

YORKSHIRES PREMIER AVIATION SOCIETY



HB-IHY AIRBUS A.320 EDELWEISS

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Please note:- MEMBERSHIP ENQUIRIES should be made to David Senior(Chairman)
PHOTOGRAPHIC COMPETITION ENTRIES should be sent to the Editor

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 March

SOCIETY NEWS

The February meeting took the form of a quiz, but this was a quiz with a difference. First the questions were multi-choice, second we were in small groups so no one was left on their own. As the quiz progressed it became clear there were three teams or groups closely matched so much so that at the end the three teams had the same scores. So, how do you find a winner? It was decided that the team with the highest score for the first half of the first quiz was the winner and this went to Terry Sykes. The quiz was a great success and well done.

Rey Preston

bmi TO BRUSSELS ON ANY FRIDAY UNTIL THE END OF AUGUST 2009

THIS GENEROUS OFFER FROM bmi IS STILL AVAILABLE TO MEMBERS AND SHOULD ANYONE REQUIRE FURTHER DETIALS, INCLUDING BOOKING CODE THEY SHOULD CONTACT EITHER ALAN SINFIELD OR JIM STANFIED.

MEETINGS AT LBIA GATE 20 - 14:30 HOURS

PLEASE NOTE

SOME MEMBERS MAY BE AWARE THERE WAS A PROBLEM WITH THE CAR PARKING AT THE FEBRUARY MEETING. THE AIRPORT HAS VERY KINDLY REINSTATED THE DISCOUNTED RATE, BUT ASKED THAT IN FUTURE WILL ALL PARK IN SHORT STAY CAR PARK NUMBER 2

- 1 March 2009 **This meeting is being held at the Aviation Academy, Southside**
Dereck Brickell - 'Baggage handler to air transport lecturer via managing director' - a light hearted look at his career to date commenting on some memorable events that have shaped the industry and reflecting on issues such as the Kegworth air crash, privatisation of EMA, the security regime and our vision for the Aviation Academy.
- 5 April 2009 Neil Pakey - Deputy CEO Peel Airports Ltd.(owners of Liverpool Durham/Tees and Robin Hood Airports). Details to follow.
- 3 May 2009 Capt. Mike Newall - Thomas Cook Airlines. We welcome back Capt. Mike Newall to give us another talk, which this time will include an update relating to the merging of My Travel and Thomas Cook Airline. also stories and tales as a private pilot.
- 7 June 2009 Sqn Ldr Graham Laurie - THE HISTORY OF ROYAL FLYING
Graham retired in Dec 2000 after 36 years in the RAF and for the last 20 years of that career flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled, "The History of Royal Flying" will be extremely interesting and informative.
- 5 July 2009 Chris Warn. We warmly welcome back Chris Warn, to give us a digital presentation on one of his recent trips abroad. It could include some of the following, South Africa, Scandanavia, Western Canada, Oskosh 2008, Hungary, St. Maarten and the boneyards of S/W USA. Which would you prefer?
- 2 August 2009 **NEW-** Andrew Dixon - Halifax Air Gunner
The talk focuses on the clothing and equipment of a WW2 Air Gunner and includes original examples. I go on to include information on training and conditions and some of the experiences these guys had encountered
- 6 September 2009 **NEW-** Brian Mann Msc CEng FIET, "Remebering the TSR.2"
The TSR.2 was cancelled in April 1965 after delays to the project and escalating costs. To many, the aircraft was years ahead of its time and showed British military aircraft design to be leading the world. The first prototype(XR219) was flown 24 times by 3 different pilots and flew supersonically on one accasion. Brian looks at the background to the development with a brief analysis of the aircraft industry. A typical TSR.2 mission is postulated with discussion of weapons, navigation and weapon release. The talk is supported by slides and video clips.

AIR YORKSHIRE ANNUAL DINNER 2009

FRIDAY 27TH MARCH 2009 AT 7:30 FOR 8:00

AT

PEASEHILL HOTEL AND RESTAURANT

HARROGATE ROAD, RAWDON

LEEDS LS19 6HJ

**WE HAVE ONCE AGAIN RESERVED THE ENTIRE RESTAURANT IN
ANTICIPATION OF ANOTHER FULL HOUSE OF MAMBERS AND THEIR
GUESTS AT THIS POPULAR SOCIAL EVENT**

MENU

STARTERS

Tomato and Cumin Soup

Grilled Toulouse Sausage with Wholegrain Mustard Mash

A Chicken and Roquefort tartlet with Apple and Celery Salad

MAIN COURSES

Roast Striploin of Beef with Yorkshire Pudding and Onion Gravy

Seared Seabass filled with Garlic Prawns

**Breast of Chicken filled with Mango and Savoury Rice
in a lightly Curried Sauce**

SWEETS

Champagne Mousse with Fruit Coulis

Sticky Toffee Pudding and Custard

A selection of English and Continental Cheese

Tea or Coffee and Mints

£20.00 per person

A VEGETARIAN OPTION IS AVAILABLE BY PRIOR REQUEST

JOHN DALE IS READY NOW TO BOOK YOUR TABLE

TELEPHONE ON 01943 875 315 OR WRITE TO

13. GREENFIELD AVENUE,

GUISELEY

LEEDS LS20 8HG

CHEQUES MADE PAYABLE TO- AIR YORKSHIRE AVIATION SOCIETY

DON'T MISS OUT, BOOK NOW!



SCENE AROUND YORKSHIRE

Winter draws on! Snow, fog, high winds and general bad weather means we have less news than usual. However, thanks to contributions from Andy Wood(HAR) we still have a reasonable section to publish.

Bagby:- A new resident is Twin Squirrel G-ORDH, operated by Harpin Ltd and formerly based at LBIA. It arrived on 20/1. On the debit side Super Cub VH-JVL has

departed to new owners in Biggleswade and has been re-registered G-CFSV. An unidentified A.109("Air Medina 18") arrived from Lasham on the afternoon of 8/1 for a refuel. Visitors:- 3/1 G-BBDL AA-5, G-BFTH F.172M, G-BOPD BD.4; 4/1 G-EXPL Citabria; 5/1 G-GERY Glastar, G-LFSC PA-28; 8/1 G-CTCF DA-42("Diamond 2"); 11/1 G-DPJR S.76C(f. Wellesbourne, refuel); 17/1 G-FOGY R.22, G-BBDL AA-5; 18/1 G-TYRE F.172M(f. East Midlands); 24/1 G-BOYC R.22B(Circuits), G-AKVM Cessna 120, G-OPRC Europa

Birkenshaw(Bradford):- Sea King XZ596(SRG128) visited the West Yorkshire Fire Brigade Headquarters on 17/1.

Beverley:- Visitors:- 10/1 G-OTJS R.44; 18/1 G-BZNY Europa(t. Cambridge)

Bradford(Raggalds Farm):- The front section/cockpit of Vampire T.11 XD382 formerly at the East Midlands Aeropark and latterly Long Marston has arrived for use as spares for Jet Art Designs.

Breighton:- CAP 231EX G-GKKI is a new resident, arriving from Hawarden on 31/1. Alouette HA-LFZ arrived for a refuel on 17/1. AA-5 G-BEZI arrived from Cranfield on 24/1 and was weathered in, still being present on 8/2, however a potential ownership change is in progress according to G-INFO so it may be a new resident. Visitors:- 1/1 G-IZIT Coyote, G-CTDH CT.2K; 3/1 G-OTJS R.44, G-APIE Topsy Belfair, G-BUPR Jodel D.18, G-CDWY A.109S(Refuel); 4/1 G-CCTG RV.3, G-CBMO PA-28, G-EVEV R.44; 17/1 G-BATV PA-28; 18/1 G-IIAI CAP 232; 21/1 G-GBRU Jet Ranger(Training); 24/1 G-TTHC R.22B, G-KITH Pioneer 300; 28/1 G-PEPS R.44

Brough:- The latest Hawk to be delivered to Warton, ZK020(Tarnish 06) departed from here on 20/1.

CONEY PARK(Leeds Heliport)

Dishforth based Lynx XZ652(Armyair 920) was noted visiting in the morning of the 8th and was back after lunch this time using the call sign "Armyair 987" and going to Leconfield. Just a few other visitors this month:-

12/1	G-MITC	R.44	1310 1330	f. Culter Helipad t. Wellesbourne
14/1	G-SAMP	Agusta A.109S	1700 0700	f/t London with overnight stay
20/1	G-REMH	Jet Ranger	1530 1720	f/t Costock

The R.44 G-MITC was noteworthy as it was on delivery to Wellesbourne where it was dismantled and shipped to Norway, being cancelled from the UK register on 19/1. Twin Squirrel G-NTWK(Osprey 63) was resident from 22/1 until 25/1, carrying out local patrols from British Transport Police.

Coningsby:- Early in the new year the following East Midlands University Air Squadron Tutors were noted on the BBMF apron G-BYUC/G-BYUE/G-BYVR/G-BYWF. A new Tranche 2 Typhoon ZJ948(Typhoon 43) was delivered from Warton on 16/1 and is expected to become BW. Of the earlier ones ZJ947/AE is now in full 17sqn marking while ZJ945 is expected to become BX and ZJ946/AD. On 7/1 a pair of French Air Force Mirage F1s arrived however the only one identified was 33-CD(FAF 7821). On 15/1 Italian Air Force F-16 MM-7255(Igloo 32) made an emergency landing following a generator failure. He was accompanied to the field by "Igloo 31" which overshot and returned to Florennes. On 20/1 C-27J MM-62220/46-38 arrived with engineers from Trapani but they were unable to fix the fault so on 23/1 another C-27J MM-62214/46-84 arrived with further engineers and the F-16 finally returned home on 24/1.

Crosland Moor:- Visitors:- 3/1 G-MZIU Quantum; 24/1 G-GATE R.44

Devonshire Arms:- Visitors:- 3/1 G-OMLS Jet Ranger; 17/1 G-PFOX R.44(f. Blackpool); 24/1 G-XTEK R.44; 31/1 G-RWEW R.44

Dishforth:- On 23/1 one of the new Defender T.3 aircraft for the Army was noted visiting. ZH004(Armyair 592) departed to Belfast early afternoon passing the LBA at 1413 enroute to Pole Hill.



DONCASTER(ROBIN HOOD) Additional info from rhads.co.uk and fodsa.co.uk

The were just two stand out visitors this month but both were quite special. First on 23/1 Antonov AN.12 UR-CGX(Way Aero 2131, **See photo above** by Clive Fratherstone) arrived from Baku. Azerbaijan late morning and stayed until early evening. It is operated by Shovkyoviy Shlyah. Then, on 26/1 Royal Jordanian Airbus A.310 JY-AGQ(Jordanian 1141, **See photo on page 7**, by Clive Featherstone) arrived from Amman to collect 4 Toyota 4x4s to be delivered to the UN Emergency Aid. The airport had one of its busiest days ever on 29/1 when Leeds/Bradford was closed for most of the day resulting in the following diversions:- King Air 200 G-PCOP(Gama 302), OE-GNA Citationjet 3, Lear Jet 40 OE-GVA(Vista Jet 179), 737/800 EI-DLV(Ryanair 152), Dash 8s G-ECJ(Jersey 171), G-JEDI(Jersey 729), 737/300s G-CELD(Channex 286), G-CELI(Channex 202), G-CELB(Channex 456).

Other visitors:-

- 2/1 G-OBYE Boeing 767/300(Thomson 9709), G-BHDE TB.10 Tobago
- 3/1 HB-JEV Gulfstream 5(Batman 251) 4/1 EI-REJ ATR.72(Jersey 263)
- 5/1 N53GX Global Express, CS-DFT Citation XLS(Fraction 6YP), G-HART C.152
- 6/1 M-TEAM Citationjet 2, G-PZIZ PA-31(MCD 067), XS728 Dominie(Cranwell 72, ILS)
- 7/1 ZH105 Boeing E-3D(NATO 04, ILS), G-JECJ Dash8-400(Jersey 175, LBA div)
- 8/1 XX237 Hawk(Scampton 08, ILS), G-CTCF DA-42, G-RAFX King Air 200(CWL 72, ILS)
- 9/1 D-CCCA Lear Jet 35A(Jet Executive 263), CS-DLB Falcon 2000(Fraction 866Q, n/s)
- 10/1 D-IFHI King Air C.90, G-FIRM Citation 2(Marshall 3A)
- 12/1 CS-DRM Hawker 800XP(Fraction 7MK, training)
- 13/1 EC-KPE Citation XLS(Cugat 3222), G-BWXT T.67M(Cranwell 86, ILS)
- 15/1 PH-TCN P.180 Avanti, ZH103 E-3D(NATO 06, ILS), G-JANV Lear 40(Ravenair 45T)
- 17/1 G-OBYJ Boeing 767/300(TOM 536), G-OOAN Boeing 767/300(TOM 337)
- 19/1 CS-DFU Citation XL(Fraction 6ZU), XS727 Dominie(CWL 92, ILS), G-GUYS PA-34
- 20/1 G-JAJK PA-31(Causeway 999J), G-BATN Aztec(Marshall 09), G-RAMS PA-32R
- 21/1 G-SPUR Citation 2(Lonex 80PU), G-MEGS Cessna 172S, G-CDHC T.67M
- 22/1 G-OBYJ Boeing 767/300(TOM 515), G-MEGN King Air 200, G-LIDE PA-31
- 23/1 ZJ237 Bell 412(Shawbury 87, ILS), ZK450 King Air 200(Cranwell 60, ILS)
- 25/1 CS-DXT Citation XLS(Fraction 7BF) 26/1 ZJ693 Sentinel(Snapshot 01, ILS)
- 27/1 ZH105 Boeing E-3D(NATO 06, ILS)
- 28/1 ZK001 Merlin(Vortex 785), N200RE King AIR 200, N7205T Be.36, N340YP C.340
- 29/1 VP-BJK Gulfstream 550, CS-DXY Citation XLS(NJE 3CG), EI-GJL Dauphin

30/1 XV290 C-130K(Ascot 4572, arrive 0312), ZE701 BAe.146 CC2(Northolt 14, ILS)
 31/1 G-OHCP Twin Squirrel(Cabair 06), G-CDMX PA-28



Elvington:- Visitors:- 17/1 G-BRNC C.150M(f. Coal Aston); 21/1 G-BKAZ C.152(Circuits); 24/1 G-LFSC PA-28, G-BTZA Beech F.33

Eddesfield:- Visitors:- 14/1 G-LANE F.172N; 24/1 G-GBUF DR.400, G-DISO Jodel D.150

Full Sutton:- A new air/ground radio frequency 120.10 replaces the previously used 132.325. The ferryman arrived on 11/1 in Cessna 172S N5103K from Saint Johns, Newfoundland via Shannon. The aircraft was enroute to India and was cancelled from the US register on 28/1. Visitors:- 4/1 G-CEOM Jabiru(In formation with two others); 11/1 G-GALB PA-28; 29/1 G-SOBI PA-28

Gainsborough:- Although still registered to owners in Loughborough, R.44 G-ODCR has been noted operating from a local site here regularly over the past month.

