



YORKSHIRE'S PREMIER AVIATION SOCIETY



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HONORARY LIFE PRESIDENT Mike WILLINGALE

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

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

NEXT MAGAZINE PRESS DATE:- 20th June

SOCIETY NEWS

We were pleased to welcome two speakers to the May meeting who discussed separate RAF topics with both historic and current relevance. Group Captain Phil Rodgers RAF (retired) gave a detailed presentation of 'The History of the Royal Air Force Cranwell' backed by anecdotes and slides from paintings of the key founders, pioneers, buildings and aircraft relevant to the times. Although steeped in flying history, the Lincolnshire land at Cranwell was originally developed in 1916 as an inshore base for the naval service. The importance of the RAF as a separate entity was soon realised and Cranwell became the base for the first RAF training establishment in 1920. Apart from an additional wing in the 1950's and an amalgamation with Henley Technical College more latterly, the College at Cranwell has changed little from the building developed in the early 1930's. However, RAF Cranwell and the College still continue to play a pivotal role in officer and aircrew training.

The second presentation was made by Geoff Ware, Regional Director for the RAF Benevolent Fund. We learnt that not only was Hugh Trenchard credited as the founder of the RAF, and the pioneer of the apprentice college training facility at Cranwell but that Trenchard saw the need for a benevolent fund to help the service personnel and their families affected by the First World War. Founded in 1919, and having recently celebrated its 90th anniversary, the RAFBF is still being used to support those in need through information, financial help, homes, care centres, respite care, mobility aids and adaptations. The RAFBF has the key aims of raising funds and raising its profile to ensure that: those who need help, can get help. We would like to thank the speakers for their enlightening contributions and also AYAS and the members present for making donations to the RAF Benevolent Fund which raised £125, including a donation from the society. **Jill & Jess Myers**

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

PLEASE NOTE

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

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

6 June 2010 Drew Steel. – You will remember that Drew gave an excellent and informative talk to Air Yorkshire on the MRA4 in 2006. Drew is now the Military Liaison Executive at BAE Warton, and will give a presentation on flying-related activities and set-up at BAE Warton

THURSDAY

8 July at 7.30pm Tony Hallwood – Leeds/Bradford Airport Commercial & Aviation Development Director

1 August 2010 Martin Powell and Ivor Tamplin
We welcome back Martin and Ivor, but this time as a double act. Their talk/presentation is titled 'British Piston Engine Transport Aircraft since WWII'

5 September 2010 To be Arranged

3 October 2010 The West Yorkshire Police "Project Griffin Team"
A Talk/Presentation on the various aspects of Airport Security and terrorism and how every one call assists the police.

7 November 2010 AGM followed by a sequence of videos downloaded from the Internet.

5 December 2010 Xmas Meeting.

2 January 2011 Peter Hampson, Airport Solutions Ltd
As always, this will be a fascinating insight into Airport Solutions work in various countries in the world.

6 February 2011 To be Arranged

6 March 2011 To be Arranged

FLYING EXPERIENCE DAY

Following negotiations with Multiflight we have been offered a 30 minute flight in a Cessna 172 at a cost of around £35 per person. These flights would most probably take place on a weekend later in the summer depending on what response we get. If anyone is interested in participating could they please contact Paul Windor, who's address and telephone number appear inside the front cover of the magazine.

AMSTERDAM(by Jet2.com)

In 2010 a few members are again going to Amsterdam for the day. Please feel free to book the Jet2 flights for Tuesday 15 June 2010 and join us for the day. We paid £66.22 return including taxes and all fees, which is actually £5 cheaper than last year. Another trip is proposed in October, details later.

TOUR OF THE MULTIFLIGHT FACILITIES

Thanks to Mike McKenzie of Multiflight we are pleased to announce we have been able to secure a tour of the Multiflight facilities at Leeds Bradford International Airport on Tuesday 22nd June at 11.00. Members will be requested to assemble at the Multiflight Cafe, where we will be collected by our guide. We expect this to be quite a popular visit so get your name down early. We are restricted to 10 members, however if we are over subscribed we should be able to arrange another visit later in the year. If more than 10 members put their names down we will carry out a draw to pick the lucky ones.

Again, could you contact Paul Windsor as soon as possible to secure your place.

GROUP VISIT TO THE YORKSHIRE AIR MUSEUM, ELVINGTON

The Society's first visit as a group to the Yorkshire Air Museum is planned for Tuesday 27th July (provisional). For those of you who don't know the Air Museum is near York and is well signposted. There is plenty of car parking. There is much to see at the Museum, with aircraft on display from both pre-war, WWII and post war both inside and outside. As well as the aircraft collection the Museum houses collections covering Air Gunners, Historic Military Vehicles, Military Uniforms and Aviation Pioneers. Restoration work can be seen in progress on aircraft in the hangars and Tuesday is an active day on this front. The Museum has been in the news recently when it took delivery of its latest exhibit, an RAF Nimrod MR2 in April. The Flying Flea built by Steve Langfield and Dave Allan (ex West Riding Branch members) in the early 1970s, in a garage in Yeadon, is currently stored here. Don't forget to bring your camera. There is a very good café/bar (the NAAFI) where meals and refreshments can be purchased and I can recommend the cakes with a cup of tea.

The plan is to arrive in the morning and spend the day enjoying the exhibits. We hope that some of our members who live in the York and East Yorkshire area will take the opportunity to come and meet up and get to know other Society members. The group rate for Air Yorkshire members will be £4 and the plan is to arrange car sharing where possible.

Please contact Paul Windsor our Trips Co-ordinator to book your place and get further details

MANCHESTER AVIATION FAYRE

The Society will be exhibiting at the Manchester Airport Aviation Fayre. The dates are Sat/Sun 28/29 August. The Fayre takes place underneath Concorde in the Viewing Park from 10am to 5pm each day. This is the first time the Society has exhibited for many years. We require members to help with operation of the stand so please if you can help contact our Chairman Dave Senior, Secretary Jim Stanfield or Meetings Co-ordinator Alan Sinfield.

GROUP VISIT TO THE REAL AEROPLANCE CLUB, BRIGHTON

The Society has organised a trip to the Real Aeroplane Club at Brighton to take place on a weekend, to be confirmed, in September. There will be no charge for the visit however members will be expected to make their own way to the airfield. Those without their own transport should be able to be accommodated in car sharing with others. It is proposed to arrive at the airfield around 11.00 and after lunch we will be given a guided tour of the hangars to view the many and varied veteran and vintage aircraft that reside there. Thanks very much to Andy Wood, our local airfield correspondent for arranging this visit for us.

Once again numbers are restricted, in this case a maximum of 12, so contact Paul Windsor as soon as possible to secure your place.

EDITORIAL

We are currently trying to spread the workload of producing the magazine. As a result we would ask any member who would care to get involved with the friendly production team to contact the editor or any member of the committee to find out how you could help us keep up the high standards of the magazine. Come on don't be shy, your Society needs you!!!!

Trevor Smith



SCENE AROUND YORKSHIRE

As ever I am indebted to Andy Wood(HAR) for his contribution to this section, also the members and contributors to the Fighter Control website.

Bagby:- Resident EV.97 Eurostar G-ODRY has been reregistered G-UMMS and is now owned by a dentist in Harrogate! Extra EA.300 G-TWOO is a new resident registered on 22/4 and ex. G-MRKI, while leaving was Quik G-NUTT which has been sold to new owners at Baldo Park, Scotland. On 4/4 Cessna 182P N22NN was noted on departure to White Waltham, also visiting the same day was Cessna F.172M G-TYRE; 15/4 G-BPJW Cessna A.150K.

Beilby:- SA.315B Lama HB-ZDG has now completed its rebuild and is active in the local area.



Beverley:- Our correspondent Martyn Gill visited the home of the Hull Aero Club on 17/4 and among the aircraft logged were Hughes 369E G-ERIS, which is based at Sherburn and the aptly registered Cessna F.150M G-HULL.

Brighton:- One of the Sopwith Pup projects has now been registered with the LAA and has received a project number 101-14978. Work is well advanced on the wings. A new resident is Cessna 172S D-EFUC, which is owned by the same person who has resident G-BHAW. The ex Egyptian Air Force Heliopolis Gomhouria Mk.6 on rebuild locally was registered G-CGEV on 28/4 and work is progressing well. It will be finished in a Luftwaffe colour scheme as a Bucker Bestmann and is to be fitted with a Walter Minor engine in place of the original Continental 0-300A. Recent visitors:- 18/4 G-CEDM CTSW, G-CNAB Jabiru, G-GGHZ Robin ATL; 21/4 G-ARZN Beech N.35; 22/4 G-BGSV F.172N, G-PLAN F.150L, N2943D PA-28RT Arrow(f/t Barton); 24/4 G-AKUW Super Ace, G-ARGV Super Cub, G-ASZV Topsy Nipper, G-BULO Luscombe Silvaire, G-HORK Pioneer 300, G-LUBY Jabiru, N957T PA-32R Saratoga(f/t Shobdon); 25/4 G-GKRC Cessna 180; 1/5 G-BBDLAA-5, G-COCO F.172M, G-FLAV PA-28, N473DC C.47A(Overshoot); 2/5 G-SBAE F.172P; 9/5 D-EARY FWP.149D(f/t Barton); 11/5 G-ARFB PA-22 Tri-Pacer; 12/5 G-BOSM Robin DR.253B; 15/5 G-AVWD PA-28, G-BJOT Jodel

D.117, G-BNTD PA-28, G-BWCY Murphy Rebel, G-PEGY Europa; 17/5 G-BVOS Europa; 18/5 G-AVNO PA-28; 20/5 G-CFCL MT-03; 21/5 G-CBFO Cessna 172S; 22/5 G-AKVO Taylorcraft BC.12D, G-EVEV R.44; 23/5 G-ATRM F.150F, G-ATVX Bolkow Junior, G-AVGA PA-24 Comanche, G-BAFP DR.400, G-BPMB Maule MX.5, G-PURR AA-5A.

On 9/5 Skyranger G-CDTP arrived with a posse from Oxenhope, however unfortunately due to the strong crosswind the pilot lost control and crashed on landing. The nosewheel and propeller were badly damaged but fortunately the pilot received no injuries apart from a dent in his pride. The aircraft was initially moved into the hangar and was dismantled, with the wings being roaded out on 15/4 and the fuselage following a couple of days later.

Events:-

16/4 Loop Aerobatic Day

G-BTTR Pitts S.2A	G-BXRA CAP 10B	G-BZII Extra EA.300L
G-CCNX CAP.10B	G-ICAS Pitts S.2B	G-LOOP Pitts S.1C
G-OKAY Pitts S.1E	G-RODC Skybolt	G-SJBI Pitts S.2C
G-SKYC T.67M Firefly	N666BM Pitts S.1T	N80035 Pitts S.2A
Other visitors:-	G-BIDH Cessna 152	G-BRDM PA-28 Warrior
G-EDDS Sportsruiser	G-PTOO Long Ranger	HB-ZDG SA.315B Lama

17/4 John Mc.Lean Aerobatic Trophy Same participants as 16/4 plus:-

G-BKTZ T.67M Firefly	G-XTRA Extra EA.320
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Other visitors:-

G-ATUB PA-28 Cherokee	G-BVOX Taylorcraft F-22	G-CBZG Rans S6 Coyote
G-CCRV Skyranger	G-CDYB Rans S6 Coyote	G-CEEX MXP.740
G-EDEE Ikarus C.42	G-EVPH EV.97 Eurostar	G-FUZZ PA-18 Super Cub
G-GTEE Quik	G-OPRC Europa	G-PHMG Vans RV.8
G-SCRZ Sportsruiser	G-TIVV EV.97 Eurostar	G-ZEBY PA-28 Cherokee

16/5 Fly-in and Bentley Car Club visit

G-AHBM Hornet Moth	G-ARCF PA-22 Tri-Pacer	G-BSXD Soko Kraguj
G-BUJX Slingsby T.61F	G-BZRV Vans RV.6	G-CBCV Bulldog(XX699)
G-DYMC Dynamic WT.9	G-IDEB Twin Squirrel	G-IIAI CAP 232
G-MZMA Quasar IITC	G-RODI Isaacs Fury	G-ROMP Extra EA.230H
HA-PPC Alouette 3	N2231F Cessna 182T	

Brough:- Hawk ZK012(Tarnish 08) was delivered back to Warton following upgrade on 8/4 while two further machines ZK018 and ZK019 have been delivered by road from Shawbury for the work to be carried out.

Carr Gate:- On 28/5 Dauphins ZJ781 and ZJ783 were noted visiting the West Yorkshire Police headquarters, later noted departing to Dishforth using call-sign "1RA 17".

Cauntton(Knapthorpe Lodge):- A few new residents have been noted recently including, Dynamic WT.9 G-CENO, Quantum 15 G-DINO, Ikarus C.42 G-EDEE, Quantum 15 G-MYLH, Quantum 15 G-MZRH and yet another, G-SILY.

CONEY PARK(Leeds Heliport)

This month produced a little more activity at our local heliport with the following movements logged:-

7/4	G-CPTS	Jet Ranger	1500 1525	f/t Skipton
10/4	G-CDBG	R.44	1630 1705	f/t Blackpool
13/4	G-RWLA	Eurocopter 135T	0835 0905	"Woodstock 25" f. Oxford t. Warren Point
16/4	G-OCMM	Agusta A.109A	1230 1305	"Castle 2" f. Hawes t. Liskard
20/4	G-CFNF	R.44	1600 1645	f/t Northampton/Sywell
21/4	G-OMKA	R.44	1305 1700	f. Landhurst t. Weston Gonburt
22/4	G-EEZA	R.44	1425 1430	f. Roundhay t. Todmorden
22/4	G-CPTS	Jet Ranger	1430 1500	f/t Skipton
23/4	G-MCAN	Agusta A.109S	0900 0915	"Castle 2" f. Liskard t. Hawes
23/4	G-IOOZ	Agusta A.109S	1055 1215	f. Panshanger t. Middlesborough
27/4	G-VONE	Squirrel	1340 1630	"Premier 11" f. Lancaster t. Birmingham
27/4	G-IOOZ	Agusta A.109S	1410 1418	f. Middlesborough t. Banbury
28/10	G-REMH	Jet Ranger	1340	f. Costock, no record of any departure.

Coningsby:- Harrier GR.9 ZG901(Rebel 74) was delivered to 4 Squadron on 4/4 while Typhoon ZJ808 was delivered back from Warton on 26/4 following upgrade. Other visitors included:- 1/4 G-FRAW Falcon 20, G-PCOP King Air 200; 6/4 G-BGCO Duchess, ZJ119 Merlin(Vortex 119); 8/4 ZJ646 Alpha Jet; 13/4 Griffins ZJ237/ZJ708(Shawbury 106/97); 14/4 XZ596 Sea King(SRG 128), ZJ247 Squirrel(Armyair 728); 26/4 D-ICAC Citation 2SP; 27/4 XX280 Hawk(Pirate 03); 28/4 F-16AMs J-005 and J-146(Bullet 1/2), ZJ694 Sentinel(Snapshot 2); 29/4 ZE395 BAe.125 CC3(Ascot 1506).

Cranwell:- Taylor Monoplane G-BBBB is no longer resident, having been sold to new owners at Damyns Hall. A visit on 23/4 recorded Harrier GR.4 ZG858, Tucano ZF341 and BAe.125 CC3 ZD703.

