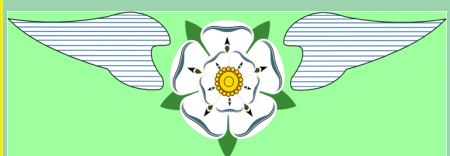


Air Yorkshire Aviation Society



Vol 40 Issue 4

APRIL 2014



G-OPEN Jet Ranger
Arriving at LBIA, 07/02/14
Rod Hudson

www.airyorkshire.org.uk

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Mike WILLINGALE

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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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EDITORIAL

First of all a big thank you to everyone who responded to my plea for contributions for the mag. I had a large influx of messages arriving in my inbox and all will be used in the coming month's. Can I also make special mention of member Denis Yeadon who sent material through the post for inclusion and rest assured this will appear in a copy of the mag in the not too distant future. I do however need more articles to help fill the mags for the rest of the year. I look forward to hearing from you soon!!

Now the spring has arrived and the light is getting better I am sure you photographers are getting out and about so I also look forward to a plethora of pictures arriving from our local airfields.

Finally, can I draw your attention to the list of events on page 4, which have been arranged to celebrate our 50th Anniversary. We hope as many members as possible will attend these events and make 2014 a big year for Air Yorkshire. Anyone wishing to join us for the Fish and Chip lunch at Murgatroysdys please let me have your names as soon as possible.

Thanks, **Trevor Smith**

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

April 2014

Ian Cundall – Ian is the Executive Producer of the BBC Programme "Helicopter Heroes", featuring the Yorkshire Air Ambulance. He was also responsible for the programmes Dambusters Declassified and Operation Jericho. Ian has a PPL Licence and has flown in a number of interesting aircraft thanks to my job including Lightning, Lancaster, F18, Meteor, Tornado, Jaguar and Blackburn B2. His talk will highlight the aviation aspects of his work as a Television producer of aviation programmes as well as his experiences as a PPL pilot.

4 May 2014

Phil Wild - The Fifth Pillar of Islam (Hadj Flights) Following his spotting days at Manchester Airport, Phil Wild started his flying career at Hamble on a BOAC sponsored course. His first commercial flying experience was De Havilland Herons on oil company charters from Norwich; subsequently he stepped up to F-27's operated by Air Anglia. Leaving Air Anglia (later to become Air UK) he moved to Britannia Airways where he flew Boeing 737, 757 & 767 aircraft with an emphasis on Hadj flying from Indonesia to Jeddah, which is the Saudi Arabian entry point for pilgrims travelling, perform their hadj in the holy cities of Mecca and Medina. Pilgrims arrive by air through the special Hadj terminal at Jeddah International Airport. Phil flew 9 Hadj seasons based in Ujung Pandang, Solo, Balikpapan, Palembang and Banjarmasin.

1 June 2014

Ken Cothliff, Aviation Historian, Author, and Display Commentator. We welcome back Ken, who will present a talk "Oshkosh & Florida 2013"

TUESDAY 1 July 2014 at 7.00pm

John-Paul Williams – John-Paul is the General Manager Maintenance & Operations North at Monarch Aircraft Engineering based at Manchester Airport. I am sure this will be give us a fascinating insight into Aircraft Maintenance and Monarch Engineering.

3 August 2014

Drew Steel MBE – A welcome return to Air Yorkshire who is now with BAE SYSTEMS as a Military Liaison Executive in the Business Development Team.. Drew will be giving us an amusing and fascinating insight into how he became fascinated by aviation and how this became a reality. The 2nd half will be an update on BAE Systems current aviation technologies. A meeting not to be missed as Drew is a excellent speaker.

7 September 2014

Martin Powell and Ivor Tamplin We welcome back Martin and Ivor from the Rossendale Aviation Society. Their talk/presentation is titled 'Piston Engined Transport Aircraft of the United States since 1933'

SATURDAY 4 October 2014 from 7.30pm

50th Anniversary Social/Re-union at Square Monkey Café (ex Aero Club) LBIA.

2 November 2014

Annual General meeting

7 December 2014

Christmas Bash

4 January 2015

Peter Hampson, Airport Solutions Ltd. As always, this will be a fascinating insight into Airport Solutions work in various countries in the world.

50th Anniversary Future Events

Friday 23 May 12.00 for 12.30

**Lunch at Billy Murgatroyd's. Please give names to
Trevor Smith on 0113 267 8441**

Saturday 14 June

**RAF Museum Hendon by coach Please contact Mike
Storey to reserve your seat on 0113 252 6913**

Summer 2014

**50th Anniversary Commemorative Brochure.
50 years of the Society in the pictures, words and
memories submitted by you the members.
To apply for a copy of this collectors item contact
Jim Stanfield on 0113 258 9968**

Saturday 4 October 7.30pm onwards

**The Social/Reunion at the Square Monkey Café/Bar
in the Multiflight Flight Centre at the Airport.
Light Buffet. Birthday Cake. Glass of Bubbly. Raffle.
Contact Dave Senior 0113 282 1818 to reserve your
place.**

April 2015

**The 50th Anniversary of the first edition of the
Society's magazine with a special Edition for current
members/subscribers.**

Visit to RAF Linton on Ouse

On Thursday 27th March 14-members kicked-off our 2014 visits programme to our nearest active RAF station. We were met in the security building by Flt Mike Lumsden and Warrant Officer Dougie Lee, the latter was to be our personal guide for the day

The tour started with a visit to the recently built Air Traffic Control Centre which is a 2-storey building housing the 3-airfield controllers on the top floor and the 6-area controllers on the ground floor, this is a very busy ATC with lots of movements every day.

Then it was on to the Tucano storage hangar which currently housed 15- aircraft including the 2013 camo display aircraft and the 70th anniversary marked aircraft. ZF135 was made available to us for everyone to sit in the dual cockpit and see the layout of a turboprop training aircraft which is similar to the Hawk jet trainer. We were given free reign to tour this hangar and take as many photos as required.

It was now lunch time and we were treated to an excellent meal in the Warrant Officers mess with full waiter service for the grand price of 3.00 pounds per head. We were also shown some of the other rooms attached to the mess, including the bar and tv lounge etc.

After lunch we went to visit the Memorial Room which is housed in one of the original 1930's buildings and still bears the scars of a German attack on the base. The room is dedicated to the personnel who lost their lives during the 2nd world war who served at Linton, especially the 2000 allied forces. The Memorial room is open to the public on certain days of the year on a pre-booked basis.

To finish our tour we went to photograph the 2-gate guardians- Jet Provost XN589 and Tucano ZF202.

Our thanks to W/O Dougie Lee for an excellent and informative tour of the base. Approx 27 Tucanos and 5 Grob Tutor's were seen on the visit, plus 2-overflying Puma Helicopters

Our next Military visits are to RAF Scampton Heritage Centre on Friday 23rd May and to RAF Hendon Museum on Saturday 14th June

Mike Storey



SCENE AROUND YORKSHIRE



PHOTO RICH GRIMLEY

The usual big thank you to Andy Wood(HAR) for his contribution to this section.

AVERHAM:- From the Residents delete G-AZGA Jodel D.120 now sold and replaced by G-BACL Jodel D.150.

BAGBY:- A visit on 4.2 noted G-BBKA F.150L, G-BPHI PA-38 and G-BTJL PA-38 all parked outside and out of C of A. In for maintenance with Graham Fox Aero Engineering were G-BBIO HR.100/210, G-BDGM PA-28, G-HULL F.150M and G-TEWS PA-28 all from Beverley. Hangared amongst the usual inmates on the North side was G-CCFX Acrosport II normally found at Felixkirk. Hangared on the South side were G-BUGZ T.61F, G-KAIR PA-28, G-OHJV R.44 and G-ORDH AS.355N (with "Homeserve" titles). G-CLUX F.172N has departed to Teeside for the winter and likewise G-PUPP B.121 to Rufforth East, both to escape the mud here, with all GA flying except maintenance movements suspended in early February due to water logging. Newly registered with Graham Fox are two more PA-38's G-BGRR and G-BVHM.

BEVERLEY:- A new resident is G-BDRD FRA.150M.

BRIGHTON

RESIDENTS

G-ALXZ Auster 5-150 departed to Linton on Ouse on 16.2 where it is to be repainted into a military colour scheme. G-BVAM VP.1 made its first flight on 16.2 and test flying now continues pending issue of a full permit to fly. G-LWLW DA.40D returned from Chambery on 18.2.

OUTSIDE PARKING

G-AVMD 150G had returned from annual at Sherburn by 22.2. G-AYRT, G-BBJX present throughout. G-BGAX PA-28 to Full Sutton 16.2 for annual returning on 7.3. G-BOIY, G-BOYV, G-BSDO, G-BXJD, G-BYBD, G-LACA and G-LMAO present throughout. G-AZYF PA-28 continues to winter at Crosland Moor visiting on 16.2 and 9.3.

HELICOPTER ENCLAVE

G-LOYD SA.341G departed to Deighton / Crab Tree Farm in early March and is to be N reg. pending sale abroad. At this time HA-PPC SE.3130 (1500) moved inside joining F-GDQL SE.313B (1250), with both due to go to Hungary for maintenance.

LOCALLY

N102L Bu.131 (90) has been imported from the USA and is undergoing rebuild at a private address in the area.

MOVEMENTS

10.2 G-CGIZ CTSW f&t Barton. **15.2** G-IFBP AS.350B2 f Huggate t ?. **16.2** G-AKBO M.38 f&t Sherburn, G-AZYF PA-28 f&t Crosland Moor, G-BAZS F.150L o/s only 11.15hrs. f&t Full Sutton, G-BSXD/30146 Soko P.2 f&t Linton on Ouse, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-LEDR SA.341C f&t Garton on the Wolds, G-OACF DR.400 f&t Sherburn, G-RYAL Jabiru UL f&t Crosland Moor, HA-LFH SA.342J (1775) f Deighton / Crab Tree Farm t Derby then f Garton on the Wolds t Deighton. **19.2** G-BBxB FRA.150L with G-BTHE 150L both f&t Beverley. **20.2** G-CGDH Europa XS-TG f&t Wickenby. **22.2** G-AJIT J/1(mod.) f&t Netherthorpe, G-BADC Beta B2A f&t Warrington, G-BYOU Rans S.6 f South Cave t Beverley, G-DODB R.22B f&t Humberside, G-SACS PA-28 f&t Sherburn, HA-LFH SA.342J f&t Deighton / Crab Tree Farm. **26.2** G-TRNG A.109E f Coney Park t Aston Down. **1.3** G-AJEE J/1 f&t Barton, G-BAPX DR.400 f&t Full Sutton, G-BPVZ Luscombe 8E f&t Croft, G-BROR J.3C-65 f&t Sturgate, G-BRPF C.120 f&t Sturgate, G-BULO Luscombe 8F f&t Abbots Bromley, G-

CDAP EV.97 f&t Barton, G-CWIC Quik f&t Barton, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-ORAY F.182Q f&t Gamston, G-RVVI RV.6 f&t Lambley, G-XTRA EA.230 f&t Netherthorpe. **2.3** G-HBMW R.22 f Halfpenny Green t Fishburn (on route to Aberdeen). **4.3** G-CHJG EV.97 f&t Bagby. **5.3** G-CCZJ X'Air Falcon f&t North Moor. **8.3** G-LEDR SA.341C f Garton on the Wolds t Doncaster / South Yorkshire Air Museum then f Deighton / Crab Tree Farm t Garton on the Wolds, G-OACF DR.400 f&t Sherburn. **9.3** G-ATDO Bo.208C f Wickenby t Crosland Moor, G-AZYF PA-28 f&t Crosland Moor, G-BADC Beta B2A f&t Warrington, G-BAPX DR.400 f Full Sutton t Sherburn, G-BYJT CH.601HD f&t South Cave, G-CBCL GlaStar f&t ?, G-CBRD D.18 f&t Newby Wiske, G-CGEC CTLS f Brookfield t Huntingdon, G-OIVN XL.2 f&t Wombledon, G-ROKO Roko NG4-HD f&t Sturgate, G-RWEW R.44 f&t LBA, G-SAZM J.3C-65 f&t Bagby, G-SELA 152 f&t Waddington, HA-LFH SA.342J f Deighton / Crab Tree Farm t Sedgebrook Hall, Northants then f Sedgebrook Hall t Deighton, N575GM TB.20 (1872) f&t Cambridge. **10.3** G-CHJG EV.97 f Bagby t Sherburn. **11.3** G-BEUX F.172N f&t ? (fuel stop), G-BTHE 150L f&t Beverley, G-BVOS Europa f&t Fishburn, G-CCCH HN.700 f&t Beverley, G-CHJG EV.97 f&t Bagby, G-FUZZ /51/15319 PA-18-95 f&t Gypsy Wood, G-TEWS PA-28 f&t Beverley. **12.3** G-BDJD D.112 f&t Beverley, G-BGHJ F.172N f&t Humberside, G-SACS PA-28 f Sherburn t Sandtoft, G-SFTZ T.67M f&t Sherburn. **13.3** G-CHJG EV.97 f&t Bagby, G-JULZ Europa f&t Sherburn. **14.3** G-BGVE CP.1310-C3 f&t Sturgate. **15.3** G-BEAC PA-28 f&t Humberside, G-CLUX F.172N f&t Bagby, G-HECK R.44 f Melbourne t Great Heck, G-JEFA R.44 f Scarborough t Buntwood, G-RJMS PA-28R f Beverley t Crosland Moor, G-SKYL 182S f&t Sherburn, G-UZUP EV.97A f&t Netherthorpe. **16.3** G-LEDR SA.341C f&t Garton on the Wolds, G-SACR PA-28 f&t Sherburn, G-YRKS R.44 f&t Humberside, HA-LFH SA.342J f&t Deighton / Crab Tree Farm.



