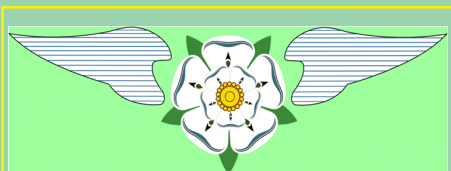


# Air Yorkshire Aviation Society



Vol 39 Issue 4

April 2013



El-GJL Dauphin inbound to Multiflight/East  
Apron at Leeds/Bradford, 14/03/13  
Mike Storey

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

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**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

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## SOCIETY ANNOUNCEMENTS

### Murgatroyds Bash

Our next get together at our local "chippy" has been arranged for Friday May 17th at 12.15. As per usual most of us will meet up at the Multiflight Cafe during the morning and move on down the road at around 1200. Anyone wishing to partake in this increasingly popular event please give their names to Trevor Smith(Editor), details in above listing.

### Trip to Amsterdam – 3 June 2013

The current price is £72 if you pay by Debit card and take advantage of the 10% reduction currently being offered by JET2. If you fancy joining a growing number of Air Yorkshire members going on that day just make a booking on the [www.jet2.com](http://www.jet2.com) website

### Trips

To book for any of the following trips contact Mike Storey, details above.

May 26th(Sunday)

Bruntingthorpe, Cold War Jets and Thunder Day(Cost £15.00)

June 25th(Tuesday)

Pocklington Gliding Evening(Cost- First Flight £21.00, additional flights £11.00)

June/July(Date to be advised, midweek)

East Midlands Airport for freight flights, afternoon and evening

July 13th(Saturday)

Brighton, Summer Fly-in/Wings and Wheels

# MEETINGS AT LBIA, AIREDALE HOUSE: 14:30HRS

**THE MEETINGS ARE HELD IN "THE MEDIA CENTRE, AIREDALE HOUSE".  
A DOWNLOADABLE MAP CAN BE OBTAINED FROM THE AIR YORKSHIRE WEBSITE**

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

## **5 May 2013**

Ray Newall – "A Career in Aviation". Ray was born and brought up in Leeds (brother of Capt Mike Newall) and joined the Royal Air Force in November 1962, initially as an Operations Clerk (Air Traffic Assistant). His first posting was to Nicosia where he successfully applied for a commission and to train as a pilot. Training was on the Jet Provost and Varsity and then posted to Shackletons and then the Andover. In 1973 he became an Air Traffic Control Officer and in 1982 left the RAF to become a civilian ATCO, returning to the RAF in 1986. He subsequently spent 13 years as a Flight Checker, the last 4 years with Flight Precision at Teesside.

## **2 June 2013**

Peter de Bourcier - Flying for Life- the Work of M.A.F. MAF (Mission Aviation Fellowship) Formed by British, Australasian and American pilots and engineers after WW2 with three light aircraft, MAF now operates some 130 aircraft to 2,500+ airfields and airstrips in around 40 countries, providing dependable air transport for nearly 1,500 relief and development, medical, NGO and other agencies. Desert, bush, mountain and jungle airstrips, and water landing sites in countries like Bangladesh, are MAF's everyday flying environment. MAF's specialized pilot training, suitably modified aircraft and benchmark professional standards make it a carrier of choice among refugee workers in South Sudan (some refuse to fly with anyone else), and a point of reference among national regulatory authorities: 'Go and see how MAF does it.'

## **MONDAY 8 July 2013 7pm**

Tony Hallwood - Commercial and Aviation Development Director, Leeds Bradford Airport. I am delighted to welcome back Tony Hallwood who will be talking about past and future developments at Leeds Bradford Airport.

## **4 August 2013**

Mike Fitch - Aeroventure, Doncaster. Mike will explain about the airfield history, make up of the museum as well as discussing the Yorkshire Helicopter Preservation Group content at the museum.

## **WEDNESDAY 4 September 7pm**

Simon Lea – We welcome Simon Lea who is the British Airways Leeds/Bradford Airport Station manager. Simon will likely talk about his career in Aviation, British Airways and the new base at Leeds/Bradford Airport

## **6 October 2013**

Mike Blake – "Aviation in Kenya Part 1" Mike lived in Kenya in the 1950s and developed an interest in aviation. As a retirement project he started to research the Kenyan Colonial Register(VP-K\*\*) which ran from 1928 -1965. The presentation is based on information he has gathered together on the aviation pioneers of the 1930s, Wilson Airways, later East African Airways, the Aero Club of East Africa and a number of other local operators. It is predominantly related to civil aviation.

## **Media Centre Access**

Some members have asked about access to the Media Centre in Airedale House and pointed out some difficulties with the staircase and no lift in the building. It was discussed at the recent AYAS Board Meeting. Could any members who are having difficulties or have stopped coming because of access difficulties please contact Jim Stanfield with details and any suggestions they have. e-mail: [jim.stanfield@airyorkshire.org.uk](mailto:jim.stanfield@airyorkshire.org.uk) or Tel: 0113 258 9968.

## TRIP REPORTS

### THE VULCAN EXPERIENCE-DONCASTER

On Thursday 7<sup>th</sup> March, 16-members and friends met at Doncaster Robin Hood Airport for a private visit to view the mighty Vulcan-XH558(G-VULC).The aircraft is housed in the BAE hangar no-3. We were greeted at reception and issued with our security passes. Our tour guide-Toni, then led us into the hangar and we were then seated to receive an overview of the history of the Vulcan and some XH558's achievements.

We were then given free reign to tour most of the hangar and view and photograph the aircraft at will with exception of the 2-BAE Hawks which were behind a screen. Access to the cockpit is not allowed, but can be viewed beneath the access ladders. The visit lasted approx 11/2 hours and many questions were answered by both Toni and Taff(the chief engineer). A souvenir shop is located inside the hangar and our party made significant purchases of books, models, stickers etc all to help swell the fund.

Altogether a worthwhile visit and we can only hope that sufficient donations are received in the coming weeks to enable the 2013 display season to go ahead  
see website-([www.vulcantothesky.org](http://www.vulcantothesky.org))

XH558-some facts-

1960- XH558 was the 1<sup>st</sup> B.MK2 Vulcan to join the RAF-Delivered to Waddington  
In service she was - a TRAINING AIRCRAFT with 230 OCU- a NUCLEAR BOMBER- a MARITIME SPOOK- and an AIR TO AIR TANKER

1986-She then joined the Vulcan Display Flight and performed at Air Displays for 7-years

1993- She was the last Vulcan to leave the RAF and was then delivered to Bruntingthorpe for its new private owners

The Vulcan To The Sky Club was formed to raise funds and awareness and to keep the aircraft flying.

It is estimated that approx 2 million pounds is needed each year to achieve this.

18th October 2007- The 1<sup>st</sup> flight on the civil register as G-VLCN

Could this be the last year that XH558 VULCAN WILL FLY ???

Mike Storey



## VISIT TO CITATION SERVICE CENTRE

Following on after the Vulcan visit, we walked round the corner to hangar No2 where I had managed to arrange an organized visit to the Cessna Citation Service Centre. We were greeted in reception by Ed Griffith, The Maintenance Manager and issued with safety glasses for our tour of the facility. Ed then led us to the very smart Pilots room, where he explained the history of the company, which was originally based at Gamston Airfield from 1997 and was known as Kinch Aviation. As the business expanded it then moved to its present base at Doncaster in 2010 where it continues to grow. The company has recently been sold to CESSNA-USA who are now developing several such bases around Europe.

We were then introduced to Mr Lee Laban who is the company CEO. He was happy to answer our many questions on his background and the day to day life of working for a large American company and their future aircraft developments. We then split into 2-groups of 8-people and Ed took the first group on the tour whilst the 2<sup>nd</sup> group enjoyed a complimentary coffee in the lounge. I was in the 2<sup>nd</sup> group and was very impressed with facilities at the Citation Centre, they have the very latest in aircraft spray painting technology with an amazing system that gives a high gloss finish to an aircraft without the need for any final polishing. A full aircraft re-spray costs approx-40,000 pounds. As well as providing servicing for the full range of Citations, the company also has an agreement to do licensed work on Beech Kingair aircraft. At the time of our visit the hangar was full of aircraft in different stages of work with a waiting list of more aircraft to come in. There are also aircraft parked outside, some awaiting sale. We were allowed to record all aircraft present, but only take internal photos which did show any registration codes.

Our grateful thanks to Ed and Lee for hosting our visit and giving us the opportunity to get up close to some spectacular aircraft and see how a modern service centre operates.  
I am sure we will take up Ed's offer of another visit at some later date

Aircraft seen on this visit- HB-VWW C/CJ1; M-ARCH C/750X; M-ICRO C/525A; N550LD C/550 N80364 C/500; N448RT C/SOVEREIGN; G-EDCL C/525; G-EDCM C525; G-TLFK C/SOVEREIGN; G-CFGB C/SOVEREIGN; G-OMBI C525; G-JBLZ C550; G-MEGN BEECH KINGAIR; M-EGGA BEECH KINGAIR; G-USAR C 441 CONQUEST  
Parked at DRHA were - G-JMED LEARJET 35; G-TAWK B737/800; N53GX GLOBAL EXPRESS

Mike Storey





# SCENE AROUND YORKSHIRE



Another very quiet month locally, mainly due to the heavy snow, however thanks as usual go to Andy Wood for his contribution to this section.

**BAGBY:-** A new resident noted on 10.3 was G-ELKS Avid Speed Wing Mk.4.

**BREIGHTON:- RESIDENTS** G-BSGF R.22B is now away for rebuild and G-BYLL F.8L is also still away on respray, both jobs taking place at a workshop in Selby. G-EEPJ S.1S was involved in a minor landing incident at Turweston on 28.2 causing damage to the port aileron and is still away as of 10.3. **(See photo below by Dave Thompson).**



## OUTSIDE PARKING

G-ASIB F.172D was turned back over onto its undercarriage on 24.2 and on 9.3 was dismantled with the rear fuselage being cut off in the process, it was then put onto a trailer and departed to Dukeries Aviation at Netherthorpe for use as a spares source. G-BBJX F.150L present throughout. G-BDGM PA-28 still away on maintenance and is due to receive a new engine. G-BGAX PA-28 had returned from maintenance at Full Sutton by 9.3. G-BOIY 172N and G-BRUD PA-28 present throughout. G-LMAO F.172N is still away, whilst D-EESE F.172M has been present throughout.

## MOVEMENTS

**18.2** G-CENE CTSW f&t Barton. **19.2** G-BLCU SF.25B f&t Rufforth. **22.2** G-EFAM 182S f Sandtoft t Liverpool. **23.2** G-AVXD T.66 f&t Beverley, G-BAZS F.150L f&t Full Sutton, G-BBNJ F.150L f&t Sherburn, G-BTHE 150L f&t Beverley, G-FLYG T.67C f&t South Cave / Mount Airey, G-SKYC T.67M f&t Wombledon, G-TEWS PA-28 f&t Beverley. **24.2** G-ATDO Bo.208C f&t Crosland Moor, G-BFXW AA-5B f&t Sherburn, G-CCGF R.22B f&t LBA, G-CFMI Skyranger 912 f&t Crosland Moor, G-CHJG EV.97 f&t Bagby, G-DISO D.150 f&t Yedingham, G-GRVE RV.6 with G-JULZ Europa both f&t Sherburn, G-LORC PA-28 f Sandtoft t Sherburn, G-PTOO B.206L-4 fuel stop, G-TIVV EV.97 f&t Bagby, G-

TWOO EA.300/200 f&t Wombledon. **27.2** G-ATJN D.119 f&t Sherburn, G-AZLV 172K f&t Waddington, G-BAZS F.150L f&t Full Sutton, G-BIWN D.112 f Sherburn t Yedingham, G-BLCU SF.25B f&t Rufforth. **28.2** OO-CFA AT3-R100 (AT3-058) f&t Sherburn. **2.3** G-AJEE J/1 f&t Barton, G-AJEI J/1N f&t Sandcroft Farm, G-AVZV F.172H f&t South Cave / MountAirey, G-BHEL D.117 f&t Bagby, G-BIOC F.150L f&t Beverley, G-BIOW T.67A f&t Sherburn, G-BLCU SF.25B f&t Rufforth, G-BNML KR.2 f&t Askern, G-BNST 172N f&t Netherthorpe, G-BOHV W.8 f&t Warrington, G-BRDO 177B f&t Teeside, G-BUGT T.61F f&t Rufforth, G-BWRO Europa TG f Fenland t Fishburn, G-BXYJ DR.1050 f&t Netherthorpe, G-BYFM DR.1050-M1 f&t Warrington, G-CDOV Skyranger 912 f Beverley t Fishburn, G-CESW CTSW f&t Bagby, G-CGCH Sportcruiser f&t South Cave / Mount Airey, G-CGWT Skyranger 912 f&t Beverley, G-CTDH CT2K f&t Bagby, G-DISO D.150 f&t Yedingham, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GUMS 182P f&t Full Sutton, G-MZIU Quantum 15 f&t Askern, G-ORAY F.182Q f&t Gamston, G-ORUG T.600N f&t Beverley, G-RATZ Europa f Fenland t Fishburn, G-RIVE D.153 f&t Strubby, G-RODZ RV.3A f&t Abbots Bromley, G-RYAL Jabiru UL f&t Crosland Moor, G-SKYL 182S f&t Sherburn, G-UZUP EV.97A f Fishburn t Netherthorpe, N59VT Beech K35 (D-5897) f Fishburn t Sturgate, PH-KAU T.67M (2040) f&t Bagby **3.3** G-AYRG F.172K f&t Netherthorpe, G-BRPF C.120 f North Coates t Sturgate, G-BTHE 150L f&t Beverley, G-BTMR 172M f&t Beverley, G-BYEK GlaStar with G-CCVS RV.6A both f&t Fishburn, G-CDLK Skyranger 912S f&t Oxenhope, G-COLH PA-28 f&t Full Sutton, G-MZEN Rans S.6 f&t South Cave / Mount Airey, G-RATZ Europa f&t Fishburn. **9.3** G-SKYC T.67M f&t Wombledon. **10.3** G-AVSA PA-28 f&t Sherburn, G-BCYR F.172M f&t Bagby, HA-PPC SE.3130 (1500) f&t private site Lelley.