Croft:- Bolkow Junior G-ATUI was noted on a local sortie on 27/4, so may be a new resident.

Crosland Moor:- Noted visiting on 18/4 was Cessna 172P G-JONZ from Tollerton.

Deighton:- Cessna 180 G-GKRC was noted on 24/4 on one of its regular visits from Wold Lodge, Northampton.

Devonshire Arms:- Visitors:- 13/4 G-MGAN R.44; 24/4 G-CCGF R.22B

Dishforth:- Noted visiting on 2/4 were Apaches ZJ176, ZJ225, ZJ226.

Doncaster:- Vans RV.7 G-LNNE is under construction by a group locally.

Drax:- During the recent Air Races at Sherburn on 9/5(a report of which features later in this magazine), PA-18 Super Cub G-OROD/24 suffered engine problems around the site of the Drax turning point. The aircraft carried out a forced landing in a field between Drax and Goole, south of the River Aire but North of the River Ouse. There was no damage and the two occupants walked away unscathed.



British Midland A.320 G-MEDH, operating a charter from Doncaster(Clive Featherstone)

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

After a delayed start due to the volcanic ash problems, Easyjet finally commenced operations on 21/4. Kinch Aviation are now getting so many aircraft through for maintenance that they will be included in the ordinary listings suffixed with M in brackets. However, this month the company worked on Citation 2 G-JDMW, which was re-registered by the end of the month as G-CGOA for Exclusive Jet of Bournemouth. In prospect in mid-May is Citationjet LN-RYG, which is expected to be with the company for around two months before it eventually emerges as G-STPZ. One further aircraft worthy of note was Citation Sovereign N278SV, which was delivered from Wichita via St. Johns, Newfoundland on 30/4. Other movements:-

- 1/4 D-CONE Lear Jet 35A(AYY 105), N380CR Citationjet(M), G-CLOW King Air 200(M)
- 2/4 G-WOWC Dah-8-300(Swallow 9047) 3/4 CS-DMV Hawker 400XP(Fraction 7FA)
- 4/4 G-SGEC King Air 200, G-BFYM PA-28(training)
- 5/4 G-SONE Citationjet, G-SFCJ Citationjet(both "Clifton 5"!!), N2208L Citation Sovereign(M)
- 6/4 G-JAKK PA-31 Chieftain(Causeway 999A), G-GSYS PA-34 Seneca(training)
- 7/4 LY-OOV ATR.42(Danu 951), N449J Agusta A.109S, ZJ234 Bell 412 Griffin(Shawbury 94)
- 8/4 G-TBEA Citationjet(XJC 542, (M)), N646VP Citationjet(M), ZJ236 Bell 412(Shawbury 96)
- 9/4 ZZ176 C-17B(Ascot 899, training), G-NHAA Dauphin(Yorkair 1), N719EL Hawker 400XP
- 10/4 OO-SKM King Air 200, G-OMEA Citation 2(Marshall 6A), G-OMRH Citation Bravo(M)
- 11/4 G-NSJS Citation Sovereign(M), G-JONZ Cessna 172P, G-BEOK Cessna A.150K

12/4 LN-SOV Citation Sovereign(Midnight 11), G-CPRR Citation Sovereign(M)
 13/4 G-XBLU Citation Sovereign, G-FRZN A.109S(Alan Mann 4), G-IMEA King AIR 200(M)
 14/4 G-MEDH A.320(Midland 9731), N550LD Citation 2(M), N250TM King Air 200(M)
 15/4 N242ML Citationjet 2(M), N27HK King Air 200(M)
 16/4 N1262K Cessna 425, N119JT Agusta A.119 Koala, G-BCID PA-34 Seneca
 17/4 G-RHYM PA-31 Chieftain, G-CCHA DA.40, G-BXXT Duchess(Exam 77, training)
 18/4 N2125K Mooney M.20K, G-BIDI PA-28 Arrow(training)
 21/4 G-VUEZ Citation 2(M), G-NMRN Citationjet 2(M), ZF170 Tucano(LOP 74, ILS)
 22/4 G-ZACE Cessna 172S, G-ZXEL Extra EA.300, G-PMHT TBM.850
 24/4 G-VUEM Citation 2(M), G-OMBI Citationjet 3(M), XZ596 Sea King(SRG 128, ILS)
 26/4 M-MIKE Citationjet 3(M), G-LNAA Bolkow 105(Helimed 29), G-SYPS MD.902(ILS)
 27/4 G-OOBE Boeing 757(Thomson 8YC), G-GFDA DA-42(training)
 28/4 G-PSTR King Air 200(Propstar 12, training), XW211 Puma(Vortex 331)
 29/4 N37172 King Air 350, G-CTEN Citation X, G-CELA Boeing 737/300(Channex 109P)
 30/4 G-CJDB Citationjet 2(M)



Citationjet 3 M-MIKE arriving at Doncaster for attention at Kinch Aviation(Clive Featherstone

Elvington:- On 10/4 Twin Squirrel G-WDKR and Jet Ranger G-CCVO were operating local flights from here for most of the day. PA-28R G-CEOF was noted on a visit from Carlisle on 27/4. The Roy Legg and Cavendish Hotel Trophy Aerobatic Competition was held over the weekend 30/4 – 2/5 with the following participants noted:-

G-BPDV	Pitts S.1S	G-BXRA	CAP 10B	G-CBHR	Lazer Z.200
G-EEEE	Extra EA.300	G-FDPS	Pitts S.2C	G-ICAS	Pitts S.2B
G-III	Pitts S.2B	G-MAGG	Pitts S.1SE	G-ODDS	Pitts S.2A
G-OZZO	CAP 231	G-RIHN	One design DR.107	G-ROMP	Extra EA.230H
G-TIII	Pitts S.2A	G-WILD	Pitts S.1T	G-XTRA	Extra EA.230
N666BM	Pitts S.1T	N697RB	Pitts S.1T		

Visiting was Cirrus SR.22 N722DR while C.47A N473DC/2100882/P-3X made a flypast on 1/5.

Escrick:- Gazelle N505HA has now moved here from Brighton.

Felixkirk:- Rans S.10 Coyote G-OEYE has been scrapped, having reported being donated to local gypsies in 2009!! The restoration of Boeing Stearman N10053 and this has now departed to new owners at Lichfield. A new recent arrival is Isaacs Fury G-BBVO, which is being stored in a dismantled state.

Full Sutton:- A visit to Full Sutton on 18/4 produced, among the usual residents, Welsh based Fuji FA.200 G-BCKT in bare metal, Cessna F.172P G-BUJH also bare metal and AA.5B G-BFXW just being repainted with a large Tiger's head on the tail. Stored outside are the Cougars G-BOOE and G-OOGS, both in a rather poor state. Visitors:- 17/4 G-OWAN Cessna 210D, G-BPOM PA-28; 18/4 G-PLÉE C.182Q.

Gatenby:- Noted at a private location at this site in North Yorkshire is the nose of Vulcan B.2 XH563, formerly at Bruntingthorpe. Location also reported as Over Dinsdale.

Gamston:- Visitors:- 4/4 G-BKGW F.152, G-AXIE Pup; 17/4 G-BPOM PA-28; 24/4 G-OWAN Cessna 210D(from Topside)

Garforth:- Visiting Mr. Makin's strip on 16/4 was Mooney M.20E N7423V, which is based at Old Sarum.



Ravenair Partenavia P.68s parked at Humberside on 17/4(Clive Featherstone)

HUMBERSIDE

Nothing much to report from here, however there were a couple of notable freight charters on the 29th operated by F-27 Friendship HA-FAB(Farnair 292P) and Antonov AN.26 HA-TCT(CNB 170F). Other movements of note included:-

1/4 F-HAGA Citationjet 3(X-Bird 101D), HB-JGH Global Express(Comlux 022, n/s)

15/4 G-CDBG R.22B 17/4 Ravenair P.68s G-HUBB and G-SAMJ

19/4 N249SP Cessna 210L 23/4 G-ZMED Lear Jet 35(Air Med 019)

24/4 D-IFHI King Air C.90 27/4 LN-OBX Super Puma

29/4 D-ISIX King Air C.90, M-USHY Cessna 441, N35KN Cessna 402, M-ICRO Citationjet

30/4 CS-DFX Hawker 800XP(Fraction 5GF), G-LATE Falcon 2000(Hangar 882)

Eastern Airways have acquired two Embraer 135 aircraft from Regional of France, the first F-GOHA which will become G-CGMB is due at the end of May with a further example, to be G-CGMC due shortly afterwards.



Super Puma LN-OBX, operating from Humberside on 27/4(Clive Featherstone)

Hustwaite:- Resident Mercury G-MYNC has left following sale to new owners in Lithuania.

Ingleby Arncliffe:- Still stored at a farm in the village are Westland Bell 47G G-BHNV and Gemini/ Dual Striker G-MMKM.

Kirton-in-Lindsey:- This airfield was host to a joint helicopter exercise from 7/4 until 12/4 with the following Navy aircraft present, Sea King HU4s XV647/28, ZD625/P, ZD627/27, ZF119/WY. ZF123/WW and Lynx HAS8s XZ719 and XZ773. Also noted on various days was Chinook ZH776.

Leeds General Infirmary:- On 2/4 a trio of RAF Merlins call-sign "Gradley Formation" made an approach in turn to the roof top helipad but were told not to touch down due to weight restrictions. Their identities remain anonymous. Lynx ZE380(Armyair 719) was in evidence on 28/4.

Leeming:- Resident Pitts S.1C G-BRVL was noted recently stored in a damaged state following a heavy landing at Fishburn. The aircraft is owned by a pilot from 100 Squadron.

Manby(Eastfield Farm):- Pitts Special G-BRAA is a new resident here.

Netherthorpe:- New residents reported recently are Cessna F.172M G-BKEV, MCR.01 Banbi G-CBNL and Taylorcraft JT.1 G-OJON. Visitors:- 10/4 G-RVCL RV.6(to Fife); 11/4 G-BAHD C.182P, G-JAAB Jabiru, G-CEZU Shadow, G-BXYJ DR.1050, G-NINE Renegade Spirit

North Coates:- Rapier G-CCHV left by road on 25/4 for storage near Skegness while its owner spends the summer in Greece. Quik G-GTJD has also departed moving to new owners at Glentworth near Gainsborough. Visitors included:- 6/4 G-BPGU PA-28(f/t Tollerton); 10/4 N918Y Twin Comanche(from Sturgate), G-PIGS Rallye, G-BFTC PA-28R Arrow, G-BWNK Chipmunk, G-CGCH Sportsruiser; 11/4 G-COLH PA-28, G-NPKJ RV.6, G-ATOU Mooney M.20E, G-SCRZ Sportsruiser, G-BPTL C.172N, G-XSEL Twister, G-LORD PA-34(from Sturgate); 16/4 G-CDSS Quik; 24/4 G-CCTG RV.3, G-JOAC Skyranger, G-BZWV Skybolt. The Spring Fly-in took place over the weekend 17/18 April with the following being noteworthy among the over 100 visiting aircraft:-

G-JUDE Robin DR.400	G-ARNJ PA-22 Tri-Pacer	G-AKVN Aeronca 11AC
G-BOPD Bede BD-4	G-BSVH J-3C Cub	G-BDVC PA-17 Vagabond
G-CDPA Pioneer 300	G-BTCJ Luscombe Silvaire	G-CLEG CTSW
G-FKNH PA-15 Vagabond	G-BKWD Taylor Monoplane	G-ERTI Z.21A Flitzer
G-PUPP Pup	N112JA Commander 112	G-AJKB Luscombe Silvaire
G-VORN EV.97 Eurostar	G-BGCY Taylor Monoplane	N918Y Twin Comanche
N48BH Avid Husky	G-SWOT Currie Wot	

Rotary Round-up

3/4 G-MGAN R.44	Todmorden – Site 1/N of Sherburn
3/4 G-STGR Agusta A.109S	Carlisle – Denton Hall(Harrogate)
13/4 G-MOTA Jet Ranger	Kings Lynn – Oulton Hall
14/4 G-PKPK Schweizer 269C	Ripon – Holmfirth
15/4 G-EJRC R.44	Bedford - Ferrybridge
16/4 G-SAMP Agusta A.109S	Catterick – Teesside

Sandtoft:- Visitors:- 4/4 G-BJWW F.172P, G-ASZS GY-80 Horizon.

Newbould Icicle Trophy(10/4)

G-BOXV Pitts S.1SE	G-CBHR Laser 300	G-EEEK Extra EA.200
G-FDPS Pitts S.2C	G-ICAS Pitts S.2B	G-IICI Pitts S.2C
G-III Pitts S.2B	G-IJMI Extra EA.300L	G-NOIZ YAK 55M
G-OZZO CAP 231	G-ROMP Extra EA.230	G-TIII Pitts S.2A
G-TYAK YAK 52	G-XXVI Sukhoi Su.26	G-YKSO YAK 50
G-ZVKO Edge 360	N85WS Pitts S.1T	N666BM Pitts S.1T
N697RB Pitts S.1T		



YAK 50 G-YKSO participated in the Icicle Trophy at Sandtoft(Paul Lindley)

Sherburn:- Cessna 425 M-MANX was logged inbound from Ronaldsway on 6/4. Visitors:- 4/4 G-OMLS Jet Ranger; 9/4 G-AVVC F.172H; 10/4 G-PIDG R.44

Sturgate:- New residents are Mooney M.20E G-ATOU and PA-34 Seneca G-LORD.

TEESSIDE(Durham Tees Valley) Info and photo from dtvmovements.co.uk

A very quiet month with the volcanic ash causing disruption as at many other airports. A temporary new resident is PA-28 G-TEBZ which is being operated by the St. George Flying School. As usual there was a smattering of MOD charters with the following aircraft noted, Boeing 767 CS-TQI of Luzair on 2/4, 3/4 and 11/4, Airbus A.330 CS-TFZ on 4/4 and 5/4 with Monarch Airbus A.300 G-MONR in evidence on 22/4. Other movements included:-

1/4 XX331 Hawk(Pirate 10, ILS), N69LP Aerostar, G-OBYD Boeing 767(Thomson 662)
2/4 G-GMAA Lear Jet 45(Gama 997), G-FCED Cheyenne(Air Med 076)
3/4 G-OCJZ Citationjet 2(Clifton 3) 4/4 G-LGNC SAAB 340(Loganair 883)
6/4 XX198 Hawk(Pirate 12, ILS), G-RAFU King Air 200(Cranwell 45), G-OTVI R.44
7/4 XX318 Hawk(Jasper 1, ILS), N147VC SR.22, G-GCMM Agusta A.109E
8/4 G-DOFY Jet Ranger, G-CDMX PA-28, G-RNCH PA-28
9/4 ZD621 Bae.125 CC2(Ascot 1509), G-CHEY Cheyenne(Air Med 057), N352CM Malibu
11/4 N840CD SR.22, G-MFLC Robin HR.200 13/4 G-CGIW Sikorsky S.76C
14/4 D-IDRF King Air 200(Ambulance 293), G-GCDA Cirrus SR.20
16/4 G-MCAN Agusta A.109E, G-SAMP Agusta A.109S, G-BNXX PA-28
18/4 G-JOEB Cirrus SR.20 19/4 N249SP Cessna 210L
20/4 G-SIVR MD.902 Explorer, G-WVIP King Air 200(Prestige 828)
21/4 9H-AEI Airbus A.319(Air Malta 5762), G-HPPY Lear Jet 45, G-CGDW SportsCruiser
22/4 D-INCS Citationjet, PH-OTJ Cessna 207A, G-SIRJ Citation Sovereign(Bookajet 486)
23/4 G-SKYW Twin Squirrel(Cabair London 02), Tucanos ZF295/343/515(LOP 60/72/08)
25/4 G-BYHG Dornier 328(Suckling 613), G-VONB Sikorsky S.76B(Premier 27)
26/4 ZA405 Tornado GR.4(Lossie 76, ILS), ZJ810 Typhoon(Typhoon 69, SRA Approach)
27/4 9H-AEH Airbus A.319(Air Malta 5672), XX246 Hawk(Pirate 04, ILS)
29/4 **EC-JCU Metroliner(Aeronova 772)**, G-CMOS Cessna T.303, G-OALD TB.20 Trinidad



Thirsk(Westmoor Farm):- Evans VP-1 G-BEKM is still stored here along with Evans VP-2 G-BFFB.

