



YORKSHIRES PREMIER AVIATION SOCIETY



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

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

NEXT MAGAZINE PRESS DATE:- 20th April

SOCIETY NEWS

Our March meeting was held at the Aviation Academy and was well attended by our members. As with our previous visits to the Academy we were made very welcome with coffee being available before the meeting, for this we must thank our host Alison Stone for giving up her time on a Sunday. Before the meeting started Alison showed us one of her hidden talents by "modelling" some of the clothes available with the Academy's name on them.

Our Speaker was Derek Brichell, a lecturer at the Academy, who was very interesting and amusing. Derek took us through his career to date, especially at East Midlands Airport where he rose from the lowest jobs to a senior management position, this was backed up by many photographs from the period in the 1980's and 1990's plus many amusing anecdotes and also the tragic British Midland disaster at Kegworth in 1989.

After a short break Derek then spoke about the security at airports, and finally gave us an insight into the work and role of the Academy and its plans for the future. This was followed by a short question and answer session, which concluded what had been a most enjoyable afternoon.

David Valentine

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

PLEASE NOTE

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

- 5 April 2009 Neil Pakey - Deputy CEO Peel Airports Ltd. (owners of Liverpool Durham/Tees and Robin Hood Airports). Details to follow.
- 3 May 2009 Capt. Mike Newall - Thomas Cook Airlines. We welcome back Capt. Mike Newall to give us another talk, which this time will include an update relating to the merging of My Travel and Thomas Cook Airline. also stories and tales as a private pilot.
- 7 June 2009 Sqn Ldr Graham Laurie - THE HISTORY OF ROYAL FLYING
Graham retired in Dec 2000 after 36 years in the RAF and for the last 20 years of that career flew members of the Royal Family and Senior Government Ministers. Graham is an experienced speaker, and I am certain his illustrated talk titled, "The History of Royal Flying" will be extremely interesting and informative.
- 5 July 2009 Chris Warn. We warmly welcome back Chris Warn, to give us a digital presentation on one of his recent trips abroad. It could include some of the following, South Africa, Scandanavia, Western Canada, Oskosh 2008, Hungary, St. Maarten and the boneyards of SW USA. Which would you prefer?
- 2 August 2009 **NEW-** Andrew Dixon - Halifax Air Gunner
The talk focuses on the clothing and equipment of a WW2 Air Gunner and includes original examples. I go on to include information on training and conditions and some of the experiences these guys had encountered
- 6 September 2009 Brian Mann Msc CEng FIET, "Remebering the TSR.2"
The TSR.2 was cancelled in April 1965 after delays to the project and escalating costs. To many, the aircraft was years ahead of its time and showed British military aircraft design to be leading the world. The first prototype(XR219) was flown 24 times by 3 different pilots and flew supersonically on one accasion. Brian looks at the background to the development with a brief analysis of the aircraft industry. A typical TSR.2 mission is postulated with discussion of weapons, navigation and weapon release. The talk is supported by slides and video clips.
- 4 October Norman Smart. We again welcome Norman Smart who will be presenting photographs depicting aircraft schemes of the past.
- 1 Novemeber Air Yorkshire Annual General Meeting
- 6 Decemeber Christmas Get Together



SCENE AROUND YORKSHIRE

February 2009 turned out to be the coldest for a number of years with heavy snow affecting the area in the early part of the month, this in turn causing a big downturn in local activity. As ever I am indebted to Andy Wood(HAR) for additional information in this section.

Askern;- A new resident is Quasar IITC G-MWZD.

Bagby;- Tom Cassells has reregistered his CAP 232 F-GOTC and has put it on the UK Register as G-IITC in preparation for the new aerobatic season. Visitors:- 11/2 G-HULL F.150M; 13/2 G-PRDH Squirrel(f. Malton, refuel); 21/2 G-BPRJ Twin Squirrel(Osprey 61, t. Cumbernauld); 22/2 G-AVVC F.172H; 26/2 G-BTMR C.172N; 27/2 G-JABJ Jabiru; 28/2 G-VONE Twin Squirrel(Premier 14, refuel); 28/2 G-LFSJ PA-28

Beverley;- Visitors:- 1/2 G-SIMS R.22B; 8/2 G-SPED Pioneer 300; 14/2 G-PACL R.22B(f. Sandtoft); 28/2 G-ONGA R.44

Binbrook;- Sea Harrier FA2 ZE697 has arrived from Charlwood, Surrey and is stored near the former 5 Squadron hangar. It is privately owned, however is not accessible to the general public.

Brighton;- A pair of interesting arrivals by road this month were Egyptian Air Force Heliopolis Gomhourias EAF158(c/n 067) and EAF356(c/n 193). The Gomhourias is an Egyptian built Bu.181 Bestman aircraft and the first machine arrived on 22/2 with the second, reported in a badly damaged state appearing on 8/3. The helicopter enclave has had quite a lot of activity with a pair of Gazelles HA-LFD/HA-LFG arriving from Hungary early in the month and joining HA-LFH/HA-LFM/HA-LFQ and N505HA. HA-LFD was first flown on 23/2 and departed to Bourne Park with G-CBSK acting as crew ferry. HA-LFG flew on 24/2 and on 15/3 this machine also departed to Bourne Park with the crew returning in G-CDXE/XZ299 and this in turn departed to Tadcaster. Bell 47G G-AXKX was packed into a container and left on 13/3, heading for new owners in Ontario, Canada. The Ryan PT-22 G-RLWG made its first flight in UK marks on 11/3 and by 15/3 had completed enough hours necessary for the issue of a permit to fly. AA-5 G-BEZI is confirmed as a new resident although it has not flown since its arrival. Cessna TU.206H N191ME, based at Bagby was noted paying a visit on 7/2 while on 14/2 the former Danish Air Force Hughes 369HM N450AG called in for fuel. On 25/2 PA-18 Super Cub G-BVMI called in for fuel while routing from its former base at Ladybank Farm(Richmond) to new owners in Italy. Visitors:- 3/2 G-OWND R.44; 10/2 G-PEPS R.44; 14/2 G-CFTO Ikarus, 21/2 G-ROMP Extra, G-AZYS Emeraude, G-AKUW Super Ace; 22/2 G-AXAT D.117; 23/2 G-CBSK Gazelle; 28/2 G-BODE PA-28, G-EVEV R.44

Brough;- PA-44 G-BGCO arrived from Warton on 3/2 to deliver a crew to collect the latest Hawk to come off the production line, ZK021(RT-12).

Burn;- A new resident, living in its own trailer among the gliders is Benson B.8MR G-BREU.

Catterick;- On 26/2 a trio of Chinooks, ZD574/ZD981/ZH893(Cossack Formation) were operating at the Garrison for most of the day, routing inbound from the North York Moors with under-slung loads.

Chesterfield;- First noted operating locally on 8/2, R.44 G-STUY has just been registered to HP Rentals, of Old Brampton, Chesterfield. Former resident Squirrel G-VKVK has now left for new owners in Germany where it is registered D-HEHF.

Cliffe(Selby);- Cessna 182S G-HRNT was noted operating from a strip here on a couple of occasions during February, however is still reputedly based at Eddsfield.

Coningsby;- A pair of Danish Air Force F-16AM aircraft E.600/6F-36 and E.601/6F-37 from Eskadrille 727/730 at Skrydstrup arrived on 17/2, however E.600 went u/s and was still present on the 23rd. Another aircraft with problems was Harrier T.12 ZH660 which was met by the emergency services on 13/2 after being escorted in by his wingman ZH662. Other visitors:- 4/2 ZJ181 Apache(Armyair 342), ZF374 Tucano, Dominies XS713/XS727(Cranwell diversions due ice, n/s); 13/2 ZJ693 Sentinel(Snapshot 1); 16/2 ZJ707 Griffin(Shawbury 89); 19/2 ZK450 King Air 200(Cranwell 69),

Hawks XX255/XX332; 23/2 Harriers ZH662/ZH664, F-15s 97-0217/B, 00-3001/R(Rambo Flight); 24/2 ZF120/Z Sea King(Commando 322); 25/2 ZE701 BAe.146 CC2(Ascot 1882), ZF522 PA-31(Gauntlet 53), F-15s 86-0156(Rambo 21) and 86-0178(Rambo 22); 26/2 G-UKAW Agusta A.109S(Ascot 1585), XX171 Hawk(VYT 08), Tucanos ZF170/ZF291 (Cordite), F-15s 86-0156/86-0167(Gremlin Formation); 27/2 ZJ237 Griffin(Shawbury 85).

Cranwell:- On 13/2 Hawks XX159 and XX301 arrived for painting in special colour schemes commemorating "100 Years of Naval Flying" ready for the new display season. Both aircraft left on 18/2, XX159 to Culdrose and XX301 to Yeovilton. On 24/2 a round up of the resident Tutors produced G-BYUC/G-BYUI/G-BYUP/G-BYVS/G-BYWB/G-BYWG/G-BYWL/G-BYWY/G-BYWZ/G-BYXN/G-BYXZ, while visiting the same day were Hawk XX162 and Tucano ZF142. A new resident at Cranwell/ North is RF.5B G-RFSB.

Croft Circuit:- PA-28 G-SARA arrived from Shoreham, via a fuel stop at Gamston, on 26/2.

Crosland Moor:- Visitors:- 15/2 G-MGAN R.44(f. Emley Moor); 21/2 G-GATE R.44(f. Stainsby Hall)

CONEY PARK(Leeds Heliport)

On 6/2 Lynx AH.7 XZ191(Armyair 906) paid a short visit while on a training flight from its base at Dishforth and on 23/2 sister-ship XZ210(Armyair 968) was similarly engaged. Despite the inclement weather it was a busier month at the heliport with the following visitors logged:-

1/2	G-OJPS	Jet Ranger	0945 1500	f/t Boston
9/2	G-SIVR	MD.902 Explorer	1210 1230	f. Gloucester t. Oban
16/2	N35AG	Agusta A.109S	1000 1400	f. Guildford t. Washington
16/2	ZR323	Agusta A.109E	1625 0715	"Ascot ??????" f/t Battersea, n/s
17/2	G-PDGT	Twin Squirrel	1400 1530	"Osprey 64", f. Local flight t. Cumbernauld
18/2	G-BVLG	Squirrel	1645 0900	"Osprey 60", f. Cumbernauld t. Costock, n/s
18/2	G-SEWP	Twin Squirrel	1140 1145	"Police 61", f. Doncaster t. Cardiff
19/2	G-OWND	R.44	1140 1220	f. Doncaster t. Beverley
20/2	G-WAGS	R.44	1315 1330	f. Newark t. Keswick
22/2	G-ECOU	Twin Squirrel	1310 1410	"Woodstock 25", f/t Devonshire Arms
23/2	G-SDCI	Jet Ranger	1415 1420	f. Netherthorpe t. East Kilbride

Devonshire Arms(Bolton Abbey):- Visitors:- 7/2 G-PFOX R.44(f. Blackpool), G-OMYB R.44, G-OMLS Jet Ranger(f. Pool-in-Wharfedale, also 22/2); 12/2 G-GRND A.109S(Also 13/2); 15/2 G-FABI R.44(f. Sherburn); 22/2 G-ECOU Twin Squirrel(Woodstock 25, t. Coney Park), G-EVEV R.44, G-CDYR Long Ranger



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

Lear Jet G-OSRL(Beauport 2RL, See photo above, by Clive Featherstone) arrived on delivery from the USA via Keflavic on 17/2 and is now resident. It replaces similar type G-LLOD and is owned by Stephen Robert Lloyd a local business man and owner of Doncaster Knights Rugby Club. G-LLOD is currently at Manchester awaiting disposal. That was about the only real excitement for the month, however the following other visitors were also noted:-

- 1/2 G-OOAN Boeing 767/300(TOM 338), VP-BKZ Gulfstream 5
 3/2 D-CTRI Lear Jet 35, OO-SKM King Air 200, G-LOFE Electra(Neptune 188T)
 4/2 G-ODAG Citationjet(Saltire 210P), G-PCOP King Air 200, G-CEGP King Air 200(Cega 918)
 6/2 G-OBYI Boeing 767/300(TOM 516), N170SW Global Express
 8/2 XZ595 Sea King(SRG 128, training)
 9/2 VP-CMH Citation Sovereign, G-REYS Challenger 604(training)
 10/2 N53GX Global Express, G-HARK Challenger 604(Twinjet 100T, training)
 11/2 G-CJMB Canadair CRJ, CS-DRJ Hawker 800XP(Fraction 7LY), N888DM PA-30
 12/2 G-MAFB Dornier 228(Watchdog 72, n/s), N642P PA-31 Navajo
 13/2 G-OBYI Boeing 767/300(TOM 9705), G-TABS Bandeirante(SDL 610), EI-GJL Dauphin
 16/2 CS-DXU Citation XLS(Fraction 7RT), Bell 412s ZJ237/ZJ707(Shawbury 80/87, training)
 17/2 G-OMAF Dornier 228(Watchdog 92), G-SOVC Lear Jet 45(Ravenair 45T)
 18/2 N789MC Cessna 310Q(n/s), ZJ234 Bell 412(Shawbury 92), G-LOFB Electra(Neptune 188T)
 19/2 CS-DFQ Citation XL(Fraction 6YP), G-SEWP Twin Squirrel(Police 61)
 20/2 N425SL Cessna 425, G-CCXJ Cessna 340, G-CCGS Do.328(Suckling 370P)
 21/2 G-OBYE Boeing 767/300(TOM 244), G-NTWK Twin Squirrel(Osprey 63)
 23/2 N642P PA-31 Navajo, G-FIZU Electra(Neptune 188T, training)
 24/2 CS-DXD Citation XL(Fraction 3EU), G-OMRH Citation Bravo, XX253 Hawk(Red 8, ILS)
 25/2 XX665 Nimrod R.1(Vulcan 51, training), G-KEMI PA-28, G-BWXH T.67M(Cranwell 86)
 26/2 D-IOSB Cheyenne 3(Lufthansa 8908, ILS), N498YY Citationjet, D-IJOA Citationjet
 27/2 EI-EBE Boeing 737/800(First Visit), ZF135 Tucano(LOP 42, ILS)
 28/2 G-OBYG Boeing 767/300(TOM 752), G-RRAZ Legacy(Lonex 28AZ), G-CITJ Citationjet
- Included in the above list are a number of Thomson Airways 767 cruise charters from the Caribbean.
 And finally Boeing 737/800 EI-DYX(Ryanair 156) diverted from Leeds/Bradford on 4/2.