**CHURCH FENTON:-** The RAF base near Selby will close by the end of the year amid cost-cutting measures by defence chiefs who say it is no longer needed. Armed Forces Minister Andrew Robathan confirmed the fate of RAF Church Fenton in a written statement to Parliament today about the Government's Strategic Defence and Security Review (SDSR).

Units based at Church Fenton, including the Yorkshire University Air Squadron (YUAS), will relocate to other bases, with Mr Robathan saying work was "ongoing" to decide what will be the "optimum location" for the squadron. Five service personnel from the Busk Lane base will be redeployed to other duties elsewhere, and three Ministry of Defence civilians will also be affected by the closure.

**CLEETHORPES:-** On 24/2 A.109S G-MAOL was noted departing from a site in the town for Newcastle Heliport. This aircraft is owned by billionaire Mike Ashley, the owner of Newcastle United who operates it under the guise of Mash Aviation.

**COVENHAM ST. MARY:-** From the Resident list delete G-BKPE DR.250/160 which has moved to Orkney/Skeabrae following sale.

**CROFT/CLOUGH FARM:-** Noted on 9.2 were residents G-BDEZ J.3C-65 and G-KHEA SF.25B, new resident G-BGGA Citabria 150S ex. Wickenby and G-CGGO DR.400 visiting.

**CRATHORNE HALL(YARM):-** Logged arriving from Battersea on 7/2 for an overnight stay was A.109A G-TRAW(Rocket 7).

**DEVONSHIRE ARMS:-** Visiting this popular eating hostelry on 2/3 were Jet Ranger G-JTBX from Lancashire and Northern Ireland based Twin Squirrel G-LARR.

**DEWSBURY:-** Twin Squirrel G=LECA departed from a site in the town on 21/3 heading for Sheffield.

**DONCASTER(Robin Hood)** Info courtesy of Clive Featherstone(fodsa) and dsaf.co.uk  
Interesting Movements February 2013

#### **Commercial**

14th G-EZDY Airbus A-319 EasyJet (T)

15th G-OOAN Boeing 767-300 Thomson Cruise flight Barbados

27th G-EZBH Airbus A-319 EasyJet (T)

28th G-EZDK Airbus A-319 EasyJet (T) (FV)

#### **Biz Jets & Biz Props**

1st OE-FZC Citation 510 Mustang. Globe Air AG (FV)

1st G-BPYR PA-31 Navajo. 2 Excel Aviation Ltd

1st N498YY Citationjet 525 CJ1

4th D-IVVB CitationJet 525 CJ2+ (FV) (M) dep 19th in a new paint scheme

5th G-EYUP Citation 560XL Harrock Aviation Ltd C/o Atlas Corporate Services Ltd

6th PH-TXI Cessna 510 Mustang. Bikkair

7th G-CHAI CL-600 Challenger Hangar 8 Ltd (T)  
 7th N256DA CitationJet 525 CJ3 Cessna a/c Co.  
 7th M-YCEF Hawker 800XPi Yesss Electrical  
 9th G-DEIA Citation 560XLS+ Jaymax Jersey Ltd. (M)  
 10th N306EC CitationJet 525 CJ1 ex G-CITJ ( arrived 02/07/12 stored for sale) Airstet (FV)  
 18th N306EC CitationJet 525 departed to Keflavik on the first leg of delivery flight to U.S.A.  
 19th LN-SOV Citation 680 Sovereign Sundt Air  
 19th G-POWG CitationJet 525 CJ2+ Titan Airways Dep (M).  
 19th M-TSRI Beech C90 GTI King Air. Mann Air. diversion from HUY  
 20th G-RNER Cessna Citation 510 Mustang (M)  
 21st N529TA Gulfstream V. Private (FV)  
 26th D-CURA CitationJet 525 CJ3 Triple Alpha (FV)  
 28th M-SPOR Beech 200 King Air Select Plant Hire  
 28th G-FCED PA-31 T2-620 Cheyenne IIXL Air Medical Fleet  
**Civil Helicopter** (Aircraft in this list marked (FV) are to my knowledge correct).  
 16th G-JESE AS-355 Twin Squirrel  
 27th Note A blue SA-365 Departed on a low loader; presumably G-BTNC back to L.B.A. after a repaint  
**Miscellaneous Light/Medium Aircraft** (Aircraft marked (FV) are to my knowledge correct).  
 6th G-MLLI PA-32R-300 Cherokee Lance (FV)  
 6th G-TURF Cessna 406 Reconnaissance Ventures Ltd  
 12th N74KQ Quest Kodiak 100. Quest Aircraft Company. departed Wichita Kansas on Sunday 10th  
 and routed via Goose Bay and Keflavik on eventual delivery to Thailand; Arrived D.S.A. 17:10 & dep  
 next morning at 08:25 (FV)- of type  
 19th M-USHY Cessna 441 Conquest diversion from HUY (FV)  
**Military**  
 5th XX280 BAe-Hawk (T)  
 5th ZZ418 Beech 350 King Air shadow R1 (T)  
 7th ZH887 C-130 Hercules (T)  
 7th ZH102 E3D AWACS (T)  
 12th ZE701 BAe-146 (T)  
 14th XR808 Vickers VC-10 made two approaches (T) (FV)  
 20th ZJ998 EH-101 Chinook (FV) (T)  
 21st ZZ417 Beech 350 King Air/shadow R1 (T)  
 21st ZH104 E3D AWACS (T)  
 27th ZD813 Eurofighter Typhoon (T) (FV)  
 28th G-FRAO Dassault Fan Jet Falcon 20D FR Aviation/Cobham Leasing C/sg Vader 2 (T) (FV)  
 28th 2x Eurofighter Typhoon accompanied the above Falcon 20 but peeled away as the Falcon made  
 its low approach so not recorded on logs daily logs  
 28th ZA393 Tornado (FV) (T)  
 (FV) First visit. (F) Freighter. (M) Maintenance. (T) Training. (H) Helicopter



**First time visitor, Gulfstream 5 N529TA departing Doncaster, 21/2(Clive Featherstone)**





Direlict at Fishburn since June 2011, the remains of Rallye G-AYYX(David Thompson)

**DURHAM(BRANCEPETH):-** R.22B G-HBMW was noted visiting on 2/2, f/t Stainsby Hall

**ELVINGTON:-** Barton based Cessna F.172H G-AWVA paid a visit on 2/3. Leeds based Cessna 152 G-MFLM was here on 21/3 carrying out circuit training.

**FISHBURN:-** Noted paying a visit on 4/2 was Isle of Man based Baron G-LUKA.

**GAMSTON:-** No longer resident is G-KWLI 421C cancelled on sale to the USA on 9.1 as N87386, for Golden Eagle Flyers of Carson City, Nevada. A couple of interesting recent visitors were Citationjet 3 N95FP on 8/2 and Challenger N78SD which arrived from Manchester on 20/3. On 9/2 Bell 430 N430PR called in for fuel whilst enroute to Scotland.

**HUMBERSIDE** Movements courtesy of Rich Grimley

The Bristow Group, which is based in Texas, has won a 10-year contract to provide the service from 2015. The £1.6bn deal ends 70 years of search and rescue from the RAF and Royal Navy. Bristow will replace ageing RAF and Royal Navy Sea King helicopters with modern Sikorsky S-92s and AgustaWestland 189s. Under the new contract, 22 helicopters will operate from 10 locations around the UK. Ten S-92s will be based, two per site, at Stornoway and Sumburgh, and at new bases at Newquay, Caernarfon and **Humberside** airports. Ten AW189s will operate, two per site, from Lee-on-Solent and a new hangar at Prestwick airport, and new bases which will be established at St Athan, Inverness and Manston airports. All bases will be operational 24 hours a day, and half of the new fleet will be built in Yeovil, Somerset. Bristow has already been preparing crews for coastguard duties at Sumburgh in Shetland and Stornoway in the Western Isles. The other current search and rescue (SAR) bases are Culdrose, Wattisham, Valley, Boulmer, Portland, Lee-on-Solent, Chivenor, Leconfield, Lossiemouth and Prestwick. There will continue to be an RAF base at Valley, Anglesey, however the SAR unit will be in Caernarfon. On 7/2 Multiflight Cessna F.172M G-BEUX arrived from Leeds with a pilot to collect Duchess G-BXXT which went on loan to Multiflight. AW.139 LN-OEA(Bond 9) arrived to be temporarily based with G-VINB(Bond 10) departing to Norwich. Movements included:-

- 1/3 G-RVRE P-68B(Ravenair 20T), G-OCEG King Air 200(Cega 435), ZK450 King Air 200(ILS)
- 2/3 G-PBWR Agusta A.109S, G-BRNC Cessna 152
- 4/3 PH-SHQ Agusta AW.139(to Den Helder)
- 6/2 D-IABA Cheyenne 3(Lupus 103), G-FBLK Citation Mustang(Blink 1A)
- 7/2 G-TERA P-68C Observer, G-BLHR Duchess, XX258 Hawk(Javelin 22, training)
- 8/2 N300L Gulfstream 4, G-IIPT R.22B, G-PEER Citationjet 3(Saltyre 741)
- 9/2 N120MB Pilatus PC-12(n/s), G-BYCP King Air 200(Lonex 26CP), OO-CJP Cessna 414A
- 11/2 ZZ418 Shadow(Serpent 48, ILS) 12/2 ZK460 King Air 200(Cranwell 81, ILS)
- 14/2 G-ORVR P-68B(Pipeline 33), G-BPRJ Twin Squirrel(Osprey 61)
- 15/2 OO-CJP Cessna 414A 16/2 ZH870 Hercules(Ascot 066, training)
- 17/2 N95GT Cirrus SR.22 18/2 G-BGKS PA-28 Warrior

# HUMBERSIDE PHOTO-PAGE

All photos courtesy of Rich Grimley



Bristowa Agusta AW.139 LN-OEA was based at Humberside towards the end of February



Cessna 414A OO-CJP, owned by Airborn BV visited twice during February



Based at Newcastle, Delaware Gulfstream 4 N300L is seen taxiing to the apron on arrival



P.68C Observer G-TERA operated by APEM Aviation of Chester taxiing for departure

19/2 M-USHY Cessna 441 20/2 OO-KPA Cessna 172S(n/s)  
 21/2 EI-DMG Cessna 441, G-MFLE Robin HR.200, ZK037 Hawk(VYT 93, ILS)  
 22/2 M-OTOR King Air 90(Eastflight 8B), G-BKHW Glassair III  
 24/2 G-FBKB Citation Mustang(Blink 6F), G-AVMD Cessna 150G  
 25/2 G-BGRE King Air 200, G-COBS DA-42(Calibrator 143), ZD703 BAe.125(Northolt 35, ILS)  
 26/2 CS-DXL Citation XL(Fraction 791B), G-CEYU Dauphin(Yorkair 02)  
 27/2 CS-DXW Citation XL(Fraction 075C), G-GZRP Cheyenne 3(Air Med 057)  
 28/2 G-FCSL PA-31 Chieftain(Flightcal 01)



**LEEDS GENERAL INFIRMARY:-** Merlin ZJ998(Vortex 788) landed on the roof helipad, later departing to Humberside(See photo below by Rich Grimley).

**LEEMING:-** Phantom XV499 was noted road-running down the M1 on 13/2 destined for Everett Aero at Bentwaters. The fuselage was in the first truck followed by the wings on another. The company will then have five Phantom airframes there! XV497, XT597 and XV401 are either already there or en route with XT905 due to move from North Luffenham too.

**LINTON-ON-OUSE:-** On 1/3 BAe.146 G-BVRJ(Gauntlet 51) was noted visiting.

**NETHERTHORPE:-** Arriving on 9.3 was the wreck of G-ASIB F.172D from Brighton for spares reclamation.

**NEWARK AIR MUSEUM:-** On April 14 Newark Air Museum will host a gala day when visitors will be invited to sit in the cockpits of some of its most iconic planes such as the Vampire, Venom and Viggen to mark four decades since it opened. According to museum trustee Mr Howard Heeley, though, while many of its planes date from the Cold War and before, the museum has its radar set very much on the future.

**NORTH COATES:- Resident News** Arriving in the locality on 13.2 was the wreck of G-MYOZ Challenger II which is to be a spares source for the resident G-MYXC, it is currently in temporary storage in Cleethorpes. **Movements 3.2** HA-PPC SE.3130 f Wickenby t private site Lelley. **9.2** G-BRAA S.1C with G-BUTD RV.6 both f Croft / Clough Farm t Manby / Eastfield Farm. **10.2** G-BKPE DR.250/160 f Conisholme 6 x n/s t Conisholme 16.2. **16.2** G-MCLY 172P f Little Snoring t Fenland, G-CFZD Jabiru J430 f Fenland t Prickwillow, G-BUTD RV.6 with G-BRAA S.1C both f&t Manby / Eastfield Farm, G-ZZIJ PA-28 f Andrewsfield t Old Buckenham, G-MLHI MX.7-180 f North Moor t Skegness, N123SA/51-15372 PA-18-150 with G-AVOA DR.1050 both f&t Anwick, G-ERTE Skyraider 912S f Sturgate t Aubourn, G-BUDW MB.2 f Brighton t Mavis Enderby. **17.2** G-BRAA S.1C with G-BUTD RV.6 both f Manby / Eastfield Farm t Brighton then f Brighton t Manby, G-CGEC CTLS f Sandtoft t Brighton, G-BFOG 150M f&t North Moor, G-PTAR Skyraider 912S f Riby t Wickenby then f Wickenby t Riby, N918Y PA-30 (30-736) f&t Carr Farm, G-PDOG/24550/GP O.1E f&t Anwick, G-BWNK/WD390 DHC.1 f&t Wickenby, G-CGIZ CTSW f&t Barton, G-CENA MCR.01 f&t Caunton. **23.2** N918Y PA-30 f&t Carr Farm, G-BRPF C.120 f Wickenby t Sturgate, G-ARRS CP.301A f&t Sturgate.