Gamston:- Noted making a brief appearance mid month was DA-42M OE-FOG, which is in fact the latest machine for the MOD, G-DOSC. It is rumoured that this aircraft has been modified for UAV trials hence has been removed from the UK Civil Register. It is currently at Boscombe Down. The two other DA-42s G-DOSA/ZA179 and G-DOSB/ZA180 left Lyneham late last year routing through France, Greece and Jordan ready for operations in the Middle East. An accident involving DA-40 G-CCHA on 30/8 has just come to light. The aircraft was being taxied in by a student following a solo flight when he was distracted by a radio call during which time the right wing struck Hangar 3. This caused the aircraft to pivot to the right and the prop then struck the hangar. The student shut down the engine and vacated the aircraft unharmed. The former Montgomery Aviation King Air C.90 N456PP arrived from Guernsey on 15/1 and the following day Hawker 400XP N719EL was noted. Mooney M.20K N252TS arrived from its base at Sturgate on 29/1 while King Air 90 N402BL was noted on 31/1. Visitors:- G-BVLP PA-38(f. Skegness, refuel); 8/1 G-GFPC PA-28(f. Blackpool); 14/1 G-OUNI SR.22(f. Enniskillen); 15/1 G-OMRH Citation Bravo; 18/1 G-BFDI PA-28; 21/1 G-ITFL DA-42, G-BJUR PA-38; 24/1 G-BOTH C.182P, G-BDSH PA-28; 25/1 G-BWFP YAK 52; 31/1 G-BBJZ F.172M, G-BONW C.152

Great Heck:- The Mc.Culloch J-2 Autogyro G-HEKY has been sold and left for The Helicopter Museum at Weston-Super-Mare on 21/12.

Hull Royal Infirmary:- Sea King "Rescue 122" was noted departing here at 2320 on 6/1 passing South of LBA shortly after midnight heading home to Valley.

HUMBERSIDE

On 30/1 Germania Fokker 100 D-AGPA arrived from Eindhoven for attention by Roissy International and was moved into hangar 9. The same day SAAB 2000 G-CFLV returned from Sweden where it had been back to SAAB for attention and was wearing Swedish Class B registration SE-023 when it arrived. EMB.145 G-RJXI(Midland 7901) arrived from Luton on 16/1 bringing Arsenal FC and they returned the following evening on G-RJXD(Midland 7902). Other visitors:-

2/1 CS-DKE Gulfstream 5(Fraction 272Y, from Bridgetown)

3/1 G-KDMA Citation Bravo(ILS)

10/1 HB-IKZ Gulfstream 5(TAG Aviation 888, n/s), G-SASD King Air 200(Gama 104T)
 12/1 N456PP King Air C.90(Gamston Div), ZF287(LOP 05, ILS)
 14/1 SE-KOL King Air 300LW(Gothic 353/4), G-DECK Cessna T.210M
 17/1 G-SPUR Citation 2(Lonex 76PU), G-KVIP King Air 200(Prestige 390), G-NWFC Cessna 172S
 19/1 LN-ESA 125/800B(Redspot 155), CS-DFN Citation Bravo(NJE 6PG), N700VB TBM.700
 21/1 PH-KBX Fokker 70(Also 25/1), CS-DXG Citation XLS(Fraction 309G, f. Düsseldorf)
 23/1 ZK454 King Air 200(Cranwell 61, ILS) 24/1 G-GMED Cheyenne 3(Air Med 074, f. Porto)
 29/1 PH-WXD Fokker 70(KLM 1549, LBA div) 30/1 ZE701 BAe.146(Northolt 15, training)
 31/1 I-FORU Lear Jet 45(AFM 4026)

The Fokker 70 PH-KBX is operated by the Dutch Royal Flight(See photo, by Clive Featherstone).



Husthwaite(Baxby Manor):- A new resident is EV-97 Eurostar CFEO.

Kirkbymoorside:- CAP 232 G-ILVI was noted on Air Test following maintenance on 10/1 while Edge 360 G-CDDP arrived from Bagby on 14/1 for attention.

Leeming:- There have been more Tornado arrivals for RTP:- 16/1 ZE161/GB(Leuchars 35); 19/1 ZE235/GC(Leuchars 54); 20/1 ZG751/HI(Leuchars 35); 22/1 ZE158/FF(towed to HAS.6); 26/1 ZH556/HT(to AMF). On 19/1 the fuselage of ZE735 minus wings and numerous panels was towed from the paint shop to RTP. Two other Tornados of note were a pair of German Air Force ECR variants. 46+24 and 46+54(German Air Force LC6-A/B) arrived on 20/1 and stayed two days while operating on the Spadeadam Ranges. Another pair of interesting arrivals were A-10A Thunderbolts 81-0966 AND 82-0649(Swine 1/2) which arrived on 31/1 and departed very early the following morning heading home to Spangdahlem, Germany. Other visitors included:- 5/1 ZA299 Sea King(Navy 769); 6/1 ZD902 Tornado F.3A(Gauntlet 18); 7/1 ZF448 Tucano(LOP 70), ZJ802 Typhoon(ILS); 8/1 ZH665 Tornado(Striker 27), ZF374(LOP 63); 12/1 ZJ800 Typhoon(ILS); 13/1 ZJ995 Merlin(Vortex 313), G-BYVS Tutor(Cranwell 41), ZG915 Lynx(Armyair 923); 14/1 ZF204 Tucano(LOP 77); 16/1 XX312 Hawk(Tarnish 14), Chinooks ZA670/AA and ZA682/AJ(Gambit 1/2); 21/1 ZJ806 Typhoon(ILS), XZ605 Lynx(Armyair 690), XX312 Hawk(Tarnish 14); 23/1 ZF209 Tucano(LOP 34).

Linton-on-Ouse:- King Air 350 HB-GJP, operated by Nestle and normally a regular visitor to LBIA, landed here on 20/1 which would put it much closer to the York factory. Sea King XV707/184-84(Guardian 84) was logged inbound on the 29th and was joined on the flightline by Hawk XX242(Red 4).

Netherthorpe:- A visit here by Andy Wood on 27/1 produced the following of note:- G-ARCS Auster D.6/180(on maintenance), G-BCKN Chipmunk(visiting from Cranwell), G-OJON Taylor Titch(still present despite sale). Visitors:- 4/1 G-AYFC Condor, G-TYAK Yak 52; 24/1 G-BABD FRA.150L(t. Norwich), G-AVYT PA-28R, G-IFLI AA-5A, G-ROMP Extra 300; 31/1 G-BCOL F.172M

ROTARY ROUND UP

3/1	G-OMLS	Jet Ranger	Easingwold – Pocklington
	G-GDAV	R.44	Sherburn – Site 4/W Skipton

4/1	G-MGAN	R.44	Barlborough – Emley Moor
5/1	G-ODCR	R.44	Site 4 N/E Doncaster – Orpington
7/1	G-JIVE	Hughes 369E	Shelf(Halifax) – Barnard Castle
14/1	G-MGAN	R.44	Micklefield – Emley Moor
16/1	G-JJMX	Agusta A.109A	“Jaymax 2” Landed in Ilkley 0015
17/1	G-CEYU	Dauphin	“Yorkair 2”, Gatwick – Skipton
	G-ZIZZ	Agusta A.109S	Southend – Hull(Ramarda Hotel), also 24/1
21/1	G-JIVE	Hughes 369E	Shelf – Addingham – Goodwood
	G-PPKPK	Schweizer 269C	Brough – Louth
	G-CJLL	R.44	Wallington – Todmorden
24/1	G-WENA	Twin Squirrel	“Yorkair 2” Manchester Int. - Bridlington
	G-MAYB	R.44	York – Sandtoft
27/1	N5120	Bell 430	Wigan – Ilkley
30/1	G-USTS	Agusta A.109S	“Zigzag 1” Site Near Leeds – Coldstream
31/1	G-EEZA	R.44	Todmorden – Stainsby Hall
	G-DRIV	R.44	Site near Sherburn – Site near Brighton
	G-BXYK	R.22B	Oxenhope – Shelf – Hawarden
	G-JIVE	Hughes 369E	Hawarden – Oxenhope – Shelf

Rufforth:- T.61F Venture G-BUGV/XZ564 returned home to Enstone on 21/1 following maintenance with Dimona G-OSFA arriving with a ferry pilot. Visitors:- 3/1 G-BRNC C.150M; 13/1 G-JTPC Ximango; 16/1 G-AVNU PA-28(t. Lydd)

Sandtoft:- On 24/1 Jodel DR.1050 G-AVOA arrived from Anwick near Sleaford in formation with PA-18 N123SA and Cessna 305C Bird Dog G-PDOG(See photo). Visitors:- 3/1 G-ZZAC Eurostar, G-OMLS Jet Ranger, G-BHMI F.172N, G-BGPJ PA-28, G-CCVM RV.6; 4/1 G-BFTH F.172N, G-GFIB C.152; 5/1 G-ATWA Jodel DR.1050(f. Nottingham); 5/1 G-BFXW AA-5; 11/1 G-BDGM AA-5, G-OBMS C.172P; 12/1 G-TSGJ PA-28; 13/1 G-JDEE TB.20(f. Leicester), G-BPKF PA-28; 14/1 G-OJPS Jet Ranger, G-CEAR Pioneer 300; 18/1 G-KEMI PA-28(f. Leicester), G-BONW C.152, G-AVYT PA-28R; 21/1 G-EGEG C.172R(f. Elstree), G-SIMS R.22B; 24/1 G-BTAW PA-28, G-TALE PA-28(t. Tatenhill), G-CEEP RV.9, G-AWGK F.150H, G-LFSC PA-28, G-ZIZZ A.109S(Refuel); 29/1 G-SOBI PA-28; 31/1 G-TAAB SR.20(f. Denham)



Scunthorpe:- A new resident registered to owners in the town is R.22B G-PACL, which used to live near Sheffield.

Sheffield:- S.76A G-XXEA(Rainbow 1R) visited the site of the former City Airport on 23/1, while depositing a Royal on a visit to the City. Other news from here is that Total Air Management Schweizer 333 G-TAMA was noted on a wagon outside FAST Helicopters at Shoreham on 14/1 with G-TAMB and G-TAMD noted on a truck later the same day, heading South down the M1.

Sherburn:- A report on an accident to Europa G-CHOX on 10/8/08 has just been published. The aircraft suffered engine failure due to oil starvation caused by a loose oil filter and made a successful

forced landing in a field. The Cessna T.182T N5020A arrived from Harewood on 3/1 while Gamston based King Air 90 M-OTOR was noted on a visit on 9/1. Fellow Manx registered Cessna 425 M-MANX was logged on 26/1. Visitors:- 2/1 G-PSKY Skyranger; 3/1 G-WARY PA-28(f. Liverpool), G-BFVG PA-28, G-CDHC T.67M; 4/1 G-EXPL Citabria, G-AVVC F.172H; 8/1 G-SOBI PA-28; 10/1 G-BIDI PA-28R; 17/1 G-AVZR PA-28, G-BNST C.172N; 18/1 G-BKWD Taylor Titch(f. Sturgate); 21/1 G-BXNT Jet Ranger(Pipeline 01), G-CECO Schweizer 269C(f. Newark), G-BTXT Maule MX-5; 24/1 G-VALI C.182S, G-BWII C.150G; 24/1 G-TYNE TB.20

Strubby:- The Cessna F.172M G-BFPM, which was written off last year has been replaced by Cessna 172N G-BHSB formerly at Leeds/Bradford.

Sturgate:- Resident Cessna 340A G-BVES had been sold and moved to East Midlands, however joining the list of residents is Sportsruiser G-CFPA. On 4/1 PA-34 G-JDBC(Jaydee 43W) arrived from Manchester to collect PA-28R G-DNCS(Jaydee 56Y), which had been on maintenance and 'CS' then departed to Sherburn. Visitors:- 3/1 G-ATUB PA-28, G-CTDH CT.2K; 4/1 G-BIDI PA-28R; 5/1 G-BRPV C.152, G-BEOK F.150M; 18/1 G-IFLI AA-5, G-AKSY Auster 5; 24/1 G-BVGW Luscombe Silhouette; 31/1 G-SEA Islander(f. Crosland Moor), G-EEJE PA-31



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

First the bad news, Globespan have ceased operations from the airfield. On a more positive note, with the overnight closure of Newcastle Airport for runway resurfacing from 6/1 until 9/4 the airport will be receiving their mail flights. Jet2 will operate two flights, one to Stansted and one to East Midlands using 737/300s G-CELY/G-CELZ while Air Atlantic will operate to Bristol with an ATP(Aircraft used during January G-BTPA/G-BTPH/G-MANH/G-BUUP). An interesting arrival on 13/1 was Douglas DC-3 G-ANAF(See photo above), operated by Thales Electronics. It departed to carry out survey work in the Catterick area but suffered icing problems so the mission was cut short and the aircraft returned. The aircraft has been specially modified for a wide range of aerial survey work and other special operations, flight trials including pollution control work and mapping/survey. It has an auxiliary motor on the right hand side to power up all the electronic kit inside, because the aircraft's own internal power is not enough! Unfortunately on 16/1 the aircraft's equipment was damaged and the aircraft was parked up until the end of the month awaiting repairs. Other movements:-

- 2/1 G-HPPY Lear Jet 45, G-VONB S.76C(Premier 06), G-CALL Aztec
- 3/1 G-UFCC Cessna 172S, G-NESV EC-135T(Police 28, ILS)
- 6/1 OE-FLG Citationjet, PH-CDL Seneca, N288Z Global Express(first visit)
- 7/1 LN-IDA King Air 200(Sky Dolphin 02, n/s), G-IFIT PA-31(Channex 037, LBA div)
- 8/1 ZH105 E-3D(NATO 04, ILS), G-KALS Challenger 300(LNX 3KK), G-GHPG Citation
- 10/1 G-LIZA Cessna 340A 11/1 G-IMEA King Air 200
- 12/1 CS-DKI Gulfstream 550(Fraction 9BE), ZF413 Tucano(LOP 43, ILS)
- 13/1 G-MAFE Dornier 228(n/s), ZF485 Tucano(LOP 41, ILS)
- 14/1 CS-DXL Citation XL(Fraction 3XW), ZE396 '125 CC2(Ascot 1642)
- 15/1 VP-BSI Gulfstream 550, G-BVYF PA-31(Poyston 04), ZF374 Tucano(LOP 63, ILS)
- 16/1 T-255 Douglas DC-10(FOP 255, ILS), G-OAPE Cessna T.303

18/1 TC-TAV Hawker 800XP(n/s)
 19/1 N359V Challenger 604(n/s), XZ598 Sea King(Rescue 131)
 21/1 G-BXNT Jet Ranger(Pipeline 01), Typhoons ZJ924/ZJ939/ZJ941(Razor 11/12/13, ILS)
 22/1 ZD621 BAe.125 CC2(Ascot 1795), G-MAGN King Air 200
 23/1 G-WOWD DHC-8-300(Swallow 9017), ZK450 King Air 200(Cranwell 79, ILS)
 26/1 G-CERY SAAB 2000(Eastflight 164P), G-TURF F.406(Atlantic 406), G-DAVD C.172XP
 27/1 N105ST Gulfstream 550(n/s to 29/1)
 28/1 F-GZTL Mooney M.20K, G-CROO Citationjet(HGR 877), G-BYMK Do.328(Suckling 970P)
 29/1 N642P PA-31 Chieftain, G-WOWB DHC-8-300(Swallow 482L, LBA div)
 30/1 XX264 Hawk(Red 3, training)

The airfield has a new ATIS frequency 132.375. Of the above worthy of note is the Challenger N359V of Valmont Industries, Omaha, Nebraska which was from Istanbul to Northolt. Also of interest is Gulfstream 550 N105ST of Emerald Aviation, Manassas, Virginia, which arrived from Madrid/Torreon and went to Oslo. The Global Express N288Z is a brand new machine replacing the similar type which carried the registration and like its predecessor will be a regular visitor. The Royal Netherlands Air Force Douglas DC-10-30CF(See photo below) T-255 called to carry out an ILS and overshoot while on a training detail from its base at Woensdrecht.



