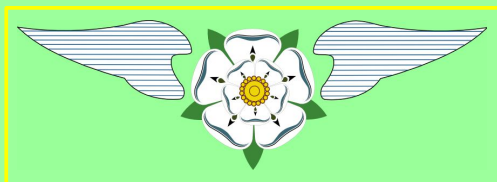


Air Yorkshire Aviation Society



Volume 42 Issue 8

August 2016



**EI-RUE
Boeing 737-800
Jet2.com
Leeds Bradford
29 April 2016**

www.airyorkshire.org.uk

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Code of Conduct	Members 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

Photo Editor – For about a year David Blaker has been our Photo Editor. Unfortunately for us David is “emigrating” to Norwich very soon. We are therefore in desperate need of a new photo editor/organiser. The role involves receiving the photos, sorting them into ones suitable for publication, renaming and resizing them and possibly adjusting them for the magazine. You don't need any experience of editing photographs and David will give assistance to our new recruit. Please contact alan.sinfield@airyorkshire.org.uk or 01274 619679 for more information

Articles – you have probably noticed that there are now more articles in the magazine and hopefully you enjoy reading them. To continue publishing them I need a constant supply, so PLEASE keep them coming in. They will get published, but sometimes they may not be immediately included if they are not time sensitive.

Billy's Bash – The next Fish & Chip Lunch is on Friday 9 December. Put it in your diary! Information will be given later as to who you need to contact to reserve your place

Alan Sinfield

MEETINGS AT LBA, 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

Please note that car parking at the monthly meetings is provided at a discounted rate. Please contact a committee member for details.

Please park in the SHORT STAY/Business Car park

4 September 2016 @ 2.30pm	Aldon Ferguson - Aldon is an author of two books on airfields in Lancashire and Cheshire and is the Lifetime Hon. President of the Burtonwood Association, he is also Editor of the Burtonwood Times. Burtonwood has an interesting history as both an RAF base and an American Airforce Base. The presentation is on RAF Burtonwood (during WW2 or afterwards), with many photos, both old and new. Aldon is a very experienced speaker with an excellent presentation style.
2 October 2016 @ 2.30pm	Derek Brunt, General Manager, Landmark Aviation, Manchester Airport.– Landmark Aviation are actually Headquartered in Houston, Texas, Landmark Aviation is a portfolio company of the Carlyle Group. Landmark's current network includes 68 locations in the U.S., Canada, and Western Europe. In addition, Landmark offers Charter, Aircraft Management and MRO services, as well as owning and operating Encore Support Systems. A meeting not to be missed!
6 November 2016 @ 2.30pm	Air Yorkshire AGM
4 December 2016 @ 3pm	Air Yorkshire Xmas Bash – Multiflight Cafe
8 January 2017 @ 2.30pm	Debbie Riley/Peter Hampson Airport Solutions. “Where are we now”. Debbie/Peter will be presenting the usual fast paced presentation featuring different places the team have visited in 2016. This will include War Zones, civil and military airfields from all continents. Fascinating and amusing stories accompanied by some of the best aviation photography you are likely to see. As usual there will be a mountain of spot prizes for correct or funny answers to the Question “Where are we now?”.
5 February 2017 @ 2.30pm	Captain Mike Newall, Thomas Cook Airlines. Mike is one of Air Yorkshire's favourite speakers, who last came to a meeting in March 2010. He will no doubt give us an update on Thomas Cook Airlines current operations, but will also give a brief description of his aviation career. A Q&A session with Mike is always entertaining and very interesting. One not to be missed!
5 March 2017	To be arranged
2 April 2017 @ 2.30pm	Jonathan Hinkles – Managing Director Loganair Ltd. Jonathan came to Air Yorkshire in 2005 when he was the Commercial Director of Astraëus. He has a wealth of experience in the Airline industry and includes Virgin Atlantic, Zoom, and BA Cityflyer. We are very privileged that Jonathan has agreed to come and give us a presentation which I am sure will be extremely interesting and informative.
7 May 2017 @ 2.30pm	Kris Smith – We welcome back Kris Smith, who gave a presentation in 2014 about his career in the RAF and his desire to become a commercial pilot. Kris is now a regular pilot on the Boeing 757 for Jet2.com flying from Leeds/Bradford. Kris will be giving us an insight into his training with Jet2.com and what it is like flying his dream.

FLYBE CUPCAKES JIM STANFIELD

Unfortunately the Leeds flight was fully booked when I attempted to find a late-availability for an early break in Spain. The alternative options offered to us were from Manchester or Doncaster/Sheffield (DSA). The Donnie option looked attractive and there was a choice of either a Thomson flight or a scheduled flight with Flybe. We chose the latter because it was £80 per person cheaper.

So after an uneventful drive to Doncaster, we pulled into the Airport searching for our pre-booked Premium parking. This turned out to be poorly signposted and took some finding: it is in fact located just across from the Short Stay car park. Previous experience at DSA had taught us that the automatic number plate recognition, which gives access to the car park, can be temperamental and so it proved. However, after pressing the green button and identifying ourselves we were welcomed.

A short walk and we were into the terminal where we checked-in immediately without queueing. Up the escalator to the first floor for a quick pass through security, again with no queue, and we were into the departure lounge in time for lunch. It had all seemed delightfully simple despite this being a journey in 21st century Britain.

After lunch, we whiled away some time before our flight with a coffee Ritazza and a chance to watch some aeroplanes arriving and departing. This Airport is definitely getting busier. A Thomson flight to Tenerife, a Flybe flight to Paris, Thomson to Alicante, a couple of bizz-jets, an Easyjet doing crew training approaches/go-rounds and several Whizzairs scheduled for later in the day. By this time our Flybe Embraer 195 (G-FBEJ - resplendent in the bicycle colour scheme) had arrived and we were at Gate 3 queueing to board. It was all going very well.

In Flybe service the E.195 seating configuration is 2x2 with a max of 119 pax (shades of BAC 1-11s). So no long queues to board. At DSA you also get to walk across the apron and up the steps, always a novelty with the current fashion for air-bridges. We boarded at the front on integral steps which reminded me of the early Tri-stars, way back in the 20th century (so maybe history does repeat itself). The rear door was being used exclusively to lift the less mobile passengers into the aircraft.

With the “battle” for the overhead lockers over, we settled into our seats and studied the safety card, the in-flight menu and the Flybe Flight Time magazine. We pushed back to face north a few minutes behind schedule. There was then a pause of some ten minutes or so until the captain came on the “blower” to apologise and advise us the aircraft had an engine fault, which needed an engineer, so we would have to go back onto stand. The engineer duly arrived and re-set the computer. While waiting the aircraft was re-fuelled and we were requested to undo our seat belts. One hour late and fault rectified, we taxied for departure on the active R.20 (TORA 2700 metres), held for a landing Hercules then off for a two hour twenty minute flight to Alicante.



While studying the in-flight menu during the delay I had spotted a delicious looking Flybe Cup Cake. The temptation was too great and I ordered one at the first opportunity. It was soooo good I ordered another on the flight home. So next time you “Flybe” be tempted by one of their cup-cakes you won't be disappointed, they are yummy.

Jim Stanfield

A VISIT TO THE ISLE OF MAN IAN CARLING

Ian Carling was part of a group of Yorkshire spotters who flew to the Isle of Man from Yeadon in 1965 to visit the Air Rally/Races at Jurby. Here Ian describes a recent return visit just over fifty years later. They flew in Morava G-ASFD (see photo). Ian is sitting immediately at the rear of the starboard wing



During the tour of the north of the island we passed ANDREAS although some light aircraft are based nothing was seen. We then went to JURBY it has altered in the 50+ years since we visited for the Air Rally. As is usual with disused airfields part is now an industrial estate and the I.O.M. Prison is also there. One of the hangars is a Transport Museum full of buses and next to it is a large new building housing the Manx Motor Museum with cars, bikes etc. The old R.A.F. Jurby guard room is now a café serving good coffee and really nice cakes. Although the runways are still intact they are used only for racing.

I also had a morning at RONALDSWAY, not the busiest, but perhaps later in the season there would be more flights. Noted: G-CDEB S.2000; G-EZDR A.319; EI-REL, EI-REM, OY-RUG ATR.72; OK-RDA, OK-UBA LET.410; SE-LGV, SE-MHI ATP. 'LGV is stored in the middle of the airfield, 'MHI is active and does the cargo flights, it parks on the north side of the apron. Plus landed G-GLAA EC.135; G-PHAB SR.22; N533DL Ce.208; 083/ZE Xingu. N700KG Lear departed.

Next to the terminal is a large hangar called The Jet Centre. Inside was M-IBID Global, outside was another OY-MSI. On the far side an unknown Cessna and an Aztec could be seen. The Aztec may have been G-TOPO which is based. Next to the Jet Centre on the airfield is the really excellent Manx Aviation and Military Museum. Outside is EMB.110 G-BGYT in Manx colours. Although it was shut the day I visited, a very kind gentleman who was working on 'GYT opened it up for me. It is packed with items not only about the 3 airfields during WW2 but also Army and Navy items. There are also some aircraft parts salvaged from various wreck sites on the island, photos, maps, equipment and weapons.

Passing the airfield on the following day, OE-HAS G.200 was parked at the Jet Centre. So M-IBID was the ONLY M-reg. item seen, and yes I had seen it before.

Ian Carling

THOMAS COOK LONG HAUL ALAN SINFIELD

If you came to the October 2015 meeting you will remember that Thomas Cook were to expand their Long Haul routes from Manchester and their Airbus A330 aircraft have been refurbished with new cabins. This summer they are flying to Boston, Cancun, Cayo Coco, Holguin, Las Vegas, Los Angeles, Miami, New York, Orlando, Punta Cana and Varadero!. This year they have eight A330's flying from UK Airports.

Following my retirement (Yes!) I decided to go to Florida with my daughter for 11 nights and our outbound flight on 17th May was booked. We stayed at the premier in the night before, but paid £5 each so that we could check in the night before allowing us to have a full English breakfast at the hotel and still have time for shopping (I had a Starbucks!) at the airport.

The aircraft assigned to our flight was OY-VKF (See photo) which is a now Thomas Cook Scandinavia aircraft, though it did used to be G-CSJS until 2006 and is used in the UK during the summer months and in Scandinavia in winter. The flight departed on time with a flight time of 9 hours 20 mins....



The new cabins are very good indeed, with the cabin arranged in a 2-4-2 layout and on the original Airtours aircraft (OY-VKF, G-MDBD, G-MLJL & G-OMYT) most of the toilets are downstairs. The leg room in Economy is very good so must be ample in the premier cabin at the front. The new seats are comfortable but don't recline, but to be honest that is better as the person in front cannot annoy you when you want to eat.

The In flight entertainment system is impressive, with a large screen on the seats in front of you. There is a moving map and choice of free films, music and TV programmes, though if you want more choice you can for a cost of just £4. There is a USB connection for charging as well as a standard jack for headphones



The cabin service commenced with the usual drinks service and then a choice of James Martin inspired meals was available. We both picked the Sausage option which was very pleasant. A few hours later a mini cornetto was handed out which is a nice little touch. Prior to landing an afternoon tea of sandwiches and a scone was handed out. The only downside is that all drinks are purchasable and not provided as part of your economy ticket.

Thomas Cook used to fly into Sanford Airport, but Orlando International is a much better airport and is actually nearer the sites and theme parks of Orlando... immigration was swift as they now have automated booths if you have previously visited the USA in recent years...

Following a busy 11 nights it was time to return to Orlando Airport for the return Journey. This time the aircraft was G-OMYT and again departed on time with a flight time of just over 8 hours. Interestingly the In Flight Entertainment was exactly the same films as the outward journey. (You used to get different ones on the outward and inward flights).

This time you are provided with a non James Martin meal followed by a light breakfast 1 hour before landing.

All in all both were very pleasant flights and don't really seem that long. On that basis our next Thomas Cook flights are to and from Los Angeles in September....



VISIT TO RAF VALLEY ANDY BARKER

Anglesey Airport is a small civil terminal at RAF Valley used for the twice daily weekdays service to Cardiff.

Let 410s of Van Air Europe are used by Citywing, with OK-TCA operating the Friday afternoon service 20 May, and OK-LAZ on the Monday afternoon 23 May.

Not forgetting the based Hawk T2s.



The main runway at Valley is closed for most of this year to allow for complete replacement, not just a tarmac top surface!

The shorter cross NW SE runway is used and offers great views from the RAF supplied viewing area.

ZK014 and ZK034 have just landed from a training sortie on Monday 23 May.



FISHBURN HISTORIC AVIATION CENTRE

A model of the proposed aviation centre is now on display in Café 26 has been put together by Mike Eastman of the Aircraft Restoration Group who will oversee both the project and day to day running of the centre . No stranger to the UK aircraft restoration scene Mike first came to local prominence in 2007 after he built a full scale replica Spitfire MkV , W3850/ PR-A *Irene* for the Ripon Branch of the Royal British Legion and which appeared at many local and national events as a means of fund-raising for the 'Legion through 'cockpit photo' opportunities and corporate hire . Thanks to his local contacts Mike even secured some local sponsorship and arranged for the Spitfire to be hangered at by 100 Squadron at RAF Leeming between events

http://www.corporatedrivermanagement.co.uk/spitfire_support.php . When the Spitfire was controversially put up for sale by the RBL Executive in November 2009 , Mike spread his wings and established a small workshop near Topcliffe and took on other similar projects including rebuilding the *Loch Doon Spitfire* , P7540 for the Dumfries and Galloway Aviation Museum . A new acquisition is an EoN Primary glider from the Norfolk and Suffolk Aviation Museum at Flixton near Bungay in Suffolk which is believed to be BGA1461/CDN ? Photo here ; <http://www.abpic.co.uk/photo/1349968/> .

Phase 1 of the project is the building of the workshop and stores which already has planning permission in place as well as 90% of the required funding thanks to the County Durham Community Foundation and the British Aircraft Preservation Group . The ceremonial cutting of the first sod took place on the 8 January and groundworks for the hangar base are due to start shortly but just like the residents flying and the construction of the back field hangars these have been seriously affected by the rain and poor weather over the last few weeks , actually months !

Phases 2 and 3 will see the building of a main and secondary display hangars to accommodate the ARG aircraft collection and enable the group to get the Venom undercover . The hangars have already been acquired but funding still needs to be found for their construction and Mike is actively seeking volunteers of all ages and experiences to help the aviation centre to take-off . Commercial sponsors and donations are also very welcome with local company Thompsons of Prudhoe already involved and ready to start on Phase 1 as soon as the weather improves . The North East Land Sea and Air Museum at Usworth have donated a hangar and a larger and rare 'Robin' hangar has been dismantled at the De Havilland Aircraft Museum at Salisbury Hall near London , and will be transported up to Fishburn as time , funds and the weather allow . The *Robin* is believed to have originally been built at Hatfield and used in Mosquito production before being moved to the museum .