Topcliffe:- Recent information confirms the existence of XE797 Cadet TX.3 cockpit section here.

Tosside(Clitheroe):- Cessna 210D G-OWAN has moved back to the strip here having spent the winter based at LBIA.

Walton Wood:- Visitors:- 14/4 G-EEGO Jet Ranger.

Waddington:- PA-28 G-ZANG is no longer resident having been sold to new owners at Blackpool. The front fuselage section of VC-10 ZA144 was on the base for most of the month for use in a disaster exercise which took place. Visitors:- 4/4 Alpha Jets E.139/314-FC and E.90/703TH(French Air Force(6410/6412); 22/4 Harriers ZG531, ZG862, ZH884; 26/4 63-8019 Boeing KC-135R(touch and go); 27/4 French Air Force Alpha Jets E.18/705-AK, E.67/314-TB, E.129/314-TD; 28/4 ZZ176 C-17B(Ascot 883, training).

Wickenby:- A new resident is recently completed RV.6A G-JAEE while moving on to pastures new are Rotorsport UK MT-03 G-CDZZ and TB.20 G-TRIN, the latter heading up the road to Humberside. Visitors:- 4/4 G-AXJJ Pup; 10/4 G-LKTB PA-28; 17/4 G-BIDH C.152.

OVERFLIGHTS

1/4	M-YHOP	Agusta A.109S	Over York 1001 @ 2000' enroute to Southend
5/4	N52830	Cessna 182T	Roskilde – Cranfield(Hull 1456 @ 7500')
8/4	ES-TLE	L.39 Delfin	Over Teesside 1102 @ 4000' heading North
12/4	C-FZJW	Diamond DA.40	Over Teesside 0722 @ 3000' on delivery
17/4	N51AH	PA-32R Saratoga	Panshanger – Currock Hill(Harrogate 1336 @ 4500')
30/4	G-CHCJ	Super Puma	Over Teesside 1650 @ 3500' on delivery to Aberdeen

The volcanic ash caused a few interesting flights on 20/4 with five aircraft which had been returning from winter lease in Canada flying down the Vale of York at between 5000' and 6000'!! All the aircraft had been caught at Prestwick when the air space was closed but a window of opportunity allowed first Boeing 757 C-FLOX(G-OOOX) to route through at about 1515 closely followed by A.320 C-GTDG(G-OOPP). Around an hour later another A.320 C-GTDH(G-OOPT) trundled through at low level, all three of the machines heading to Luton. Around 1725 two more Boeing 757s could be seen heading from Prestwick to Manchester, C-GTBB(G-OOBB) and C-FOBH(G-OOBH).

On 16/4 Cameron V-77 Hot Air Balloon G-BWAJ was noted flying over the Teesside area early morning having taken off from Witton Castle and heading towards Gainford.

ROYAL AERO CLUB AIR RACES- SHERBURN FLYING CLUB-SAT MAY 8th

By Mike Storey

Air race for the Paul Walker Trophy. The weather was cloudy with a brisk wind blowing from the north. The runway in use was 06 which is a grass runway at the right hand corner of the airfield alongside the large industrial buildings and next to the Mintex car testing track. Taking part in the race were 20-aircraft of all ages-shapes and performance. To qualify to race the aircraft must be able to maintain a speed of 100-miles per hour in level flight and the pilot must have gained 100-flying hours on type.

The rules and regulations are quite strict and a detailed race briefing was taking place in one of the hangars when i arrived. Both Sherburn and Brighton airfields were closed to all other aircraft during the two practice sessions, the race proper and during a short display from the BBMF Hurricane(It was to have been the Lancaster but it apparently went tech!). The Hurricane(LE363) put on an excellent display with some very fast runs and excellent turns with its Merlin engine growling. Each pilot was given a Satnav during the practice sessions to record the route, turning points and speed round the circuit etc, this information was then used by the organiser to work out the handicaps for each aircraft. The aircraft were taxied to the starting point and flagged away in accordance with their handicap.

The first aircraft to leave (ie the slowest)was No 45 Beagle Pup followed by No 24 Piper Cub and then No 123 Auster.

The last aircraft to start were No 31 Sia Marchetti SF260 BF8431/G-NNRA and No305 Twin engined Beech Baron N554RB Some 35 minutes after the Beagle Pup!! The race was of 4-laps around a 35 mile circular track, starting at Sherburn and routing via Eggborough and Drax to Brighton and then back to Sherburn at a height of about 700 feet.

During thr race you can see aircraft overtaking each other as the handicap unravels, with steep turns and very fast low flying, The SF260 being particularly spectacular around the pylons with its military type turns.

The last lap is normally a mad sprint for the finishing line with several aircraft all in a line, unfortunately for the handicapper the winner of this race was No 25 Robin G-GOSL which finished several minutes before anyone else,

but the remaining 19 aircraft provided a grandstand finish to the race. This was the first time in over 50 years that Sherburn has hosted a Royal Aero Club race, and on the evidence of today i hope they will be back soon. The organising committee should be congratulated for an excellent day out. The

second race was held on the day after (Sunday) this time competing for Sherburn's very own "Ginger Lacy Trophy". Participants:-

RACE No	AIRCRAFT TYPE	REGISTRATION
8	AA5-B TIGER	G-TGER
10	MOONEY M.20K	G-JAST
23	VANS RV4	G-MARX
24	PIPER SUPER CUB	G-OROD
25	ROBIN DR.400	G-GOSL
31	SIAMARCHETTI SF260	G-NNRA/BF8431
38**	VANS RV.8	G-IIRW
39	AA5-B TIGER	G-BOZO
44	BULLDOG	G-JWCM
45	BEAGLE PUP	G-AXPA
61	VANS RV6	G-NPKJ
72	CESSNA F.172P	G-BONS
78	VANS RV4	G-MARX
82	AA5-B TIGER	G-BCRR
86**	ALPI PIONEER 300	G-OPYO
121	BULLDOG	G-BCUS
123	AUSTER J/1N	G-TENT
293	SLINGSBY FIREFLY	G-KONG
305	BEECH BARON	N554RB

**FIRST TIME RACER

ALSO VISITING WERE- RAC MEMBERS BUT NOT FLYING

RANS RV6	G-TNGO
BEECHBARON	N241WB
BEECH DUCHESS	N800VM

1-AIRCRAFT WHICH WAS DOWN TO FLY BUT DID NOT ARRIVE WAS I-AMEL RANS RV7

The winners on Saturday were-

- 1st-Martin Gosling in the Robin DR400 no.25
- 2nd-Neil Cooper in the Bulldog no.44
- 3rd-Ben Faulkner in the Piper Super Cub no.24

The winners on Sunday were-

- 1st- Rob Calloway Lewis in the Auster no.123
- 2nd-Neil Cooper in the Bulldog no.44
- 3rd-Geoffrey Boot in the SF260W no.31



Auster J/IN G-TENT(left) and Siamarchetti SF.260 G-NNRA(below) both participated on each day.



Baron N554RB pictured below taking part in the Air Races at Sherburn was unfortunately written off while practicing for another race at Mahon,



Menorca on 29/5. The accident resulted in the unfortunate death of the owner Brian Hook and his son when the aircraft crashed in flames some 200 yards from the end of the runway shortly after taking off.



The big news of course this month was the almost 7 days of disruption caused by the volcanic ash from Iceland, which is detailed later in this section. I had hoped to produce a list of airlines operating this Summer with their destinations however due to time restraints this will have to be held over until next month. Apart from the operations by Jet2, Ryanair, Flybe etc there is very little in the way of IT flights this year. Thomas Cook again have a based A.320 for daily operations to the sun-spots while Thomson Airway can be seen three times a week, this year their flights are upgraded to 757 aircraft. Balkan Holidays operate a weekly Bourgas flight and Onur will commence in July, with early morning trips from and to Bodrum and Dalaman on Tuesdays. Jet2 now have their "new" Boeing 737/300 G-GDFB in service and as we go to press Boeing 757 G-LSAK has arrived at LBIA. Both these aircraft are in a basic white scheme with red engines and tail titles and 'AK has red winglets. In contrast 737/300 G-CELO arrived from Norwich mid month and has now had its white scheme changed into the fullJet2 grey scheme.

Over at Multiflight Citationjet N646VP is confirmed as being resident while the expected Sportsruiser G-MISJ arrived on 6/4 and is now firmly ensconced in the Multiflight/West hangar. Multiflight R.22B G-FIRS returned home on 2/4 following a year long lease in Scotland and when it returns to service it is expected to be registered in the G-MFL. Sequence as G-MFLP. Another possible new resident is PA-28 G-BSNX, which since its arrival has been parked in the Multiflight/West hangar.



Long Ranger G-LILA of Lothian Helicopters called on 1/4 for fuel(Mike Storey)

1/4 Thursday

SCHEDULES:- Air Southwest:- G-WOWE(42KB/43KA), G-WOWD(46EB/47EA)

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

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

Flybe:- Based G-FLBC, Gatwick x2, then '9NR to Gatwick, swapped with G-JECF(6PW). Belfast- G-KKEV(74H/542B), G-JEDP(4RG/1EP), G-JEDV(78E/6DB). Southampton- G-ECOG(7DE/49R, 703N/5CK), G-JECR(2PL/5EL). Exeter/Aberdeen- G-JECN(2CH/643/6KB/644).

Jet2:- CELS(122P) to Asturias(0357). G-LSAG(**Speedbird 9206**) from Heathrow(0718). G-CELD(257) swapped in Palma with G-CELH(258). G-CELV(323) swapped In Belfast with G-CELE(324). G-CELF(251) swapped in Faro with G-GDFA(252).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Ryanair:- Based EI-DPZ(41GN/64QA Dublin, 2484/5 Treviso, 52FW/59XZ Malta/Luqa), EI-DWY(59FD/2333 Krakow, 2334/5 Knock, 7FG/6ZT Malaga). Non-based EI-DHZ(92FN/87NW Pisa), EI-DHD(6JE/3BW Alicante), EI-DYX(52KA/82QY Dublin).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 67CM/81MP) t/f Arrecife(1122/2035).

EXECUTIVE JETS:- Citation Sovereign **G-XBLU** from East Midlands(0833) to Cannes(0911). Citation 2 **G-JBIS**(Cloudrunner 64) from Cannes(0948) to Biggin Hill(1337). Following an overnight stay Challenger 300 **M-NEWT**(Bizjet 1WT) departed to Faro at 1631.

GENERAL AVIAITON:- Long Ranger **G-PTOO** from Castle Howard(0832) to Harrogate(1527), return at 1928 from a private site near Netherthorpe, n/s. Dauphin **EI-GJL** f/t York(0919/1505). Long Ranger **G-LILA**(Helicharter 03) from Manston(1058) to Edinburgh(1128). Cessna 210N **G-TOTN** from Ronaldsway(1212), n/s. DA-42 Twin Star **G-PETS**(White Knight 02) from Denham(1214) to Gamston(1251). Enstrom 480 **G-WRSY** from Elstree(1618) to Skipton(1644).

2/4 Good Friday

SCHEDULES:- Air Southwest:- G-WOWD(42KB/43KA, 46EB/47EA).

bmi:- No flights operated

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

Flybe:- Based G-JECF Gatwick x2. G-JECO(74H/542B, 4RG/1EP). G-ECOZ(7DE/49R), G-ECOT(703N/5CK). G-JECN(2CH/643/6KB/644).

Jet2:- G-CELU(016P) to Gatwick(2014). G-CELH(251) swapped in Faro with G-CELD(252).

KLM:- PH-KZM(1545/6), **PH-OFP**(1549/50), **PH-OFO**(69W/54S, n/s)

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

Ryanair:- Based EI-DPZ(2324/5 Nantes, 2472/3 Montpellier) then '7MV to Faro, swapped with EI-EKR(1WG) which then operated 7GF/6ZT Malaga. EI-DWY(41GN/64QA Dublin, 82RH/2NC Palma, 59XL/62GH Murcia). Non Based **EI-EKP**(6XE/1JZ, Gerona, First Visit). EI-DPT(52AK/82QY).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 57VH/14MG) t/f Tenerife(0817/1804), "Kestrel 152K" to Dalaman(1900).

EXECUTIVE JETS:- Citation 2 **G-JETJ** arrived from Farnborough at 1107 and spent several days parked on the Multiflight/East apron.

GENERAL AVIATION:- Regular PA-28 **G-BOKA** f/t Fairoaks(1217/1301), n/s. Following the end of its lease R.22B **G-FIRS** arrived from Fife at 1322 while PA-28RT **G-SKYV** returned home to Ronaldsway at 1410 having arrived late last month.

3/4 Saturday

SCHEDULES:- Air Southwest:- G-WOWC(48AC/47AB)

Flybe:- Based G-JECF Gatwick x1 then '542B to Belfast, swapped with G-JECO(4RG). G-ECOW(7DE/1NP).

Jet2:- G-LSAJ(069P) to Manchester(1432).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 325/6).

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1820/2041).

Ryanair:- Based EI-EKR(59FD/2333 Krakow, 2334/5 Knock, 7GF/6ZT Malaga), EI-DWY(2484/5 Treviso, 32VZ/97XG Ibiza). Non-based EI-DAO(92FN/87NW Pisa), EI-DAC(64QA/41GN Dublin), EI-EBK(6JE/3BW Alicante).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 152L) from Dalaman(0509), "Kestrel 76MY/37WZ" t/f Fuerteventura(0723/1650), "Kestrel 651K" to Antalya(1805). 737/800 **G-FDZE**(Thomson 9GW/2PE) f/t Chambery(1427/1558).

4/4 Easter Sunday

SCHEDULES:- Air Southwest:- G-WOWA(48AL/49AM)

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

Flybe:- Based G-JECO(730/1) t/f Belfast then '9NR to Gatwick, swapped with G-JECP(6PW). G-ECOY(703N/5CK). G-JEDL(2CH/643/6KB/644).

Jet2:- G-LSAJ(069P) from Manchester(0754). G-CELG(6039) to Perpignan(1101) with Leeds RLFC. G-CELR(032E) from Edinburgh(1701). G-CELU(123P) from Asturias(2126).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 330/1).

