



YORKSHIRE'S PREMIER AVIATION SOCIETY



**OM-BYR TUPOLEV TU-154M
SLOVAKIA GOVERNMENT
PRAGUE/RUZYNE INTERNATIONAL
MARTIN ZAPLETAL**

www.airyorkshire.org.uk

£2.50

VOLUME 36 ISSUE 3

MARCH 2010

SOCIETY CONTACTS

HONORARY LIFE PRESIDENT Mike WILLINGALE

AIR YORKSHIRE COMMITTEE 2010

CHAIRMAN	David SENIOR	23 Queens Drive, Carlton, WF3 3RQ tel: 0113 2821818 e-mail:david.senior@airyorkshire.org.uk
SECRETARY	Jim STANFIELD	tel: 0113 258 9968 e-mail:jim.stanfield@airyorkshire.org.uk
TREASURER	David VALENTINE	8 St Margaret's Avenue Horsforth, Leeds LS18 5RY tel: 0113 228 8143
Assistant Treasurer	Pauline VALENTINE	
MEETINGS CO-ORDINATOR	Alan SINFIELD	tel: 01274 619679 e-mail: alan.sinfield@airyorkshire.org.uk
MAGAZINE EDITOR	Trevor SMITH	97 Holt Farm Rise, Leeds LS16 7SB tel: 0113 267 8441 e-mail: trevor.smith@airyorkshire.org.uk
VISITS ORGANISER	Paul WINDSOR	tel: 0113 250 4424
DINNER ORGANISER	John DALE	tel:01943 875 315
SECURITY	Reynell PRESTON, Denis STENNING, Brian WRAY	
RECEPTION/REGISTRATION	Jill MYERS/Jess MYERS	
VENUE LIAISON	Geoff WARD	

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

Air Yorkshire Code of Conduct: a member should not commit any act which would bring the Society into disrepute in any way.
Disclaimer: the views expressed in articles in the magazine are not necessarily those of the editor and the committee.

NEXT MAGAZINE PRESS DATE:- 20th March

SOCIETY NEWS

The February meeting should have been taken by Tony Hallwood from LBIA, but he was unable to attend for personal reasons. One again Alan Sinfield came to the rescue with a DVD made by the late David Bates of the aircraft at LBA for the Euro 96 football match between France and Spain at Elland Road. The star of the day were the aircraft, from France names like Air France, Corsair, AOM, TAT and Air Jet. From Spain came Iberia, Aviaco, Air Europa and many more, but what a day! After the DVD we saw part of a film of a visit to Duxford and finished off with clips from the internet and a good day was had by all.
Reynell Preston

EDITORIAL:- You will notice in this magazine we have received a letter from a member regarding the February meeting, which I have included under a new section, LETTERS TO THE EDITOR. Please feel free to write to me on any subject regarding the Society business or the Magazine and I look forward to publishing your efforts.

Following the survey we carried out with the membership renewals it has emerged that a handful of members would like more comprehensive coverage of movements at LBIA. The majority of you seem to be happy with the way the movements are presented, however if any member would like specific times of any flights, e-mail me and I will endeavour to supply the info asap.**Trevor Smith**

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

PLEASE NOTE

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

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

- 7 March 2010 Captain Mike Newall – by popular demand Mike Newall, Thomas Cook Airlines Is returning to inform us about all aspects of the aviation world.
- 11 April 2010 **NOTE THE DATE CHANGE DUE TO EASTER**
Annual Air Yorkshire Quiz – We will use the same multiple choice format we used in 2008, which proved to be enjoyable and popular.
- 2 May 2010 **NEW** - Group Captain Phil Rodgers RAF (Retd) – ‘A History of the Royal Air Force Cranwell’. This talk is being presented in conjunction with the R.A.F/ Benevolent fund. A collection will be made during the talk and Air Yorkshire will also make a donation.
- 6 June 2010 **NEW** - Drew Steel. – You will remember that Drew gave an excellent and informative talk to Air Yorkshire on the MRA4 in 2006. Drew is now the Military Liaison Executive at BAE Warton, and will give a presentation on flying-related activities and set-up at BAE Warton
- 4 July 2010 To be arranged
- 1 August 2010 Martin Powell and Ivor Tamplin. We welcome back Martin and Ivor, but this time as a double act. Their talk/presentation is titled ‘British Piston Engined Transport Aircraft since WWII’
- 5 September 2010 To be Arranged
- 3 October 2010 **NEW** - The West Yorkshire Police “Project Griffin Team”
A Talk/Presentation on the various aspects of Airport Security and terrorism and how everyone call assist the police.

AMSTERDAM

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

Alan Sinfield



SCENE AROUND YORKSHIRE

What a month for weather!! As ever I am indebted to Andy Wood(HAR) for his input, plus the contributors to Fighter Control for military info.

Askern:- A new resident is Rand KR.2 G-BNML.

Bagby:- A new resident is recently completed Acroport II G-CCFX, formerly at Wombledon. PA-28RT G-BPXJ is no longer resident, having moved to Teesside. Harpin borrowed Twin Squirrel G-WDKR for most of January

while their aircraft G-ORDH was out of service. Visitors:- 9/1 G-WOFM A.109S(Oxford – Allenheads, refuel); 18/1 G-HULL F.150H, G-BAXV F.150L; 27/1 G-PROW Eurostar; 28/1 G-BFYI Bell 47G, G-IIRP CAP 232(f. Headcorn); 30/1 G-AJKB Silvaire(f. Barton); 31/1 G-IKON RV.6, G-GLUC RV.6

Beverley:- Visitors:- 17/1 G-JUDD Jabiru(to Fife/strip), G-BDJD Jodel D.117; 18/1 G-CMSN R.22B; 31/1 G-SELL DR.400

Boston:- Milford Aviation has sold Jet Ranger G-BSBW, the former Calverley resident, to new owners Heliflight Ltd of Staverton.

Breighton:- A new resident is Luton Minor G-ATCN, which arrived from Wickenby on 26/1. Cessna F.172M G-BHAW returned from Thurrock, where it had acquired a smart new colour scheme. Visitors:- 2/1 G-SKYC T.67M; 17/1 G-CBSK Gazelle(Refuel); 23/1 G-MZIU Quik, G-FUZZ Super Cub; 26/1 G-BJOT Jodel D.117; 28/1 G-APVF Putzer Elster; 30/1 G-RODC Skybolt, G-SKIE Skybolt, G-ROMP Extra EA.230, G-IIAI CAP 232, G-AVRW Minicab; 31/1 G-BPTZ R.22B, G-AJIT Auster J/1N, G-BKKZ Pitts Special, G-BYNR Jabiru, G-OSLD Europa, G-ZZAC Eurostar.

Burn:- A new resident at the gliding site is Chevvron Microlight G-MVVV.



Mike Sorey was on hand to capture the arrival of Dauphin G-HEMS at Coney Park on 18/1

CONEY PARK(Leeds Heliport)

Very little activity this month due to the weather, however there was one notable movement, Gazelle ZB669(Armyair 563), which called in for a refuel while routing from Carlisle(1320) to Lyneham(1520) on 31/1. Other logged movements:-

7/1	G-EMHH Twin Squirrel	1145 1150	"Costock 5" f. Coventry t. Sunderland
	G-BYZA Twin Squirrel	1205 1210	f. Coventry t. Sunderland
12/1	G-TOPZ Gazelle	1130 1140	f/t Rothwell
18/1	G-HEMS Dauphin	1250 1340	f. Leeds General Infirmary t. Penrith
21/1	G-CBXX R.22B	1340 1355	f. Walton Wood t. Liverpool
25/1	G-TOPZ Gazelle	1130 1140	f. Oulton Hall t. Rothwell
30/1	G-CPTS Jet Ranger	1335 1400	f/t Skipton
31/1	G-MRMJ Dauphin	1535 1540	f. Ripon t. Blackbushe

Coningsby:- On 4/1 the following Tutors were noted in the circuit, G-BYUO, G-BYVP, G-BYVT, G-BYWR, G-BYWX, G-BYXY. Other visitors included:- 4/1 ZG884 Lynx(Armyair 950), ZA597 Tornado GR.4(Marham 32), plus the following Red Arrows Hawks training, XX308(Red 1), XX294('2), XX253('3), XX233('6), XX264('9); 18/1 Pumas XW217(Champagne 1), XW231('2); 25/1 ZH660 Harrier T.12(Striker 16), ZG503 Harrier GR.9(Tarnish 14); 26/1 F-15Cs 86-0172(Gator 21), 86-0176('22), ZG921 Lynx(Armyair 968); 29/1 F-15Cs 84-0009(Chosen 11), 86-0156('12).

Cranwell:- Just for the record the following Dominies are still in service:- XS709/M, XS711/L, XS712/A, XS713/C, XS727/D, XS728/E, XS730/H, XS731/J, XS737/K, XS739/F.

Crosland Moor:- Blade 912 G-RUFF is no longer resident, having been sold. Visitors:- 3/1 G-OJMF Enstrom 280FX

Devonshire Arms:- Visitors:- 3/1 G-RWEW R.44; 17/1 G-XTEK R.44, G-YMBO R.22B(from Blackpool); 21/10 G-CBXK R.22B; 23/1 G-EVEV R.44, G-MAYB R.44, G-DRIV R.44, G-BPLZ Hughes 369HS

Dishforth:- LBIA based R.44 G-RWEW was noted here crew training on 28/1.



Phenom G-SBRN, pictured by Clive Featherstone during its visit to Doncaster on 4/1

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

A pretty average month this time around, not helped by the atrocious weather. The only freight flight of note was the Meridian Air Cargo Antonov AN.22 UR-CAG(MEM 4089) which was noted on 26/1. There were a smattering of diversions from LBIA and one from Manchester, these are included in the following movements:-

- 2/1 G-JDBC PA-34(Jaydee 43W, ILS), 737/300s G-CELE/G-CE LH LBIA divs.
- 4/1 HB-JEV Gulfstream 550(Batman 271), N53GX Global Express(n/s)
- G-SBRN Phenom(Training), N116KY PA-32 Cherokee 6
- 5/1 G-FCLF Boeing 757(Kestrel 430L, Manchester div)
- 7/1 G-FIRM Citation 2(Marshall 11A), G-FBEK Embraer 190(Jersey 263/4)
- 8/1 G-PMHT TBM.850 9/1 G-OBYJ Boeing 767/300(Thomson 192, P&O Charter)
- 10/1 HB-VOL Citationjet 2(Speed Wings 895L), CS-DKK Gulfstream 550(Fraction 132G)
- 12/1 CS-DRD Hawker 800XP(Training) 13/1 G-CITY PA-31(Causeway 999A)
- 14/1 N1825 King Air 350, N719EL Hawker 400XP
- 15/1 D-CMNX Dornier 228(Kiel Air 32L, LBIA div), G-PJLO Boeing 767/300(TOM 184)
- 16/1 OO-SKM King Air 200 17/1 G-XBLU Citation Sovereign
- 18/1 G-LSAI Boeing 757(Channex 051T, circuit training)
- 19/1 G-FDZB Boeing 737/800(TOM 6YG, LBIA div), G-CDKR DA-42(Diamond 04)
- 20/1 ZK454 King Air 200(Cranwell 15, training), G-JBDH Robin DR.400(Training)
- 21/1 N2125K Mooney M.20J(Skytrain 01, ILS), Tutors G-CGKA/B/C, training
- 22/1 ZE396 BAe.125 CC2(Ascot 1922), G-JMED Lear Jet 35(Air Med 061)
- 23/1 G-CMED TB.9 Tampico(training), G-BEKO Cessna 182P(training)
- 24/1 G-OBYG Boeing 767/300(TOM 193) 25/1 G-LOFB Electra(Neptune 188T)

- 26/1 G-HUBY EMB.135BJ(Lonex 91HU), G-CDCX Citation 10, G-RAFU Be.200(CWL 84)
- 27/1 OE-GCP Citation XL, M-ARTY Pilatus PC-12
- 28/1 N71VE Commander 690A(Surveyor 03), ZF377 Tucano(LOP 70, ILS)
- 29/1 XX177 Hawk(Red 11, ILS), G-GFEA Cessna 172S
- 30/1 G-USAR Cessna 441 31/1 G-DBLA Boeing 767/300(TOM 138), PH-PIM F.172M

One bright note is that Kinch Aviation are attracting more aircraft for engineering. On 8/1 Citation 10 VP-CEG tried twice to leave following maintenance but had to turn back on each occasion due to undercarriage trouble. A third, successful attempt was achieved late afternoon. Nigel Mansell's Citationjet 2 G-NMRM(Red Flight 05) arrived on 9/1 for attention following an incident at Exeter when its tailplane was damaged as it taxied behind a CRJ.900, which was carrying out engine runs. The aircraft was still present at the end of the month. Other aircraft arriving for checks were as follows, Citation X N710AW(14/1 – 15/1), Citationjet 2 EI-MJC(14/1 – 19/1), Citationjet 2 G-OMBI(18/1 – 22/1), Citation Sovereign G-CFGB(24/1 – 28/1), Citationjet 2 OE-FGL(27/1 – 29/1), Citation 2 N550LD(29/1, still present), Citation Bravo G-OMRH(30/1, still present).



Meridian Air Cargo AN.12 UR-CAG operating into Doncaster on 26/1(Clive Featherstone)

Eddsfield:- Nipper G-AVXD, which was first noted last month is in fact a new resident with its owner having moved from Dundee to Bridlington. Visitors:- 2/1 G-SPED Pioneer 300; 31/1 G-HPOL MD.902 Explorer(Police 19)

Elvington:- Visitors:- 30/1 G-BUVM Jodel DR.1050(to Crosland Moor)

Full Sutton:- Cessna 172S N5287F arrived on 28/1 following a flight from Lakeland via Bangor, Goose Bay, Reykjavik and Wick. It later continued on its delivery flight to new owners in Lithuania. Visitors:- G-CDMX PA-28, G-SCOL Airvan, G-BCRR AA-5B; 31/1 G-BRBA PA-28, G-BGLG C.152

Gamston:- Resident Koliber G-BXLS has moved out following sale to new owners at Treswell and also leaving recently was CAP.10B G-BRDD. Visitors:- 20/1 G-ORZA DA-42(f. Leicester); 25/1 G-SOBI PA-28; 26/1 G-AVUH F.150G; 28/1 G-ASZU Cessna 150E(f. Cranfield), G-EEBB EC.155(Refuel to Beccles); 31/1 G-LEIC C.152(f. Leicester), G-NPKJ RV.6, G-BNRA PA-34 Seneca.

HUMBERSIDE

Links Air, based at the airport with Jetstream 32 G-JIBO are to lease the aircraft to start-up airline Varsity Airways who intend to initially operate flights between Oxford and Edinburgh. Good news for the airport is that Flybe are to re-commence flights to Jersey this summer and are to add a daily Belfast flight. Also, one of the company's Embraer 190 aircraft will be seen on Saturday afternoons operating an IT flight from and to Malaga. Eastern Airways have been awarded the shuttle flights between Warton and Coningsby, at present operated twice daily by Highland Airways. With this in mind two Jetstream 32s G-CCPW and G-LOVB arrived at Humberside on 21/1, believed to be readied for operation on the route.