Cambridge based TB.20 Trinidad N575GM pictured on a recent visit to Brighton

CONEY PARK(Leeds Heliport)

This month we update the movements at our local heliport from the beginning of the year.

08/01	G-HDTV	Agusta A.109A	1040 1110	from Culter to Liskeard
10/01	G-OLNT	Dauphin	1100 1430	from Garforth, local 1200/1400, to Oxford
13/01	G-WOFM	Agusta A.109E	1830 1840	from Gunnerside to Oxford
19/01	G-CFNF	R.44	1200 1430	from Harrogate to Barton
24/01	G-FCUM	R.44	1520 1540	from Hexham to Liverpool
03/02	G=BSTE	Twin Squirrel	0950 1220	f/t ?????
05/02	G-ZIPE	Agusta A.109E	1145 1150	f/t Gomersal
06/02	G-WALI	R.44	1245 1155	from Alresford, n/s to Wycombe
15/02	G-MRMJ	Dauphin	1410 1425	from Sywell to Birmingham
16/02	G-CFNF	R.44	1230 1415	from Walton Wood to Barton
20/02	G-ZIPE	Agusta A.109E	1820 0810	f/t Devonshire Arms, n/s
22/02	G-TRNG	Agusta A.109E	1855 1940	from Brighton to Bicester
26/02	G-TRNG	Agusta A.109E	0915 1135	from Battersea to Brighton
04/03	G-DODB	R.22B	1030 1100	f/t Humberside
05/03	G-OGJC	R.44	1330 1345	f/t Cambridge
17/03	YU-HPZ	Gazelle	1145 1245	from Bristol to Oulton Hall

DONCASTER PHOTO PAGE



Atlas Air Boeing 747-400 N419MC on finals inbound from Hahn, 15/2(Jim Calow)



EMB.135BJ Legacy 9H-JFC of X-AIR Charter, departing on 23/2(Jim Calow)



Citationjet 2 OK-FCY on maintenance in the Cessna Service Centre(Correne Calow)



Cranwell based PA-32RT Lance G-MLLI of Evans Aircraft visited on 7/2(Correne Calow)

22/03	G-PERF	EC.120B	1105 1200	from Rudding Park to High Wycombe
24/03	G-BYZA	Twin Squirrel	1125 1130	from Redcar to Bridge End
24/03	G-TRNG	Agusta A.109E	1315 2000	from Blackburn to Denham
26/03	G-ZIPE	Agusta A.109E	1415 1425	from Biggin Hill to Darley
27/03	G-HYLL	R.44	1200 1425	from Kendall, local 1300/.1400, to Wortley
28/03	G-PLPL	Agusta A.109E	1500 0800	from Halifax, n/s to Gloucester

On 28/03 Twin Squirrel G-BPRJ(Osprey 61) arrived and was still present at the end of the, carrying out local flights including trip to Sheffield, Doncaster, Castle Howard and York.



Based near Southampton, R.44 G-WALI arrived at Coney Park on 6/2 for a night stop(Mike Storey)

CRANWELL:- (HNS)/BGA.4077/XN185 T.21B Sedbergh TX.1 has been acquired for display at HQ Air Cadets here, it was previously in long term storage with the RAFM reserve collection at Stafford. ZK450 and ZK453 both King Air B200's have been restored as G-RAFJ and G-RAFM respectively with SERCO.

DEIGHTON/CRAB TREE FARM:- G-LOYD SA.341G arrived from storage at Brighton in early March and was due to be N reg. pending sale abroad, whilst N505HA SA.341G (1022) is also sold and due to be exported to Belgium in the near future. New stock is due to arrive shortly in the form of two ex. UK military Gazelles for civilianisation.

DONCASTER(Robin Hood) Info courtesy of Clive Featherstone(fodsa.cu.uk/dsaf.co.uk).
Interesting Movements February 2014

Commercial

6th G-EZBE Airbus A-319 EasyJet (T)
10th G-OBYG Boeing 767-300 Thomson Cruise flight return
12th G-EZBR Airbus A-319 EasyJet diversion from LPL
13th G-EZBI Airbus A-319 EasyJet (T)
14th HA-LWC Airbus A-320 diversion from Luton
14th HA-LPQ Airbus A-320 diversion from Luton
14th HA-LWK Airbus A-320 diversion from Luton
14th HA-LPW Airbus A-320 diversion from Luton
14th G-EZBU Airbus A-319 diversion from Luton (FV)
15th N419MC Boeing 747-400 Atlas Air. Arr. from Hahn empty. Departed to Indianapolis (F)
19th G-EZET Airbus A-319 EasyJet (T) +20th
20th EI-EBV Boeing 737-800 Ryanair (FV)
24th EC-JCU SA227AC Metro III SW4 Aeronova (F)
25th D-CCCC SA-227AT Merlin 4C Bin Air (F)
25th G-CELB Boeing 737-300 Jet2 (T)
26th EC-GXJ SA-226-TC Metro II SW4 Flightline Spain (F)
28th EC-GFK SA-226AT Merlin IVA Flightline Spain(F) (FV)
Bizjets & Bizprops
3rd D-ISVK PA-31T1 Cheyenne 1 (FV)
4th G-SPRE Citation 550 Bravo Xclusive Jet Charter (M) (FV)

5th G-FCED PA-31T2 Cheyenne Air Medical Fleet
 5th OM-OPE CitationJet 525 CJ2 Opera Jet (FV)
 5th CS-GLA BD-700 Global 6000 Netjets Europe Ltd. diversion from EMA
 6th D-CEXP Learjet 35 Air Alliance Express
 6th G-LBSB Beech 350 King Air Gama Aviation (T)
 7th M-CESC Citation 560XLS Cessna Spanish Citation Service Centre (FV)
 10th OE-FAN Cessna 441 Conquest B.A.C.H. Flugbetriebs GmbH (M)
 11th G-USAR Cessna 441 airstest - first flight after rebuild
 14th G-CIEL Citation 560XL London Executive Aviation diversion from Stansted
 17th N3596T Aero Commander 500. Centerline Aerospace Inc. Fuel diversion (FV)
 18th OE-FZD Cessna Citation 510 Mustang GlobeAir AG (FV)
 18th D-CGGG Learjet 31 GAS Airservice (FV)
 20th G-MOSJ Beech C-90-GTI King Air Moss Aviation
 21st OO-DDA CitationJet 525 CJ2
 21st D-CNOC Citation 560 XLS Atlas Air Service
 22nd G-PEER CitationJet 525 CJ2 Air Charter Scotland (M) (FV)
 22nd G-LEAC Cessna 510 Citation Mustang. London Executive Aviation (FV)
 22nd G-TWOP CitationJet 525 CJ2+ Centreline Air Charter Ltd (FV)
 22nd M-INOR Hawker 900XP CTC Aviation Jet Services Ltd
 23rd OY-VIZ Bombardier BD-700-1A11 Global 5000. Execujet Europe (T) (FV) + 25th
 23rd 9H-JPC Embraer ERJ-135BJ Legacy 600. Air X Charter Ltd. The first Malta Registered Biz-Jet (FV)
 Miscellaneous Light/Medium Aircraft (Aircraft marked as (FV) are to my knowledge correct).
 7th G-MLLI PA-32RT-300 Cherokee Lance 2. Evans Aircraft Ltd (M)
 10th G-SIBK Beech 36 Bonanza (T)
 20th G-SOUL Cessna 310 Reconnaissance Ventures Ltd (T)
 Civil Helicopter (Aircraft in this list marked as (FV) are to my knowledge correct).
 1st G-NLDR AS-355 Ecureuil II Network Rail/PDG Helicopters Arr. 30th January on its FV.
 6th G-LNCT MD900 Explorer Lincs & Nott's Air Ambulance (T) (FV)
 24th G-YPOL MD-900 Explorer West Yorkshire Police Authority. (T)
 Military
 3rd ZD895 Tornado (T)
 6th ZK383 Eurofighter Typhoon (T) (FV)
 6th ZH869 C-130J Hercules (T)
 11th QQ101 Avro-RJ100 QinetiQ/R.A.F (T)
 17th ZF145 Tucano (T)
 26th ZJ693 BD-700 Global Express/Sentinel
 27th ZF347 Tucano (T)
 (FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter. (M) Maintenance

EAST KIRKBY:- NX611 Lancaster B.VII now carries the codes LE-H to port and DX-F to starboard.

ELVINGTON:- Visiting on 28/2 was Cirrus SR.22GT N3600X, f/t Edinburgh, along with Citationjet D-IBWA

FULL SUTTON:- A visit on the afternoon of 9.3 noted one new resident hangared in the form of N808CA PA-32R-301 (3246240) this normally lives on the strip at Middleham and was probably just wintering here. G-CGWK Ikarus C42 FB80 was also still hangared and is confirmed as a new resident, first noted back in early January. The only visitors noted between 13.05 and 14.25hrs. were G-BYBD F.172H f Sandtoft t Brighton and G-CGPO TL.2000UK f Pear Tree Farm t North Coates.

HUMBERSIDE Info courtesy of Rich Grimley

An interesting arrival on 19/2 was Embraer 145 N292SK. It had set off from Louisville two days previous and routed via Bangor/Maine, Goose Bay and Keflavik arriving Prestwick on 18/2. Formerly operated by Chautauqua Airlines in the USA since 2001 it was on delivery to Air Taraba of Nigeria. Presumably called for some attention from Eastern, before departing on 23/2. On 10/2 BAe.146 G-RAJJ(Cello 895) arrived for a night-stop bringing Southampton FC for their match with Hull City.

HUMBERSIDE PHOTO PAGE



Fokker 50 PH-JXN of Denim Air operated a flight to Gatwick, 24/2(Rich Grimley)



Sikorsky S.92A G-WNSE operated by CHC Scotia visiting on 13/2(Rich Grimley)



Challenger G-OPRM of Oryx Jet arrived from crew train ing on 5/2(Rich Grimley)



P.68B Victor SE-MCH(ex G-BJRZ) called in on 15/2, enroute to Liverpool(Rich Grimley)

Catalan Dragons RLFC arrived on 13/2 onboard Embraer 145 F-HAFS from Perpignan, for their match with Hull FC.

