



## YORKSHIRE'S PREMIER AVIATION SOCIETY



**Z7015 Hawker Sea Hurricane 1b**  
**880 Squadron, Fleet Air Arm(G-BKTH)**  
**Old Warden 26/09/09**  
**Jim Stanfield**

[www.airyorkshire.org.uk](http://www.airyorkshire.org.uk)

**£2.50**

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# SOCIETY CONTACTS

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 May

# SOCIETY NEWS

The Society welcomed Ken Cothliff as our photo quiz inquisitor to the April meeting. In conjunction with Alan, Ken had prepared a selection of photos to test/tease the assembled members. Most members elected to take part and joined one of the five teams. Many of the photos were easily recognised with the helpful clue of multiple choice. Similarly with Alan's selection of quiz questions. But there was just the odd tricky one to sort the experts out. After a highly entertaining afternoon all the teams ended with a creditable score, but the team led by Trevor Smith just shaded the trophy. Well done to Trevor and his team of "old lags". In the interval Ken showed some of his excellent "slides" from places far and near. Our thanks to Ken for giving up his Sunday afternoon to keep us all so well entertained.

There is a lot happening in the Society as the summer months approach. Our mid-year lunchtime social at Murgatroyd's for fish and chips is close at hand as I write this.

Approaches have been made to arrange trips during the summer months and work is in hand for a mid-week meeting. We are planning a Society group visit to the Yorkshire Air Museum in July (details elsewhere in this magazine). We are planning a weekend Society group visit and tour of the hangars at Brighton. Contact Paul Windsor, our Trips Co-ordinator, for more details. Numbers will be limited on the trips so early booking is essential.

**Jim Stanfield**

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

## PLEASE NOTE

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

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

2 May 2010	Group Captain Phil Rodgers RAF (Retd) – ‘A History of the Royal Air Force Cranwell’. This talk is being presented in conjunction with the R.A.F/ Benevolent fund. A collection will be made during the talk and Air Yorkshire will also make a donation.
6 June 2010	<i>Drew Steel. – You will remember that Drew gave an excellent and informative talk to Air Yorkshire on the MRA4 in 2006. Drew is now the Military Liaison Executive at BAE Warton, and will give a presentation on flying-related activities and set-up at BAE Warton</i>
4 July 2010	<i>Tony Hallwood or David Senior</i>
1 August 2010	<i>Martin Powell and Ivor Tamplin. We welcome back Martin and Ivor, but this time as a double act. Their talk/presentation is titled ‘British Piston Engined Transport Aircraft since WWII’</i>
5 September 2010	<i>To be Arranged</i>
3 October 2010	<i>The West Yorkshire Police “Project Griffin Team” A Talk/ Presentation on the various aspects of Airport Security and terrorism and how everyone can assist the police.</i>
7 November 2010	<i>AGM followed by a sequence of videos downloaded from the Internet.</i>
5 December 2010	<i>Xmas Meeting.</i>
2 January 2011	<i>New - Peter Hampson, Airport Solutions Ltd...</i>

**NOTE:** Each month I send an email to all members for which I have an email address.

If you don't receive this email it is because either I don't have your email address or the one I have is incorrect. Email [alan.sinfield@airyorkshire.org.uk](mailto:alan.sinfield@airyorkshire.org.uk) to provide me with an up to date email address.

## **MURGATROYDS FISH RESTAURANT**

Following an enjoyable get together to sample the delights of the fayre served up by our local Fish Restaurant at Christmas we have arranged another informal get together at this venue on May 11th 2010. Anyone wishing to join us to sample a "Big One" is most welcome. There is no need to contact anyone, just turn up at Murgatroyds at 12.00 on the day in question. We look forward to seeing you there.

## **AMSTERDAM(by Jet2.com)**

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

## **GROUP VISIT TO THE YORKSHIRE AIR MUSEUM, ELVINGTON**

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

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

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

## **MANCHESTER AVIATION FAYRE**

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

## **BLAST FROM THE PAST**



Almost forty years ago, on 29/07/1970 Cessna 150F G-ATHV was delivered to Yorkshire Flying Services at Leeds/Bradford where it remained in service for almost a decade. Since then it has had numerous owners but is back in Yorkshire, based at Sherburn and sporting a rather smart new colour scheme. It was photographed recently in the hangar at Sherburn by Martyn Gill.



## SCENE AROUND YORKSHIRE

This month I am more indebted to Andy Wood(HAR) than ever for providing a lot of the local information. Due to recent circumstances I am unable to put as much effort into gathering info from around our area so could I plea for anyone with any snippet of news from our local airfields to please pass it on to the editor. Thank you.

**Addingham:-** Skyranger G-CDTP, which is ostensibly based at Oxenhope is in fact a regular visitor to the owners home here near Ilkley. This strip also used to be the home of Renegade Spirit G-RENE, which has now been exported to Thailand.

**Askern:-** No longer resident is Benson B.8MR G-BZIP, which has moved to Little Rissington.

**Bagby:-** Noted recently outside one of the maintenance hangars was Rallye G-BHWK(ex F-BONK!) which is registered to an owner in Durham. Still stored here is Horizon G-ASJY despite it being cancelled as exported to Russia last year! Also in for maintenance were Cessna 172D G-ASFA and Beech 19 G-AWTV along with PA-28R G-BPXJ Cessna 152 G-BXTB and PA-28 G-LFSJ. Visitors:- 7/3 G-ODGS Jabiru, G-CENE CTSW; 14/3 G-CFDO CTSW; 21/3 G-CDOV Skyranger; 23/3 G-BTMR C.172R

**Beverley:-** Visitors:- 1/3 G-CMSN R.22B; 7/3 G-CCEM Eurostar, G-CBUG P-92 Echo, G-AYGA DR.1050, G-AWFW Jodel D.117.

**Bielby:-** The Lama mention last month is now know to be SA.315B c/n 2505 formerly HB-ZDG.

**Boothferry(Hull):-** A new resident is R.44 G-FLBI, owned by Hopkinson's Fair Deals and replacing R.44A G-PEPS.

**Boston/Wyberton:-** A new inmate is Sportsruiser G-SASI

**Bradford:-** Sea Harrier FA.2 ZE691 has left Queensbury and moved to Winsford, Cheshire.

**Brighton:-** Hawk XP HB-CIU visited on 14/3. Visitors:- 4/3 G-GBRU Jet Ranger(Yorkair 03); 8/3 G-AZBI Jodel D.150, G-RIVE Jodel D.153; 10/3 G-AJIT Auster J/1; 11/3 G-OTJS R.44; 13/3 G-BUJX Slingsby T.61F, G-CBSK Gazelle, G-CDXE Gazelle; 14/3 G-BYSA Europa, G-DYMC Dynamic WT.9, G-IIAI CAP 232; 16/3 G-CFZD Jabiru; 17/3 G-RECK PA-28; 21/3 G-BBIO DR.400, G-BDNX AA-1B, G-BYZR Sky Arrow, G-ORAE RV.7; 22/3 G-LINE Twin Squirrel(refuel); 27/3 G-BGMT Rallye, G-CCSR Eurostar, G-CDHE Skyranger; 28/3 G-AVZR PA-28, G-BWZG Robin 2160, G-OBMS F.172N.



Built in 1965, Luton Minor G-ATCN is now owned by the Real Aeroplane Co, Brighton(Dave Marshall)

**Brough:-** The latest Hawk delivery is ZK034(RT-023) which left for Warton on 16/3.

**Church Fenton:-** On 1/3 King Air 200 G-COBH(Calibrator 186) was working on the ILS all morning.

**Coal Aston:-** Cessna F.150L G-BAIK is now resident and has been quite active recently.

### **CONEY PARK(Leeds Heliport)**

An interesting visitor on 15/3 was MD.902 Explorer N903LF, which is based at a private site on the South coast. The aircraft arrived from Leicester at 1235, departing to Eastbourne at 1510. The only other visitor noted was R.44 G-REGE, which was f/t Humberside(1500/1510).

**Coningsby:-** Lightning F.6 XS897 has arrived here from Aeroventure, Doncaster and is on a 10 year loan to 29 Squadron. With the BBMF Spitfire IIA P7530 flew for the first time this year on 24/3 while Dakota ZA947 took to the skies on 17/3 for the first time. Two of 41(R) Squadron's aircraft were noted with new codes, Harrier GR.9 ZD437/EB-J and Tornado GR.4 ZA611/EB-L. Visitors:- 1/3 XX179 Hawk(Cranwell 08, ILS); 2/3 ZG752 Tornado GR.4(Marham 14, ILS), ZD 788 Tornado(Monster 1, ILS); 3/3 ZD379 Harrier GR.9(Ninja 2); 8/3 PA-28s G-NINA, G-NINB, G-NINC, G-NIND with Boeing N2S-5 G-OBEE; 10/8 ZD704 BAe.125(Northolt 41), ZJ645 Alpha Jet(Gauntlett 01), Pumas XW216(Iceberg 1) and ZA936(Iceberg 2), D-ICAC Citation 2SP; 12/8 ZJ238 Griffin(Shawbury 94), ZJ180 Apache(Armyair 306); 16/8 Belgian Air Force F-16AMs FA-71(Sting 11) and FA-84(Sting 12), ZG899 Lynx(Armyair 999); 22/3 Dutch Air Force Pumas S-453/S-458(Duke Formation); 30/3 G-FRAW Falcon 20(Zodiac 4); 31/3 German Air Force Tornado ECMs 46+28 and 46+38(Tiger 41/42), G-PCOP King Air 200(Gama 960).

**Cranwell:-** Visitors:- 5/3 ZF341 Tucano(towed into hangar); 8/3 ZJ228 Apache, ZJ232 Apache(Mohawk 1/2); 12/3 ZJ707/O Bell412.

**Crosland Moor:-** Andy Wood paid a visit here on 21/3 when the following were noted:- Main Hangar, G-ARYH PA-22, G-ATDO Bolkow Junior, G-AVZV F.172H, G-BKKO C.182R, G-BPMB Maule M.5, G-CBKO Blade, G-CCTF Pitts S.2A, G-CDRT Quik, G-CFMI Sky Ranger, G-MVZR Mistral(Wreck), G-PSKY Skyranger, G-RJMS PA-28RT, G-ZAIR Zenair CH.601D, G-ZONX Sonnex(new resident) and Eurostar G-ZZAR. A further new resident is Sonnex G-SONX although this is away at Sandtoft for flight testing, being the first tailwheel example in the UK. The adjoining hangar has been specially constructed to house Islander G-OSEA although it was away at the time on maintenance. In the small hangar were G-BUVM DR.250, G-GLUC RV.6, G-GREG DR.220(dismantled and stored in the rafters). Also in here were the dismantled parts of a Tiger Moth and a Mistral, believed to be G-ANZU and 83-CP. Based outside due to lack of hangar space is DA.42 G-CDKR, although this aircraft was substantially damaged on 24/3 when it over ran the runway while taking off. Visitors:- 21/3 G-UKOZ Jabiru, G-AYFC Condor, G-BOID Citabria, G-UANT PA-28.

**Devonshire Arms:-** Visitors:- 4/3 G-HELM Squirrel; 7/3 G-OMLS Jet Ranger(f. Easingwold), G-EWAW Jet Ranger(f. Barton)

**Dishforth:-** On 13/3 resident Lynx ZD281(Armyair 842), XZ661(Armyair 843) and ZG921(Armyair 847) were operating from Ripon for most of the day and carried out local reconnaissance exercises over Harrogate, Otley and South Milford. Jet Ranger G-GBRU(Yorkair 03) was noted here on a training detail on 5/3, f/t LBA. On 8/3 4 Navy Lynx call-sign "Seacat Formation" called in for refuel, however only XZ234 and XZ697 were identified. Also calling for fuel, this time enroute to Albermarle Barracks, Newcastle were Apaches ZJ273/ZJ279 on 18/3 and Gazelle ZB667 on 20/3.

**Doncaster(Aeroventure):-** Lightning XS897 can be deleted from the resident list as it has moved to Coningsby(qv). Also leaving recently have been Auster 6A VF560, Vampire FB.5 VZ304 and Hunter FGA.9 XG195. A new addition however is Bulldog XX655, formerly at Manston.

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

The big news this month was the start of the Aer Lingus/Aer Arran daily flights from and to Dublin with ATR-72 EI-REM operating the first service on 28/3. Ryanair also re-instated their Alicante route on the same day with 737/800 EI-DYJ operating the flight. The only freight flight was operated by AviaVilsa Antonov AN-26 LY-APK(LVR 102), which arrived on 27/3 and stayed until the 30<sup>th</sup>. It is rumoured this aircraft may be based here in the near future. Kinch Aviation continue to be busy on the maintenance front with the following aircraft visiting during the month(arrival/departure dates in brackets):- Citationjet 3 G-OMBI(1/3 – 11/3), King Air 200 N200RE(dep 1/3), Lear Jet 45 VP-BBZ("Gama 741", 2/3 – 8/3), Cessna 441 G-USAR(dep 4/3, return 27/3), King Air 200 G-MEGN(dep 7/3), Citation Sovereign G-CFGB(7/3 – 26/3), Citation XL G-WAIN(7/3 – 13/3), Citationjet 2 G-CJDB(8/3 – 20/3), Citation Mustang N59LW(8/3 – 10/3, also 19/3), Citation X N710AW(dep 9/3), King Air 200 N121GT(in



13/3), King Air 200 G-BVMA(in 17/3), Citation 2 N550LD(dep 18/3, 23/3 – 31/3), King Air 200 G-MAMD(in 19/3), Citationjet 2 G-TBEA("Exclusive Jet 372", 22/3 – 24/3), King Air 200 G-CLOW(in 29/3), Citationjet N380CR(in 29/3). Other movements included:-