PA-42 Cheyenne 3 D-IOSB pictured by Clive Featherstone at Doncaster

- Edsfield:-** Visitors:- 4/2 G-BSYG PA-18; 21/2 G-PIGS Rallye, G-BGYH PA-28; 25/2 G-CBBT Bulldog
Elvington:- Visitors:- 19/2 G-ZEBY PA-28(Circuits); 21/2 G-CEZA Ikarus C.42(f. St. Michaels)
Full Sutton:- Visitors:- 19/2 G-EEJE PA-31; 28/2 G-BGAX PA-28(for maintenance).
Gamston:- Citation 2 LX-GDL is due to arrive early March for re-registering as G-CEUO before moving to Teesside for operation by Northern Aviation. An unidentified Twin Squirrel(Rocket 05) arrived from Driffeld for a refuel on 19/2 and was joined on the apron by PA-31 N642P, inbound from Teesside. Visitors:- 1/2 G-CCHA DA-40(f. Newcastle t. Norwich); 5/2 G-PKRG Citation XL(t. Hawarden); 6/2 G-EFOF R.22B; 25/2 G-BNJB C.152(t. Connington); 28/2 G-MMHM Jet Ranger, G-BODS PA-38
Garforth:- The private strip here, operated by Chris Makin, had a visit from Beech F.33 G-JUST from Top Farm on 1/2.
Halifax:- Hughes 369E G-RAPD has been registered to FS Aviation LLP, Swalesmoor Farm, Swalesmoor Road in the town.
Hibaldstow:- Dornier 28 HA-VOG arrived from Guernsey on 12/2, coming home from Spain where it had been operating for the past 3 months.

HUMBERSIDE

A second former Germania Fokker 100 D-AGPD arrived on 4/2 and the following day it was moved into hangar 9 alongside D-AGPA(See photo below, by Clive Featherstone). It is reported the aircraft are in storage awaiting a buyer so may be here for some time! . SAAB 2000 G-CFLV, which had been back to the factory and returned as SE-038, finally entered service on 5/2 when it positioned to Norwich. Other visitors included:-

- 1/2 I-FORU Lear Jet 40(AFM 4026)
- 3/2 G-AXNS Pup 6/2 D-IIVA P.180 Avanti(Pastis 2NJ)
- 9/2 G-LLOD Lear Jet 45(Beauport 2LD, Doncaster div, n/s)
- 10/2 CS-DXV Citation XLS(Fraction 3UK) 11/2 D-AWKG Falcon 900EX
- 12/2 N850SF TBM.850 16/2 N224CJ Citationjet 3(n/s)
- 18/2 N45PJ PA-46T Malibu
- 19/2 T-783 Falcon 50(Swiss A/F 783, ILS), PH-DIX PC-12, ZF209 Tucano(LOP 19, ILS)
- 20/2 T-784 Citation XLS(Swiss A/F 784) 21/2 G-TALE PA-28
- 23/2 G-FBLI Citation Mustang, G-JETC Citation 2(Exclusive Jet 874)
- 24/2 CS-DXD Citation XL(Fraction 3EU)
- 26/2 CS-DXN Citation XLS(Fraction 790T), ZK451 King Air 200(Cranwell 86, ILS)

Two obvious highlights in the above listing are the pair of Swiss Air Force machines which called while on training details.



Kirkbymoorside:- Edge 360 G-CDDP returned home to Bagby on 26/2, following overhaul.

Leconfield:- Sea King ZA299/D "Guardian 84" arrived from Newcastle on the 1st for a refuel. Mid February Sea King HAR3s noted in residence were XZ595, XZ596(unservicable) and XZ597(on loan from Valley to cover for '596).

Leeds General Infirmary:- On 3/2 Lynx AH.7 XZ191(Armyair 072) visited the roof-top helipad and sister-ship XZ210(Armyair 968) also dropped in on the 23rd.

Leeming:- On 6/2 Tornado ECR 46+23(German Air Force LC-1) arrived from Lechfeld and stayed until 9/2 while operating on local weapons ranges. Also on the same day three F-15s diverted from Lakenheath as their base was closed due bad weather, 91-0602(Howler 31), 91-0306(Howler 32) and 91-0331(Howler 33). On the Tornado front ZE255/GC was pulled out of ASP on 9/2 and moved into RTP. By 25/2 F.3s ZE162/HM and ZE158/FF had both arrived for treatment. Other movements noted:- 6/2 ZF295 Tucano(Charcoal); 9/2 XX312 Hawk(Tarnish 14), ZF371 Tucano(LOP 41), ZJ815/AY Typhoon(Typhoon 36, circuits); 18/2 ZD981 Chinook(Pegasus 1), ZD574 Chinook(Pegasus 2); 24/2 ZH893 Chinook(Vortex 377), Tornado GR.4s ZA609/ZA559(Snake 1/2). The three Chinooks were based for a few days while operating at Catterick(qv).

Leyburn:- Jet Ranger G-EEGO has been registered to Michael John Gee of Farmfield House, Swinside, Middleham. The aircraft is the former G-PELS, which was based near Dewsbury and although it is now flying in its new guise it has been noted at its former base on a couple of occasions during the month.

Linton-on-Ouse:- The following Tucanos were loaded into containers at Shawbury on 25/2 having been sold in the USA, ZF138/ZF206/ZF238/ZF266/ZF320/ZF375 and ZF413. Four others, ZF207/ZF208/ZF241/ZF346 had already left to cross The Pond earlier in the month.

Netherthorpe:- RV.8 G-LEXX has left following sale. Visitors:- G-BHSB C.172N, G-CBFO C.172S
North Coates:- A new resident is Jurca M.J.53 Autan F-PRAH, which arrived on 12/2 and replaces Jodel DR.1050 G-CEIS, which has moved to Little Staughton.
Oulton Hall(Leeds):- R.44 G-CEDG arrived here on 25/2 and was occupied on local trips to Hull for a couple of days, calling in at Sandtoft for fuel stops enroute.

ROTARY ROUND UP

1/2	G-OWND	R.44	Adwick-le-Street – Market Rasen
	G-ODCR	R.44	Walkington – Cardington Water
3/2	G-EJRC	R.44	Bedford – Ferrybridge
4/2	N5120	Bell 430	Wigan – Ilkley - Wigan
6/2	G-IIPT	R.22B	Sherburn – Emley Moor
	G-HMPT	Jet Ranger	Malton – Coney Park
	G-STGR	Agusta A.109S	Crathorne Hall Hotel(Yarm) – Battersea
8/2	G-ILLG	R.44	Site 3/S Harrogate – Penrith
10/2	G-IMAR	Agusta A.109S	Rufforth – York – Newtownards(NI)
11/2	G-XXEA	Sikorsky S.76C	"Rainbow 1R" Barnsley – Site 3 S/E Eccup Reservoir
13/2	G-PRDH	Squirrel	Douglas(IOM) – Site 3 S/W Malton
15/2	G-FULM	Sikorsky S.76C	Sherburn – Halifax – Stansted
18/2	G-GDSG	Agusta A.109S	Tring – Filey
	G-FAJM	R.44	Edinburgh – Stainsby Hall(Teeside)
21/2	G-MAYB	R.44	Sandtoft – Ravensfield Helipad(Sheffield)
22/2	G-OMLS	Jet Ranger	Devonshire Arms – Ilkley - Easingwold
23/2	G-ZELE	Gazelle	Hunslet(Leeds) – Stainsby Hall
25/2	G-BXYD	Eurocopter 120B	Wetherby – Emley Moor
28/2	G-GSPY	R.44	Bridlington – Whitton Park – Bishop Auckland

Rudding Park(Harrogate):- The Brass Monkey Meet took place here and on 6/2 the following Hot Air Balloons were noted by Richard Bowater and included is a description of each in case you spotted them flying in the area:-

G-BRSD	Cameron V-77(Blue, Pink, Silver multicolour verticals)
G-BUTJ	Cameron O-77(Purple, Pink, Dark Blue verticals)
G-BXDZ	Lindstrandt LBL-105A(Yellow-Black with "YES", "AKITO" and bike helmet on it)
G-BYHC	Cameron Z-90(Yellow and Black, "Darlows")
G-LEGO	Cameron O-77(Inflated, did not fly due gas leak!)
G-LIMP	Cameron C-80(Yellow, Blue and Red vertical stripes)
G-OJDC	Thunder AX7-77(Stayed in trailer!)
G-RIXY	Cameron Z-77(Red, Blue and White, "RIX Petrol)
G-TSWI	Lindstrandt LBL-90A("Dilan Harvey", Light Blue with Black logo titles)

For anyone interested the following Hot Air Balloon events are due to take place in our area this year:-

5/4	Primrose Balloon Meet, Ripon. Fly out followed by lunch, Royal Oak, Burton Leonard
8/5 – 10/5	Pocklington, Flying Man event
5/6 – 7/6	Bedale Hot Air Balloon Meet
10/7 – 12/7	White Horse Balloon Meet, Thirsk, North Yorkshire
15/8 – 16/8	Driffield Steam Fair
18/9 – 20/9	Naburn Lock Balloon Meet, Naburn Lock, York
21-22/11	Humber Bridge Hot Air Balloon Meet

Sandtoft:- A new resident is PA-28 G-SOBI, formerly based at Teesside. The PA-28RT N2136E appears to have moved here from Doncaster and was noted outbound to Jersey on 7/2. Visitors:- 6/2 G-SPVK Squirrel; 7/2 G-BIDI PA-28R, G-AZTS F.172L; 8/2 G-BPXA PA-28, G-TYRE F.172M, G-WERY TB.20, G-EISG Beech A.36; 14/2 G-BKKN C.182P(f. Filton), G-AVZR PA-28; 16/2 G-CFCG MT-03 Gyrocopter, G-TSGJ PA-28; 19/2 G-BHNO PA-28; 21/2 G-BXLS Koliber, G-BKEV F.172M; 25/2 G-CEDG R.44; 28/2 G-GMKE Robin HR.200(f. Duxford), G-CECV Savannah, G-BZUL Jabiru, G-CBEI PA-22

Sherburn:- Resident Mooney M.20E G-ATOU has departed to new owners in Stratford-on-Avon while R.44 G-NOSY has been sold in the Czech Republic. Tatenhill based Commander 112 N1350J

paid a short visit on 7/2 while on 17/2 PA-28R Arrow N8105Z arrived from its base at Blackpool. Visitors:- 7/2 G-FOZZ Beech F.33(f. Blackpool), G-BIKE PA-28, G-OMLS Jet Ranger, G-PUPP Pup; 8/2 G-GBRU Jet Ranger; 10/2 G-GFPC PA-28; 14/2 G-SOBI PA-28, G-BYTI PA-24, G-RVDR RV.6, G-BNST F.172N; 15/2 G-FULM S.76C(Refuel); 16/2 G-BPOS C.150M(f. Waddington), G-BLVI T.67M(f. Waddington); 19/2 G-SEWP Twin Squirrel(Police 61, refuel), G-BEII PA-25 Pawnee(See photo below, by Mike Storey); 19/2 G-BHNO PA-28; 21/2 G-TSGJ PA-28, G-CCKG Skyranger, G-BVUV Europa; 22/2 G-LYNC R.22B(f. Peterboro); 24/2 G-NTWK Twin Squirrel(Osprey 63, refuel); 25/2 G-BNRX PA-34(t. Connington); 26/2 G-BKTV C.152; 27/2 G-JABJ Jabiru; 28/2 G-ASWX PA-28(t. Chippenham). A visit by our Teesside Correspondent Dave Anderson on 7/2 when he flew in in Cessna 177 G-BRDO produced the following visitors:- G-ETBY PA-32, G-BWEU C.152, G-CCYS C.182S, G-BBDL AA-5(arrived with G-BRDO) and Commander 112 N1350J from Tatenhill.



South Milford:- Lynx AH.7 ZD284(Armyair 002) arrived at a school in the village, from its base at Dishforth on the afternoon of 19/2.

Stainsby Hall(Teesside):- Former resident R.44 G-WYSP has been sold to new owners in Canada.