Work days are on a Tuesday , Wednesday and Saturday , 10 'till 4 and anyone interested in joining the centre as a volunteer or sponsor is asked to contact Mike Eastman directly on ; 07803-809883 or email ; mike@firefly53.freemove.co.uk. Unfortunately Mike has recently undergone heart surgery at James Cook University Hospital in Middlesbrough and is recuperating at home and well on the way to a full recovery . We wish him well and a speedy return to Fishburn were his skills and expertise and needed !



Spitfire V W3850/BAPC304/PR-A *Irene* at the RAF Leeming Families Day , 12 September 2009 . The PR-A codes denote 609 (West Riding) Squadron AuxAF which was formed at Yeadon in 1936 and since 1999 have been based at Leeming as an Air Defence Support Squadron . **David Thompson**

MANCHESTER RVP PASS SCHEME

Runway Visitor Park, Manchester Airport Car Park Fixed Period Multi Entry Scheme May 2016



The Runway Visitor Park at Manchester Airport is a free to enter attraction enjoyed by over 360,000 visitors each year. Charges are only applied if visitors arrive in a vehicle and wish to park on site.

There has been an historical arrangement for regular enthusiasts who were able to obtain a "Multi Entry Pass" allowing a heavily reduced charge for all day parking. The Multi Entry pricing was set in 2005 and has never been increased. In the preceding 11 years the cost of operations and staffing has risen year on year and the RVP team have worked hard to maintain the multi entry scheme in order to support regular visitors with no price increases. The "Multi Entry" scheme was intended to recognise

and reward frequent visitors, however there are a number of pass holders who having obtained a pass have not visited the Park in months and in some cases years. For the last few years the existing scheme has been closed to other visitors and feedback informed us that others would be interested in obtaining reduced parking rates for frequent visits.

Following a review of the current scheme and looking at several options a new scheme is being introduced to give frequent visitors the opportunity to obtain reduced car parking rates

What is the new scheme?

Car Park Fixed Period Multi Entry Scheme

The new scheme is open to all visitors. On submission of an application form visitors can obtain a new car park pass and receive reduced car parking and benefit from discounted rates if visiting the Park on a frequent basis. The new pass will be a RVP Car Park Fixed Period Multi Entry Pass scheme. The new pass will cost £100 for a 12 month pass the more frequently you visit the more savings you make with a maximum of 50 visits at £2.00 per visit. The new scheme came into effect as of 09th May 2016.

Application forms including all Terms & Conditions are available from the RVP reception or Gatehouse

What does this mean to holders of the current cards?

- The new RVP Car Park Fixed Period Multi Entry pass scheme will replace all existing schemes.
- The expiry date for the current multi entry card schemes is 31st December 2016.
- This means that current holders of old style passes/ cards will have 7 months to use any outstanding balances and visits will be charged at the £1 rate currently associated with these schemes.
- All old schemes and cards will be invalid after 31st December 2016 and any balance not used will be lost
- Holders of old scheme cards will be unable to transfer any outstanding balance toward payment of a new pass.
- Holders will not be able to top up their current card, once all outstanding balance has been used, holders will need to purchase a new style pass.

Finally I would like to thank you for your support and visits over the last 11 years and hope that you continue to visit and enjoy the views of the airfield, the exhibits and the RVP facilities.

Robert Pattison

Runway Visitor Park Manager

Runway Visitor Park, Manchester Airport

EAST FORTUNE VISIT MAY 2016 MIKE STOREY

On a recent holiday to the East coast of Scotland I managed to fit in a visit to the above Museum. It is situated just a few miles North off the main A1 to Edinburgh near North Berwick. The site is the former Royal Naval Air Station which operated in both World Wars.

1916 saw the first rigid Airships operate from here along with the Sopwith Cuckoo which was an aircraft Carrier operated torpedo dropping aircraft.



In 1942 it was transferred to Coastal Command and became home to DH Mosquito's, Beauforts and Beaufighters. Then in 1961 for a period of 4-months it became Edinburgh's replacement Airport whilst Turnhouse was redeveloped and processed 99,800 passenger movements in that short time. In July 1975 it officially opened as The National Museum of Flight for Scotland. The set-up of the museum is similar to Elvington in having most of the original nissan huts which have been converted to house aviation related interactive exhibits.

Pride of place goes to the Concorde Experience- a beautifully converted hangar which houses the original BOAC Concorde G-BOAA in all its splendour.



Also in this hangar is – G-APFJ the only surviving Boeing 707 cockpit and cabin in its full BOAC livery.

There are also 2- newly restored hangars, one for Military Aircraft and one for Civil Aircraft as well as some large aircraft parked outside . These include -
VULCAN XM597
DH COMET 4C G-BDIX (Dan Air)
PHANTOM -5848 US MARINES
BUCCANEER- XT288
BAC One Eleven – G-AVMO
BRITISH AIRWAYS

Aircraft in evidence on my visit were G-JSSD-S/A Jetstream
G-ATOY- PA24 Piper Commanche

(Sheila Scott round the world record holder)
G-BELF -B/N Islander
G-ANOV -DH Dove 6

G-ASUG- Beech 18
 G-BBVF -S/A Pioneer
 G-APHV -Avro Anson
 G-AGBN -Cygnet
 VH-SNB- DH Dragon
 VH-UQB- DH Puss Moth



G-SJEN- Ikarus C42
 G-AVPC Druine Turbulant
 G-UNIV-2-Seat Gyroplane
 G-AHKY- Miles M18
 591- Schleicher KA-4 Glider
 W-2- Weir Auto Gyro

9940 -Bristol Bollingbroke
 G-ARCX- Gloster Meteor 14(Ferranti)
 3677/3137- MIG 18 Czech Air Force
 XV277- Harrier GR1(Navy)
 XN776- E/E Lightning F2A ©
 ZE934 Tornado F3(TA)
 XZ119-Jaguar(FG)
 WW145-DH Sea Venom
 WF259-Hawker Sea Hawk(171)
 TE462- Spitfire
 Yellow 15-Komet



A very enjoyable visit with good cafe facilities and lots of space to roam around

VISITS TO CONEY PARK APRIL 2016 DAVID THOMPSON

15 April 2016

Known officially as Leeds Heliport and home to Heli-Jet Aviation , this small grass field based operation lies within the LBA zone and half a mile north of the airport itself . Hangar space here has always seemed to be at a premium and on my last visit in October 2015 a base had been laid on which to build a new hangar to help to alleviate the problem . That hangar is now complete and in use and yes , almost full !

Small hangar

G-JARM	R44 Raven	mtce , based near Durham City
G-RAMI	B206B Jet Ranger III	
G-WLDN	R44 Raven	mtce
D-HFCV	R44 Raven	mtce , UK based and arrived early April
OH-HAF	R22 Beta	resident

Large hangar

G-BOYC	R22 Beta	
G-CDYR	B206L Long Ranger III	
G-HMPT	B206B Jet Ranger II	minus panels
DU-103	B206B Jet Ranger II	ex-Dubai Air Wing (Police) stored , dismantled and arrived from Sparkford on the

23 November 2015

N153H	B222H	
N800HL	B222	minus rotors , arrived from Sparkford 1-16
N911DN	Iroquois UH-1H	

The remains of the following have all recently moved on via eBay ! ;

G-BRVI	R22 Beta	last noted stored here on 7-10-2015 , ARC exp 10-201
G-BTOC	ditto	last noted dismantled here on 7-10-2015 , NFD 10-2015
G-MRSN	ditto	ditto , ARC exp 5-2014
G-OLRT	ditto	ditto , NFD 10-2013

Notes ;

The two Bolkow Bo105M's had been sold back to Germany by November 2015 and I understand that 80+39 , the yellow one was reduced to parts whilst the camouflaged 80+40 has since been sold on again and is now flying !

The two Iroquois helicopters stored at Leeds East Airport , N250DM and NN338CB are also owned by Heli-Jet Aviation and may well move here in the future . Space permitting !

21 April 2016

Another visit to LBA , this time a northside air-side visit around the terminal building , control tower and then out onto the stands and apron area , saw me passing Coney Park so it seemed a shame not to call in again ! All as before except for ;

G-BOYC	R22 Beta	parked outside
G-JARM	R44 Raven	departed for home earlier in the week
G-WLDN	R44 Raven	due to depart for home tomorrow , Friday 22 nd and will be replaced by another R44 , Raven II G-HECK also in for mtce .

G-NTWK	AS355 Ecureuil II	called in for fuel and departed south at 14:15
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With thanks to Richard Flagg .

UK FLEET CHANGES COURTESY OF jethros.org.uk

July 2016					
Airline	Date	Reg	Type	C/N	Remarks
<u>British Airways</u>	01 Jul	GZBKH	Boeing B789-9	38624 / 404	Divd Heathrow 01 Jul 16
<u>Cargologicair</u>	01 Jul	GCLAB	Boeing B748-83QF	60119 / 1520	Victorville - Paine Field 26 Apr 16 Regd 30 Jun 16 To be op by Air Bridge Cargo
<u>Cityjet</u>	01 Jul	EIFWB	Sukhoi Superjet RRJ-95B	95108	Ramenskoye - Venice 04 Mar 16 Regd (Date?) Venice - Dublin 01 Jul 16
<u>Gainjet Ireland</u>	01 Jul	EIKMA	Bombardier CL604 Challenger-2B16	5585	Regd 07 Jun 16. Ex SXKMA
<u>Flybe</u>	03 Jul	LYMCA	ATR 72-201	212	Rtnd EoL 30 Jun 16
<u>Stobart Air</u>	03 Jul	LYMCA	ATR 72-201	212	Lsd fm DOT 01 Jul 16 - Ops Flybe franchise bsd Southend
<u>Ryanair</u>	06 Jul	EIEFB	Boeing B738-8AS-W	37532 / 2893	WFU 05 Apr 16 Prestwick - Bournemouth 27 Apr 16 Bournemouth - Dublin 12 May 16 Divd to Jeju Air as HL8064 05 Jul 16
<u>easyJet</u>	11 Jul	GEZPN	Airbus A320-214-S	7235	Divd Luton 11 Jul 16
<u>Flybe</u>	11 Jul	OYRUG	ATR 72-202	509	Lsd fm Danish Air Transport 09 Jul 16 -
<u>Stobart Air</u>	11 Jul	LYDAT	ATR 42-500	445	Lsd fm DOT LT 05 Jul 16 - Op fr Aer Lingus Regional
<u>Virgin Atlantic</u>	11 Jul	OYRUG	ATR 72-202	509	Rtnd EoL (Date?)
<u>Virgin Atlantic</u>	11 Jul		Airbus A350-1000		Announced 11 Jul 16 an order fr 12 a/c due between 19 - 21
<u>Air Tanker</u>	13 Jul	GVYGN	Airbus A330-243 MRTT	1610	Divd Brize Norton as MRTT029 Regd 14 Jul 16 To op fr the RAF as ZZ343
<u>BA Cityflyer</u>	13 Jul	GLCYX	Embraer ERJ 190-100SR	19000178	Regd to Broadstone Global Ltd 06 Jul 16. Ex PPPJK Divd Manchester 10 Jul 16 Manchester - Warsaw 11 Jul 16 fr pre svc mods Regd 12 Jul 16
<u>British Airways</u>	15 Jul	GBNWM	Boeing B767-336ER	25204 / 376	WFU 08 Jul 16 Heathrow - Cardiff 08 Jul 16 Cardiff - St Athan 15 Jul 16
<u>Blue Islands</u>	16 Jul	GISLJ	ATR 42-320	378	Regd 15 Jul 16. Ex HRAXN
<u>Aer Lingus</u>	17 Jul	EI	Aibus A330-300		IAG Group cvtd 02 options to firm orders due 17
<u>DHL Air</u>	21 Jul	GBIKR	Boeing B757-226SF	22189 / 58	Regd 19 Jul 16. Ex DALEF

<u>Eastern Airways</u>	21 Jul	GCIXW	Embraer ERJ 170-100LR	17000230	Arr Southend as 5YKYH 23 Mar 16 Southend - Exeter 31 Mar 16 Regd to Celestial Aviation Trading 16 May 16 Regd 21 Jul 16 Divd Exeter - Humberside 21 Jul 16
<u>British Airways</u>	22 Jul	GZBKL	Boeing B789-9	38628 / 451	Regd 20 Jul 16 Divd Heathrow 22 Jul 16
<u>easyJet</u>	22 Jul	GEZPO	Airbus A320-214-S	7243	Divd Luton 22 Jul 16
<u>Norwegian Air UK</u>	22 Jul	GCIXO	Boeing B789-9	62082 / 450	Regd 20 Jul 16 Divd Gatwick 22 Jul 16
<u>British Airways</u>	27 Jul	GBNWW	Boeing B767-336ER	25831 / 526	WFU 26 Jul 16 Heathrow - Cardiff 26 Jul 16
<u>Blue Islands</u>	28 Jul	GISLG	ATR 42-320	019	WFU 25 Jul 16 Guernsey - Kemble 28 Jul 16 Fr part-out
<u>Ryanair</u>	29 Jul	(EIEFL)	Boeing B738-8AS-W	37534 / 2958	WFU 10 Jun 16 Prestwick - East Midlands 01 Jul 16 East Midlands - Dublin 08 Jul 16 Divd to Ukraine International as URPST 29 Jul 16
<u>British Airways</u>	30 Jul	GBZKM	Boeing B789-9	25831 / 526	Regd 29 Jul 16 Divd Heathrow 30 Jul 16
<u>DHL Air</u>	30 Jul	GDHKB	Boeing B757-256-W	38629 / 461	Regd 27 Jul 16. Ex N932DH Divd East Midlands 30 Jul 16

COMMERCIAL AVIATION NEWS - DAVID WOOLER

LEEDS/BRADFORD NEWS

Jet2 owners, The Dart Group has reported a doubling in operating profit thanks to the success Jet2.com and Jet2holidays. Although group revenue increase by 12% to £1,405.4 million for the year ending March 31, 2016, operating profit increased 109% to £105 million. This meant profit before tax grew by 82% to £104.2 million. The group's leisure travel revenue grew 15% to £1,261.4 million as Jet2.com flew a total of 6.07 million passengers, up from 6.05 million the previous year giving it an average load factor of 92.5%, 1.3 percentage points higher than the previous year. Meanwhile, Jet2holidays took 1.22 million customers on holiday, an increase of 22% year on year. The group said in the results: "The current financial year has started well in both our leisure travel and distribution businesses. "Although we were disappointed at the result of the recently held referendum on whether the UK should remain in the EU, we are confident that our customers will need our specialist food distribution services and will be keen to travel from our rainy islands to the sun spots of the Mediterranean, The Canaries and to European Leisure Cities."

Dart Group chairman Philip Meeson added: "The increase in profitability reflects the strength of the group's leisure travel business, which combines both Jet2.com, our leisure airline and Jet2holidays, our package holidays provider, together with an improved performance from Fowler Welch, our distribution and logistics business." He also said the group is expecting delivery of the 27 new Boeing 737-800NG aircraft ordered last September to start this September until April 2018. A further three aircraft were ordered in December. Meeson added total capital expenditure for the year was £213.5 million, considerably more than the £76.4 million spent in the previous year. However, this included the purchase of three used Boeing 737-800NG aircraft, one for summer 2015 and two for summer 2016, and continued investment in the long-term maintenance of our existing fleet of aircraft and engines. He said the new aircraft pre-delivery payments have been substantially financed.

