

YORKSHIRE'S PREMIER AVIATION SOCIETY



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HONORARY LIFE PRESIDENT Mike WILLINGALE

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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 April

SOCIETY NEWS

Back to Gate 20 for the April meeting. our speaker today was Neil Pakey who is Deputy C.O.E of Peel Airports Ltd (owners of Liverpool /Durham/Tees.and Robin Hood/Doncaster/Sheffield Airports. He was joined by his 9 year old son (to answer the more difficult questions no doubt).He started the talk by showing slides of the aircraft he had worked on or with in his early days in the aviation industry.The menial tasks he had to perform such as changing 400+ pillow or head cushions on a Jumbo during a turnaround or sending luggage to the wrong destination. However he studied and obtained a degree which enabled him to progress in his chosen occupation ,ending up with work at Prestwick and in the Seychelles.

He spoke of memories at the old Liverpool airport (Speke) with pictures with the changes and renaming of the John Lennon Airport and the presence of Easy Jet and Ryan Air were mentioned. He spoke at length of the problems to get started at the ex RAF station Finningley and the opposition they encountered also one of the deciding factors in the judgement in their favour. Naming the airport was not easy, but the potted history of the Robin Hood Legend and folklore gave us the reasons for the choice.Durham and Teesside airport was also discussed in the talk. Neil fielded the questions well and got a well deserved round of applause as he was presented with the usual Tipple. A very interesting and humorous subject.

Brian Wray

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

PLEASE NOTE

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

**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**

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| 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 | Andrew Dixon - Halifax Air Gunner
The talk focuses on the clothing and equipment of a WW2 Air Gunner and includes original examples. I go on to include information on training and conditions and some of the experiences these guys had encountered |
| 6 September 2009 | Brian Mann Msc CEng FIET, "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. |
| 4 October | Norman Smart. We again welcome Norman Smart who will be presenting photographs depicting aircraft schemes of the past. |
| 1 Novemeber | Air Yorkshire Annual General Meeting |
| 6 Decemeber | Christmas Get Together |
| 3 Janauary 2010 | NEW - Peter Hampson, Airport Solutions Ltd |



SCENE AROUND YORKSHIRE

Once again March has proved to be a fairly quiet month at our local airfields, however with the additional information from Andy Wood(HAR) I hope I have managed to compile a fairly comprehensive report.

Bagby:- Two vintage PA-28s have recently arrived and taken up residence, G-ATOO and G-ATVK. CAP 232 G-IITC(ex. F-GOTC) was first noted operating from here in its new guise on 2/3. PA-32 N116KY was logged inbound

from Newcastle on 5/3 while on 18/3 Cessna T.210M N249SP arrived from Meppershall. Beech A.36 N767CM(Makin 1) arrived from its base at Garforth on 22/3. Visitors:- 1/3 G-BWSC PA-38; 3/3 G-RIDA Twin Squirrel(Grid 03), G-CETZ Ikarus(f/t Darley Moor, Derby); 5/3 G-CCEM Skyranger, G-CDLK Skyranger; 7/3 G-BBDLAA-5, G-CFFJ CTSW; 15/3 G-JUST Beech F.33(f. Top Farm), G-BNHK C.152, G-BNME C.152, G-CEEO CTSW; 16/3 G-ATOO PA-28; 19/3 G-ATHR PA-28(t. Dundee); 29/3 G-ELUN DR.400(t. Inverness)

Beverley:- Visitors:- 1/3 G-BLRL Emeraude; 6/3 G-BXRV RV.6(t. Gloucester); 6/3 G-CDWI Ikarus, G-FABI R.44; 7/3 G-UZUP Eurostar; 15/3 G-BBJU DR.400(f. Huntingdon), G-ARAW C.182; 21/3 G-RVDR RV.6; 29/3 G-CDNE Skyranger(f. Coal Aston)

Boothferry:- During March work has started on construction of a hangar at Hopkinson's Fair Deals premises to house their R.44 G-PEPS.



Brighton:- The PT-22 G-RLWG(See Photo above, by David Marshall) performed its first flight on 11/3 following its rebuild. The fuselage of CASA 1.131E G-BJAL has been retuned to the field following painting but is still awaiting reassembly. Fokker DR.1 Triplane replica G-BVGZ/152 arrived back from Chessington on 20/3 following an 18 month rebuild and is now resplendent in a predominantly red colour scheme. Following a wheels-up landing mid-march Europa G-WUFF has been taken off site for repairs.

Visitors:- 1/3 G-OWND R.44; 2/3 G-BFPH F.172M; 3/3 G-AVVC F.172H; 7/3 G-MYKP Pegasus, G-GBXS Europa; 11/3 G-CBZG Coyote; 15/3 G-OJVA RV.6, G-AYYU Sundowner, G-AZHC Jodel D.117, G-ROMP Extra; 16/3 G-BIYX PA-28(t. Blackpool); 17/3 G-ARFV Nipper, G-AWDA Nipper, G-GKKI CAP 231EX, G-MYIZ Minimax; 18/3 G-SHSP Cessna 172S(t. Sleep); 21/3 G-ORAE RV.7, G-DUKK Extra EA.300; 27/3 G-BLCT CEA DR.220, G-ATLA C.182J; 29/3 G-AVGI PA-28, G-IIMT Midget Mustang(f. Shennington), G-AJKB Luscombe Silhouette(t. Barton)

Brough:- The latest Hawk deliveries to Warton were ZK022/RT-013("Tarnish 24") on 6/3 and ZK023/RT-014("Tarnish 20") on 12/3. On both occasions PA-44 G-BGCO arrived from Warton with the ferry pilot. Two of the original aircraft ZK010 and ZK011 have arrived by road from Valley for modifications.

Calverley(Leeds):- Long time resident Jet Ranger G-BSBW has left following sale to Milford Aviation, Boston.

Church Fenton:- King Air 200 G-FPLD(Calibrator 191) was here on 2/3 calibrating the ILS. On 21/3 Chipmunk G-BWNK arrived from Wickenby. The following Tutors were noted on 5/3, G-BYUA/G-BYUJ/G-BYUS/G-BYVA/G-BYVJ/G-BYVX/G-BYWP/G-BYWW/G-BYXG.

CONEY PARK(Leeds Heliport)

A very quiet month at the park with just the following visitors logged:-

17/3	G-CGRI	Agusta A.109S	0922 1435	f. Bodmin t. Ampleforth(Photo, Terry Sykes)
21/3	G-CJLL	R.44	1545 1605	f/t Stainsby Hall
31/3	G-STON	Twin Squirrel	1145 1215	f. Swansea t. Dundee



Coningsby:- On 16/3 King Air 200 G-PCOP(Gama 620) was logged inbound from Glasgow while the 18th saw Falcon 20 G-FRAK(Rushton 85) divert from Teesside due fog. Another interesting civilian arrival was Harvard LN-AMY/42-85668 on 18/3 and this aircraft is currently in use with the BBMF, giving their pilots experience of flying tail wheel aircraft. Typhoon ZJ928/QO-N(Gringo 32) carried out a Test Flight mid month, its first venture into the air since May, 2008, while similar type ZJ944(Tarnish 21) was delivered from Warton on 31/3. Visitors:- 2/3 ZH663 Harrier(Striker 10), ZG507 Harrier(Striker 15); 5/3 FA-82/FA-121 F-16AMs(Matrix 71/72, Belgium A/F); 6/3 ZJ651 Alpha Jet; 9/3 FB-14 F-16B(Belgium Air Force 451), ZF210 Tucano(Cranwell 10); 18/7 ZF120 Sea King; 20/3 91306/91316 F-15Es(Rage 41/42, USAF), G-EIGG Jetstream 32(Highway 83).

Cranwell:- Jaguar GR.1A XX119 has departed to the Museum at East Fortune but joining the AMIF are Jaguar T.2A XX145 and T.2 ZB615, both formerly operated by QinetiQ. On 31/3 Hawk XX177/177 arrived from storage at Shawbury and is to be painted in Red Arrows colours, while on the 30th XX205/XX261(Bromide Formation) arrived and after spending a short time on the flightline were towed to the green hangar. Other visitors noted:- 13/3 ZK001/AF Merlin; 27/3 ZF210/ZF289 Tucanos; 29/3 ZJ997/AB Merlin.

Crosland Moor:- Visitors:- 16/3 G-BIZG C.152, G-CCTF Pitts S.1S; 21/3 G-GATE R.44

Devonshire Arms:- Visitors:- 1/3 G-MGAN R.44(f. Emley Moor t. Tadcaster, also 13/3, 15/3); 5/3 G-SLOK R.44(f. Manchester); 6/3 G-EEGO Jet Ranger(f. Dewsbury); 16/3 G-GBRU Jet Ranger(Yorkair 03); 20/3 G-OMLS Jet Ranger; 21/3 G-GATE R.44

Dishforth:- Dauphin ZJ790(1 KA11) arrived from Hereford for a short visit on 4/3 and the following day it returned this time as "1 DR10". Noted visiting on 9/3 was Gazelle XZ345(Armyair 671) while on 30/3 A.109E ZR323(Ascot 1487) dropped in for a refuel. A pair of Chinooks ZA675/ZH776 were logged on 20/3 while another pair were Twin Squirrels ZJ252/ZJ253 on 26/3, to Spadeadam.

Doncaster(Aeroventure):- Jetstream T.1 XX477, which was in storage at Askern, has been moved here.

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

A very quiet month down South Yorkshire way with just a couple of Metroliners operating freight charters and these are included in the listings below. On the crew training from Jet2 Boeing 757 G-LSAI(Channex 1001) arrived from Leeds/Bradford for a few ILS approaches and visual circuits while on the 10th and 23rd Electra G-LOFB(Neptune 188T) was similarly engaged. On the plus side there were a few cruise charters to the Caribbean with Thomson Boeing 767/300s G-OOBK(14/3), G-OBYD(15/3), G-OBYJ(19/3), G-OOBL(29/3) utilized along with Thomas Cook A.330s G-MDBD(15/3, **See photo below**, by Clive Featherstone) and G-OJMC(30/3). Other interesting visitors included:-

- 1/3 OO-SKM King Air 200, N425SL Cessna 425
- 2/3 G-BMJR Cessna 337(Skytrain 01, training), G-JBIS Citation 2(Clouddrunner 61)
- 3/3 D-CKPP Metroliner(Binair 5A), N297GT TB.20, G-BVMA King Air 200(GPO 42)
- 4/3 ZR325 A.109E(Shawbury 101, ILS), ZF205 Tucano(LOP 08, ILS), G-RAFD(CWL 80)
- 5/3 N141HT Cirrus SR.22, G-EISG Be.36(ILS), G-BWXS T.67M(Cranwell 86, ILS)
- 7/3 N719EL Hawker 400XP, G-OMRH Citation Bravo
- 8/3 ZR323 A.109E(Ascot 1795, refuel), G-BMPC PA-28R(Donnair 09)
- 9/3 M-EGGA King Air 200(Training), G-CFSA PA-44 Seminole(Training)
- 10/3 OE-IFB Challenger 600(Vista Jet 647), ZJ691 Sentinel(Snapshot 01, training)
- 11/3 ZH104 AWACS(Solex 01, ILS), G-BYTI PA-24(Training), G-SSSE S.76C(Training)
- 12/3 CS-DKA Gulfstream 4(Fraction 4RP), CS-DNP Falcon 2000(Fraction 861R)
- 13/3 N449J Agusta A.109S, PH-KBB King Air 90L, ZK454 King Air 200(Cranwell 77, ILS)
- 14/3 G-NMID EC.135T(Police 08, training)
- 15/3 G-CGAW King Air 200(Clifton 1), G-NETR Twin Squirrel(Osprey 62)
- 16/3 G-CHAI Challenger(Hangar 874), CS-DRW Hawker 800XP(NJE 5DA), N147LD SR.22
- 17/4 G-JECH Dah-8-400(Jersey 27T), ZF347 Tucano(LOP 60, ILS), G-BSDL PA-28R Arrow
- 18/3 EC-IXL Metroliner(OVA 222), N642P PA-31, ZG845 BN.2T Islander(Armyair 587)
- 19/3 EI-GJL Dauphin, G-JANV Lear Jet 45(Raven 45T), G-BWXM/S/Y T.67Ms(Training)
- 20/3 CS-DXS Citation XLS(Fraction 6WC), G-BWXF/I/S/M/Y T.67Ms(Training)
- 21/3 N141HT Cirrus SR.22 22/3 G-CCXJ Cessna 340A, G-TRAT Pilatus PC-12
- 24/3 ZH103 AWACS(NATO 13, training), G-GSYS PA-34(Skytrain 01, training)
- 26/3 G-YPRS Citation XLS, G-MEGS Cessna 172S
- 28/3 ZH868 C.130J(Ascot 520, training), G-GMED Cheyenne 3(Air Med 057)
- 29/3 HA-YAF YAK 18T, HB-JEV Gulfstream 5(Batman 272)
- 30/3 ZH107 AWACS(NATO 13, training), N719EL Hawker 400XP
- 31/3 ZR324 A.109E(SYS 101, ILS), ZG844 BN.2T(Armyair 597), N53GX Global Express



Eddesfield:- A new resident is Rans S.6 G-CBZG formerly at Yeddingham. Visitors:- 1/3 G-CEEP RV.9; 5/3 G-AVVC F.172H; 7/3 G-BPKM PA-28; 20/3 G-AVYL PA-28; 29/3 G-BLRL Emeraude(t. North Moor)

Elvington:- On 21/3 there was a mass arrival from RAF Cranwell(North), G-AKVO Taylorcraft BC.12D, G-AWUB Minicab, G-MLLE Robin DR.220, G-RAFA Grob 115, G-RAFB Grob 115. Visitors:- 1/3 G-JBRN C.182S(Circuits); 16/3 G-GOTH PA-28(t. Sywell)

Escrick:- A private house close to the village is now home to Gazelle G-CDXE/XZ299 formerly based at Tadcaster, the owner having moved here following the sale of his former residence, The Old Coach House in Tadcaster. A new hangar is being built and it is expected that more Gazelles from Brighton will move here in due course.

Full Sutton:- PA-32 N562RR, which has been based locally for use by the "Horsy Set" was noted flying from here on 1/3 in its new guise of N116KY. PA-46T Malibu N60997 arrived on delivery from Lakeland Linder Regional via Curtiss L Brown Junior Field, Bangor, Gander, Narsarsuaq, Keflavic and Wick on 23/3, staying until 25/3 when it was logged outbound to Deaux(France). It crossed over LBA at 0818 climbing 6000' on its outbound leg. Visitors:- 11/3 G-BCKV FRA.150L, G-EISG Beech 36; 12/3 G-LUDM RV.8(t. Ludham); 29/3 G-BYIA Jabiru

Gamston:- Citation Bravo G-CEUO was delivered to Northern Aviation at Newcastle on 18/3. On 23/3 Bell 430 VP-BKQ called in for a refuel while routing to Bridlington. Visitors:- 1/3 G-OTBY PA32(f. Jersey); 3/3 G-BVLP PA-38; 5/3 G-SERE DA.42(t. Belfast City); 7/3 G-OMRH Citation Bravo; 13/3 G-GFEA C.172S; 15/3 G-GFSA C.172R; 16/3 G-DJET DA-42; 19/3 G-CEZR DA-40(f. Norwich); 26/3 G-MEGS C.172S(f. Cambridge), G-BVLP PA-38; 29/3 G-SIMY PA-32(f. Kirkbride)

Hull:- An owner in Kirk Ella has just registered CZAW Sportcruiser G-CGCH as a new build project.