Sturgate:- Former Leeds resident Cessna 335 G-FITZ is still here, although it is showing no signs of taking up its new identity N335MY. Wickenby based PA-46 N930Z was noted paying a visit on 4/2 and on 21/2 Commander 112 N1350J arrived from Tatenhill. Liberty XL.2 N518XL arrived from White Waltham on 28/2 for a short visit. Visitors:- 4/2 G-BGXD TB.10; 7/2 G-DDAY PA-28(f. Tatenhill), G-CEAR Pioneer 300, G-CFFJ Savannah; 14/2 G-BJUR PA-38; 16/2 G-EEJE PA-31, G-BHCP C.152; 21/2 G-ATEW PA-30(t. Newcastle), G-CBBS Bulldog, G-BHRH FA.150K, G-OWAN Cessna 210D, G-NOUS C.172S; 28/2 G-AVSI PA-28(f. White Waltham), G-AVLF PA-28, G-BFGG FRA.150M, G-BONR C.172N

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

First this month we must mention the loss of the Teesside – Heathrow route operated by bmi, which ceases at the end of the month and this follows the fact that Globespan left last month leaving a big void in the schedule flights from the airport. A new resident is Cessna 152 G-BKTV which arrived from Perth on 6/2 and will be operated by The Cleveland Flying School. Another addition on the 8th was PA-28R G-BPXJ, which joined St. George Flight Training. King Air 200 G-ONAL has left following sale to Disley Aviation and this leaves just King Air 200 G-BVMA flying under the "Goosepool" banner. Other movements of note included:-

- 2/2 M-WWM Citationjet 2(n/s)
- 4/2 ZF293 Tucano(LOP 41, ILS), EI-EBB Boeing 737/800(First Visit)
- 5/2 LX-TWO Lear Jet 35A(Lion King 2 Ambulance), XX307(VYT 15, ILS)
- 7/2 TC-TAV Hawker 800XP(f/t Istanbul)
- 8/2 EI-EBA Boeing 737/800(First Visit), G-BJNN PA-38 Tomahawk
- 10/2 OY-PPS PA-34 Seneca(n/s)
- 11/2 I-MTVB Citation Bravo(Euraviation 37, n/s), EI-EBD 737/800(First Visit), G-BIPV AA-5B
- 12/2 G-CFLU SAAB 200(First Visit), G-CITJ Citationjet(Clifton 3)
- 14/2 G-HPPY Lear Jet 45, G-BZOG Do.328(Suckling 652, Middlesboro' FC, to Stansted)
- 16/2 G-JAJK PA-31 Chieftain(Causeway09A); 17/2 G-BXNS Jet Ranger(Pipeline 01)

- 18/2 D-CALL Citation Bravo(Air Hamburg 175), G-JCJB S.76C(JCB 3)
 19/2 N700S TBM.700, N642P PA-31 Navajo
 20/2 N352CM PA-46(n/s), ZH103(AWACS, NATO 26, ILS), ZF240 Tucano(LOP 27, ILS)
 22/2 G-TAAB Cirrus SR.22, G-NTWK Twin Squirrel(Osprey 63)
 23/2 ZA683/ZD574 Chinook(Pegasus 1/2, n/s)
 24/2 EC-JCU Metroliner(OVA 42F), D-CFAX Lear Jet 35(IFA 9701), N581AF Baron
 25/2 G-BYCP King Air 200(Lonex 92CP), G-VIVS PA-28 Warrior
 26/2 D-BTEN Citation X, XX200/XX339 Hawks(ILS and overshoot)
 27/2 G-BWIR Do.328(Suckling 641, Middlesboro' FC), ZA 601 Tornado GR.4(ILS)

As well as the football charters mentioned above Air Southwest Dash 8 G-WOWB(Swallow arrived from Stansted with West Ham United on 24/2 and sister-ship G-WOWD arrived to pick them up the following day. Jet2 Boeing 737/300s G-CELL(Channex 202, from Amsterdam) and G-CELC(Channex 324, from Belfast) diverted from Leeds on 4/2 and on 20/2 due to G-CELC being u/s the company leased in Air Atlantic Electra G-LOFE(See photo, dtvmovements) to operate the overnight post flight.



Waddington:- Not a lot of activity this month however the final Sentinel ZJ694 was officially handed over on 10/2, although it was first seen at the station on 7/11/2008 and now all five aircraft(ZJ690/1/2/3/4) are operational. There was a visit by a quartet of French Air Force Alpha Jets on 12/2, E-23/314-UG, E-49/314-LB and E-156/314-TI from Tours/St. Symphorien along with E-115/8-MR from Cazaux. On 16/3 Belgium Air Force Falcon 20 CM-02(BAF 621) was noted. Other visitors included:- 12/2 ZH537 BN.2T Islander(Ascot 7957); 13/3 204 Boeing E.3CF(French Air Force 9021); 23/3 ZA147 VC-10(Tartan 11); 25/3 63-8008 Boeing KC-135R(Circuits), Tucanos ZF170/ZF240/ZF292/ZF313.

Walton Wood:- Visitors:- 3/2 G-OAWD Squirrel(f. Liverpool, also 25/2); 11/2 G-FOGY R.22B(t. Ullapool), G-FCUM R.44(t. Liverpool); 12/2 G-STUY R.44(f. Chesterfield)

Wickenby:- A new resident is Auster 5 G-BKPI/NJ703, formerly at Brighton. On 8/2 the Coopers maintenance hangar was explored and among the aircraft noted were, YAK 18A G-CEIB/1160403(Maintenance), G-CDWE Nord NC.856(on rebuild), G-BZNK M.S.315E(on rebuild), G-CFGE Stinson 108(on rebuild), G-KWLI Cessna 421C(from Gamston, on maintenance), G-OGBR CAP.232(on rebuild), G-SKEW CAP.232(dismantled), N85WS Pitts S.1T(on maintenance), N697RB Pitts S.1T(on maintenance), N49337 Pitts S.1T(on rebuild), N95590 Commander 690(maintenance). Also on rebuild, this time in the Large Black Hangar was Sukhoi SU.26MZ RA-3350K and the following in storage G-BZHL AT.16, G-BZVW IL.2 and 963 SZD.9 along with G-MWWP RV.4, G-SYFW FW.190 Replica, G-TEMT Tempest and Commander 690 N60BM. Cessna 182RG N883DP was noted paying a visit on 28/2. Visitors:- 7/2 G-ZZLE Gazelle; 8/2 G-RVDR RV.6, G-JIMZ RV.4; 14/2 G-JBRN C.182S; 21/2 G-CEEP RV.9, G-BRTP C.152; 28/2 G-CDMX PA-28, G-BEKO C.182P

Wombledon:- On 20/2 Chipmunk G-BWUV/WK640 made a forced landing in a stubble field at Harome, about one mile from the Southwest end of the runway at Wombledon. From reports the aircraft sustained slight damage to the tailplane and front fuselage, however the pilot was able to walk away unhurt. Cessna 182S G-MICI returned home to Ronaldsway on 1/2 after an overnight stay.

OVERFLIGHTS

2/2	N228US	DA-42 Twin Star	Cannes – Wick, delivery(POL 1347 @ 8000')
3/2	TF-FTU	PA-44 Seminole	Over T/D 1433 @ 11000' routing to OTR
	G-MAFI	Dornier 228	"Gypsy 34", over LBA 1420 @ 5000' Southbound
6/2	N119JT	Agusta A.119	Langham – Carlisle(Hull 1511 @ 1500')
14/2	C-FCLB	Diamond DA-40	Aarhus – Coventry(OTR 1504 @ 7500')
20/2	N442BJ	Cessna F.177RG	Tatenhill – Kirknewton(Garforth 1520 @ 2500')
21/2	N61DE	PA-32 Cherokee 6	Dundee – Andrewsfield(Hull 1312 @ 5500')
22/2	C6-CDF	P.68B Victor	Jersey – Wick, delivery(York 1117 @ 4500')
28/2	N1462N	Cessna 172S	Prestwick – Antwerp, delivery(LBA 1022 @ 5500')
	N254AV	Be.58 Baron	Dundee – Stansted(OTR 1609 @ 8000')

Some of you airband radio listeners may have heard some new terminology which has come into force recently with regards to procedures for aircraft in the Flight Information Region(FIR). "Basic Service" replaces "Flight Information Service" and this gives the pilot just basic information of traffic in his vicinity. One step up is "Traffic Service" which replaces "Radar Information Service" and with this the pilot receives information from the ground station of any possible conflicts with aircraft painting on Radar but must take his own avoiding action. Finally there is "Traffic Deconfliction" which takes over from "Radar Advisory" and in this case the ground controller advises the pilot of any conflict with aircraft on his radar screen as well as giving headings to the pilot for any avoiding action necessary. The other difference is a pilot can now ask for any of the three services irrespective of whether he is flying in Visual Flight Rules(VFR) or Instrument Flight Rules(IFR). There is much bigger onus on pilots to provide their own terrain clearance and if Traffic Deconfliction is requested while flying below the controlling units terrain safe level a reminder will be given.

Trevor Smith

STAND OUT FROM THE CROWD.....



A very distinctive colour scheme is carried by Hawker 900XP M-HARP which is due to be delivered from the Raytheon factory(where this photo was taken) to be based at LBIA for operations by Harpin Ltd.

Also wanting to be noticed is the Citation 2 G-CEUO of Northern Aviation based at Teesside/Newcastle. The aircraft, formerly LX-GDL is currently at Gamston being prepared for service. The company, who's use call-sign "Goosepool" are regular visitors to LBIA





Yet another quite miserable month with snow and high winds causing a lot of disruption to services and a very noticeable further down turn in the number of executive jets visiting. One bizjet worthy of mention however was the United Arab Emirates Gulfstream, which arrived on an Ambulance flight towards the end of the month. Apart from that it was pretty quiet on the Multiflight side of the airfield and no changes were noted in the residents.

On the airline front the one ray of light was the commencement of the Jet2 weekly service to Sharm-el-Sheikh which started on 13/2. Also with Jet2, Boeing 757 G-LSAC returned from Southend complete with its new winglets and titling and G-LSAD is next in line for the treatment. Apart from that everything was operating normally apart from the odd diversion, both in and out.

1/2 Sunday

SCHEDULES:- Air Southwest:- G-WOWA(488L/489M) f/t Newquay/Bristol
bmi:- G-RJXB operated Heathrow flights until G-EMBN(8JL), n/s with G-RJXI/J/L.

Eastern:- SAAB 2000 G-CDEA(99Q/59Q) f/t Aberdeen. Based G-MAJU.

Flybe:- G-ECOM(731/2), G-JECW9643/4), G-ECOV(733/4), G-FBEC(175/6)

Jet2:- G-CELJ(2109) arrived from Bristol at 0946 with G-LSAJ(136P) positioning to Bristol this evening. G-CELV(121P) positioned from Paris at 2110.

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

Manx2:- Dornier 228 D-CMNX operated this afternoon's IOM flight

Ryanair:- EI-DLH(152/153A), EI-DYX(156/15N), EI-DAK(9396/27E) f/t Gerona

CHARTERS:- MD-87 SE-RBA(Danish 932) positioned from Billund at 1445 to operate the outbound charter back to Karup at 1533.

EXECUTIVE JETS:- An early arrival this morning was Wal-Mart Global Express **N170SW**, which landed at 0629 to collect passengers for onward transportation direct to Lanseria International near Johannesburg, South Africa. Around one hour later Falcon 2000EX **CS-DLG**(Fraction 236B) landed and left at 0846 to Heathrow. Another Netjet arrival was Hawker 800XP **CS-DRI**(Fraction 099D) from Brussels at lunchtime. Citation V **G-JOPT**(Air Tax 455) arrived at 1422, departing again at 1610.

2/2 Monday

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

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

Eastern:- G-MAJW(29Q/19Q), G-MAJC999Q/59Q). G-MAJU still based

Flybe:- G-ECOM(729/30), G-JECP(171/7VT), G-JEDN(643/4), G-ECOZ(731/2), G-JECG(173/4)

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

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

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

GENERAL AVIATION:- King Air 200 **G-CEGP**(Cega 971) arrived from Alicante on an Ambulance flight before heading home to Goodwood at 1540.

3/2 Tuesday

SCHEDULES:- Air Southwest:- G-WOWE(203E f. Manchester/483M), G-WOWB(486L/487M)

bmi:- No change in the resident fleet of G-EMBN, plus G-RJXI/J/L.

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

Flybe:- G-KKEV(729/30), G-ECOK(171/7VT), G-JECS(731/2), G-JECG(175/6), G-JEDR(733/4)

Jet2:- G-LSAF(189P) from Brize Norton.

KLM:- PH-OFL(11E/12E), PH-OFL(1549/50), PH-OFJ(67W/64K, n/s). Note new call-sign for am flight.

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

Ryanair:- EI-DHH(152 divert to Doncaster), EI-DLS(156/15N). EI-DCD(9078/9) f/t Alicante.

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) arrived at teatime for a night stop and was joined at 1910 by Falcon 2000EX **CS-DLG**(Fraction 95U, **See photo below**, by Martyn Gill), which arrived from Albacete, Spain and routed outbound to Farnborough at 1036 the following morning.



4/2 Wednesday

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

bmi:- G-EMBN, G-RJXI/J/L once again operated all day, although G-EMBN(9123/4) did position out to Manchester to work out of there for part of the day.

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

Flybe:- G-ECOM(729/30), G-ECOK(171/7VT, F/V), G-JEDO(643/4), G-ECOY(731/2), G-ECOK(175/6)

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

Manx2:- Metroliner EC-GPS(Euro Continental 322/3) am, D-CNAG(Kiel 38L/39L) pm

Pakistan International:- Today's Islamabad rotation operated by Airbus A.310 AP-BEC(775/6)

Ryanair:- EI-DHY(152/153A), EI-DYX(156, divert to Manchester). EI-DAK(9396/27E)

EXECUTIVE JETS:- Challenger 300 **M-NEWT** was noted parked on the Multiflight apron late afternoon while resident **N605GB** was noted making its first flight since being delivered when it routed out via Santa Maria to Hewanorra International, Saint Lucia.

GENERAL AVIAITON:- Cessna 421C **N75FW** arrived from Teesside at 1437 for another bout of maintenance with Multiflight.

5/2 Thursday

SCHEDULES:- Air Southwest:- G-WOWA(482L/583M), G-WOWC(486L/487M)

bmi:- Still no change with G-EMBN and G-RJXI/J/L operating today's flights and night stopping.

Eastern:- G-MAJV(29Q/19Q), G-MAJA(74G/39Q), **G-CERZ**(99Q/59Q). Based G-MAJU went to Humberside on completion of the evening inbound from Southampton with G-MAJG(146P) coning in the opposite direction, arriving at 2200.

Flybe:- G-ECOV(729/30), G-JECT(171/7VT), G-JECW(643/4), G-JEDI(731/2), **G-FBEC**(175/6)

Jet2:- G-CELL(202, from Amsterdam) and G-CELC(324, from Belfast) both diverted to Teesside this morning, both returning later as Channex 031E/032E. G-CELG(145P) positioned from Copenhagen at 1230.