Topcliffe:- Noted on the flightline on 17/1 were the following Vigilants:- ZH192/UE, ZH205/UL, ZH208/UP, ZH248/UT, ZJ963/SL.

Walton Wood:- Visitors:- 6/1 G-XTUN Bell 47G; 14/1 G-MMHM Jet Ranger; 15/1 G-JIVE Hughes 369E, G-BSBW Jet Ranger; 17/1 G-FOGY R.22B

Waddington:- The Red Arrows spent a week based here mid-month carrying out regular sorties most days, weather permitting. Among the visitors were German Air Force A.310 10+23(GAF 259) which arrived on 15/1 for an overnight stay. On 23/1 Netherlands Air Force Fokker 50 U-05 was seen on the apron while in the circuit was a McConnel AFB KC-135R. The aircraft in question was 61-0306(Quid 53) of the 100arw/351st AS. On 29/1 a trio of Typhoons diverted from Coningsby while the airfield there was closed due to an aircraft with steering problems "taking the cable". ZJ917, ZJ937 and ZJ928 spent about an hour on the ground until the runway was cleared. Among the other visitors noted were:- 15/1 Apaches ZJ179/ZJ189/ZJ225/ZJ227(Ogre Formation); 21/1 ZJ268 Twin Squirrel(Shawbury 78); 27/1 XV107 VC-10(Tatan 22), XW665 Nimrod; 28/1 Alpha Jets(French Air Force) E-49/314-LB and E-61/314-LQ from Tours. A civilian visitor logged on 12/1 was Hawker 800XP CS-DRM(Fraction 7MK).

Wickenby:- Cessna 182S G-JBRN has been sold to new owners at Leeds/Bradford and is due to be replaced by RV.8 G-JBRS, currently under construction in the area. Stinson 108 G-CFGE has arrived here from Hibaldstow and is on rebuild. A derelict Hunter T.7 has appeared outside the Coopers Hangar said to have come from the fire dump at Kemble. It is reported as XL578/77 although it is fitted

with the rear fuselage of XG290, which is clearly marked as such. It is destined for the Museum at Krakow, Poland in exchange for an "interesting" aircraft from there! A visit on 8/2 by Andy Wood produced some new interesting arrivals with Coopers, more details next month. Visitors:- 7/1 G-BFYM PA-28; 11/1 G-OTJS R.44; 14/1 G-REGE R.44, G-RISY RV.7A(with non-radio Pitts), G-BZGN X'Air; 18/1 G-AVZR PA-28, G-ZZAC Eurostar; 24/1 G-BOMS C.172N; 31/1 G-BWMX Chipmunk
Wombledon:- Cessna 182S G-MICI arrived from the Isle of Man on 31/1.

OVERFLIGHTS

5/1	N119JT	Agusta A.119	Belfast – Langham(Norfolk)(6/S LBA 1446 @ 3000')
13/1	N5222L	Cessna 172S	Wick – Toussus, Delivery(York 1240 @ 5500')
	N52244	Cessna 172S	Reykjavik – Dortmund, Delivery(Hull 1628 @ 4000')
	N6344Z	Cessna 172S	Reykjavik – Dortmund, Delivery(Hull 1649 @ 7500')
	N8248K	Beech A.36	Reykjavik – Jersey, Delivery(York 1438 @ 9500')
25/1	N737RG	Cirrus SR.20	Wick – Groningen, Delivery(OTR 1119 @ 5500')
26/1	N78CH	Commander 690	Isle of Man – Berlin, Delivery(LBA 1310 @ 5000')



A-10A THUNDERBOLT 82-0649, ONE OF TWO OF THE TYPE AT LEEMING ON 31/1



PICTURED BY MARTYN GILLAT BAGBY ON 21/1 THIS CESSNA 152 HAS SEEN BETTER DAYS AND WAS CANCELLED FROM THE REGISTER IN MAY 2001



BRASS MONKEY FLY-IN

NORTH COATES

On January 3rd our roving reporter and his photographer(Phantom Freak) ventured out to Humberside in search of Eastern Airways new SAAB 2000 aircraft, however with a little gentle persuasion they went to the coast and spent a pleasant couple of hours at this friendly Lincolnshire Airfield.

Among the resident aircraft were the Replica Plans SE-5A G-INNY(See photo, above). Other interesting aircraft based here include the Chrislea Super Ace G-AKUW, Bulldog G-CBCV/XX699, Twinstar Mk.3 G-IANN(This aircraft spends most of its time living in its own trailer and is very rarely seen). Also based are G-ARCF PA-22, G-ASME B.8M, G-ASUB Mooney M.20E, G-AXSI F.172H, G-AXTC PA-28, G-BIHX B.8MR, G-BUVX Shadow, G-CEDM CTSW, G-CEIS Jodel DR.1050, G-DOTW Savannah, G-LENF Blade, G-MJUX Phantom, G-MWFC Minimax, G-MWWR Spectrum, G-MYIR Coyote, G-MYNN Quantum, G-NDPA Ikarus, G-OMJA PA-28. Also in the Hangar is Cessna F.172G N295SA/EI-BAO on rebuild.

On to the fly-in now and the following were logged by our intrepid duo on the Saturday(3/1):-

G-AJEI AusterJ/1N G-AKVN Aeronca 11AC
G-AVOA DR.1050 G-AVVC F.172H
G-AWJE Nipper G-AWUN Cessna F.150H
G-AZEW Pup G-BAAD VP.1 G-BCEE AA-5
G-BCOL Cessna F.172M G-BDFZ F.150M
G-BEAC PA-28 G-BFTH Cessna F.172N
G-BHEV PA-28R Arrow, G-BHFK PA-28
G-BIOC F.150L G-BIOW T.67A G-BJOT D.117
G-BMSU C.152 G-BNST C.172N G-BODE PA-28
G-BPGU PA-28 G-BROR J-3C Cub(See photo)
G-BRSW Silvaire G-BSXD Soko P-2
G-BTMR C.172M G-BUTG CH.601 G-BVDC RV3
G-BWNK Chipmunk G-BWSC PA-38
G-BYCZ Jabiru G-BYPN Rallye G-BYSX Quantum G-BZUL Jabiru G-CBEX CT.2K G-CBGP Ikarus
G-CCEM Eurostar G-CCFG MCR.01 G-CCNJ Skyranger G-CCSO X'Air G-CCSR Eurostar
G-CEDX Eurostar G-CEML Quik G-CEMZ Quik G-CEZB MXB.740 G-CFAK MT-03 G-COLH PA-28
G-CTDH CT.2K G-ERTE Skyranger G-EZAR Quik G-FELL Europa G-GERY Glastar G-GRMM WT.9
G-GTFC Quik G-IKON RV.4 G-IKUS Ikarus G-JABU Jabiru G-JAME CH-601UL G-JBSP Jabiru
G-JIMZ RV.4 G-JUGE Eurostar G-KOKL Dimona G-LUBY Jabiru(See Photo) G-LUDM RV.8
G-LYPG Jabiru G-MAXS Quik G-MVFB Pegasus G-MVIT TST.1 G-MYWW Coyote G-MYYP Ch'vron
G-PCCC Pioneer 300 G-RIVT RV.6 G-ROLY F.172N G-SABA PA-28R G-SCRZ Sprots cruiser
G-TIVV Eurostar G-UZUP Eurostar G-VCED R.1180T G-VORN Eurostar N3540U Cessna 172S



Over 40 more aircraft turned up on the Sunday including - G-ADNE Hornet Moth
G-APIE Belfair G-AKSY Auster 5
G-BEAH Auster J/2 G-BMDS D.120
G-BVJZ PA-28 G-BXUM Europa
G-BYNR Jabiru G-CEAR Pioneer 300
G-CEKM Jabiru G-EOFS Europa
G-ETCW Glastar G-EWBC Jabiru
G-OEZY Europa G-PUPP Pup
G-RVMC RV.7 HA-PPC Alouette



DAY BY DAY AT LBIA

A combination of poor weather and the credit crunch has resulted in a downturn in movements, especially on the Executive Jet/General Aviation side. There was further bad news when bmi announced they were pulling off the Copenhagen route at the end of March. This was followed by a bigger blow when the company also announced that at the same time the London/Heathrow service would also bite the dust. Airport "Boss", John Parkin has written on the airport website that plans were well advanced to start up a new connection with the Capital. Also, he mentions that bmi are expected to announce new flights(Frankfurt?) shortly. On the bright side, on top of the extra Monday PIA Islamabad flight starting in April Flybe have announced that their Bergerac service will operate on Wednesdays as well as Saturdays during the summer. And don't forget Jet2 start their Sharm-el-Sheikh flights in February as well as adding Newquay, Albert (Picardi Somme), Dubrovnik, Dalaman, Larnaca and Rhodes to the flight map this Summer.

Across at Multiflight the big news is the arrival of Challenger 605 N605GB for Liberty Aviation. The aircraft replaces Hawker 800XP N800XP, which is currently parked in the corner of the old Yorkshire Light hanger awaiting its fate. Rumour has it that the Challenger is due to join the Manx register in due course. Whilst on the subject of Manx registered aircraft the brand new Hawker 900 M-HARP for Harpin Ltd has been noted at the Raytheon factory in the USA so should be ready for delivery in the near future. Another new inhabitant is Cessna 182S G-JBRN, formerly at Wickenby and it replaces Cessna 172N G-BHSB which has been sold to new owners at Strubby. Also leaving the airport this month was Twin Squirrel G-ORDH, which has now taken up residency at Bagby. On a sad note Multiflight Robinson R.22B G-TTHC was involved in a fatal accident at Sandtoft on 14/2 resulting in the death of the student, a local man.

Finally, as you must all know by now we no longer receive official movement information from the airport and all the information comes from members sightings, SBS logs and various internet sites. This is proving very difficult and time consuming so can I plea to all members, if you have any little snippet of information, no matter how small, regarding aircraft at LBIA could you please forward it to the editor. Thank you.

1/1 New Years Day

SCHEDULES:- bmi:- G-RJXD(01J) to Heathrow, G-RJXM(5JL/4LJ, 8JL) n/s.

Flybe:- G-JECH(ILH/174), G-ECOW(643/4), G-JECI(731/2)

Jet2:- G-LSAC(015P) positioned from Dublin. G-LSAD(217) swapped in Arrecife with G-LSAH(218).

KLM:- PH-KZG(1549/50), PH-KLE(67W/64K, n/s)

Manx2:- LET410(Eurovan 328/9) operated evening flight f/t Ronaldsway

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

IT FLIGHTS:- A.320 G-FTDF(Kestrel 489P) arrived from Cardiff and operated to Arrecife for Thomas Cook

2/1 Friday

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

bmi:- G-RJXM operated two Heathrow flights, then **G-DBCJ**(8JL/9865 t. Gatwick). G-RJXR(491/2) t/f Copenhagen.

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

Flybe:- G-JECI(731/2), G-JECM(643/4), G-ECOH(175/6)

Jet2:- G-LSAB(Daallo 101P) from Gatwick.

KLM:- PH-OFL(1545/6), PH-OFN(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L) am, LET 410 OK-UBA(Eurovan 324/5) pm.

Ryanair:- EI-DLW(152/153A), EI-DPS(156/15N). EI-DLE(9396/27E) f/t Alicante.

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 652K/L) t/f Tenerife, then to Tenerife(Kestrel 958K).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) paid a short visit at lunchtime while Citation XL **CS-DXK**(Fraction 3LD) arrived from Southampton at 1738 and night stopped, departing at 1725 the next day.

3/1 Saturday

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

bmi:- Heathrow;- G-RJXR(01J,4JL/2LJ), G-RJXE(8JL, n/s)

Flybe:- EI-REJ(729/30), G-JEDI(171/7VT)

KLM:- PH-OFL(1545/6), PH-KZB(1549/50), PH-OFF(67W/64K, n/s)

Manx2:- Metroliner EC-ITP(Euro Continental 322/3) f/t Isle of Man.

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

Ryanair:- EI-DYR(152/153A, First Visit) f/t Dublin. EI-DWR(9078/9) f/t Alicante.

IT FLIGHTS:- Thomas Cook A.320 **G-FTDF** returned from Tenerife in the early hours then operated t/f Las Palmas before positioning out to Cardiff. Fokker 100 **OE-LVO**(Austrian 2373/4, First Visit) f/t Innsbruck.

EXECUTIVE JETS:- Arriving from Le Bourget, on its first visit to LBA was colourful Global Express **N723AB**(See photo, below). The aircraft, operated by North American Broadcasting LLC night stopped before heading off to St. Lucia at 0930 on 4/1. Challenger 300 **M-NEWT**(Bizjet 1WT) arrived at 1150 and mid-afternoon Citationjet 2 **G-EDCM**(Saltyre 165) arrived from Nice and after a short stay headed to Aberdeen.

GENERAL AVIATION:- A couple of medical flights today with PA-34 **G-BMDK**(Air Med 054) arriving from Angers at 1505 and King Air 200 **G-OCEG**(Cega 969) coming from Rotterdam at 2158. The Seneca returned home to Oxford while 'EG departed to Bournemouth at 2245. PC-12 **G-TRAT** was logged arriving at 1317.



4/1 Sunday

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

bmi:- Heathrow;- G-RJXM(01J/4JL,2LJ/5JL), G-RJXH(8JL), n/s with G-RJXK/L.

Eastern:- G-MAJY(74G/39Q). G-MAJJ(072P) from Teesside to be based.

Flybe:- G-ECOD(731/2), G-JEDM(643/4), G-ECOA(175/6), G-JECS(733/4).

Jet2:- G-CELD(032E) returned from major overhaul in Belgrade. G-CELO(030E) from Edinburgh.

KLM:- PH-KZC(1549/50), PH-OFH(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 38L/39L) f/t Ronaldsway.

Ryanair:- EI-DLX(15J/01D), EI-DHW(156/15N). EI-DLC(9396/27E) f/t Gerona.

EXECUTIVE JETS:- Hawker 800XPi **CS-DRW**(Fraction 5DA) arrived from Nice at 1355 and was closely followed by Lear Jet 35A **D-COKE**(Red Angel 9005, **See photo below**, by Mike Storey), inbound on an Ambulance flight from Barcelona.