Visitors were quite sparse due to the weather conditions prevailing for most of the month:-

- 3/1 CS-DKK Gulfstream 550(Fraction 109Q, from Bridgetown), TF-FIH Boeing 757(Iceair 784)
- 5/1 N234RG PC-12, PH-OFE Fokker 100(KLM 1545, LBIA div)

- 8/1 G-RJXD Embraer 145(Midland 9751)
- 11/1 OY-EJD Falcon 2000EX(Mermaid 656), D-ISIX King Air C.90
- 12/1 F-HLIM Citation XL, F-HTCR King Air 200(Darta 6025)
- 18/1 G-TAYI Grob 115 19/1 G-OEAS King Air 200
- 21/1 F-HHAM King Air C.90(Darta 6011), F-HLIM Citation XL
- 24/1 G-RVRD Aztec(Raven 14) 25/1 ZK454 King Air 200(Cranwell 81. ILS)
- 26/1 CS-DRB Hawker 800XP(Fraction 5YR), G-ISAY Jetstream 41(Highway 41C/42C)
- 28/1 F-GUPF King Air 200(Darta 6051), ZZ417 King Air 350(Vulcan 01, ILS)
- 29/1 G-IFTE BAe.125/800B(Interflight 129)

Kirkby Overblow(Harrogate):- Long Ranger G-PTOO has just been registered to P2 Helicopters with an address in the village. This aircraft is the former N340AJ so will probably still be based at Huggate near Full Sutton.

Leconfield:- 202 ftt Sea King XZ595/K was noted being road out to VAHS/Fleetlands for repairs in early February.

Leeming:- On 22/1 Tornado ZE887/GF in 43 Squadron Special Markings arrived on an Emergency diversion and was towed to HAS.19. It remained there until 27/1 when it departed home to Leuchars as "Leuchars 35". Visitors noted included:- 18/1 Red Arrows Hawks XX266/XX294, XW217 Puma(Champagne 2), ZD703(Ascot 1568), ZJ815/DY Typhoon(Circuits); 25/1 G-FPLB King Air 200(Calibrator 125), Lynx ZD249/307(Skua 1), XZ690/301(Skua 2); 27/1 Lynx ZD260(Skua 310); Puma /ZA(Vortex 315), ZJ813/BLTyphoon(ILS, Touch and go).

Linton-on-Ouse:- For anyone interested(and I know there are many!), The Red Arrows will be displaying at Linton on 16/3 from 1325 until 1405.

North Coates:- A very short lived resident was the TB.20 G-TOAK, which has now moved to new owners at Warminster. Visitors:- 17/1 G-MOSS Baron, G-PTAR Skyranger, G-UAPO Ruschmeyer R-90; 23/1 G-LORC PA-28; 24/1 G-BVDC RV.3, G-BZWW Skybolt; 30/1 G-BYEO CH-601HDS; 31/1 G-OMRP CTSW, G-IROE CTSW, G-BHFK PA-28R, G-SELL DR.400

Pocklington:- Grob 109B G-BZLY is no longer resident, having been sold to new owners at Warminster.

ROTARY ROUND UP

17/1	G-MRMJ	Dauphin	Blackbushe – Skipton
20/1	G-HGRB	R.44	Wakefield – Newark
	G-JMDI	Schweizer 269C	Cherry Willingham(Lincoln) – Newark
23/1	G-MRSN	R.22B	Coney Park – Melbourne – Great Heck
25/1	G-PIDG	R.44	Sherburn – Emley Moor
	G-TOPZ	Gazelle	Bristol – Oulton Hall(Leeds)
	G-WDKR	Twin Squirrel	Wallsall – Nun Monkton(York)
26/1	G-ZIZZ	Agusta A.109S	Hull – Inglebrooke(Essex)
27/1	N449J	Agusta A.109S	Dublin – Barnsley
28/1	G-OJRH	R.44	Emley Moor – Eggborough
	G-BFYI	Bell 47G	Goathland – Ripon – Bagby
	G-RWPL	Eurocopter EC.155	Carnforth – Chatters Hill(Lincoln)
	G-CBAK	R.44	Rufforth – Private site in Cumbria
	G-EEGO	Jet Ranger	Wistow(Selby) – Dewsbury
29/1	N150AG	MD.369HM	Welton Top – Caistor
30/1	G-RAPD	Hughes 369E	Haworth – Shelf(Halifax)
31/1	G-ODAZ	R.44	Easingwold – Adwick le Street
	G-XTEK	R.44	Sherburn – Retford village

Rufforth:- King Air 200 OO-SKM arrived early morning of 17/1 on one of its regular visits from Brussels.

Scampton:- A new resident is Hybred 44XLR G-MVZO.

Sandtoft:- Visitors:- 17/1 G-BOLE PA-38(Commodore 02), G-AWVC Pup, G-CEBF Eurostar, G-CEXX MT-03 Gyrocopter, G-RSMT MT-03 Gyrocopter; 24/1 G-CFFJ CTSW, G-SELL Robin DR.400; 29/1 G-

GFBA C.172S; 30/1 G-WACY F.172P(Local flight); 31/1 G-BRBA PA-28, G-BNOH PA-28, G-AVWL PA-28, G-PALY PA-28, G-OWND R.44, G-PSKY Skyranger, G-MVXP Chaser S.



Jet Ranger G-OJPS is a regular visitor to Sandtoft on training flights(Paul Lindley)

Shelley(Huddersfield):- R.44 G-PIDG is a new resident at a private address in the village, near Emley Moor.

Sherburn:- Twin Squirrel G-NTWK(Osprey 63) was based here for a week from 4/1 while operating on local patrols for British Transport Police. Cessna 425 N1262K was logged departing to Jersey on 25/1 and the next day similar type M-MANX arrived from Ronaldsway. On the evening of 29/1 the West Yorkshire Police MD.902 G-YPOL(Police 42) arrived for an hour of crew training. Visitors:- 2/1 G-MZIU Quik; 17/1 G-RVDR RV.6A, G-TSGJ PA-28, G-EDDS Sports cruiser, G-AKSY Auster 5; 18/1 G-BPOS C.150M, G-BFPH F.172M; 23/1 G-BWNB Chipmunk, G-RAMS PA-28RT, G-KELZ RV.9, G-EVEV R.44; 24/1 G-FOFO R.44; 28/1 G-BBCS DR.400(f. North Moor), G-EEGO Jet Ranger, G-LINC Hughes 269C, G-BUZN Cessna 172H, G-BOLE PA-38(Commodore 02); 29/1 G-RIXS Europa; 31/1 G-BYTI PA-24 Comanche

Sturgate:- A new resident is PA-28 G-BNYB. Noted here on 21/1 were King Air 200 G-WCCP(on maintenance), PA-28R G-BOYV, TB-20 G-PATN(no engine) and Bulldog G-CBBS/XX694 also engineless. Visitors:- 2/1 G-BKMB M.20J(Sandtoft div), G-BBDT C.150H; 28/1 G-MSFC PA-38; 31/1 G-BODB PA-28

TEESSIDE(Durham Tees Valley) Info/Photos courtesy of dtvmovements.co.uk

Cleveland Flight Training is now up and running operating a fleet of PA-28 G-BNTD and Cessna 152 G-BHFC, the latter on lease from Blackpool Helicentre. Also new is Cessna 152 G-WACT, which is on lease to Durham Flight Training. Two of the German King Air 350 aircraft operated by Cobham have moved onto the UK register, D-CFIS is now G-COBM and was first noted operating as "Calibrator 134" on 25/1 while D-CFIA has become G-COBI and this machine is reported as operating in Abu Dhabi. Like all the other airports, this month proved to be pretty quiet due to the weather, however a few inbound diversions were of note including on 5/1 G-BUSH A.320(Shuttle 12G) and RJ.70 OO-DJN(Beeline 2T) both from Newcastle. On 19/1 the airport had a very busy day with the following diverting from LBA, Jetstream 41 G-MAJJ(Eastflight 29Q), Embraer 135 G-RJXK(Midland 1612), Fokker 70 PH-KZI(KLM 1546) and Boeing 737/300 G-CELD(Channex 202). Joining them on the apron were a trio of Eastern Jetstreams which had diverted from Newcastle, G-MAJL/G-MAJP/G-MAJT. Other movements included:-

- 3/1 G-NESU Eurocopter EC.135(Police 28, refuel)
- 5/1 G-FDZA 737/800(TOM 6YG, LBA div), G-CDEB SAAB 2000(EZE 85H, Newcastle div)
- 6/1 G-TABS Bandierante(Skydrift 110), G-EMHH Twin Squirrel(Costock 10)
- 7/1 VP-BSF Lear Jet 60, HB-VNZ Citation Bravo(Jet Aviation 302), G-OBYI 767/300(TOM 662)
- 8/1 G-SPHU Eurocopter EC.135T(Helimed 08A)
- 10/1 ZE395 BAe.125 CC2(Ascot 1209), G-OOBA Boeing 757(Thomson 2708)

11/1 N288Z Global Express(Bayjet 889), G-CXLS Citation XLS(Beauport 711)
 12/1 G-FJET Citation 2(Lonex 28FJ), G-LILA Jet Ranger(Refuel)
 15/1 N35KN Cessna 401A, G-MEGN King Air 200, G-OAMG Jet Ranger(Pipeline 03, n/s)
 16/1 XZ595 Sea King(SRG 128, refuel), G-VONG Twin Squirrel(Premier 06)
 18/1 G-ORJA King Air 200(Martin 01), G-UMMI PA-31(Poyston 01), G-SNZY Lear Jet 45
 Hawks(ILS); XX318(Pirate 21),XX329(10),XX203(04),XX246(03),XX285(12),XX198(04)
 19/1 G-FIKI Cirrus SR.22, G-MILO Cessna T.303(Orchid 559)
 20/1 G-BVYF PA-31(Poyston 04, parts for u/s G-UMMI), G-CCHA DA.40 Diamond
 21/1 OY-OKK Falcon 900EX(Mermaid 6433), G-SUZN PA-28 Warrior
 22/1 G-LGNG SAAB 340(Logan 821), G-OBYE 767/300(TOM 663), G-WENA Twin Squirrel
 23/1 G-HPPY Lear Jet 45 24/1 F-HDJM King Air 200(Darta 6099)
 26/1 ZF243 Tucano(LOP 43, ILS), G-JDBC PA-34 Seneca(Exam 02, training)
 27/1 D-CATE Citation Sovereign(Cavallo 7)
 28/1 CS-DXP Citation XLS(Fraction 729K), XZ677 Lynx(Armyair 987)
 29/1 N37172 King Air 350, ZE395 BAe.125 CC2(Northolt 35, ILS), G-JOEB Cirrus SR.22
 30/1 G-SONE Citationjet(Clifton 9), G-RNCH PA-28 Warrior



SAAB 340 G-LGNG was used by Swansea FC inbound to Teesside on 22/1(dtmovements)

Topcliffe:- Noted on 30/1 in a very busy circuit were Vigilants, ZH148/TV, ZH205/UL, ZH208/UP, ZH248/UT, ZH265/UZ. ZJ961/SJ, ZJ963/SL.

Treswell:- This new strip near Gamston has seen expansion lately with the addition of a new hangar, which now houses the following, F.150L G-BBKA, Emeraude G-BLXI, Rallye G-BYPN, Tiger Moth G-AGYU and Koliber G-BXLS.

Waddington:- Newly registered to an owner here is Pitts S.2AE G-PULR, a new build aircraft still under construction. King Air 350 ZZ417 arrived back from Afghanistan mid-month for maintenance. Visitors:- 13/1 ZJ136/U Merlin; 27/1 ZR323 A.109E(Ascot 1227); 28/1 LX-N90448 Boeing E.3A, 00331 Boeing KC-135R(Quid 76, circuits); 29/1 201/36-CA Boeing E.3A(French A/F), ZF515 Tucano, ZH657/105

Walton Wood:- Visitors:- 22/1 G-CBXX R.22B; 23/1 G-IIFR R.22B; 26/1 G-RAMY Jet Ranger(f. Humberside); 28/1 G-HSOO Hughes 369E(to Gamston)

Wickenby:- A potential new resident is PA-38 G-BVLP, which has recently been registered to North Lincs Aviation. Luton Minor G-ATCN is no longer resident having moved to Brighton. Visitors:- 17/1 G-BEKO Cessna 182P; 18/1 G-PKPK Schweizer 269C, G-KWLI Cessna 421C; 31/1 G-CEFV C.182S

York(Strensall Barracks):- Noted arriving here from Netheravon on 28/1 was A.109E ZR323(Ascot 1228).

OVERFLIGHTS

2/1	N119JT	Agusta A.119 Koala	Norwich – Belfast City(6/S LBA 1135 @ 2000')
17/1	N199ZZ	Cirrus SR.22	Over POL 1020 @ 4500' enroute to Prestwick
19/1	N9870C	Cessna T.303	Liverpool – Roskilde(Huddersfield 0955 @ 3000')
31/1	G-JEZA	Agusta AW.139	Great Yarmouth – Blackpool(POL 1359 @ 2000')
	N760CK	Cirrus SR.22	Wick – Groningen, delivery(OTR 1447 @ 7500')

MILITARY NEWS:- Just to help fill a rather sparse section, there are a couple of interesting bits of Military news which may be of interest:-

Bruntingthorpe:- Two RAF VC-10 aircraft XR808 and XV101 are due to arrive here in early April, one of which will join the Museum and be preserved while the other will be broken up.

Leicester:- Swiftair Maintenance, based here have received most of the former Barkston Heath based T-67M aircraft and these machines were noted parked outside on the airfield on 24/2:- G-BUUA, G-BUUB, G-BUUK, G-BWXA/B/C/D/E/F/G/H/I/J/K/L/M/N/O/P/R/T/U/V/X/Y/Z. In addition G-BONT and G-BUUB have joined the Leicester Aero Club.

Credit:- ELAS Newsletter



Vintage Cessna 401A N35KN(ex G-ROAR), pictured here at Teesside on a rather cold morning in January, is a regular visitor to several local airfields including Skegness (dtvmovements)

Gazelle XW313 has recently arrived at a location near Durham City along with another hulk of the type. As can be seen from this photo by **David Senior** it would take a lot of tender loving care to nurse this machine back into flying condition!!



DAY BY DAY @ LBBIA



January was another month which had much disruption due to bad weather, however we did manage a few inbound diversions including a new KLM 737/600 on the last day of the month. There were also a few changes to the call-signs used for various flights. Ryanair changed the evening inbound from Dublin from 02A, to 156 the actual flight number. bmi regional added a 1 to the beginning of all their flights ie the Brussels became '1611/2 etc, however after a couple of days the Glasgow flights reverted to their old alpha numeric call-signs 1VX/1XV etc. Finally, towards the end of the month Thomas Cook changed all their flights to alpha-numeric call-signs.