HUMBERSIDE

An interesting arrival on 8/3 was Cessna 208A Caravan C-GSGZ(See photo above) operated by Sanders Geophysics of Ontario, Canada. The aircraft arrived from Toussus-le-Noble on 6/3 and after night stopping until 9/3 departed to Aberdeen. On 31/3 Monarch A.300 G-OJMR(Monarch 9841) arrived from Akrotiri, Cyprus on a trooping flight, positioning out to Manchester later in the day.

3/3 VP-CKN Hawker 800XP(n/s)

5/3 G-SVGN Citation Sovereign(Go-jet 05SA/Kittyhawk 80R)

11/3 G-FIFI TB.20 Trinidad 7/3 G-EDCS Hawker 400XP(n/s)

12/3 G-RAFP King Air 200(Cranwell 80, ILS)

14/3 CS-DSA Falcon 7X(f. Bridgetown, n/s), CS-DML Hawker 400XP

16/3 G-OCEG King Air 200(Cega 788, f. Innsbruck), N324JS TBM.850

G-RAFD King Air 200(Cranwell 68 ILS), D-GSKY PA-34 Seneca

18/3 F-HLIM Citation XLS, ZE396 BAe.125 CC2(Ascot 1534)

19/3 OO-JKM Beech F.33 23/3 ZD704 BAe.125CC2(Northolt 35, ILS)

24/3 CS-DXE Citation XL(Fraction 3FZ, n/s)

26/3 LX-LAR Lear Jet 35A(Lion King 3 Ambulance) 31/3 PH-LXK Fokker 50(KLM)
The Sovereign G-SVGN on 5/3 was a very apt aircraft to arrive to transport H.M. Queen to Northolt following a visit to Hull, where she had arrived by train in the morning.

Leeds General Infirmary:- Agusta A.109E ZR323(Ascot 1795) dropped in mid-morning for a short visit before routing to Doncaster for a refuel. Lynx ZD284(Armyair 906) also called for a short visit on 13/3 while on the 23rd MD-902 G-GNAA(Helimed 63) dropped off a patient before heading home to Teesside. To cap a busy month here there were a pair of visitors on 27/3 however unfortunately neither were identified, Lynx(Armyair 968) and Merlin(Vortex 781).

Leeming:- At the start of the month Tornado F.3s with RTP/AMF consisted of ZE158/FF, ZE161/GB, ZG162/HM. ZE255/GC, ZG751/HI and these were joined by ZG780/XXV(6/3), ZE254/FD(11/3) and ZE793/FY(13/3). Parked near a hangar is the cockpit/nose section of VC-10 XV144, on a trailer. Visitors:- 2/3 G-BYWB(CWL 34) Tutor, G-BYVS(CWL 36) Tutor; 9/3 XZ651 Lynx(Armyair 906); 11/3 ZE396 BAe.125 CC2(Ascot 1205); 13/3 ZJ516 Nimrod MRA.4(Tarnish 4); 17/3 46+24 Tornado ECR(GAF LC1A, n/s), 46+57 Tornado ECR(GAF LC1B, n/s), ZH663 Harrier GR.9(Striker 05); 24/3 ZJ790 Dauphin(1 RW 12, f/t Hereford, also 25/3), XX314 Hawk(VYT 66); 26/3 XW223 Puma(Vortex 010), ZF287 (LOP 27), ZJ791 Dauphin(1 DR 10, f/t Hereford); 27/3 ZJ930/AA Typhoon(Typhoon 19).. On 29/3 a pair of Chinooks(Rafair 7349A/B) departed the field heading for temporary deployment in Norway.

EXERCISE CHAMELION(16/3 – 30/3). Hercules XV301 arrived 16/3 and stayed until 20/3 when it was replaced by XV305. During their stay the aircraft using call-sign “Reynard 1” were dropping paratroops along with ZH877(Ascot 642). Chinooks ZA675/ZA681/ZH776 were utilized in bringing under slung loads from the North Yorks Moors while numerous Lynx from Dishforth visited to allow paratroops to abseil onto the field, XZ616/XZ638(Snatch 1/2) being around for most of the time. Gazelles ZB667/ ZB669 were in evidence at regular stages and Merlin ZJ994(Vortex 777) turned up on 30/7.

Linton-on-Ouse:- A “new” addition to the resident Tucano fleet is ZF155, which arrived from storage at Shawbury on 5/3. Following the crash of Tucano ZF344 on 12/3(fully reported last month), Sea King XZ595(Rescue 128) arrived to transport the injured pilot to Nottingham Hospital. Also arriving to lend assistance was MD.902 G-SASH(Helimed 99A). On 23/3 Aztec G-RVRD(Raven 04B) was noted departing to Denham and returned from London the following day. On 7/3 another civilian visitor was Skyranger G-CENS, noted departing to Henlow. Visitors:- 11/3 ZF432 PA-31(Gauntlet 59), G-MHAR Cheyenne 3(f/t Marham); 19/3 ZG847 BN.2T Islander(Armyair 580, f. Belfast)

GRADUATION DAY(6/3):- The Tucano 9 ship formation comprised:- ZF205/ZF209/ZF240/ZF243/ ZF294/ZF338/ ZF347/ ZF377/ZF485. Pitts Special G-FCUK carried out an aerobatic display. On the ground were Hawks XX301(Navy 790) and XX303(Armyair 779) and Grob Tutor G-BYVX(CFN 08). A pair of Tornado GR.4s did a fly through, ZA560/050 and ZD744/092(Cobra Formation) as did Harrier GR.9 ZG478(Cottesmore 20).

Mt. Airey:- A new resident is Kolb Twinstar G-KOLB.

Netherthorpe:- Resident Cessna R.172K PH-PIM has moved early in March to Anwick/Old Manor Farm. On 18/3 and 19/3 Chinook ZH777 was operating from here, taking part in a heavy lift exercise to Donna Nook. Visitors:- 1/3 G-RRCU CEA DR.360; 6/3 G-BUCA Cessna A.150K; 12/3 G-GERY Glastar; 16/3 G-BMUD C.182P; 17/3 G-CBMP Cessna 182R(t. Great Massingham); 18/3 G-BNTP C.172N(t. Barton); 21/3 G-OBUZ RV.6, G-RVCL RV.6, G-ROMP Extra

North Coates:- A new resident is Skyranger G-PTAR, which arrived from Strathallan on 17/3 and replaces Rans S.6 G-MYAR, which is still on sire awaiting collection by its new owners along with Spectrum G-MWWR. Visitors:- 4/3 G-CCFG Banbi; 5/3 G-BBSA AA-5; 6/3 G-XLAM Skyranger; 7/3 G-BHFK PA-28R, G-CBKA Gazelle; 8/3 G-AVOA DR.1050; 15/3 G-BRBA PA-28, G-CBIV Skyranger, G-RVCL RV.6; 18/3 G-CEEE R.44(f/t Northin); 21/3 G-CEKM Jabiru, G-CEOM Jabiru, G-CEDM CTSW; 29/ 3 G-PHLY FRA.150L, G-BPGU PA-28, G-AYCJ TP.206D, G-BBAY DR.400

Rotary Round-Up

1/3	G-GBRU	Jet Ranger	LBIA – Rothwell(Leeds)
	G-EVEV	R.44	Cranfield – Site 4/W of Pocklington
	G-FABI	R.44	Sherburn – Sheffield – Ossett
2/3	N5120	Bell 430	Wigan – Ilkley – Wigan(am/pm)
3/3	G-EJRC	R.44	Ferrybridge – Site near Waddington
	G-EEGO	Jet Ranger	Emley Moor – Leyburn

5/3	G-TCSM	Jet Ranger	Site in Essex – Hull(Ramada Hotel)
	G-GBRU	Jet Ranger	Appleton Roebuck – Masham(Swinton Park)
	G-BXNT	Jet Ranger	Sheffield – Norwich
	G-CEDG	R.44	Sywell – Oulton Hall – Sywell(Also 16/3)
6/3	EI-GJL	Dauphin	Dublin – Wetherby – LBA(Refuel)
	G-MENU	R.44	Harrogate – Wellesbourne Mountford
7/3	G-CBKA	Gazelle	Hucknall – North Coates
10/3	N5120	Bell 430	Barnet – Ilkley(Arr.2250) – Wigan
11/3	G-MLTY	Dauphin	Cheltenham – Kirkby Overblow – Newcastle
	N449J	Agusta A.109S	Barnsley – Glasgow(New aircraft)
14/3	G-FOFO	R.44	Gamston – Horncastle
	G-ZIZZ	Agusta A.109S	Site in Essex – Hull(Ramada Hotel)
15/3	G-OMLS	Jet Ranger	York – Pateley Bridge
16/3	G-CDXE	Gazelle	Tadcaster – Breighton
19/3	G-EJRC	R.44	Bedford – Ferrybridge
20/3	G-PLAL	EC.135T	Battersea – Bridlington(Golf Course)
21/3	N109TK	Agusta A.109A	Chorley – Goole
22/3	G-EMHC	Agusta A.109E	“Costock 5”, Costock – Wetherby
23/3	VP-BKQ	Bell 430	Gamston – Bridlington
25/6	G-OLOW	R.44	Pateley Bridge - Sherburn
29/3	G-LILA	Long Ranger	Sedgefield(Pleasure flights all day)
	G-STGR	Agusta A.109S	Doncaster Race Course – Penrith

Rufforth:- Noted in Bob McLean’s workshop on 12/3 were the following (motor)gliders being worked on, G-BYEC DG.800B, G-CCRA DG.800B, G-CKOW DG.500, G-DEEG T.65C, G-DIRK DG.400

Sandtoft:- Resident Jet Provost G-BWGT has been cancelled from the register as sold in Canada, however recent photos taken here show the aircraft still parked up with covers over it. On 23/3 resident PA-28 G-CDMX was caught by a strong gust of wind on landing and blown off the side of the runway and ended up on the grass at 90 degree angle. Fortunately, the aircraft appears to have suffered little damage as it was flying again by the end of the month. PA-46T Meridian N9275Y was logged departing to Haverfordwest on 14/3 while the following day PA-30 Twin Comanche N918Y arrived from a private strip near Nottingham. On 16/3 Cirrus SR.22 N147LD arrived from Teesside for a fuel top up. Visitors;- 1/3 G-BAHX C.182P, G-ODAZ R.44, G-BJVV Robin 1180; 2/3 G-BTAW PA-28; 5/3 G-ARNJ PA-22(f. Liverpool), G-WYNC R.22B(f. Sibson), G-BWXT T.67M(Cranwell 86, PFL); 6/3 G-KIMM Europa; 7/3 G-AWGK F.150H; 15/3 G-BLRL Emeraude, G-CCHL PA-28, G-CEEP RV.9, G-FLYG T.67B, G-BOLE PA38(Commodore 02), G-IMNY Escapade, G-CBIN Minimax; 16/3 G-CDKP Jabiru(t. Stapleford); 29/3 G-BVGS Europa

Scampton:- On 25/3 a pair of German Air Force Transalls arrived to act as support to the Red Arrows for their deployment to Greece and Cyprus. 50+67(GAF 433) and 51+09(GAF 522) departed mid afternoon followed by the Reds comprising Hawks, XX179/XX233/XX237/XX239/XX242/XX253/XX260/XX264/XX266/XX294.



Sherburn:- Following its sale in the Czech Republic former resident R.44 G-NOSY has now been reregistered OK-BDH. Cirrus SR.22 N141HT was noted arriving from Gloucester on 13/3 while on 22/3 Diamond DA.40 N215DS was logged /ft Bristol/Filton. Visitors:- 1/3 G-BOPD Bede BD.4; 3/3 G-BPOS C.150M(f. Waddington), G-RIDA Twin Squirrel(Grid 03), G-BVJZ PA-28; 6/3 G-HIVE C.152; 8/3 G-AVZR PA-28; 11/3 G-BIKE PA-28, G-BLDG Pawnee; 13/3 G-LYNC R.22B(t. Fishburn), G-GFEA C.172S, G-PLPC Schweizer 269C; 14/3 G-CEAR Pioneer 300; 15/3 G-RLWG PT-22, G-BHWA C.152, G-AYOW C.182P; 16/3 G-BVVH Europa; 18/3 G-EEGO Jet Ranger, G-NDOL Europa; 21/3 G-BPXY Aeronca Chief; 22/3 G-CDGG MCR.01; 29/3 G-AJKB Luscombe Silhouette(See photo page 9).

South Milford:- On 12/3 a Merlin(Vortex 297) dropped in for a visit at a school in the village. The aircraft then positioned to Dishforth for fuel before routing home to Benson.

Strubby:- PA-28 G-KEMI from Fowlmere was logged paying a visit on 11/3.

