



YORKSHIRE'S PREMIER AVIATION SOCIETY



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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 October

SOCIETY NEWS

The TSR2 still attracts attention and controversy, even after over forty years, and our September meeting was no exception. The Society welcomed Brian Mann to give a talk entitled "Remembering the TSR 2". Brian gave an informative illustrated talk covering the conception, construction, test flying and subsequent cancellation of the project. Time had obviously not dimmed some of the strong feelings that the cancellation caused in 1965, which is a testament to the excellence of the TSR 2's design. Brian's talk was a balanced view of the good and bad things about the project, which fell foul of the cut backs forced on the country by austerity in post war Britain. While emphasising the aircraft's pedigree he also highlighted the complexity of the design and discussed whether it was too far ahead of its time or over spec for the role envisaged by the MoD. There were many questions from the floor before the Chairman wound the meeting up with a vote of thanks and the customary presentaion. It had been a fascinating reprise for those of us old enough to remember those long past days and a maybe a lesson for those too young to understand the excesses of the post war/cold war military aircraft.

Planning for this year's AGM is well advanced and some new ideas are to be tried at the AGM giving members more opportunity to ask questions. If you are interested in helping and would like to stand for committee or one of the posts in 2010 please contact your Chairman, Dave Senior.

Jim Stanfield

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

**CAR PARKING AT THE MONTHLY MEETING IS PROVIDED AT A DISCOUNTED RATE
PLEASE CONTACT A COMMITTEE MEMBER FOR FULL DETAILS
WILL ALL PLEASE PARK IN SHORT STAY CAR PARK 2**

- | | |
|---------------------|---|
| 4 October | NEW - Roger Fozzard. "An Iberian Experience"
Slides(and one or two anecdotal stories) from his visits to Madrid and Lisbon in 2008 |
| 1 Novemeber | Air Yorkshire Annual General Meeting - followed by "To Europe and back", continued.....-Alan Sinfield. |
| 6 Decemeber | Christmas Get Together
To be held at the Multiflight Cafe. |
| 3 Janauary 2010 | NEW - Peter Hampson, Airport Solutions Ltd.
As always, this will be a fascinating insight into Airport Solutions work in various countries in the world. |
| 7 February 2010 | NEW- Tony Hallwood - Commercial & Aviaiton Director, Leeds/Bradford International Airport. |
| 7 March 2010 | NEW - Captain Mike Newall - by popular demand Mike Newall, Thomas Cook Airlines returns to inform us about all aspects of the Aviaiton world.
Please could you let me have topics you would like Mike to talk about |
| 11 April(Note date) | Annual Air Yorkshire Quiz. We will use the same multiple choice format we used in 2008, which proved to be enjoyable and popular |

AMSTERDAM

Next year 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.

Alan Sinfield

ANNUAL DINNER

At a recent committee meeting it was noted that some Society members had asked for a change of venue for the next Annual Dinner. In view of this I was asked to see if any other suitable restaurants within a reasonable distance from LBIA were available for dates prior to or after Easter. Out of a total of seventeen restaurants that I looked at nine of these had a separate function room. Three of the nine were not facility contained with exclusive use. Five of those remaining were either, Priced per person too high (£25.00 and above). Too far away, Had limited and/or a fixed menu, Required a seven to fourteen days advance menu request. The remaining restaurant was by far the best overall for facility, price and menu. This is The Peasehill Restaurant at Rawdon where guests choose from a menu when seated at the dinner table.

At a committee meeting on the 6th September a decision was made and I was instructed to book at the Peasehill Restaurant Rawdon for the Annual Dinner on the 26th March 2010. This was made in writing, delivered to and accepted by the restaurant Director on the 8th of September 2010. Lastly could I say thank you to those members who passed on suggestions for this annual function. If any further detail is required from me please contact me on the telephone number in the Society Magazine.

Jonh Dale



SCENE AROUND YORKSHIRE

This section was compiled with help from Andy Wood(HAR) and additional information from the Fighter Control website, so a big thanks to all their contributors.

Askern:- Noted on a visit to this microlight strip on 22/8 was Aurora G-CBZS from Barton, also Pegasus Quik G-CCLX from Rufforth.

Bagby:- One resident to remove from the list is Robin DR.400 G-BBAW, which has moved North to Eshott.

Visitors:- 2/8 G-SASH MD.902(Helimed 99), G-DODB

R.22B; 5/8 G-BKAS PA-38, G-BRJV PA-28; 9/8 G-CCGC Quik(t. Eshott); 18/8 G-CDGG MCR.01; 19/8 G-BBAW DR.400; 22/8 G-BNHC C.152(f. Derby), G-UZUP Eurostar, G-CCSR Eurostar, G-BXTD Europa, G-RUIA F.172M, G-BUGT Falke; 23/8 G-TONS T-67M(t. Manston), G-UTTS R.44; 25/8 G-BTMR C.172M; 27/8 G-MRAJ Hughes 500(t. Sywell), G-WOFMA A.109S(refuel); 30/8 G-BODB PA-28, G-EXPL Citabria
Beverley:- A visitor on 9/8 was PA-28 N661KK from Fairoaks, which stayed until 12/8 when it returned there. Visitors:- 5/8 G-MAYB R.44; 9/8 G-HUGS R.22B, G-BOTV PA-32RT; 19/8 G-GALB PA-28; 22/8 G-BITM C.172M, G-BUGT Falke; 23/8 G-BYBD F.172H; 25/8 G-RECK PA-28



Bradford Grammar School:- On 25/8 Chinook HC2 ZD575/DC(See Photo, by Norman Smart) paid a visit to the school.

Brighton:- Stitts Playboy G-BVVR is no longer resident, having been sold to new owners and now based at Headcorn. It was collected on 28/8 when Robin DR.400 G-CCZX arrived with a ferry pilot. Scottish based Cessna 182S N2231F was noted paying a visit on 15/8 while on 31/8 Bolkow 207 D-EHOP was logged. On 29/8 the Aerostars Team comprising of YAK 50s G-BTZB/G-CBPM/G-FUNK/G-GYAK/G-IVAR/G-JYAK arrived for a refuel following a private display at York. Visitors:- 3/8 G-RWEW R.44; 8/8 G-CCGF R.22B, G-KENW Robin DR.500; 9/8 G-SMRS C.172F, G-OSII C.172M, G-ASUD PA28(all from Andrewsfield), G-RJCC C.172S, G-BZUL Jabiru; 12/8 G-CBBT Bulldog; 13/8 ZH269/SB Vigilant(f. Syerston); 18/8 G-AVUH F.150H; 22/8 G-BCAH Chipmunk; 23/8 G-MAYB R.44, G-NLEE Cessna 182S; 24/8 G-BRJV PA-28; 25/8 G-BTKB Renegade Spirit; 27/8 G-PHOR C.152, G-BORK PA-28(f/t Turweston), G-FCSP DR.400(f. Crowland); 30/8 G-OBMW AA-5, G-AXAT Jodel D.117; 31/8 G-AYOZ Cessna A.150(t. Fenland).

Brough:- The latest Hawk delivery to Warton was RT.019/ZK028 which departed on 12/8.

Caunton:- An interesting arrival at this microlight strip N/W of Newark on 3/8 was WT-9 Dynamic SE-VPA, from Southend. Added to the resident list is T.600N G-CCXV.

CONEY PARK(Leeds Heliport)

Following an absence of nearly 18 months Jet Ranger G-RAMI has returned home following a complete refurbishment.

Among the aircraft logged visiting this month were:-

6/8 N7242N Agusta A.109E 1215 1240 "Castle 2" f. Hawes t. Wolverhampton

7/8	G-HOLM	Eurocopter 135T	1215 1445	f/t Oxford	(See photo below, by Terry Sykes)
	G-CPTS	Jet Ranger	1540 1610	f/t Skipton	
10/8	G-OSMD	Jet Range	1137 1140	f. Harrogate t. Windsor	
11/8	G-FUFU	Agusta A.109S	1005 1015	f. Stansted t. Gleneagles	
20/8	G-SKYN	Twin Squirrel	1015 1035	"Skynews 1" f. Redhill t. Carlisle	
	G-SKYN	Twin Squirrel	1740 1745	"Skynews 1" f. Carlisle t. Redhill	
24/8	G-JODI	Agusta A.109A	1750 1755	f. ????? t. Site near Cambridge	
25/8	XZ326	Gazelle	1215 1240	"Armyair 556" f/t Leconfield	
27/8	G-EEZA	R.44	1120 1125	f. Todmorden t. Marshland	
28/8	G-WOFM	Agusta A/109E	1535 1545	f. Abingdon t. Allen Head	



Coningsby:- First an update on the latest Typhoon news. ZJ945(QO-F) and ZJ949(QO-J) are now active in full Squadron markings. On 3/8 ZJ944 made its first flight since delivery and although designated as QO-B it is still not marked. ZJ948 has not appeared since its delivery but has been designated as QO-O. ZJ950 emerged from the paint shop on 6/8 coded QO-K and with its Squadron badge on the tail. ZJ950 emerged from the paint shop on 26/8 in full 1435 Flight and also due to join it in the Flight are ZJ949 and ZK300(delivered 21/8) and ZK301(delivered 12/8). The French Air Force were noted visiting towards the end of the month with the following noted:- 20/8 Mirage 2000D 113-IP and Mirage F1CR 112-CP; 21/8 Mirage 2000D 113-IW; 28/8 Alpha Jets E.75/705-AE, E.90/314-TH, E.103/314-UA.

Cranwell/North:- Pitts S.1C G-FCUK has been sold and replaced by recently completed Taylor JT.1 G-BBBB.

Cranwell:- Noted emerging from the paint shop on 20/8 in full Red Arrows livery was Hawk XX177, the first ex. Shawbury storage machine destined for the team.

Crosland Moor:- The Tiger Moth G-BJZF has moved from here and can now be found at Walton Wood. PA-24 Comanche N218SA was logged inbound from Fadmoor on 18/8. Visitors:- 21/8 G-CTDH CT.2K, G-TIVV Eurostar, G-OBAX T.600N.

Devonshire Arms:- On 19/8 Hughes 369E N500XV arrived from a private site near Goole and similar type N322MC was noted on 27/8. Visitors:- 1/8 G-ZELE Gazelle; 3/8 G-JAKF R.44; 7/8 G-SLOK R.44(f. Manchester); 9/8 G-SASH MD.902(Helimed 99); 11/8 G-SLNW R.44(f. Barton); 12/8 G-XTEK R.44; 18/8 G-HGRB R.44(t. York); 19/8 G-MGAN R.44(Also 20/8); 20/8 G-CEYU Dauphin(Yorkair 3); 29/8 G-OMLS Jet Ranger; 31/8 G-GBRU Jet Ranger(Yorkair 3, to Whixley).

Dishforth:- Visitors:- 17/8 ZG845(Armyair 588); 17/8 G-CCGF R.22B(training); 19/8 G-OPEN Jet Ranger(training); 25/8 ZH004 Defender(Armyair 594)

Doncaster(Nine Scores Farm):- Cessna 310Q N789MC visited this farm strip near Finningley on 25/8 and again on the 26th and was once again noted on the 29th. Possible new resident?

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

On 25/8 two Hawks(ZK533 and ZK535) arrived from Brough for use by BAe apprentices at the academy. Premier 1 G-VONJ arrived on 26/8 and went into hangar 2 for maintenance from Marshalls. Yet again this month there was very little in the way of great interest. AN-124 UR-82027(ADB 1786) arrived from Tripoli on a freight charter and night stopped before positioning out to East Midlands.

Tristar ZD704(Gauntlet 51) spent the afternoon circuit bashing on 19/8 and the following afternoon U-2 arrived for their concert at Sheffield arena on their chartered MD-83 F-GMLK(Blueberry 833). The pick of the rest included:-

- 1/8 CS-DHI Citation Bravo(Fraction 1PL), HA-LPW A.320(Wizz Air 329N)
- 3/8 CS-DRB Hawker 800XP(Fraction 5YR). G-OEAS King Air 200(Training)
- 4/8 ZJ691 Sentinel(Snapshot 1, training), ZF295 Tucano(LOP 47, ILS)
- 5/8 ZF293 Tucano(LOP 23, ILS), G-OSRL Lear Jet 60, G-EHJM Beech 35
- 6/8 PH-HUM TBM.850, G-RAFD King Air 200(Cranwell 67, ILS)
- 7/8 D-ISJP Citationjet 2(n/s), G-SEVN RV.7(Skytrain 01), G-BWXS T-67M(CWL 86)
- 8/8 D-EEXM Mooney M.20P; G-GDTP PA-34 Seneca; G-JEDU DHC-8-400(BEE 29T)
- 9/8 G-MUSH Robinson R.44; G-CDYW Schweizer 269C
- 10/8 ZH104 AWACS(NATO 10, ILS); XS728 Dominie(CWL 99, ILS), ZF485 Tucano(ILS)
- 11/8 N642P PA-31 Navajo; G-FIJR Electra(Neptune 188T, training); 12/8 G-BMOI P.68B
- 13/8 ZR325 A.109E(SYS 152,ILS); ZD621 BAe.125(Ascot 1913), G-SASC King Air 200
- 14/8 OO-SKM King Air 200(Skyservice 62M, n/s); G-BYSP PA-28 Archer
- 16/8 N53GX Global Express; G-OMRH Citation Bravo; G-BJUR PA-38 Tomahawk
- 17/8 N97GT TB.20 Trinidad; 18/8 VP-CFT Challenger 600; D-ETCB PA-28 Archer
- 19/8 G-CRLA Cirrus SR.22; Tucanos ZF204(LOP 68, am), ZF349(LOP68, pm), ILS.
- 20/8 CS-DRZ Hawker 800XP(Fraction 5XT); G-JBIS Citation 2(Cloudbrunner 64)
- 21/8 G-SASD King Air 200(Gama 135); G-FCED PA-31T(Air med 068); G-RVRD Aztec
- 22/8 M-YAIR Premier 1; 24/8 CS-DFQ Citation XL(Fraction 6UQ)
- 25/8 M-TSRI King Air 90(Ambassador 225B); G-IFTF Hawker 800B(Interflight 125P)
- 26/8 CS-DFR Citation XL(NJE 6VL); ZH103 AWACS(NATO 09); G-BZOG Do.328
- 27/8 N150ZZ SR.22; G-VVBK PA-34(Raven 47T); G-FIZU Electra(Neptune 188T, training)
- 28/8 CS-DRQ Hawker 800XP(NJE 6FE); EI-GJL Dauphin; G-WENA Twin Squirrel
- 29/8 G-SYGB King Air 200(Synergie 171); G-VERN PA-32; G-BKBW TB-10
- 31/8 G-NTWK Twin Squirrel(Osprey 63)

One of the more interesting arrivals above was the very colourful Citationjet 2 D-ISJP(See photo, by Clive Featherstone), owned by Juergen Persch.



East Kirkby:- TBM.805 G-PMHT was noted on 20/8, departing to Staverton.

On 2/8 the following were on display for the East Kirkby Air Show:-

Lancaster BVII NX611/LE-C/DX-C Lincolnshire Aviation Heritage Centre

Hurricane I R4118/UP-W (G-HUPW) Peter Vacher

G115E Tutor G-BYXN 115 [Reserve] Squadron

Chipmunk T10 WP903 (G-BCGC) Henlow Chipmunk Group

DH82 Queen Bee LF858 (G-BLUZ) privately owned

Chipmunk T10 WK628 (G-BBMW) privately owned

L-19E Bird Dog 24550/GP (G-PDOG) privately owned

Chinook HC2 ZA712/AT Odiham Wing

PT-19B 02538 (N33870) privately owned

P-51D 414419/LH-F (G-MSTG) Maurice Hammond

P-51D 413521/5Q-B (G-MRLI) Maurice Hammond

Eddsfield:- A new resident is TB.10 Tobago G-GOLF, recently registered to new owners in Whitby and replacing the written off Robin DR.400 G-VCED. Noted visiting on 5/8 was Mooney M20K D-EANS, to Liverpool. Visitors:- 2/8 G-CCYM Skyranger, G-FTIN DR.400; 8/8 G-SKEN Cessna 182T; 12/8 G-BTUY R.22B(f. Chesterfield), G-BBSA AA-5; 18/8 G-ARNJ PA-22(t. Liverpool); 19/8 G-GUMS Cessna 182P, G-HPOL MD.902(Police 19); 21/8 G-BTAW PA-28; 22/8 G-BGKS PA-28(Inverness – Earls Colne); 23/8 G-BUJJ T-67M; 27/8 G-GXAL Ramus GX, G-EXPL Citabria, G-CFLD Ikarus, G-PJTM FR.172K

Elvington:- Cessna 210E N296BJ, which appears to be a new resident at Jersey, arrived on 17/8 for an overnight stay before departing to Duxford on 19/8. Cessna 182J EI-CAP arrived mid-morning on the 19th for a very short stay f/t Dublin/Weston and at lunchtime King Air 90 PH-KBB of Offshore Marine Holdings arrived with passengers for York Races. This aircraft made a return visit on 20/9, f/t Rotterdam. On 21/8 PA-24 N218SA arrived from Fadmoor and early afternoon Citationjet N120CS was logged outbound to Dublin/Weston. Cessna 310Q N789MC was noted on 26/8 and on 28/8 Cessna 182RG N883DP arrived from Sturgate. Visitors:- 5/8 G-SBAE F.172P; 12/8 G-BYZJ Sky Arrow; 19/8 G-OPCG Cessna 182T(to Fairoaks); 23/8 G-NLEE Cessna 182S; 25/8 G-BBSA AA-5, G-OWGC Falke; 28/8 G-RNCB EC.120B; 29/8 G-NTWK Twin Squirrel(Osprey 63).