**NORTHORPE:-** A new resident is G-JABI Jabiru J400.

**OVER DINSDALE:-** A quick walk down a public footpath, here in North Yorkshire revealed:- XR718/DA Lighting; XH563 Vulcan nose; WM145 Meteor nose and WZ557 Vampire pod

**PETERLEE:-** Cessna 208 Caravan N208UP was being utilized for para-dropping on 9/2.

**RUFFORTH EAST:-** No longer resident is G-CFKA MT-03 which has departed following sale to new owners at Horncastle.

**RUFFORTH WEST** No longer resident is G-CFOK G.103C cancelled 3.1 as sold in the USA.

**SANDTOFT:-** R.22B G-BRXV dropped in for a refuel on 8/2 while operating locally on survey work.

**SCARBOROUGH** Visiting the helipad at Scarborough Hospital on 12.3 and departing at 12.38hrs. was G-SASH MD.900 of the Yorkshire Air Ambulance.

**SHERBURN:-** The report into the accident involving PA-28RT G-BNTC on 12/11/12 has just been published:- The pilot was on a flight from Cranfield Airport to Sherburn Airfield. Approaching Sherburn, he descended from 4,500 ft to 2,500 ft and selected landing gear down; he observed a red 'gear unsafe' indication but does not mention in his statement if there were any green 'down and locked' indications. He reselected the gear but to no avail, but then became aware of smoke emanating from under the seats. He wanted to reduce engine power but "in panic" pulled the propeller rpm lever instead. This action meant that the engine rpm would not exceed 2,000 even with full power and because of this he decided to conduct a forced landing in a field near his destination. During the landing the aircraft was severely damaged but the pilot and his passenger were uninjured. It is possible that the smoke the pilot saw had come from the electro-hydraulic landing gear motor, but this has not been confirmed. During the event he made no attempt to use the emergency extension facility which would have released hydraulic pressure in the system and allowed the gear to lock down under gravity.

**SKIPTON:-** Visiting a private site in the town on 1/3 was Agusta A.109A N64EA, arriving mid-afternoon from York.

**SUTTON BANK:-** From the Resident Review delete G-EEBM G.102 cancelled 9.1 as destroyed following damage received in a ground loop accident which fractured the fuselage behind the cockpit. The airframe was sold for £600 on eBay during January.



French Air Force CN-235 128/62-1K touching down at Teesside 17/2 inbound from Creil/Senlis

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

On 8/2 Boeing 737/800 UR-GAV(Ukraine International 3715) arrived from Donetsk with a football team(Metalist Kharkiv) who were playing Whitley Bay the following Sunday night in a friendly game. This was a warm up match due to their winter break before Newcastle United in Europe later in the week. The team were staying at Rockcliffe Hall, hence the Teesside arrival. The Embraer G-CGMB(Eastern 1853) the same day brought Arsenal from Luton for their game against Sunderland the following day. On 23/2 Chelsea FC arrived on board Embraer 145 G-RJXM from Luton, for their match with Middlesbrough. EC.155 PH-EQU(Heli Holland 60A) arrived from De Kooye on 19/2 and was based until the end of the month operating to a rig in the North Sea some 160 miles N/E of Teesside. Finally, PA-28 G-BOFZ was based for most of the month whilst Durham Tees Flight Training PA-28 G-CEXO was away on maintenance. Other visitors:-

1/2 N2445V Cessna 182S, G-KART PA-28, G-SUZN PA-28



2/2 D-CRON Citation XL(Silver Cloud 762), G-JFER Commander 114B  
 4/2 G-CHAJ Cirrus SR.22, G-ILYA Jet Ranger(Pipeline 81)  
 5/2 XX332 Hawk(Pirate 08, overshoot), G-FCED PA-31T Cheyenne(Air Med 036)  
 7/2 G-BYCP King Air 200(Lonex 83CP, ops for Cobham), ZK450 King Air 200(Cranwell 52, ILS)  
 8/2 G-YDEA DA-42(White Knight 08), ZK381 Typhoon(Leuchars 61, overshoot)  
 9/2 N930Z PA-46T Malibu(n/s)  
 11/2 N23M Gulfstream 5, ZG752 Tornado(Lossie 511, ILS), ZZ418 Shadow( Snake 51, ILS)  
 12/2 ZE701 BAe.146(Northolt 17, training), G-XAVB Citation Mustang(Beauport 521)  
 14/2 ZJ752 Typhoon(Typhoon 23, overshoot), G-FRYI King Air 200(Lonex 98FR)  
 15/2 ZE700 BAe.146(Northolt 37, training), XX246 Hawk(Pirate 33, overshoot)  
 16/2 D-CFLY Citation XL(Air Hamburg 685U), G-AYKW PA-28  
 17/2 128/62-IK CASA CN.235(Cotam 1472), French Air Force  
 18/2 M-HARP PC-12, G-SUEX Jet Ranger, G-LSMB Falcon 2000EX(Beauport 981)  
 20/2 G-LEAC Citation Mustang(Lonex 66AC), G-AZCP Beagle Pup  
 21/2 XV303 Hercules(Ascot 5101, ILS), ZK307 Typhoon(Typhoon 37, overshoot)  
 22/2 M-USHY Cessna 441(n/s), G-PEPE Citation XL(Lonex 73PE)  
 23/2 G-XBEL Citation XL(Beauport 831)  
 26/2 G-RVNE P-68C(Ravenair 30T, ILS), ZE396 BAe.125(Northolt 35, ILS), G-PCOP King Air 200  
 27/2 ZK344 Typhoon(Rockstar 31, overshoot), ZJ808 Typhoon(Rockstar 32, overshoot)  
 Finally, the planned Teesside Air Show later this year has been cancelled.

**WALTON WOOD:-** Noted departing home to its private site near Edinburgh on 21/3 was EC.120B G-EIZO.



Hercules C5 ZH883 on finals to Runway 34 at Leeming on 26/3(Chris Newman)  
 This and other Hercules and helicopters were taking part in an exercise(more on this next month)



Pictured by Rich Grimley on a recent visit to Wickenby Cessna FRA.150M G-BFGZ  
 was originally imported by Northair Aviation of Leeds in November 1977



# AIRLINE BY AIRLINE @ LBIA



## **bmi Regional(BMR/BM, “Kittiwake”)**

The airline bases one Embraer 135 at LBIA to operate return flights to **Brussels**, am(1611/1612) and pm(1615/1616) weekdays only.

Based during the month:- G-RJXF(1/2-8/2), G-RJXI(8/2-28/2).

The company has announced that as of May 6<sup>th</sup> the flights will be suspended and the LBIA based closed down.

## **British Airways(BAW/BA, “Speedbird/Shuttle”)**

**Heathrow** flights operated by Airbus A.319 aircraft. 4 return trips on weekdays and 3 return trips over the weekend.

**Heathrow(1340/1341)** – 1/2 G-DBCD, 2/2 **G-MIDT**(A320), 3/2 G-DBCB, 4/2 G-DBCD, 5/2 G-DBCA, 6/2 G-DBCI, 7/2 G-DBCG, 8/2 G-DBCI, 9/2 G-DBCE, 11/2 G-DBCF, 12/2 G-DBCF, 13/2 G-DBCH, 14/2 G-DBCJ, 15/2 G-DBCI, 16/2 G-DBCJ, 17/2 G-DBCK, 18/2 G-DBCA, 20/2 G-DBCB, 21/2 **G-MEDK** (A320), 22/2 G-DBCI, 23/2 G-DBCC, 24/2 G-DBCF, 25/2 G-DBCH, 26/2 G-DBCI, 27/2 G-DBCC, 28/2 G-DBCF.  
**Heathrow(1346/1347)** – 1/2 G-DBCI, 3/2 G-DBCB, 4/2 G-DBCK, 5/2 G-DBCA, 6/2 G-DBCA, 7/2 G-DBCG, 8/2 G-DBCI, 9/2 G-DBCG, 10/2 G-DBCE, 11/2 G-DBCF, 12/2 G-DBCG, 13/2 G-DBCH, 14/2 G-DBCJ, 15/2 G-DBCI, 17/2 G-DBCK, 18/2 G-DBCA, 19/2 G-DBCI, 20/2 G-DBCB, 21/2 **G-MEDK** (A320), 22/2 G-DBCI, 24/2 G-DBCF, 25/2 G-DBCH, 26/2 G-DBCI, 27/2 G-DBCC, 28/2 G-DBCF.

**Heathrow(1342/1343)** – 1/2 G-DBCB, 2/2 G-DBCJ, 3/2 G-DBCK, 4/2 **G-MEDK** (A320), 5/2 G-DBCG, 6/2 **G-MIDO** (A320), 7/2 G-DBCI, 8/2 G-DBCC, 10/2 G-DBCF, 11/2 G-DBCK, 12/2 G-DBCK, 14/2 G-DBCH, 15/2 G-DBCF, 16/2 G-DBCC, 17/2 G-DBCI, 18/2 G-DBCH, 19/2 **G-MIDO** (A320), 20/2 G-DBCJ, 21/2 G-DBCI, 22/2 G-DBCD, 23/2 G-DBCH, 24/2 G-DBCD, 25/2 **G-MEDG** (A321), 26/2 G-DBCC, 27/2 G-DBCC.

**Heathrow(1344/1345)** – 1/2 G-DBCA, 2/2 G-DBCC, 3/2 **G-MIDS** (A320), 4/2 G-DBCA, 5/2 G-DBCF(1344 only), 6/2 G-DBCH, 7/2 G-DBCH, 8/2 **G-MIDX** (A320), 9/2 G-DBCH, 10/2 G-DBCB, 11/2 G-DBCH, 12/2 G-DBCH, 13/2 G-MIDT (320), 14/2 G-DBCD, 15/2 G-DBCJ, 16/2 G-DBCG, 17/2 **G-MIDY** (A320), 18/2 G-DBCK, 19/2 G-DBCA, 20/2 **G-MIDO** (A320), 21/2 G-DBCG, 22/2 G-DBCC, 23/2 G-DBCC, 24/2 G-DBCA, 25/2 **G-MEDG** (A321), 26/2 G-EUOF, 27/2 G-DBCA, 28/2 G-DBCK.

Extra Flights:- 1/2 G-DBCH (BAW9256) positioned out to Heathrow, 5/2 G-DBCG(1421) in from Belfast/out to Heathrow, 6/2 G-DBCF (BAW9251P) positioned out to Heathrow.

Flights will reduce to three rotations a day starting from April 1<sup>st</sup> and the aircraft used will be from the BA main fleet as opposed to the former bmi aircraft which have been mainly used up until now.



**A.321 G-MEDG was the first BA A.321 to visit LBIA, seen here taxiing onto stand on 25/2**

### **Eastern Airways(EZE/T3, "Eastflight")**

SAAB 2000 and Jetstream 41 aircraft are utilized on flights to Bristol and Aberdeen.

**Bristol - Aberdeen**(4502, "32X") – 1/2 G-CFLV, 4/2 G-CDKB, 5/2 G-CERY, 6/2 G-CERY, 7/2 G-CDKA, 8/2 G-CDKA, 11/2 G-CDKA, 12/2 G-CDKA, 14/2 G-CDKA, 15/2 G-CDKA, 18/2 G-CERY, 19/2 G-CFLV, 21/2 G-CERZ, 22/2 G-CFLU, 25/2 G-CFLU, 26/2 G-CERZ, 27/2 G-CERZ, 28/2 G-CERY.

**Bristol – Aberdeen**(4506, "36X") – 4/2 G-CDKB, 5/2 G-CERY, 6/2 G-CERY, 11/2 G-CDKA, 12/2 G-CDKA, 13/2 G-CFLV, 19/2 **G-EMBP** E145(to Aberdeen only), 20/2 G-MAJD, 25/2 **G-EMBP** (E145), 26/2 **G-CGWV** (E145), 27/2 G-CERZ.

**Aberdeen – Bristol**(4503, "33AL/33LB") – 4/2 G-CDKB, 5/2 G-CERY, 6/2 G-CERY, 11/2 G-CDKA, 12/2 G-CDKA, 25/2 **G-EMBP** (E145), 26/2 **G-CGWV** (E145), 27/2 G-CERZ.

**Aberdeen – Bristol**(4505, "35AL/35LB") – 1/2 G-CDKB, 7/2 G-CDKA, 8/2 G-CDKA, 14/2 G-CDKA, 15/2 G-CERY, 21/2 G-CFLU, 22/2 G-CFLU, 28/2 G-CDEA.

**Aberdeen – Bristol**(4507, "37AL/37LB") – 4/2 G-CERY, 5/2 G-CERY, 6/2 G-CDKA, 11/2 G-CDKA, 12/2 G-CFLV, 13/2 G-CDKA, 18/2 G-CFLV, 19/2 **G-EMBP** E145(37AL only), 20/2 G-CERZ, 25/2 G-CERZ, 26/2 G-CERZ, 27/2 G-CERY.

**Aberdeen** (61K/71K) – 1/2 G-MAJL, 3/2 G-MAJW, 7/2 G-MAJK, 8/2 G-MAJW, 10/2 G-MAJM, 14/2 G-MAJW, 15/2 G-MAJK, 17/2 G-MAJK, 21/2 G-MAJK, 22/2 G-MAJL, 24/2 G-MAJC, 28/2 G-MAJK.

Extra Flights:- 13/2 G-MAJE(17W) positioned in from Amsterdam, due snow at Humberside, 14/2 G-MAJE(041P) positioned out to Humberside.

### **Easyjet(EZY/U2, "Easy")**

The company operates ski-flights to **Geneva**(Mon/Thu/Fri/Sat/Sun) using A.319 aircraft.

**Geneva** (7346/7345) 1/2 G-EZIN, 2/2 G-EZDE, 3/2 G-EZDB, 4/2 G-EZDP, 7/2 G-EZDP, 8/2 G-EZBI, 9/2 G-EZAA, 10/2 G-EZBE, 14/2 G-EZFC, 15/2 G-EZBI, 16/2 G-EZDO, 17/2 G-EZGF, 18/2 G-EZDB, 21/2 G-EZFC, 22/2 G-EZET, 23/2 G-EZEB, 24/2 G-EZIJ, 25/2 G-EZAY, 28/2 G-EZFC.



**Easyjet A.320 G-EJAR, with UNICEF titling parked at a rather murky LBIA(Robert Burke)**

### Enter Air(ENT, "Enterair")

This Polish company, using Boeing 737/400 aircraft:-

17/2 SP-ENK(3521) positioned in from Gatwick, then departed to Kiruna. 21/2 SP-ENK(3524) arrived from Gatwick, 23/2 SP-ENK(3615) positioned out to Salzburg, SP-ENK(3616) positioned in from Gatwick, 24/2 SP-ENK(3525) departed to Kiruna.