Sturgate:- Cessna 421C N421CU(ex. G-GILT) and Cessna 335 N335MY(ex. G-FITZ) are both still based here registered to Robert Garretton of Norwich, although he is American and was famous in the 1970s for exporting second hand Beagle 206s to the USA. He also owns a Cessna 172S N75822 which is based at Crowfield near Norwich, but is regularly seen here. Visitors:- G-CBIX Zenair, G-AKSY Auster 5, G-BPWG C.150M; 2/3 G-BSCY PA-28(f. Wellesbourne); 7/3 G-CCPX DA-40, G-BRWO PA-28; 14/3 G-CFSA PA-44; 15/3 G-BPWD Cessna 120, G-BFRR FRA.150M; 29/3 G-BPCI Cessna R.172K(t. Fenland)

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

A new resident is PA-28RT G-BPXJ which has joined St. George Flights Training having been previously based at Bagby. First the sad news that bmi regional operated their last flight from Heathrow on 28/3 when EMB.145 G-RJXE(9WT) arrived on the late evening flight before positioning out to East Midlands. Another of the companies aircraft G-RJXD(7905/9752) operated inbound from Luton on 20/3 transporting Arsenal FC for their match with Middlesboro. The aircraft then positioned to LBIA. There was a series of trooping flights with Jet2 757 G-LSAB(Channex 2192) arriving from Akrotiri on the 1st and Globespan Boeing 767 G-CEOD turning up on the 8th, 14th, 20th, 27th and 29th. On the subject of Globespan, their Boeing 737/800 G-SAAW(Globespan 737T) arrived from Edinburgh on 17/3 to carry out some crew training. DC-3 G-ANAF returned from Coventry on 23/3 to resume its survey work in the local area. Other visitors:-

- 1/3 N352CM PA-46 Malibu, ZH884 C.130J(Ascot 525, training), G-OWAL PA-34
- 2/3 XS730 Dominie(Cranwell 90), XS713 Dominie(Cranwell 91)
- 3/3 G-RRAZ EMB.135BJ Legacy(Lonex 29AZ, n/s)
- 4/3 G-KPEI Citation XLS(Go-jet 04KA), G-HPY Lear Jet 40, G-RAFX King Air 200(ILS)
- 5/3 LX-PRG King Air C.90A, G-VIPA C.182S(Rollright 40), XX246 Hawk(Pirate 24, ILS)
- 6/3 CS-DFU Citation XL(Fraction 696K), G-XXEA S.76B(Rainbow 1)
- 7/3 G-SAMP A.109E(Rocket 05), G-WACT PA-28, G-RNCH PA-28
- 8/3 CS-DXP Citation XLS(Fraction 6DB)
- 9/3 D-CVJN Lear Jet 40(n/s), ZF209 Tucano(LOP 90, ILS)
- 11/3 PH-CDL PA-34 Seneca, G-XBEL Citation XLS(Beauport 881)
- 13/3 G-CFLV SAAB 2000(Eastflight 722, f/v), XX203 Hawk(Pirate 54, ILS)
- 14/3 VP-BMS Falcon 900EX, G-STUF Lear Jet 40(Partner 80A)
- 16/3 N147LD Cirrus SR.22, G-DEMM Squirrel, ZK454 King Air 200(Cranwell 65, ILS)
- 17/3 N582C TBM.700, ZH105 AWACS(NATO 17, training)
- 19/3 ZH878 Hercules(Ascot 530, training), G-PEAK Jet Ranger
- 22/3 G-MOLO PC-12, G-HEBJ Citationjet(Goosepool 17, n/s dep 24/3 as Saltyre 32P)
- 25/3 D-IFSH Cheyenne 3, ZE396 BAe.125 CC2(NOH 35), ZF293 Tucano(LOP 24, ILS)
- 26/3 G-CDNK Lear Jet 45(Partner 81A), XS712/XS728/XS739 Dominies(Training)
- 27/3 EI-EBE Boeing 737/800(First visit) 29/3 EI-EBH Boeing 737/800(First visit)
- 31/3 G-NEAU EC.135T(Police 28), ZJ814/ZJ931/ZJ937 Typhoons(Triplex, ILS)

Topcliffe:- Noted in the circuit on 22/3 were Vigilants, ZH205/UL, ZH208/UP, ZH248/UT.

Waddington:- On 24/3 Lightning XR770/AA(See photo page 11), 5Squadron's Gate Guard could be seen from the A.15 near the flying club area, however by the end of the month it had been moved to the Bravo Dispersal Area. Visitors:- 3/3 G-UKAW A.109E; 6/3 T-235 KDC-10(Netherlands Air Force, circuits), G-POWB King Air 200(Cranwell 66), ZJ934/QO-T Typhoon; 9/3 92-YL Xingu(French

Air Force 9090); 11/3 ZF622 PA-31(Gauntlet 52), ZJ646 Alpha Jet; 18/3 E.51/314-AD Alpha Jet(French Air Force with E.120/314-LG; 19/3 204 AWACS(French Air Force 9025); 20/3 ZD704 BAe.125 CC2(Northolt 20); 23/5 LX-N19997 Boeing 707(NATO 14); 25/5 60-0335/D KC-135R(Circuits), ZJ804 Typhoon(Circuits); 30/3 LX-N90453 AWACS, XW233 Puma(Vortex 010); 30/3 G-273 C-130J(Netherlands A/F, operating at Donna Nook); 31/3 ZJ782 Dauphin(1 KA 11), LX-N90458 AWACS.



Walton Wood:- On 21/3 Jet Ranger G-LBDC, owned by Freshair UK based at Bicester, was operating from here on numerous local trips to Eccup Reservoir(Near LBA) and back. Visitors:- 2/3 G-FOGY R.22B(f. Liverpool); 5/3 G-OTVI R.44; 11/3 G-OPEN Jet Ranger(f. Husthwaite); 12/3 G-FABI R.44, G-HUGS R.22B; 18/3 G-XTUN Bell 47G; 19/3 G-PLPC Schweizer 269C

Wickenby:- Due to arrived here shortly is a Naval Aircraft Factory N3N-3 G-CFXT, which has been purchased by a local owner and is being shipped from Arizona. Visitors:- 1/3 G-AVVC F.172H; 7/3 G-FERN Mainair Blade, G-SABA PA-28R; 12/3 G-OBMS C.172N; 14/3 G-SIXT PA-28, G-LORC PA-28; 15/3 G-GIRY AA-5B(f. Elstree), G-DIAM DA-40(f. Sywell), G-IFFR PA-32(f. Henlow), G-IKON RV.4; 21/3 G-BPMF PA-28(f. Walney Island); 29/3 G-ORAY C.182P, G-JESS PA-28R, G-ZAIR Zenair.

Wombledon:- A new resident is Robin DR.400 G-BAEN along with Acrosport G-CCFX. Europa XS G-EUAB is here for flight testing while CAP.232 G-IIRP is in temporary residence but expected to return to its based at Headcorn in due course. Logged on 21/3 was PA-32 G-ILTS, departing to Ronaldsway.

OVERFLIGHTS

2/3	N119JT	Agusta A.119	Belfast City – Langham(8/S LBA 1111 @ 1500')
7/3	N414AK	Cessna 414A	Cambridge – Newcastle(Hull 0944 @ 4500')
11/3	G-ADLY	Hornet Moth	Langham – Fishburn(Guisborough 1020 @ 1500')
	G-ANFV	Tiger Moth	Langham – Fishburn(Guisborough 1020 @ 1500')
	PH-CDL	PA-34 Seneca	Cranfield – Teesside(York 1250 @ 4500')
13/3	N62199	Cessna 182S	Wick – Friedrichshafen, delivery(Hull 1322 @ 5500')
14/3	EI-DUF	Dauphin	Gloucester – Edinburgh(3/E LBA 1211 @ 2000')
15/3	N104PF	Cessna 172S	Over York 0954 @ 3000' enroute to Peterlee
	N187SA	PA-28R Arrow	Carlisle – Cranfield(Harrogate 1329 @ 4000')
16/3	N147LD	Cirrus SR.22	Denham – Teesside(York 1424 @ 4000')
20/3	N10YA	Cirrus SR.22	Wick – Egelsbach, Delivery(OTR 1003 @ 7500')
	N128CK	Cirrus SR.22	Wick – Egelsbach, Delivery(OTR 1011 @ 5000')
	N3596T	Commander 500	Norwich – Weston(GAM 1644 @ 4000')
21/3	N95GT	Cirrus SR.22	Over York 0937 @ 3500' enroute to North Weald
26/3	OO-TMM	Beech 33	10/S of LBA 1112 @ 3000' enroute to Isle of Man
28/3	N26292	AA-5A Cheetah	Wick – Friedrichshafen, Delivery(York 1543 @ 3500')

On 2/3 R.22B G-HCNI was operating over Bradford between 1300 and 1345 on a photo survey before moving to Leeds City Centre where it was flying around until 1430.

Boeing 747 Dreamliner N740BA was an impressive sight as it trailed Northbound on 14/3 passing just West of LBA at 1025. Another member of the Boeing family this time E.3B AWACS LX-N90455 could be seen trailing in a large orbit whilst "on station" just Northeast of LBA on 20/3, from around 1100 until 1340. On 24/3 RAF specimen ZH105(NATO 15) could also be seen in the same position orbiting for most of the morning.



March was another very quiet month with no stand out visitors. This month also heralded the end of our air link to Heathrow when bmi regional ceased operating the route, however as you will read elsewhere in the magazine Flybe are to step into the breach with a new route to Gatwick starting in June.

At Multiflight the Agusta 109A N109AG, which was based at Heckmondwike, Bradford but had been in storage here for sometime, finally left on 20/3. Its initial destination was unknown however it was eventually bound for new owners Ronald A. Peterson Inc. of Orlando, Florida where it is to be re-registered N109RP. Leaving the same day was Cessna 172S G-TAMR, enroute to Caledonian Air Surveys of Inverness. This aircraft is to be replaced by a P.68C Observer I-SORV, which is currently at the factory in Italy for modification and is due to arrive at LBIA late April. Multiflight have also sold the R.44 G-CFFD and the aircraft was registered to Beechview Aviation of Ballyclare, Northern Ireland on 27/3. The aircraft is thought to have left LBIA mid-March. Also currently offered for sale by the company are Squirrel G-HELM (See photo, by Martyn Gill), Cessna 421C N75FW (formerly based at Teesside) and Extra 400 N400YY all of which are parked in the corner of the Multiflight/West hangar along with long term residents, Cessna 421C N132CK and Cessna 421C N900CB, neither of which have flown for some time. Arriving by road early this month was Twin Squirrel G-CCWK for long term rebuild.



1/3 Sunday

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

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

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

Flybe:- G-JECH(643/4), G-ECOI(731/2), G-JECP(733/4), **G-FBED(175/6)**

Jet2:- G-LSAC(130P) to East Midlands, G-LSAG(015P) from Cork, G-CELJ(110P) to Bristol

KLM:- PH-OFG(11E/12E), PH-KZW(1549/50), PH-OFK(67W/64K, n/s)

Manx2:- Dornier 228 D-CMNX(Kiel Air 328/9) f/t Ronaldsway

Ryanair:- EI-DHJ(15J/01D), EI-DHH(156/15N). EI-DWF(9396/27E) f/t Gerona

MILITARY:- USAF Beech RC-12K Huron **85-0152**(Argos 03) arrived from Glasgow around 1745 and carried out an ILS and overshoot followed by 3 visual circuits before routing to Mildenhall, where it was on temporary deployment.

2/3 Monday

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

bmi:- G-RJXB/H/K/L operated all day and night stopped.

Eastern:- G-MAJC(29Q/19Q, 99Q/59Q, turned back with instrument problems), G-MAJP(74G/39Q). Based G-MAJU.

Flybe:- G-JECG(729/30), G-KKEV(171/7VT), G-JECS(643/4), G-JECV(1LH/174), G-ECOJ(731/2)

Jet2:- G-LSAA(2113) operating from Manchester to Taba diverted into Athens this afternoon following an emergency descent after decompression occurred while in the cruise. G-LSAD(101E) to Southend.

KLM:- PH-OFK(11E/12E), PH-KZB(1549/50), PH-OFJ(67W/64K, n/s)

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

Ryanair:- EI-EBE(152/153A), EI-DLB(156/15N). EI-DWK(9396/27E).

EXECUTIVE JETS:- Falcon 2000EX **CS-DFG**(Fraction 2QP) arrived from Edinburgh late afternoon for an overnight stay before routing to Chabery(Fraction 090Y).

GENERAL AVIATION:- Arriving from Geneva at 1430 was Cheyenne **G-CHEY**(Air Med 087) on an Ambulance flight. Earlier, this morning Twin Squirrel **G-PDGT**(Powerline 64) called in for a refuel.

MILITARY:- This afternoon Lynx **XZ195**(Armyair 968) carried out an ILS and overshoot at 1610 closely followed by King Air 200 **ZK451**(Cranwell 73), while mid-morning another Beech 200 **ZK453**(Cranwell 80) also put in an appearance.

3/3 Tuesday

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

bmi:- Again all flights operated by G-RJXB/H/K/L which all night stopped.

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

Flybe:- G-ECOJ(729/30), G-JEDV(171/7VT), G-JECG(731/2), G-JEDR(643/4), G-ECOI(733/4)

Jet2:- G-LSAB(189P) from Brize Norton. G-CELG(811/2) f/t Manchester to operate to Geneva.

KLM:- PH-OFB(11E/12E), PH-KZW(1549/50), PH-OFK(67W/64K, n/s)

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

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

GENERAL AVIATION:- Twin Squirrel **G-RIDA**(Grid 03) called in for fuel at lunchtime while operating local powerline inspections.

MILITARY:- King Air 200 **ZK452**(Cranwell 80) ILS and overshoot at 1350.



4/3 Wednesday

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

bmi:- The same four aircraft G-RJXB/H/K/L operated all day and night stopped.

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

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

Jet2:- G-LSAI(1001/2) went to Glasgow on a crew training detail this morning, returning from Doncaster this afternoon. G-CELG(811/2) f/t Manchester to operated combined Geneva flight.

KLM:- PH-OFC(11E/12E), PH-KZB(1549/50), PH-OFE(67W/64K, n/s)

Manx2:- Metroliner EC-GPS again operated both flights today.

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

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

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 869P) arrived from Cardiff ready for ops for Thomas Cook.

EXECUTIVE JETS:- Sir Alan Sugar's EMB.135BJ Legacy **G-SIRA** arrived at 0824 and stayed all day before heading home to Stansted.

GENERAL AVIATION:- Dauphin **EI-GJL**(**Photo, Page13** by Clive Featherstone) arrived early for a refuel before routing to Lowestoft at 0810. It returned at 1815 for another top-up enroute to Weston.

MILITARY:- King Air 200 **G-RAFD**(Cranwell 68) carried out an ILS and overshoot at 0955 while similar type **ZK451**(Cranwell 73) appeared at 1550. Tucano **ZF377**(LOP 91) was training early afternoon and T.67M **G-BWXS**(Cranwell 86) was noted at lunchtime.

5/3 Thursday

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

bmi:- G-RJXB/H/K/L again operated all today's flights and night stopped.

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

Flybe:- G-ECOO(729/30), G-JECT(171/7VT), G-JEDN(643/4), G-ECOI(731/2), G-JECP(733/4), **G-FBED**(175/6, to Manchester)

KLM:- PH-KLI(11E/12E), PH-KZE(1549/50), PH-KLI(67W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 38L/39L) operated the evening rotation.

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

DIVERSION:- **PH-KZA**(KLM 1489/1490) Fokker 70 inbound Humberside from Amsterdam diverted due fog.

IT FLIGHTS:- A.320 **G-OMYA**, Thomas Cook flights to Arrecife.

EXECUTIVE JETS:- The Guinness operated Falcon 2000EX **M-LJGI** arrived from Dublin around Midday and returned home early evening.

GENERAL AVIATION:- Jersey based Mitsubishi Mu.2B **N973BB** arrived at 0926 and stayed all day before heading home. Commander 114 **G-FLPI** arrived from Newcastle this morning and was still present at the end of the month. King Air 200 **G-SASD**(Gama 603) arrived from Glasgow at 1320 to collect a patient for onward transportation to Northolt.

6/3 Friday

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

bmi:- G-RJXH all Heathrow until **G-DBCH**(8JL/9865, t. Gatwick). G-RJXB/K/L night stop.

Eastern:- G-MAJV(29Q/19Q), G-MAJB(74G/39Q), G-MAJI(99Q/59Q). Still based G-MAJU.