- 1/3 G-CITY PA-31(Causeway 999A), G-BHGY PA-28R(training)
- 2/3 CS-DXP Citation XLS(Fraction 6DB), G-GMAA Lear Jet 45(Gama 732), G-WENA Squirrel
- 3/3 ZR325 Agusta A.109E(Shawbury 152), G-JDBC PA-34(Jaydee 43W)
- 4/3 ZJ691 Sentinel(Snapshot 1, training), G-SSSE S.76B(training)
- 5/3 G-OBYI Boeing 767/300(P&O charter) 6/3 N449J Agusta A.109S
- 7/3 N33NW TB.20 Trinidad, G-OCSH Challenger(Ocean Skies 3408), G-WLGC PA-28
- 8/3 CS-DFU Challenger XL(Fraction 3DY), G-COBH King Air 200(Calibrator 196)
- 9/3 HB-VWF Citationjet 2(n/s), G-CEGP King Air 200(Cega 437)
- 10/3 G-OMRH Citation Bravo, G-PZAZ PA-31 Chieftain(Air Med 042)
- 11/3 N235PF PA-28 Pathfinder, G-BXXT Duchess, G-BWEU Cessna 152
- 12/3 CS-DXU Citation XLS(Fraction 7RT), G-OOBK Boeing 767/300(Thomson 169, P&O)
- 13/3 G-WNCH King Air 200(Synergie 408), OO-SKM King Air 200(n/s), OE-FYB DA-42 Twin Star
- 14/3 G-OOAN Boeing 767/300(P&O) 15/3 XZ596 Sea King(Rescue 128)
- 16/3 G-DHRG A.320(Kestrel 997P), G-RAFO King Air 200(Cranwell 64, ILS)
- 17/3 ZJ692 Sentinel(Snapshot 3, training), XX201 Hawk(VYT 50), D-CAAM Do.228(Arcuss 233)
- 18/3 CS-DHQ Citation Bravo(Fraction 7EV), N37172 King Air 350, N35KN Cessna 401A
- 19/3 G-LEAF Cessna 406(Atlantic 409) 20/3 G-OBYE Boeing 767/300(P&O)
- 21/3 G-CCXJ Cessna 340A 22/3 ZF379 Tucano(LOP 90, ILS)
- 23/3 G-JMOS PA-34 Seneca(Propstar 32) 24/3 M-EGGA King Air 200(training)
- 25/3 EI-GJL Dauphin, G-RHYM PA-31, ZK450 King Air 200(Cranwell 45)
- 26/3 G-LVES Cessna 182S(training), ZJ238 Twin Squirrel(Shawbury 94)
- 27/3 CS-DHI Citation Bravo(Fraction 1PL), CS-DXW Citation XL(NJE 3AM), G-RFUN R.44
- 29/3 ZJ119 Merlin(Vortex 775, training), G-FCED Cheyenne(Air Med 068)
- 30/3 ZJ237 Twin Squirrel(Shawbury 91, training), G-CGKA Tutor(Cranwell 88, ILS)
- 31/3 M-FINK Hawker 4000, G-SPOR King Air 200



Dornier 228 D-CAAM of Arcus Air pictured at Doncaster on 17/3(Clive Featherstone)

**Eddsfield:-** No longer resident is Evans VP.1 G-BIFO, which left by road recently to new owners in Hertfordshire. Visitors:- 7/3 G-BSMU Coyote; 9/3 G-AXAT Jodel D.117; 11/3 G-AXNS Pup; 21/3 G-KITH Pioneer 300

**Elvington:-** As widely reported the Nimrod MR.2 XV250 has now arrived and is resident with YAM.

**Full Sutton:-** PA-28 G-AXJX was noted carrying out a local air test on 11/3. Visitors:- 1/3 G-BCRL PA-28; 2/3 G-ARND PA-22; 11/3 G-AZNO C.182P

**Gainsborough Hospital:-** An unidentified Chinook call-sign "Vortex 505" paid a visit on 11/3.

**Gamston:-** An interesting departure on 22/3 was Brazilian registered P.68C Victor PR-FSJ which went to Wick on the first stage of its delivery flight to Sao Paulo. From the residents list we can delete PA-32 G-PECK and Pulsar XP G-PLSA, the latter having moved to South Scarle/Beeches Farm.

Visitors:- 1/3 G-RVDR RV.6; 9/3 G-ETAT C.172S; 11/3 G-MUNI Mooney M.20J; 20/3 G-SASC King Air 200(Gama 893)

**Glenthams/Glenthams Grange:-** A new strip here is home to Luton Minor G-BBEA and Murphy Rebel G-BYBK.

**Grindale/East Leys Farm:-** The Parachute Centre is due to re-open in late April with Cessna U.206A G-ATLT being earmarked as the initial machine used for the drops.

**Hedon(Hull):-** Based at a private site here is R.44 G-REGE.

**Headon(Retford):-** A new resident is Kitfox G-ZFOX.

**Hollym:-** Noted visiting on 7/3 was Dynamic WT-9 G-NGLS, from Old Sarum.

## HUMBERSIDE

Former Eastern Airways Jetstream 41 G-MAJK has been sold to Sky Express of Greece and left on delivery on 12/3 as SX-SEB. Atlantic Airlines RJ-85 OY-RCE(FLI 7860) operated a charter from Bremen to Akureyri, Iceland on 26/3. Finally, Flybe have announced they are to commence a daily Belfast City from May 2010. Other movements included:-

2/3 N773RD Cirrus SR.22, ZH883 C-130J(Ascot 620, training)

3/3 HA-YAJ YAK 18

11/3 XS730 Dominie(Cranwell 91), N97FL SR.22(f. White Waltham)

12/3 G-RJXI Embraer 145(Midland 7953, Arsenal FC to play Hull City, n/s)

13/3 G-FIZU Electra(Neptune 188T, training), G-SPUR Citation 2(Lonex 52PU)

15/3 CS-DKK Gulfstream 5(Fraction 9HM) 16/3 F-HHAM King Air 200(Darta 6155)

17/3 N589K Gulfstream 5

23/3 N785JH P.180 Avanti(Based in Kuwait) 24/3 N663CP Gulfstream 5(n/s)

25/3 D-CCAB Citation Bravo(Air Hamburg 612), OY-CYV Citation 2(Norflyng 034P)

26/3 ZJ238 Bell 412(Shawbury 88, training), G-SNZY Lear Jet 45

30/3 G-LATE Falcon 2000EX(Hangar 872)



BAe.146/300 OY-RCE of Atlantic Airline on final approach at Humberside, 26/3(Clive Featherstone)

**Leconfield:-** Noted visiting on 2/3 was Royal Navy Lynx HAS.3S XZ721.

**Leeds General Infirmary:-** On 11/3 Squirrel ZJ253(Shawbury 37) called in while on a training sortie. Lynx ZD281(Armchair 999) dropped in on 17/3.

**Leeming:-** From 15/3 until the end of the month an Exercise took place with aircraft based here and operating over Catterick Garrison, parachute dropping. Hercules XV196 and ZH882 were noted on 15/3 using call-signs Reynard 1/2. By 20/3 ZH882 had been replaced by XV222 and on 25/3 this in turn was replaced by XV304, XV196 being in situ all the period. Also in evidence for the whole exercise were Pumas XW211/XW222 along with Chinooks ZD983/ZA683, Lynx ZE378/XZ651, Gazelle ZB 667 and Islander ZG997. Chinooks ZH875/ZH895/ZH896 arrived on 22/3 and stayed several days along with Lynx XZ214/XZ645 and ZD281. On 25/3 another pair of Chinooks ZA705 and ZD574 joined the fray along with three unidentified Merlins. Visitors:- 12/3 ZF347(LOP92) Tucano with ZF347(LOP44), XX165 Hawk(VYT 13); 17/3 ZJ782 Dauphin("1 KA11", from Hereford) Tornado GR.4s



ZA469/ZG709(Voodoo 1/2); 18/3 ZJ780 Dauphin("1 JS19"); 25/3 ZR322 A.109E(Ascot 1674);29/3 German Air Force Tornado ECMs 46+28 and 46+38(n/s) plus Harriers ZD402/ZD406(Jedi 1/2, Cottesmore diversions due fog).

**Lincoln(Priory School):-** On 9/3 Royal Nay Merlin ZH864(Navy 265) was noted paying a visit.  
**Linton-on-Ouse:-** King Air 200 G-COBH(Calibrator 186) arrived for a refuel on 1/3, having been calibrating the ILS at Church Fenton. The Red a Arrows duly arrived on 15/3 and carried out a display while another date for your diaries is May 20<sup>th</sup> whena RAF Families Day is being held. Visitors noted include:- 12/3 zg474 Harrier GR.7(Striker 66), XS646 Andover(Tester 66), ZJ169 Apache(Armyair 425); 18/3 ZG531 Harrier GR.9A(Emergency landing), French Air Force Alpha Jets E.22/314-LS, E.89/314-LX, E.103/314-UA, E.152/705-RT(all of which night stopped); 19/3 Apaches ZJ216/ZJ226.



Operated by QinetiQ, Andover XS646 was a welcome visitor to Linton-on-Ouse on 12/3

**Louth/Stewton:-** Based at a strip here is YAK 50 G-YAKA.

**Metheringham:-** Stored at a private location in the area is Lightning F.6 XS932, cockpit section.

**Middleham:-** Cessna 210L N249SP was noted visiting the strip here on 24/3.

**Mt. Airey:-** A new resident is Cessna 172C G-ARYS, which replaces PA-28 G-LFSC, which was damaged in a landing accident last year. On 11/3 Zodiac G-BYJT was noted departing to Nottingham.

**Netherthorpe:-** Visitors:- 1/3 PA-28R G-BHEV.

**North Coates:-** As predicted Gemini G-AKHP arrived on 8/3 to take up residence and was joined on 28/3 by Baron G-MOSS formerly at Sturgate. Visitors:- 6/3 G-DAVE Jodel D.112, G-CEBF Eurostar, G-BFGG FRA.150M; 7/3 G-AJXV Auster 4(f/t Carr Farm), G-AVUS PA-28, G-CEGZ Ikarus C.42; 13/3 G-ERTI Flitzer Z.21A, G-BZVW Skybolt. G-BPNA F.150L, G-CDWT CTSW; 15/3 G-AVDA C.182K; 17/3 N35KN Cessna 401A(f/t Skegness); 21/3 G-AZEW Pup, G-ATOU Mooney M.20E, G-BHFK PA-28R; 27/3 G-BNST C.172N, G-AVUG F.150H, G-BROR Cub, 28/3 G-RRCU CEA DR.221B, G-BKWD Taylor Titch, N918Y Twin Comanche(f/t Sturgate).

**Pocklington:-** RV.8 G-PHMG has moved to Sherburn following sale.

### ROTARY ROUND-UP

9/3	G-CFCM	R.44	Calverley(Leeds) – Garstang(Also 11/3)
11/3	G-SAMP	Agusta A.109S	"Rocket 5" Birmingham – Garforth(Hilton Hotel)
13/3	G-SPTR	R.44	Wellesbourne Mountford – Kealby
18/3	G-DANZ	Twin Squirrel	Hull(Willerby Manor Hotel)
22/3	HA-PPC	Alouette	York(Middlethorpe Hall)

**Rufforth:-** Following its accident Rans S.6 G-CCTX has been repaired and sold to new owners at Bakersfield. Visitors:- 7/3 G-DISO Jodel D.150; 11/3 G-EYCO DR.400

**Saltby:-** Resident SF.25B G-BIGZ has been sold in South Africa.

**Sandtoft:-** Visitors:- 1/3 G-CENE CTSW; 7/3 G-GFIB C.152, G-CBPI PA-28R(f. Southend); 11/3 G-PHLY C.152; 13/3 G-MCLY C.172P; 21/3 G-AVYL PA-28, G-BWCY Rebel, G-TSIX Harvard

**Sherburn:-** Resident PA-39 Twin Comanche G-OAJS has moved to Just Plane Trading Ltd at Top Farm for onward sale. A new resident, moving from Pocklington in late March is RV.8 G-PHMG. Resident Robin 2160 G-SACK has now been fitted with a new wing and is in an all white scheme awaiting its "Sherburn Aero Club Stripes". Visitors:- R.22B G-CMSN, C.182S G-CCYS, PA-28 G-BPKM; 7/3 G-OMLS Jet Ranger, G-CDDP CAP 232, G-BNOM PA-28, G-NDOL Europa, G-BGVZ PA-28, G-BNVT PA-28R(f. Prestwick); 9/3 G-EEWS C.210N, G-BGPJ PA-28; 11/3 G-GDEF DR.400, G-BKWW C.152; 13/3 G-MCLY C.172P, G-BIDI PA-28R, G-BAJO AA-5, G-FAVS PA-32; 14/3 G-BWFP YAK 52(f. Spanhoe), G-CBCP RV.7(t. Crowfield); 15/3 G-GCDA SR.22; 21/3 G-RACY PA-28, G-GATE R.44

**Sturgate:-** TB-20 Trinidad N260TB arrived here on 18/3 following a flight from the USA via Bangor – Sondrestrom - Keflavic and Stornaway. The aircraft was enroute from Denver to Warsaw for charity. The incomplete TL.2000 G-KEVT has already moved on prior to completion having been sold to a new owner in Ilford and re-registered G-STUN. Noted on 24/3 was Beech B.24R N39TA from Sandtoft, while in the spray shop were PA-28R G-BHFK, PA-28 G-BYHK and an unidentified bare-metal Cessna 150. Also around were PA-34 G-GUYS(from Gamston), Bulldog G-CBBS(from Newcastle), TB-10 G-CTCL(from Gamston), PA-28 G-GCAT(from Humberside) and Islander G-OSEA(from Crosland Moor). There were also numerous US registered visitors, PA-32 N116KY, PA-34 N375SA, Mooney M.20E N7423V and PA-24 N61970. Visitors:- 7/3 G-CALL Aztec(to Ronaldsway); 13/3 G-BXLS Koliber; 21/3 G-BCUF F.172N



Operated by Gama Leasing, Hawker 1000B G-JJSI parked at Teesside, 15/03

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

Not a lot to report from our northern outpost this time around except on 28/3 Aer/Lingus/Aer Arran commenced their daily Dublin flights with the first service being operated by ATR.72 EI-REM. Air Italy were again utilised on MOD charters with the company's Boeing 737/300 I-AIGG being noted on 5.3 and I-AIGJ on 7/3 and 11/3, the latter being a first time visitor. Boeing 767/300 CS-TQI of Luzair operated on 18/3, 19/3, 20/3, 22/3, 25/3, 27/3 and 30/3 while Airbus A.330 CS-TFZ of HiFly turned up on 24/3. Other visitors included:-

1/3 ZE395 BAe.125 CC2(Ascot 1561)

2/3 ZA401 Tornado GR.4 with ZG791("Chieftain", overshoot)

3/3 ZD704 BAe.125 CC2(Northolt 35, training), XS709 Dominie(CWL 91), G-SNZY Lear Jet 45

4/3 XX319 Hawk(Pirate 07, touch and go), ZK454 King Air 200(Cranwell 15, training)

5/3 G-LGNI SAAB 340(Loganair 831, Middlesboro' FC to Cardiff)

6/3 G-CBKA Gazelle, G-HEMS Dauphin(Helimed 58, refuel)

7/3 N84GV Gulfstream 5(n/s), ZE376 Lynx(Armyair 999, training)

9/3 ZE369 Sea King(SRG 128, training)  
 10/3 G-CIRU Cirrus SR.22, G-VONB s.76b(Premier 11), G-CEGU PA-28 Warrior  
 11/3 ZJ781 Dauphin("1 JS19"), G-XBEL Citation XL(Beauport 811)  
 12/3 N352CM PA-46T Malibu, G-FCED Cheyenne(Air Med 068), G-JOEB Cirrus SR.22  
 13/3 N221CH Cirrus SR.22, G-VIRU Agusta A.109E, G-BODY Cessna 310Q(Atlantic 41)  
 14/3 N225EE Gulfstream 5  
 15/3 G-JJSI Hawker 1000B, G-MAFE Dornier 228(Broadway 48), G-ODEX Cessna 182T  
 Hawks XX202/XX318 and Tornado GR.4 ZA452("Voodoo", ILS), CS-DFU Citation XL(NJE)  
 16/3 N808RW Cirrus SR.22, Tucanos ZF295(LOP 30) and ZF294(LOP 62) ILS and overshoot  
 17/3 CS-DXP Citation XLS(Fraction 6DB), G-DAUF Dauphin(Yorkair 2), ZG915 Lynx(AAC 972)  
 18/3 N35KN Cessna 401A, G-TAAC Cirrus SR.22  
 19/3 LY-OOV ATR.42(Danu 319), G-ODDM Citationjet(EDC 179P), G-CXLS Citation XLS  
 21/3 N228Z Global Express(Bayjet 889), G-VBCA Cirrus SR.22, G-DOGI R.44  
 22/3 CS-DRC Hawker 800XP(Fraction 5LC), ZK453 King Air 200(Cranwell 64, ILS)  
 23/3 G-SIRJ Citation Sovereign(Bookajet 506P), Robin HR.200s G-BXDT, G-BYLH, G-MFLC  
 24/3 G-OSVM Citation XLS(Go-Jet 724A), XZ651 Lynx(AAC 982), G-NTWK Squirrel(Osprey 63)  
 29/3 ZE700 BAe.146 CC2(Ascot 1289), G-LILA Long Ranger, G-IFIT PA-31 Chieftain  
 30/3 XX339 Hawk(Aztec 1, ILS), ZF172 Tucano(LOP 04, ILS), G-VONJ Premier 1  
 On 25/3 the following diverted from Newcastle:- M-ABCD Falcon 20F, G-MAJW Jetstream 41(Eastflight 84Z), G-CDEB SAAB 2000(Eastflight 96V), G-MAJI Jetstream 41(Eastflight 68N), G-EMBI Embraer 145(Beeline 2193).