GENERAL AVIATION:- A busy period between 1230 and 1400 saw Cessna 152 **G-BMJC** route f/t Teesside on a cross country flight, Cirrus SR.22 **N147LK** arrive from Blackbushe at 1241 and PA-28 **G-BOKA** from Fair Oaks at 1320. Finally, Baron **N64VB** paid a short visit before heading home to Sleep at 1409.

5/1 Monday

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

bmi:- G-RJXH/K/L/M operated all flights and night stopped.

Eastern:- G-MAJL(29Q/19Q) f/t Aberdeen. Based G-MAJJ.

Flybe:- G-JECH(171/7VT), G-JECI(729/30), G-JEDM(643/4), G-JEDI(1LH/174), G-JEDU(731/2), G-ECOG(733/4)

Jet2:- G-CELO(031E) positioned back to Edinburgh after maintenance.

KLM:- PH-OFM(1545/6), PH-WXC(1549/50), PH-OFH(67W/64K, n/s).

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

DIVERSION:- Boeing 737/900 **PH-BXR**(KLM 1081, First Visit) diverted from Manchester at 1038, inbound from Amsterdam.

EXECUTIVE JETS:- Arriving from Farnborough at 0855 was Hawker 800XP **CS-DRR**(Fraction 7AE) ready for a charter to Zurich. Lear Jet 45 **G-CDNK**(Partner 33B) arrived from Sion at lunchtime, routing to Luton mid afternoon.

GENERAL AVIATION:- Seneca **G-JDBC**(Jaydee 56X) arrived from Manchester at 1144 on a training detail.

6/1 Tuesday

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

bmi:- No changes in based aircraft, G-RJXH/K/L/M operating all day and night stopping.

Eastern:- G-MAJL(29Q/19Q, 99Q/59Q). Based G-MAJJ operated first Southampton then positioned to Humberside(11P). G-MAJU(21P) positioned from Humberside, operated mid day Southampton and then G-MAJJ(022P) returned from Humberside at 2045.

Flybe:- EI-REM(729/30), G-JECH(171/7VT, 175/6), G-JECI(643/4), G-ECOD(731/2)

Jet2:- G-LSAB(189P) positioned home from Brize Norton.

KLM:- PH-OFM(1545/6), PH-KZW(1549, went u/s on arrival), PH-OFK(67W/64K, n/s). PH-WXC(7111) arrived from Oslo/Torp at 2025 and operated outbound to Amsterdam(1550) at 2115, replacing 'ZW(7110), which positioned home to Amsterdam at 2240.

Manx2:- Morning flight cancelled, D-CMNX(Kiel Air 38L/39L) f/t Ronaldsway pm.

Ryanair:- EI-DLM(152/153A), **EI-DYT**(156/15N, First Visit). EI-DHM(9078/9) f/t Alicante.

EXECUTIVE JETS:- Just Hawker 400XP **N719EL**, from Geneva 2148, to East Midlands 2200.

GENERAL AVIATION:- Ravenair PA-28 **G-RVRT** paid a short visit f/t Liverpool early morning and Cessna F.172P **G-BIOB**(Flight Images 01) arrived at 1600 following a local survey. This aircraft was based at LBA for 5 days while on local operations.

7/1 Wednesday

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

bmi:- They're going for a record! No change with G-RJXH/K/L/M operating normally, all day and night stopping.

Eastern:- G-MAJY(29Q/19Q), G-MAJZ(99Q/59Q). Based G-MAJU.

Flybe:- EI-REJ(729/30), G-JECJ(171/2, 175 divert to Doncaster), **G-FBEA**(643/643A, 643L divert to Doncaster), G-ECOD(731/2)

Jet2:- G-LSAB(DAO 100P) again positioned back from Gatwick following ops for Daallo Airlines of Somalia.

KLM:- PH-OFM(1545/6), PH-OFC(1549/50), PH-OFL(67W/64K, n/s)

Manx2:- Both flights cancelled due to Isle of Man weather.

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

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

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 867P) arrived from Glasgow for ops by Thomas Cook.

EXECUTIVE JETS:- The regular Hawker 800XP **N351TC** of Taylor Companies Inc arrived from Zurich late morning for a day stop.

GENERAL AVIATION:- A.109C **N109TK** arrived from its Chorley base for maintenance with Multiflight and was joined in the hangar by Commander 114 **G-OECM** from Carlisle.

MILITARY:- King Air 200 **ZK451**(Cranwell 85) was noted on the ILS shortly after 1200.

8/1 Thursday

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

bmi:- Heathrow:- G-RJXH(01J,4JL/2LJ), G-RJXD(5JL/4LJ,7JL/5LJ,8JL), n/s with G-RJXK/L/M.

Eastern:- G-MAJL(29Q/19Q), G-MAJT(99Q/59Q). G-MAJZ(041P/042P) positioned f/t Norwich for some unknown reason early afternoon. Based G-MAJU.

Flybe:- G-JECU(729/30), G-JECJ(171/VT, 175/6), G-JEDR(643/4), **G-ECOM**(731/2, First Visit), G-KKEV(733/4)

Jet2:- G-LSAB(188P) to Brize Norton, to operate MOD charter to Middle East.

KLM:- EI-DHF(152/153A, 156/15N). EI-DHM(9078/9) f/t Alicante.

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both flights.

Ryanair:- EI-DHF(152/153A, 156/15N). EI-DHM(9078/9).

IT FLIGHTS:- A.320 **G-BYTH** operated for Thomas Cook to Arrecife.

DIVERSIONS:- Between 0800 and 0900 we received the following from Manchester:- EMB.145 **G-RJXG**(Midland 3703) from Aberdeen, EMB.145 **G-RJXR**(Midland 3807) from Edinburgh and Boeing 737/400 **PH-BPC**(KLM 1073, First Visit) from Amsterdam. G-RJXG(9141) positioned to Aberdeen late morning, 'XR(3831) operated back to Edinburgh and the 737 carried on to Manchester after refueling. Jetstream 41 **G-MAJL**(Eastflight 17W) diverted from Humberside at 2112 while inbound from Aberdeen and night stopped.

EXECUTIVE JETS:- **G-NSJS**, our regular Cessna 680 arrived from Jersey at 0943 while Lear Jet 35A **LX-ONE**(Lion King 1 Ambulance) landed at 2311 on an inbound Ambulance flight. After an overnight stay it returned home to Luxemburg at 1200. Also noted this morning was Citation V **G-PPLC**(Skydrift 600), arriving at 0901.

GENERAL AVIATION:- An interesting arrival this afternoon was Bulldog **G-CBBT/XX695** which came from Teesside to collect Cessna 152 **G-BJVT**, which had been on overhaul with Multiflight. The Cessna 172P **G-BIOB**(Flight Images 01) went out on a survey detail, returning this evening for another night stop.

MILITARY:- Valley based Hawk **XX235**(VYT 27) carried out an ILS and overshoot at 1228.

9/1 Friday

SCHEDULES:- Air Southwest:- G-WOWA(482L/483M, 306K/487M)

bmi:- G-RJXD all Heathrow flights until **G-DBCG**(8JL/9865 t. Gatwick). G-RJXK/L/M night stop.

Eastern:- G-MAJV(29Q/19Q, 99Q/59Q). Based G-MAJU. G-MAJL(051P) to Aberdeen.

Flybe:- EI-REJ(729/30), G-JEDI(643/4), G-ECOH(1LH/174), G-ECOM(731/2), G-ECOI(733/4), G-JECJ(175/6)

Jet2:- G-CELU(030E) positioned to Belgrade for major overhaul. G-CELI(031P) from Charles de Gaulle at 0610. G-LSAC(Daallo 101P) from Gatwick.

KLM:- PH-OFD(1545/6), PH-KZW(1549/50). PH-OFI(67W/64K, n/s)

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

Ryanair:- EI-DAP(152/153A), EI-DHN(156/15N). EI-DPH(9396/27E).

IT FLIGHTS:- A.320 **G-BYTH** operated to Tenerife for Thomas Cook.

CHARTERS:- Boeing 767/300 **G-OBYE**(Thomson 9701P, **See photo below**) positioned from Gatwick to operate outbound to Manchester/Bridgetown, Barbados on behalf of P&O Cruises.



EXECUTIVE JETS:- Hawker 800XP **CS-DRJ**(Fraction 453L) arrived from Zurich at 1146 and at 1745 as '7LY' it taxied to the main apron(stand 5) to be de-iced before departing to Farnborough at 1820. Citation V **G-PPLC**(Skydrift 600) arrived mid-afternoon for a short stay.

GENERAL AVIAITON:- Lancair Columbia 400 **N400HF**, based at Biggin Hill arrived at 1418 for a short visit to Multflight.

10/1 Saturday

SCHEDULES:- Air Southwest:- G-WOWC(480L/481M)

bmi:- G-RJXM operated all Heathrow flights however this evenings inbound '8JL did not operate.

Flybe:- EI-REJ(729/30), G-JEDO(171/7VT), G-JEDP(643/4)

Jet2:- G-LSAB(Channex 2189) operated Dubai/Minhad Air Base to Brize Norton, then positioned home('189P). G-LSAC(031P) positioned in from Dublin.

KLM:- PH-OFD(1545/6), PH-KZN(1549/50), PH-OFA(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 38L/39L) f/t Isle of Man

Pakistan International:- Flight PK775/6 f/t Islamabad operated by Airbus A.310 AP-BEQ.

Ryanair:- EI-DYR(152/153A). EI-DHM(9078/9) f/t Alicante.

IT FLIGHTS:- A.320 **G-BYTH**, Thomas Cook t/f Las Palmas then positioned out to Cardiff(Kestrel 862P). Fokker 100 **OE-LVF**(Austrian 2373/4) f/t Innsbruck.

11/1 Sunday

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

bmi:- G-RJXL(01J/4JL), G-RJXI(9172) positioned from Manchester to operate to Heathrow(2LJ/5JL) then G-RJXE(7JL) arrived and operated rest of Heathrow rotations before night stopping with G-RJXI/K/L.

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

Flybe:- G-JECI(731/2), G-ECOA(643/4), G-ECOD(733/4), **G-FBEN**(175/6).

Jet2:- G-LSAE(106P) positioned in from Cork.

KLM:- PH-OFE(1545/6), PH-JCH(1549/50), PH-OFE(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L) f/t Ronaldsway.

Ryanair:- EI-DAX(152/153A), EI-DPK(156/15N). EI-DCV(9396/27E).

EXECUTIVE JETS:- Citation XL **CS-DXC**(Fraction 3DY) arrived from Berne, positioning out to Luton at 1612.

12/1 Monday

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

bmi:- G-RJXE//K/L operated all flights normally and night stopped.

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

Flybe:- G-ECOM(729/30), G-JECO(171/7VT), G-JEDM(643/4), G-ECOH(1LH/174), G-JEDR(733/4)

Jet2:- G-LSAB(218P) positioned to Brize Norton.

KLM:- PH-OFL(1545/6), PH-KZF(1549/50), PH-KLI(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both flights.

Ryanair:- EI-DYR(152/153A), EI-DHR(156/15N), EI-DCW(9396/27E)

EXECUTIVE JETS:- **M-NEWT**(Bizjet 1WT), Challenger 300 was noted arriving late afternoon, joining Sovereign **G-NSJS** which had arrived this morning.

GENERAL AVIATION:- Duchess **G-BXXT** arrived from Humberside to carry out an ILS and overshoot at 1510 and five minutes later King Air **G-FPLD**(Calibrator 115) appeared to do some calibration work until 1545. It then disappeared for an hour before coming back for a further stint before heading home to Teesside.

13/1 Tuesday

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

bmi:- Once again no change, G-RJXE//K/L operating all flights and night stopping.

Eastern:- G-MAJV(29Q/19Q), G-MAJL(74G/39Q). Based G-MAJU

Flybe:- G-ECOM(729/30), G-ECOH(171/7VT), G-JECE(731/2), G-ECOM(733/4)

KLM:- PH-OFI(1545/6), PH-KZL(1549/50), PH-OFD(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) again operated both flights.

Ryanair:- EI-DYT(152/153A), EI-CSO(156/15N), EI-DPE(9078/9).

EXECUTIVE JETS:- Citation 2 **G-JBIZ**(Cloudbrunner 53) arrived mid-morning from Nice and the Challenger 300 **M-NEWT**(Bizjet 2WT) was logged inbound mid-afternoon.

14/1 Wednesday

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

bmi:- We seem to be in a rut, G-RJXE//K/L once again operating all day and night stopping.

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

Flybe:- G-JECN(729/30), G-JECJ(171/7VT, 175/6), G-ECOM(733/4)

Jet2:- G-LSAC(Daallo 100P) to Gatwick

KLM:- PH-OFL(1545/6), PH-KLI(1549/50), PH-OFI(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(32L/33L) am, Dornier 228 **D-ILKA**(Kiel Air 38L/39L, First Visit) pm
Pakistan International:- Flight 775/6 f/t Islamabad operated by Airbus A.310 AP-BEB.

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

DIVERSION:- Are you sitting comfortably..... SAAB 2000 **G-CERZ**(Eastflight 91V) set off from Newcastle on a routine trip to Southampton. Enroute the pilot was informed his destination has gone out in fog so he decided to take up a hold over the Midlands and evaluate his options. After an hour and a half and his alternatives "darn sarf" also not workable he decided a visit to LBA for a refuel was his best option arriving shortly before 1100. Following a refuel and a refreshing cuppa our intrepid crew departed once more heading South and eventually landed at Bournemouth around lunchtime!

EXECUTIVE JETS:- Citationjet **G-SEAJ**(Clifton 9) arrived from Cannes at lunchtime, heading home to Bristol early afternoon.

GENERAL AVIATION:- PA-34 **G-BZTG** arrived from Teesside at 1150 and went to Multiflight for maintenance. Long Ranger **G-BLZN** called in for fuel while routing from Pathead(Edinburgh) – Manston, arriving at 1440.

15/1 Thursday

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

bmi:- The Embraers G-RJXE//K/L continue operating all the schedules flights.

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

Flybe:- G-JEDL(729/30), G-JECJ(171/7VT, 175/6), G-JECP(643/4), G-ECOI(731/2)

KLM:- PH-KZR(1545/6), PH-KZF(1549/50), PH-OFN(67W/64K, n/s)

Manx2:- D-CNAG(38L/39L) operated the evening flight.

Ryanair:- EI-DYE(152/153A), EI-DHS(156/15N), EI-DLS(9078/9).

EXECUTIVE JETS:- Hawker 400XP **N719EL** arrived from East Midlands at 0743 and after a very short stay departed to Grenoble. This was followed by Citation 2 **G-VUEA**(Flyvue 232) which night stopped before routing home to Liverpool. Also night stopping with Multiflight was Falcon 2000EX **M-LJGI**, which arrived mid afternoon, departing to Dublin at 0820 on 16/1.

GENERAL AVIATION:- A pair of Air Medical aircraft followed one another in shortly after 1700, PA-42 Cheyenne 3 **G-GMED**(Air Med 075) from Geneva and PA-34 Seneca **G-HTRL**(Air Med 054) from Dublin/Weston. The Cheyenne, which was on its first visit being a recent addition to the fleet, left for Oxford at 1810 arriving there about the same time as the Seneca which had departed 20 minutes earlier.