Ryanair, on the 19th July announced its biggest ever Leeds summer schedule for 2017, with a new route to Girona, 4 new summer services to Bratislava, Gran Canaria, Vilnius and Warsaw, and more flights to Alicante, Faro, Ibiza, Krakow, Lanzarote, Palma and Tenerife, which will deliver 1.3m customers a year and support 975 jobs at Leeds Bradford Airport, as Ryanair grows Leeds traffic by over 20%.

Ryanair's Leeds Bradford summer 2017 schedule will deliver

- 1 new route: Girona (2 wklly)
- More flights to: Alicante (daily), Faro (daily), Ibiza (4 wklly), Krakow (4 wklly) Lanzarote (4 wklly), Palma (8 wklly) & Tenerife (3 wklly)
- 4 new summer services: Bratislava (2 wklly), Gran Canaria (2 wklly), Vilnius (2 wklly) & Warsaw (2 wklly)
- 25 routes in total
- 92 weekly flights
- 1.3m customers per annum
- 975* "on-site" jobs p.a.

Ryanair will operate to 25 destinations from Leeds Bradford in summer 2017 and look forward to further improvements, as Ryanair continues its "Always Getting Better" programme, which includes more new routes, new digital features, new cabin interiors and even more low fares. In Leeds, Ryanair's Head of Communications, Robin Kiely said: "We are pleased to launch our biggest ever Leeds Bradford summer 2017 schedule, 3 months earlier than last year, which includes a new route to Girona, the continuation of our winter services to Bratislava, Gran Canaria, Vilnius and Warsaw to summer, and more flights to Alicante, Faro, Ibiza, Krakow, Lanzarote, Palma and Tenerife, which will deliver 1.3m customers p.a. and support 975 jobs at Leeds Bradford Airport, as we grow our operation by over 20%. To celebrate the launch of our Leeds Bradford summer 2017 schedule, we are releasing 100,000 seats for sale across our European network from just £19.99, which are available for booking until Thursday 21 July. Since these amazing low prices will be snapped up quickly, customers should log onto www.ryanair.com and avoid missing out."

Tony Hallwood, Aviation Development Director at Leeds Bradford Airport said: "We are thrilled that Ryanair are significantly increasing their capacity from Leeds Bradford in summer 2017, offering their widest ever low cost flight choice from Yorkshire's gateway airport. With 5 new routes, including 3 to European capital cities, Ryanair's expanded flying programme of 25 routes will deliver wider business destination choice and encourage a growth in inbound tourism to Yorkshire, while increasing the choice for leisure and city breaks for our region's holidaymakers. This substantial growth is fantastic news for our regional economy and highlights the continued growth and strength of the Leeds City Region alongside supporting the creation of new jobs across Yorkshire. We look forward to welcoming a 20% growth in the number of passengers flying from Leeds Bradford with Ryanair next summer who can now increasingly fly from closer to home."

AIRPORT NEWS

Plans for a Prestwick Spaceport are moving forward as a deal is signed with a company making space planes - meaning you could soon be heading into orbit Glasgow Prestwick Airport is teaming up with a space plane firm and say they could soon be launching flights into orbit. The prospective Prestwick Spaceport - in development by the Prestwick Aerospace partnership - has now signed a memorandum of understanding with XCOR Aerospace, a California-based space vehicle designer, to set out an action plan for the Scottish site. It means we're all one step closer to manned flights using XCOR's Lynx space craft - including taking passengers to the edge of space in sub-orbital flights. Mike Stewart, business development director at the spaceport, said: "Signing the memorandum of understanding with Orbital Access and XCOR is a further step forward in our work to make space launches from our site a reality. "We already have the vast majority of the infrastructure in place and with as little as £1 million investment we could be up and running."

AIRLINE NEWS

Aer Lingus is converting two Airbus A. 330-300 aircraft options into firm orders for Aer Lingus. These aircraft will be delivered in 2017 and will facilitate expansion on Aer Lingus' transatlantic network.

Jet2.com and Jet2holidays have announced Birmingham as their eighth UK base. They will launch 15

destinations for summer 2017 from the airport - Alicante, Crete, Faro, Fuerteventura, Girona, Gran Canaria, Ibiza, Lanzarote, Majorca, Malaga, Menorca, Paphos, Reus, Rhodes and Tenerife. Flights to Alicante, Faro and Majorca will be daily and the first will take off on March 30 to Faro and Malaga. All flights will operated on four brand new Boeing 737-800 next generation aircraft. From September, a total of 30 new aircraft are being delivered over an 18-month period. Alan Cross, head of trade for Jet2holidays, said Birmingham was a natural progression and the decision had been influenced by pressure from its trade partners. Two sales executives have been appointed on the back of the new operation - Chris Redfearn will cover Birmingham and Dale Marriott will cover Birmingham and the Midlands region. Cross said Birmingham's summer programme would also be extended into the winter 2017/18 period but could not confirm details.

Midcounties Co-operative Travel GM Alistair Rowland said as the biggest agent in the region it had been lobbying Jet2 to expand into Birmingham for some time. "We had expected perhaps one plane doing a few routes but to get four planes doing all of these routes, and some daily, is staggering," he said. "This gives us a whole depth of distribution which will breathe new life through our retail chain and will strengthen our resolve to develop shops in the Midlands." Europe's traditional airlines, already challenged by budget rivals, could face a new threat at the business-class end of the market later this year when Surf Air Europe starts flying.

Surf Air Europe will start connecting London to Geneva, Zurich and Cannes from October, operating a subscription-model where customers pay a £2,500 pound monthly fee for unlimited travel. Although small scale - Surf Air Europe will initially fly three eight-seater aircraft - the new service could take some of British Airways and Swiss International Air Lines most lucrative customers away: those who tend to fly business class and pay extra for flexible tickets. Surf Air Europe, headquartered in London, will try to imitate what its sister company, Surf Air, has done in California. Launched three years ago, that company now has 3,000 members and is due to start making a profit in the next quarter. In California, about 85 percent of Surf Air members previously flew on commercial airlines commuting between cities such as San Francisco and Los Angeles, the chief executive of Surf Air Europe told Reuters in an interview. "Typically our members would expect to join and fly every week," said Simon Talling-Smith, a former British Airways and Travelzoo executive.

The attraction for members is that Surf Air will fly from private terminals, meaning passengers do not have to spend so much time in the airport. In London, it will fly from Luton Airport, 35 miles from the capital. "We give frequent travellers back a lot of time," Talling-Smith said. "They can show up at one of our terminals only 15 minutes before the flight." The 2,500 pound monthly fee compares with a last minute, flexible business class ticket between London and Zurich for about 500 pounds. The start-up is in the process of raising about 10 million pounds from venture capital backers including U.S.-based Anthem and IVP. Later this month, Surf Air Europe will then choose between the Bombardier Learjet and the Citation CJ4, planning to lease an initial three planes, with three to follow next year. Surf Air Europe said Britain's vote last month to leave the European Union would not impact its plans. "We don't think there'll be a major effect," Talling-Smith said.

Virgin Atlantic signed a deal at the Farnborough Air Show to buy 12 Airbus A.350-1000 aircraft in a \$4.4 billion order which will help the UK-based airline modernize its fleet, though a plan to buy A.380's remained on the backburner. Virgin Atlantic said it still had options to buy six Airbus A380s although industry sources have told Reuters the long-deferred deal is likely to be cancelled. The airline, 51 percent-owned by billionaire founder Richard Branson and 49 percent-owned by U.S. carrier Delta Air Lines is keeping the A380s option open for now as there was no cost in doing so, said CFO Shai Weiss. "We may need it, there's no benefit of not having many possibilities," he said on the sidelines of the Farnborough Airshow. The new A.350's would be delivered between 2019 and 2021, Weiss said. They will be powered by Rolls-Royce engines and Virgin would own eight of the 12, and lease the rest.

VLM Airlines has confirmed it has filed for bankruptcy with all flights cancelled with immediate effect. The decision follows an application made by the airline to a court for bankruptcy protection. The Antwerp-based airline made a loss of €13 million last year. "We are sorry to have to inform you that VLM Airlines NV has filed for bankruptcy on Wednesday June 22 2016. All flights are cancelled with immediate effect," the Belgian regional carrier says in a statement posted on its website. The airline commenced services in 1993 with its inaugural Antwerp – London City Airport route. In 2008 it was

sold to Air France – KLM via Cityjet and VLM's fleet was re-liveried in Cityjet colours. By 2010 the combined airline was carrying over 1 million passengers a year and operating 500 flights a week from London City Airport. In 2014, it became part of the INTRO Group, and in November 2014, it was sold by the INTRO Group to the management of VLM Airlines.

AIRCRAFT NEWS

The world's two largest aircraft manufacturers see no slowdown in aircraft deliveries over the next 20 years. A 4.5% annual worldwide rate of air traffic growth is being forecast by Airbus over the next two decades. Airlines will require some 33,000 new passenger and dedicated freighter aircraft valued at \$5.2 trillion over the period to 2035. Rival Boeing released a more optimistic demand for 39,620 aircraft worth \$5.9 trillion over the same period. Randy Tinselt, marketing vice president of Boeing Commercial Airplanes, said: "Despite recent events that have impacted the financial markets, the aviation sector will continue to see long-term growth with the commercial fleet doubling in size. "We expect to see passenger traffic grow 4.8% a year over the next two decades."

Airbus said the strong growth was being fuelled by rising demand in emerging markets, which contain middle classes that are expected to double over the next 20 years to a total size of 3.5 billion people, according to a global market forecast made by the European manufacturer at the Farnborough Airshow. Chief operating officer, customers, John Leahy said: "The world population is getting wealthier, and it is getting more disposable income. That is driving demand for air traffic." A trend towards higher-capacity aircraft is projected by Airbus, with a requirement for more than 9,500 widebody and freighter aircraft over the next two decades – valued at some \$2.8 trillion. This total represents 29% of all new aircraft deliveries, and 54% by value. The company forecasts a need for more than 23,500 new single-aisle aircraft such as the A320, worth \$2.4 trillion. Boeing sees strong demand for 28,140 single-aisle aircraft driven by low cost carriers and emerging markets. However, the US plane maker expects fewer widebody orders totalling 9,100, with a continued shift from very large aircraft to small and medium types such as the 787 Dreamliner, 777 and 777X.

Boeing has celebrated 100 years since its founding on July 15th, 1916. The company is marking a legacy of connecting and protecting people and nations, exploring Earth and space, and inspiring dreamers and doers alike through its products and services. Since starting out as a builder of wood and fabric floatplanes in a Seattle boathouse, Boeing has become the world's largest aerospace company and leading manufacturer of commercial jetliners and defence, space and security systems. "The innovative spirit of our founder Bill Boeing — who 100 years ago today dedicated this company to building something better — is alive in the generations of our people who continue to deliver products and services that matter and positively change lives around the world," said Boeing chairman, Dennis Muilenburg. "As we embark on our second century, our commitment to excellence is stronger than ever, our potential for achievement is as great as it was for our founders, and our goals must be even more bold, visionary and inspiring." Boeing employees, customers, communities and fans around the globe are joined together to celebrate the company's centennial and imagine the technological breakthroughs and innovations yet to come.

Among the ways Boeing is entering its second century are 100 Days of Learning.. This educational campaign aims to inspire the next generation of aerospace visionaries by providing teachers and students with free education resources that were co-created by Boeing engineers and leading educational content providers. At the same time a line-up of Boeing's famous seven-series airplanes and a static display of historic aircraft will be part of the Founders Day weekend celebration for employees in Puget Sound, near the company's birthplace. Other highlights include a light show projected on the body of a 747 and a festival at the Museum of Flight. Boeing today represents a number of major companies that have merged over the past century, including McDonnell Aircraft, Douglas Aircraft, North American Aviation/Rockwell, Piasecki/Vertol, Howard Hughes' helicopter and space companies, Stearman and The Boeing Company.

As the United States' biggest manufacturing exporter, Boeing supports airlines and US and allied government customers in more than 150 countries. Boeing products and tailored services include commercial and military aircraft, satellites, weapons, electronic and defence systems, launch systems, advanced information and communication systems, and performance-based logistics and training.

Headquartered in Chicago, Boeing employs approximately 160,000 people across the United States and in more than 65 countries. The company also leverages the talents of hundreds of thousands more skilled people working for Boeing suppliers worldwide. Total company revenues for 2015 were \$96 billion.

OTHER NEWS

The boss of airline association **IATA** has warned that the UK departure from the EU should not cause any "steps backward" for aviation connectivity. IATA's CEO Tony Tyler said that the increase in global air traffic was already "slipping back" in May - before the UK vote to leave the EU last month - after a "very strong start" to 2016. Figures released by the association show that air traffic grew by 4.6 per cent in May, compared to the same month last year. But this was a lower level of growth than seen during early 2016. "A combination of factors are likely behind this more moderated pace of demand growth," said Tyler. "These include continuing terrorist activity and the fragile state of the global economy - neither bode well for travel demand." Tyler added that the Istanbul airport bombings and the impact of the Brexit vote meant it was "difficult to see an early uptick" for the airline industry in the next few months. "The shockwaves of the Brexit vote have extended worldwide and the fallout will affect the air transport industry, from both economic and regulatory perspectives," he said. "Aviation plays a vital role in supporting economic growth and development. As the post-Brexit regulatory framework is negotiated between the EU and the UK it is critical that there are no steps backward for aviation connectivity." IATA figures show that air traffic for European carriers rose by 2.1 per cent in May compared to 2015, with load factors falling by 1.1 percentage points to 80.6 per cent over the same period. The association is already predicting that UK air passenger numbers may fall by 3-5 per cent by 2020 due to a weaker economy and a fall in the pound's value.

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CREDITS Aircraft Illustrated, Airliner New, Yorkshire Spotters E-mail site's, and all their contributors, Yorkshire Post, Telegraph and Argus, TTG, Pete Smith, Steve "ASU" Snowden.

SCENE AROUND YORKSHIRE - ANDY WOOD(HAR)

BAGBY (NY) A new resident is G-BCPG PA-28R. A further new resident for Flying Fox Aviation is G-BOOL 172N From the Resident Review delete G-CTEE CTSW sold to a new owner in Rochdale.

BAWTRY PAINTBALL (SY) The stripped fuselages of XZ211 and XZ634/C Lynx AH.7 are now here.

BEVERLEY (EY) An interesting visit on 9.7 when ferrying G-OJAZ R.44 back from Brighton found new residents G-BYJD Jabiru UL, G-KEVI Jabiru J400, D-EGMC DR.253B (155) which replaces D-EHAY and was parked with D-ETUR CAP.10B (38) both with the same owner. Visiting between 14.00 – 16.00hrs. were D-ERMK RV.7 (003) I-GIDE RV.7, I-BRMS GlaStar (5228), I-9216 P.2002 and I-9246 P.2002RG all f Cumbernauld t Fowlmere. G-BW XD T.67M is confirmed as no longer present.