Ryanair:- Based EI-EKR(2454/5 Carcassonne, 2328/9 Limoges) then '1JZ to Gerona, swapped with EI-DCN(6XE) which then operated '59XL/62GH t/f Murcia. EI-DWY(82RH/2NC Palma, 52FW/59XZ Malta). Non-based EI-DHO(64QA/IGN Dublin, 52AK/82QY Dublin). EI-DYD(1WG/7MV Faro).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 24WD/9VE) f/t Monastir(1313/1431).

EXECUTIVE JETS:- Citation 2 **G-JBIZ**(Cloudbunner 57) from Southend(0917) to Dublin(1005). Citation 2 **G-FIRM**(Marshall 3A/B) from Cambridge(1049) to Jersey(1228). Lear Jet 35 **G-JMED**(Air Med 019), ambulance flight from Malaga(2117) n/s to Oxford(1014).

5/4 Easter Monday

SCHEDULES:- Air Southwest:- Jetstream 41 **G-MAJU**(46EB/47EA).

bmi:- Based G-RJXL(1615/6) t/f Brussels.

Eastern:- G-MAJX(99Q/59Q), only flight to operate.

Flybe:- Based G-JECP(2YV) to Gatwick, G-ECOZ(8JQ/9NR) f/t Gatwick, G-JECO(6PW) from Gatwick. G-JECY(4RG/1EP), G-JEDK(78E/6DB). G-ECOY(703N/5CK), G-ECOH(2PL/5EL). G-ECOD(2CH/643/6KB/644).

Jet2:- G-CELO(032E) arrived from Southend(1831) following painting in full Jet2 colours. G-CELA(031E) from Newcastle(1519).

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

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L), LET 410 OK-UBA(Eurovan 328/9).

Ryanair:- Based EI-DCN(41GN/64QA Dublin) then 82RH to Palma but diverted into Stansted enroute with a technical problem, EI-DHO(2NP) from Palma then positioned to Stansted as "03P. EI-DYF(04P) from Stansted then operated '59XL/62GH Murcia). EI-DWY(2324/5 Nantes, 2472/3 Montpellier, 7GF/6ZT Malaga). Non-based EI-DAJ(6XE/1JZ Gerona), EI-DYD(1WG/7MV Faro), EI-EKG(52AK/82QY Dublin).

EXECUTIVE JETS:- A first time visitor today was Citationjet 3 **OO-EDV** operated by Air Service Liege, from Lyon(1246) to Antwerp(1328).

GENERAL AVIATION:- Cirrus SR.22 **N40GD** from Sherburn(0907) to Kilkenny(1137). PA-32 Saratoga **G-SIMY** f/t Carlisle(1159/1254), collecting Commander 114 **G-OECM** which had been in for maintenance and departed home to Carlisle at 1212. Having arrived on 1/4 Long Ranger **G-PTOO** departed to Skipton at 1545.

6/4 Tuesday

SCHEDULES:- Air Southwest:- G-WOWC(42KB/43KA), G-WOWA(46EB/47EC)

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

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

Flybe:- Based G-JECO, Gatwick x2 then '9NR to Gatwick, swapped with G-ECOZ(6PW). G-JEDK(74H/542B, 4RG/1EP), G-ECOK(78E/6DB). G-JECM(7DE/1NP, 703N/5CK), G-JEDU(2PL/5EL). G-ECOP(2CH/643/6KB/644).

Jet2:- G-LSAB(149P) to Luton(1532). G-CELG(6040) from Perpignan(1204) with Leeds RLFC. G-CELO(033E) to Edinburgh(1757). G-CELR(040E) to Edinburgh(1027).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3, 328/9).

Ryanair:- Based EI-DYF(41GN/64QA Dublin, 2484/5 Treviso, 32VZ/97XG Ibiza), EI-DWY(59FD/2333 Krakow, 2224/5 Knock, 7GF/6ZT Malaga). Non-based EI-DCC(92FN/87NW Pisa), EI-DAC(52KA/82QY Dublin), EI-EBT(6JE/3BW Alicante).

CHARTER:- With the start of the election campaign the party leaders were out and about and David Cameron used Scot Airways Dornier 328 **G-BYHG**(Suckling 600P/601) from Dundee(1454) to Heathrow(2041).

EXECUTIVE JETS:- Citation XL **CS-DXB**(Fraction 6GW/489M) from Le Bourget(0935) to Florence(1101).

GENERAL AVIATION:- TB.20 Trinidad **G-SCIP** from Wellesbourne Mountford(1007) to Sleaford(1457). R.44 **G-PIXX**(Newsflight 2) arrived from Sheffield(1103) for a refuel before heading back there at 1210. Cirrus SR.22 **N40GD** from Kilkenny(1235) to Sherburn(1314). Locally built Sportsruiser **G-MISJ** arrived from Manston at 1155 and is now resident.

7/4 Wednesday

SCHEDULES:- Air Southwest:- G-WOWC(42KB/43KA), G-WOWB(46EB/47EA).

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

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

Flybe:- Based G-ECOZ, Gatwick x2 then '9NR to Gatwick, swapped with G-JECO(6PW). G-JEDK(74H/542B, 4RG/1EP), G-ECOK(78E/6DB). G-JEDU(7DE/1NP, 703N/5CK), G-ECOT(2PL/5EL). G-ECOC(2CH/643/6KB/644).

Jet2:- G-LSAB(6050) from Tel Aviv via Luton(2218).

KLM:- PH-JCT(1545/6), **PH-OFL**(1549/50), PH-JCT(69W/54S, n/s).

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3).

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1802/2007).

Ryanair:- Based EI-DYF(41GN) swapped in Dublin with EI-DWZ(64QA, 82RH/2NV Palma, 59XL/62GH Murcia), EI-DWY(2328/9 Limoges, 2454/5 Carcassonne, 7GF/6ZT Malaga). Non-based EI-EBL(6XE/1JZ Gerona), EI-DYD(1WG/7MV Faro). **EI-EKD**(52AK/82QY Dublin, First Visit).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 817P) from Cardiff(1748).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1507/1817). Hawker 400XP **CS-DMP**(Fraction 4AL) from Le Bourget(1647) to Vienna(1822).

GENERAL AVIATION:- King Air 200 **G-PCOP**(Gama 002) f/t Glasgow(1049/1315).

8/4 Thursday

SCHEDULES:- Air Southwest:- G-WOWC(42KB/43KC), G-WOWB(46EB/47EA).

bmi:- Based G-RJXK. G-RJXM(1404/1403), G-RJXG(1410/1409).

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

Flybe:- Based G-JECO Gatwick x2 then '9NR to Gatwick, swapped with G-ECOZ(6PW). G-ECOK(74H/542B, 4RG/1EP), G-ECOD(78E/6DB). G-JEDU(7DE/1NP) then from Southampton(703N) and pinched to operate 643/4 Aberdeen/Exeter as 'CT was u/s. **G-FBEH**(2PL/5EL). G-JECT(2CH) from Exeter, went u/s and positioned to Manchester(1809) as '041D.

Jet2:- G-CELV(753) discovered a cracked window after getting airbourne from Blackpool so diverted into LBA at 0909, before continuing to Alicante at 1154 as '753A. G-CELV(257) swapped in Palma with G-CELV(258).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Ryanair:- Based EI-DWY(41GN/64QA Dublin, 2484/5 Treviso, 52FW/59XZ Malta/Luqa). EI-DWZ(59FD/2333 Krakow, 2334/5 Knock, 7GF/6ZT Malaga). Non-based EI-EFJ(92FN/87NW Pisa), EI-DPG(7JE/3BW Alicante). **EI-EKF**(52AK/82QY Dublin, First Visit).

IT FLIGHTS:- A.320 **G-OMYA**(67CM/81MP) t/f Arrecife(1101/2038).



EXECUTIVE JETS:- Hawker 900XP **CS-DUB**(Fraction 1CA) from Luton(0650) to Le Bourget(0924). Citation 2 **G-JBLZ**(Cloudrunner 74) from Dublin(1058) to Biggin Hill(1405). Making its debut today was Citation Sovereign **G-XBLU**, owned by Dattel Holdings but operated by Donnington Aviation, which arrived from Cannes at 1559 before positioning home to East Midlands at 1636. A very exotic arrival this afternoon was **Mexican registered Hawker 800XP XA-DAK**(See photo by Simon Titchmarsh) which arrived from Stuttgart at 1626. This aircraft, which is formerly VP-BAS and been

in storage in Germany, spent a few days parked on Multiflight/East before continuing its delivery flight to Mexico.

GENERAL AVIATION:- Cessna 401A **N35KN** arrived from Teesside at 1547 with the pilot picking up PA-34 **G-BZTG** and flying this to Denham, departing at 1707. '35KN was parked on Multiflight/East until 10/4.

MILITARY:- Puma **XW211**(Vortex 211) from Leeming(1402) to Leeds General Infirmary(1518).

9/4 Friday

SCHEDULES:- Air Southwest:- G-WOWB(42KB/43KA), G-WOWA(46EB/47EA).

bmi:- Based G-RJXL. G-RJXK(1XV/1VX). G-RJXD(1410/1409).

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

Flybe:- Based G-ECOZ(1KN) to Gatwick, G-ECOA(3KB/2YV) f/t Gatwick, then G-ECOZ(8JQ) from Gatwick and operated rest of flights. G-ECOK(74H/542B), G-JEDK(4RG/1EP). G-ECOD(78E/6DB). G-JECU(7DE/1NP), G-JEDP(703N/5CK), G-ECOG(2PL/5EL). G-KKEV(2CH/643/6KB/644).

Jet2:- G-CELA(032E) to Newcastle(1050). G-CGET(191P) to Cardiff(0815) .

KLM:- PH-KZG(1545/6), PH-WXD(1549/50), PH-KZT(69W/54S, n/s)

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

Ryanair:- Based EI-DWY(2324/5 Nantes, 2472/3 Montpellier, 7GF/6ZT Malaga). EI-DWZ(41GN) to Dublin, swapped with EI-DYF(64QA) from Dublin which then operated 82RH/2NC Palma, 59XL/62GH Murcia. Non Based EI-DPX(6XE/1JZ, Girona). EI-DYD(52AK/82QY), EI-DWZ(52KA/82QY Dublin).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 57VH) to Tenerife(0825) swapped with **G-DHJZ**(Kestrel 14MG) from Tenerife(1828), which then operated "Kestrel 152K" to Dalaman(2000).

CHARTER:- The Lib-Dem's turn today to use Scot Airways with Mr. Clegg utilising Dornier 328 **G-BZOG**(Suckling 713) from Birmingham(1547) to Northolt(1625).

EXECUTIVE JETS:- Lear Jet 35A **G-JMED**(Air Med 019) from Las Palmas(2252), n/s to Oxford(1230).

GENERAL AVIATION:- King Air 200 **G-SASD**(Gama 055B) from Glasgow(0916) to Aberdeen(0949). Making its first visit to LBlA was Mooney M.20P **N321KL**, f/t Stapleford(1043/1355). Enstrom 480 **G-WRSY** from Skipton(1159) to Colne(1213).



Citation 2 G-JETJ parked on Multiflight/East on 11/4(Martyn Gill)

10/4 Saturday

SCHEDULES:- Air Southwest:- G-WOWB(48AC/47AB)

Flybe:- Based G-JECF Gatwick x1 then (542B/4RG Belfast). G-JEDN(7DE/49R).

Jet2:- G-LSAC(101P) to Akrotiri(1447). G-CELB(113P/103P) to Lourdes(1346) from Bristol(2202). G-CELG(120P) to Lourdes(1052). G-CELU(070P) to Gatwick(0346). G-CELY(069P/072P) f/t Belfast(0718/1403), to operate 285/6 t/f Geneva. G-GDFA(031E) to East Midlands(1411). G-CGET(192P) from Cardiff(2357). G-CELJ(121P) from Belfast(0037).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 325/6).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1817/2030).

Ryanair:- Based EI-DWY(59FD/2333 Krakow, 2334/5 Knock, 7GF/6ZT Malaga), EI-DYF(2484/5 Treviso, 32VZ/97XG Ibiza). Non-based EI-DCW(92FN/87NW Pisa), EI-DCI(64QA/41GN Dublin), EI-DYL(6JE/3BW Alicante).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 152L) from Dalaman(0521), "Kestrel 76MY/37WZ" t/f Fuerteventura(0701/1643), "Kestrel 651K" to Antalya(1822). 737/800 **G-FDZJ**(Thomson 9GW/2PE) f/t Charnbury(1427/1557).

DIVERSION:- from Doncaster due runway closure for repairs

HA-LPT Airbus A.320(Wizz Air 429Z/430G, First Visit) f/t Warsaw(1618/1803)

EXECUTIVE JETS:- Citation 2 **G-JBIS**(Cloudbrunner 66) f/t Southend(1032/1857). Citation Bravo **CS-DHD**(Fraction 1GE) from Farnborough(1448) to Biggin Hill(1719). Citation XL **D-CLLL**(Augusta 262/3) from Innsbruck(1451) to Nuremberg(1548). Hawker 900 **CS-DUB**(Fraction 1CA) from Le Bourget(1827), n/s to Inverness(1231).

GENERAL AVIATION:- Enstrom 480 **G-WRSY** from Skipton(1146) to Full Sutton(1200). PA-32R Saratoga **G-BJCW** f/t Fairoaks(1607/1713), with an overnight stay. PA-34 **G-BZTG** arrived from a private strip near Henlow and the pilot returned to Teesside in Cessna 401A **N35KN** at 1855.

11/4 Sunday

SCHEDULES:- Air Southwest:- G-WOWE(48AL/49AM)

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

Flybe:- Based G-ECOZ(730/1) t/f Belfast then '9NR to Gatwick, swapped with G-FLBB(6PW). G-ECOK(78E/6DB). G-ECOH(703N/5CK), G-ECOG(2PL/3NP). G-JEDL(2CH/643/6KB/644).

Jet2:- G-LSAG(217) swapped in Arrecife with G-LSAA(218). G-LSAC(102P) from Akrotiri(0334). G-CELG(105P) from Bristol(1304).

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

Manx2:- Dornier 228 D-ILKA(Kiel Air 30L/31L).

Ryanair:- Based EI-DWY(2454/5 Carcassonne, 2328/9 Limoges, 59XL/62GH t/f Murcia). EI-DYF(82RH/2NC Palma, 52FW/59XZ Malta). Non-based EI-EFD(64QA/IGN Dublin), **EI-EKX**(52AK/82QY Dublin, First Visit). EI-EBX(1WG/7MV Faro), EI-EBL(6XE/1JZ Gerona)..

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 651L) from Antalya(0419), "Kestrel 651P" to Cardiff(0617). A.320 **G-FTDF**(Kestrel 24WD/9VE) f/t Monastir(1324/1451).

EXECUTIVE JETS:- Having arrived on 8/4 the Hawker 800XP **XA-DAK** departed to Keflavik at 0930 on the next stage of its delivery to Mexico. Another long term inhabitant of the Multiflight/East Apron, Citation 2 **G-JETJ** which arrived on 2/4, departed to Cannes today at 1106. Citationjet 2 **G-SONE**(Clifton 10) from Bristol(1021) to Zurich(1141). Citation 2 **G-FIRM**(Marshall 11B/C) from Jersey(1150) to Lyon(1254). Lear Jet 35A **G-JMED**(Air Med 019) from Oulu, Finland(1515) to Oxford(1604). Citation 2 **G-JBLZ**(Cloudbrunner 77) from Birmingham(1601)

GENERAL AVIATION:- Cheyenne 3 **G-CHEY**(Air Med 054) from Porto(1736) to Oxford(1843).