16/1 Friday

SCHEDULES:- Air Southwest:- G-WOWC(482L/483M), G-WOWB(466L/487M)

bmi:- G-RJXE(01J/4JL) operated the first Heathrow then G-RJXI(2LJ) operated to Heathrow with G-RJXR(5JL) making the return and operating the rest of the day. G-RJXB(9151) positioned from East Midlands, operated the evening Glasgow(3XV/3VX) then positioned to Heathrow(9851). G-RJXL(9751/9752) positioned to Luton to operate a football charter to Humberside and then positioning back here. G-RJXE/K/L/R night stop.

Eastern:- G-MAJI(29Q/19Q, 74G/39Q), G-MAJA(99Q/59Q). Based G-MAJU. G-MAJV(802P) positioned from Humberside then outbound to Le Touquet.

Flybe:- G-ECOY(729/30), G-JEDM(643/4), G-ECOH(731/2, 733/4), G-JECH(175/6)

Jet2:- G-LSAE(105P) positioned to Cork for the weekend. G-LASB(Daallo 101P) from Gatwick.

KLM:- PH-OFC(1545/6), PH-KZD(1549/50), PH-OFL(67W/64K, n/s).

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L) operated am flight. pm?

Ryanair:- EI-DCR(152/153A), EI-DLF(156/15N). EI-DLL(9396/27E).

IT FLIGHTS:- A.320 **G-BYTH** operated to Tenerife for Thomas Cook.

EXECUTIVE JETS:- Regular Hawker 400XP **N719EL** arrived from East Midlands this morning for an outbound flight to Belfast City, returning this afternoon before routing to Gamston. Challenger 300 **M-NEWT**(Bizjet 2WT) was logged inbound at 1650, positioning out to Luton half an hour later and this was closely followed by Citation 2 **G-JBIZ** (Cloudbrunner 55) from Geneva to Southend.



GENERAL AVIATION:- Seneca **G-HTRL**(Air Med 074) arrived from Oxford mid morning and was followed in by Humberside based Duchess **G-OBLC**. Cessna 441 **EI-DMG**(See photo above, by Martyn Gill) had been logged inbound at 0938.

MILITARY:- King Air 200 **ZK452**(Cranwell 60) carried out an ILS and overshoot at 1053. At 1930 Sea King HAR3 **XZ595**(Rescue 128) arrived from its base at Leconfield to pick up a medical team for transportation to Lancaster. The aircraft returned from Lancaster at 2210 and headed back to Leconfield at 2235.

17/1 Saturday

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

bmi:- Heathrow:- G-RJXR(01J, 4JL/2LJ), G-EMBN(8JL) n/s with G-RJXE/L.

Flybe:- **EI-REJ**(729/30), G-JEDP(171/7VT), G-ECOZ(643/4)

Jet2:- G-LSAB(189P) from Brize Norton. G-LSAJ(031E) positioned to Cork. G-CELY(014P) positioned from Teesside early morning and went to Multiflight for weekend maintenance.

KLM:- PH-OFL(1545/6), PH-KZF(1549/50), PH-OFN(67W/64K,n/s)

Manx2:- LET 410UVP OK-UBA(Eurovan 322/3) f/t Isle of Man

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

Ryanair:- EI-CSP(152/153A) f/t Dublin. EI-DLS(9078/9) f/t Alicante

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 862L/862K) t/f Las Palmas then positioned to Cardiff(862P).

Fokker 100 **OE-LVK** (Austrian 2373/4) f/t Innsbruck.

GENERAL AVIATION:- G-BOKA, our regular weekend PA-28 visitor from Fairoaks, arrived this lunchtime from Nottingham. Commander 114 **G-OECM** returned home to **Carlisle** this morning following maintenance with Multiflight.

18/1 Sunday

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

bmi:- G-EMBN operated all Heathrow flights, n/s with G-RJXE/L and G-RJXP(9171) which positioned from Manchester.

Eastern:- G-MAJT(99Q/59Q) f/t Aberdeen. G-MAJU still based aircraft.

Flybe:- G-JEDI(643/4), G-JECP(731/2), G-ECOH(175/6), G-KKEV(733/4)

Jet2:- G-LSAB(188P) back to Brize Norton to operate to Dubai for the MOD.

KLM:- PH-OFH(1545/6, 1549/50), PH-OFG(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 38L/39L) f/t Ronaldsway

Ryanair:- EI-DCX(15J/01D) f/t Dublin. EI-DCY(9396/26E) f/t Gerona.

EXECUTIVE JETS:- Citationjet **G-EDCK**(Saltyre 177P) positioned from Luton at 1352 to operate outbound to Heathrow. The Hawker 400XP **N719EL** arrived at 2110, positioning home to East Midlands some 10 minutes later.

GENERAL AVIATION:- A new resident, Cessna 182S **G-JBRN** arrived from its former base at Wickenby this afternoon. It is owned by SB Aviation of Yeadon and replaces former resident Cessna 172N **G-BHSB**(There's a hint in the company name!), which has now moved to Strubby.

19/1 Monday

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

bmi:- G-EMBN, G-RJXE/L/P operated all the schedules and night-stopped.

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

Flybe:- G-JECP(729/30), G-JECH(171/7VT), G-JEDK(643/4), G-ECOM(731/2), G-JECJ(1LH/174), G-KKEV(733/4)

Jet2:- G-CELY(032P) went to Newcastle following overhaul. G-CELJ(153P) positioned to Gatwick.

KLM:- PH-KLD(1545/6), PH-KZM(1549/50), PH-OFJ(67W/64K, n/s)

Manx2:- Do.228 D-ILKA(Kiel Air 32L/33L) am, Metroliner D-CSAL(38L/39L) pm

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

EXECUTIVE JETS:- Citation 2 **G-JETC**(Exclusive Jet 643) arrived early evening before departing at 1049 Tuesday morning for Glasgow.

GENERAL AVIATION:- PC-12 **G-TRAT** arrived at 2015, night stopped and then went to Hannover at 0655.

MILITARY:- King Air 200 **G-RAFO**(Cranwell 64) carried out 2ILS Approaches around lunchtime.

20/1 Tuesday

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

bmi:- Heathrow:- G-RJXE(01J,4JL/2LJ) then G-RJXD(5JL/4LJ,7JL/5LJ,8JL) n/s with G-RJXL/P, G-EMBN.

Eastern:- G-MAJM(29Q/19Q), G-MAJA(74G/39Q), SAAB 2000 **G-CFLU**(99Q/59Q, First Visit). G-MAJU still based.

Flybe:- G-ECOM(729/30), G-JECH(171/7VT), G-ECOD(731/2), G-JECJ(175/6), G-JEDM(733/4)

Jet2:- G-LSAB(189P) back once again from Brize Norton.

KLM:- PH-OFG(1549/50), PH-KZG(1549/50), PH-OFI(67W/64K, n/s)

Manx2:- D-CNAG(32L/33L) am, D-CSAL(38L/39L) pm

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

EXECUTIVE JETS:- The Falcon 7X **CS-DSA**(Fraction 752H) from Nice at 1053, departed as "Fraction 9GA" at 1255 to Le Bourget. Unusually, Netjets Hawker 800XP **CS-DNT**(Fraction 617P) carried out an ILS and overshoot at 1530 while on a training detail.

GENERAL AVIATION:- King Air 350 **N37172** was noted parked on the Multiflight Apron early afternoon and was parked next to PA-31 **N642P**, which had arrived at 0845. '42P departed to Liverpool around 1630 while '172 headed to Biggin Hill at 1735. PC-12 **G-TRAT** returned from Hannover early evening and night stopped before routing to Berlin at 0625 the next morning. Jet Ranger **G-GBRU**, which has been on overhaul with Multiflight carried out an Air Test this afternoon. Today was the day that Twin Squirrel **G-ORDH** moved out and is now based at Bagby.



MILITARY:- Noisy Dominie **XS730**(Cranwell 92, **See photo**, by David Senior) carried out an ILS and overshoot at lunchtime and at the same time a quartet of T-67Ms were parked on the Multiflight apron having all arrived between 1200 and 1330. **G-BWXM**(Cranwell 87/ Poacher 1), **G-BWYO**(Cranwell 84/Poacher 3), **G-BWXT**(Cranwell 86, both ways), **G-BWXY**(Cranwell 88/Poacher 2) all departed around 1500 for Cranwell.

21/1 Wednesday

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

bmi:- G-RJXD/L/P along with G-EMBN operated all today's flights and night stopped.

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

Flybe:- G-JEDL(729/30), G-JEDU(171/7VT), G-ECOH(175/6) only flights logged.

KLM:- PH-OFD(1545/6), PH-KZR(1549/50), PH-OFC(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both IOM flights today.

Pakistan International:- A.310 AP-BEB had the honour of operating 775/6, f/t Islamabad.

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

EXECUTIVE JETS:- Our first debutant in this section for some time, Citationjet 2 **OO-DDA** of Sky Service arrived from East Midlands at 1410 and left for Dublin at 1735. **M-NEWT**(Bizjet 1WT), Challenger 300 was also noted this afternoon.

GENERAL AVIATION:- Squirrel **G-FIBS**, which used to be based at Skipton and had spent the last few weeks with Multiflight, set off to Le Touquet at 1055 on the first leg of its delivery flight to new owners, Elitop SRL of Montichiari, Italy. Other helicopters today were Jet Ranger **G-CCVO**, f/t Colne this morning for fuel and Hughes 369E **G-JIVE**, from Addingham at 1420. Duchess **G-OBLC** carried out an ILS and overshoot at 1330.

MILITARY:- Unidentified King Air 200 on the ILS at 1100 was "Cranwell 61" while **ZK450**(Cranwell 67) turned up at 1520.

22/1 Thursday

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

bmi:- G-EMBN operated all day along with G-RJXD/L/P and all night stopped.

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

Flybe:- G-JECP(729/30), G-JEDU(171/7VT), G-JECG(643/4), G-ECOM(731/2), G-ECOH(175/6), G-JECI(733/4)

Jet2:- Here we go once more, G-LSAB(188P) to Brize Norton. G-CELK(150P) arrived mid afternoon.

KLM:- PH-OFC(1545/6), PH-KZD(1549/50), PH-KLI(67W/64K, n/s)

Manx2:- Do228 D-ILKA(Kiel Air 32L/33L) am, Metroliner D-CSAL(38L/39L) pm.

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

EXECUTIVE JETS:- Hawker 800XP **CS-DFW**(Fraction 5FV, **See photo, page 26**), resplendent in its new colour scheme, arrived at 1100, departing to Dublin at 1302. Lear Jet 45 **G-OLDK**(Partner 62B) arrived from Faro at 1850 and was due to position out to Luton an hour later.

23/1 Friday

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

bmi:- G-EMBN operated all Heathrow flights until **G-DBCJ**(8JL/9865 t. Gatwick). G-RJXD/L/P night stop.

Eastern:- G-MAJM(29Q/19Q, 74G/39Q), G-MAJB(99Q/59Q). G-MAJU still resident.

Flybe:- G-ECOM(729/30, 731/2), G-JECJ(1LH/174), G-JEDU(643/4), G-JECX(175/6), G-ECOD(733/4)

Jet2:- G-LSAJ(Daallo 101P) positioned home from Gatwick. G-CELF(159P) from Manchester.

KLM:- PH-OFA(1545/6), PH-KZN(1549/50), PH-OFC(67W/64K, n/s)

Manx2:- Metroliners D-CNAG(Kiel Air 32L/33L) am, D-CSAL(Kiel Air 38L/39L) pm

Ryanair:- EI-DHS(152/153A), EI-DPB(156/15N). EI-DWK(9396/27E) f/t Gerona.

IT FLIGHTS:- A.320 **G-BYTH** positioned from Cardiff to operate to Tenerife for Thomas Cook.

EXECUTIVE JETS:- Arriving from Jersey mid morning was old friend, Cessna Citation 680 Sovereign **G-NSJS**, closely following by Falcon 2000EX **CS-DLH**(Fraction 2LM) from Amsterdam, which went to Nice early afternoon as "Fraction 421P".

GENERAL AVIATION:- A first time visit today was made by PA-28 **G-CEOF**, logged outbound to its base Carlisle at 1544. PC-12 **G-TRAT** visited early evening and A.109A **N109TK** arrived at 1825 and departed to Chorley at 1930.

24/1 Saturday

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

bmi:- Heathrow:- G-RJXD(O1J,4JL/2LJ), G-RJXF(8JL, n/s). G-RJXP(9761) positioned to Heathrow.

Flybe:- EI-REJ(731/2), G-JECK(729/30)

Jet2:- G-LSAB(189P) was welcomed back from Brize Norton after another Dubai adventure. G-LSAE(031E) positioned out to Dublin, G-CELG(102P) followed over the Irish Sea to Shannon.

KLM:- PH-OFM(1545/6), PH-KZO(1549/50), PH-OFC(67W/64K, n/s)

Manx2:- Metroliner D-CNAG(Kiel Air 32L/33L) f/t Isle of Man

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

Ryanair:- EI-DLB(152/153A) f/t Dublin. EI-DLH(9078/9) f/t Alicante

CHARTERS:- Boeing 767/300 **G-OBYI**(Thomson 536) operated inbound from Bridgetown, Barbados with returning P&O Cruise passenger before positioning to Birmingham(9711)

IT FLIGHTS:- Thomas Cook A.320 **G-BYTH** operated to Las Palmas, then positioned to Cardiff(Kestrel 862P). Fokker 100 **OE-LVJ**(Austrian 2373/4) f/t Innsbruck.

25/1 Sunday

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

bmi:- G-EMBN returned on 7JL from Heathrow, n/s with G-RJXF/L/P.

Eastern:- G-MAJJ(99Q/59Q) f/t Aberdeen. Based G-MAJU

Flybe:- G-ECOD(731/2), **G-FBEN**(175/6)

KLM:- PH-OFB(1545/6), PH-KZW(1549/50), PH-OFC(67W/64K, n/s)

Jet2:- G-LSAB(189P) back from Brize Norton. G-LSAE(106P) positioned from Cork. G-CELK(110P) from Bristol. G-CELR(031E) from Edinburgh to Multiflight for maintenance.

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L) operated f/t Ronaldsway

Ryanair:- EI-DAL(15J/01D), EI-DPB(156/15N). EI-DWK(9396/27E) f/t Gerona

EXECUTIVE JETS:- A new resident arrived from St. Louis via Keflavic at 1425, Challenger 605 **N605GB** which will be operated by Liberty Aviation replacing Hawker 800XP **N800UK**. The Challenger is reputedly going to be transferred to the Manx register while N800UK is presently in the former Yorkshire Light hangar awaiting disposal. It was followed in by Challenger 300 **M-NEWT**(Bizjet 1WT) from Luton.

GENERAL AVIATION:- Beech 76 **G-GCCL** carried out 2 ILS and overshoots this afternoon, departing to Liverpool at 1510 on completion of the second. Air Medical PA-31 Chieftain **G-PZAZ**(Air Med 054) was logged inbound from Geneva late afternoon.