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

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

Ryanair:- EI-DHH(152/153A), 156/15N canx. EI-DYN(9078/9).

DIVERSION:- EI-DAS(Ryanair 9076) diverted from Doncaster, arriving around 0800 and positioning back to Alicante around a hour later.

IT FLIGHTS:- A.320 **G-OMYA**(Kestrel 489P) arrived from Cardiff ready for operations for Thomas Cook.

EXECUTIVE JETS:- Veteran Citation 2 **OY-FFB**(Karlog 1051) was logged inbound at 0733, departing to Aarhus around an hour later. Challenger 300 **M-NEWT**(Bizjet 1WT/2WT/3WT) departed to Northolt at 0910 returning at 1645 and then headed to Luton at 1710.

GENERAL AVIAITON:- DA-42 Twin Star **G-ITFL** paid a visit, arriving from its base at Newtownards early afternoon.

6/2 Friday

SCHEDULES:- Air Southwest:- G-WOWC(482K/512D t. Newcastle), G-WOWA(486L/487M)
bmi:- G-EMBN operated all Heathrow flights until G-DBCJ(8JL/9786 t. Gatwick). G-RJXI/JL night stop.

Eastern:- G-MAJT(29Q/19Q, 74G/39Q), **G-CDEA(99Q/59Q).** Based G-MAJG.

Flybe:- G-EOCA(729/30), G-JEDR(171/7VT), G-JECW(643/4), **EI-REJ(731/2), G-ECOZ(733/4), G-FBEC(175/6)**

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

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

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

IT FLIGHTS:- G-OMYA operated for Thomas Cook to Tenerife.

EXECUTIVE JETS:- Gulfstream 5 **VP-BKZ** operated by Dennis Vanguard Ltd was logged arriving at 1554. Netjet Europe Hawker 800XP **CS-DRN**(Fraction 3HE) was logged inbound from Le Bourget at 2010 for an overnight stay, departing to following evening.

GENERAL AVIATION;- A first time visitor this morning was Beech 1900D **F-GVLC**(Red Pelican 06C, See photo below) operated by JDP Aviation. The aircraft, which carries "Reanimation Team Ambulance" titles operated an inbound ambulance flight and then departed to Le Bourget at 1152. PA-34 **G-JDBC**(Jaydee 42W) arrived from Manchester at lunchtime on a training sortie.



7/2 Saturday

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

bmi:- G-RJXI operated all the Heathrow flights, n/s with G-RJXJ/L.

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

Jet2:- G-LSAB(189P) again positioned out to Brize Norton this morning.

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

Manx2:- Dornier 228 D-IFLM(Kiel Air 32L/33L) operated the IOM flight this morning.

Pakistan International:- A.310 AP-BEB(775/6) operated today's flight, f/t Islamabad.

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

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

EXECUTIVE JETS:- Paying yet another visit f/t Jersey today was Citation Sovereign **G-NSJS.**

8/2 Sunday

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

bmi:- G-RJXM(7JL) operated inbound from Heathrow to join G-RJXI(which operated all other Heathrow flights) and G-RJXJ/L.

Eastern:- G-MAJK(99Q/59Q) f/t Aberdeen. Based G-MAJG.

Flybe:- G-JECK(731/2), G-ECOY(733/4), **G-FBEN(175/6)**

Jet2:- G-CELU(031E) returned from Belgrade this afternoon, following major overhaul.

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

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

Ryanair:- EI-CSV(15J/01D), EI-EBA(156/15N, First Visit), EI-DHG(9396/27E)
EXECUTIVE JETS:- Edinburgh Flight Centre Citationjet 2 **G-ODAG**(Saltyre 215/7) arrived from Venice late afternoon then proceeded to Le Bourget at 1817.

9/2 Monday

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

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

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

Flybe:- G-JEDI(729/30, 731/2), G-JEDO(171/7VT, 1LH/174), G-JECO(643/4).

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

Manx2:- LET410 OK-UBA(Eurovan 322/3) am, Metroliner D-CNAG(Kiel Air 38L/39L) pm.

Ryanair:- EI-DHT(152/153A), EI-DYZ(156/16N), EI-DHB(9396/27E).

DIVERSIONS:- This mornings Amsterdam – Humberside flight operated by Fokker 70 **PH-KZC**(KLM 1489) diverted into LBA along with Metroliner **D-CSAL**(Kiel Air 412A) which was inbound to East Midlands from Ronaldsway.

GENERAL AVIATION:- There were a pair of King Air 350s paid visits today, **G-WATJ**(Ambassador 209A) which arrived early this morning and **M-OORE**, which landed at 1849 and departed at 1914. Cessna 177B **G-BRDO** arrived from its home at Teesside at 1519 for a couple of days having attention with Multiflight. Finally, Bell 430 **N5120** diverted in at 1800 due to his regular landing site at Ilkley being shrouded in low cloud.

10/2 Tuesday

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

bmi:- No changes in the resident Embraer fleet with G-RJXI/J/L/M operating all flights and night stopping.

Eastern:- G-MAJM(29Q/19Q), G-MAJJ(74G/39Q), G-MAJI(99Q/59Q). Based G-MAJG.

Flybe:- G-JEDI(729/30), G-JEDO(171/7VT, 175/6), G-ECOV(731/2), G-JECH(733/4)

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

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

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

EXECUTIVE JETS:- An interesting arrival tonight and a first time visitor was Gulfstream 4 **N962SS**(Unijet 1) which arrived from Saint Lucia via Ronaldsway at 2008. The aircraft, which is owned by Henn Leasing LLC departed to Keflavic at 2140 where it night stopped before routing onwards to Los Angeles and Van Nuys. This morning Citationjet **D-ISCH** operated by Schubert GmbH arrived from Schwabisch Hall at 0842, returning home late afternoon. Hawker 800XP **CS-DRP**(Fraction 3MG) was logged inbound from Shannon at 1202, departing to Farnborough at 1445.

GENERAL AVIATION:- Northern Aviation King Air 200 **G-BVMA**(Goosepool 42) arrived from Teesside this morning for a trip to Stornaway, returning early evening. Hughes 369E **G-JIVE** put in an appearance shortly after 1000 and this afternoon Duchess **G-OBLC** arrived from Humberside to carry out a sortie as "Exam 02".

11/2 Wednesday

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

bmi:- No change in the resident Embraers, G-RJXI/J/L/M operated all day and night stopped.

Eastern:- G-MAJA(29Q/19Q, 99Q/59Q), G-MAJW(74G/39Q). Based G-MAJG(O15P) positioned to Hawarden with G-MAJU(O33P) arrived this evening to resume being the based machine.

Flybe:- G-ECOZ(729/30), G-JECP(171/7VT), G-ECOG(643/4), G-JECS(731/2), G-ECOI(733/4), G-KKEV(175/6)

Jet2:- G-LSAB(Daallo 100P) positioned back to Gatwick for another trip to Somalia. G-LSAD(189P) returned from Brize Norton having arrived there as "Channex 2189" from Minhad Air Base, United Arab Emirates this morning.

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

Manx2:- Metroliner D-CSAL operated both flights today, however this morning there was a slight panic as it was noticed the nose wheel was not lowered when to aircraft was on final approach. After flying around for about ten minutes to activate the emergency lowering system the aircraft executed an uneventful landing.

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

Ryanair:- EI-DHT(152/153A), EI-DAC(156/15N), EI-DYF(9396/27E)

IT FLIGHTS:- A.320 G-OMYA(Kestrel 489P) arrived from Cardiff this evening for Thomas Cook operations.

EXECUTIVE JETS:- The Falcon 2000EX M-LJGI arrived from Dublin at 1844 for an overnight stay before heading home at 1900 on Thursday evening. Resident Challenger N605GB returned from Bermuda at 2350.

GENERAL AVIATION:- Baron N64VB arrived from Sleaford at 0905 for a short visit and shortly after 1000 Jet Ranger G-CCVO came from Burnley for a quick refuel. The Royal Helicopter S.76B G-XXEA(Rainbow 1) arrived from York at 1800 and stayed overnight before returning to York at 1040. A couple of aircraft were logged on departure but we have no record of their arrival. SR.20 G-OSPY, on its first visit, left for Southampton at 1633 while PC-12 G-OLTT departed at 2200.

MILITARY:- Hawk XX231(VYT 50) carried out an ILS and overshoot at 1226 while a couple of Tucanos ZF294(LOP40) at 1355 and ZF378(LOP46) at 1506.

12/2 Thursday

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

bmi:- G-RJXI(2LJ) swapped in Heathrow with G-RJXC(5JL), n/s with G-RJXJ/L/M.

Eastern:- G-MAJG(029Q/019Q), G-MAJJ(74G/39Q), G-AMJT(99Q/59Q). Based G-MAJU

Flybe:- G-ECOV(729/30), G-JEDO(171/7VT), G-JECN(643/4), G-JECS(731/2), G-JECP(733/4), G-ECOJ(175/6)

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

Manx2:- Metroliner D-CNAG again operated both flight today.

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

DIVERSIONS:- A bit more snow around the East Coast and the following diverted in:- Embraer 145 G-RJXP(Midland 5WT, Heathrow – TEESSIDE), DHC-8-400 G-JEDO(Jersey 145, Southampton – NEWCASTLE), Fokker 70 PH-KZG(KLM 1497, Amsterdam – HUMBERSIDE), Jetstream 41 G-MAJG(Eastflight 14W, Aberdeen – HUMBERSIDE).

EXECUTIVE JETS:- Hawker 800XP CS-DRK(Fraction 5XT) arrived from Paris/Le Bourget at 1222, departing to Dublin at 1343 as "Fraction 900U".

GENERAL AVIATION:- First time visitor, arriving mid-morning was TBM.850 N223JG operated by JAG Aviation Inc and based at Guernsey from where it arrived. King Air 350 N37172(See photo below, by David Senior) arrived late evening for an overnight stay before routing to Northolt at 0737 the next morning. This aircraft is operated on behalf of Marks and Spencers.



13/2 Friday

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

bmi:- G-RJXC///L operated all day and night stopped. G-DBCAG(8JL/9876, t. Gatwick). G-RJXJ(9872) positioned to Aberdeen.

Eastern:- G-MAJT(29Q/19Q, 99Q/59Q), G-MAJK(74G/39Q). Still based G-MAJU

Flybe:- G-ECOA(729/30), G-JECN(643/4), G-ECOY(731/2, 733/4), G-JECY(175/6)

Jet2:- G-LSAB(Daallo 100P) positioned back once again from Gatwick. G-LSAJ(209/210) operated the first scheduled flight to Sharm-el-Shiekh then positioned out to Dublin(015P) on its return.

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

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

Ryanair:- EI-DAO(152/153A), EI-DPT(156/15N), EI-DYP(9396/27E) f/t Gerona

IT FLIGHTS:- A.320 G-OMYA operated today's Thomas Cook flight then positioned out to Manchester.

EXECUTIVE JETS:- Noted arriving from Farnborough at 1625 was Citation 2 G-FJET(Lonex 77FJ) returning there later. At 1730 Gulfstream 5 VP-BKZ arrived from Geneva and positioned home to Birmingham at 1759. Lear Jet 45 CS-TFI (RTE 103) of Aeronorte Transportes SA arrived from Faro at 1931 and night stopped before departing Saturday morning at 0810.

GENERAL AVIATION:- The King Air 350 N37172 arrived from Glasgow at 1625 and then routed to Northolt at 1709. At 2040 Air Harrods Sikorsky S.76C G-FULM positioned in from Halifax for an overnight stay, after dropping passengers at a local hotel. Another helicopter which arrived a little earlier was Long Ranger G-LILA, from Pathead(Edinburgh) to Manston. Duchess G-BXXT carried out an ILS and overshoot mid afternoon and around the same time Sherburn based PA-28 G-BNOE carried out four approaches with overshoots.

MILITARY:- Dishforth based Lynx XZ215(Armyair 968) made an approach and overshoot at lunchtime.

14/2 Saturday

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

bmi:- Heathrow:- G-RJXM(01J), G-RJXP(4JL/2LJ), G-RJXA(8JL, n/s)

Flybe:- EI-REA(729/30), G-JEDU(171/7VT)

Jet2:- G-CELV(128P) positioned from Lyon this afternoon and G-CELV(032E) from Stansted tonight.

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

Manx2:- Metroliner D-CSAL(Kiel Air 32L/33L) operated today's Ronaldsway flight.

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

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

CHARTERS:- Thomson Boeing 767/300 G-OBYJ(TOM 536/9711) arrived from Bridgetown at 0635 with returning P&O passengers and then positioned out to Bournemouth at 0810.

IT FLIGHTS:- Thomas Cook A.320 G-OMYA(Kestrel 516P) departed at 0518 to Manchester in order to operate a flight from there, with the intention for it to position back at lunchtime to operate our Las Palmas flight a few hours late. Unfortunately, 'YA went u/s and as a result Jetairfly Boeing 737/800 OO-VAC(Kestrel 862P, First Visit) positioned from Brussels to operate outbound to Las Palmas around 12 hours late with the return flight operating into Manchester. Fokker 100 OE-LVN(Austrian 2373/4) f/t Innsbruck.

EXECUTIVE JETS:- DFS Hawker 400XP N719EL positioned from EMA at 0818 to operate an outbound charter while Challenger 300 M-NEWT arrived at 0923. Citation XL CS-DXM(Fraction 6AK) arrived from Altenrhen at 0942 while company Falcon 2000EASy CS-DLC(Fraction 2YQ) was logged inbound from Farnborough at 1456 for a night stop.

GENERAL AVIATION:- Teesside based AA-5 G-BBSA paid a visit this afternoon, logged outbound to home at 1356.

15/2 Sunday

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

bmi:- Heathrow:- G-RJXA(01J,4JL/2LJ), G-RJXD(5JL), G-RJXB(7JL/5LJ,8JL),G-RJXB/D/L/P night stop.