Over at Multiflight there was also little activity, however the J-3C Cub(HB-OBP) which arrived early last year for rebuild has finally been reregistered as G-CGIY for an owner in Shipley. Long Ranger N340AJ arrived towards the end of the month and is for reregistering G-PTOO for P2 Helicopters with an address in Kirkby Overblow near Harrogate. Another arrival late month was PA-34 G-BZTG and this aircraft is being offered for sale on the Multiflight website.

1/1 Friday

SCHEDULES:- Flybe:- Resident G-JEDK one Gatwick trip. G-ECOP(733/4). G-ECOB(173/4). G-ECOM(643/4).

KLM:- PH-KZF(1545/1550), PH-KZF(69W/64K, n/s).

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

Ryanair:- EI-DAR(1B/157). EI-DHX(9396/7).

IT FLIGHTS:- Boeing 767/300 **G-OOAN**(Thomson 174F/174) positioned from Manchester at 0658 to operate outbound to Bridgetown/Barbados at 1002 on the first P&O Cruise flight of the season. Unfortunately, when some 30 miles N/W of Shannon a "slight technical" fault occurred necessitating a diversion back to Manchester where it spent a couple of hours while the fault was cleared and the aircraft resumed its flight to the Caribbean. A.320 **G-GTDL**(Kestrel 652K/L) t/f Tenerife(1158/2123).

GENERAL AVIATION:- PA-34 Seneca **G-JDBC**(Jaydee 43W/X) f/t Liverpool(1215/1224), training flight.

MILITARY:- The first arrival of the New Year was Hercules C5 **ZH870**(Ascot 4569), which arrived from Hannover at 0544 and dropped off a couple of passengers on the Alpha Taxiway before heading home to Lyneham at 0600.

2/1 Saturday(Closed 1730 – 2100 due snow)

SCHEDULES:- Air Southwest:- G-WOWC(480L/320B to Manchester/Newquay).

Flybe:- Resident G-JEDK(21JS/9LK), then 730/1 to and from Belfast.

Jet2:- G-CELH(288) from Geneva, diverted to Doncaster due snow, returning at 2239 as '288W. G-CELE(186) from Malaga also initially went to Doncaster, returning at 2123 as '186W. G-LSAI(018P) positioned to Rome(2302).

KLM:- PH-KZD(1549/50), '69W cancelled due snow at LBBIA.

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

Pakistan International:- A.310 AP-BEB(775/6), initially diverted to Manchester due snow but returned at 2202, finally heading home to Islamabad at 0030 on the Sunday morning.

Ryanair:- EI-DCT(1A/9G). EI-DCC(92J7), initially diverted to Liverpool, returning at 2158 as '978X to operate outbound to Alicante(9079).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 279K/L) t/f Fuerteventura(0718/1644), "Kestrel 867K" to Las Palmas(2120). Boeing 737/800 **OE-LNK**(Austrian 37TF/38TF), f/t Innsbruck(0919/1151). Boeing 737/800 **G-FDZE**(Thomson 9GW/2PE), f/t Chambery(1529/2111).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) arrived from Altenrhein(1246) and stayed tucked away in the Multiflight hangar until 15/1.

GENERAL AVIATION:- PC-12 **G-MATX** from Sion(1719) to Goodwood(2114).

3/1 Sunday

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

Eastern:- SAAB 2000 **G-CDEA**(33X/34X).

Flybe:- Based G-JEDK, Gatwick x2. G-ECOW(731/2), G-ECOC(733/4). **G-FBEG**(175/6). G-JEDR(643/4).

bmi:- G-RJXH(9773) positioned to Hawarden(1151), after being parked up since before Christmas.

Jet2:- G-CELC(347) departed to Dusseldorf at 1831, but returned at 1917 with a technical problem. The same aircraft departed at 2016, this time as '347A to Cologne as Dusseldorf closes.

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

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

Ryanair:- EI-DPW(1A/9G), EI-DHK(156/157, note change of call-sign). EI-EBL(9396/7).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 867L/279F) from Las Palmas(0642) to East Midlands(0832).

EXECUTIVE JETS:- Citation Sovereign **G-NSJS** f/t Jersey(0942/1243). First timer, Citation Mustang **D-IEGO**(Carolus 2480) of Triple Alpha GmbH arrived f/t Dusseldorf(1138/1428). Citation XLS **G-OROO**(Hangar 878) from Edinburgh(1422) to Geneva(1451).

GENERAL AVIATION:- PC-12 **G-DAKI** from Annecy(1225), n/s to Hawarden(1332). Hughes 369E **G-JIVE** from Halifax(1553) to Shelf(1616).



Duchess G-OBLC is a regular visitor while on training details from its base at Humberside, pictured here on the overshoot on 28/1(Mike Storey)

4/1 Monday

SCHEDULES:- Air Southwest:- G-WOWE(482L/283M), G-WOWC(486L/487M).

bmi:- The first flights since Christmas and the company has changed the call-signs with a 1 added before the flight number. Based G-RJXP(1613/1614) t/f Brussels. G-RJXP(1291/1403) from Glasgow to Edinburgh. G-RJXI(1404/1292) from Edinburgh to Glasgow.

Eastern:- G-MAJH(080D) was due to operate the Teesside – Southampton flight but was snowed in at Teesside. G-MAJE(91V/080D) routed Newcastle - LBA- Southampton to pick up pax with the Northbound '081D cancelled. 086D/087D also cancelled. 29Q/19Q cancelled, G-MAJC(99Q/59Q) f/t Aberdeen.

Flybe:- Based G-JEDK(48Y) to Gatwick and went u/s, G-ECOH(7EY) from Gatwick, n/s. G-ECOO(729/3), G-JEDO(731/2). **G-FBEG**(171/7VT), G-ECOD(175/6). G-ECOM(643/4).

Jet2:- G-LSAI(031E) positioned to Manchester(1216).

KLM:- PH-KZK(1545/6, 1549/50), PH-KZM(69W/64K, n/s, departed 1427 on 5/1 due snow at LBA)

Manx2:- LET 410 OK-TCA(Eurovan 323/4), Dornier 228 D-IFLM(38L/39L).

Pakistan International:- A.310 AP-BEB(775/6) f/t Islamabad(1855/2116).

Ryanair:- EI-DHP(1A/9G), EI-DLI(156/157).

EXECUTIVE JETS:- Citation XLS **G-OROO**(Hangar 878) from Geneva(2005) to Edinburgh(2034).

GENERAL AVIATION:- R.44 **G-PIXX**(Newsflight 1) from Denham(1011), refuel to Carlisle(1125). PA-34 **G-JDBC**(Jaydee 43W/X) f/t Liverpool(1225/1722), operated local flight as "Exam 02"(1402/1541). Pilatus PC-12 **N234RG** from Belfast/City(1639), n/s to Humberside(1358). Cessna 303 Crusader **G-CYLS**(Orchid 602) from Oxford(1815) to Jersey(1905).

MILITARY:- Lynx **ZF540**(Armyair 968), radar approach and overshoot at 1450.

5/1 Tuesday(Closed until 1300 due snow)

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

bmi:- Based G-RJXK(1613/4) t/f Brussels. 1292/1 canx, G-RJXG(1297/1296). 1404/3 canx, G-RJXB(1410/1409).

Eastern:- 80D/81D canx. G-MAJD(086D/087D f/t Teesside only, Southampton flight cancelled due fog at Southampton). 29Q/19Q canx. G-MAJI(99Q/59Q).

Flybe:- Based G-ECOH, am flight canx, 8WH departed to Gatwick 2051, but returned to Leeds at 2159 as Gatwick was fogbound. 729/30 canx. G-ECOP(731/2). 171/7VT canx, 175/6 canx(Southampton weather). G-ECOB(643/4).

Jet2:- G-LSAG(040E) from Lasham(1329), following maintenance. G-LSAB(190P) from Fort Lauderdale(1308) then operated '223 to Tenerife but on return had to divert to Glasgow as virtually every airport in England was closed due weather. G-LSAB had operated as "Channex 6090" from Manchester to Fort Lauderdale via Gander on 3/1.

KLM:- PH-OFE(1545, divert to Humberside), PH-KZM(1549/50), PH-KZN(69W/64K, n/s).

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

Ryanair:- EI-DAC(1A/9G, first arrival 1301), EI-DHP(156/157). EI-DLV(92J7/9079).

IT FLIGHTS:- Thomson Airways had made the decision to operate the Alicante flight G-FDZA(6YG/81E) from Newcastle due to the early weather at Leeds and although the airport was open at its scheduled arrival time it over flew and headed to Newcastle as the outbound passengers were already heading up the A1 in coaches. Unfortunately, Newcastle airport was by now closed by snow so the aircraft eventually landed at Teesside, departing there at 2100, some 6 hours later than it should have departed LBIA!

DIVERSION:- from Luton due Snow

EI-DWH Boeing 737/800(Ryanair 3AD/01P) from Trapani, Sicily(2255), n/s to Luton(1355)

EXECUTIVE JETS:- Citation XL **CS-DXN**(Fraction 6BR) from Nice(1439), n/s until 12/1.



Vista Jet Lear Jet 45 D-CVJN visited LBIA from 24/1 until 28/1(Paul Whincup)

6/1 Wednesday

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

bmi:- Resident, G-RJXK. G-RJXG(1VX/1XV, 3VX/3XV, Glasgow flights reverted to old call-signs). G-RJXP(1404/1403,1410/1419).

Eastern:- SAAB 2000 **G-CDKA**(71M/4700) routed Aberdeen – LBIA – Southampton to pick up am passengers as Jetstream stuck in Teesside. G-MAJD(86D, then diverted to Teesside on return as '87D as there were no passenger for LBIA). G-MAJZ(29Q/19Q, 99Q/59Q).

Flybe:- Based G-ECOH, all Gatwick flights canx due weather there. G-JEDO(729/30), G-ECOP(731/2). 171/2 and 173/4 canx due Southampton weather, G-JECN(175/6). 643/4 canx.

Jet2:- G-LSAB(24W) returned from Glasgow(1649), following its diversion there.

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

Manx2:- LET 410 OK-UBA(Eurovan 322/3), 328/9 canx..

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1858/2158).

Ryanair:- EI-DCT(1A/9G), EI-DLI(156/157). EI-EFF(9396/7).

DIVERSIONS:-

from Newcastle, due sick passenger:-

G-ECOG Dash 8-400Q(Jersey 82F/44W) from Gatwick(2129), n/s to Southampton(1251).

from East Midlands:-

EI-DWV Boeing 737/800(Ryanair 122/99P) from Belfast City(0909) to East Midlands(1209)

EXECUTIVE JETS:- Citationjet **M-WMWM** from Newcastle(1212) to Sion(1243).

GENERAL AVIATION:- Agusta A.109A **N109TK** returned home to Chorley at 1727, following maintenance with Multiflight.

7/1 Thursday

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

bmi:- Resident G-RJXK, just one Brussels flight, pm. G-RJXG(1VX/1XV,3VX/3XV). G-RJXP(1410/1409).

Eastern:- G-CDEA(71M/4700) from Aberdeen to Southampton, returned as '81D then operated outbound to Aberdeen as '19Q. G-MAJD(86D/87D). G-MAJU(99Q/59Q).

Flybe:- Based G-ECOH, just one Gatwick(8WK/7EY), due early snow at Gatwick. G-ECOP(729/30), 731/2 canx due fog Belfast City, G-JEDO(733 operated inbound from Londonderry at 2304, n/s). G-ECOD(171/7VT, 173/4, 175/6). G-ECOM(643/4).

Jet2:- The "new" 737/300 OE-IAD/G-GDFA(031E) arrived from Sofia(1729) on delivery.

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

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

Ryanair:- EI-DCN(1A/9G), EI-DHP(156/157). EI-DCK(92J7/9079).

IT FLIGHTS:- A.320 **G-CPRH**(Kestrel 489P) from Cardiff(0207), "Kestrel 489K" to Arrecife(1040).

DIVERSION:-

from Blackpool due snow.

EI-REI ATR.72-300(Aer Arran 385/623P) f/t Dublin(1347/1427).

GENERAL AVIATION:- Agusta A.109E **G-SAMP**, operated by Deans Foods Ltd, from Sywell(1231) to Oxford(1238). Picked up passengers in 14 turning loop as Multiflight Apron snow covered.



New Legacy G-HUBY visited Doncaster on 26/1 and LBIA on 29/1(Clive Featherstone)

8/1 Friday

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

bmi:- Based G-RJXK. G-RJXG(1VX/1XV, 3VX/3XV). No Edinburgh flight due snow.

Eastern:- 80D/81D canx. G-MAJB(86D, from Southampton, n/s due Teesside weather). G-MAJZ(99Q/59Q).

Flybe:- Based G-ECOH, Gatwick x3. G-JEDO(730 to Belfast, following night-stop), G-ECOI(731/2, 733 divert to Birmingham). 171/2 canx due snow at Southampton, G-JEDT(173/4), **G-FBEF**(372W from Manchester/176, departed 2332). G-ECOM(643/4).

Jet2:- G-CELF(196) from Prague, diverted to Doncaster.

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

Manx2:- LET 410 OK-TCA(Eurovan 324/5), Dornier 228 D-ILKA(Kiel Air 38L/39L).

Ryanair:- EI-DYA(1A/9G), EI-DCO(156/157). EI-EBL(9396/7).

IT FLIGHTS:- A.320 **G-CPRH**(Kestrel 489P) from Glasgow(0053), "Kestrel 652K/L" t/f Tenerife(1155/2159).

DIVERSIONS:- from Humberside due snow

PH-KZU Fokker 70(KLM 1489/1490) f/t Amsterdam(1046/1429).

PH-KZD Fokker 70(KLM 1497/1498) f/t Amsterdam(1641/1755).

EXECUTIVE JETS:- BAe.125/800B **G-OJWB**(Hangar 848) from Oxford(1003) to Inverness(1253).

GENERAL AVIATION:- Hughes 369E **G-JIVE** from Shelf(0853/1617). Agusta A.109A **N109TK** f/t Chorley(1410/1616). Cessna T.303 **G-MILO**(Orchid 604) from Jersey(1902), n/s to Oxford(1057).

9/1 Saturday

SCHEDULES:- Air Southwest:- 480L/481M canx due Plymouth/Bristol weather.

Eastern:- G-MAJB(061P) positioned to Teesside(1641) following its night stop.

Flybe:- Resident, G-ECOH, am Gatwick then 730 to Belfast City with G-ECOC doing return 731, n/s. G-JEDT(171/7VT).

Jet2:- Flight EXS451/2 was cancelled due bad weather in Chambéry. G-CELK(2130) routing from Brescia, Italy to Dublin made at tech stop at Lbia, arriving at 1425 and leaving at 1529.