BOSTON (Lincs.) The locally stored BAPC.61 Stewart Ornithopter has been donated to the South Yorkshire Air Museum at Doncaster.

BOSTON / WYBERTON (Lincs.) New residents are G-CEAN Ikarus C42 FB80 and G-CFKU Quik.

BRIGHTON FERRY (EY) Landing in the grounds of the pub on the evening of 6.7 was G-OJAZ R.44 f Carlton Towers t Beverley.

BRIDLINGTON (EY) Noted visiting Bridlington Golf Club on Lady Captains Day recently was G-WLDN R.44 from Beverley.

CARLTON TOWERS (NY) Visiting a School Prom event on the evening of 6.7 were G-BSGF R.22B f&t Humberdale and G-OJAZ R.44 f Brighton t Brighton Ferry.

CHURCH FENTON (NY) 2.7 G-JPVA/XW289/73 Jet Provost T.5A f North Weald t display Fishburn then f display Fishburn t North Weald. **8.7** N425HB Cessna 425 (425-0073). **12.7** G-BZLH PA-28, G-ZAZU DA.42. **21.7** G-ZAZU DA.42. OE-XYX R.44 which was noted hangared here in early June has now been registered G-JSCH to a Harrogate owner.

CLEETHORPES (Lincs.) Noted displaying at the Armed Forces Day on 25.6 were ZZ528 and ZZ535 Wildcat HMA.2's of the Black Cats Display Team, ZH895 Chinook HC.2A and G-OAFF Cessna 208 which dropped the Falcons Display Team. ZH856 Merlin HM.2 landed in the boating lake car park on the evening of the 23rd departing on the early morning of the 26th. G-CDVE A.109E arrived from

Humberside with the Prime Minister landing in the playing fields off Taylors Avenue as did G-ZIOO A.109SP with the Duke of Kent on board.

COTTINGHAM / CASTLE HILL HOSPITAL (EY) Visiting at 17.00hrs. on 5.7 was G-NHAA AS.365N2. **CROSLAND MOOR (WY)** A new resident is G-CCXM Skyranger 912.

DONCASTER / SOUTH YORKSHIRE AIR MUSEUM (SY) A recent new arrival is BAPC.61 Stewart Ornithopter ex. Storage in the Boston area.

EDDSFIELD (EY) On 21.7 G-AYFC D.62B arrived from Brighton with the crew attending a funeral at the adjacent crematorium for one of the Brighton Club members. A flypast was performed by N10053/286 A.75N1 also operating out of Brighton.

FULL SUTTON (EY) A new resident is G-ANRP/TW439 Auster 5 arriving 17.7 from Brighton but ex. Strubby.

GAMSTON (Notts.) New with Century Aviation Limited is G-GRZZ R.44.

HULL (EY) Visiting Hull Royal Infirmary at around 19.15hrs. on 17.7 was G-SASH MD.900 following the accident at Brighton.

LEEDS (WY) Visiting Leeds General Infirmary at around 19.15 hrs. on 17.7 was G-CEMS MD.900 following the accident at Brighton.

LEEDS /BRADFORD AIRPORT (WY) From the Resident Review delete G-OADY Beech 76 now sold in Sweden and replaced by G-ZAZU DA.42.

MESSINGHAM / SANDCROFT FARM (Lincs.) Visiting on the evening of 10.7 was G-BXJD PA-28 f Netherthorpe t Brighton.

NEWARK AIR MUSEUM (Notts.) From the Resident Review delete XL618 Hunter T.7 which has departed to Gutersloh in Germany.

NETHERTHORPE (Notts.) A new resident is G-AVEX D.62.

NORTH COATES (Lincs.) Resident News G-NSKY Pioneer 400 as predicted arrived by road from Cleethorpes 18.6 for final assembly and test flying, it replaces G-GKEV Pioneer 300 which is for sale. G-ATLV D.120 which arrived 13.5 for maintenance was still present at month end and will eventually be based at Conisholme.

NORTH MOOR (Lincs.) A new resident is G-MZBH Rans S.6 ex. Brighton.

ROBIN HOOD AIRPORT (SY) Arriving by road on 14.7 was G-BVWC/WK163 Canberra B.2 from Coventry for restoration by the Vulcan To The Sky Trust, on 3.6 is was re-registered G-CTTS presumably standing for Canberra To The Sky.

RUFFORTH WEST (NY) In early July G-BLDG PA-25 was noted dismantled. An unusual visitor on 8.7 was VP-FBQ DHC.7-110 (111) routing from Prestwick to Duxford, the pilot used to work for Bob McLean. A visit on 14.7 found the following in Bob McLeans Workshop G-BGBV T.65A, G-BXSH DG.800B and G-SOOM DG.500M. G-DSOO DG.500M has now moved into the Club Hangar and G-DCZD Pilatus B4 is now back from a total rebuild and now living outside. In the evening there was an invasion of D-ECFK DR.400, D-EFMV DV.20, D-ELFO Beech B.36TC (with four ladies on board), D-EMET DV.20, D-EPME 172S, D-ERSS PA-28, D-ESFN DA.20, D-EZBB AT-01. Despite the German registrations these are all Austrian based as it makes for cheaper C of A work. All arrived from Kirkwall via Oban and the Isle of Man and departed the following morning. Also visiting was F-GRBZ TB.20, so well worth a look-in. From the Resident Review delete G-SORA DG.500 sold to a new owner in Newbury.

SHERBURN (NY) 18.7 G-BWMO Baby Lakes. On 22.7 and 24.7 W5856/4A Swordfish II performed fly-bys whilst on route to and from an appearance at the Sunderland Air Show.

SKEGNESS (Lincs.) From the Resident Review delete G-AYOW 182N sold to a new owner at Cambridge.

STRUBBY (Lincs.) From the Resident Review delete G-ANRP/TW439 Auster 5 which departed for Full Sutton via a night stop at Brighton on 16.7 following sale.

TOLLERTON (Notts.) From the Resident Review delete G-JONZ 172P sold in the Republic of Ireland.

SUTTON BANK (NY) In early July G-BFRY PA-25 was noted dismantled.

THORPE WOOD (NY) Visiting Jet Art on 7.7 was HA-PPC/XP967 SE.3130 (1500).

Having run very short of time and recently heard of the death of a very good friend following the helicopter accident at Brighton I have held some information over as by heart is not really in this at the moment. Apologies and I will catch up next month

BREIGHTON - ANDY WOOD(HAR)

RESIDENTS

YL-PAG/51 L.29 was moved back to its position on the gate by 15.7 ready for the 1940's Weekend and Hangar Bash event, other than that there are no changes to report.

OUTSIDE PARKING

G-AVMD 150G, G-BBJX F.150L, G-BGAX PA-28, G-BSDO 152 and G-BXJD PA-28 have all been present throughout.

MOVEMENTS

27.6 F-HFPJ 182T (18282022) f Le Touquet t Wick. **28.6** G-CISX 172M and G-WLDN R.44 both f&t Beverley. **3.7** G-AZYF PA-28 f&t Crosland Moor, G-BTBY PA-17 f&t Dishforth Strip, G-BUHA/ZA634 T.61F f&t Saltby, G-BXEX PA-28 f&t Tollerton, G-CEKK Skyranger 912S f&t East Kirkby, G-CILL Bristell NG5 f&t Fishburn, G-CITD RF.5 f&t Coal Aston, G-CIUU F.152 f&t Doncaster, G-CSAV T.600N f Beverley t Sandtoft, G-ENEA 182P f&t Blackpool, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-HELA TB.10 f&t Coal Aston, G-JWCM Bulldog Srs.120/121 f&t Fishburn, G-MYGP Rans S.6 f&t North Moor, G-OIVN XL.2 f Sywell t Wombledon, G-PITZ S.2A f&t Warrington, G-RAFR Skyranger J2.2 f&t North Moor, G-RVCL RV.6 f&t Sherburn, G-TSOG Sherwood Ranger XP by road for engine testing, G-TWOO EA.300/200 f&t Wombledon, HA-PPC/XP967 SE.3130 (1500) f Humbleton Grange t Beverley, N901B SA.341G (1410) f Duxford t Deighton / Crab Tree Farm, N909PH PA-23 (23-1800) f&t South Cave. **4.7** G-AWOT F.150H f&t Fishburn, G-BHZV D.120A f Brook Farm t Bagby. **6.7** G-KART PA-28 f East Kirkby t Newcastle, G-OJAZ R.44 f Beverley t Carlton Towers. **9.7** G-OJAZ R.44 f&t Beverley. **10.7** G-SACS PA-28 f&t Sherburn, G-TWOO EA.300/200 f&t Wombledon, N909PH PA-23 f&t South Cave. **12.7** G-BIIA RF.3 f&t Kirton in Lindsey, G-BXTB 152 f Bagby t Teesside, G-CCEM EV.97A f&t Oxenhope, G-JWCM Bulldog Srs.120/121 f&t Fishburn. **13.7** G-MAKS SR.22 f Bagby t Duxford. **14.7** G-BBIO HR.100/210 f&t Tansterne, G-BIOC F.150L f&t Beverley, G-BIWN D.112 f&t Yedingham, G-BRDO 177B f Duxford t Teesside, G-BTWD T.61F f&t Rufforth, G-BVOS Europa f&t Fishburn, G-BXTB 152 f&t Teesside, G-CCEM EV.97A f Oxenhope t Sherburn, G-ORAY F.182Q f Gamston t Wickenby. **15.7** G-AKSY/TJ534 Auster 5 f West Tisted n/s, G-AZYF PA-28 f&t Crosland Moor, G-ENEA 182P f&t Blackpool, G-ZAPY R.22B f ? t Wellesbourne. **16.7 1940's Weekend and Hangar Bash** El-GSM 182S (18280188) f Abbeyshrule n/s, G-AHCL J/1N n/s, G-AJJS Cessna 120, G-AKSY/TJ534 Auster 5 n/s, G-ANRP/TW439 Auster 5 n/s, G-AWVZ D.112 n/s, G-AXUJ J/1 n/s, G-AYDZ DR.200 n/s, G-AZYF PA-28, G-BADC Beta B2A, G-BHWA F.152, G-BIYW D.112 n/s, G-BNTD PA-28, G-BSLT PA-28, G-BTFK BC.12D, G-CBEF/XX621 Bulldog Srs. 120/121, G-CFSK MCR.01, G-CIUU F.152 x 2, G-CSAV T.600N, G-EXLL CH.601XL, G-FUZZ/51-15319 PA-18-95, G-HELA TB.10, G-MOSA/351-HY22 MS.317 n/s, G-NPKJ RV.6, G-OEGL Eagle II, G-OJAZ R.44, G-PITZ S.2A n/s, G-RVCL RV.6, G-TGTT R.44, G-UZUP EV.97A, G-XTRA EA.230, G-ZBLT 182S f Abbeyshrule via. Mona n/s, HA-PPC/XP967 SE.3130, TE311/4D-V Spitfire LF.XVIE display only at 14.50hrs. **17.7 1940's Weekend** El-GSM t Abbeyshrule, G-AHBM DH.87B, G-AHCL, G-AKSY/TJ534, G-ANRP/TW439, G-AVUG F.150H, G-AWVZ, G-AXDV B.121, G-AXNJ D.120, G-AXUJ, G-AYDZ, G-AYGA D.117, G-BADC Beta 2A, G-BAFL 182P, G-BBDT 150H, G-BCPN AA-5, G-BFMH 177B, G-BGMJ GY.201, G-BHEL D.117, G-BHLE DR.400, G-BIYW, G-BKAO D.112, G-BMMK 182P, G-BUGT T.61F, G-BYJL Pulsar 3, G-BZBF 172M, G-CBEX CT2K, G-CCOR F.8L, G-CENA MCR.01, G-CGDH Europa XS-TG, G-CHLZ Skyranger 912, G-CHUG Europa, G-CIFC TB.200, G-CINL Skyranger 912S, G-CITD RF.5, G-CIUU F.152, G-ECMK PA-18, G-ENEA 182P, G-EXLL CH.601XL, G-FUZZ/51-15319 PA-18-95, G-GRVE RV.6, G-HELA TB.10, G-JWCM Bulldog Srs.120/121, G-KIRT GlaStar, G-LUEY Rans S.7S, G-MOSA, G-NPKJ RV.6, G-PITZ, G-RAFR Skyranger J2.2, G-RIVT RV.6, G-RVAH RV.7, G-RVIS RV.8, G-TGTT R.44, G-TSIM/CY-G T.51, G-XXHP EA.300/L, G-ZBLT t Blackpool then f Blackpool t Abbeyshrule, HA-PPC/XP967 SE.3130 sadly destroyed in a major accident at the end of the day leading to serious injuries to the five on board, and leading to visits by G-CEMS MD.900 from Topcliffe to Leeds General Infirmary and G-SASH MD.900 f Nostell Priory to Hull Royal Infirmary.

DONCASTER - CLIVE FEATHERSTONE

Interesting Movements June 2016

Commercial

F-GZTJ Boeing 737-400 operated the ASL/Europe Air Post freight flights, Until 17th when F-GZTK took over

1st TC-MCG Airbus A-300 MNG Cargo Airlines (F) (FV)



TC-MCG Airbus A300 MNG Cargo 1/6

- 2nd EC-IDT Boeing 737-800 Air Europa + 9th
- 2nd LZ-BHJ Airbus A-320 BH Air
- 2nd TC-CPJ Boeing 737-800 Pegasus
- 3rd EC-LXV Boeing 737-800 Air Europa + 10th
- 4th OY-RUG A.T.R. 72 Aer Lingus Regional/Stobart Air
- 5th HB-ACE A.T.R. 72 ASL Airlines/Farnair dep 6th (F) (FV)



HB-ACE ATR 72 ASL Airlines 5/6

- 7th OK-TSE Boeing 737-800 Travel Service +14th 21st & 28th
- 9th TC-CPP Boeing 737-800 Pegasus (FV)
- 9th G-GDFW Boeing 737-800 Jet2 (T)
- 11th G-JEDV Dash 8D Flybe. Diversion from L.B.A.
- 15th N415MC Boeing 747-400 Atlas Air (F)
- 15th EC-JIP SA-226-TC Metro II Flightline Spain (F)
- 15th EC-JYC SA-226-TC Metro II Zorex Air Transport (F)
- 16th EC-ISN Boeing 737-800 Air Europa (FV)
- 16th TC-CPD Boeing 737-800 Pegasus
- 17th EC-LQX Boeing 737-800 Air Europa
- 17th TC-CPJ Boeing 737-800 Pegasus

- 17th ER-BAM Boeing 747-400 Aerotranscarga (F)
- 17th F-GZTK Boeing 737-400 operated the ASL Airlines flights to the month end (F)
- 18th N419MC Boeing 747-400 Atlas Air; then on lay-over until dep on the 21st (F)
- 20th G-FBJA Embraer ERJ-175 Flybe + 26th & 27th
- 21st ER-BAM Boeing 747-400 Aerotranscarga dep 23rd (F)
- 23rd EC-JHL Boeing 737-800 Air Europa (FV)
- 23rd TC-ATH Airbus A-321 Atlas Global. (new Airline) operating the regular BH Air flight (FV)
- 23rd TC-ACP Boeing 737-800 Pegasus (FV)