Movements:-

- 1/2 G-JAGA Phenom(Lonex 63JG), XZ591 Sea King(SRG 128)
- 4/2 G-ITSU Phenom(Flairjet 1313), G-MFLD HR.200, G-ZIPE A.109A
- 6/2 G-OPRM Challenger 604(Oryx R4, training), N808CA PA-32 Cherokee 6
- 7/2 D-CGRC Lear Jet 35A(Jet Exec 357), G-GCMM A.109S, ZF287 Tucano(LOP 70, ILS)
- 9/2 M-ICRO Citationjet 3(Eastflight 8B), EC-IGO CRJ-200(Scandinavian 545)
- 10/2 CS-DXG Citation XL(Fraction 3QH), G-OGEM PA-28, G-CHCS S.92A(Helibus 33F)
- 13/2 G-WNSE S.92A(Helibus 33F), ZE396 BAe.125(Northolt 41, training)
- 14/2 D-CLMS Lear Jet 45(Aero Dienst 54K), EC-IXL Metroliner(OVA 32G)
- 15/2 SE-MCH P.68B Victor(to Liverpool), G-LEAB Citation Mustang(Lonex 05AB)
- 17/2 M-WATJ King Air 200(Ambassador 217A), N808CA PA-32 Cherokee 6
- 19/2 ZE376 Lynx(Armyair 643), OY-RJC RJ-200(Scandinavian 545)
- 21/2 PH-SHP Agusta AW.139(Maple 40B), N113WJ Gulfstream 4(n/s)
- 22/2 I-STCA Citation Mustang(Sur Aviation 661), EC-JCU Metroliner(OVA 21A)
- 23/2 SP-ENB Boeing 737/400(Enterair 3525), EC-IBM RJ-200(Scandinavian 545)
- 24/2 PH-JXN Fokker 50(Denim 3682, to Gatwick), ZF144/ZF??? Tucanos(Charcoal formation)
- 25/2 G-SMMB Cessna F.406(Watchdog 65) 28/2 ZJ178 Apache(Armyair 441)



Full Sutton based PA-28 G-ZEBY pictured at Sherburn, 20/3(Mike Storey)

LINTON ON OUSE:-Visiting on 21.2 between 10.30 – 12.00 hrs. Was CE-02 ERJ.135LR of the Belgian Air Force (BAF610). Seen in residence on 27.2 were G-BYVX and G-BYWV both G.115E.

MIDDLESBOROUGH(James Cook Hospital):- Noted on the Helicopter landing pad here on 20/2 was Agusta AW.109SP G-TAAS(Helimed 77) operated by the Children's Air Ambulance service at Coventry. On 23/2 MD-902 G-CEMS(Helimed 98A) arrived from Westerdale with a patient.

NETHERTHORPE:- No longer resident is G-JIMZ RV.4 which has moved to Bicester.

NORTH COATES:- Movements 2.2 G-BUTD RV.6 with G-BRAA S.1C both f&t Manby, G-SACY AT.3 f&t Sherburn, G-CEIS DR.1050 f&t Conisholme. **4.2** G-TERN Europa arrived by road t&t Rufforth then departed by road. **16.2** G-BRAA S.1C with G-BUTD RV.6 both f&t Manby. **22.2** G-BSYG PA-12 f&t Brighton, G-BRAA S.1C with G-BUTD RV.6 both f&t Manby, G-YRKS R.44 f Cabourne t Humberside.

NORTH MOOR:- Arriving mid February was a Thruster T.300 so far unidentified.

PICTON:- New at the Battlezone Paintball site is the unmarked G-BFGS Rallye 180GT lurking in the woods. It was last known of with Skycraft at Weston Hills for parting out in March 2012.

Sandtoft Aerodrome Movements(March) by Pete Hobson

Arrivals N337UK Cessna F337G arrived just before the end of the month, it is here fore a major.

Also an unidentified SOCATA TB10 is here for a major.

Departures None

Resident and Hire aircraft noted during the month were:-

G-AZVG American AA-5, G-BGLG Cessna 152, G-BHCP Cessna F152, G-BRNC Cessna 150M, G-BSYV Cessna 150M, G-BWEU Cessna F152, G-CBOP Jabiru UL-450, G-CGPL Sonex, G-CHVS Savannah XLS Jabiru, G-DIAT Piper PA-28-140, G-MZNX Thruster T.600N, G-TAYI Grob G.115, G-WLGC Piper PA-28-181, N101UK Mooney M.20K, N2136E Piper PA-28R-201.

Movements

- 1 G-LIZI Piper PA-28-180 f/t Cranwell, G-EFBP Cessna FR172K f/t Sherburn, G-AYYU Beech C23 f/t Sturgate, G-GHZJ SOCATA TB.9, G-PEKT TB.20 f/t Sherburn, G-LORC PA-28-16 f/t Sherburn, G-BODB Piper PA-28-161 f/t Sherburn, G-BOTG Cessna 152 f/t EMA, G-BMPC Piper PA-28-181 f/t EMA.
- 2 G-SACY Aero AT-3 R100 f/t Sherburn, G-RJMS Piper PA-28R-201 f/t Crosland Moor, G-BFTC Piper PA-28RT-201T f/t Sherburn, G-CEOF Piper PA-28R-201,
3. G-BFDI Piper PA-28-181 f/t Tollerton, G-CHKW Robinson R44 (Pipeline 30) f/t Coventry, G-BODB Piper PA-28-161 f/t Sherburn, G-AVZR Piper PA-28-180 f/t Sturgate.
- 4 G-AVMD Cessna 150G f/t Brighton, G-SACT Piper PA-28 f/t Sherburn, G-TIFG Ikarus C42 FB80
- 5 G-CDDG Piper PA-28-161, G-CDLK Skyranger 912S.
- 9 G-BRPV Cessna 152 Gamston, N88NA Piper PA-32R-301 f/t Gamston, G-RVDR Vans RV-6A f/t Brighton, G-BRBA Piper PA-28-161 f/t Full Sutton, G-EISG Beech A36 f/t Sherburn, G-BYBD Cessna F172H f/t Brighton, G-BKGW Cessna F152 f/t Leicester, G-SACX Aero AT-3 R100 f/t Sherburn, G-GDER Robin R1180TD f/t f/t Fairoaks, G-MLXP Europa XS f/t Brighton, G-BNZZ Piper PA-28-161 f/t Wellesbourne, G-SAVY Savannah VG Jabiru f/t Sherburn, G-ZGZG Cessna 182T f/t Sherburn, N65JF Piper PA-28 f/t Tollerton, G-AJKB Luscombe 8E f/t Barton, G-BMHT Piper PA-28RT-201T f/t Sherburn.
- 10 G-AYYU Beech C23 f/t Sturgate, G-OPUB Slingsby T.67M f/t Full Sutton, G-CEKK Skyranger Swift 912, G-MYYA Mainair Blade, G-EFBP Cessna FR172K f/t Sherburn, 11G-JAEE Vans RV-6A f/t Wickenby, G-BYYC Hapi Cygnet SF-2A, G-BBDT Cessna 150H f/t Sherburn, 12G-EVIG Cosmik EV-97 f/t Wickenby.
- 17 G-SACS Piper PA-28-161 f/t Sherburn, G-AVYT Piper PA-28R-180 f/t Netherthorpe, G-OBSM Robinson R44 (Pipeline 30) f/t Coventry, G-CHAJ SR22 f/t Sleep.
- 18 G-KITS Europa f/t Wellesbourne, G-BRBA Piper PA-28-161 f/t Full Sutton, G-RVDR Vans RV-6A f/t Brighton, G-BOLE Piper PA-38-112 f/t Tollerton, G-CHAJ SR22 f/t Sleep.
- 19 G-AYYU Beech C23 f/t Sturgate, G-MLXP Europa XS f/t Brighton, G-SACX Aero AT-3 R100 f/t Sherburn.
- 22 G-AYYU Beech C23 f/t Sturgate, G-EKOS Cessna FR182RG f/t Sherburn G-OBMS Cessna F172N f/t Sherburn, G-BBDT Cessna 150H f/t Sherburn.
- 23 G-BZLH Piper PA-28-161 f/t LBIA, G-BFTC Piper PA-28RT-201T f/t Sherburn.
- 27 G-GRVE Vans RV-6 f/t Sherburn, G-BODB Piper PA-28-161 f/t Sherburn.
- 28 G-CHAJ SR22 f/t Sleep, G-AYYU Beech C23 f/t Sturgate.



Czech Air Force CASA 295 O455 visited Linton-on-Ouse, 4/3(Chris Procter)

SELBY:- New with Jet Art Aviation are XZ993 Harrier GR.3 forward fuselage from the Military Aircraft Cockpit collection at Welshpool, and ZA359 Tornado GR.1 arriving 24.1 from Warton and now offered for sale. Departing have been XW299/60 Jet Provost T.5A noted on the back of a lorry heading south on the A1 south of Doncaster at tea time on 27.1, the following day it was seen near Newbury still heading south, and XW301/63 Jet Provost T.5A bought by a private owner in Dronten, Flevoland, Netherlands and currently up for sale again on a Dutch Internet Auction site.

SHERBURN:- A visit for lunch on 16.2 found G-EEWS T.210N parked up outside the maintenance hangar, and Full Sutton resident G-ZEBY PA-28 parked outside the remote private hangars. Visiting between 13.50 – 14.40hrs. were G-AYFC D.62B f&t Brighton, G-PNIX FRA.150L f Netherthorpe, G-PUPP B.121 f Rufforth plus G-ROKO Roko NG4 and G-UAPO R90-230RG both f Sturgate. Mid afternoon on 9.3 and resident G-SACY AT.3 is reported to have lost its nosewheel in a heavy landing, another accident to the AT.3 fleet, this is becoming a regular occurrence !

SOUTH SCARLE:- A visit 1.3 noted residents G-ARHZ D.62A, G-BICD Auster 5, G-BJNB WAR F.4U (stored), G-BKUI D.31 (on rebuild) and the unregistered Hurricane scale replica under construction. Visiting between 14.15 – 15.20hrs. I were G-AYFC D.62B f&t Brighton, G-MTUV Gemini Flash 2A, G-TJAL Jabiru UL f Wickenby and N59VT Beech K35 (D-8597) f Carr Farm.

STURGATE:- A visit 15.3 found nothing new to report in the hangars, whilst outside Eastern Air Executive Hangar were G-ATEW PA-30 long term maintenance, G-BAXY F.172M from Humberside, G-BFEV PA-25 from Kirton in Lindsey, G-BLHJ F.172P from ?, G-CCZA MS.894A impounded, G-OBLC Beech 76 from LBA, G-OSEA BN.2B from Crosland Moor and resident N218Y 310Q (310Q0507). Residents on the field were G-AVZR PA-28 and G-BONW 152. Visiting between 11.15 – 13.35hrs. were G-BBDT 150H f Sherburn, G-RRCU DR.221B f Hucknall and the Brighton crew with G-BJZN T.67A, G-BOYV PA-28R, G-BXJD PA-28, G-BYBD F.172H and G-CBEI PA-22 all for fish and chips at the famous chippy in nearby Upton.

TEESSIDE(Durham Tees Valley) Info and photos courtesy of dtvmovements.co.uk
On 13/2 Fokker 70 PH-KZH(KLM 9555) positioned back to Leeds, having diverted from there the previous evening. On 27/2 Gippisland Airvan G-SCOL arrived from Full Sutton, to be resident for operations by Skydive St. George.

- 1/2 G-EPGI Citation XL(Thundercat 731)
- 3/2 LY-ETM ATR-42(LVR 202), G-CLUX F.172N, ZK460 King Air 200(Cranwell 87, training)
- 6/2 ZF485 Tucano(LOP 74 overshoot), Be.76s G-OADY/G-TRAN(Yorkair 85, training)
- 7/2 ZF347/ZF295 Tucanos(Swift Formation, landed), ZK458 King Air 200(Cranwell 45, training)
- 9/2 D-CXLS Citation XLS(Air Hamburg 358W)
- 10/2 D-CPSW Metroliner(Binair 9A), G-XLLL Twin Squirrel, G-SSLM Citation Mustang(Blink 9J)
- 11/2 ZF374 Tucano(LOP 68, training), G-MOSJ King Air 90(Enzo 611P)
- 12/2 D-CNAF Metroliner(Binair 6B), D-CPSW Metroliner(Binair 10A)
- 13/2 G-LBSB King Air 350(Training), G-CGUZ Citationjet 2
- 14/2 ZF145/ZF287 Tucanos(Swift Formation, landed)
- 15/2 ZE395 BAe.125/700(Ascot 1796), G-LEAB Citation Mustang(Lonex 05AB)
- 16/2 OO-TFA Boeing 757(Quality 5105, f/t Liege)
- 17/2 M-NSJS Citationjet 4, ZF485 Tucano(LOP 26, training)
- 18/2 D-CAVA Metroliner(Binair 4B), D-CBIN Metroliner(Binair 2B), G-SUET Jet Ranger
- 19/2 ZK458/ZK459 King Air 200s(Camel 1/2, overshoot), G-POPI TB-10 Tobago
- 20/2 G-TAAS Agusta AW.109SP(Helimed 77), G-MDPI Agusta A.109A
- 21/2 G-OJER Citation XLS(Beauport 813), N60GZ Mooney M.20J
- 22/2 D-CSUN Citation XL(Air Hamburg 437S), D-EKNA Mooney M.20F
- 24/2 PH-HHO EC.155(Heli-Holland 80), Typhoons ZJ800(CBY 42)/ZJ927(Cobra 52) overshoot
- 26/2 M-TSRI King Air 90(Ambassador 926A), ZA714 Chinook(Vortex 427, overshoot)
- 27/2 G-XAVB Citation Mustang(Beauport 572)
- 28/2 G-HOPE Beech F.33, G-KAIR PA-28 Archer, G-BNOH PA-28 Warrior

On 8/2 Bristow's Sikorsky S-92A 5N-BPC overflew at 1505, routing Aberdeen – Newcastle – Redhill, while on 10/2 PA-34 Seneca T7-JAY was over at 1710 heading for Wick.