26/1 Monday

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

bmi:- Heathrow:- G-EMBN(01J,4JL/2LJ), G-RJXC(5JL), G-RJXP(4LJ,7JL/5LJ), G-RJXJ(8JL), n/s with G-RJXC/F/L.

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

Flybe:- G-ECOD(729/30), **G-ECOJ**(171/7VT, First Visit), G-JECG(643/4), G-ECOZ(731/2), G-JECJ(1LH/174), G-ECOI(733/4)

Jet2:- G-CELR(032E) returned to Edinburgh this evening following maintenance in Multiflight.

KLM:- PH-OFM(1545/6), PH-KZA(1549/50), PH-KLD(67W/64K,n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both flights f/t Isle of Man

Ryanair:- EI-DLV(152/153A), EI-DYZ(156/15N), EI-DWV(9396/27E) f/t Gerona.

CHARTERS:- MD-87 **SE-RBA**(Danish 3252/932, First Visit) arrived with a Danish Military Band from Karup at 1449 and positioned out to Billund at 1539.

EXECUTIVE JETS:- Citationjet 3 **N224CJ** arrived shortly after midday and departed home to Guernsey at 1847. It was closely followed by Lear Jet 45 **OE-GVX**(Vista Jet 197) which was on its first visit to Lbia. This machine arrived from London City at 1350, departing to Toulon Tuesday morning. Citation XL **CS-DXM**(Fraction 6AK) then landed at 1400 for an overnight stay before routing to Hannover at 0605 the following morning.

GENERAL AVIATION:- King Air 200 **G-MEGN** arrived before 0800 to operate an outbound charter to Cardiff, while Duchess **G-OBLC** landed at 1153, immediately followed by Baron **N64VB**.

MILITARY:- Tucano **ZF294**(LOP 18) made an ILS and overshoot at 1404, f/t Linton.

27/1 Tuesday

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

bmi:- G-RJXC/F/J/L operated all today's schedules and night stopped.

Eastern:- G-MAJV(29Q/19Q), G-MAJT(74G/39Q), G-MAJJ(99Q/59Q). G-MAJU still based.

Flybe:- G-ECOZ(729/30), G-JEDN(171/7VT), G-ECOM(731/2), **G-FBEN**(175/6), G-JEDN(733/4)

KLM:- PH-OFL(1545/6), PH-KZG(1549/50), PH-OFL(67W/64K, n/s)

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L) operated to morning flight. pm?

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

EXECUTIVE JETS:- Following its stay in Multiflight since Sunday Challenger 300 **M-NEWT**(Bizjet 1WT) departed to Siegerland at 0731. Citation XL **G-IPAX**(Go Jet 27HP) positioned from Belfast to operate outbound to Le Havre at 0923.

GENERAL AVIATION:- Diverting from Doncaster this morning was PA-31 Navajo C/R **D-ILCA** which was on its first visit to Lbia. The registration however was a regular sight in the mid-sixties when carried by a Beech SFERMA Marquis(Prop jet conversion of a Baron) operated by Battenfeld Aviation. Seneca **G-JDBC**(Jaydee 43W) arrived from Manchester at 1050 on one of its regular training details while Cheyenne 3 **G-GMED**(Air Med 075) turned up this evening inbound from Chambéry, departing to Oxford at 1749.

28/1 Wednesday

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

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

Eastern:- G-MAJK(29Q/19Q), G-MAJJ(74G/39Q), G-MAJV(99Q/59Q). G-MAJU still based.

Flybe:- G-JEDP(729/30), G-JECX(171/7VT), G-ECOM(731/2), G-JEDN(175/6)

Jet2:- GLSAB(Daallo 100P) to Gatwick to operate to Mogadishu.

KLM:- PH-OFB(1545/6), PH-KZB(1549/50), PH-OFL(67W, divert to Manchester)

Manx2:- Dornier 228 D-ILKA(Kiel Air 32L/33L, 38L/39L) operated both of today's flights.

Pakistan International:- A.310 AP-BEB(775/6) diverted to Manchester.

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

DIVERSION:- G-RJXP(9WT) diverted from Teesside while inbound from Heathrow and night stopped.

EXECUTIVE JETS:- Brightly painted Citationjet **D-IOWA** paid its first visit to Lbia today, arriving at 0824 from Donaueschingen and leaving at 1319. Citation 2 **G-JBIZ**(Cloudbunner 53) paid a short visit mid afternoon, departing to Southend at 1513.

GENERAL AVIATION:- Another first timer this morning was Newtownards based DA-42 Twin Star **G-ITFL** owned by Tyrone Fabrications Ltd. Also noted today was Baron **N64VB** and the Navajo **D-ILCA**, which diverted in yesterday departed to Bielefeld this afternoon.

MILITARY:- Tucano **ZF204**(LOP 91) carried out an ILS just after 0900 and was back again this afternoon, this time using call-sign LOP 91.

29/1 Thursday

This was a diabolical day weather wise with the first landing being Jersey 643 at 1538 so here goes with a round up:-

SCHEDULES:- Air Southwest:- G-WOWB(482L, divert to Teesside), G-WOWA(486L/487M).

bmi:- G-RJXF(01J) to Heathrow returning on the last inbound '8JL. A.319 **G-DBCFF**(7JL/5LJ) operated the only other Heathrow flight today. G-RJXC(404) diverted to Teesside, returned late afternoon as '9142 and operated evening Edinburgh before night stopping. G-RJXJ(1VX) diverted to Teesside, returned late afternoon as '9143 and operated the evening Glasgow before night stopping. G-RJXL(612) diverted to Teesside, operated back to Brussels from there and then returned here and night stopped. G-RJXP(9141), which diverted in last night positioned back to Teesside this morning.

Eastern:- G-MAJV(29Q, divert to Teesside), G-MAJT(99Q/59Q). G-MAJU(80D) inbound from Southampton diverted to Teesside, returning this evening on the inbound flight from Southampton.

Flybe:- G-JEDI(729, divert to Doncaster), G-ECOJ(171, divert to Doncaster), G-JEDU(643/4), G-ECOZ(731/2), G-JECS(175/6)

Jet2:- G-CELB(456/015P) diverted to Doncaster, returning later. G-CELD(286) diverted to Doncaster, operated to Barcelona(232) from there. G-CELI(202) diverted to Doncaster, operated to Murcia(207) from there.

KLM:- PH-KLD(1545, divert to Manchester), PH-WXD(1549, divert to Humberside), PH-OFM(67W/64K, n/s)

Manx2:- Morning flight cancelled. Metroliner EC-ITP(Euro Continental 328/9) operated pm.

Ryanair:- EI-DLV(152, divert to Doncaster), 156/15N cancelled. EI-DPE(9078/9).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 05M) arrived from Manchester ready for operations for Thomas Cook.

EXECUTIVE JETS:- Lear Jet 45 **OE-GVA**(Vista Jet 179) and Citationjet 3 **OE-GNA** both diverted to Doncaster while Gulfstream 450 **N500RP** inbound from Glasgow diverted to Manchester.

GENERAL AVIATION:- King Air 200 **G-PCOP**(Gama 322), inbound from Glasgow diverted to Doncaster.

MILITARY:- King Air 200 **ZK452**(Cranwell 82) carried out an ILS and overshoot at 1525, just before the airport opened.

30/1 Friday

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

bmi:- With few hiccups G-RJXC/F/J/L operated the flights and night stopped.

Eastern:- G-MAJT(29Q/19Q, 99Q/59Q), G-MAJV(74G/39Q). G-MAJU is still the resident machine.

Flybe:- G-JEDO(171/7VT), G-JEDN(643/4), G-JECS(731/2), G-ECOZ(733/4), G-JECG(175/6)

KLM:- PH-OFD(1545/6), PH-KZR(1549/50), PH-OFE(67W/64K, n/s)

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L, 38L/39L) operated both rotations today.

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

CHARTER FLIGHTS:- Thomson Airways Boeing 767/300 **G-OBYD**(7093) positioned from Newcastle this morning to operate an outbound Manchester/Bridgetown charter for P&O Cruises.

IT FLIGHTS:- **G-BYTH**, A.320 operated the Thomas Cook Tenerife flight.

EXECUTIVE JETS:- The Gulfstream 450 **N500RP**, which diverted yesterday, arrived from Manchester mid morning and was a first timer. The aircraft, owned by Canal Air LLC of Danbury Connecticut departed at 1216 to Coventry. Another aircraft we lost yesterday, also on its first visit, Lear Jet 45 **OE-GVA**(Vista Jet 179) arrived from Newquay early evening and left for Farnborough at 1907. Citation V **G-JOPT**(Airtax 940P) arrived at 1245 for an overnight stay and at 1301 Lear Jet 45 **G-OLDT**(Partner 56A) touched down from Milan and stayed for around an hour. Citation Sovereign **G-NSJS** arrived from its Jersey base mid-afternoon.

GENERAL AVIATION:- Baron **N64VB** arrived from Sleaf at 1713 and departed almost immediately while a little later PC-12 **G-MATX** arrived and was logged outbound to Goodwood at 1944.

31/1 Saturday

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

bmi:- G-RJXC operated all Heathrow flights until G-RJXB(8JL), n/s with G-RJXF/J/L

Flybe:- G-ECOZ(729/30), G-JEDO(171/7VT).

KLM:- PH-OFG(1545/6), PH-KZC(1549/50), PH-OFG(67W/64K, n/s)

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

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

Ryanair:- EI-DAL(152/153A) f/t Dublin. EI-DPE(9078/9) f/t Alicante.

IT FLIGHTS:- A.320 **G-BYTH** operated for Thomas Cook to Las Palmas then positioned to Cardiff. Fokker 100 **OE-LVM**(Austrian 2373/4) f/t Innsbruck.

EXECUTIVE JETS:- Lear Jet 35A **D-CGRG**(Jet Executive 363) was logged arriving at 1345, no other details.

GENERAL AVIATION:- It's Saturday morning so it's **G-BOKA** day. The PA-28 arrived as usual from Fairoaks late morning.

CS-DFW Hawker 800XP arriving at Multflight 22/1
The aircraft had just been painted in the new Netjet colour scheme, when pictured by Mike Storey



LEEDS/BRADFORD AIRPORT STATISTICS - NOVEMBER 2009

	Nov-07	Nov-08	% This month	% +/-
Movements				
Scheduled	2845	2306	57.94%	-18.95%
Charter	89	110	2.76%	23.60%
Private/Misc	1767	1564	39.30%	-11.49%
TOTAL	4701	3980		-15.34%
Passengers				
Scheduled	161171	137723	92.39%	-14.55%
Charter	6432	9603	6.44%	49.30%
Transit	1754	1747	1.17%	-0.40%
TOTAL	169357	149073		-11.98%
International	112707	104272	70.78%	-7.48%
Domestic	54896	43054	29.22%	-21.57%
MOVING ANNUAL TOTAL	2868589	2890836		0.78%

An absolutely appalling month, it must be an awful long time since we have had a near 12% reduction in passenger numbers when compared to the same month 12 months earlier. The large reduction in numbers on the domestic routes of nearly 22% must be even more concerning for the airport management. I suppose the only positive aspect is the increase in charter passengers of 49%, equating to of 3000 passengers. Maybe this is a consequence of the failure of XL Airways in September last year who sold a lot of seat only bookings, but also the decision by Thomas Cook to base an aircraft at the airport for part of the week this winter.

Every single domestic route, apart from Belfast International (with an increase of just 7 passengers), saw a reduction in passenger numbers. The biggest falls, in percentage terms were Edinburgh(-46%), Glasgow (-38%), Heathrow(-35%). [Newquay and Inverness didn't operate this year]Regarding international services, the biggest increases (%) were Bridgetown(73%), Paris (40%) and Arrecife (28%). The worst performers being Malta (-48%), Palma (-44%), Las Palmas(-36%) and Tenerife (-34%). The NEW routes with the most passengers are Girona (3877), Islamabad (2287) and New York (837). There were 621 passengers to Jeddah for the Hajj flight. The most popular international flights this month are Amsterdam (20458), Dublin (15455) followed by Alicante (12173)

Reference: CAA Statistics website

LEEDS/BRADFORD RESIDENTS – FEBRUARY 2009

EI-BPD	Shorts SD-360-100	Used for fire practice
G-ATND	Cessna F.150F	Engine test bed
G-AVWD	PA-28 Cherokee 160	Evelyn Air
G-AYCJ	Cessna TP.206D	White Knuckle Airways
G-BEUX	Cessna F.172N	Multiflight Ltd
G-BFFC	Cessna F.152	Multiflight Ltd
G-BFMH	Cessna 177B Cardinal	Aerofoil Aviation
G-BFXW	AA-5B Tiger	Campsol Ltd
G-BNYO	Be.76 Duchess	Multiflight Ltd
G-BOVK	PA-28-161 Warrior	Multiflight Ltd
G-BXDT	Robin HR.200-120B	Multiflight Ltd
G-BXGW	Robin HR.200-120B	Multiflight Ltd
G-BXLY	PA-28-161 Warrior	Multiflight Ltd
G-BXOR	Robin HR.200-120B	Multiflight Ltd
G-BYLH	Robin HR.200-120B	Multiflight Ltd
G-CEWN	DA-42 Twin Star	Airedale Mechanical and Electrical Ltd
G-CEYU	SA.365N1 Dauphin	Total Asset Ltd, Warrington(Operated by Multiflight)
G-CFFD	Robinson R.44 Raven	Andrew Dunne Aviation Ltd
G-CFGB	C.680 Citation Sovereign	Keep Flying LLP, c/o Gordon's LLP
G-FIRS	Robinson R.22B	Multiflight Ltd
G-GDEF	Robin DR.400-120	Judith Mary Shackleton
G-HHUK	Robin HR.200-120B	Stephen Philip Elsby
G-IFIT	PA-31 Navajo 350	Dart Group PLC(Jet2 company hack)
G-JACK	Cessna 421C Golden Eagle	JCT 600 Ltd
G-JBRN	Cessna 182S	SB Aviation Ltd
G-JOEW	Cirrus SR.20	Styrene Packaging and Insulation Ltd
G-JURJ	Commander 114A GT	Duncan Wray
G-MISJ	CZAW Sportcruiser	MT Dawson(under construction, to replace G-PEGY)
G-MLTY	SA.365N1 Dauphin	Crosby Enterprises Ltd IOM(Operated by Multiflight)
G-MOUT	Cessna 182T	Geoffrey Mountain
G-OADY	Be.76 Duchess	Multiflight Ltd
G-OMBI	C.525B Citationjet 3	Ravenheat Manufacturing Ltd
G-OSPK	Cessna 172S	Kenward Orthopedic Ltd
G-OWAN	Cessna 210D	George Owen
G-PALY	PA-28-181 Archer	Innovative Aviation
G-PEGY	Europa Aviation Europa	Michael Townend Dawson
G-RWEW	Robinson R.44 Raven	Robert Williamson/ Northern Heli Charters
G-SASH	MD.902 Explorer	Yorkshire Air Ambulance
G-SIRO	Falcon 900EX	Condor Aviation
G-TAMR	Cessna 172S	APEM Ltd
G-TRAN	Be.76 Duchess	Multiflight Ltd
G-TRIN	TB.20 Trinidad	David Paul Boyle
G-WENA	AS.355F Twin Squirrel	Multiflight Ltd
N132CK	Cessna 421A	Southern Aircraft Consultancy(For Sale)
N188S	Agusta A.109A-2	JBj Aviation
N203BP	Be.390 Premier 1	CW Aviation Holdings Inc
N380CR	C.525 Citationjet	50 North Aviation Inc
N382EA	EA.500 Eclipse Jet	Mountain Aviation
N425SL	Cessna 425 Conquest	Brilliant Independent Media Specialists
N605GB	CL.605 Challenger	Liberty Aviation
N671B	Beech A.36	N671B Inc, Trustee(Part-time with Isle of Man)
N800UK	Hawker 800XP	Liberty Aviation(For Sale, replaced by N605GB)
N900CB	Cessna 421C Golden Eagle	Lancaster Aviation
N54105	Cirrus SR.22	GOPUB Aviation

COMMERCIAL AVIATION NEWS



LEEDS/BRADFORD NEWS

Plans to expand the terminal building at Leeds Bradford Airport, creating up to 3,000 jobs, have gone before planning officials. The scheme, announced by the airport's new private equity owners Bridgepoint, is part of a £70m masterplan to increase passenger numbers to 5 million a year by 2013. The planned two-storey extension, expected to cost £28m, would provide a new passenger security screening zone, a new departure lounge, an improved baggage reclaim hall and better immigration facilities. An extra £450,000 would be spent on improving access roads to the airport, as well as a feasibility study exploring the possibility of a light rail link. Airport chief executive John Parkin said the 'exciting' improvements would help Leeds Bradford lure passengers from Manchester and give the region's economy a boost. He said: 'At the moment, we have an awful lot of people travelling from our catchment area across the M62. Mr Parkin said the expansion was needed for the airport to offer more medium and long-haul flights, a key element of the plan to raise yearly passenger numbers from 2.9 million to five million.