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

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

Pakistan International:- A.310 AP-BDZ(775/6) f/t Islamabad(1930/2153).

Ryanair:- 1A/9G canx due snow at Dublin. EI-DCG(92J7/9079).

IT FLIGHTS:- 737/800 **OE-LNK**(Austrian 37TF/38TF) f/t Innsbruck(0926/1149). A.320 **G-CPRH**(Kestrel 279F) to Cardiff(1213). Thomson Airways flight 9GW/2PE cancelled until Sunday due Chambéry weather.

EXECUTIVE JETS:- Gulfstream 5 **VP-BSI** operated by Seaflight Inc was making its first visit when it arrived from Stansted at 1429, departing to Farnborough at 1521.

10/1 Sunday

SCHEDULES:- Air Southwest:- Jetstream 41 **G-MAJU**(488L/489M).

Eastern:- SAAB 2000 **G-CERY**(33X/34X).

Flybe:- Resident G-ECOC(8WK/175) operated Lbia – Gatwick – Southampton – Lbia, pm but on return had to divert to Newcastle. **G-FBEC**(416/734) routed Belfast – Birmingham – Lbia – Belfast, pm. G-JECR(731/2). G-ECOM(643/4).

Jet2:- G-LSAJ(051W/052W) operated to Chambéry and back with yesterdays passengers around 20 hours late and G-LSAI(451/2) operated today's, on the return journey routing via Belfast to drop off their stranded passenger from yesterday. Today it was Geneva that had bad weather with flight 285/6 held over until tomorrow. G-CELE(018P/19P) positioned to Stansted(0652), returning at 1802 and G-CELC(015P) positioned to Newcastle(0714). G-CELR(208) from Murcia, diverted Newcastle.

KLM:- PH-KZL(1545/6), PH-KZO(1549/50), PH-KZH(69W/64K, n/s delayed until 1425 due snow).

Manx2:- LET 410 OK-TCA(Eurovan 328/9).

Ryanair:- EI-DYN(1A/9G, 156/157). EI-DWT(9396/7)

IT FLIGHTS:- 737/800 **G-FDZS**(9051/2PE) positioned from Newcastle(1539) to operate outbound to Chambéry, yesterday's flight. 737/800 **G-FDZE**(9GW) operating the inbound from Chambéry, diverted to Manchester in the early hours of Monday morning making these passengers almost 36 hours late by the time they reached Lbia!

EXECUTIVE JETS:- Citationjet **M-WMWM** from Sion(1339) to Farnborough(1432). Gulfstream 5 **VP-BSI** from Farnborough(1756) was joined by the company's Lear Jet 45 **VP-BSF**, which arrived from Geneva at 1912 and both night stopped.

GENERAL AVIATION:- R.44 **G-TRNT** called in for fuel this morning while routing from a private site in Northern Ireland(1048) to Texel, Holland(1137). The aircraft was on delivery to new owners in Finland.

11/1 Monday(Closed due snow until 1300, then fog for rest of day, numerous cancellations)

SCHEDULES:- G-WOWC(486L, divert to Manchester)

bmi:- G-RJXK(1613/1614) operated to and from Brussels. G-RJXG(3VX/3XV). G-RJXP(1410/1409).

Eastern:- All flights cancelled.

Flybe:- Based G-ECOC(042W) positioned from Newcastle(1312), where it had diverted earlier, then operated outbound to Gatwick and return. G-ECOI(729/30, delayed until afternoon), G-JECR(731/2). G-ECOY(171/7VT, delayed until afternoon). G-JEDT(173, divert to Manchester). G-ECOM(643, divert to Liverpool, 644/644L Aberdeen – LBIA - Exeter). **G-FBEG(296E/296W)** from Gatwick(2029) to Aberdeen(2156).

Jet2:- G-CELI(085W) operated to Geneva at 1318, carrying yesterday's passengers, however on return it diverted to Blackpool. G-CELD(316, from Paris) and G-CE LH(286, from Geneva) also both diverted to Blackpool. G-CELF(096W) arrived from Doncaster(1347), where it had been since diverting there on 8/1.

KLM:- PH-KZD(1549/50), PH-KZR(69W/64K, n/s).

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1851/2218)

Ryanair:- EI-DLF(1A, divert to Liverpool), EI-DAJ(156/157).



Denham based SR.22 N147LD visited a snowy LBIA on 21/1(Mike Storey)

12/1 Tuesday

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

bmi:- Based G-RJXX, Brussels x3. G-RJXG(1VX/1XV, 3VX/3XV). G-RJXP(1404/1403, 1410/1409).

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

Flybe:- Based G-ECOC, am Gatwick then '732 to Belfast City. G-ECOP(729/30) then '730 from Belfast City and pm Gatwick, n/s. Afternoon Gatwick cancelled. G-ECOD(171/7VT), 174/5 canx, G-JEDT(175/6). G-ECOM(643/4).

Jet2:- G-CELD(16W), G-CE LH(20W) and G-CELI(18P) positioned home from Blackpool at 1327/1415/1336 respectively.

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

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

Ryanair:- EI-DCM(1A/9G), EI-DCS(156/157). EI-DYC(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZB(Thomson 6YG/81E)** f/t Alicante(1410/1611).

EXECUTIVE JETS:- Gulfstream 5 **VP-BSI** departed to Farnborough at 1502 closely followed by Lear Jet **VP-BSF** to Geneva at 1506, both aircraft having arrived on 10/1. Having been parked with Multiflight since 5/1 Citation XL **CS-DXN(Fraction 6BR)** finally departed today at 1524 enroute to Groningen. Lear Jet 60 **D-CSIX(Red Angel 0015)** arrived from Warsaw at 2100, operating an Ambulance flight and night stopped.

13/1 Wednesday(Closed until almost 1000, ice on runway)

SCHEDULES:- Air Southwest:- G-WOWE(482L/483M), Jetstream 41 **G-MAJU(486L/487M,** operated direct f/t Plymouth, Bristol closed with snow)

bmi:- Based G-RJXX, Brussels x2. 1VX/1XV canx. G-RJXF(3VX/3XV). 1404/1403 canx. G-RJXP(1410/1409).

Eastern:- 80D/81D cancelled due snow at Southampton. G-MAJB(86D/67D). G-MAJV(29Q/19Q), G-MAJH(99Q/59Q).

Flybe:- All flights cancelled due snow at Gatwick. G-ECOH(729, n/s), G-ECOI(731/2). 171/7VT cancelled due snow at Southampton. G-JEDT(173/4), G-JECL(175/6).

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

Manx2:- Flights cancelled.

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(1842/2335).

Ryanair:- EI-DCT(1A, divert to Liverpool, return at 1138 as '159, then operated the outbound '9G), EI-DAN(156/7). EI-EFF(9396/7).

14/1 Thursday(Another day, another problem, today it was fog most of the day).

SCHEDULES:- Air Southwest:- G-WOWE(482L/483M). Jetstream 41 **G-MAJU**(486L, divert to Manchester). G-WOWC(02P/03P) f/t Plymouth(1341/1412).

bmi:- Based G-RJXX, Brussels x3. G-RJXF(3VX/3XV). G-RJXP(1410/1409).

Eastern:- Southampton flights cancelled due snow at Teesside. Aberdeen flights cancelled due fog.

Flybe:- Based G-ECOP, am Gatwick then positioned to Belfast City(1415) as '042W. G-ECOH operated two other Gatwick flights. G-JEDI(729/30, 731/2, 428 from Newcastle/734). G-JEDT(171/7VT), G-ECOY(173, divert to Doncaster). G-ECOW(643/4, divert to Manchester both North and Southbound).

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

Manx2:- All flights cancelled.

Ryanair:- EI-DPL(1A/9G), EI-DAN(156/157). EI-DCK(92J7/9079).

EXECUTIVE JETS:- Lear Jet 60 **D-CSIX**(Red Angel 0018), which arrived on 12/1, departed to Birmingham at 1148.

15/1 Friday(Another foggy day at Lbia!)

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

bmi:- Based G-RJXX, Brussels x2. G-RJXF(1VX/1XV, 3VX/3XV). G-RJXP(1404/1403, 1410/1409).

Eastern:- 80D/81D canx. G-MAJH(86D/87D). G-MAJV(19Q, divert to Humberside). G-MAJC(99Q/59Q).

Flybe:- Based G-ECOP(21JS) to Gatwick, G-JEDU(9LK) from Gatwick, diverted to Manchester. It then positioned back at 1357 as '047W and operated the next two flights, n/s. 729/30 canx. G-ECOV(731/2, 733/4). G-JEDT(173/4, 175/6). G-FLBC(643/4).

Jet2:- G-CELV(032E) returned from major overhaul in Belgrade(1955). G-CELI(179P) positioned out to Limoges(1044). G-CELC(103P) positioned from Gatwick(1237). G-LSAJ(224) from Tenerife, diverted to Manchester.

KLM:- PH-KZM(1545, divert to Humberside), **PH-OPF**(1549/50), PH-KZB(69W/64K, n/s)

Manx2:- Dornier 228 D-CMNX(Kiel Air 34L, divert to Doncaster). Jetstream 31 **G-OAKI**(Vannin 328/9).

Ryanair:- EI-DAJ(1A/9G), EI-DCJ(156/157). EI-DCX(9396/7).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 46TB) from East Midlands, diverted to Manchester.

CHARTER:- DHC-8-300 **G-WOWE**(Swallow 484) arrived from Plymouth at 0925 to operate an outbound charter as "Swallow 9011" to Exeter(1002), transporting Leeds United for their match there tomorrow.

EXECUTIVE JETS:- Having arrived as long ago as 2/1, Challenger 300 **M-NEWT**(Bizjet 1WT) finally departed at 0917 this morning to Faro. It then returned at 2011 and positioned out to Luton at 2040(Bizjet 2WT/3WT). One aircraft which didn't make it was Global Express N989RJ, which was due from Mumbai at 0615, but diverted to Manchester due to the fog.

GENERAL AVIATION:- PC-12 **G-PVPC** from Birmingham(2001) to Bournemouth(2034).

16/1 Saturday

SCHEDULES:- Air Southwest:- No flight today, outbound operated by G-WOWC this evening(See Charters).

Flybe:- Based G-JEDU, am Gatwick then 730/1 t/f Belfast City. G-FLBA(171/7VT).

KLM:- PH-KZI(1545/6), PH-JCT(1549/50), PH-KZO(69W/64K, n/s)

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

Pakistan International:- A.310 AP-BEG(775/6), f/t Islamabad(1833/2137).

Ryanair:- EI-DCH(1A/9G). EI-DAJ(92J7/9079).

IT FLIGHTS:- Boeing 767/300 **G-OBYE**(Thomson 175/830F) from Bridgetown, Barbados(0436) with P&O Cruise passengers then positioned out to East Midlands(0725). A.320 **G-GTDL**(Kestrel 85RX/279F, note the company has changed to alpha-numeric call signs) from Tenerife(0201) to East Midlands(0402). Boeing 737/800 **OE-LNK**(Austrian 37TF/38TF) f/t Innsbruck(0936/1141). Boeing 737/800 **G-FDZS**(Thomson 9GW/2PE) f/t Chabery(1509/1632).

CHARTER:- Dash-8-300 **G-WOWC**(Swallow 9012/490M) from Exeter(1938) with Leeds United, then positioned out to Plymouth at 2035.

EXECUTIVE JETS:- Citation Bravo **G-KDMA** from Gamston(0959) to Amsterdam(1021). Gulfstream 550 **CS-DKJ**(Fraction 377Y/9CG) from Nice(1239), n/s to Le Bourget(1109)

GENERAL AVIATION:- Cessna 441 Conquest **EI-DMG**, from Waterford(0927) to Dublin/Weston(1322).

17/1 Sunday

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

Eastern:- SAAB 2000 **G-CERY**(33X/34X).

Flybe:- Based G-JEDU Gatwick x1. G-JECG(733/4). G-JEDT(175 from Southampton/644L to Exeter). G-ECOB(643/644 from Aberdeen, then 176 to Southampton).

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

Manx2:- Jetstream 32 **G-OAKI**(Vannin 328/329).

Ryanair:- EI-DLF(1A/9G, 156/157). EI-DAV(9396/7).

EXECUTIVE JETS:- Lear Jet 40 **OE-GVX**(Vista Jet 197) from Berlin/Schonefeld(1230) to Geneva(1406). Citation Bravo **G-KDMA** from Amsterdam(1252) to Gamston(1311). Dornier 328 **OE-GBB**(Tyrol Ambulance 572) from Dublin(1749) to Torp, Norway(1832), outbound Ambulance flight.

GENERAL AVIATION:- Mooney M.20P **G-BKMB** arrived from Sherburn at 1021 for engineering at Multiflight, n/s. Cessna T.303 **G-MILO**(Orchid 605) from Oxford(1052) to Jersey(1224). PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1331/1434), with an overnight stay.

18/1 Monday

SCHEDULES:- Air Southwest:- G-WOWC(482L/483M), Jetstream 41 **G-MAJU**(486L/487M). **bmi:-** Based G-RJXK, Brussels x3. G-RJXH(1VX/XV,3VX/3XV). G-RJXP(1404/1403, 1410/1409).

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

Flybe:- Based G-JEDU, Gatwick x2. G-JECZ(729/30), G-JECG(731/2). G-ECOD(171/7VT), G-JECM(173/4). G-JECH(643/4).

Jet2:- G-LSAG(035E) carried out a post engineering test flight, departing at 1110 and returning 1236. G-LSAI(051T) went to Doncaster at 1213 to carry out some circuit training, returning at 1417. G-CELL(124P) to Glasgow(1350).

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

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

Pakistan International:- A.310 AP-BEQ(775/6), f/t Islamabad(1940/2149).

Ryanair:- EI-DCJ(1A/9G), **EI-EKA**(165/157, First Visit).

GENERAL AVIATION:- Long Ranger **N340AJ** from Huggate 0801, n/s. Dauphin **G-MRMJ** from Skipton(1546) to Elstree(1606).



Citation Bravo D-CLIC back-tracking Runway 32 ready for take off, 29/1(Mike Storey)

19/1 Tuesday(More morning fog!)

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

bmi:- Based G-RJXK, diverted to Teesside inbound from Brussels am, returned from there at 1554 as '9121 then operated evening flight. G-RJXH(1VX/1XV). G-RJXD(1404/1403, 3XV from Glasgow/1409 to Edinburgh, combined flight).

Eastern:- G-MAJH(080D/081D, 086D/087D). G-MAJJ(29Q, divert to Teesside), G-MAJE(99Q/59Q).
Flybe:- Based G-JEDU, diverted to Manchester inbound from Gatwick, am, returned from there at 1630 as '49W then operated '643A/644L to and from Aberdeen and '644 to Exeter. G-JECH(643) from Exeter, then operated pm Gatwick, n/s. G-JECZ(729/30), G-JECG(731/2). 171/7VT, 173/4 canx. G-ECOW(175/6).

