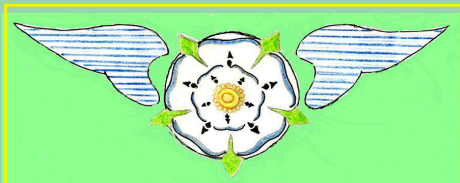


Air Yorkshire Aviation Society



Vol 37 Issue 6

June 2011



**G-ADAH Dragon Rapide, Allied Airways
Manchester Aerospace and Science Museum
17/05/11
Steve Lord**

www.airyorkshire.org.uk

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Mike WILLINGALE

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

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

NEXT MAGAZINE PRESS DATE:- 20th June 2011

SOCIETY ANNOUNCEMENTS

TAS AVIATION FAIR 2011

Once again this year Air Yorkshire will be having a stand at the Fair, which takes place at the Manchester International Airport RVP on July 9th and 10th. We need members who can man the stand on either the Saturday or Sunday. Anyone who would like to help us spread the word about Air Yorkshire over the Penines, could they please contact Jim Stanfield who's details appear in above list.

DAY TRIP TO AMSTERDAM BY JET2

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

TARANIS AND UAVs FOR FUTURE WARFARE

The Institute of Engineering and Technology is holding a meeting at Robertson Hall, Army Foundation College, Penny Pot Lane, Harrogate at 1830 on June 16th 2011. Air Yorkshire members have been invited to attend the meeting, however for security reasons pre-booking is essential and the institute can be contacted by e-mail at localnetworks@theiet.org. The speaker is Paddy Bourne who joined BAE Systems in 1988 and has worked on the EAP, Hawk and Typhoon in addition to the highly successful Raven, Corax, Herti, Fury and Mantis UAV programmes. He is now assistant Chief Engineer on the Taranis project.

And finally... The editor is still short of articles for inclusion in the magazine. Last month's plea produced just one contribution, which is printed this month!

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**

5 June 2011

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

3 July 2011

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

7 August 2011

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

4 September 2011

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

2 October 2011

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

6 November 2011

Air Yorkshire AGM, followed by Slides, Video Clips or Presentation

4 December 2011.....Xmas Meeting

8 January 2012

Peter Hampson and Debbie Riley, Airport Solutions Ltd.

As always, this will be a fascinating insight into Airport Solutions work in various countries in the world.

5 February 2012.....To be Arranged

4 March 2012.....To be Arranged

1 April 2012

Lewis Jones – The manager of Ocean Sky Manchester Jet Centre and he will be taking on the subject of 'Ocean Sky – a leading FBO' and is expected to start with an introduction of Ocean Sky at Manchester, a short history of Ocean Sky and how they came to Manchester, their facilities and ground equipment, the current economic climate and its affect on executive air travel, security issues and details of some notable visitors. Lewis is an excellent speaker and in his spare time is a stand up comedian... One not to be missed.

MEETING'S REVIEW

The May meeting of the Society was the annual quiz for which 26 members were in attendance. The meeting was opened by the Chairman who welcomed all those present and commented on the good turnout. He apologised for the non-availability of the magazine due to printing problems and said an electronic version of the magazine was being looked into for later in the year – some members, myself included, have already been sent a sample. Members were reminded of the forthcoming visit to Multiflight planned for Thursday 23 June, anyone interested should see Mike Storey, our new Trips Organiser. There was also a reminder for lunch at Murgatroyd's which was due to take place the following Friday, 6 May. The Chairman then handed over to Alan Sinfield for the quiz. Alan had compiled the questions and Mike Storey provided the photos. Members had already been divided into five teams and Alan explained there were to be four rounds of multiple choice questions. Round One was a recognition round of 25 photos with a choice of three answers for each one. Various types, some of which were very obscure to me, featured and examples were the HS748, BAC 1-11, Let 410 and the Dornier 228 and 328Jet. The questions were marked at the end of the round. Round Two comprised 15 questions without any photos and four answers per question to choose from – A, B, C or D. Questions in this round covered a variety of aviation topics and included 'What is Bournemouth Airport also known as?' (correct answer – Hurn), 'How many Boeing 757s in total were built?' (1050), 'Who was the manufacturer of the Victor bomber?' (Handley Page) and 'Where is BMI's main operations centre?' (Donington Hall). The questions were again marked and the scores added to those from the previous round. At this halfway stage Geoff Ward's team were leading with 38 points out of 40 while my team were joint last along with Terry Sykes' team on 34 points. After a short break it was Round Three and another 25 recognition questions (numbers 26-50), as in Round One there were three answers to choose from for each photo. There were several biz-jets in this part including the Canadair Challenger, airliners included the Embraer 195 and Concorde while helicopters featured the Alouette and Bolkow 105.

The fourth and final round was similar to Round Two – 15 questions, no photos and four options for answers. Examples of questions in this round included 'Which airline uses 'Flystar' as its call-sign?' (Astraeus), 'In which month in 1990 did Capital Airlines collapse?' (June), 'What is the seating capacity of an Airbus A320 in single class configuration?' (180) and 'In which year did the Shorts 360 first take to the air?' (1981 – was it really 30 years ago?). At the end of the round the final scores were totted up and Geoff Ward's and Jim Stanfield's teams were tied on 73 points out of 80, so a tie-breaker was required. There were five questions for this, two of which were 'How long did it take Louis Bleriot to fly across the English Channel in 1913?' (37 minutes) and 'In which year did Brown Air Services change its name to Capital Airlines?' (1987). The final result was a victory for Geoff's team with Jim's team second, Terry's third, Dave Senior's fourth and unfortunately mine came last in fifth (never mind, we can only improve next year!). The meeting was brought to a close by the Chairman with thanks to Alan for organising the event.

TRIPS

2-trips now confirmed as definite:-

Thursday June 23rd @ 11.00 am Visit to Multiflight LBA (9-NAMES ALREADY CONFIRMED)

Sunday September 25th @ 11.00 am Visit to Yorkshire Air Ambulance LBA

*Please note-if you have a yellow fluorescent jacket- please bring it with you**

Anyone wishing to participate in any of the trip please contact Mike Storey, who's details can be found inside to front cover of the magazine.

Sunday July 24th Brighton Wings and Wheels Event. We can now confirm this as an official Air Yorkshire trip with a maximum of 10 places.

AIR YORKSHIRE @ *BILLY'S*



The lunch time get together at Billy Murgatroyd's seems to be gaining in popularity. It is a twice yearly event and is an opportunity to eat fish and chips and talk about aeroplanes or whatever takes your fancy. As always at Billy's the food is excellent even if you want something other than the traditional fair. So don't be put off by any dietary restrictions you may have: they cater for wide tastes. The photo shows some smiling Air Yorkshire members tucking into their chosen meal. I personally always go for the Senior Citizens Extravaganza which I thoroughly recommend. The next one will be in early December. We are still experimenting with which day of the week is best for most people. If you want to let us know which day you prefer then see a committee member or drop us an e-mail. So watch out for the date in early December and come along for a very sociable lunch time at Billy Murgatroyd's.

Jim Stanfield

SCENE AROUND YORKSHIRE



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

Askern:- A new resident is Quik G-CCOK, formerly owned by an individual in Kenilworth.

Ackworth(Pontefract):- R.44 G-TIMZ is no longer resident having been sold the new owners in Russia.

Bradford:- R.44 G-OWND was noted visiting a site 4 miles West of the City Centre on 18/4, inbound from Doncaster. This would put it somewhere near Oxenhope.

Birkin(Knottingly):- A recent arrival at Paintball Commando is Vampire T.11 XE874. It is used in the Nuclear Bomb Deactivation Scenario and is said to be complete, however in pretty poor condition.

Brighton:- Glasair II-SRG G-OPNH is still on re-assembly following its return from Namibia. Visitors:-
25.4 D-EARY FWP.149D (057) t Barton, G-ASHX PA-28 f&t Barton, G-AVUH 150H f&t Strubby, G-AYEC CP.301A f&t Netherthorpe, G-BGHJ F.172N f&t Humberside, G-BGPJ PA-28 f&t Woodvale, G-IVII RV.7 f&t Sherburn, G-JJFB EC.120B f&t private site Doncaster, G-ORAE RV.7 f&t Netherthorpe, G-PMGG AB.206A f&t Middleham, G-RRCU DR.221B f&t Hucknall, G-THIN FR.172E f&t Harewood, G-UANO/FAP1367 DHC.1 f&t Sherburn. **26.4** N64VB Beech 58 (TH-305) f Bolt Head t Sleep. **27.4** G-AWVA F.172H f Sturgate t Barton. **29.4** G-BUGT T.61F f&t Rufforth. **30.4** G-DODB R.22B f&t Humberside. **1.5** G-CCCN R.3000 f Tatenhill t Abbots Bromley, G-OACF DR.400 f&t Sherburn, G-RJMS PA-28R f&t Crosland Moor. **2.5** G-BIOW T.67A f&t Sherburn, G-BODB PA-28 f Sturgate t Sherburn, G-JSRV RV.6 f&t Graveley Hall Farm, G-SABA PA-28R f Sturgate t Sherburn. **3.5** G-CEKV Europa f&t Cark. **4.5** G-AWFW D.117 f&t Oxenhope, G-BTJA Luscombe 8E f&t Liverpool, G-BVOS Europa f&t Fishburn, G-CBUG P92-EM with G-CDLK Sky Ranger 912S both f&t Oxenhope, G-CENE CTSW f&t Barton, G-CGSH EV.97 f Sherburn t Bagby at lunch time then f&t Bagby in the evening, G-JPEG BN.2A f/o on route to the coast, G-TIVV EV.97 f&t Bagby, N2UH SA.319B (2050) f&t Bielby. **5.5** G-BRUD PA-28 f&t ?. **6.5** G-CUBE Sky Ranger 912 f Tibenham/Priory Farm t Strathaven, G-IROS Calidus f&t Rufforth. **7.5** G-BVEZ/XM479 Jet Provost T.3A f/o 15.40hrs. on route from Elvington t Abingdon accompanied by G-TYAK Yak 52, G-DIZZ 369HE f&t Boothferry, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-UANO/FAP1367 DHC.1 f&t Sherburn, N2UH SA.319B f&t Bielby. **8.5** G-ARYS 172C f&t South Cave / Mount Airey, G-SKIE Skybolt f&t Barton. **10.5** G-DODB R.22B f&t Humberside. **14.5** G-BONW 152 f&t Sturgate, G-DKEY PA-28 f Wellesbourne t Barton, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-VVBAAS.355F2 f private site Hampshire t private site Whitby. **15.5** G-AWUN F.150H f&t Beverley, G-BYNR Jaabiru UL f&t Rufforth, G-GTJM EC.120B f&t Edenthorpe, G-SELB PA-28 f Sturgate t Humberside, G-SELL DR.400 f&t Grove Farm, G-UANO/FAP1367 DHC.1 f Sherburn t Beverley, G-UTTS R.44 Raven f&t Humberside, G-VVBAAS.355F2 f private site Whitby t Lee on Solent, N918Y PA-30 (30-736) f Sturgate t Carr Farm.

Caunton:- Thruster T.600N G-RAFS is now resident here having formerly been operated by the RAF Microlight Flying Association at RAF Henlow.

CONEY PARK(Leeds Heliport)

An early evening visitor on 20/4 was Merlin ZJ990(Battlecat 1), which arrived at 1740 from Benson for a rotors running refuel, before departing to Church Fenton at 1810. Other movements logged:-

4/4	G-FULM	Sikorsky S.76C	1200 1005	f/t Harrogate(Parked up until 6/4)
4/4	G-CEDG	R.44	1310 1355	from Cranleigh to Carlisle
5/4	G-MAYE	Bell 407	1302 1705	from London to Boston Spa
7/4	G-MAXZ	R.44	1020 1120)	f/t Walton Wood on both occasions.
	G-MAXZ	R.44	1415 1430)	This aircraft has now gone to Finland.
7/4	G-BPRL	Twin Squirrel	1545 1600	from Halifax to Blackpool
9/4	G-GATE	R.44	1120 1200	from Teesside to Liverpool
10/4	G-LBDC	Jet Ranger	1300 1315	from Oxford to Durham
15/4	G-SPVK	Twin Squirrel	1600 1645	f/t Chesterfield
17/4	G-CBOT	R.44	1300 1600	f/t Louth
20/4	G-OWND	R.44	1205 1215	f/t Walton Wood
22/4	G-WOFM	Agusta A.109E	1103 1115	from Compton to Gleneagles
28/4	N74PM	Twin Squirrel	1800 1100	f/t East Midlands, overnight stay
30/4	G-EEBB	Sikorsky S-76C	1150 1230	"Norbrook 76" f/t Rudding Park

Coningsby:- The BBMF Dakota has a new paint scheme having forsaken its previous codes. It is now painted to represent FZ692, named "Kwicherbichen" of 233 Squadron, although it still retains its correct serial ZA947, It was repainted by Air Livery at Manchester and was rolled out in early April. The flights Hurricane IIC PZ865 is undergoing major overhaul with ARCo at Duxford and is not expected to be back in service until next year when it will be painted to represent a 34 Squadron, South East Asia Command example HW840/EG-S. Later this year one of the BBMF Chipmunks WK518 is to be repainted in 1960's Hull University Air Squadron overall silver scheme with black anti-dazzle panel and red dayglo nose, tail, wingtips and rear fuselage. On 29/4 the following aircraft departed here for the Royal Wedding Flypast:-
 ZK312/EM Typhoon "Windsor 5" did not return.

ZA611/EB-L	Typhoon "Windsor 6" spare ship
ZK306/ED	Typhoon "Windsor 1" Returned and departed later as "Turbo 1"
ZK305/EC	Typhoon "Windsor 4" Returned and departed later as "Turbo 2"
ZA600 EB-G	Tornado "Windsor 2"
ZA447 EB-R	Tornado "Windsor 3"
PM631	Spitfire "Memorial 2"
LF363	Hurricane "Memorial 3"
PA474	Lancaster "Memorial 1"

A new arrival for 41(R) Squadron is Tornado ZA589/EB-J. Typhoon ZJ915/BY returned from upgrade at Warton on 21/4 while on 28/4 ZJ932 went to Waron for the treatment. A few visitors to note:- 19/4 G-FRAH/G-FRAS Falcon 20s, G-MAJG Jetstream 41, XX315 Hawk; 20/4 G-FRAU Falcon 20, ZA551 Tornado(Marham 32); 4/5 93-005 Citation V(Turkish Air Force 118), ZD703 BAe.125 CC2(Ascot 1251); 27/4 ZZ191 Hunter(Scampton 33); 5/5 G-OJVA RV.7; 17/5 G-ACDA Tiger Moth, G-AZRA Bolkow Monsun, G-BFLU Cessna 152, G-BXVU PA-28, G-GBJS Robin HR.200.

Cottingham(Castle Hill Hospital):- Puma XW231 was noted on the hospital heli-pad on 11/5.

Covenham St. Mary:- Jodel D.150 G-CGMH has moved from North Coates to take up residence on a private strip here.

Cranwell:- The following Dominies have been registered in the USA to 19th Hole Inc with an address in Chippenham and are all expected to have been moved to Kemble by the time you read this:- XS712/ N19CQ, XS728/N19CU, XS730/N19UG, XS731/N19XY, XS737/N19EK, XS739/N19UK.

Crosland Moor:- Noted visiting on 23/4 was Agusta A.109E G-EMHC(Costock 5), while on 27/4 R.44 G-RALA arrived from Ipswich.

Devonshire Arms:- The Yorkshire Air Ambulance MD.902 Explorer G-SASH(Helimed 99) paid two visits on 7/4. Sister-ship G-CEMS(Helimed 98) was noted on 9/4. Visiting this popular eatery on 13/4 was Doncaster based EC.120B G-JJFB while on 16/4 R.44 G-XTEK was noted, from Sherburn. Gazelle G-ZELE was paid a visit on 19/4.

