N69LP** arrived from Goodwood at 0910 for a day stop before routing to Exeter early afternoon. It was followed in by Mitsubishi Mu.2 **N973BB** f/t Jersey, departing at 1803. PC-12 **G-DAKI** arrived from Bournemouth at 1720 for a night stop, departing to Le Bourget at 0607 the next morning. Baron **N64VB** was noted making a brief visit this afternoon as was the Duchess **G-BXXT**. At 1805 Cessna T.310Q **G-BJMR** arrived from Carlisle for maintenance with PA-28 **G-CEOF** arriving shortly afterwards to transport the pilot back home.

3/4 Friday
SCHEDULES:- Air Southwest:- G-WOWC(482L, div to Manchester), G-WOWB(486L/487M)
bmi:- G-RJXK(9751/2) positioned to Farnborough to fly Chelsea FC to Newcastle before positioning back to Leeds. G-RJXA(408/407) operated f/t Edinburgh. G-RJXM(9171) positioned to Newcastle leaving G-RJXK/L to night stop.
Eastern:- 29Q/19Q canx. G-MAJB(74G) from Aberdeen then operated Southampton flights and night stop. G-MAJP(39Q to Aberdeen then 99Q/59Q) f/t Aberdeen.
Flybe:- G-ECOV(729, div to Manchester), G-JECP(171, div to Manchester), G-JECX(643/4), G-ECOY(731/2), G-ECOO(175/6), **G-FBEE**(733/4).
Jet2:- G-LSAB(179P) positioned to Gatwick to operate a charter to Montreal(6676). G-LSAC(Daallo 101P) positioned back from Gatwick following its latest trip to Somalia then operated the Sharm-el-Sheik flight.
KLM:- PH-KZW(65W, div to Teesside), PH-WXC(67N/68K), PH-KZR(69W/64K)
Manx2:- am flight canx. LET410 **OK-TCA**(Eurovan 328/9, First Visit) f/t Ronaldsway, pm.
Ryanair:- EI-EBK(152/153A), EI-DHF(156/15N). EI-DCV(9396/27E).
IT FLIGHTS:- A.320 **G-FTDF**(652K) had to be towed back onto stand this morning having gone u/s so Titan Airways Boeing 757 **G-ZAPX**(Kestrel 652P/F) positioned f/t Stansted to substitute. G-FTDF had recovered to operate to Dalaman.

EXECUTIVE JETS:- TAG Aviation Lear Jet 45 **G-CPRI**, on its first visit positioned from Farnborough at 1343 to operate an outbound charter to Jersey. Challenger 605 **OE-INN**(Vista Jet 652) arrived from Aix Les Bains early afternoon, routing outbound to Le Bourget at 1529.

GENERAL AVIATION:- PC-12 **G-DAKI**, still operating for Harpin, returned from Le Bourget at 1510 and night stopped.



4/4 Saturday

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

Flybe:- G-JECS(171, went u/s on arrival, n/s), G-JEDT(43D, f. Manchester/172), G-JECZ(729/30)

Jet2:- G-LSAA(028/081A) from Geneva to Manchester with yesterdays passengers! G-LSAB(179P) positioned back from Montreal/Doval following yesterdays charter. G-LSAC operated t/f Palma then positioned to Manchester(172P), G-LSAD (136P/137P) f/t Newcastle to operate today's Geneva. G-LSAJ(118P) positioned from Lyneham, where it had been for 5 days operating 3 return trips to Akrotiri. 'AJ(137P) later positioned to East Midlands at 2230. G-CELU(265) swapped in Malaga for G-CELS(266).

KLM:- PH-OFB(65W/66S), PH-KLI(67N/68K), PH-KZP(69W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L33L) f/t Ronaldsway

Pakistan International:- A.310 AP-BEG(775) operated inbound from Islamabad, however there was a major problem on refueling, resulting in the aircraft not departing until 0240(Sunday) and tech stopping in Dubai on the return trip.

Ryanair:- EI-DLF(15J/01D), EI-DPS(9078/9) f/t Alicante.

IT FLIGHTS:- A.320 **G-FTDF** operated flights to Palma and Las Palmas for Thomas Cook.

EXECUTIVE JETS:- Citationjet **G-OCJZ**(Clifton 9) operated inbound from Nice late afternoon, positioning out to Bristol around an hour later.

GENERAL AVIATION:- PA-31 **G-BVYF**(Poyston 01) arrived at 0040 to carry out a transplant flight, retuning at 1033. London Executive King Air 200 **G-FRYI** was noted parked on Multiflight/East mid afternoon having arrived around lunchtime.

5/4 Sunday

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

bmi:- G-RJXM(408) from Edinburgh, n/s with G-RJXK/L.

Eastern:- G-MAJT(99Q/59Q), f/t Aberdeen. Based G-MAJB.

Flybe:- G-JECS(041D to Birmingham, following repairs), G-ECOV(731/2), G-JECK(643/4), G-ECOW(733/4), **G-FBEJ**(175/6)

Jet2:- G-CELC(110P) positioned from Bristol.

KLM:- PH-KZL(65W/66S, 67N/68K), PH-OFH(69W/64K)

Manx2:- Dornier 228 D-IFLM(38L/39L) f/t Isle of Man

Ryanair:- EI-EBR(152/153A, First visit), EI-DAS(156/15N), EI-DLY(9396/27E)

IT FLIGHTS:- A.320 **G-FTDF**, Thomas Cook returned from Las Palmas then positioned to Cardiff.

GENERAL AVIATION:- Swiss based Cirrus SR.22 **N219PM** operated by PPM Aviation Inc arrived mid afternoon and was still present on Tuesday 7/4. Also paying a short visit this afternoon was Cherokee **G-BNOJ** f/t Blackpool.

6/4 Monday

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

bmi:- G-RJXK/L/M operated all day then G-RJXL(9913) positioned to Norwich leaving G-RJXK/M night-stopping.

Eastern:- G-MAJB(80D/81D) f/t Southampton then 39Q to Aberdeen and 99Q/59Q. G-MAJZ(29Q/19Q) the 74G from Aberdeen and 84D/85D, 86D/87D f/t Southampton, night stop.

Flybe:- G-ECOY(729/30), G-JECN(171/7VT, 175/6), G-ECOI(643/4), G-JECK(731/2).

Jet2:- G-LSAB(016P) positioned to Bristol. G-LSAD(017P) from Newcastle, to Chambery(451), on return '452 diverted to Manchester.

KLM:- PH-WXC(65W/66S, 67N/68K), PH-OFB(69W/64K, n/s)

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

Pakistan International:- A.310 AP-BEG was back operating 775/6, f/t Islamabad, again tech stopping in Dubai on the outbound leg departing at 0015 Tuesday morning.

Ryanair:- EI-DWP(152/153A), EI-DLW(156/15N). EI-DCV(9396/27E) f/t Gerona

EXECUTIVE JETS:- A welcome return this morning for IAI Astra **N630S** of Base Operations International, which arrived from Le Bourget at 0935 for a night stop before routing to Dublin the next morning. The aircraft then flew onwards to Gander and Dekaib-Peachtree, Atlanta. Netjets Hawker 800XP **CS-DRJ**(Fraction 7LY) arrived from Birmingham at 1435.

GENERAL AVIATION:- PA-31 **N642P** arrived from Gloucester at 0838 and stayed until 1515 before heading home to Enniskillen. SR.22 **G-PHEW** arrived from Fair Oaks at 0855 for a short stay before heading to Welshpool, only to return this afternoon for an overnight stay. Mid afternoon Jet Ranger **G-BXDS**(Pipeline 02) dropped in for fuel while on patrol in the local area, from Sheffield City to Norwich.

7/4 Tuesday

SCHEDULES:- Air Southwest:- G-WOWB(482L/483M), G-WOWC(487L/488M)

bmi:- G-RJXI(1XV/1VX) operated f/t Glasgow. G-RJXL(9122) returned from Norwich and G-RJXM(9721/2) positioned to Farnborough for a football charter to Liverpool before positioning back to LBIA. G-RJXK/L/M night stop.

Eastern:- G-MAJP(29Q/19Q), G-MAJB(74G/39Q, 99Q/59Q). Based G-MAJZ.

Flybe:- G-JECK(729/30), G-JECH(171/7VT), G-JECJ(643/4), G-JECL(731/2), G-ECOO(175/6)

Jet2:- G-LSAB(015P) positioned from East Midlands.

KLM:- PH-KZN(65W/66S, 67N/68K), PH-OFO(69W/64K, n/s)

Manx2:- Dornier 228 D-IFLM again operated both IOM rotations today.

Ryanair:- EI-DWP(152/153A), EI-DHN(156/15N), EI-DPZ(9078/9) f/t Alicante

EXECUTIVE JETS:- TAG Aviation Lear Jet 45 **G-CPRI** made the return trip from Jersey at 1303, positioning home to Farnborough half an hour later. Citation XL **G-OMRH** arrived from Hawarden at 1758 for a night stop before heading to Manchester at 0724 the next morning.

GENERAL AVIATION:- An early start must have been made by R.44 **G-LMBO** of Jewel Aviation, to arrive before 0800 from Fair Oaks. The aircraft parked at Multiflight until 1754 before heading back. The SR.22 **N219PM** returned home to Sion, Switzerland at 1528 following its two day stay.

8/4 Wednesday

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

bmi:- The usual trio, G-RJXK/L/M operated normally all day and night stopped.