**Boeing 737/400 SP-ENK on finals for 14, inbound from Gatwick on 17/2(David Blaker)**

### Flybe(BEE/BE, "Jersey")

Flybe use Dash-8-400Q aircraft to operate flights from and to Belfast City and Southampton.

**Belfast City**(729/730, "729/7AJ") – 1/2 G-JECP, 4/2 G-ECOO, 5/2 G-JECP, 6/2 G-FLBD, 7/2 G-FLBA, 8/2 G-FLBA, 11/2 G-JECK, 12/2 G-ECOF, 13/2 G-ECOF, 14/2 G-JEDR, 15/2 G-ECOF, 18/2 G-JEDR, 19/2 G-ECOG, 20/2 G-JECP, 21/2 G-JECP, 22/2 G-ECOC, 25/2 G-ECOC, 26/2 G-JECN, 27/2 G-JECR, 28/2 G-ECOO.

**Belfast City**(731/732, "5DA/1SK") – 1/2 G-ECOM, 2/2 G-ECOT, 3/2 G-ECOT, 4/2 G-JECY, 6/2 G-FLBD, 7/2 G-FLBA, 8/2 G-FLBA, 9/2 G-FLBA, 10/2 G-JECK, 11/2 G-JECX, 13/2 G-ECOF, 14/2 G-JECJ, 15/2 G-ECOF, 16/2 G-ECOF, 17/2 G-JEDW, 18/2 G-ECOG, 20/2 G-JECP, 21/2 G-JEDT, 22/2 G-ECOC, 23/2 G-ECOC, 24/2 G-ECOO, 25/2 G-JECR, 27/2 G-JECR, 28/2 G-FLBB.

**Belfast City**(733/734, "9TA/7FW") – 1/2 G-ECOT, 3/2 G-JECP, 5/2 G-JECX, 6/2 G-JECX, 7/2 G-JEDW, 8/2 G-JEDW, 10/2 G-JECX, 12/2 G-JEDR, 13/2 G-JECE, 14/2 G-JEDR, 15/2 G-JEDW, 17/2 G-JEDR, 19/2 G-ECOG, 20/2 G-ECOG, 21/2 G-ECOC, 22/2 G-JECP, 24/2 G-JECR, 26/2 G-ECOP, 27/2 G-ECOO, 28/2 G-FLBB.

**Southampton**(171/172, "9JC/2EN") – 4/2 G-JECH, 5/2 G-ECOE, 6/2 G-FLBB, 7/2 G-JECZ, 11/2 G-JECR, 12/2 G-JECZ, 13/2 G-JECH, 14/2 G-JECR, 18/2 G-FLBA, 19/2 G-JECR, 20/2 G-JECR, 21/2 G-ECOF, 25/2 G-ECOF, 26/2 G-JECI, 27/2 G-JECI, 28/2 G-ECOF.

**Southampton**(173/174, "4PV/4GN") – 1/2 G-JEDM, 4/2 G-JECR, 5/2 G-ECOE, 6/2 G-JECZ, 7/2 G-JECM, 8/2 G-JECR, 11/2 G-ECOB, 13/2 G-JECR, 14/2 G-FLBE, 15/2 G-JECF, 18/2 G-JECR, 19/2 G-JECZ, 20/2 G-JECZ, 21/2 G-JECZ, 22/2 G-JECR, 24/2 G-ECOF, 25/2 G-JEDW, 26/2 G-JEDU, 27/2 G-JECH, 28/2 G-JECH.

**Southampton**(175/176, "8JH/9SU") – 1/2 G-ECOC, 3/2 G-FLBB, 5/2 G-JECZ, 6/2 G-ECOO, 7/2 G-JECZ, 8/2 G-JEDR, 10/2 G-JECM, 12/2 G-JECR, 13/2 G-FLBE, 14/02 G-FLBE, 15/2 G-FLBE, 17/2 G-JECR, 19/2 G-JECR, 20/2 G-ECOA, 21/2 G-ECOF, 22/2 G-JEDU, 26/2 G-JECH, 27/2 G-JECI, 28/2 G-FLBA.

Extra Flights:- 8/2 G-ECOG(8112/087P) charter arrived from Cardiff, positioned out to Birmingham, 9/2 G-JECH(081P/8112) positioned in from Birmingham, then departed to Cardiff. Charters for Cardiff City FC.

The company have announced they will be adding an extra Belfast rotation during the summer. From April 5<sup>th</sup> the extra flight will operate Fri and Mon and then from 10<sup>th</sup> May it will operate each weekday. Also from May 19<sup>th</sup> a third flight will be added to the Sunday schedule.

## **Jet2(EXS/LS, “Channex”)**

Charter flights plus positioning flights will be detailed in this section.

2/2 G-CELP(032E) positioned in from Edinburgh

3/2 G-LSAE(041A) positioned out to Glasgow, G-CELG(121C) positioned out to Birmingham, G-LSAD(031E) positioned out to Manchester, G-CELF(102C) positioned in from Dublin, G-GDFL(142C) positioned in from Gatwick

4/2 G-CELP(032E) positioned in from Edinburgh

5/2 G-LSAB(032E) positioned in from Norwich, G-CELX(055K) positioned in from Budapest, G-CELX(031E) positioned out to Newcastle,

6/2 G-GDFG(051B) test flight, G-CELA(031E) positioned in from Newcastle

7/2 G-CELA(051F) positioned in from Budapest, G-LSAE(041A) positioned in from Glasgow

8/2 G-CELJ(033E) positioned out to Manchester, G-CELG(122C) positioned in from Birmingham

9/2 G-CELO(031E) positioned in from Newcastle, G-CELB(104C) positioned out to Luton, G-CELH(125C) positioned out to Birmingham

11/2 G-CELC(032E) positioned in from Manchester, G-CELO(031E) positioned out to Newcastle, G-CELH(126C) positioned in from Birmingham

12/2 G-GDFG(109C) positioned out to Dublin

13/2 G-GDFG(110C) positioned in from Vienna

14/2 G-GDFB(041A) positioned in from East Midlands, G-CELC(061J) positioned out to Manchester, G-GDFB(042A) positioned out to East Midlands

16/2 G-GDFG(6096) charter to Lyon, positioned back in as (147C), G-CELJ(031R) positioned in from Manchester, G-GDFH(6146/6147) charter to/from Verona, G-GDFG(6102) charter to Salzburg, positioned back in as (143C), G-LSAE(042A) positioned out to Glasgow

17/2 G-CELE(149C) positioned n from Verona then positioned out to Manchester(044A), G-LSAB(147C) positioned out to Gatwick then back in as (148C), G-CELF(2170) charter from Bergen then positioned out to Manchester as (151C)

18/2 G-CELI(031E) positioned in from Manchester

21/25 G-GDFK(041A) positioned in from Belfast then back out to Belfast as (042A) and back in from Belfast again as (013E), G-CELH(061J) positioned out to Manchester, G-CELB(044A) positioned in from Newcastle

23/2 G-CELE(6097) charter from Lyon, then charter out to/from Verona(6148/6149), G-CELV(142C/6103) positioned out to/from Salzburg

24/2 G-LSAI(147C) positioned out to Gatwick, G-LSAE(149C/150C) positioned out to/from Gatwick, G-LSAG(041A) positioned in from Manchester, G-GDFB(031E) positioned in from East Midlands, G-GDFG(032E) positioned out to East Midlands, 25/2 G-CELV(044A) positioned in from Tromso, G-GDFK(043A) positioned out to Belfast

26/2 G-CELV(042A) positioned out to Birmingham, G-CELE(041A) positioned in from Barcelona, G-CELX(043A) positioned out to Edinburgh

27/2 G-CELD(052K) positioned in from Belgrade, G-GDFK(032E) positioned in from Belfast, G-CELV(122C) positioned in from Birmingham

28/2 G-CELB(053F) positioned out to Belgrade, G-LSAE(032E) positioned out to Luton, G-GDFK(031E) positioned out to Belfast, G-GDFB(033R) positioned in from Manchester.

## **KLM(KLM/KL, “KLM”)**

Amsterdam flights are operated 3x Daily. Fokker 70/100 aircraft operate the flights, however the am rotation(1545/1546) is due to be updated to Embraer 190 operation early 2013.

**Amsterdam**(1545/1546, “1545/1546”) – 1/2 PH-KZV, 2/2 PH-KZF, 3/2 PH-KZI, 4/2 PH-KZT, 5/2 PH-KZN, 6/2 PH-KZP, 7/2 PH-WXD, 8/2 PH-KZW, 9/2 PH-KZE, 10/2 PH-KZG, 11/2 PH-KZI, 12/2 PH-KZI, 13/2 PH-KZL, 14/2 PH-KZK, 15/2 PH-KZT, 16/2 PH-KZD, 17/2 PH-KZA, 18/2 PH-KZR, 19/2 PH-KZD, 20/2 PH-KZF, 21/2 PH-KZS, 22/2 PH-KZB, 23/2 PH-WXD, 24/2 PH-WXA, 25/2 PH-KZA, 26/2 PH-KZH, 27/2 PH-KZA, 28/2 PH-WXD.

**Amsterdam**(1549/1550, “1549/1550”) – 1/2 PH-KZU, 2/2 PH-JCH, 3/2 PH-KZB, 4/2 PH-KZB, 5/2 PH-KZD, 6/2 PH-WXD, 7/2 PH-KZL, 8/2 PH-JCT, 9/2 PH-KZP, 10/2 PH-KZW, 11/2 PH-KZC, 12/2 PH-KZD, 13/2 PH-KZK, 14/2 PH-KZL, 15/2 PH-KZW, 16/2 PH-KZV, 17/2 PH-KZD, 18/2 PH-KZM, 19/2 PH-KZL, 20/2 PH-KZT, 21/2 PH-KZP, 22/2 PH-WXA, 23/2 PH-WXA, 24/2 PH-KZW, 25/2 PH-KZF, 26/2 PH-KZW, 27/2 PH-WXD, 28/2 PH-KZE.

**Amsterdam**(1551/1540, "69W/78E", aircraft night stops) – 1/2 PH-KZF, 2/2 PH-KZM, 3/2 PH-KZE, 4/2 PH-KZR, 5/2 PH-KZW, 6/2 PH-KZR, 7/2 PH-KZF, 8/2 PH-KZR, 9/2 PH-KZM, 10/2 PH-KZS, 11/2 PH-KZL, 12/2 PH-KZF, 13/2 PH-KZA, 14/2 PH-JCT, 15/2 PH-KZA, 16/2 PH-KZE, 17/2 PH-WXD, 18/2 PH-JCH, 19/2 PH-WXA, 20/2 PH-KZC, 21/2 PH-KZT, 22/2 PH-WXD, 23/2 PH-KZW, 24/2 PH-KZF, 25/2 PH-KZU, 26/2 PH-KZV, 27/2 PH-KZN, 28/2 PH-KZE.

Extra Flights:- 13/2 PH-KZD(1499) from Amsterdam due snow at Humberside, 14/2 PH-KZD(7111) positioned out to Humberside, 19/2 PH-KZL(1489) from Amsterdam due weather at Humberside, then positioned out to Humberside,

### **Loganair(LOG/BE, "Loganair")**

Flights are schedules to be operated by SAAB 340 aircraft. Two return flight from Glasgow operate each weekday plus on a Sunday evening.

**Glasgow**(6980/6981, "53EN/36JY") – 4/2G-LGNI, 5/2 G-LGNM, 6/2 G-LGNI, 7/2 G-LGNF, 11/2 G-LGNM, 12/2 G-LGNA, 13/2 G-LGNH, 14/2 G-LGNB, 18/2 G-LGNC, 19/2 G-LGND, 20/2 G-LGNI, 21/2 G-LGNH, 25/2 G-LGNH, 26/2 G-LGNA, 27/2 G-LGNE, 28/2 G-LGNA.

**Glasgow**(6984/6985, "54CM/69MN") – 1/2 G-LGNN, 4/2 G-LGNI, 5/2 G-LGNI, 6/2 G-LGNF, 7/2 G-LGNA, 8/2 G-LGNJ, 11/2 G-LGNL, 12/2 G-LGNA, 13/2 G-LGNE, 14/2 G-LGNK, 15/2 G-LGNA, 18/2 G-LGNI, 19/2 G-LGNI, 20/2 G-LGNE, 21/2 G-LGNG, 22/2 G-LGNI, 25/2 G-LGNA, 26/2 G-LGNK, 27/2 G-LGNI, 28/2 G-LGNA.

### **Monarch(MON/ZB, "Monarch")**

**Munich** 7573/7572(Fri/Sun) using Airbus A320/321 aircraft.

1/2 G-OZBY, 3/2 G-OZBL, 8/2 G-OZBT, 10/2 G-OZBK, 15/2 G-MARA, 17/2 G-OZBY, 22/2 G-OZBY, 24/2 G-OZBY.

By the time you read this A.320 G-ZBAA will be resident at LBA to operated the scheduled flights and this will be joined on 28/4 by another of the type G-ZBAB. Both these aircraft are brand new and the first in the fleet to be fitted with sharklets.

### **Pakistan International(PIA/PK, "Pakistan")**

The Pakistan National carrier operated f/t Islamabad twice weekly, WED/SAT, using Airbus A.310 aircraft.

**Islamabad**(775/776, "775/776") – 2/2 AP-BEC, 6/2 AP-BEC, 9/2 AP-BEG, 13/2 AP-BEG, 16/2 AP-BDZ, 20/2 AP-BEG, 25/2 AP-BDZ, 27/2 AP-BEG.