Jet2:- G-CELD(202) from Amsterdam, divert to Teesside, return at 1615 as '22W.

KLM:- PH-KZI(1545, divert to Teesside), **PH-OFE**(1549/50), PH-KZL(69W/64K, n/s).

Manx2:- D-ILKA(Kiel Air 32L, divert to Blackpool). Same aircraft operated evening flight '38L/39L.

Ryanair:- EI-EKB(1A/9G, First Visit), EI-DWZ(156/157). EI-DWS(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZB**(6YG) from Alicante, diverted to Doncaster.

20/1 Wednesday

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

bmi:- Based G-RJXK. 1VX/1XV canx. G-RJXD(1404/1403), G-RJXP(1410/1409).

Eastern:- G-MAJD(80D/81D, 86D/87D). G-MAJC(4712, operated under different call-sign as original flight, '29Q turned back to Aberdeen with technical trouble/19Q), **G-CDEB**(99Q/59Q).

Flybe:- Based G-JECH, am Gatwick then '8WK to Gatwick, with G-ECOZ(7EY) operating return trip at 2326, n/s. G-JECZ(729/30), G-JECG(731/2). G-ECOR(171/7VT), G-JECS(173/4, 175/6).

Jet2:- G-CELF(031E) departed to Belgrade at 1010 for major overhaul.

KLM:- PH-KZD(1545, aircraft went u/s, positioned home to Amsterdam at 0552 on 21/1 as '1546), **PH-OFN**(1549/50), PH-KZH(69W/64K, n/s).

Manx2:- 324/5 cancelled.

Pakistan International:- A.310 AP-BEU(775/6) f/t Islamabad(1843/2039).

Ryanair:- EI-DWZ(1A/9G), EI-EKA(156/157). EI-DYV(9396/7).

EXECUTIVE JETS:- Challenger 300 **M-NEWT**(Bizjet 1WT) from Luton(1732), n/s to Northolt(0849).

GENERAL AVIATION:- PA-31 Chieftain **G-BVYF**(Poyston 04) from Haverfordwest(0109) to Dublin(0343), organ transplant flight. King Air 350 **HB-GJP** arrived from Manchester at 1223 having diverted there yesterday due to the fog at LBA, n/s to Lausanne(0813).

MILITARY:- King Air 200 **ZK452**(Cranwell 61), ILS and overshoot at 1051, **G-RAFD**(Cranwell 66) at 1528.

21/1 Thursday

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

bmi:- Based G-RJXK. G-RJXD(1404/3XV, Edinburgh – Glasgow, combined, 3VX/3XV). G-RJXP(1410/1409).

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

Flybe:- Based G-ECOZ, Gatwick x3. G-JECZ(729/30), G-JECJ(731/2, 733/4). G-ECOW(171/7VT, 175/6), G-FLBC(173/4). G-JEDJ(643/4).

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

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

Ryanair:- EI-DLT(1A/9G), EI-EKA(156/157). EI-DCG(92J7/9079).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 320P) from East Midlands(1714).

EXECUTIVE JETS:- Hawker 400XP **N719EL** from East Midlands(0748) to Grenoble(0804). Citation Sovereign **G-NSJS** from Jersey(1247), n/s. Challenger 300 **M-NEWT**(Bizjet 2WT) from Northolt(1726), n/s to Faro(0914).

GENERAL AVIATION:- PA-31 Chieftain **G-CITY**(Causeway 09A/B/C/D) f/t Belfast International(0935/1010), return 1336/1405. Cirrus SR.22 **N147LD** f/t Denham(1233/1818). King Air 200 **G-CEGR**(Cega 304) f/t London City(1729/2053).

MILITARY:- King Air 200 **G-RAFD**(Cranwell 81), ILS and overshoot(1331).

22/1 Friday

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

bmi:- Based G-RJXK. G-RJXD(1VX/1XV,3VX/3XV). G-RJXP(1404/1403,1410/1409).

Eastern:- G-MAJH(80D/81D, divert to Teesside, 86D/87D). G-MAJB(59Q/99Q).

Flybe:- Based G-ECOZ, Gatwick x2. 729/30 canx. G-ECOZ(731/2, 733/4). 171/7VT canx. G-JECH(173/4, 175/6). G-JEDM(643/4).

KLM:- PH-KZL(1545, divert to Teesside), PH-KZP(1549/50), PH-KZU(69W/64K, n/s)

Manx2:- LET 410 OK-TCA(Eurovan 324/5), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Ryanair:- EI-DLC(1A/9G), EI-DCR(156/157). EI-DAV(9396/7).

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 58ZG/85RX) t/f Tenerife(1153/2156).

EXECUTIVE JETS:- The first debutant for some time, Citation XLS **D-CLIC**(Cavallo 4), operated by Jetline arrived from Heathrow at 1446 for an overnight stay, then outbound to Friedrichshafen at 1046 the next day.

GENERAL AVIATION:- King Air C.90L **M-TSRI**(Ambassador 922B/C) from Humberside(1426) to Hawarden(1716). PC-12 **G-PVPC** from Lyon(1709) to Bournemouth(1754).

23/1 Saturday

SCHEDULES:- **Flybe:-** Based G-ECOZ, am Gatwick then 730/1 t/f Belfast. G-FLBC(171/7VT).

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

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

Jet2:- 737/300F G-CELW(031E) arrived from Stansted at 0848 and went to Multflight for engineering. G-CELG(033E) from Belgrade(2058) following major overhaul.

Pakistan International:- A.310 AP-BEC(775/6) f/t Islamabad(1857/2101).

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

IT FLIGHTS:- A.320 **G-GTDL**(Kestrel 216P) to East Midlands(0659). 737/800 **OE-LNS**(Austrian 37TF/38TF) f/t Innsbruck(0923/1122). 737/800 **G-FDZS**(Thomson 9GW/2PE) f/t Chambéry(1446/1614).

CHARTER:- Embraer 145 **F-HBPE**(PEA 321), operated by Pan European arrived from Lyon at 1040 bringing the Bourgoin Rugby Union team for their match with Leeds Carnegie on Sunday afternoon.

DIVERSIONS:-

from Manchester:-

G-FBEF Embraer 190(Jersey 201/042W) from Aberdeen(0922) to Manchester(1432).

G-CELU Boeing 737/300(Channex 338) from Chambéry(1258) to Manchester(1348).

From Blackpool:-

OK-UBA LET 410(Eurovan 326/7) f/t Ronaldsway(1345/1500)

D-IFLM Dornier 228(Kiel Air 32L/313L) from Ronaldsway(1408/1525)

D-CMNX Dornier 228(Kiel Air 312L/33L) from Ronaldsway(1430/1727)

EXECUTIVE JETS:- Citationjet **G-NGEL**(Lonex 17EL) f/t London City(0825/1124).

GENERAL AVIATION:- TB.20 Trinidad **N709AM** returned home to Sherburn at 1435, following over a month in Multflight on overhaul. Cessna T.303 **G-MILO**(Orchid 609) from Jersey(2032), n/s to Bristol(0942).



Pan European EMB.145 F-HBPE arriving from Lyon, 23/1 with Bourgoin RUFC

24/1 Sunday

SCHEDULES:- **Air Southwest:-** Scot Airways Dornier 328 **G-BYMK**(488L/489M).

Eastern:- SAAB 2000 **G-CDEA**(33X/34X).

Flybe:- Based G-ECOZ(8WK) to Gatwick, swapped with G-ECOW(7EY), n/s. G-ECOK(733/4). G-JECM(175/6). G-JEDJ(643/4).

Jet2:- G-LSAI(111P) from Baden-Baden(1423). G-LSAJ(131P) to Luton(1745).

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

Manx2:- LET 410 OK-TCA(Eurovan 328/9).

Ryanair:- EI-DCK(1A/9G), EI-EFW(156/157). EI-DWB(9396/7).

CHARTER:- Embraer 145 **F-HBPE**(PEA 421) returned the victorious Bourgoin team home to Lyon at 2006.

EXECUTIVE JETS:- Lear Jet 40 **D-CVJN** from Sion(1037), n/s until 29/1. Citation XLS **CS-DXP**(Fraction 6DB) f/t Biggin Hill(1053/1723). Challenger 300 **M-NEWT**(Bizjet 1WT/2WT) from Le Bourget(1503) to Luton(1521). Hawker 800XP **CS-DRT**(Fraction 9QF) from Zurich(1649), n/s. Hawker 400XP **N719EL** from Grenoble(2016) to East Midlands(2028).



Ex Lauda Boeing 737/800 OE-LNS, resplendant in its new colours, arriving from Innsbruck, 23/1

25/1 Monday

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

bmi:- Based G-RJXK, Brussels x3. G-RJXH(1VX/XV,3VX/3XV). G-RXJ(1404/1403, 1410/1409).

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

Flybe:- Based G-ECOW, am Gatwick, then '8WK to Gatwick with G-ECOZ(7EY) returning and n/s. G-ECOO(729/30), G-ECOK(731/2). G-JECM(171/7VT, 173/4). G-JEDJ(643/4).

Jet2:- G-CELW(031E) departed to Exeter(1854), following maintenance over the weekend. G-CELC(015P) set off to Gatwick(0846) but returned to LBIA at 1033, having not been required!

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

Manx2:- LET 410 OK-TCA(Eurovan 322/3), Dornier 228 D-CMNX(Kiel Air 38L/39L).

Pakistan International:- A.310 AP-BDZ(775/6), f/t Islamabad(1822/2034).

Ryanair:- EI-EBZ(1A/9G, First Visit), EI-DAV(165/157).

EXECUTIVE JETS:- Having arrived on 21/1, Citation Sovereign **G-NSJS** departed to Biggin Hill at 1111. Having languished in the Multiflight/West hangar since its arrival last December the Phenom **M-PHNM** departed to Stansted at 1436 on the first stage of its delivery to new owners in Italy. Wal-Mart's Global Express **N170SW** arrived from its base, Rogers at 2048 for a few days stay with Multiflight.

GENERAL AVIATION:- King Air **G-FPLB**(Calibrator 125) arrived from Teesside at 1010, departing at 1140 to operate calibrating the 14 ILS until 1249. The aircraft left for Leeming at 1318. PA-28RT Arrow **G-GFRA** was f/t Blackpool at 1214/1428, using call-sign "Equity 12". PA-34 Seneca **G-BZTG** arrived from a private strip near Gatwick at 1608 and this aircraft is being offered for sale by Multiflight.

26/1 Tuesday

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

bmi:- Based G-RJXK. G-RJXH(1VX, went u/s, '9121 to Edinburgh(1146)). G-RJXD(1404/1XV to Glasgow/Edinburgh combined, then 3VX/3XV). G-RXJ(1410/1409).

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

Flybe:- Based G-ECOW, Gatwick X2. G-ECOO(729/30), G-ECOK(731/2). G-JECS(171/7VT), G-FLBC(175/6). **G-FBEA**(643/4).

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

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

Ryanair:- EI-DYW(1A/9G), **EI-EKC**(156/157, First Visit). EI-DWS(92J7/9079).

IT FLIGHTS:- 737/800 **G-FDZG**(Thomson 6YG/81E) f/t Alicante(1421/1559).

EXECUTIVE JETS:- Falcon 2000EX **OY-CKN**(Mermaid 4471) from Sonderborg(0712) to Karup(0751). Citationjet **G-SEAJ**(Clifton 5) f/t Cardiff(1011/1923). Having arrived on 24/1 Hawker 800XP **CS-DRT**(Fraction 9QF) departed to Le Bourget at 1219.

GENERAL AVIATION:- King Air 200 **G-FPLB**(Calibrator 135) from Teesside(0941), was busy calibrating 14 ILS from 1040 until 1148 and departed to Leeming at 1214. PA-28 Warrior **G-BPMF** f/t Barrow/Walney Island(1009/1538). PA-34 Seneca **G-JDBC**(Jaydee 43W) from Liverpool(1144), local flight as "Exam 02" 1311/1503 and home to Liverpool(1604). PA-28RT **G-GFRA**(Equity 03) from Blackpool(1242), local flight as "Exam 07" 1330/1430, then home to Blackpool(1509). PC-12 **G-DAKI** from Bournemouth(1742), n/s to Munich(1021).

MILITARY:- Grob Tutor **G-GGKA**(Cranwell 88) was on its first visit, f/t its home at Cranwell(1124/1332). Dominie **XS712**(Cranwell 99), 2 ILS and overshoots(1438/1452).

27/1 Thursday

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

bmi:- Based G-RJXK. G-RJXD(1VX/1XV), G-RJXF(3VX/3XV). G-RJXM(1404/1403), G-RXJ(1410/1409).

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

Flybe:- Based G-ECOZ Gatwick x2. G-ECOO(729/30), G-JECJ(731/2). G-JECY(171/7VT, 173/4, 175/6).

Jet2:- G-CELI(348A) from Cologne/Bonn(1801), last nights flight, scheduled from Dusseldorf. G-LSAI(6108P) from Baden-Baden(2200).

KLM:- PH-KZT(1545/1546), PH-KZR(1549/50), PH-KZS(69W/64K, n/s).

Manx2:- No flights today/

Pakistan International:- A.310 AP-BEQ(775/6) f/t Islamabad(1832/2028).

Ryanair:- EI-DCS(1A/9G), EI-DYW(156/157). EI-DPD(9396/7).

EXECUTIVE JETS:- Having been parked on Multiflight/West since 25/1, Global Express **N170SW** headed home to Rogers, departing at 1442. Falcon 2000EX **OY-CKN**(Mermaid 4471) from Karup(1449) to Oslo/Gardemoen(0605).

GENERAL AVIATION:- Mooney M.20K **N400MW** arrived from Pattonville, Germany at 1824 and stayed until 30/1. PC-12 **G-DAKI** from Munich(1915), n/s to 31/1 then to Le Bourget(1045).

MILITARY:- Hawk **XX246**(Pirate 01), ILS and overshoot(1032), f/t Leeming. King Air 200 **G-RAFP**(Cranwell 84), ILS and overshoot(1333).

28/1 Thursday

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

bmi:- Based G-RJXK(1611) to Brussels, swapped with G-RJXJ(1612). G-RJXH(1VX/1403, 3VX/3XV), G-RJXF(1404/1XV). G-RJXK(1410/1409).

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

Flybe:- Based G-ECOZ, Gatwick x3. G-JECJ(729/30), G-ECOO(731, aircraft went u/s, positioned out to Belfast at 1752 as '042D), G-JECZ(733/4). G-ECOP(171/7VT, 173/4), G-FLBC(173/4). G-JECH(643/4).

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

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

Ryanair:- EI-EBY(1A/9G), EI-DAK(156/157). EI-DWS(92J/9079).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 46TB) from Cardiff(1643).

EXECUTIVE JETS:- Falcon 2000 **N924AK** f/t Cranfield(0934/1138).