Eastern:- G-MAJJ(29Q/19Q). G-MAJZ(80D/81D) then 39Q to Aberdeen and 99Q/59Q. G-MAJM(74G) from Aberdeen then final two Southampton flights and night stop.

Flybe:- G-ECOY(729/30), G-ECOK(171/7VT), G-JECL(731/2), G-EOCA(1LH/174), G-JECK(733/4)

Jet2:- G-LSAJ(Daallo 100P) to Gatwick. G-CELS(323) swapped in Belfast with G-CELV(324).

KLM:- PH-OFM(65W/66S), PH-KZU(67N/68K), PH-KZD(69W/64K, n/s)

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

Pakistan International:- It was the turn of A.310 AP-BEU(775/6) to operate f/t Islamabad tonight.

Ryanair:- EI-EBA(152/153A), EI-DHG(156/15N). EI-DWB(9396/27E).

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

EXECUTIVE JETS:- Joint star arrival today was Boeing 737BBJ **N737L**, which arrived from Stansted at 1219 to be hangared with Multiflight for two weeks. The aircraft had arrived at Stansted this morning from Portsmouth International at Pease and is still operated by Clay Lacey Aviation, as it was last year when it arrived as N888NY and did the same thing. Citation XL **G-OMRH** returned from Manchester this evening and after a short stay went to Hawarden.

GENERAL AVIATION:- We'll start with a pair of regulars, Baron **N64VB** paid a short visit this morning while PA-31 **N642P** arrived early evening and departed to Enniskillen at 1904. Another PA-31 was **G-JAJK**(Causeway 999A) f/t Ronaldsway, 1927/2120. Also noted late afternoon was Long Ranger **G-KATG**(Helicharter 03), which called in for a refuel while routing from Manston to Pathead(Edinburgh). **MILITARY:-** The other joint star today was C-17A Globemaster **ZZ175**(Ascot 6733, **See photo**, by Martyn Gill) which arrived from Amsterdam at 1620 and parked at Multiflight before heading home to Brize Norton at 1641.



9/4 Thursday

SCHEDULES:- Air Southwest:- G-WOWE(482L/483M), G-WOWC(487L/488M)

bmi:- G-RJXK/L/M operated all day then G-RJXM(9141) to Aberdeen, other two night stop.

Eastern:- G-MAJB(29Q/19Q, 74G/84D, 85D/86D), G-MAJM(80D, 81D/39Q, 99Q/59Q)

Flybe:- G-ECOY(729/30), G-JEDM(171.7VT), G-JECJ(643/4), G-JEDU(1LH/174), G-JECN(731/2), G-JECL(733/4)

KLM:- PH-WXD(65W/66S), PH-KZW(67N/68K). PH-KZL(69W/64K, n/s)

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

Ryanair:- EI-DLW(152/153A), EI-DYZ(156/15N). EI-DPK(9078/9).

IT FLIGHTS:- Thomas Cook flight to Arrecife operated by A.320 **G-FTDF**.

EXECUTIVE JETS:- Citation XL **CS-DXE**(Fraction 3FZ) from Inverness 2019, night stop to Cannes 0949.

GENERAL AVIATION:- Arriving from Biggin Hill at 0836 was Baron **N64VB**, returning there half an hour later. King Air 200 **G-SASC**(Gama 902) was noted operating an inbound Ambulance flight at lunchtime.

MILITARY:- BAe.146 CC2 **ZE701**(Northolt 12) arrived overhead around 1130 on a training detail and carried out two ILS and overshoots, f/t Northolt.

10/4 Good Friday

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

bmi:- Just one flight operated today G-RJXK(613/4) t/f Brussels.

Eastern:- G-MAJM(74G) from Aberdeen. G-MAJY(051P/39Q) from Brussels to Aberdeen.

Flybe:- G-JEDI(729/30), G-JEDU(171/7VT), G-JECV(643/4), G-JECK(731/2)

KLM:- PH-JCT(65W/66S), PH-KZT(67N/68K), PH-KZE(69W/64K, n/s)

Manx2:- LET 410UVP **OK-TCA**(Eurovan 322/3, 328/9) operated both IOM flights.

Ryanair:- EI-DLV(152/153A), EI-DHF(156/15N). EI-DPZ(9396/27E)

IT FLIGHTS:- A.320 **G-FTDF**, Thomas Cook to Tenerife and Dalaman.

EXECUTIVE JETS:- First timer this morning was Citation Mustang **PH-ORJ** operated by Sky Taxi eu, which arrived from Amsterdam at 0741 and returned there at lunchtime.

GENERAL AVIATION:- PA-32 **G-BJCW** was noted on Multiflight/East at lunchtime having arrived this morning.

11/4 Saturday

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

Flybe:- G-JECK(729/30), G-JEDR(171/7VT)

Jet2:- G-LSAJ(130P) to East Midlands. G-CELF(265) swapped in Malaga with G-CELG(266).

KLM:- PH-KZB(67N/68K), PH-KZM(69W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L) f/t Ronaldsway

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

Ryanair:- EI-DYZ(15J/01D) f/t Dublin. EI-DWP(9078/9) f/t Alicante.

IT FLIGHTS:- A.320 **G-FTDF**, Thomas Cook to Palma and Las Palmas.

EXECUTIVE JETS:- Hawker 400XP **N719EL** positioned from East Midlands at 0906 to operate an outbound charter to Cannes while TAG Aviation Lear Jet 45 **G-SNZY** landed at 1006 to operate outbound to Palma at around 1100.

GENERAL AVIATION:- PC-12 **G-TRAT** arrived from St. Gallen/Altenrhein at 2110 and stayed around half an hour.

12/4 Easter Sunday

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

bmi:- G-EMBN(9870) positioned from Aberdeen at 2225, n/s with G-RJXX/L.

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

Flybe:- G-JECK(175/6), G-ECOD(175, went u/s on arrival, n/s), G-ECOP(44D f. Manchester/176)

Jet2:- G-CELV(109P/110P) t/f Chambéry. G-CELO(031E) from Edinburgh at 2345 to Multiflight for maintenance.

KLM:- PH-KZC(67N/68W), PH-WXD(69W/64K, n/s)

Manx2:- Dornier 228 D-CMNX(Kiel Air 38L/39L) f/t Ronaldsway

Ryanair:- EI-DWR(152/153A), **EI-EBI**(156/15N, First Visit), EI-DPJ(9396/27E).

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 862L/862P) from Las Palmas to Cardiff.

GENERAL AVIATION:- Explorer **G-YPOL**(Police 42), radar approach and overshoot at lunchtime.

MILITARY:- BN.2T Islander **ZH537**(Ascot 7947) dropped in for fuel while "on task" in the local area.

13/4 Easter Monday

SCHEDULES:- Air Southwest:- G-WOWC(482L/483M) f/t Plymouth/Bristol

bmi:- Just one flight operated today, G-RJXX(615/6) t/f Brussels.

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

Flybe:- G-JECN(731/2), G-JECV(643/4)

KLM:- PH-KZH(67N/68W), PH-KZW(69W/64K, n/s)

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

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

Ryanair:- EI-DPT(152/153A), EI-DCC(156/16N). EI-DWS(9396/27E) f/t Gerona.

EXECUTIVE JETS:- Making its first visit to LBIA today was Falcon 900EX **N607CV**(See photo) operated by Banc of America leasing, which arrived from Providence/Green State Airport at 1807 for an overnight stay.

MILITARY:- The Islander **ZH537**(Ascot 7948) called in for a "splash and dash" again this afternoon.



14/4 Tuesday

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

bmi:- G-RJXX/L and G-EMBN operated all day and night stopped.

Eastern:- G-MAJM(80D/81D, 39Q, 99Q/59Q). G-MAJL(29Q/19Q, 74G, 84D/85D, 86D/87D, n/s)
Flybe:- G-JECK(729/30), G-ECOO(171/7VT), G-JEDU(643/4), G-JECV(731/2), G-JEDM(175/6)
Jet2:- G-LSAJ(189P) to Bristol. G-CELO(031E) returned to Edinburgh following maintenance.
KLM:- PH-KZO(65W/66S), PH-KZG(67N/68K), PH-KZO(69W/64K, n/s)
Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L) am, Metroliner EC-ITP(Euro Continental 328/9) pm.
Ryanair:- EI-DCN(152/153A), EI-DHS(156/15N). EI-DYS(9078/9) f/t Alicante.
EXECUTIVE JETS:- Falcon 900EX **N607CV** departed to Farnborough at lunchtime following its night stop.

GENERAL AVIATION:- Jet ranger **G-OMLS** paid a very brief visit at teatime. The Twin Squirrel **G-CCWK** carried out a short Air Test today following its rebuild with Multiflight.

15/4 Wednesday

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

bmi:- G-RJXX/L and G-EMBN once again operated all day and night stopped.

Eastern:- G-MAJZ(29Q, div to Doncaster), G-MAJL(81D, div to Doncaster, '33P back from Doncaster then operated rest of Southampton flights and night stop). G-MAJM(74G/39Q, 99Q from Aberdeen the outbound '68L the outbound Teesside – Aberdeen flight, which had diverted in early(see below)).

Flybe:- G-ECOD(41D to Birmingham having night stopped since going tech on 12/4), **G-FBEK**(171, div to Doncaster), G-JECV(729/30), G-JEDI(731/2), **G-FBEH**(1LH/174), G-JECL(733/4), G-ECOW(175/6).