**Waddington:-** Visitors noted this month:- 1/3 Merlins ZH836/ZH838; 2/3 Hercules ZH882, AWACS LX-N20199(NATO 25); 3/3 Chinooks ZA671/ZA705; 9/3 Islander ZH004(Armyair 590); 10/3 BAC 1-11 ZE432, Dominie XS730, BAe.125 ZD704(Northolt 41); 17/3 Sea King ZE420(Oracle 89), Merlin ZJ119(Vortex 394), Merlin ZH849(Navy 500), A.109Es ZR321/ZR323(Claret 1/2), Alpha Jet ZJ645; 22/3 AWACS LX-N90447(NATO 05), Norwegian Air Force Hercules 5607, Defender ZH002; 23/3 Swedish Air Force Hercules 844, Lynx XZ617/ZD278, Dauphin ZJ781, Typhoon ZJ801, Islander ZG997; 24/3 Apache ZJ233.

**Walton Wood:-** Visitors:- 23/3 G-ODAZ R.44

**Wickenby:-** Visitors:- 7/3 G-BYSA Europa; 11/3 G-AVYL PA-28; 14/3 G-KITH Pioneer 300; 21/3 G-BWRO Europa

## OVERFLIGHTS

2/3	PH-OOM	Cirrus SR.20	Over York 1458 @ 4500' heading North
5/3	D-EWPD	Cirrus SR.22	Over York 1626 @ 7500' heading South
8/3	5N-AKG	Eurocopter 225	Norwich – Aberdeen(Scarboro' 1236 @ 2000')
	N154DJ	Cessna T.303	Over York 0922 @ 3000' enroute to Newcastle
9/3	N821CC	Cirrus SR.22	Cambridge – Cumbernauld(POL 0916 @ 12000')
	D-EJLY	Cessna 182K	Over LBA 1550 @ 6000' heading South
18/3	N678DA	Cessna 182T	Aarhus – Coventry(Over Middlesboro' 0958)

On 6/3 the BAe.146 G-LUXE("Metman") was operating in the Teesside and North Yorkshire area from 1400 until 1620, sampling the air at low level(around 2000').



Picture by Paul Lindley  
 at the Blue Lagoon  
 Diving Centre at  
 Womersley is Hunter  
 T.8 WT799



As usual at the end of March, with the commencement of British Summer Time there are changes to the call-signs and this year more airlines have gone "Alpha-numeric". Running down in alphabetical order, **Air Southwest** have changed to alpha-numeric. The company has just acquired another Dash 8 from America and this will presumably become G-WOWF when it enters service. **bmi** have changed their company call-sign to "Kittiwake" but flight numbers remain unchanged. **Eastern**, no change. **Flybe** has gone completely Alpha-numeric and the tie-ups to the old call-signs can be seen in detail in the 30/3 movements. **Jet2**, Some flights have changed to Alpha-numeric with two numbers(the last two of the flight number) plus two letters from the destination. 737 G-GDFA has now entered service having been painted in a new white colour scheme and another 737/300 G-GDFB has been sourced in Greece and is currently in Shannon being prepared for service. 757 G-LSAK is due to enter service in early May. **KLM**, only change is the early outbound which becomes '54S. **Manx2**, no change. **Pakistan International**, no change. **Ryanair** have now opened their base with two 737/800 aircraft resident. Each day I will first log which based aircraft has operated the days flights plus any swaps. Then the non-based aircraft will be listed and what flights they operated. Most flights now have Alpha-numeric call-signs and I hope to have a comprehensive list ready for next month.



Multiflight have acquired a "new" Dauphin G-DAUF(photo by Mike Storey), replacing G-MLTY/G-NHAA which has now entered service with the Great North Air Ambulance although still operated in conjunction with Multiflight. Another possible new resident is Citationjet N646VP, which arrived at the end of the month and is registered to JSJ Aviation Inc, the owners of resident A.109A N188S. The aircraft as yet seems to be spending a lot of time away from LBIA although is a regular visitor. The Cessna 210D G-OWAN appears to have moved back to the owner's farm strip at Top Side near Settle while in prospect next month is the now completed CZAW Sportscruiser G-MISJ. This aircraft has been constructed by MT Dawson from Ilkley who owned former resident, Europa G-PEGY. Finally, resident AA-5B G-BFXW which was damaged in a landing accident at Cromer last year, has been noted back in one piece at Full Sutton and being painted in a new colour scheme complete with a Tiger's head on the tail!



### 1/3 Monday

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

**bmi:-** Based G-RJXJ. 1VX/1XV canx. G-RJXH(3VX/3XV). G-RJXK(1404/1403,1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-ECOJ(729/30), G-JECR(731/2, 733/4). G-JEDN(171/7VT), G-JECR(731/2, 733/4), G-JECK(643/4). G-JECT(041D) positioned to Birmingham(1446), following repairs.

**KLM:-** PH-KZU(1545/6), PH-KZK(1549/50), **PH-OFN**(69W/64K, n/s)

**Manx2:-** Jetstream 32 G-OAKI(Vannin 322/323), Dornier 228 D-CMNX(Kiel Air 38L/39L).

**Pakistan International:-** A.310 AP-BEG(775/6) f/t Islamabad(2113/).

**Ryanair:-** EI-EGC(1A/9G), EI-DWC(156/157).

**EXECUTIVE JETS:-** Following an overnight stay Citation Bravo **CS-DHL**(Fraction 1VU) departed to Newcastle(1019).

**GENERAL AVIATION:-** 1965 vintage Cessna 172F **G-BPVA** arrived from Barton(1342) for engineering at Multiflight, n/s. After spending over a week with Multiflight PA-28 **G-BOKA** returned home to Fairoaks(1452).

**MILITARY:-** Hercules **ZH885**(Ascot 5581) arrived from Hannover at 0443 and parked on Multiflight/East with engines running until departing to Lyneham at 0507.

### 2/3 Tuesday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV, 3VX/3XV), G-RJXK(1404/1403, 1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-JECU(729/30), G-JECR(731/2, 733/4). G-JEDK(171/7VT, 173/4, 175/6). G-JEDV(643/4).

**Jet2:-** G-CELY(031E) to Newcastle(1757).

**KLM:-** PH-KZT(1545/6, 1549/50), PH-WXC(69W/64K, n/s)

**Manx2:-** Dornier 228 D-CMNX(Kiel Air 32L/33L).

**Ryanair:-** EI-DLI(1A/9G), EI-EGC(156/157). EI-EBA(92J7/9079).

**EXECUTIVE JETS:-** Citation Mustang **G-NGEL**(Lonex 17EL) from Newcastle(0932) to Luton(1452). Hawker 400XP **N719EL** from East Midlands(1715) to Heathrow(1727).

### 3/3 Wednesday

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

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

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-EOCA(729/30), G-JECR(731/2, 733/4). G-ECOT(171/7VT), G-JEDU(173/4), G-ECOR(175/6).

**KLM:-** PH-WXA(1545/6, 1549/50), PH-KZU(69W/64K, n/s).

**Manx2:-** LET 410 **OK-ASA**(Eurovan 322/3).

**Pakistan International:-** A.310 AP-BEB(775/6) f/t Islamabad(1825/2041).

**Ryanair:-** EI-DLI(1A/9G), EI-EBD(156/157), EI-DLJ(9396/7).

**IT FLIGHTS:-** A.320 **G-TCAD**(Kestrel 46TB) from Cardiff(1835).

**GENERAL AVIATION:-** Sikorsky S-76B **G-VONB**(Premier 27) from Blackbushe(0842) to Battersea(0946), return(1818/1841). PA-34 Seneca **G-VVBK**(Ravenair 47T) f/t Liverpool(1445/1615).

### 4/3 Thursday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-ECOJ(729/30), G-EOCA(731/2, 733/4). G-JEDK(171/7VT, 173/4, 175/6). G-JEDV(643/4).

**KLM:-** PH-KZU(1545/6, 1549/50), PH-KZI(69W/64K, n/s).

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

**Ryanair:-** EI-DYC(1A/9G), EI-DYB(156/157). EI-DCZ(9396/7).

**IT FLIGHTS:-** A.320 **G-TCAD**(Kestrel 92TH/67JZ) t/f Arrecife(1025/2006).

**GENERAL AVIATION:-** Sikorsky S-76C **G-XJCB**(JCB 3) from East Midlands(0807) to Utttoxeter(0821), return 1528/1540). Pilatus PC-12 **G-PVPC** from Bournemouth(0849) to Maastricht(0952). Twin Squirrel **G-ORDH**(0940) from Nun Monkton(0940) to Bagby(0943), bringing "Mr. Harpin" to fly out on G-PVPC.



R.44 **G-CDBG** f/t Blackpool(1203/1708). R.44 **G-UTTS** from Gamston(1340) to Teesside(1441). PA-28 **G-BNOH** carried out an ILS and overshoot at 1802, f/t Sherburn.

**MILITARY:-** Dominie **XS712**(Cranwell 94), ILS and overshoots x2(1505/1519).

### 5/3 Friday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXK(1404/1403.1410/1409).

**Eastern:-** G-MAJJ(80D/81D, 86D/87D). G-MAJD(29Q/19Q), **G-CFLU**(99Q/59Q, outbound via Bristol!).

**Flybe:-** Based G-JEDM, Gatwick x3. G-EOCA(729/30), G-JECR(731/2, 733/4). G-JEDK(171/7VT), 173/4 canx. **G-FBEB**(175/6). G-JEDV(643/4).

**KLM:-** PH-KZB(1545/6), PH-KZF(1549/50), PH-KZD(69W/64K, n/s).

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

**Ryanair:-** EI-DPC(1A/9G), **EI-EKL**(156/157, First Visit). EI-DYA(9396/7).

**IT FLIGHTS:-** A.320 **G-TCAD**(Kestrel 56ZG/85RX), t/f Tenerife(1133/2134).

**EXECUTIVE JETS:-** Citationjet 2 **G-OCJZ**(Clifton 5) from Bristol(1311) to Chembery(1439). Challenger 300 **M-NEWT**(Bizjet 4WT) from Alicante(1901), n/s until 10/3.

**GENERAL AVIATION:-** Commander 114 **N116SB**, making its first visit, was from Guernsey(1024) to Wellesbourne Mountford(1445). PA-31 **SP-OOI** is becoming a quite regular visitor and arrived this evening from Denham(1726) for an overnight stay.



Citationjet 2 G-OCJZ owned by Go West Ltd of the Isle of Man arriving at LBIA on 5/3

### 6/3 Saturday

**SCHEDULES:- Flybe:-** Based G-JEDM, Gatwick x1 then 730/1 f/t Belfast. G-ECOW(171/7VT).

**KLM:-** PH-KZU(1545/6), PH-KZI(1549/50), PH-KZG(69W/64K, n/s).

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

**Pakistan International:-** A.310 AP-BEC(775/6) f/t Islamabad(1911/2109).

**Ryanair:-** EI-DYZ(1A/9G). EI-DYM(92J7/9079).

**IT FLIGHTS:-** A.320 **G-TCAD**(Kestrel 59TR/32WZ) t/f Fuerteventura(0909/1849), "Kestrel 279F" to Cardiff(2019). 737/800 **OE-LNK**(Austrian 37TF/38TF) f/t Innsbruck(0915/1141). 737/800 **G-CDZL**(Thomson 9GW/2PE) f/t Chembery(1432/1611).

**CHARTERS:-** Boeing 767/300 **G-OBYI**(Thomson 199), operating a cruise charter, arrived from Acapulco via Orlando at 1440, before positioning to Birmingham(1639) as "Thomson 770F".

### 7/3 Sunday

**SCHEDULES:- Air Southwest:-** G-WOWE(488L/489M).

**bmi:-** Based G-RJXJ, Brussels x1

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

**Flybe:-** Based G-JEDM, Gatwick x2. G-JEDT(731/2), G-JEDU(733/4). G-ECOZ(175/6). G-JEDJ(643/4).

**Jet2:-** G-LSAB(15P) to Newcastle(1137). G-CELP(073P/325) from Stansted(1515) to Belfast(1601).

**KLM:-** PH-KZT(1545/6), PH-KZF(1549//50), PH-KZR(69W/64K, n/s)

**Manx2:-** Jetstream 32 G-OAKI(Vannin 38L/39L).

**Ryanair:-** EI-EFO(1A/9G, First Visit,156/157). EI-DLW(9396/7).

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 483P/483K), f/t Monastir(1302/1455).

**EXECUTIVE JETS:-** Making its first visit today was Eire based Gulfstream 550 **VP-BJK** of International Jet Club, f/t Dublin(1306/1417). Citationjet 2 **G-OCJZ**(Clifton 5) from Chambery(1815) to Biggin Hill(1848).

**MILITARY:-** A pair of Army Air Corps Apache helicopters, **ZJ176**(Bedlam 1) and **ZJ167**(Bedlam 2) called in for a refuel while routing from Wattisham(1518) to Albemarle Barracks, Newcastle(1605).



Based in Eire, Gulfstream 5 VP-BJK was making its first visit to LBIA on 7/3

### 8/3 Monday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV, 3VX/3XV). G-RJXP(1404/1403, 1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-ECOH(729/30), G-JEDT(731/2, 733/4). G-JEDN(171/7VT, 173/4, 175/6). G-KKEV(643/4).