WALCOTT:- A private collector in the area has acquired the fuselage of XS735/R Dominie T.1.

TEESSIDE PHOTO PAGE



Boeing 757 OO-TFA of TNT Airways, operating for NATO, on final approach 16/2.



F.172N G-CLUX was based most of February while its base at Bagby was water-logged



Southampton based Beech F33 G-HOPE of Hope Aviation seen arriving on 28/2



ATR-42-300F LY-ETM owned by Aviavilsa operated a freight charter on 3/2

AIRLINE BY AIRLINE @ LBIA

by Andrew Coverdale



Austrian Airlines(AUA/OS, "Austrian")

Airbus A.319 aircraft will be utilised on flights f/t **Innsbruck** on Saturdays commencing 21/12/13. **Innsbruck**(2587/8) -1/2 OE-LDG, 8/2 OE-LDF, 15/2 OE-LVN(**F100**), 22/2 OE-LVG(**F100**).

British Airways(SHT/BA, "Shuttle")

The company has reduced its **Heathrow** flights to three times daily for the winter, operated by A.319 aircraft from the BA mainline fleet.

Heathrow(1346/1347, "20D/21V") -1/2 G-EUPU, 2/2 G-EUOH, 3/2 G-EUPV, 4/2 G-EUPH, 5/2 G-EUPV, 6/2 G-EUOF, 7/2 G-EUPY, 8/2 G-EUPY, 9/2 G-EUPW, 10/2 G-EUPJ, 11/2 G-EUOE, 12/2 G-EUOH, 13/2 G-EUOH, 14/2 G-EUPE, 15/2 G-EUPS, 16/2 G-EUOE, 18/2 G-EUPK, 19/2 G-EUPM, 20/2 G-EUPX, 21/2 G-EUPZ, 22/2 G-EUPP, 23/2 G-EUPD, 24/2 G-EUPF, 25/2 G-EUPP, 26/2 G-EUOE, 27/2 G-EUPW, 28/2 G-EUPF.

Heathrow(1342/1343, "20B/21Y") -1/2 G-EUPH, 2/2 G-EUPL, 3/2 G-EUPS, 5/2 G-EUOG, 6/2 G-EUPF, 7/2 G-EUPM, 8/2 G-EUPX, 10/2 G-EUPY, 12/2 G-EUOB, 13/2 G-EUPY, 14/2 G-EUOA, 15/2 G-EUOG, 17/2 G-EUPS, 19/2 G-EUPC, 20/2 G-EUPO, 21/2 G-EUOE, 22/2 G-EUPN, 23/2 G-EUPU, 24/2 G-EUPM, 25/2 G-EUPY, 26/2 G-EUOA, 27/2 G-EUPP, 28/2 G-EUPP.

Heathrow(1344/1345, "20C/21X") -3/2 G-DBCE, 4/2 G-EUOB, 5/2 G-EUOE, 6/2 G-EUOI, 7/2 G-EUPH, 9/2 G-EUPC, 10/2 G-EUPB, 11/2 G-EUOA, 13/2 G-EUPS, 14/2 G-EUOE, 16/2 G-EUYB(**A320**), 17/2 G-EUOF, 18/2 G-EUPJ, 19/2 G-EUOC, 20/2 G-EUPH, 21/2 G-EUOB, 23/2 G-EUPU, 24/2 G-EUPY, 25/2 G-DBCE, 26/2 G-EUPW, 27/2 G-EUPH, 28/2 G-EUPO.

Extra flights:-15/2 G-EUUN diverted in from Milan(581) due gales Heathrow, then positioned to Heathrow(9252), G-EUPL diverted in from Oslo(769) due gales Heathrow, then positioned to Heathrow(9259).



The LBIA apron on 16/2 with 3 British Airways Airbuses parked up(David Blaker)

Eastern Airways(EZE/T3, “Eastflight”)

“Based” Jetstream 41 aircraft are utilized on 4 return flights to **Aberdeen** on weekdays and one on Sundays, and operate three times each weekday to Southampton and return. Aircraft frequently swapped in Aberdeen.

Aberdeen “21LK/31LK” -3/2 G-MAJY, 4/2 G-MAJY, 5/2 G-MAJE, 6/2 G-MAJW, 10/2 G-MAJW, 11/2 G-MAJK(21LK) G-MAJB(31LK), 12/2 G-MAJA, 13/2 G-MAJH, 17/2 G-MAJY(21LK) G-MAJU(31LK), 18/2 G-MAJY(21LK) G-MAJU(31LK), 19/2 G-MAJL, 20/2 G-MAJU, 24/2 G-MAJT, 25/2 G-MAJH, 26/2 G-MAJH(21LK) G-MAJL(31LK), 27/2 G-MAJZ(81LK) G-MAJT(91LK).

Aberdeen “81LK/91LK” -2/2 G-MAJL, 3/2 G-MAJY, 4/2 G-MAJY, 5/2 G-MAJE, 6/2 G-CERY(91LK **S2000**), 7/2 G-MAJW, 9/2 G-MAJK, 10/2 G-MAJW(81LK) G-MAJK(91LK), 11/2 G-MAJB(81LK) G-MAJA(91LK), 13/2 G-MAJH, 14/2 G-MAJL(91K), 16/2 G-MAJF, 17/2 G-MAJU(81LK) G-MAJY(91LK), G-CDKB(**S2000**), 19/2 G-MAJL, 20/2 G-MAJU, 21/2 G-MAJT, 23/2 G-MAJW, 24/2 G-MAJT, 25/2 G-MAJZ, 26/2 G-MAJL(81LK) G-MAJW(91LK), 27/2 G-MAJT(81LK) G-MAJB(91LK), 28/2 G-MAJW(81LK) G-CERY(91K **S2000**).

Aberdeen “71LK/76LK” -3/2 G-MAJE, 4/2 G-MAJE, 5/2 G-MAJY(71LK) G-MAJW(76LK), 6/2 G-MAJE(71LK) G-MAJH(76LK), 7/2 G-MAJH, 10/2 G-MAJH(71LK) G-MAJE(76LK), 11/2 G-MAJE(71LK) G-MAJH(76LK), 12/2 G-MAJH, 13/2 G-MAJA(71LK) G-MAJY(76LK), 14/2 G-MAJY, 17/2 G-MAJL(71LK) G-MAJW(76LK), 18/2 G-MAJW(71LK) G-MAJL(76LK), 19/2 G-MAJU, 20/2 G-MAJL(71LK) G-MAJT(76LK), 21/2 G-MAJU(71LK) G-MAJK(76LK), 24/2 G-MAJK(71LK) G-MAJU(76LK), 25/2 G-MAJT, 26/2 G-MAJZ, 27/2 G-MAJW(71LK) G-MAJZ(76LK), 28/2 G-MAJT(71LK) G-MAJW(76LK).

Southampton “70Y/71G” -3/2 G-MAJE, 4/2 G-MAJE, 5/2 G-MAJY, 6/2 G-MAJE, 10/2 G-MAJH, 11/2 G-MAJE, 12/2 G-MAJH, 13/2 G-MAJA, 17/2 G-MAJL, 18/2 G-MAJW, 19/2 G-MAJU, 20/2 G-MAJL, 24/2 G-MAJK, 25/2 G-MAJT, 26/2 G-MAJZ, 27/2 G-MAJW.

Southampton “76Y/77G” -3/2 G-MAJE, 4/2 G-MAJE, 5/2 G-MAJW, 6/2 G-MAJH, 7/2 G-MAJH, 10/2 G-MAJE, 11/2 G-MAJH, 13/2 G-MAJY, 14/2 G-MAJY, 17/2 G-MAJW, 18/2 G-MAJL, 19/2 G-MAJU, 20/2 G-MAJT, 21/2 G-MAJK, 24/2 G-MAJU, 25/2 G-MAJT, 26/2 G-MAJZ, 27/2 G-MAJZ, 28/2 G-MAJZ.

Southampton “31Y/81G” -2/2 G-MAJL, 3/2 G-MAJY, 4/2 G-MAJY, 5/2 G-MAJE, 6/2 G-MAJW(31Y), 7/2 G-MAJW(81G), 9/2 G-MAJK, 10/2 G-MAJW, 11/2 G-MAJB, 12/2 G-MAJA, 13/2 G-MAJH, 14/2 G-MAJH, 16/2 G-MAJF, 17/2 G-MAJU, 18/2 G-MAJU, 19/2 G-MAJL, 20/2 G-MAJU, 21/2 G-MAJT, 23/2 G-MAJW, 24/2 G-MAJT, 25/2 G-MAJU(31Y) G-MAJZ(81G), 26/2 G-MAJL, 27/2 G-MAJT, 28/2 G-MAJZ.

Extra flights: 6/2 G-CERY(79H) positioned out to Norwich, 11/2 G-MAJA(32Z0 operated out to East Midlands, then positioned back in as 022P, 14/2 G-CERY arrived from Norwich(78H), then departed to Aberdeen(4718), 17/2 G-MAJH positioned out to Aberdeen (011P), 25/2 G-MAJH arrived from/ departed to East Midlands(25Z/26Z), 26/2 G-MAJH arrived from East Midlands (25Z), G-MAJT(031P) positioned out to Aberdeen, 28/2 G-MAJT(12W) arrived from Humberside, G-CERY(79H **S2000**) departed to Norwich.

Easyjet(EZY/U2, “Easy”)

Flights f/t **Geneva** will commence on 20/12, operated by Airbus A.319 on Mon/Thu/Fri/Sat/Sun.

Geneva (7346/5 “93TJ/98HN”) -1/2 G-EZBM, 2/2 G-EZBO, 6/2 G-EZBJ, 7/2 G-EZDA, 8/2 G-EZBG, 9/2 G-EZIT, 10/2 G-EZDB, 13/2 G-EZAN, 14/2 G-EZDB, 15/2 G-EZBG, 16/2 G-EZFB, 17/2 G-EZDB, 20/2 G-EZBJ, 21/2 G-EZFC, 22/2 G-EZAP, 23/2 G-EZIT, 24/2 G-EZFC, 27/2 G-EZBZ, 28/2 G-EZGB.

Enhance Aero(SVB)

The company operated a charter from Perpignan on 22/3 utilizing Embraer 145 F-HFKC(SVB 002) bringing the Catalan Dragons for their match with Leeds Rhinos. Following a night stop the aircraft returned to Perpignan the following evening.

Flybe(BEE/BE, “Jersey”)

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City** and **Southampton**. The Southampton flights will cease operating on 19/01/14

Belfast City (729/730, “729/7TL”) -3/2 G-ECOB, 4/2 G-ECOB, 5/2 G-FLBD, 6/2 G-FLBD, 7/2 G-ECOB, 10/2 G-ECOT, 11/2 G-ECOT, 12/2 G-JECH, 13/2 G-JECJ, 14/2 G-ECOT, 17/2 G-ECOF, 18/2 G-ECOR, 19/2 G-JECE, 20/2 G-FLBE, 21/2 G-JECX, 24/2 G-JECP, 25/2 G-KKEV, 26/2 G-EOA, 27/2 G-FLBE, 28/2 G-EOA.

Belfast City(731/732, "5AE/2DE") –1/2 G-ECOT, 3/2 G-JEDM, 4/2 G-ECOM, 5/2 G-ECOB, 6/2 G-ECOT, 7/2 G-ECOT, 8/2 G-ECOG, 10/2 G-JEDW, 11/2 G-JEDW, 12/2 G-JECH, 13/2 G-ECOF, 14/2 G-JECO, 15/2 G-FLBE, 17/2 G-ECOF, 18/2 G-ECOT, 19/2 G-JECE, 20/2 G-FLBE, 21/2 G-JECY, 22/2 G-ECOT, 24/2 G-JECG, 25/2 G-JECZ, 26/2 G-EOCA, 27/2 G-ECOJ, 28/2 G-FLBC.