TC-ATH Airbus A321 Atlas Global 23/6

- 25th G-FBJD Embraer ERJ-175 Flybe
- 26th EI-RJO Avro RJ85 City Jet (new Airline) operating one of the Lourdes flights (FV)
- 26th PH-HZE Boeing 737-800 Transavia operating the second of the Lourdes flights (FV)
- 28th G-EZAV Airbus A-319 EasyJet (T)
- 28th ER-BAM Boeing 747-400 Aerotranscarga dep 29th (F)
- 28th D-CAAL Dornier DO-228 Arcus Air (F)
- 30th LZ-AOA Airbus A-319 BH Air (FV)
- 30th G-LSAI Boeing 757 Jet2 (T)
- 30th TC-CPM Boeing 737-800 Pegasus (FV)

Bizz Jets & Bizz Props

- 1st G-NIAA Beech 200 King Air
- 2nd OO-ACC CitationJet 525 2+ Air Service Liege
- 2nd D-CDOC Learjet 45 Concierge Aviation (FV)
- 2nd G-POWO Embraer Phenom 300 Hagondale Ltd/Saxon Air (FV)
- 4th M-POWR Beech C-90A King Air Private
- 4th G-VBCD Beech C-90 King Air Aerolease APS Copenhagen (FV)
- 8th N95VB Beech C-90GTi King Air. LJ-2091 Inc Trustee.
- 9th OY-JPJ Cessna 650 Citation 3 North Flying +10th
- 9th M-OBIL CitationJet 525 CJ4 Popken Fashion
- 9th M-MSVI CitationJet 525 CJ3 JPM Ltd to (M) (FV) +13th
- 10th CS-DKH Gulfstream V Netjets Europe Ltd (FV)
- 11th CS-LAT Textron Aviation Citation 680 Latitude Netjets Ltd (New May 2016) (FV)
- 12th G-SPRE Cessna 550 Citation Bravo. Xclusive Jet Charter Ltd
- 15th N125JJ Cessna 550 Citation Bravo. Neves LLC. from (M) ex G-FIRM (FV)
- 15th D-CSOS Learjet 45 Eurami (European Aeromedical Institute) Air Ambulance (FV)
- 15th G-CWCD Beech 200GT King Air Clowes Estates Ltd (T)
- 16th G-LSMB Dassault Falcon 2000EX Aviation Beauport +22nd
- 16th G-UKCS Piper PA-31 Navajo. 2 Excel Aviation (painted in Oil Spill Response colours) (FV)
- 17th M-KGTS Embraer EMB-505 Phenom 300. VTS (FV)
- 19th M-ISTY I.A.I. Gulfstream G280 Hampshire Aviation Ltd (FV)
- 20th G-KRBN Embraer Phenom 300 Flairjet Ltd (FV)
- 20th CS-CHA Bombardier BD-100-1A10 Challenger 350 Netjets Ltd
- 21st D-CHRB CitationJet 525 CJ4 Hahn Air (FV)
- 22nd PH-HGT Citation 680 to (M)

22nd G-RADY Canadair Regional Jet 200 TAG Aviation
 23rd CS-PHG EMB-505 Phenom 300 (FV)
 24th G-RAJJ BAe-146-200 Cello Aviation dep 26th
 24th M-DMBP Learjet 40 Ven Air
 27th OE-FZD Citation 510 Mustang, return 28th
 27th 9H-VCC Bombardier BD-100-1A10 Challenger 350 VistaJet Ltd (T) (FV)
 29th N274SW Dassault Falcon 2000EX Contract Transportation Systems Co. (FV)

Civil Helicopter (Aircraft in this list marked as (FV) are to my knowledge correct).

7th G-CHSU Eurocopter EC-135 2 Excel Aviation
 10th G-HVRZ Eurocopter EC-120B EDM Helicopters (FV)
 23rd G-CMBS MD-900 Explorer Police (T)
 29th G-MCGE Sikorsky S-92 Coastguard (T)

Miscellaneous Light/Medium Aircraft (Aircraft marked as (FV) are to my knowledge correct).

17th G-RIPA Partenavia P68 (T)
 17th G-BWLF Cessna 404 Titan. Reconnaissance Ventures Ltd (T) (FV)
 20th G-DMNG Diamond DA-42 Twin Star Diamond Aviation (FV)
 22nd G-UKCS Piper PA-31 2 Excel Aviation Ltd painted in Oil Spill Response colours (FV)

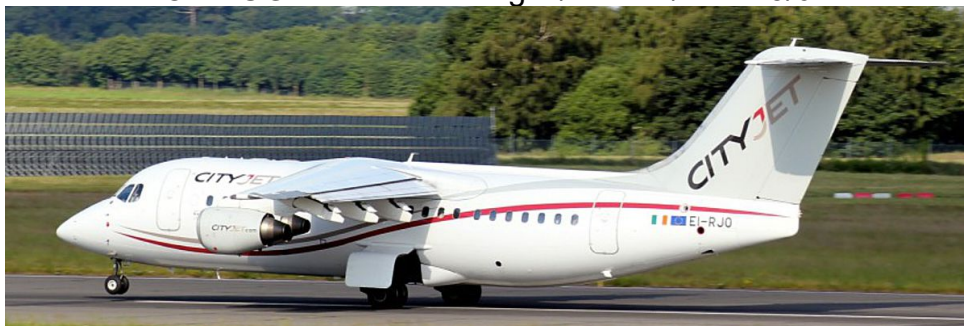
Military

1st G-BYWJ Grob Tutor (T)
 2nd ZA554 Tornado, as Bulkhead 12 (T) (FV)
 9th ZJ690 BD-700 Global Express/Sentinel +30th (T)
 17th ZH536 Britten-Norman BN-2T Islander CC.2
 20th G-FRAU Falcon 20 Cobham Leasing Ltd (T) (FV)
 20th ZJ803 Eurofighter Typhoon escorting the above in, on (T) exercise ZJ807 providing top cover
 29th ZH893 CH-47 Chinook (T)

(FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter. (M) Maintenance



OY-RUG ATR 72 Aer Lingus/Stobart/DAT 25/6



EI-RJO Avro RJ85 CityJet 26/6

SANDTOFT - PETE HOBSON

Credits The Airfield Manager, Engineering and CFI Sandtoft
General Another busy month, the resident open cockpit Gyroplane is as yet to arrive.
Arrivals None
Departures None
Maintenance Hangar 1 (N131MP) to become G-BWDE PA-31P (fuselage only – wings and engines still at Fenland), N337UK F337G is still awaiting a forward engine, Also N96JL C421C which was f/n 01/01 was still here at the end of the month for final service work.
Storage Hangar Still holds G-BULR PA-28-140 (dismantled), N2177G 182A (dismantled) and G-RYAL Jabiru UL (wreck).
Wrecks & Relics
 G-BIFB Piper PA-28-150C minus engine (outside and behind hangar 1 (on rebuild), G-DENE PA-28-140 pwfu and G-DIAT PA-28-140 pwfu (both outside)
Resident and Hire aircraft noted during the month were:-
 G-BHIB F182Q, G-BOMP Piper PA-28-181, G-BRNC Cessna 150M, G-BSYV Cessna 150M, G-MICK F172N, N96JL C421C.

MOVEMENTS

1/6 G-CGZM Rotorsport MTOSport f/t Rufforth East.
 2/6 G-CGZM Rotorsport MTOSport f/t Rufforth East, G-CIXX Rotorsport UK Cavalon f/t Rufforth East, G-VCJH R22 f/t Barnsley, G-CINU EC225LP.
 4/6 G-EISG A36 f/t Sherburn, G-BWZG R.2160 f/t Sherburn, G-CSAV T600N f/t Beverley.
 5/6 G-CITX Rotorsport MTO Sport f/t Rufforth East, N321W Cirrus SR20 f/t Fairoaks, G-CGZM Rotorsport MTOSport f/t Rufforth East, G-BFMH 177B f/t Brighton, G-EISG A36 f/t Sherburn, G-BFHU F152 f/t Netherthorpe, G-CITX Rotorsport MTO Sport f/t Rufforth East, G-BEAC PA-28-140 f/t Humberside.
 6/6 G-CGZM Rotorsport MTOSport f/t Rufforth East, G-VCJH R22 f/t Barnsley, G-BFMH 177B f/t LBIA, G-EISG A36 f/t Sherburn, -BFHU F152 f/t Netherthorpe.
 10/6 G-VCJH R22 f Netherthorpe t Walton Wood.
 14/6 G-CIWU MD369E f Gamston t Walton Wood.
 17/6 G-CIWU MD369E f/t Gamston.
 18/6 G-CGNH Escapade f Gloucester t Eshott, G-BWII 150G f/t Sturgate.
 19/6 G-BATV PA-28-180 f/t Eddsfild t Leeds East, G-BCPG PA-28R-200 f/t Durham.
 22/6 G-BEAC PA-28-140 f/t Humberside, G-CIWU MD369E f Gamston t Sherburn, G-CIWU MD369E f Sherburn t Gamston.
 24/6 G-BODB PA-28-161 f/t Sherburn, G-CIWU MD369E f/t Gamston, N321W Cirrus SR20 f/t Fairoaks.
 25/6 G-AYYU Be C23 f/t Sturgate, G-EISG A36 f/t Sherburn.
 26/6 G-CGZM Rotorsport MTOSport f/t Rufforth East, G-CGZG Rotorsport MTOSport f/t Rufforth East, G-CITX Rotorsport MTOSport f/t Rufforth East.
 28/6 G-BODE PA-28-161 f/t Sherburn, G-CITX Rotorsport MTOSport f/t Pocklington, G-CIWU MD369E f/t Gamston,
 30/6 G-SEEE Quik GT450 f/t Rufforth East, G-IANZ Quik GT450 f/t Rufforth East, G-BFIG FR172K f/t Hollym East.

STURGATE - PETE HOBSON

Credits Lincoln Aero Club (LAC)
Arrivals G-EXLL CH601LL arrived 17th from Swansea. It is now known that G-ATVX Bo208C1 had arrived from Benson.
Departures None
Temp residents None
General The 60th Anniversary Midsummer Fly-in here on 05/06 turned out to be a great day here, even Mark Hall's Spitfire car was on show to the public

For Sale

G-BBHF PA-23-250, G-CCZA MS.894A for spares only, G-OBLC Be76.

Next Diary Date for 2016

04/09 September Fly-in

Parked outside during the month for maintenance and storage with EAE

Key fn = first noted, ln = last noted, dep = departed by, arr = arrived

G-BNXE PA-28-161 which left the runway on landing and ended up in a dyke 16/04 is and ln 26/06 is still awaiting replacement prop, engine and undercarriage, EAE to repair asap.

In the EAE Paint Hangar

None.

Resident aircraft noted during the month were:-

G-ARRS CP.301A, G-AYYU C23, G-AWKG F.150H awaiting engine rebuild, G-BBHF PA-23-250, G-BDDG D.112 (wfu), G-BGVE CP.1310-C3, G-BKWD JT.2Titch, G-BROR J-3C-65, G-BRPV 152, G-BWII 150G, G-CBFO 172S, G-CCXX AG-5B, G-CCZA MS.894A (impounded), G-CEBF EV-97A, G-CIFC TB200, G-CMED TB.9, G-EXLL CH601LL, G-FARY Quickie Tri-Q, G-IJOE PA-28RT-201T, G-MELV Rallye 235E (forward fuselage and 25% of wings), G-OBLC Beech 76, G-OPAZ/AZ Pazmany PL-2, G-RIVE D.153, G-RVSR RV-8, G-UAPO R90-230RG, N7S PA-28R-201T, N200RE Beech E90.

Wrecks & Relics noted during the month:-

In the door less WW2 built Search Light Building are some remains (forward fuselage and 25% of wings) of G-MELV Rallye 235E. Parked up outside is G-CCZA MS.894A impounded since 2014 and for sale as spares only. The Eastern Air Executive store in what was the WW2 fire station normally holds a stripped down EAE aircraft but none at present.

MOVEMENTS

- 1/6 G-ASTG/"BG+KM" Nord 1002 f/t Furze Farm, G-AVOA DR1050 f Anwick t Temple Bruer, G-AVOH D62B f/t Hinton in the Hedge, G-AWJE T66 series 3 f/t Brighton, G-AXPC B121 series 1 f/t Bagby, G-AYGA D.117 f Oxenhope t Brighton, G-BANU D.120 f/t Shacklewell Farm, G-BENJ RC112B f/t Top Farm, G-BGMT MS 235E f/t Fishburn, G-BHEL D.117 f/t Bagby, G-BHLE DR400/180 Ff Fenland t Hardwick, G-BHWA F152 f/t Wickenby, G-BIZY D.112 f/t Langham, G-BMMK 182P f/t Lambley, G-BRPY PA-15 f/t Brighton, G-BSRI Lancair 235 f/t Strubby North, G-BSTR AA5 f/t Wellesbourne, G-BULO L8F, G-BVAM VP.1 f/t Brighton, G-BWRO Europa TG f/t Brighton, G-BXLS Koliber 160A f/t Gamston, G-CDLK Skyranger 912S f Oxenhope t Brighton, G-CBCM X'Air 700 f/t North Coates, G-CEHV Ikarus C42 FB80 f/t Boston, G-CEOP A22-L Foxbat f/t Otherton, G-CESA DR1050, G-CEWR A22-L Foxbat f/t Otherton, G-CFDJ EV-97 f/t Evergreen Farm (Wishaw), G-CFFJ CTSW f/t Caunton, G-CFMC RV-9A, G-CGZM MTOSport f Headon t Sandtoft, G-CITX MTOSport f Sandtoft t Pocklington, G-CTDH CT2K f/t Bagby, G-DLAF Bristell NG5 Speed Wing f/t Abbots Bromley, G-EISG A36 f/t Sherburn, G-EJGO Z.226T f/t Brighton, G-FBWH PA-28R-180 f New York Whaley Farm t Fenland, G-JABU Jabiru J430 f/t Bourn, G-KKKK Bulldog series 120 f/t Bagby, G-LAMS F152 f/t Sleaf, G-MESH Sportcruiser f Oxenhope t Brighton, G-OPRC Europa f/t Rufforth East, G-RAFS T600N f/t Caunton, G-SPVI TB20 f Tollerton t Gamston, G-TGTT R.44 f/t Caboune, G-TOMJ CT2K f/t Bakersfield, G-TSGJ PA-28-181.
- 11/6 G-BBDT 150H f/t Sherburn, G-EKOS FR182RG f/t Sherburn.
- 18/6 G-BFTC PA-28R-201T f/t Sherburn, G-GOBD PA-32R-301 f/t Durham, G-TRIN TB.20 f&t Strubby North.
- 19/6 G-CDON PA-28-161 f/t EMIA, G-OSLD Europa XS f/t Tollerton, G-TOMJ CT2K f/t Bakersfield, G-USSY PA-28-181 f/t Leicester.
- 25/6 G-BHWA F152 f Boston t Wickenby, G-BXLS Koliber 160A f/t Gamston, G-CIBZ Eurofox 912S f Temple Bruer t North Coates, G-ODUD PA-28-181 f/t Gamston.
- 26/6 G-CEFV 182T f/t Wombledon.