**Jet2:-** G-LSAB(17P) from Newcastle(1326). G-CELK(323) to Belfast swap with G-CELP(324) then 'LP(16P) to Edinburgh(1018).

**KLM:- PH-OFF**(1545/6, 1549/50). PH-WXA(69W/64K, n/s).

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

**Pakistan International:-** A.310 AP-BEC(775/6) f/t Islamabad(1810/2043).

**Ryanair:-** EI-EBH(1A/9G), EI-DHJ(156/7).

**EXECUTIVE JETS:-** Citation XL **G-OROO**(Hangar 819) from Edinburgh(0916) to Geneva(0945). Citation XL **CS-DXK**(Fraction 3LD/713H) from Cambridge(1229) to Nice(1442). Citation XLS **CS-DQB**(Fraction 3TR/549Q) from Cannes(1348) to London City(1531).

**GENERAL AVIATION:-** Making its first visit, King Air F.90 **N402BL** operated by Bi-Lo Inc arrived from North Weald at 0932 and returned there at 1319. Having arrived on 5/3 PA-31 **SP-OOI** departed to Monchengladbach at 1019.

**MILITARY:-** King Air 200 **ZK454**(Cranwell 32), ILS and overshoot(1203).

### 9/3 Tuesday

**SCHEDULES:- Air Southwest:-** G-WOWE(302A from Manchester/483M), **G-MAJU**(486L/487M).

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV, 3VX/3XV), G-RJXP(1404/1403, 1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-JEDU(729/30), G-JECP(731/2, 733/4). G-ECOA(171/7VT, 173/4, 175/6). G-ECOP(643/4).

**Jet2:-** G-CELD (015P) from Dublin(1026), having diverted there due weather while operating '323 from LBIA to Belfast.

**KLM:-** PH-WXA(1545/6), PH-JCH(1549/50), **PH-OFN**(69W/64K, n/s)

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

**Ryanair:-** EI-DHC(1A/9G), EI-ECD(156/157). EI-DAM(92J7/9079).

**CHARTER:-** Highland Airways(just before they went into receivership) Jetstream 32 **G-UIST**(Highway 04D/E) operated from Glasgow(1253) to Bristol(1759).

**EXECUTIVE JETS:-** Citation XL **G-OROO**(Hangar 819) from Geneva(1602) to Edinburgh(1633). Challenger 300 **N424TM** arrived from Venice at 2124 for an overnight stay before heading home to Cork at 0950.

**GENERAL AVIATION:-** Cirrus SR.22 **N40GD** from Sherburn(0938) to Swansea(1023). The Long Ranger N340AJ emerged from the Multiflight engineering hangar this afternoon in its new guise **G-PTOO** and carried out a short local air test(1423/1459).

**MILITARY:-** Lear Jet 35A(C-21A) **84-0085**(Jalop 16) from Mildenhall(1101), n/s to Chievres Air Base, Belgium(0924).

### 10/3 Wednesday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXM(1404/1403), G-RJXP(1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-JEDU(729/30), G-JEDT(731/2, 733/4). G-ECOB(171/7VT, 173/4, 175/6).

**KLM:-** PH-WXD(1545/6), PH-KZH(1549/50), **PH-OFN**(69W/64K, n/s).

**Manx2:-** LET 410 OK-ASA(Eurovan 322/3).

**Pakistan International:-** A.310 AP-BEB(775/6) f/t Islamabad(1855/2047).

**Ryanair:-** EI-EBW(1A/9G), EI-DLR(156/157), EI-DLW(9396/7).

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 489P) from East Midlands(1850).

**EXECUTIVE JETS:-** Having arrived on 5/3 Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) departed to Cambridge at 0835 only to return from there at 1300 and stay until 15/3. Hawker 400XP **CS-DMU**(Fraction 7CL) from Gothenburg(1335), n/s to Dortmund(0805). Citation Bravo **CS-DHL**(Fraction 1VU) from Newcastle(1612) to Bromma, Sweden(1742).

**GENERAL AVIATION:-** Squirrel **G-HELM** has now moved out to its new home at Shelf near Halifax and visited from and to there today, 1029/1818 and in between went to Dishforth on a training detail. 40 year old Cessna F.172E **G-ASMJ** arrived from its base at Sherburn at 1204 followed by TB.20 Trinidad **N709AM**, which also arrived from Sherburn(1240) and both went to Multiflight/Engineering. 'MJ returned to Sherburn at 1707 but 'AM remained until the end of the month. King Air 200 **G-PCOP**(Gama 804) f/t Glasgow(1248/1723).



On 11/3 Embraer 190 PH-EZF was the second example from KLM to visit LBIA

### 11/3 Thursday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXK(1404/1403,1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x2, then '8WK to Gatwick and swapped with G-JECL(7EY). G-JEDU(729/30), G-JECP(731/2, 733/4). G-ECOC(171/7VT, 173/4, 175/6). G-ECOP(643/4).

**KLM:-** PH-KZC(1545/6), Embraer 190 **PH-EZF**(1549/50, First Visit), PH-KZC(69W/64K, n/s).

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

**Ryanair:-** EI-EFE(1A/9G, First Visit), **EI-EKK**(156/157, First Visit). EI-DYV(9396/7).

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 92TH/67JZ) t/f Arrecife(1022/1935).

**EXECUTIVE JETS:-** Hawker 400XP **CS-DMU**(Fraction 7CL) from Dortmund(1544), n/s to Baden-Baden(0849). Lear Jet 45 **G-CDNK**, operating on an Airlink, Ireland call-sign(High Flyer 45A) arrived from Poznan, Poland(1621) and went to Dublin(1649). Challenger 300 **N424TM** f/t Cork(1639/1726). **GENERAL AVIATION:-** PA-28 Warrior **G-LFSG** f/t Liverpool(0914/1602). Squirrel **G-HELM** from Shelf(0933) to South Cheney(near Leicester)(1003), return 1432/. The Long Ranger **G-PTOO** carried out a further Air Test(1226/1309). Agusta A.109S **G-SAMP**(Rocket 5) arrived from the Hilton Hotel at Garforth for fuel at 1500 and left for Huddersfield at 1749. Another Sherburn resident visiting Multiflight/Engineering was TB.20 Trinidad **G-EGAG**, from and to its base 1524/1628. This aircraft came to collect Mooney M.20J **G-BKMB**, which had been in since last month and returned home to Sherburn at 1635. Pilatus PC-12 **G-DAKI** from Bournemouth(1813), n/s to Biggin Hill(0647).

### 12/3 Friday

**SCHEDULES:- Air Southwest:-** Jetstream 41 **G-MAJU**(482L/483M), G-WOWA(486L/487M).

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXP(1404/1403.1410/1409).

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

**Flybe:-** Based G-JEDM, Gatwick x3. G-JEDU(729/30), G-KKEV(731/2, 733/4). G-JECZ(171/7VT, 173/4), G-JECG(175/6). G-JEDI(643/4).

**Jet2:-** G-CELI(101P) to Paris/CDG(0617). G-CGET(327) swapped in Belfast with G-CELK(328).

**KLM:-** PH-KZR(1545/6, 1549/50), PH-KZK(69W/64K, n/s).

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

**Ryanair:-** EI-DCT(1A/9G), EI-DHJ(156/157). EI-EBD(9396/7).

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 56ZG/85RX), t/f Tenerife(1138/2123).

**CHARTER:-** Air Southwest Dash-8-300 **G-WOWB**(Swallow 484/9031) from Plymouth(0933) to Southampton(1013) with Leeds United.

**EXECUTIVE JETS:-** Citation 2 **G-FIRM**(Marshall 11A/B) from Cambridge(1006) to Faro(1141). Hawker 400XP **CS-DMU**(Fraction 969B/4DU) from London City(1357) to Southampton(1542). Citationjet 2 **G-SONE**(Clifton 3) from Bristol(1424), n/s to Sion(0800).

**GENERAL AVIATION:-** Making its first visit since being re-registered was Cessna 208A Caravan **M-TOMS**, from Jersey(1308) to Guernsey(1401). This aircraft, which is operated by CJ Airways had previously visited as N308CJ.

**MILITARY:-** Tucano **ZF374**(LOP 44), ILS and overshoot(1533) f/t Linton.



Cessna 208A Caravan M-TOMS(ex. N308CJ) arriving from Jersey, 12/3(Martyn Gill)

### 13/3 Saturday

**SCHEDULES:- Flybe:-** Based G-JEDM, Gatwick x1 then '730 to Belfast. G-JEDU(731) from Belfast. G-JEDV(171/7VT).

**Jet2:-** Current LBA fleet:- G-LSAB/H. G-CELC/D/E/F/H/K/U.

**KLM:-** PH-KZS(1545/6, 1549/50), PH-KZO(69W/64K, n/s).

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

**Pakistan International:-** A.310 AP-BEG(775/6) f/t Islamabad(1918/2115).

**Ryanair:-** EI-DCM(1A/9G). EI-DYV(92J7/9079).

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 59TR/32WZ) t/f Fuerteventura(0921/1900), "Kestrel 279F" to Cardiff(1953). 737/800 **OE-LNK**(Austrian 37TF/38TF) f/t Innsbruck(0919/1110). 737/800 **G-FDZF**(Thomson 9GW/2PE) f/t Chambéry(1533/1650).

**CHARTER:-** Dash-8-300 **G-WOWB**(Swallow 9023/490M) from Southampton(2029) to Plymouth(2104), returning Leeds United.

**EXECUTIVE JETS:-** Hawker 400XP **CS-DMA**(Fraction 4DU) from Southampton(0916) to Edinburgh(1213).

**GENERAL AVIATION:-** King Air 350 **G-KLNB**(Saxon Air 35A) f/t Cambridge(1249/1853). PA-28 Archer **G-BSVB** from Shobdon(1513) to North Weald(1559). PA-31T Cheyenne **G-CHEY**(Air Med 064) from Verona(1703) to Oxford(1733). PC-12 **G-DAKI** from Lyon(1822) to Bournemouth(1849).

#### 14/3 Sunday

**SCHEDULES:- Air Southwest:-** G-WOWE(488L/489M).

**bmi:-** Based G-RJXJ, Brussels x1

**Eastern:-** G-CDKA(33X/34X).

**Flybe:-** Based G-JEDU, Gatwick x2. G-JECP(731/2, 733/4). G-ECOD(175/6). G-JEDJ(643/4).

**KLM:-** PH-KZM(1545/6, 1549/50), PH-KZE(69W/64K, n/s)

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

**Ryanair:-** EI-DHJ(1A/9G, 156/157). EI-DHX(9396/7).

**IT FLIGHTS:-** A.320 **G-FTDF**(Kestrel 483P/483K), f/t Monastir(1312/1514).

**EXECUTIVE JETS:-** Hawker 400XP **CS-DMA**(Fraction 4DU/033B) from Edinburgh(1144) to Geneva(1408). Hawker 400XP **N719EL** from Heathrow(2019) to East Midlands(2030).

#### 15/3 Monday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV, 3VX/3XV). G-RJXP(1404/1403, 1410/1409).

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

**Flybe:-** Based G-JEDU went u/s. G-JEDN(041D) positioned from Birmingham(1006) to operate the Gatwick flights. G-ECOP(729/30), G-JECP(731/2, 733/4). G-ECOB(171/7VT, 173/4, 175/6). G-JEDJ(643/4).

**KLM:-** PH-WXC(1545/6, 1549/50, 69W/64K, n/s).

**Manx2:-** Dornier 228 D-CMNX(Kiel Air 32L/33L).

**Pakistan International:-** A.310 AP-BEC(775/6) f/t Islamabad(1858/2051).

**Ryanair:-** EI-EBM(1A/9G), EI-DCP(156/7).

**EXECUTIVE JETS:-** Having been in Multiflight/West since 10/3, Challenger 300 **M-NEWT**(Bizjet 1WT) departed to Faro at 0901. Hawker 800XP **CS-DFY**(Fraction 5ED) f/t Le Bourget(0949/1627). Citation Sovereign **G-NSJS** f/t Jersey(1101/1910).

**GENERAL AVIATION:-** Cessna 208A **M-TOMS** from Guernsey(1201) to Jersey(1309). Dauphin **G-DAUF**(Yorkair 01) arrived from Blackbushe at 1811 and is a new resident, joining the Multiflight fleet.

**MILITARY:-** Tucano **ZF239**(LOP 47), ILS and overshoot(1438), f/t Linton.

#### 16/3 Tuesday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV, 3VX/3XV), G-RJXP(1404/1403, 1410/1409).

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

**Flybe:-** Based G-JEDU(041D) to Manchester following repairs. G-JEDN(21JS) to Gatwick swapped with G-JEDP(6WH) which then operated the evening flight(8WK/7EY), n/s. In the afternoon G-FLBA(9LK/48Y) operated f/t Gatwick. G-ECOP(729/30), G-JECP(731/2, 733/4). G-JECO(171/7VT), 173/4 canx, **G-FBED**(175/6). G-JECU(643/4).

**KLM:-** PH-WXC(1545/6), PH-KZG(1549/50), PH-KZD(69W/64K, n/s)

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

**Ryanair:-** EI-DCP(1A/9G), EI-DPA(156/157). EI-DCW(92J7/9079).

**EXECUTIVE JETS:-** Challenger 300 **M-NEWT**(Bizjet 1WT) from Faro(1402), n/s until 18/3 then to Northolt(0841). Citation Bravo **G-OMRH** from Hawarden(1840), n/s to Manchester(0701).

**GENERAL AVIATION:-** Mooney M.20J **G-BKMB** f/t Sherburn(1005/1413), to Multiflight/Engineering. Dauphin **G-HEMS**(Helimed 58) arrived from Pinderfields Hospital, Wakefield(1358) for a refuel then out to Teesside(1414). PA-34 Seneca **G-VVBK**(Ravenair 47T) carried out an ILS with touch and go(1538) while on a training flight, f/t Liverpool. Sherburn Aero Club PA-28 **G-BNOH** carried out two ILS and overshoots(1721/1737).



### 17/3 Wednesday

**SCHEDULES:- Air Southwest:-** G-WOWB(303 from Manchester/483M), G-WOWC(486L/487M).  
**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-EMBN(1404/1403), G-RJXD(1410/1409).  
**Eastern:-** G-MAJH(80D/81D,86D/87D). G-MAJA(29Q/19Q), G-MAJB(99Q/59Q).  
**Flybe:-** Based G-JEDP, Gatwick x3. G-ECOP(729/30), G-JECP(731/2, 733/4). G-JECO(171/7VT, 173/4, 175/6).  
**Jet2:-** G-CELF(6308) carried out a Northern Lights flight(2119/0009).  
**KLM:-** PH-KZI(1545/6, 1549/50), PH-KZD(69W/64K, n/s).  
**Manx2:-** Dornier 228 D-ILKA(Kiel Air 32L/33L)..  
**Pakistan International:-** A.310 AP-BEC(775/6) f/t Islamabad(1853/2047).  
**Ryanair:-** EI-DPA(1A/9G), EI-DLZ(156/157), EI-DAT(9396/7).  
**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 46TB) from Cardiff(1818).