Dishforth:- A new arrival for 9Regiment is Lynx AH.7 XZ674 formerly operated by 1 Regiment at Gutersloh, Germany.

Dishforth(Manor House Farm):- A new resident here is PA-17 Vagabond G-BTBY, joining the owners Jodel D.150 G-AZBI.

Doncaster(Edenthorpe):- A new resident is Eurocopter EC.120B G-GTJM, formerly based at Liverpool. The aircraft replaces R.44 G-ODAZ which is still present however, pending sale to new owners.

Doncaster Race Course:- On 2/4 Agusta A.109S G-STGR(Stobart 04) was noted visiting from Carlisle.



Global Express OY-MSI of Execujet, crew training at Doncaster, 26/4(Clive Featherstone)

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

As ever there were a number of airlines crew training at the airport during the month, the most regular being Easyjet with the following A.319s:- G-EZDY(13/4), G-EZDN(14/4), G-EZBN(18/4), G-EZJZ(26/4). Global Supply arrived with Boeing 747/400F G-GSSA(Jetlift 215) to carry out some circuit training while Jet2 Boeing 757 G-LSAH(Channex 300T) was in evidence on 27/4 and bmi Embraer 135 G-RJXP(Kittiwake 9001) on 30/4. Other movements included:-

1/4 CS-DKI Gulfstream 5(NJE 198A), M-CEXL Citation XL, G-FBKA Mustang(Blink 5E)
 2/4 N23KY Cessna 210M, N600LB SR.22, G-CGMF Citation XL(training)
 3/4 N60LW Citation Bravo, M-EGGA King Air 200
 4/4 ZH101 AWACS(NATO 31, ILS), G-CFVO King Air 100(OAS 100), G-OXVI Spitfire
 5/4 CS-DQA Citation XL(NJE 3RB), G-LIVY King Air 200, G-CGKB Tutor(Cranwell 88, ILS)
 6/4 G-OMRH Citation Bravo, G-CLOW King Air 200, G-BYTI PA-24 Comanche
 7/4 M-TEAM Citationjet, G-GYTO PA-28, G-GZRP Cheyenne 3(Air Med 081)
 8/4 N37172 King Air 350, ZR325 A.109E(Shawbury 151), XZ586 Sea King(SRG 128, ILS)
 9/4 G-SASC King Air 200(Gama 336), G-SEAJ Citationjet(Clifton 3)
 10/4 D-INCS Citationjet, D-IBBA Citationjet, G-CTEN Citation X
 11/4 N324HS Citation Mustang, G-RHHT PA-28RT, EI-TEN Citation X(High Flyer 75X)
 12/4 CS-DXT Citation XL(NJE 7BF), G-PETS DA-42(White Knight 03), N258RP Baron
 13/4 258 Lear Jet 35A(Irish Air Corps, also 15/4), G-KNCG PA-32 Cherokee 6
 14/4 M-LJGI Falcon 2000EX, G-JBLZ Citation 2(Cloudbrunner 74)
 15/4 G-OSOH Citationjet(Hangar 856), G-GDSG A.109E, ZE370 Sea King(SRG 128, ILS)
 16/4 G-ZMED Lear Jet 35A(Air Med 053), G-SYPS MD.902(Police 33, training)
 17/4 G-JMED Lear Jet 35A(Air Med 061), M-MIKE Citationjet 2
 18/4 M-AJOR Hawker 800XP, G-MEGN King Air 200, HB-VWM Citationjet
 19/4 M-AIRS Lear Jet 60, CS-DFS Citation Bravo(NJE 6XV), N428CJ Citationjet 4
 20/4 ZJ237 Bell 412(Shawbury 97, training), G-BFIB PA-31, G-BERI Commander 114
 21/4 G-BYVR Tutor(Cranwell 46, ILS), G-GSYS PA-34 Seneca(training)
 22/4 ZJ120/ZJ137 Merlins(Battlecat 1/2), G-MIND Cessna 404(Endurance 401)
 23/4 G-SEAJ Citationjet(Clifton 7) 25/4 D-EECP PA-28 Warrior(n/s)
 26/4 OY-MSI Global Express, M-ICRO Citationjet, G-VIPX PA-31(Prestige 99X)
 27/4 G-NAAL Challenger(training), G-BUUE T.67M, G-JDBC PA-34(Jaydee 43W, ILS)
 28/4 EI-GJL Dauphin, G-DSKY DA-42(training), ZF489 Tucano(LOP 07, ILS)
 30/4 ZH879 Hercules C.5(Ascot 322), CS-DRJ Hawker 800XP(Fraction 395H)

Kinch Aviation continue to receive interesting machines, including on 9/4 Hawker 400XP N263PA which passed through while on delivery to Botswana. The aircraft, operated by Aviation Sales and Services Inc of Georgetown, Texas, had departed from its home base on 7/4 and routed via Buffalo/Niagara International, Goose Bay and Keflavic before landing in South Yorkshire. Aircraft present at the end of May were:- N80364 Citation 1 – stored; LN-RYG Citationjet – stored; G-JETA Citation 2 - protracted maintenance; N646VP Citationjet - repair after accident at LBA on 7th June 2010; G-CDCX Citation X - repair after landing accident at DSA on 9th Dec 2010 - plus the maintenance it came in for; M-PARK Citationjet - stored?; G-SVSB Citation Sovereign; M-CEXL Citation XL; D-IBBA Citationjet - now in paint shop for UK register; G-IASM King Air 200; G-TSJF Citationjet 2; G-CPRR Citation Sovereign; M-OTOR King Air C.90; N605GB Challenger - for painting; G-BLTK Commander 112 - painting - bare metal rear of paint bay. Also noted in the paint shop mid-April was Agusta A.109S G-WOFM and Eurocopter EC.120 G-BXYD being re-painted as G-OMEM, along with R.44 G-OMMG. By late April Citationjet G-HEBJ had arrived to be re-painted as N498HC and King Air 200 G-MAMD was also in the process of being re-painted prior to being exported to the USA.



Hercules C.5 ZH879 operating a compassionate flight into Doncaster, 30/4(Clive Featherstone)

Durham:- Logged departing a private site in near here on 10/4 was Jet Ranger G-LBDC, outbound to Oxford.

East Kirkby:- No longer resident here is Rand KR.2 G-JCMW following its sale to new owners at Hebden Bridge.

Eddsfild:- B.8MR Gyrocopter is no longer present having been sold to new owners in France.

Elvington:- Regular visitors to the airfield are Multiflight's Robin and PA-28 aircraft, when the carry out circuit training. Huddersfield based PA-28RT Arrow G-RJMS was noted paying a visit on 3/4.

The Nathaniel Alony , Cavendish and Roy Legg Trophies were contested over 29-30.4. Noted between 08.30 and 09.30hrs. on 29.4 were G-CBHR Lazer Z200, G-EDGJ Edge 360, G-ICAS S.2B, G-III S.2B, G-IITC CAP.232, G-KIII EA.300/L, G-RIHN DR.107, G-ROMP EA.230H, G-SIIE S.2B, G-SKEW CAP.232, G-TIII S.2A, G-ZVKO Edge 360, N85WS S.1T (1028), N666BM S.1T (1057) and N697RB S.1T (1042). A visit later in the day 15.30 to 17.30hrs. added G-BOXV S.1S, G-BXRA CAP.10B, G-EEEE EA.300, G-IICI S.2C, N196JR S.1T (1019) and N80035 S.2A (2070). The morning of 30.4 added G-BTTR S.2A, G-BZII EA.300/L, G-CEPZ DR.107, G-ODDS S.2A and G-XTRA EA.230. Quite a good turnout, the best at a competition this year so far. Noted at the Battlegroup North event on 7.5 were G-BVEZ/XM479 Jet Provost T.3A and G-TYAK Yak 52. LF363 Hurricane IIC of the BBMF also made a flypast.

Full Sutton:- A new resident here is Cessna 182S N2445V, formerly at Staverton. It was first noted on 17/4 when paying a visit to and from Carlk.



The “new” M-ICRO based at Gamston, pictured here by Clive Featherstone at Humberside

Gamston:- A “new” resident here is Citationjet 2 M-ICRO of Pecktron Aviation. “No its not”, some of you may be saying, but this M-ICRO is the second of the type(c/n 0479 as opposed to c/n 0347) to carry the registration, replacing the earlier machine which has been sold in Germany. On 19/4 Cessna's Citationjet 4 demonstrator N428CJ was operating from the field carrying potential customers on local trips. A visit on 3/4 produced new arrival, Citationjet D-IBBA which later moved to Doncaster for re-painting and UK registration. The same day Baron N258RP was noted along with Cessna 182K G-AYOW and PA-28 G-YANK. On 22/4 Cessna 172P G-NWFC was noted departing to Carlisle. The two fire dump DA-40 airframes G-CCHB and G-CCHE are now at Rothenburg, Germany where they are said to be modified into a new project, more details are at present unknown. These two machines were damaged in high winds at Gamston on the night of 18/1 – 19/1, 2007.

Halifax:- On 7/4 Twin Squirrel G-BPRL was operating in the local area on a filming mission for most of the day. During this time it also visited Coney Park for fuel.

Harrogate:- On 4/4 Sikorsky S.76C G-FULM was logged arriving at a private site in the town, from Elstree.

Hebden Bridge(Strines Clough Farm):- A new resident at this strip is Rand KR.2 G-JCMW joining the same owners Kitfox G-BSCG.

Hibaldstow:- A visit on 19/4 produced the following inmates:- EC-KTC Dornier 28(This aircraft has now lost its camouflage scheme and is painted predominantly white), HA-ACO Dornier 28, HA-YDF Finest SMG-92, HA-NAH Finest SMG-92, G-ATJV PA-32 and Mooney M.20K N201YK. By the middle

of May Dornier Do.28 HA-HIB(formerly 116 of the Nigerian Air Force) was noted in operation by be parachute centre and is still in its camouflage scheme.

HUMBERSIDE

Link Air have acquired a further Jetstream 32 aircraft G-EIGG joining their other examples G-JIBO, G-LOVB and G-CCPW, the latter on lease to Manx2. Helicopters currently based for Rig flights are S.76s G-CGIW, G-CGOP, G-CGOU, G-KAZB, G-CHCR and Agusta AW.139 G-SNSA. Older S.76s G-SSSD and G-SSSE are currently in storage in Hangar 1. Movements included:-

- 2/4 N903LF MD.902 Explorer
- 4/4 N44NE Cessna 401(Commodore 01), ZF448 Tucano(LOP 21, ILS)
- 5/4 EC-JCU Metroliner(OVA 612), G-BPWB Sikorsky S-61N(Bristows 60Y)
- 6/4 OE-FIM Premier 1(Europe Star 196), G-MAFA Cessna 406(Watchdog 71)
- 12/4 57+01 Dornier 228(German Navy 4780), D-EAWW PA-28 Cherokee
- 14/4 ZZ418 Shadow(Vulcan 01, ILS) 18/4 ZK458 King Air 200(Cranwell 55, ILS)
- 19/4 EC-HCH Metroliner(OVA 612), D-ISIX King Air C.90L
- 22/4 M-ESGR EMB.135BJ Legacy(training)
- 30/4 G-IZIP Lear Jet 45(Premiair 625)



German Navy operated Dornier 228 57+01 visited Humberside, 12/4(Clive Feahterstone)

Huggate:- While the resident Long Ranger G-PTOO is in for repairs with Multiflight at LBIA following its recent accident at London City, its owner has borrowed Twin Squirrel G-IFBP, normally based near Penrith.

Kirton-in-Lindsey:- Ka.6E Glider G-DDMO is no longer resident having moved to new owners at Rufforth/West.

Leconfield:- On 9/5 Chinook HC/3Rs ZH898 and ZH904 were noted on a visit. The following day ZH904 was again noted, this time accompanied by ZH902 while the following day HC.2 ZA714 was in evidence.

Leeds General Infirmary:- 23/4 proved a very busy day for the roof-top landing pad with initially two RAF Merlins ZJ120/ZJ137(Battlecat 1/2) making practice approaches late morning. Early afternoon saw the arrival of Sea King ZE370(Rescue 128) and this was followed by the Lincolnshire Air Ambulance MD-902 G-LNCT(Helimed 29A). Add to these the regular visits by the two Yorkshire Air Ambulance MD.902s G-CEMS(98) and G-SASH(99).

Leeming:- 2434 Squadron ATC have acquired the cockpit section of Jet Provost T.3 XN492 from the Wing WW2 Remembrance Museum in Sussex. Tornado F.3 ZE983/HL was noted parked outside of HAS.9 on 20/4. On 5/5 a trio of Chinooks arrived for a 7 day detachment:- ZH898(Vortex 570), ZH902(Vortex 551), ZH904(Vortex 595). They were joined for a couple of days by Sea Kings ZF119/ZD479(Avenger 1/2) and on 9/5 the following Bell 412 Griffins arrived for a 3 day visit:- ZJ238(Afghan 1), ZJ235(Afghan 2), ZJ707(Afghan 3), ZJ242(Afghan 4). On 10/5 Royal Marine Lynx XZ177(Armyair 999) was noted.

Linton-on-Ouse:- On 22/4 G-EFAM Cessna 182S was logged outbound to Liverpool. A trio of French Air Force Alpha Jets made a brief stop on 9/5 routing from Lakenheath to Wittering:- E.72/705-

LP, E.93/705-TX, E.121/705-LE. On 3/5 a pair of Chinooks ZA679/ZH777(Castle Formation) arrived for an overnight stay.

Melbourne:- M.16 Gyroplane G-BXIX has moved to new owners at North Coates and has been replaced by M.24C G-CGPB.

Netherthorpe:- The Pitts accident late last year, previously mentioned in the March magazine is now known to have involved G-REAP. Pegasus XL-Q G-MVJU has moved to Headon following sale to new owners.

following sale.