The East Midlands Air Ambulance EC-135T G-EMAA visited on 12/4(Robert Burke)

12/4 Monday

SCHEDULES:- Air Southwest:- G-WOWA(42KB/43KA), Jetstream 41 **G-MAJU**(46EB/47EA).

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

Eastern:- G-MAJH(80D/81D, 86D/87D). G-MAJB(20Q/19Q), G-MAJC(99Q/59Q).

Flybe:- Based G-FLBB Gatwick X2 then 9NR to Gatwick, swapped with G-ECOZ(6PW). G-ECOD(74H/542B, 4RG/1EP), G-ECOB(78E/6DB). G-ECOT(7DE/1NP), G-ECOG(703N/5CK), G-JEDN(2PL/5EL). G-ECOC(2CH/643/6KB/644).

Jet2:- G-CGET(323) swapped in Belfast with G-CELJ(324) then G-CELJ(327) swapped back with G-CGET(328).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3).

Ryanair:- Based EI-DWY(41GN) swapped in Dublin with EI-EKX(64QA) which then operated 82RH/2NC Palma, 59XL/62GH Murcia. EI-DYF(2324/5 Nantes, 2472/3 Montpellier, 7GF/6ZT Malaga). Non-based EI-DPH(6XE/1JZ Gerona), EI-EBX(1WG/7MV Faro), EI-DYV(52AK/82QY Dublin).

EXECUTIVE JETS:- Citation XL **CS-DXS**(Fraction 121Q) from Florence(1207)

GENERAL AVIATION:- The West Yorkshire Police MG.902 Explorer **G-YPOL**(Police 42) landed at the airfield at 0424 before heading home to Carr Gate at 1048. The Midlands Air Ambulance, Eurocopter EC.135T **G-EMAA**(Helimed 09A) arrived from Stoke at 1528 before heading home to its base Tatenhill at 1740. PA-28 **G-BNOE** from Sherburn(0944). Agusta A,109S **G-USTS** from Newcastle Heliport(1142) to Multiflight for engineering, n/s.

13/4 Tuesday

SCHEDULES:- Air Southwest:- G-WOWA(42KB/43KA), G-WOWB(46EB/47EC)

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

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

Flybe:- Based G-ECOZ, Gatwick x2 then '9NR to Gatwick, swapped with G-FLBB(6PW). G-ECOD(74H/542B, 4RG/1EP), G-JEDK(78E/6DB). G-JEDN(7DE/1NP, 703N/5CK), G-JEDV(2PL/5EL). G-ECOV(2CH/643/6KB/644).

Jet2:- G-LSAC(223) swapped in Tenerife with G-LSAB(224).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-CMNX(Kiel Air 38L/9L).

Ryanair:- Based EI-DYF(41GN/64QA Dublin, 2484/5 Treviso, 32VZ/97XG Ibiza), EI-EKX(59FD/2333 Krakow, 2224/5 Knock, 7GF/6ZT Malaga). Non-based EI-EFJ(92FN/87NW Pisa), EI-EFT(52KA/82QY Dublin), EI-DLZ(6JE/3BW Alicante).

CHARTER:- Another political related charter, Dornier 228 **G-BZOG**(Suckling 707/708) from Northolt(1059) to Luton(1333).

EXECUTIVE JETS:- Citation V **G-JOPT**(Saltyre 191) from Manchester(1845) to Edinburgh(2002).

GENERAL AVIATION:- R.44 **G-MGAN** from Devonshire Arms(1639).to Blackpool(1701).

MILITARY:- Dominie **XS729**(Cranwell 95) 2x ILS and overshoots(1435/1506). Tucano **ZF417**(LOP 71) ILS and overshoot(1642).

14/4 Wednesday

SCHEDULES:- Air Southwest:- G-WOWC(42KB/43KA), G-WOWB(46EB/47EA).

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

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

Flybe:- Based G-FLBB, Gatwick x2 then '9NR to Gatwick, swapped with G-ECOZ(6PW). G-JEDK(74H/542B, 4RG/1EP), G-ECOB(78E/6DB). G-JEDV(7DE/1NP, 703N/5CK), G-ECOG(2PL/5EL). G-JEDO(2CH/643/6KB/644).

Jet2:- G-LSAB(6050) from Tel Aviv via Luton(2218).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3).

Pakistan International:- A.310 AP-BEQ(775/6) f/t Islamabad(1739/1945).

Ryanair:- Based EI-EKX(41GN/64QA Dublin, 82RH/2NV Palma, 59XL/62GH Murcia), EI-DYF(2328/9 Limoges, 2454/5 Carcassonne, 7GF/6ZT Malaga). Non-based EI-DWX(6XE/1JZ Gerona), EI-EBG(1WG/7MV Faro). EI-DWZ(52AK/82QY Dublin).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 817P) from Cardiff(1801).

EXECUTIVE JETS:- Citationjet **G-OSOH**(Hangar 817) from Oxford(0816) to Milan/Malpensa(0920). Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Faro(1605) to Luton(1643).

GENERAL AVIATION:- King Air 350 **D-CRAO** f/t Bielefeld(0855/1452). PA-31 Chieftain **G-JAJK**(Causeway 06A) f/t Belfast International(1213/1310). R.44 **G-UTTS** from Teesside(1238) to Bagby(1557). Following a period on maintenance in Multiflight TB.20 **N709AM** returned home to

Sherburn at 1408. R.44 **G-CEMC** from and to a private site in Cheshire(1208/1509). This aircraft is operated by Helicentre Holdings of Liverpool and was on its first visit to LBIA.

MILITARY:- King Air 200 **G-RAFU**(Cranwell 64) ILS and overshoot(1125). Dominie **XS728**(Cranwell 94) 2x ILS and overshoots(1429/1440).

15/4 Thursday

THE DAY THE VOLCANIC ASH ARRIVED!!

The airport closed at 0700 allowing just three departures before then, KLM Fokker 70 PH-KZA(KLM 54S) to Amsterdam(0616) and Ryanair 737/800s EI-DYF(41GN) to Dublin(0635) and EI-EKX(59FD) to Krakow(0637). Jetstream 32 G-OAKI(Vannin 322/3) operated low level f/t Ronaldsway(0858/0937). The only other movements all day were Citationjet **G-OSOH**(Hangar 807) from Lille(1719) to Cambridge(1850) and resident Cessna 425 N425SL which departed at 1048.

16/4 Friday

The second day of the Ash cloud however there were a handful of movements. PA-31 **G-FILL** arrived from its base at Milton, near Peterborough at 0917, returning there at 1655. Commander 114 **N113AC**, making its first visit to LBIA, was from and to Shoreham(1053/1322) and Enstrom 480 **G-WRSY** came in for a refuel, f/t Skipton(1259/1345). Residents, Cessna 210D G-AYCJ and AA-5B G-BCRR also took to the skies during the day.

17/4 Saturday

Day 3 and not a single movement!

18/4 Sunday

Twin Squirrel **G-LHEL** arrived from Glen Gormley at 1055 for a refuel before departing to Norwich. It returned from Norwich at 1844 before routing to a private site near Belfast 1913. The only other movement today was Jet2 PA-31 **G-IFIT**, which departed to Biarritz at 0800.

19/4 Monday

Day 5, Long Ranger **G-PTOO** came in for fuel, f/t Huggate(1206/1459) and apart from that Jet Ranger G-GBRU(Yorkair 03") departed to Teesside at 1140, but did not return.

20/4 Tuesday

Multiflight resumed a small number of training flights today following initial problems with insurance cover for the previous days. Apart from there small number of sorties there were no scheduled flights and no visiting aircraft.



Bolkow 105 G-BTKL dropped in for fuel numerous times on 21/4 and 22/4

21/5 Wednesday

On the seventh day.....Some signs of a resumption in flights with the following services operating:-

Air Southwest:- G-WOWC(46EB/47EA from Plymouth to Newquay).

bmi:- Based G-RJXL, Brussels x2. G-EMBJ(1410/1409, f/t Edinburgh).

Eastern:- G-MAJB(86D/87D, Teesside – Southampton and return). G-MAJD(99Q/59Q, f/t Aberdeen).

Flybe:- Based G-ECOZ(2YV) to Gatwick(1345, the first outbound flight since 15/4!) returned from Gatwick(8JQ) then '9NR to Gatwick where it was swapped with G-FLBB(6PW). G-JECT(703N/1EP, f/t Belfast), G-ECOO(78E/6DB, f/t Belfast). G-JEDN(2PL/5EL, f/t Southampton).

Jet2:- Operated a full schedule plus extra flights to rescue stranded passengers. Most flights operated under unusual call signs. They also sub-chartered a couple of aircraft to help out, Boeing 737/300 **LY-SKA**(Channex 9060/181P) of Aurela from Malaga(1743) to Nantes(1828) and Airbus A.310 **CS-TDI**(Channex 9023/177P) of White Airways from Tenerife(1835) to Porto(2010). Both these machines were first time visitors.

KLM:- Fokker 70 PH-KZG(KLM 7113) operated from Humberside(1449) to Amsterdam(1532) collecting stranded crews.

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3) f/t Ronaldsway.

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(2253/0051 on 22/4).

Ryanair:- 737/800s **EI-EKN**(035P, First Visit) from Madrid(1748) and **EI-EFL**(024P) from Palma(2018) arrived ready to re-commence operations in the morning.

IT FLIGHTS:- A.320 **G-DHJZ**(652P/652L) t/f Tenerife(0839/2116)

EXECUTIVE JETS:- Having been stuck here over a week Citation XL **CS-DXS**(Fraction 6WC) departed to Tampere, France at 1144.

GENERAL AVIATION:- Bolkow 105 **G-BTKL**(Veritair 01) f/t Emley Moor(0938/1001) and again 1321/1346 for refuels. PA-28 **G-BODC** from Full Sutton(1208) to Sherburn(1316). Cessna 172S **G-CBFO** f/t Gamston(1457/1717). Eurocopter EC-135T **G-MSPT**, operated by M Sport Ltd arrived from Southend at 1810 before heading home to Cockermouth at 2237.



Cessna T.303 Crusader G-DOLY on finals for Runway 32, 29/4(Mike Storey)

22/4 Thursday

SCHEDULES:- Air Southwest:- G-WOWA(42KB/43KC), G-WOWD(46EB/47EA).

bmi:- Based G-RJXL. G-RJXK(3VX/3XV). Edinburgh flights and morning Glasgow cancelled due ash still over Scotland.

Eastern:- G-MAJB(80D/81D, 86D/87D). G-MAJX(29Q/19Q), SAAB 2000 **G-CFLU**(99Q/59Q).

Flybe:- Based G-FLBB Gatwick x2. G-ECOK(74H/542B, 4RG/1EP), G-JECT(78E/6DB). G-JEDT(7DE/1NP), G-JEDV(2PL/5EL). G-ECOW(2CH/643/6KB/644). Some flights not operating due aircraft being in wrong place.

Jet2:- The company again operated extra flights with 757s to Alicante, Sharm-el-Sheikh and Paphos.

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Ryanair:- Based EI-EFL(2484/5 Treviso, 52FW/59XZ Malta/Luqa). EI-EKN(59FD/2333 Krakow, 7GF/6ZT Malaga). Non-based EI-DLJ(92FN/87NW Pisa), EI-DLZ(7JE/3BW Alicante). Dublin and Knock flights cancelled still due ash.

IT FLIGHTS:- A.320 **G-DHJZ**(67CM/81MP) t/f Arrecife(1106/2043).

EXECUTIVE JETS:- A first time visitor today was Global Express **OE-IRP**(Expert 687) of Amira Air GmbH, which arrived from Nassau/Lynden Pindling in the Bahamas at 0241. It departed home to its base, Vienna at 1431. Another debutant was Lear Jet 40 **G-MEET** of TAG Aviation, from Florence(0946) to Le Bourget(1103).

GENERAL AVIAITON:- PC-12 **G-TRAT** from Bournemouth(0737) to Naples/Capodichino(0846). Bolkow 105 **G-BTKL**(Veritair 01) from Emley Moor(0936) to Nottingham(0958). A golden oldie, Cessna 172C **G-ARYS** built in 1962, arrived from Mount Airey at 0905 where it is a new resident, having been acquired by an owner in Hull last month. It returned there at 1253. Enstrom 480 **G-WRSY** f/t Skipton(1627/1656) for a refuel.

23/4 Friday

SCHEDULES:- Air Southwest:- G-WOWE(42KB/43KA), G-WOWC(46EB/47EA).

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

Eastern:- 80D/81D canx, G-MAJB(86D), on return from Southampton routed direct to Teesside as there were no passenger for LBIA). SAAB 2000 **G-CDEA**(29Q/19Q), G-MAJA(99Q/59Q).

Flybe:- Based G-FLBB(1KN) to Gatwick, swapped with G-FLBA which operated rest of Gatwick flights. G-ECOK(74H/542B, 4RG/1EP). G-JECT(78E/6DB). **G-FBEJ**(7DE/1NP), G-ECOJ(703N/5CK), G-ECOG(2PL/5EL). G-JEDO(2CH/643/6KB/644).

Jet2:- G-LSAJ(Kestrel 700P) to Las Palmas(1709), on sub-charter to Thomas Cook. G-CELU(51FA) swapped in Faro with G-CELS(52FA). G-CGET(241) set off to Nice(1335) but turned back with a technical problem, landing at 1424. It then departed again for Nice at as Channex 241A at 1521.

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-ILKA(Kiel Air 38L/39L).

Ryanair:- Based EI-EFL(2324/5 Nantes, 2472/3 Montpellier, 7GF/6ZT Malaga). EI-EKN(41GN/64QA Dublin, 82RH/2NC Palma, 59XL/62GH Murcia) then 82QY to Dublin, swapped with EI-EKC(52AK). Non Based EI-DAS(6XE/1JZ, Gerona), EI-DCE(1WG/7MV Faro).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 57VH/14MG) t/f Tenerife(0832/1837), "Kestrel 152K" to Dalaman(2001).

EXECUTIVE JETS:- Citation 2 **G-JETJ** from Cannes(1747) for another protracted stay on Multflight/ East.

GENERAL AVIATION:- R.44 **G-FLBI** from Howden(1021) to Fishburn(1110), f/t Dishforth(1202/1434), from Bagby(1617) to Walton Wood(1642)! PA-18 Super Cub **G-AZRL** arrived from Bagby at 1909 for a night stop before routing to Gamston(0931).

MILITARY:- Grob Tutor **G-CGKB**(Cranwell 89) f/t Cranwell(1050/1236).

24/4 Saturday

SCHEDULES:- Air Southwest:- G-WOWE(48AC/47AB)

Flybe:- Based G-FLBA Gatwick x1 then (542B) to Belfast, swapped with G-ECOO(4RG). G-ECOG(7DE/49R).

Jet2:- Sub-charters:- G-LSAA(Thomson 133F) to Paphos(1515), G-LSAI(Kestrel 700P) from Las Palmas(0247), "Kestrel 451P/451L" t/f Fuerteventura(0800/1752). G-CELY(040E) from Edinburgh(0311).

KLM:- PH-KZO(1545/6), PH-WXD(1549/50), PH-KZK(69W/54S, n/s).