Flybe:- G-JECP(729/30), G-JEDR(643/4), G-ECOJ(1LH/174), G-ECOO(731/2), G-KKEV(175/6), G-ECOI(733/4)

KLM:- PH-OFA(11E/12E), PH-KZK(1549/50), PH-OFG(67W/64K, n/s)

Manx2:- Metroliner EC-GPS(Euro Continental 322/3) am, Do.228 D-IFLM(Kiel Air 38L/39L) pm.

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

CHARTER:- Boeing 767/300 **G-OBYD**(Thomson 516/535) arrived from Miami via Newquay with P&O Cruise passengers, then operated another outbound charter to Bridgetown, Barbados.

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 852K) to Tenerife, return trip **G-FTDF**(Kestrel 852L).

EXECUTIVE JETS:- Lear Jet 45 **OE-GVX**(Vista Jet 197) arrived from Le Bourget at 1223 and stayed overnight. This was followed by Premier 1 **EC-IOZ**(Gestair 071) making its first visit to LBIA. It arrived from Madrid/Torrejon at 1435, returning there at 1520. Next in line was Challenger **M-NEWT**(Bizjet 1WT/2WT) which arrived from Northolt for an outbound charter to Chambery at 1711 and this was followed by Citation Bravo **CS-DHC**(Fraction 1YW) from Cambridge at 1555. 'HC was intended to operate outbound to Gerona but unfortunately had technical problems and as a result Hawker 800XP **CS-DRD**(Fraction 5WU) positioned in to substitute, departing to Gerona at 2016.

GENERAL AVIATION:- After dropping passengers at Wetherby Dauphin **EI-GJL** positioned in for a day stop with Multiflight before heading back to pick up his passenger late afternoon. Baron **N64VB** paid a short visit mid-afternoon while PA-28RT Arrow **G-SKYV** landed from the Isle of Man for an

overnight stay at 1725. Finally, on what was a fairly busy day we had a first time visitor in the shape of Oxford Air Services Eurocopter EC.135T **G-RWLA**(Woodstock 25), f/t Oxford 1852/1917.

MILITARY:- G-RAFP(Cranwell 72, **See photo** by Martyn Gill), King Air 200 ILS at 1005 and **ZK452**(Cranwell 80) mid afternoon.



7/3 Saturday

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

bmi:- Heathrow:- G-RJXB all flights until G-RJXI(8JL, n/s)

Flybe:- G-JECP(729/30), G-KKEV(171/7VT)

KLM:- PH-OFN(11E/12E), PH-KZA(1549/50), PH-OFG(67W/64K, n/s)

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

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

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

IT FLIGHTS:- A.320 **G-FTDF**, Thomas Cook to Las Palmas then position to Cardiff(Kestrel 862P).

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

EXECUTIVE JETS:- Just Sovereign **G-NSJS**, f/t Jersey arriving around 0930.

8/3 Sunday

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

bmi:- Heathrow:- G-RJXI(01J/4JL,2LJ/5JL), G-RJXD(7JL/5LJ,8JL). G-RJXK(9171/9174) positioned out to Glasgow returning from Manchester later. G-RJXD/I/K/L night stopped.

Eastern:- G-MAJV(99Q/59Q) f/t Aberdeen. G-MAJU still our based machine.

Flybe:- G-ECOO(731/2), G-JEDI(643/4), **G-FBEC**(175/6), G-JECG(733/4)

Jet2:- G-LSAC(015P) from Dublin, G-LSAE(105E) from Cork, G-LSAJ(130P) to East Midlands. G-LSAG(Kestrel 229F) positioned to Glasgow to operate a sub-charter to Tenerife on behalf of Thomas Cook.

KLM:- PH-WXC(11E/12E), PH-OFO(1549/50), PH-OFM(67W/64K, n/s)

Manx2:- Metroliner EC-ITP(Euro Continental 328/9) F/T Isle of Man.

Ryanair:- EI-DLL(15J/01D), EI-DWP(156/15N). EI-DLK(9396/27E) f/t Gerona

EXECUTIVE JETS:- Falcon 2000EX **CS-DFK**(Fraction 148G) arrived from Chambéry at 1649 and night stopped until 10/3. Incidentally, Citation **CS-DHC**, which went u/s on 6/3 was still present on Multiflight/East.

GENERAL AVIATION:- Arriving from Porto on an inbound Ambulance flight was Cheyenne 3 **G-GMED**(Air Med 081), touching down at 1649 before positioning home to Oxford around an hour later. PC-12 **G-MATX** arrived this evening ready for operations by Harpin.

9/3 Monday

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

bmi:- G-RJXK(3XV/406) operated LBIA – Glasgow – Edinburgh – LBIA, pm, n/s with G-RJXD/I/L.

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

Flybe:- G-JECG(729, went u/s and positioned out at 1630 to Birmingham(042D)), G-JECS(044D from Birmingham/730), G-ECOI(171/7VT), G-JEDR(643/4), G-JECI(1LH/174), G-ECOI(731/2).

KLM:- PH-OFH(11E/12E), PH-WXD(1549/50), PH-OFJ(67W/64K, n/s)

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

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

EXECUTIVE JETS:- Lear Jet 45 **G-GMAA**(Gama 630) was noted parked on Multiflight/East mid-morning. It was joined at lunchtime by Hawker 800B **LN-ESA**(Red Spot 170, **See photo by Mike Storey**) of Euro Sky Aviation on its first visit to LBIA and Hawker 800XP **CS-DRF**(Fraction 5TP) from Reykjavik at 1420. This aircraft night stopped then routed to Zurich.

GENERAL AVIATION:- The A.109A **N188S**(Yorkair 1) was air tested this afternoon following long term overhaul.

MILITARY:- A pair of King Air 200 aircraft carried out ILS approaches, **ZK451**(Cranwell 77, 1105), **ZK453**(Cranwell 83, early afternoon).



10/3 Tuesday

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

bmi:- No changes, G-RJXD/I/K/L operating all flights and night stopping.

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

Flybe:- G-KKEV(171/7VT), G-ECOO(729/30), G-ECOI(731/2), G-JEDN(175/6)

Jet2:- G-LSAJ(015P) from Bristol. G-CELC(811/2) f/t Manchester to operate to Geneva. G-CELR(031P) from Stansted to Multiflight for maintenance.

KLM:- PH-KLI(11E/12E), PH-JCH(1549/50), PH-OFB(67W/64K, n/s)

Manx2:- LET 410 OK-ASA(Eurovan 302/3) am, Dornier 228 D-IFLM(Kiel Air 38L/39L) pm

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

EXECUTIVE JETS:- The Falcon 2000EX **CS-DFK**(Fraction 2UR) departed to Luton at 0752 following its two day stop over. Citation 2 **G-JBIZ**(Cloudbrunner 64) arrived from Nice at 0950 and was due to route to Jersey early evening. Citation Mustang **G-NGEL**(Lonex 5EL) came from Biggin Hill at lunchtime and was closely followed by Citation Sovereign **G-NSJS** from Jersey. Challenger 300 **M-NEWT**(Bizjet 1WT) arrived from Le Bourget at teatime and was followed by two inbound Ambulance flights. The first was Lear Jet 35A **D-COKE**(Red Angel 9092) which landed at 1827 and Lear Jet 60 **D-CPMU**(Red Angel 9097) touch down at 2209.

GENERAL AVIATION:- An early start this morning for PC-12 **G-TRAT**, departing to Milan at 0606 and returning at 2157 for another overnight stay. King Air 200 **G-PCOP**(Gama 616) arrived from Glasgow just after 0900 and after a short stay routed to Jersey. Carlisle based PA-28 **G-CEOF** arrived at 1818 and was based in the Multiflight West hangar for around three weeks while its pilot/owner was on a course.

MILITARY:- King Air 200 **G-RAFP**(Cranwell 73) made an ILS and overshoot early afternoon.

11/3 Wednesday

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

bmi:- Once again the same four aircraft G-RJXD/I/K/L operated all day and night stopped.

Eastern:- Based G-MAJU(031P) positioned to Chester early this morning so when G-MAJP(029Q) arrived on the early inbound Aberdeen it was pinched to operate the LBA-Southampton route all day. G-MAJH(12W) operating from Humberside to Aberdeen diverted in the collect our Aberdeen passengers. G-MAJB(74G/39Q), G-MAJI(99Q/59Q).

Flybe:- G-ECOI(729/30), G-ECOV(171/7VT), G-ECOY(643/4), G-ECOA(731/2), G-KKEV(175/6)

Jet2:- G-LSAB(Daallo 100P) to Gatwick. G-CELC(811) arrived from Manchester to operate the Geneva flight but after departure it had to turn back. G-CELV then operated to Geneva and back and onwards to Manchester as '812. G-CELJ(015P) positioned from Blackpool as cover.

KLM:- PH-OFJ(11E/12E), PH-OFB(1549/50), PH-OFD(67W/64K, n/s)

Manx2:- Metroliner EC-GPS(Euro Continental 322/3) am, Do.228 D-IFLM(Kiel Air 38L/39L) pm.

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

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

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

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) departed to Faro at 0800 following its night stop. The Hawker 800XP **N351TC** arrived from Cork at 0737 and night stopped before routing to Northolt Thursday afternoon.

GENERAL AVIATION:- This morning at 1040 Teesside based Cessna 152 **G-GFIB** diverted in after encountering bad weather while flying in the vicinity.

MILITARY:- King Air 200 **ZK454**(Cranwell 65) carried out an ILS and overshoot mid-afternoon.

12/3 Thursday

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

bmi:- G-RJXD/H/K/L again operated all day and night stopped.

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

Flybe:- G-ECOO(729/30), G-ECOV(171/7VT), G-JEDR(643/4), G-ECOI(731/2), G-JECZ(1LH/174), G-JEDL(733/4)

KLM:- PH-OFA(11E/12E), PH-WXC(1549/50), PH-OFA(67W/64K, n/s)

Manx2:- Metroliner EC-ITP(Euro Continental 328/9) pm flight

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

GENERAL AVIATION:- Cessna 182S **G-EFAM** carried out 2ILS approaches, the first at 1240, f/t Barton.

13/3 Friday

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

bmi:- G-RJXI(9751/2) to Southampton for football charter, return from Teesside later. G-RJXD operated all Heathrow flights until **G-DBCI**(8JL/9865 t. Gatwick). G-RJXI/K/L night stop.

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

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

Jet2:- G-LSAB(Daallo 101P) returned from Gatwick following its latest jaunt to Somalia. G-LSAE(105E) to Cork.

KLM:- PH-KLI(11E/12E), PH-KZD(1549/540), PH-KLI(67W/64K, n/s)

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

Ryanair:- EI-DCS(152/153A), **EI-EBL**(156/15N, First Visit). EI-DYB(9396/27E).

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

EXECUTIVE JETS:- Returning from Faro this afternoon was Challenger **M-NEWT**(Bizjet 1WT), night stop.

GENERAL AVIATION:- King Air 200 **G-FPLD**(Calibrator 199) arrived from Jersey late morning and was engaged in calibrating the ILS until mid afternoon when it returned home to Teesside. Similar type **G-PCOP**(Gama 616) was logged departing to Jersey at 1344. Also noted was Baron **N64VB**, arriving from Elstree mid afternoon and outbound to Sleep at 1620. Air Medical PA-34 Seneca **G-HTRL**(Air Med 086) was f/t Oxford late afternoon and PC-12 **G-TRAT** arrived from Milan at 2045, having departed to Italy very early this morning.

14/3 Saturday

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

bmi:- Heathrow:- G-RJXI(01J/4JL,2LJ). G-RJXK(9161) positioned to Manchester but then turned up on the inbound 8JL, however due to strong cross winds after two overshoots it diverted back to Manchester. Incidentally on its second approach it had a green laser fired at it while on finals to runway 32.

Flybe:- G-ECOI(729/30), G-KKEV(171/7VT)

Jet2:- G-CELP(031E) returned from major overhaul in Belgrade at 2300.

KLM:- PH-OFM(11E/12E), PH-OFE(1549/50), PH-OFJ(67W/64K, n/s)

Manx2:- Metroliner EC-ITP(Euro Continental 322/3, **See photo by BT777**) F/T Ronaldsway.

Pakistan International:- Following one missed approach A.310 AP-BEG(775/6) diverted to Manchester.

Ryanair:- EI-DHP(152/153A) f/t Dublin, EI-DWZ(9078/9) f/t Alicante.

IT FLIGHTS:- Thomas Cook utilized A.320 **G-FTDF** on their Tenerife trip. Fokker 100 **OE-LVL**(Austrian 2373/4) f/t Innsbruck.

GENERAL AVIATION:- Our regular SR.22 **G-PHEW** arrived from Fairoaks at 1033 for a day stop.



15/3 Sunday

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

bmi:- G-RJXI operated first two Heathrow rotations then positioned to Glasgow(9771). G-RJXK(9172) positioned back from Manchester, n/s with G-RJXD/L.

Eastern:- G-MAJB(99Q/59Q) f/t Aberdeen. G-MAJP still based.

Flybe:- G-JECP(731/2), G-JECU(733/4), G-JEDM(643/4), **G-FBEJ(175/6)**

Jet2:- G-LSAB(155P) positioned from Liverpool, G-LSAE(106P) positioned back from Cork.

KLM:- PH-OFG(11E/12E), PH-WXD(1549/50), PH-OFM(67W/64K, n/s)

Manx2:- Making its first visit, Dornier 228 **D-ILKA**(Kiel Air 38L/39L) f/t Ronaldsway

Ryanair:- EI-DHJ(15J/01D), EI-DCM(156/15N). EI-DAX(9396/27E) f/t Gerona

GENERAL AVIATION:- PA-28 **G-BOKA** arrived from Fairoaks mid-morning on one of its regular day trips while Cessna F.172N **G-BIOB**(Flight Images 01) called in for fuel at 1320 on completion of a local photographic survey. This was followed by Cessna 182Q **N735CX** based at a private strip at Brandans Farm, West Horndon, Essex. The aircraft, which is STOL modified is operated by the Christian Fellowship. Cessna 152 **G-BJVT** was logged homeward bound to Teesside at 1740.

16/3 Monday

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

bmi:- G-RJXN(9111) positioned in from Heathrow at 0650 to join G-RJXD/K/L operating all day and night stopping.

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

Flybe:- G-ECOI(729/30), G-ECOD(171/7VT), G-JEDN(643/4), G-JECK(1LH/174), G-JECP(731/2)

Jet2:- G-LSAC(031E) from East Midlands, G-LSAE(020E) to Bristol. G-CELC(018P) positioned from Newcastle to operate t/f Chameray via Manchester(451/2). G-CELP(101P) returned home to Stansted and G-CELR(102P) returned to Edinburgh.

KLM:- PH-OFF(11E/12E), PH-KZA(1549/40), PH-OFG(67W/64K, n/s)

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

Ryanair:- EI-DAL(152/153A), EI-DHP(156/15N). EI-EBC(9396/27E).

GENERAL AVIATION:- PC-12 **G-TRAT** was away early again this morning, departing to Palma just after 0600 and returning mid-afternoon. At 1426 PA-28 **G-GYTO** was logged inbound from Wellesbourne Mountford.