TEESSIDE COURTESY OF DTMOVEMENTS.CO.UK

Collated by Alan Sinfield

Glossary

n/s	Night Stop	o/s	Overshoot/Touch & Go
t/f	to/from	c/t	Crew Training
*2	Twice	?/?	Unknown to/from

- 01/06 F-HLRA Diamond DA62 arrived 29/05 t Caen Aerolease, SP-MRB Saab 340A f Gyor-Per, Hungary t Wroclaw sky Taxi, SP-HAB Airbus A320-232 f Verona t Birmingham Small Planet Airlines
- 02/06 None
- 03/06 EC-MFS/EC-LAV Boeing 737 f/t Lourdes AlbaStar, OE-FZE Citation 510 Mustang arrived 30/05 t Geneva GlobeAir, G-DOSA Diamond DA42M Twin Star f Prestwick t Cranfield DO Systems,
- 04/06 G-LEAA Citation 510 Mustang f Luton t Humberside London Exec Aviation, G-IWFC AW109SP Grand New f Pvt site Crewe t Pvt site Knutsford GB Helicopters, G-GXLS Citation 560XL Excel f/t Palma London Exec Aviation, G-RAJJ BAE 146-200 f Venice t Birmingham Cello Aviation, HA-YDF SMG-92 Turbo Finist f/y Hibaltstow
- 05/06 G-DHOP Vans RV-9A f Isle of Man t ?
- 06/06 G-SCHZ AS355 Twin Squirrel f/t ?/? Patriot Aviation
- 07/06 D-IRUP Citation 550 IISP f/t Hamburg, G-POWO EMB-505 Phenom 300 f Norwich t Doncaster Titan/Saxonair, M-TEAM Citation 525 CJ1 f Jersey n/s Mistral Aviation, D-CTIL Learjet 35A f Cardiff t Birmingham Air Alliance Express., OE-FZD Citation 510 Mustang f Southampton n/s Globe Air
- 08/06 M-TEAM Citation 510 Mustang n/s t ? Mistral Aviation, OE-FZD n/s t ? GlobeAir, G-WCCP Beech 200 Super King Air f ? n/s William Cook Aviation
- 09/06 **OE-FCB** Citation 510 Mustang f/t ?/? BlobeAir, G-WCCP Beech 200 Super King Air n/s t ? William Cook Aviation, F-HPCD Diamond DA-42NG Twin Star f/t ?/? SD Aviation



OE-FCB Citation 510 Mustang 09/06

- 10/06 F-HLRA Diamond DA-62 f Caen t ?
- 11/06 G-EYUP Citation 560XL XLS+ f ? n/s Harrock Aviation, F-HPCD Diamond DA-42 NG Twin Star arrived 09/06 t ? SD Aviation
- 12/06 F-HLRA Diamond DA-62 arrived 10/06 t ? SD Aviation, 2-BOYS Rockwell Commander 114B f ? n/s
- 13/06 2-BOYS Rockwell Commander 114B n/s t ?, N397CM Citation 510 Mustang f ? n/s, N888VS Gulfstream 550 f ? t ? Prime Jet
- 14/06 N234RG Pilatus PC-12 f/t ?/? , N397CM Citation 510 Mustang n/s t ?, N621JH Gulfstream G4 f ? n/s CFS Air LLC
- 15/06 N621JH Gulfstream G-IV arrived 14/6 t ? CFS Air LLC
- 16/06 D-ECHC Piper PA-32R Saratoga f/t ?/?

- 17/06 D-CJET Citation 525B CJ3f Oxford c/t Air Hamburg
- 18/06 F-HPCD Diamond DA42NG Twin Star f ? n/s SD Aviation, F-HLRB Diamond DA62 f ? n/s SD Aviation, N225RB Cirrus SR22T f/t Redhill 225 Romeo Lima Inc, D-CTIL Learjet f/t ?/? Air Alliance Express
- 19/06 F-HLRB Diamond DA62 arrived 18/06 t ? SD Aviation, F-HPCD Diamond DA42NG Twin Star arrived 18/06 t ? SD Aviation, [9H-VCC](#) BD-100 Challenger 350 f Dublin n/s Vistajet Malta, N234RG Pilatus PC-12 f Belfast City t ?
- 20/06 F-HLRY Embraer Phenom 100 f/t Nates SD Aviation, 9H-VCC BD-100 Challenger 350 arrived 19/06 t Carlisle VistaJet Malta, I-RVRP Citation 525 CJ1 f Milan Linat n/s, D-ISJP Citation 525A CJ2 f Citation 525A CJ2 n/s
- 21/06 D-ISJP Citation 525A CJ2 arrived 20/6 t ?
- 22/06 [OE-FZA](#) Citation 510 Mustang f/t ?/? Globeair, G-DATG Cessna F182 Skylane f Inverness t ? Oxford Aeroplane Co, G-FLYW Beech 200 Super King Air f/t ?/? Fly Wales,



N808TC Gulfstream G550 24/06

- 23/06 G-BLHR Gulfstream GA-7 Cougar f? c/t Advanced Aircraft Leasing, N2445V Cessna 182S Skylane f Full Sutton o/s
- 24/06 D-CGRC Learjet 35A f/t ?/? Jet Executive Intl, N808TC Gulfstream G550 f Farnborough t ?
- 25/06 N808TC Gulfstream G550 arrived 24/6 t ?, F-HLRA Diamond DA62 f ? n/s SD Aviation, P7350 Supermarine Spitfire LF11a f/t Coningsby RAF – BoBMF. The Spitfire was in for fuel, while carrying out displays over Ripon, Redcar and Whitby.



P7350 Supermarine Spitfire LF11a 25/06

- 26/06 F-HLRA Diamond DA62 arrived 25/6 t ? SD Aviation
- 27/06 G-MEGS Cessna 172S Skyhawk f Cambridge t ? Cambridge Aero Club, G-LAUD Cessna 208 Amphibian f/t Firth of Clyde area Laudale Estate LLP
- 28/06 G-BLHR Gulfstream GA7 Cougar f Sherburn c/t Advanced Aircraft Leasing
- 29/06 G-ETKT Robinson R44 f/t ?/? McLaren Construction, F-HLRB Diamond DA62 f Caen n/s SD Aviation, D-IMAX Citation 525A CJ2 f Citation 525A CJ2 n/s Sylt Air, G-XDEA Diamond DA42 Twin Star f/t ?/t Diamon Exec Aviation
- 30/06 F-HLRB Diamond DA62 arrived 29/06 t ? SD Aviation, D-IMAX Citation 525A CJ2 arrived 29/06 t ? Sylt Air

DAY BY DAY @ LBA - HOWARD GRIFFIN

ALL times quoted are in GMT - Including during the summer months

June 2016

Regular Visitors:

Aviation Beauport operated Cessna 510 Mustang **G-XAVB** on the 8th, 19th, 20th, 27th, 28th, Jota Aviation Beech 200 Kingair **G-FSEU** operated on 16th, 17th, 19th, 20th, 22nd, 24th, 25th, 28th, and 30th Beech C90 **G-ORTH** operated on 2nd, 3rd, 9th, 13th, 14th, 15th, 17th, 24th, 25th London Exec operated Beech 200 **G-FRYI** on the 16th.

Air Ambulance flights inc. **G-NHAA** on the 7th & 8th and **G-SASH** on 1st, 3rd, 12th and 16th

Aerospatiale AS355 **EI-GJL** operated on the 1st, 2nd, 17th and 23rd

Aerospatiale AS350B **G-LEOG** operated local flights on the 5th, 16th, 23rd, and 26th

Aerospatiale AS350 **G-OGUN** operated on 6th, 8th, 9th, 19th and 21st

Cirrus SR22 **N-174MW** operated to/from Sherburn on 5th, 18th, 22nd and 24th

Cirrus SR20 **N203CD** operated to and from Liverpool on 6th, 17th, 23rd, and 25th

Cirrus SR22 **N89NB** mostly fr/to Denham on 3rd, 4th, 8th, 10th, 11th, 13th, 18th, 19th, 22nd, 23rd

Beech C90 Kingair **N95VB** operated on 29th and 30th

Summary

Activity is subdued this month with 13 German but only 8 Netjets used. The MOD sent just Grobs, BN2T and a Hawk. Others of note include Irish Air Force CN235 and Learjet, Once the residents and regulars are removed, there were 244 movements to report on versus 260 last month. Top O & D's (Origin and Destination) were Cranwell, Farnborough, Isle of Man, Sherburn and Le Bourget. Unusual movements include a German Cirrus SR22 **D-ECFM**, Hawker 800 **OY-JBJ**, French Robin DR400 **F-GTPJ**, Pilatus PC-12 **LX-FDI**, Beech 400 **G-SKBD** and Phenom 300 **D-CHIC** new Challenger 350 **9H-VCL** and new Phenom **G-KRBN**.

Wednesday 1st June

Beech 200 Kingair **M-WATJ** dep 07:05 to Leicester, Cessna 525A CJ2 **G-TWOP** arr 10:09 from La Castelle dep 10:33 to Bristol, Pilatus PC-12 **G-KARE** arr 16:20 from Biggin Hill. Global 6000 **9H-VJO** arr 17:09 from Luton as Vistajet 889 dep 18:51 to Palermo, Bell 206 Jetranger **G-OJPS** dep 19:37.

Thursday 2nd June

Learjet 45 **G-SOVV** f/t Farnborough (09:44/11:30) c/s Zenith 2A/2B, Eurocopter EC130 **G-ESET** arr 17:27 dep 18:13, Eurocopter EC120 **G-SKPP** arr 17:34 dep ? Falcon 2000 **N510CT** dep 18:15 to Bedford USA,



N510CT Dassault Falcom 2000EX 02/06 Rod Hudson

Friday 3rd June

Piper PA-28RT Turbo Arrow **G-SKYV** t/f Isle of Man (10:33/11:07), Beech C23 Muskateer **G-BARH** f/t Sherburn (11:24/11:56), Cessna 680 Sovereign **PH-RLG** arr 11:30 from Lyon n/s, Eurocopter EC130 **G-ESET** arr 13:59 dep 14:57, Beech 200 Kingair **G-NIAA** f/t Belfast (14:06/14:44), Eurocopter EC120 **G-SKPP** arr 14:41 dep 14:56, Cessna 560 Excel **D-CGAA** arr 14:56 from Jersey n/s, Beech 200 Kingair air ambulance **G-CEGP** arr 17:16 from San Javier dep 18:26 to Teeside c/s MD101.



D-CGAA Cessna 560XL Citation XLS 03/06 Rod Hudson



G-SKPP Eurocopter EC.120B COLBRI 03/06 Rod Hudson

Saturday 4th June

Cessna 560 Excel **D-CGAA** dep 07:11 to Paris, Cessna 750 Citation X **N950M** f/t IOM (07:24/07:52) & arr back 16:10 n/s, Global 6000 **9H-JOY** arr 11:56 from Toulon n/s, Agusta A109 **G-EMHC** arr 13:59 & dep 14:45, Challenger 605 **G-SJSS** arr 09:09 from Northolt dep 14:17 to Napoli, Cessna 680 Sovereign **PH-RLG** dep 15:25 to St Nazaire, Jodel DR360 **G-DRZF** arr 16:45 from Earls Colne n/s, Cessna 560 Excel **D-CGAA** arr 16:57 from Firenze n/s.

Sunday 5th June

Cessna 560 Excel **D-CGAA** dep 06:44 to Amsterdam, Global 6000 **9H-JOY** dep 08:25 to Malaga, Rockwell Commander 114 **2-LAND** f/t Guernsey (08:58/14:02), Eurocopter EC130 **G-ESET** arr 11:39 dep 11:46 & arr 14:55 dep 15:28 to Bournemouth, Robinson R22 **G-HIZZ** arr 12:02 from Wellesbourne

Mountford dep 12:50, Partenavia P68 **G-RVNE** f/t Liverpool (15:21/16:19), Jodel DR360 **G-DRZF** dep 17:30 to Earls Colne, Legacy 650 **D-AHOX** arr 18:51 from Sion n/s, Cessna 560 Excel **HB-VPA** rr 21:08 from Zurich n/s.

Monday 6th June

Sikorsky S-76 **M-JCBC** arr 07:08 from EMA dep 07:26 (fuel), Cessna 750 Citation X **N950M** dep 07:51 to IOM, Cessna 560 Excel **HB-VPA** dep 08:37 to Grenchen, Legacy 650 **D-AHOX** dep 08:55 to Farnborough, Grob G115 f/t Cranwell **G-CGKB** (10:40/12:55) as CWL90, Grob G115 **G-CGKC** f/t Cranwell (11:27/14:09) as CWL91, Grob G115 **G-CGKW** f/t Cranwell (11:47/14:29) as CWL97, Piper Pa-28 Cherokee **G-TIMK** arr 11:14 from Compton Abbas dep 15:49 to Shobdon, Sikorsky S-76 **M-JCBA** arr 13:30 dep 13:54 (fuel), Cessna 560 excel **G-XSTV** arr 15:31 from Northolt n/s, Citation X **N950M** f/t IOM (16:07/16:28), Learjet 45 **G-GMAA** f/t Glasgow (19:01/19:21), Cessna 525 CJ3 **N90CZ** arr 19:34 from Riga.

Tuesday 7th June

Cessna 560 Excel **G-XSTV** dep 07:07 to Chateroux, Robinson R22 arr 07:55 dep 08:29 to Prestwick, New Challenger 350 **9H-VCL** arr 08:02 from Bristol as Vistajet 417 dep 16:34, Grob G115 **G-CGKC** f/t Cranwell (09:37/12:10) as Cranwell 98, Vans RV-7 **G-OJLD** f/t Sherburn (10:09/12:12), Cessna 525 CJ1 **F-HRCA** arr 12:27 from EMA dep 18:11 to Lyon, Grob G115 **G-CGKB** f/t Cranwell (12:30/14:43), Cessna 525B CJ3 **N90CZ** dep 13:13 to Doncaster, Learjet 45 **D-CDOC** arr 18:55 from Tenerife n/s.



N90CZ Cessna 525B Citation CJ3 07/06 David Blaker

Wednesday 8th June

Cessna 750 X **N950M** f/t IOM (07:23/07:53), Cessna 525A CJ2 **D-IPCC** arr 08:54 from Egelsbach dep 09:36 to Palma, Learjet 45 **D-CDOC** dep 11:53 to Toulon, Global 6000 **CS-GLA** arr 13:52 from Geneva as NJE021F dep 15:16 to Le Bourget as NJE613Q, Hawker 800 **CS-DRW** arr 13:57 from Northolt as NJE270U dep 15:08 to Le Bourget as NJE465T, Cessna 560 Excel **G-XSTV** arr 14:44 from Linz dep 15:58 to Biggin Hill, Cessna 750 X **N950M** f/t IOM (16:13/16:44), Cessna 560 excel **CS-DXN** arr 17:14 from Luton as NJE 213M dep 18:16 to Cork as NJE868T,

Thursday 9th June

Cirrus SR22 **D-ECFM** f/t Marl (08:20/12:24), piper Pa-31 Navajo **G-UMMI** f/t Northolt (14:02/14:43), Phenom 300 **CS-PHE** arr 14:34 from Cork as NJE040P n/s, Beech 200 Kingair **G-WCCP** arr 15:06 from Teesside dep 18:15 to Northolt, Cessna 525A CJ2 **D-IWWP** f/t Schonefeld (16:33/21:33).