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

Pakistan International:- Boeing 777 AP-BHV(775/6) f/t Islamabad. Divert to Manchester as 777 used to catch up with lost flights due ash. Expected to continue 777 operations from Manchester until mid-May

Ryanair:- Based EI-EKC(59FD/2333 Krakow, 2334/5 Knock, 7GF/6ZT Malaga), EI-EFL(87NW to Pisa). Non-based EI-DCZ(92FN) from Pisa, then operated resident flights(2484/5 Treviso, 32VZ/97XG Ibiza).

EI-EKY(64QA/41GN Dublin, First Visit), EI-DHD(6JE/3BW Alicante).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 152L) from Dalaman(0520), "Kestrel 76MY/37WZ" t/f Fuerteventura(0703/1620), "Kestrel 786P" to East Midlands(1815).

GENERAL AVIATION:- Cessna 210N **G-TOTN**, which arrived on 1/4 for engineering with Multflight, returned home to Ronaldsway at 1227.

25/4 Sunday

SCHEDULES:- Air Southwest:- G-WOWE(48AL/49AM)

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

Flybe:- Based G-ECOO(730/1) t/f Belfast then Gatwick x2. G-JECU(78E/6DB). G-ECOG(703N/5CK), **G-FBEJ**(2PL/5EL). G-JECN(2CH/643/6KB/644).

Jet2:- G-LSAA(Thomson 1333) from Paphos(0128). G-LSAI(Kestrel 452L) from Fuerteventura(0217). G-CELS(102P/103P) to Stansted(0741) from Faro(1637). G-CGET(104P) to Manchester(0829).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 329/330).

Ryanair:- Based EI-EKC(2454/5 Carcassonne, 2328/9 Limoges), then operated '1JZ to Gerona. EI-DCZ(82RH/2NC Palma, 52FW/59XZ Malta). Non-based EI-EFD(64QA/IGN Dublin), EI-EKX(52AK/82QY Dublin). EI-EBX(1WG/7MV Faro), EI-EBP(6XE) from Gerona, then operated based flight(59XL/63GH Murcia).

IT FLIGHTS:- A.320 **G-DHRG**(Kestrel 651L) from Antalya(0357), "Kestrel 651P" to Cardiff(0501). A.320 **G-FTDF**(Kestrel 24WD/9VE) f/t Monastir(1322/1457).

MILITARY:- Hercules C.5 **ZH885**(Ascot 232) 2x ILS and overshoot(1205/1232) from Liverpool to Lyneham.

26/4 Monday

SCHEDULES:- Air Southwest:- G-WOWA(42KB/43KA), G-WOWB(46EB/47EA).

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

Eastern:- G-MAJB(80D/81D, 86D/87D). G-MAJA(20Q/19Q), G-MAJJ(99Q/59Q).

Flybe:- Based G-ECOO Gatwick X2 then 9NR to Gatwick, swapped with G-JECO(6PW). G-ECOV(74H/542B, 4RG/1EP), G-JECU(78E/6DB). G-JECS(7DE/1NP), G-JECZ(703N/5CK), **G-FBEJ**(2PL/5EL). G-JECN(2CH/643/6KB/644).

Jet2:- G-CELH(51FA) swapped in Faro with G-CELD(52FA). G-CELX(040E) to Edinburgh(1915).

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

Manx2:- Dornier 228 D-CMNX(Kiel Air 32L/33L), Jetstream 32 G-OAKI(Vannin 328/9).

Ryanair:- Based EI-DCZ(41GN/64QA Dublin, 82RH/2NC Palma, 59XL/62GH Murcia). EI-EPB(2324/5 Nantes, 2472/3 Montpellier, 7GF/6ZT Malaga). Non-based EI-DAS(6XE/1JZ Gerona), EI-DYM(1WG/7MV Faro), EI-EKY(52AK/82QY Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 49AV) from Antalya(0532) to Las Palmas(0956).

EXECUTIVE JETS:- Hawker 400XP **CS-DMN**(Fraction 4ZY) from Biggin Hill(0901), n/s to Le Bourget(1315).

GENERAL AVIATION:- . Diamond DA.42 **G-DJET**(White Knight 05) from Teesside(1008) to Denham(1051). PA-34 Seneca **G-JDBC**(Jaydee 43W/X) from Liverpool(1148) to Woodford(1340). PA-34 Seneca **G-VVBK**(Ravenair 47T) arrived from Liverpool at 1155) to carry out a local flight as "Exam 02", 1346/1558 before heading home to Liverpool at 1719. Sikorsky S.76C **G-JCBJ**(JCB 2) f/t Uttoxeter twice, 1135/1151, 1639/1655. TB.20 Trinidad **G-SCIP** f/t Sleep(1230/1455). Jet Ranger **G-BYBI** f/t its home at Matlock(1503/1728), for attention by Multiflight and during its stay carried out a local air test(1626/1646).



Lear Jet 55 N75LJ on final approach to Runway 14. 27/4(Mike Storey)

27/4 Tuesday

SCHEDULES:- Air Southwest:- G-WOWC(42KB/43KA), G-WOWE(46EB/47EC)

bmi:- Based G-RJXL. G-RJXX(1VX/1XV,3VX/3XV). G-RJXB(1404/1403), G-RJXC(1410/1409).

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

Flybe:- Based G-JECO, Gatwick X3. G-JEDW(74H/542B), G-JEDK(4RG/1EP), G-JECN(78E/6DB). G-JECS(7DE/1NP, 703N/5CK), G-JECZ(2PL/5EL). G-JECN(2CH/643/6KB/644).

Jet2:- G-CELB(6000T) training sortie t/f Prestwick(1141) , then to Heathrow(2001) as '101P. This replaced G-CGET(101P) which was routing from Stansted to Heathrow but diverted to LBA with a technical problem at 1909.

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

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L, 38L/9L).

Ryanair:- Based EI-EBP(41GN/64QA Dublin, 2484/5 Treviso, 32VZ/97XG Ibiza), EI-DCZ(59FD/2333 Krakow, 2224/5 Knock, 7GF/6ZT Malaga). Non-based EI-EFL(92FN/87NW Pisa), EI-DPN(52KA/82QY Dublin), EI-DWT(6JE/3BW Alicante).

EXECUTIVE JETS:- Lear Jet 55 **N75LJ** of JKB Jet Holding from Ozona, Florida arrived from Gander at 1439 on its first visit to LBIA. After staying overnight it set of home via Gander at 1814.

GENERAL AVIATION:- T.67M Firefly **G-HONG** f/t Fair Oaks(1224/1526), night stop until 30/4. King Air 200 **G-CEGP**(Cega 946) from Jersey(1252) to Bournemouth(1448), n/s. R.44 **G-RFUN** f/t Matlock(1351.1429).

28/4 Wednesday

SCHEDULES:- Air Southwest:- G-WOWC(42KB/43KA), G-WOWB(46EB/47EA).

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

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

Flybe:- Based G-JECO, Gatwick x2. G-JEDW(74H/542B), G-JEDK(4RG/1EP), G-JECU(78E/6DB). G-JECS(7DE/1NP), G-JECL(703N/5CK), G-JECZ(2PL/5EL). G-ECOW(2CH/643/6KB/644).

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

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3).

Pakistan International:- Flight again operated by Boeing 777 AP-BHV, which diverted to Manchester.

Ryanair:- Based EI-DCZ(41GN/64QA Dublin, 82RH/2NV Palma, 59XL/62GH Murcia), EI-EBP(2328/9 Limoges, 2454/5 Carcassonne, 7GF/6ZT Malaga). Non-based EI-EBD(6XE/1JZ Gerona), EI-DLI(1WG/7MV Faro). EI-EKX(52AK/82QY Dublin).

IT FLIGHTS:- Boeing 757 **G-FCLF**(Kestrel 272P/57PL) from Glasgow(0621) to Fuerteventura(0728). A.320 **G-CRPH**(Kestrel 817F) from Antalya(1942).

EXECUTIVE JETS:- Citationjet **G-CITJ**(Clifton 4) from Bristol(1539) to Kilkenny(1714). Citation 2 **G-JBLZ**(Cloudrunner 73) from Oxford(1546) to Nice(1636).

GENERAL AVIATION:- Long Ranger **G-PTOO** f/t Huggate(0824/1034). Duchess **G-BXXT**, ILS and overshoot(1526) f/t Humberside. MD.902 Explorer **G-SYPS**(Police 33) ILS and overshoot(1751) f/t Sheffield.



Making it first visit to LBIA on 29/7 was Premier 1 I-AFOI of Ital Jet

29/4 Thursday

SCHEDULES:- Air Southwest:- G-WOWC(42KB/43KC), G-WOWB(46EB/47EA).

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

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

Flybe:- Based G-JECO Gatwick x3. G-JEDW(74H/542B, 4RG/1EP), G-JECU(78E/6DB). G-JECS(7DE/1NP), G-G-JECL(703N/5CK), G-JECZ(2PL/5EL). G-JEDU(2CH/643/6KB/644).

Jet2:- G-CGET(257) swapped in Palma with G-CELG(258). G-CELB(102P) from Dublin(1754).

KLM:- PH-OFL(1545/6), PH-KZA(1549/50), PH-WXC(69W/54S, n/s).

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Ryanair:- Based EI-EBP(41GN/64QA Dublin, 2484/5 Treviso, 52FW/59XZ Malta/Luqa). EI-DCZ(59FD/2333 Krakow, 2334/5 Knock, 7GF/6ZT Malaga). Non-based EI-EFL(92FN/87NW Pisa), EI-DLV(7JE/3BW Alicante). **EI-EMA**(52KA/82QY Dublin, First Visit).

IT FLIGHTS:- A.320 **G-CPRH**(67CM/81MP) t/f Arrecife(1105/2023).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Luton(0913) to Alicante(1003). Citation Sovereign **G-NSJS** from Jersey(1000) to Cannes(1030). Making its first visit to LBIA today was Premier 1 **I-AFOI**(Italfly 205) was from Milan/Linate(1239) to Bologna(1620). Citation XL **CS-DXJ**(Fraction 3GX/540T) from Jersey(1807), n/s to Naples(1136). Hawker 800XP **CS-DRJ**(Fraction 7LY/736B) from Liverpool(1817), n/s to Northolt(0931).

GENERAL AVIATION:- Cessna T.303 Crusader **G-DOLY** f/t Biggin Hill(1044/1735). PA-34 **G-JDBC**(Jaydee 43W/X) from Liverpool(1251) to Blackpool(1414). Duchess **G-BXXT**, ILS and overshoot(1352). f/t Humberside.

MILITARY:- Although not a military aircraft, Citation XL **G-SIRS** was operating a Royal Flight when it arrived from Farnborough at 1244, using call-sign "Kittyhawk 91R". It returned to Farnborough at 2041. Tucano **ZF244**(LOP 68) ILS and overshoot(1750). BN.2T Islander **ZH001**(Armyair 587) f/t Belfast International(1859/1911).

30/4 Friday

SCHEDULES:- Air Southwest:- G-WOWB(42KB/43KA), G-WOWC(46EB/47EA).

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

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

Flybe:- Based G-JECO(1KN) to Gatwick, swapped with G-JECY which operated rest of Gatwick flights. G-JEDW(74H/542B, 4RG/1EP), G-JECU(78E/6DB). **G-FBEB**(7DE/1NP), G-FLBC(703N/5CK), G-JECF(2PL/5EL). G-JEDU(2CH/643/6KB/644).

KLM:- PH-KZA(1545/6), PH-JCH(1549/50), PH-KZH(69W/54S, n/s)

Manx2:- Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Ryanair:- Based EI-DCZ(2324/5 Nantes, 2472/3 Montpellier, 7GF/6ZT Malaga). EI-EBP(41GN) swapped in Dublin with EI-DPZ(64QA), then operated 82RH/2NC Palma, 59XL/62GH Murcia. Non Based EI-DHX(6XE/1JZ, Gerona), EI-EFB(1WG/7MV Faro), EI-DYV(52AK/82QY Dublin).

IT FLIGHTS:- A.320 **G-CPRH**(Kestrel 57VH) to Tenerife(0824), swapped with **G-OMYA**(14MG) from Tenerife(1819), which then operated "Kestrel 152K" to Dalaman(1947).

EXECUTIVE JETS:- Citation 2 **G-VUEA**(Flyvue 842) from Northolt(1734), n/s.

GENERAL AVIATION:- Enstrom 480 **G-WRSY** from Skipton(0721) to Nottingham(0753). King Air C.90 **M-ONTI**(Neric 02) f/t Guernsey(1027). DA-42 **G-DJET**(White Knight 02) from Denham(1145) to Topcliffe(1223). Cessna 401A **N35KN** from Amsterdam(2159), n/s.



**JET2
SUB-
CHARTERS
ON
21/4**

Airbus A310 CS-TDI of White Airways(above), Boeing 737/300 LY-SKA of Aurela(below)

**PHOTOS BY
ROBERT
BURKE**



LEEDS/BRADFORD INTERNATIONAL AIRPORT STATISTICS FEBRUARY 2010

	Feb-09	Feb-10	% This month	% +/-
Movements				
Scheduled	2,106	1,886	62.08%	-10.45%
Charter	78	66	2.17%	-15.38%
Private/Misc	1,071	1,086	35.75%	1.40%
Total	3,255	3,038		-6.67%
Passengers				
Scheduled	122,907	113,773	93.32%	-7.43%
Charter	7,748	6,400	5.25%	-17.40%
Transit	1,294	1,750	1.44%	35.24%
TOTAL	131,949	121,923		-7.60%
International	96,767	90,957	76.07%	-6.00%
Domestic	33,888	28,616	23.93%	-15.56%
MOVING ANNUAL TOTAL	2,793,308	2,520,773		-9.76%

The number of passengers reduced year on year by 7.6% which is better than January, but still not really a sign of improvement. Roll on Ryanair!

At -9.76% the moving annual total continues to improve, but all that really means is that there has been a slowdown in the decline.

The number of International passengers reduced to/from eight destinations, the worst being Chambéry (-36%), Barcelona (-36%), Geneva (-25%), Malaga (-13%) and Gerona (-12%). Five routes didn't operate this year and Fuerteventura was a new route. 13 routes improved, with the best being Bridgetown (+106%), Innsbruck (71%), Sharm-el-Sheikh, (+34%) and Islamabad (+24%). By a long way Amsterdam is the most popular (17,614), followed by Dublin (12939) and then Alicante (8535).

Domestically, only two routes had an increase, Belfast international (+6.1%) and Plymouth (+1.4%), There were two new routes (Gatwick and Plymouth), and Heathrow route was lost. The worst reductions were Newquay (-49%), Isle of Man (-49%), Edinburgh (-32%), Glasgow (-30%) and Aberdeen (-29%)

It was a bad month for diversions away from Leeds/Bradford with 44, of which the majority diverted to Manchester (33). We received 5 diversions, but we will have lost a large number of passengers this month.



First on all a big apology for not been able to produce my section last month, and thanks for Trevor for managing to produce a section to cover. Unfortunately I had a major problem at home with my P.C. which has taken nearly 3 weeks to resolve. At the same time the laptop also decided it was having a sympathy vote, leaving me with out any computers !! I am glad to report all seems to be back to normal.