### **Ryanair(RYR/FR, "Ryanair")**

During the winter 4 Boeing 737/800 aircraft are based at LBA, one of which acts as a back up machine. Flights operated by these aircraft are:-

**Alicante**(9079/9078, "3BW/8EB") – Fri.  
**Bergamo**(2494/2495, "2494/57AH") – Mon/Wed/Fri. **Chania**(2476/2477, "2476/2477") – Sat.  
**Dinard**(2478/2479, "81NG/8AV") – Mon/Sat. **Dublin**(153/152, "1WM/76AW")- Mon/Tue/Wed/Thu/Fri. **Dublin**(8AP/52GR) – Wed. **Fuerteventura**(1584/1585, "34HY/93MN") – Mon/Fri. **Gdansk**(1503/1504, "79LT/43X") – Mon/Fri. **Heraklion**(2496/2497, "2496/47GP")- Thu. **Krakow**(2332/2333, "2PT/6DC") – Mon/Thu/Sun. **Malaga**(2446/2447, "9AB/8ZA") – Mon/Thu/Fri/Sat/Sun. **Malta**(2448/2449, "57ZD/23YM") – Thu/Sun. **Montpellier**(2472/2473, ""76CW/1VP") – Mon/Thu. **Murcia**(2322/2323, "6LH/1PV") – Mon/Fri. **Niederrhein**(1501/1502, "1AY/5JT") – Wed. **Palma**(2326/2327, "1EA/7VB") – Mon/Thu/Sat/Sun.. **Reus**(6612/6613, "6612/6613") – Fri/Sun. **Riga**(2482/2483, "2482/2483") – Wed/Sun. **Tenerife**(2492/2493, "41CH/2493") – Tue/Sat. **Treviso**(2484/2484, "2484/2485") – Tue/Sat. **Vilnius**(2426/2427, "2426/2427") – Wed/Sun.

Based aircraft:- EI-DPJ(1/2- ), EI-EBE(1/2-5/2), EI-EML(1/2-8/2), EI-ENJ(5/2-10/2), EI-DHO(8/2-12/2), EI-EMF(10/2- ), EI-ENL(12/2-19/2), EI-EFS(19/2-28/2), EI-EBV(28/2).

Flights operated by non-based aircraft:-

**Dublin**(156/157, "52GR/8AP") – 2/2 EI-DCJ, 7/2 EI-DPO, 9/2 EI-DHF, 14/2 EI-DCH, 16/2 EI-ENR, 21/2 EI-EKM, 23/2 EI-DWG, 28/2 EI-DAP.



**Luqa**(2449/2448, "23YM/57ZD") – 7/2 EI-DAD, 14/2 EI-EBF, 21/2 EI-DCP, 28/2 EI-DWD.  
**Tenerife**(2493/2494) – 3/2 EI-DCX, 17/2 EI-DPN, 24/2 EI-DAP.

### **Thomson Airways(TOM/BY, "Thomson")**

A Boeing 757 positions from Birmingham on Wednesday evenings to operate flights to Sharm-el-Sheikh(THU) and Tenerife(FRI) before positioning back to Birmingham Friday evening.

**Birmingham**(868F, "868") – 6/2 G-OOBI, 13/2 G-CPEU, 20/2 G-BYAY, 27/2 G-OOBF.

**Sharm-el-Sheikh**(868/869, "868/869") – 7/2 G-OOBI, 14/2 G-CPEU, 21/2 G-BYAY, 28/2 G-OOBF.

**Tenerife**(3530/3531, "1FB/31G") – 1/2 G-OOBH, 8/2 G-OOBI swapped with G-CPEU, 15/2 G-CPEU, 22/2 G-BYAY.

**Birmingham**(3531, "31G") – 1/2 G-OOBH, 9/2 G-CPEU, 15/2 G-CPEU, 22/2 G-BYAY.



After years of inactivity Cessna 421C N75FW(See photo above by Martyn Gill) took to the skies again on 20/2 for an air test prior to being delivered to new owners, having been sold. The fuselage shell of Dauphin G-BTNC arrived back from Doncaster mid-month following being painted in the Multiflight blue colour scheme, as on G-CGGD. The long process of putting the machine back together has now begun. Whilst their company hack PA-31 G-IFIT is on maintenance Jet2 are leasing a King Air from Jota Aviation. G-DLAL arrived on 5/2 and was based until 21/2, when it was swapped with G-ORTH.

### **01/02/13 Friday**

King Air 200 **M-WATJ**(Ambassador 201A/B) f/t Ceanarfon(0822/1226). Citationjet 2 **G-SONE**(Clifton 313) from Ronaldsway(1006) to Manchester(1120). King Air 200 **G-FPLD**(Calibrator 124) from Teesside(1011), carried out calibration on ILS 1125/1423 and again 1525/1654. It then returned home to Teesside at 1727. First time visitor, Citation Bravo **EC-IMF**(Espejo 50/51) arrived from Le Bourget(1605) to Lyon(1645). This aircraft is owned Aerodynamics Malaga whose call-sign is Flying Olive(DNC) by but the call-sign used, Espejo(EPJ) is that of Trabajos Aereos Espejo SL.

### **02/02/13 Saturday**

Citation Mustang **G-LEAB**(Lonex 05AB) f/t Luton(0750/1652). A first time visitor was Commander 690 **N60BM** operated by Getmapping Aircraft Inc, from Lydd(1509) to Fair Oaks(1616).

### **03/02/13 Sunday**

Hercules C5 **ZH881**(Ascot 053) carried out two ILS approaches and overshoots(1056/1123) while on a training detail from Newcastle to Brize Norton. Citationjet 2 **G-CGUZ** from Luton(1751), n/s to Brussels(0748).

### **04/02/13 Monday**

Citation Bravo **EC-IMF**(Espejo 51), carried out the return trip from Lyon arriving at 2140 and night stopping. The aircraft stayed until 6/2, when it departed to Basel/Mulhouse(0810) as "Espejo 50".



**Lining up on Runway 14, ready for departure home the Wiesbaden is USAF RC-12K Huron 85-0152. This aircraft visited twice in February.(David Blaker)**



**A long way from home! Falcon 7X N1216K is operated by TAG Asia based in Hong Kong. The aircraft is believed to have made the longest flight both from and to LBIA ever, when it flew direct from and to Shanghai. Unless you know any different?(David Blaker)**



**Global Express OE-IRM of Global Jet basking in the afternoon sunshine at LBIA prior to departing to Florida late evening on 18/2(David Blaker)**

### 05/02/13 Tuesday

Multiflight's Boeing 737/300 SX-MTF(Gain Jet 73) positioned out to Stansted at 0744. King Air 90 **G-DLAL**(Enzo 805P) from Cranfield(1519) n/s. Jet2 are leasing a King Air from this company, Jota Aviation whilst PA-31 G-IFIT is on maintenance. Citationjet 2 **G-CGUZ** from Brussels(1643) to Luton(1731).

### 06/02/13 Wednesday

Regular German-based Mooney M.20T **N400MW** arrived from its home at Pattonville(1024) for a night stop. It departed back home at 0950 on 8/2.

### 07/02/13 Thursday

Baron **N64VB** from Cardiff(1132) to Sleaford(1157). Duchess **G-BXXT** arrived from Humberside at 1340 for operations with Multiflight whilst the other least example G-OBLC was in for maintenance. Cessna FR.172E **G-THIN** returned home to its strip at Harewood(1421) following protracted maintenance with Multiflight. 737/300 SX-MTF(Gain Jet 42, note change of call-sign) positioned back from Stansted(1927).

### 08/02/13 Friday

King Air 200 **M-WATJ**(Ambassador 208A/B) from Hawarden(0845) to Ceanarfon(1156). Cessna 441 **EI-DMG** f/t Cardiff(0947/1248). King Air 200 **G-SYGA**(Gama 680) f/t Glasgow(1105/1328). Hawker 400XP **N719EL** from East Midlands(1128) to Gamston(1137), return 1702/1708.

### 09/02/13 Saturday

Citationjet **G-TBEA**(Clifton 09/326) from St. Moritz/Samaden(1347), n/s to Palma(1007)

### 10/02/13 Sunday

A little early morning fog caused slight disruption this morning. Making its debut was P.180 Avanti **D-INKY**(Pastis 3MN/3PB) operated by Airgo Flugservice, from Zurich(1502) to Le Bourget(1724). Carrying out an inbound ambulance flight from Ankara at 1751 was Lear Jet 55 **D-CWAY** of Silver Bird. The aircraft positioned home to Zweibrücken at 2015.

### 11/02/13 Monday

King Air **G-DLAL**(Enzo 8JT, this call sign used for all flights operated for Jet2), to Luton(0817). It returned from Luton at 1246. PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1055/1356). King Air 200 **G-SYGA**(Gama 697) f/t Glasgow(1112/1356). Multiflight's Twin Squirrel G-WENA departed to Staverton at 1417 using call-sign "Gladiator 04", which is the call-sign of Severn Aviation. The star arrival this evening however was Falcon 7X **N1216K**(Tag Jet 52), owned by Chinese company Bosedeng and operated on their behalf by TAG Aviation, Asia Ltd based in Hong Kong. The aircraft, which was only delivered 6 weeks ago, arrived at 2130 direct from Shanghai and at 5,640 miles is believed to be the longest direct flight ever into LBA.

### 12/02/13 Tuesday

RC-12K Huron **85-0152**(Argus 34) operated by 1MIB USAF/Europe arrived from its base at Wiesbaden(0857), returning home at 1338. Citationjet 4 **M-NSJS** f/t Jersey(1142/1108), n/s until 16/02. King Air 200 **G-CEGP**(Cega 378) ambulance flight from Grenoble(1829) to Bournemouth(1924).

### 13/02/13 Wednesday

The airport was closed by snow for part of the afternoon, however in the evening we received two diversions from Humberside due to snow there. Phenom **G-CGNP**(Flairjet 503A/504A) from Leeming(0900) to Belfast City(1831).

### 14/02/13 Thursday

King Air 90 **G-DLAL**(Enzo 8JT) to Southend(0825), from Bournemouth(1751). RC-12X Huron **93-0701**(Argus 8C), like the last one operated by 1MIB was f/t its base, Wiesbaden(0835/1002). These aircraft are regularly operating in Afghanistan. Hawker 800XP **CS-DRQ**(Fraction 8FE) from Munster/Osnabrück(0857) to Bern(1029). Hawker 800XP **M-YCEF** from Nice(0926), n/s to Northolt(1703). Citation Mustang **EC-LCX**(Suraviation 141/2) from Nice(1102) to Northolt(1212). PA-28 Dakota **G-BOKA** f/t Fairoaks(1454/0840), n/s. Citationjet 2 **G-TWOP**(Clifton 351) from Palma(1603) to Biggin Hill(1655).

### 15/02/13 Friday

First time visitor, Falcon 7X **OY-EKC**(Mermaid 11) owned by Kirkbi Invest A/S, arrived from Kansas City International(0730) before heading home to Billund at 0756. Citation Mustang **D-ILAT**(Starteck 666) operated by Star Wings, f/t Dortmund(0838/1706). Twin Squirrel **G-JESE**(Arena 08) arrived from Redhill(1301), operated local flights just east of Leeds(1435/1652 and 1816/1954) before heading to Doncaster at 2055. Citation Bravo **G-YPRS** of Executive Aviation Services, from Le





**Fairoaks based Commander 690 N60BM taxiing for departure, 2/2(Robert Burke)**



**Colourful Manx registered Hawker 800XP M-YCEF on Multiflight/East(Robert Burke)**



**Twin Squirrel G-JESE arrived at LBIA from its base at Redhill on 15/2 and during its stay it carried out two local flights in the Leeds area(Robert Burke)**

Bourget(1441) to Staverton(1520). Cheyenne **G-FCED**(Air Med 057) from Geneva(1454) to Oxford(1523). The Falcon 7X **N1216K** was all ready for departure home to Shanghai at 2200 but had a technical issue so closed down and stayed a little longer!

#### **16/02/13 Saturday**

Citation XL **G-OMEA**(Marshall 6A) from Cambridge(0854) to Bern(1002). 32(R)Squadron BAe.146 **ZE700**(Northolt 43) carried out an ILS and overshoot(1005) while on a training detail from Northolt to Ronaldsway. King Air 90 **G-DLAL**(Enzo 8JT) t/f Glasgow(1016/1240). Citationjet 2 **G-DAGS**(Saltyre 729/744) from Innsbruck(1636), n/s to St. Moritz/Samaden(0905). King Air 200 **G-PCOP**(Gama 736) from Luton(1724), n/s to Farnborough(0722). Hercules C5 **ZH870**(Ascot 067) carried out two ILS approaches(1830 and 1837) while on a training flight f/t Brize Norton.

#### **17/02/13 Sunday**

The Falcon 7X **N1216K**(Tag Jet 52), which had been parked on Multiflight/East since 11/02 finally departed this morning at 1107, direct back to Shanghai and as with the inbound flight this is believed to be the longest outbound direct flight ever from LBLA. King Air 90 **G-DLAL**(Enzo 8JT) to Northolt(1623), from Edinburgh(2105). A first time visitor, Global Express **OE-IRM**(Global Jet 98RM) from Farnborough(1753), n/s to Fort Meyers/Southwest Florida International(2112).

#### **18/02/13 Monday**

Falcon 50 **N789ME** owned by MHC Inc arrived from its home, Des Moines International via Goose Bay at 0845 for an overnight stay, routing to Newcastle at 0950 the following morning. Hawker 750XP **CS-DUA**(Fraction 1BG/614Q) from Bern(1554). n/s to Nice(0729).

#### **19/02/13 Tuesday**

PA-31 Chieftain **G-VIPP**(Prestige 10X) enroute from Ronaldsway to East Midlands diverted into LBLA due snow at EMA, landing at 0839. The aircraft positioned back to Ronaldsway at 0954 as "Prestige 11P". Cessna F.172P **G-BLHJ** f/t Carlisle(1103/1254).

#### **20/02/13 Wednesday**

After many months of inactivity resident Cessna 421C **N75FW** finally took to the skies again, carrying out an air test 1417/1624. Cessna 441 Conquest **D-IAAC**(Tomcat 132/3) arrived from Frosen Air Base, Ostersund, Sweden at 1910, positioning home to Cologne/Bonn at 1943.

#### **21/02/13 Thursday**

King Air 90 **G-DLAL**(Enzo 8JT) to Stansted(0826), returned at 1630. The company swapped the based aircraft with King Air 90 **G-ORTH** arriving from Southend at 1817 and **G-DLAL** positioning out to Cranfield at 1855. Boeing 737/300 SX-MTF(Gain Jet 73) to Bournemouth(1134). Enterair 737/400 SP-ENK positioned in this evening to stay over before operating another charter. Dauphin **EI-GJL** f/t York(1716/1544), n/s.