Flockton:- On 6/8 Rufforth based Pegasus Quantum microlight G-MZIU made an emergency landing in a field here, near Emley Moor following a bird strike. The pilot was reported to have received minor injuries from a cracked visor, caused by the bird, but was otherwise unscathed.

Full Sutton:- Cherokee G-AVWJ, formerly based on the Isle of Wight, was noted carrying out an air test on 12/8 and has since joined the local flying school as a new resident. Cessna 150A G-ASMS has moved to Derby while Maule MX-5 G-RJWW has been sold and now lives at Stapleford. On 21/8 Cessna 335 N335MY departed to Wick on the first leg of its delivery flight to the USA. It then routed to Keflavic, Nuuk and Iqaluit, from where it departed to La Grande Riviere in Canada but diverted to Moosonee for some reason. From there it was Thunder Bay next stop before reaching its final destination Fort Frances Municipal. Another aircraft on delivery was Baron N125AV which left for Wick on 27/8 routing Keflavic, Narsarsuaq, Goose Bay to its final destination Wabush in Canada. Visitors:- 7/8 G-HHUK Robin DR.400(for painting as G-MFLA for Multiflight, Leeds); 25/8 G-BRGV PA-18; 27/8 G-BDAK Commander 114(t. Top Farm).

Gamston:- A new resident, for operation by the local flying school is TB.9 Tampico G-CMED. Diamond DA-40Ds G-CCHG/G-CCHK/G-CCMF/G-HASO have all been registered in Austria and returned to the factory. The King Air 200 ZK457(ex. G-ROWN) was noted flying locally on 3/8 using call-sign "Ascot 4170". Citation XL CS-DXH(Fraction 229P) was logged arriving mid morning on 19/8. The following day Citation Bravo N60LW departed following maintenance. On 25/8 Mooney M.20K N2125K was noted operating locally from here, although the aircraft is based at Sturgate. On 6/8 PA-32 N2989M called in for fuel while routing from Middleham to White Waltham. Visitors:- 9/8 G-BMCV C.152, G-BHRC PA-28; 18/8 G-HANG DA-42(Atlantic 051, t. Coventry); 19/8 G-BHEN C.152, G-BGGE PA-38; 20/8 G-BVLP PA-38; 28/8 G-BWNT/WP901 Chipmunk

Garforth:- Cessna 182P N22NN paid a visit to Mr. Makin's strip on 22/8, arriving from Leeds/Bradford.

Hemswell:- Jet Ranger G-BYSE arrived early on 23/8 from Coventry to carry out pleasure flights all day.

Hibaldstow:- For the second month running Cessna FR.172K G-DAVD put in an appearance, logged outbound to Spanhoe on 16/8. A far more interesting arrival on the evening of 21/8 was OV-10B Mohawk G-BZGK(ex. 99+23 of the German Air Force, **See photo**). This aircraft is owned by Invicta Aviation whose Skyvan G-PIGY arrived the following morning to operate for the parachute club for the next week. The Mohawk carried out a number of local aerobatic sorties over the weekend.



Holme-on-Spalding Moor:- Noted road running through the village on 23/8 was LAK-17 Glider G-DAVS from Burn.

HUMBERSIDE

Airbus A.300 TC-ACZ(Cargo Turk 411, **See photo**, by Clive Featherston) of ACT Cargo arrived from Leipzig on 29/8 to operate an outbound charter to Tripoli. Other visitors included:-

- 5/8 EC-GOV Citation 3 Ultra(Sacir 321/2), ZD621 BAe.125 CC2(Northolt 35, ILS)
- 6/8 G-SYGC Citationjet 2(Synergie 152), G-RAFD King Air 200(Cranwell 68, ILS)
- 7/8 M-ROWL Falcon 2000EX; 13/7 G-KLNR Citationjet(Skydrift 701)
- 17/8 OY-NPD Metroliner(Norfllying 111P); 15/8 HB-2378 Stemme S-10VT Motorglider
- 18/8 D-CEXP Lear Jet 45(Lupus 110)
- 19/8 G-BYHG Dornier 328(Suckling 421), ZF339 Tucano(LOP 63, ILS)
- 20/8 ZF171 Tucano(LOP 09, ILS)
- 21/8 N2FU Lear Jet 31(Formula 2), G-EDCM Citationjet 2(Saltyre 675)
- 22/8 M-ISLE Citation Sovereign; 25/8 CS-DFR Citation XL(Fraction 6VL)



Husthwaite:- Two new residents to record here, G-MGWH Thruster T.300 and G-SRII Easy Raider 503.

Ilkley Moor:- On 11/8 Jet Ranger G-BXUF was operating on the moor for most of the day, in preparation for the beginning of the shooting season on "The Glorious Twelfth".

Kirkbymoorside:- Following maintenance at the Slingsby factory T.67M G-ZEIN returned home to Manston on 10/8.

Leconfield:- The Defense School of Transport is due to gain a gate guardian in the form of Meteor T.7 WH132, formerly with 276 Squadron ATC at Chelmsford, where it had been since 1966. On 24/8 the following Gazelles were noted, XW847(Armyair 570) and ZB678(Armyair 512). Both aircraft stayed for a few days and were noted operating locally. They were joined the following day by XZ326(Armyair 556) which then routed to Leeds City centre where it operated from 1045 to 1245 before refueling at Coney Park and returning here. On 26/8 Lynx ZD274(Armyair 968) and Gazelle ZB678(Armyair 556) were noted.

Leeds General Infirmary:- On 5/8 Puma ZA939(Warlock 1) visited the hospital landing site before routing to Hull Royal Infirmary. Lynx ZD272(Armyair 985) was noted on 20/8 and Puma XW235(Vortex 042) touched down on the roof top pad on 26/8. Another Lynx noted on 27/8 was XZ677(Armyair 963), which departed to Leconfield.

Leeming:- A visit here by David Thompson of dtvmovements.co.uk on 10/8 found the following:-

Hangar 3 ; Depth Support Flight Headquarters and BAe Systems RTP Facility:- Tornado F.3s:- ZE157/TY(43 Squadron, whole); ZE288/HA(111 Squadron, whole); ZE808/HJ(111 Squadron, whole); ZE810/GG(43 Squadron, whole); ZE831/GN(43 Squadron, whole); ZE961/KT 43 Squadron, in jig; ZE968(111 Squadron, whole) The squadron cockerel motif on the tailfin of ZE961/KT has been decapitated. No doubt a subtle comment on the aircraft's fate !

There is only one RTP jig to hold the Tornado airframe whilst it is stripped down and each airframe undergoes a planned 18 day parts recovery programme with the work being done by BAe personnel under the supervision of an RAF NCO. At the time of our visit ZE941 was on Day 19 in the jig having entered on 27 July and due out on 20 August so there is obviously some *slippage* in the programme. The RTP Project aims to recover M£60 of spare parts of which 80% go to the Tornado GR4 fleet with

the other 20% helping to keep the remaining Tornado F3's airworthy . The Tornado's have been arriving at the rate of one per week and at present there are 21 Tornado's in storage at Leeming with the intention to increase that number to a maximum of 25 . Close by in a transportable hangar are another 4x F.3s, which all arrived by road ; ZE250/TR, ZE343/DZ, ZE888/TC, ZG780/XXV(Special 25 Squadron colour scheme. There are plans to try and preserve this aircraft).

Linton-on-Ouse:- The star visitor this month was C-37B(Gulfstream 4) 166375(VM 101), operated by the US Marines which night stopped, departing just before lunch on the 26th. On 5/8 Spitfire IXT G-LFIX, the former Irish Air Corp 162, arrived from Duxford late afternoon. Visitors:- 14/8 G-JMOS PA-34(Propstar 35); 19/8 M-BWFC Citation XL

Middleham:- PA-32 N2989M was logged on 12/8, departing to Deauville.

Mt. Airey:- Jodel D.1050 G-BOWP from Crosland Moor was noted visiting on 21/8.

Netherthorpe:- Visitors:- 6/8 G-MAYB R.44; 7/8 G-NPVJ Coyote; 9/8 G-NIEN RV.9A; 13/8 G-UZUP Eurostar; 16/8 G-CETT Eurostar; 19/8 G-AVYT PA-28R; 20/8 G-BOZO AA-5B(f. Glen Forsa); 31/8 G-ERIS Hughes 369E

Pocklington:- A new resident is RF.5B G-SSWV. An interesting visitor on 24/8 was Cessna T.303 Crusader HB-LUV, which later departed to Staverton.

ROTARY ROUND UP

3/8	G-EJRC	R.44	Bedford – Ferrybridge
5/8	G-JMXA	Agusta A.109E	“Jaymax 2” Wigan – Ilkley
	G-ENVO	Bolkow Bo.105	Burnley – Goole and return
6/8	G=XTEK	R.44	Harewood – Sherburn
	G-OOWS	Squirrel	Walton Wood – Ilkley
9/8	G-MAYB	R.44	Pudsey(Leeds) – Sandtoft – Sherburn
10/8	G-OSMD	Jet Ranger	Goldsborough – Harrogate
11/8	G-WRWR	R.44	North Yorks Moors – Sandtoft
	G-JCOP	Squirrel	Harrogate – Macclesfield
12/8	G-CDWY	Agusta A.109S	Northampton – Durham City
	G-IOOZ	Agusta A.109S	Barking – York Race Course – Harrogate
	VH-NBX	Agusta A.109S	Dundee – N. Yorks Moors – Northampton
17/8	G-FOXM	Jet Ranger	Site 1/N Brough – Gamston(Refuel)
19/8	G-ULES	Squirrel	Walton Wood – Site near Netherthorpe
	N500XV	Hughes 369E	Clitheroe – Site 5 miles N/E of Goole
	G-ZIZZ	Agusta A.109S	Hull(Ramada Hotel) – Sandtoft
	ZB691	Gazelle	“Armyair 744” Middle Wallop – Ripon(Also 20/8)
20/8	XZ661	Gazelle	“Armyair 755” Middle Wallop – Ripon
	G-ELTE	Agusta A.109S	“Rocket 01” Battersea – Barnard Castle
	G-HOLM	Eurocopter EC.135	“Woodstock 26” Site in Norfolk – Allen Head
21/8	G-CBAK	R.44	Towton – Sherburn(Stream Farm)
22/8	G-UTTS	R.44	Whitby(Pleasure flying all day)
	G-HGRB	R.44	Sherburn – Dewsbury – Ripon Race Course
	G-ZIZZ	Agusta A.109S	“Kudos 07”, Site in Essex – Hull(Ramada Hotel)
	G-DPHN	Dauphin	“Starspeed 15” Allen Head – Battersea
	G-IFRH	Agusta A.109E	“Rocket 01” Barnard Castle – Redhill
25/8	N340AJ	Long Ranger	Brighton – Harrogate – Skipton
	G-CJLL	R.44	Teesside – Private site near Sandtoft
26/8	G-WDKR	Twin Squirrel	“Costock 88” Reading – Bramham Park(Leeds)
			operating between the two venues until 30/8.
	G-MUMU	Agusta A.109S	Private site in Essex – Baildon(Hollins Hall)
27/8	G-OLNT	Dauphin	Garforth – Marston Moor – Thirsk
	G-WOFM	Agusta A.109S	Newbury – Allen Head
	G-REDY	R.44	Photography over Goole/Scunthorpe all morning
	N500XV	Hughes 369E	Clitheroe – Grantham
28/8	G-GIBB	R.44	Sywell – Caravan Park near Conningsby

Rufforth:- New residents are Skyraider G-CETU and Rotorsport Gyrocopter G-CFZX. Dropping in for a visit on 10/8 was Grob 109 PH-1106 while an interesting arrival on 17/8 was Twin Comanche F-BNAF. This aircraft, which was built in 1963 and the 17th of the type constructed(c/n 30-17), arrived from its base at Chabueil in the French Alps. King Air 200 OO-SKM was noted on 31/8, on one of its regular trips from Brussels. Visitors:- 2/8 G-AZTW F.172RG(f. Henlow), G-CCZT RV9(to Connington); 5/8 G-PETS DA-42(White Knight 02" to Bentwaters), G-LEEE Jabir(f. Burton, Wirral); 6/8 G-BNSL PA-38(f. Liverpool), G-BSIZ PA-28; 19/8 G-BRJV PA-28, G-OACA PA-44(Bonus 99); 20/9 G-MAMD King Air 200(f. Jersey); 21/8 G-INDC Cessna T.303(t. Old Sarum); 22/8 G-CENE CTSW, G-HRIO HR.200(f. Andrewsfield), G-RJCB Schweizer 269C; 26/8 G-PETS DA-42(White Knight 02); 27/8 G-CFJU X'Air

Sandtoft:- Former Barton resident, PA-28 G-BAGX is confirmed as a new resident however it is registered to owners in Lincoln. Visitors:- 2/8 G-PSKY Skyraider; 6/8 G-BZTG PA-34; 7/8 G-BOIG PA-28; 9/8 G-BZUB Blade; 10/8 G-ROZI R.44; 13/8 G-UZUP Eurostar; 16/8 G-CCDV T.600N(t. Derby), G-CBZX MCR.01(t. Wycombe); 18/7 G-MAYO PA-28, G-IROE CTSW; 19/8 G-ZIZZ Agusta A.109S; 22/8 G-BFDI PA-28, G-WOOD Baron; 25/8 G-LFSN PA-38(t. Liverpool)

Selby:- Noted at Rally Repaints premises in the town recently were the wings of Pitts S.2 N61PS, which is on rebuild at Wickenby. The fuselage is expected to arrive soon, also for painting.

Sherburn:- Liberty XL D-EUXL paid a visit on 6/8 and during its stay carried out a couple of local demo flights. PA-32 N2989M was logged outbound to Fadmoor on 7/8, via an approach and overshoot at the strip at Nayburn near York. Visitors:- 2/8 G-BRGI PA-28(f. Rochester), G-CCHA DA-40; 5/8 G-BFXW AA-5; 6/8 G-BZTG PA-34, G-GFID C.152; 9/8 G-PALY PA-28; 12/8 G-MOGI AA-5B(f. Cranfield), G-KARI Fuji FA-200(f. Prestwick), G-MDPI A.109A; 14/8 G-OAMG Jet Ranger; 15/8 G-IASH PA-28; 16/8 G-OCAD Falco(f. Leicester), G-FELL Europa, G-BMMP Grob 109; 18/8 G-AZHV PA-28(f. Wellesbourne), G-CCVM RV.7A, G-WINI Bulldog(to Connington), G-BZFN Bulldog; 19/8 G-BGHJ F.172M, G-DENB F.150G; 21/8 G-SAAB Commander 114(F. Earls Colne); 22/8 G-BGWM PA-38; 23/8 G-BOHR PA-28(t. Elstree), G-ILTS PA-32; 25/8 G-OOFT PA-28, G-BDNX AA-1 Trainer; 25/8 G-BOFW C.152; 26/8 G-BEZL PA-31; 27/8 G-CCCJ HN.700

Sturgate:- Mooney M.20M N2125K is confirmed as a new resident, replacing M.20K N252TS, which has been sold in Germany. Cessna 421A N132CK arrived from Leeds on 6/8 for preparation for its Atlantic delivery flight following being sold to Robert Garretson. PA-32 N2989M dropped in for a fuel top-up while routing South from Fadmoor on 5/8 while on 12/8 Cessna 172S N226CA was noted departing to its base at Newcastle. Commander 112 N1350J was logged departing to Tatenhill on 22/8 and on 28/8 Cessna 182RG N883DP called in from Mt. Airey. Visitors:- 2/8 G-CCFG Quickie; 25/8 G-BDNX AA-1 Trainer; 31/8 G-BKJW Aztec(t. Southend).