GENERAL AVIATION:- King Air 350 **N37172** f/t Northolt(0928/1621). Following over a month with Multiflight on maintenance Cessna T.210M **N761JU** carried out a local Air Test, 0938/1150 before heading home to Wycombe Air Park at 1238. TB.20 **G-SCIP** f/t Welshpool(1206/1501). Be.76 Duchess **G-OBLC**, ILS and overshoot(1604), f/t Humberside. Baron **N64VB** Exeter(1610) to Sleaf(1622).

MILITARY:- Grob Tutor **G-BYWV**(CFN 15) carried out an ILS with "Roller" landing at 1237.

29/1 Friday

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

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

Eastern:- G-MAJJ(80D/81D), went u/s on return from Southampton and positioned out to Teesside at 1538 as '015P), 86D/87D). G-MAJI(29Q/19Q, 99Q/59Q).

Flybe:- Based G-ECOZ, Gatwick x2. G-JECJ(729/30), G-JECO(731/2), 733/4 canx. 171/7VT canx. G-FLBA(173/4, 175/6). G-ECOW(643/4).

Jet2:- G-LSAD(031E) from Southend(1713).

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

Manx2:- LET 410 OK-TCA(Eurovan 324/5), Dornier 228 D-ILKA(Kiel Air 38L/39L).

Ryanair:- EI-DCT(1A/9G), EI-DLK(156/157). EI-DWY(9396/7).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 58ZG/85RX) t/f Tenerife(1155/2134). Boeing 767/300 **G-OBYJ**(Thomson 9277P) was originally inbound from Manchester at 0650 to operate outbound to Bridgetown on a P&O cruise flight, however somebody had "forgotten" to load the luggage bins so he had to return to Manchester and finally returned to LBIA at 0828. "Thomson 174" finally departed to Barbados at 1027.

EXECUTIVE JETS:- Lear Jet 40 **D-CVJN**, which arrived on 24/1, departed to Farnborough at 1201. Making its first visit today was EMB.135BJ Legacy **G-HUBY**(Lonex 13HU) which arrived from Farnborough at 1703 and night stopped. The aircraft departed to Taba, Egypt at 0903 the next morning.

MILITARY:- Tucano **ZF172**(LOP O2), ILS and overshoot(0916), f/t Linton. Grob Tutor **G-BYVG**(UAX 18), ILS and overshoot(1516), f/t Church Fenton).

30/1 Saturday

SCHEDULES:- Air Southwest:- G-WOWE(02P/429) f/t Plymouth(1907/1955)

Flybe:- Based G-ECOZ, am Gatwick then '730 to Belfast. G-JECJ(731) from Belfast, n/s. G-BJDL(171/7VT).

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

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

Jet2:- Current LBIA fleet:- G-CELB/C/D/E/G/I/V, G-GDFA. G-LSAB/D/E/J/I.

Pakistan International:- A.310 AP-BEG(775/6) f/t Islamabad(1857/2142).

Ryanair:- EI-DCS(1A/9G), EI-DWD(92J7/9079).

IT FLIGHTS:- A.320 **G-BYTH**(Kestrel 216P) to Cardiff(1200). 737/800 **OE-LNJ**(Austrian 37TF/38TF, First visit) f/t Innsbruck(0952/1131). 737/800 **G-FDZS**(Thomson 9GW/2PE) f/t Chambéry(1552/1723).

EXECUTIVE JETS:- Citation XLS **D-CLIC**(Cavallo 4) from Friedrichshafen(1422), n/s to Zurich(1230).

GENERAL AVIATION:- Mooney M.20K **N400MW**, which had arrived on 27/1, returned home to Pattonville at 1023. PA-28 Dakota **G-BOKA** f/t Fairoaks(1050/1346), n/s.

31/1 Sunday

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

Eastern:- SAAB 2000 **G-CFLU**(33X/34X).

Flybe:- Based G-JECJ Gatwick x2. G-JEDU(733/4). G-JECR(175/6). G-JEDV(643/4).

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

Manx2:- LET 410 OK-TCA(Eurovan 328/9).

Ryanair:- EI-DYW(1A/9G, 156/157). EI-EBL(9396/7).

DIVERSION:- from Manchester due snow

PH-BGH Boeing 737/600(KLM 1073/4) f/t Amsterdam(0908/1022). New aircraft only delivered Dec. 2009.



Jet2's freighter Boeing 737/300 G-CELW arrived for maintenance in Luton on 24/1, still showing signs of its former Channel Express livery

REFLECTIONS OF A SNOWY JANUARY



Jet 2 Boeing 737/300
OE-IAD/G-GDFA
shivering under a
blanket of snow on
the apron at LBA

De-icing a KLM Fokker
70 PH-KZU at LBA prior
to departure, while LET
410 OK-TCA is loaded
with baggage in readiness
for its flight to the Isle
of Man(Mike Storey)



Jet 2 PA-31 G-IFIT
being towed onto
Multiflight/Central
Apron(Martyn Gill)

DUCK!!!!
Virgin Boeing 747/400
G-VLIP blasting chunks
of ice from the runway
at Manchester Int.
(Martyn Gill)



LEEDS/BRADFORD INTERNATIONAL AIRPORT STATISTICS NOVEMBER 2010

	Nov-08	Nov-09	% This month	% +/-
Movements				
Scheduled	2,306	2,207	65.37%	-4.29%
Charter	110	97	2.87%	-11.82%
Private/Misc	1,564	1,072	31.75%	-31.46%
Total	3,980	3,376		-15.18%
Passengers				
Scheduled	137,723	125,416	92.11%	-8.94%
Charter	9,603	8,743	6.42%	-8.96%
Transit	1,747	1,993	1.46%	14.08%
TOTAL	149,073	136,152		-8.67%
International	104,272	97,099	72.38%	-6.88%
Domestic	43,054	37,060	27.62%	-13.92%
MOVING ANNUAL TOTAL	2,890,836	2,559,129		-11.47%

The reduction in passenger numbers when compared to November 2008 is -8.67%, which is better than last month, but still not brilliant. The Moving Annual Total shows a reduction of -11.47%, interestingly last month it was -11.64%, so is this a sign that the figures have bottomed out in annual figures.

International passenger numbers increased on the following destinations, Fuerteventura (+692%), Jeddah/Hajj Flights (+108%), Islamabad (+90%), Bodrum (+12%), Dusseldorf (+11%) + four other routes. Many more routes had a reduction with the worst being Las Palmas (-89%), Palma (-71%), Dalaman (-67%), Barbados (-61%). Ten routes didn't operate this year compared to November 2008 and three new routes commenced.

Domestically we now operate 12 routes compared to 13 (loss of Heathrow). The only route to show an increase was Belfast City and that was only a 5% increase. The worst performing routes were Edinburgh (-36%), Glasgow (-25%), Aberdeen (-25%) Why Scotland?? The most popular route is Belfast International (7025) followed by Southampton (6938), Belfast City (6708) and then Gatwick (5338), which is I think is doing quite nicely as the Heathrow Service only carried 8341 in November 2008.

During the month we received 7 flights diverted away from Manchester and we lost 5 flights, which shows that sometimes we receive more than we lose!



LEEDS/BRADFORD NEWS

When I first started to read reports on the following, my initial reaction was “Oh No not that old chestnut again” However as the month has progressed, it seems the reports are more and more factual, so here goes. Unconfirmed reports suggest JET2 are to receive two Boeing 767 Series 300 aircraft. The 1st aircraft to be delivered is thought to be an ex Varig example, PR-VAN, construction number 27427. The aircraft is currently at Abu Dhabi, one report is even as bold as to suggest a delivery date of 10th April, with service entry in May. Reports carry on to suggest a second example from the same source.

Noise action plans for Leeds Bradford Airport have been released to a public consultation. The airport has published a draft action plan to minimise noise levels over the next five years and is inviting local people to have their say before the plan is finalised. The plan, which can be downloaded from the airport’s website, looks at ways of tackling the problems of noise whilst allowing expansion of services. It summarises the extent of aircraft noise from the airport; details restrictions already in place and sets out proposed actions for the next five years to mitigate the impact the airport has on local communities.

Ryanair is planning to launch more routes out of Leeds-Bradford International Airport once its new base at the airport is up and running. The news came yesterday as the airline said it had slashed average fares to a record low as it steps up the battle for recession-hit business. Ryanair will commence operations with tow based Boeing 737’s from its “new base” at Leeds-Bradford on March 25 with 14 new routes, which will operate in addition to the three existing routes to Dublin, Barcelona and Alicante. Ryanair’s deputy head of sales and marketing Dara Brady said that once the 14 new routes are running, it has plans for more. “We see great potential for Leeds-Bradford, it’s a stepping stone for the region,” he said. “We will see further routes coming down the line – we see plenty of scope for new destinations. We are seeing a strong appetite for low fares from Leeds-Bradford customers.”

Leeds Bradford Airport parking has been awarded the prestigious national ‘Safe Parking’ award in recognition of its high standards of on-site parking facilities. The scheme aims to reduce crime and the threat of crime whilst increasing safety and security within car parking facilities around the country. Run by Park Mark, an Association of Chief Police Officers initiative, it is also supported by the Home Office and British Parking Association. To receive this award the parking facilities must provide good access control, safe entries and exits and comprehensive CCTV coverage. The award follows the completion of a multi million pound redevelopment last summer to improve car parking facilities and the terminal frontage.

Seven would be illegal immigrants flew into Leeds Bradford Airport in an attempt to get into the UK 'by the back door'. The gang were stopped by the airport's border control officers on Sunday January 31, *the Yorkshire Evening Post* reports. Each held fake visas which were confiscated before they were put on a return flight home. Every visa applicant arriving at Leeds Bradford Airport is now fingerprinted and checked against a range of immigration, crime and terrorism watch lists before being allowed to enter the country, a spokesman for UKBA told the newspaper.

Relevant Airliner Changes

Air Europa Boeing 737 EC-IYI was ferried from Norwich to Budapest on 11/2 having been painted all white & is being returned to the lessor.

BMI Regional Embraer EMB145 G-RJXO, which was withdrawn from service at Aberdeen on 16/10, was ferried from there to Exeter for storage on 14/1.

Eastern A/W has leased Jetstream 41 G-MAJX to Flyglinjen for operations between Jönköping & Bromma.

KLM Cityhopper The airline now intends to keep five Fokker 100s in service, but with a reduced seating capacity down from 108 to 100 seats allowing flights to be operated by two flight attendants.

Fokker 100 PH-OFL was ferried from Amsterdam to Woensdrecht on 1/2 on return to the lessor.

The final Fokker 50 will be retired on 27th March..

Ryanair Boeing 737 update is as follows:- (Construction number in brackets)

EI-EKD (35024) arrived at Dublin on delivery on 23/1

EI-EKE (35023) was delivered to Dublin on 22/1

EI-EKF (35025) arrived at Dublin on delivery on 26/1

EI-EKG (35021) arrived at Dublin on delivery on 29/1

EI-EKH (38493) made its first flight on 15/1 & was delivered to Dublin 29/1

EI-EKI (38496) made its first flight on 21/1 & was delivered to Dublin 12/2

EI-EKJ (38497) had been rolled out at Renton, by 21/1 & made its first flight 27/1

EI-EKK (38500) had appeared on the flightline at Renton by 21/1, & made its first flight 27/1, and was delivered to Dublin 12/2

EI-EKL (38498) noted on the flightline at Renton, on 28/1 and made its first flight on 2/2

EI-EKM (38499) rolled out at Renton on 28/1, and made its 1st flight 3/2

EI-EKN (35026) was noted on the flightline at Renton 3/2 and made its first flight 9/2

Thomson A/W B752 G-BYAI (26967) left Luton on 20/1 as TOM9802 bound for Lake City, FL via Bangor, ME. The reason for this is currently not known. B733 G-THOG (29057) flew its last revenue service on 1/11 & was ferried to Shannon the following day. It had been thought that this was just for maintenance, but it is now reported that it is to become EI-STA with Europe Airpost & will be based at Dublin and be operated by crews from Air Contractors It was then ferried in an all white colour scheme from Shannon to Luton on 8/2 still registered as G-THOG.

AIRPORT NEWS

Cardiff Airport has announced plans to develop its terminal building. The £5m redesign, part of the airport's wider £15m investment strategy, includes plans to extend the front of the terminal, link the arrivals and departures halls, and provide new food and retail services. It has reached the planning

stage and work could start later this year. Managing director Patrick Duffy said he wanted to 'present a modern statement for the region' and boost business. As part of the work the security control point to access the departures lounge will be relocated to the first floor, above the existing arrivals hall. The approach area in front of the terminal building will also be redesigned and landscaped. The contemporary design of the development will both improve the overall image of the airport and provide a backdrop to continue delivering high standards of customer service for passengers, explained Mr Duffy. All changes would be in line with more stringent security regulations, he added

Coventry Airports' future now again looks uncertain as news comes after Switzerland-based business support firm ADP pulled out of a proposed deal to take it over. A Midlands-based company is looking at buying and taking over the running of Coventry Airport. City council deputy leader Kevin Foster said that the local firm had been looking to become partners with ADP. He said: 'The local partner is still committed and the council will continue to work with it to try and bring this issue to a successful conclusion.' He added that ADP had pulled out for 'commercial reasons'.

Doncaster Council's Planning Committee has approved variations to planning conditions at Robin Hood Airport that previously restricted certain categories of aircraft from operating from the airport at night. The changes mean up to 100 bigger, noisier aircraft will be allowed to operate at the airport at night each year, however the overall night flight noise limits have been cut. Aircraft can be categorised in terms of noise by a 'Quota Count' system and the airport's original planning consent when it opened almost 5 years ago set a limit, or noise quota, for the amount of night time noise permitted in a year. Within this limit, noisier Quota Count 4 (QC4) aircraft - used by some freight companies - and above, were not permitted to operate during the night between 23:00 and 07:00. These restrictions have meant the airport was unable to attract key cargo operators who need the flexibility to operate flights with QC4 aircraft from the airport at night. In addition to approving the airport's proposal to lift the current QC4 aircraft restriction, the Council also approved proposals put forward by the airport to reduce the overall annual quota count limit by 26% and to restrict numbers of QC4 aircraft movements at night to a maximum of 100 per year. The airport also agreed a complete ban on all much noisier QC8 and QC16 aircraft - bringing tighter controls on the noisiest aircraft. Robin Hood Airport sees this decision as vital if it is to capitalise on the opportunities to grow its air freight business, which it says has the potential to create up to 440 jobs and bring a further welcome boost to the local economy.