Belfast City(733/734, "6CX/734") –2/2 G-ECOM, 3/2 G-JEDM, 4/2 G-ECOM, 5/2 G-ECOB, 6/2 G-ECOT, 7/2 G-ECOT, 9/2 G-ECOE, 10/2 G-JEDW, 11/2 G-JEDW, 13/2 G-ECOF, 14/2 G-JECO, 16/2 G-ECOF, 17/2 G-ECOF, 18/2 G-ECOT, 20/2 G-FLBE, 21/2 G-JECY, 23/2 G-ECOM, 24/2 G-JECG, 25/2 G-JECZ, 26/2 G-EOCA, 27/2 G-ECOJ, 28/2 G-FLBC.

Belfast City(735/736, "3BH/1JY") –2/2 G-ECOT, 3/2 G-ECOM, 7/2 G-FLBB, 9/2 G-ECOG, 10/2 G-JEDW, 14/2 G-ECOT, 16/2 G-JECG, 17/2 G-JECG, 19/2 G-JECE, 21/2 G-ECOT, 23/2 G-JECZ, 24/2 G-JECZ, 28/2 G-EOCA.

Germania(GMI/ST, "Germania")

B737 aircraft operated charter flights for Hurtigruten Cruises during February.

16/2 D-AGEQ positioned in from Berlin(2828), then operated out to Bergen(2828), 27/2 D-ABLB operated in from Bergen(2829), then positioned back out to Berlin(2829).



Boeing 737/700 D-AGEQ of Germania departing for Bergen on 16/2(Paul Whincup)

Jet2(EXS/LS, "Channex")

Jet2 will operate the usual reduced flight schedule over the winter, with ski-flights commencing mid-December. Two New York charters will operate in December. Several aircraft will be parked up over the winter period while other go away for major overhaul. Most of the 737/800 is due to visit LBIA over the winter period for checks and these will be joined by new examples G-GDFS(ex OM-TVA), G-GDFW(ex D-AHFM), G-GDFX(ex D-AHFO), G-GDFY(ex HA-LKE), G-GDFZ(ex EC-HZS).

Charter flights plus positioning flights will be detailed in this section:-

1/2 G-GDFE positioned in from Belfast(031E), G-GDFV diverted in on 917M from Tenerife South, then positioned out to Manchester (051B),

3/2 G-CELF(051F) positioned out to Norwich, G-GDFE(032E) positioned out to Belfast,

4/2 G-CELB test flight (051B),

6/2 G-CELD positioned out to Gatwick(041A), G-GDFD(061J) positioned out to Belfast, G-CELG positioned in from Gatwick(042A), G-GDFM(062J) positioned out to Glasgow,

7/2 G-GDFT test flight (051B), G-LSAB positioned in from Gatwick(138C),

8/2 G-CELR(031E) positioned in from Edinburgh, G-CELV test flight(052B),

9/2 G-CELD(107C) positioned in from Stansted, G-CELS test flight(041A), G-GDFT positioned out to Cork(43A),

10/2 G-CELK positioned in from Cork(042A), G-CELS(052B) test flight, G-CELR(032E) positioned out to Edinburgh,

12/2 G-CELV(031E) positioned out to Manchester,

13/2 G-CELS positioned in from Edinburgh(071W),

14/2 G-GDFD(063J) positioned in from Belfast,

15/2 G-GDFH(141C) positioned in from Lyon,
 16/2 G-LSAK(108C) positioned out to East Midlands, G-LSAA(041A) positioned out to Glasgow, G-CELJ(042A) positioned out to Murcia, G-LSAK positioned in from East Midlands(109C),
 17/2 G-GDFD(061J) positioned out to Glasgow,
 18/2 G-LSAA positioned in from Glasgow(041A), G-GDFV(031E) positioned in from Manchester,
 19/2 G-CELV positioned in from Manchester(033E), G-LSAH(031E) positioned out to Manchester, G-LSAD positioned in from Luton(052K),
 20/2 G-CELV(051B) test flight, then positioned out to Manchester(033E), G-GDFT(032E) positioned in from Newcastle,
 21/2 G-LSAA positioned out to Manchester(033E), G-GDFD(063J) positioned in from Belfast,
 22/2 G-CELX(031E) positioned in from Newcastle, G-CELS positioned out to Newcastle(010P),
 22/2 G-CELB(142C) positioned in from Lyon, G-CELJ(011P) positioned in from Newcastle, G-CELX(032E) positioned out to Newcastle,
 23/2 G-CELG(041A) positioned out to Manchester,
 24/2 G-LSAJ test flight(059B), G-GDFD(061J) positioned out to Glasgow,
 25/2 G-CELB departed to/returned from Doncaster(300T/301T),
 26/2 G-LSAJ test flight(059B),
 27/2 G-LSAJ positioned out to Manchester(051B), G-LSAB(101C) positioned out to Gothenburg, G-LSAK(147C) positioned out to Gatwick, G-CELU(010P) positioned in from East Midlands,
 28/2 G-CELU positioned out to East Midlands(010P), G-LSAN(049A) positioned in from Luton, G-GDFD positioned in from Belfast(063J).



Embraer 145 F-HFKC(ex UR-DNY) brought in the Catalan Dragons from Perpignan, 23/2

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily. Fokker 70/100 aircraft operate the flights, however occasional Embraer 190 do turn up.

Amsterdam(1545/1546, "1545/1546") -1/2 PH-KZT, 2/2 PH-KZW, 3/2 PH-KZW, 4/2 PH-KZP, 5/2 PH-KZK, 6/2 PH-KZM, 7/2 PH-KZC, 8/2 PH-KZM, 9/2 PH-KZD, 10/2 PH-WXC, 11/2 PH-KZL, 12/2 PH-WXD, 13/2 PH-WXC, 14/2 PH-KZR, 15/2 PH-KZB, 16/2 PH-KZA, 17/2 PH-JCT, 18/2 PH-KZM, 19/2 PH-KZC, 20/2 PH-JCH, 21/2 PH-KZR, 22/2 PH-KZU, 23/2 PH-WXA, 24/2 PH-KZO, 25/2 PH-WXA, 26/2 PH-KZW, 27/2 PH-KZA, 28/2 PH-KZH.

Amsterdam(1549/1550, "1549/1550") -2/2 PH-KZR, 3/2 PH-KZB, 4/2 PH-KZB, 5/2 PH-KZN, 6/2 PH-JCT, 7/2 PH-KZW, 9/2 PH-KZE, 10/2 PH-KZI, 11/2 PH-WXA, 12/2 PH-KZI, 13/2 PH-KZB, 14/2 PH-JCH, 16/2 PH-WXC, 17/2 PH-KZP, 18/2 PH-WXC, 19/2 PH-KZW, 20/2 PH-KZA, 21/2 PH-KZF, 22/2 PH-JCH, 23/2 PH-KZL, 24/2 PH-JCT, 25/2 PH-JCH, 26/2 PH-KZB, 27/2 PH-KZD, 28/2 PH-KZI.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) -1/2 PH-KZG, 2/2 PH-WXD, 3/2 PH-JCT, 4/2 PH-KZW, 5/2 PH-KZC, 6/2 PH-KZD, 7/2 PH-KZO, 8/2 PH-KZB, 9/2 PH-KZE, 10/2 PH-KZD, 11/2 PH-JCT, 13/2 PH-KZU, 14/2 PH-WXC, 15/2 PH-KZW, 16/2 PH-KZC, 17/2 PH-KZP, 18/2 PH-KZE, 19/2 PH-KZM, 20/2 PH-KZP, 21/2 PH-KZM, 22/2 PH-KZB, 23/2 PH-KZA, 24/2 PH-JCH, 25/2 PH-KZO, 26/2 PH-KZU, 27/2 PH-KZW, 28/2 PH-KZO.

Extra flights:-13/2 PH-KZH positioned in from Durham(9955), then departed to Amsterdam(78E).



Austrian utilised Fokker 100s OE-LVG(above) and OE-LVN(below) on their flights



Loganair(LOG/BE, “Loganair”)

Flights are scheduled to be operated from and to **Glasgow** using Dornier 328 & Saab 340 aircraft.
Glasgow(6980/6981, “73JV/24PL”) –3/2 G-BZOG, 4/2 G-BZOG, 5/2 G-BZOG, 6/2 G-BZOG, 10/2 G-BZOG, 11/2 G-BZOG, 12/2 G-BZOG, 13/2 G-LGNL, 17/2 G-BZOG, 18/2 G-BZOG, 19/2 G-CCGS, 20/2 G-CCGS, 24/2 G-CCGS, 25/2 G-CCGS, 26/2 G-CCGS, 27/2 G-CCGS.

Glasgow(6984/6985, “26JL/12DC”) –3/2 G-BZOG, 4/2 G-BZOG, 5/2 G-BZOG, 6/2 G-BZOG, 7/2 G-LGNC, 10/2 G-BZOG, 11/2 G-BZOG, 13/2 G-BZOG, 14/2 G-CCGS, 17/2 G-BZOG, 18/2 G-CCGS, 19/2 G-CCGS, 20/2 G-CCGS, 21/2 G-CCGS, 24/2 G-CCGS, 25/2 G-CCGS, 26/2 G-CCGS, 27/2 G-BWWT, 28/2 G-BWWT.

Monarch(MON/ZB, “Monarch”)

Schedules flights to be operated to the following destinations:- **Arrecife**(7592/3 -Mon); **Tenerife**(7504/5 –Tue/Fri); **Larnaca**(7508/9 –Wed/Sun); **Faro**(7542/3 –Thu/Sat). Flights to **Munich**(7572/3 – Mon/Fri) and **Grenoble**(7566/7 Sat/Sun) will commence in on 16/12.

One Airbus A.320 (normally with “Sharklets”) will be based during the winter. 1/2-28/2 G-ZBAA.

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-BDZ, 5/2 AP-BDZ, 8/2 AP-BDZ, 16/2 AP-BEQ, 19/2 AP-BEQ, 22/2 AP-BEQ, 26/2 AP-BEQ.

Ryanair(RYR/FR, “Ryanair”)

Ryanair will base 3x Boeing 737/800 aircraft at LBIA this winter, one aircraft acting as a back-up, operating routes to:- **Dublin**(153/4, “166K/459V”) –Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Dublin**(156/7, “971Y/331K”) –Mon/Tue/Wed/Fri); **Fuerteventura**(1584/5, “911D/1585”) –Mon/Fri); **Arrecife**(2048/7, “591B/645T”) –Tue/Thu/Sat); **Alicante**(9079/8, “492D/3YM”) –Tue/Thu/Sat); **Malaga**(2446/7, “137T/

372X" –Tue/Sat); **Krakow**(2332/3, "878Z/836V" –Wed/Fri/Sun); **Tenerife**(2494/3, "2494/757C" –Wed/Sun); **Riga**(2482/1, "2482/404H", -Thu/Sun).

Based aircraft:- EI-DYA(1/2-23/2), EI-EFI(1/2-4/2), EI-EKY(1/2-16/2), EI-DWO(4/2-6/2), EI-EBA(6/2-12/2), EI-EFO(13/2-15/2), EI-EPG(15/2-28/2), EI-DAR(16/2-28/2), EI-EFK(23/2-28/2),

Flights operated by non-based aircraft:-

Dublin(157/6, "331K/971Y", -Thu/Sat):-8/2 EI-EBZ, 13/2 EI-DPS, 15/2 EI-ENP, 20/2 EI-ENX, 22/2 EI-DWV, 27/2 EI-EVZ.

Malaga(2446/7, "137T/372X") -15/2 EI-EPH(372X).

Malta (2449/2448, "121P/682D") -6/2 EI-ENT, 13/2 EI-DPX, 20/2 EI-EKC, 27/2 EI-DYI.

Tenerife(2494/3, "2494/757C" –Wed/Sun); -2/2 EI-DLO, 9/2 EI-EMB, 16/2 EI-EMB, 23/2 EI-EBV.

Extra flights:- 12/2 EI-EPH(1647) arrived from Wroclaw, EI-EFO(416N) arrived from Knock, both diverted in due high winds at East Midlands, 15/2 EI-EPH(11P) positioned in from Birmingham.

Thomson Airways(TOM/BY, "Thomson")

The company will operate just one flight per week during the winter, **Tenerife**, on Sundays.

Tenerife(3749/8, "1GJ/92W" –Sun) -2/2 G-TAWP, 9/2 G-TAWP, 16/2 G-TAWP, 23/2 G-TAWP.