Friday 10th June

Cessna 750 X **N750M** f/t IOM (08:50/09:08) and (17:29/17:52), Phenom 300 **CS-PHE** dep 09:36 to Le Bourget as NJE513C arr back 16:37 from Glasgow as NJE 716H and n/s. Cessna 560 Excel **D-CAHO** arr 09:52 from Luton dep 11:17 to Split,



G-OGUN Eurocopter AS350 BS Ecureuil 09/06 David Blaker

Saturday 11th June

Phenom 300 **CS-PHE** dep 08:01 to Venice arr back 20:13 as NJE345F , Hawker 800 **OY-JBJ**, Aerospatiale AS355 **G-DCAM** arr 17@50 from Leeds East,

Sunday 12th June

Aerospatiale AS355 **G-DCAM** dep 11:51 arr back 17:04 & dep 18:31, Phenom 300 **CS-PHE** dep 13:04 to Grosseto as NJE 224T, Robin DR400 **F-GTPJ** arr 15:32 from Inverness n/s ,

Sunday 13th June

Phenom 100 **9H-FGV** arr 07:52 from Jersey dep 08:50 to EMA, Learjet 45 **M-ABJA** arr 08:18 from and to Stansted (08:18) shortest stop ever, arrive back at 09:26 (guess they missed their flight), Cessna 550 Citation **G-IPLY** arr 08:24 from Luton dep 09:02 to Bournemouth (couldn't they drive ?), Rockwell Commander 114 **G-OECM** f/t Carlisle (09:41/14:14), Robin DR400 **F-GTPJ** dep 1036 to Cherbourg.

Monday 14th June

Pilatus PC-12 **LX-FDI** f/t Luxembourg (08:13/13:40),

Tuesday 15th June

Beech 400 **G-SKBD** arr 12:13 from Alicante, dep 13:08 to Cardiff, Cessna 560 Excel **CS-DQA** 1rr 12:54 from Northolt as NJE287L dep 14:41 to Bristol as NJE525L (there is a train you know), Cessna 750 **D-IPCC** arr 13:13 from Palma dep 14:09 to Egelsbach, Beech 200 Kingair **G-KVIP** arr 14:14 from Dinard dep 18:10 to Exeter, Phenom 300 **D-CHIC** arr 14:52 from Wevelgem n/s, Learjet 35A **D-CITY** arr 21:37 from Heraklion n/s,

Wednesday 16th June

Phenom 300 **D-CHIC** dep 07:35 to Firenze, Beech 90 Kingair **M-KING** f/t Guernsey (08:35/16:08), Learjet 35A **D-CITY** dep 15:25 to Cologne,

Thursday 17th June

Cessna 550 Citation **G-IPLY** arr 13:15 from Bournemouth dep 14:30 to Staverton. Challenger 300 **G-KALS** arr 17:54 from Birmingham dep 19:19 to Faro.

Friday 18th June

Beech 58 Baron **N142TW** f/t its base at Fairoaks (08:04/13:06),

Saturday 19th June

Global 6000 **9H-VJY** arr 07:55 from Le Bourget as Vistajet 930 dep 10:58 to Rome, Learjet 35 **D-CTIL** makes its second appearance at 14:01 from Reus dep 16:59 to Birmingham.

Sunday 20th June

Gulfstream 650 **N762MS** arr 05:19 from Toronto n/s, Global 6000 **CS-GLF** arr 11:22 from Glasgow as NJE134A dep 14:45 to Palma as NJE413T,

Monday 21st June

Cirrus SR20 **G-DOLI** arr 07:35 from Blackpool dep 08:29 to Staverton, Cessna 525B CJ3 **D-CJET** arr 12:01 from Firenze n/s, Global 6000 **CS-GLF** arr 13:34 from Le Bourget as NJE031A dep 15:30 to Nice as NJE482U, Gulfstream 650 **N762MS** dep 16:23 to Toronto.

Tuesday 22nd June

Cessna 525B CJ3 **D-CJET** dep 08:15 to Cambridge, BN-2T Defender **ZH536** arr 09:22 dep 10:43 to Waddington, Cessna 525 CJ1 **M-TEAM** arr 12:13 from Guernsey until 24th, Cessna 525B CJ3 **N90CZ** arr 14:29 from Oxford dep 15:01 to Northolt, Beech 200 Kingair **G-IASA** arr 14:51 from Stansted dep 15:17 to Belfast,

Wednesday 23rd June

Cessna 441 Conquest **EI-DMG** arr 09:23 from Exeter dep 10:25 to Waterford, Beech 200 Kingair **G-PCOP** arr 09:55 from Farnborough dep 14:35 to Glasgow, BN-2T Defender **ZH536** f/t Waddington (10:11/11:42), Cessna 510 Mustang **OE-FZB** arr 14:28 from Stansted n/s, Global 6000 **CS-GLC** arr 17:22 from Verona as NJE400P n/s.

Thursday 24th June

Cessna 525 CJ1 **M-TEAM** dep 07:03 to Bordeaux, Cessna 510 Mustang **OE-FZB** dep 08:55 to Newquay, BAe Hawk T1 **XX201** arr 09:07 from Leeming c/s Pirate02 dep 12:22 to Leuchars, Global 6000 **CS-GLC** dep 09:14 to Dubrovnik as NJE426K, Cessna 560 excel **CS-DQB** arr 11:12 from Northolt as NJE217N dep 13:13 to Cannes as NJE916W, Phenom 300 **G-KRBN** f/t Biggin Hill (11:19/12:42), Cessna 560 Excel **D-CSUN** arr 12:49 from Dubrovnik dep 14:38 to Aberdeen,

Friday 25th June

Cessna 510 Mustang **G-FBLK** f/t Manchester (07:56/08:48),

Saturday 26th June

Cessna 510 Mustang **OE-FPP** arr 11:44 from Newquay dep 13:22 to Hamburg, Cessna 525 CJ1 **M-TEAM** arr 14:23 from Le Bourget n/s.

Sunday 27th June

Cessna 525 CJ1 **M-TEAM** dep 07:47 to Biggin Hill, Piper PA-34 Seneca **F-HSYS** arr 08:39 from La Rochelle n/s, Cirrus SR22 **N122MG** arr 10:40 From Turweston dep 15:40 to Vienna,

Monday 28th June

Beech C90A Kingair **M-POWR** f/t Exeter (08:33/12:16), Piper Pa-34 Seneca **F-HSYS** dep 15:38 to La Rochelle.

Tuesday 29th June

Rockwell Commander 114 **G-OECM** f/t Carlisle (07:35/09:46), Learjet 60 **M-DMBP** f/t Dublin (10:33/14:14), Falcon 7X **M-LJGI** f/t Dublin (11:44/15:21), Beech 200 Kingair **G-KVIP** arr 13:02 from Hamburg dep 16:31 to Exeter, Cessna 510 Mustang **G-FBLK** arr 13:43 from Dole/Tavaux dep 15:09 to EMA, Learjet 45 '258' f/t Baldonnel (19:32/20:11) c/s IRL258, Casa CN235 '252' f/t Baldonnel (20:28/22:29) c/s IRL252.

Wednesday 30th June

Phenom 300 **N272NR** arr 10:24 from Exeter dep 14:10 to Kerry, Piper PA-46P Malibu **D-EXRE** f/t Bielefeld (10:35/14:12), Cessna 525A CJ2 **G-TWOP** arr 12:00 from Palma dep 12:38 to Shannon, Cirrus Sr22 **N936CT** f/t Denham (12:21/14:25), Learjet 45 **M-ABEU** f/t Stansted (15:39/17:24), Falcon 2000LX **M-CHEM** arr 16:13 from Northolt n/s, Cessna 560 excel **G-XSTV** arr 19:08 from Biggin Hill.

AIRLINE BY AIRLINE @ LBA - ANDREW COVERDALE

June 2016

Air Europa(AEA/UX, "Europa")

The company operates charters from/to Palma using B737 aircraft.

Palma(337/338):-3/6 EC-LQX, 10/6 EC-LPR, 17/6 EC-IDA, 24/6 EC-LQX.



EC-LQX Boeing 737-85P Air Europa 03/06 Rod Hudson

Aurigny(AUR/GR, "Aylene")

The company operates a service from Guernsey using ATR aircraft.

Guernsey(664/665 "66V/66W"):-1/6 G-HUET, 3/6 G-HUET, 4/6 G-HUET, 6/6 G-HUET, 8/6 G-HUET, 10/6 G-HUET, 11/6 G-BWDB, 13/6 G-BWDB, 15/6 G-HUET, 17/6 G-HUET, 18/6 G-HUET, 22/6 G-HUET, 24/6 G-HUET, 25/6 G-HUET, 27/6 G-COBO, 29/6 G-HUET.

Austrian Airlines(AUA/OS, "Austrian")

Charters operated throughout the Summer using F70 aircraft.

Innsbruck "2587/2588":-11/6 OE-LFQ, 18/6 OE-LFP, 25/6 OE-LFP.

BH Air(BHR/BGH, "Balkan Holidays")

This company operates weekly Saturday charter flight using A320/A319 aircraft through the Summer.

Bourgas "5569/5570":-4/6 LZ-BHJ, 11/6 LZ-BHJ, 18/6 LZ-AOA, 25/6 LZ-BHK.

British Airways(SHT/BA, "Shuttle")

The company has operates its **Heathrow** flights three times daily, operated by A.319 aircraft.

Heathrow(1340/1341, "1340/21Z"):-1/6 G-EUOF, 2/6 G-EUPT, 3/6 G-EUPR, 4/6 G-EUPL, 5/6 G-EUOE, 6/6 G-EUPT, 7/6 G-EUPC, 8/6 G-EUPT, 9/6 G-EUUI, 10/6 G-EUOG, 11/6 G-EUPZ, 13/6 G-EUPY, 14/6 G-EUPL, 15/6 G-EUPF, 16/6 G-EUPR, 17/6 G-EUPL, 18/6 G-EUOB, 19/6 G-EUOE, 20/6 G-EUOC, 21/6 G-EUOI, 23/6 G-EUPW, 24/6 G-EUPE, 26/6 G-EUPS, 27/6 G-EUPM, 28/6 G-EUPF, 29/6 G-EUPM, 30/6 G-EUPJ.

Heathrow(1342/1343, "20B/21Y"):-1/6 G-EUPA, 2/6 G-EUPF, 3/6 G-EUPK, 4/6 G-EUPZ, 5/6 G-EUPN, 6/6 G-EUPM, 7/6 G-EUPS, 8/6 G-EUOI, 9/6 G-EUPS, 10/6 G-EUPV, 11/6 G-EUPT, 12/6 G-EUPH, 13/6 G-EUOI, 14/6 G-EUPW, 15/6 G-EUPB, 17/6 G-EUPH, 18/6 G-EUPR, 19/6 G-EUPN, 20/6 G-EUPH, 21/6 G-EUPZ, 22/6 G-EUPF, 24/6 G-EUPP, 25/6 G-EUPP, 26/6 G-EUOD, 27/6 G-EUPL, 28/6 G-EUPU, 29/6 G-EUPX, 30/6 G-EUPU.

Heathrow(1344/1345, "20C/21X"):-2/6 G-EUOC, 5/6 G-EUOI, 6/6 G-EUPC, 8/6 G-EUOE, 9/6 G-EUPU, 12/6 G-EUPC, 13/6 G-EUPS, 14/6 G-EUOE, 15/6 G-EUPY, 16/6 G-EUOB, 19/6 G-EUPG, 20/6 G-EUPT, 21/6 G-EUOI, 22/6 G-EUPJ, 23/6 G-EUPX, 26/6 G-EUOA, 27/6 G-EUOE, 28/6 G-EUOA, 29/6 G-EUPF, 30/6 G-EUPS.

Carpatair(KRP/V3, "Carpatair")

Charter flights operated by F100 aircraft.

2/6 YR-FKA(2203) operated charter in from Perpignan, 3/6 YR-FKA(2204) operated charter back to Perpignan.



YR-FKA Fokker 100 Carpatair 02/06 Rod Hudson

Eastern Airways(EZE/T3, "Eastflight")

Jetstream 41 and S2000 aircraft are utilized on most flights to **Aberdeen and Southampton** with aircraft frequently swapped. Occasionally EMB135 aircraft used.

Aberdeen "21LK/31LK" –1/6 G-MAJA(21LK), 6/6 G-MAJU, 7/6 G-MAJT, 8/6 G-MAJK(21LK), 13/6 G-MAJJ, 14/6 G-MAJE(21LK) G-MAJJ(31LK), 15/6 G-MAJJ(21LK), 20/6 G-MAJC(21LK) G-MAJE(31LK), 21/6 G-MAJJ, 22/6 G-MAJJ(21LK), 27/6 G-MAJJ, 28/6 G-MAJA(21LK), 29/6 G-MAJY(21LK).

Aberdeen "4714/4717" -1/6 G-CDEA(4717), 2/6 G-MAJJ(4714) G-MAJL(4717), 3/6 G-MAJL(4714) G-MAJA(4717), 6/6 G-MAJU(4714) G-MAJT(4717), 7/6 G-MAJT(4714) G-MAJK(4717), 8/6 G-MAJY(4717), 9/6 G-MAJC(4714) G-MAJT(4717), 10/6 G-MAJT(4714) G-MAJJ(4717), 13/6 G-MAJJ, 14/6 G-MAJJ, 15/6 G-MAJJ(4717), 16/6 G-MAJJ(4714) G-MAJT(4717), 17/6 G-MAJE(4714) G-MAJJ(4717), 20/6 G-MAJJ, 21/6 G-MAJJ, 22/6 G-MAJJ(4717), 23/6 G-MAJE, 24/6 G-MAJJ, 27/6 G-MAJJ(4714) G-MAJA(4717), 28/6 G-MAJJ(4714) G-MAJY(4717), 29/6 G-MAJJ(4717), 30/6 G-MAJC(4714) G-MAJU(4717).

Aberdeen "81LK/91LK" –1/6 G-MAJJ, 2/6 G-MAJJ(81LK) G-MAJC(91LK), 3/6 G-MAJA(81LK) G-MAJU(91LK), 6/6 G-MAJT, 7/6 G-MAJK, 8/6 G-MAJY(81LK) G-MAJC(91LK), 10/6 G-CDEA(81LK) G-CDKB(91LK), 13/6 G-MAJJ, 14/6 G-MAJJ, 15/6 G-MAJJ, 16/6 G-MAJJ, 16/6 G-MAJT(81LK) G-MAJE(91LK), 17/6 G-MAJJ, 20/6 G-MAJJ, 21/6 G-MAJJ, 22/6 G-MAJJ, 23/6 G-MAJJ, 24/6 G-CFLU(81LK) G-MAJC(91LK), 27/6 G-CERZ(81LK) G-CDKB(91LK), 28/6 G-MAJY, 29/6 G-MAJJ(81LK) G-MAJC(91LK), 30/6 G-MAJU(81LK) G-MAJB(91LK).