LEEDS/BRADFORD NEWS

Jet2 has acquired former Aegean Boeing 737-300 SX-BBU construction number 25743, was registered G-GDFB on 4th May and delivered from Shannon to Leeds/Bradford on 5th May. Jet2 has carried its 20 millionth passenger on Tuesday. Keith Moffat and his wife Julia were given VIP treatment as they checked in at Manchester Airport after they were greeted by the airline's managing director Ian Doubtfire. Jet2 said that the milestone is part of a 'landmark year' for the carrier at Manchester Airport, its second biggest base after its home hub at Leeds Bradford. The carrier will celebrate its fifth anniversary of operations from the base and is set to introduce new flights to Venice, Prague, Gran Canaria, Funchal this summer. Jet2 are to drive down the cost of fuel consumption on their flights with newly designed, light-weight seats on board their Boeing 757's that have begun to arrive at East Midlands Airport. The launch of the new streamlined seats, which enhance customer comfort as well as save space due to an ergonomically designed shape, coincided with the arrival of Jet2.com's planes at the airport. The light-weight seats will shave 500 kilos off an average flight for the 229-seat Boeing 757 which means greater savings for customers and less fuel consumption. They will also create more legroom, managing director Ian Doubtfire said.

Balkan Holidays has announced a new route from Leeds Bradford Airport to Sofia in Bulgaria for the winter 2010/2011 season, targeting the expanding Yorkshire ski market. Winter 2011 ski packages to Bulgaria from Leeds Bradford are already on sale, with prices starting from £222 for seven nights. The tour operator currently operates summer charter flights to the resorts of Bourgas and Varna in Bulgaria from Leeds Bradford. The addition of this new winter route means Balkan Holidays will be offering services from the airport throughout the year. Tony Hallwood, Leeds Bradford Airport commercial director, added: 'This is great news for skiers. As a non-Euro destination Bulgaria is particularly attractive, offering excellent value for money.'

Councillors have considered a report which details 32 breaches of planning rules over noisy night-time flying at Leeds Bradford Airport, the Guardian reports. A late-running Pakistan International Airline (PIA) flight to Islamabad is to blame for all of the breaches, disturbing residents in neighbouring Aireborough, Horsforth and beyond. The flight is scheduled to arrive at 19:25 and depart at 21:00, two hours before the airport's 23:00 cut off time. The report showed that between November 2007 and October 2008, 15 flights breached planning consent; between November 2008 until October 2009 there were 10 flights; and from November 2009 until February 2010 there were 7.

The report said: 'The airport has encountered a few problems with the PIA flight that were beyond its control, such as the late arrival of the aircraft, technical problems and security incidents.' Other

issues, such as bad weather, had also led to late departures. The airport says it has plans in place to deal with the problem. The airline to bring the departure time of the flight forward, there will be fewer departures and it will also use a quieter type of aircraft. Councillors are expected to request an update and firm timescale on the initiatives from the airport.

April 24th 2010 saw major changes to the airport bus services. From this date, First no longer operate a single service to the airport. Services are now run by either following companies.

Centrebus

737 = Bradford Interchange - Shipley - Guiseley - Yeadon - Airport

Monday to Sunday = Will run 1 Hourly = 05:00-00:00

Centrebus

747 = Bradford Interchange - Greengates - Rawdon - Yeadon - Airport

Monday to Sunday = Will run 1 Hourly = 05:00-00:00

Centrebus

757 = Leeds Rail Station - Kirkstall - Horsforth - Rawdon - Airport

Monday to Saturday = Will run every 30 mins = 07:30-18:30

Monday to Saturday = Will run 1 Hourly = 05:00-07:00 & 19:00-00:00

Sundays = Will run 1 hourly = 05:00-00:00

Dales & District Buses

767 = Harrogate Bus Station - Pannell - Huby - Pool - Airport

Monday to Sunday = Will run every 90 mins = 05:00-00:00

TLC Travel

967 = Menston Rail Station - Otley Bus Station - Pool - Airport

Monday to Saturday = Will run every 30 mins = 07:30-18:30

Monday to Saturday = Will run 1 Hourly = 05:00-07:00 & 19:00-00:00

Sundays = Will run 1 hourly = 05:00-00:00

RELEVANT AIRLINE CHANGES

Air Europa Boeing 737 **EC-IYI** has become **TC-SKU** for Sky Airlines and was delivered all white from Budapest to Antalya on 19th April.



Eastern Airways Jetstream **G-MAJK** (See photo above by Martyn Gill) became **SX-SEB** for Sky Express on 11th March and left Humberside on delivery to Heraklion the following day.

Flybe Bae 146's **G-JEAM** and **G-OINV** currently being broken up at Exeter, were cancelled from the UK register on 6th April. Embraer 145 **G-EMBU** was cancelled from the UK register on 8th April as

exported to Sweden and is to become **SE-RAD** with City Airlines. **G-EMBV** is also due to go to the same operator.

KLM Cityhopper Fokker 100 **PH-OFJ** was ferried from storage at Woensdrecht to Amsterdam on 18th March, but will not be returning to service. Fokker 50 **PH-KVK** was ferried from storage at Norwich to Amsterdam prior to sale. The airline retired its last Fokker 50 from service on 27th March.

Ryanair Boeing 737 update:-

EI-EKN arrived at Dublin on delivery 26th February

EI-EKO arrived at Dublin on delivery 6th March

EI-EKP arrived at Dublin on delivery 6th March

EI-EKR arrived at Dublin on delivery 12th March

EI-EKS arrived at Dublin on delivery 12th March

EI-EKT arrived at Dublin on delivery 13th March

EI-EKV arrived at Dublin on delivery 19th March

EI-EKW made its first flight 12th March, and arrived Dublin on 27th March

EI-EKX made its first flight 12th March, and arrived Dublin on 27th March

EI-EKY made its first flight 25th March, and delivered to Dublin 22nd April

EI-EKZ made its first flight 24th March, and delivered to Dublin 22nd April

EI-EMA rolled out at Renton 24th March, and on the flight line by 30th March, made its first flight 5th April.

Delivered to Dublin 22nd April

EI-EMB made its first flight 31st March, and delivered Dublin 27th April

EI-EMC on Renton flightline by 30th March, and delivered Dublin 27th April

EI-EMD made its first flight 7th April, and delivered Dublin 29th April

EI-EME in paint hangar by 8th April, made its first flight 16th April, and delivered to Dublin 29th April

EI-EMF rolled out by 8th April, delivered to Dublin 30th April

EI-EMH first flight 20th April, delivered to Dublin on 6th May

EI-EMI first flight 23rd April

EI-EMJ rolled out 22nd April, first flight 28th April

EI-EMK on Renton flightline 26th April and first flew 1st May

EI-EMM on Renton flightline 6th May.

Deliveries for the rest of this year should be: (Construction number in brackets)

June - **EI-EMI** (34979)

July - **EI-EMJ** (34975), **EI-EMK** (38512), **EI-EML** (38513)

August - **EI-EMM** (38514), **EI-EMN** (38515), **EI-EMO** (40283)

September - **EI-EMP** (40285), **EI-EMR** (40284)

Plus four in Oct & two each in Nov & Dec. Note the absence of **EI-EMG**, which was previously used on a Robinson R-22 that is now registered **G-CFHU**.

Thomas Cook. Airbus A320 **G-BYTH** was been rolled out at Manchester on 22nd March in full Skywest scheme & will shortly be delivered as **VH-FNP**.

Aircraft returning to Manchester following winter lease to Skyservice have been:

G-DHJZ A.320 on 29th March as **C-FOJZ** & restored 30th March

C-FCLA Boeing 757 on 31st March as **C-FFLA** & restored 1st April

G-FCLD Boeing 757 on 30th March as **C-FULD** & restored 31st March

G-KKAZ A.320 on 31st March as **C-FZAZ** & restored 1st April

G-SUEW A.320 29th March as **C-GUEW** & restored 30th March

G-WJAN Boeing 757 on 31st March as **C-FFAN** & restored 1st April

A. 320 **G-TCAC** was leased to Skyservice last winter & registered **C-FRAA** on 16th October. However, it was reregistered as **N411MP** on 26th April for Wells Fargo Bank Northwest and so looks as if it has been returned to the lessor.

Thomson Airways is to take delivery of the two former Belair Boeiung 757's in May & they will be registered **G-OOBN** (ex **HB-IHR**) & **G-OOBP** (ex **HB-IHS**).

Boeing 737 **G-THOH** (29058) was ferried from storage at Shannon to Southend on 7th April. It made a test/acceptance flight from Southend on 23rd April as TOM9236. It was delivered from Southend to Ostrava on 7th May for Central Charter Airlines, with whom it will become **OK-CCA**.

Boeing 737 **G-THOG** was cancelled from the UK register on 23rd March as exported to Ireland. It was delivered from Luton to Dublin in Europe Airpost scheme on 24th April and has become **EI-STA**, registered to Air Contractors.

Attempting to make it back to Manchester on 17th April after winter lease to Skyservice were the following:

G-OOAT A.320 still as **C-GTDH** from Toronto

G-OOPP A.320 still as **C-GTDG** from Toronto

G-CPEU Boeing 757 still as **C-FLEU** from Toronto

G-OOBB Boeing 757 still as **C-GTBB** from Toronto

G-OOBH Boeing 757 still as **C-FOBH** from Winnipeg

G-OOOX Boeing 757 still as **C-FLOX** from Winnipeg

Unfortunately, all six had to divert to Keflavik, before resuming their journeys on 20th April, when they then diverted to Prestwick before some continued to Luton & others to Manchester.

AIRPORT NEWS

Guernsey Airport may have to shut for a total of eight days next year while vital repairs are carried out on its runway. The work on the runway and taxiways is due to cost £81m and the plan is to complete the majority of it overnight, however the Public Services Department has put forward 4 potential 2 day closures in May and July 2011 and February 2012. It is consulting with airlines and the general public for their views on when the closures should take place. The 2 day closures are to allow the reconstruction of the western end of the runway, to reduce the overall visible impact of the work and reduce the quantity of fill material needed, and drainage work, which would incur significant additional costs if carried out while the runway was operational. In addition there is also the possibility of closure of one of the taxiways, which connect the plane parking stands and the runway. This would enable normal operations to continue but with some possible disruption to airline schedules. Airport Director Colin Le Ray said: 'While most of the work can be carried out overnight there are some tasks that are unique to Guernsey that will necessitate some closures. We are attempting to reduce the durations of closures to the absolute fewest possible occasions.' Public Services Minister Bernard Flouquet said the closures were essential, however the department would listen to airport customers before finalising the schedule.

Manchester Airport is to start a programme of taxiway improvements and maintenance that will see planes use runway two during the night from April 11 until August 13. Runway two is normally only used during the day, with runway one used at night. An airport spokesman said: 'The airport is due to carry out which will involve widening a number of taxiways to reflect the more modern and large aircraft types now using Manchester Airport. The programme will require 18 weeks of night time runway closures to complete. Runway two will be used as the sole runway between 22:30 and 06:00 hours between Sunday and Thursday from 22:30 hours on Sunday, April 11 until 06:30 hours on Friday, August 13 2010.'

A Nigerian man who promised to restore **Teesside's** air link to London has been charged with fraud. Victor Bassey, founder of Excelsis Airways - whose entire management team quit last year in a row

over pay - is due to appear at Teesside Magistrates' Court next Thursday (May 13) to answer the charges. He has been bailed until the hearing.

A spokesperson for Cleveland Police said: 'A 49-year-old man has been charged with fraudulent trading, possession of articles for the use in fraud and five offences of obtaining services by deception.' Durham Tees Valley Airport (DTVA) declined to comment on the news and said it was no further forward in its attempts to reinstate Tees Valley's air link with London.



A.320 G-MEDE of British Midland, prior to delivery to Sky Airlines as TC-SKT

AIRLINE NEWS

Air France has commented that it is considering using an Airbus A.380 on its route between Paris and Heathrow. A spokesman for the French airline told Dow Jones Newswires: 'No decision has been taken. It's something that we're studying.' He added that if the airline decides to go ahead with the project an announcement could be made soon. Airbus designed the A.380 as a tool for airlines to reduce operating costs per seat on inter-continental routes between major passenger hubs. Air France currently operates three of the A380s, one between Paris and New York and two between Paris and Johannesburg. A fourth aircraft will join the fleet in the second half of August, to be used between Paris and Tokyo.

Airlines tend to configure the jets on long-haul routes with fewer seats than the 555-seat nominal capacity so as to offer greater passenger comfort. However, industry analysts say an airline could pack considerably more seats into the two cabins in a one or two-class configuration. Air Austral, a Reunion-based airline, has ordered two A.380s that it plans to operate in a one-class configuration capable of carrying 840 passengers. None of the 27 A.380s that have been delivered to airlines so far are being used on short-hop routes such as Paris to London, a trip that lasts an hour. However, Paris to London is one of Europe's most dense air routes. Air France currently operates nine round-trip flights daily between Paris's Charles de Gaulle airport and London's Heathrow using narrow-bodied Airbus A.320 aircraft. It also has five daily services between Paris Orly and London City Airport using similar planes.

bmibaby, has been ordered to pay damages to Durham Tees Valley Airport after it withdrew services in 2006. Appeal Court judges ruled in favour of the airport, which had estimated its losses at £12m. The airline plans to appeal this decision. The airport claimed bmibaby flouted a deal signed in 2003 to fly two of its planes out of the airport for a minimum of 10 years. The airline blamed its decision to pull out in 2006 on mounting losses and said it could no longer justify operating services from the airport.

Durham Tees Valley lost an initial claim for damages in May 2009, but mounted an immediate appeal, which was heard in London yesterday. Lord Justice Patten, sitting at the Civil Appeal Court with Lord Justice Mummery and Lord Justice Toulson, said bmibaby were in 'repudiatory breach' of the contract. In addition to damages, the airline also faces legal cost bills likely to exceed £1m.

easyJet's Sir Stelios Haji-Ioannou has ripped up growth strategy and launched a personal and unprecedented verbal assault on the budget carrier's "overrated" chief executive. The rebuke from Sir Stelios came as Andy Harrison delivered his last set of results for easyJet before his departure to the hotel operator Whitbread next month. A person close to Sir Stelios said: "Stelios thinks that Andy Harrison's performance is overrated. Over the past five years Andy Harrison developed a love affair with Airbus, squandered \$4 billion doubling the size of the fleet while he paid no dividend and the share price has gone sideways." "The only thing that went up was the size of his bonus. Stelios feels sorry for Whitbread shareholders. If Andy Harrison applies the same philosophy, he will cut the dividend to zero, agree a contract to build 300 Premier Inns across the Continent and five years later the share price will be about the same."

Emirates, will fly Airbus A.380's from Manchester Airport for the first time later this year, it has been announced. Emirates will use an A.380 - that can carry over 500 passengers - on its Dubai route from September 1, making Manchester the first regional airport in world to offer flights on the aircraft. Manchester Airport has spent around £10m on infrastructure upgrades, with work on taxiways taking place starting next month, so that the airfield and terminal can accommodate A.380. The Emirates' aA.380 will replace the existing Boeing 777 and will depart Manchester daily at 13:30 to Dubai and onward destinations.

Flybe has scrapped its proposed service Between Belfast City and Humberside airports because of low passenger numbers - before it even took off. The airline announced the new route earlier this year, but disappointing ticket sales mean the flights will not be taking off this month and passengers who had booked to travel will be accommodated elsewhere. A Flybe spokeswoman said: 'We regret that, due to lack of public demand, we will not be introducing a Humberside to Belfast City service later this month. All passengers who had booked flights have either been re-accommodated on other Flybe flights from neighbouring airports or have been given full refunds.'