Widerøes Flyveselskap(WIF/WF, "Widerøe")

On 19/2 Dash-8-103 LN-WIH(WIF 8811/7811) positioned from Oslo to operate a charter outbound to Mo-i-Rana/Rossvoll in Norway. The return trip was operated on 27/2 by Dash-8-103 LN-WIO(WIF 7811/8812) with the aircraft positioning back to Oslo.



Widerøe Dash-8 LN-WIH arriving from Oslo to operate an outbound charter on 19/2



Widerøe Dash-8 LN-WIO departing home to Oslo on 27/2 having operated the return flight(Rod Hudson)



No news to report this month from the Southside.

01/02/14 Saturday

Following maintenance with Multiflight/East, MD-902 Explorer **G-CEMS**(Helimed 98) returned home to Topcliffe at 0901. Citation Mustang **OE-FFB**(Dream Team 592H/112B) from London City(1225), n/s to Amsterdam(0729). Hawker 750XP **CS-DUE**(Fraction 794K/987Q) f/t Le Bourget(1633/1826). Citation XL **I-CMAB**(Aliven 029) from Valencia(1733), n/s to Cagliari(0949).

02/02/14 Sunday

Having arrived last month Pilatus PC-12 **M-ERIL** returned home to Fairoaks(1031) today.

03/02/14 Monday

King Air 200 **G-IMEA**(Broadsword 06) from Sion(1135) to Northampton(1206). Global Express **CS-GLB**(Fraction 815A/822W) from Amsterdam(1411), n/s to Albecete Los Llanos(0958).

04/02/14 Tuesday

Nothing of note today.

05/02/14 Wednesday

P.180 Avanti **OY-TLP**(Sunscan 601A/B) f/t Arrhus(1724/2122).

06/02/14 Thursday

Cessna 425 **M-MANX** diverted into LBIA at 0753 while routing from Ronaldsway to High Wycombe. The aircraft departed at 1841, back home to Ronaldsway. Falcon 2000EX **OY-GKJ**(Mermaid 1310) owned by Kirk Aviation A/S, from Billund(0914) to Coventry(0933), return 1517 to Exeter(1823). Agusta A.109S **G-FRZN** owned by Iceland Frozen Foods, from Glasgow(1151) to Mansfield(1410).

07/02/14 Friday

Citation XL **G-EPGI**(Thundercat 721) from Biggin Hill(0945) to Geneva(1121). Cirrus SR.22 **N3600X** owned by OWLO Corp, f/t Edinburgh(1108/1252). Jet Ranger **G-OPEN** from Baxby(1129) to Brighton(1251), from Walton Wood(1530) to Dishforth(1631). Falcon 2000 EASy **CS-DFG**(Fraction 523N/144W) from Albecete Los Llanos(1259) to Luton(1345).

08/02/14 Saturday

Citation Mustang **G-LEAA**(Lonex 05AA) f/t Luton(0747/1652). Phenom **G-ITSU**(Flairjet 197/8/9/200) from Birmingham(0942) to Aberdeen(1026), return 1701/1744. Citation XL **LX-NAT**(Red Lion 30) from Gatwick(1014) to Bournemouth(1058).

09/02/14 Sunday

Another day with no significant movements.

10/02/14 Monday

Tucano **ZF485**(LOP 95) ILS and overshoot(1500), f/t Linton. King Air 90 **G-ORTH**(Enzo 510P) to Southend(1640).

11/02/14 Tuesday

Citation XL **CS-DXK**(Fraction 262L/931D) from Biggin Hill(0852) to Kiruna, Sweden(1041). King Air 90GT **M-KING** f/t Guernsey(1322/1602). Citation XL **G-EPGI**(Thundercat 737) from Geneva(1755) to Biggin Hill(1833).

12/02/14 Wednesday

For a change LBIA received diversions due to strong winds, two Ryanair Boeing 737/800s from East Midlands. However, the winds hit LBIA late afternoon with most of the evening schedules either cancelled or diverted. Citation Mustang **G-FBLK**(Blink 1A) from London City(1227), n/s to Le Bourget(1301).



First timer, Vista Jet Global Express 9H-VJE departing Runway 32 for Antigua on 22/2



Operated by Flexjet Eclipse Jet D-INDY parked on Multiflight/East, 18/2(David Blaker)



Citation XL G-EPGI("Thundercat") visited LBIA a couple of time in February(David Blaker)



Lear Jet 36 N71PG operated an ambulance flight from Cartersville, 21/2(David Blaker)

13/02/14 Thursday

King Air 90 **G-ORTH**(Enzo 513) from Southend(1003). Dauphin **EI-GJL**, which had been with Multiflight/Engineering since last month, returned home to Braggenstown at 1123. Making its first visit to LBA, Citation XL **SE-RIL**(Gothic 803/2) operated by Waltair/Europe, from Farnborough(1346), n/s to Malta(1007).

14/02/14 Friday

Dauphin **EI-GJL** f/t Accrington(0916/1153). Citation XL **CS-DFU**(Fraction 871Q/133H) from Kiruna(1953), n/s to Northolt(1118).

15/02/14 Saturday

In the early hours we received two British Airways diversions from Heathrow due to strong crosswinds in the South. Lear Jet 46 **G-SOV** operated by Sovereign Air, from Biggin Hill(1019) to Lyon(1142). Citation XL **LX-INS**(Red Lion 10) from Brussels(1217) to Chambéry(1443).

16/02/14 Sunday

PA-31 Navajo C/R **N3544M** on its first visit to LBIA, f/t a private strip near Peterborough(0951/1153), where the aircraft is based. PA-34 Seneca **G-JDBC**(Jaydee 43W/X) f/t Hawarden(1036/1500). BN-2T Islander **ZH537**(Ascot 7948) again dropped in for fuel whilst on patrol in the area, f/t Waddington(1617/1716). Avanti **OY-TLP**(Sunscan 601C) from Belfast International(1930) to Roskilde(1958).

17/02/14 Monday

Making its first visit to LBIA, Global Express **N360LA** from Newcastle(1245) to Liverpool(1657). Avanti **OY-TLP**(Sunscan 601B/C) from Sonderborg(1532) to Belfast International(1555), fuel stop.

18/02/14 Tuesday

First timer, Citation Mustang **D-ICCP** of Atlas Spare Parts GmbH, f/t Bremen(0904/1452). Eclipse Jet **D-INDY** operated by Flexjets, from Cologne/Bonn(0929) to Copenhagen(1614). Another debutant was Citationjet 3 **F-BRUJ**(Leadair 015R) owned by Leadair/Unijet, from Chambéry(1258) to Le Bourget(1335). King Air 200 **G-BGRE**(Chalgrove 01) from Biggin Hill(1300) to Chalgrove(1406). Cessna 210D **G-OWAN** carried out a local air test 1522/1542 following protracted attention from Multiflight/Engineering. PA-34 Seneca **N95D**(Neric 02/03) f/t Guernsey(1600/1447), n/s. Citation XL **SE-RIL**(Gothic 803/4) from Malta(1658) to Norrköping(1735). Citation Mustang **G-FBKC**(Blink 7G) from Le Bourget(1706), n/s to Luton(1154).

19/02/14 Wednesday

DA-42 Twin Star **G-ZAZU** owned by NAL Asset Management, on its first visit, from Teesside(1236) to Gamston(1335). Also visiting for the first time was King Air 200 **D-IBAD**(King Star 202/3) operated by Pilot Training Luftfahrtunternehmen, f/t Innsbruck(1416/1534), n/s until 21/2. Lear Jet 45 **G-PFCT** from Lyon(1503) to Luton(1536). Sikorsky S-76C **M-JCBC**(JCB 3) f/t Uttroxteter(1514/1545). King Air 200 **G-KVIP**(Prestige 69H) f/t Exeter(1951/2105).

20/02/14 Thursday

Citation Mustang **G-XAVB**(Beauport 501/2) from Jersey(0912) to Southampton(1013). King Air 200 **ZK458**(Cranwell 86) ILS and overshoot x2(1510/1526), f/t Cranwell.

21/02/14 Friday

King Air 90 **G-ORTH**(Enzo 8JT) to East Midlands(0829) from Dinard(1311). Lear Jet 36 **N71PG** of Phoenix Air Group arrived at 0908 on an inbound ambulance flight. It had departed from Cartersville, Georgia the previous day and routed via Goose Bay. Following an overnight stay the aircraft departed to Keflavik at 0904. Citation 2 **G-JBIZ**(Cloudrunner 55) from Nice(1041) to Southend(1232). First time visitor, Global Express **9H-VJE**(Vista Jet 702) direct from Riyadh/King Khalid International, Saudi Arabia(1423), n/s to Saint John/VC Bird International, Antigua(1117). The crew of this machine certainly get around!! King Air 200 **G-IASA**(Medops 01), from Faro(1620) to Teesside(1855). PA-31T Cheyenne **G-FCED**(Air Med 054) from Grenoble(1646) to Oxford(1740).

22/02/14 Saturday

Twin Squirrel **N766AM** from a private site near East Midlands(1435) to Multiflight/Engineering, n/s. Lear Jet 35A **G-ZMED**(Air Med 081) from Tenerife(1858), n/s to Oxford(0922).

23/02/14 Sunday

Another mundane day at LBIA.

24/02/14 Monday

Falcon 50 **N23FM** operated by CEF 2002 Aircraft LLC of Danbury, Connecticut, arrived from Shannon at 0738, departing for Le Bourget at 1250. King Air 200 **G-BGRE**(Chalgrove 01) from Chalgrove(1018) to Hazebrück/Merville(1120).



Agusta A.109S G-FRZN of Iceland Foods visited for a refuel, 6/2(Mike Storey)



Malibu OK-ALT night stopped, heading home to Czech Republic, 27/2(Rod Hudson)



Islander ZH537 dropped in for fuel on 16/2 while on operations in the area(David Blaker)



King Air 200 D-IBAD departing Runway 14 for Innsbruck on 21/2(David Blaker)

25/02/14 Tuesday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Southend(0904/1602). Tornado GR4 **ZD842/105**(Marham 32) carried out an ILS and overshoot(1221), f/t Marham. MD-902 Explorer **G-SASH**(Helimed 99/99A) from Leeds General Infirmary(1505) to Headingley(1522), refuel.

26/02/14 Wednesday

PA-28 Archer **G-OPET** f/t Cardiff(0932/1422). King Air 90GT **M-TSRI**(Ambassador 926B/C) from Teesside(0935) to Hawarden(1741). MD-902 **G-SASH**(Helimed 99) f/t Nostell Priory(1323/1452). Cessna 172N **G-GYAV** from Ronaldsway(1520) to Multiflight/Engineering, n/s. GA-7 Cougar **G-BLHR**(Advance 32) ILS and overshoot(1543), f/t Sherburn.

27/02/14 Thursday

Making its LBIA debut, PA-46T Malibu Meridian **OK-ALT** from Blackpool(1340), n/s to Brno, Czech Republic(1354)

28/02/14 Friday

Cessna 441 Conquest **M-USHY** f/t Guernsey(0945/1614). King Air 90GT **G-MOSJ**(Enzo 628) from Liverpool(1041) to Biggin Hill(1114). DA-42 Twin Star **G-COBS**(Calibrator 134) from Aberdeen(1256). The aircraft was then utilised on calibrating the ILS from 1417 until 1746, before heading home to Teesside at 1847.



Tornados are quite an uncommon sight at LBIA these days, hence it was a pleasant change to see GR4 ZD842/105 of 15(R) Squadron carry out an ILS and overshoot on Runway 14, 25/2(David Blaker)



Hawk XX342 operated by the Empire Test Pilots School at Boscombe Down was a visitor to Linton-on-Ouse on 4/3(Chris Procter)

COMMERCIAL AVIATION NEWS



by David Wooler

PHOTO IAN MORTON

LEEDS/BRADFORD NEWS

Jet2 have announced their New York flight programme for next winter, and the fact the number of flights has doubled.....to 4

Steve Heapy, CEO of Jet2.com and Jet2holidays said: "We are thrilled with the continued success and demand for our New York breaks direct from Leeds Bradford Airport, which has resulted in us growing our programme to give people the biggest choice ever! Doubling our number of flights means our loyal local customers have an even greater choice of direct services to the Big Apple this winter and can now really be a part of this spectacular city with an extra night's stay.

"Whether choosing a package break or flight only option, our great value trips to New York are the perfect way to visit this iconic city without breaking the bank. Plus our earlier services mean visitors can enjoy a bigger bite of the apple by treating the kids for October half term. With so many options to choose from, I'd encourage people to book now so they don't miss out on a magical holiday of a lifetime direct from their doorstep."