Jet2:- G-CELY(031E) arrived from Newcastle for maintenance.

KLM:- PH-KZB(65W, div to Humberside. Returned as 1543/66S), PH-KZD(67N/68K), PH-KZF(69W/64K, n/s)

Manx2:- am flight cancelled. Metroliner EC-ITP(Euro continental 328/9) pm.

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

Ryanair:- EI=DLD(152/153A), EI-DCT(156/15N), EI-DWG(9396/27E).

IT FLIGHTS:- Once again A.320 **G-FTDF** arrived from Cardiff ready for ops with Thomas Cook.

DIVERSIONS:- After LBIA was plagued by fog and low cloud early on the East was affected later resulting in the following arrivals:- **G-MAJU**(Eastflight 96V/94A f/t Southampton, Newcastle Div), **G-MAJG**(67L from Aberdeen, Teesside Div) This aircraft then operated the LBIA – Aberdeen(59Q) flight.

EXECUTIVE JETS:- Following its stay in Multiflight Boeing 737BBJ **N737L** departed to Stansted at 1209.

GENERAL AVIATION:- Blackpool based PA-28R Arrow **N8105Z** carried out an ILS and overshoot at 1150 while, also training was Explorer **G-SYPS**(Police 33) at 1730, carrying out an ILS and overshoot. PA-44 Seminole **G-CFSA** was logged arriving mid-afternoon while PA-34 Seneca **G-BZTG** arrived late this evening.

16/4 Thursday

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

bmi:- G-RJXX(9141) to Manchester, G-RJXJ(9142) from Manchester, n/s with G-RJXL, G-EMBN.

Eastern:- G-MAJL(80D/81D, 74G, 99Q/59Q). G-MAJK(29Q/19Q, 39Q, 84D/85D, 86D/87D, n/s)

Flybe:- G-JECL(729/30), G-ECOO(171/7VT, 175/6), G-ECOW(1LH/174), G-JECL(643/4), G-ECOY(731/2), G-ECOV(733/4)

Jet2:- G-LSAJ(189P) to Montreal/Dorval. G-CELE(367) to Pisa, went u/s on arrival. G-CELV(323) exchanged for G-CELS(324) in Belfast. G-CELB(327) to Belfast, diverted to Manchester on return trip.

KLM:- PH-WXD(65W/66S, 67N/68K), PH-OFA(69W/64K, n/s)

Manx2:- Metroliner EC-ITP(Euro Continental 322/3, 328/9) both flights f/t IOM.

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

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 489K/L) operated to and from Arrecife.

EXECUTIVE JETS:- Citation 2 **G-JBIZ**(Cloudbunner 64) arrived mid-morning for a short visit.

17/4 Friday

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

bmi:- G-RJXJ/L, G-EMBN operated all day, then G-EMBN(9855) positioned to Aberdeen.

Eastern:- G-MAJJ(29Q/19Q), G-MAJB(74G/39Q, 99Q/59Q). G-MAJK all Southamptons and n/s.

Flybe:- G-JECV(729/30), G-ECOW(171/7VT), G-JECL(643/4), G-JECE(729/30), G-JECF(1LH/171), G-ECOO(175/6), G-JEDI(733/4)

Jet2:- G-CELK(018P) positioned to Blackpool early morning. G-CELE(019P) positioned home from Pisa following repairs. G-CELV(015P) positioned from Belfast and operated all day. G-CELY(031E) returned to Newcastle following maintenance. G-LSAE(811/2) f/t Manchester to operate combined Geneva flight(285/6).

KLM:- PH-OFJ(65W/66S), PH-KZO(67N/68K), PH-KZK(69W/64K, n/s)

Manx2:- Metroliner EC-ITP again operated both Ronaldsway flights.

Ryanair:- EI-DHT(152/153A), EI-DHH(156/15N). EI-DAI(9396/27E) f/t Gerona.

IT FLIGHTS:- A.320 **G-FTDF**, Tenerife and Dalaman for Thomas Cook.

EXECUTIVE JETS:- The Citation Mustang **PH-ORJ** made a return visit arriving from Amsterdam at 0738 and staying until lunchtime before heading home. Citation XLS **CS-DQB**(Fraction 718P/708C), on its first visit, arrived late morning to operate an outbound charter to Nice at 1443. Vista Jet Lear Jet 45 **OE-GVX**(Vista Jet 197) was logged inbound at lunchtime from Biggin Hill for an overnight stay while Citationjet 2 **G-CROO**(Hangar 830) also arrived around the same time and departed to Nice at 1509. Challenger 300 **M-NEWT**(Bizjet 1WT) inbound 1958, departed 2021.

GENERAL AVIATION:- Dauphin **EI-GJL** arrived from York at 0944 after dropping passengers there. It stayed at Multiflight until 1500 before returning to York. It was joined by compatriot **EI-SBP**, a Cessna TU.206H, which was logged inbound at 1043.

18/4 Saturday

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

Flybe:- G-JECW(729/30), G-JECR(171/7VT)

Jet2:- G-LSAB(190P) positioned back from Gatwick after operating Montreal – Gatwick charter. G-LSAH(BIE 814F) positioned to Lyon on sub-charter to Air Mediterranee. G-CELG(265) swapped in Malaga with G-CELJ(266).

KLM:- PH-KZW(65W/66S), PH-KZT(67N/68K), PH-KZU(69W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L) f/t Ronaldsway

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

Ryanair:- EI-DCN(15J/01D) f/t Dublin

IT FLIGHTS:- Thomas Cook A.320 **G-FTDF** operated to Palma and Las Palmas. Boeing 737/300 **G-THOE**(Thomson 1644/1643F) f/t Chabery.

MILITARY:- Vigilant **ZH248**(ACW 864) made a low visual approach and overshoot on runway 32 at 1330, f/t Topcliffe.

19/4 Sunday

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

bmi:- G-RJXE(408) from Edinburgh arrived to night stop with G-RJXJ/L.

Eastern:- G-MAJB(99Q/59Q) f/t Aberdeen. G-MAJK night stop over weekend.

Flybe:- G-JECV(731/2), G-JECY(643/4), G-JECR(175/6), G-JECE(733/4)

Jet2:- G-LSAH(Mediterranee 815F) returned from Lyon. G-LSAJ(130P) to East Midlands. G-CELR(196/5) operated f/t Prague.

KLM:- PH-KZA(65W/66S, 67N/68K), PH-OFN(69W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 38L/39L) f/t Isle of Man.

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

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 862L/862P) Las Palmas – Cardiff.

EXECUTIVE JETS:- Lear Jet 45 **OE-GVX**(Vista Jet 197) departed to Newquay at 0910 following its stop over since Friday and sister ship Lear Jet 60 **OE-GVT**(Vista Jet 260) on its first visit to LBIA. The aircraft arrived from Palma at 1407 and was due to night stop, however it departed to Geneva at 1509. Hawker 400XP **N719EL** arrived from Cannes at 1558 for a short stay before heading home to East Midlands. Also noted on the apron this afternoon was Citation 2 **G-JBIS**.

20/4 Monday

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

bmi:- G-RJXE(9711/2) positioned to Gatwick for a football charter to Liverpool, positioning back to LBIA mid afternoon. G-RJXJ/L operated as normal and all three night stopped.

Eastern:- G-MAJB operated all flights f/t Aberdeen. G-MAJK all Southampton flights, n/s.

Flybe:- **G-ECOJ**(8032/3) f/t Manchester with Mike Rutter(CEO of Flybe) and Rossie Winterton MP for press launch of new Gatwick service. G-ECOY(729/30), G-JEDM(643/4), G-JEDI(733/4), G-JECF(175)

KLM:- PH-WXD(65W/66S), PHKZK(67N/68K), PH-KZH(69W/64K, n/s)

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

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

Ryanair:- EI-DHH(152/153A), EI-DAH(156/15N). EI-DWS(9396/27E)

EXECUTIVE JETS:- Aviation Beauport Citation XL **G-XLGB**(Beauport 20LB) arrived from Stansted at 0637 and returned there an hour later. At 1050 Citation 2 **G-VUEZ**(Flyvue 271/2) positioned from Liverpool to operate an outbound charter to Faro.

GENERAL AVIAITON:- Hughes 369E **G-JIVE** arrived at lunchtime for a brief visit and was shortly followed by Liverpool based Cirrus SR.20 **N203CD**. PA-28 Warrior **G-NOTE** was logged inbound from Fair Oaks at 1548.

21/4 Tuesday

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

bmi:- G-RJXE/J/L operated all day and night stopped.

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

Flybe:- G-JECM(729/30), G-ECOI(171A/7VT), G-JECH(643/4), G-JECW(731/2), G-JECF(175/6)

Jet2:- G-LSAG(223) swapped in Tenerife with G-LSAC(224). G-CELV(015P) positioned to Belfast.

KLM:- PH-KZN(65W/66S), PH-WXD(67N/68K), PH-OFO(69W/64K, n/s)

Manx2:- Once again Metroliner EC-ITP operated both today's rotations.

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

EXECUTIVE JETS:- Citation XL **CS-DNY**(Fraction 6KF) arrived mid afternoon and departed to London City at 1701.

GENERAL AVIAITON:- PA-28 **G-RNCH** visited f/t Carlisle this afternoon to collect Commander 114 **G-OECM**, which had been in Multiflight for maintenance.