Leeds Bradford International Airport (LBIA) has confirmed that bmi mainline is to cease operating the London Heathrow service from 28 March 2009. bmi carried 62,000 departing passengers on their 4 times daily service in 2008 and had in recent months reduced capacity on the route in response to current market conditions. John Parkin, Chief Executive of Leeds Bradford International Airport commented, "This announcement by bmi mainline is of course disappointing news. We are well aware of the importance to our region of regular air links to London and we expect to be in a position to announce new services to the capital shortly." John Parkin continues "Today's announcement by bmi mainline does not affect the bmi regional base at Leeds Bradford which currently offers 46 flights a week to Brussels, Glasgow and Edinburgh. Plans to expand bmi regional with new routes from LBIA are well advanced and continuing

AIRPORT NEWS

Stop **Bristol Airport** Expansion (SBAE) have criticised plans for a £150million expansion of Bristol Airport, saying that the airport cannot back up their claims about the benefits to the economy.

Airport bosses have said that the expansion will create 4,000 jobs for the area and a £328million boost to the South West economy. However, the campaign group says falling passenger numbers in the last year show jobs are more likely to be cut than created in the immediate future.

SBAE spokesman Jeremy Birch said: 'The fall in passenger numbers shows that the airports claims, that it is well-placed to weather the storm, do not hold water.' Members of the group are also concerned about the environmental impact of the development, as well as the increase in traffic using the A38. A public consultation on the airport plans ends on March 6.

East Midlands Airport has announced that 2008 was the busiest year on record with more than 5.6 million (5,624,117) passengers using the Airport, an increase of 3.87% over 2007 (5,414,395). A spokesman said that the airport performed well during the first three quarters of 2008, benefiting from seven new destinations from operators bmi, bmibaby, Manx2 and Ryanair. However, following over 30 months of consecutive growth, the recession led to a decline in

passenger numbers during November and December 2008. This trend is anticipated to continue throughout 2009. Penny Coates, Managing Director, East Midlands Airport said 'The 2008 passenger figures are a great achievement for us and are evidence that the efforts we have made to improve the East Midlands Airport experience for our customers have been successful.' 'Despite the anticipated decline in passenger numbers during these challenging times, which affect both the airport and our airline partners, we remain committed to improving the customer experience and our facilities, whilst managing a consolidated business with tight control.'

160 jobs are to be created at **Gatwick Airport** when Aer Lingus introduces eight new routes to the European mainland from the hub in April. The Irish airline is to start its services to Faro, Malaga, Munich, Nice, Vienna, Dublin, Knock and Zurich from Gatwick, its second base outside Ireland. A spokesperson said Aer Lingus has already sold 75,000 tickets for the routes. He added : 'Aer Lingus is a profitable low cost carrier and although other carriers are either going out of business or pulling out of Gatwick we see the airport as a huge opportunity. We're investing four aircraft initially, going to eight within a year.'

'We see this as a market that is under served and we intend to serve it for the long haul. We're creating 160 jobs initially, these will mainly be cabin crew and pilots. We've had over 3,000 applications for those jobs and we're actually interviewing cabin crew at the airport today.'

Heathrow trials on driverless pods, which will take passengers from an airport car park to Terminal 5, will start within weeks the Telegraph reports. They will lead to the world's first Personal Rapid Transport system starting full operation by the autumn. The system will see 18 battery-powered pods – each capable of carrying four adults and two children along with their luggage – shuttling between the terminal and the car park along a 2.4 mile concrete track known as a 'guideway'. Passengers will have to wait no longer than a minute for their pod to arrive – a vast improvement on the existing shuttle buses which use conventional roads around the airport. The journey itself will take three minutes with the pods travelling at 25mph, and it is anticipated that the system will be used by half a million passengers a year. When still the pods' battery will recharge and, as a result, will not only use 70 percent less energy than a car making the same journey, but also emit no CO2. BAA, Heathrow's operators, have spent £25 million on the system which could eventually be extended to other car parks at the airport. Expanding the system would help Heathrow keep within the air quality targets, which have been set by the Government as a condition of being allowed to build a third runway, and cut the amount of time passengers need to get from one terminal to another dramatically.

AIRLINE NEWS

British Airways has pledged to halve its CO2 emissions by 2050, saying that this is the most ambitious target set by any airline. It has promised to reduce its net carbon output from 16 million tonnes in 2005 to 8 million by the middle of the century. Chief executive Willie Walsh said: 'Halving net CO2 by 2050 is an extremely challenging target. But it is one I am sure we can achieve.' He said the cuts would be achieved through investment in cleaner aircraft, use of alternative fuels, more efficient flight routings and the spread of emissions trading from Europe to the whole world.

He added: 'We have taken climate change issues very seriously for a long time. More than a decade ago, we became the first airline to publish fuel efficiency targets – and we have achieved an improvement since then of almost 30%.' 'We are the only airline to have experience of emissions trading, and we have helped fund research into lower-carbon aviation fuels. We are currently working closely with Rolls-Royce to develop alternative fuel opportunities.'

British Airways plans to cut its capacity in the next winter, following a 3% drop this winter season and a planned 1% reduction in the coming summer season, Aviation Week reports. The scope of the cut in the 09/10 winter season has not been fully set, but the airline plans to reduce its Gatwick fleet to 32 aircraft from 35, CEO Willie Walsh said. British Airways also has made the decision to sell its 11 Boeing 757s, replacing them starting later this year with A320 family types, which will also help bring

down capacity. This 757 decision also has an impact on BA's Open Skies subsidiary, that connects New York with Paris and Amsterdam. The subsidiary's growth had already been frozen, but two of the BA 757s were eventually slated to go to Open Skies.



Flyglobespan has confirmed that it will cease its operations out of Durham Tees Valley Airport, after deciding not to replace the plane it used at the airport. The budget airline has flown its final service from the regional hub, **The Northern Echo** has reported. Speaking to the newspaper, a spokesman for Flyglobespan expressed 'sadness' at the announcement. The budget airline had been looking at 'different ways of deploying its aircraft' at the base because the lease was up on the plane it had been using. However Ryanair has given a boost to the airport, announcing the day after Scottish rival Flyglobespan pulled out, it will add six extra flights a week from the airport to its summer schedule. Ryanair will operate flights to Alicante, one of the routes served by Flyglobespan before it withdrew from the airport. During the summer it will operate ten flights a week – four on its existing route to Dublin and the other six divided equally between Alicante and Barcelona Girona. It follows the success of the same routes to Spain when Ryanair operated flights as part of its summer programme last year.

Ryanair is to reduce flights by its Dublin base this summer with the loss of 200 jobs. The number of aircraft based at the airport will be cut from 22 to 18 resulting in an 18% reduction in weekly flight rotations. Flights to Manchester, **Leeds/Bradford** and Barcelona will be affected this summer. Further cuts have been threatened for next winter as the carrier protests against airport charges and a planned €10 Irish government tourist tax. Ryanair estimates the actions will result in a 20% drop in its Dublin traffic from 10.8 million to 8.7 million passengers in 2009/10. CEO Michael O'Leary said: "The decision by the Irish government to introduce a flat rate €10 tourist tax from April is nothing less than "tourism suicide".

"This travel tax when introduced (appropriately on April Fools Day) will exacerbate the traffic decline at Dublin, as price sensitive visitors will avoid Ireland and choose other lower cost destinations.

"Ryanair has repeatedly called for this tax to be made fairer by making it a percentage of the air fare paid, or alternatively why not scrap the tax altogether and generate equivalent savings by closing quangos like Tourism Ireland and Fáilte Ireland which spend over €150m p.a., but deliver few if any visitors. "This travel tax has already failed in the UK and Dutch markets, where they caused traffic declines and sadly the Irish government's tourist tax is doomed to a similar failure. "This government must realise you can only promote tourism by welcoming visitors, not taxing them."

Ryanair will take £650 million in baggage charges and booking fees in 2009, the Telegraph reports. The charge for checking in a bag on a Ryanair flight is now six times higher than in 2006. The airline has increased its fees for putting a case in the hold to £30 for a return flight (this includes the airport check-in fee, which must be paid by those with hold luggage) – up from £5 three years ago. Last year the airline carried 58 million passengers. The newspaper says, assuming similar traffic this

year, with around half its passengers still checking in at least one bag per flight, it stands to make at least £435 million in baggage fees. This is based on passengers taking the cheapest option (booking online and carrying only one bag). These charges rise to £60 for those who do not check in online or to £50 for two bags checked in. Ryanair has also increased its fees for booking with a card other than Visa Electron to £10 per person, per return flight – up from £3.50 in 2006 and £8 last year. The charges apply even if flights are bought in a single transaction, which leaves a family of four facing a £40 charge just for paying by card.

A Ryanair spokesman said that 25 percent of its bookings are made with Visa Electron cards (which seems high to us). This leaves 75 percent of passengers paying with other cards, and the airline receiving around £217 million from card charges alone – bringing its total revenue from additional charges this year to well over £650 million. Other no-frills airlines also charge for checking in bags, but not as much. Flybe charges £16 return for hold bags and imposes a fee of £4 for paying by credit card and £3 by debit card (per booking, not per passenger). easyJet charges £12 for hold luggage, £6 for using credit cards and £1.95 for debit cards (per booking not passenger). British Airways charges a one-off fee of £4 for flights booked by credit card and nothing for payments made by debit card. A BA spokesman told the newspaper that this was because the cost of processing debit card payments was negligible.

Other charges on Ryanair that have increased include those imposed for flying with sports equipment (doubled since 2006), carrying a baby (now £40 per return flight, up from £32 in 2006) and excess baggage fees (three times higher). Simon Evans, of the airline watchdog, the Air Transport Users Council, told the Telegraph that although Ryanair is within its rights to add these charges, they are becoming increasingly disproportionate to the fare.

Virgin CEO Sir Richard Branson brought his retinue of Virgin executives to Seattle day clad in T-shirts and shorts, while female cabin attendants sported bikinis, despite the damp and chilly weather. He was there to take delivery of a 777-300ER that is the launch vehicle for his newest airline, V Australia. But he made it clear, to Boeing executives — that he wasn't happy about the delivery delay. He said the new airline was ready to go last Christmas, but had to wait for airplanes, due to the strike at Boeing. "The strike hurt hundreds of thousands of our passengers," Branson told reporters. "It messed up Virgin Atlantic, it messed up Virgin Blue in Australia, it ruined people's Christmas holidays. It was absolutely and utterly ghastly.

"He certainly didn't brighten Boeing's day when he added: "If union leaders and management can't get their act together to avoid strikes, we're not going to come back here again. We're already thinking, 'Would we ever risk putting another order with Boeing?' It's that serious. Boeing spokesman Jim Proulx later told reporters, "We never want to disappoint our customers to such an extent. We are committed to doing everything we can in the future to satisfy our customers in the manner they deserve." As for Virgin, it seems unaffected by the current worldwide slump, and while other companies are cutting staff right and left, Branson is looking to hire. "We have just launched our new group-wide careers site," he announces in his latest blog post. "We have roles in offices, on shop floors, in call centres, gyms, on trains and planes, in resorts and across different geographies. From customer service to finance to product development to sales ... and much more.

The new 777 will fly its first revenue flight on February 27th, from Sydney to Los Angeles. On Monday, a columnist with the Seattle Post-Intelligencer said Boeing should pay attention to Sir Richard, and everyone in Seattle owes him thanks. "Given the astounding array of companies under his management — transportation, retailing, entertainment and leisure, media — Branson could hardly be expected to also run an airplane manufacturer," wrote columnist Bill Virgin. "But maybe he should."

OTHER NEWS

The national media covered Chesley Sullenberger's public appearance as the guest of honor at a homecoming celebration held Saturday in the small California town where he and his family live, but may not have mentioned the interesting accolades he won from one aviation organization. The Seaplane Pilots Association is presenting Sullenberger with an honorary lifetime membership in the association. The group is also offering him "a complimentary seaplane rating course" at Jack Brown's Seaplane Base in Winter Haven, Fla. Back in his hometown, Sullenberger was named an honorary police officer and presented with the key to the city.

Two baggage handlers at **Edinburgh Airport** drove in circles next to planes before purposely crashing their vehicles into one another, a court heard yesterday. Kris Ralton, 25, and Gary Crawford, 28, are alleged to have played a game of 'cat and mouse' while they waited for a flight to land at the airport in February last year. It is claimed their game of 'tag' came to a sudden halt when Mr Crawford crashed his vehicle into Mr Ralton's, injuring Mr Ralton's leg. The pair, who were sacked in the wake of the incident, have been charged with breaking airport by-laws and were standing trial at Edinburgh Sheriff Court. Both men deny the allegations. Three fire engines, an ambulance, a police car and three airport safety vehicles were called out to attend the incident on 9 February 2008. The court was shown video footage of Ralton and Crawford, who share a flat at Guardianswood, Edinburgh, driving in circles. The trial, before Sheriff Derrick McIntyre, is due to continue later this month.