TEESSIDE(Durham Tees Valley) Information/photo courtesy of dtvmovements.co.uk

To start with this month there were numerous flights bringing troops home from Calgary, as follows:- 1/8 Omni DC-10 N270AX(This incidentally was the last DC-10 built); 5/8 Monarch A.330 G-SMAN; 6/8 Globespan Boeing 767 G-CDPT; 7/8 Globespan Boeing 767 G-SPNA(Also 8/8, 10/8); 7/8 Air Italy Boeing 767 I-AIGG(on loan to Globespan). Then towards the end of the month the following operated troop flights to Nairobi:- 25/8 Monarch A.330 G-EOMA; 28/8 RAF VC-10 XR807; 30/8 Globespan Boeing 767 G-SPNA(Also 31/8). On 22/8 Spitfire PR.XIX PS915, Hurricane LF-363 and Dakota ZA947 arrived and spent the night in Hangar 1 ready to display at the Whitby Regatta the following day. One other visitor of note was French Air Force CASA CN-235 114/62-IJ(Cotam 2229, **See photo above**)

which arrived from Tours on 5/8 and later departed to RAF Valley. Other interesting movements included:-

1/8 D-EHLP Commander 100D(n/s); G-JLIN PA-28 Archer
 2/8 G-BWYB Cessna FR.172K; 3/8 G-OLDK Lear Jet 45(Partner 22B)
 5/8 N662CP Gulfstream 550(Conoco, Stavanger, n/s to Houston/George Bush)
 6/8 G-SKYW Twin Squirrel(Skynews 1); G-JKMF DA-42 Twin Star
 7/8 EC-ISH Pilatus PC-12(n/s); HB-DPF Mooney M20J; XX202(Pirate 1, ILS)
 8/8 D-ELGI PA-28 Warrior; G-XBEL Citation XL(Beauport 882); G-CFJO DA-40
 9/8 N288Z Global Express(n/s)
 10/8 OK-MUG-48 Zephyr 2000, OK-LUU-01 Dynamic WT-9(Calais – Edinburgh)
 11/8 VP-BZE Falcon 7X(n/s); N22T Falcon 900(n/s)
 12/8 G-JASS King Air 200; G-BPIK PA-38 Tomahawk; 14/8 C-FMDS C.182S(from Vancouver)
 13/8 XS712 Dominie(Cranwell 99); G-VONA S.76B(Premier 06); G-OCEG King Air 200
 15/8 LX-PMA Challenger 300(Ballistic 095B); G-LGNB SAAB 340(Loganair 612)
 16/8 CS-DXP Citation XLS(Fraction 008C); 17/8 G-FBPL PA-34 Seneca
 18/8 N356P Lear Jet 60(from Burlington via Gander); G-STON Twin Squirrel(VRA 04)
 19/8 N747LD Cirrus SR.22; ZE395 BAe.125(NOH 35); ZF287 Tucano(Charcoal 1)
 20/8 CS-DNQ Falcon 2000(NJE 697L); G-URSA S.76C; G-NEBO A.109S(Rocket 1)
 21/8 G-WVIP King Air 200(Prestige 492); G-IGPW Eurocopter EC.120B
 22/8 CS-DLH Falcon 2000EX(Fraction 807R); G-OPSS SR.22; N761JU Cessna T.210M
 23/8 OO-FPE Citationjet 3(Flying Group 345R); G-ASKT PA-28; G-TOLL PA-28R
 25/8 G-BOIO Cessna 152; ZF145 Tucano(LOP 76, ILS); XX258 Hawk(Pirate 21, ILS)
 27/8 T7-VII Citation VII(Reykjavik – Perugia); G-XLXL Robin DR.400
 28/8 N987PM Falcon 900(from Morristown); G-LGNC SAAB 340(Loganair 811)
 29/8 PH-STU Cessna 172S; G-KLNB King Air 200(Saxonair 25A)
 30/8 VP-BSF Lear Jet 45; G-SUEZ Jet Ranger; G-UTTS Robinson R.44
 31/8 OO-FPB Citation Bravo(Flying Group 193L); PH-RID Citation Sovereign



On 27/8 a pair of DA.40D Diamond Stars, OE-UDX and OE-UDY arrived from Norwich and stayed until 29/8 when they departed to Wick. The aircraft were on delivery to Keilir Flight Academy based at Keflavic and will be reregistered TF-KFC and TF-KFD on arrival.

Temple Bruer:- An as yet unidentified Beech 36 made a wheels up landing here on 1/7.

Waddington:- Boeing E.3A ZH106, which was damaged in the storms in January 2007 was noted carrying out engine runs on 12/8 prior to being ferried to Manchester International on 4/9 for repainting. It was the second of the type to be repainted at Manchester with ZH101 having arrived there on 12/8. An interesting aircraft on the ILS was Dutch Air Force Hercules G-988(Marshall 4) which was on Air Test from Cambridge on 27/8. A new resident is RV.8 G-JBRS, replacing Condor G-AYFG which is up for sale.

Walton Wood:- After a long period of inactivity Long Ranger G-EYRE was noted carrying out an Air Test on 19/8. This aircraft is now registered to European Aviation and Technical Services of Tortola in the British Virgin Islands. R.22B G-HIEL has been sold and now lives at Boston with Sundial Aviation. Visitors:- 3/8 G-XTEK R.44; 5/8 G-RFUN R.44(f. Sheffield), G-EIZO EC.120B(refuel, also 6/8); 18/8 G-BZGO R.44; 19/8 G-ULES Squirrel; 25/8 G-CEAW Schweizer 269C; 27/8 G-GSPY R.44; 28/8 G-TINK R.22B(f. Liverpool)

Whitby(Westerdale/Hollins Farm):- A new strip with Glastar G-BYEK reported as resident.

Wickenby:- Visitors:- 2/8 G-BHIB F.182Q; 3/8 G-CEZG DA-42; 16/8 G-BWNK Chipmunk(t. Cambridge); 19/8 G-BFXW AA-5B; 20/8 G-BDTX F.150M; 22/9 G-BFGS Rallye, G-CECO Schweizer 269C; 27/8 G-EJAL Jabiru(t. Fishburn)

Wombledon:- PA-28 G-TERY was noted visiting from Bagby on 27/8, and Europa G-RPAF departed to Carlisle.

Womersley:- Noted recently at the Blue Lagoon Diving Centre has been Hunter T.8 WT799/879 which is destined to join F.6A XJ639 at the bottom of the lake.

Yeadon(White Swan):- On 6/8 Lindstrand L-90A Hot Air Balloon G-CFXL was inflated on the cricket field in connection with an event taking place there organized by the England "Barmy Army" prior to the Ashes Test Match at Headingley.

OVERFLIGHTS

2/8	D-EHLP	Commander 100	Teesside – Biggin Hill(York 1130 @ 3500')
	D-KUMS	Stemme S.10S	Southend – Edinburgh(York 1227 @ 4000')
3/8	N2272D	Cessna T.206H	Glasgow – Dortmund(Hull 1347 @ 5500')
6/8	D-EGEB	Cessna 172M	Over OTR 1854 @ 3500' heading Southeast
	N22CU	PA-46 Malibu	Wick – Cambridge, delivery(Goole 1902 @ 9500')
7/8	N22NN	Cessna 182Q	Fife – Wattisham strip(Hull 1500 @ 5500')
10/8	N184VB	Cessna 441	East Midlands – Wick(LBA 0835 @ 6500')
	N7311Y	Twin Comanche	Wick – Vienna, delivery(York 1212 @ 5000')
15/8	N249SP	Cessna 210L	Luton Strip – Newcastle(York 1214 @ 1800')
17/8	HA-AUO	Sukhoi SU.29M	Overhead York 1712 @ 1500' enroute to Fishburn
19/8	N519PG	Cirrus SR.22	Overhead York 1703 ' 9500' enroute to Kemble
20/8	N4041H	Mooney M.20K	Over Hull 1344 @ 9000' enroute to Ostend
22/8	N34FA	TB.10 Tobago	Newcastle – Elstree(Wetherby 1232 @ 3000')
26/8	N809AB	PA-31 Chieftain	Prestwick – Lydd, delivery(POL 1520 @ 11000')
27/8	VH-ZFE	Eurocopter 225	Aberdeen – Southampton Docks(York 1015 @ 2000')
	PH-PJL	Cessna 172P	POL 1317 @ 2500' enroute to Blackpool
30/8	N741CD	Cirrus SR.22	Barrow – Eelde(10/N of LBA 0957 @ 5800')
31/8	OO-MMM	Islander	Scarboro' 0959 @ 3000' to Newcastle(Pollution patrol)
	G-MDJE	C.208 Floatplane	Over York 1445 @ 2500' heading South

An interesting formation routing up the Vale of York on 10/8 were Super Pumas C-GOSA and C-GOSI operated by CHC Global Operations, Canada. The aircraft had been based at Baku, Azerbaijan and were heading to Aberdeen to be put into storage. They passed Wetherby at 1107 at 1000' following the A1 Northbound and passed abeam Teesside at 1125. Another helicopter, this time routing from Aberdeen, was Eurocopter EC.225 G-CFZE, which was heading for Southampton Docks to board a ship for Australia where it will become VH-ZFD. It routed down the Vale of York on 13/8 passing 3/ W of York at 1345 @ 2500'.

On 17/8 H.S.748 N748D(ex G-SOEI, **See photo below**) was delivered from Blackpool to Southend(6/ S of LBA 1429 @ 2000'). This is the second aircraft to carry this registration, the other being the former Doncaster resident which went to Southend last year and has now been scrapped.





Nothing much to report on the airline front this month, however Flybe have introduced alpha-numeric call-signs for the Gatwick flights, with the flight number tie-ups as follows:- BEE351/352(9LK/48Y); BEE353/354(6WH/7MG); BEE356/357(8WK/7EY). The only exception is the evening Sunday flight which operates as BEE356/355(7EY/97XT). Also the aircraft which operates the evening Southampton – LBIA – Gatwick – LBIA – Southampton arrives from Southampton as BEE3FG instead of BEE173.

Some flights were suspended over the children's summer holiday period, notably the afternoon Eastern Aberdeen –LBIA – Southampton flights and some Flybe Gatwick and Belfast rotations. bmi Regional have re-instated the afternoon Brussels rotation thus making three flights each way per day.



Across at Multiflight the Citationjet G-GEBJ has taken up its new guise as M-DINO(See photo, by Martin Gill) and is quite active. Also emerging from an image change was SR.22 N401LX, which has become G-LAWT and now lives in the Multiflight/West hangar. A former resident of this hangar, Cessna 421A N132CK has finally been sold following years languishing in the corner. It has been purchased by Robert Garretson and departed to Sturgate on 6/8 for preparation for a delivery flight to the USA, which was undertaken in early September. The privately owned Robin HR.200 G-HHUK has been sold to Multiflight and departed to Full Sutton on 7/8 for painting(It returned on 7/9 as G-MFLA and one wonders when the rest of the fleet will be added to this new series of registrations?). Finally, on a sadder note AA-5B G-BFXW was damaged in a landing accident at Cromer(Northrepps) on 21/8 when inbound from LBA and PA-28 G-BSER has moved in as a temporary replacement. 'XW was seen at Sherburn in mid September having been retrieved on a trailer.

1/8 Saturday

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

Flybe:- G-JEDN(729/30). G-ECOG(171/7VT). G-ECOI(7LK/48Y). G-JECY(1401/2).

Jet2:- Currently based:- G-LSAE/G/H/I, G-CELB/C/E/F/G/H/S/U, G-CGET.

KLM:- PH-KZI(67W/66S), PH-KZW(67N/68K), PH-KZR(69W/64K, n/s).

Manx2:- Metroliner EC-GPS(Euro Continental 322/3).

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1933/2123).

Ryanair:- EI-DHY(15J/01D). EI-DWO(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 152L) from Dalaman(0533), "Kestrel 486K/L" t/f Palma(0649/1246), "Kestrel 674K/L" t/f Alicante(1413/2129), "Kestrel 625K" to Bodrum(2242). Fokker 100 **OE-LVN**(Austrian 2363/4) f/t Innsbruck(1227/1325).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(0848) to Newquay(0907). An interesting arrival at 1657 was Citation Bravo **YU-BSG** of Prince Aviation which was on its first visit to LBIA. Its departure point was Split in Croatia and it positioned out to Luton at 1733.

GENERAL AVIATION:- King Air 90L **M-ONTI** f/t Guernsey(0855/0946).

2/8 Sunday

SCHEDULES:- Air Southwest:- G-WOWB(488L/489M)

bmi:- G-RJXP(615) to Brussels, swapped with G-EMBI(616), n/s.

Eastern:- **G-CDKB**(33X/34X). Parked up over weekend G-MAJE.

Flybe:- G-JEDN(731/2), G-ECOV(733/4). **G-FBEL**(175/6).G-ECOI(6WH/7MG, 7EY/9XT).G-ECOY(6434)

Jet2:- G-CELV(416/415) f/t Newquay. G-CELV(196/195) f/t Prague.

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

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

Ryanair:- EI-DPM(152/153A), EI-DPJ(156/15N). EI-DCL(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 625L) from Bodrum(0705), "Kestrel 483K/L" t/f Monastir(0832/1552), "Kestrel 654K" to Larnaca(1734). A.320 **LZ-BHE**(Balkan Holidays 5559/5560) from Bourgas(1923) to Humberside(2020).

GENERAL AVIATION:- Making its first appearance this afternoon was Pilatus PC-12 **C-FPXY**(See photo, by Mike Storey) of Pixie Air from Edmonton, Alberta which arrived from Fair Oaks at 1635 and went to Islay at 1706. More mundane example **G-TRAT** arrived from Bournemouth at 1657 for a night-stop before routing to Geneva at 0612. R.44 **G-NICI** arrived from a site near Burnley at 1724 and routed out to Windermere at 1757.



3/8 Monday

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

bmi:- Based G-EMBI. G-EMBN(1VX/1XV, 3VX/3XV). G-RJXN(404/403, 408/407).

Eastern:- G-MAJE all Southamptons, n/s. G-MAJI(29Q/19Q, 74G/39Q, 99Q/59Q).

Flybe:- G-JEDN(729/30), G-ECOV(731/2). G-JEDO(171/7VT, 173/8WK/7EY/176), **G-FBEL**(176/175).

G-ECOI(9LK/48Y, 6WH/7MG). G-JECY(643/4).

Jet2:- G-LSAE(031E) to Manchester with G-LSAJ(032E) coming in the opposite direction.

KLM:- PH-JCH(67W/66S, 67N/68K), PH-KZW(69W/64K, n/s)

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

Pakistan International:- A.310 AP-BEQ(775/6) f/t Islamabad(2307/0050 on 4/8).

Ryanair:- EI-DPF(151/153A), EI-DLK(156/15N). EI-DYA(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 654L) from Larnaca(0533), "Kestrel 862K/L" t/f Las Palmas(0703/1819), "Kestrel 411K" to Dalaman(). Boeing 757 **G-FCLF**(Kestrel 297P/297K) from Glasgow(1157) to Reus(1255).

EXECUTIVE JETS:- Citation XLS **G-XLGB**(Lonex 20LB) from Stansted(0809) to Farnborough(0828), return 1806/1830. Having only been delivered to the company the previous week Gama Aviation's Embraer 135BJ Legacy **G-PGRP**(Gama 955) made its debut this morning, arriving from Lahr at 0845.

Falcon 50 **N96UT**, owned by the Mid American Energy Co and based at Des Moines, arrived from Gander at 1335 for a short stay until 1417 when it departed to Newcastle.

GENERAL AVIATION:- R.44 **G-LMBO** f/t Fairoaks(0851/1634). **G-TRAT** PC-12, operating for Harpin, returned from Geneva at 1713 and stayed overnight.

4/8 Tuesday

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

bmi:- Based G-EMBI. G-EMBN(1VX/1XV, 3VX/3XV). G-RJXO(404/403, 408/407). G-RJXL(9121) positioned from Alverca, Portugal(1529, n/s)

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

Flybe:- 729/30 canx, G-JEDJ(731/2). G-JECE(171/7VT, 173/8WK/7EY/176), G-JECH(175/174). G-JECP(9LK/48Y). G-JEDN(643/4).

Jet2:- G-CELS(323) swapped in Belfast with G-CELV(324).

KLM:- PH-WXC(67W/66S, 67N/68K), PH-KZM(69W/64K, n/s).

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

Ryanair:- EI-DHP(152/153A), EI-DHC(156/15N). EI-DCG(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 411L) from Dalaman(0323), "Kestrel 629K" to Palma(0716).

A.320 **G-BYTH**(Kestrel 629L) from Palma(1317), "Kestrel 651K/L" t/f Heraklion(1447/2357). A.321

TC-OAF(Onur Air 7335/6) f/t Dalaman(0745/0942). A.321 **TC-OAN**(Onur Air 2611/2) f/t Bodrum(0824/0952). 737/800 **G-FDZG**(Thomson 19V/7XG) f/t Palma(1406/1530). A.320 **9H-AEI**(Air Malta 5208/9) f/t Malta(2110/2209).

EXECUTIVE JETS:- Citation 2 **G-JBIS**(Cloudbrunner 62) from Newcastle(1058) to Nice(1147). Following its overnight stay Legacy **G-PGRP**(Gama 955) departed to Rome at 1257.

GENERAL AVIATION:- SR.22 **N40GD** from Sherburn(1021) to Waterford(1127).

5/8 Wednesday

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

bmi:- G-EMBI parked on apron all day, n/s. G-RJXL operated both Brussels, n/s. G-EMBN(1VX/1VX,3VX/3XV). G-RJXE(404/403,408/407).

Eastern:- G-MAJE(80D,81D/39Q,99Q/59Q). G-MAJI(29Q/19Q,82D/83D,84D/85D,86D, n/s).

Flybe:- G-ECOY(729/30), G-JEDJ(731/2), G-JECO(733/4). G-JECE(171/7VT, 173/8WK) aircraft swapped in Gatwick, G-JECP(7EY/176). G-ECOI(9LK/48Y). G-JECW(1401/2).

Jet2:- G-LSAJ(421) swapped in Rhodes with G-LSAB(422). G-CELV(323) swapped in Belfast with G-CELS(324).

KLM:- PH-KZK(67W/66S, 67N/68K), PH-KZU(69W/64K, n/s).

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

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1940/2123).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 612K/L) t/f Fuerteventura(0709/1619), "Kestrel 876K" to Rhodes(1804). 737/800 **G-FDZD**(Thomson 34D/84M) f/t Ibiza(1301/1417).

EXECUTIVE JETS:- Citation 2 **G-JBIZ**(Cloudbrunner 63) from Nice(0942) to Palma(1022). Citation XL **CS-DXC**(Fraction 797U/3DY) from London City(1448), night stop to Farnborough(1209).

GENERAL AVIATION:- PA-28 Dakota **G-BOKA** f/t Fairoaks(1049/1651), n/s. The Canadian PC-12 **C-FPXY** was back, arriving from Prestwick at 1126 for an overnight stay. Hughes 369E **G-JIVE** f/t Shelf(1227/1303). King Air 200 **G-SYGB**(Synergie 157) arrived from Oxford at 2251 and night stopped before heading back there at 0827.

MILITARY:- Dominie **XS728**(Cranwell 99) ILS and overshoot x2 at 1033/1045. King Air 200 **G-RAFX**(Cranwell 72) ILS and overshoot(1511).

6/8 Thursday

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

bmi:- G-EMBI parked up all day. G-RJXL all Brussels. G-EMBN(1VX/1XV,3VX/3XV). G-RJXO(404/403,408/407).