MILITARY:- King Air 200 **G-RAFD**(Cranwell 68) made an ILS and overshoot at 1405.

22/4 Wednesday

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

bmi:- G-RJXE/J/L again performed all day and night stopped.

Eastern:- G-MAJW(29Q/19Q), G-MAJM(74G/39Q, 99Q/59Q). Based G-MAJK.

Flybe:- G-JECE(729/30), G-JECL(171/7VT, 175/6), G-JEDL(731/2), G-JEDI(733/4)

KLM:- PH-KZG(65W/66S), PH-KZH(67N/68K), PH-OFF(69W/64K, n/s)

Manx2:- Again Metroliner EC-ITP(Euro Continental 322/3, 328/9), both flights

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

Ryanair:- EI-DLX(152/153A), EI-DCT(156/15N). EI-DPA(9396/27E)

IT FLIGHTS:- Thomas Cook A.320 **G-FTDF**(Kestrel 489P) positioned from Cardiff.

DIVERSIONS:- A first visit of airline this morning when **Wizz Air** A.320 **HA-LPL**(Wizz Air 305H, see photo below by Martyn Gill) diverted in due fog at Liverpool while inbound from Gdansk, landing at LBA at 0740. Also diverting in was Air Southwest Dash 8 **G-WOWC**(Swallow 302A), which was inbound to Manchester from Bristol but landed here at 0844.



EXECUTIVE JETS:- Resident Hawker 800XP **N800UK** left for Doncaster today, where it will be stored until a buyer can be found.

GENERAL AVIATION:- King Air 200 **G-PCOP**(Gama 988) arrived from Glasgow late morning and returned there mid afternoon. Cessna R.172K **G-FANL** arrived from Haverfordwest around 1500, while PA-31 Chieftain **G-BVYF**(Poyston 4) was logged outbound early evening.

MILITARY:- RAF King Air 200s **G-RAFO**(Cranwell 74) and **G-RAFX**(Cranwell 68) carried out ILS approaches at 1044 and 1245 respectively. BN.2T Islander **ZH537**(Ascot 7955) landed for fuel at 1352, departing back on task in the local area at 1412.

23/4 Thursday

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

bmi:- No change here with G-RJXE/J/L performing all day and night stopping.

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

Flybe:- G-JEDI(729/30), G-KKEV(171/7VT), G-JECV(643/4), G-JECE(731/2), G-ECOW(1LH/174), G-JECM(733/4), G-JECL(175/6)

KLM:- PH-KZD(65W/66S, 67W/68K), PH-WXA(69W/64K, n/s)

Manx2:- Metroliner EC-ITP again operated both IOM flights.

Ryanair:- EI-DHP(152/153A), EI-DHY(156/15N). EI-DPK(9078/9)

IT FLIGHTS:- Thomas Cook Arrecife flight operated by A.320 **G-FTDF**.

bmi:- G-RJXG/L/P again operated all day and night stopped.

Eastern:- Aberdeen flights:-G-MAJK(29Q/19Q, 99Q/59Q), G-MAJB(74G/39Q). G-MAJJ Based for Southampton flights.

Flybe:- G-JECW(729/30), G-JEDO(171/7VT), G-JECR(643/4), G-JEDL(731/2), G-JECU(1LH/174), G-JECT(175/6)

Jet2:- G-CELV(32P) positioned to Belfast.

KLM:- PH-WXC(65W/66S), PH-JCH(67N/68K), PH-KZP(69W/64K, n/s)

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

Ryanair:- EI-DAM(152/153A), EI-DCO(156/15N). EI-DLT(9078/9) f/t Alicante.

GENERAL AVIATION:- PA-31 **N642P** arrived from Enniskillen early this morning and returned there this evening. During our lunch break while printing the magazine we spotted Bristow Helicopters Sikorsky S.76C **G-CEYZ** parked on the Multiflight/West apron.

MILITARY:- Lynx **ZG918**(Armyair 968) carried out a practice radar approach at 0915, f/t Dishforth.

24/4 Friday

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

bmi:- G-RJXE(9855) positioned to Heathrow this evening, leaving G-RJXJ/L to night stop.

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

Flybe:- G-JEDI(729/30), G-JECS(643/4), G-JECY(1LH/174), G-JECK(731/2), G-JECM(733/4), G-JECL(175/6)

KLM:- PH-KZU(65W/66S), PH-KZT(67N/68K), PH-KZC(69W/64K, n/s)

Manx2:- Metroliner EC-ITP(Euro Continental 322/3) am, Dornier 228 D-ILKA(Kiel Air 38L/39L) pm

Ryanair:- EI-DHH(152/153A), EI-DHV(156/15N). EI-DCD(9396/27E) f/t Gerona.

IT FLIGHTS:- A.320 **G-FTDF** to Tenerife and Dalaman for Thomas Cook.

EXECUTIVE JETS:- First time visitor, Citationjet 3 **PH-FJK**(Jet Netherlands 806, **see photo below**, by Terry Sykes) arrived from Amsterdam at 0725 and parked on Multiflight/West until lunchtime when it returned home. Lear Jet **G-OLDK**(Partner 16B) was logged inbound from Manchester at 1030 while Citation Sovereign **G-NSJS** arrived at lunchtime and spent a couple of days in the Multiflight/East hangar before heading home to Jersey on Sunday afternoon. Mid-afternoon Citation Bravo **G-CBRG**(Go-jet 24GC) arrived from Munster before positioning home to Belfast.



GENERAL AVIATION:- King Air C.90 **N456PP**(Merrix 02) arrived from Guernsey at 0955 and stayed until mid-afternoon. As mentioned last month our new resident P-68C Observer **I-SORV** was delivered from Naples via Jersey arriving at 2234.

MILITARY:- Lunchtime saw King Air 200 **ZK454**(Cranwell 71) carry out an ILS and overshoot.

25/4 Saturday

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

Flybe:- G-JECK(729/30), G-JECY(171/7VT)

Jet2:- G=LSAH(BIE 816F) positioned to Lyon for ops for Air Mediterranee. G-CELJ(265) exchanged in Malaga for G-CELU(266).

KLM:- PH-KZL(65W/66S), PH-JCH(67N/68K), PH-KZT(69W/64K, n/s)

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

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

Ryanair:- EI-DLV(15J/01D) f/t Dublin.

IT FLIGHTS:- A.320 **G-FTDF** operated to Palma and Las Palmas for Thomas Cook.

EXECUTIVE JETS:- Citation Bravo **G-OMRH** of Ultimate Jets arrived from Shannon at 1404 and was due to return there at midnight! It was closely followed in by Citation XL **G-XLGB**, which is the former G-XLMB of Aviation Beauport now operated by London Executive Aviation. The aircraft, on its first visit in its new guise arrived from Southend(Lonex 20LB) and departed to Stansted at 1541.

GENERAL AVIATION:- Up nice and early this morning was PA-34 Seneca **G-BMDK**(Air Med 073) which arrived from Oxford at 0817 and left for Fair Oaks half an hour later. This machine made the return trip this evening. PA-28RT **G-SKYV** arrived from Ronaldsway at 1322 for an overnight stay and was joined this evening by Cessna 182P **G-OJHC**, which is owned by the Stapleford Flying Club.

26/4 Sunday

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

bmi:- G-RJXJ(9123) to Manchester, G-RJXP(9124) from Manchester. G-RJXG(408) from Edinburgh n/s with G-RJXL.

Eastern:- Today saw the start of a new Sunday only through service Aberdeen –LBIA – Bristol and return operated by SAAB 2000 aircraft, today's example being **G-CDEB**(33X/34X). Based G-MAJK.

Flybe:- G-JEDI(731/2), G-JEDR(643/4), G-JEDL(733/4), **G-FBEM**(175/6).

KLM:- PH-KZM(65W/66S), PH-KZI(67N/68K), PH-KZT(69W/64K, n/s)

Manx2:- Dornier 228 D-ILKA(Kiel Air 38L/39L) f/t Ronaldsway.

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

IT FLIGHTS:- A.320 **G-FTDF** returned from Las Palmas then positioned to Arrecife(Kestrel 302P).

EXECUTIVE JETS:- A first time visitor today was Gulfstream 4 **N620JH** of Zions Credit Corporation from Salt Lake City. The aircraft arrived from Manchester at 1116 and left for Bangor/Maine a couple of hours later. At 1156 Lear Jet 45 **G-OLDK**(Partner 16D) arrived from Gibraltar and after dropping his passengers positioned out to Manchester.

GENERAL AVIATION:- German based Mooney M.20K **N400MW** arrived from Pattonville this evening and stayed overnight.

27/4 Monday

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

bmi:- G-RJXG/L/P operated all today's flights and night stopped.

Eastern:- G-MAJJ(29Q/19Q, 74G, 84D/85D, 86D/87D, n/s), G-MAJK(80D/81D, 39Q, 99Q/59Q).

Flybe:- G-JECW(729/3), G-JECY(171/7VT, 175/6), G-JECR(643/4), G-JECM(731/2).

Jet2:- G-LSAH(Mediterranee 817F) positioned back from Lyon at 0240 then positioned to Glasgow(Globespan 111P) to operate a sub-charter to Malaga and back before returning to LBIA(Globespan 112).

KLM:- PH-KZH(65W/66S), PH-OFJ(67N/68K), PH-KZI(69W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L) am, LET 410 OK-TCA(Eurovan 328/9) pm

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

Ryanair:- EI-EBK(152/153A), EI-DAM(156/15N). EI-DWS(9396/27E)

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 891P/891K), from Cardiff to Las Palmas.