MILITARY:- Shortly after 1000 King Air **ZK452**(Cranwell 74) carried out an ILS and overshoot.

17/3 Tuesday

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

bmi:- G-RJXD/K/L/N performed all day and night stopped.

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

Flybe:- G-JECU(729/30), G-JECG(171/7VT), G-ECOY(643/4), G-JECP(731/2), G-KKEV(175/6)

Jet2:- G-LSAE(031E) from Bristol. G-CELV(811/2) f/t Manchester to operate to combined Geneva.

KLM:- PH-OFF(11E/12E), PH-KZD(1549/50), PH-KLI(67W/64K, n/s)

Manx2:- D-ILKA(Kiel Air 32L/33L) am, pm flight not identified.

Ryanair:- EI-DAS(152/153A), EI-CSW(156/15N). EI-DWZ(9078/9).

EXECUTIVE JETS:- London Executive Citation XLS **G-SIRS**(Lonex 29RS) Biggin Hill at 0856 for an outbound charter to Madrid/Torreon. Falcon 2000EX **CS-DFK**(Fraction

2UR) arrived from Berne at 1515 for an overnight stay closely followed by Challenger 300 **M-NEWT**(Bizjet 1WT) from Farnborough. Citation 2 **G-JBIS**(Cloudbrunner 53) operated by 247Jet arrived from Dublin early evening and also night stopped, departing to Budapest at 1745 the next day.

GENERAL AVIATION:- Twin Squirrel **G-ORDH** positioned from Bagby to Nun Monkton this morning to collect "Mr. Harpin" and transport him to LBA arriving at 0727 and heading home to Bagby at 0730. The boss was then whisked away to Madrid in PC-12 **G-TRAT**. Another PC-12 visitor was **G-OLTT**, f/t Elstree 1834/2133. Cessna 340A **G-LIZA** arrived from Glasgow at 0915 and operated outbound to Biggin Hill around lunchtime. Cessna 421C **N421CU**, the former G-GILT based at Sturgate, was noted departing to Full Sutton at 1640 although it is not known when it arrived. Another American registered Cessna due to visit today was Cambridge based '172N Skyhawk **N6182G**, however we have no confirmation of its arrival. Finally, Dauphin **EI-GJL** arrived from Ardee, Northern Ireland late afternoon and night-stopped routing out via Fleetwood at 0636 the following morning.

18/3 Wednesday

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

bmi:- No changes with G-RJXD/K/L/N operating all today's flights and night-stopping.

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

Flybe:- G-JECU(729/30), G-JECK(171/7VT), G-ECOW(643/4), G-JECS(731/2), G-JEDO(733/4)

Jet2:- G-LSAB(156P) from Liverpool, G-LSAC(Daallo 100P) to Gatwick, G-LSAE(148P) to Stansted. G-CELD(811/2) f/t Manchester to operate combined Geneva flight.

KLM:- PH-KLI(11E/12E), PH-KZN(1549/50), PH-KLI(67W/64K, n/s)

Manx2:- Do.228 D-ILKA(Kiel Air 32L/33L) am, Metroliner EC-ITP(Euro Continental 328/9) pm

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

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

IT FLIGHTS:- A.320 **G-FTDF** positioned back from Cardiff for ops for Thomas Cook.

EXECUTIVE JETS:- A first time visitor today was Citationjet **D-IRKE**(Carolluss 2105) which is operated by Triple Alpha Aviation. The aircraft arrived from Paderborn/Lippstadt at 0840 and left for Birmingham around 1100.

GENERAL AVIATION:- PA-31 **N642P** arrived from Enniskillen at 0850 stayed around half an hour before routing to Gamston only to return at teatime for an overnight stay. Another PA-31 visitor was **G-OJIL**, which was noted parked on the Multiflight apron having arrived early afternoon using call-sign "Sherlock 01". DA-42 Twin Star **G-ITFL** diverted in mid-morning due to low-level fog at its original destination Rufforth. The aircraft stayed until 1715 when it returned home to Northern Ireland.

MILITARY:- BN.2T Islander **ZG847**(Armyair 597) called in for fuel this afternoon and was logged departing to Belfast at 1558. King Air 200 **ZK451**(Cranwell 74) performed an ILS and overshoot mid morning and similar type **G-RAFD**(Cranwell 72) turned up at lunchtime. At 1750 Tucano **ZF204**(LOP 44) arrived from Linton on a training detail and also did an ILS and overshoot.

19/3 Thursday

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

bmi:- No changes in the Embraers based, G-RJXD/K/L/N operating all day and night stopping.

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

Flybe:- G-JECP(729/30), G-JEDN(171/7VT), G-JECG(643/4), G-ECOJ(1LH/174), **G-FBEE**(412 f. Birmingham/734)

KLM:- PH-OFE(11E/12E), PH-KZR(1549/50), PH-OFG(67W/64K, n/s)

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

Ryanair:- EI-DPM(152/153A), **EI-EBN**(156/15N, First Visit). EI-DHD(9078/9) f/t Alicante

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

EXECUTIVE JETS:- A first time visit was made today by Cessna 650 Citation 3 **D-CCEU**(Snoopy 192, **See photo below**) which arrived from Cologne at 1306. The aircraft, which is operated by Air Traffic GmbH, departed late afternoon to Le Bourget. Mid afternoon Citation Mustang **G-LEAA**(Lonex 3AA) arrived from Newcastle and after a short stay headed down to Luton. Regular Challenger 300 **M-NEWT** was next to arrive from Siegerland and after night stopping routed to Northolt at 0820.

GENERAL AVIATION:- PA-28 **G-VOAR**, on its first visit arrived from Fairoaks at 1025 for a day stop while Duchess **G-BXXT** made a short visit mid-afternoon. Twin Squirrel **G-ORDH** arrived from Bagby at 1825 to pick up his passenger from PC-12 **G-TRAT**, which arrived shortly afterwards from Madrid/Torrejon, and transport him home to Nun Monkton. Finally, a turn up at 2152 was Partenavia P.68B Victor **D-GBRD**(Kiel Air 945M) from Ronaldsway and this aircraft, the forth first timer today, returned to the Isle of Man early next morning.

MILITARY:- BAe.125 CC2 **ZD396**(Ascot 1534) diverted in early this morning due fog at his destination Leeming and after dropping 1 VIP routed to Northolt at 0909.



20/3 Friday

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

bmi:- G-RJXD(9751/2) positioned to Luton to fly Arsenal FC up to Teesside for their game with Middlesboro, returning from DTV later. G-RJXN operated all Heathrow flights until **G-DBCG**(8JL/9865 t. Gatwick). G-RJXK/L n/s.

Eastern:- G-MAJV(29Q/19Q, 99Q/59Q), G-MAJD(74G/39Q). G-MAJP still based.

Flybe:- G-ECOJ(729/30), G-ECOV(171/7VT), G-JEDO(643/4), G-ECOJ(1LH/174), G-JECS(731/2), G-JECU(733/4), G-ECOY(175/6)

KLM:- PH-OFH(11E/12E), PH-KZC(1549/50), PH-OFE(67W/64K, n/s)

Manx2:- Dornier 228 D-CMNX(Kiel Air 32L/33L, 38L/39L) operated both IOM flights.

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

IT FLIGHTS:- A.320 **G-FTDF**(Kestrel 652K/L) t/f Tenerife for Thomas Cook.

EXECUTIVE JETS:- The Citation Sovereign **G-NSJS**, operated by Ferncroft, Jersey arrived early morning on one of its regular visits and this was followed by a first time visitor at 0945. Citationjet 3 **F-HBPP**(**See photo on page 21**, by Mike Storey) of Air Taxi/SAT Sarl arrived from Le Mans/Arnage and stayed all day, returning home early evening. The Hawker 800B **LN-ESA**(Red Spot 155) turned up again at 1235 and was logged outbound to Malaga an hour later. Finally today Challenger 300 **M-NEWT**(Bizjet 2WT/3WT) arrived from Northolt at 1749, departing to Luton at 1839.

GENERAL AVIATION:- As already detailed in the introduction A.109A **N109AG** and Cessna 172S **G-TAMR** both left for pastures new today. Baron **N64VB** arrived from Bristol/Filton at 1250, departing to Elstree at 1309 and PC-12 **G-INTO** also made a short visit late afternoon from Glasgow to Shoreham.



21/3 Saturday

SCHEDULES:- Air Southwest:- G-WOWB(480L/481M) f/t Plymouth/Bristol
bmi:- G-RJXD operated Heathrows until G-RJXA(8JL), n/s with G-RJXL/N. G-RJXK(9162) positioned from Manchester.

Flybe:- G-ECOI(729/30), G-ECOJ(171/7VT)

Jet2:- G-CELL(032E) returned from major overhaul in Belgrade.

KLM:- PH-OFH(11E/12E), PH-KZO(1549/50), PH-OFE(67W/64K,n/s)

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

Pakistan International:- A.310 AP-BEC(PK775/6) f/t Islamabad.

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

CHARTERS:- P&O Cruise passengers from Bridgetown arrived in Boeing 767/300 **G-OBYE**(Thomson 532), the aircraft then positioned to Manchester('9711F).

IT FLIGHTS:- A.320 **G-FTDF** operated Thomas Cook's flight to Las Palmas then positioned to Cardiff(Kestrel 862P).

EXECUTIVE JETS:- Citation XL **N560TH**, operated by Westair Flying Services from Blackpool, arrived at 1047 to operate outbound to Malaga at midday. Arriving from Palma at 1411 was Premier 1 **G-OMJC**(Manhattan 32A) and this aircraft positioned to its home base at Farnborough early evening. Around the same time Jet Operations Citation V **G-JETO** was due in to operate an outbound charter to Montpellier, however the following day this Birmingham based company was declared bankrupt and ceased operations.

GENERAL AVIAITON:- Stapleford based PA-32R Saratoga **G-NIOS**, operated by Planet Aviation paid its first visit when it arrived mid morning. PA-31 Chieftain **G-PZAZ**(Air Med 075) arrived from Annecy at 1947, positioning home to Oxford around an hour later.

MILITARY:- BN.2T Islander **ZH536**(Ascot 7972) called in for a fuel top-up while on "operations" in the local area.

22/3 Sunday

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

bmi:- G-RJXA/K/N operated today's flights and night stopped.

Eastern:- G-MAJI(99Q/59Q) f/t Aberdeen. Based still G-MAJP.

Flybe:- G-JECJ(731/2), G-JEDO(643/4, went tech on return from Aberdeen and night stopped), G-JEDI(304 f. Dublin 2200 to collect outbound Exeter pax), G-ECOI(733/4), **G-FBEJ**(175/6)

Jet2:- G-LSAE(015E) from Cork. G-LSAG(217) went tech in Arrecife, G-LSAH positioned from Manchester to Arrecife to rescue inbound passengers.

KLM:- PH-OFA(11E/12E), PH-KZR(1549/50), PH-OFE(67W/64K, n/s)

Manx2:- Dornier 228 D-IFLM(Kiel Air 38L/39L) operated today's rotation.

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

EXECUTIVE JETS:- Hawker 400XP **CS-DMN**(Fraction 4PK) from Hawarden 1345, to Le Bourget 1640.

GENERAL AVIATION:- Agusta A.109E **G-TYCN** arrived at 1700 and went to Multiflight for maintenance.

23/3 Monday

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

bmi:- G-RJXJ(9111) from Heathrow, performed all day with G-RJXA/K/N and night stopped.

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

Flybe:- G-ECOI(729/30, 731/2), G-ECOV(171/7VT), G-JECH(643/4), G-JEDO(carried out engine runs 0600, departed to Exeter as Jersey 041D).

Jet2:- G-LSAH(218) arrived at 0602 with yesterday's Arrecife passengers, G-LSAG(015P) positioned home later.

KLM:- PH-OFF(11E/12E), PH-KZI(1549/50), PH-OFF(67W/64K, n/s)

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

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

24/3 Tuesday

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

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

Eastern:- G-MAJV(29Q/19Q), G-MAJD(74G/39Q), G-MAJB(99Q/59Q). G-MAJP still resident.

Flybe:- G-ECOI(729/30), G-ECOY(171/7VT, 175/6), G-JECP(643/4), G-ECOV(733/4)

Jet2:- G-CELH(6646) operated a Northern Lights charter, returning in the early hours of Wednesday.

KLM:- PH-OFN(11E/12E), PH-KZC(1549/50), PH-OFA(67W/64K, n/s)

Manx2:- The Dornier 228 D-IFLM again operated both flights f/t Ronaldsway

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

MILITARY:- King Air 200 **ZK451**(Cranwell 65) carried out an ILS and overshoot early afternoon.

25/3 Wednesday

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

bmi:- G-RJXA(2LJ) swapped in Heathrow with G-RJXO(5JL), n/s with G-RJXJ/K/N.

Eastern:- G-MAJV(29Q/19Q), G-MAJD(74G/39Q), G-MAJB(99Q/59Q). G-MAJP resident.

Flybe:- G-ECOI(729/30, 733/4), G-JECJ(171/7VT), G-JECX(643/4), G-JEDL(1LH/174), G-ECOY(175/6)

KLM:- PH-OFL(11E/12E), PH-KZB(1549/50), PH-KLI(67W/64K, n/s)

Manx2:- Again Dornier 228 D-IFLM(Kiel Air 32L/33L, 38L/39L) operated both flights.

Pakistan International:- PIA A.310 AP-BEC(775) arrived from Islamabad and night stopped after going tech.

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

IT FLIGHTS:- A.320 **G-FTDF** returned from Cardiff in readiness for operations for Thomas Cook.

GENERAL AVIATION:- Sherburn based SR.22 **N40GD** arrived at lunchtime and after a short stay headed off down South.

26/3 Thursday

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

bmi:- G-RJXJ/K/N/O operated today's flights then night stopped.

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

Flybe:- G-JECU(729/30), G-JECJ(1LH/174), G-ECOI(731/2), **G-FBEK**(643/4), G-JECG(175/6), G-JECF(733/4)

Jet2:- G-CELD(811/2) f/t Manchester to operate combined Geneva flight. G-CELV(337/8) f/t Manchester to operate combined Charnery flight. G-CELJ(032E) from Manchester.

KLM:- PH-OFH(11E/12E), PH-KZD(1549/50), PH-OFJ(67W/64K, n/s)

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

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

IT FLIGHTS:- Thomas Cook f/t Arrecife operated by A.320 **G-FTDF**.

EXECUTIVE JETS:- Citation Sovereign **D-CHDC** operated by Hiedelbergcement AG was on its first visit to LBA when it arrived from Mannheim late afternoon and then routed to East Midlands at 1910.

GENERAL AVIATION:- This morning kicked off with a couple of King Airls, '350 **G-WATJ**(Ambassador 226A) from Edinburgh at 0818 followed around 1000 by '200 **G-SASD**(Gama 775) from Glasgow. SR.22 **N40GD** turned up for another short visit at lunchtime and then an old friend arrived in its new

guise of **N335MY**(See photo below, by Mike Storey). This was in fact our former resident Cessna 335 G-FITZ which like N421CU is owned by Robert Garretson and based at Sturgate. It arrived from Sturgate at 1330 and stayed around two hours for a spot of maintenance.