**EXECUTIVE JETS:-** Citation XL **D-CAUW**(First Flight 421, See photo above by Martyn Gill) f/t Donaueschingen(0919/1408). This is the first time this aircraft has visited since it ran off the end of runway 14 while landing in May, 2003. Citation 2 **G-FJET**(Lonex 48FJ) f/t Farnborough(1026/1730). Citation Bravo **G-OMRH** from Manchester(1842), n/s to Hawarden(0803).  
**GENERAL AVIATION:-** Agusta A.109A **N109TK** from Chorley(0921), to Multiflight engineering, n/s. The Twin Squirrel **G-CCWK**(Yorkair 01) carried out a local test flight(1306/1320). PA-34 Seneca **G-RVRB**(Ravenair 34T), ILS and overshoot(1520), f/t Liverpool. DA-42 Twin Star **G-DJET**(White Knight 02) from Teesside(1603) to Glasgow(1720). The Long Ranger **G-PTOO** departed to Sheriff Hutton at 1609, on delivery back to its owners following its conversion from N340AJ.  
**MILITARY:-** Dominie **XS709**(Cranwell 94), ILS and overshoot(1450).

### 18/3 Thursday

**SCHEDULES:- Air Southwest:-** G-WOWE(482L/483M), G-WOWA(486L/487M).  
**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXP(1404/1403,1410/1409).  
**Eastern:-** G-MAJH(80D/81D, 86D/87D). G-MAJV(29Q/19Q), G-MAJC(99Q/59Q).  
**Flybe:-** Based G-JEDP, Gatwick x3. G-KKEV(729/30), G-JECP(731/2, 733/4). **G-FBED**(362W/7VT), **G-FBEK**(173/4), **G-FBEB**(175/6). G-JEDK(643/4).  
**Jet2:-** G-CELK(327) swapped in Belfast with G-CGET(328).  
**KLM:-** PH-KZD(1545/6), PH-KZB(1549/50), PH-KZF(69W/64K, n/s).  
**Manx2:-** Dornier 228 D-ILKA(Kiel Air 32L/33L, 38L/39L).  
**Ryanair:-** EI-EKS(1A/9G, First Visit), EI-DLD(156/157). EI-DCW(9396/7).  
**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 92TH/67JZ) t/f Arrecife(1023/1940).

**EXECUTIVE JETS:-** Citationjet 2 **G-ODDM**(Saltyre 175) from Edinburgh(0816) to Cannes(0854), return 1657/1728. A debutant this morning was Citationjet **HB-VWM** operated by Nomad Aviation, which arrived from Basel/Mulhouse at 0937 and night stopped before routing to Berlin/Schonefeld(1154). Citation XL **CS-DXK**(Fraction 3LD) from Biggin Hill(1015) to Southampton(1445). Citationjet **G-SONE**(Clifton 3) from Sion(1144) to Luton(1258). Challenger 300 **M-NEWT**(Bizjet 2WT) from Northolt(1544) to Luton(1559). Falcon 2000EX **CS-DFF**(Fraction 2PN) f/t Biggin Hill(1508/1635).  
**GENERAL AVIATION:-** Cheyenne 3 **G-GMED**(Air Med 081) f/t Oxford(1818/2034).

### 19/3 Friday

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

**bmi:-** Based G-RJXJ. G-RJXH(1VX/1XV,3VX/3XV). G-RJXP(1404/1403.1410/1409).  
**Eastern:-** G-MAJH(80D/81D, 86D/87D). G-MAJC(29Q/19Q), **G-CFLV**(99Q/59Q).  
**Flybe:-** Based G-JEDP, Gatwick x3. G-JECP(729/30), G-ECOR(731/2, 733), then operated 644L to Exeter. G-ECOD(171/7VT, 175/6), G-JEDN(173/4). G-JECO(643/643A/644L), then operated 734 to Belfast City.  
**Jet2:-** G-CGET(**Speedbird 9214P**), to Heathrow at 2035 to cover for BA Strike. G-LSAH(223) swapped in Tenerife with G-LSAE(224).  
**KLM:-** PH-KZR(1545/6, 1549/50, 69W/64K, n/s).  
**Manx2:-** Dornier 228 D-ILKA(Kiel 32L/33L, 38L/39L).  
**Ryanair:-** EI-EKS(1A/9G), EI-DWT(156/157). EI-DCF(9396/7).  
**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 56ZG/85RX), t/f Tenerife(1158/2227). Made tech stop at Faro on outbound flight to refuel.  
**EXECUTIVE JETS:-** Citation 2 **G-FIRM**(Marshall 11A/B) from Faro(1151) to Cambridge(1236). Citation 2 **G-VUEZ**(Flyvue 702) from Northolt(1526), n/s to Luton(1647). Premier 1 **G-OMJC**(Manhattan 39A) from Farnborough(2131), n/s to Biggin Hill(1653).  
**GENERAL AVIATION:-** King Air 200 **G-FLPB**(Calibrator 212) arrived from Teesside(0814) to play on the ILS from 0850 until 1034 before heading home to Teesside at 1051. Twin Squirrel **G-ORDH** from Bagby(1643) to Nun Monkton(1658) to collect "Mr Harpin" who arrived from Birmingham in PC-12 **G-DAKI** at 1654. 'Kl then returned home to Bournemouth(1735).  
**MILITARY:-** USAF C-21A(Lear Jet 35A) **84-0109**(Jalop 24) f/t Ramstien(1250/1432).



USAF C-21A 84-0085 departing on 9/3, first of two example to visit this month(Martyn Gill)

### 20/3 Saturday

**SCHEDULES:-** **Flybe:-** Based G-JEDP, Gatwick x1 then '730/1 t/f Belfast. G-ECOY(171/7VT).  
**KLM:-** PH-KZR(1545/6, 1549/50), PH-KZV(69W/64K, n/s).  
**Manx2:-** Dornier 228 D-CMNX(Kiel Air 36L/37L).  
**Pakistan International:-** A.310 AP-BEC(775/6) f/t Islamabad(1917/2117).  
**Ryanair:-** EI-DCH(1A/9G). EI-DYJ(92J7/9079).  
**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 59TR/32WZ) t/f Fuerteventura(0909/1832), "Kestrel 279F" to Cardiff(1939). 737/800 **G-CDZI**(Thomson 9GW/2PE) f/t Chembery(1459/1616).

### 21/3 Sunday

**SCHEDULES:-** **Air Southwest:-** G-WOWE(488L/489M).  
**bmi:-** Based G-RJXJ, Brussels x1  
**Eastern:-** **G-CFLU**(33X/34X).  
**Flybe:-** Based G-JEDP, Gatwick x2. G-ECOO(731/2, 733/4). G-JEDM(175/6). G-JEDK(643/4).  
**Jet2:-** G-LSAE(153P) to Dublin(1152). G-CELA(030E) from Edinburgh(1513).  
**KLM:-** PH-KZN(1545/6, 1549/50), PH-WXD(69W/64K, n/s)  
**Manx2:-** Dornier 228 D-CMNX(Kiel Air 30L/31L).  
**Ryanair:-** EI-DCH(1A/9G, 156/157). EI-DHX(9396/7).  
**IT FLIGHTS:-** A.320 **G-DHRG**(Kestrel 483P/483K), f/t Monastir(1319/1507).

**GENERAL AVIATION:-** King Air 200 **G-SAXN**(Saxon Air 20B) from Southampton(1415) to Cambridge(1808).

### **22/3 Monday**

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

**bmi:-** Based G-RJXJ. G-EMBN(1VX/1XV,3VX/3XV). G-RJXP(1404/1403,1410/1409).

**Eastern:-** G-MAJE(29Q) then operated 80D/81D t/f Southampton and 19Q back to Aberdeen, plus 99Q/59Q). G-MAJD(86D/87D).

**Flybe:-** Based G-JEDP(21JS) swapped in Gatwick with G-ECOW(9LK), which then operated two pm Gatwick rotations. G-ECOR(729/30), G-KKEV(731/2, 733/4). G-ECOV(171/7VT, 173/4, 175/6). G-JEDT(643/4).

**Jet2:-** G-CGET(**Speedbird 9214**) from Heathrow(). G-CELO(031E) to Edinburgh(1247).

**KLM:-** PH-KZH(1545/6, 1549/50), PH-WXD(69W/64K, n/s).

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

**Pakistan International:-** A.310 AP-BEU(775/6) f/t Islamabad(1918/2117).

**Ryanair:-** EI-DPY(1A/9G), EI-DHC(156/7).

**EXECUTIVE JETS:-** Citationjet 2 **G-EDCL**(Saltyre 166P/186) from Berlin/Tegel(1802), n/s to Belfast City(0912).

### **23/3 Tuesday**

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

**bmi:-** Based G-RJXJ. G-EMBN(1VX/1XV, 3VX/3XV), G-RJXP(1404/1403, 1410/1409).

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

**Flybe:-** Based G-ECOW Gatwick x2. G-JEDR(729/30), G-ECOP(731/2, 733/4). G-ECOK(171/7VT, 173/4, 175/6). G-ECOD(643/4).

**KLM:-** PH-KZC(1545/6, 1549/50), PH-KZB(69W/64K, n/s)

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

**Ryanair:-** EI-DWT(1A/9G), **EI-EKR**(156/157, First Visit). EI-DYJ(92J7/9079). Two Ryanair Boeing 737/800 aircraft positioned in to be our first based machines ready for the launch of operations on 25/3, **EI-DYX**(1561P) from Dublin(1951) and **EI-DWI**(1562P) from Dublin(2009).

**CHARTER:-** Thomas Cook Boeing 757 **G-FCLI**(Kestrel 311P) positioned from Newcastle(0611) to operate "Kestrel 197G/H" t/f Krakow(0748/2210), before heading back to Newcastle(2302) as "Kestrel 197F".

**EXECUTIVE JETS:-** Citation 2 **G-VUEZ**(Flyvue 451/2) from Liverpool(1000) to Geneva(1111) return 1832 and night stop before routing to Carlisle(1209) as "Flyvue 460". Citation Sovereign **G-NSJS** f/t Jersey(1102/1115), n/s until 29/3.

**GENERAL AVIATION:-** King Air 350 **N37172** from Newcastle(1252) to Biggin Hill(1703).

**MILITARY:-** King Air 200 **ZK452**(Cranwell 70), ILS and overshoot(1125).

### **24/3 Wednesday**

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

**bmi:-** Based G-RJXJ. G-EMBN(1VX/1XV,3VX/3XV). G-RJXC(1404/1403), G-RJXP(1410/1409). G-RJXA(9132/9133) f/t Nantes(1235/1506).

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

**Flybe:-** Based G-ECOW, Gatwick x3. G-JEDK(729/30), G-ECOP(731/2, 733/4). G-ECOK(171/7VT, 173/4), G-JEDP(175/6).

**Jet2:-** G-LSAI(031E) from Southend(2044).

**KLM:-** PH-KZS(1545/6, 1549/50), PH-WXD(69W/64K, n/s).

**Manx2:-** Dornier 228 D-CMNX(Kiel Air 32L/33L)..

**Pakistan International:-** A.310 AP-BEQ(775/6) f/t Islamabad(1933/2135).

**Ryanair:-** EI-DPY(1A/9G), EI-EKS(156/157), EI-EBW(9396/7).

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 46TB) from Cardiff(1816).

**EXECUTIVE JETS:-** Citationjet 2 **G-EDCL**(Saltyre 186/173P) from Belfast City(1425), n/s to London City(1117).

**GENERAL AVIATION:-** The multi-coloured P-180 Avanti **HB-LUS** paid another visit today, arriving from Sion at 1330 and returning there at 1414. TB-20 **G-EGAG** arrived from Sherburn at 1426 and went to Multiflight/Engineering for an overnight stay before heading home at 1713 on 25/3. Another aircraft getting quite regular is Mooney M.20P **N400MW**, which arrived from Pattonville(1711) for an overnight stay.

### 25/3 Thursday Early morning fog.

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

**bmi:-** Based G-RJXJ. G-EMBN(1VX divert to East Midlands, 3VX/3XV). G-RJXP(1404 divert to East Midlands, 1410/1409).

**Eastern:-** G-MAJH(80D/81D, divert to Teesside northbound), G-MAJB(86D/87D). G-MAJA(29Q/19Q, 99Q, 59Q cancelled due fog at Aberdeen, aircraft night stopped).

**Flybe:-** Based G-ECOW, Gatwick x3. G-JECP(729/30, 731/2, 733/4). G-JEDO(171/7VT), G-JECU(173/4, 175/6). G-ECOD(643/644A, then positioned from Glasgow(1951) as '050W and out to Exeter as '644).

**Jet2:-** G-CELH(069P) to Manchester(1340). G-CELU(123P) to Manchester(2056).

**KLM:-** PH-KZU(1545/6), PH-KZI(1549/50), PH-WXC(69W/64K, n/s).

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

**Ryanair:-** Based, EI-DWI(operated to Krakow, Knock and Malaga) , EI-DYX(9G) swapped in Dublin for EI-EFB(1A)(operated to Treviso and Malta/Luqa). Non based flights:- EI-DCC(2502/1) f/t Florence, EI-DWC(92J7/9079) f/t Alicante, EI-EFA(156/157) f/t Dublin.

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 92TH/67JZ) t/f Arrecife(1015/1935).

**DIVERSION:- from Newcastle due fog.**

**G-FLBA** Dash-8-400(Jersey 149/52W) from Southampton(2132) to Newcastle(2322).

**EXECUTIVE JETS:-** Challenger 300 **M-NEWT**(Bizjet 1WT/2WT/3WT/4WT) from Luton(0950) to Northolt(1023), return 2019/2050. Visiting for the first time today was Citationjet 3 **OO-FYS**, a new acquisition for Sky Service NV, which arrived from Bristol/Filton(1133) and routed to Le Bourget at 1617.

**GENERAL AVIATION:-** Sikorsky S.76B **G-JCBJ**(JCB 2) from East Midlands(1100) to Rowcester(1124), return 1647/1657. Cessna 182S **G-LVES** carried out 2 ILS and overshoots 1133/1223, while on a training sortie f/t East Midlands. PA-46T Malibu/Jetprop DLX **D-EEFY** was also making its debut when it arrived from Schwabisch Hall at 1236 and returned there at 2020. PA-31 Chieftain **G-BVYF**(Poyston 04) from Dublin(1442) to Haverfordwest(1459).