Eastern:- G-MAJI(80D,81D/39Q,99Q/59Q). G-MAJG(29Q/19Q). G-MAJB(74G/84D,85D/86D,87D n/s)

Flybe:- G-JEDJ(729/30), G-ECOY(731/2), G-ECOV(733/4). G-JECH(171/7VT), G-ECOG(173/8WK/7EY/176), **G-FBED**(175/174). G-JECE(9LK/48Y,6WH/7MG). G-JECY(643/4).

Jet2:- G-LSAG(Kestrel 172F/K) positioned to Manchester(1739) to operate for Thomas Cook to Kos.

KLM:- PH-KZO(67W/66S, 67N/68K), PH-KZG(69W/64K, n/s).

Manx2:- LET 410 OK-UBA(Eurovan 322/3), Metroliner EC-GPS(Euro Continental 328/9).

Ryanair:- EI-DCJ(152/153A), EI-DCZ(156/15N). EI-DWO(9078/9).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 876L) from Rhodes(0236), "Kestrel 876K/L", t/f Faro(0522/1152), "Kestrel 487K/L" t/f Zakynthos(1428/2203). 737/800 **EC-IDT**(Air Europa 191/2) f/t Arrecife(1151/1311). Boeing 757 **G-OOBG**(Thomson 97W/7MC) f/t Palma(1349/1513).

GENERAL AVIATION:- Following its night stop PC-12 **C-FPX** departed to Islay at 1030, only to return again at 1253 and then head to Glasgow at 1342. PA-34 Seneca **G-BMUT**, operating for the CAA, f/t Cranfield(1141/1306). King Air 90 **M-OTOR**(Eastflight 08D/08E) arrived from Humberside at 1658 and left for Gamston at 1714. Cheyenne 3 **G-GZRP**(Air Med 057) f/t Oxford(1758/2017). Following its sale to Robert Garretson, long term resident Cessna 421C **N132CK** departed to Sturgate at 1520 for preparation ready to be delivered to the USA.

MILITARY:- King Air 200 **ZK451**(Cranwell 76) ILS and overshoot 1439, also **ZK452**(Cranwell 65) at 1617.



7/8 Friday

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

bmi:- After sitting on the apron for 3 days, G-EMBI(9151) positioned to Aberdeen(1040). Based G-RJXL. G-EMBN(1VX/1XV,3VX/3XV, **See photo above**, by Martyn Gill). G-RJXN(404/403,408/407).

Eastern:- G-MAJB all Southamptons, n/s. G-MAJD(29Q/19Q,74G/39Q,99Q/59Q).

Flybe:- G-JEDJ(729/30), G-ECOV(731/2), G-JECV(733/4). G-JECH(171/7VT, 173/8WK/7EY/176), **G-FBEG**(175/174). G-JECE(9LK/48Y, 6WH/TMG). G-JECY(643/4).

Jet2:- G-LSAG(Kestrel 172L) operated the Kos – Manchester, Thomas Cook flight into LBA at 0347 with the passengers being coached across the Pennines. 'AG(015P) then positioned to Budapest(1050) to rescue passengers from the Tel Aviv – Manchester flight(Channex 809, G-LSAC), which had diverted into there following a pressurization failure. 'AG(016P) finally returned from Manchester(1730). G-CELU(017P) positioned to Manchester(0646) to help cover for the u/s '757,

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

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

Ryanair:- EI-DCZ(152/153A), EI-DPF(156/15N). EI-DHG(9EG/27E).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 652K/L) t/f Ibiza(0536/1131), "Kestrel 673K/L" t/f Mahon(1250/1830), "Kestrel 152K" to Dalaman(2002). 737/800 **EC-HKR**(Air Europa 209/211) f/t Tenerife(1058/1213). 737/800 **G-FDZG**(Thomson 66J/9MJ) f/t Corfu(1412/1550).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from Newquay(1245) to East Midlands(1259). Skyservice Lear Jet 35A **C-GTDE** arrived at 1820 from Toronto/Lester B. Pearson International via Goose Bay on an Ambulance flight and departed to Edinburgh at 2055.

GENERAL AVIATION:- Regular PC-12 **G-DAKI** arrived from Bournemouth(0923), however another of the type **M-OLTT** operated by One Luxury Travel LP was making its debut when it arrived from Elstree at 0935. 'DAKI departed to Palma at 1010 and 'TT returned to Elstree at 1715. Cessna 340A **G-LIZA**(Saltyre 637) f/t Glasgow(1038/1437). PA-28RT Arrow **G-RATV** f/t Fairoaks(1134/1656). Cessna F.172P **G-BLHJ** f/t Carlisle(1535/1644) collected Cessna T.310R **G-BJMR**, which departed to Carlisle at 1641 following long term maintenance with Multiflight. Jet Ranger **G-OSMD** from White Waltham(1835) to an unlogged destination at 1907. Resident Robin HR.200 **G-HHUK** went to Full Sutton today to be painted in Multiflight colours following sale to them and when it returns next month it will be reregistered **G-MFLA**.

8/8 Saturday

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

Flybe:- G-JECV(729/30). G-JEDT(171/7VT). G-JECE(9LK/48Y). G-JECX(1401/2).

Jet2:- Currently based:- G-LSAB/G/H/I. G-CELB/C/E/F/G/H/S, G-CGET.

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

Manx2:- Metroliner EC-GPS(Euro Continental 322/3).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1924/2119).

Ryanair:- EI-DCZ(15J/01D). EI-EFM(9078/9).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 152L) from Dalaman(0511), "Kestrel 486K" to Palma(0648).

A.320 **G-OMYA**(Kestrel 486L) from Palma(1250), "Kestrel 674K/L" t/f Alicante(1407/2023), "Kestrel 625K" to Bodrum(2149). Fokker 100 **OE-LVC**(Austrian 2363/4) f/t Innsbruck(1225/1322).

EXECUTIVE JETS:- Hawker 800XP **CS-DRN**(Fraction 3HE/132D) from Rotterdam(0827) to Florence(1123). Challenger 300 **M-NEWT**(Bizjet 1WT) from Luton(1149) to Faro(1313)..

GENERAL AVIATION:- Hughes 369E **G-JIVE** f/t Shelf(1013/1455).

9/8 Sunday

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

bmi:- Current based aircraft G-RJXL.

Eastern:- **G-CDEB**(33X) swapped in Bristol with **G-CERZ**(34X). Parked up over weekend G-MAJB.

Flybe:- G-ECOV(731/7MG) swapped in Gatwick with G-JECE(6WH/732), G-JEDJ(733/4). G-JECT(7EY/9XT). **G-FBEL**(175/6). G-JECY(643/4)

Jet2:- G-CELU(023P) returned from Manchester(0846). G-CELY(196/195) f/t Prague. G-CELY(416/415) f/t Newquay.

KLM:- PH-KZE(67W/66S, 67N/58K), PH-KZH(69W/64K, n/s).

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

Ryanair:- EI-DLC(152/153A), EI-DHZ(156/15N). EI-DHG(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 625L) from Bodrum(0639), "Kestrel 483K/L" t/f Monastir(0857/1803), "Kestrel 654K" to Larnaca(1928). A.320 **LZ-BHE**(Balkan Holidays 5559/5560) from Bourgas(1754) to Humberside(1848).

EXECUTIVE JETS:- Citation 2 **G-JBIS**(Cloudbrunner 67) from Olbia(1603) to Nice(1649).

GENERAL AVIATION:- PA-28 Archer **G-GFPA**, operated by the Blackpool Flight Academy carried out 2 ILS and overshoots(1242/1328), f/t Barton. Hughes 369E **G-JIVE** from Oxenhope(1612) to Shelf(1649).

10/8 Monday

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

bmi:- G-RJXL(9111/9112) to Manchester from Edinburgh, in between operating am and pm Brussels flights. G-EMBN(1XV/1VX,3XV/3VX). G-RJXH(404/430,408/407).

Eastern:- G-MAJB all Southamptons, n/s. G-MAJM(29Q/19Q,99Q/59Q).

Flybe:- G-JEDJ(729/30), G-JEDP(731/2). G-ECOT(171/7VT, 3FG/8WK/7EY/176). **G-FBEM**(175/174). G-ECOV(9LK/48Y, 6WH/7MG). G-KKEV(643/4).

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

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

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1900/2105).

Ryanair:- EI-DLE(152/153A), EI-DCM(156/15N). EI-DHG(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 654L) from Larnaca(0531), "Kestrel 862K/L" t/f Las Palmas(0706/1710), "Kestrel 411K" to Dalaman(1855). Boeing 757 **G-JMCG**(Kestrel 297P/297K) from Glasgow(1105) to Reus(1156).

GENERAL AVIATION:- Making its first appearance at LBA was Agusta A.109E **N551MM** operated by N109TD Inc.(N109TD being the aircraft's former registration). It arrived from Birmingham at 1030, departing to Walsall at 1428.

MILITARY:- King Air 200 **G-RAFO**(Cranwell 76) ILS and overshoot at 0947, **G-RAFD**(Cranwell 67) at 1538 and **ZK450**(Cranwell 76, note same call-sign as this morning) at 1605.

11/8 Tuesday

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

bmi:- Based G-RJXL. G-EMBN(1XV/1VX,3XV/3VX). G-RJXH(404/403,408/407). G-EMBI(9721) positioned from Birmingham at 2341and night stopped.

Eastern:- G-MAJB(60D,81D/74G,99Q/59Q). G-MAJM(29Q/19Q). G-MAJE(74G/84D,85D/86D,87D, n/s).

Flybe:- 729/30 canx. G-FLBB(731/2). G-ECOT(171/7VT, 3FG/8WK/7EY/176), G-JECG(175/174). G-ECOV(9LK/48Y). G-JECV(643/4)

Jet2:- G-LSAB(257) swapped in Palma for G-LSAC(258). G-CGET(192P) positioned to Zagreb(0925), returning later as '193P from Stansted(1722).

KLM:- PH-KZU(67W/66S, 67N/68K), PH-KZC(69W/64K, n/s).

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

Ryanair:- EI-DPC(152/153A), EI-DWA(156/15N). **EI-EFD**(9078/9, First Visit).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 411L) from Dalaman(0431), "Kestrel 629K/L" t/f Palma(0723/1342), "Kestrel 651K/L" t/f Heraklion(1446/2338). A.321 **TC-OAE**(Onur Air 7335/6) f/t Dalaman(0819/0931). A.321 **TC-OAN**(Onur Air 2611/2) f/t Bodrum(0832/0949). 737/800 **G-FDZG**(Thomson 19V/7XG) f/t Palma(1423/1538). A.320 **9H-AEK**(Air Malta 5208/9) f/t Malta(2028/2121).

EXECUTIVE JETS:- Citationjet 2 **G-ODAG**(Saltyre 639) f/t Ronaldsway(0920/1228). Citation 2 **G-VUEA**(Flyvue 781) from Liverpool(1521) to Shannon(1547).

GENERAL AVIATION:- R.44 **G-SLNW**, making its first visit, arrived from the Devonshire Arms at 1608 before heading home to Barton at 1804.

MILITARY:- King Air 200 **ZK451**(Cranwell 75) ILS and overshoot at 1045.

12/8 Wednesday

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

bmi:- G-RJXL all Brussels, G-EMBI parked up all day. G-EMBN(1XV/1VX,3XV/3VX). G-RJXH(404/403,408/407).

Eastern:- G-MAJE all Southamptons, n/s. G-MAJB(29Q/19Q), G-MAJI(99Q/59Q).

Flybe:- G-ECOA(729/30), G-FLBB(731/2). G-JECR(171/7VT, 3FG/8WK/7EY/176), **G-FBEJ**(175/174). G-ECOV(9LK/48Y), G-JECF(1401/2).

Jet2:- G-LSAI(879/880) operated t/f Alicante, a Manchester flight with passengers bussed each way. G-CGET(415) operated outbound to Newquay, but diverted to Exeter due weather and on return positioned out to Podgorica, Montenegro as '114P to pick up the Welsh Football Team. G-LSAC(421) operated to Rhodes but diverted into Zagreb enroute with technical problems(see 13/8).

KLM:- PH-JCT(67W/66S, 67N/68K), **PH-OFM**(69W/64K, n/s).

Manx2:- EC-GPS(Euro Continental 322/3, 328/9)

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1952/2156).

Ryanair:- EI-DAW(152/153A, 156/15N). EI-DYS(9EG/27E)

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 612K/L) t/f Fuerteventura(0704/1653), "Kestrel 876K" to Rhodes(1807). 737/800 **G-CDZL**(Thomson 34D/84M) f/t Palma(1309/1431).

EXECUTIVE JETS:- A new call-sign this morning, "Red Line 5" was used by Citationjet 2 **G-NMRM** operated by IL Lione Alto ARL of Jersey, when it arrived from the Channel Island at 0808. It departed to Exeter at 1504. Falcon 7X **CS-DSB**(Fraction 910L) from Nice at 1524 closely followed by Citation XLS **CS-DQB**(Fraction 3TR) from Amsterdam at 1542 and both night stopped. The Legacy **G-PGRP**(Gama 955) returned from Rome at 1737 and headed to Moscow/Domodedovo at 2011. Challenger **M-NEWT**(Bizjet 1WT) from Northolt(1912), n/s to Faro(1728).

GENERAL AVIATION:- PC-12 **D-FAPC** arrived from Dortmund at 0812, night stopped and returned there at 0859(wed). Having arrived for engineering late last month Long Ranger **N340AJ** departed to Livingstone at 1209, returning at 1625. Augusta A.109S **G-IOOZ** arrived from an unidentified private site at 1349 and left for Milton Keynes at 1535.

MILITARY:- Tucano **ZF294**(LOP 62) carried out an ILS and overshoot at 1406.

13/8 Wednesday

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

bmi:- G-EMBI parked up all day. G-RJXL(611/612, 615) then swapped in Brussels with G-RJXP(616), n/s. G-EMBN(1XV/1VX,3XV/3VX). G-RJXO(404/403,408/407).

Eastern:- G-MAJE all Southamptons, n/s. G-MAJI(29Q/19Q), G-MAJT(99Q/59Q).

Flybe:- G-ECOA(729/30), G-JEDJ(731/2), G-ECOI(733/4). G-JECG(171/7VT, 3FG/8WK/7EY/176), **G-FBEM**(175/174). G-ECOV(9LK/48Y), G-JECH(6WH/7MG). G-JECV(643/4).

Jet2:- The company leased Lithuanian Boeing 757 **LY-SKJ** of Aurela Airlines to rescue the stranded passengers who had been meant to come home in G-LSAC yesterday(see 12/8). LY-SKJ(Channex 422/102P), on its first visit to Lbia, arrived from Rhodes(0143) and positioned out to Warsaw(0326). G-CGET(115P) positioned from Cardiff(0425) and operated 257/8 to and from Palma, however as this should have been operated by a 757, G-CELP(015P/016P) positioned f/t

Stansted(0249/1750) to operate a back up flight(57Q/58Q) to and from Palma. G-LSAJ(031E) then arrived from Manchester(1516) to replace G-LSAC.

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

Manx2:- Metroliner EC-GPS(Euro Continental 322/3), Dornier 228 D-ILKA(Kiel Air 38L/39L).

Ryanair:- EI-DCW(152/153A), EI-DHY(156/15N). EI-DCH(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 876L) from Rhodes(0256), "Kestrel 853K/L" t/f Faro(0527/1210), "Kestrel 487K/L" t/f Zakynthos(1401/2214). 737/800 **EC-HKR**(Europa 191/2) f/t Arrecife(1212/1327). Boeing 757 **G-OOBC**(Thomson 97W/9MC, **See photo below**, by Mike Storey) f/t Palma(1313/1436).

EXECUTIVE JETS:- Following its overnight stay on Multiflight/East Citation XLS **CS-DQB**(Fraction 3TR) departed to Deauville at 0908.

GENERAL AVIATION:- Ravenair's PA-28 **G-LFSG** arrived from Liverpool at 0854 and another of the company's aircraft Seneca **G-VVBK**(Ravenair 47T) carried out an ILS and overshoot at 1257, f/t Liverpool. 'SG returned home at 1634. Commander 114 **G-OECM** f/t Carlisle(1038/1403). Long Ranger **N340AJ** from Hexham(1529)

MILITARY:- King Air 200 **G-RAFP**(Cranwell 75) ILS and overshoot at 1602. Puma **XW237**(Vortex 331) arrived from Leeds General Infirmary at 1744 and after refueling returned home to Benson at 1840.



14/8 Friday

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

bmi:- G-EMBN(1VX/1XV,3VX/3XV). G-RJXH(404/403), 408/407 canx. G-RJXP/G-EMBI parked up all day.

Eastern:- G-MAJE all Southamptons, n/s. G-MAJM(29Q/19Q, 99Q/59Q).

Flybe:- G-JEDR(729/30), G-FLBB(731/2), G-EOCA(733/4). G-JECR(171/7VT), G-JECG(3FG/8WK/7EY/176). G-JECH(9LK/48Y), G-JECI(6WH/7MG). G-JECV(643/4).

KLM:- PH-KZC(67W/66S, 67N/68K), PH-KZG(69W/64K, n/s)

Manx2:- Metroliner EC-GPS(Euro Continental 322/323, 328/329)

Ryanair:- EI-DLE(152/153A), EI-DCT(156/15N). EI-DHG(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 652K/L) t/f Ibiza(0538/1139), "Kestrel 673K/L" t/f Mahon(1253/1843), "Kestrel 152K" to Dalaman(2007). 737/800 **EC-IDA**(Air Europa 209/211) f/t Tenerife(1110/1225). 737/800 **G-FDZG**(Thomson 9MJ/66J) f/t Corfu(1440/1559).