27/3 Friday

The airport was closed from 1945 until 2100 after a “suspect package” was found on board PIA A.310 AP-BEC which had been here since going u/s on 25/3. The aircraft had been doing engine runs during the day and was preparing for departure around 1900 when the pilot requested Airport Security to visit the aircraft. For a while everything was ok but the last landing was G-FBEJ(Jersey 175) from Southampton, which was parked on the new apron and its passengers ferried by bus to the fire station. All inbound flights were delayed on the ground and the only diversion away was Falcon 900EX G-SIRO, which went to Blackpool. At 2100 the all clear was given and the first landing was KLM67W from Amsterdam which was in fact on the 4 mile final at Humberside when he was advised Leeds had opened so he overshoot and came here. AP-BEC(Pakistan 775D) finally departed to Islamabad at 0020 on the 28th with 82 souls on board.

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

bmi:- G-RJXJ/K/N night stopped. **G-DBCK**(BJL/8QA) the LHR-Manchester service routed through LBIA to drop off passengers held up by the earlier problems.

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

Flybe:- G-JECU(729/30), G-KKEV(171/7VT), G-ECOA(643/4), G-JECF(731/2), G-ECOI(733/4), **G-FBEJ**(175/176B, operated outbound to Bournemouth as it did not depart until 2315 and Southampton would have been closed).

Jet2:- G-LSAE(031E) positioned to Cork.

KLM:- PH-OFL(11E/12E), PH-KZL(1549/50), PH-KLI(67W/64K, n/s)

Manx2:- Do.228 D-ILKA(Kiel Air 32L/33L) am, LET 410 OK-ASA(Eurovan 328/9) pm.

Ryanair:- EI-DLK(152/153A), EI-DHJ(156/15N). EI-DWG(9396/27E).

IT FLIGHTS:- A.320 **G-FTDF** operated to Tenerife with a tech stop at Faro to refuel on the outbound flight.

EXECUTIVE JETS:- An early start for Citation 2 **G-FIRM**(Marshall 10A), which positioned from Cambridge at 0722 to operate an outbound charter to Sion. Shortly after 0900 TAG Aviation Lear Jet 45 **G-SNZY** arrived from Farnborough for a charter to Le Bourget and CJ Airways Citationjet 3 **N309CJ** paid a short visit f/t Guernsey at lunchtime. The Hawker 800B **LN-ESA**(Red Spot 155) arrived from Malaga at 1227, positioning home to Oslo/Torp at 1322. Finally, Lear Jet 35A **LX-ONE**(Lion King 1 Ambulance) brought a patient from Santiago mid-afternoon and went home to Luxemburg at 1655.

GENERAL AVIATION:- Aztec **G-RVRD**(Raven 05B) arrived from Liverpool at 0920 and departed to Oban shortly after. Cessna 182S **G-LVES** followed, inbound from East Midlands for a flight as “Exam 02” before heading back to EMA.

28/3 Saturday

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

bmi:- It's all over now, G-RJXO(Midland 8JL) operated the very last Heathrow service, landing at 2018 and then positioning out to East Midlands.

Flybe:- G-ECOI(729/30), G-ECOV(171/7VT).

Jet2:- G-CELU(069P) positioned to Manchester.

KLM:- PH-OFD(11E/12E), PH-KZL(1549/50), PH-KZD(67W/64K, n/s)

Manx2:- LET 410 OK-ASA(Eurovan 322/3) operated f/t Ronaldsway.

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

Ryanair:- EI-EBK(152/153A, First Visit), EIDWZ(9078/9) f/t Alicante.

GENERAL AVIATION:- Diamond DA-42 Twin Star **PH-FLD** arrived at 1452 and was parked on the Multiflight/East apron until 30/3 when it departed to Lelystad at 1558.

MILITARY:- RAF C-17A Globemaster **ZZ174**(Ascot 6649) arrived at 1611 to drop off one compassionate passenger and departed to Brize Norton at 1620.

29/3 Sunday Start of British Summer Time, all times stated are local.

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

bmi:- G-RJXM(408) operated inbound from Edinburgh, n/s with G-RJXJ/K.

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

Flybe:- G-ECOI(731/2), G-JECK(643/4), G-ECOV(733/4), **G-FBEJ**(175/6)

Jet2:- G-CELK(110P) positioned from Bristol operated the Paris flight then to Blackpool(146P)

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

Manx2:- Dornier 228 D-ILKA(Kiel Air 38L/39L, **See photo by Martyn Gill**) f/t Ronaldsway

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

GENERAL AVIATION:- Aztec **G-RVRD**(Raven 05B) from Oban to Liverpool at lunchtime.



30/3 Monday

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

bmi:- G-RJXJ(9111) to Manchester, G-RJXL(9112) from Manchester, n/s with G-RJXK/M

Eastern:- G-MAJM(29Q/19Q, 99Q/59Q), G-MAJG(74G/39Q). G-MAJP based.

Flybe:- G-JEDM(729/30), G-JEDN(171/7VT), G-JECX(643/4), G-ECOY(731/2), G-JECP(175/6)

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

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

Pakistan International:- First Monday flight operated by A.310 AP-BEQ(775/6) f/t Islamabad

Ryanair:- EI-DAS(152/153A), EI-DLN(156/15N). EI-DCF(9396/27E)

EXECUTIVE JETS:- Sovereign **G-NSJS** arrived from Jersey at 0934 for a night stop while the Citationjet 3 **N309CJ** paid a brief visit f/t Guernsey at lunchtime. Citation 2 **G-FIRM**(Marshall 10C) inbound at 2007 before heading home to Cambridge at 2034. Citationjet **G-EDCJ**(Synergie 101) landed at 2207 and departed to Belfast International at 2228.

31/3 Tuesday

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

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

Eastern:- G-MAJG operated all three Aberdeen rotations. Based G-MAJP.

Flybe:- G-ECOI(729/30), G-JEDN(171/7VT, 175/6), G-JECO(643/4), G-JECF(731/2)

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

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

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

EXECUTIVE JETS:- The Citationjet **G-EDCJ** was supposed to return from Belfast through the night and as it was parked on Multiflight/West when we arrived to start printing this morning, it obviously did. Also while we were there Lear Jet 35A **D-CAVE**(Ambulance 251) arrived with a stretcher case.

GENERAL AVIATION:- Hughes 369 **G-JIVE** arrived for a short visit shortly after 0900 and the West Yorkshire Police MD.902 **G-YPOL**(Police 42) carried out two ILS approaches mid-afternoon.



NEW SURVEY AIRCRAFT FOR LBIA

As already mentioned in the introduction Cessna 172S G-TAMR(Photo by Martyn Gill) has been sold and moved to new owners, Caledonian Air Survey of Inverness.



i
Repalcing it is Vulcanair P.68C Observer I-SORV(Photo by Simon Titchmarsh) which arrived from Naples via Jersey on 24/4/09. This aircraft will eventually be placed on the UK Register.

LEEDS/BRADFORD STATISTICS JANUARY 2009

	Jan-08	Jan-09	% This month	% +/-
Movements				
Scheduled	2650	2188	58.86%	-17.43%
Charter	95	85	2.29%	-10.53%
Private/Misc	939	1444	38.85%	53.78%
Total	3684	3717		0.90%
Passengers				
Scheduled	142352	119259	93.65%	-16.22%
Charter	7028	7106	5.58%	1.11%
Transit	1068	984	0.77%	-7.87%
TOTAL	150448	127349		-15.35%
International	107029	92509	75.97%	-13.57%
Domestic	42351	33856	24.03%	-20.06%
MOVING ANNUAL TOTAL	2855721	2837432		-0.64%

Not a good passenger month, but actually better than December 08, when the reduction over the previous December was 19%. We have also finally fallen into negative territory when we look at than Moving Annual Total. Most Airports in the UK have similar figures for January, so we are not alone! The number of movements in Jan 09 was more or less the same as Jan 08. Schedule movements reduced by 17%, Charter Movements by 10%, but the others increased by 39%. This increase was down to more "Test & Training" flights, Positioning flights (due to Thomas Cook?) and Aero Club flights.

There were 2 new international routes compared to Jan 08 and these are Islamabad (PIA) and Gerona (Ryanair). Compared to Jan 08, we have lost flights to Palma, Krakow, Malta, Bergamo, Shannon, Galway and Cork. The routes with the biggest increase are Bridgetown (Charter Cruise Passengers) 71%, Innsbruck 28% and Paris 20%. Most other routes had a decrease in passengers, but interestingly Malaga passengers numbers were almost identical to last year, which is amazing considering the Euro exchange rate and the overall reduction in passengers.

On the domestic front, the only route with an increase in passenger numbers was Newquay, with a 62% increase, meaning a total 1908 passengers In January 2009. The largest decreases were Edinburgh (48%), Heathrow (31%), Glasgow (28%) and Aberdeen (21%). The Heathrow flight still had the most passengers with 7253 in January 2009, so the domestic figures will be dire, from April 2009 onwards, when the Heathrow flight finished. During January 2009 we had 12 diversions away LBIA, 7 to Doncaster, 2 to Exeter?? and 3 to Manchester. We actually received 3 diversions for other airports. Interestingly in Jan 2008 we lost 23 flights to diversions and gained just 1.

Reference: CAA Statistic website

FOLLOWING ON WE HAVE A REVIEW OF INTERESTING FACTS FOR 2008

In 2008 LBIA was the 16th busiest airport in the UK with 2,860,447 passengers, an increase of 42% since 2003.

Five years ago LBIA was the 15th busiest airport. We have been overtaken by London City which had 1,470,576 passengers 5 years ago and has more than doubled since then.

In 2008 Charter Passengers were just 10% of the total passengers.

Over the past 10 years the number of total aircraft movements has stayed remarkably constant at around 60000 per annum. The number of passengers in 2008 is just more than double the figures from 1998.

There was a reduction in passenger movements of 5% in 2008 compared to 2007. The figure for 2008 was 37604.

There were 106 Diversions away from LBIA. Manchester received 43 followed by Doncaster (35), Durham Tees Valley (18), Blackpool (6) and East Midlands (4). LBIA also received 32 divers from other airports. The only Airport with more diversions than us was London City with 218. Heathrow only had 98.

There were 578,089 (20.2%) Domestic and 2,282,358 (79.8%) International Passengers. The domestic Passengers reduced by 8% compared to 2007 and International increased by 2.4%.

In 2008 there were flights to 71 different international destinations, compared to 62 in 2007.

Amsterdam was the most popular followed by Dublin, Alicante, Malaga, Palma and Paris.

In 2008 there were 17 different domestic destinations, with the most popular being Heathrow, followed by Belfast International, Southampton and Belfast City

Over the past 11 years the amount of freight (in tonnes) at Leeds Bradford Airport varies considerably

1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
453	306	709	2364	114	83	79	92	101	109	334

Alan Sinfield

Reference : CAA Statistics Website

LBA-LHR, THE END OF AN ERA

The decision by bmi regional to cease operating flights from LBA to Heathrow means the end of over 50 years of direct flights between Leeds and the Capital's major airport. To mark this fact I intend to look back at air links to London from Leeds over the years and we start by going back 90 years when flights operated to Hounslow from Soldiers Field in Roundhay. **TERRY SYKES** looks back to where it all began.....

The Blackburn RT.1 Kangaroo

Prior to the first World War there were no dedicated airliners or airline networks. Progress during the war led to bigger aircraft carrying more weight and flying further distances. Among the large aircraft to emerge was the Blackburn Kangaroo bomber built by the Blackburn Aeroplane and Motor Co. of Olympia, Leeds. This was a landplane conversion of the Blackburn G.P.Seaplane and flew for the first time in January 1918. Powered by two 250hp Rolls Royce Falcon II or two 270hp Rolls Royce Falcon III engines it had an upper wingspan of 74ft 10ins and a lower wingspan of 52ft, a length of 46ft and a height of 16ft 10ins and carried a crew of four. The wingspan was such that the aircraft was built with wings which folded back for easier hangarage. Originally built as a long-range bomber the RFC serials B8837-40 and RNAS serials N1720-39 were allocated but the RNAS serials were not used and they were allocated serials B9970-89 in the RFC series instead, with the first five having the Falcon II engines and the remainder the Falcon III's. It went into service with the newly formed RAF from April 1918 with 10 aircraft operating from Seaton Carew with 246 squadron on anti-submarine patrols over the North Sea where one was instrumental in sinking an enemy submarine in August. A further four submarines were confirmed damaged by them before the end of the war. By October 1918 a total of 14 Kangaroos were thought to be in service but in May 1919 all but three were sold back to Blackburns for conversion to civil use.

The three not sold to Blackburns went to the Graham White Aviation Co. Ltd. at Hendon where they were roughly converted to carry passengers on joy-rides. The Blackburn civil conversions were much more sophisticated and were among the worlds first airliners. Two versions were converted initially with G-EAIT and G-EAMJ being fitted with a large glazed cabin in the fuselage, with seating for seven passengers, and a single enclosed seat in the nose whilst G-EAIU and G-EAKQ had the same nose position but an open rear fuselage for freight or pleasure flying. On August 8th 1919 G-EAIT/G-EAIU and G-EAKQ flew to Amsterdam where the First Air Traffic Exhibition was being held and during the exhibition they flew over 1000 passengers on joy-rides. G-EAKQ was later sold to the Peruvian army.



The Kangaroo's were originally registered to the Blackburn subsidiary North Sea Aerial Navigation Co. Ltd. Formed on April 23rd 1919, this became North Sea Aerial and General Transport Ltd. In October 1919. Scheduled services were flown with the Kangaroos from Hull to Leeds(Soldiers Fields, Roundhay) to Hounslow starting in August 1919, £15-15s single, £20-00 return. A mail run from Leeds to Hounslow was started on September 30th 1919 due to a rail strike and a short lived

Leeds to Amsterdam (via Lypne) service started on March 6th 1920. It is not clear how many Kangaroos were actually built but eleven were eventually converted for civil use. As can be seen they served in a number of guises over their short lifespan and were in at the birth of the airline system after the Great War. Older members may recall the four bladed propeller that stood in the ballroom of the Yorkshire Aeroplane Club where we used to hold our meetings, this was from one of the Kangaroos and a last memorial to the aircraft.

G-EAIT/B9978 Registered 01.08.1919, CofA issued 11.08.1919. North Sea Aerial Navigation Co.Ltd. Crashed (N1728) at Brough 05.05.1925

G-EAIU/B9973 Registered 01.08.1919, CofA issued 01.09.1919. North Sea Aerial Navigation Co.Ltd. "Bonzo" (N1723) withdrawn prior to CofA expiry 19.04.1929 and scrapped at Sherburn 1930.

G-EAKQ/B9972 Registered 18.08.1919, CofA issued 09.09.1919. North Sea Aerial Navigation Co.Ltd. Sold to (N1722) the Peruvian Army in July 1921.