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



**THE FIRST PRODUCTION BOEING 787 DREAMLINER
FOR ALL NIPPON AIRLINES**



A TORNADO, WITH A DIFFERENCE

February 19th witnessed the culmination of years of hard work when the brand new A1 Peppercorn Class Locomotive 60163 "TORNADO" was officially named at York Station by Prince Charles. The Prince and his good lady wife were then treated to a sight-seeing tour of Yorkshire as they travelled on board the train to Leeds.

The original A1 class was designed to cope with the heaviest regular East Coast trains of the post-war period. These were regularly loaded to 15 coaches or 550 tons. The locomotives were capable of maintaining 60-70 miles per hour on level track until the last one was scrapped in 1966. The new £3m TORNADO will however have the ability to haul lighter (10 - 11 coach) trains at higher speeds to fit in with modern traffic patterns.

So, apart from the name what other aviation connection can we make.....

The trip from Leeds to York was shadowed by the Wales Police Twin Squirrel G-SEWP using call-sign "Police 61". During the day the helicopter visited Doncaster Airport as well as Sherburn and Coney Park for refuel stops.

**ALL PHOTOGRAPHS ON THIS PAGE
TAKEN ON THE DAY BY MIKE STOREY**



Also shadowing the trip from York to Leeds was the R.44 Helitelly G-OTVI filming the historic journey. This aircraft, owned by Heli-Adventures based at Sherburn and is a regular sight in the skies over Yorkshire filming for local TV companies.

So, is this a first for Air Yorkshire, a photograph of a railway locomotive? Can you come up with something different with an aviation connection and write an article on it?

Trevor Smith

EARLY FOREIGN VISITING AIRCRAFT TO YEADON

Foreign civil aircraft were not very prevalent at Yeadon during my early forays at Yeadon. One which appeared on September 6th 1959 was the de Havilland Rapide EI-AKH. This was c/n 6870 and had been built for the Royal Navy as NR794, it was taken on charge by them just at the end of World War 2 on March 23rd 1945. After three years it was sold onto the civil market and on January 27th 1948 it became G-AKSE. Eleven years later it was cancelled and on May 14th 1959 it was reregistered EI-AKH to Skycraft Services, four months later it was in front of my camera at Yeadon. It was restored to Air Couriers (Transport) at Biggin Hill as G-AKSE on January 3rd 1961 and then sold in France as F-BLHE on April 11th 1963 where it eventually crashed on September 28th 1966.



One of the most interesting foreigners seen at Yeadon was the Bucker B.133C Jungmeister HB-MIC, a single seat aerobatic version of the Bucker Jungmann. This had been built for the Swiss Air Force in the late 1930s as U-86 with the c/n 33. After the war it ended up on the Swiss civil aircraft register as HB-MIC and was used as the mount of the famous World Aerobatic champion Francis Liardon. Major Francis Liardon had been one of the fighter pilots of the French No 6 Squadron during WW2 and painted just forward of the cockpit on the Jungmeister he carried the famous Flying Duck of 6 Squadron (just visible in the photo). He visited Yeadon on May 21st 1961 for the SSAFA annual Whitsuntide Air Display and was actually in the country to compete in the Lockheed International Aerobatic Trophy at Baginton on July 13th. HB-MIC eventually went to Firma Bitz in Augsburg, Germany in 1967 and was dismantled to supply patterns for the new-build Nauchbau BU-133D-1 Jungmeister copy (of which nine were built) before being scrapped.



Something of a mystery was the South African registered Piper PA-23 Apache ZS-CSI which arrived at 1830 hrs on Saturday July the 1st 1961. It was brand new with the c/n 23-1979 and had been test flown in the USA as N10F, it was then registered in South Africa as ZS-CSI in June 1961. On arrival at Yeadon it took up the position in the photograph where it stayed until July 5th when it departed at 1228 hrs. It is believed that it was on its delivery flight to South Africa when it came through Yeadon. It eventually graced the South African register for ten years before being written off in a crash at Livingstone on August 7th 1971.



Another African registration seen at Yeadon was the Cessna 172C VP-YUG which first arrived on May 19th 1963 from Gatwick. Apparently the owner, Mr W A R MacDonald, was friendly with a farmer who lived somewhere east of the airfield and he came over from Sinoia in Rhodesia to visit him. The Cessna was a 1962 model with the c/n 49301 and had been originally flown in the USA as N1601Y before being registered in South Africa as ZS-CUV in April 1962, in June 1962 it moved to Rhodesia as VP-YUG with Mr MacDonald. Whilst at Yeadon it made a few flights away on visits, On May 23rd it went to Swansea and on the 24th it returned via Blackpool. On June 2nd it visited Inverness and it finally set off home on June 8th. Two years later, in July 1965, it made another extended visit to Yeadon. Later back in Africa Rhodesia became independent in April 1980 after which the Cessna was reregistered Z-YUG in the markings of its new country Zambia. I have been unable to find its ultimate fate.



MILITARY AIRCRAFT OUTSIDE OUR AREA

BY DAVID SENIOR

After we have visited military airfields in our Yorkshire and Lincolnshire area the logical thing to do is proceed down the country and visit airfields 'down south' as they say.

So our next point of call is RAF Cottesmore home of our Joint Force Harrier.

Proceed down the A1 passed Gratham and when you pass on your left the Old Fox Inn (those of you old enough to remember the old Sammy Ledger trips of the sixties will well remember this old watering hole on our return journeys) you should exit the A1 at the Streeton junction it also gives RAF Cottesmore. At the small roundabout take the 3rd exit under the motorway and at the next small roundabout take the 2nd exit (not that marked RAF Cottesmore as that takes you to the main entrance). Continue up the hill on this small road until you come to a fork in the road, take the pot holed track to your left and continue on this track until the road turns sharply to the left. Opposite is a grassy waste land where you can park your car. In the old days when the Tornado's of the TTTE were based here to the left of the waste ground was the parking apron for all the Tornado's but with the arrival of the Harriers this apron has now become unused and a new apron was built further up the hill in front of the hangers. You will only be able to see one or two Harriers there as the apron falls away and the rest of the harriers will be out of site. If however you see a Harrier taxiing down for take off stand on the fence to the right of the waste land and you will be able to get a good photo of the aircraft as it taxis by. That's the best place to see the aircraft, but if you return to the fork in the road and take a left on to the main road towards the village of Thistleton. At the junction turn left away from Thistleton and continue on the main road for about a mile. On your left you can see over to the airfield and on a good day you will be able to see at a distance the Harriers parked in front of the hangers. As all Harriers have a white code on their tail which is the build number of the aircraft you will be able to identify with a good telescope which aircraft you have seen. See 'thunder & lightnings web site for further positions.

The aircraft based here is the B.Ae Harrier marks 7/7A and 9/9A each of the squadrons based No.1, No.4 and NSW (naval strike wing 800/801 NAS) operate nine of these aircraft with one T.10 training aircraft. As this is the only front line base operating the aircraft the squadrons rotate posting to Kandahar (Afghanistan) where the GR7A/GR9A aircraft are in use giving front line support for our troops fighting out there. The GR7A/9A'S are fitted with an uprated Pegasus engine to give better thrust in the hot temperatures experienced in Afganistan. All Harriers are being upgraded at Cottesmore to the mark 9 which will give the aircraft the software to be able to use the more modern smart weapons

Being brought into service like brimstone. Harriers carry the serial on the top of the fuselage just in front of the start of the tail. As mentioned above the all carry their build number in white on the top of the tail with the GR7A/GR9A aircraft carrying an additional A after the number. Squadron markings are carried on the engine intake with squadron flash on top of the tail. Like most of the RAF these days keeping up with squadron markings is not affordable so if you see an aircraft in markings do not assume that the aircraft is operating with the unit as a great deal of aircraft swapping does happen but aircraft are allocated to squadrons and not to the Harrier Wing .



AIRCRAFT IN USE:-

1 Squadron KANDAHAR

ZD376/24A
ZD380/28A
ZD402/31
ZD409/38
ZD433/45A
ZD463/53
ZG471/61A
ZG508/79
ZG859/91
ZH664/112

4 Squadron

ZD321/02
ZD403/32A
ZD406/35
ZD407/36
ZD438/50
ZD469/59A
ZG480/70
ZG510/81A
ZH657/105

NSW(800/801 Sqn)

ZD375/23
ZD404/33A
ZD405/34A
ZD408/37A
ZD431/43A
ZD435/47
ZD466/56
ZD467/57A
ZG862/94A

ZD322/03A
ZD327/08A
ZD348/15A
ZD461/51A
ZG477/67A
ZG504/75A
ZG505/76A
ZG511/82A

Under conversion at Cottesmore:-

ZD329/10, ZD346/13, ZD347/14, ZD378/26, ZD436/48,
ZD470/60, ZG472/62. ZH654/102, ZH659/107, ZH664/112



MILITARY AVIATION NEWS

The **US Air Force** needs new a new Air Force One — three new Air Force Ones, to be exact. The pair of modified Boeing 747-200s now flying as the president's airplane need to be retired starting in 2017, according to Air Force Materiel Command.

On Jan. 7, Materiel Command asked firms interested in providing the next-generation of presidential airlift to submit basic information on how they would go about designing and building the planes. The submission deadline is Jan. 29. Materiel Command wants the first new Air Force One ready for operation in 2017, with two others to follow in 2019 and 2021. The jets will start as commercial airframes but will be extensively customized to handle the presidential staff's security and communications needs, including the ability to refuel in flight and operate from airfields too small for most large passenger jets.

There was no mention of a projected budget in Materiel Command's request. Each of the current 747s cost about \$350 million when new. The price tag for the next generation is likely to be much higher — the presidential helicopters now in development cost around \$400 million each. Only two firms build wide-body commercial jets large enough to serve as Air Force One — Boeing Co. and the European-based Airbus. Aircraft cited as likely candidates include the Boeing 747-800 and the Airbus A380. The Air Force is not ruling out using an overseas firm to build Air Force One. "The level of security and amount of foreign participation in this requirement has not been determined," the request advised contractors. The two planes flying as Air Force One — officially designated VC-25s — were purchased in 1987 and delivered in 1990. Both jets were expected to fly without major overhauls for 30 years. The Air Force considered upgrades to the jets instead of buying new planes but concluded the lack of spare parts and modification costs made it unwise to keep the 747s flying much beyond 2017.

AIRBUS MILITARY and EADS propose a new approach for the A400M Programme
Amsterdam, 09 January 2009

Airbus Military and EADS have proposed a new programme approach for the A400M to the Launch Nations, through OCCAR, with the aim to find a way forward for this programme. Airbus Military and EADS want to discuss the programme schedule along with changes to other areas of the contract including in particular certain technical characteristics of this first-class military aircraft. Airbus Military suggests to resume series production only once adequate maturity is reached, based on flight test results. With this proposed new approach, the first delivery of the A400M would then occur around three years after first flight.

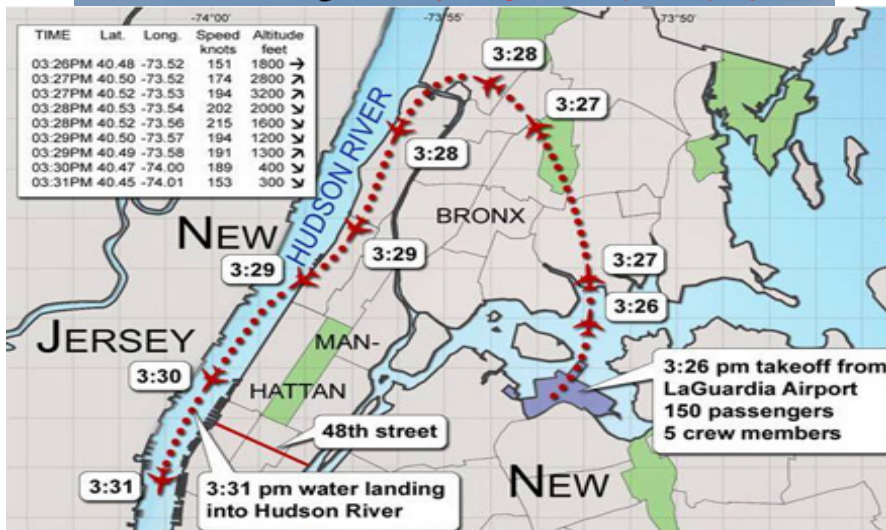
Airbus Military is still working with the engine consortium to firm up a date for the first flight. Airbus Military and EADS will only be able to reliably determine all financial implications once a committed industrial plan, including the availability of systems, is fully stabilized and once OCCAR's position on the proposal is known.

This proposed new approach will not compromise the ultimate qualities and the exceptional characteristics of the airplane, with the most advanced logistic and tactical capabilities that will be delivered to the armed forces and will make A400M a unique airplane in its category.

EADS is a global leader in aerospace, defence and related services. In 2007, EADS generated revenues of €39.1 billion and employed a workforce of about 116,000. The Group includes the aircraft manufacturer Airbus, the world's largest helicopter supplier Eurocopter and EADS Astrium, the European leader in space programmes from Ariane to Galileo. Its Defence & Security Division is a provider of comprehensive systems solutions and makes EADS the major partner in the Eurofighter consortium as well as a stakeholder in the missile systems provider MBDA. EADS also develops the A400M through its Military Transport Aircraft Division.

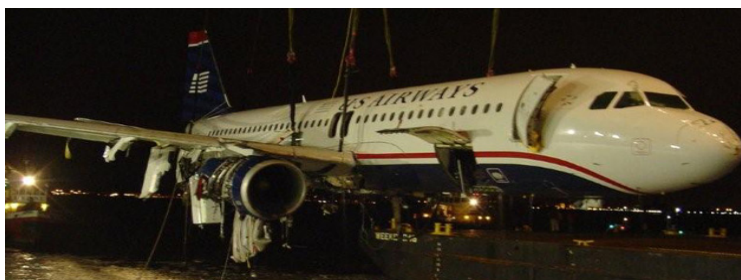
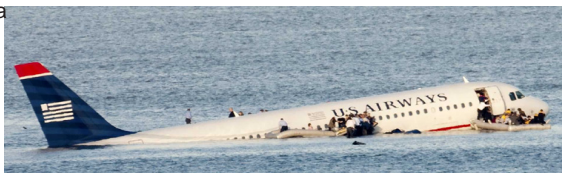


The story of flight US1549(N106US) in pictures



As most of you will know, on 15/01/09 Capt Chesley B. Sullenberger III and his Co-pilot f/o Jeffrey B. Skiles carried out what has been described as "the most successful ditching in aviation history"

Shortly after take off from La Guardia a flock of birds was ingested into both engines leaving the crew with no option but to attempt a touchdown on the freezing Hudson River which is "technically the most challenging feat in commercial aviation".



Remarkably, apart from a few cuts and bruises the only injury was to one of the stewardesses who suffered a broken arm. Lady Luck was certainly shining on all on board flight US1549.



9A-CDB MD-83 Dubrovnik Airlines
Manchester 18 January 2009
Steven Lord



F-GSTD(4) Airbus A.330 Beluga Airbus Industrie
Chester/ Hawarden 21 January 2009
Andrew Barker



D-AIHW Airbus A.340-600 Lufthansa
Toronto 1 February 2009
Ian Morton