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

Flybe:- G-JECK(731/2), G-ECOI(643/4), G-ECOY(733/4), G-FBEN(175/6)

Jet2:- G-LSAB(188P) positioned to Brize Norton. G-LSAI(287) swapped in Geneva with G-LSAE(288).

G-CELA(015P) positioned from Belfast and G-CELV(31E) arrived from Stansted.

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

Manx2:- Dornier 228 D-IFLM(Kiel Air 38L/39L), f/t Isle of Man

Ryanair:- EI-EBG(15J/01D, First Visit), EI-EBE(156/15N, First Visit), EI-DCP(9496/27E) f/t Gerona.

GENERAL AVIATION:- S.76C G-FULM was noted mid-afternoon inbound from Halifax.

16/2 Monday

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

bmi:- G-RJXB/D/L/P operated all the flights today and night stopped.

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

Flybe:- G-JECS(729/30, 731/2), G-ECOI(171/7VT), G-JECO(643/4).

Jet2:- G-CELA(323) swapped in Belfast with G-CELV(324). G-CELV(033E) to Edinburgh.

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

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

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

IT FLIGHTS:- Boeing 757 G-FCLC(Kestrel 961P/961K) from Glasgow to Las Palmas.

EXECUTIVE JETS:- The Citationjet 2 G-EDCM(Saltyre 241) arrived from Dublin at 0757 and was due out to Warsaw at around 1100. Sister ship G-EDCL(Saltyre 233) arrived from Venice early afternoon. Hawker 800B LN-ESA of Eurosky Aviation was due to arrive this evening but is believed to have been cancelled, did you see it?

MILITARY:- Cranwell 71(King Air 200 G-RAFX) carried out an ILS and overshoot this afternoon followed by two Tucanos, ZF205(LOP43) at 1609 and ZF417(LOP 40) at 1615.

17/2 Tuesday

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

bmi:- Once again G-RJXB/D/L/P operated all day and night stopped.

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

Jet2:- G-CELP(032E) set off for major overhaul in Belgrade.

Flybe:- G-ECOY(729/30), G-ECOJ(171/7VT, 175/6), G-JECO(643/4), G-JECS(731/2).

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

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

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

EXECUTIVE JETS:- Hangar 8 Hawker 800XP G-OJWB(Hangar 846) arrived at 0850 to operate outbound to Geneva, which incidentally is where LN-ESA was due to depart this morning. This would indicate 'WB was a substitute and 'SA did not turn up last night.

GENERAL AVIATION:- Following a dose of maintenance with Multiflight PA-34 G-BZTG returned home to Newcastle at 1715.

18/2 Wednesday

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

bmi:- No change in the resident fleet, G-RJXB/D/L/P operating all day and night stopping.

Eastern:- G-MAJV(29Q/19Q, 99Q/59Q), G-MAJW(74G/39Q). G-MAJU operated the first Southampton rotation the positioned to Cardiff(334P) returning from Newcastle(335P) later to resume operations.

Flybe:- G-ECOV(729/30), G-JECP(171/7VT, 175/6), G-JEDO(643/4), G-JECK(731/2), G-JEDI(1LH/174), G-ECOD(733/4)

KLM:- PH-OFK(11E/12E), PH-KZB(1549/50), PH-OFI(67W/64K).

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

Pakistan International:- Today it was the turn of A.310 AP-BEC(775/6) to operate f/t Islamabad.

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

IT FLIGHTS:- A.320 G-OMYA positioned from Cardiff this evening ready for Thomas Cook operations.

EXECUTIVE JETS:- Citationjet 2 G-EDCM(Saltyre 251) arrived from Eindhoven early evening before positioning home to Edinburgh early Thursday.

GENERAL AVIATION;- Pan European Aviation P.180 Avanti F-HCPE(PEA 182, See photo below) arrived from Lyon/Bron at 1054 and stayed until early evening. This aircraft was on its first visit to LBA.



MILITARY:- King Air 200 **G-RAFD**(Cranwell 68) carried out an ILS approach mid afternoon.

19/2 Thursday

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

bmi:- G-RJXB/D/L/P are still operating flights and night stopping.

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

Flybe:- G-ECOY(729/30), G-JEDJ(171/7VT, 175/6), G-JECO(643/4), G-JECS(731/2), G-JECL(733/4)

Jet2:- G-LSAB(188P) again set off to Brize Norton this morning.

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

Manx2:- Dornier 228 D-CMNX(Kiel Air 32L/233L, 38L/39L) ft Isle of Man.

Ryanair:- EI-EBD(152/153A, First Visit), EI-DLW(156/15N). EI-DPZ(9078/9) ft Alicante

IT FLIGHTS:- A.320 G-OMYA operated today's flight to Arrecife for Thomas Cook.

GENERAL AVIATION:- PA-28 **G-BOKA** arrived from Fairoaks early afternoon for one of its regular visits. Gama Aviation King Air 200 **G-PCOP**(Gama 486) was from Glasgow, arriving at 1546 for a night stop.

MILITARY:- A pair of T-67Ms **G-BWXY**(Cranwell 85) and **G-BWXT**(Cranwell 86) arrived on the Multiflight apron this lunchtime and stayed until mid-afternoon. Tucano **ZF384**(LOP 92) carried out an ILS and overshoot at 1219.

20/2 Friday

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

bmi:- G-RJXD(9751/2) positioned to Southampton this morning for a football charter to Newcastle from where it returned this afternoon. **G-DBCG**(8QA) on the Heathrow to Manchester service tonight routed via LBA to drop passengers. G-RJXP(9151) positioned to Heathrow leaving G-RJXB/D/L night stopping.

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

Flybe:- G-JECS(792/30, 731/2), **G-ECOO**(171/7VT, 175/6, F/N), G-JECO(643/4), G-ECOI(733/4)

Jet2:- G-LSAJ(Daallo 101P) returned from Gatwick. G-LSAE(223E) swapped in Tenerife with G-LSAD(224).

KLM:- PH-OFD(11E/12E), PH-KZA(1549/50), PH-OFE(67W/65K, n/s)

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

Ryanair:- EI-DCN(152/153A), EI-DCM(156/15N). EI-DWT(9396/7) ft Gerona.

IT FLIGHTS:- Thomas Cook's Tenerife rotation operated by A.320 **G-OMYA**.

EXECUTIVE JETS:- Hawker 800XP **G-OJWB**(Hangar 846) arrived from Geneva at 1022 and positioned home to Oxford early afternoon.

MILITARY:- Late afternoon King Air 200 **G-RAFV**(Cranwell 68) Carried out an ILS and overshoot.

21/2 Saturday

SCHEDULES:- Air Southwest:- G-WOWB(480L/481M) ft Plymouth/Bristol

bmi:- G-RJXD operated all today's Heathrow flights, however on the inbound 8JL tonight it diverted to Teesside.

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

Jet2:- G-LSAB(189P) back once again from Brize Norton. G-CELB(129P) positioned to Lyon at 0700 returning early afternoon as "Channex 6226".

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

Manx2:- No record found of what operated the flight today.

Pakistan International:- Airbus A.310 AP-BEB(775/6) ft Islamabad.

Ryanair:- EI-DPT(152/153A). EI-DHO(9078, from Alicante diverted to Doncaster)

IT FLIGHTS:- A.320 **G-OMYA**(516P/516F) positioned to Montichiari at 0530, returning later from Manchester to operate our Thomas Cook flight to Las Palmas and back before heading home to Cardiff. Fokker 100 **OE-LVH**(Austrian 2373/4) ft Innsbruck.

EXECUTIVE JETS:- Citation 2 **G-JBIS**(Cloudrunner 66) arrived from Nice at 0955 while Challenger 300 **M-NEWT**(Bizjet 1WT) arrived from Friedrichshafen at 1503, departing to Luton an hour later. In between these two Hawker 400XP **N719EL** positioned from Gamston to operate an outbound charter to Lyon and Citation XLS **CS-DQB**(Fraction 568P) arrived from Lourdes at 1303, departing to Luton at 1425.

22/2 Sunday

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

bmi:- G-RJXD(9171) positioned back from Teesside. G-RJXK(5JL) arrived from Heathrow and G-RJXE(7JL) joining G-RJXL for a night stop.

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

Flybe:- G-ECOI(731/2), G-JECH(733/4), G-JECY(643, arrived from Exeter and went u/s), G-ECOJ(045D, positioned from Manchester to operate 643L/644L t/f Aberdeen), **G-FBEM(175/6).**

Jet2:- G-LSAB(188P) to Brize Norton. G-LSAJ(130P) to East Midlands. G-CELA(158P) from Dublin. G-CELJ(110P) from Bristol.

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

Manx2:- Metroliner EC-GPS(Euro Continental 328/9) f/t Ronaldsway.

Ryanair:- EI-DPO(15J/01D), EI-DLB(156/15N). EI-DWP(9276/27E).

EXECUTIVE JETS:- Falcon 2000 **HB-IAZ**(TAG Aviation 397) arrived from Nice at 1154 and was then logged outbound to Geneva mid afternoon. Edinburgh Air Charter Citationjet 2 **G-EDCM**(Saltyre 242) was inbound from Luton at 1240 and outbound to Aberdeen at 1420 with Falcon 2000EX **CS-DLB**(Fraction 2CB) coming from Farnborough at 1412.

GENERAL AVIATION:- Regular Cirrus SR.22 **G-PHEW** was noted arriving Fair Oaks mid morning.

23/2 Monday

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

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

Eastern:- G-MAJI(29Q/19Q), G-MAJJ(74G/39Q), G-MAJD(99Q/59Q). G-MAJU still resident.

Flybe:- G-ECOI(729/30, 731/2), G-JECU(171/7VT), G-ECOJ(643/4). G-JECY(043D) positioned to Manchester following repair from yesterday.

Jet2:- G-CELA(020P) positioned to Belfast. G-CELJ(015P) positioned from Blackpool.

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

Manx 2:- Metroliner EC-GPS(Euro Continental 322/3) am, Do.228 D-IFLM(Kiel Air 38L/39L) pm

Ryanair:- EI-EBH(152/153A, First Visit), EI-DLR(156/15N). EI-DPC(9396/27E) f/t Gerona

IT FLIGHTS:- Boeing 757 **G-FCLC**(Kestrel 961L/961P) from Las Palmas to Glasgow.

EXECUTIVE JETS:- Following its overnight stay Falcon 2000 **CS-DLB**(Fraction 2CB) routed to Oxford this afternoon.

GENERAL AVIATION:- King Air 200 **G-MEGN** arrived mid morning for an overnight stay while similar type **G-KVIP**(Prestige 419) arrived from Exeter tonight and returned there at around 2100. PA-28 **G-BOKA** was again noted.

MILITARY:- USAF Beech C-12U Huron **84-0161**(Duke 11) paid a visit f/t Wiesbaden, arriving shortly before 0800 and leaving again at 0908.

24/2 Tuesday

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

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

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

Jet2:- Boeing 757 **G-LSAC**(031E) arrived from Southend complete with its newly installed winglets and "Friendly low fares" titles. G-LSAB(189P) was back once again from Brize Norton.

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

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

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

MILITARY:- Tucano **ZF210**(LOP 63) carried out an ILS and overshoot at 1355.

25/2 Wednesday

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

bmi:- G-RJXE(01J/4JL) operated the first Heathrow rotation then positioned to Aberdeen(9123). G-EMBN(9631) positioned from Heathrow then operated the rest of the day and night stopped with G-RJXD/K/L.

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

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

Jet2:- G-CELG(811/285/286/812) operated Manchester – LBA – Geneva – LBA – Manchester.

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

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

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

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

IT FLIGHTS:- A.320 **G-OMYA** returns from Cardiff yet again ready for Thomas Cook ops.

EXECUTIVE JETS:- The star visitor of the month arrived at 1707, Royal Jet Gulfstream 450 **A6-RJA**(Royal Jet 11) which was on its first visit to LBIA. The inbound journey from Istanbul was an Ambulance flight and the aircraft then departed to Luton at 1754.

GENERAL AVIATION:- Cessna 441 **M-USHY**, operated by Flying Dogs Ltd and based in Guernsey paid its first visit this morning, arriving from its base at 0934 and heading back there mid-afternoon. Another first timer was PA-46T Malibu Matrix **G-UDMS** operated by Underground Digital Media Services which appeared for a short visit this afternoon. Commander 114 **G-OECM** arrived for maintenance with Multiflight this afternoon and similar type **G-JILL** carried out an ILS and overshoot f/t Sherburn at 1210.

MILITARY:- One of the new 9 regiment Dauphin helicopters **ZJ780** (1 RW12) arrived from its base at Hereford to carry out an ILS and overshoot at 1935 while on a training detail. King Air 200 **G-RAFO**(Cranwell 65) also carried out an ILS, this afternoon.

26/2 Thursday

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

bmi:- G-RJXD(2LJ) swapped in Heathrow with G-RJXI(5JL) n/s with G-EMBN, G-RJXK/L.

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

Flybe:- G-JECG(729/30, 733/4), G-ECOY(171/7VT), G-ECOJ(643/4), G-ECOO(731/2), G-JECK(1LH/174)

Jet2:- G-CELV(337/451/452/338) operated Manchester – LBIA – Chambéry – LBIA – Manchester.

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

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

Ryanair:- EI-EBF(152/153A, 156/15N, First and Second visits), EI-DAY(9078/9).

IT FLIGHTS:- Thomas Cook A.320 **G-OMYA** operated today's Arrecife rotation.

EXECUTIVE JETS:- Sovereign **G-NSJS** was the only bizjet noted today, arriving from Jersey early morning.



GENERAL AVIATION:- A first time arrival this morning was DA.40 Diamond **G-CFJO** which arrived from Coventry at 0927. The aircraft, which was recently imported from Jordan by Atlantic Flight Training then departed to Tatenhill at 1040.