North Coates:- Resident News :- A new resident is G-BXIX M16 ex. Melbourne and it should be noted that G-CDDI T.600N is now airworthy again following repair. On 27.4 G-CGMH D.150 moved out, relocating to a strip at Covenham St. Mary. Updating the resident list G-BVKJ B.8M, G-BXBN Rans S.6, G-CCGJ X'Air 582 and G-MWWL Rans S.6 are all stored locally and none of them are currently airworthy. G-MJYX Tri-Flyer/Demon has been sold and has departed, whilst G-MTRV Pegasus XL-Q has been sold in Greece and departed some time ago. **Movements :-** **2.4** G-CDSK Escapade f&t Wickenby. **3.4** G-AYKD DR.1050 f&t Sherburn, G-CFFJ CTSW f Beverley t Caunton, G-CCCJ HN.700 f&t Beverley, G-BHFK PA-28 f&t Lambley. **8.4** G-SASI Sportcruiser f&t Boston. **9.4 Spring Fly-in** (f&t information held on file if required) G-AELO DH.87B, G-APIE Belfair, G-AVMD 150G, G-AVRW GY.20, G-AWJE T.66, G-AWOT F.150H, G-AYCJ TP.206D, G-BAAD VP.1, G-BEAH J/2, G-BFOG 150M, G-BGLF VP.1, G-BGMT Rallye 235E, G-BKVM/115684 PA-18-150, G-BOPD BD.4, G-BOWP D.120A, G-BROR J.3C-65, G-BRSW Luscombe 8A, G-BRTP 152, G-BSTRAA-5, G-BTDE Cessna 165, G-BXIJ Europa, G-BYSA Europa XS, G-BZJV CH.601UL, G-BZJM M16, G-BZUL Jabiru UL G-CBEW CT2K, G-CBEX CT2K, G-CBIV Sky Ranger 912, G-CBKM Blade 912, G-CBOP Jabiru UL, G-CCCR Sky Ranger 912, G-CCFG MCR.01, G-CCKF Sky Ranger 912, G-CCKO Quik, G-CCZZ EV.97, G-CDGD Quik, G-CDJR EV.97, G-CDLK Sky Ranger 912S, G-CDTR Quik, G-CDTZ A.22 Foxbat, G-CDVK MXP.740, G-CDXL CTSW, G-CDYB Rans S.6, G-CEFY MXP.740, G-CEJE W.10, G-CEOM Jabiru UL, G-CERW Quik, G-CEVB Quik, G-CFJD Cricket Mk.6A, G-CFS P2002-RG, G-CGCH Sportcruiser, G-CGHA Quik R, G-CGOG EV.97A, G-CNAB Jaabiru UL, G-DECR Quik R, G-DWMS Jabiru UL, G-ENVY Blade 912, G-ERTE Sky Ranger 912S, G-EVSL EV.97, G-FBWH PA-28R, G-GBXS Europa XS, G-GOTH PA-28, G-HPOL MD.900 (Oscar 99), G-JAME CH.601UL, G-JAOC Sky Ranger 912S, G-JBUZ DR.400, G-KEVS Quik, G-KITH Pioneer 300, G-LORC PA-28, G-MVRO Shadow Srs.CD, G-MYIS Rans S.6, G-MZEN Rans S.6, G-MZIJ Rans S.6, G-MZML Blade, G-OJDA Acrosport II, G-OPAZ PL.2, G-PATO CH.601UL, G-PHMG RV.8, G-PUPP B.121, G-RFSB RF.5B, G-SHEE Quik, G-SSWV RF.5B, G-SUES Quik, G-TESR P2002-RG, G-TIVV EV.97, G-TWSS Twister, G-TYER DR.500, G-VGVG MXP.740, G-WYKD Tanarg/Ixess, G-XLAM Sky Ranger 912S, G-XSEL Twister, G-YANK PA-28, N123SA PA-18-150 (18-1372), N883DP R.182 RG (R18201883), OK-JUA 03 Samba XXL (?) plus an unidentified Thruster and two unregistered paramotors. **10.4 Spring Fly-in** D-EGCC DR.253B (178), G-AKVN 11AC, G-AVMD 150G, G-AVOA DR.1050, G-AVUS PA-28, G-AVVC F.172H, G-AVYL PA-28, G-AWFW D.117, G-AZGA D.120, G-BACL D.150, G-BBFV PA-32, G-BBNJ F.150L, G-BGVE CP.1310-C3, G-BHFK PA-28, G-BHWH F.152, G-BJOT D.117, G-BYMU Rans S.6, G-BYYC SF.2A, G-BZBF 172M, G-BZDD Blade, G-BZED Quantum 15-912, G-BZGN X'Air 582, G-BZIW Quantum 15-912, G-BZRY Rans S.6, G-BZXXV Quantum 15-912, G-CCAS Quik, G-CCKF Sky Ranger 912, G-CDFL CH.601UL, G-CDIX Ikarus C42 FB100, G-CDKL Escapade 912, G-CDSK Escapade, G-CDSS Quik, G-CEAR Pioneer 300, G-CEBF EV.97A, G-CEMM Quik, G-CENA MCR.01, G-CESD Sky Ranger 912S, G-CETU Sky Ranger 912S, G-CEZA Ikarus C42 FB80, G-CEZB MXP.740, G-CEZU Streak Shadow SA, G-CFDY Quik, G-CFFJ CTSW, G-CFIA Sky Ranger 912S, G-CGGT Quik, G-CGUG Quik, G-CLFC Blade, G-CWBM Currie Wot, G-EXPL 7GCBC, G-FRNK Sky Ranger 912, G-GKEV Pioneer 300, G-GOLF TB.10, G-JAAB Jabiru UL, G-JVPB EV.97, G-KICK Quantum 15-912, G-MCJL Quantum 15-912, G-MESH Sportcruiser, G-MVGK Chaser S, G-MVKC Gemini Flash 2A, G-MZMM Blade, G-OBAX T.600N, G-OBJP Quantum 15-912, G-OBMS F.172N, G-OSLD Europa XS-TG, G-PBEL Shadow Srs.DD, G-PIPI Quik, G-PUPP B.121, G-RFSB RF.5B, G-RIKY Quik, G-RODI/K3731 Isaacs Fury, G-RRAT Sport Cruiser, G-RVAW RV.6, G-SACT PA-28, G-SPED Pioneer 300, G-SWCT CTSW, G-SWOT/C3011 Currie Super Wot, G-TECH RC.114, G-TFOG Sky Ranger 912, G-TIVV EV.97, N123SA PA-18-150, N918Y PA-30 (30-736). **13.4** G-AZTS F.172L f Humberside t Beverley. **16.4** G-RSMT MT-03 f&t New York, N918Y PA-30 f&t Carr Farm, G-CENO WT.9 UK f&t Caunton, G-BPKM PA-28 f&t Sandtoft, G-BHFK PA-28 f&t Lambley, G-DDAY PA-28R f&t Tatenhill, G-BNST 172N f&t Netherthorpe, G-PTAR Sky Ranger 912S f Beverley t Riby, G-AVVC F.172H f Fenland t Eddsfild, G-CGMD Calidus f Skegness t Wickenby. **17.4** G-CCSR EV.97A f

Netherthorpe t Skegness, G-BVDC RV.3 f&t Manby/Eastfield Farm, G-BDEZ J.3C-65 f Manby t Skegness, G-DBLX A.1B f&t Cheddington, G-VIIZ Sportcruiser f Broughton t Cranwell, G-BHFK PA-28 f&t Lambley, G-NDPA Ikarus C42 FB UK f&t Strubby, G-BBxB FRA.150L f&t Beverley. **21.4** G-AYOW 182N f&t Skegness, G-BTMR 172M f&t Beverley, HA-YAP Yak 18T (22202034023) f&t Andrewsfield, G-MWJN Pegasus XL-Q f&t Chatteris, G-MVFB Pegasus XL-Q f&t Southery. **23.4** G-BHFK PA-28 f&t Lambley, G-BVDC RV.3 with G-BRAA S.1C both f&t Manby / Eastfield Farm. **24.4** G-SACR PA-28 f Sherburn t Skegness, G-SACT PA-28 f&t Sherburn, G-BVDC RV.3 with G-BRAA S.1C both f Manby / Eastfield Farm t Brighton, G-AJXV/NJ695 Auster 4 f&t Carr Farm, N918YPA-30 f&t Carr Farm, G-BAHL DR.400 f Brighton t Wickenby, G-BHFK PA-28 f&t Lambley, G-BUVM DR.250/160 f&t Crosland Moor, G-BODE PA-28 f&t Sherburn, G-CGSH EV.97 f Fishburn t Bagby, G-BRBA PA-28 f&t Full Sutton. **25.4** N918Y PA-30 f&t Carr Farm. **30.4** G-CGMD Calidus f&t Wickenby.

North Duffield(Redmoor Farm):- RV.7 G-RVMC is no longer resident having been sold to a new owner in Portugal.

North Moor:- A new resident noted in early May is RV.4 G-RVNS while Cyclone AX.3 G-MYHJ has moved to Watnall following sale.

Oxenhope:- Eurostar G-ZZAC has left the airfield following sale to new owners near Coventry. Its replacement another Eurostar G-STEE is currently under construction nearby.

Rudding Park(Harrogate):- Noted visiting on 30/4 was Sikorsky S-76C G-EEBB(Norbrook 76).

Rufforth:- New to the microlight side is Quik G-YSMO. Over the "West side" Glasair IIS-RG G-BUBT has now flown but is still with Bob McLean for minor jobs to finish. Also present on 21/4 were Grob 109 G-BMLK, PIK 20D G-DDOU, Grob 109 G-LULU and Ka.6E G-DDMO, a recent arrival from Kirtlington-Lindsey. Pawnee G-PAWN is also a new resident for possible re-build. On re-build elsewhere on the field is DFS Olympia-Meise (AKD)/BGA449.

Sandtoft:- 2nd April 2011 Aerobatic Competition, Icicle & Newbold Trophies

G-BXRA CAP-10B	G-EDGJ Edge-360	G-ICAS Pitts S-2B
G-ICII Pitts S-2C	G-III Pitts S-2A	G-RIHN DR-107
G-SIIE Pitts S-2B	G-XTRA Extra-230	G-ZVKO EDGE-360
N196JR Pitts S-1T	N666BM Pitts S-1T	N80035 Pitts S-2A

Other Aircraft present:-

D-EARY Focke Wulf Piaggio P-149	G-AYYU Beech-23 Sundowner
G-BBLM Rallye Sport 100S (Gate Guard)	G-BPBO Piper PA-28RT-201T
G-BKAZ Cessna 152	G-BOIA Cessna 180 Skywagon II
G-BOIY Cessna 172N	G-BOYV PA-28 Arrow II
G-BSLT PA-28 Cherokee Warrior II	G-CEVU Savannah VG Jabiru 4 Microlight
G-DEXP ARV 1 Super 2	G-EGAG TB-20 Trinidad
G-MAXZ Robinson R-44	G-BRNC Cessna 150M
G-BBJX Cessna F150L	G-BEYT Piper PA-28-140
G-CBOP Jabiru UL-450	N2136E Piper PA-28RT-201
G-PEGY Europa	G-TAYI Grob G115
G-BIFB Piper PA-28-150	G-BAZS Cessna F150L
G-BKAZ Cessna 152	G-BPKM Piper PA-28-161

Sherburn:- A new resident is Jabiru UL G-VJAB. Jodel D.150 G-BHEZ is not resident any longer having been sold to new owners in France. Also moving out recently was Steen Skybolt G-RODC, which has moved to Liverpool. Burn resident Pawnee G-BEII was noted in for maintenance on 4/5 and on the same date Cessna 152 G-GFIC was present. A visitor on 3/4 was PA-28 G-BYHK from the Isle of Man. Another of the type G-AVWL arrived from Carlisle on 10/4.

Sherburn(Stream Farm):- Hughes 369E G-BPLZ was noted here on 10/4, paying a visit from its base in Pudsey, Leeds.

Skipton(Carleton Park):- Hughes 369HS G-TVEE was noted operating from here at the end of May, a temporary replacement for Enstrom 480 G-WRSY, which had been sold in the USA. 'EE however had been sold by its owners Atlantic Helicopters by the end of April and had been replaced here by Bell 430 N430SY from the same source.

Stainsby Hall:- On 6/4 the UK Demonstrator Robinson R.66 N66UK, operated by Sloane Helicopters arrived to operated some local flights. On 28/4 R.22B G-MOGY was noted arriving in formation with another unidentified R.22B.

Sturgate:- A potential new resident here is Pioneer 300 G-OBRO, which is under construction by a private owner in Lincoln.



Citationjet 3 LX-DCA owned by Serlux SA visited Teesside on 13/4

TEESSIDE(Durham Tees Valley) Info and photos courtesy of dtvmovements.co.uk
Cobham have retired King Air 200s G-FPLB and G-COBH from their calibration fleet and they have been permanently withdrawn from use. On 25/4 resident PA-28 G-BCTF had an excursion over the grass near Hangar 3 which resulted in a prop strike and the aircraft is out of action as a result. Eurocopter PH-EQU(Heli Holland 60C) arrived on 26/4 for a period of temporary residence while carrying personnel and equipment for a new wind farm off the Tees coast. It was operating to a Dutch pipe laying vessel "Lorelay" which was moored 20 miles out to sea. Other visitors included:-

- 1/4 N711EG Gulfstream 3(departed after n/s)
- 2/4 G-XBEL Citation XL(Beauport 821) 4/4 G-MONK Boeing 757(Monarch 8227)
- 5/4 G-SFCJ Citationjet(Hangar 862), ZF208 Tucano(LOP 78), XX318 Hawk(Pirate 16, ILS)
- 6/4 G-SMAN A.330(Monarch 8816), G-SUEZ Jet Ranger, XX202 Hawk(Pirate 08, ILS)
- 7/4 G-XAVB Citation Mustang(Beauport 571), G-LARE PA-30, XX258 Hawk(Pirate 25, ILS)
- 8/4 D-CNNN Citation XL(Twinstar 335), D-CCCB Lear Jet 35(Ambulance 254)
- 9/4 G-BVZD Tri-kis, G-OLSF PA-28 Cherokee, G-BOIG PA-28 Cherokee
- 11/4 G-ODUR Hawker 900XP(Hangar 869)
- 12/4 N104AJ King Air 90, N581AF Baron, G-KLNW Citation Mustang(Saxonair 51D)
- 13/4 LX-DCA Citationjet 3, CS-DHD Citation Bravo(NJE 635T), SE-LZA Cessna 172P
- 14/4 G-FJET Citation 2(Sparrowhawk 29R), G-CELG Boeing 737/300(Channex 300T)
- 15/4 N352CM Malibu, G-EMMY Vari-Eze(n/s), ZF319 Tucano(LOP 13, ILS)
- 18/4 G-SUEX Jet Ranger, ZF140 Tucano(LOP 69, ILS) 19/4 G-HPPY Lear Jet 45
- 20/4 D-IEGO Citation Mustang(Caroluss 1621), G-KLNB King Air 350(Saxonair 35A)
- 21/4 OE-GPS Citation Bravo(Tyrol Ambulance 842), N95TA PA-31, EI-GJL Dauphin
- 22/4 N2923N PA-32 Cherokee 6, N153CD Cirrus SR.22, G-LEAM PA-28 Warrior
- 25/4 N215DS DA-40D, G-CEZZ CTSW, G-JEDL DHC-8-400(Jersey 027T, training)
- 30/4 ZG847 Islander(Armyair 589), G-GMPW PA-28RT, G-NOSE Cessna 402(REV 402)



Eurocopter EC.155 PH-EQU was temporary resident at Teesside, operating off-shore flights

Thirsk(Kilvington Hall):- Recently registered to a private owner here is Cessna 182T G-SEHK(ex. N232TD).

Todmorden:- R.44 G-EEZA is no longer resident having been sold to new owners in Germany.

Trewell(Forwood Farm):- Sports cruiser G-JAYZ has now been completed and made its maiden flight recently having been cleared for flight by the L.A.A.

Waddington:- Noted making a couple of local sorties on 19/4 was resident Spitfire T.9 G-BMSB(Tango 09). There were a few interesting movements, the pick being the USAF C.5A Galaxy from Travis AFB on 14/4:- 7/4 076/YD Xingu(FAF 6797); 11/4 111/YQ Xingu(FAF 6792), ZA462 Tornado(Marham 32), LX-N20000 Boeing 707A(NATO 46); 13/4 ZA150 VC-10(Tartan 32, just a personal note I remember this aircraft when it was operated by East African Airways as 5H-MOG in the 1970s!!); 14/4 86-0022 C.5A(Reach 414); LX-N20199 AWACS(NATO 48); 18/4 XS606 Andover(Gauntlet 59), ZF622 PA-31(Gauntlet 61), PA474 Lancaster(numerous circuits); 19/4 XZ191 Lynx(Armyair 653).



Based at Travis AFB, C.5A Galaxy 86-0022 visited Waddington on 14/4 to pick up equipment

Walton Wood:- Aero Maintenance have re-registered their Eurocopter EC.120 G-BXYD as G-OMEM and the aircraft returned from Doncaster in mid-May, where it had been for painting. Meanwhile the R.44 G-MAXZ has been sold in Finland. Visiting on 22/4 was R.44 G-CEMC from Liverpool.

Wickenby:- A new resident here is CAP.232 G-EJAC, formerly N232MG. From the Resident Review delete G-VILL Lazer Z200 which was here on rebuild, and G-XXVI Su.26M which was deregistered as transferred to the USA as N39VN on 6.4 remaining with the same owner who now has an American address. It was last noted here some weeks ago being dismantled. G-BVNI JT.2 has finally been completed and was recently cleared for flight by the LAA.

York Race Course:- Noted on 6/4 was R.44 G-FCUM from Barton. Twin Squirrel G-DCAM was present on 12/5 and the following day similar type G-DFOX visited.