Tony Hallwood, Aviation Development & Marketing Director at Leeds Bradford Airport, said: "I am delighted that Jet2.com have expanded their operations to New York from Leeds Bradford Airport, giving Yorkshire jetsetters twice as many direct options to the big apple. "Our passengers can now choose from a selection of conveniently scheduled winter city breaks, including a new addition for Thanksgiving and Black Friday; allowing Yorkshire visitors to indulge in North America's favourite holiday and shopping season in the city that never sleeps." Jet2holidays package breaks start from £795 per person, including a generous 22kg baggage allowance for all that shopping – they can be secured now for only a £60 deposit. Jet2.com flights are available from £399 per person including taxes. Departures are scheduled as follows:

25th October – 4-night break for October half term

20th November – 4-night break

27th November – 4-night break for Thanksgiving and Black Friday

4th December – 3-night break

A man and a woman have been charged with drug smuggling after Border Force officers at Leeds Bradford Airport seized an estimated 12kg of heroin.

The discovery was made on 26 March as officers inspected luggage that had come off a flight from Islamabad in Pakistan. Mohammed Aslam Khan and Kulwinder Fatima El-Assad were arrested at the airport. They appeared at Leeds Magistrates Court on Saturday, charged with the importation of a Class A drug.

They did not enter a plea and have been remanded in custody to appear at Leeds Crown Court on 11 April

AIRPORT NEWS

Durham **Tees Valley** Airport is now accommodating people who would rather jump out of a plane than be a passenger on one. A newly established skydiving group, Skydive St George, has carried out the first ever parachute jumps into the airport and plan to give the public the opportunity to do the same by early April. The six-strong team jumped from their plane at 7,000 feet and descended in free-fall for about 20 seconds before safely landing in the newly established drop zone on the unoccupied south-side of the airfield. The jump was particularly special for team member Mandy McGuinness as not only did she become the first ever female to skydive into DTVA, but it was also her 300th jump.

Manston Airport staff were given details about the 45-day consultation on Wednesday 19th March. The airport was bought by Ann Gloag, who co-founded the Stagecoach Group, for a £1 in October last year. Leader of Thanet District Council, Clive Hart, described the news as “potentially a devastating blow” to the local economy. BBC South East business correspondent Mark Norman said: “I understand the business is losing money and may have to close.” Dutch airline KLM started running two morning flights from Manston, with one returning in mid-morning and the other in the evening at the beginning of April 2013. In July of the same year, the airport revealed a 40-year vision as part of its submission to the government commission looking at airport expansion in the South East.

Unite regional officer Ian McCoulough said he was “seeking clarification from the management” about the airport’s future. A month after she bought the airport, Ms Gloag told the BBC: “Whilst this is a loss-making airport, I hope that with the co-operation of our neighbours and the wider community of Kent, the airport partners and staff, we can capitalise on the opportunities available to give Kent the best chance possible of having a successful and vibrant airport.” Keith Taylor, the Green Party’s MEP for the South East the possible closure came “as no surprise” and hoped the announcement would stop the council from trying to develop the airport further.



Dash-8-400 G-JECY painted in “new” Flybe scheme, lauched on April 1st!!!!

Southampton is planning to extend its runway by 450', and claims doing so would create 1000 new jobs. The £5 million scheme would enable the airport to provide flights to destinations such as Greece, southern Italy, Eastern Europe and Scandinavia. Although there would be no increase in the size of aircraft, the addition to the runway would enable them to take off carrying a heavier load of fuel, meaning longer flights. Airport managing director David Lees is reported by the *Daily Echo* in Southampton as saying the proposals could mean opening up routes to destinations as far afield as Romania and Poland. The runway extension could be in place in five years time, subject to formal approval and securing funding, and could inject an extra £50 million into the local economy.

Passenger numbers are expected to climb from 1.7 million to 2.5 million a year over the next decade and airport bosses say their workforce will need to double to 2,000 to help cater for the demand. But any proposal would depend on the market maintaining its strength, funding being in place and the local borough council giving planning approval. Lees said it would mean direct flights to southern Italy – currently it is only possible to fly direct to Verona in the north of the country.

The end of the year statistics for UK airports have been released by the CAA.

- UK airports handled 7.8 million (3.5%) more passengers in 2013 than 2012
- London airports grew by 4.7 million, whilst airports in the rest of the UK grew by 3.1 million
- Passenger numbers are still 4.8% below the peak reached in 2007
- New CAA infographics highlight level of growth across UK airports

In total, UK airports handled 228 million passengers during 2013, an increase of 3.5% (7.8 million) on 2012. This growth continues the recovery started in 2011 following three years of falling passenger numbers. Passenger numbers for 2013 were 8.5% above 2010 levels (210 million passengers), although still 4.8% below 2007's peak of almost 240 million passengers. Commenting on the numbers, Iain Osborne, Director of Regulatory Policy at the CAA, said: "Our figures show the strength of underlying demand for air travel, which picked up well in advance of the general economy. Solid growth in UK GDP may mean that passenger numbers continue to grow healthily. This is happening despite a shortage of runway capacity in the South East, as for the time being airlines operating bigger and fuller aircraft is allowing passenger growth to outstrip growth in numbers of flights.

"The prospect of growth underlines how important it is for aviation to tackle its environmental impacts - notably, reducing aircraft noise and carbon emissions. Addressing these issues is vital if aviation is to grow."

Key statistics

- At the London airports - Heathrow, Gatwick, Stansted, Luton, London City and Southend - the increase was 3.5% to 140 million passengers. Heathrow, Gatwick, London City and Southend each handled their highest ever annual total: 72.3 million passengers used Heathrow 3.4% more than in 2012, 34.2 million (3.5% more) used Gatwick, 3.4 million (12% more) used London City and Southend grew 57% from 617,000 to 970,000 passengers in the year. Luton grew by 0.8% and, after five years of declining passenger numbers, Stansted grew by 2.2% to 17.8 million.
- At other UK airports outside London, traffic rose by 3.5% to 88.7 million passengers. All airports with over a million passengers per year saw increases, with the exception of Liverpool and Belfast International, which saw declines of 6.1% and 6.7% respectively. Manchester saw the largest absolute rise of 1 million passengers (5.2%) to 20 million.

Destinations

The majority of UK airport passengers (137 million) were travelling to or from geographical Europe – representing an increase of 4.1% from 2012. Within this, the largest absolute increase was in passengers travelling to and from Spain (up by 1.6 million, an increase of 4.8%), while the largest fall in passengers travelling to and from an individual European country was Cyprus, where numbers fell by 7.2% (0.2 million).

There was a 0.7% (0.1 million) increase in passengers on flights to and from North America, to 20.6 million in 2013. Passengers travelling to and from the remaining international destinations (outside Europe and North America) totalled 31.6 million in 2013, an increase of 4.4% on 2012. Of these, the two countries with largest absolute increases were for passengers travelling to and from the UAE (689,000) and India (238,000). Egypt and Kenya registered the largest absolute declines in passenger numbers with 97,000 and 85,000 passengers respectively.

In 2013, 20 million passengers took UK domestic flights, representing an increase of 2.2% on 2012. This was the first yearly increase in domestic passenger numbers since this segment peaked at 25 million in 2005.

Passenger types

Provisional data from the CAA's 2013 passenger survey, at the UK airports surveyed in both 2012 and 2013 (Heathrow, Gatwick, Stansted, Luton, London City, Manchester, Birmingham and East Midlands), shows that business passenger numbers increased by 1%, holiday passengers increased by 2.6% and passengers travelling to visit friends and relatives (VFR) increased by 6.6% in 2013.

During 2013, business passengers accounted for 22% of total passengers, holiday passengers for 44% and VFR passengers for 34%. In 2013, inbound passenger segments – those passengers who are not resident in the UK – grew faster than outbound ones: outbound business passengers fell by 1% whereas inbound business grew by 4.1%; outbound holidays grew by 1.4% versus 4.9% on inbound holidays; outbound VFR increased by 3.6% whereas inbound VFR grew by 9.9%.

Airlines

A continuing trend from previous years is the decline in passenger numbers on charter flights, a drop of 3% (0.6 million) to 20 million in 2013 compared with 2012. This contrasts with the increase of 4.1% in passengers onboard scheduled flights.

57% (118 million) of scheduled passengers at UK airports travelled on UK airlines, 27% (57 million) travelled on other EU airlines, and 33 million on non-EU airlines. Between 2012 and 2013, scheduled passengers carried by UK airlines to and from the UK grew by 3.6% (4.1 million), whereas other EU airlines carried 4.3% (2.4 million) more scheduled passengers. Non-EU airlines' scheduled passengers increased by 6.0% (1.8 million).

Flights and cargo

During 2013, air transport movements (landings and take-offs of commercial aircraft) at UK airports totalled 2 million, an increase of 1% on 2012 but still 14% below the 2007 peak of 2.3 million. An increase in the average number of passengers per flight meant that passenger numbers have not fallen as much as the number of flights since 2007.

The total tonnage of freight and mail carried from UK airports in 2013 was 2.5 million tonnes, a fall of 2.2% on 2012.



Embraer 145 N292SK passed through Humberside in February on delivery from USA to Air Taraba of Nigeria(Rich Grimley)

AIRLINE NEWS

Aer Arran is to change its corporate name to Stobart Air, the airline announced today. The transition to its new corporate name will be completed by the end of this year, and marks the conclusion of the first phase of the airline's 'new beginning' strategy. The airline will continue to operate under the Aer Lingus Regional brand as part of its franchise agreement with Aer Lingus. Stobart Air's Irish operations will continue to be based at Northwood, Santry, next to Dublin Airport. The next phase of its strategy will focus on additional franchise partnerships; leveraging its connection with London Southend Airport; and advancing growth with its other airport partners, including Dublin, Cork and Shannon airports. Stobart Air aims to become a specialist in franchise or contract flying for major European airlines, and to double its passenger numbers within five years. Stobart Group has repositioned itself as an Infrastructure and Support Services Group. Its aviation assets comprise London Southend Airport; Carlisle Lake District Airport; Stobart Air; plus air freight, maintenance and airport services. Stobart Group first acquired a shareholding in Aer Arann in 2010 following the airline's examinership, and is the airline's largest shareholder.

Aer Lingus have commenced services from Dublin to Toronto, and Shannon to New York and Boston using Boeing 757's in full Aer Lingus livery as part of an agreement with AS: Aviation Group.

British Airways are offering Leisure travelers the option of flying British Airways business class at half price. A new business class leisure fare is up to 50% lower than existing Club rates and being made available on short-haul routes from Heathrow and London City when a Saturday night stay is incorporated. Passengers travelling in Club Europe have dedicated airport check-in, extra space on board, a more generous luggage allowance, Club Europe dining and access to BA lounges. Head of short-haul Robin Glover-Faure said: "These new fares will mean flying in Club Europe is no longer just for special occasions. "Flying with British Airways is all about flying with style, and now more leisure travellers can enjoy the benefits of Club Europe at great value prices."

Darwin Airline who began offering flights from Cambridge less than a year ago are to "temporarily end", the airport has said. Darwin Airline, now Etihad Regional, began offering flights to four European destinations last September. Airport owners Marshall Group said the firm's scheduled flights would now cease at the end of the month, but a service to Verona would begin in May. The firm offered flights, aimed mostly at business clients, to Paris, Milan, Amsterdam and Geneva. Rumours about a lack of demand had continued for months, with services to Paris and Milan ending five weeks ago. Terry Holloway, group support executive for Marshall, said Etihad was not pulling out of the airport and it was a "temporary suspension". He said Etihad recently took over Darwin and it wanted to "review" its destinations. The weekly flights to Verona will be the only European destination offered at the airport from 12 May, other than existing services to Jersey via Blue Islands.

Flybe has reported an improved level of UK summer sales after fares were cut. The regional carrier described forward sales as "positive" with 20% of summer capacity sold at March 31, compared with 17% at 31 the same time last year. Some of the year-on-year improvement results from a later Easter this year. Eight new routes launched in February from Birmingham, have "exceeded expectations" with 30% of summer 2014 seat capacity already sold. Flybe is now offering 126 summer routes and 2,600 flights a week across the UK and Europe. In a trading update, the airline, which raised £150 million last month to bolster its financial position, reported a 6% rise in UK passenger numbers to 1.6 million in the three months to March 31. The load factor increased by 6 percentage points to 70% as capacity was cut by 4% in the quarter. "This largely reflects the continued success of Flybe's competitive pricing strategy to offer more attractive lead-in fares, with higher passenger volumes more than offsetting lower yields, leading to a 4% increase in passenger revenue per seat to £49.80," the airline said. Flybe remains on track to deliver the first and second phases of a turnaround plan with total savings of £47 million in 2013/14 and expected savings of £71 million in the current financial year. "Constructive discussions continue with a range of business partners, including airports, airlines, suppliers and lessors," the airline said. "Management continue to review operating practices throughout the group, with the aim of driving improved performance across the simpler, leaner business structure."