GENERAL AVIATION:- R.22 **G-CCGF** arrived from Kintore Helipad, Scotland on delivery to Multiflight.

28/4 Tuesday

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

bmi:- G-RJXG/L/P again operated all day and night stopped.

Eastern:- Aberdeen flights:-G-MAJK(29Q/19Q, 99Q/59Q), G-MAJB(74G/39Q). G-MAJJ Based for Southampton flights.

Flybe:- G-JECW(729/30), G-JEDO(171/7VT), G-JECR(643/4), G-JEDL(731/2), G-JECU(1LH/174), G-JECT(175/6)

Jet2:- G-CELV(32P) positioned to Belfast.

KLM:- PH-WXC(65W/66S), PH-JCH(67N/68K), PH-KZP(69W/64K, n/s)

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

Ryanair:- EI-DAM(152/153A), EI-DCO(156/15N). EI-DLT(9078/9) f/t Alicante.

GENERAL AVIATION:- PA-31 **N642P** arrived from Enniskillen early this morning and returned there this evening. During our lunch break while printing the magazine we spotted Bristow Helicopters Sikorsky S.76C **G-CEYZ** parked on the Multiflight/West apron.

MILITARY:- Lynx **ZG918**(Armyair 968) carried out a practice radar approach at 0915, f/t Dishforth.

29/4 Wednesday

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

bmi:- G-RJXG/L/P yet again operated all flights today and night stopped.

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

Flybe:- G-JECY(171/7VT), G-JECW(729/30), G-JEDN(731/2), G-JECU(1LH/174), G-JEDL(733/4)

Jet2:- G-LSAJ(033E) positioned to Manchester. G-LSAH(6586/7) charter t/f Krakow.

KLM:- PH-KZN(65W/66S, 67W/68K), PH-KZA(69W/64K, n/s)

Manx2:- Metroliner EC-GPS operated both Ronaldsway flights.

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

Ryanair:- EI-DAK(152/153A), EI-DCO(156/15N). EI-DAH(9396/27E) f/t Gerona

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 489L/489P) Las Palmas – Cardiff. A.320 **G-DHRG**(Kestrel 353P/353K) positioned from Bristol to operate the first Thomas Cook Fuerteventura of the summer season.

EXECUTIVE JETS:- Citation Mustang **PH-ORJ**(See photo below) was back again arriving from Amsterdam at 0737 and staying until early afternoon. Citation 2 **G-JBIZ**(Cloudbrunner 64) arrived from Nice at 0932 and stayed an hour before routing to Hamburg and this was closely followed by Citation Sovereign **G-NSJS** on one of its regular jaunts from Jersey. This evening Lear Jet 60 **OE-GLY**(Vista Jet 274) arrived from Le Bourget at 1808 and night stopped.



GENERAL AVIATION:- PA-28 Archer **G-BPTE** arrived from Blackbushe at 1042 and stayed until late afternoon when it was replaced on the apron at 1750 by King Air 350 **G-WATJ**(Ambassador 229A), which arrived from Edinburgh for a night stop.

MILITARY:- King Air 200 **G-RAFO**(Cranwell 76) made an ILS and overshoot at 1035 while at 1050 the peace was shattered by the roar of Dominie **XS739**(Cranwell 99) overshooting from his practice ILS.

30/4 Thursday

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

bmi:- Still status quo, with G-RJXG/L/P operating all today's flights and night stopping.

Eastern:- G-MAJJ(80D/81D, 39Q, 99Q/59Q). G-MAJP(29Q/19Q, 74G, 84D/85D, 86D/87D, n/s)

Flybe:- G-JECW(729/30), G-JECY(171/7VT, 1LH/174), G-JEDM(643/4), G-JEDN(731/2), G-JECK(733/4), G-ECOH(175/6)

Jet2:- G-LSAB(189P) positioned to Brize Norton, on charter to the MOD.

KLM:- PH-KZT(65W/66S), PH-WXA(67N/68K), PH-KZP(69W/64K, n/s)

Manx2:- Again it was Metroliner EC-GPS called on to perform today's IOM flights.

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

EXECUTIVE JETS:- Lear Jet 60 **OE-GLY**(Vista Jet 274) returned to Le Bourget at 0801.

GENERAL AVIATION:- PA-28 Warrior **G-BOZI** arrived from a private strip at Milton mid morning and stayed all day.

MILITARY:- King Air 200 **G-RAFD** made two appearances today on training details, Cranwell 80 am and Cranwell 72 pm.

LEEDS/BRADFORD AIRPORT STATISTICS FEBRUARY 2009

| | Feb-08 | Feb-09 | % This month | % +/- |
|----------------------------|----------------|----------------|--------------|----------------|
| Movements | | | | |
| Scheduled | 2671 | 2106 | 64.70% | -21.15% |
| Charter | 83 | 78 | 2.40% | -6.02% |
| Private/Misc | 1976 | 1071 | 32.90% | -45.80% |
| TOTAL | 4730 | 3255 | | -31.18% |
| Passengers | | | | |
| Scheduled | 167793 | 122907 | 93.15% | -26.75% |
| Charter | 6786 | 7748 | 5.87% | 14.18% |
| Transit | 1823 | 1294 | 0.98% | -29.02% |
| TOTAL | 176402 | 131949 | | -25.20% |
| International | 128646 | 96767 | 79.15% | -24.78% |
| Domestic | 46133 | 33888 | 20.85% | -26.54% |
| MOVING ANNUAL TOTAL | 2865470 | 2793308 | | -2.52% |

What can you say? A dreadful reduction in Passenger numbers (-25%) and movements (-31%). The only positives are that Feb 08 was a leap year, which in itself equates to a 3% reduction and the number of charter passengers actually increased by 14%. Maybe passengers are returning the traditional package holiday. Apparently the Inclusive Tour (IT/Package) sector doesn't suffer as much, in an economic downturn, as scheduled airlines. There was also a lot of disruption due to snow this year which will account for a proportion of the reduction is Private flight movements. With regard to the international passenger numbers, I will start with the positive news. The Islamabad flights increased by 52%, interestingly Murcia increased by 19%, Paris by 18% and Arrecife by 6%. All the rest of the international routes, either didn't operate in Feb 09 compared to Feb 08, or the passenger numbers reduced in number. Ten destinations reduced by over 30% and that doesn't include the ones that didn't operate this year. The worst being Bridgetown(60%), Salzburg (55%), Barcelona(45%) and Las Palmas (41%). The new charter route of Sharm El Sheikh was the main reason the charter passengers increased. On the Domestic front, the only increase in passengers was on the Newquay route (60% increase). The worst performing that still operated in Feb 09 were Edinburgh (-51%), Heathrow (-42%), Bristol (-32%), The Heathrow flight still just carried the most passengers, but probably for the last time, followed by the two Belfast flights and then Southampton.

The number of commercial flights that diverted away from LBA was 7, which considering the weather was very good. Most of the other UK Airports had more diversions away from there intended arrival airport, so why didn't we get them??, since according to the CAA we didn't receive any.

Reference: CAA Statistics website

COMMERCIAL AVIATION NEWS



LEEDS/BRADFORD NEWS

Leeds Bradford Airport expansion plans have been deferred by Leeds councillors. The councillors took on board local campaigners' arguments that increased passenger numbers would lead to more traffic, more noise, and more carbon emissions - all adding up to make an expanded airport an environmental disaster zone. They have called for the plans to be rethought.

The airport's £28 million plan for the development of its passenger terminal was set to transform the site and help prepare it for the next decade of air travel. Part of a £70m package of improvements over the next five years, planners were asked to approve a two-storey extension to main airport terminal building to provide new entrance, improved internal facilities and associated landscaping works to the terminal building forecourt at the airport.

However, Councillors delayed a decision on the scheme amid concerns about the impact it could have on roads in the area, after getting more than 900 letters of objection. Panel members said they could not give the scheme their backing at this stage. While supporting the development of improved airport facilities, they said much more work needed to be done on how people could be persuaded to get to the airport by public transport.

Sixty climate campaigners have held a picnic in the check-in hall at Leeds Bradford Airport on Sunday 26th April, in a protest over its planned expansion. The airport wants to build a £28m two-storey extension to the terminal building, which would house an improved check-in area and departure lounge in order to prepare for a projected increase in passengers from 3 million a year now to 5 million by 2015. Environmental campaigners say the plan will increase greenhouse gas emissions.

Protesters ate cucumber sandwiches and gingerbread planes during the protest. One of the campaigners, Leeds University student Guy Mitchell, told the BBC that the picnic was a 'very civil way to protest'. He said it was a 'great chance' for people with concerns about climate change and airport expansion to express them in 'a fun, family-friendly way'.

Leeds Bradford Airport will have a direct scheduled transatlantic service by the end of next year, its commercial director told TTT. Tony Hallwood said the airport was talking to one North American airline and one UK carrier about operating a regular Toronto service starting next year. He said the airport was also in talks with US airlines about operating a New York service.

Jet2 ran a number of one-off Christmas shopping flights to New York last year, but Mr Hallwood told the trade publication that the airport could support a scheduled operation. He said: 'We have a large catchment area and our aim is to stop the leakage of traffic across the Pennines to Manchester. We have 2.8 million passengers now and we are confident it will be five million by 2012.'