BBMF Dakota ZA947 after repaint at Manchester, in preparation for the 2011 Display Season



As mentioned last month I have given full details of the schedule flights for the first seven days, including where the flights operated from and to. Jet2 no operate the Belfast flight with a Belfast based aircraft while the flight from and to Prague is operated by an Edinburgh based machine. Jet2's next acquisition is Boeing 737/300QC G-GDFE, formerly OO-TNF of TNT, which is due for delivery in early June.

Very little of note over at Multflight either this time around, with the Dauphin VP-BEO arriving from France on 22/4. The aircraft is destined to join the Great North Air Ambulance fleet as G-NHAC once it has been fitted out with all the emergency equipment needed. Cessna 210D G-OWAN has returned home to its farm strip at Tosside, near Clitheroe after spending the winter based here at LBIA. And finally, Citationjet M-DINO which was for sale departed to Bournemouth on 27/4 and was still away in late May so could have moved out.

1/4 Friday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. Glasgow:- G-RJXL(1292/1291, 1298/1297). Edinburgh:- G-RJXE(1404/1403), G-EMBJ(1410/1409)

Eastern/Air Southwest:- Teesside – Southampton:- G-MAJE(80D/81D, 86D/87D). Aberdeen – Newquay:- G-WOWE(31X/83AB), G-WOWA(37X/87AB). Newquay – Aberdeen:- G-WOWA(82AC/32X), G-WOWE(86AC/38X).

Easyjet:- Geneva:- G-EZEA(73BA/7345).

Flybe:- Exeter – Aberdeen:- G-ECOD(643/1TC/9JK/644). Southampton:- G-JEDK(5XL, aircraft went u/s on arrival, n/s), G-JEDP(5CP/3WA). Belfast:- G-ECOM(9JL/5GM, 4RU/1RD).

Jet2:- G-CELP(031R) from Edinburgh(0357). G-CELP(033E) local test flight(1145/1307) and again 1632/1745 as '034E. G-CELP(070J) to Newcastle(2055). G-CELY(032R) to Edinburgh(2109).

KLM:- Amsterdam:- PH-KZE(1545/6), **PH-OFL**(67N/68K), **PH-OFO**(1549/50, 69W/78E, n/s).

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

Ryanair:- EI-DPV(41GN/64QA Dublin, 1503/4 Gdansk, 2322/3 Murcia), EI-DWE(34HY/1585 Fuerteventura, 9AB/7LW Malaga). Non-based EI-EKH(38VN/36HG Barcelona), EI-DWZ(1502/1 Niederrhein), EI-DCO(01K/8NY Faro), EI-EFN(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 95NQ/16FV) t/f Tenerife(0815/1822), "Kestrel 8518" to Dalaman(1935). 737/800 **G-CDZI**(7FP/66K) t/f Tenerife(1026/2002) and onwards to Teesside(2113).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** from Jersey(0958).

GENERAL AVIATION:- King Air 200 **G-CEGR**(Cega 878) from Santiago(1626), Ambulance flight, to Bournemouth(1832). King Air C.90 **M-ONTI** f/t Guernsey(16291201), n/s until 3/4.

2/4 Saturday

SCHEDULES:- Easyjet:- Geneva:- G-EZIT(7345/7334)

Flybe:- G-JEDK(043D) to Southampton(0801). Belfast:- G-JECJ(9LP/5GM). Southampton:- G-JEDW(8GF/7JC).

Jet2:- G-CELX(031E) to Glasgow(1641). G-CELY(032E) from Edinburgh(1950).

KLM:- Amsterdam:- PH-KZI(1545/6), PH-KZH(67N/68K), PH-KZM(69W/78E, n/s).

Manx2:- Ronaldsway:- Jetstream 32 G-CCPW(Fast Link 320L/321L).

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1841/2034).

Ryanair:- EI-DWE(61FW/98HZ Treviso, 58YG/6UR Ibiza, 2324/5 Nantes), EI-DPV(2334/5 Knock, 9AB/7LW Malaga, 14NH/2327 Palma). Non based EI-DPL(64QA/41GN Dublin). EI-EKJ(4KJ/51BM Pisa). EI-DWB(8EB/3BW Alicante).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 851P) from Dalaman(0444), "Kestrel 78UN/58EK" t/f Fuerteventura(0716/1620), "Kestrel 8534" to Bodrum(1810).

EXECUTIVE JETS:- Citation XL **G-IPAX**(Go-jet 402A/B) from Le Castellet(2024) to Birmingham(2108).

GENERAL AVIATION:- PA-32 Cherokee 6 **G-SIMY** f/t Carlisle(1412/1606), to collect Commander 112 **G-OECM**(to Carlisle 1430) which had been in Multiflight engineering since last month.

MILITARY:- Islander **ZH537**(Ascot 7942) from Blackpool(1800) to Waddington(1845).



Waddington based RAF Islander ZH537 dropped in for a refuel on 2/4(Robert Burke)

3/4 Sunday

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

Eastern/Air Southwest:- Aberdeen – Bristol:- G-CDEB(33X/34X).

Easyjet:- Geneva:- G-EZAX(73BA/7345).

Flybe:- Southampton:- G-ECOO(5XL/8KC, 5CP/3WA). Belfast:- G-JEDM(9LP/5GM, 4RU/1RD). Exeter – Aberdeen:- G-JECS(643/1TC/9JK/644).

Jet2:- G-CELS(061J) from Gatwick(1843)

KLM:- PH-KZF(1545/6), PH-KZW(67N/68K), PH-KZP(69W/78E, n/s).

Manx2:- Ronaldsway:- Jetstream 32 G-CCPW(Fast Link 326L/327L).

Ryanair:- EI-DPV(2328/9 Limoges, 2472/3 Montpellier, 59FD/2333 Krakow), EI-DWE(14NH/9XU Palma, 64EN/89CX Malta). Non based EI-EPF(64QA/41GN Dublin). EI-EFI(38VN/36HG Barcelona). EI-EBY(01K/8NY Faro). EI-DPL(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-DHJZ**(Kestrel 853P) from Bodrum(0310), "Kestrel 74CV" to Tenerife(0657).

EXECUTIVE JETS:- First time visitor, Citation Mustang **EC-LCX**(Flying Olive 172/111) of Aerodynamics Malaga, from Annecy(1608), n/s to Lyon(0817).

GENERAL AVIATION:- Cirrus SR.20 **N590CD** from Sherburn(1652) to Multiflight engineering, n/s.

MILITARY:- Islander **ZH537**(Ascot 7943) from Northolt(1539) to Waddington(1758).

4/4 Monday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. Glasgow:- G-RJXL(1292/1291, 1298/1297). Edinburgh:- G-EMBP(1404/1403, 1410/1409).

Eastern/Air Southwest:- Teesside – Southampton:- G-MAJH(80D/81D, 86D/87D). Aberdeen – Newquay:- G-WOWE(31X/83AB), G-WOWB(37X/87AB). Newquay – Aberdeen:- G-WOWB(82AC/32X), G-WOWA(86AC/38X).

Easyjet:- Geneva:- G-EZAG(73BA/7344).

Flybe:- Belfast:- G-JEDM(9WC/8DT), G-FLBC(4RU/1RD). Southampton:- G-JEDW(8GF/7JC, 5XL/8KC), G-ECOP(5CP/3WA). Exeter – Aberdeen:- G-ECOK(643/1TC/9JH/644).

KLM:- Amsterdam:- **PH-OFN**(1545/6), PH-KZW(67N/68K), PH-KZF(1549/50), PH-KZG(69W/78E, n/s).

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

Ryanair:- EI-DPV(41GN) to Dublin swapped with EI-EPB(64QA), which then operated 1503/4 Gdansk, 2332/3 Murcia. EI-DWE(34HY/1585 Fuerteventura, 9AB/6ZT Malaga). Non based EI-ENI(1502/1 Niederrhein). EI-DHB(01K/8NY Faro). EI-DHA(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-CPRH**(Kestrel 52MA/162P) from Tenerife(0927) to Gatwick(1104).

EXECUTIVE JETS:- Another first time visit by a Citation Mustang, **OK-MYS** operated by Time Air f/t Prague(1600/1508), n/s. This aircraft parked on the main apron, stand 21 before going to Multiflight for fuel.

GENERAL AVIATION:- DA-42 Twin Star **G-CEZG**(White Knight 06) from Gamston(0933) to Denham(0958). PA-34 **G-JMOS** from Bournemouth(1159), unfortunately on start up for departure the aircraft blew the right hand engine and was towed to Multiflight engineering where it remained until the end of the month. King Air C.90GT **G-MOSJ** arrived from Liverpool(1711) to operate the return trip to Bournemouth(1812).



Operated by Time Air of the Czech Republic, Citation Mustang OK-MYS on 5/4(Geoff Ward)

5/4 Tuesday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. Glasgow:- G-RJXL(1292/1291, 1298/1297). Edinburgh:- G-EMBP(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- Teesside – Southampton:- G-MAJH(80D/81D, 86D/87D). Aberdeen – Newquay:- G-WOWA(31X/83AB), G-WOWB(37X/87AB). Newquay – Aberdeen:- G-WOWB(82AC/32X), G-WOWE(86AC/38X).

Flybe:- Belfast:- G-JEDM(9WC/8DT), G-FLBB(9LP/5GM, 4RU/1RD). Southampton:- G-ECOO(8GF/7JC, 5CP/3WA, diverted to Gatwick on return trip due Southampton being closed as it didn't depart LBA until 2309!). Exeter – Aberdeen:- G-JECT(643/1TC/9JK/644).

Jet2:- G-LSAA(**Kestrel** 158P) from Gatwick(1413), having been on sub-charter to Thomas Cook.

KLM:- Amsterdam:- **PH-OFL**(1545/6), PH-WXA(67N/68K), PH-KZL(1549/50), PH-KZE(69W/78E, n/s).

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

Ryanair:- EI-DWE(59FD/2333 Krakow, 2334/5 Knock, 9AB/7LW Malaga), EI-EPB(2324/5 Nantes, 61FW/ Treviso, 58YG/6UR Ibiza). Non based EI-EMA(8EB/3BW Alicante). EI-EKJ(4KJ/51BM Pisa). EI-DLL(9MU/ 12HN Lanzarote). EI-DPT(52AK/86XZ Dublin)

EXECUTIVE JETS:- Citation Mustang **EC-LCX**(Flying Olive 122) from Barcelona(1650), n/s to Madrid/ Torrejon(1405).

6/4 Wednesday

SCHEDULES:- bmi:- Based G-RJXX Brussels x3. Glasgow:- G-RJXL(1292/1291, 1298/1297). Edinburgh:- G-EMBP(1404/1403), G-EMBN(1410/1409).

Eastern/Air Southwest:- Teesside – Southampton:- G-MAJH(80D/81D, 86D/87D). Aberdeen – Newquay:- G-WOWE(31X/83AB), G-WOWB(37X/87AB). Newquay – Aberdeen:- G-WOWB(82AC/ 32X), G-WOWA(86AC/38X).

Flybe:- Belfast:- G-ECOT(9WC/8DT), G-ECOJ(9LP/5GM, 4RU/1RD). Southampton:- G-JEDW(8GF/ 7JC, 5XL/8KC), G-JECZ(5CP/3WA).

Jet2:- G-LSAA(**Kestrel** 158F) to Gatwick(1927) on sub-charter to Thomas Cook.

KLM:- Amsterdam:- PH-WXA(1545/6), PH-WXD(67N/68K), PH-KZE(1549/50), PH-KZP(69W/78E, n/ s).

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

Pakistan International:- A.310 AP-BEQ(775/6) f/t Islamabad(1830/2035).

Ryanair:- EI-DWE(2328/9 Limoges, 2472/3 Montpellier, 9AB/6ZT Malaga), EI-EPB(14NH/9XU Palma, 2322/3 Murcia). Non based EI-ENE(1502/1 Niederrhein), EI-EGA(38VN/36HG Barcelona). EI-DWY(01K/ 8NY Faro), EI-DPV(52AK/86XZ Dublin). EI-EBO(8EB/3BW Alicante).

IT FLIGHTS:- A.320 **G-TCAD**(**Kestrel** 165P) from Fuerteventura(2057). Boeing 737/800 **G-FDZU**(Thomson 612F) from Luton(2258).

GENERAL AVIATION:- PA-34 Seneca **G-GFEY** ILS and overshoot(1201), f/t Blackpool. P.180 Avanti **D-IIVA**(Pastis 2NM/2MG) of AirGo Flugservice, f/t Malaga(1204/1700).



PA-32R Saratoga N101DW visited f/t its base at Panshanger, 7/4(Robert Burke)

7/4 Thursday

SCHEDULES:- bmi:- Based G-RJXX Brussels x3. G-EMBP(1292/1403, operated combined Glasgow – Edinburgh flight am). Glasgow:- G-RJXL(1298/1297). Edinburgh:- G-EMBN(1410/1409).

Eastern/Air Southwest:- G-MAJH980D/81D, 86D/87D). Aberdeen – Newquay:- G-WOWA(31X/ 83AB). G-WOWB(37X/87AB). Newquay – Aberdeen:- G-WOWB(82AC/32X), G-WOWA(86AC/38X).

Easyjet:- Geneva:- G-EZFD(7345/7344).

Flybe:- Belfast:- G-ECOT(9WC/8DT), G-FLBB(9JP/5GM, 4RU/1RD). Southampton:- G-JECZ(8GF/9JC), **G-FBEB**(5XL/8KC), **G-FBEF**(5CP/3WA). Exeter – Aberdeen:- G-JECT(643/1TC/9JK/644).

Jet2:- G-CELS(031E) to Blackpool(1549).

KLM:- Amsterdam:- PH-WXA(1545/6), PH-KZE(67N/68K), PH-KZU(1549/50), PH-WXC(69W/78E, n/ s).

Manx2:- Ronaldsway:- Dornier 228 D-ILKA(Kiel Air 34L/35L).

Ryanair:- EI-DWE(41GN) to Dublin, swapped with EI-EPC(64QA), which then operated, 14NH/9XU Palma, 64EN/89CX Malta. EI-EPB(59FD/2333 Krakow, 2334/5 Knock, 9AB/7LW Malaga). Non based EI-EFF(8EB/3BW Alicante). EI-DCP(4KJ/51BM Pisa). EI-DHA(52AK/86XZ Dublin).

IT FLIGHTS:- 737/800 **G-FDZU**(Thomson 612/3) t/f Sharm-el-Sheikh(0744/2009). A.320 **G-TCAD**(Kestrel 18HC/) t/f Lanzarote(1035/2012).

EXECUTIVE JETS:- Citation Bravo **G-OMRH** f/t Ronaldsway(0844/1728).

GENERAL AVIATION:- PA-32R Saratoga **N101DW** f/t Panshanger(1116/1625). PA-31 Chieftain **OY-CKR** arrived from Roskilde(1840) to carry out a local survey flight 2158/0104(on 8/4). The aircraft then returned home to Denmark at 1240.

8/4 Friday

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

Eastern/Air Southwest:- G-MAJH(80D/81D, 86D/87D). G-WOWA(31X/83AB, 86AC/38X). G-WOWE(82AC/32X, 37X/87AB).

Easyjet:- G-EZAF(73BA/7345).

Flybe:- G-EOCA(9JL/5GM, 4RU/1RD). G-JECR(4KW/1MJ), G-JECP(5CP/3WA). G-ECOB(643/1TC/9JK/644).

Jet2:- G-CELA(031R/032R) f/t Newcastle(0321/2021).

KLM:- PH-KZE(1545/6), PH-KZK(67N/68K), **PH-OFD**(1549/50), **PH-OPF**(69W/78E, n/s).