27/2 Friday

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

bmi:- G-RJXI(5LJ) operated evening flight to Heathrow with **G-DBCJ**(8JL/9865) making return trip then positioning to Gatwick. G-EMBN/G-RJXK/L all night stopped.

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

Flybe:- G-ECOI(729/30), G-JECW(643/4), G-ECOO(731/2), G-JEDV(1LH/174), G-JECG(733/4), G-KKEV(175/6)

Jet2:- G-LSAG(015P) positioned to Dublin. G-CELC(285) swapped in Geneva with G-CELV(286).

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

Manx2:- LET 410 **OK-ASA**(Eurovan 322/3, First Visit, See photo above, by Terry Sykes) am, EC-GPS(Euro Continental 328/9) pm

Ryanair:- EI-DPO(152/153A), EI-DWS(156/15N), EI-DLM(9396/27E) f/t Gerona

IT FLIGHTS:- Its Friday so its Tenerife today for Thomas Cook A.320 **G-OMYA**.

EXECUTIVE JETS:- Arriving from Luton at was Challenger 300 **M-NEWT**(Bizjet 1WT) for a trip to Cambridge(2WT/3WT) and back departing at 0804 and returning at 1322. Lear Jet 45 **G-OLDK**(Partner 44B) arrived from Oporto on an Ambulance flight early this evening. It was due to depart to Luton however on its first attempted take off at 1900 the pilot abandoned and returned to Multflight, where the aircraft was still hangared at the end of the month.

GENERAL AVIATION:- Baron **N64VB** paid a short visit this afternoon, from Elstree to Sleep.

28/2 Saturday

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

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

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

Jet2:- G-LSAI(105P) joined 'AG in Dublin to operate Rugby charters.

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

Manx2:- Metroliner EC-GPS(Euro Continental 322/3) operated the IOM flight

Pakistan International:- Today it was the turn of A.310 AP-BEC(775/6) to operated f/t Islamabad.

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

IT FLIGHTS:- A.320 **G-OMYA** operated the Las Palmas rotation before positioning to Cardiff. Fokker 100 OE-LVJ(Austrian 2372/4) f/t Innsbruck.

EXECUTIVE JETS:- Citation 2 **G-JBIZ**(Cloudbrunner 66) operated the "Ken Bates Shuttle", departing the Jersey this evening at 1800.

GENERAL AVIATION:- PA-28RT **N2136E** arrived from Sandtoft at 0946 before heading off down South, returning early evening before heading home to Sandtoft. Our regular Saturday arrival PA-28 G-BOKA was due this morning. However the aircraft went tech so the pilot had to borrow PA-32RT G-BJCW, which arrived from Fair Oaks at 1115.

MILITARY:- US Army Beech C-12U Huron **84-0156**(Duke 28) arrived from Mildenhall at 1555. The aircraft stayed around an hour before heading home to Wiesbaden.



Boeing 757 G-LSAC returned from Southend this month complete with new winglets and "Friendly Low Fares" titles
Photo by Martin Gill

LEEDS/BRADFORD AIRPORT STATISTICS DECEMBER 2008

	<u>Dec-07</u>	<u>Dec-08</u>	<u>% This month</u>	<u>% +/-</u>
<u>MOVEMENTS</u>				
Scheduled	2460	1994	60.81%	-18.94%
Charter	102	81	2.47%	-20.59%
Private/Misc	896	1204	36.72%	34.38%
TOTAL	3458	3279		-5.18%
<u>PASSENGERS</u>				
Scheduled	149118	120898	93.32%	-18.92%
Charter	9569	7284	5.62%	-23.88%
Transit	1384	1372	1.06%	-0.87%
TOTAL	160071	129554		-19.06%
International	113889	93912	73.26%	-17.54%
Domestic	44682	34270	26.74%	-23.30%
MOVING ANNUAL TOTAL	2859858	2860447		0.02%

Last month I stated that November 2008 was "An absolutely appalling" month with a 12% reduction in passengers over the previous November. However December 2008 was MUCH WORSE with a 19% reduction in passenger numbers over the previous December. The only positive figure for the month was for Private/Misc Movements, which consist of positioning, local flights, test & training, aero club, military, private flights and business flights. The areas that increased the most were Test & Training(+161) and Aero Club(+139). Amazingly the passenger total overall for 2008 was slightly higher than 2007, but only with just 589 passengers extra.

As you can imagine most routes didn't do very well, but a number of International routes performed well, among them, Geneva (26% increase over Dec 07), Dusseldorf (23%) and Paris (20%). Of the new routes the following are of note - Gerona (3506), Islamabad (2352) and New York (639) and there were 600 passengers to Saudi as part of the Hajj festival. The route with the most passengers is now Amsterdam, when it was previously Dublin.

Domestically all routes carried less passengers than the previous December, with the worst being Newquay(79% reduction), Edinburgh (-44%) and Heathrow (-38%). The Heathrow service still managed to carry the most passengers (6789) and that equates to 20% of all the domestic routes and will be a massive loss when it finishes.

Reference: CAA Statistics website

LEEDS/BRADFORD IT FLIGHTS, SUMMER 2009

MONDAY

OHY7335/6	f/t Dalaman	0800 0900	A.300/A.321	20/07 – 05/10
TCX 862K/L	<u>t/f</u> Las Palmas	0830 1815	A.320	04/05 – 26/10
OHY2611/2	f/t Bodrum	0900 1000	A.321	20/07 – 05/10
TCX297K	f. Glasgow t. Reus	1000 1050	B.757	03/08 – 07/09
TCX297L	f. Reus t. Glasgow	1630 1720	B.757	03/08 – 07/09
TCX 411K/L	<u>t/f</u> Dalaman	1910 0425*	A.320	04/05 – 26/10

TUESDAY

TCX629K/L	<u>t/f</u> Palma	0700 1310	A.320	05/05 – 27/10
TOM3222/3	f/t Palma	1410 1520	B.737/800	05/05 – 27/10
TCX651K/L	<u>t/f</u> Heraklion	1525 0045*	A.320	05/05 – 27/10
KMC5208/9	f/t Malta/Luqa	1945 2035	A.320	05/05 – 27/10

WEDNESDAY

TCX612K/L	<u>t/f</u> Fuertaventura	0700 1645	A.320	06/05 – 28/10
TOM3306/7	f/t Ibiza	1320 1430	B.737/800	06/05 – 28/10
TCX876K/L	<u>t/f</u> Rhodes	1745 0330*	A.320	06/05 – 28/10

THURSDAY

TCX853K/L	<u>t/f</u> Faro	0530 1210	A.320	07/05 – 29/10
AEA192	f/t Arrecife	1225 1325	B.737/800	07/05 – 18/06, 25/07 – 24/09
TCX489K/L	<u>t/f</u> Arrecife	1355 2335	A.320	01/10 – 29/10
TCX487K/L	<u>t/f</u> Zakynthos	1340 2205	A.320	07/05 – 24/09
TOM3450	f/t Palma	1305 1420	B.757	07/05 – 29/10

FRIDAY

TCX652K/L	<u>t/f</u> Ibiza	0540 1210	A.320	01/05 – 30/10
AEA211	f/t Tenerife	1120 1220	B.737/800	01/05 – 30/10
TCX673K/L	<u>t/f</u> Mahon	1300 1855	A.320	01/05 – 30/10
TOM3550/1	f/t Corfu	1430 1545	B.737/800	01/05 – 30/10
TCX152K/L	<u>t/f</u> Dalaman	2005 0535*	A.320	01/05 – 30/10

SATURDAY

TCX486K/L	<u>t/f</u> Palma	0640 1250	A.320	02/05 – 31/10
OS2336/7	f/t Innsbruck	1235 1315	CRJ200LR	23/05 – 12/09
TCX674K/L	<u>t/f</u> Alicante	1415 2055	A.320	02/05 – 31/10
TCX146K/L	<u>t/f</u> Bodrum	2210 0730*	A.320	02/05 – 31/10

SUNDAY

TCX483K/L	<u>t/f</u> Monastir	0835 1615	A.320	03/05 – 25/10
BGH5559/60	f/t Bourgas	0810 0910	A.320	24/05 – 26/09
TCX654K/L	<u>t/f</u> Larnaca	1710 0400*	A.320	03/05 – 25/10

*Arrives following morning

AIRLINE DECODE:-

AEA	Air Europa
BGH	Balkan Holidays
OHY	Onur Air
TCX	Thomas Cook Airlines
TOM	Thomson Airways

TCX A.320 based all summer

PILGRIM FLIGHTS TO LOURDES

Hallam Diocesan Pilgrimage to Lourdes/Tarbes:-

Departs 27/06, returning 03/07 operated by Titan Airways Boeing 757

Leeds Diocesan Pilgrimage to Lourdes/Tarbes:-

Departs 03/07, returning 10/07 operated by Titan Airways Boeing 757

ANY CHANGES TO THE SCHEDULE WILL BE UPDATED IN LATER MAGAZINES

COMMERCIAL AVIATION NEWS

BY DAVID WOOLER



PHOTO BY STEVEN LORD

LEEDS/BRADFORD NEWS

On the 19th February, BMI announced they were to "pull" the LBA to Heathrow service. Despite assurances from the airport, about an announcement of a replacement service to the "capital", 1 month later and no announcement has been forthcoming.

Press release:-

bmi London Heathrow Service to Cease Operations
19 February 2009

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

On a plus notice, a late press release (20th March) when most enthusiasts' knew about 3 weeks ago !! PIA are increasing their service to 3 weekly, details are :-

Pakistan International Airlines (PIA) has today announced that their non-stop service to Islamabad from Leeds Bradford International Airport (LBIA) will increase from two to three times a week from 30 March 2009. After only eight months of operations the decision to increase the frequency of the service was made due to the high demand from travellers in the Bradford and surrounding Yorkshire region. Tony Hallwood, Commercial & Aviation Development Director at LBIA commented "We have been working closely with local business tourism and cultural organisations to guarantee the success of this important service. We are delighted that the significant demand from the Yorkshire region is now being satisfied with an additional weekly flight."

AIRPORT NEWS

BAA, which is now spanished owned heavily criticised for the standard of services at its seven UK airports, has already put Gatwick up for sale. The CC, which has been investigating BAA for two years, said the airports will have be sold in sequence, beginning with Gatwick, then Stansted,

followed by either Edinburgh or Glasgow. It has been given two years to complete the transfers. BAA also runs Heathrow, Southampton and Aberdeen airports. "We are confident that the sale of these airports will bring substantial benefits to passengers and airlines," said Christopher Clarke, who chaired the CC inquiry. He went on: "We expect that the new airport owners, with the operating capabilities and financial resources to develop them as effective competitors, will have a much greater incentive than BAA to be more responsive to their customers." BAA said it would consider the CC report carefully before deciding how to respond. The company said: "We accept the need to change and, having re-organised to improve customer service and having initiated the sale of Gatwick, BAA is already changing. "However, we believe the Commission's analysis is flawed and its remedies may be impractical in current economic conditions."

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

A huge expansion of **Southend Airport**, which could create more than 7,000 new jobs in the next ten years, has been backed by councillors. The Stobart Group, which took over the airport in December, has wants to extend the runway across Eastwoodbury Lane, which would help the airport to handle two million passengers per year. The plans have now been approved, in principle, by both Rochford and Southend councils. A committee made up of members from both councils considered four options for the future of the airport. The other options included allowing no growth at the airport and two levels of medium growth. In addition to the expansion, the council has also said it wants to see a new business park built north of the existing Aviation Way estate. A combined report by Rochford and Southend councils says: 'The preferred option is to support the airport's growth through an extension of the runway, together with the development of a new railway station, terminal and aircraft handling facilities. It is not considered desirable for the airport to handle significant volumes of freight due to its location and the pressure this would put on the local road network. It is recognised some growth in the handling of special high and low volume cargos could be taken forward without compromising the airport's main functions.' The report says there will be close environmental scrutiny of any developments, together with control on aircraft noise.

AIRLINE NEWS

New flights to northern India from Birmingham Airport are being launched – shortly after the withdrawal of national airline Air India pulled out of the airport. **Akal Air**, a trading division of Air Sylhet, will be running twice-weekly flights to Amritsar – the most popular Indian destination from Birmingham – passing through Vienna. Air India dropped its direct Birmingham - Amritsar flight at the end of last year. It had been hoped the flights would return this summer, but the airline announced last week it would be focusing on its routes from Heathrow. The Akal Air flights have an hour stopover in Vienna, but do not involve changing planes. A spokeswoman for Birmingham International Airport said it was still hopeful Air India would return later in the year. He said that its Birmingham-India route was more profitable than any of the London ones, but Air India had to drop the service to avoid losing valuable slots at Heathrow.

British Airways has been named as the mystery firm set to move into Kent Airport (Manston), according to local press reports. This would free up slots at Heathrow, and Kent does have a big runway and hardly any flights, so it has a plausibility. Thanet council called an emergency meeting last month to change regulations of Kent Airport's night flights in the belief that a new freight operator was about to relocate there. Despite widespread speculation that British Airways World Cargo was the firm set to move in, no formal announcement has since been made. But in a meeting, Canterbury City Council leader John Gilbey said: 'My understanding is that Kent International Airport has been approached to relocate a long haul international freight operation to Manston from its existing base. 'Infratil have therefore been asked to facilitate the relocation of this company to Manston and secondly confirm that they will be able to operate between the hours of

06:00 and 23:30.' He later confirmed he believed the company in question is BA. An airport spokesman said he did not know how Councillor Gilbey had come by the information and refused to disclose who the operator would be until the deal had been finalised.