He said that the airport is also targeting short-haul expansion to Germany, Italy, Spain, France and Scandinavia, and the airport was talking to 'a number' of no-frills airlines about Frankfurt, Hamburg and Copenhagen services.

AIRPORT NEWS

Bristol Airport is up for sale as up for sale as Australian Infrastructure investor Macquarie has put it 'scrambles to raise cash', the Times reports. The group is reported to have sounded out potential buyers for the airport, which had more than 6m passengers in 2008. 'Industry sources' told the newspaper that possible bidders include Prudential's M&G's infrastructure fund and Fortis, which recently bought Belfast City Airport. The airport was valued at around €20m (£283m) in 2006, but the Times suggest that interested bidders are likely to offer much less now. The value of Bristol Airport will be affected by a recent fall in its passenger numbers, which plunged 26% in February, and 20% so far this year as recession-hit travellers cut back on flying. It will also be hit by problems raising debt to fund large asset purchases in the current market. Macquarie and Cintra, a subsidiary of BAA's Spanish owner Ferrovial, bought the airport jointly in 2001 for £198m. In 2006, Macquarie purchased Ferrovial's 50% stake for €58m.

Coventry Airport has also been put up for sale. The airport lost its only passenger airline last year and has seen plans for a new terminal rejected, forcing it to focus on business and freight flights. Thomsonfly axed its services from the airport last November, blaming its increased focus on charter holiday flights rather than scheduled flights. Plans for a new terminal were dropped in February after a legal challenge to a public inquiry blocking the planning application failed.

However, airport director Brian Cox said it offered 'excellent potential'. He said he was 'looking forward' to attracting another airline to Coventry in the future, adding: 'Presently we are concentrating on developing the airport as a 'Midland hub' for cargo, executive jets and ad hoc charter operations.'

Calls for **Durham Tees Valley Airport** to revert back to its original name - Teesside Airport - have been rejected by the airport's owners, the Gazette reports. The original name lasted for 40 years, but was changed in 2004 after Bmibaby pushed for a more marketable brand which incorporated a city name. The budget airline controversially pulled its planes out of the North-east two years later.

Despite having been called Durham Tees Valley for nearly five years, many people still refer to it as Teesside Airport - as do major travel websites such as ebookers, lastminute.com and Travel Republic. Other websites include both names, and many of the region's road signs are also still to be altered. When the name was changed, Redcar and Cleveland Council leader Dave Walsh criticised the re-branding, but was eventually outvoted by his fellow councillors. Mr Walsh told the newspaper today: 'I think in retrospect, my concerns have been proved correct and I still think the re-branding was a mistake.'

'It was given its Teesside International name for a very good reason - because the name Teesside is familiar to businessmen and engineers across the world. Perhaps given the loss of flights recently, Peel Airports might want to re-think. I'd be happy with that because that's how the airport is known throughout the world.' Peel Holdings has however today confirmed that there are no plans for change. A spokesman said: 'The Airport is not considering changing its name back to Teesside Airport.'

Heathrow's Terminal 5 building is suffering from subsidence, the Telegraph reports. It says that BAA, the airport's owners have admitted that the foundations of the £4.3bn terminal are rising, with floor tiles having to be repaired on the south side of the terminal. Terminal 5 was built on top of a former sewage works in London clay. Subsidence expert Norman Train, vice president of the Institute of Structural Engineers, told the newspaper: 'T5 is like an iceberg - far more of it is below the ground than above. Because clay swells when it is built on there was always going to be movement. There will be movement as part of the bedding in process during the first few years of the construction.' Over the weekend environmental campaigners at Greenpeace called for more information to be released about the subsidence problem, before works go ahead on a new terminal which is being planned just 500 meters from T5. Ben Stewart, from Greenpeace, said: 'We need to know the extent of the subsidence and any data BAA and the Government have on the effect this because it will have an impact on the planned sixth terminal.'

BAA confirmed it was suffering from subsidence but insisted the problem was minor and nothing to worry about. A spokesman told the Telegraph: 'In a building of this size, there is going to be some level of ground movement, but the fact remains that it is perfectly normal and what would be expected in a structure of this size. The degree of subsidence is in line with what you would expect and is nothing to worry about.'

Experts at Leicestershire County Council have recommended that the authority does not object to **East Midlands Airport's** runway extension plans have been given a boost, as . experts at Leicestershire County Council have recommended that the authority does not object Airport bosses want to extend its runway by about 190m (623ft) to make it 3.08km (1.91 miles) long to allow aircraft to operate to further destinations.

The airport first applied in September 2000 to increase the runway by 190m to allow planes carrying larger loads to take off. It would make the UK's third-biggest freight airport more attractive to long-haul cargo carriers, particularly in America. Opponents of the £4m scheme fear it would mean more jet engine noise disturbing those under the flight paths and more air pollution.

In the report, county council experts said they believed any increase in noise levels would be 'largely over sparsely populated areas'. The report added that 'there would appear to be no significant additional impacts on air quality and traffic generation' with the planned extension. The issue will be debated by a meeting of the full county council. A spokesman from East Midlands Airport said: 'We note the advice to the county council not to object to the runway extension and now look to the district council to approve the planning application without any further delay.'

Newcastle Airport has been forced to scale back its expansion plans because of the recession, MPs were told yesterday. Its plan to expand terminal facilities and build a 360 metre runway extension is now merely a 'useful document', rather than realistic plans to be implemented, it said.

The airport has abandoned its hopes of flying 9.5 million passengers by 2016, after they fell by 612,000 to just over five million last year. Yesterday, in written evidence to the Transport Select Committee, Newcastle Airport said: 'The masterplan remains a useful document in setting out the way in which the airport is likely to expand in due course. But it needs to be reviewed to reflect the current economic downturn and lower passenger growth expectations.'

AIRLINE NEWS



BRITISH AIRWAYS LATEST BOEING 777 G-YMMS ON DELIVERY TO HEATHROW 29/5

British Airways is unlikely to experience a rebound in passenger traffic until 2011 as recession drags on, Chief Executive Willie Walsh has told a German magazine. He was quoted by WirtschaftsWoche saying: 'I don't see a sign of improvement in the economic environment. It will get worse before it gets better.' BA's projections did not include a recovery before 2010, Mr Walsh

said. He added that most airlines had almost depleted their financial reserves due to the high price of jet fuel last year, perhaps suggesting that some airlines would be forced under by the current crisis. And his interview was given before the current swine flu problems raised the prospect to a further weakening in the demand for air travel.

easyJet has announced its intention to hold marriage ceremonies mid-flight in a unique revenue-raising idea. The budget airline is reported to be investigating whether its pilots could become authorised to carry out weddings during flights. The plan would see the captain hand over to the co-pilot once the flight has reached its cruising altitude in order to officiate the wedding at the front of the plane. The move could mean couples would marry on the way to their honeymoon!

The airline announced the plan after their research showed many people dream of marrying above the clouds, as they search for different ways to celebrate their union. Paul Simmons, easyJet's UK regional general manager, told the Guardian newspaper: 'We're excited about these plans. If there is the opportunity, our pilots could be marrying couples in the air. Future brides and grooms can say 'I will' on the flight from Gatwick to Olbia, on Sardinia, for example. After their marriage at a height of 30,000 feet they then can go directly on their honeymoon.'

However, easyJet will face legal challenges before it can start marrying people in the clouds. In the UK marriages must be conducted in a permanent structure that doesn't move, and be officiated by a minister of religion or registrar employed by a local council. Whether the pilots could marry couples under rules from a different EU country is unclear.

Excelsis Airways is a new airline poised to reconnect Durham Tees Valley Airport with Heathrow within a couple of months, The Northern Echo reports, with the flights set to be all business class. The airline is hoping to offer three round trips a day on the route from early July. The news comes two months after bmi axed its service to Heathrow, causing an outcry from business groups and MPs, who see the link as vital to the prosperity of the region. The Northern Echo reports that Excelsis hopes to charge in the region of £220 return, and will target the business market, offering quick check-in and chauffeur-driven transport at either end. Spokesman Peter Troy told the newspaper: 'This has been many years in the planning. It is an exciting project for the business community of the North-East. We very much hope everything will be ready for an inaugural flight in early July.'

Excelsis has been formed by an American who was in the US Air Force and then became a British Airways executive. Before settling in County Durham, he worked in US internal flights. The airline is leasing a Boeing 737-300 plane, which can normally seat up to 140 passengers, but because it is offering an up-market service, the capacity will be about 44.

Because the service will be classed as a private chartered flight, it is hoped to avoid the long check-in queues that usually more than double the 50-minute flying time. The new airline hopes to expand its service to six round trips a day, and then to create a triangular service between DTV, Heathrow and London City Airport. There are also longer term plans to fly businessmen to European capitals. A spokesman for the airport confirmed it was in negotiations with a number of airlines to restart the route.

Lufthansa is no longer interested in acquiring full control of BMI because the price is too high, *Süddeutsche Zeitung* reports. Lufthansa management are reported to feel that BMI's financial position was worse than first thought, however, the airline's founder has exercised a put option (option to sell his shares at a contracted value), so it seems unlikely that the German airline has a choice.

BMI lost £100m in 2008, and Lufthansa is reported to have to pay £300m to increase its stake in the airline from 30% minus one share to 80% following the purchase of the stake of the airline's founder, Sir Michael Bishop. The report, which did not cite any sources, follows Thursday's decision by EU antitrust regulators to approve the deal.