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

Ryanair:- EI-EPB(41GN/64QA Dublin, 1503/4 Gdansk, 2322/3 Murcia), EI-EPC(34HY/1585 Fuerteventura, 9AB/7LW Malaga). Non based EI-EPF(38VN/36HG Barcelona). EI-EBD(1502/1 Niederrhein). EI-DWY(01K/8NY Faro). EI-DHN(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-TCAD**(Kestrel 8014/) to Tenerife(0821), **G-SUEW**(Kestrel 8015) from Tenerife(1928), "Kestrel 8518" to Dalaman(2047). 737/800 **G-FDZU**(Thomson 7FP/66K) t/f Tenerife(1020/2034).

EXECUTIVE JETS:- Citationjet 3 **EI-MJC**(Fastnet 778/9) operated by Cork Joinery, f/t Dublin(0840/1246).

GENERAL AVIATION:- Cessna 172S **G-TAMR** from Inverness(0923), local survey flight 1058/1316 before heading home to Inverness(1442). DA-42 **G-CEZG**(White Knight 06) from Denham(1138) to Gamston(1217). Dauphin **G-OLNT** from Silverstone(1514) to Garforth(1519). Cirrus SR.20 **G-TSGE** f/t Tollerton(1556/1351), n/s.

MILITARY:- Twin Squirrel **ZJ279**(Shawbury 79) f/t Shawbury(1435/1439).



Falcon 10 F-GHPB taxiing onto Multiflight/East apron, 27/4(Martyn Gill)

9/4 Saturday

SCHEDULES:- Easyjet:- G-EZBB(7345/4).

Flybe:- G-EOCA(9LP/5GM). G-ECOP(8GF/7JC).

KLM:- PH-KZO(1545/6), PH-KZM(67N/68K), PH-KZW(69W/78E, n/s).

Manx2:- Jetstream 32 G-CCPW(Fast Link 320L/321L).

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1817/2003).

Ryanair:- EI-EPC(61FW/98HZ Treviso, 58YG/6UR Ibiza, 2324/5 Nantes), EI-EPB(2334/5 Knock, 9AB/7LW Malaga, 14NH/9XU Palma). Non based EI-EKC(64QA/41GN Dublin). EI-EBX(4KJ/51BM Pisa). EI-EMA(8EB/3BW Alicante). EI-ENV(2047/12HN Lanzarote).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8519) from Dalaman(0551), "Kestrel 78UN" to Fuerteventura(0719), **G-NIKO**(Kestrel 58EK) from Fuerteventura(2359). 737/800 **G-FDZU**(Thomson 4652) to Grenoble(0619).

EXECUTIVE JETS:- Citation Bravo **G-YPRS** from Gloucester(0934) to Innsbruck(1046). Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Luton(1254) to Faro(1804).

GENERAL AVIATION:- Having arrived on 3/4 for engineering work, Cirrus SR.20 **N590CD** returned home to Sherburn at 1033. PA-28 **G-BRBA** f/t Full Sutton(1302/1329). PA-28 Warrior **G-BPMF** f/t Walney Island(1408/1508).

10/4 Sunday

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

Eastern/Air Southwest:- G-CDEB(33X/34X).

Easyjet:- G-EZDA(73BA/7345).

Flybe:- G-JEDW(9LP/5GM, 4RU/1RD). G-ECOG(5XL/8KC, 5CP/3WA). G-FLBA(643/1TC/9JK/644).

Jet2:- G-GDFB(037R) from Edinburgh(1629). G-CELS(038R) from Gatwick(1923). G-LSAL(061J) from Glasgow(2219). G-LSAC(128C) from Belfast International(2242).

KLM:- PH-KZA(1545/6), PH-WXA(67N/68K), PH-KZV(69W/78E, n/s).

Manx2:- Jetstream 32 G-CCPW(Fast Link 36L/37L).

Ryanair:- EI-EPC(2328/9 Limoges, 2472/3 Montpellier, 59FD/2333 Krakow), EI-EPB(14NH/9XU Palma, 64EN/89CX Malta). Non based EI-DCG(64QA/41GN Dublin). EI-DCZ(38VN/36HG Barcelona). EI-DLV(01K/8NY Faro). EI-EPD(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-NIKO**(Kestrel 8534/5) t/f Bodrum(0127/0941), "Kestrel 234P" to Toulouse(1104). A.320 **G-SUEW**(Kestrel 320F) from Fuerteventura(0228), "Kestrel 74CV/52MA" t/f Tenerife(0702/1659), "Kestrel 8645" to Antalya(1841).

GENERAL AVIATION:- Hughes 369E **G-TVEE** from Skipton(0819), n/s. Cheyenne 3 **G-GMED**(Air Med 086) from Grenoble(1425) to Oxford(1512).

MILITARY:- Islander **ZH537**(Ascot 7948) f/t Waddington(1231/1316).



Temporarily based at Skipton, Hughes 369HS G-TVEE visited for 5 days(Robert Burke)

11/4 Monday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-EMBP(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJH(80D/81D, 86D/87D). G-WOWA(31X/83AB, 86AC/38X). G-WOWE(82AC/32X, 37X/87AB).

Easyjet:- G-EZAW(73BA/7345).

Flybe:- G-ECOE(9WC/8DT), G-JEDM(4RU/1RD). G-ECOG(8GF/7JC, 5XL/8KC), **G-FBEE**(5CP/3WA). G-ECOI(643/1TC/9JK/644).

KLM:- PH-JCH(1545/6), PH-KZU(67N/68K), PH-KZO(1549/50), PH-KZC(69W/78E. n/s).

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

Ryanair:- EI-EPB(41GN/64QA Dublin, 1503/4 Gdansk, 2322/3 Murcia), EI-EPC(34HY/1585 Fuerteventura, 9AB/6ZT Malaga). Non based EI-EBD(1502/1 Niederrhein). EI-EBY(01K/8NY Faro). EI-DPJ(52AK/86XZ)

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 654P) from Antalya(0401), "Kestrel 25XH/804P" t/f Las Palmas(0931/1859).

EXECUTIVE JETS:- Citation Bravo **G-OMRH** f/t Luton(0838/1550). Lear Jet 35A **G-JMED**(Air Med 057) from Ioannina, Greece(1842) to Oxford(2118).

GENERAL AVIATION:- Baron **N64VB** from Sleaf(0934) to Elstree(1011).



Lear Jet 45 OE-GLY of Vista Jet landing finals for runway 14, 12/4(Robert Burke)

12/4 Tuesday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-RJXF(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJH(80D/81D, 86D/87D). G-WOWA(31X/83AB). G-WOWB(82AC/32X, 37X/87AB). G-WOWE(86AC/38X).

Flybe:- G-ECOR(9WC/8DT, 9LP/5GM, 4RU/1RD). G-ECOG(8GF/7JC), G-JECG(5XL/8KC), G-JECP(5CP/3WA). G-JECH(643/1TC), G-JEDK(9JK/644).

Jet2:- G-LSAL(062J) to Glasgow(0659).

KLM:- PH-WXA(1545/6), PH-KZW(67N/68K), **PH-OFL**(1549/50), PH-KZE(59W/78E, n/s).

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

Ryanair:- EI-EPC(59FD/2333 Krakow, 2334/5 Knock, 9AB/6ZT Malaga), EI-EPB(2324/5 Nantes, 61FW/98HZ Treviso, 58YG/6UR Ibiza). Non based EI-EME(8EB/3BW Alicante). EI-DWD(4KJ/51BM Pisa). EI-DPR(9MU/12HN Lanzarote). EI-ENK(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8314/57XB) t/f Tenerife(0912/1856).

EXECUTIVE JETS:- Lear Jet 60 **OE-GLY**(Vista Jet 274) from Luton(0805) to Palma(0954).

GENERAL AVIATION:- PA-34 Seneca **G-GFEY**(Equity 14) from Blackpool(0815), local training flight 1055/1246, to Blackpool(1358). Cessna T.210M **G-TOTN** from Ronaldsway(0821) to Multiflight Engineering, n/s. Mooney M.20K **G-BKMB** from Sherburn, to Multiflight engineering n/s. PA-34 **G-VVBK**(Ravenair 47T) f/t Liverpool(1413/1514).

13/4 Wednesday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-EMBJ(1404/1403), G-EMBP(1410/1409).

Eastern/Air Southwest:- G-MAJH(80D/81D, 86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWB(82AC/32X, 37X/87AB).

Flybe:- G-ECOE(9WC/8DT), G-ECOK(9LP/8JA, 4RU/1RD). G-JECP(8GF/7JC, 5XL/8KC), G-JECP(5CP/3WA).

KLM:- PH-KZO(1545/6), PH-KZD(67N/68K), **PH-OFN**(1549/50), PH-KZC(69W/78E, n/s).

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

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(1901/2107).

Ryanair:- EI-EPC(2328/9 Limoges, 2472/3 Montpellier, 9AB/6ZT Malaga), EI-EPB(14NH/9XU Palma, 2322/3 Murcia). Non based EI-DHW(1502/1 Niederrhein). EI-EFZ(38VN/36HG Barcelona). EI-DCO(01K/8NY Faro). EI-ENK(52AK/86XZ Dublin). EI-EMI(8EB/3BW Alicante).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8572/857P) t/f Antalya(0913/1851). Boeing 737/800 **G-FDZA**(Thomson 612F) from Luton(2232).

GENERAL AVIATION:- Baron **N64VB** from Sleaf(1148) to Wycombe Air Park(1208), from Elstree(1802) to Sleaf(1818). PA-34 Seneca **G-VVBK**(Ravenair 47T) from Liverpool(1205), local training flight 1411/1539 as "Exam 08" and home to Liverpool(1643).

14/4 Thursday

SCHEDULES:- bmi:- Based G-RJXK(1611) to Brussels, return trip canx. Aircraft positioned back at 1116 as '9141 and operated two further trips. G-RJXK(1292/1291, 1298/1297). G-RJXA(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJH(80D/81D, 86D/87D). G-WOWE(31X/83AB, 86AC/39X). G-WOWB(82AC/32X, 37X/87AB).

Easyjet:- G-EZFD(7345/7344).

Flybe:- G-ECOR(9WC/8DT), G-ECOK(9LP/5GM, 4RU/1RD). G-JECR(8GF/7JC), **G-FBEE**(5XL/8KC), G-JECP(5CP/3WA). G-ECOO(643/1TC), G-JECG(9JK/644).

Jet2:- G-LSAE(545) enroute Newcastle – Arrecife, diverted into LBA at 1042 with a windscreen problem. The passengers were transferred to G-LSAA(545A) which departed to Arrecife at 1246. G-CELG(300T) t/f Teesside(1343/1626), training. G-LSAJ(041A) from Manchester(1908).

KLM:- PH-OFL(1545/6), PH-KZN(67N/68K), PH-KZU(1549/50), PH-KZM(69W/78E. n/s).

Manx2:- LET 410 OK-UBA(Eurovan 324/5).

Ryanair:- EI-EPC(41GN/64QA Dublin, 14NH/9XU Palma, 68EN/89CX Malta), EI-EPB(59FD/2333 Krakow, 2334/5 Knock, 9AB/ 6ZT Malaga). Non based EI-EFF(8EB/3BW Alicante). EI-EMN(2502/1 Pisa). EI-EKM(52AK/86XZ Dublin).

IT FLIGHTS:- 737/800 **G-FDZA**(Thomson 612/3) t/f Sharm-el-Sheikh(0755/1907). A.320 **G-SUEW**(Kestrel 18HC/76NP) t/f Lanzarote(1044/2012).

EXECUTIVE JETS:- Citation 2 **G-JBLZ**(Cloudbrunner 74) from Nice(1024) to Doncaster(1120). Hawker 800XP **N125XP** of Ambrion Aviation, f/t Luton(1030/1754). Lear Jet 45 **OE-GVJ**(Vista Jet 259) from Moscow/Vnukovo(1923), n/s to Gatwick(0803).

GENERAL AVIATION:- PA-34 **G-GFEY**(Equity 04) from Blackpool(1306), local training flight 1406/1547 as "Exam 08" and back to Blackpool(1647).

15/4 Friday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-EMBP(1404/1403), G-EMBJ(1410/1409).

Eastern/Air Southwest:- G-MAJE(80D/81D, 86D/87D). G-WOWE(31X/83AB, 86AC/38X). G-WOWC(82AC/32X, 37X/87AB).

Easyjet:- G-EZBW(73BA/7345).

Flybe:- G-JECG(643/1TC/9JK/644). G-JECT(9JL/5GM, 4RU/1RD). G-JECR(5XL/5GM), G-JECY(5CP/3WA).

KLM:- PH-KZV(1545/6), PH-KZU(67N/68K), PH-KZW(1549/50, 69W/78E, n/s).

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

Ryanair:- EI-EPC(41GN/64QA Dublin, 1503/4 Gdansk, 2322/3 Murcia), EI-EPB(34HY/1585 Fuerteventura, 9AB/6ZT Malaga). Non based EI-EKE(6JE/3BW Alicante). EI-EKB(38VN/36HG Barcelona). EI-ENE(1502/1 Niederrhein). EI-DWV(01K/8NY Faro). EI-EGD(52AK/86XZ).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8014/16FV) t/f Tenerife(0819/1732), "Kestrel 8518" to Dalaman(1908). 737/800 **G-FDZA**(7FP/66K) t/f Tenerife(1020/2025) and onwards to Teesside(2144).

EXECUTIVE JETS:- Gulfstream 5 **N944H** operated by Honeywell Aircraft Leasing, from Geneva(1824), n/s to Morristown Municipal, New Jersey(0828).

16/4 Saturday

SCHEDULES:- Easyjet:- G-EZBB(1345/7344).

Flybe:- G-ECOK(9LP/5GM). G-JECR(8GF/2GL).

KLM:- PH-KZA(1545/6), PH-KZD(67N/68K), PH-KZM(69W/78E, n/s).

Jet2:- G-CELG(933) to Salzburg(1553), Manchester flight, passengers bussed from there. G-LSAJ(452A) from Charnbury(1437) to Manchester(1630). G-LSAH(037R) to Manchester(1627).

Manx2:- Jetstream 32 G-CCPW(Fast Link 320L/321L).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1944/2139).

Ryanair:- EI-EPB(61FW/98HZ Treviso, 58YG/6UR Ibiza, 2324/5 Nantes), EI-EPC(2334/5 Knock, 9AB/7LW Malaga, 14NH/9XU Palma). Non based EI-DPJ(64QA/41GN Dublin). EI-EMN(4KJ/51BM Pisa). EI-DLV(8EB/3BW Alicante). EI-ANV(9MU/12HN Lanzarote).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8519) from Dalaman(0448), "Kestrel 78UN/58EK" t/f Fuerteventura(0725/1659), "Kestrel 8534 to Bodrum(1816).

EXECUTIVE JETS:- Citation Bravo **G-YPRS** from Innsbruck(1707) to Staverton(1740).

GENERAL AVIATION:- PA-28 Dakota **G-BOKA** f/t Fairoaks(1034/1733), n/s. Having arrived on 10/4 Hughes 369E **G-TVEE** returned to Skipton at 1601. The aircraft was owned by Eastern Atlantic Helicopters however, by 27/4 it had been re-registered G-GECO and moved to a new owner at Orchard Farm near Bristol.

17/4 Sunday

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

Eastern/Air Southwest:- G-CDEB(33X/34X).

Easyjet:- G-EZDV(73BA/7345).

Flybe:- G-ECOK(9LP/5GM, 4RU/1RD). G-JEDU(5XL/8KC), **G-FBEM**(8UC/3WA). G-ECOP(643/1TC/9JK/644).

Jet2:- G-CELO(033R) from Edinburgh(1431). G-CELV(031E) from Gatwick(1909). G-CELP(034E) to Edinburgh(1941). G-CELS(032E) from Edinburgh(2352).

KLM:- PH-KZN(1545/6), PH-KZA(67N/68K), PH-KZF(69W/78E, n/s).