EXECUTIVE JETS:- Gulfstream 5 **VP-BKZ** arrived from Hamilton, Ontario at 0834 and positioned home to Birmingham at 0913. Citation XL **CS-DXM**(Fraction 6AK) arrived from Deauville at 1404 while at 1415 Falcon 7X **CS-DSB**(Fraction 610W), which had arrived on 12/8, departed to Northolt. 'XM(Fraction 6AK) departed to Kerry at 1537. Lear Jet 35A **D-CTRI**(Lupus 112), operated by Air Alliance arrived from Southampton at 1846 and night stopped.

GENERAL AVIATION:- Hughes 369E **G-RAPD**, f/t Shelf(1003/1122). Seneca **G-VVBK**(Ravenair 47T) f/t Liverpool(1310/1545).

15/8 Saturday

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

bmi:- G-EMBI(9762) positioned to Liverpool(1644).

Flybe:- G-FLBB(729/30). G-KKEV(171/7VT). G-JECT(9LK/48Y). G-JEDN(1401/2).

Jet2:- G-CELU(367) exchanged with G-CELD(368) in Pisa. G-CELC(107P) positioned to Palma(1828).

KLM:- PH-KZI(67W/66S), PH-KZO(67N/68K), PH-KZN(69W/64K, n/s).

Manx2:- Metroliner EC-GPS(Euro Continental 322/3).

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(1933/2144).

Ryanair:- EI-DHH(15J/01D). EI-DHK(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 152L) from Dalaman(0525), "Kestrel 486K/L" t/f Palma(0656/1259), "Kestrel 675K/L" t/f Alicante(1431/2033), "Kestrel 625K" to Bodrum(2203). Fokker 100 **OE-LVF**(Austrian 2363/4) f/t Innsbruck(1231/1319).

EXECUTIVE JETS:- Following its night-stop Lear Jet 35A **D-CTRI**(Lupus 112) departed to Rhodes at 0823. Hawker 950 **CS-DUA**(Fraction 370N/537G) arrived from Zurich at 1013 and headed to Palma at 1146..

GENERAL AVIATION:- Jersey based Commander 114 **G-KEEF** was on its first visit when it arrived from the Channel Island at 1137, night stopped and returned home at 1616(Sun). Hughes 369E **G-JIVE** f/t Shelf(1621/1655).

16/12 Sunday

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

bmi:- Current resident aircraft G-RJXP, '615/616 t/f Brussels.

Eastern:- **G-CDKD**(33X/34X). G-MAJE parked up over weekend.

Flybe:- G-JEDR(731/2), G-ECOI(733/4). **G-FBEM**(175/6). G-JECO(6WH/7MG, 7EY/97XT). G-JECS(643/4).

Jet2:- G-CELV(416/415) f/t Prague. G-CELX(196/15) f/t Newquay. G-CELC(108P) from Prestwick(0147).

KLM:- PH-KZG(67W/66S), PH-KZK(67N/68K), PH-KZN(69W/64K, n/s).

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

Ryanair:- EI-DPF(152/153A), EI-DWD(156/15N). EI-DYV(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 625L) from Bodrum(0642). "Kestrel 483K/L" t/f Monastir(0833/1609), "Kestrel 654K" to Larnaca(1730). A.320 **LZ-BHE**(Balkan Holidays 5559/5560) from Bourgas(1754) to Humberside(1845).

EXECUTIVE JETS:- Citation XL **CS-DXI**(Fraction 956Q) from Florence(1829), night stop.

GENERAL AVIATION:- Aztec **G-RVRD**(Ravenair 11A) from Liverpool(1017) to Dublin/Weston(1117), return 1942/2022. Long Ranger **N340AJ** from Huggate(1105) to Harrogate(1159). The aircraft famously used by the Duchess OF York, Jet Ranger **G-DOFY**, now operated by Carnigill Aviation of Newbury arrived from Barns Castle at 1148 before heading to its home base at 1300. PA-28 Warrior **G-BPMF** f/t Barrow/Walney Island(1536/1016), n/s.

17/12 Monday

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

bmi:- Based G-RJXP. G-EMBN(1XV/1VX,3XV/3VX). G-RJXC(404/403/408/407).

Eastern:- Based G-MAJE, all Southampton flights. G-MAJW(29Q/19Q,99Q/59Q).

Flybe:- G-ECOA(729/30), G-ECOI(731/2). G-ECOW(171/7VT, 3FG/8WK/7EY/176). G-JECO(9LK/48Y, 6WH/7MG). G-JECP(643/4).

Jet2:- G-CELG(ESK 102P/103P) positioned t/f Amsterdam at 0703/1539, on sub-charter to Sky Europe.

KLM:- PH-KZN(67W/66S), PH-JCH(67N/68K), PH-KZF(69W/64K, n/s).

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

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1858/2055).

Ryanair:- EI-DCN(152/153A), EI-DCT(156/15N). EI-DWM(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 654L) from Larnaca(0347), "Kestrel 862K/L" t/f Las Palmas(0705/1652), "Kestrel 411K" to Dalaman(1817). Boeing 757 **G-FCLD**(Kestrel 297P) from Glasgow(1133), "Kestrel 297K/L" t/f Reus(1229/1757), "Kestrel 297L" to Glasgow(1906).

CHARTER:- Paying its first visit to Lbia today was Antonov AN-12B **UR-CAG**(MEM 4021/2, **See photo page 21**, by David Senior), operated by Meridian Air Cargo. It arrived from Dublin(1313) with horses for the Ebor meeting at York and returned there at 1927 on 18/7.

DIVERSIONS:- This afternoon Manchester was reduced to using just one runway after a hole caused by subsidence was discovered. This resulted in inbound delays and caused three inbound Jet2 flights to divert to Lbia:-

G-LSAE Boeing 757/200, EXS876 from Faro(1516), to Manchester(EXS076A) at 1630.

G-CELI Boeing 737/300, EXS832Q from Palma(1338), to Manchester(EXS032A) at 1556.

G-CELU Boeing 737/300, EXS792 from Rome(1356), to Manchester(EXS092A) at 1602.

EXECUTIVE JETS:- Skyservice Lear Jet 35A **C-FPRP** arrived at 0615 on an Ambulance flight from Toronto/Lester B. Pearson via Goose Bay and Keflavic and night stopped. Citation XLS **CS-DXX**(Fraction 3BC) from Deauville(1527) and Gulfstream 550 **EI-GDL**(Emerald 005) from Nice(1953) both brought passengers for the races and night stopped.

GENERAL AVIATION:- Long Ranger **N340AJ** from Huggate(0737) to St. Albans(0830).

MILITARY:- King Air 200 **G-RAFD**(Cranwell 65) ILS and overshoot at 1123, **ZK453**(Cranwell 75) at 1534.



18/7 Tuesday

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

bmi:- Based G-RJXP. G-EMBN(1XV/1VX,408/407,3XV/3VX). G-RJXD(404/403)

Eastern:- Based G-MAJE, operated Southampton's. G-MAJW(29Q/19Q,99Q/59Q).

Flybe:- 729/30 canx. G-JEDR(731/2). G-ECOW(171/7VT, 3FG/8WK/7EY/176), G-KKEV(175/174). G-JECO(9LK/49Y), G-JEDW(643/4).

Jet2:- G-CGET(118P) positioned to Gatwick(0738). G-CELC(046P) positioned to Avignon(1649).

KLM:- PH-KZC(67W/66S, 67N/68K), PH-KZH(69W, n/s).

Manx2:- Metroliner EC-GPS(Euro Continental 322/6), Dornier 228 D-IFLM(Kiel Air 38L/39L).

Ryanair:- EI-DPT(152/153A), EI-DLC(156/15N). **EI-EFG**(9078/9, First Visit).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 411L) from Dalaman(0349), "Kestrel 629K/L" t/f Palma(0719/1335), "Kestrel 651K/L" t/f Heraklion(1448/2329). A.321 **TC-OAF**(Onur Air 7335/6) f/t Dalaman(0803/0929). A.321 **TC-OAN**(Onur Air 2611/2) f/t Bodrum(0835/0937). 737/800 **G-FDZG**(Thomson 19V/7XG) f/t Palma(1425/1538). A.320 **9H-AEI**(Air Malta 5208/9) f/t Malta(2043/2143).

CHARTER:- BAe.146/300 **OO-TAH**(Quality 1476/7) of TNT, f/t Shannon(0843/1925) with horses.

EXECUTIVE JETS:- Lear Jet 35A **C-FPRP** set off to Keflavic at 0712 on the first stage of its journey home to Toronto. Citation Sovereign **G-NSJS** f/t Jersey(0908/1553). Following a night stop Citation XLS **CS-DXX**(Fraction 3BC) departed to Malaga at 1006 and sister ship **CS-DXI**(Fraction 3WP), which had arrived on 16/12 went to Cambridge at 1249. Hawker 800XP **N125XP** of Surewings Inc arrived from Luton at 1137 and was followed by Netjets Gulfstream 5 **N506QS** from Cork at 1210, again both aircraft with passenger for York Races. '506QS went to Luton almost immediately at 1329 and '125XP returned to Luton at 1712.

GENERAL AVIATION:- Twin Star **G-PETS**(White Knight 02) from Bagby(0750) to Jersey(0821), return 1808/1832. Hughes 369E **G-JIVE** f/t Shelf(1052/1214). Duchess **G-BXXT** Carried out an ILS and overshoot at 1640 while on a training detail f/t Humberside.

MILITARY:- Lynx **ZG919**(Armyair 968) made a radar approach with overshoot at 2133, f/t Dishforth.

19/8 Wednesday

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

bmi:- Based G-RJXP. G-EMBN(1XV/1VX,3XV/3VX), G-RJXN(404/403,408/407).

Eastern:- 29Q from Aberdeen cancelled. G-MAJE(80D,81D/19Q). G-MAJJ(99Q/59Q). G-MAJI(032P) from Aberdeen(1400) to operate 86D/57D, n/s.

Flybe:- G-ECO A(729/30), G-ECOI(731/2), G-JEDR(733/4). G-KKEV(171/7VT, 3FG/8WK/7EY/176), G-ECOR(175/174). G-JECL(9LK/48Y). G-JECP(1401/2).

Jet2:- G-CELC(017P) positioned from Edinburgh. G-LSAC(421) exchanged in Rhodes for G-LSAA(422).

KLM:- PH-KZO(67W/66S, 67N/68K), PH-KZC(69W/64K, n/s).

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

Pakistan International:- A.31 AP-BEU(775/6) f/t Islamabad(1928/2114).

Ryanair:- EI-DPF(152/153A), EI-DLY(156/15N). EI-DAV(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 612K/L) t/f Fuerteventura(0710/1608), "Kestrel 876K" to Rhodes(1744). 737/800 **G-FDZG**(Thomson 34D/84M) f/t Ibiza(1301/1430).

CHARTER:- BAe.146/300 **OO-TAH**(Quality 1476/7) f/t Shannon(0805/1906) with horses.

EXECUTIVE JETS:- Gulfstream 5 **VP-BKZ** from Birmingham(0840) to Geneva(1010). Edinburgh Air Charter Citationjet 2 **G-ODAG**(Saltyre 653) f/t Edinburgh(1156/1552). Citation XL **CS-DXN**(Fraction 6BR) from Cork(1204) to Edinburgh(1324). Having arrived on 17/8 Gulfstream 550 **EI-GDL**(Emerald 5) departed to Shannon at 1719

GENERAL AVIATION:- PA-28 Warrior **G-BORL** of Westair Flying School carried out an ILS and overshoot at 1010, f/t Blackpool and also just carrying out an overshoot at 1350 was PA-34 **G-VVBK**(Ravenair 47T), f/t Liverpool. Enstrom 480 **G-WRSY** arrived from Skipton at 1331 for a quick refuel before departing at 1359. Jet Ranger **G-OPEN** arrived from its base at Easingwold at 1517 and departed to Dishforth at 1606 on a training sortie. It returned at 1719 before heading to Hushwaite at 1808. Finally to complete a day of trainers, Greater Manchester Police's new MD.902 Explorer **G-GMPX**(Police 151) carried out 2x ILS and overshoots at 2103/2123, f/t Barton.

MILITARY:- King Air 200 **ZK450**(Cranwell 75) ILS and overshoot(1049), **ZK452**(Cranwell 75) at 1449, note both aircraft had same call-sign.

20/8 Thursday

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

bmi:- Based G-RJXP. G-RJXI(1VX/403) combined Glasgow/Edinburgh flight. G-EMBN(3XV/3VX). G-RJXI(408/407).

Eastern:- G-MAJI all Southampton flights, n/s. G-MAJJ(29Q/19Q), G-MAJB(99Q/59Q).

Flybe:- LOTS of swapping and changing today..... G-ECOP(729/7VT from Belfast, to Southampton, then 175/4), G-EOCA(731/732, departed at 1712 but returned at 1742 on a full emergency with a "door open indication". Then positioned to Gatwick(732A) at 2106), G-ECOI(733/4). G-FLBB(171/730, from Southampton, to Belfast). G-ECOD(9LK/48Y), G-JEDN(3FG/8WK) from Southampton to Gatwick, swapped to G-JECZ(7EY/176) from Gatwick to Southampton, G-JECZ had earlier operated 6WH/7MG f/t Gatwick. G-JECV(643/4).

Jet2:- G-CGET(116P) arrived from Manchester(0453). G-CELC(017P) positioned to Belfast(0918).

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

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

Ryanair:- EI-DLF(151/153A), EI-DLG(156/15N). EI-DWR(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 876L) from Rhodes(0230), "Kestrel 853K/L" t/f Faro(0516/1137), "Kestrel 487K/L" t/f Zakyntos(1352/2147). 737/800 **EC-HKR**(Air Europa 191/2) f/t Arrecife(1158/1319). Boeing 757 **G-OOBF**(Thomson 97W/7MC) f/t Palma(1337/1502).

EXECUTIVE JETS:- Making its first visit to Lbia was Westair's Hawker 800XP **EI-WXP**(Emerald 008, See photo below, by Mike Storey) f/t Dublin(1203/1734), with passengers for the races.

GENERAL AVIATION:- Commander 114 **G-OECM** f/t Carlisle(0841/1143). King Air 200 **G-BVMA** f/t Cardiff(0852/1802). Agusta A.109A **N109TK** f/t Chorley(1024/1202). Baron **N64VB** from Plymouth(1308) to Sleaford(1329). Dauphin **EI-GJL** f/t York(1802/1433), n/s. PC-12 **G-TRAT** from Palma(2035), n/s to Bournemouth(0934).



MILITARY:- Tucano **ZF145**(LOP 62) ILS and overshoot at 1401, f/t Linton.

21/8 Friday

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

bmi:- Based G-RJXP. G-EMBN(1XV/1VX,3XV/3VX). G-RJXI(404/403,408/407).

Eastern:- G-MAJI all Southampton flights, n/s. G-MAJW(29Q/19Q,99Q/59Q).

Flybe:- G-JEDR(729/30), G-ECOA(731/2), G-FLBB(733/4). G-KKEV(171/7VT), G-ECOP(3FG/8WK/7EY/176), **G-FBEK**(175/174). G-JECO(9LK/48Y), G-JECZ(7MG/6WH). G-FLBA(643/4).

Jet2:- G-CELC(227) exchanged in Palma with G-CELJ(228).

KLM:- PH-KZM(67W/66S, 67N/68K), **PH-OFL**(69W/64K, n/s)

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

Ryanair:- EI-DLF(152/153A), EI-EFI(156/15N). EI-DAV(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 652K/L) t/f Ibiza(0533/1127), "Kestrel 673K/L" t/f Mahon(1247/1859), "Kestrel 152K" to Dalaman(2007). 737/800 **EC-IDA**(Europa 209/211) f/t Tenerife(1102/1214).

737/800 **G-FDZE**(Thomson 66J/9MJ) f/t Corfu(1455/1615).

EXECUTIVE JETS:- Vista Jet's Lear Jet 40 **D-CVJN** arrived from Nice at 1147 and stayed overnight before routing to Farnborough at 1136.

GENERAL AVIATION:- Be.76 Duchess **G-BXXT** from Humberside(1219), then went on a local training exercise 1348/1534 before heading home to Humberside at 1623. Enstrom 480 **G-WRSY** from Skipton(1515) to a private site near Lyneham(1610). Long Ranger **N340AJ** from Elstree(1612) to Huggate(1648).

MILITARY:- Tucano **ZF342**(LOP 62) ILS and overshoot at 0959, f/t Linton, **ZF224**(LOP 10) did a repeat performance at 1203.

22/8 Saturday

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

Flybe:- G-FLBB(729/30). G-JEDJ(171/2). G-JECZ(9LK/48Y). G-FLBA(1401/2).

Jet2:- G-CELD(367) swapped in Pisa with G-CELU(368). G-CELU(Yellow Cab 128P) positioned to Cologne/Bonn(1750) to operate for Hapag Lloyd Express. G-LSAI(257) swapped in Malaga with G-LSAE(258).

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

Manx2:- LET 410UVP OK-TCA(Eurovan 322/3).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1939/2140).

Ryanair:- EI-DLF(15J/01D). EI-EFG(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 152L) from Dalaman(0527), "Kestrel 486K/L" t/f Palma(0650/1302), "Kestrel 674K/L" t/f Alicante(1411/2027), "Kestrel 625K" to Bodrum(2200). Fokker 100 **OE-LVG**(Austrian 2363/4) f/t Innsbruck(1234/1314).