G-EAMJ/B9977 Registered 08.09.1919, CofA issued 08.09.1919. North Sea Aerial Navigation Co.Ltd. "Felix the (N1727) cat". Withdrawn from use on CofA expiry 02.02.1929. Scrapped at Sherburn 1930.

Between the Wars.....North East Airlines began a Hounslow-Yeadon-Newcastle service with Airspeed Envoys(G-ADAZ and G-ADBA) on April 8th 1935, this was withdrawn in July 1935 but started again on November 2nd 1936 as Croydon-Yeadon-Newcastle, possibly running until the outbreak of war.

The BKS era.....



After World War Two the RAF used Yeadon until 1953 and in January 1959 it officially became the Leeds and Bradford Airport. BKS Air Transport were the first big airline to come on board and they began to operate a Leeds/Bradford to Heathrow service on 03 October 1960 with Douglas DC3/C-47 Dakota aircraft 5 times per week. The service was updated to Avro 748 aircraft from 01 October 1962 and they were the mainstay of the route until 1966. They began using Vickers Viscounts in June 1966 following the delivery of 700 series G-ATTA and this was joined later by two others G-APNF and G-AVIY. Eventually due to demand on the route a series 800 aircraft was leased from BEA (different aircraft being used from the BEA fleet on each flight) with BKS stickers covering the BEA black square titles on the fuselage, however quite often the stickers did not survive the whole journey to Leeds! BKS then became part of BAS (British Air Services) along with Cambrian Airways in 1967 and Viscounts in a variety of hybrid BKS/BAS colour schemes until BKS eventually became Northeast Airlines in October 1970 and finally stopped operating the route in 1974.

The BKS experience.....

Our current secretary Jim Stanfield penned the following article in 1965 on his first ever flight. Jim, then secretary of the West Riding Branch of Air Britain, the forerunner of Air Yorkshire was at the time a student at Bradford University but on a summer work programme at the National Physical Labs in London. The article first appeared in the Yorkshire Air News monthly news letter.



By "748"

Having suffered on numerous occasions at the hands of the "new look" British Rail, your scribe decided to avail himself of the service provided by BKS Air Transport on his return to temporary exile in "the smoke", after a weekend at home in Leeds. So it was that at 0730 hours, an hour known to exist but never previously witnessed, on 12 July that Leeds/Bradford Airport witnessed the approach of a somnambulant individual complete with suitcase, airline bag (BKS of course) and current Air-Britain Digest. Preliminaries over your scribe proceeded at a high rate of knots, a pace normally reserved for opening time, to the aircraft, followed hot foot by the rest of his fellow passengers. Our mount for flight BK401 proved to be non-other than "Papa Lima", complete with silver nose cone.

Just after 0800 hours we taxied to the end of R33 and with hardly a pause accelerated down the runway, lifting off after approximately twenty-five seconds. Coffee and biscuits were served after twenty minutes by two charming stewardesses (well up to BKS standard). While passing over Coventry, the Captain introduced himself over the cabin intercom and gave details of our height, ground speed and the weather conditions. Our height was 7000 feet, and our speed was 270mph. Initially we had been flying with the ground in view, but as we approached the "sunny south" the view became obscured by thick cloud. This continued unbroken to Heathrow, where we let down through rain onto R28 Left. On approach to Heathrow the only landmark your scribe identified was the National Physical Laboratory, of which he was to see much more within the hour.

Jim Stanfield

Addendum. "Papa Lima" was an Avro 748 G-ASPL operated by BKS on the Leeds - London route. R33 at Leeds is now R32 and R28 Left at Heathrow is now R27L

BRITISH MIDLAND takes over.....

PHOTO by Aidan Williamson
dtvmovements.co.uk



More progress and in 1974 the Heathrow route was taken over by British Midland Airways using Viscount and Fokker Friendship aircraft. In 1986 the all jet Douglas DC9 was introduced on the route and in 1990 it was supplemented by the Boeing 737. BMA slowly morphed into bmi and additional aircraft used on the LHR route were Fokker 70/100 aircraft and various models of the Airbus, 320/321. During their reign on the route numerous leased aircraft were used including BAC 1-11-200 G-WLAD ("Welsh Lad", from Airways Cymru) which was based at LBA for a couple of years in the 80's and was a very effective early morning alarm call for local residents on the first departure of the day. Eventually, the service was reduced to being operated by Embraer 145 aircraft until G-RJXO operated the final flight from Heathrow on 28th March 2009.



GATWICK, FROM THE PAST TO THE FUTURE.....

With the announcement that Flybe are to start flying to Gatwick in June(Full details appear in the Commercial Aviation News section) we may as well just take a look back at other companies who have operated to Gatwick as well as other links to the capital.

Flights to Gatwick were commenced in 1980 when Air Anglia operated twice daily flights utilising PA-31 Chieftain aircraft capable of carrying just 10 passengers. The flight was upgraded to Bandierante aircraft as Air Anglia became Air UK(See photo of G-BGYS with Air Anglia fuselage colours and UK tail). Following disposal of their Bandierantes Air UK abandoned the route and shortly after



Genair, based in Liverpool took over also using the Bandierante. The flight was eventually upgraded once more to Shorts 330s and the route eventually fell into the hands of Air Ecosse. By this time it was the mid 1980s and the Shorts 330 was still the aircraft of choice, operating a twice daily round robin, Gatwick - Leeds - Humberside - Gatwick. Air Ecosse folded in late 1985 and there was a short gap with no link to Gatwick until Cityflyer Express,

who were based at Gatwick, started a twice daily flight using ATR.42 aircraft(G-BUEA/B, G-BVEC/D/F). After initial optimism passenger numbers fell and in 1987 the company pulled off the route leaving a gap for rapidly expanding Leeds based Capital Airways to jump in. The company registered their latest Shorts 360 G-OLGW in honour of the new route and carried on operating from 1988 until their eventual demise in late 1990. And that was the end of LBA-LGW, until the announcement that Flybe will re-open the route in June 2009. Let's wish them well!



OTHER LINKS BETWEEN LEEDS AND THE CAPITAL.....

London City flights have been tried by a couple of airlines but have not proved popular. Jersey European, the fore runner of Flybe operated the route in the mid 1990s using Dash-8-300 aircraft, G-JEDX/Y/Z, however passenger figures did not come up to scratch so the airline abandoned the route. Around five years later BMI commenced a three times daily flight using a leased ATR.42 G-DRFC painted in a special colour scheme promoting their flights to the Caribbean. Again, the passenger numbers did not add up and after just one summer of operation the flights ceased.

Flights have operated between LBA and Stansted when Air UK moved their operations from Norwich to Stansted and rescheduled the Edinburgh - Leeds - Norwich flight to the "new" airport. Luton had a connection to Leeds in the late 60's when the "Scottish Flyer" operated by Channel Airways operated a bus-stop flight from Southend to Luton, East Midlands, Leeds/Bradford, Teesside, Glasgow and Aberdeen. Aircraft used were Viscounts and HS.748s and your editor recalls flying from East Midlands to LBA in 1968 following a weeks "spotting trip darn sarf". Two of us caught the train from London to Derby and on reaching East Midlands paid our £1/17/6 fare and in half an hour later boarded Viscount G-AVHK for the 15 minute trip to LBA. On landing we were the only two passengers to get off and just three passengers boarded. Needless to say the route proved un-profitable and ceased.

COMMERCIAL AVIATION NEWS

LEEDS/BRADFORD NEWS

Leeds Bradford Airport's £28 million plan for the development of its passenger terminal has gone before planners. The airport has said that the scheme will transform the site and help prepare it for the next decade of air travel and is part of a £70m package of improvements over the next five years. Planners are being asked to approve a two-storey extension to main airport terminal building to provide new entrance, improved internal facilities and associated landscaping works to the terminal building forecourt at the airport. If approved, the initial scheme could be completed by the middle of this year, with the new facilities 'best in class,' and seen as an important step in catering for an anticipated increase in passengers from the current 3 million per year to 5 million by 2013, creating up to 2,000 new jobs. However, there are concerns about the environmental impact of the airport's expansion plans and the massive increase in passenger numbers.

A local opponent to the expansion of Leeds Bradford Airport has set up a website (www.airportmadness.co.uk) to help his neighbours object to the scheme. Giles Walker, from Yeadon, says the area is being spoilt by pollution and congestion from the airport, and he feels that the problems will get much worse if expansion plans are approved. Leeds Bradford Airport has submitted plans for a £28 million development of its passenger terminal, which they say will transform the site and help prepare the airport for the next decade of air travel. The terminal development is part of a £70m package of improvements over the next five years, however, the airport has said that the expansion plans would be within the airport's current boundaries and that they were not seeking a runway extension. Mr Walker has launched his website to give advice on opposing the application. He said: 'As a Yeadon resident I am outraged at the plans to double the size of the airport without any attempt to significantly improve the infrastructure.' He points out that the planning application itself predicted passenger numbers would rise from 2.99 million to 5 million. He adds: 'Because there is no rail link and the buses are not reliable, 90 percent of passengers will arrive by car. That's 7.1 million extra cars on the roads of Yeadon each year.' Mr Walker said it had not been disclosed how many extra flights were planned, but Friends of the Earth predicted 70,000 per year.

The airport was evacuated on the 28th March, after airport authorities found a suspicious package on the **P.I.A.** A.310A West Yorkshire Police spokesman said officers were alerted just after 19:30. West Yorkshire Fire Service sent several fire engines to the scene and nearby roads were closed because of the incident. The Pakistan International Airlines flight was searched and the emergency was stood down.

Ryanair bucked the recession by reporting a three percent growth in passenger numbers from Leeds Bradford Airport last year. The budget airline carried over 260,000 passengers to/from Leeds Bradford last year, which represents growth of three percent on the previous year. The airline is now looking to increase passenger numbers further on its three destinations from the airport – Irish capital Dublin, and Spain's Alicante and Girona.

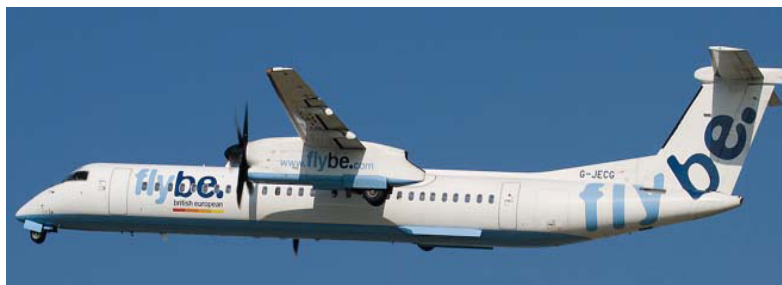
Just as we close for press details are emerging about a new London service, following the demise of the BMI Leeds to Heathrow service. Press announcement as follows:-

ECONOMY BOOST FOR REGION AS LBIA ANNOUNCES NEW SERVICE TO LONDON:-

20 April 2009. LBIA played host today (Monday 20th April 2009) to the Yorkshire and Humber Minister, Rt. Hon Rosie Winterton MP, at the launch of a vital new service connecting the region to the capital. The Minister and business leaders celebrated the introduction of Fylbe's daily service to London Gatwick – providing the only scheduled flights from Yorkshire and the Humber to London. T Tom

Tom Riordan, Chief Executive of Yorkshire Forward said: "We welcome the plans for flights to Gatwick from Leeds/ Bradford Airport and see this as an important step in building further links not just with the capital but also with the international business community. We believe this to be an opportunity for Yorkshire and Humber to attract further international inward investment and create additional links for our region's business network." Flybe will begin operating the three times a day London Gatwick service from 29th June 2009 with fares starting at just £24.99 one way, including taxes and charges, to be operated on an environmentally efficient Bombardier Q400. Flights can be booked from today at www.flybe.com.

Flybe says this additional route will create up to 130 jobs for the region. Mike Rutter, Chief Commercial Officer, Flybe commented: "The new service demonstrates Flybe's commitment to the region, continuing to help the local economy through the development of affordable and convenient business and leisure travel options." Rt. Hon Rosie Winterton MP said: "Regular and dependable flights between Leeds Bradford and London are very important for our region's economy. I warmly welcome the launch of Flybe's new service to this region, which I know will be extremely well received, particularly by the business community." Leisure passengers will also benefit from increased links with Gatwick, offering a local gateway to many long haul destinations, including America, the Caribbean and Dubai. Tony Hallwood, Leeds Bradford International Airport's Commercial Director, added: "The introduction of this service reinforces our commitment to offer key business and leisure routes to our customers within the UK and beyond. It's now even easier to fly from Leeds Bradford to London and the rest of the world. Inbound traffic is equally important to us and we look forward to working with our local tourism partners to increase the number of visitors to Yorkshire from London and the south east.



G-JECG Dash8-400 of Flybe departing Runway 32, LBIA(Martyn Gill)

SCHEDULE

Monday to Friday

Departs Leeds/Bradford at 0900, arrives London/Gatwick 1010
Departs Leeds/Bradford at 1405, arrives London/Gatwick 1515
Departs Leeds/Bradford at 1705, arrives London/Gatwick 1815

Departs London/Gatwick at 0725, arrives Leeds/Bradford 0835
Departs London/Gatwick at 1230, arrives Leeds/Bradford 1340
Departs London/Gatwick at 1855, arrives Leeds/Bradford 2005

Saturday

Departs Leeds/Bradford at 0845, arrives London/Gatwick 0955
Departs Leeds/Bradford at 1700, arrives London/Gatwick 1810

Departs London/Gatwick at 0650, arrives Leeds/Bradford 0800
Departs London/Gatwick at 1525, arrives Leeds/Bradford 1635

Sunday

Departs Leeds/Bradford at 1400, arrives London/Gatwick 1510

Departs Leeds/Bradford at 2030, arrives London/Gatwick 2140

Departs London/Gatwick at 1220, arrives Leeds/Bradford 1330

Departs London/Gatwick at 1855, arrives Leeds/Bradford 2005

To accommodate the weekday evening Gatwick flight the Southampton flights have been re-arranged with one aircraft operating at follows:-

BE173 Departs Southampton 1520, arrives Leeds/Bradford 1625

BE356 Departs Leeds/Bradford 1705, arrives London/Gatwick 1815

BE357 Departs London/Gatwick 1855, arrives Leeds/Bradford 2000

BE176 Departs Leeds/Bradford 2045, arrives Southampton 2135

In addition on Mon/Thu/Fri:-

BE175 Departs Southampton 1700, arrives Leeds/Bradford 1800

BE174 Departs Leeds/Bradford 1830, arrives Southampton 1930

A campaign has started to crack down on the escalating problem of **lasers** maliciously directed at planes and helicopters using Leeds Bradford Airport. The move follows a dramatic increase in the number of incidents of pilots being distracted by lasers during critical phases of flight. During 2008, there were five reported cases of people shining hand-held lasers at aircraft. Most involved jets landing at the airport. There were no incidents in 2007. The Civil Aviation Authority (CAA), West Yorkshire Police and Government departments have joined force to track down and prosecute those responsible. The campaign will use a new device being rolled out to police forces around the country that can pinpoint the exact location of where a laser beam originates.