Manx2:- Jetstream 32 G-CCPW(Fast Link 36L/37L).

Ryanair:- EI-EPC(2328/9 Limoges, 2472/3 Montpellier, 59FD/2333 Krakow), EI-EPB(14NH/9XU Palma, 64EN/89CX Malta). Non based EI-EMI(8EB/3BW Alicante). EI-DWI(64QA/41GN). EI-DWX(38VN/36HG Barcelona). EI-DCO(01K/8NY Faro). EI-EPD(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8535) from Bodrum(0256), "Kestrel 74CV/52MA" t/f Tenerife(0711/1733), "Kestrel 8654" to Antalya(1847).

EXECUTIVE JETS:- First timer, Challenger 604 **N604GM**(Jetspeed 64) operated by GC Air LLC arrived from Boeing Field International via Keflavic(1630). Following a stay on Multiflight/East until 20/4 it returned home via Keflavic at 0936.



Challenger 604 N604GM lining up for take off, runway 14 on 20/4(Martyn Gill)

18/4 Monday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-RJXC(1404/1403), G-EMBP(1410/1409).

Eastern/Air Southwest:- G-MAJD(80D/81D, 86D/87D). 31X from Aberdeen canx. G-MAJC(4501/83AB) from East Midlands(1404) to Aberdeen(1459). G-WOWC(82AC/32X, 37X/87AB). G-WOWE(86AC/38X).

Easyjet:- G-EZDB(73BA/7345).

Flybe:- G-JECS(9WC/8DT), G-JEDI(4RU/1RD). G-JECR(8GF/7JC, 5XL/8KC), G-JEDT(5CP/3WA). G-KKEV(643/1TC/9JK/644).

Jet2:- G-CELC(041A) from Chambéry(1809). G-LSAD(042A) to Glasgow(1748). G-CELO(031E) to Newcastle(1830).

KLM:- PH-KZS(1545/6), PH-KZA(67N/68K), **PH-OFP**(1549/50, 69W/78E, n/s),

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

Ryanair:- EI-EPB(41GN/64QA Dublin, 1503/4 Gdansk, 2322/3 Murcia), EI-EPC(34HY/1585 Fuerteventura, 9AB/6ZT Malaga). Non based EI-ENH(6JE/3BW Alicante). EI-DYB(1502/1 Niederrhein). EI-EGC(01K/8NY Faro). EI-EKB(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8655) from Antalya(0413), "Kestrel 25XH/91FC t/f Las Palmas(0943/2002).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1102/1129). Lear Jet 45 **N66SG**(Bizjet 1SG/4SG) from Luton(1803), n/s to Belfast City(0817).

19/4 Tuesday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-RJXE(1404/1403), G-EMBP(1410/1409).

Flybe:- G-JECX(9WC/8DT), G-JEDT(5XL/8KC), G-JEDI(4RU/1RD). G-JEDW(8GF/7JC), G-JECM(9LP/5GM), G-JECR(5CP/4WA). G-ECOA(643/1TC), G-ECOD(8JK/644).

Eastern/Air Southwest:- G-MAJD(80D/81D), G-MAJF(86D/87D). G-WOWE(31X/83AB). G-WOWC(82AC/32X, 37X/87AB), G-WOWB(86AC/38X).

Jet2:- G-CELV(041A/042A) t/f Belfast International(1406/0013 on 20/4).

KLM:- PH-KZP(1545/6), PH-KZK(67N/68K), **PH-OFM**(1549/50, 69W/78E, n/s),.

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

Ryanair:- EI-EPC(59FD/2333 Krakow, 2334/5 Knock, 9AB/7LW Malaga), EI-EPB(2324/5 Nantes, 61FW/2485 Treviso, 58YG/6UR Ibiza). Non based EI-ENW(8EB/3BW Alicante). EI-EKD(4KJ/51BM Pisa). EI-ENV(9MU/12HN Lanzarote). EI-DCG(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 71TV/57XB) t/f Tenerife(0916/1940).

GENERAL AVIATION:- King Air 350 **HB-GJP** from Geneva(0728), n/s to Lausanne(1657).



Pictured taxiing onto Multiflight/East, 20/4 is Global XRS N100A operated by Exxon/Mobil

20/4 Wednesday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-RJXC(1404/1403, 1410/1409).

Eastern/Air Southwest:- G-MAJE(80D/81D, 86D/87D). G-WOWB(31X/83AB, 86AC/38X). G-WOWC(82AC/32X, 37X/87AB).

Flybe:- G-JECU(9WC/8DT), G-JEDI(9LP/8JA, 4RU/1RD). G-JEDT(8GF/7JC, 5XL/8KC), G-JEDP(5CP/3WA).

Jet2:- G-LSAD(041A) from Glasgow(2346).

KLM:- PH-KZG(1545/6), PH-WXD(67N/68K), PH-KZC(1549/50, 69W/78E, n/s).

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

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(1827/2039).

Ryanair:- EI-EPC(2328/9 Limoges, 2472/3 Montpellier, 2322/232X Murcia), EI-EPB(14NH/9XU Palma, 9AB/ Malaga). Non based EI-DHW(1502/1 Niederrhein). EI-EGD(38VN/36HG Barcelona). EI-ENK(01K/ 8NY Faro). EI-EBN(52AK/86XZ Dublin). EI-ENY(8EB/3BW Alicante).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8572/86XZ) t/f Antalya(0924/1910). 737/800 **G-FDZA**(Thomson 612F) from Luton(2243).

EXECUTIVE JETS:- Hawker 800XP **N125XP** from Luton(0840) to Manchester(1029). Operated by Exxon Mobil Corp, Global Express XRS **N100A** was on its first visit to LBIA when it arrived from Stansted at 1718.

GENERAL AVIATION:- King Air C.90GT **G-MOSJ** from Liverpool(0722) to Cardiff(0756). Following engineering work at Multiflight Mooney M.20K **G-BKMB** returned home to Sherburn at 1248. PA-28 Dakota **G-BOKA** from Tollerton(1346) to Fair Oaks(1704).

MILITARY:- Islander **ZH536**(Ascot 7956) f/t Waddington(1238/1324), on local patrol. Lynx **XZ651**(Armyair 649) from Glasgow Heliport(1935), refuel to Odiham(2011).

21/4 Thursday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-RJXC(1404/ 1403, 1410/1409).

Eastern/Air Southwest:- G-MAJF(80D/81D), G-MAJD(86D/87D). G-WOWB(31X/83AB). G-WOWC(82AC/32X, 37X/87AB), G-WOWE(86AC/38X).

Flybe:- G-JEDI(9LP/5GM, 4RU/1RD). **G-FBEE**(5XL/8KC), G-JEDW(5CP/3WA). G-JECL(644/1TC/9JK/ 644).

Jet2:- G-CELV(061J) to Belfast International(1320).

KLM:- PH-KZM(1545/6), PH-KZG(67N/68K), PH-KZE(1549/50), PH-WXD(69W/78E, n/s)

Manx2:- Dornier 228 D-CMNX(Kiel Air 34L/35L).

Ryanair:- EI-EPC(41GN/64QA Dublin, 14NH/9XU Palma, 64EN/89CX Malta), EI-EPB(59FD/2333 Krakow, 2334/5 Knock, 9AB/6ZT Malaga). Non based EI-EMJ(8EB/3BW Alicante). EI-EML(4KJ/51BM Pisa). EI-EFK(52AK/86XZ Dublin).

IT FLIGHTS:- 737/800 **G-FDZA**(Thomson 612) to Sharm-el-Sheikh(0735), **G-FDZE**(613) from Sharm-el-Sheikh(0027 on 22/4). A.320 **G-SUEW**(Kestrel 18HC/76NP) t/f Lanzarote(1045/2004).

EXECUTIVE JETS:- First time visitor, Lear Jet 45 **TC-MEN** operated by Riksos Air/Tarkim Air arrived from Istanbul at 0845 and returned there at 1411.

GENERAL AVIATION:- Commander 112 **G-FLPI** from Newcastle(1231), n/s. Following a few weeks with Multiflight engineering A.109S **G-USTS** returned home to Newcastle Heliport at 1622. Having been based over the winter Cessna 210M **G-OWAN** returned home to its strip at Tosside, near Clitheroe at 1829. King Air C.90GT **G-MOSJ** from Tollerton(1819) to Liverpool(1841).

MILITARY:- Islander **ZH536**(Ascot 7957) f/t Waddington(1258/1344), for a refuel.



Making its first visit on 21/4 was Lear Jet 45 TC-MEN, from Istanbul(Robert Burke)

22/4 Good Friday

SCHEDULES:- bmi:- Based G-RJXK Brussels x2.

Eastern/Air Southwest:- 80D/81D/86D/87D canx. G-WOWC(82AC/83AB, 86AC/87AB).

Easyjet:- G-EZIM(73BA/7345).

Flybe:- G-ECOC(9LP/5GM, 4RU/1RD). **G-FBEB**(5XL/8KC), G-JECP(5CP/3WA). G-JECH(643/1TC/8JK/644).

Jet2:- G-CELA(031R/032R) from Edinburgh(0356) to Newcastle(1810).

KLM:- PH-KZU(1545/6), PH-KZE(67N/68K), PH-KZS(1549/50), PH-KZK(69W/78E, n/s).

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

Ryanair:- EI-EPB(41GN/64QA Dublin, 1503/4 Gdansk, 2322/3 Murcia), EI-EPC(34HY/1585 Fuerteventura, 9AB/6ZT Malaga). Non based EI-DWL(8EB/3BW Alicante). EI-DAF(38VN/36HG Barcelona). EI-DYH(1502/1 Niederrhein). EI-EMH(01K/8NY Faro). EI-ENS(52AK/86XZ).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 95NQ/16FV) t/f Tenerife(0818/1813), "Kestrel 8518" to Dalaman(2051). 737/800 **G-FDZE**(Thomson 7FP/66K) t/f Tenerife(1011/1950) and onwards to Teesside(2041).

EXECUTIVE JETS:- Having arrived on 20/4 Global XRS **N100A** departed to Dallas/Love Field at 1815. Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Faro(1928) to Luton(2001).

GENERAL AVIATION:- Dauphin **VP-BEO** arrived from Le Touquet at 1445, on delivery to Multiflight to eventually be re-registered G-NHAC for the Great North Air Ambulance.

23/4 Saturday

SCHEDULES:- Easyjet:- G-EZAD(7345/7344).

Flybe:- G-JECJ(9LP/5GM). G-JECT(8GF/7JC).

KLM:- PH-KZL(1545/6), PH-KZI(67N/68K), PH-KZR(69W/78E, n/s)

Manx2:- Jetstream 32 G-CCPW(Fast Link 320L/321L).

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1834/2019).

Ryanair:- EI-EPC(61FW/98HZ Treviso, 58YG/6UR Ibiza, 2324/5 Nantes), EI-EPB(2334/5 Knock, 9AB/7LW Malaga, 14NH/9XU Palma). Non based EI-DYT(64QA/86XZ Dublin). EI-EKS(4KJ/512BM Pisa). EI-EBK(5EB/3BW Alicante). EI-DAE(9MU/12HN Lanzarote).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8519) from Dalaman(0554), "Kestrel 78UN/58EK" t/f Fuerteventura(0709/1645), "Kestrel 8534" to Bodrum(1817).

EXECUTIVE JETS:- Citation XL **G-LDFM** of MAS Airways, from Marrakech(1414) to Biggin Hill(1539).

GENERAL AVIATION:- PA-34 Seneca **G-JDBC**(Jaydee 43W) from Liverpool(1316) to Hawarden(1325).

24/4 Easter Sunday

SCHEDULES:- Eastern/Air Southwest:- G-CDEB(33X/34X).

Easyjet:- G-EZAA(73BA/7345).

Flybe:- G-ECOC(9LP/5GM, 4RU/1RD). G-JECP(5XL/8KC, 5CP/3WA). G-JECH(643/1TC/9JK/644).

Jet2:- G-CELG(121C/122P) to Paris/Charles de Gaulle(1008) from Montpellier(1654).

KLM:- PH-KZD(1545/6), PH-KZG(67N/68K), PH-KZT(69W/78E, n/s).

Manx2:- Jetstream 32 G-CCPW(Fast Link 36L/37L).

Ryanair:- EI-EPB(2328/9 Limoges, 2472/3 Montpellier, 59FW/2333 Krakow), EI-EPC(13NH/9XU Palma, 64EN/89CX Malta). Non based EI-ENY(6JE/3BW Alicante). EI-EBP(54QA/86XZ). EI-DWX(38VN/36HG Barcelona). EI-EMH(01K/8NY Faro). EI-EMF(52AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8535) from Bodrum(0308), "Kestrel 74CV/52MA" t/f Tenerife(1113/2057), "Kestrel 8654" to Antalya(2214).

EXECUTIVE JETS:- Lear Jet 35A **LX-TWO**(Lion King 2 Ambulance) from Alicante(1822) to Luxemburg(2043).

GENERAL AVIATION:- PA-28 Warrior **G-RNCH** f/t Carlisle(1409/1520).

25/4 Easter Monday

SCHEDULES:- Eastern/Air Southwest:- G-WOWA(86AC/87AB, f/t Plymouth).

Flybe:- G-JECH(643/1TC/9JK/644). G-JEDM(9JL/5GM, 4RU/1RD). G-JECT(5XL/8KC)

KLM:- PH-KZL(1545/6), PH-KZE(67N/68K), **PH-OFM**(1549/50), PH-JCH(69W/78E, n/s).

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

Ryanair:- EI-EPB(41GN/64QA Dublin, 1503/4 Gdansk, 2322/3 Murcia), EI-EPC(34HY/1585 Fuerteventura, 9AB/6ZT Malaga). Non based EI-EKE(6JE/3BW Alicante). EI-DYB(1502/1 Niederrhein, plus extra flight 1522/1 with football supporters for Schalke – Manchester United European Cup match). EI-EBY(01K/8NY Faro). EI-EMF952AK/86XZ Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8655) from Antalya(0755), "Kestrel 25XH/91FC" t/f Las Palmas(0922/1932).

GENERAL AVIATION:- PA-28 Warrior **G-RNCH** f/t Carlisle(1305/1336) to collect Commander 114 **G-OECM**(to Carlisle 1341), which had been with Multiflight Engineering. AA-5B Tiger **G-BCRR** f/t Sherburn(1516/1740), local flight 1605/1654.

26/4 Tuesday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291). G-RJXC(1404/1403).

Eastern/Air Southwest:- G-MAJD(80D/81D, 86D/87D). G-WOWE(31X/83AB). G-WOWA(82AC/32X, 37X/87AB). G-WOWC(86AC/38X).

Flybe:- G-JECU(9WC/8DT), G-JECH(4RU/1RD). G-ECOR(8GF/7JC), G-FLBC(5CP/3WA). G-JECH(643/1TC), G-ECOF(9JK/644).

KLM:- PH-KZI(1545/6), PH-KZV(67N/68K), PH-KZP(1549/50), PH-KZV969W/78E, n/s).

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

Ryanair:- EI-EPC(59FD/2333 Krakow, 2334/5 Knock), then '59YG to Ibiza, swapped with EI-DCH(6UR). EI-EPB(2324/5 Nantes, 61FW/98HZ Treviso, 9AB/6ZT Malaga). Non based EI-DLV(8EB/3BW Alicante). EI-DCP(4KJ/51BM Pisa). EI-ENO(9MU/12HN Lanzarote). EI-EFE(52AK/86XZ).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 71TV/57XB) t/f Tenerife(0920/1844).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(1239/1626). Citation XL **G-XBEL**(Beauport 863) f/t Jersey(1507/1957). Citationjet 4 **N428CJ** from Budapest(1731), n/s to Birmingham(0721). Lear Jet 45 **N66SG**(Bizjet 3SG/4SG) from Belfast City(1748) to Luton(1810).