#### **22/02/13 Friday**

An unexpected arrival this morning was Dornier 228 **G-ENVR**(Science 01), previously visiting as D-CALM, operated by The Natural Environment Research Council based at Cranfield. It was f/t Staverton(1055/1141). Lear Jet 55 **D-CAAE**(Red Angel 3102) operated an inbound ambulance flight from Dubrovnik(1136), positioning out to Nuremberg at 1615. First time visitor, Gulfstream 4 **N3H** owned by Ozark Investments arrived from Naples Municipal, Florida(1310) and operated from LBLA until mid-March. Citationjet 2 **G-DAGS**(Saltyre 744) f/t Sion(1404/0920), n/s. Baron **N64VB** from Elstree(1650) to Sleep(1700). King Air 90 **G-ORTH**(Enzo 8JT) to Edinburgh(1522), from Paris/Charles de Gaulle(2232).

#### **23/02/13 Saturday**

PA-31 Chieftain **G-BVYF**(Poyston 04) from Haverfordwest(1104) to Newcastle(1542). King Air 90 **G-ORTH**(Enzo 8JT) to Edinburgh(1157), return 1444. Citation XL **G-OMEA**(Marshall 9B/C) from Bern(1233) to Cambridge(1330).

#### **24/02/13 Sunday**

TB-20 Trinidad **F-GSZF** operated by Les Ailes A Plat SARL, based at Rennes/St Jacques arrived from Rennes at 1324 and was still present on the Multiflight/East apron at the end of the month. Citation XL **LX-SEH**(Red Lion 50) from Luxembourg(1408) n/s until 27/03, to Farnborough(0955). Citation Mustang **G-FBLK**(Blink 1A) from Blackbushe(1609), n/s to Eindhoven(0716). King Air 90 **G-ORTH**(Enzo 8JT) to Edinburgh(2112), returned at 0040 the following morning.

#### **25/02/13 Monday**

The PIA A.310 AP-BDZ, which had been u/s since arriving on 23/03 positioned out to Karachi late morning. Cheyenne 3 **G-GZRP**(Air Med 057) from Lyon(1505) to Oxford(1607). Citation Mustang **G-**



**FBLK**(Blink 1A) from Eindhoven(1550), n/s to Humberside(0955). King Air 90 **G-ORTH**(Enzo 8JT) to Newcastle(1851).

**26/02/13 Tuesday**

Once again we had a visit from a USAF King Air from Wiesbaden, RC-12K **85-0152**(Argus 39) arrived at 0834, heading back home at 1145. Cessna 441 **EI-DMG** from Cardiff(0900) to Knock(1247). Dauphin **G-DOLF** f/t Oxford(1539/1748). King Air 90 **G-ORTH**(Enzo 8JT) from Exeter(1941).

**27/02/13 Wednesday**

King Air 90GTi **G-MOSJ**(Enzo 627P/627) from Liverpool(0702) to Jersey(0810), return 1629/1710. PA-28R Arrow **EC-BNY** arrived from Mount Airey, where it has been based for some time, at 0751 to Cambridge(0815). It returned at 1101 and went back home at 1656. Citationjet 4 **M-NSJS** f/t Jersey(1016/1514). Another day, another USAF King Air, this time a return visit from RC-12X **93-0701**(Argus 3K), f/t Wiesbaden(1348/1501). Phenom **G-CGNP**(Flairjet 531P/533A) from Oxford(1448) to Dublin(1544). Hawker 750XP **CS-DUD**(Fraction 125D/1QK) from Malaga(1541) to Luton(1654).

**28/02/13 Thursday**

Cessna 421C **N75FW** carried out a further air test 1113/1217 as did Cessna 337 **N80N** 1457/1548. 737/300 SX-MTF(Gain Jet 73) returned home from Luton at 1431. King Air 200 **G-PCOP**(Gama 843) from Blackbushe(1754), n/s. First time visitor, Citation Sovereign **PH-RID** owned by Cartier Europe BV arrived from Le Bourget at 2004 for an overnight stay.



**Gulfstream 4 N3H has been a temporary resident at LBIA for most of February and in to March while being used by a local businessman(David Blaker)**



**King Air G-DLAL of Jota Aviation is seen back-tracking runway 14 for departure. This aircraft was based at LBIA for part of March, on loan to Jet2 while their compamy hack, PA-31 G-IFIT was on maintenance(David Blaker)**

# COMMERCIAL AVIATION NEWS

## by David Wooler



Photo Ian Morton

### LEEDS/BRADFORD NEWS

Well March 13<sup>th</sup> came and the P.I.A. flight operated from and to Islamabad. However the much awaited Boeing 777 did not appear, despite announcements on both P.I.A. and LBA's web sites an A.310 operated the service. As we close for press on March 20<sup>th</sup> the airport WEB site is still stating the service will be operated by Boeing 777 from March 13<sup>th</sup>. The rumor mill is suggesting introduction in April, however PIA's WEB site is suggesting the last flight of April on the 27<sup>th</sup> will still be operated by A.310. Maybe more news next month !

Citywing (Formerly Manx 2) will be providing flights from Leeds Bradford Airport to the Isle of Man for the TT motor racing festival. Over the course of the two-week event there will be flights available from Citywing between May 30 and June 9. Managing director David Buck said: "The TT is a hugely popular event and significantly important to the Isle of Man. From 1 January 2013 the assets of Manx2 were acquired by the new company 'Citywing' and seats went on sale on the new company website on 1 January. The first "Citywing" flight took place on 2 January 2013

Monarch Airlines has taken delivery of a new A.320 as part of a programme to increase its fleet from 32 aircraft in 2012 up to 38 by October 2013. The new aircraft will be based at Leeds Bradford airport, where it will be joined by a second similar A320 in April. From Leeds Bradford, Monarch will be flying to 12 new destinations in its summer programme. The new A320 makes Monarch the first UK airline to operate a plane with Airbus Sharklets – additions to wingtips that save fuel, improve performance, cut carbon emissions and increase payload up to 450kg.



**Monarch A.320 G-ZBAA now resident at LBIA, on finals for 14, 30/3(Paul Whincup)  
Monarch are the first UK operator of the A.320 fitted with Sharklets**

## RELEVANT AIRCRAFT

**Alba Star:-** Boeing 737/400 **EC-LNC** arrived at LBA from Barcelona 29/3 on short term lease to Jet2.

**British Airways:-** A.320 **G-MEDH** ferried Shannon to Gatwick 16/3 after paint into all white prior to delivery to Skywest as VH-YUD.

**Easyjet:-** A.319 **G-EZIC** noted painted up at Southend 18/3 in Sky Airlines colours, to be CC-AID.

**Flybe:-** Dash-8-400Q **G-JEDN** ferried Exeter – Norwich, 14/03 for paint into Air Contractors colours, to be 5N-.

**Jet2:-** Boeing 737/8Z9 EI-EZB ferried Shannon to Southend 25/2 in Austrian Airlines colours for paint into Jet2 Holidays colours as **G-GDFP**. Boeing 737/8Z9 **G-GDFR**, ex EI-EZH delivered Southend – Manchester 29/3, entered service the following day still in Austrian Airlines colours. Flown Manchester to Bournemouth 1/4 for painting in Jet2 colours

**KLM:-** Fokker 100 **PH-OFO** sold to Bukovyna Aviation Enterprises as UR-CKU.

**Monarch:-** Airbus A.320 with Sharklets **G-ZBAA** delivered Toulouse to Luton, 14/3. Luton to LBIA, 21/3 for opening of new base. A.321 **G-ZBAF**, ex 5B-DCO, flown Larnaca – Olbia for painting prior to delivery.

**Noes:-** Boeing 737/800 **I-NEOU** operating for Jet2 from Glasgow on 31/3.

**Titan Airways:-** Boeing 757 **G-ZAPX** operating for Jet2 from Manchester as of late March.

**Thomson:-** Boeing 737/8K5 **G-TAWN** delivered Boeing Field – Manchester 11/03. **G-TAWO** delivered Boeing Field – Manchester on 25/3. Boeing 737/8K5 C-FEZF Toronto – Luton 14/03 after winter lease to Sunwing Airlines, to revert to **G-FDZF**. C-GDZE/**G-FDZE** returned Toronto – Luton on 25/3. Boeing 767/39H **G-OOAN** delivered Manchester – Singapore on 23/3 for freighter conversion. Boeing 757 **G-OOBJ** ferried Birmingham – Luton 29/3 prior to delivery to FedEx.

**Travel Service:-** Boeing 737/8S3 TC-APH ferried Norwich – Luton on 28/3, after painting all white, to be re-registered **OK-TSA** for operations by Jet2 for Summer 2013, based at Manchester. Boeing 737/8K5 **OK-TVP** ferried Oslo – East Midlands 27/3 in Smart Wings colours on short wet-lease to Jet2. This aircraft was replaced by **OK-TVD** on 31/3.



**Thomson's latest Boeing 737/800 G-TAWO visited Doncaster, 30/3(Clive Featherstone)**

## AIRPORT NEWS

### **Passenger numbers at UK airports still below peak.**

Passenger numbers at UK airports are up 1.4 million but still fall 8% short of 2007 figures. UK airports handled 221 million passengers during 2012 according to figures published by the Civil Aviation Authority (CAA), an increase of 0.6% on 2011. London airports grew by 1.3 million and regional airports by 0.1 million. However, passenger numbers for 2012 were still 8% below 2007's peak of almost 240 million passengers. Business passengers using the UK's airports fell by 4%. Iain Osborne, director of regulatory policy at the CAA, said: "Whilst our statistics show aviation performance in the UK continues to recover, the overall picture means passenger numbers in the UK are still some way short of their 2007 peak. "There are still significant challenges ahead for the aviation industry."

Passengers on charter flights continued to drop, down 7.9% to 20.4 million in 2012 compared to 2011 while scheduled flights saw a 1.5% increase in passengers. Manchester saw the largest rise in terms of passenger numbers, with an increase of 4.5% up to 19.7 million. While Liverpool registered the biggest loss in passengers down 15% to 4.5 million.

Provisional data from the CAA's 2012 Passenger Survey - covering Heathrow, Gatwick, Stansted, Luton, Manchester, Birmingham and East Midlands - shows that business passenger numbers fell by 4%. Holiday passengers grew by 4% and passengers travelling to visit friends and relatives (VFR) were flat compared to 2011. The majority of UK airport passengers were bound for, or arriving from, Europe - representing an increase of 1% from 2011. The largest increase was in the number of passengers travelling to and from Italy, with an increase of 6% while the largest fall in passengers was those travelling to and from Ireland, which fell by 2%. Passengers going to and from North America were up 1.9% to 20.4 million. Passengers travelling to and from international destinations outside Europe and North America fell by 0.4% but within this passengers travelling to mainland China were up 13% to 746,000. In 2012, 20 million passengers took UK domestic flights, representing a fall of 0.7% on 2011.

**Durham Tees Valley Airport**, welcomed almost a million passengers in 2006 but by last year that figure had dropped to less than 200,000. The decline means that a large part of the airport's long stay car park has become surplus to requirements, with a large section cordoned off and left unused. The airport's owner, Peel Holdings, has now applied to Darlington Borough Council to change a 1.7 hectare section of the car park - more than 900 spaces - into a storage area for caravans, motorhomes and other vehicles for the next three years. Andy Foulds, commercial director for Durham Tees Valley Airport, said the company had to maximize all business opportunities for the site in order to keep it sustainable. Anna Simcock, a development officer working for Peel Holdings, noted in a report to planners that the car park is 'under-utilised' and "provides a substantial amount of car parking spaces than are currently required for the operation of the airport at present." She added: "This proposal responds to the current needs of the airport business, diversifying to create additional revenues in the challenging economic circumstances." "A temporary permission is being sought to allow flexibility for when airport visitor numbers increase, enabling this area of the car park to be reinstated to its original use. It is difficult to predict when visitor numbers will increase." The caravan storage would be run by an outside company and would have space for up to 350 vehicles, in an area that is already protected by fencing and airport security. In a statement, Mr Foulds said: "Maximising business opportunities for the whole site is important to sustain the airport. "In this instance we were approached by an organisation which offers storage facilities for vehicles, including mobile homes, seeking temporary use of a section of our car parking area which is some distance from the terminal and is actually cordoned off at present. "

## AIRLINE NEWS

**Brighton City Airways** has commenced a service flight from Brighton (Shoreham) Airport to Paris Pontoise, 17 miles (27km) from the centre of Paris. The flights, operated by Let-410 with a capacity of 19 passengers takes an hour. It is the first scheduled international flight to operate from the airport, which has been rebranded to coincide with the launch of the service.

Airport manager Ric Belfield said: "This is absolutely what we want to see at the airport, scheduled international travel bringing people through our historic airport, which was the first licensed airfield in Britain. "This prompted us to rename the airport Brighton (Shoreham) Airport, to link it properly to our neighbouring city."

**Ryanair** has bought 175 Next Generation Boeing 737-800 aircraft in a deal worth nearly \$15.6 billion, which is the largest ever for a European airline. The airline said the deal, which must still be approved by its shareholders, would expand its fleet to more than 400 aircraft by the end of 2018. Ryanair said the new aircraft would create more than 3,000 new jobs at its bases across Europe. Approximately 75 of the new aircraft will replace some of Ryanair's existing fleet of 305 Boeing 737s. The remainder will allow the airline to grow by 5% a year over "several years", it said, to top 100 million passengers by March 2019. Chief executive Michael O'Leary said: Ryanair is proud to buy Boeing, who have always made great aircraft and the 737-800 has been the cornerstone of Ryanair's success due to its great engineering and phenomenal reliability. "These 175 new airplanes will enable us to lower cost and airfares even further, thereby widening Ryanair's cost and price leadership over other airlines in Europe. They provide Ryanair with the additional capacity to exploit substantial growth opportunities that currently exist as many of Europe's flag carrier and smaller airlines are restructuring and reducing their short-haul operations. "Ryanair has the largest fleet of Boeing airplanes in Europe, and today's order will enable Ryanair to expand and grow by offering more competition, lower prices, and better choice across the continent of Europe. Ryanair is proud to be investing in high-quality US manufacturing and jobs." The deal was struck following years of negotiation between Ryanair and Boeing. In 2011, the airline signed a memorandum of understanding with Chinese aircraft manufacturer Comac to develop a 200-seat variant of its 174-seat C919 jet. At the time, the move was seen as an attempt to pressurize Boeing into more favourable terms, although this was denied by O'Leary. Boeing Commercial Airplanes president and CEO Ray Conner said today: "This purchase agreement is an amazing testament to the value that the Next Generation 737 brings to Ryanair. "We are pleased that the Next-Generation 737, as the most efficient, most reliable large single-aisle airplane flying today, has been and will continue to be the cornerstone of the Ryanair fleet. "Our partnership with this great European low-cost carrier is of the utmost importance to everyone at The Boeing Company and I could not be more proud to see it extended for years to come."