### 26/3 Friday

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

**bmi:-** Based G-RJXJ. G-EMBN(1VX/1XV,3VX/3XV). G-RJXP(1404/1403.1410/1409).

**Eastern:-** G-MAJH(80D/81D, 86D/87D). G-MAJA(19Q after n/s), G-MAJL(99Q/59Q).

**Flybe:-** Based G-ECOW, Gatwick x3. G-JEDK(729/30), G-JECH(731/2), **G-FBEK**(733/4). G-JECU(171/7VT, 173/4, 175/6). G-ECOK(643/644).

**KLM:-** PH-JCH(1545/6, 1549/50), PH-KZK(69W/64K, n/s).

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

**Ryanair:-** Based EI-DWI(operated to Malaga, Nantes and Palma), EI-EFB(operated to Dublin, Montpellier, Murcia and Dublin). Non-based EI-DAY(9396/7) f/t Gerona, EI-EKR(2504/2503) f/t Faro.

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 56ZG/85RX), t/f Tenerife(1149/2136).

**GENERAL AVIATION:-** Cessna 182S **G-LVES** f/t East Midlands(1139/1517) with a local training flight 1239/1359. Squirrel **G-SMDJ** f/t Conway(1325/1559), during the visit the aircraft went to Dishforth for a training detail outbound at 1420 and back at 1523. Having arrived on 24/3 Mooney M.20P **N400MW** departed to Stuttgart at 1548. A first timer this evening was Pilatus PC-12 **M-OPAL** owned by G-GCYC Ltd. which arrived from Manchester at 1839 and stayed overnight before heading to Anney(0842).

### 27/3 Saturday

**SCHEDULES:- Flybe:-** Based G-ECOW, Gatwick x1 then '730/1 t/f Belfast. G-JEDP(171/7VT).

**Jet2:-** G-GDFA(032P) to Manchester(1822), the aircraft's first flight since it arrived!

**KLM:-** PH-WXA(1545/6), PH-KZD(1549/50, 69W/64K, n/s).

**Manx2:-** Jetstream 32 G-OAKI(Vannin 326/7).

**Pakistan International:-** A.310 AP-BEC(775/6) f/t Islamabad(1951/2140).

**Ryanair:-** Based EI-DWI(operated to Krakow, Knock and Malaga), EI-EFB(operated to Dublin, Venice and Ibiza) to Dublin(157) where it was swapped with EI-DWY(156). Non-based EI-DWK(92J7/9079) f/t Alicante. EI-DAM(2502/2501) f/t Florence.

**IT FLIGHTS:-** A.320 **G-GTDL**(Kestrel 59TR/32WZ) t/f Fuerteventura(0910/1851), "Kestrel 279P" to East Midlands(1954). 737/800 **G-FDZF**(Thomson 9GW/2PE) f/t Chambery(1642/1754).

**GENERAL AVIATION:-** Avanti **HB-LUS** from Sion(1333) to Zurich(1421)

**28/3 Sunday Start of Summer Time, all times quoted are still local.**

**SCHEDULES:- Air Southwest:-** G-WOWC(488L/489M, NEW CALL-SIGN 48AL/49AM).

**bmi:-** NEW COMPANY CALL-SIGN. "Kittiwake". Based G-RJXJ, Brussels x1

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

**Flybe:-** Based G-ECOW(731/730) t/f Belfast City, then afternoon Gatwick plus '9NR to Gatwick where it was swapped with G-ECOY(6PW). G-FLBC( 733/4, NEW CALL-SIGN 78E/6DB). G-ECOV(173/4, NEW CALL-SIGN 703N/5CK) G-JEDO(175/6, NEW CALL-SIGN 2PL/3NP). G-ECOD(643/4, NEW CALL-SIGN northbound 2CH/643, southbound 6KB/644).

**Jet2:-** G-LSAB(6047) to Tel Aviv via Luton(1542). G-LSAD(069P) from Newcastle(0705). G-LSAJ(032E) from Lasham(0840). G-CELA(127P) to Grenoble(0917). G-CELG(119P) from Brussels(1405). G-CELS(072P) from Gatwick(1410).

**KLM:-** PH-KZK(1545/6), PH-KZV(1549//50), PH-KZC(69W/54S, n/s)

**Manx2:-** Jetstream 32 G-OAKI(Vannin 330/331).

**Ryanair:-** Based EI-DWI(operated to Carcassonne, Limoges and Murcia). EI-DWY(operated to Palma and Malta/Luqa). Non-based EI-EKE(64QA/41GN) am f/t Dublin. EI-DPY(52KA/82QY) pm f/t Dublin. EI-EBN(6XE/1JZ) f/t Gerona. EI-EKR(1WG/7MV) f/t Faro.

**IT FLIGHTS:-** A.320 **G-DHRG**(Kestrel 24WD/9VE), f/t Monastir(1336/1514).

**29/3 Monday**

**SCHEDULES:- Air Southwest:-** G-WOWC(482L/483M, NEW CALL-SIGN 42KA/43KA), **G-MAJU**(486L/487M).

**bmi:-** Based G-RJXJ(1615) to Brussels, swapped with G-RJXL(1616). G-RJXK(1VX/1XV,3VX/3XV). G-RJXR(1404/1403,1410/1409).

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

**Flybe:-** Based G-ECOY(1KN) swapped in Gatwick with G-ECOG(3KB), which then operated pm Gatwick rotation and out to Southampton(5EL), G-ECOC(6PW) operated inbound from Gatwick late pm. G-FLBC(Belfast flights 74H/542B, 7EP), **G-FBEG**(1AP from Manchester/6DB to Belfast). G-JEDO(Southampton flights 171/7VT, NEW CALL-SIGN 7DE/49R, 173/4, NEW CALL-SIGN 703N/5CK), G-JEDU(2PL from Southampton/644 to Exeter). G-JECN(2CH from Exeter, 643/6KB t/f Aberdeen, 3NP to Southampton).

**Jet2:-** G-LSAD(070P) to Newcastle(1539).

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

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

**Pakistan International:-** Monday flights are now discontinued.

**Ryanair:-** Based EI-DWI(operated to Nantes, Montpellier and Malaga). EI-DWY(operated to Dublin, Palma and Murcia). Non-based EI-DPX(6XE/1JZ) f/t Gerona. EI-EKR(1WG/7MV) f/t Faro. **EI-EFX**(52KA/82QY, First Visit) f/t Dublin.

**EXECUTIVE JETS:-** Citation XL **CS-DXL**(Fraction 3XW/229Y) from Luton(0738) to Nice(0905). Citationjet **N646VP**(See photo below, by Steve Lord) arrived from Keflavic via Ronaldsway on delivery at 1141 and is registered to JSJ Aviation Inc who own A.109E N188S which is based at LBIA. It is not know as yet whether the Citationjet is in fact going to be resident as it departed to Nice at 1816.





**GENERAL AVIATION:-** DA-42 Twin Star **G-DJET**(White Knight 02) f/t Topcliffe(0803/0934). PA-28 Warrior **G-BODB** f/t Sherburn(0921/1435) to Multiflight/Engineering. Lancair 350 **N350DG** f/t Coventry(0941/1117).

### 30/3 Tuesday

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

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

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

**Flybe:-** Based G-FLBC Gatwick x3(1KN/3KB, 2YV/8JQ, 9NR/6PW). G-JECG(74H/542B, formerly 729/30), G-JEDP(4RG/1EP, formerly 731/2), G-JECN(78E/6DB, formerly 733/4). G-ECOV(7DE/49R, formerly 171/7VT, 703N/5CK, formerly 173/4), **G-FBEL**(2PL/5EL, formerly 175/6). G-ECOD(2CH/643/6KB/644, formerly 643/643A/644L/64/4).

**Jet2:-** G-LSAB(184P) from Tel Aviv via Luton(1529).

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

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

**Ryanair:-** Based EI-DWI(41GN) swapped in Dublin with EI-DPZ(64QA) which then operated to Treviso and Ibiza. EI-DWY operated to Krakow, Knock and Malaga. Non-based EI-DWP(92FN/87NW, f/t Pisa), EI-DLJ(6JE/3BW, f/t Alicante), EI-DLG(52AK/82QY, f/t Dublin).

**DIVERSION:- from Teesside due fog**

**EI-DWJ** Boeing 737/800(Ryanair 9RJ/32LN) f/t Alicante(0844/1217).

**EXECUTIVE JETS:-** Citationjet **G-EDCJ**(Clifton 4) f/t Lydd(1103/1533). Challenger 300 **M-NEWT**(Bizjet 1WT) from Luton(1754), n/s to Northolt(0914).

### 31/3 Wednesday

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

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

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

**Flybe:-** Based G-FLBC, Gatwick x3. G-KKEV(74H/542B, 4RG/1EP), G-JECN(78E/644 to Exeter). G-JECM(7DE/49R, 703N/5CK), G-JECR(2PL/5EL). G-JEDU(2CH/643/6K/6DB to Belfast City).

**Jet2:-** G-CELB(**Speedbird 9021**) to Heathrow(2218), G-CELV(**Speedbird 9209**) to Heathrow(2116), cover for BA Strike. G-CELE(323) swapped in Belfast with G-CELU(324).

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

**Manx2:-** Jetstream 32 G-OAKI(Vannin 322/3), Dornier 228 D-CMNX(Kiel Air 32L/33L)..

**Pakistan International:-** A.310 AP-BEU(775/6) f/t Islamabad(1815/2043).

**Ryanair:-** Based EI-DPZ operated to Limoges, Carcassonne and Malaga. EI-DWY operated to Dublin, Palma and Murcia. Non-based EI-EBL(6XE/1JZ, f/t Gerona), EI-EKR(1WG/7MV, f/t Faro), EI-DYX(52KA).

**IT FLIGHTS:-** A.320 **G-OMYA**(Kestrel 817P) from Cardiff(1755).

**EXECUTIVE JETS:-** Challenger 300 **M-NEWT**(Bizjet 2WT) from Northolt(1723).

**GENERAL AVIATION:-** Sikorsky S.76B **G-VONB**(Premier 22) from Seaham(0947) to private site near Gloucester(1012). PA-28RT Arrow **G-SKYV** from Ronaldsway(1655), n/s.



Agusta A.109A N109TK, based at Chorley is a regular visitor to Multiflight for engineering. It is pictured by Martyn Gill on 18/3 on arrival from its base.

Polish registered PA-31 Chieftain SP-OOI is also becoming a familiar sight at LBIA. It was pictured by Mike Storey parked on Multiflight/East during its visit this month from 5/3 to 8/3.



# LEEDS/BRADFORD INTERNATIONAL AIRPORT STATISTICS JANUARY 2010

	Jan-09	Jan-10	% This month	% +/-
<b>Movements</b>				
Scheduled	2,188	1,821	65.74%	-16.77%
Charter	85	61	2.20%	-28.24%
Private/Misc	1,444	888	32.06%	-38.50%
Total	3,717	2,770		-25.48%
<b>Passengers</b>				
Scheduled	119,259	99,107	92.37%	-16.90%
Charter	7,106	6,516	6.07%	-8.30%
Transit	984	1,674	1.56%	70.12%
TOTAL	127,349	107,297		-15.75%
International	92,509	82,216	77.84%	-11.13%
Domestic	33,856	23,407	22.16%	-30.86%
<b>MOVING ANNUAL TOTAL</b>	2,837,432	2,531,855		-10.77%

A very poor set of figures, but undoubtedly affected by the awful weather in January. I suspect cancellations affected domestic and international Scheduled more than Charter flights.

Movements of Private flights were very much affected by the weather with a reduction of 32%, compared to a year ago.

On the international front, seven routes showed an increase in passenger numbers [Innsbruck(+50%), Islamabad (+36%), Dusseldorf (+22%), Salzburg (+16%), Prague (+10%), Alicante (+3%) and Gerona (+2%). Fourteen had a decrease with the worst being Las Palmas (-88%), Barcelona (-79%), Geneva (-38%) and Faro (-30%). Amsterdam is by far the most popular route (15769), followed by Dublin (11558) and then Alicante (8346).

Domestically, only Belfast City Airport showed an increase (+9%). All the rest reduced, ranging from -10% (Exeter) to -59% (Newquay). There were two new routes compared to last year (Gatwick and Plymouth) and only Heathrow didn't operate this year.

Not surprisingly 31 flights diverted away from Leeds/Bradford to ten different airports, some of which were the airports they originated from. We only received eight flights that were intending to land at other airports, so it is not surprising that we had a reduction of -15.75% in passenger numbers, as there were also a large number of cancellations.



## LEEDS/BRADFORD

### **PIA Cancel all LBA-Islamabad flights until May 12th 2010 due to aircraft operating restrictions.**

PIA have confirmed that their LBA Islamabad service will have to operate into Manchester for 3 weeks due to operating restrictions with the companies Boeing 777-300 aircraft. Flights have been upgraded due to the recent Volcanic flight disruptions. The route will once again return to be operated by the normal Airbus A310's from May 12th 2010.

Leeds Bradford Airport have been warned by councillors to stop breaching planning rules over noisy night-time flying. A late-running Pakistan International Airline (PIA) flight to Islamabad caused all 32 breaches in the rules, which are aimed at protecting residents in neighbouring Aireborough, Horsforth and beyond from being disturbed by late-night flying between 23:00 and 07:00. The flight is scheduled to arrive at 19:25 and depart at 21:00, two hours before the airport's 23:00 cut off time. The airport says it is to bring the departure time of the long-haul flight forward, there will be fewer departures and the airline will use a quieter type of aircraft. Councillors are to write to the airport, warning them that further breaches will not be tolerated and demanding a firm timetable on the actions to tackle the problem.

Leeds Bradford Airport based Dart Group, owner of low-cost airline Jet2, said as at yesterday (17/04) it lost £2.8 million in profit from the volcano flights disruption. However, it added that it had sufficient financial resources to withstand a considerable period of disruption. The airline, which has 32 planes flying to several of the affected countries, expected the daily profit impact to be £350,000 for every further day of disruption.

Flybe, the UK's Number One Domestic airline, has become the first airline in the world to offer its passengers the opportunity to buy separate Volcanic Ash Insurance underwritten by their travel insurance partner, Chartis. The innovative measure has been designed to offer long-suffering travellers the opportunity to book and get on the move once again with renewed confidence not only following the disappointment of two failed 'barbecue summers' and the curse of last year's 'Staycation' but, now, following the volcanic ash disruption of the past week.

Mike Rutter, Flybe's Chief Commercial Officer explains: "All these events will undoubtedly combine to dent travellers' confidence and generate understandable doubts. Will we be able to fly away and enjoy a well deserved 'sea and sun' holiday farther away from home this year either in the UK or Europe? Will our holiday plans again be scuppered? So, Flybe's way of helping restore travel confidence is twofold. "While we fully stand by our commitments under EU regulation 261, regardless of our concerns about the justness of its design, Flybe nevertheless wants to make sure our

passengers have insurance to help pay for any additional costs they may face due to authorities closing airspace and scuppering their travel plans.”

Tony Hallwood, LBIA Commercial Director, added: “We are delighted to support this flagship initiative to give passengers peace of mind when booking flights on all of Flybe’s domestic routes from LBIA linking Yorkshire to London Gatwick, Belfast, Southampton and Exeter”.