Lufthansa's takeover, announced in October, would make the German carrier the second biggest airline at Heathrow. Press reports earlier this month suggest that Lufthansa has been trying to renegotiate the takeover price, agreed when it purchased its initial stake BMI in 1999. Sir Michael is said to be refusing to budge.

Ryanair expects to save €30 - €40 million annually by eliminating check-in desks and making online check-in mandatory from October. The budget airline's Chief Executive, Michael O'Leary, said: 'It's one of our major initiatives to reduce costs.' Mr O'Leary told a news conference to announce the launch of a mobile phone service on board its Rome-based fleet that 'it will also mean passengers spending much less time hanging around at airports.' He said 75 percent of the airline's passengers already check in online. Only unmanned check-in kiosks and drop off areas for bags at the airport will be maintained under the new system.

Ryanair has reported its first annual loss after it was hit by higher fuel costs and had to write down the value of its stake in rival Aer Lingus. The budget airline made a net loss of €69m (£146m) in the year to 31 March, larger than analysts had expected. Stripping out the impact of the Aer Lingus write down and other one-off factors, Ryanair made a profit of €05m, a 78% fall on the previous year (€81m) but slightly ahead of previous guidance.

Sales increased 8.4 percent to €2.94bn, but fuel costs rose 59 percent to €1.26bn euros from €91.3m a year before, as oil prices hit records last summer and the airline failed to put a hedging policy in place. The airline said it had been forced to write down the value of its 29.8% stake in Aer Lingus by a further €22m during the period, after its rivals share price fell.

Ryanair said it was now benefiting from lower fuel prices. The budget airline's chief executive Michael O'Leary said: 'We intend to use reductions in both fuel and other costs to drive fares materially lower.' He said the airline expected to report profits of between €200m and €300m for its current financial year, as it continues to attract more passengers through lower ticket prices. He said, however, the profit forecast carried a 'heavy health warning.' Ryanair said its passenger numbers rose by 15 percent from 50.9m to 58.5m. Its average fares were reduced by 8 percent to €40. A spokesman forecast a 15 percent rise in passenger volumes in the 12 months to the end of March 2010 to 67m.

Mr O'Leary said the significantly lower oil prices in recent months had encouraged the group to restart hedging and it was now 90 percent hedged for the first three quarters of the coming year 'at much lower prices than competitors.' If oil prices remained at current levels he forecast a €50m fall in the airline's full year fuel bill. Ryanair also forecast a fall of around 5 percent in non-fuel operating costs per passenger.

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PAINE FIELD- BOEING 787 PROTOTYPE CARRYING OUT FIRST ENGINE START UP 21/05/09

NETJETS EUROPE SLASHES DELIVERIES

Fractional ownership giant NetJets Europe has cut by around 60% its planned business jet deliveries for 2009 as the economic meltdown tightens its grip on the business aviation market.

"We will take delivery of only 10 aircraft this year, including Hawker 750s, Dassault Falcon 2000EX/LXs and a 7X, as the market conditions are very tough for us at the moment," said NetJets Europe chief operating officer Graeme Weston at EBACE. "We have not cancelled any orders to date, just deferred them," he added. NetJets Europe added 30 aircraft to its fleet in 2008 and was planning to receive up to 27 types this year, which would have taken its fleet tally to nearly 200 business jets. "Flight volumes have also decreased, but we are still growing -albeit at a much slower rate than in recent years. For example, we added 270 customers in 2008 across both the fractional and card programmes, but we lost 268 for a whole manner of reasons," he says.

Despite the gloomy economic conditions, Weston is confident the market will begin to grow again "and we have to be prepared for the turnaround by working harder and smarter", he said.

NetJets has begun an aggressive sales and marketing campaign to attract new buyers to the fold. "We are boosting our sales force by 40% with particular focus on the UK, Germany, France, Switzerland, Russia and other eastern European countries, including Poland and the Czech Republic," Weston said. He admits it has become increasingly difficult to gain access to new customers and blames in part the negative publicity that business aviation has received from the popular press and politicians alike.

"There are still tremendous opportunities out there, particularly from corporations and individuals who need the convenience and flexibility of business aircraft but do not want to be seen to own their own aircraft in this current environment," Weston says. There are encouraging signs in Russia, Weston said, where NetJets is installing two additional salespeople. "A few years ago it was difficult to penetrate this market as Russians wanted to own their own aircraft. Today, with the economic crisis hitting so many people, there has been a change in attitude and we are now the largest operator at Vnukovo airport in Moscow," Weston said. The global recession has also hit the values of used aircraft, which Weston argues is persuading people to renew their fractional contracts or risk losing substantial sums on the sale of their business jets.

"This is also providing a good business opportunity for people wanting to buy pre-owned fractional shares as the cost has dropped considerably. We can't control the economy or the market values of business jets, but we can control our teams and we will work harder than ever before to stimulate the market," said Weston. Meanwhile, NetJets has become the first business jet company to operate the long-range Falcon 7X from London City airport, having been given the green light from the UK Civil Aviation Authority. The company has 33 7Xs on order and has taken delivery of two. A third type will be handed over by the end of the year.



NETJETS LATEST FALCON 7X CS-DSB VISITING LBIA 26/05/09(Martyn Gill)

MOSQUITOS CAN BITE!

In 1947 I was still at school and I had just started taking photographs with our old box camera, which always accompanied me on my frequent cycle trips to Yeadon Aerodrome. The pre-war terminal building afforded excellent open air roof top viewing, and there were minimal restrictions on looking at aircraft close-up on the apron in front of the 1938 hanger.



Photo 1/2) My photo of a Mosquito taking off was taken at the end of runway 28 by the Harrogate Road. The Oxford, serial LX634 also seen in 1947, was very likely employed in the ferrying operations described above. It carried 609 Squadron code letters RAP-Z and on the left hand side of the nose bore the squadron badge.

The immediate post war years saw an interesting mix of civil and military activity. The Lancashire Aircraft Corporation operated mainly Dragon Rapides, Consuls, Proctors and Austers, while newly-revived 609 Squadron, Royal Auxiliary Air Force was equipped with D.H. Mosquito night fighters. However, the use of these latter high-performance aircraft was subject to severe limitations, which are graphically described by 609's intelligence officer, Frank Ziegler, in his excellent history of the Squadron

'Yeadon's longer runway was only 950 yards with a steep fall at the end - adequate for the Hawker Hinds of pre-war days, but not for converting pilots to the twin-engined Mosquito. The C.O., his Flight Commander, Regular Adjutant and Regular Training Officer - they and they alone were allowed to take this aircraft off and land it there. All other flying had to take place from Linton-on-Ouse, which meant ferrying pilots and a skeleton ground crew there and back each flying day'.

Again, Frank Ziegler's book could shed light on this movement-

'Yet though 609 was again gazetted as a fighter squadron, with one exception none (of the crew) had been a fighter pilot before. The exception was first post-war flight commander - the same Wing Commander R.P.Beamont, DSO, DFC and Bar, late RAF, who had led it to war-time fame on Typhoons. Later a test pilot with the English Electric Company at Warton, Lancashire, there was nothing he loved more than to fly over to Yeadon at weekends and transfer into a Mosquito XXX11 of 609. 'It was, he tells me, a dangerous aircraft'-which coming from the first man to fly the Canberra, the Lightning and the ill-fated TSR-2, might cause his contemporary pilots of 609 some shivering, were it not that most of them already shivered at that time.

The nail-biting 'Mosquito Weekends' were to last only another nine months, as 609 re-equipped with the Spitfire LF.XV1's in April 1948. But to this day, I wonder if I had been fortunate enough to see 'Bee' Beamont using the yellow Mossie for one of his flying visits from Warton.

The story of 609 Squadron-'Under the White Rose' by Frank Ziegler.
Published by Cr'ecy Books 1993.

Denis Yeadon
6th May 2009



PHOTO 3/4) On the 13th July 1947 a very distinctive all-yellow Mosquito T.111 serial VA926, came in to land and I took two photo's of it from the terminal roof as it taxied past to 609's quarters, passing Auster J/1 G-AGXD of the Lancashire Aircraft Corporation.

DOUGLAS DC-3

A LEGEND IN ITS OWN LIFETIME

BY TERRY SYKES

This month's selection of photos covers the workhorse of the 1950's the Douglas DC-3 here at the LBIA. Most DC-3's were built as C-47's during and just after World War Two. Practically all the post war UK airlines flew the aircraft which became known generically as Dakotas. LBIA had its fair share of them and they operated from here in many colour schemes.



G-AIWD seen here on what we then called the lower apron (minus an engine) is in the colours of BKS who operated it for seven years. With the c/n 13475 it was built in 1944 and allocated the US military serial 42-93551, it was immediately transferred to the RAF as KG658. After the end of the war it was de-militarised and allocated the UK registration G-AIWD on 13/11/46. BKS bought it on 16/05/60 and operated it until 04/03/67 when it was sold as VR-ABF in Aden to Brothers Air Services, they eventually re-registered it as 7O-ABF and it crashed on 01/03/77.



G-AMSW was c/n 32919/16171 and was built in 1945 with the serial 44-76587 allocated but transferred to the RAF as KN449. It was eventually civilianised with Derby Aviation and entered on the UK register as G-AMSW on 31/12/58. It was flown by their airline Derby Airways until it crashed into Mount Canigou in France on 07/10/61. It is seen here on the lower apron in Derby Airways colours.