GENERAL AVIATION:- Twin Squirrel **G-IFBP** from Huggate(0935) to Penrith(1030). Having arrived on 12/4 for maintenance Cessna T.210N **G-TOTN** returned home to Ronaldsway at 1026.

MILITARY:- Tucano **ZF293**(LOP 83) ILS and overshoot(1303), f/t Linton.



One of the two Beech 1900D aircraft arriving from Antwerp on 27/4, F-GLNE(Robert Burke)

27/4 Wednesday

SCHEDULES:- bmi:- Based G-RJXK Brussels x3. G-RJXL(1292/1291, 1298/1297). G-EMBJ(1404/1403, 1410/1409).

Eastern/Air Southwest:- G-MAJD(80D/81D, 86D/87D). G-WOWC(31X/83AB, 86AC/38X). G-WOWA(82AC/32X, 37X/87AB).

Flybe:- G-JECH(9WC/8DT), G-ECOC(4RU/1RD). G-FLBC(8GF/7JC), G-ECOP(5CP/3WA).

Jet2:- G-LSAH(300T) to Doncaster(1330), crew training. G-CELE(301T) t/f Teesside(1414/1714), crew training.

KLM:- 1545/6 canx. PH-KZC(67N/68K), PH-KZM(1549/50), PH-KZC(69W/78E, n/s).

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

Pakistan International:- A.310 AP-BEQ(775/6) f/t Islamabad(1817/2017).

Ryanair:- EI-DCN(2328/9 Limoges, 2472/3 Montpellier, 9AB/6ZT Malaga), EI-EPB(14NH/9XU Palma, 2322/3 Murcia). Non based EI-ENE(1522/1 Niederrhein, extra flight for football supporters). EI-DYB(1502/1 Niederrhein). EI-DWY(38VN/36HG Barcelona). EI-EMH(01K/8NY Faro). EI-EFE(52AK/86XZ Dublin). EI-EMJ(8EB/3BW Alicante).

IT FLIGHTS:- Boeing 757 **G-FCLK**(Kestrel 71GJ) from Manchester(0803) to Larnaca(0916). A.320 **G-SUEW**(Kestrel 857P/8573) to Gatwick(0912) from Antalya(2043). 737/800 **G-FDZA**(Thomson 612F) from Luton(2255).

CHARTERS:- Beech 1900D **F-GLNE**(Twinjet 734A) from Antwerp(0837) with 19 pax. Beech 1900D **OO-PHB** of Air Service Liege, from Antwerp(0841) with 19 pax. Both aircraft parked overnight on Multiflight/East.

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(0925) to Gatwick(0949). First time visitor, Falcon 10 **F-GHPB** operated by PSD SARL from Liege(0942) to Nice(1353). Citationjet 4 **N428CJ** from Birmingham(1806) to Doncaster(1851).

GENERAL AVIATION:- AA-5B Tiger **G-BCRR** f/t Sherburn(1504/1641), local flight 1541/1624. Long Ranger **G-KATG** from Pathead, Edinburgh(1804), refuel to Manston(1833).

MILITARY:- Tucano **ZF513**(LOP 83) ILS and overshoot(1300), f/t Linton.

28/4 Thursday

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

Eastern/Air Southwest:- G-MAJD(80D/81D, 86D/87D). G-WOWC(31X/83AB, 86AC/38X). G-WOWE(82AC/32X, 37X/87AB).

Flybe:- G-JECJ(9WC/8DT), G-ECOC(4RU/1RD). G-ECOR(8GF/7JC), G-JECZ(5CP/3WA). G-ECOF(643/1TC/9JK/644).

Jet2:- G-LSAG(300T) t/f Newquay(1336/1838), crew training.

KLM:- PH-OFN(1545/6), PH-WXD(67N/68K), PH-KZM(1549/50), PH-KZE(69W/78E, n/s).

Manx2:- Dornier 228 D-CMNX(Kiel Air 34L/35L).

Multiflight:- Boeing 737/300 SX-MTF(Gain Jet 73) to Palma(1228).

Ryanair:- EI-DCH(41GN/64QA Dublin, 14NH/9UR Palma, 64EN/89CX Malta), EI-EPB(59FD/2333 Krakow, 2334/5 Knock, 9AB/7LW Malaga). Non based EI-EKE(8EB/3BW Alicante). EI-DYY(52AK/86XZ Dublin). EI-EML(4KJ/51BM Pisa).

IT FLIGHTS:- Boeing 737/800 **G-FDZA**(Thomson 612/3) t/f Sharm-el-Sheikh(0739/1924). A.320 **G-SUEW**(Kestrel 18HC/76NP) t/f Lanzarote(1036/1956).

CHARTERS:- Beech 1900D **OO-PHB** to Antwerp(1751). Beech 1900D **F-GLNE**(Twinjet 734B) to Antwerp(1758).

EXECUTIVE JETS:- Citationjet 3 **G-ODDM**(Saltyre 936) from Glasgow(1958), n/s to Manchester(1942).

GENERAL AVIATION:- Baron **N64VB** from Sleaford(0840) to Bolthead(0909). King Air 350 **N37172** from Liverpool(1202) to East Midlands(1431). PA-28 **G-GALA** from Kirkbride(1235) to Blackpool(1302). Hughes 369D **G-OGJP** from Malton(1833), n/s.

MILITARY:- US Air Force Lear Jet 35(C-21A) **84-0081**(Jalop 26) from Fairford(0949) to Mildenhall(1408). Lynx **XZ215**(Armyair 907), Radar approach and overshoot(1617), f/t Dishforth.

29/4 Friday

SCHEDULES:- bmi:- Based G-RJXX Brussels x3.

Eastern/Air Southwest:- G-WOWE(82AC/83AB f/t Plymouth). G-WOWA(86AC/38X). G-WOWC(37X/87AB).

Flybe:- G-ECOF(643/1TC/9JK/644). G-JECH(9LP/5GM, 4RU/1RD). G-JECP(5XL/8KC).

Jet2:- Boeing 737/300F G-CELW(031E) from Exeter(0308). G-CELS(061J/062J) t/f Blackpool(0723/2040).

KLM:- PH-KZU(1545/6), PH-KZW(67N/68K), PH-KZG(1549/50), PH-KZE(69W/78E, n/s).

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

Ryanair:- EI-DCH(41GN) to Dublin, swapped with EI-EBB(64QA), which then operated 1503/4 Gdansk, 2322/3 Murcia. EI-EPB(34HY/ Fuerteventura, 9AB/7LW Malaga). Non based EI-EBK(8EB/3BW Alicante). EI-EKJ(38VN/36HG Barcelona). EI-DYH(1502/1 Niederrhein). EI-DHB(01K/8NY Faro). EI-DWA(41GN/86XZ Dublin).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 95NQ/16FV) t/f Tenerife(0810/1841), "Kestrel 8518" to Dalaman(2004). 737/800 **G-FDZA**(Thomson 3530/66K) t/f Tenerife(1007/1959).

CHARTER:- Jetstream 41 **G-MAJL**(Eastflight 831P/1833) from Teesside(1442) to Gatwick(1541).

EXECUTIVE JETS:- Citation Bravo **G-OMRH** from Liverpool(0711) to Palma(0751).

30/4 Saturday

SCHEDULES:- G-JEDM(9LP/5GM). G-ECOP(8GF/7JC).

KLM:- PH-KZS(1545/6), PH-KZW967N/68K), PH-KZT(69W/78E, n/s).

Manx2:- Jetstream 32 G-CCPW(Fast Link 321L/322L).

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1851/2039).

Ryanair:- EI-EPB(61FW/98HZ Treviso, 59YG/6UR Ibiza, 2324/5 Nantes), EI-EBB(2334/5 Knock, 9AB/7LW Malaga, 14NH/9XU Palma). Non based EI-DAG(64QA/41GN Dublin). EI-DHW(4KJ/51BM Pisa). EI-EFO(8EB/3BW Alicante). EI-DYO(9MU/12HN Lanzarote).

IT FLIGHTS:- A.320 **G-SUEW**(Kestrel 8519) from Dalaman(0513), "Kestrel 78UN" to Palma(0904), "Kestrel 58EK" from Fuerteventura(2032), "Kestrel 8534" to Bodrum(2219). 737/800 **G-FDZA**(Thomson 2GK) to Tenerife(0837).

CHARTER:- Jetstream 41 **G-MAJL**(Eastflight 1834/834P) from Gatwick(2023) to Humberside(2101).

EXECUTIVE JETS:- Lear Jet 60 **OE-GVJ**(Vista Jet 259) from Gatwick(0814) to Luton(0848).

GENERAL AVIATION:- King Air 200 **G-BYCP**(Lonex 57CP) f/t Stapleford(1057/1856). PA-28RT Arrow **G-SKYV** from Ronaldsway(1444), n/s.

LBIA STATISTICS, MARCH 2011

	Mar-10	Mar-11	% This month	% +/-
Movements				
Scheduled	2,465	2,491	58.19%	1.05%
Charter	81	100	2.34%	23.46%
Private/Misc	1,852	1,690	39.48%	-8.75%
TOTAL	4,398	4,281		-2.66%
Passengers				
Scheduled	155,292	168,973	93.40%	8.81%
Charter	7,945	9,319	5.15%	17.29%
Transit	1,919	2,621	1.45%	36.58%
TOTAL	165,156	180,913		9.54%
International	125,594	147,967	82.99%	17.81%
Domestic	37,643	30,325	17.01%	-19.44%
MOVING ANNUAL TOTAL	2,524,401	2,798,257		10.85%

Another positive month, but not as good as recent months, probably partly because Easter was fully in April this year. A massive difference in the fortunes of international and domestic passengers with a 18% increase in international compared to a 20% decrease in domestic. How long will it be before we have no flights to the UK mainland? If you only include air traffic movements then these increased, with an exceptional increase in charter movements of 23% and charter passengers increasing by 17%.

International routes perform very differently in that 16 routes are still showing a decrease and 16 routes increased, the difference is that the increases were massive (8 routes being greater than 100%) ranging from +581% (Rome), +370% Malta to Pisa (-62%) and Nantes (-72%). Fours routes didn't operate this year (Bergamo, Gerona, Monastir and Acapulco??). For the record there were 7 new international routes.

On the domestic front there were increases on 2 routes Plymouth (+95%) and Belfast International (+17%), which is ironic in the Plymouth will soon be closing as a commercial airport. All the other routes reduced substantially with Newquay not operating this year. Southampton is now the 2nd most popular route after Belfast international.

Another bad month for diversions with 33 diversions away, primarily to Manchester, but also to Doncaster, Blackpool, Durham Tees Valley and Liverpool. No flights were diverted TO Leeds/Bradford



LEEDS/BRADFORD NEWS

Announcement in The Pakistan News on 7/5.....

Pakistan International Airlines (PIA) plans to discontinue its Islamabad-Leeds-Islamabad flight from June 11. The twice weekly flight has the seat occupancy of 82.5 percent and yet the corporation has decided to discontinue it, the sources told *The News*. The spokesperson for the national flag carrier confirmed that the flight is being discontinued, saying that it is not a profitable operation. He said that the airline is flying around eight flights a week from Manchester, which is at a 50 minutes distance from Leeds, therefore, the Leeds passengers could take the Manchester flights. Despite around eight flights to Manchester, the Leeds flight on every Saturday and Sunday(sic) had the seat occupancy of 82.5 percent. The sources said that Airblue might get the regulatory permission to operate on this route. **However by the end of the month.....**

PIA to Continue Operating Flights to Islamabad from LBA:- 27 May 2011

Leeds Bradford Airport (LBA) and Pakistan's national airline, Pakistan International Airlines (PIA), are please to confirm the continuation of a twice weekly service from Leeds Bradford to Islamabad. The non-stop service operates on a Wednesday and Saturday on a A310 aircraft which offers both economy and business class. Tony Hallwood, Commercial & Aviation Development Director at LBA said: "We would like to thank the Bradford and wider Yorkshire community for its support in retaining this vital international link. We are now looking forward to building our relationship with PIA to develop and grow traffic on this flagship route".

General Manager Revenue Management at PIA Head Office, Mr. Rashid Aziz, said: "PIA has decided to continue the above service from LBA to ISB for the benefit of the Pakistani/Kashmiri community. This service will provide them door to door non-stop flights for the larger benefit of the community and in return PIA Management expects the Pakistani community to encourage and promote the airline "as Great People to Fly with" and enable us to extend a better service with a B777 in the near future".

Leeds Bradford Airport's commercial director is flying to Sardinia during week commencing 9th May to attend a European airline route network event. Tony Hallwood is attending the European Route Development Conference, where he will bid to win new routes for the airport. More than 1000 airline

and airport delegates from across Europe are meeting in Cagliari to discuss new route development opportunities. Mr Hallwood will meet a number airlines at the event, which many compare to 'speed dating', to seek new business and leisure destinations for the airport. He revealed that he has 'a number of [route] targets.'

Ryanair expects to grow its number of passengers at Leeds Bradford Airport to one million this year, the budget airline's chief executive Michael O'Leary said. He also revealed he is in talks to add more routes at the base, the Yorkshire Post reports. Launching Ryanair's Leeds Bradford winter schedule, with 11 routes including more flights to Lanzarote, Mr O'Leary said Ryanair will add 100,000 customers to its 2010 figures this year. He also said it was winning customers from Manchester Airport. Mr O'Leary said: 'One of the great success stories within Ryanair's model in the last 12 months has been Leeds Bradford Airport, where (chief executive) John Parkin has assembled a terrific management team that has bucked the trend of UK airports over the last year or two of traffic decline. (They are) getting local people back here to use the local airport and away from heading down the motorway to Manchester and increasingly now attracting inward visitors to Yorkshire to use our services for low fare access.' He added that Ryanair is in discussions with the airport's executives about increasing passenger numbers, saying: 'They have given us a selection of routes they would like to see us on and they would like us to look at so we are looking at those at the moment with a view to adding some additional routes for summer 2012.'



Former TNT Boeing 737/300QC OO-TNF, shortly to join the Jet2 fleet as G-GDFE

Planning officers have stepped back from taking action against Leeds Bradford Airport over breaches of rules on the movements of noisier aircraft at night, the Yorkshire Post reports. Last April, Leeds councillors asked officers to write to the airport expressing their concerns about breaches of planning conditions relating to night time noise, but these seem to have decreased. Planning rules for the airport contain detailed conditions on night flying and prohibit departures and landings during the night by specific types of aircraft. Figures showed that there were seven breaches of the night time noise rules between November 2009 and February 2010. The figure represents just over 2% of the 333 aircraft taking off or landing at night during the time period. Although further breaches have happened since the warning letter was sent by the council, the authority says the numbers of breaches are falling. Between March and August last year there were three breaches from 1365 night flights, with just two breaches between September and February this year. A council planning committee report says: 'Whilst further breaches are unfortunate it is true that the measures which have been put in place have significantly reduced the number of occasions that the condition is being breached to a very small proportion. It is recognised that the flight is long haul and so delays can occur from time to time. In recent months there has been dialogue with the airport at senior councillor and officer level on a number of issues and against this backdrop it was not considered that the commencement of formal enforcement action would be in the interests of the city at the present time.'

A Government planning inspector has given developers permission to build a large car park at Leeds Bradford Airport after a planning appeal. The Learmonth Property Investment Company has been granted planning permission for a 643-space 24-hour car park near the airport in Yeadon. The scheme will bring back into use a large business unit at the Leeds Bradford Airport Industrial Estate, which has been standing empty for more than two and a half years. A spokesman for CB Richard Ellis, the planning consultants which acted on behalf of the firm in the three-day planning appeal hearing, said: 'This is an excellent result for all parties and will undoubtedly enhance the offering at Leeds Bradford Airport as well as creating and safeguarding jobs.'