Bob Jones, head of flight operations at the CAA, said: 'To those individuals targeting aircraft with laser devices, the message is clear – don't. You will be caught and you will be prosecuted and you could spend up to five years in prison. We strongly urge anyone in the local area who sees a laser being used against aircraft to contact the police immediately. These things are not toys, they pose a serious risk to flight safety.'

AIRPORT NEWS

Carlisle Airport have cleared another hurdle after planning consent has been officially released by Carlisle City Council. This means the Stobart Group, the company behind the scheme, can now exercise its option to buy the airfield and start the development work. Due diligence is currently being carried out before the deal is signed.

Release of planning permission was delayed until the council received a legally-binding document from Stobart promising to improve the runway and passenger terminal at the site. That was required in order to avoid the project becoming a purely commercial move to relocate the Eddie Stobart haulage company at the site, as some local campaigners had suggested would happen. Under the redevelopment plan, passengers could soon board a plane at Carlisle and be in the centre of London in under one-and-a-half hours. Flights would operate between Carlisle and Southend Airport, which Stobart also owns. A railway station will be built soon at Southend, which will see trains running on a high-speed link to the site of the Olympics and London's Liverpool Street station. Airport director Richard Gordon said: 'Things are moving. Nobody has ever got this far in developing the airport so we are in uncharted territory. It's great news for Cumbria.'

Durham Tees Valley Airport has launched a High Court claim against budget airline bmibaby over its decision to stop flights three years ago. It is seeking compensation for an alleged breach of contract after the budget airline cancelled its services to and from Teesside in 2006. An airport spokesman said: 'We believe bmibaby's withdrawal was a breach of the terms of a contract entered into between the airport and airline in 2003. We believe that we are entitled to damages.' A spokesman for bmibaby said it would be inappropriate to comment. Durham Tees

Valley Airport bosses assured passengers that it has a long-term future, after a report suggested some regional airports would struggle to survive the recession. The Airport Operators Association (AOA) said that its figures suggest overall passenger traffic at UK airports in March was down 15%, with passenger numbers down by 50% at Durham Tees Valley. It said that some regional airports might not survive the recession, and called on the Government to cut air taxes. Passenger numbers at Durham Tees Valley fell by 12% last year, similar to other regional airports such as local rival Newcastle, which saw an 11% drop. A spokesman for Peel Airports, which owns Durham Tees Valley, said official figures for March had yet to be released and pointed out that Easter, one of the busiest times of the year for air travel, was in March last year and April this year, which would have affected the figures. The spokesman added: 'Peel Airports remains confident in the long-term potential of Durham Tees Valley and the strong support it enjoys from its customers - underlined in a recent survey conducted on behalf of Which? when it was rated in the top ten airports in the country for customer satisfaction.'

Southampton Airport has launched a year of celebrations planned for 2010 to will mark the centenary of flight in south Hampshire. Among the planned events for next year is a flypast by the Battle of Britain Memorial Flight, which includes a Lancaster, Spitfire and Hurricane aircraft. In 1910 pioneering pilot Edwin Rowland Moon flew his homemade Moonbeam II aircraft from the fields of North Stoneham Farm, now Southampton Airport, at a time when aviation was in its infancy. Jan Halliday, director of marketing for Southampton Airport, said: 'A century ago flying was a new exciting technology which drew crowds of spectators every time an aircraft took off. In 2010 we celebrate 100 years of flying at Southampton Airport, and the development of aviation and aerospace industry in this region.'

AIRLINE NEWS

bmi has started of two new services from Manchester Airport - to Amsterdam and Toulouse. It expects to carry over 130,000 passengers on the two routes during the peak summer period. The budget airline will operate a double daily service between Manchester and Amsterdam during the week and on Sunday, plus a single flight on Saturday. It will also operate three flights a week to Toulouse - one flight each Wednesday, Friday and Sunday.

Ryanair will launch two new routes from East Midlands Airport in July. Flights to Reus and Palma will operate three times a week. However, the budget airline will close its East Midlands to Paris (Beauvais) route from July to accommodate the new routes. The airline has taken delivery of its 200th Boeing 737-800. The new addition will help the budget carrier meet its target of carrying 67 million passengers this year. A Ryanair spokesman said: 'The total value of our fleet is now over \$12 billion. We are proud to operate the youngest, greenest and most fuel efficient fleet of any major European airline.' 'This aircraft will help us to grow to 67 million passengers this year as we continue to lower fares and guarantee no fuel surcharges. This is why so many passengers are switching to Ryanair during the recession'.

OTHER NEWS

Having revealed that its recent idea to charge passengers £1 to use the loo what a headline grabbing rouse, budget airline Ryanair is trying to channel customer anger into a creativity contest by offering a thousand euro prize for the best money-saving alternative, serious or tongue-in-cheek. Some favorites to date include charging for toilet paper printed with the CEO's face, charging €50 to be served by a bikini-clad crew (a dig at the airline's annual charity calendar); and charging €1 to use oxygen masks (a dig at a rapid decent emergency last year). The contest is Europe-wide. Submit ideas to competition@ryanair.com.

E-mail:- DWooler@EGNM.screaming.net

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.

Boeing's 6,000th 737 delivered to ILFC for Norwegian Air Shuttle

April 17, 2009

Boeing has celebrated a special milestone with the delivery of the 6,000th 737. The aircraft was delivered to International Lease Finance Corp (ILFC) is leasing it to Norwegian Air Shuttle. The aeroplane's tail features a special decal highlighting the milestone.

"We couldn't be more pleased about being part of this important milestone for the 737. With its continuous innovations, the Next-Generation 737 brings the right combination of operational and environmental performance to address the requirements of our markets," said Bjorn Kjos, chief executive officer of Norwegian.

Norwegian is the largest low-fare airline in Scandinavia and has a route portfolio that stretches across Europe into North Africa and the Middle East. Norwegian has 39 737s in its fleet and an additional 42 on firm order with Boeing.

"ILFC's very first Boeing delivery was a 737 and since then we've taken delivery of more than 400 of this outstanding model, re-ordering incremental aeroplanes dozens of times," said Steven Udvar-Hazy, ILFC chairman and chief executive officer. "The Next-Generation 737 is a major cornerstone to ILFC's modern, fuel-efficient and economical portfolio of more than 1,000 commercial jets."

"It is exciting to deliver our 6,000th 737 to ILFC and Norwegian Air Shuttle, and we thank them for being among the hundreds of airlines, operators and leasing companies who have made the 737 the world's most popular jet airliner," said Mark Jenkins, vice president and general manager, 737 Airplane Programs.

To date, unfilled orders for the Next-Generation 737 exceed 2,200 aeroplanes valued at approximately \$163 billion at list price.





At the back end of February I was invited by our 'roving reporter' to go on an organised trip to RAF Valley, as this was an opportunity to visit Valley which I have not been to for many years and also of being able to educate him on military matters I decided to go.

RAF Valley is in Anglesey and despite being just under three hours drive away is very easy to get to, travelling along the M62. You travel along the M62 entering that other county which we don't mention too often in 'GOD'S OWN COUNTY' take the M60(clockwise) and just before the airport joins the M56

Which you will travel along until it finishes when it runs into the A550, which in turn joins the A494 before finally the A55 which takes you into Anglesey via the Britannia Bridge. Continue along the A55 until you come to the RAF Valley sign at junction four just before Valley village. Turning left onto a minor road that takes you down to the RAF housing estate, over the railway bridge and the airfield is in front of you. The entrance to the base is to your left but if you turn right there is a car park which gives you an excellent view of the aircraft taking off/landing on the main runway. If they are using the cross runway continue on the road as it bears right after about a mile the road ends by a rocky area where you can park your car. The runway is in front of you but do be careful as the aircraft land/take off very near to you and you can get some jet wash.

Back at the car park the airfield is straight in front of you, to your left is the Hangar and apron for 19 Squadron, further to the left but out of sight is the hangar and apron for 208 Squadron aircraft and also just starting to be built is the new hangar which will house the Mark 2 Hawk when it enters service some time in 20???. Over the far side of the airfield are the old hangars that were used by the other two

Hawk units until their disbandment at the bottom left of this hangar is the area used by the helicopters of the Air Sea Rescue Squadrons.

RAF Valley is the home of 4 Flying Training School and the pilots that come here from Linton On Ouse

(1 FTS) will have been selected for fast jet training on the RAF's fast jet trainer the BAES Hawk T.1. At Valley the pilots will be given instructions firstly at 208 Squadron on general handling on the Hawk

Progressing onto high and low level flying, navigational skills at high and low level, formation skills, Planning and executing sorties with many hours of study in classrooms and flight simulators.

When they have successfully passed all these they will pass onto 19 Squadron where they learn the skills of armament delivery from the standard general purpose iron bombs to the highly sophisticated high tech weapons of today ALARM, BRIMSTONE, MAVERICK, PAVEWAY and STORM SHADOW. Air to air fighting skills are also taught both offensive and defensive and the use of air to air missiles the likes of SIDEWINDER, SKYFLASH, ASRAAM, AMRAAM and METEOR. At

the end of his or her course the students will have flown about ninety hours on the hawk and they have passed out they will be posted to the Operational Conversion Units of the aircraft they have been posted to HARRIER, TORNADO F.3, TORNADO GR.4, or TYPHOON .

When the RAF eventually receive the Hawk T.2 which are being built at BAES Brough Yorkshire. This aircraft is a new generation training aircraft and will be a more up to date aircraft as, like most of the fast jet aircraft used by the RAF front line Squadrons, it has a glass cockpit . It will be used by 19 Squadron whose Hawk T.1 aircraft will be distributed to other Hawk users like 100 Squadron and FRADU or they will be put into storage at RAF Shawbury.

All hawks are painted overall in RAF standard training gloss black the last three of the serial is painted in white on top of the tail and squadron badge lower down the tail. Squadron markings are on the fuselage aft of the wings either side of the roundel and the serial in white follows on down the fuselage.

RAF valley also houses the Search and Rescue helicopters of the RAF. Three Griffin HT.1 helicopters of 60 Squadron (Search and Rescue Training Unit) are based here to give basic Search and Rescue training from which pilots are passed onto 203 Squadron flying Sea King HAR.3 helicopters where training is completed up to Squadron standard radar operator (winch operator) and winch men are also trained here to make up the crew of four which operate the Sea King (2 pilots, radar operator and winch man).

The Griffin helicopters is painted black overall with the engine cowling painted yellow. The code in white is aft of the cabin at the start of the boom, followed by the roundel and half way up the boom is the serial in white.

Sea Kings are painted in rescue yellow overall, the roundel is aft of the cabin at the start of the boom. Half way up the boom is the code in black, between the two is the serial painted black.

RAF valley because of it's close proximity to the Wales low flying Area has frequent visitors from other RAF units and foreign Air Forces which land for lunch or fuel or stay a few days to make use of the live range off the Welsh coast .

Aircraft based at Valley

19 SQN

XX158/158
XX167/167
XX176/176
XX184/184
XX188/188
XX189/189
XX191/191
XX199/199
XX204/204
XX218/218
XX236/236
XX247/247
XX250/250
XX256/256
XX265/265
XX283/283
XX286/286
XX287/287
XX313/313
XX315/315
XX317/317
XX338/338
XX348/348

208 SQN

XX156/156
XX165/165
XX169/169
XX174/174
XX175/175
XX181/181
XX183/183
XX185/185
XX187/187
XX194/194
XX195/195
XX201/201
XX220/220
XX224/224
XX230/230
XX231/231
XX234/234
XX235/235
XX245/245
XX263/263
XX307/307
XX314/314
XX325/325
XX349/349

60 SQN

ZJ239/R
ZJ240/U
ZJ242/E

203 SQN

XZ585/A
XZ591/G
XZ593/I
XZ597/M
XZ599/P

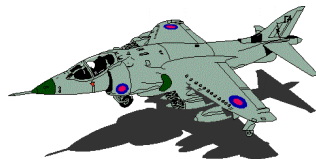


ZJ238 Bell 412 Griffin of 60sqn



XZ593/I Sea King HAR.3 of 203sqn

MILITARY AVIATION



Report: Prince William Fried Tucano Engine During Training

Tue, 14 Apr '09

But He's Far From The Only One

When you're royalty, your every action is held up to public scrutiny. As we approach the one-year anniversary since Britain's Prince William landed a military helicopter in his girlfriend's backyard, now comes word the budding search-and-rescue pilot also "overcooked" the engine on a fixed-wing training aircraft last year.

The Daily Mail reports the incident happened during the Prince's 12-week training stint with the Royal Air Force, while shutting down the single Garrett TPE331-12B turbine powering his Short Tucano T1 trainer. "He flicked the wrong switch on shutdown and overcooked the turbo," recounted Joe Watt, the (now-retired) RAF engineering officer who inspected the aircraft, to the paper. "I think he switched it back on.

"The engine tries to start again when it is stopping," Watt continued, before offering a measured reassurance to the Prince. "He's not the only one. We've had two or three. Better pilots than him have done it." The incident reportedly resulted in the plane being grounded for approximately a week... though Buckingham Palace denies any damage was done to any plane while the future leader of the British empire trained.

In addition to the Embraer-sourced Tucano, William also trained on Grob 115E light aircraft and a Eurocopter AS350 Squirrel helicopter. By the time he landed a helicopter in Kate Middleton's backyard in April 2008, he'd graduated to flying Chinooks.

Credit- www.rafmod.co.uk



Mi-17 Mk.1V ZB697 operated by the Empire Test Pilots School at Boscombe Down



THE PERFECT LANDING PLACE

The word was out that two USAF C-17 were due. So on the appointed morning we all gathered for "coffee" and a chin-wag, while we awaited the first C-17, in a great location for doing just that called the Multiflight Café Bar.

The café is in the old aero club building located just before you get to the Multiflight security gate. It's open to the public and passing trade is welcomed. It has been extensively refurbished with a conservatory added to the front, giving views over the "aero club" apron and beyond to the Airport. Air Yorkshire members enjoyed the venue for the first time in December for our Christmas jolly and as a result some have made it a regular haunt.

No C-17s as yet, so the all day breakfasts (a heavy landing) and some bacon butties were ordered, while the usual Jet 2s groaned in and out interspersed with a smattering of biz jets and "tins". The tea drinkers were now onto their second pot and still no C-17s – questions were starting to be asked.

The café bar is licensed and sells a selection of wines and beers. You can get morning coffee (full range), breakfasts, lunches, snacks, delicious home made cakes and afternoon tea and scones. If you are passing, call in you will be made very welcome by the friendly and efficient staff. On sunny days the pavement/terrace outside is a delight for coffee and a chat and a view of the day's flying activity.

Another round of lattes was called for, but not a C-17 to be seen. By this time the early lunch time trade was arriving.

What happened to the C-17s? – you might well ask: probably another one of those LBIA rumours. But here's to the next rumour and a morning at the perfect landing place.

Jim Stanfield

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