Flybe's 2010 / 11 winter schedule will include 15 new routes, including flights to Brest and La Rochelle from Southampton Airport, and a new winter service to Nantes from Gatwick. The regional budget airline will also extend its domestic network with new links to Cardiff, Newcastle and Norwich from Jersey. The new services running through the winter are: Edinburgh - Manston, Exeter - Bergerac, Faro, Norwich, Rennes and Hannover; Isle of Man - Bristol; Jersey - Cardiff, Newcastle and Norwich; Gatwick - Nantes; Manchester - Bournemouth; Newcastle - Hannover; Southampton - Brest and La Rochelle.

Iraqi Airways operated the first passenger flight between Iraq and the UK for 20 years landed at Gatwick Airport 26th April night. The Iraqi Airways flight had been due to take off from Baghdad nine days ago, but was one of the many victims of the volcanic ash cloud drifting over Europe. The flight, nearly a year behind its original schedule, is the first since the UN imposed sanctions after Saddam Hussein's 1990 invasion of Kuwait. Flight IA237 touched down at 23:08 having left Baghdad 10 hours earlier. The flight stopped in Malmo, Sweden, for security checks en route to Gatwick. Thirty foreign and Iraqi passengers were on board, including transport minister Amer Abduljabbar Ismail and Iraqi Airways chief Kifah Hassan. However following the success of the 1st service it ended in farce, with the plane impounded at Gatwick Airport after the Government of Kuwait went to the High Court demanding £780 million for planes stolen by Saddam Hussein ! A two decade lawsuit, the UK's longest running legal dispute, over the theft of 10 planes owned by Kuwait at the time of the 1990 invasion by Iraq resulted in the detention of the aircraft and the confiscation of the passport of Iraqi Airways' chief executive Kifah Hassan who had flown in on the plane.

United and Continental have agreed a \$3.2 billion all stock merger to create the world's biggest carrier. The deal, which will result in savings of over \$1 billion a year, is a further step in the consolidation of the global airline industry. The combined group will adopt the United Airlines name but Continental's livery, with Continental CEO Jeff Smisek heading the company. Glenn Tilton, chairman, president and CEO of United, will serve as non-executive chairman of the combined company's board until December 31, 2012. The two airlines, both part of the Star Alliance, currently fly 144 million passengers a year to 370 destinations in 59 countries worldwide. The joint airline will gain strength at Heathrow where both airlines currently operate separate transatlantic services. Continental also runs a network of flights to the US from UK regional airports.

AIRCRAFT NEWS

Boeing insists the first 787 Dreamliner will be delivered to launch customer All Nippon Airways by the end of this year even though it hasn't started certification flight testing yet. In an **interview** with The Wall Street Journal, Jim Albaugh, head of Boeing's commercial airplane unit, said snags in pre-certification flight testing, one of which resulted in the shutdown of an engine, have caused delays but he said there was some cushion in the schedule. Four of the six test aircraft are flying and have accumulated about 400 hours, but Albaugh agreed there is much to do before Dec. 31. "Some people said that when the first plane actually flew we could breathe a sigh of relief because we had retired the technical risk," Albaugh told the Journal. "Nothing could be further from the truth." The Dreamliner is about two-and-a-half years behind schedule and the delays have cost billions in penalties. More delays would not only cost more in penalties but could damage the credibility of the program in a tight airliner market. Boeing said it's optimistic the 787 passed a crucial milestone Sunday when it underwent the ultimate load test. The wings were flexed upward 25 feet and the airframe hit with 150 percent of its design stress limit and it appears to have passed, although the data hasn't been fully analyzed. Dreamliners are also starting to get out a bit more. One was in Montana and another spent time in California as the company tests it in extreme conditions.

OTHER NEWS

The European Union said yesterday that it would lift its ban on liquids in air passengers' hand luggage by 2013 as part of a plan to harmonize and simplify airport security screening procedures that have been a source of confusion and delay for millions of travelers. However, the new system will require European airports to install new technology at checkpoints capable of detecting liquid explosives, the EU Transport Commission said. The EU, US and many other countries introduced restrictions on liquids and gels in carry-on bags after the liquid explosives bomb plot in 2006. Nearly four years later, the ban - which allows liquids only in amounts below 100 milliliters - remains a source of frustration at airport security checkpoints, where passengers are forced to throw away drink containers, toothpaste, skin creams and often expensive perfume or drinks before boarding planes. In some cases items purchased in airport duty-free shops have been confiscated from passengers transferring through European airports to third countries. While countries including the US and Canada are also moving toward a relaxation of restrictions on liquids, the EU is the first to set a specific deadline for the change. As a first step toward ending the restrictions, liquids purchased at duty-free shops outside the EU or aboard non-EU airlines will be allowed in hand luggage beginning next year, provided they are sealed within tamper-proof bags and screened before boarding.

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CLOTH-CAP LOSSES WERE AN ON-GOING PROBLEM - BUT IT WAS ALL IN A DAY'S WORK!!

By ALAN TEMPEST

"Amazing," "frightening," "foolish", use any of these adjectives to describe the carefree attitude of men in this photograph taken around 1924, but it still comes down to a very odd and dangerous way to earn a "crust," still it was a regular job for some, I was told. Can you imagine, in today's times of correctness, an official at the local "Health and Safety Department" arriving at his desk one morning and finding this photo on the top of the "IN TRAY": "Needs Urgent Attention"- and his blustering reactions!!! This is one of only a few photos I have managed to save and protect of stunning aerial photography work coming from the camera of William (Thomo) Thomson, during his long association with the armed services before retiring, just before the Second World War, in 1939. Later, in his life, when the jet age started, he began high security and technical work for many of the major aircraft companies around at the time. (The first pictures of the Hovercraft experiment and development which appeared in this country were from his camera.)

Aircraft and naval photography work was his great passion; but also, as a speaker, he did commentary work for the BBC on International air races and major military events for a great number of years. On one assignment, when he was taking aerial photographs of the Folland's Gnat, I got the chance to fly with him aboard a frighteningly noisy Yorkshshire-built Beverley transport and watch his daring work. Although I was held by a harness in a steel chair, I was able to get an excellent view of the hazardous proceedings. The only other safety device at the rear of the fuselage was two large bars from which he had a single safety strap, plus his tripods, cameras etc. Exhilarating and rousing, I watched the Folland's jet manoeuvre, back and forth, side to side, as the Beverley plodded along, orders and counter orders being shouted between Gnat pilot, Thomo and the pilot of the "Bev". (I've flown in formation with RAF jet squadrons and marvelled at the flying skills of the pilots, as wing tips would appear to be alarmingly touching, but this one-off exploit was incredulous). Observing the adventure (with the help of the "loadmasters") of this photo-shoot thousands of feet above the Hampshire countryside, will always be a lasting memory and which was to make the Midge/Gnat one of my favourite aircraft. But one could ask was it any more daring or frightening than seeing these men, who stood on a bi-plane's wing and another sat on the fuselage "working?" nonchalantly on their day's assignment with no harnesses using only their skills as aerial survey workers, way-way back in 1924? (During the era of this photograph the British authorities were, I believe, worried at the loss of aircraft and that float planes were maybe the answer.)

This picture was associated with research, "and one I will always remember taking", Thomo once told me. The caption reads, which he wrote and must have found amusing, on the back of the old photo, in pencil, which is now fading fast!



"These men sat on the plane's fuselage and stood on the wing, oblivious to the perils, long before the Yanks did it in Hollywood films." Picture taken during a normal survey of T.H.S., dated 1924.

A PILGRIMAGE

BY JIM STANFIELD



The regulation early start was needed for the Production Team (+1) Spring away day. South was the compass heading, in search of heavy metal USAF style. We showed the usual steely focus and determination as we swept by airfield after airfield: Robin Hood, Gamston, Cottesmore, Wittering, Connington, Sibson all flashed by in a blur as we penetrated those dangerous areas south of Yorkshire.

"Are we nearly there yet?" was the regular plaintiff cry from the rear seat as roads signs clearly showed we had forsaken Yorkshire for foreign parts. The driver and navigator were not to be distracted and we pressed deeper into "bandit country" in search of the "holy grail". More cries from the rear seat as we hurtled left into East Anglia. Finally we saw the road sign we had been anticipating, the "holy grail" was within striking distance: we were approaching RAF Mildenhall. An F-15 was sighted in the circuit, the blood began to pound and our driver began to relax as he felt the approaching soothing presence of the USAF. At last a chance for a cuppa and a leg stretch – it felt good.

On our arrival the airfield was early quiet – was the USAF enjoying a lie-in? We watched skylarks on the wing, rabbits gamboling in the grass and joggers skirting the perimeter protected from the natives by a huge security fence. A local KC-135 (80086) was parked near by and beyond a McGuire based KC-10 (91711) and a Charleston C17A (77181). Some 28 plus F-15s from 48 FW were assembled on the far side of the airfield while on deployment from RAF Lakenheath during runway work. A lady strolled by with her dog and we chatted amiably with some spotters, who had driven here from Brighton and Gatwick. We learned that there were two Austrian Hercules at Cambridge, but we had other plans. Would the USAF venture into the air today or had the journey south been to no avail? The promise of further US serials proved too big a draw, so we headed for another popular spotting spot close to the end of the runway. On the way we made a quick stop to log a selection of C-130s on the Hercie pan. But then we hastened to a location close to the end of the runway where we found a gathering of nattily dressed old lags – so this must be the best spotting spot for today. There was an **EP-3E Orion (159887, See photo below by David Senior)** of the US Navy parked by the crash gate and two F-15s on approach returning from a sortie, thus giving a chance for one or two photos.



This unusual flurry of activity continued with more F-15s plus a couple of KC-135s landing and a brace of visiting KCs from Ohio (716469) and MacDill (23533) departing. When silence again descended flasks were opened to ward off the chill north wind sweeping across the airfield and the old lags returned to their vehicles for shelter. As the Mildenhall lunch break extended and became even longer, our driver convinced himself that his last Tornado ("107") must be "out" at Marham, so we elected for a dash west in search of an RAF Tornado and warmer weather. Some human activity was just discernable at Marham, with one Tornado in the circuit when we arrived in the layby favoured by the spotters. Unfortunately it was not the coveted "107". So after a pause for afternoon tea we did a tour of the airfield perimeter desperately searching for "107". Our luck was out, but we did manage a handful of discarded parsnips in a recently harvested farmer's field. By now the icy East Anglian wind was tempting us to move inland. With the arrival of a Dominie for circuits, the decision was taken to head for a proper airport and Nottingham/East Midlands was selected.



On the way we stopped off at a motel in Holbeach with a Hawker Hunter in the car park. Hot drinks were purchased as we took photos of **WT680 Hunter F.1**(Photo, **Jim Stanfield**) before returning to the journey north west. The sun was now shining and most of the biting wind had been left behind.

Castle Donnington did not disappoint and we ended our away day watching the early evening activity with another crowd of old lags, in the relative warmth of a sunny midland evening. The movements were constant and as well as the usual Ryanair and bmiBaby stuff, we logged a few freighters including Hercules EI-JIV and B.767s G-CECU, G-DHLE and G-DHLF The mixture also included Brasilia EI-HCF, Seneca G-OTVR and Navajos G-VIPY and G-VIPW.



Our vigil ended with the on-time arrival of **Boeing 777 freighter D-ALLE of Aero Logic**(Photo, **Dave Senior**), which was probably the prize of the day or maybe it was the P-3 at Mildenhall. Our final "cop" was G-CELY B.737 freighter of Jet2 and a reminder that we had homes to go to. With sandwich bags empty and flasks running cold we saddled up for the return to the safety of Yorkshire after a delightful day on "the spot".

Footnote – for those of you who are Eddie Stobbart addicts, we saw many during our motorway legs, but only managed to log "Andrea Jayne", on the way down, and "Isobel" and "Susanne" on the way back. Thanks to the driver for his help with these as he slowed down at the key moment.

THE ARMY AIR CORPS IN 2010(by David Senior)

Like the rest of the armed forces aviation unit's the Army Air Corps is heavily involved in the fight in Afghanistan and is suffering from lack of resources as the cost of this conflict escalates. The AAC deploys Apache AH.1 and Lynx AH.7/9A helicopters and because of the high temperatures altitude many mods have had to be carried out to them. More powerful engines/dust filters/protection suits. Westland Helicopters at Yeovil have been given a contract to install up rated engines to the Lynx AH.9's and the first four have been delivered to 9 regiment at Dishforth as AH.9A's for deployment to Afghanistan. The Apache is a very effective ground attack support helicopter which, when you talk to any soldier that has served in Afghanistan will confirm. When an Apache appears the Taliban disappear. Unfortunately the British Apache is block 1 and the current US Army Apaches are block five which mean that the spares source for the AAC is not an easy one and an expensive one. The AAC is still involved in Ireland and the sole aircraft unit that flies fixed wing aircraft is stationed in Ireland. The aircraft is the Islander AL.1/AL.2 and these aircraft are heavily modified to carry surveillance equipment for the fight against the IRA units that have not given up the fight in Northern Island.

Units in operation on 1st April 2010:-

1 Regiment (Gutersloh-Germany)

652 Sqn - Lynx AH.7 661 Sqn - Lynx AH.9

2 Regiment(Middle Wallop)

670 Sqn - Squirrel HT.2 ,part of DHTS 671 Sqn -Lynx AH.7/Gazelle AH.1

673 Sqn - Apache AH.1 668 Sqn - Lynx AH.7

3 Regiment(Watisham)

653 Sqn - Apache AH.1 662 Sqn - Apache AH.1

663 Sqn - Apache AH.1

4 Regiment(Watisham)

654 Sqn - Apache AH.1 656 Sqn - Apache AH.1

664 Sqn - Apache AH.1

5 Regiment(Aldergrove-North Ireland)

651 Sqn- Islander AL.1.AL.2/T.3 665 Sqn - Gazelle AH.1

9 Regiment(Dishforth)

659 Sqn - Lynx AH.7 669 Sqn - Lynx AH.9A

672 Sqn - Lynx AH.7

Direct supporting units

657 Sqn - Lynx AH.7 (Odiham) Joint forces 667 Sqn - Lynx AH.7(Middle Wallop/Trial unit)

674 Sqn - Tutor T.1(Barkston Heath) 7 Flt - Bell 212(Seri-Brunei/Army training)

8 Flt -365N Dauphin(Credenhill/SAS) 25 Flt - Bell 212(Belize/Army training)

29 Flt- Gazelle AH.1(Suffied-Canada) SC&AE - Gazelle/Lynx(Arborfield)



ZG846 BN.2T Islander AL.1
657 Squadron
Belfast International

ZE380 Lynx AH.9
669 Squadron
Dishforth



Photos by David Senior



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N223AS EMB.120 Brasillia of Transcarga
Opa Locka, Florida on 15/03/10 by Andrew Barker



XE340 Sea Hawk FGA.6, coded Z131
Recently arrived at storage facility Cobham Hall
Pictured by David Senior on 19/04/10



N650KA Gulfstream 2 of Gulf Aircraft Sales, built in 1969
Picture by Ian Morton at Toronto, 17/04/10