AIRPORT NEWS

Coventry Airport could see flights to some of the UK's major cities by the end of the year as part of plans to rejuvenate the hub, the Kenilworth News reports. The airport could also have flights to holiday destinations from next year. Sir Peter Rigby, the airport's owner, announced plans this week at the launch of proposals to turn the airport into a 'gateway' to the region and create a £250 million economic hub at the site and its surrounding land. He said: 'Everyone I have spoken to in the past year about this place was very taken by the airline services that were operating. You could park your car easily, you could walk to the terminal building without any hassle, there was a brief check-in and you could walk to the plane outside.' 'It was quaint but well-received. People are anxious to see it come back. What is missing in my opinion was regional flights, i.e. key destinations such as Glasgow, Edinburgh or Belfast and those routes are the fifth, sixth and seventh most popular in the UK.'

Doncaster has received a further boost as Maintenance Company Apple Aviation has announced it to open a base at Robin Hood Airport, after receiving support from Invest in Doncaster. Apple, currently based at Liverpool Airport, will be initially servicing the Thomas Cook aircraft at Robin Hood, but it hopes to grow and work with other airlines. The company's managing director Bernard Longman said he first became aware of the opportunity at an event in London where Invest in Doncaster was exhibiting. He said: 'Doncaster is the perfect location for our new operations. The services the airport has to offer are exactly what we were looking for and we are delighted to be having a team based here.' Mike Morton, director of Robin Hood Airport, added: 'The Apple Aviation move is fantastic news for the airport and for the Doncaster area. We are delighted the company has chosen Robin Hood Airport for its expansion.'

Liverpool Airport, 25 years ago began a new chapter at a new location, moving from the old Speke airport the short distance to its current home, now renamed Liverpool John Lennon airport. Speke's distinctive art deco passenger terminal, which witnessed jubilant scenes at The Beatles' US homecoming, in 1964, is now the Crowne Plaza Hotel, and from just four destinations in 1986, the airport now has flights to more than 80 locations. Passenger numbers have soared from 264,975 a year in 1986 to 5,027,539 last year. A spokesman for the airport said: 'The difference between the airport 25 years ago and today is amazing. Passenger volumes are almost 20 times higher and the range of destinations puts the level of progress made into context, too.'

Plymouth City Airport is to close in December, its owner has announced. Sutton Harbour Group blamed the economic downturn and "challenges for the UK regional aviation market". It said the airport, which employs 56 people, had suffered "significant losses in recent years" and was facing a £1m loss over the next year. Air SouthWest axed its service to London Gatwick in February, meaning fewer than 100 people were flying out of Plymouth every day. Sutton Harbour Group, which owns the airport leasehold, said it had worked with freeholders Plymouth City Council, but "no viable solution has been found". Nigel Godefroy, chief executive of the Sutton Harbour Group, said: "Plymouth City Airport, like many regional airports in the current environment, is unviable as a commercial enterprise. "This has been an incredibly difficult decision given the efforts by so many, including our own staff, to give the airport a future. Tim Jones, chairman of Devon and Cornwall Business Council, said rival airports at Newquay in Cornwall and Exeter would benefit from the closure, but Plymouth needed an airport too. "It's an international city, it has international ambitions with international businesses. Plymouth needs an airport for its future." The Sutton Harbour Group took over operation of the airport in 2000 and went on

to launch Air Southwest in 2003. New destinations were added including London City Airport, Leeds, Manchester, Newcastle, Glasgow, Cork and Grenoble. But Air Southwest was sold to Eastern International Airways in November 2010 and loss-making routes, including London Gatwick, were axed. Air Southwest said it would continue to operate flights from Plymouth until it closed and after that it would operate from Newquay and Bristol. A council spokeswoman said: "Under the terms of the lease we have until late December to explore all options for the airport and have been working closely with Sutton Harbour to try and secure a sustainable future for the airport. "This has included talking to different potential airport operators, 16 commercial airlines as well as the Civil Aviation Authority to examine all possible models for the future running of the airport."



Former Air Southwest Dash 8 G-WOWD, repainted prior to delivery to Australia

AIRLINE NEWS

Jet2 and its holiday arm Jet2holidays will operate flights to the Big Apple from both Newcastle East Midlands Airport this Christmas. The flight is aimed at those looking for a Christmas shopping weekend, with return flights, in-flight meals, airport parking and three-star hotel accommodation for £599 per person. Return flights only are available for £398 per person.

Ryanair is making a third attempt to acquire rival Aer Lingus in a bid to create an all-Irish national champion, thisismoney.co.uk reports. Michael O'Leary, Ryanair chief executive, has approached the Irish Government in a bid to acquire its 25% stake in Aer Lingus. The budget airline bought just over 29% of Aer Lingus in 2006, so if it were to acquire the Government's stake, it would have majority control. Mr O'Leary is reported to have decided to make the approach after a reports by the Irish Government last month that outlined plans to sell certain assets to reduce debt, one of which is its stake in Aer Lingus, now worth about €10m (£98m). The European Commission blocked two previous attempts by Ryanair to acquire Aer Lingus because of competition issues. It is reported to still think that merging the two airlines would create a monopoly for Dublin flights, so if Ryanair is to succeed at the third attempt, he will have to convince the EC that a takeover is in the best interests of both airlines and the public.

Mr O'Leary is reported to believe a deal would give Aer Lingus a strong partner to secure its future and help to double the size of its short-haul fleet within a few years. The Irish Government, which has made it clear it wants to safeguard the route between Dublin and Heathrow, refused to comment on any talks, but said it was considering a sale of the airline. A spokesman told the news website: 'There is no rush and we want maximum value.'

Virgin Atlantic pilots are to be balloted over strike action after year-long pay talks broke down. The ballot will take four weeks to carry out, starting on 24 May, and could result in their first ever strikes over the busy summer holiday period. The pilots' union BALPA, which represents over 85 percent of Virgin's 750 pilots, says its members have accepted a pay freeze since 2008 to help the company during the recession. Jim McAuslan, general secretary of BALPA, said: 'Virgin's pilots feel very angry and disappointed at the way they are being treated. During the tough years, pilots have made sacrifices to help the business on the basis that fair pay would return, but that hasn't proved to be the case.' He said his members had been offered rises of 4% in 2012 and 3% in 2013, which he said fell short of the current 5% inflation rate. The union feels that Virgin pilots deserve a bigger pay rise to make up for the years of no increases. Mr McAuslan said: 'The company is asking us to effectively sign up to five years of cuts in pay. We do not want a strike and have tried every way to avoid it but are resolute in our aim of fairness.' The airline said in a statement that it had made a 'fair, affordable and sustainable offer that is in line with the rest of the industry'. The spokesman added that it remained open to dialogue.

AIRCRAFT NEWS

Chef Tony Counce has opened up the DC6 Diner at Coventry Airport, inside a Douglas DC6 aircraft that stopped flying three and a half years ago. Customers can enjoy an aviation-themed menu based on the names of old military aircraft, including an 8oz Rapide steak, Vampire gammon, Bomber T-bone steak and a Meteor marinade fillet. They can also look into the cockpit of the transatlantic prop-engine plane, and waiters can be summoned with the original call buttons used on a flight to bring a stewardess.



OTHER NEWS

The plethora of extra charges faced by air passengers has increased. In addition to drop off car park charges, trolley fees, check-in charges, boarding card printing charges, fast track security charges, liquids bag charges and hold luggage charges, passengers wanting a final cigarette before their flight now have to pay a fee at Belfast International Airport, the BBC reports. Smokers at the airport must pay £1 to smoke a cigarette in a designated area, after the fee was introduced this week. They must put a coin into a machine which opens doors to a special smoking area. It is thought to be the first airport in the UK to introduce such a charge. However, it already costs £1 to drop travellers at the airport, there is another £1 fee for a pack of plastic bags to get through security. A spokesman for the airport said it was responding to customer demand and the fee was covering the cost of building the smoking area.

STOP PRESS 23/05/11

Ash from the latest volcanic eruption in Iceland is expected to reach Scotland, Northern Ireland and parts of Ireland by tomorrow morning and drift across the rest of the UK later in the week, but authorities do not expect large scale disruption of flights. The cloud is expected to cover a vast crescent across the North Atlantic from northern Russia to the UK by the early hours of tomorrow morning. Icelandic authorities closed the country's international airport yesterday following an eruption of the Grimsvotn volcano, which was described as 'bigger and more intensive' than the Eyjafjallajokull eruption that led more than 63,000 flights being grounded April last year. However, authorities say the latest eruption is not likely to cause as much disruption as there is little wind to spread the ash. Also, as it is coarser than the Eyjafjallajokull ash, it is falling back to the ground quicker rather than floating long distances. Eurocontrol, Europe's air traffic control organisation, said airlines are being kept informed of the situation, but it was not expecting the eruption to have any significant impact on European or transatlantic flights for the rest of today. The CAA said it was monitoring the situation and working closely with colleagues at air traffic control company NATS and the Met Office to track where the ash clouds are heading. A CAA spokesman said the weather was much more changeable than at the time of last year's eruption and there was a lot more uncertainty. He added: 'We will be discussing matters with UK airlines during the course of the day and updating the travelling public on the situation. We do not envisage the same kind of blanket closures of airspace we experienced last year. Airlines will be able to operate in lower concentrations of ash providing they can present us with a safety case.'

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HK-4775X Jetstream 41(ex G-MAJP) pictured at Humberside, 22/5 by Clive Featherstone prior to delivery to Sky East of Columbia where it will join HK-4765X(ex. G-MAJU)

WHY HAVE THEY CLOSED CARREFOUR? by Roger Fozzard

It was a couple of years since I had been to Geneva so I scanned the Jet2 website for a convenient weekend break at the end of the ski season to try and catch the charters before they finished. I managed to get a flight out early Sunday 2 April returning the following day for just under £70. (I hope I don't give the impression of being "tight" with my money but the less I pay the more trips I can afford.) The only disadvantage of a short trip is the cost of car parking (I live too far away for public transport or someone to take me).



HB-IZH SAAB 2000 of Darwin Airlines

Geneva is a reasonable busy airport but its main asset is biz jets – both large and small. Although the viewing terrace on top of the terminal has been closed, there are plenty of places at each end of the runway where you can watch the action, and take photographs, as the sun is behind you for most of the day. We departed a few minutes late but made up on route to land on time and (a first for me) parked in front of the old terminal building which is used for charter flights at weekends during the winter. We were bussed to the main terminal and after clearing customs etc, I had a 15 minute walk to the eastern end of the runway. There were quite a few "photographers" already there, scattered along the embankment which enables you to take photographs of aircraft taxiing past or landing/taking off on the runway.



4X-EBM Boeing 757 of Sun d'Or International

Having previously said that I wanted to go for the weekend charters, I found out before I went that they were mainly from the UK and the Russians were flying into Salzburg as they obviously preferred the Austrian to the Swiss Alps, first disappointment. The largest operator is easyJet with Swiss and UK registered A319/320. Swiss A/L operates a mix of A319/320/321/330 and RJ85/100 – more variety of aircraft but not as many flights. Baboo had been taken over by Darwin A/L the week before, the EM9's were parked up and they were using a couple of Dash8 400's with a very small Darwin A/L sticker on the port side.



SU-GDB Boeing 737/800 of Egyptair

European airlines used similar equipment that fly into the UK and the only interesting aircraft were the Blue Islands ATR 412 G-DRFC that one time operated the brief LBA – LCY route for BMI and Twin Jet Beech 1900D. Fortunately that was taxiing out as I was boarding the Jet2 flight home. Long haul was covered by United/Air Canada B767 and Qatar A330 in addition to the Swiss A330 previously mentioned. Middle East airlines were Turkish/ELAL/Egyptair B737, MEA A320 and Sun D'Or Intl B757. On the executive front there were B737 of UAE, Equatorial Guinea (regular visitor) and Thenerton; B757 of Privatair, Comlux Malta A319 and Cayman register B767 and DC9. Smaller biz jets abound with Tag Aviation, Global Jet and Vista jet having bases there but lots of visitors including 2 x Ukraine Falcon 20, Romania Cessna 510, Benin Falcon 900. A total of 75 small biz jets were recorded in the 24 hours I was there with another 20+ on the opposite side of the airport that were unreadable. The reason for the title and the second disappointment? There used to be a large Carrefour supermarket near the western end of the runway which has closed down and a furnishings warehouse opened. It was very convenient (and cheap for Switzerland) for food.



VP-CTF MD-87 Executive, operated by AMAC Aerospace

INTELLIGENCE AND SITUATIONAL AWARENESS



In crisis situations and conflicts, high quality and current (or 'real-time') information is required to support effective decision-making at every level, in both the political and military arenas. Air and space surveillance can be used to develop an understanding of events without necessarily risking a presence on the ground, providing situational awareness in countless ways, from satellite pictures of suspected nuclear facilities or the mapping of poppy fields, down to the high-resolution video provided by weapon-aiming sensors on RAF combat air aircraft such as Typhoon and Tornado. These are data-linked through lap-top terminals directly to soldiers on the ground, providing commanders with access to an increasingly valued bird's-eye view of the action as it unfolds. Communication signals from mobile phones and radios may be tracked by specialist signals intelligence aircraft such as the RAF Nimrod R1, and suspicious activity monitored in the same sort of way - and with the same sort of picture quality - as the cameras used by police helicopters to produce the type of imagery familiar on news reports.

In irregular warfare, insurgents will seek to merge with and fight amongst the civilian population, so understanding the situation on the ground, and confirming the legitimacy of potential targets, is arguably even more important than in conventional 'force-on-force' wars, where armies fight other armies that are relatively easy to find and identify. Consequently, demand for enhanced situational awareness has continued to increase through the recent campaign in Iraq and into current operations in Afghanistan, and the thirst for the quality of information that can only be provided by air and space assets is unlikely to diminish in the future. The RAF has responded quickly by adapting and balancing its force structure in favour of surveillance capabilities; these now include the Reaper remotely piloted air systems, which can loiter for up to twelve hours over areas of interest to provide persistent, high-quality imagery and armed overwatch, and Sentinel, an Airborne Stand Off Radar (ASTOR) system mounted in a business jet that provides a wide-area search capability over tens of thousands of square kilometres to cue other assets, with narrower field-of-view sensors, on to points of interest for tactical exploitation: the analogy is searchlight to flashlight to spotlight.

The reach and broad coverage provided by equipment such as ASTOR is particularly useful in permitting air power to dominate the 'ungoverned spaces' that would otherwise provide a safe haven for insurgents without a massive uplift in land forces and the attendant financial and human cost that this entails. This is just one of the benefits that prompted the Commander of Combined Forces Afghanistan to state in 2008:

Without air and space power, 500 to 600,000 troops would be needed in Afghanistan to achieve the same effects as the 40,000 soldiers, sailors and airmen we have there today. Air and space power provides the asymmetric advantage over the Taliban such that no matter where they choose to fight, coalition forces can bring to bear overwhelming firepower in a matter of minutes. Moreover; putting 500 to 600,000 troops into the country may achieve the same military effect, but it could have a negative impact on the population; such numbers could appear as an occupying force, rather than a security assistance force. In short, there is no substitute for effective air and space power.

CANADIAN AVIATION EXPO 2011

Our Canada correspondent Ian Morton visited the exhibition at Hamilton on 30/04/11



C-FGRA(133577)
CT-133 Shooting Star
owned by D Hammond
and based at Waterloo
International Airport

C-GHGX
Bellanca 8KCAB
Decathalon
based at
Bolton, Ontario



N467CS
CASA 212-200
formerly operated by
Carolina Skysports

C-FMVG
T-6 Texan
Canadian
Warplane
Heritage



N842MP
Zivko Edge 540
displayed by
Zivko Aeronautics Inc



G-SIMY PA-32 Cherokee 6, departing LBIA, 02/04/11(Robert Burke)



G-IFBP AS.355 Twin Squirrel arriving LBIA, 19/05/11(Mike Storey)



EI-STA Boeing 737/300, Europe Airpost, Cork 13/05/11(Andrew Barker)