EXECUTIVE JETS:- Citation XL **CS-DXG**(Fraction 3QH/015T) from Zagreb(1003) to Stansted(1058). Hawker 750XP **CS-DUH**(Fraction 8BH) on its first visit, arrived from Ibiza at 1349, to Hawarden(1532).

GENERAL AVIATION:- Cessna 182P Skylane **N22NN**(See photo, by Paul Whincup) was making its debut at LBLA when it arrived from Top Farm at 1045. It departed at 1212 for the short hop to Chris Makin's strip at Garforth. Hughes 500 **G-OGJP** called for a refuel while routing from a private site near Brize Norton(1737) to Berwick-upon-Tweed(1917). Also dropping in for a top-up was debutant Sikorsky S.76C **G-URSA**(Premier 11), from a site in the Dales(1848) to Eastbach(1910).



23/8 Sunday

SCHEDULES:- Air Southwest:- Jetstream 32 **G-MAJK**(Swallow 488L/489M).

bmi:- Based G-RJXP operated this evening's Brussels rotation.

Eastern:- SAAB 2000 **G-CERY**(33X/34X). G-MAJI parked up over weekend.

Flybe:- G-JEDR(731/2), G-FLBB(733/4). **G-FBED**(175/6). G-JECZ(6WH/7MG, 7EY/97XT). GJECL(643/4).

Jet2:- G-CELO(196/195) f/t Prague. G-CELU(HLX 129P) from Cologne/Bonn(0356). Current LBA fleet:- G-LSAA/E/G/H. G-CELB/E/F/G/H/J/S/U, G-CGET.

KLM:- PH-KZG(67W/66S), PH-KZC(67N/68K), PH-KZF(69W/64K, n/s).

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

Ryanair:- EI-DCR(152/153A), EI-DLC(156/15N). EI-DAV(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 625L) from Bodrum(0711), "Kestrel 483K/L" t/f Monastir(0842/1540), "Kestrel 654K" to Larnaca(1730). A.320 **LZ-BHE**(Balkan Holidays 5559/5560) from Bourgas(1753) to Humberside(1901).

EXECUTIVE JETS:- Hawker 400XP **N709EL**, quite a rare bird these days, from East Midlands(0856) to Cannes(0922).

GENERAL AVIATION:- Hughes 500 **G-OGJP** from Berwick(1810) to Near Brize Norton(1841).

24/8 Monday

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

bmi:- Based G-RJXP. G-EMBN(1VX/1XV, 3VX3XV). G-RJXD(404/403, 408/407).

Eastern:- G-MAJI still based for Southamptons. G-MAJE(39Q/19Q), G-MAJL(99Q/59Q),

Flybe:- G-ECO(729/30), G-JEDR(731/2). G-JEDJ(171/TVT, 3FG/8WK/7EY/176). **G-FBEK**(175/176). G-JECO(9LK/48Y, 6WH/7MG). G-JECP(643/4).

Jet2:- G-CELE(Kestrel 704P) positioned to Cardiff(1842) on sub-charter to Thomas Cook. G-CELU(147P/138P) to Venice(0757), from Liege(1601).

KLM:- PH-WXD(67W/66S), PH-KZA(67N/68K), PH-KZC(69W/64K, n/s).

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

Pakistan International:- A.310 AP-BEB(775/6) f/y Islamabad(1823/2043).

Ryanair:- EI-DCN(152/153A), EI-DCW(156/15N). EI-DCG(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 654L) from Larnaca(0333), "Kestrel 862K/L" t/f Las Palmas(0709/1645), "Kestrel 411K" to Dalaman(1831). Boeing 757 **G-TCBA**(Kestrel 297P, First Visit) from Glasgow(1047), "Kestrel 297L" t/f Reus(1151/1700), "Kestrel 297L" to Glasgow(1811).

GENERAL AVIATION:- DA-42 **G-PETS**(White Knight 02) from Bagby(0829) to Denham(0924). Cessna 172S **G-OWST** carried out an ILS and overshoot at 1109, f/t Blackpool. King Air 200 **G-PCOP**(Gama 121/121B) from Dublin(1421), n/s to Luton(0743). TB.20 Trinidad **G-EGAG** arrived from Sherburn at 1529 and went to Multiflight for maintenance, n/s. King Air 200 **G-CEGR**(Cega 703) from Biggin Hill(1851), n/s to Bournemouth(0949).

MILITARY:- BN.2T Islander **ZG848** Armyair 590) from Middle Wallop(1513) to Belfast International(1628).

25/8 Tuesday

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

bmi:- Based G-RJXP. G-EMBN(1VX/1XV). G-RJXD(404/403, 408/1XV, joint flight Edinburgh/Glasgow).

Eastern:- Based G-MAJI, all Southamptons. G-MAJJ(29Q/19Q), G-MAJL(99Q/59Q).

Flybe:- 729/30 canx. G-FLBB(731/2). G-JEDJ(171/TVT, 175, aircraft went u/s, n/s), G-JEDW(3FG/8WK/7EY/176). G-JECO(9LK/48Y). G-JECL(643/4).

Jet2:- G-CELE(Kestrel 211P) positioned from Manchester(0236).

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

Ryanair:- EI-DYJ(152/153A), EI-DCY(156/15N). EI-EFG(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 411L) from Dalaman(0230), "Kestrel 629K/L" t/f Palma(0714/1339), "Kestrel 651K/L" t/f Heraklion(1502/2342). A.321 **TC-OAK**(Onur Air 7335/6) f/t Dalaman(0738/0922). A.321 **TC-OAN**(Onur Air 2611/2) f/t Bodrum(0822/1004). 737/800 **G-FDZE**(Thomson 19V/7XG) f/t Palma(1406/1521). A.320 **9H-AEK**(Air Malta 5208/9) f/t Malta(2032/2150).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(0838), to Cannes(0901). Lear Jet 45 of TAG Aviation, **G-SNZY** from Farnborough(0853) to Le Bourget(0953), returned at 1606 before heading to Cork at 1655. Citation Sovereign **G-NSJS** f/t Jersey(0921/1617), n/s. Citation XL **OO-SAV**(Flying Group 571T) f/t Antwerp(1658/1738), with an overnight stay.

GENERAL AVIATION:- Enstrom 480 **G-WRSY** from a site near Harrogate(1410) to Skipton(1445). PA-34 Seneca **G-VVBK**(Ravenair 47T) f/t Liverpool(1414/1555). Cirrus SR.22 **N189PB** arrived from

Biggin Hill at 1721 and night stopped on Multiflight/East. A.109E **G-SAMP**(Rocket 5), operated by Deans Foods of Tring arrived from its base at 1807 and departed at 2310.

MILITARY:- BN.2T Islander **ZG845**(Armyair 594) from Dishforth(1256), to Belfast International(1433). King Air 200 **G-RAFD**(Cranwell 74) carried out an ILS and overshoot at 1548.

26/8 Wednesday

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

bmi:- Based G-RJXP. G-EMBN(1VX/1XV,3VX/3XV). G-RJXR(404/403,408/407).

Eastern:- Based for Southamptons, G-MAJI. G-MAJJ(29Q/19Q), G-MAJB(99Q/59Q).

Flybe:- G-EOCA(729/30), G-FLBB(731/2), G-ECOT(733/4). G-JEDI(171/7VT, 3FG/8WK/7EY/176), **G-FBEK**(175/174). G-JECO(9LK/48Y). G-JECL(1401/2).

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

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

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(2000/2140).

Ryanair:- EI-DLF(152/153A), EI-DLD(156/15N). EI-EBR(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 612K/L) t/f Fuerteventura(0713/1642), "Kestrel 876K" to Rhodes(1759). 737/800 **G-FDZR**(Thomson 34D/84M) f/t Ibiza(1326/1443).

GENERAL AVIATION:- Baron **N64VB** from Sleaf(0832).to Denham(0909). Hughes 369E **G-RAPD** f/t Shelf(1428/1438). Sikorsky S.76B **G-VONC**(Premier 22) from Battersea(1811), refuel to Stanhope, Durham(1831). Another helicopter calling for fuel was A.109E **G-MUMU**, from Swinton, N. Yorks(1841) to Dunsfold(1914).

27/8 Thursday

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

bmi:- G-RJXP(611) to Brussels, swapped with G-RJXK(612, 615/616, n/s). G-EMBN(1VX/1XV.3VX/3XV). G-RJXN(404/403,408/407).

Eastern:- G-MAJI still resident. G-MAJC(29Q/19Q,99Q/59Q).

Flybe:- G-EOCA(729/30), G-JEDR(731/2), G-FLBB(733/4). G-JEDM(171/7VT), G-JECU(3FG/8WK/7EY inbound from Gatwick, had a hydraulic leak. '176 to Southampton cancelled and aircraft night-stopped.), **G-FBEK**(175/174). G-JECZ(9LK/48Y, 6WH/7MG). G-JECJ(643/4).

Jet2:- G-CELS(031P/032P) to and from Edinburgh(0751/).

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

Manx2:- LET 410 OK-TCA(Eurovan 322/3), Metroliner EC-ITP(Euro Continental 328/9).

Ryanair:- EI-DAY(152/153A), EI-DCM(156/15N). EI-DHV(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 876L) from Rhodes 0229), "Kestrel 853K/L" t/f Faro(0524/1149), "Kestrel 487K/L" t/f Zakynthos(1410/2202). 737/800 **EC-III**(Europa 191/2) f/t Arrecife(1202/1316). Boeing 757 **G-BYAP**(Thomson 97W/7MC) f/t Palma(1309/1433).

GENERAL AVIATION:- R.44 **G-EEZA**, which had just taken off from Coney Park, made a precautionary landing here with an open door at 1127 before carrying on to his original destination White Waltham at 1129. Having arrived on 25/8, SR.22 **N189PB** departed to Reims/Champagne at 1216, but diverted into Le Touquet enroute. Hughes 369E **G-RAPD** from Shelf(1210) to Dundee(1229). PA-34 **G-VVBK**(Ravenair 47T) ILS and overshoot(1348), f/t Liverpool. Making it first visit this afternoon was King Air 200 **G-OEAS**, which has recently been registered to European Air Services of Wickenby. It arrived from its base at 1354 to operate a charter to Nice at 1452. Long Ranger **N340AJ** from Kirkby Overblow(1459) to Huggate(1548). S.76B **G-VONC**(Premier 11) from Stanhope(1724) to Battersea(1743). SA.226 Merlin **F-GRNT**(Air Lec 421) arrived from Biggin Hill at 1727 and positioned home to Le Bourget at 1904. At 1915 Twin Squirrel **G-WDKR**(Costock 99) arrived from Bramham Park at 1915, where it would be used over the Bank Holiday for ferrying people between there and Reading for the music festival. The helicopter, which had been leased by East Midlands Helicopters from Cheshire Helicopters stayed overnight.

28/8 Friday

SCHEDULES:- Air Southwest:- G-WOWA(482L/483M), G-WOWC(06P from Manchester/487M).

bmi:- Based G-RJXK. G-EMBN(1VX/1XV,3VX/3XV). G-RJXN(404/403/408/407).

Eastern:- G-MAJI all Southampton flights,n/s. G-MAJC(29Q/19Q), G-MAJD(99Q/59Q).

Flybe:- G-EOCA(739/30, 731/2), G-ECOT(733/4). G-ECOP(171/7VT), G-JEDM(3FG/8WK/7EY/176), **G-FBEK**(175/174). G-JECZ(9LK/48Y, 6WH/7MG). G-JECJ(643/4). G-JECU(041D) positioned out to Southampton following repairs.

Jet2:- Current LBIA fleet:- G-LSAA/E/G/H. G-CELB/E/F/G/H/J/S/U, G-CGET.

KLM:- PH-JCH(57W/66S, 67N/68K), PH-KZD(69W/64K, n/s).

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

Ryanair:- EI-DAY(152/153A), EI-DAP(156/15N). EI-EBR(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 652K/L) t/f Ibiza(0531/1132), "Kestrel 673K/L" t/f Mahon(1256/1831), "Kestrel 152K" to Dalaman(1954). 737/800 **EC-HKQ**(Europa 209/211) f/t Tenerife(1111/1233). 737/800 **G-FDZR**(Thomson 9MJ/66J) f/t Corfu(1421/1616).

EXECUTIVE JETS:- Worthy of note is the fact that resident Falcon 900EX **G-SIRO**(Jaymax 3) departed to Cannes using the call-sign of Jaymax Aviation of Blackpool. Owned by Viking Airways, Citation Sovereign **G-CJCC**(Go-jet 28RC) was on its first visit when it arrived from Bydgoszcz in Poland at 1644. It positioned home to its base at Belfast at 1721. Hawker 400XP **N719EL** from Cannes(1724), to East Midlands(1738).

GENERAL AVIATION:- DA-42 Twin Star **G-PETS**(White Knight 02) from Denham(1207) to Bagby(1223). King Air 200 **G-PCOP**(Gama 188) from Glasgow(1426) to Farnborough(1445). Twin Squirrel **G-NTWK**(Osprey 63) arrived from Cumbernauld at 1553 in readiness for local patrols for British Transport Police. Twin Squirrel **G-WDKR**(Costock 99) returned to Bramham Park at 1740 following its overnight stay and similar type **G-ORDH** arrived from Bagby at 1745. 'DH picked up "Mr. Harpin" who arrived from Birmingham(1856) in PC-12 **G-TRAT** and took him home to Nun Monkton(1902). 'AT then positioned home to Bournemouth at 1934.

MILITARY:- Tucano **ZF244**(LOP 72) ILS and overshoot at 1507, f/t Linton.

29/8 Saturday

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

Flybe:- G-ECOI(729/30). G-KKEV(171/7VT). G-JECZ(9LK/48Y). G-ECOT(1401/2).

Jet2:- 737/300F G-CELW(031E) arrived from Exeter at 0306 for maintenance.

KLM:- PH-JCH(67W/66S, 67N/68K, 69W/64K, n/s).

Manx2:- Metroliner EC-ITP(Euro Continental 322/3).

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1938/2124).

Ryanair:- EI-DAP(15J/01D). EI-EFG(9078/9).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 152L) from Dalaman(0421), "Kestrel 486K/L" t/f Palma(0641/1245), "Kestrel 674K/L" t/f Alicante(1416/2020), "Kestrel 625K" to Bodrum(2149). Fokker 100 **OE-LVL**(Austrian 2363/4) f/t Innsbruck(1241/1337).

EXECUTIVE JETS:- Netjets Gulfstream 4 **N403QS** arrived from Biggin Hill at 1008 and headed to Inverness at 1035. Owned by Steven William Bond, Citation Bravo **G-CGEI**, which had only been on the UK register for four days, was a first timer when it arrived from Sion(1326) before routing to Staverton, its base at 1350.

GENERAL AVIATION:- Twin Squirrel **G-NTWK**(Osprey 63) departed to Elvington at 1031 only to return at 1255 for another overnighter. King Air 200 **G-SAXN**(Saxon 33B) from Northolt(1256) to Cambridge(1814). Hughes 500 **G-OGJP** from Swindon(1552) to Pateley Bridge(1627). Twin Squirrel **G-WDKR**(Osprey 99) from Bramham Park(2022), n/s and return there at 0820.

MILITARY:- Nimrod MRA.4 **ZJ516**(Avro 4, **See photo**, by Paul Whincup) carried out 3 ILS approaches with overshoots between 1103 and 1144 while on a training detail f/t Woodford.



30/8 Sunday

SCHEDULES:- Air Southwest:- Jetstream 32 **G-MAJK**(488L/489M).

Eastern:- G-CERZ(33X/34X). G-MAJI parked up over weekend.

Flybe:- G-JEDR(731/2), G-ECOW(733/4). **G-FBEN**(175/6). G-JECZ(6WH/7MG, 7EY/97XT). G-JECL(643/4).

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

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

Ryanair:- EI-EFP(152/153A, First Visit), EI-DYH(156/15N). EI-DWM(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 625K) from Bodrum(0719), "Kestrel 483K/L" t/f Monastir(0903/1517), "Kestrel 654K" to Larnaca(1735). A.320 **LZ-BHE**(Balkan Holidays 5558/5560) from Bourgas(1813) to Humberside(1912).

EXECUTIVE JETS:- Falcon 2000EX **CS-DFH**(Fraction 2NE) from Birmingham(1517) to Luton(1620). Making its debut today was Citationjet 2 **D-IVVA**(JLF 2) operated by Jetline, which arrived from Liverpool at 1720. Similar type **G-OCJZ**(Clifton 9) arrived from Malaga at 1822 and they kept each other company overnight on Multiflight/East.

GENERAL AVIATION:- Twin Squirrel **G-NTWK**(Osprey 63) went to Teesside at 1019 following its night stop only to return yet again at 1757. King Air 200 **G-PCOP**(Gama 188) from Farnborough(1707) to Glasgow(1740).

31/8 Bank Holiday Monday

SCHEDULES:- Air Southwest:- Aer Arran ATR.72 **EI-REH**(482L/483M, 486L/487M).

bmi:- Based G-RJXK(613/4) t/f Brussels. Scottish flights suspended for holiday.

Eastern:- G-MAJG(84D/39Q f/t Aberdeen). G-MAJD(11P) from Humberside(1445, n/s), G-MAJI(12P) to Humberside(1610).

Flybe:- G-JEDR(731/2). G-ECOP(3FG/8WK/7EY/176), **G-FBED**(175/174). G-JECZ(9LK/48Y, 6WH/7MG). G-JECL(643/4).

Jet2:- G-CELH(167P/168P) to Palma(0804), from Gatwick(1538).

KLM:- PH-WXA(67W/66S, 67N/68K), PH-KZD(59W/64K, n/s).