Durham Tees Valley Airport could receive a major investment boost after it emerged that a Canadian airports operator is looking to take a stake in the business. *The Northern Echo* reports that talks are ongoing between Vancouver Airport Services (VAS) and Peel Holdings, which operates Durham Tees Valley Airport. Peel Holdings would not confirm or deny that negotiations had taken place, but a spokesman reiterated the firm's desire to sell part of its UK airports business, Peel Airports. Industry expert David Bentley, joint managing director of consultancy Big Pond Aviation, told the newspaper that Durham Tees Valley Airport would benefit from the potential investment by the Canadian airport operator, a firm he said was 'well respected in the industry'. VAS operates 18 small to medium sized airports around the world, serving a combined 30 million passengers annually. Several failing airports had been turned around by the Canadian company, Mr Bentley said, adding: 'They have the funding, they have the expertise, I think it would be a good thing for the North-East if they are involved in a deal.'

Staff from the Royal Albert Memorial Museum (RAMM) visited **Exeter Airport** on Wednesday 10th February for a journey back in time. The Museum will use the airport's x-ray equipment to see what is inside a 2000 year old urn found during a recent dig in Cullompton. The history of Cullompton is being rewritten following the discovery of a large and well-preserved Roman site. The discovery happened during construction work, now local expertise is being harnessed to paint a detailed picture of the Roman presence. Many of the finds are being conserved by experts at RAMM and the

contents of one of the pots, an extraordinary black burnished ware urn that is too large for RAMM's machine, will be X-rayed at Exeter Airport. Anne Carlton, Terminal Manager at Exeter Airport, said 'Exeter has a state-of-the-art advanced cabin baggage detection machine and we are delighted to be able to make an exception for the museum and help out with this historic event.'

Peel Airports - the owner of **Liverpool Airport** - has seen its losses widen after a drop in revenue. Its revenues fell to £48.3m from £53.4m in the year to March 2009, accounts just released reveal, reflecting a fall in passenger numbers at all of its three airports, Liverpool, Robin Hood and Durham Tees Valley. Pre-tax losses increase to £13.1m in the year, up from a loss of £10.9m the year earlier. Peel is currently looking for a buyer or an investor for the division, which has been loss making for a number of years. At Liverpool Airport passenger numbers fell 7.5 percent, with losses increasing to £5.1m. Peel said this was largely down to the downturn and the drop in consumer spending. A spokesman said that easyJet was continuing to grow its base at the airport with new routes to Bordeaux, Naples and Dubrovnik announced over the summer. At Robin Hood passengers were down 14 percent, falling below the 1 million mark to 945,800. The biggest drop, however, was experienced at Durham Tees where passenger traffic fell 20 percent to 604,778.

China has plans to build almost 100 new airports by 2020 and one of them planned for completion in 2014, Nagqu Dagring Airport, may claim the title of highest airport in the world. The Tibetan Branch of the China Civil Aviation Administration says the airport's construction will begin in 2011 at Nagqu prefecture in Tibet and sit at an altitude of 4,436 meters (about 14,553 feet, or about 2.75 miles above sea level). Tibet may hold the current "highest commercial airport" title with its Bamda Airport, which sits at 4,334 meters (about 14,219 feet) and hosts an 18,000-foot runway. The landing altitude is obviously well above the 6,000- to 8,000-foot cabin pressure altitudes set by many commercial airlines and business jets. Details about the coming Nagqu airport runway are scarce, but one official said the airport itself will cover an area of about 245 hectares, which is about 0.94 square miles, and construction costs could range near \$263 million. China's push for airports is intended to put 80 percent of its population within a 90-minute drive of an airport. Nagqu will be located near the Qinghai-Tibet railway line. Some 400,000 people live in Nagqu. The airport, plus six new rail lines connecting to Beijing, is expected to drive the region's economic growth. Most of Tibet's land sits some 16,000 feet above sea level. China hopes to develop direct air routes from Tibet to neighbouring countries.

AIRLINE NEWS

Air France, one half of the largest airline group in Europe by revenue, has admitted it may prevent obese economy passengers from boarding its planes for 'safety reasons' if a flight is fully booked. The airline said that, under new rules, if a flight was full an overweight person who did not fit into a single seat would be excluded from the flight and would have to take another plane. It made the admission when it announced that obese people buying two seats for more comfort would be fully reimbursed for the second if the plane was not full. This new rule comes into effect from 1 February. At present Air France offers 'heavier passengers' 25% off the price of buying an adjacent seat, a policy that has been in effect since 2005. The airline said it had no intention of forcing 'heavier passengers' to pay for a second seat, but did reserve the right to exclude them if the flight was full and they could not comfortably fit in to a single seat.

Flybe have announced several new "obscure" routes in the last month. The airline is to start daily passenger flights between Edinburgh Airport and Kent International Airport (Manston). The new route will operate between 27 May to 30 October. The new service is the first daily scheduled route from Kent since airline EUjet collapsed in 2005. Airport owners Infratil said that the new flights could help it increase projected passenger numbers from 50,000 in 2010 to more than half a million by 2014. The 80-minute service will be provided by a 78- seated Bombardier Q-400 turboprop aircraft.

Another new route announced is a year-round six times a week service between Manchester and Bournemouth commencing on May 27th. The regional budget airline has a large base at Southampton Airport, whereas Ryanair is the biggest airline at Bournemouth, so it will be interesting to see how this develops. Finally, Flybe announced that it will launch a new four times weekly service between Belfast City Airport and Humberside Airport. The flights will operate on Tuesdays, Thursdays, Fridays and Sundays and begin on May 27. The new route will be the first ever scheduled service to Northern Ireland from Humberside airport and will be operated with Dash 8's

Highland Airways has temporarily stopped taking bookings to protect customers while it seeks to end uncertainty over its future, the BBC reports. Management at the airline told employees at a staff meeting that the firm was not in immediate trouble. However, the Inverness-based company was experiencing what they described as 'continuing problems'. Highland Airways links the islands of Colonsay, Coll and Tiree with Oban on the mainland and also Stornoway in the Western Isles and Inverness. First Minister Alex Salmond said the Scottish government had a duty to protect lifeline services, and that public agency Highlands & Islands Enterprise (HIE) was aware of negotiations to secure fresh investment for the airline. A management buy-out of the company in 2006 was backed by £620,000 from HIE. The company's Jstream 31G-JURA is pictured below at Hawarden.



Jet2 has announced that it is increasing its services from Edinburgh Airport with a new route to Majorca (Palma) for summer 2010 and increased frequencies on flights to Ibiza. The new route will help fill the void left by the failure of Flyglobespan at the end of last year, which seriously affected the availability of flights to popular sunshine destinations, particularly Majorca, from Edinburgh Airport. Majorca is the twelfth destination to be added to Jet2's schedule from Edinburgh Airport, with twice weekly departures starting from June 26. The budget airline has also increased the frequency of its flights to Ibiza to three flights per week 'due to overwhelming customer demand'.

Ryanair has reported a €0.9m (£9.5m) net loss for the October to December quarter on revenues up 1% to €12 million, a big improvement on the €01.5m deficit it reported for the same period in 2008. The budget airline also its full-year profit forecast, saying it now expected net profits of about €275m. Ryanair said the result had been helped by a 37% fall in fuel costs, which had offset a 12% fall in fares. It had also cut some loss-making routes for the winter period, most significantly at 'higher cost' airports Stansted and Dublin. The airline said it has benefited in the recession as its competitors struggle, and that it aims to increase passenger numbers by 10% to 73 million in 2011 as it moves into routes vacated by its rivals. Its passenger numbers rose 14% to 16 million in the quarter. Ancillary revenues - such as charges for extra services and commission from sales of hotels and airport parking - grew more slowly than passenger numbers at 6%. Ryanair said the main reason for

this was customers avoiding excess baggage costs. Michael O’Leary, Ryanair’s chief executive officer, said market conditions remained ‘difficult’ but said the airline was still gaining market share from Air France-KLM, British Airways and Deutsche Lufthansa.

Varsity Express is a new regional carrier that will offer a second week-daily service to Edinburgh from Oxford Airport from April 5 in response to demand, one month after its scheduled debut on March 1, the company announced. It will also add a second destination from Oxford – to Newcastle. Flights will run every afternoon from Monday to Friday, with introductory fares from £49 one way, including taxes and charges. Promotion of the Oxford-Edinburgh route started last month and forward bookings have exceeded the airline’s expectations. All Varsity flights will be operated using a Jetstream 31 aircraft and the company is close to finalising a deal for the use of a second aircraft. Both will be based at Oxford Airport, where **Varsity is also taking office space.** Onboard Varsity will offer a business class service, with all-leather seating, serving complimentary tea, coffee and water, plus a small snack. Car parking at Oxford Airport will be £5 (or £25 for a week) and check in will be at the Oxfordjet business aviation facility.

AIRCRAFT NEWS

Boeing’s latest airliner took off for the first time Monday 8th February at 12:39 . The Boeing 747-800 was scheduled for a four-hour flight around the Pacific Northwest after a smooth liftoff from Paine Field. It landed at 4:18 p.m. after an uneventful flight to check basic handling and engine performance. The aircraft is the longest ever built by Boeing and the first test article is a cargo version. The passenger version will follow in about a year and will carry up to 467 people in three classes. The cockpit is virtually identical to that of the 787 Dreamliner and passenger amenities will be similar.

Although the 787 has been grabbing the limelight, the 747-8 project is considered an important part of the company’s future business plan. Both aircraft have similar ranges and Boeing sees the 747-8 serving major world hubs while the 787 offers airlines the range flexibility to offer non-stop long-haul flights between smaller cities. The new 747 is powered by GEEx-2B67 engines that put out 65,000 pounds of thrust. So far, Boeing has 108 orders, 76 in the cargo version, with Cargolux as the launch customer. Lufthansa is the passenger version’s launch customer with 20 firm orders. The second biggest customer (six airplanes) is Boeing Business Jets.

The last of the original Twin Otters flew off from the de Havilland factory back in 1988, but in February a new version, produced by Viking Air in Canada, flew for the first time. “Flying the first new Twin Otter in 22 years is the culmination of many months of hard work and determination by our staff and supply-chain partners,” said Viking CEO David Curtis. He crewed on the first flight, along with Steve Stackhouse, manager of flight operations. “The aircraft performed exactly as expected,” Curtis said. “It felt very stable, fast, and even with my thousands of hours on type, this new Series 400 Twin Otter brought a smile to my face.” The airplane is equipped with Honeywell’s Primus Apex IFR digital flight deck and configured with a commuter interior. It will be flown by Zimex Aviation, of Switzerland, throughout North Africa to service the oil and gas industry. Viking acquired the type certificate from de

Havilland and announced it would re-launch a modernized Twin Otter back in March 2007. The new DHC-6 Series 400 model features more than 400 modifications and improvements, with a modernized flight deck and added safety systems. Two Pratt & Whitney PT6A-34 turbines power the aircraft. Canadian certification is imminent, the company said this week, and first customer deliveries should start soon. Ten airplanes are now in production, with a projected build rate of about 20 airplanes per year.

OTHER NEWS

The wreck has been stripped of its engines, and it's a bit the worse for wear, with extensive water damage and impact damage to the underside, but the remains of the Airbus A320 that was made famous in last year's Hudson ditching are about to go on the auction block. Interested parties can contact Chartist Aerospace Insurance Services to get a look at the airframe, or click through to visit the Web site's set of 20 detailed photos. An inspection will be scheduled probably within the next 45 days. The aircraft is for sale "as is," and the buyer must move it from its storage site in Kearny, New Jersey, by April 10 or take over the storage payments. The wreckage was treated with a corrosion inhibitor last summer, but otherwise has not been repaired. The auction closed on March 27. The auction is open to the general public, according to the Web site, and bids can be submitted online. The Airbus A320, famously piloted by Capt. Chesley "Sully" Sullenberger and Jeff Skiles, ditched in the Hudson after both engines failed following a bird strike shortly after takeoff from LaGuardia Airport in New York, and all on board survived.

Last year was the worst in the history of aviation, IATA said yesterday. The airline industry trade body said 2009 saw the largest ever post-war decline in scheduled air traffic. Director General Giovanni Bisignani said: 'In terms of demand, 2009 goes into the history books as the worst year the industry has ever seen. We have lost 2.5 years of growth in passenger markets.' He said that airlines face 'enormous challenges' in 2010, adding: 'The worst is behind us, but it is not time to celebrate. Adjusting to 2.5 years of lost growth means that airlines face another Spartan year focused on matching capacity carefully to demand and controlling costs.'

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

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



XA-MXN Boeing 767/300ER Mexicana on finals at Gatwick, 20/02/10(Martyn Gill)

Letters to the Editor:-

Regular meetings attendee Alan Tempest penned this letter following the February meeting:-

"Having thoroughly enjoyed the impromptu February Air Yorkshire meeting I write this letter as a "Thank you" to Chairman Dave Senior and those who helped him when in the face of adversity. To be informed only hours before the start of the meeting at LBA that the guest speaker had cancelled is, as I know from past experiences, a daunting blow. Later as the meeting got under way at Gate 20, Chairman Dave's humorous chat on club matters set up the meeting's early format.

With Alan Sinfield masterly manipulating the buttons and switches of his hi-tech equipment to give us an interesting DVD/Film presentation, the meeting was being enjoyed, I am sure, by those who attended. John Dale was able to enlighten the members with advice and information on the forthcoming, Club Annual Dinner in March. The misty cold Sunday afternoon was forgotten when an amusing interlude from Mr. James Stanfield(Him with the Golden Geordie Tones) enlightening us on a recent Air Yorkshire Questionnaire. Then another clever and fascinating film show(How does he do it?) from our manipulating wizard, Alan Sinfield brought to an end an excellent impromptu meeting to a close and we all drifted away out of Gate 20 to the dastardly weather well satisfied at least I was".

Alan then goes on to reflect on when he was, as Rugby Club Captain seconded to help out a panicking Events Committee who were having problems with a "Gentleman's Soiree". Following numerous disasters including the lack of a stripper various people including the club's hooker banded together to make the evening a success.

Thank's Alan and if anyone else has any comments on the Society or the Magazine please feel free to send them to me, preferably in the form of an e-mail. Thank You.

AIR YORKSHIRE ANNUAL DINNER 2010

**FRIDAY 27TH MARCH 2010 AT 7:30 FOR 8:00 AT
PEASEHILL HOTEL AND RESTAURANT RAWDON**

STARTERS

**Cream of Asparagus Soup
Salmon & Prawn Fishcakes with Sweet Chilli Sauce
Deep Fried Brie with Mixed Pepper Chutney**

MAIN COURSES

**Braised Lamb Shank with Mint Mash and Rosemary Gravy
Grilled Halibut Steak with Cheese and Herb Crumb
Roast Chicken Breast filled with Leeks and Bacon
with Sauce Dianne**

SWEETS

**Creme Caramel
Individual Glazed Lemon Tart
A selection of English and Continental Cheese**

**Tea or Coffee and Mints
£20.00 per person**

**TELEPHONE JOHN DALE ON 01943 875 315 OR WRITE TO
13. GREENFIELD AVENUE, GUISELEY, LEEDS LS20 8HG**

AERO VENTURE ADVENTURE

**by James
Stanfield**



Heading photo:-
Austin Whippet

After a morning at the Newark Air Museum we decided to call at the South Yorkshire Aircraft Museum(AeroVenture) on the way home. This museum is located on the site of the original 1930s Doncaster Airport. It occupies a corner of this site, now called Doncaster Lakeside, which is mainly given over to the more popular 21st century hobbies of shopping, eating and leisure activities.