**VIRGIN Atlantic** has escalated its battle with bitter rival British Airways (BA) on two lucrative Scottish routes after it offered "zero fares" – where passengers pay only taxes and charges. BA has responded with £1 fares, weeks before the airlines go head-to-head between Edinburgh, Aberdeen and Heathrow, where BA has had a monopoly since taking over BMI last year. Branded as "Little Red", Virgin's Heathrow flights to Manchester started on 31 March, followed by Heathrow to Edinburgh on 5 April and Heathrow to Aberdeen on 9 April. The discounts for Scotland-London passengers follow the airlines offering free travel on the routes for those connecting on to their long-haul services from Heathrow. The free or £1 one-way fares involve passengers paying around £45 for their ticket in taxes such as air passenger duty and charges such as fuel surcharges. Virgin admitted it had sold zero fares on the routes, but was not currently offering them. BA said it had tickets available with a £1 to £5 fare element. Experts said Virgin faced a major challenge in making the routes viable, since it had half the frequency of BA's flights, a far smaller long-haul network and its passengers would have to change terminals in London.

Virgin will also restrict passengers to 6kg of hand luggage, compared to 23kg on BA. There is no weight limit on EasyJet, which also flies Scotland-London routes, while Ryanair's limit is 10kg. Virgin will fly six return flights a day between Edinburgh and Heathrow compared to 12 by BA – its most frequent route. The Scottish Passenger Agents Association, which represents travel agents, has expressed worries at Virgin's lack of advertising until two weeks ago. President Kevin Thom, who welcomed the return of competition on the routes as good for passengers, said: "There is concern at the lack of publicity by Virgin Atlantic, which perhaps shows it is too London-centric. "On some long-haul routes, BA does not charge the extra fare between Scotland and Heathrow, and this will be extended to others where it competes with Virgin Atlantic. That will make it even harder for Virgin. "BA also has the advantage of having lounges for premium passengers in Edinburgh and Heathrow. Virgin does not have a lounge in terminal one at Heathrow, which will serve its Scottish flights."



Douglas McNeill, an aviation expert at Charles Stanley stockbrokers, said: “BA will have to fight that bit harder for passengers. “I expect to see it trimming fares, and doing plenty of advertising to drive home the advantages of its frequency and broader range of destinations than Virgin. “Both Edinburgh and Aberdeen are important to BA, above all because they feed into the transatlantic routes which are almost certainly the driver of its profitability. “The economies of Edinburgh and Aberdeen are more wired into America than you might think, from Edinburgh being a financial services centre and Aberdeen’s oil economy. “However, Virgin Atlantic’s brand is one of its big strengths, which punches way above its weight.” A Virgin Atlantic spokeswoman said its bookings were “very healthy”. Richard Tam, BA’s head of UK sales and marketing, said: “We are going to compete very vigorously and are pretty confident with what we are offering.”



**Jet2’s latest Boeing 737/800 G-GDFR was pressed into service at Manchester on 29/3  
The aircraft, still in the colours of its previous operator Austrian Airlines positioned  
to Bournemouth on 1/4 for re-paint into Jet2 Holidays scheme**

## AIRCRAFT NEWS

The US airline regulator has approved a plan to redesign the lithium-ion batteries of the Boeing 787 Dreamliner. The Federal Aviation Administration (FAA) approved Boeing’s plan, which it said requires it to “conduct extensive testing and analysis”. But the FAA gave no indication of when the planes might be allowed to carry passengers again. 50 Dreamliners in operation were grounded after the batteries emitted smoke on several separate occasions. The plane is the first plane in the world to use the lithium-ion batteries, which are lighter, hold more power and recharge more quickly. The FAA has also approved limited test flights for two aircraft to test the changes in the batteries. “This comprehensive series of tests will show us whether the proposed battery improvements will work as designed,” said US Transportation Secretary Ray LaHood. “We won’t allow the plane to return to service unless we’re satisfied that the new design ensures the safety of the aircraft and its passengers.”

### Approval ‘milestone’

Boeing said its plan included three “layers” of improvements:

Improving the battery design to stop faults occurring

Enhancing production, operating and testing processes

Introducing a new battery enclosure system to keep any overheating from affecting the plane

Boeing chief executive Jim McNerney said in a statement: “Our top priority is the integrity of our products and the safety of the passengers and crews who fly on them. “Our team has been working around the clock to understand the issues and develop a solution based on extensive analysis and testing following the events that occurred in January.”

Mr McNerney described the FAA’s approval as “a critical and welcome milestone toward getting the fleet flying again and continuing to deliver on the promise of the 787”.

Airbus, has said it plans to open another assembly line for its A350 aircraft. Boeing has been facing problems with its 787 dreamliner, an aircraft Airbus hopes the A350 will compete with. The 787 problems have caused a rise in demand for the Airbus A350. Despite having not made its first flight, Airbus have received more than 600 orders for the A350. Always ambitious, Airbus is looking at adding capacity for the largest -1000 variant. Chief operating officer John Leahy said: "I would like to believe that sometime this year we'll be able to make a decision to do that. Production of the baseline A350-900 began in October, with the smaller -800 due to enter service in 2016 followed by the -1000 in 2017." With the 787 looking like been grounded until this summer, the A350 could enter the market on a level playing field. When asked about the 787 battery problems, John Leahy said the following: "It's unfortunate that these things happen but safety is the most important thing. When incidents happen like what they had with the battery we have to put the fleet on ground till you get it fixed. We're talking about going back to a proven nickel cadmium battery technology that would be about 60 kilograms heavier. Why take a risk for 60 kilograms?"

## OTHER NEWS

The Government has been berated by airlines and the rest of the UK travel industry for failing to put an end to APD misery in his latest Budget. Dale Keller, chief executive of the Board of Airline Representatives, said it was "beyond belief that the Chancellor has put beer before aviation".

"Just because the industry was fully expecting a slap in the face from the Treasury does not make it any more palatable," he said. "We have listened to much talk from the Government about the UK being in a global economic race and the importance for the UK to become more competitive, yet airlines, amongst the most global of businesses; continue to be hammered by the highest aviation tax in the world. The Government has built a veritable 'wall of tax' around the UK which international travellers and airlines are increasingly overflying. Simon Buck, chief executive of British Air Transport Association, said in light of "incontrovertible evidence" that the tax is damaging the UK economy "the missed opportunity to help kick start our economy is a shocking own goal". He added: "1p off a pint of beer won't do much to help those who might otherwise have been looking forward to new jobs." GTMC chief executive Paul Wait said APD was putting extra pressure on companies trying to build trade and export overseas. "We are concerned that the practice of using European hubs to travel to critical long haul business destinations and emerging markets to lower costs and avoid higher APD charges will significantly increase," he said. Chris Clarkson at [www.sunshine.co.uk](http://www.sunshine.co.uk) said the Chancellor's failure to act over APD was a "huge kick in the teeth for holidaymakers". "I'm sure people will be celebrating everywhere about beer being cut by 1p, but if you really think about it, you'd have to drink one beer every day for a year before you're getting a beer on George. What about the annual summer holiday? High APD tax rates are really getting to be ridiculous now and need to be sorted, so it's really not good that the subject wasn't even touched upon in today's Budget." ABTA chief executive Mark Tanzer said: "We needed to see bold action on infrastructure and APD. We saw neither." In a joint statement, the chief executives of British Airways' parent IAG, easyJet, Ryanair and Virgin Atlantic said the planned rise in APD "beggars belief". "We are very disappointed that the Government's tax on flying, already the highest in the world, will increase yet again this year and next," they said. "These rises in Air Passenger Duty show the emptiness of rhetoric on boosting exports to emerging economies and building the most competitive tax system in the world. "Increasing this alarmingly uncompetitive tax on business, trade, and inbound tourism beggars belief when the evidence clearly suggests that abolition would deliver growth, create 60,000 jobs and pay for itself through higher receipts from other taxes."

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**CREDITS** Aircraft Illustrated, ACW, ATW, AV Flash, Civil Spotters and Yorkshire Spotters E-mail site's, and all their contributors, IFW, LBA WEB Site, Teletext, Telegraph and Argus, TTG,

## ANDREW BARKER IN SUNNY ST MAARTEN

Andrew Barker escaped the winter chill last month in favour a a bit of sunshine, with a visit to St. Maarten. He are some of the images he captured from the famous beach location.



MD-80 P4-MDD of Insel Air, lines up ready to blast some more people hanging onto the fence. And now some more sedate arrivals over the beach.....



BN.2 Islander  
F-OJIS of  
St. Barth Commuter

Jetstream 32  
N487UE of  
BVI Airways



Twin Otter  
PJ-WIJ of  
Winair in the  
company's  
new colours

# **The Queen's Celebration Review was a magnificent flypast salute to remember**

**by Alan Tempest**

Many of the memories and stories of events I gathered during my service in the RAF alas are fading, but the odd one-or-two fortunately seem to have lasted the passing of time and some can even be accompanied by a photograph (usually of poor black-and white grade).

Majority have been debated and talked about on numerous occasions, some were memorable, many humorous, but unfortunately others were disturbingly harrowing when crash scenes and fatalities were there to be remembered and in my naive, youthful case, as an aircraft rigger, it seemed unbelievable that I was expected, in those disturbing and difficult situations, to say absolutely nothing except to "Bomber Command." The jet age had started and countless aircraft types, especially the Canberra, were still very hush-hush and all technical personell had to sign the "Official Secrets Act" and to this day I have never spoken about many of those appalling incidents. But one little never-to-be-forgotten story I have treasured, and in which I was alerted to by some the Queen's official Jubilee celebration hype for 2012, was, I thought, worth rekindling again.

My story begins when rumours had started spreading feverishly around the dispersal areas of 109 bomber squadron at RAF Hemswell in Lincolnshire, that some of its Canberra aircraft were going to form part of a huge armada of many types of aircraft(of which many would never be seen again flying after this day), to celebrate a "Coronation Review" flypast salute for the Queen at RAF Odiham in Hampshire. Each selected aircraft's ground crew took pride for weeks, furiously "polishing and preparing" their aircraft. Virtually every day the chosen aircraft flew in practice, to get final positions correct for the forthcoming squadron's big honour. It was only days before this prodigious occasion, I remember clearly, was when our squadron-leader called me over, while I was working on a flap problem. It just so happened that English Electric Canberra WF914, which I had the privilege of servicing, was the squadron-leader's aircraft and so before this very special flight, he offered me the great honour to fly with him.

Starting to write this article, nostalgia strongly took over. Thoughts came into my mind of the time, that was only a matter of months before this honour, I had been an apprentice in the print room of the Yorkshire Post. I also remember worrying on what my duration spent in the RAF was going to be, a complete waste of one's precious early years, or, as it turned out, becoming more knowledge and learned with what I had accomplished. My tenure to the RAF ranks all started on a very miserable winter's morning, as I stood cold and down-hearted on Leeds City railway station surrounded by belching monsters, clag from their stacks making the atmosphere hideously thick of fog and torturous smoke, as I commenced my venture to take the "Queen's shilling". Doubting to what one might finish up being assigned to: General orderly, cook, driver, clerk, typist, etc., etc., none didn't quite appeal to me; excitement was my preference (maybe involved with maintaining operational military aircraft or crewing/servicing RAF Air Sea Rescue boats). The choice I got was unbelievable.....as I made my way to No. 2 hangar at Hemswell for the first time, I viewed——six Mossies and one brand-new, immaculate black and grey, straight off the "shelve" Canberra; showing 109 squadron's excited personnel what it would be getting in the very near future. One such personality I got to know well, who never stopped complaining of his status, that of "General Sports Orderly", was the legendary



Yorkshire cricketer, Fred Trueman. As I had much to do with sport, Fred and I became good friends, and to this day I will always remember his disgust and furore at the RAF (and of the times he ranted and raved with expletives every other word) of his menial position.

So the "Royal" day duly arrived, with a forecast of blustery and turbulent skies. Aircraft looking pristine, and I had excelled in my appearance—but taking a great deal of "verbal" —with new shirt, new tie and new beret—just in case the Queen spotted me, I told myself!!

An hour or so to go and 109's dispersal was unusually quiet as I collected my chute/harness and placed them into the Nav-2 ejector seat. Sitting on the grass at the side of "914" everything was in place, my understudy had done his job well. Looking way-down the squadron's vast grassy area many of the lads were playing football, as I noticed 914's pilot coming towards his aircraft with an old man walking slowly beside him. "Meet my father, Tempest," shaking hands with this small, immaculately dressed man. As the Squadron-leader attended to his pre-flight checks I was mesmerised and fascinated to the chat of this ex-WW1 fighter pilot, who told me much of the arduous flying in that tragic conflict of death. "We must meet again, young man and enjoy your flight. You will never forget today's experience," I remembered him saying. Turning away he saluted perfectly. After all these years, I have never forgotten this courageous and brave man, and it was an honour to return his salute. (Unfortunately, it never transpired, he died months' later.) Following the pilot and nav into the cabin I helped with their harnesses before I sorted myself out. "When we get airborne, you can come and sit up front with me, Tempest" he said, as I watched through the Canberra's Perspex front nose as Georgie gave the signal to fire "one", then as the second cartridge engaged no. "two" Avon burst into life; which gave a feeling of unbelievable power vibrating through 914. Slowly we meandered round the perry track and I got the odd sight of other aircraft making their way to the end of 06. We were first onto the runway and straight away thrown back into the seat as this superb British fighting machine of the era appeared to leap into the air.

Later, moving forward to sit on a very uncomfortable "dickie/jump" seat, I listened intently to all that was being said, "We are going to start our formation flight plan soon said our captain and then fly low over Hemswell." I watched in bewilderment as "914" appeared to wander the skies (getting a fantastic view of Lincoln Cathedral) and aircraft closed-in on us from either side. Instructions and counter instructions could be heard as we were apparently being lined-up for a low-level "beat-up" of our home base. Knowing the aerodrome layout well, I realised we were heading for the area of 109 squadron dispersals, "That'll wake 'em all up," smiled our captain as he flew "914" frighteningly low (maybe thinking of the times he piloted a Mosquito dangerously below German radar on a special mission).