The option to purchase this separate Volcanic Ash policy is available with all online bookings made between today and May 10th 2010 and, for £6.99 per person, will reimburse the policyholder for any holiday costs already paid if the flight is cancelled prior to departure or delayed for more than 24 hours due to airspace being closed by the UK Civil Aviation Authority or overseas equivalent.\* If passengers are stranded away from home it will pay for any reasonable unplanned-for costs incurred for additional accommodation and travel expenses up to £150 for each 24 hour period (maximum £1,050) in the event of the passenger being stranded away from home.

**Expected Winter 2010/2011 P&O Carribbean Cruise flights to and from Leeds/Bradford. All flights listed below are planned to be operated by Tui Thomson Airways Boeing 767-300ER aircraft.**

FRI, 08/11/10 = To Bridgetown	SAT, 23/11/10 = From Acapulco
FRI, 13/01/11 = To Bridgetown	SAT, 29/01/11 = From Bridgetown
FRI, 19/02/11 = To Bridgetown	SAT, 06/03/11 = From Bridgetown

## RELEVANT AIRCRAFT CHANGES

**BMI A320 G-MIDR** (1697), due to go to Nesma, was ferried from Norwich to East Midlands on 22/4 from where it made a test/acceptance flight as BMA9513. Another A320, **G-MEDE** (1194), which is due to go to Sky A/L as **TC-SKT**, was also up on a test flight on 22/4 as BMA9549. A332 **G-WWBM** (398) was flown from Dresden to Manchester on 22/4 for painting prior to return to the lessor. A321 **G-MIDC** (0835) flew its last revenue service on 13/4 from Manchester to LHR as BMA579. It was then ferried to an unknown location as BMA9531 on 21/4.

**Flybe E145 G-EMBV** (145482) left Exeter on 29/4 as **SE-RAE** on delivery to City A/L at Gothenburg.

**Jet2** has acquired former Aegean B733 **SX-BBU** (25743), which will be registered **G-GDFB** & enter service in early May. It is currently at Shannon.

**Ryanair B738** update:

<b>EI-EMB</b> (38511) arrived Dublin on delivery 27/4	<b>EI-EMC</b> (38510) arrived Dublin on delivery 27/4
<b>EI-EMD</b> (38509) arrived Dublin on delivery 29/4	<b>EI-EME</b> (35029) arrived Dublin on delivery 29/4
<b>EI-EMF</b> (34978) arrived Dublin on delivery 30/4	<b>EI-EMI</b> (34979) first flight 23/4
<b>EI-EMJ</b> (34975) first flight 28/4	<b>EI-EMK</b> (38512) on Renton flightline 26/4

**Thomas Cook A320 G-TCAC** (1411) was leased to Skyservice last winter & registered **C-FRAA** on 16/10/09. However, it was reregistered as **N411MP** on 26/4 for Wells Fargo Bank Northwest & so looks as if it has been returned to the lessor.

**Thomson A/W B763 G-OBYE** (28979) left Birmingham on 24/4 s TOM9812 en route to Greensboro', NC via Bangor, ME for winglet fitting. The future **G-OOBN** (29379) was ferried from Eindhoven to Munich on 24/4 as **HB-IHR** after painting all white. B752 **G-OOBH** (29944) was restored to the UK register on 28/4 following its spell with Skyservice as **C-FOBH**, with **G-OOOX** (26158 ex **C-FLOX**) following on 29/4. The future B752 **G-OOBP** (30394) was ferried from Madrid to Munich on 30/4 as **HB-IHS** having been painted all white.

## AIRPORTS

Multi-millionaire technology tycoon and aviation fanatic Sir Peter Rigby has completed the purchase of **Coventry Airport**. Midlands based Patriot Aviation group, owned by Sir Peter, bought the airport for an undisclosed fee and said it aimed to create a commercial regional hub at the site with a full air traffic service. Scheduled passenger flights could possibly be reintroduced at a later date, he said. The airport shut at the beginning of December 2009, but passenger flights had stopped in 2008. Until December it had continued to handle freight, private jets and training flights. Sir Peter said the airport's location, in the centre of the country, was a positive factor and his company would maintain a full service with business jets, cargo, light aircraft and helicopters. He said: 'I would like to think that in the future I can also bring in some scheduled flights.' Sir Peter said: 'I'm truly excited to be launching a new era in the long history of Coventry Airport. Not only is this acquisition the next logical step in the development of Patriot Aerospace as a leading general aviation player, but it is also essential in supporting the local economy and future of the region. The airport sector and aviation in general have had a difficult few years, however, I expect it will pick up in line with an overall economic recovery and the region will be better positioned to benefit from this with a well managed local airport.'

**Durham Tees Valley Airport** is looking for a new boss after director Kerry Quinn quit after two years in the role and eleven years working in various posts at the airport. She is to move to Cardiff Airport as its operations director. Since she took over as the boss at Durham Tees Valley, Middlesbrough born Ms Quinn has had to deal with testing issues during one of the 'most challenging period in the airport's history'. Earlier this year the airport announced a radical revamp which saw it axe 32 jobs and close at night after passenger numbers fell by 53% to just 300,000 in 2009. In recent months the airport has announced a number of new routes, including Dublin, Southampton, Jersey and Turkey. However, Ms Quinn said the Cardiff job was 'a golden opportunity for me and I cannot turn it down.' Flybe has announced that it is to launch a new route between Humberside to Belfast City Airport from the end of next month. It will be the first ever link between the two cities. The first flight is due to take off on May 27, with the low-cost operator offering four flights each week, on Tuesday, Thursday, Friday and Sunday. Mike Rutter, Flybe's chief commercial officer, said: 'We are delighted to announce this new route and to offer the first ever link between these two cities. Flybe prides itself on ensuring that travellers have the widest possible choice of affordable, quality flights to attractive business and leisure destinations.'

The first man to fly from London to **Manchester** is to be honoured today(28/04) – 100 years after making the historic flight, the Evening News reports. Frenchman Louis Paulhan made history when he landed his Farman biplane in a field in Burnage on April 28, 1910. His achievement is often credited as launching Manchester's 'air age', and the airport will commemorate the centenary of his flight by naming a road in his honour. The road leading to the aviation viewing park will be named Louis Paulhan Way. A spokesman told the newspaper: 'Louis Paulhan brought the age of flying to the city of Manchester and at the time it was considered around the world to be one of the greatest aviation feats to date. Naming a road in Louis' honour at our aviation viewing park, already home to aviation icons such as Concorde and Trident, was the most appropriate tribute to mark this anniversary.'

## AIRLINES

The union representing the vast majority of **British Airways'** cabin-crew said it will urge workers to reject proposals from the airline aimed at avoiding further strike action in a six-month dispute over pay and staffing levels. Unite will make the recommendation as it carries out an online ballot of 12,000 flight attendants on the offer, it said in a statement. No new strike dates will be set in the short term, in order to allow BA to repatriate passengers still stranded abroad following the volcanic eruption in Iceland. The union said that while progress has been made in a 'number of respects,' negotiations failed because the airline has refused to reinstate fifty suspended workers or compromise on the withdrawal of travel concessions for staff who staged two strikes last month. BA said it had made a 'fair offer' and that Unite is 'out of touch' with its own members.



**easyJet** is now offering flights to five popular European destinations from Robin Hood Airport. The airline planned to introduce the services at the beginning of last week but, as a result of the problems caused by the volcanic eruption in Iceland, had to postpone the launch until Thursday (April 22). All five routes are now operational, meaning travellers from the Yorkshire region can catch flights to Amsterdam, Prague, Barcelona, Faro and Majorca from their local airport. easyJet will offer up to 21 departures per week on its new routes and expects to carry around 300,000 passengers in the first year of operations.



EasyJet A.319 G-EZNM departing Doncaster on the first Faro flight, 22/4( Clive Featherstone)

**Jet2**, which welcomed its 20 millionth passenger on-board a flight from Manchester Airport last week, is to celebrate a landmark fifth year at the hub. It plans to expand its operations and promises 'substantial growth'. In 2010 the airline will operate ten new routes from its North West base, the tenth and newest being Salzburg which went on sale this week. This year there will be two new aircraft based at Manchester, 200 flights per week, a projected one million passengers flying from the base over the year and total capacity up 27% on last year. The airline is now Manchester's biggest leisure low fare airline, offering more scheduled leisure destinations than any other operator. Ian Doubtfire, Managing Director of Jet2.com, said: 'It has been a tough couple of years for the travel industry but I am proud to say that we have continued to go from strength to strength. 'This year is also very important for us at Manchester and marks another milestone in our history

**BMI**, Heathrow's second biggest airline by slots, 'is here to stay,' the airline's chief executive told the Wall Street Journal, adding there is no intention to break up the carrier. Wolfgang Prock-Schauer, who took the post as chief executive in November and is tasked with returning the Lufthansa owned airline to profitability, said losses in 2009 would be worse than the pretax loss of £157.3m in 2008, but a restructuring program would halve those losses in 2010. Lufthansa was a reluctant buyer of BMI last year. It was forced to take control after the airline's founder, Sir Michael Bishop, exercised an option to sell his majority stake to the German airline. But having attracted interest from some 12 airlines last year, Mr. Prock-Schauer told the newspaper that BMI is no longer in talks about a potential sale. He said: 'We are restructuring and that takes time.' However, he conceded that Lufthansa could decide to sell the airline at some point, when a restructured, profitable airline would command a higher price. Since Mr. Prock-Schauer took charge, the airline has adopted an aggressive restructuring program that will contribute £100 million to annualised savings, but only two-thirds of that amount will be realised in 2010. This restructuring involves refocusing its network, reducing capacity by 20% to 25% in 2010, cutting 800 jobs, most of which already have been identified, and returning unwanted leased planes once contracts expire. The program has the backing of unions and employees.

BMI has significant value in its ownership of 12% of the takeoff and landing slots at Heathrow Airport. It has leased a number of slots to other members in the Star Alliance and to competitors, but those will

return to BMI in a year or two and will be used for further expansion if and when the market allows. Mr. Prock-Schauer wants BMI to expand routes to the Commonwealth of Independent States, Africa and in Continental Europe by flying into hubs of alliance partners and feeding passengers to other destinations. He also intends to expand services in the Middle East and target the oil and energy community there and in Aberdeen, Scotland, which bmi also serves. He also wants bmi to retain its budget airline bmibaby, which operates in a market that can still attract customers during downturns. Changes already enacted have meant that bmibaby is as productive with 14 aircraft as it was with 17 due to improved turnaround times. He sees opportunities in expanding ancillary revenue across the group by charging for certain services, but he declined to give examples.

## OTHER NEWS

A businessman bought a Y-reg car to make the 1,300-mile journey home from his holiday in Spain after his flight to Leeds Bradford Airport was cancelled because of the volcanic ash cloud, the Telegraph & Argus reports. Craig Atkinson was on holiday in Benidorm with his wife and three-year-old son when the Icelandic volcano began to erupt last week. He said the news of the eruption had not worried him at first as they were due to fly back on Sunday. But by the time their flight was cancelled he realised he was stuck in Spain. He told the newspaper: 'At that point we looked into what other options were available because basically if it was going to be only a couple of days we would have stayed, but there were all these horror stories.' After making inquiries, Mr Atkinson was told the earliest flight to Leeds Bradford Airport would have been next Thursday, so he looked into hiring a car to leave in north France and was told it would cost more than £2,000. He said: 'I bought an English-Spanish newspaper and rather than spending silly money to hire something I bought a car.' He bought a 2001 British-registered Hyundai coupe for £1,500 and set off on the journey to the French port of Caen on Tuesday afternoon, arriving at his home in East Morton, Bingley, on Wednesday evening. He said: 'It was an interesting road trip.'

Two holidaymakers eager to take an Easter break in Malaga were grounded at Bournemouth Airport because the ink on the boarding passes they printed at home was not dark enough, the Echo reports. Sue Craig and her travelling companion, who both paid an additional £10 for on-line boarding passes which they printed at home, had arrived at the airport around an hour-and-a-half before the no-frills Ryanair flight was set to leave on Easter Monday morning. However when their passes did not scan at security, rather than the staff simply typing in the information manually, the passengers were required to queue for 20 minutes at the Servisair desk (Ryanair's ground agents). By the time they got through it was too late - they could not board the flight. Ms Craig told the newspaper: 'There was nothing wrong with the ink cartridge, it was brand new. This makes a mockery of on-line boarding. Other passengers had been telling us to never use Ryanair, as it is a gamble you'll ever make it onto an actual flight.' She was told the next available flight was the next day from Bristol Airport, and would cost them another £100 each. She also lost £50 in airport parking fees. Ryanair spokesman Stephen McNamara said: 'The print quality of this passenger's boarding pass was too faint to be read by airport security scanners. The passenger was asked to return to the Ryanair ticket desk. We couldn't delay or inconvenience a flight of one hundred eighty passengers because this passenger didn't print a valid, legible or readable boarding pass.'



G-DHLG Boeing 767/300 of DHL pictured recently at East Midlands  
by Martyn Gill

# A NEAR DISASTER 25 YEARS AGO

BY TERRY SYKES



May the 27<sup>th</sup> 1985 was Spring Bank Holiday Monday and Trevor Smith and I were sitting in his car outside the old Aero Club awaiting the arrival of the British Airways Tri-star from Palma. The reason we were sitting inside the car was because it was, of course, raining. The Tri-star was being operated by British Airtours and in those days was still a novelty to us spotters at the LBIA. He eventually called the approach frequency as "KT101" and was cleared to join and land on runway 14. He was advised that he was in sight from the tower at 5 miles but elected to fly a radar surveillance approach. We wound down the windows and I prepared my camera for a landing shot. As he crossed the Harrogate road I took a shot of him about to land. He seemed to touch down a bit long and as he disappeared behind the YLA hangar we heard the reverse thrust come on – and stay on. Trevor said to me "He's not going to stop" at which point the crash siren started up and the fire tenders all lit up and started to charge out of the fire station. Trevor immediately started the car and we roared off out of the south side and along the Harrogate road before turning right for White House Lane. We arrived in time for me to get a shot of G-BBAI nose down off the end of the runway with all the escape chutes deployed.



The 14 crew and 398 passengers luckily escaped with just minor injuries but the aircraft was not so lucky. As the end of the runway approached the aircraft commander applied full left nosewheel steering to avoid the runway 32 approach lighting causing the aircraft to end up on the downslope of the runway edge at a 14 degree nose-down attitude. The nose landing gear folded backwards and struck the fuselage aft of the nosewheel bay, the underside of the forward fuselage and the lower freight floor were severely damaged. The undersides of both engine cowlings were flattened and both engines suffered ingestion damage. The aircraft remained in situ until checked by the accident branch then on Wednesday May 20<sup>th</sup> it was dragged clear and moved on to the main apron. Eventually a cover was built around the nose area to enable engineers to work on it. It was to be four months before, on Friday September 20<sup>th</sup>, the aircraft finally did undercarriage trials, then on Tuesday September 24<sup>th</sup> this was followed by taxiing trials. Finally on Friday September 27<sup>th</sup> G-BBAI was positioned to Heathrow as "B-Tours89P". The accident report concluded that the over-run was caused by the inability of the aircraft to achieve the appropriate level of braking effectiveness and recommended that both the scheduled wet runway performance of the Tri-star and the condition of the surface of runway 14 at LBA should be re-examined.