The SatNav took us straight to the “back door” on Sandy Lane, but of course we wanted to be at the front door where there is a car park. After much searching for the front door, including a circuit of an Asda car park on the Lakeside site, we eventually settled for the back door and a short walk in the pleasant afternoon sunshine.

The sign posting, to direct you to the Museum through the environs of Doncaster, leaves much to be desired. We were told this is because not many people go to the Museum and therefore it is not cost effective to put up the necessary signs. The conundrum being that not many go because the sign posting is inadequate. However we intrepids were not discouraged by such trivial matters.

Earlier in the day, the progress made at Newark in recent years(as reported by Mike Storey in AY Vol.36 Issue 1, Jan 2010) had been impressive, so the chance for disappointment with AeroVenture was quite high. However, this is a Yorkshire air museum and certainly worth a visit. I urge all true Yorkshiremen to go and support this Yorkshire venture.

The Museum is a member of the BAPC and is truly a treasure trove of aviation history with a lot more to see than just old aeroplanes. It is open all the year round from Wednesday to Sunday with additional days at holiday time. Opening times are 10am to 5pm in the summer with earlier closing in the winter. Entrance is £5 with a concession price of £4 for seniors and £2 for children under 16 years. There is a Museum shop, through which you enter, and this has a selection of kits, books and memorabilia for sale. There is no café as such, but some limited refreshments are available.

The main exhibition hall is an original Bellman Hangar left behind after Doncaster Airport's wartime role as RAF Doncaster. There are other original RAF wartime buildings on site which are used to house the various exhibits. Make sure you visit all these buildings because there is a surprise round almost every corner.

There is a lot to see and photograph and I was pleasantly surprised by many of the exhibits, which are not solely old airframes. As with all aircraft museums there is a distinctly military bias, but there are some civil exhibits too. In fact the first aircraft you see on entry is a Piper Apache G-APMY – it is looking rather tired with its life in the open air.

There are many nose/front fuselage exhibits and an unusually large number of helicopters. A collection of jet and piston engines contains some classics such as the Ghost, Avon, Conway, Merlin and Griffon. The helicopters include examples of: Gazelle, Skeeter, Scout, Sioux, Wessex, Sea King, three marks of the Whirlwind and a lonely civil Robinson R22. There are also histories of some local airfields such as RAF Lindholme and Finningley and an item on the first air show in Britain, which readers of this magazine will re-call took place at Doncaster in 1909 (See AY Vol. 35 Issue 10, October 2009).

I enjoyed the display of Canberra noses/front fuselages which had been lined-up for the 60th anniversary of this type in 2009. The marks on show are B.2, T.4, B(I).6, PR.7, T.17 and T.19. There are examples of the smaller training types including the Chipmunk, Jet Provost, Bulldog and Vampire plus a selection of gliders including Prefect, Cadet and Sedbergh. I was intrigued by the Forney Aircoupe N3188H. XA460 Gannet AS.4 was a long time re-union for me the last time being at a Bof B open day at RAF Ouston in the late 1950s. My own personal favourite exhibit is the Austin Whippet which bears the "serial" K135 - don't miss this when you go - it is a biplane and not, as you might expect a motor car .



There are many aircraft and sections of aircraft stored outside awaiting refurbishment. The Hunter F.51 E-424(see photo above) needed a spruce up and shortly after we were there it enjoyed a good clean prior to some painting. The DC-3 N4565L(see photo below) is wingless, but looked in promising condition with its wings lying close by. I was left wondering what plans there are for the tail and rear fuselage of Tornado ZE294 DD/11Sq.



This is by no means an exhaustive list and by the time you go I am sure other items will have arrived. You get the impression that new arrivals are frequent. Do not be put off by the access confusion caused by lack of sign posting, it is easily overcome if you are forewarned as you all are now.

The site complete with its old RAF buildings was acquired in 1999 in a derelict state. What has been achieved in the intervening ten years is impressive. This museum deserves your support and again I urge you to go. We left AeroVenture with the SatNav "tuned" for navigation to the latest incarnation of Doncaster Airport and the chance of a meeting with that most famous Yorkshireman, Robin Hood

LAKENHEATH

BY DAVID SENIOR

As the song says 'always save the best till last', and the last of my wonderings around the airfields is the best. RAF Lakenheath is the home of the 48 FW(Fighter Wing) and is part of the USAF Europe. The USAF lease the base from the RAF and have done since General D'Gaulle kicked out the US from France in the 1950's. The first aircraft bases here were the F100 Super Sabre soon to be followed by the Phabulous Phantom which in turn were replaced by the long range strike aircraft the F-111F Aarkvark. The current occupant of the base is the F-15C Eagle and the F-15E Strike Eagle.



If you are visiting the airfield I'm sure that you would have called into RAF Mildenhall first. Lakenheath is only about five miles from Mildenhall and can be reached within minutes. However if you are going straight to Lakenheath the easiest way is to follow the directions give for Mildenhall but when you arrive at the roundabout on the A11 you take the second turning off the roundabout marked Brandon on the A1065. After about five miles you will see two large water towers on your left and very soon you will see the airfield. The first part you will see will be the living quarters and base facilities but after a short while you will enter a 40 mph zone which will pass the entrance to the base which will be on your left. After the base entrance you will see the hardened shelter's of the three squadrons first are the 492 FS the F-15E's have a blue fin tip on the aircraft, a little further on will be the base maintenance hanger and that is followed by visitors apron (only just visible through the trees),as the road bears to the left the hardened shelters of the 494FS come into view. After the works entrance the shelters of the 493FS come into view through the trees and after the wood finishes the end of runway 24 is to be viewed. To the right is a hard core lay-by which is the entrance to a wood owned by the forestry commision. If you park here on the grassy area (not on the on the muddy entrance road) it is your first good spot for viewing aircraft. Aircraft departing runway 24 hold on a apron here for the last chance inspection before entering the runway for take off. If this runway is being used this is also a good spot for photography of landing aircraft. Do be careful as the A1065 is a very busy road and care must be taken that you do not wonder into the road while lining up the shot. If you cross the road good shots of aircraft on the inspection apron can be taken by the fence. Just a warning here, since 9/11 the security here and at Mildenhall have become paranoid about people standing by the fence and after a short period by the fence a security van will pull up to ask what you are doing, be polite and tell him you are spotting tail numbers and they usually go away, some of the newly arrived servicemen will not understand what you are doing as the hobby is little known in the USA. Remember that service personnel have no durastriction outside the fence and can only call in the local police. You are doing no harm provided you stay outside the base fence. After the A1065 passes by the end of the runway you will come to a set of traffic lights, here you take a left and an immediate left again this is signposted Aircraft viewing Area. At the end of this road you will see a fenced car park. There is ample parking spaces but the car park can become very full if the locals know of something good going on at the base. The fence here is very high and taking photo's of aircraft landing can be a problem so walk out of the car park and walk back down the road to the main road and walk down to the extended centre line for some excellent landing shots.

If the aircraft are using runway 06 then you have to go back along the road from the spectator car park and take a left. After a couple of miles along this straight road you will come to the B112 take a left and dive in and out of Lakenheath village, after about a mile you will come across the other end of the runway on your left keep a sharp lookout as it is not easy to spot the area. There are a few good spots on the road to take photo's and there is a footpath that takes you down to the fence at the end of the runway which again is a good spot for photo's. Take-off shots from both ends of the runways are not easy as the single runway at Lakenheath is a long one and the Eagles are usually high up and can be turning by the time they reach the end of the runway, but if you are lucky some fantastic photo's can be had of eagle turning with vapour trails coming off the wings as they turn.

As said above RAF Lakenheath is the home of the 48 Fighter wing and the wing operates three squadrons ,two squadrons of F-15E Strike Eagles and one squadron of F-15C eagles. The Strike Eagles are a strike aircraft and the F designation is technically wrong. The Strike Eagles are the most up to Date block numbers in the whole of the USAF and along with the other Strike Eagle Wings take it in turns to provide aircraft for protection duties in Afganistan on a squadron by squadron basis. One of the Lakenheath squadrons is in Afganistan at the moment so flying from the base will be slightly reduced . Each squadron has a complement of twenty four aircraft with about three-four aircraft per squadron in reserve. If you do your sums this means that about eighty aircraft are based and unlike RAF stations the USAF seem to fly quite often . USAF pilots are allowed to get in their monthly flying hours early and then go on leave so try not to turn up here at the end of the month as aircraft movements are not as much as the first two weeks of the month. Flying is usually conducted with three launches per day unless night flying is taking place. The aircraft will taxi down from the hardened shelters to the last chance apron at the end of the runway where last minute inspections by the ground crew takes place. They are looking for inspection plates not being tightened up, damage to the aircraft skin, working surfaces like flaps are OK and parking tags have been removed. After take off the aircraft can be away for up to four hours as they can fly up to Scotland to some of the ranges up there.

The F-15C Eagles are out and out fighters, again the squadron has twenty four aircraft with about three reserves. F-15C aircraft are painted in the two tone grey scheme while the F-15E's are in the all over dark grey scheme. All the aircraft have the base code 'LN' painted on their tails in large letters with the squadron colours at the tip of the tail ,blue for the 492FS,red for the 494FS and black/yellow for the fighters of 493FS. The aircrafts serial numbers are also painted on the tails in black in the standard strike aircraft way of the fiscal year that the aircraft was ordered in and the last three of serial number.

Therefore an F-15c that was ordered in 1986 and was the 156 aircraft ordered in that year is 86-0156 but on the aircraft it will be painted as 86-156. All the aircraft have the full serial number, type, and block number stencilled on the fuselage just under the cockpit (put this can only be seen when you are close up like at an air display static area). Some of the F-15c's have kill marks under the cockpit as most of the fighters have taken part in recent conflicts over the last twenty years. Each squadron at Lakenheath has it's squadron commanders aircraft painted up with the squadron's markings on the tail and the wings commanders aircraft will be marked up with the wing number on the tail with the tail tip painted in all three colours of the squadron's he commands.

Lakenheath also operates five HH-60 Black Hawk helicopters from the back of the base near the old 495FS buildings. These helicopters are the rescue helicopter for the USAF and train to rescue any downed pilots be it in the sea or on the ground be it in front or behind enemy lines .there aircraft have the LN tail code on their tails but do not carry any squadron colours on the tip of their tails. They can be seen from the Lakenheath fens if they are operating. Go into Lakenheath village and take the road up opposite the post office. When you get to the top of the hill go down the single file road to the fens car park. You can walk down the road from the car park down to the fence or just stay in the car park and if you have a good telescope you will see a large white hanger slightly to the right this is where the aircraft park on the apron. It is some distance away but if the light is OK you should be able to read off the serials.

It might take you three hours to get to Mildenhall and Lakenheath but if you do decide to have a trip down there you will have a great day out. The sound of a Strike Eagle taking off with its two afterburning 29,000 lb thrust engines in your ears is brilliant and in the spectator park you are so near the aircraft taking off photo's of the afterburners in full reheat are spectacular, but do remember the

aircraft do not fly all day everyday and the Americans have different holidays to us and they don't fly on bank holidays just like the RAF so before you go make sure its not a Martin Luther King day or some other bank holiday (we have all been caught out at some time) .

Aircraft based at Lakenheath are:-

492FS blue tip F-15E Strike Eagle

91-0301,91-0302,91-0303,91-0304,91-0307,91-0308,91-0309,91-0311,91-0312,91-0321,91-0321,91-0329,91-0332,91-0605,96-0201,96-0202,96-0204,96-0205,97-0217,97-0218,97-0219,97-0220,97-0221,97-0222,98-0131,98-0132,98-0133,98-0134,98-0135.

97-0221 is the squadron commander aircraft and is marked 492FS

493FS black/yellow tip F-15C Eagle

83-0018,84-0001,84-0004,84-0009,84-0010,84-0014,84-0015,84-0019,84-0027,84-0044,86-0147,86-0154,86-0156,86-0159,86-0160,86-0163,86-0164,86-0165,86-0166,86-0167,86-0171,86-0172,86-0174,86-0175,86-0176,86-0178,86-0182.

84-0027 is the squadron commanders aircraft and is marked 493FS being a single seat aircraft the squadron carries two two-seater aircraft the F-15D which are 84-0044 and 86-0182. It is also rumoured that the squadron will soon loose six aircraft due to the recent Air Force cuts.

494FS red tips F-15E Strike Eagle

91-0306,91-0310,91-0313,91-0314,91-0315,91-0316,91-0317,91-0318,91-0320,91-0324,91-0326,91-0331,91-0334,91-0335,91-0602,91-0603,91-0604,92-0364,00-3000,00-3001,00-3002,00-3003,00-3004(See photo, page 36),01-2000,01-2001,01-2002,01-2003,01-2004,

01-2002 is the squadron commander aircraft and is marked 494FS,the wing commanders aircraft is 01-2001 and is marked 48og and has a multi coloured tail tip, another aircraft marked up is 01-2004 which is marked 48FW (why two aircraft so marked is not known perhaps one is a spare)

56RQS HH-60G Black Hawk

88-26109,89-26205,89-26206,89-26208,89-26212.

This is the last of my wanderings as all the rest of the airfields are a little bit too far for one day trips. If you have enjoyed the articles and want to find out more on military aircraft please ring me and ask. I can bore the pants off anyone who will talk military aircraft with me as I can't stop talking about military aircraft, and, as most of my friends will tell you don't mention PHANTOMS !!!



86-0147 F-15C
493FS
RIAT 2009



89-26206
HH-60G
Blackhawk
56RQS

TRI-JETS @ LBJA

FROM THE ARCHIVES OF TERRY SYKES



The Canadian charter airline Wardair commenced a weekly flight to Canada from LBJA in the summer months from May 1986 using Boeing 747s. During the next season 1987 the '747 was again used except for one flight on May 25th when they used the DC-10 C-GXRB c/n 46976, which became the first of the type to use the airport.



One of the most common Tri-jets of the 1980s was the Tupolev TU-154. TU-154B CCCP-85546 of Latvian Aeroflot is seen back tracking runway 32 in preparation for departure to Riga on a charter flight



Tristar SE-DPX, c/n 193B-1091 of ECU taxiing of runway 32 for the main apron following an inbound charter from Spain



G-BCRR AA-5B Tiger at Sherburn 24/08/09
Pictured by David Senior



G-WENA AS.355N Twin Squirrel of Multiflight
Pictured by Mike Storey at LBIA, 28/01/10



N644RW Embraer 170 of United Express
Toronto International, 09/02/10
Pictured by Ian Morton