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L), Metroliner EC-ITP(Euro Continental 328/9).

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1823/2017).

Ryanair:- EI-DAP(142/153A), EI-EBD(156/15N). EI-DAV(9EG/27E).

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 654L) from Larnaca(0351), "Kestrel 852K/L" t/f Las Palmas(0754/1729), "Kestrel 411K" to Dalaman(1852). Boeing 757 **G-FCLA**(Kestrel 297L/297P) from Reus(1605) to Glasgow(1712).

EXECUTIVE JETS:- After night stopping Citationjet 2 **G-OCJZ**(Clifton 9) departed to Toulon at 1040 and **D-IVVA**(JLF 2) went to Luton at 1441. Falcon 2000 **CS-DLC**(Fraction 2YQ) from Inverness(1806) to Biggin Hill(1835).

GENERAL AVIATION:- Twin Squirrel **G-NTWK**(Osprey 63) to Doncaster(0916). Cirrus SR.22 **N219PM** arrived from Liverpool at 1451 and night stopped. King Air 200 **G-SASC**(Gama 218B), hospital flight from Inverness(2249) to Glasgow(2352).



OO-TAH BAe.146/300 of TNT departing runway 14 on 18/8
returning horses to Shannon.
Photo by Paul Whincup

LEEDS/BRADFORD INTERNATIONAL AIRPORT STATISTICS JUNE 2009

	Jun-08	Jun-09	\$ This month	%+/-
MOVEMENTS				
Scheduled	3547	2982	58.11%	-15.93%
Charter	329	247	4.81%	-24.92%
Private/Misc	2518	1903	37.08%	-24.42%
TOTAL	6394	5132		-19.74%
PASSENGERS				
Scheduled	272263	246202	86.93%	-9.57%
Charter	43500	35176	12.42%	-19.14%
Transit	1039	1837	0.65%	76.80%
TOTAL	316802	283215		-10.60%
International	263475	243902	86.68%	-7.43%
Domestic	52288	37476	13.32%	-28.33%
MOVING ANNUAL TOTAL	2882145	2656833		-7.82%

Both the passenger figures and movements are still lower than a year ago, BUT the passenger reduction, year on year, with a reduction of -10.6% is the best since October 2008 (excluding April 2009, due to Easter). The Moving Annual Total is still continuing its downward trend but that is hardly surprising. I believe that the reductions have peaked and the start of a gradual recovery has commenced, even so we will continue to have year on year reductions, until the end of 2009. Watch this space!

The best performing international routes when compared to June 08 were Innsbruck (+80%), Larnaca (+72%), Mahon [Menorca] (+26%) and Heraklion [Crete](+19%). The worst routes were Avignon (-60%), Burgas (-50%), Nice(-28%), Dublin(-26%) and Bergerac (-24%) plus many other routes had reductions. The top three routes in terms of passenger numbers are all in Spain and were Palma, Alicante and Malaga, and then followed by the cities of Amsterdam and Dublin. Interestingly there were five new routes this year and ten that didn't operate this year but did in June 2008.

Domestically there was a massive increase over 2008 for Newquay and an increase for Jersey (+13%) and Belfast City (+0.3%). All other routes showed a decline with the worst being Edinburgh (-47%), Glasgow (-36%), Exeter (-28%) and Aberdeen (-26%). The flights to Inverness and Heathrow operated last year but not this year. Intriguingly 8 passengers operated to or from Manchester?? The new routes, when compared to June 08 were Plymouth (840) and Gatwick (362)

We had two diversions away from Leeds/Bradford, one to Manchester and one to Doncaster

If any member would like more detailed information on a specific aspect of these statistics, please email me at alan.sinfield@airYorkshire.org.uk

COMMERCIAL AVIATION NEWS BY DAVE WOOLER



PHOTO BY MARTYN GILL

LEEDS/BRADFORD NEWS

Jet 2 are to operate a new service between Leeds Bradford Airport and Bergerac next summer. The flights will depart every Saturday from 17 May. An additional Tuesday service will operate during the peak summer holiday period - between June 28 and September 12. One-way tickets start from £29.99 inclusive of fees and charges, and are on sale now.

Jet2 have made a name change to one of the '737 fleet. The aircraft, G-CELG, was formally Jet2 London, a destination no longer served by Jet2. The aircraft is now named 'Helen Normington', and was revealed to friends and family at Leeds Bradford Airport after local businessman Neil Normington – MD at IBOSS in Harrogate - secretly bid £3,000 in a charity auction arranged by Spofforth Cricket Club to raise money for Yorkshire Air Ambulance. After winning the auction, Neil decided to name the aircraft after his wife of 16 years who joined him at Leeds Bradford Airport for the unveiling of 'Helen Normington'. She said: 'I was so surprised when Neil told me where we were going this morning – to the airport to see an aircraft named after me! It's a great honour and it's certainly a gift I won't forget in my lifetime!' Neil said: 'I knew Helen would never expect this – the look of surprise when I told her was classic. The money I paid is going to a fantastic cause and guys at the Yorkshire Air Ambulance do a great job day in and day out. I'd like to thank Jet2 and Spofforth Cricket Club for giving me the opportunity to present my wife with such a memorable and unique gift.'

Jet2 has announced a scheme to allow passengers to take bags onto its planes (in the hold) for free. Jet2 will take a bag weighing up to 22kg for free, a saving of £9.99 each way for the passenger, in a swipe at rival Ryanair, who are to launch flights from the airport and have recently increase their bags fee by 50%. The Free Bags scheme will apply to flights booked from Leeds Bradford to Spain and Portugal next summer - between May and October 2010. When booking their flights, passengers need to enter the 'FREEBAG' promotional code at the checkout stage of their booking.

Thomas Cook Airlines is to add three new destinations to its routes from Leeds Bradford Airport. A new winter route are Sharm el Sheikh in Egypt will operate from November until April 2010 and flights to Monastir, Tunisia, will operate in November and in March and April next year. Next summer, the holiday airline will also offer flights to Antalya in Turkey and Sharm el Sheikh, both between May and October. A Thomas Cook spokesman said: 'By adding these extra winter and summer routes from Leeds Bradford, holidaymakers now have even more destinations easily accessible from their local airport.'

BMI celebrates the ten year anniversary of its Edinburgh – Leeds Bradford route this week. The route was established in 1999 and provides a key link for business and leisure passengers between the two business hubs. BMI's Regional arm now offers twice daily services out of both Edinburgh and Glasgow to Leeds Bradford and recently improved the schedule to allow for a full working day to be spent in Leeds. (How can a reduction from 3 flights to 2 can be viewed as an improvement!! – Ed) Flights are from £35 one way on both of the routes.

RELEVANT AIRLINER CHANGES

Flybe DHC-8 **G-JECV** was ferried from Manchester to Norwich on 23/8 for painting into Olympic Air scheme, with whom it is due to become **SX-BIT**. Flybe will lease a fourth DHC-8 to Olympic Air. This is to be **G-ECOF** (4216), which is currently flying for Wideroe as **LN-WDW** & is expected to return from Norway next month. **G-FLBD** arrived at Birmingham on delivery on 2/8. It was ferried from Birmingham to Norwich on 9/8 for painting into Olympic Air scheme was ferried back from Norwich to Birmingham in full Olympic Air scheme on 15/8 & delivered to Athens the following day. DHC-8 **G-ECOE** was restored to the UK register on 30/7 following its spell with Wideroe as **LN-WDV**. It is now in full Olympic Air scheme prior to its next lease.. It left Exeter bound for Athens on 1/8 in full Olympic Air scheme. DHC-8 **G-FLBC** arrived at Birmingham on 20/7. EMB145 **G-EMBJ** was delivered from Exeter to BMI Regional at Aberdeen on 23/7.

KLM Cityhopper Fk70 **PH-KZV** (ex **F-GLIV**) was ferried from Woensdrecht to Amsterdam on 12/8 for painting.

Ryanair B738s **EI-EFO** (37539) & **EI-EFP** (37540) were delivered to Dublin on 25/7. This takes the total number of B738s delivered to the airline this year to 43 & the number currently in service to 199.. B738 **EI-EFR** (37541) made its first flight on 19/8. B738 **EI-EFS** (37542) made its first flight on 24/8, followed by **EI-EFT** (37543) on 26/8. B738 **VQ-BBR** (32778) was delivered from Chateauroux to Brno/Turany on 12/8. This was previously with Ryanair as **EI-CSX**. **VQ-BBS** (32779) was delivered from Chateauroux to Moscow/Vnukovo on 21/8. This aircraft was formerly with Ryanair as **EI-CSY**.

Thomas Cook will lease seven aircraft to Skyservice this winter & the planned departure dates from the UK are:

12/10. A320 **G-TCAC** 28/10 A320 **G-KKAZ** B752 **G-WJAN**

11/12 - A320s **G-DHJZ** & **G-SUEW** plus B752s **G-FCLA** & **G-FCLD**

It is thought that four A320s & six B752s come to the end of their leases prior to the start of the summer 2010 season.

Thomson A/W B752 **G-BYAK** was ferried from Shannon to Luton on 21/7 as TOM9933. It is in basic scheme & is destined for FedEx. It left Luton on 12/8 in basic Thomson scheme & wearing N924FD bound for Victorville, CA via Shannon & Bangor, ME.

AIRPORT NEWS

Responding to requests from local aircraft enthusiasts and visitors, **Bournemouth Airport** has opened an official viewing area. The new viewing area offers unrivalled views of the eastern end of the runway and provides visitors with a safe environment in which to enjoy their visit. As well as providing ample car parking, there is also a small picnic area to help families make the most of their visit to the airport. Commenting on this new viewing area, Rob Goldsmith, Managing Director of Bournemouth Airport said: 'Due to the current economic climate we have seen a drop in demand for additional car park spaces, so it was an ideal opportunity to give our visitors the viewing area they have been asking for. We have a wide range of aircraft using the airport – from small two seaters through to commercial jets – so there is always something going on and I'm confident that it will prove popular.' The airport viewing area is open every day and the entry fee for a car (including driver and all passengers) costs just £4. Pedestrians can access the viewing area for free. To get to the viewing area, take the road past the terminal building and follow the signs.

Heathrow Airport has taken a huge leap forwards in its ability to operate through a control tower calamity by going operational with the world's first fully certificated remote 'control tower' for a major hub airport, Flight Global reports. From the remote - and windowless - tower, controllers will be able to handle 75% of normal traffic should the actual control tower be affected by fire, failure, damage or attack. The world's busiest intercontinental airport would previously have been effectively closed by such an incident. Its previous back-up plan could handle only 10% of airport traffic. An improved plan retained the old tower as a standby after the new one opened in summer 2007. This was a less attractive option because it would have been in an unfamiliar location for new controllers and contained old equipment, so maintaining both towers would have been time consuming and expensive.

The man behind plans to reopen air links between **Durham Tees Valley Airport** and London is a Nigerian businessman who claims he is 'backed by God' (and three US private equity funds), The Northern Echo reports. Victor Bassey, who lives in a terraced house in Middleborough, told the newspaper that he is 'supremely confident' Excelsis Airways will be a success – despite growing concerns. Durham Tees Valley Airport lost services to London earlier this year when bmibaby axed its Heathrow route. Excelsis Airways said in May that it would launch three flights a day to London City Airport from September targeting premium and business passengers, with plans to expand to more UK destinations once established. However, The Northern Echo has revealed that:

- the company headquarters are empty and a lease is still to be signed.
- job adverts on the airline's website have been copied from a Canadian airline's website.
- a spokesman for London City Airport confirmed that it has not spoken to the new airline.
- the Civil Aviation Authority (CAA) has yet to receive an application for an operator's licence.

Mr Bassey said Excelsis employed 12 people and had the backing of three US private equity firms, adding: 'When the time comes, everybody will see. I have a big backer in God.'

Liverpool Airport has unveiled ambitious £12m expansion plans. Owner Peel Airports wants to build bigger and better security facilities and almost double the hub's retail space. The development will see new stair and escalator access for check-in passengers at the eastern end of the terminal, leading to an improved security suite built on the third-floor in existing hangar space. Hangar One is currently occupied by engineers employed on behalf of easyJet. But the space will soon be surplus to requirements, so a new floor will be built into the hangar roof space housing the security facilities. Given that the development only involves the remodelling of existing buildings, it is unclear whether planning permission is required.

Prestwick Airport reported a 26.0% drop in passenger traffic year-on-year in July. The airport handled 191,940 passengers in July, 28,000 more than June, but 66,000 less than the year before. Load factors across the majority of routes 'held up' compared to last year, with the decrease in scheduled passengers being driven primarily by capacity reductions by Ryanair, mainly on domestic and Irish routes. Cargo was down by 47% in July compared to a year earlier.

Robin Hood Airport passenger numbers are plunging and it is on course for its worst year since it opened in 2005, the Star reports. Figures just released by the Civil Aviation Authority show that just 99,000 people flew from Robin Hood Airport last month, compared to more than 130,000 at its peak in August 2007. It is a full year since monthly passenger numbers exceeded 100,000, and figures for 2009 are between 20 and 30 percent down compared to the same months in the airline 'boom' of 2007. The newspaper predicts that it will have its worst annual figures since 2005 when it was operational for just over eight months after the maiden flight in April of that year. Airport bosses say all regional airports have been affected by the recession and they are confident they can ride out the storm. A spokesman told the newspaper that Robin Hood was handling similar passenger numbers to Bournemouth and Exeter which have been established since after the war, as well as handling twice as much as their nearest geographical competitor, Humberside Airport.

AIRLINE NEWS

bmibaby has expanded its services from East Midlands Airport to replace routes scrapped by easyJet earlier this month (see below) The changes will see three new aircraft transferred to the airport offering eight new services to Sardinia, Corsica, Barcelona, Malta, Venice, Dubrovnik, Newquay and Cork. Winter flights to Palma will be added, while services to Prague will also be extended. Total capacity at the airport will rise by around 40 per cent, with 3,000 extra flights scheduled for 2010, flying to a total of 24 European destinations.

British Airways is facing its worst crisis so far. It has been touted as the world's favourite airline — and occasionally been one of its most derided — but as it turned 90 on August 25th Willie Walsh, the chief executive, has warned that BA is in a "fight for survival" and has launched a clampdown on costs across the company. Passenger numbers have dropped dramatically, forcing BA to offer discounted fares to keep its aircraft full. It announced losses of £401 million last year and lost a further £94 million in the three months to the end of June.

The airline pioneered many of the advances that passengers now take for granted, including onboard service and transatlantic jet flight. In partnership with Air France, its Concorde aircraft ushered in a glamorous era of supersonic passenger flights, which lasted for 24 years before 113 people died in an Air France Concorde crash and the service, already struggling under commercial pressures, was grounded. Talks between BA and unions representing 14,000 cabin crew continue after the two sides failed to reach agreement in July, prompting fears of strike action. Mr Walsh wants to reduce cabin crew and ground-staff numbers by 3,400, cut pay and put workers on new contracts that will end many of the perks that staff presently enjoy. More bad news is expected as pension trustees will announce that the fund deficit has nearly doubled to about £3 billion. Even passengers are on short rations after the airline stopped serving meals on short-haul flights and long-haul business-class passengers were invited to help themselves at breakfast.

Regular **BA** passengers have started to question whether the company's relentless focus on cutting cost chimes with its boast, now 26 years old, of being the "world's favourite airline". "Other airlines are trying to raise their game, but BA's response to the downturn seems to have been to cut service," one regular business-class passenger said. BA began life at the Hounslow Heath aerodrome (later Heathrow) as Aircraft Transport and Travel — only 16 years after the Wright Brothers made their first flight in North Carolina. The airline operated a First World War-era de Havilland biplane to Le Bourget in Paris for the extravagant sum of 42 guineas return. Within a couple of years, Aircraft Transport became Imperial Airways and, by 1929, had launched the first UK-to-India service, which took more than week and had 20 stops. The first "British Airways" was launched as a rival to Imperial in 1936 and it was from a Lockheed 14 operated by this airline that Neville Chamberlain descended in 1938 to declare "peace for our time". The two carriers were merged and nationalised in 1940, creating the British Overseas Airways Corporation (BOAC). The BA name returned in 1974 when BOAC merged with British European Airways (BEA), the short-haul carrier. The company was sold off as part of Margaret Thatcher's privatisation bonanza in 1987. More than one million people subscribed for BA shares, priced at 125p each, and they have experienced a wild ride as investors ever since. BA's share price climbed to 760p in 1997, but has since fallen below its issue price on several occasions, including this July. BA's claim to be the "world's favourite" may seem like wishful thinking, but the airline still generates affection among travellers around the globe. "Perhaps not my favourite airline but they are safe, reliable and their cabins are among the best," a regular passenger said. Martin Broughton, the chairman, said: "Over the past nine decades, British Airways has played its part in many historic episodes. We have a rich history supporting Britain and will carry this forward to our centenary and beyond." Gordon Brown, the Prime Minister, said: "Ninety years on, the world's most iconic airline is still proudly flying the flag and remains a great British brand. Many congratulations to all its staff, past and present, on this special day."

British Airways has received the first of two uniquely configured Airbus A318 aircraft, which will be used to operate its new Business Class-only service between London City Airport and New York. It is the first airline in the world to receive the specially modified A318 with 'steep approach' capability, allowing its to land and take off at steeper than usual gradients, such as those at London City. The service will be launched on 29 September and will be operated daily, except on Saturdays, increasing to twice daily from mid-October. BA's two A318s are also specially configured to carry just 32 passengers on Club World seats, which can convert to fully flat beds. They will also be equipped to enable customers to work during flights on emails, the Internet and text from mobile phones.