**And bringing events right up to date we have this report from Martin Zapletal our member in the Czech Republic.....**





8 April 2010. It was nice and sunny day. And what is more, there was a memorable event happening at Prague. Mr President Dimitrij Medvedev and Mr President Barack Obama were about to sign the pact START 2 at Prague Castle. The plannespottng was very promissing. My brother George has sent me a message with the a/c comming in and out on that day, the Tupolev 154 of Republic of Poland was on the list.

As it is my favourite type of a/c I was standing by the perimeter full of expectations. Of course there were some other interesting a/c to see during the day, like the Air Force One, but the Tupolev was about to land. And here we go, the silloute of the Tu-154M appeared at 17:55 on the final approach. A minute later, the Tu-154 touched down the RWY 24. What a beauty! And the great sound of the TriJet! I was listening to the tower and one of ours B737-400, reg OK-FGR landing behind the Tupolev was told 'Go around, runway blocked'. 5 minutes later the BA A321 G-EUXK was told the same, and finally ours A310 OK-YAD, too. The BA A321 landed first, than the CSA B737 finally the CSA A310. Meanwhile there was other traffic comming in and out. I was happy watching and listening to the traffic and I would have never thought about what was about going to happen in 2 days.

On 10 April on Saturday I had a flight to Larnaca. We have just finished the briefing and one of our colleagues told us - the Polish Tupolev just crashed down at Smolensk in Russia. I was shocked, frozand unable to say a word. I told to myself, it could be the one I have just seen at Prague 2 days ago. What a terrible disaster! As I got home, the first thing I have checked was the registration. It was 101 at Smolensk, exactly the same one which was in Prague. It was a strange feeling. I have never experienced that before, an airliner from which I have been a few meters away and was looking at the picture was turned down into pieces now. Was it the same crew too? Who knows, and it does not really matter. They were dead now.

The following Sunday on 11 April I was a member of the crew flying from Karlovy Vary to Moscow. We were flying over Smolensk and I was thinking , well, they could have make it to Moscow too.I wish they did. I could not believe it really happend, it was so close.It is a terrible disaster and the Poland and the mourners has my deep sympathy. Last year the Tupolev 154 reg 102 visited Prague, I wish this one and all her passengers a many happy landings and see you soon in Prague 102!



A Tupolev 154M passenger jet, operated the Polish Air Force, was destroyed when it crashed on approach to Smolensk Air Base in poor visibility. All on board were killed in the accident, including Polish President Lech Kaczynski. The airplane departed Warszawa-Okecie Airport (WAW), Poland at 07:23 local time, carrying Polish President Lech Kaczynski, his wife, several Members of Parliament, President of the National Bank of Poland Slawomir Skrzypek, Chief of General Staff Franciszek Gagor, the Deputy Minister of Foreign Affairs Andrzej Kremer and a number of passengers and crew members. Statements by officials in the Russian press indicated that the pilot descended below the glideslope on final approach to runway 26. The Tu-154 struck trees, crashed and broke up. Initial reports say the pilot attempted three or four approaches before the accident. These statements were not reconfirmed in press reports on April 11. Weather reports at 10:00 indicated a temperature at Smolensk of 1°C, Dew Point:1°C, wind from 140 degrees at 6 knots, Pressure: 1026 hPa, heavy fog.

Report on Air Saftey Network



# HOW NOT TO START A HOLIDAY

BY JIM STANFIELD

The alarm call comes at 0435hrs. At this time of night we must be on a Thomson holiday flight. Even the postman and the paper boy are still in bed. An unexpected and unwelcome flight time change has forced an overnight stay and this uncivilised start time. Luckily the hotel is only a short walk from the check-in hall.

Check-in appears to go smoothly or maybe I am still asleep and dreaming. We are surprised to hear that the flight is not direct and we are going via Gatwick, apparently this will fill the aeroplane and is therefore better for the “bottom line”.

The airport has installed some new technology to check our boarding cards, but does it work at this time of night? We read the instructions on the wall: “insert with the black stripe facing down”, but there is no black stripe. We use our initiative and insert them with the bar code facing down. From a distant part of the hall a voice shouts to us that the instructions are wrong and we should pass the bar code over the scanning window. To my surprise it works and we head towards the next hurdle

At security I have to empty my trouser pockets and remove my jacket, shoes and belt – it seems no time since I put them on. I pass through the arch and start to collect my belongings from a plastic tray. As I re-dress, a lady shuffles past holding up her jeans and clutching a pair of shoes in her free hand. A man, in his socks, is having difficulty keeping his trousers up and re-threading his belt, at the same time as collecting his shoes and cabin baggage. It has an air of comic unreality.



SUNRISE OVER STARBUCKS!!

By using deep breathing techniques I try to remain unruffled and take my time, but I seem to be encircled by blue shirted security officers eying me suspiciously. Another plastic tray shoots along the conveyor belt and and collides with mine narrowly missing my fingers – I begin to realise that I am expected to move quicker despite it being the middle of the night. I finally retrieve all my “x-rayed” belongings. What awaits us now?

In search of the departure gates, we enter a brightly lit shopping mall. On all sides people urge us to buy things; sunglasses, cameras, breakfast, jewellery, magazines, chocolates ..... it goes on! With all this activity around me I can't see the route to the departure gates, they must be hidden behind the array of glitzy shops. It's more like Meadow Hall than an airport.

I ask one of the locals where the departure gates are and he directs us through a perfume shop where an earnest employee offers us the day's, or is it the night's, best buy. It is beginning to feel like a middle eastern souk. It's surreal. You couldn't make this up. Only the snake charmer is missing. What am I doing in this shopping mall before dawn, while trying to board an aircraft? Maybe it's a dream.

As day breaks, we make it to the departure hall and stumble into a Starbucks to order coffees with an extra shot. Near to where we are sitting, a man is selling draw tickets for a car – has he been doing this all night? I need to be more awake and alert to deal with all this nocturnal commercial activity, so I down my double strength coffee and order another. I ask myself again, is this a dream? Unfortunately it is not, this must be the reality of going on holiday by air in 21<sup>st</sup> century?

As we await the joy of a seven and a half hour charabanc flight to Cyprus via Gatwick, I look around at my fellow “captives” gathered for their flights. They will need a holiday and some serious r&r after this and so will I.

## SO TO A COUPLE OF PHOTOS TAKEN AT MANCHESTER RECENTLY.....



A6-EYF Airbus A.330  
of ETIHAD

Martyn Gill

N306AV Lear Jet 45 of  
Avitrans Inc.

Mike Storey





The senior service seems to have many supporters at the MOD not only has it got our nuclear deterrent capacity there are two aircraft carriers on order and the fast jet numbers will be increased when the F-35 comes into service on them. What we as a second rate country need with two aircraft carriers I just don't know, I am sure the massive cost could go to a better cause. As for the F-35 its development costs seem to increase at such a rapid rate that even the good old USA are increasingly getting very worried The aircraft does look good on paper, but the aircraft does have a worse payload and range than the aircraft that it is replacing.

On the debit side the FAA lost one of its two Harrier Squadrons when 801 Squadron disbanded on 1<sup>st</sup> April and the Sea King Mk.6CR was withdrawn from service on the same date, but the rest of the Sea Kings in service will carry on for a number of years. One aircraft that will enter service this year is the King Air 350 (ZZ500-503) that will replace the Jetstream T.2 in service with 750 Squadron. The first Westland Wildcat which will replace the naval and army Lynx helicopters first flew early this year but are not due to enter service for a few years yet and the order placed by the MOD was for a third of the amount in service with the two services so there will be another shortfall of helicopters in the future.

## OPERATIONAL SQUADRONS OF THE FAA IN OPERATION ON 1<sup>st</sup> MAY

	Squadron	Type	Base code	Operations
700W	No aircraft	Yeovilton	No Codes	Trials unit for Wildcat
702	Lynx HAS.3/HMA.8	Yeovilton	631-645	Lynx OCU Training
703	Tutor T.1	Barkston Heath	Last two	Elementary pilot trg.
705	Squirrel HT.1	Shawbury	Last two	Pilot training
727	Tutor T.1	Yeovilton	Last two	Student Pilot Training
750	Jetstream T.2	Culdrose	560-573	Navigator training
771	Sea King HU.5 SAR	Culdrose	817-831	Air Sea Rescue
800	Harrier GR.7/9	Cottesmore	Build No.	Naval Strike
814	Merlin HM.1	Culdrose	264-274	Anti Submarine
815	Lynx HAS.3.HMA.8	Yeovilton	301-435	Ships Flights
820	Merlin HM.1	Culdrose	010-020	Anti Submarine
824	Merlin HM.1	Culdrose	580-586	Anti Submarine
829	Merlin HM.1	Culdrose	500-515	Anti Submarine
845	Sea King HC.4	Yeovilton	ZE - ZM	Marine Assault
846	Sea King HC.4	Yeovilton	A - Z	Marine Assault
847	Lynx AH.7	Yeovilton	No Codes	Marine Support
848	Sea King HC.4	Yeovilton	WA - WZ	Marine Assault
849	Sea King ASaC.7	Culdrose	180-192	Early Warning
854	Sea King ASaC.7	Culdrose	180-192	Early Warning
857	Sea King ASaC.7	Culdrose	180-192	Early Warning

700W NAS is only a paper squadron but is formed to introduce the Wildcat helicopter into service.  
 703 NAS is part of the joint service Elementary Flying Training School  
 705 NAS is part of the joint Defence Helicopter Flying School.  
 727 NAS is the naval equivalent of the RAF's university Squadrons  
 750 NAS trains all Naval helicopter navigators. To convert to the King Air 350 this year  
 771 NAS Also controls the HMS Gannet Flight at Prestwick  
 815 NAS Codes 301-308 are for the HQ flight. Codes 311-316 are for B flight. Codes 327 onwards are for ship flights.

The Sea King HC.4 and Lynx AH.7 are in constant use on operation Herrick in Afghanistan as are the Sea King ASaC.7 of 849/854/857 NAS on a rotational basis.

Lynx helicopters of the ships flight are also used when their ship is on operations in the Gulf and Indian Ocean.

Merlin  
ZH849



The Yorkshire Air Museum's new "toy", Nimrod XV250 pictured by Robert Burke on arrival.



Apache AH.1 ZJ176 departing LBIA 7/4(Martyn Gill)

# THE VOLCANIC ASH FALL OUT.....

Air fares will rise by 5.2 percent this year in the wake of the Icelandic volcanic ash crisis and increasing oil prices, with UK travellers expected to pay an additional £1.8 billion or £48 each on average, according to figures from the Centre for Economics & Business Research in a report commissioned by the price comparison website Kelkoo. The study warns that fares are set to rise by 11.5 percent by 2012, adding £62 to the cost of an average economy fare from London to New York – from £518 to almost £580 - as carriers attempt to claw back the estimated £1.3 billion in costs due to the ash cloud disruption by the end of last week. Bruce Fair, Kelkoo managing director, said: 'Many airlines were already struggling before the crisis. This, combined with soaring oil prices, will have a knock-on effect on consumers as they are forced to pass on rising operational costs to passengers

More than 80% of people will continue to fly despite the impact of the volcanic ash cloud which shut Europe's skies for almost a week, according to a UK study by website Travelzoo shows. But less than half (44%) thought the travel industry's reaction to the disruption was either very good or good. This increased to 51% by those who were affected. Almost a quarter of people responding to the survey had their travel plans affected in some way by the disruption caused by the ash cloud, but 84% feel no differently about how much they will travel by aircraft in the future. The poll also found that 65% of respondents think it is the travel providers' responsibility to compensate passengers.

Airlines may not have seen the last of the ash cloud crisis, experts have said. The impact of ash on aircraft air-conditioning systems could be serious, warned aviation lecturer Stephen Wright of Leeds University. Planes will be "hoovering up" the additional ash and this could lead to planes having to make unscheduled or emergency landings, Mr Wright added. He went on: "Sometimes dirt levels are so high, (air-con) systems are having to be changed after just three to four months, whereas they're expected to last around 18 months. The planes will now be sucking up ash as well which will put these systems under very high stress." He said low concentrations of ash were deemed low risk by the UK Civil Aviation Authority as they had minimal effect on airline engines. But air-conditioning cooling systems filtered all dirt out, so there would be a cumulative build-up even when low levels of ash are present. Mr Wright said: "Once the air-con unit is clogged up, it is less effective and so tries to work harder to maintain pressure and temperature - and so begins to overheat. "The systems have built-in safety controls, so they're unlikely to catch fire. However, overheating will mean pilots have to shut down the affected system, and as this provides fresh air to the cabin, the loss will normally result in either an unscheduled or emergency landing. "At the very least, the air industry will be looking at much higher maintenance on these systems to keep them working, at a time when the grounding of planes has put them under severe financial pressure."

BAA said yesterday that the closure of Heathrow and Stansted this month by the volcanic ash cloud has cost it £28m. The comments came as it reported a £195.5m pre-tax loss for the three months to March, an improvement on the £316.2m loss last year. The UK airport operator said the harsh weather, tighter security, strikes and the recession had failed to curb air travel over winter. Passenger traffic rose 0.2% to 18.6 million during the quarter. However, BAA chief executive Colin Matthews warned: 'The rest of 2010 continues to present significant financial challenges for the industry as a whole.'



# GAMSTON RESIDENTS.....

One of our Doncaster correspondants, Paul Lindley managed to get a tour around the hangars at Gamston recently and featured below is a selection of the varied inhabitants of this busy little airfield near Retford.



N27HK is a King Air 200 formerly based in Qatar as A7-AHK. The aircraft moved North in 2009 and is registered under the Southern Aircraft Consultancy banner.

This immaculate V-Tail Bonanza G-EHMJ is in fact a 1965 vintage aircraft formerly based in Germany as D-EHMJ and owned since June 2007 by a private owner in Matlock



Also registered under the Southern Aircraft Consultancy in Be.58 Baron N58YD which formerly lived at Nottingham/Tollerton

A fairly recent addition to the inhabitants in EA.500 Eclipse N177CK, which was delivered from the USA in late 2009.





C-GBC1 Falcon 20-F5 operated by Novajet  
Pictured at Toronto on 17/03/10 by Ian Morton



N836D Douglas DC-7C of Eastern Airlines  
Pictured by Andrew Barker at Opa Locka, 15/03/10



G-FBED Embraer 190 of Flybe departing runway 14 @ LBIA  
enroute to Southampton. Pictured on 18/03/10 by Robert Burke