Bmi has reported losses of almost £100m, blaming the weak economy, higher fuel prices and increases in airport charges. The airline, which is the second largest at Heathrow, reported a £99.7m post-tax loss for the year ended December 31, compared to a £7m profit a year earlier. Passenger numbers also fell by 600,000 in 2008 to 10 million. Revenue for 2008 was £1,039.0m, compared £1,022.6m in 2007 – a rise of £16.4m. The number of people employed at the airline fell from 4,921 in 2007, to 4,658 – a cut of 263 – as the airline looked to cut costs. Bmi said that it was negotiating with unions to agree a pay freeze for 2009 and has plans already in place to reduce costs by a further £45m.

Chief Executive, Nigel Turner, said: 'Our 2008 results were hit by the unprecedented and extremely challenging market conditions reported throughout the airline industry. Fuel costs were up by £60m net of fuel surcharge benefits and Heathrow charges rose by £12m following another generous regulatory settlement by the CAA in favour of BAA.' Mr Turner said the 'chaotic' opening of Terminal 5 at Heathrow also hit business, even though the airline does not operate from this terminal. He added: 'Notwithstanding these challenges, Bmi maintained a very high performance of punctuality well ahead of the major carrier at the airport (British Airways). We have taken steps to review all areas of the business to control costs and conserve cash against the continuing economic weakness in 2009.' Mr Turner said that the first two months of the airline's new financial year continued to be 'challenging', although the its mid-haul services had seen some growth. He said: 'Capacity has been further reduced in all segments of the business except our growing mid haul sector which has made significant improvements year on year.' 'Market share gains have been made on many routes but this is against a backdrop of down trading and overall market conditions which are making the outlook for the rest of the year uncertain.' He said that an agreement with German carrier Lufthansa to take a majority share in the airline was nearing completion. Lufthansa announced in October that it was taking over Bmi after buying a 50% share from chairman Sir Michael Bishop. A spokesman said: 'The only outstanding conditions for completion of the option are EU anti trust approval and CAA consent. The process in obtaining these approvals is well advanced.'



Ryanair continue to receive regular deliveries of new Boeing 737/800 aircraft
EI-EBI was captured departing Runway 32 on 11/3 by Martyr Gill

Ryanair is to end flights to four destinations and reduce the frequency of services to eight others from Dublin in a move that it claims is a response to charges introduced by the Irish Government. The budget airline is to end its Dublin to Durham Tees Valley and Robin Hood Airport routes, along with its routes Basel and Oporto routes in July. The number of flights to eight other destinations including Aberdeen, Biarritz and Carcassonne will be reduced. A spokesman said the decision was a reaction to the €10 tourist tax and a proposed increase in air traffic control charges.

Michael O'Leary, Ryanair's chief executive, described the increases as 'impossible to justify' in a year when inflation will be negative. He said the airline would announce further cuts to its winter schedule later in the year.

Ryanair has announced that it is getting rid of airport check-in desks entirely in an effort to cut costs, the Telegraph reports. Michael O'Leary, chief executive of the Irish airline, told Telegraph Travel that it intends to remove all its check-in desks and staff by the end of this year. He said: 'All we will have is a bag drop where passengers can drop off their luggage, otherwise everything will be done online. Ultimately, we want just one in five people to check in luggage.' He added that the savings would be passed on to passengers in the form of lower fares, adding that baggage fees - which costs £19 for a return flight - may be reduced when it becomes possible to check-in your bags online. Ryanair says that currently only one in four people check in a bag on its flights. The airline expects up to 67 million to fly with it this year.

Virgin Atlantic may expand its services in key European markets over the next couple of years, according to the airline's director of communications, Paul Charles. He told abtn.co.uk that a short haul network throughout Europe would be the 'obvious' next step in the airline's expansion. Mr Charles also suggested that Virgin Atlantic is thinking about increasing its selection of long haul destinations to include large South American cities. He said: 'We will see what will happen in the next two years. We would like a short haul network out of the UK but if it does not happen, we will look for other opportunities.' Virgin Atlantic recently suspended its Heathrow - Mumbai service on the back of falling demand as a result of the global economic crisis.

Wizz Air have announced a further expansion of their Liverpool Airport operations. At a time when most airlines across Europe are cutting back on services, Wizz will launch a new flights to Prague, capital city of the Czech Republic, with three weekly flights from July 11. One way all inclusive fares start from as low as £12.99. Flights will operate each week from Tuesday, Thursday and Saturday at 12:50 giving travellers to Prague convenient times and days of the week for short breaks or business trips. Wizz Air currently operate flights from Liverpool to the Polish cities of Warsaw, Katowice and Gdansk, and carried more than 200,000 passengers on their services from the airport last year.

OTHER NEWS

Passenger numbers at UK airports fell last year for the first time since 1991, and only the fourth time since 1945, new figures today show. The decline was particularly sharp in the final part of 2008 as the credit crunch started to bite, the figures from the Civil Aviation Authority (CAA) showed, and it predicted that current economic trends made the prospect of UK air passenger numbers falling for two consecutive years for the first time in the post-war period 'more likely than not'.

UK airports handled 235 million passengers in 2008 - a 1.9% (4.6 million) fall on the 2007 figure. Four million fewer passengers passed through the airports in October to December 2008, as economic gloom descended. Passenger numbers dropped by 8.9% in November and by 7.9% in December. At the London airports - Heathrow, Gatwick, Stansted, Luton and London City - the annual fall last year was 2%, with 1.4 million fewer passengers using Stansted (a 6.0% decline on the 2007 total). Luton, though, handled 2.6% more passengers while there was a 12% rise in the number of passengers passing through London City. At the regional airports passenger numbers fell 1.8% to 98 million. Manchester, the largest regional airport, saw passenger numbers fall by 3.8% but Birmingham grew by 4.8%.

In 2008, a total of 25 million passengers took domestic flights, a fall of 4.8% on 2007. Passenger numbers on charter flights were down 9.3% to 29 million, whilst scheduled airlines handled 1.6 million fewer passengers (0.8% down) during 2008. The number of take-offs and landings of commercial aircraft at UK airports fell 2.2% to 2.3 million - the first decline since 2002. CAA group

economic regulation director Harry Bush said: 'The fall in passenger numbers is to be expected in light of the worsening economic situation during 2008. The combination of business failures, such as those of XL Leisure and Zoom Airlines, together with a fluctuating oil price and the economic downturn has had a marked effect on the numbers of trips being taken.' 'The early indications are that the larger falls seen in the last quarter of 2008 are continuing into the new year, with the prospect of declining traffic in 2009 overall. If this occurs, it will be the first time since World War II that UK passenger numbers have fallen for two consecutive years. Current economic trends make this outcome more likely than not.'

Police were called but no arrests were made after a Swiss International Airlines pilot exposed himself to security workers at London City Airport in a row over security rules. A source with the airport told the Sun that the pilot became angry while going through procedures at the hub's downstairs security gate, which isn't accessible by the public. They said: 'The pilot was asked to take off his shoes and belt like everyone — but completely lost the plot. He pulled down his trousers and pants to completely expose himself, then turned to the security guard and asked angrily, 'Do you want to search this?' 'The pilot's flight was cancelled and 37 passengers waited two hours for a new flight. Police questioned the pilot but he wasn't arrested. The Sun's source said: 'All pilots have to go through these procedures so no one can understand why he reacted the way he did. Perhaps he was having a bad day.'

On Capitol Hill on Tuesday, Patrick Harten, the air traffic controller who was on duty the day US Airways Flight 1549 ditched in the Hudson, spoke about the event publicly for the first time. He told members of the House Subcommittee on Aviation that when he heard Capt. Chesley "Sully" Sullenberger tell him, "We're gonna be in the Hudson," he asked him to repeat himself, even though he heard him just fine. "I simply could not wrap my mind around those words," Harten said calmly. "People don't survive landings on the Hudson River, and I thought this was a death sentence. I believed at that moment, I was going to be the last person to talk to anyone on that plane alive." Harten said that during the emergency itself, he was hyper-focused. "I had no choice but to think and act quickly, and remain calm. But when it was over, it hit me hard. It felt like hours before I learned about the heroic water landing that Captain Sullenberger and his crew had managed. Even after I learned the truth, I could not shake the image of tragedy in my mind. ... I felt like I had been hit by a bus." Harten will return to work later this week for the first time since the ditching. The panel also heard from Capt. Sullenberger, who warned that airlines of the future may not be as safe as airlines today. "I am worried that the airline-piloting profession will not be able to continue to attract the best and the brightest," Sullenberger said. "The current experience and skills of our country's professional airline pilots come from investments made years ago when we were able to attract the ambitious, talented people who now frequently seek lucrative professional careers elsewhere," he said. "I do not know a single professional airline pilot who wants his or her children to follow in their footsteps."

"Americans have experienced huge economic difficulties in recent months, but airline employees have been experiencing those challenges and more for eight years," Sullenberger said. "We've been hit by an economic tsunami, September 11, bankruptcies, fluctuating fuel prices, mergers, loss of pensions and revolving-door management teams who have used airline employees as an ATM.... The single most important piece of safety equipment is an experienced, well-trained pilot." The panel, whose purpose was to examine what safety issues may have been revealed by the ditching, also heard from the rest of the US Airways crew and several officials from the aviation industry and regulatory agencies. During discussions, the panel suggested they might review rules regarding what airplanes must be equipped with life rafts, whether passengers should be instructed to stay

away from the rear exits in the event of a water landing, and if the labour laws that govern the airlines should be separated from those that govern the railroads. In response to questions about the birds, Sullenberger said he believed the collision that shut down both engines was likely a "fluke," and it would be difficult in any case to reduce or control bird populations. He did say that it would be worthwhile to review engine certification standards in regard to bird strikes. Robert Sumwalt, of the NTSB, said those standards will be reviewed as part of the board's ongoing investigation into the accident

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HAPPY ANNIVERSARY CONCORDE

**PICTURE SHOWS SUNSET
BEHIND CONCORDE G-BOAC
AT MACHESTER AIRPORT**

**CAPTURED BY
MARTIN ZAPLETAL**

It is 40 years since Concorde first took to the skies. On March 2nd 1969 the French prototype F-WTSS took to the skies for the first time followed on April 9th by the British prototype G-BSST, flown by Brian Trubshaw at Filton, Bristol.

The first scheduled flight took to the air on Jan 21st 1976 when a British Airways aircraft flew from Heathrow to Bahrain. The jewel in the crown was achieved in 1977 however, when after long arguments and much opposition Concorde finally reached America when a pair of Concorde's, one from each airline, Air France and British Airways touched down at John F. Kennedy, New York.

Also in 1977, following a joint agreement between BA and Singapore Airlines, G-BOAD was painted in Singapore colours on one side for operation to Bahrain via Singapore. However following noise complaints from the Malaysian Government the service was suspended after just three return trips until a new route avoiding their airspace could be negotiated. The only other operator of Concorde was Braniff International who's crews operated chartered aircraft from Dallas Fort Worth to Washington and from there AF and BA crews took over for the onward journey to Paris/London.

Air France and British Airways continued operations to New York until 2003 when all the aircraft were retired. Most ended up at various museums but some are now in rather tatty condition. One which will live happily ever after is G-BOAC at Manchester, now housed in its own purpose built facility.

"SOUTH OF THE BORDER"

BY ROGER FOZZARD

The weather forecast was good, I could drop my wife off with the daughter/grand daughter. So I set off bright and early (well early enough for a semi-retired retail executive), dropped my wife off in Beverley and set off for Humberside Airport. I begrudgingly paid the toll (wasn't coming back the same way) to cross the Humber Bridge and arrived at Humberside as the second morning flight to Amsterdam was taxiing to take off. I had parked at the side of the road, past the airport, that runs parallel to the runway. I was disappointed to see that the Germanair Fokker 100's were not parked outside although there were 4 Eastern A/W Jetstream 41's parked up. Apart from the helicopters, the only other movement was the second morning flight to Aberdeen.

Consulting the map and engaging brain (far better than Sat Nav) I managed to plan the route to North Cotes and arrived 40 minutes later without any problems. I eventually found my way to the Flying Club (the Mission deterred me at first) where I was greeted with a warm welcome. All the aircraft were in the hangars but the hangar doors were opened so that I could take photographs. I will not list the residents as details were given in the March magazine. There were two large crates of "hardware" on the runway and it was explained to me that RAF Chinooks were coming to test the latest software for carrying loads. Sadly, the aircraft had gone tech and wouldn't be arriving until the afternoon.

The next stop was to be at Wickenby which I had not visited since the days of the crop sprayers! Here again, no problems with navigation and by the time I arrived the sun had come out. I parked opposite the Control Tower and ate my lunch. We had a fly past by a Slingsby T.67 and a Schweizer 269 took off. After I had eaten lunch, I walked across to the Control Tower to ask if I could go to the Hangars. I am afraid I had a negative response, such a different attitude to North Cotes.

Anyway I got the map out and planned my route to Sturgate, via Scampton (nothing out) and with just one stop for directions arrived again without mishap. The airfield is run by Eastern Air Executive and their office was locked. However there was a notice advising you to go to the hangar if the office was closed where I managed to find the Engineering Foreman who said that I could take photos on the airfield but not inside the hangars. Nothing exceptional here, the best being an American reg Cherokee six and a Cessna 425 (I think).

Back into the car and set off for Finningley, sorry Doncaster Sheffield Robin Hood Airport. I parked in what is called spotters lane on the opposite side of the runway to the Terminal. It was very quiet, only a Thomson Boeing 737.800 parked at the Terminal and a Canadair bizjet on the GA Apron. In fact there were only five scheduled arrivals/departures for the whole day. I was hoping to round off the day by calling at Sandtoft, but didn't have the time as I was under strict orders to get my wife back to Bridlington so she could go out. (I wanted some time with my grand daughter as well).

An enjoyable day out but I did feel a little guilty that I had driven 200 miles in pursuit of my hobby.