British Airways second Airbus 318 G-EUNB, still carrying its test registration D-AUAF, which is due to be delivered to the company in early October, 2009

easyJet says it will cut Luton flights by 20% and close its East Midlands base. It blames rising costs at Luton, where it has its head office, claiming a 25% rise over the past three years. It added that the East Midlands airport, where it has three planes, had remained stagnant and these would be shifted to more profitable bases. The move to cutback on costs follows a similar step by rival Ryanair which recently announced that it would stop using Manchester airport in a row over charges.

Jet 2, meanwhile have announced the creation of around 80 new jobs at **East Midlands Airport** following an announcement the airline will have a base there from next spring. The move will mean about 130,000 more passengers each year at the airport, and flights to destinations including Turkey and Egypt. Airport officials said the 10-year deal was a major coup. Jet2 will initially base one Boeing 757 aircraft at the airport, making nine flights each week to seven destinations, with further investment and growth planned over the next three years. East Midlands Airport's managing director, Penny Coates, said: 'We have been talking to Jet2 for some time about a base here. They have got some great destinations and are a good brand. This news is a positive indicator for the future and puts East Midlands Airport in a strong position as we continue to expand and develop our route network.'

Jet2 have also announced four new routes from **Newcastle Airport**. It is to fly to destinations in Turkey, Crete, Cyprus and Gran Canaria from summer 2010. The move will create about 100 jobs at the airport. The airline, which operates 14 existing destinations from Newcastle, predicts it will fly 400,000 passengers to and from the airport in the coming year. Jet2 chief executive Philip Meeson said: 'We've been flying from Newcastle for four years and progressively our passenger numbers have grown. The airport has got great connections and a fantastic catchment area - it draws people from all over the north and Scotland.'

Blackpool will not miss out with the launch of the airport's first ever direct scheduled service to Jersey for summer 2010. The new weekly service to the popular Channel Island will commence on May 28 with flights now on sale from just £29.99 one way including taxes. Philip Meeson, CEO of Jet2, said: 'We are committed to offering our customers as much choice as possible when it comes to their holiday destination. This will be the first time that people have been able to fly to Jersey from Blackpool Airport and we are confident that this new route will be a great success.' 'Blackpool is a fantastic airport, which is easily accessible to people living across the North West. We now have seven great destinations on sale for 2010 and look forward to welcoming many more passengers to what is an extremely successful base for us.'

Finally, **Manchester** will see a new service to Madeira. The flights to Funchal will operate every Monday during summer 2010 with fares from £49.99 one way including taxes.

Ryanair has axed all its flights from **Robin Hood Airport** for the winter. The budget airline, which announced it was withdrawing its popular Dublin service the day before St Patrick's Day this year, has now mothballed its routes to Spain for the winter season. The news comes weeks after the airline announced it was setting up a new base at local rival Leeds Bradford Airport. The Robin Hood routes are expected to be resumed next summer, and the recession is being blamed for the winter cancellations.

Ryanair has taken delivery of its 200th aircraft. The Irish budget airline's fleet of Boeing 737-800s is now the largest in the world after Southwest Airlines in the US. A spokesman said: 'Ryanair now operates 200 Boeing 737-800 next generation aircraft, which will carry 67 million passengers this year on over 900 routes across Europe. Ryanair has invested over \$12 billion in its fleet. We are proud to operate the youngest, greenest and cleanest fleet of any European airline.' The airline is expanding again at **Liverpool** with the announcement announced of two new winter routes from Liverpool Airport - to Bremen, Germany, and Agadir, Morocco. The new flights mean the airline will operate 43 routes from Liverpool Airport this winter. The Liverpool - Bremen route will begin on October 2 and flights to Agadir will start on October 29.

Ryanair is also expanding at **East Midlands Airport** this winter, and operate additional frequencies on two other routes. It is adding flights to Marrakech and to three Polish destinations - Rzeszow, Bydgoszcz and Lodz. It will also increase its frequency on routes to Belfast City and Nantes destinations.

OTHER NEWS

When **Airbus** launches a new aircraft design it has, in the past, received government loans that, if the new design does not prove profitable, do not need to be repaid. Now, due to a ruling from the World Trade Organization (WTO), that may change.

The Wall Street Journal summarized the words of “a person familiar with the matter,” stating that the WTO has found that “every launch aid package given for the A380 passenger jet was an illegal subsidy.” The loans have long been a sore point for Boeing, Airbus’s main competitor, because they effectively reduce risk and initial costs inherent in bringing a new ambitious design (such as the double-decker Airbus A380) to market. The rift eventually led U.S. trade officials in 2004 to file a case with the WTO to contest the legality of such a program and, according to the Journal, the WTO published its thousand-page report in only two paper copies, delivered to the U.S. and European Union (EU) governments. The papers are only an interim report (a final ruling is expected next year) and there’s another side to this story — the EU’s case against Boeing. If the WTO rules against Boeing as well, it may force the two manufacturers to form an agreement regarding acceptable practices.

The EU has also filed against the U.S. for its aid to Boeing and the WTO is expected to rule on that case by year-end. The case is already the most expensive in 14 years of WTO history and the outcome may adjust the scales in Boeing’s development of the long-developed 787 Dreamliner and Airbus’s answer to that, the long-range A350. Demand for Boeing’s commercial jetliners dropped 11 percent in August, month-over-month, and deliveries fell by 22 percent. The company expects to deliver about 110 more jets this year than last year’s 375.

Delta is flying empty jumbo jets thousands of miles to be disinfected in the UK, green campaigners have told the Mirror. Delta has sent its planes from America to Heathrow where they are sprayed with insecticide. They are then flown back to the US, again empty, so they can fly to Australia. The planes have been to countries with a risk of malaria and dengue fever and Australia insists planes operating there are treated. But US rules mean the planes must be fumigated in approved areas outside America. The Mirror reports that fifteen Delta planes have been flown to and from Heathrow to be sprayed in the past two months. John Stewart, of anti Heathrow expansion group Hacan ClearSkies, said: ‘The aviation industry is dirty because of aircraft emissions, but this must be the dirty end of the dirty industry. The PR for Heathrow and aviation is diabolical.’

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Martin Zapletal captured this picture of Sky Europe Boeing 737/700 OM-NGG at Prague on 02/09/2009, shortly before the airline became the latest victim of the economic crisis. No longer will their colourful aircraft grace the skies.

100 YEARS OF THE YORKSHIRE AROPLANE CLUB by Terry Sykes

Aviation was only six years old when, in 1909, a group of local enthusiasts formed the Yorkshire Aeroplane Club. Initially it was a group which held meetings with an aviation theme, but it was reported at the time that members were busy designing and constructing their own aircraft. Two Blackburn Monoplanes were entered in the Daily Mail Circuit of Britain contest on behalf of the Yorkshire Aeroplane Club in July 1911 but with the outbreak of World War One in 1914 the Club seems to have closed. On September 10th 1924 at a meeting in Harrogate a representative of the Air Ministry explained a new scheme whereby the Government would supply grants for the formation of ten flying clubs. This was the springboard for the resurrection of the Yorkshire Aeroplane Club and members started looking for some suitable aircraft to learn on. Early in 1925 it was decided to purchase two de Havilland Moth aircraft and a search began for an aerodrome to operate from. When the first Moth was ready for delivery the Club was still without a home so it was flown from the factory at Stag Lane to Soldiers field in Roundhay, Leeds on August 18th 1925 where the Blackburn Aeroplane Company had their Olympia branch factory.

On January 10th 1926 the Club moved into the Sherburn-in-Elmet airfield with the new Moth and began instructing on January 24th. A second Moth was bought in July 1926 and joined the first one in instruction and local flying. The Club was successful and in 1927 a further three aircraft were acquired, these were Blackburn Bluebirds which were built at Brough near Hull and were therefore handy for spares and any repairs needed. Sherburn had been a stopgap base as most members came from the Leeds and Bradford area so the Club offered to run the new aerodrome just built by the Leeds and Bradford Corporation at Yeadon. So it was that when the new Leeds and Bradford Municipal Aerodrome was opened on October 17th 1931 the Club moved into a spacious new clubhouse on the west side of the aerodrome which was converted from two semi-detached houses. The Club now had a fleet of de Havilland Gipsy Moths for training and a Short Scion was purchased in 1935 for joy-riding around the aerodrome. In 1938 the Club became a part of the Civil Air Guard which was sponsored by the Air Ministry to train pilots for the expected World War II just around the corner. By the spring of 1939 the Club had a fleet of 19 aircraft and had nine instructors. With the outbreak of war on September 3rd 1939 all Club and private flying ceased and the aircraft were mostly impressed into the military.

With the war over the ban on private flying was finally lifted on January 1st 1946 plans were afoot to re-form the Yorkshire Aeroplane Club, and with Yeadon still under requisition by the Air Ministry the Club returned to Sherburn. Here the Club leased part of the airfield, one hangar and a derelict farmhouse on the edge of the airfield called Lennerton Lodge. The farmhouse was restored and became a club house which served for many years, an inaugural meeting was held here on July 7th 1946. Two Auster aircraft were operated on lease from Arnold G Wilson Ltd for training and by March 1947 a twin engined Percival Q6 Petrel was on the fleet as a general transport for groups of Club members and for charter work. By October 26th 1947 total Club membership had passed the 150 mark and various social activities were now being organised. On the weekend of June 11th-13th 1949 the Club held the first of their International Club Rallies which turned out to be a great success (and was held annually until 1953). On July 22nd 1950 the Club hosted an Air Display which included an air race between four current RAF/RN jets, a Supermarine Attacker, a Hawker Sea Hawk, a de Havilland Vampire and a Gloster Meteor which was won by the Attacker at 533mph. By this time the Club Fleet consisted of nine aircraft, the Q6 had been supplemented by a Dragon Rapide, touring aircraft were two Percival Proctors and training was done on four Austers and a Tiger Moth. By 1957 the Club

membership had declined to a level where it was no longer viable so on February 22nd 1958 the Club ceased to operate. At Yeadon the Air Ministry finally withdrew from the airfield and it was de-requisitioned on January 1st 1959, at this point the Yeadon Aero Club disbanded and the Yorkshire Aeroplane Club was re-formed at Yeadon. An inaugural meeting was held on April 1st 1959 and a working committee was formed. The new Club took over the Austers and Tiger Moth previously in use with the Yeadon Aero Club and began training. The fleet was brought up to date when they acquired three de Havilland Chipmunks for training and a Cessna 172 and a Cessna 175 for touring, but by 1965 they had bought their first Cessna 150 for training which was followed by two more. The Club premises on the north side of the airfield in the old RAF Nissen huts were demolished to make way for the new runway 33/15, so on November 27th the new purpose built Aero Club building on the south side was opened. A number of social clubs were to make use of the Aero Club premises for their meetings including Air-Britain (later Air Yorkshire), The Ilkley and District Motor Club, the Royal Observer Corps, the Leeds and Bradford Parachute Club, Northern Aeroplane Workshops and the British Isles Aviation Society. Ownership of the Club passed through various hands, in 1959 it had been Bert Barker and Frank Leach, then in 1962 Norman Reddihough took over. He was followed in 1970 by John Fenton and Alex Webster and then the Club was passed to Jill Tushingham in 1990.

During the 1990's Jill organised a number of fly-ins which was fairly difficult with the amount of scheduled airline traffic then using the airport. The first one was in June 1991 which attracted 29 visiting aircraft to the Clubs south-side premises and was very successful. The June 1992 event was even more successful and attracted no less than 49 visiting aircraft to partake in spot landings and a navigational competition. These fly-ins continued up to 1997 and in 1996 there had been an extra event when the Club hosted a Meeting organised by the Association of Police flying clubs, Polair, which brought in 28 visiting aircraft. In 1997 the Club experimented using the new Katana aircraft with a small number leased from the UK distributors for a while but these proved unpopular and were discontinued. By 1999 the Club was leasing helicopters from Blackpool and offering tuition on the Robinson R-22B, there was usually one R-22 based at the airfield but it varied as to which one it was at any time. By this time Jill was actively looking for a buyer for the Club and this eventually turned out to be Multiflight Ltd who had already taken over the operation of Yorkshire Light Aircraft. In December 1999 they acquired the Yorkshire Aeroplane Club and after a final party on December 24th 1999 the Club was merged into Multiflight. Since Multiflight had already been operating their own flying club for some time using Robin aircraft they just took over the Yorkshire Aeroplane Club premises and name but did no flying as the Yorkshire Aeroplane Club, a social club retained the name until 2008 when it finally closed.



G-ABKG dH.80A Puss Moth
Yeadon, Summer 1935

G-AMYL Auster J/8L
Yeadon 1960

F-BFJS Nord 1203, Sherburn
June, 1953 Coronation Rally





THE FIRST AIR SHOW IN BRITAIN

BY JIM STANFIELD

For lovers of Doncaster Sheffield Robin Hood Airport I have a surprise, it is close to the venue of the first ever airshow in Britain. The year was 1909 which of course makes 2009 the centenary year. I guess there will not be any Air Yorkshire members who attended the event, but if Peel Holdings want to boost awareness of the present Doncaster Airport then what better excuse for an airshow.

The staging of the first air show in England became a bit of competition between Yorkshire and Lancashire. The location in Lancashire was the beach at Blackpool and this was backed by the National Aero Club. Yorkshire won by three days and Doncaster Racecourse was the venue. Here the existing facilities of the racecourse, including the stands and paddock areas and the surrounding grass fields, won the day.

The air pageant took place from Friday 15 October, 1909 to Saturday 23 October, 1909. The flying was scheduled to take place on each day between 10am and 5pm. The weather on the first day was poor with wind and rain. This undoubtedly was the cause of some of the mishaps that took place. Photographs taken on other days show that there were periods of sunshine.

Despite threats by the National Aero Club to ban anyone who attended the rival meeting, many famous aviators, of the then fledgling aviation scene, preferred and attended the event at Doncaster. The inspiration for it all was, of course, Louis Bleriot's first flight across La Manche on 25 July, 1909 and this inspiration was evident with a strong French presence at the event and in the planning. There were also a number of Frenchmen on the organising committee. The French had held the first air show in the world earlier in 1909 at Rheims and their experience was invaluable.

The eight page programme for the pageant was priced at 6p(2.5p). On the front cover was the strap line "The First Flying Meeting in England". above the title "Doncaster Aviation Contest". The contest cups/prizes were funded by various local bodies including Doncaster Corporation and the Great Northern Railway. There are still copies of the Windham's monoplane had distinct looks of a Bleriot. On the first day of the meeting it collapsed, when a gust of wind caught it, with Windham in situ. A repair was effected but then on day three it was involved in a collision with a car and subsequently abandoned. Samuel Cody's machine, called "the Flying Cathedral", because of its size, was damaged while taxi-ing over soft ground after what had been a successful flight. Le Blon's also suffered damage as it was blown across the course towards the public enclosure .

Despite all the mishaps the event continued and a number of records were set. Roger Sommer, in a Farman biplane, made a flight of twenty-nine miles and also flew the greatest distance in a day of some thirty-eight miles and won a cup for each of these feats. A new world speed record was

achieved by Delagrange in his Bleriot when he reached 49.9 mph. The following year, 1910, Delagrange was killed in a flying accident. Cody's attempt to win the Daily Mail prize for a circular mile by a Brit in a British monoplane failed in spite of him signing naturalisation papers, so that he qualified, just before the attempt. Cody was killed in a flying accident some years later

As there was no public address system flags were used to inform the spectators when a flight was about to take place, what type of flight it would be (e.g. speed, endurance, distance, height) and which aviator was doing the flight. Each aviator had a unique coloured flag and there was a key to the colours in the official programme

A cup bought by Doncaster Corporation and intended as a major prize at the event was not awarded at a II. It went into store and was eventually presented in 1934 at the opening of Doncaster Airport. Since then the cup has never been seen again and efforts to find it continue to this day.

The size and facilities at Doncaster Racecourse meant that large crowds could be accommodated and the records show that up to 80,000 people attended on each day of the pageant. So in total around 500,000 spectators attended and watched this first air show in England.

As is usual the research for this article has turned up some surprises and some consequential new lines of enquiry. I hope that over the coming winter months I will find time to follow-up on some of the new lines and perhaps write another Yorkshire aviation story for you next year.

Jim Stanfield



Leon Delagrange



Mr and Mrs Cody

LIGHT AIRCRAFT ASSOCIATION RALLY

SHERBURN 08/08/2009



The winner of the Best Aircraft 2009 was Taff Smith's Bucker Jungmann G-TAFF, which has just completed at complete rebuild

The aircraft was photographed at its base, Brighton by Jim Stanfield during our visit in July.

Liverpool based 1940 Vintage Cessna 195 G-BTDE, received a Best Classic Aircraft Commendation
Photo - David Senior



Resident Tiger Moth G-ANON T-7907 has just returned to Sherburn following a re-spray but spent the whole day in the hangar. The aircraft, which was built in 1941 is owned by Mark Kelly from Castleford
Photo - David Senior

A pleasant surprise, although not here for the Rally was PA-28 Archer LN-LFL. The aircraft departed to Aberdeen late morning on the first leg of its homeward bound trip to Kjeller in Norway.
Photo - David Senior





C-FOTW Meyers OTW-160(Built 1943) owned by David Grainger of Bradford, Ontario. Pictured at Toronto/Downsview, 23/05/09 by Ian Morton



G-AKAT Miles M.14A Hawk Trainer(Built 1940), owned by Robert Fleming
Pictured at Waddington 28/07/09 by Jim Stanfield



G-BHLW Cessna 120(Built 1946), owned by Leslie Scattergood
Pictured at Sherburn 13/08/08 by Mike Storey