Links Air is a new carrier planning to operate services from Doncaster with a single Jetstream 31, to Belfast City and Isle of Man. Services are due to commence on April 11th

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**SAAB 2000 G-CERZ has had British Airways titles added to an all white scheme
The aircraft will be used on the City Flyer IOM - London City route(Rich Grinley)**



Basler Turbo Conversions LLC

Bringing back to life one of the great 'icons' of Aviation.

Few of those in aviation, pilots and enthusiasts alike, will disagree that the Douglas Commercial Model 3 aircraft, in all its various civilian and military versions has made the greatest contribution to the history of aviation. When it came into being at the Douglas Factory at Santa Monica, California, who could foresee that almost 80 years later it would still be working for a living around the world?

In a factory on Oregon Street, in Oshkosh Wisconsin, just to the east of Wittman Regional Airport, which is home to the annual EAA "AirVenture" convention, is a factory bringing back to 'life' many of these 'tired old ladies'. By re-engineering the airframes and adding turbo-prop engines, old "Dakotas" and "Skytrains" are brought to contemporary standards for a new working life well in to the 21st Century.

The Basler company was founded by local man Warren Basler, in 1957, with the formation of Basler Flight Service to compliment his taking over the role of Fixed Base Operator (FBO) at the airport from Steve Wittman. In those early years operated Basler operated Beech Bonanza, Aero Commander, various twin Beech aircraft, as well as the Douglas Commercials DC3, DC4 and DC6. As the company grew it was extended into aircraft maintenance, initially on their own fleet, and then for outside operators.

It was a small step to modifying aircraft, particularly the DC3 airframe, and in 1988 Basler Turbo Conversion LLC., was formed. The aim: to convert the Douglas airframes to turboprop power operation and re-engineer the aircraft to the highest modern standards required for today's safety, and economy of operational costs. During a recent visit to the plant the author was told by Tom Weigt, President of the Company, who has been with Basler for 25 years, that there is still a demand for a "21st Century" Dakota around the world. He told me, "We decided on the Douglas aircraft because of the availability of airframes, and the strength reliability of the original structure. Initially the prototype was converted from an airframe found in Alaska. It had been earning a living flying groups around the inhospitable country of that state." The rugged nature of the airfields in the area was a major factor for the Dakota being used in the North. Those readers seeing the Discovery TV. Programme "Ice Pilots" will know it still is! In addition to the wide fuselage with large cargo door, one of the great strengths of the original airframe is the joint between the outer and inner wing section with over 200 bolts holding the two sections together, eliminating the need for a full width wingtip to wingtip main spar.

Most airframes are acquired after being offered to the Company. Assessment of whether an airframe is suitable for conversion is by looking at corrosion, and determining that there is enough to work

with. Airframes come from many different locations, and climates, each having different areas requiring attention. The basic conversion on each aircraft has a standard cost charged to the customer, irrelevant of various intricacies, and then an individual specification produced to the client's requirements, to produce a final contract value.

As this article is written, airframe number 60 is being converted in the factory, with number 61 nearby. Apart from the obvious change of the engines, the main change is the new extension of the fuselage forward of the wing by 40ins. (1015 mm). The main airframe is taken back to its original specification, every single component checked, and changed if necessary. About 40% of the original airframe is left after this work. During the visit, various wings were also being scrupulously assessed and modified in accordance with the specification with new wing leading edges and squared off wing-tips.

The Pratt & Whitney PT6A-67AR Turbo-prop has been used from the beginning of the programme; although it is now one of the earlier turboprops, it has a record of great reliability. As it is still in full production there is no real reason to change the specification. The engines are longer than the piston ones, and this requires strengthening of the wing centre section and nacelles. The engines are given Hartzell 5-blade Propellers, and de-icing systems. In all the aircraft, now called a "Basler BT-67", increases the maximum take-off weight to 2000lbs. This means the BT-67 has a maximum payload of 4000lbs, an increase of 43% over the original Douglas airframe. Also the aircraft is much quieter than the old piston engined Dakota.

In addition the cockpit incorporates many changes in avionics, though at this time Tom said, "We do not intend to install a completely 'glass cockpit' throughout, as this makes training more difficult. Glass cockpits can be very demanding." This is particularly relevant when many of these aircraft are operated in "Third World" countries. Most changes are to the avionics, communications and navigation systems. The extra space gained by moving the cockpit bulkhead forward 60" (1700mm), gives a larger cargo area.



Conversions are limited to the DC3/C47 airframe(See photo of unconverted airframe above), and although Basler do have a C117/R4D "Super Dakota" airframe on site, it has been decided that the later version of the Dakota is not suitable for conversion. The Russian Li-2, or any license built airframe, or even the range of Convair piston engined airliners has not been considered either. Tom continued, "There are sufficient DC3 airframes around for our requirements for the foreseeable future, to even make it not worthwhile considering other makes." The majority of the aircraft are supplied with the standard undercarriage, but those for Polar use have specially designed ski/wheel undercarriage, and require operational 'Blankets', extra batteries, and hydraulics. Although a Dakota has been used on floats, and the BT-67s are operated in some of the remotest parts of the world, floats have never been considered an option by Basler, due to the the major loss of payload that would be entailed and complexity of modifying the airframe.

Depending on the specification required by the client, delivery takes between 8 months to a year.

Airframes are not 'held in stock' as the order book is healthy enough to engineer and manufacture every airframe as it is needed. In fact, Tom told the writer, "We have certainly beaten the 'Recession', and I'm confident Basler has a healthy order book for the future. If you want an aircraft, there is over a year's waiting time." However," Tom continued, " There is a changing market place with civil operators operating on behalf of Governments primarily, especially in the role of scientific survey to which the BT-67 in very suited." Survey packages for the BT-67 can include "Magnetic Anomaly Detector" MAD booms, 400 amp generators to power scientific equipment and electrical sensors to under fuselage and wings with feeds back to main fuselage cabin. Military options include seating for 40 troops/parachutists, static lines for the latter, covert external lighting, and armament if required.

In addition to manufacturing new BT-67s, Basler do support the programme with regular maintenance for those customers who want it. Long term users such as Colombia, carry out their own maintenance schedules, but smaller countries, such as Mauritania do send their aircraft back to Oshkosh for deeper maintenance. Their aircraft are now undergoing their second heavy check. Phased inspections are used with the programme, but there is no dedicated time or hours to these, as the aircraft, coming from some very different climates, will require different work to be carried out.



So far the only UK interest has been British Antarctic Survey(See photo above, courtesy of **Basler LLC**), but the aircraft are operated on their behalf by Kenn Borek Air of Calgary, Alberta. They have a fleet of three Basler BT-67s operating mostly in the Antarctic, along with a big fleet of DH Canada DHC-6 Twin Otters, in addition to Beech King Air and Beechcraft 1900 feeder airliners in Canada. Basler did bring an aircraft over to Air Atlantique as it was then, in 1991, but so far no further interest. The only European operator at this time is the Alfred Wegener Institute based at Bremerhaven, using a BT-67 for survey work in Europe and Arctic areas. Further BT-67s have been modified to act a spray aircraft, mostly for oil leak containment. One such operator is Houma Aerospace in Louisiana, providing oil spill clean-up, such as was seen after the Gulf of Mexico Oil Rig Disaster. The aircraft has been tried for a forest fire fighting role, and there is a 'kit' whereby a BT-67 can be rapidly converted in 20 minutes if urgently needed. After the losses of a Lockheed C130 Hercules, and a converted WW2 vintage Consolidated Privateer, it has been recognised that more modern aircraft are required for this role, for which the Dakota type Basler BT-67 airframe is well suited. The US Forest Service use now BT-67s in this role.

The oldest Basler BT-67 in operation is "Old Number One" still in regular use flying up to ten hours a day with the Colombian Air Force, one of Basler's most loyal customers. Their air force has five BT-67 mostly employed on countermeasures against illegal armed groups within the country. The aircraft have five GAU-19A machine guns working in conjunction with a forward looking infra red radar (FLIR), and they are known locally as "Avion Fantasma" or "Ghost Ships". It is possible that one has been fitted with a French M621 20mm cannon, in place of some of the machine guns. Varying other armed versions of the BT-67 have been used also by Guatemala, El Salvador, and South Africa. The latter were one of the world's last major operator of the military version of the DC3.

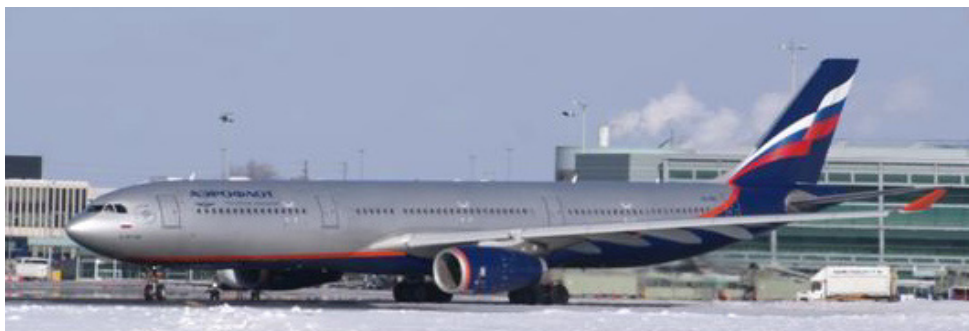
After our conversation Aviation News was taken into the workshops to see the conversion in production. Here one could see one airframe, 'Number 60', originally a Douglas C-47 military transport, having the fuselage extension fitted, and behind it 'Number 61' beginning its transformation from Dakota to BT-67. We were also shown the detail to which Basler go to re-engineering the old Douglas components, with wings and empennage undergoing detailed inspection and repair. Outside on the

apron and storage area, which is connected to the runways at Wittman Airport about a mile away by means of a specially built taxiway, were over ten airframes in various states of repair. By the factory unit was Basler Airlines own BT-67, N300BF, former Basler Airlines Convair C131, N11485, engine-less C-47 N683LS, and an unidentified DC3. Amongst the aircraft in the storage area at the back was C-47 N88874, originally 42-847, which Tom said, "I understand this aircraft led the American Forces over the Normandy landings in June 1944". The aircraft is now marked as "Puff", one of the AC-47 Gunships used as a gunship by the USAF in Vietnam, fitted with three 7.62 Miniguns firing out of the left side of the aircraft. Whether this aircraft had been converted as such, was not able to be ascertained. Other airframes included an unidentified bare metal DC3 that had the fuselage extension, but no further work carried out, engine-less DC3 airframes N57123, and N843MB awaiting conversion, an engine-less R4D "Super Dakota" N100BF, identifiable by its tall fin and large tailplane, and the wingless fuselage of US Marine Corps R4D-8. Other airframes included a rare US Army Pieseecki/ Vertol HRP-1 "Flying Banana" 28683, and a Cessna 337 twin-boom proposed conversion with extended fuselage and rear mounted engine - not fitted. Tom said, "This was an idea we had but never went any further, and was not certificated." Two other BT-67s were undergoing deep maintenance in another workshop.

The flexibility of the number of different roles in which the Basler BT-67 can operate is truly astonishing, and proves the well-known saying, "There is only one way to replace a Dakota - that is with another Dakota!" The first Douglas DC3 flew on 18th December 1935, and now over 78 years later this venerable airframe is still proving its versatility in all corners of the globe. To use the words of the Founder, Warren Basler, "The DC3 was a beautiful, stable, and virtually indestructible airframe going to waste. We realised that by 'turbining' and modernising the airplane it would go on for many years. For years the aviation industry had been looking for replacement for this rugged and reliable aircraft at Basler Turbo Conversions, we're building it!" Aviation News would like to express their thanks to Tom Weigt, and his staff for their help and co-operation during this visit.

Ken Cothliff





VQ-BEL Airbus A.330-343, Aeroflot, Toronto/Peason, 16/02/14(Ian Morton)



G-EUOE Airbus A.319, British Airways arriving LBIA, 21/02/12
Complete with rainbow over tail(Rod Hudson)



CS-TOM Airbus A.330-202, TAP Portugal, Funchal, 26/08/13(Martin Zapletal)