TOP CADET SERGEANT REACHES NEW HEIGHTS

By ALAN TEMPEST



Having worked very diligently and enthusiastically to become a top cadet, entering numerous leadership courses which the RAF offer young cadet personnel who plan a life in the armed forces. One such award was presented recently by Flight lieutenant Dick Edwards, Officer Commanding the Central Flying School at Linton-on-Ouse to Cadet Sergeant Reece Kirby by a sixteen year old Associated Junior member of Air Yorkshire, with a chance of a lifetime, whereby he would be invited and taken for a sortie by Dick Edwards (an ex-Red Arrows pilot) in one of the RAF's latest fast jet training aircraft, the Tucano.

Reece, a member of 2527 Air Cadet Squadron at Lawnswood and taking his 'A' levels at Benton Park School, Rawdon, was awarded the special flight after being named "Cadet of the Year" at the squadron's annual awards night at Castle Grove, Headingley, recently. As a regular flyer (but for unforeseen circumstances i.e. successfully trialling for the North of England Rugby Team for the ATC he would have been flying solo on gliders) he still felt very apprehensive getting ready for an early flight and all the preparation which pre-empts the take-off. Reece was on his way to Linton-on-Ouse delighted at a cold but beautiful day at dawn, to meet up once more with his pilot/institutor, Flight lieutenant Edwards at Linton.

After much attention to detail for the forthcoming flight, including a full flying suit, (with all the necessary extras needed, especially when approaching the pulling of "G" (were made available), different simulators were introduced for familiarisation before a light breakfast in the Crew Room prior to take-off.

Walking out from the hangar office, ground crews wishing him well, he has said on many occasions since of the unbelievable feeling of pride he felt, to be doing something he would remember for years—to fly and take control of a modern RAF aeroplane

Climbing into the cockpit with help of a young pilot-officer they joked and chatted as belts and buckles were adjusted. Watching from the back seat as the pilot started the 1150shp Garrett

turboprop engine burst into life and they were marshalled out from the pan on a never-to-be-forgotten sortie.

It wasn't long before Reece was guiding the Tucano over the North Yorkshire Moors, doing low-level runs (valley bombing) and then soaring high into the Yorkshire skies before nearing Whitby, he was ordered to climb higher and circle the town before pushing the stick forwards to dive, "Just like a Stuka," he has told me more than once. Steady, low altitude fly down the coast followed before Bridlington got similar treatment as Reece now completely ecstatic climbed high to "dive bomb" poor old Brid.

Out to sea brought some awesome manoeuvres, the pilot demonstrating the pulling of "G" on many occasions. Flight lieutenant Edwards then brought the aircraft back via a different route through the north York moors except this time they were flying at +300mph and at a 500 ft altitude. "The pulling of 4.25-G is around about the maximum one can play with for a cadet" and is "something you must get used to" he casually remarked. Reece has said, "It was the experience of a lifetime and he never believed he would be given such a fantastic opportunity." That along with the bonus that he came close...but didn't throw up made it all the more special!

THE NAVY CELEBRATES



To celebrate 100 years of Naval flying two Hawk aircraft have been painted up in special schemes. XX159 and XX301 both arrived at Cranwell on 13/2 for painting with '159 departing to Culdrose on 18/2 and '301 heading to Yeovilton the same day.

Dave Anderson captured this photo of XX301 at the Linton-on-Ouse Graduation in early March

Another milestone was also reached this year, 40 years of operation by the Sea King. To honour this Sea King HU.5SAR XV648/818-CU has been painted in retro colours and will be seen around the UK at displays throughout 2009.



MILITARY AVIATION NEWS

LONDON – Britain is considering leasing up to five additional Lockheed Martin C-130J Hercules to help plug the capability gap left by continuing problems with the European Airbus Military A400M. The United Kingdom is interested in taking more C-130Js by 2012, which likely means it will need to conclude an agreement this year if the in-service date target is to be met. The Royal Air Force (RAF) earlier ordered 25 C-130Js, with deliveries beginning in 1999. All but a handful of the RAF's aging C-130Ks are due to be retired by 2012.

Alongside a C-130J lease, the ministry is further considering adding to its six-aircraft fleet of Boeing C-17s to provide additional airlift. RAF airlift is under strain due to having to sustain the air bridge between Britain and Afghanistan in support of the 8,000 military personnel deployed to combat operations there. Delays in the A400M program are only exacerbating the issue.

Senior British Defense Ministry officials are believed to have met March 4 to examine proposals for the ministry's next round of funding, known as Planning Round 09. The need for additional airlift may have been one of the considerations addressed during the meeting. The British debate comes as the French government also is looking at gapfiller options to avoid a tactical airlift shortage resulting from delays with A400M

The US Air Force's fleet of C-130J Hercules is part of the ongoing inspection of the C-130 fleet, Air Mobility Command said on March 14th. The 68 J-models brings the total number of C-130s needing wing inspections to 596. Along with the C-130s used to fly cargo and passengers, the inspection orders applies to combat C-130s flown by Air Force Special Operations Command and Air Combat Command. Maintainers at C-130 installations were told Thursday to check for defective nuts that help attach the plane's wings to the fuselage section called the wing box.

The planes aren't grounded but can't fly until checked, a process that takes about four hours, said Roger Drinnon, an AMC spokesman at Scott Air Force Base, Ill. in Illinois. The inspections are expected to be completed soon, Drinnon said.

The inspections come after routine depot maintenance Wednesday of a C-130 at Georgia's Robins Air Force Base found cracks on some of the plane's upper right wing barrel nuts. Initial inspection involved only the older "legacy" models, and not the newer C-130J, which first came on line in 1999, Drinnon said, but they were added to the list Friday.

Other branches of the U.S. military and dozens of other countries use the aircraft. Peter Simmons, a specialist on the C-130 program at manufacturer Lockheed Martin in Marietta, Ga., did not immediately return telephone messages Thursday. According to Air Force data, the C-130 became operational in December 1956. More than 2,000 aircraft in 70 variants and five basic models have been produced.

March 8, 2009 (by Lieven Dewitte) - Three of the four Belgian F-16s stationed in Kandahar sustained heavy damage after their engines were FOD'ed by debris kicked up by a landing transport aircraft. So much dust and debris was released that the F-16 engines came to a halt. The three Belgian aircraft were sitting on their parking spot when a cargo plane taxied along.

That maneuver kicked up large quantities of pebbles and sand, which ended up in the engines of the Belgian F-16s and damaged the rotor blades. As a precaution, and to any avoid further damage, the engines were removed from the three jets and sent back to Belgium for further inspection. One of the jets already has a new engine and is airworthy again. A C-130 will leave Belgium on Monday with two replacement engines to repair the other F-16s. The Belgian Air

Component deployed four F-16AMs to Kandahar in September 2008 together with 140 troops. They support the 41,700-strong International Security Assistance Force (ISAF) in Afghanistan.

RAF Nimrod:- Early this month Technical Experts advised that Nimrods should not fly after the end of March unless they have had their hot air ducts replaced. An inquiry into the 2006 Nimrod crash in Afghanistan, which killed 14 people, recommended the replacement of fuel seals and engine bay hot-air ducts to improve the safety of the fleet. The coroner who heard the inquest into the death of the personnel said the Nimrod had "never been airworthy" and called for the MoD's "cavalier approach to safety to come to an end". The modification work was due to be completed by March 31, but has been delayed, said Mr Ainsworth.

Technical experts advised that Nimrods should not fly after the end of March unless they have had their hot-air ducts replaced. The temporary halt to overseas operations has been ordered to speed the modification programme. Meanwhile, routine UK-based flights will be reduced because of the reallocation of engineers from the Nimrods' home base RAF Kinloss to the modification programme at RAF Waddington in Lincolnshire. All personnel aboard a 37-year-old Nimrod died when the reconnaissance plane exploded in mid-air over Kandahar, Afghanistan, in September 2006.

The inquest concluded that the most probable cause of the crash was a fuel leak during air-to-air refuelling, either from an overflow or the aircraft's fuel system. The fuel flowed back into a dry bay near to the aircraft's No 7 fuel tank, and ignited after coming into contact with an exposed hot air pipe. The crew had no means of attacking the principal fire and had no choice but to attempt an emergency descent to the Kandahar airbase, but at 3,000ft, the aircraft was seen by a RAF Harrier pilot to explode in a ball of flames, just six minutes after the blaze broke out.

Credit- Touchdown forums, Key Publishing forums

LANCASTER BOMBER GROUNDED(The Gazette, 22/03/09)

Since word went out that the "Queen of the Fleet" at the CWH Museum, the Lancaster, has been grounded due to propeller corrosion, discovered during regular maintenance, support has been coming in to help get the historic plane off the ground.

The CWHM's Lancaster is one of only two in the world that are flight-capable.

"This year is the the centennial of flight in Canada; we have the Lancaster booked for over 70 hours of flight. That's a lot for such an old plane," said Rickards.

"We're appealing to the community at large," she said, noting that less than two percent of the museum's operating funding comes from the Canadian government; the rest is made up by sponsorship.

Currently, Greenwood Military Aviation Museum in Nova Scotia has offered two propellers from a static Lancaster in its collection; these are being examined and overhauled to determine if they can be used in the short term. Sixteen Lancaster propellers have also been found in the States; the total cost for the propellers, and to ship them here would be approximately \$100,000.

Rickards stated that the Museum had determined to purchase these propellers, as they will undoubtedly be needed in the future.

"It's such a rare propeller," she said. "And this is a huge expense that was not budgeted for."

To find out more about the Lancaster, or to make a donation to the propeller fund, visit www.warplane.com , or call the museum at 905-679-4183.

TUCANO ACCIDENT



THURSDAY MARCH 12th

AN RAF top gun baled out of his plane moments before it crashed into the ground while trying to perform an aerobatic manoeuvre. Flt Lt Mike Rutland, who lives in York, escaped with just a broken wrist, suspected broken ankle and back injuries after parachuting down to the ground at RAF Linton-on-Ouse. But just 200 yards from where the plane came down around 60 RAF technicians were working in a hangar.

Flt Lt Rutland is a specialist aerobatics pilot and trainer and performs two flights a day at the base. But it appears that either his latest manoeuvre went wrong or the plane malfunctioned and at 12.25pm yesterday he was forced to deploy the Martin Baker ejector seat with which the Tucano aircraft was fitted. His parachute opened but he landed heavily and was treated on the airfield by colleagues as they waited for a Sea King search and rescue helicopter to arrive from RAF Leconfield. He was then transferred to Queen Mary's Medical Centre in Nottingham which has a specialist spinal unit.

But a spokesman for the RAF stressed that this was normal procedure for any pilot who has had to eject from a plane because of the g-forces exerted on the spine by the ejector seat. Linton Station Commander Group Captain Mike Longstaff said: "We are of course unable to speculate on the cause of the crash and an independent Service Enquiry Board has been convened. Mike is one of my finest pilots and I am delighted to say that he is in a stable condition."

The Tucano, which cost around £1 million 20 years ago, has a top speed of around 350mph but it was estimated that Flt Lt Rutland was travelling at around 150mph when the accident happened. The 33-year-old, who is married and believed to have one child, fired the first Maverick missile in combat on the opening day of the latest Gulf War as the pilot of a Harrier GR7. He was only recently named as the 2009 Tucano display pilot and was expected to perform at around 50 air shows this summer.

An investigation into the accident has now been launched by the RAF. Flights from the airbase were suspended for the rest of the day after the accident.

York Press

19th March:- Following a pre-display season training accident, during which the display pilot successfully ejected, the Air Officer Commanding 22 Group has formally cancelled the Tucano Display for the 2009 season which we understand will be disappointing for a great many people. However, the Tucano will not be entirely absent from the display circuit as it will perform a number of static displays that will be announced in due course. The display pilot, Flt Lt Rutland has been released from hospital and continues his recovery at home.
www.raf.mod.uk

With much regret, it was announced on UKAR on 19/03/09 that due to the unfortunate incident of a Tucano crash earlier in the month, this years RAF Tucano display has been cancelled. However it is planned to re-appear on the display circuit in 2010. Efforts are being made by airshow organizers to have the 2009 display Tucano appear in the static parks. Picture of the 2009 Display Tucano below, taken at RAF Linton.



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Business aviation services company PremiAir has launched a helicopter transfer service designed to transport passengers from business jet flights at key UK airports to the London heliport in Battersea, which the company manages on behalf of its parent company von Essen. The launch of the London Heliport Shuttle comes as PremiAir prepares to show off a major upgrade in the third quarter at the heliport. PremiAir will dedicate a four-seat Eurocopter AS355 Twin Squirrel and a nine-seat Sikorsky S-76 VIP to the service, which will be available from 07:00 to 21:00, Monday to Friday.

"The London Heliport Shuttle service will provide quick and seamless transfers to and from the key business airports such as Luton, Farnborough, Biggin Hill and Oxford, plus the London airports. Other airports are available on request," says PremiAir. The shuttle will have a fixed-price tariff, based on a one-way trip to or from the capital's only commercial heliport. Charter rates start from £1,695 (\$2,510) for a one-way trip from Biggin Hill to the heliport.

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Credit- PremiAir

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COMING NEXT MONTH.....

LHR - LBA, THE END OF AN ERA

Following the decision by bmi regional to cease operating flights between LBA and Heathrow there is at present no direct air link between Yorkshire and the Capital. To mark this, next month we intend to feature a run down of flights that have operated from Leeds - London over the years. So, if you have any stories of commuting to London by air over the years, be it in a Blackburn Kangaroo or Concorde, please contact me with a view to sharing your memories with the rest of our members. As a taster, pictured below is Avro 748 Series 2 G-ATAM arriving at Heathrow in 1967 following a flight from Leeds/Bradford.



Let's hope the airport management can secure a new operator to open up a new link soon.

Trevor Smith

N512NK Airbus A.319
Spirit Airlines
Orlando
06 March 2009
Andrew Barker



G-AYIM H.S.748
Janes Aviation
Blackpool
27 February 2009
Mike Storey

LY-FLG Boeing 757
Fly LAL(ex. G-BYAR)
Tenerife Sur
22 February 2009
Alan Sinfield