G-AMVV had the c/n 25600/14155 and was built in 1944, with the US serial 43-48339 allocated, but transferred immediately to the RAF as KJ816. Entered on the UK civil register as G-AMVV on 28/10/57 by Silver City Airways it was named "City of Lancaster" and operated by their airline Lancashire Aircraft Corporation. Operating through LBIA it is seen here on the lower apron between flights. Sold to BUA on 23/01/62 it then went to Ireland as EI-APB on the 21/03/66. Returning to G-AMVV on 28/06/67 it was finally scrapped at Prestwick on 20/05/69.



G-ANAE was built in 1944 with the c/n 26101/14656 and allocated the US serial 43-48840 but was immediately transferred to the RAF as KJ930. It served with them until it was sold to the civil market and registered G-ANAE to the Lancashire Aircraft Corporation on 15/06/53. It was reregistered to Silver City Airways on 28/10/57 and named "City of Newcastle", seen here in Silver City colours, once again on the lower apron, with what appears to be the Taylorcraft Plus D G-AHGW flying over it. G-ANAE was transferred to BUA ownership on 23/01/62 and was TF-VON from 19/07/67 until 25/11/67, it was then sold as VR-ABH on 17/01/68 (following G-AIWD) and became 7O-ABH before being scrapped in 1985.



G-ANEG built in 1945 with the c/n 33444/16696 it was allocated the US serial 44-77112 but it went straight to the RAF as KP226. Entered on the UK civil register as G-ANEG on 28/11/53 to Field Aircraft Services it was sold to Executive Air Transport on 29/03/61 and it is seen here lurking on the lower apron. Its subsequent history is quite extensive with it being registered as OD-AEP, G-ANEG, 5B-CAY, N26AA, N94719, 9M-AUJ, N94886 before being broken up in 11/82

CELEBRATING 75 YEARS THE YORKSHIRE GLIDING CLUB

***BY JIM STANFIELD
PHOTOS FROM MARTYN GILL***

The Yorkshire Gliding Club is 75 years old this year. The Club was founded in 1934 at Sutton Bank near the White Horse that many of you will be familiar with. The Club originally started out at Apperley Bridge near Bradford.

To mark the 75th anniversary, the figures 7 and 5 have been carved in white in front of the Clubhouse alongside the grass airstrip. This complements the well known White Horse on the side of the hill that also acts as a guide pilots approaching the field.



To celebrate the anniversary the Club is planning a series of events over the summer period including the following:

27 June to 5 July - Open Week

1 to 9 August - The Northern Regional Gliding Championships with glider racing

30 Aug to 6 Sept - Vintage Gliders to celebrate the history of gliding

During the early days the Club's winch was a Rolls Royce Silver Ghost, bought for £50 and converted for another £50. In addition some real power was recruited in the shape of a horse called Major, which gave sterling service in retrieving gliders and the winch-wire.

Over the years there have been many distinguished names associated with the Yorkshire Gliding Club including Phillip Wills a former world champion, Fred Slingsby the founder of Slingsby Aviation and Amy Johnson.

By 1939 Slingsby Sailplanes Ltd were building gliders that sold for as little as £99. Around this time a Kirby Kite 1 cost £159!



When the 2nd World War started gliding activities were suspended and Sutton Bank became a decoy airfield to draw enemy bombers away from the main airfields in the Vale of York. The austerity that followed the war meant that gliding and private flying was slow to start again across the UK. Most of the 1930s infrastructure at Sutton Bank had disappeared and few of the pre-war members returned. By 1947 the club had acquired its first open cockpit side by side T21 trainer from Slingsbys. This model proved to be a superb training machine and T21s saw service well into the Sixties. In the early 1960s the Club really started to make significant progress, encouraged by the vision and financial help of Eric Reed, the then Chairman of the Club. The unique circular clubhouse was built to replace the ageing wooden structure from earlier days.

Today the Club's president is Moyra Johnson. Now 93, she was one of the early pioneers of gliding and first flew solo in 1935. She still takes the occasional flight as a passenger.

The Club now operates a state of the art fibreglass fleet which allows glider pilots from the UK and further afield to exploit the superb soaring conditions that occur in North Yorkshire.

The Club has its own web-site www.ygc.co.uk where there is much more information about the current activities and Air Yorkshire members are encouraged to have a look.



PAWNEE G-BFRY IN THE HANGAR AT SUTTON BANK

CURRENT YORKSHIRE GLIDING CLUB FLEET

G-CHEF DG-600 Elan Trainer

G-CHVR Discuss B

G-CJVZ Schleicher ASK.21

G-CKFN DG-1000S

G-CKJH DG-300 Elan

G-CKLW Schleicher ASK.21

G-DDKC Schleicher K.8B

G-EEBM Grob 102 Astir

G-OSUT Scheibe SF.25C

TUGS

G-BETM PA-25 Pawnee 235

G-BFRY PA-25 Pawnee 250

G-BJIV PA-18 Super Cub(Modified)

MILITARY NEWS

LONDON(28/5) - The four Eurofighter Typhoon partners are expected to agree this summer to buy 112 fighters, marking the first part of an order for Tranche 3 aircraft that is being split in two to help overcome defense budget problems. Enzo Casolini, Eurofighter's new CEO, told reporters that he was confident a deal will be signed in time to forestall a production gap once the assembly of Tranche 2 is complete. Parallel talks on technology updates are also under way; Casolini said a decision on including an AESA radar on Tranche 3 aircraft could be made with partner nations Britain, Germany, Italy and Spain by year's end. In Tranche 3A, Britain would take 40 aircraft; Germany, 30; Italy, 21; and Spain, 21. Tranche 3B is to be ordered in two years, he said. Originally, the Tranche 3 contract covered a single deal for 236 Typhoons spread across the four nations. However, the contract had to be split in two to help offset serious budget shortfalls, principally with the British.

The U.K. government has been dragging its feet for months over signing up for the Tranche 3 aircraft as the Treasury sought to wriggle out of the contract. In April, it was the only nation that declined to sign a declaration of principles on the way ahead for the program. Earlier in May, the British finally agreed to sign the agreement, but only after it had secured what appears to amount to a cut in the aircraft it is due to take. Casolini said the British would be allowed to include part of a 2007 export order secured with Saudi Arabia for 72 Typhoons in their 3A commitment.

He said the British would take 16 new airframes and a further 24 to replace the Tranche 2 aircraft destined for the Royal Air Force but diverted to the Saudis as part of the deal to rapidly supply the Middle East kingdom with Typhoons. The first of those 24 aircraft is due for delivery this summer. The remainder of the 72 aircraft are planned to be assembled in Saudi Arabia.

The original plan called for adding 24 replacement fighters on to the end of the British order for 89 Tranche 2 aircraft. That never happened. Instead they have become part of the 3A numbers, cutting aircraft deliveries to the RAF. Many industry executives are skeptical about what will happen to the follow-on 3B deal. Casolini said he wouldn't answer any questions about the challenges of getting 3B under contract until the 3A was signed for. Britain's agreement to sign the Tranche 3 deal depended on reductions to production and support costs. The Eurofighter boss said industry is offering to cut lifecycle costs in half as part of the Tranche 3 package. Casolini said he didn't want to go into detail at this stage, but he indicated that with a new partnering agreement between industry and the air forces covering spare parts maintenance and other issues, he believed a 50 percent reduction is achievable.

<http://www.defensenews.com/story.php...34&c=EUR&s=AIR>



MARHAM MAY 31st, 2009

Following their 19 year mission in Iraq, 6 Tornado GR.4 aircraft escorted by 3 VC-10s made a ceremonial flypast at Marham on their return home.

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EDITORIAL

Following my plea a couple of months ago, I would like to thank everyone who has sent in articles for publication. Also thank you for the absolute plethora of photographs which also arrived and rest assured all will be kept on file for use in future magazines both on the cover and inside.

Having said that the bulk of the contributions are coming from the same handful of people so may I once again ask all you members, now summer is here and you go out visiting our local airfields plus those further afield please send me your photos for consideration. Also how about sharing some of your memories of spotting just like Dennis Yeadon has done this month and I already have his next installment which should appear next month. So come on dust off those "typewriters" and get writing!

THANK YOU

**ON BEHALF OF THE COMMITTEE AND MEMBERS
COULD I EXTEND OUR DEEPEST SYMPATHY
TO THE FRIENDS AND FAMILY OF MEMBER
PETER BETTISON
WHO SADLY DIED ON MAY 16TH 2009**



PHOTO MARTYN GILL

Finally, may I just dedicate this photo of Concorde G-BOAC backtracking Runway 14 at LBA to my mother who died on May 7th and will be greatly missed. She nicknamed the aircraft. "Queen of the skies"



5A-DKN Antonov AN.124 of Lybian Air Cargo
 Pictured by Andrew Barker at Manchester International
 on 16/05009 while operating a United Nations charter.



N449J Agusta A.109S of Jay Industries Inc.
 Pictured by Mike Storey at Coney Park on 16/04/09
 This is a brand new aircraft replacing an A.109E which carried
 the same registration but is now in service with the RAF.



OK-CED Airbus A.321-211 of CSA
 Pictured at Prague/Ruzyně International by Martin Zapletal
 The aircraft carries the EU logo which represents the
 Czech Republic Chairmanship of the E.U. Council.