Listening to the pilots shouting, cursing and swearing at one another to do "this and that" was an unbelievable eye-opener as we flew South towards our Hampshire destination. Shaking with excitement I just looked around and marvelled at the armada of aircraft filling the pleasant, welcoming skies. The captain told me to crawl into the "bomb-aimer's" front position for an outstanding view of the happenings below as the massed armada of aircraft (600 in the sky and a magnificent 300 static on the ground) flew towards the Queen's entourage. To me, at this stage, the Canberra was flying frighteningly low. I thought I spotted the Queen and saluted.....as instructed in Queen's Regulations).....casually making that statement later to anybody who would listen. Our part in the "Review" was unfortunately, soon over, the throttles were pulled back and we climbed noisily North-east, after our display for Her Majesty, and I returned to my uncomfortable seat before thanking the squadron-leader for a memory of a lifetime. Strapping myself into the 3rd-seat of this B2, I tried to sort my head out before landing, with no success. We touched down on the same runway as take-off and I could see my deputy bring "914" into the dispersal pan, watched by many of the ground crew who had gathered to give 109's squadron-leader a celebratory cheer. Exhilarating, mind-boggling, yes——it certainly was a "Royal Coronation Preview Flypast" day to remember.

### Editors Note

Unfortunately I was unable to produce a quality reproduction of any of the photos to accompany this article. Apologies to Alan, however I am sure you will agree that does not take away anything away from what is a very fascinating article.

## WHERE ARE THEY NOW?

### PART 3 - SECRETARIES

Parts 1 and 2 of this series covered the high profile guys the members all know; former editors and chairmen. I now move onto the back-room boys and cover former secretaries and treasurers. This particular part covers the secretaries of the Society

The first secretary of the Society was **Jim Stanfield**. Jim worked closely with Ken Grogan during 1963/64 to get the West Riding Branch of Air-Britain through that difficult early period. He officially became the first secretary of the Society on its launch in September 1964. He remained Secretary during those pioneering early years, but in December 1967 stood down, when, after years of study, the need to earn money forced a relocation to Manchester for a career in the computer industry (yes, there were computers in 1967!). Jim was replaced by Stuart James.

**Stuart James** was a librarian by trade with aviation history interests. He continued and built on the early work and remained in post until December, 1969 when he stood down in favour of Len Jackson. I believe Stuart moved to Glasgow area for work reasons and is still resident in that part of the world, unless you know better.

**Len Jackson** was the father of, the then editor, Philip Jackson and they worked in tandem for a period. Len continued as Secretary and was a very involved and hands-on member until he stood down in Dec 1972, when he handed over to his son Philip. Len died in Oct 1997 after many happy years of retirement

**Philip Jackson** was secretary for a year and stood down in Dec 1973. Philip went on to work for Hawker Siddeley at Brough for 26 years. He now has his own business and lives in East Yorkshire but is still pursuing his aviation hobby. He was succeeded by John Allen.

**John Allen** put in four good years and straddled the tricky period when the West Ring Branch (WRB) became Air Yorkshire. He has the distinction of being the last secretary of WRB and the first of Air Yorkshire. His current whereabouts is unknown. Is anyone still in touch with John?

John handed over to **Roger Fozzard** in Nov 1977. Roger was in the hot seat for three years. He is still a very active and keen spotter and lives in Bridlington. He contributes to our magazine with stories and photos of his aviation travels and has been a guest speaker at our meetings. Roger handed over to Ian Morton.

In November 1980 **Ian Morton** stepped into the Secretary's shoes. Ian was a Bradford lad and a regular attendee at meetings often with his son. Several years ago he emigrated to Canada and is now our active correspondent in Toronto. His photographs are regularly featured in the magazine. He occasionally pops back to the UK to keep an eye and what we are doing. In 1983 Ian handed over to Chris Warn.

**Chris Warn** operated as Secretary for just over a year. He was working in the area at the time teaching geography in Keighley. During the school holidays he combined his geography travels with plane spotting. After leaving the area he lost touch with the Society until he was spotted at a TAS meeting. In recent years he has on several occasions been a guest speaker at our monthly meetings. His dry humour and stories of far flung places were always entertaining. Sadly Chris died in 2012 on a spotting trip to Madrid and he and his presentations are missed.

The period from Chris standing down in December 1983 to November 1984 is not well documented. **Brian Best** is shown as Secretary in Sept 1984. How long Brian remained in post is not recorded. Would any one who can add to the record for this period please contact me.

In November 1984 **Adrian Heeley** took over the secretarial role and started, what turned out to be, a significant period of growth period for the Society. Adrian eventually teamed up with Mike Willingale as Chairman and this partnership put Air Yorkshire onto a new footing. The Society went from strength to strength. Adrian gave the Society fourteen years of service. He consequently holds the record for the longest continuous serving Secretary of the Society. The W/H partnership was eventually broken in November 1998 when Adrian stood down. Adrian still lives locally and has recently been in touch.

Adrian was replaced by **Mark Elliot**. Mark filled the role until May 2000 when **Noreen Barrett** took over as Secretary to help the Society out of some difficulties. Noreen is our first and only female Secretary(so far). She stepped down in November 2001. Noreen is still very much an active member of the Society and a regular attender at Society meetings and social events.

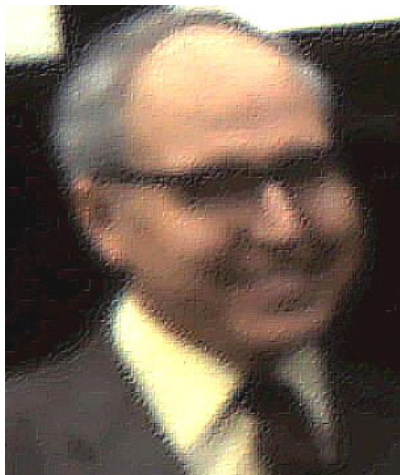
In December 2001 an older and wiser **Jim Stanfield** returned for a second term as Secretary and formed a partnership with David Bates to get the Society back to the pre-eminence it had enjoyed in the 1990s. By now the Society had left its spiritual home with the closure of the Aero Club and found a welcome new “home” at Gate 20 in the Airport Terminal building. Jim remains as Secretary at the time of writing.

Part 4 of this saga will cover former treasurers. I know you can't wait .....

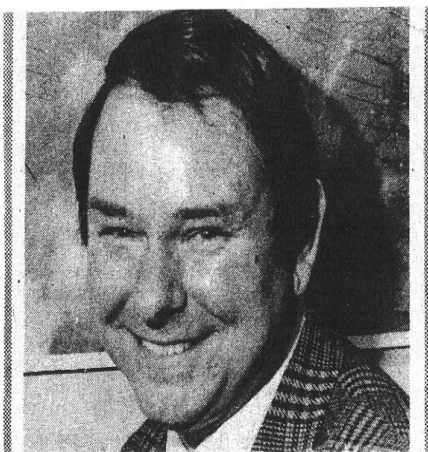
At this stage of the “Where Are They Now” project, can I say thank you to the many people who have given me information to supplement my own continuing research. It is fascinating what it is bringing to light. I particularly thank Roger Petty and Terry Sykes who both have long memories and associations with the Society.

I intend to do a short update every so often as more information comes to light. Any one who can add to the knowledge base that this series is building should please contact me (see inside front cover for contact details), or even better join me for a cuppa at The Square Monkey Café – mine is a decaff Americano with hot milk just in case you are buying!.

**Jim Stanfield**



Len Jackson, secretary 1970/1972  
(Taken from group photo, hence quality)



Chris Warn when he was Secretary  
of Air Yorkshire

## FLIGHT REVIEWS

Centuries ago when I was only middle aged, my wife, 2 kids and I went on holiday to the Costa Brava flying to LHR on a 748 (G-ATAM) and on by Comet 4b (G-APMG).

On our return to Heathrow by Trident 1C (G-ARPA) we were greeted with the news that LBA was fog bound and that our aircraft was still parked there. However, another 748 (G-ASPL) was due in from the Continent and would be pressed in to service but would be going to Tees-side.

Finally, we were on our way when the captain confirmed our destination as Tees-side but said that as we would pass over LBA, he would mosey on down to see what the situation was like. Not long after, he announced final approach to LBA but just as the runway lights appeared below us, accelerated away but said he would have another go. So round we went and on the second approach, he found a gap in the fog and touched down. Whilst all this was going on, my dear father was sitting by the telephone waiting to hear when and where he could pick us up.

The following day, we were shopping in Bradford and a sales assistant remarked that we had a nice tan. We explained where we had been and related the story of our homeward flight. She went a whiter shade of pale and asked if we had been on the flight that landed at LBA the previous evening. On our confirmation, she told us that we were so low on approach that the family had run outside as they feared we were going to take their roofs off. Apparently ours was the only aircraft to move all day.

**Ian Morton**

By the way, the date was Jan 1966.



**H.S.748 G-ATAM of BKS Air Transport, which transported the Morton family from Leeds to Heathrow in 1966(Photo Terry Sykes)**

## EDITORIAL

Following on from my plea last month the above article is a follow up to the one by Alan Sinfield, It would be nice to get a whole series of these short stories of your flights, either old or modern. Ian Morton has produced two further efforts for consideration so come on all you members share your memories with the rest of the membership.

Also it has been good to get a response to my plea for photos from LBIA, with quite a few more hitting my inbox this month. So keep up the good work, winter is at last beginning to lose its grip and summer is around the corner so keep those shutters snapping.

**Trevor Smith**



## LITTLE ROCK AIR SHOW 2012

Following on from last month, here are a trio of warbirds pictured by our chairman on his escapades in America last year.....



**44-72339(NL51JC) P-51D Mustang owned by Cavanaugh Air, Dallas**



**44-90368(N4747P) P-47D Thunderbolt owned by The Texas Aviation Hall of Fame**



**98960(N18P) FM-2 Wildcat owned by the Cavanaugh Collection of Dallas**



## **617 SQUADRON ANNIVERSARY**

**by  
Steve Lord**

As many of you will be aware 2013 is the 70th anniversary of the famous raid on the dams of the Ruhr valley by 617 sqn in WW2. Here is a very brief history of events some 70 years ago.....

617 Squadron is unique in being formed to employ a single weapon on a specific operation. It was formed of a brand new unit comprising of specially selected crews from across 5 groups, and was initially referred to as SQUADRON X. Formed in SCAMPTON and commanded by one of the most experienced bomber pilots in the RAF, WG CDR GUY GIBSON. Gibson selected SQD LDR HENRY "dinghy" YOUNG from 57sq and HENRY MAUDSLEY from 50sq to be his flight commanders

Around the 26th March the new unit was given the previously unused number 617, by then normal LANCASTERS began arriving to begin training. FLT 12:39:18 BILL ASTLE in W4940 AJ-B making the first flight on the 27th.

Low flying and bomber practice continued through APRIL tests resulted in the requirement for the weapon to be dropped at 60ft. On MAY 15th HQ bomber command issued the order for operation CHASTISE to be carried out at the earliest opportunity

The attack consisted of three waves of LANCASTERS, the first and largest flight was to strike the MOHNE & EDER dams. The second to hit the SORPE and the third a reserve force

Shortly before 9-30pm on MAY 16th FLT 12:49:09 BOB BARLOW left Scampton's runway and headed for Germany. GIBSON in ED932 AJ-G led off the first wave soon after. And headed for the Mohne dam.

The third section took off just after midnight by which time 19 Lancasters were heading for Germany. Four were lost inbound either falling victim to flak or hitting obstacles at low level, a fifth was badly damaged by enemy fire over the Dutch coast, a sixth hit the sea with its upkeep bomb torn off in the impact and had to return home.

GIBSON'S section arrived over the MOHNE ran in and dropped his weapon, FLT 12:59:24 HOPGOOD'S Lancaster was badly hit by flak as he ran in and dropped his bomb which bounced over the dam and hit the power station beyond

MARTIN & YOUNG followed and successfully dropped, but still the dam remained intact. But as the water subsided following the drop by MALTBY the elated crews watched as the walls began to crumble. The Elated crews headed for home but sadly YOUNGS crew was lost on the return.

As dawn broke 11 surviving aircraft landed back at SCAMPTON. A total of 56 men and 8 aircraft had been lost. Reconnaissance showed the raid to of been a total success

On May 23rd it was announced that GUY GIBSON had been awarded the VC and 33 of his men were decorated and 617 SQN had earned it s FIRST BATTLE honour

### **THE DAMS HAD BEEN HARD WON. BUT A LEGEND BORN.**

#### **A HISTORY OF 617s AIRCRAFT 1943-2013**

Lancaster III. MAY 43-45  
Lancaster I,III MAR43-45  
Lancaster I SPL. 45-46  
Mosquito. APL 44- late 44  
Mustang. JUN 44-OCT 44  
Lancaster B.VII. JUN 45-SEP 46  
Lincoln. SEP 46- JAN 52  
Oxford. 1950-1950  
Canberra B2. JUN 52- APR 55  
Canberra B6. FEB 55- DEC 55  
Vulcan. MAY 58-JLY 61  
Vulcan B2. SEP 61-DEC 81  
Tornado GR1. JAN 93-FEB 94  
Tornado GR 1B. FEB 94-JAN 2000  
Tornado GR4. JAN 2000- to date



**The tail of Tornado ZA412 painted is special scheme**

617 SQ badge shows a wall fractured by three lightning bolts from which water flows. Approved by HM king george V1 in march 1944

The french motto .. **“APRES MOI , le DELUGE”** translates as **“AFTER ME THE FLOOD”**.

**Steve Lord**



**Battle of Britain Memorial Flight Lancaster PA474, City of Lincoln,  
making a flypast at LBIA for the Airport's 80th Anniversary  
(Robert Burke)**



Airbus A.380 A6-EDJ of Emirates arriving Manchester, 05/03/12(Martyn Gill)



Airbus A.380 HL-7615 pushing back at Souel/Incheon, 17/04/12(Martin Zapletal)



A.380 VH-OQD of Qantas, an early morning arrival at Heathrow, 11/02/13(David Blaker)