Southampton "70Y/71G" –1/6 G-MAJJ, 2/6 G-CDEA, 6/6 G-CFLU, 7/6 G-CFLU, 8/6 G-CDEA, 9/6 G-CDEA, 13/6 G-CFLV, 14/6 G-CFLV, 15/6 G-CFLV, 16/6 G-CFLV, 20/6 G-MAJJ, 21/6 G-CFLV, 22/6 G-CFLV(70Y), 23/6 G-CERZ(70Y), 27/6 G-CERZ, 28/6 G-CDKB, 29/6 G-CDKB, 30/6 G-CDKB.

Southampton "4702(72Y)/4703" –3/6 G-CDEA, 6/6 G-CFLU, 7/6 G-CFLU, 8/6 G-CDEA, 9/6 G-CDEA(72Y), 10/6 G-CDEA, 13/6 G-CFLV, 14/6 G-CFLV(72Y), 15/6 G-CFLV, 16/6 G-CFLV(72Y), 17/6 G-CDEA, 20/6 G-CFLV, 21/6 G-CFLV(4705), 22/6 G-CERZ(4703), 23/6 G-MAJJ, 24/6 G-CERZ, 27/6 G-CERZ, 28/6 G-CDKB(72Y), 29/6 G-CDKB, 30/6 G-CDKB(72Y).

Southampton "4704/4705" –1/6 G-MAJJ, 3/6 G-CDEA, 6/6 G-CFLU, 8/6 G-CDEA, 9/6 G-CDEA(4705), 10/6 G-CDEA, 13/6 G-MAJJ, 14/6 G-CFLV(4705), 15/6 G-CFLV, 16/6 G-CFLV, 17/6 G-CFLV, 20/6 G-CFLV, 21/6 G-CFLV(4705), 22/6 G-CERZ, 23/6 G-CERZ(4705), 24/6 G-CERZ, 27/6 G-CERZ, 28/6 G-CDKB(4705), 29/6 G-CDKB, 30/6 G-CDKB(4705).

Southampton "76Y/77G" –1/6 G-CDEA, 2/6 G-MAJL(77G), 3/6 G-CDEA, 6/6 G-CFLU, 7/6 G-CDEA, 8/6 G-CDEA, 9/6 G-CDEA, 10/6 G-MAJJ, 13/6 G-CFLV, 14/6 G-CFLV, 15/6 G-CFLV, 17/6 G-CFLV, 20/6 G-CFLV, 21/6 G-CFLV, 22/6 G-CERZ, 23/6 G-CERZ, 24/6 G-MAJJ, 27/6 G-MAJA, 28/6 G-CDKB, 29/6 G-CDKB, 30/6 G-CDKB.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-5/6 G-CFLU(91LK/91Y/81G) G-CDEA(81LK), 12/6 G-CFLV(91LK/91Y/81G) G-CCKB(81LK), 19/6 G-CFLU, 26/6 G-MAJU.

Additional flights:-1/6 G-MAJA(10W) positioned in from Humberside, 2/6 G-MAJJ(68L) positioned in from Teesside, G-MAJC(32Z) positioned out to East Midlands, 3/6 G-MAJU(968P) positioned out to Oxford, 4/6 G-MAJU(969P) positioned in from Oxford, 7/6 G-CDEA(025P) positioned in from Aberdeen, 7/6 G-CFLU(026P) positioned out to Aberdeen, 14/6 G-MAJJ(022P) positioned out to Norwich, G-MAJE(10W) positioned in from Humberside, 17/6 G-CDEA(052P/053P) positioned in from/out to Norwich, 20/6 G-MAJC(25Z) positioned in from East Midlands, G-MAJE(61L) positioned out to Teesside, 21/6 G-MAJJ(022P) positioned in from Norwich, 23/6 G-MAJE(27Z) positioned in from East Midlands, 24/6 G-CFLU(78H) positioned in from Norwich, G-MAJC(21Z) positioned out to East Midlands, 28/6 G-MAJJ(62L) positioned in from Teesside.

Flybe(BEE/BE, "Jersey")

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

Belfast City(729/730, "729/6HC") :-1/6 G-JEDP, 2/6 G-JEDV, 3/6 G-JEDV, 4/6 G-FLBE, 6/6 G-FLBE, 7/6 G-FLBE, 8/6 G-FLBE, 9/6 G-FLBE, 10/6 G-FLBE, 13/6 G-ECOA, 14/6 G-FLBE, 15/6 G-FLBE, 16/6 G-FLBE, 17/6 G-FLBE, 18/6 G-JECN, 20/6 G-JEDU, 21/6 G-JEDU, 22/6 G-FLBE, 23/6 G-JEDU, 24/6 G-PRPC, 25/6 G-ECOM, 27/6 G-PRPB, 28/6 G-PRPB, 29/6 G-PRPB, 30/6 G-PRPB.

Belfast City(731/732, "5RG/3PA") :-1/6 G-ECOD, 2/6 G-ECOD, 3/6 G-ECOD, 4/6 G-JECO, 5/6 G-JECE, 6/6 G-PRPE, 7/6 G-PRPE, 8/6 G-JECE, 9/6 G-JECI, 10/6 G-JEDV, 11/6 G-JEDU, 12/6 G-JEDP, 13/6 G-JEDV, 14/6 G-ECOA, 15/6 G-JECN, 16/6 G-JECJ, 17/6 G-JECN, 18/6 G-ECOF, 19/6 G-JEDU, 20/6 G-JECX, 21/6 G-FLBE, 22/6 G-ECOP, 23/6 G-JEDM, 24/6 G-JECO, 25/6 G-PRPC, 26/6 G-JEDM, 27/6 G-ECOC, 28/6 G-JECR, 29/6 G-JECG, 30/6 G-JECL.

Belfast City(733/734, "8QE/8CP") :-5/6 G-JEDV, 12/6 G-FLBB, 19/6 G-JEDP, 26/6 G-ECOM.

Belfast City(735/736, "4JQ/4DA") :-1/6 G-ECOD, 2/6 G-ECOP, 3/6 G-ECOP, 6/6 G-PRPE, 7/6 G-ECOP, 8/6 G-JECE, 9/6 G-JECI, 10/6 G-ECOP, 13/6 G-ECOA, 14/6 G-JEDV, 16/6 G-JECJ, 20/6 G-JEDP, 21/6 G-FLBE, 22/6 G-ECOM, 23/6 G-JEDM, 24/6 G-JECX, 27/6 G-ECOC, 28/6 G-JECR, 29/6 G-JECG, 30/6 G-JECL.

Belfast City(737/738, "1HM/4BQ") :-1/6 G-ECOD, 2/6 G-ECOP, 3/6 G-ECOP, 5/6 G-ECOP, 6/6 G-PRPE, 7/6 G-ECOP, 8/6 G-JECE, 9/6 G-JECI, 10/6 G-ECOP, 12/6 G-KKEV, 13/6 G-ECOA, 14/6 G-JECJ, 15/6 G-PRPA, 16/6 G-JECJ, 17/6 G-JECJ, 19/6 G-ECOM, 20/6 G-JEDP, 21/6 G-FLBE, 22/6 G-ECOM, 23/6 G-JEDM, 24/6 G-JECX, 26/6 G-JEDP, 27/6 G-ECOC, 28/6 G-JECR, 29/6 G-JECG, 30/6 G-JECL.

Jet2(EXS/LS, "Channex")

Charter flights plus positioning flights will be detailed in this section:-1/6 G-POWH(27QA/17HK), G-GDFU(069J) positioned out to East Midlands, 2/6 G-POWH(18DJ/2VC), G-GDFB(031E) positioned in from Belfast, G-CELO(43A) positioned out to Edinburgh, G-GDFX(033E) positioned out to Manchester, G-GDFM(042A) positioned in from Palma, 3/6 G-GDFL(035E) positioned out to Belfast, G-POWH(27QA/17HK/1VG/274), G-LSAA(041A/049A) positioned out to/in from Manchester, 4/6 G-POWH(18DJ/2VC/477/47CE), G-POWH(18DJ/2VC/1VG/274), G-CELY(031R) positioned in from Edinburgh, 6/6 G-POWH(27QA/17HK), G-GDFB(031R/033R) positioned out to Newcastle/in from Edinburgh, 7/6 G-POWH(355/356), G-CELY(051B) test flight, G-GDFN(033E) positioned in from Manchester, G-JZHD(039E) positioned in from Manchester, 8/6 G-CELY(038E) positioned out to Edinburgh, G-POWH(27QA/17HK), G-GDFX(031E) positioned in from Manchester, 9/6 G-JZHD(034E) positioned out to Manchester, G-GDFB(032E) positioned out to Manchester, G-POWH(18DJ/2VC), G-LSAI(041A) positioned out to Palma, 10/6 G-LSAJ(041) positioned in from Palma, G-POWH(27QA/17HK/1VG/274), G-CELF(052B) test flight, 11/6 G-LSAG(072W) positioned in from Manchester, G-LSAA(073W) positioned in from Manchester, G-GDFX(031R) positioned out to East Midlands, G-POWH(18DJ/2VC/477/47CE), G-GDFO(033E) positioned in from East Midlands, 12/6 G-POWH(18DJ/2VC/1VG/274), G-LSAJ(048A) positioned out to Venice, G-CELY(010P) positioned in from Cologne, 13/6 G-LSAJ(045A) positioned in from Manchester, G-CELY(046A/047A) positioned out to/in from Manchester, G-POWH(27QA/17HK), G-GDFN(039E) positioned out to East Midlands, G-GDFD(031E) positioned in from Newcastle, 14/6 G-POWH(355/356), G-CELF(300T) test flight to Manchester, G-CELS(049A) positioned in from East Midlands, 15/6 G-POWH(27QA/17HK), G-CELS(041A) positioned out to Edinburgh, 16/6 G-POWH(18DJ/2VC), 17/6 G-GDFD(041A) positioned out to Manchester, G-POWH(27QA/17HK/1VG/274), G-GDFM(042A) positioned in from Rome, 18/6 G-CELY(043A) positioned out to Manchester, G-ZAPW(041A) positioned in from Stansted then (235/236/175/176) then positioned back to Stansted(042), G-POWH(18DJ/2VC/477/47CE), G-CELY(052K) positioned in from Dublin, 19/6 G-POWH(18DJ/2VC/1VG/274), G-LSAJ(051B) test flight,

20/6 G-CELA(058B) test flight, G-POWH(27QA/17HK), G-CELP(059B) test flight x2, G-CELF(033E) positioned in from Manchester, 21/6 G-POWH(355/356), G-CELA(059B) test flight, G-JZHD(031E) positioned in from Manchester, G-CELP(071J) positioned out to Newcastle, G-GDFO(031R) positioned out to Manchester, G-GDFE(039E) positioned in from Newcastle, 22/6 G-CELA(051B) test flight, G-POWH(27QA/17HK), G-CELEX(035R) positioned out to Newcastle, G-CELG(031E) positioned in from Manchester, 23/6 G-POWH(18DJ/2VC), G-JZHD(033E) positioned out to East Midlands, 24/6 G-POWH(27QA/17HK/1VG/274), G-CELA(051B) test flight then positioned out to Newcastle(010P), G-LSAJ(042A/046A) positioned out to East Midlands/in from Edinburgh, G-GDFJ(034E) positioned in from Manchester, 25/6 GPOWH(18DJ/2VC/477), G-CELA(011P) positioned in from Newcastle, G-GDFJ(033E) positioned out to Manchester, G-GDFE(071W) positioned out to Manchester, G-GDFG(031E) positioned in from Newcastle, 26/6 G-CELA(041A) positioned out to Newcastle, G-CELP(059B) positioned in from Newcastle, G-POWH(478A), 27/6 G-GDFY(031E) positioned in from East Midlands, G-POWH(27QA/17HK), G-CELA(049A) positioned in from Manchester, G-POWH(18DJ/2VC/77VB/2DQ), G-GDFG(031E) positioned out to Newcastle, G-CELJ(071J) positioned in from Manchester, 29/6 G-CELG(069J) positioned out to Manchester, G-POWH(27QA/17HK/223/224), G-CELP(051B) test flight, 30/6 G-POWH(18DJ/2VC), G-JZHB(042A) positioned out to Newcastle, G-GDFC(043A) positioned in from Newcastle.

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily Embraer 190 on all flights but Fokker 70 still turn up occasionally.

Amsterdam(1541/1542, "1541/1542") :-4/6 PH-EZR, 5/6 PH-KZD(**F70**), 11/6 PH-EXA, 12/6 PH-KZP(**F70**), 18/6 PH-EXA, 19/6 PH-WXD(**F70**), 25/6 PH-EXF, 26/6 PH-WXD(**F70**).

Amsterdam(1545/1546, "1545/1546") :-1/6 PH-EZG, 2/6 PH_EZG, 3/6 PH-EZO, 6/6 PH-EXF, 7/6 PH-EZS, 8/6 PH-EZD, 9/6 PH-EZR, 10/6 PH-EZN, 13/6 PH-EZL, 14/6 PH-EZW, 15/6 PH-EZT, 16/6 PH-EZS, 17/6 PH-EZD, 20/6 PH-EZM, 21/6 PH-EXC, 22/6 PH-EZC, 23/6 PH-EZL, 24/6 PH-EZH, 27/6 PH-EXF, 28/6 PH-EZP, 29/6 PH-EZO, 30/6 PH-EZV.

Amsterdam(1547/1548, "1547/1548") :-1/6 PH-EXE, 2/6 PH-EXF, 3/6 PH-EZI, 6/6 PH-EZI, 7/6 PH-EZU, 8/6 PH-EZU, 9/6 PH-EZF, 10/6 PH-EZA, 13/6 PH-EZO, 14/6 PH-EZW, 15/6 PH-EZH, 16/6 PH-EZU, 17/6 PH-EZH, 20/6 PH-EZK, 21/6 PH-EZS, 22/6 PH-EZY, 23/6 PH-EZS, 24/6 PH-EXF, 27/6 PH-EZN, 28/6 PH-EXB, 29/6 PH-EZY, 30/6 PH-EXH.

Amsterdam(1549/1550, "73E/74F") :-1/6 PH-EXB, 2/6 PH-EZG, 3/6 PH-EZO, 4/6 PH-EZY, 5/6 PH-EZE, 6/6 PH-EZY, 7/6 PH-EXF, 8/6 PH-EZF, 9/6 PH-EXF, 10/6 PH-EZA, 11/6 PH-EZR, 12/6 PH-EZA, 13/6 PH-EZD, 14/6 PH-EZZ, 15/6 PH-EZF, 16/6 PH-EZV, 17/6 PH-EXC, 18/6 PH-WXD(**F70**), 19/6 PH-EZA, 20/6 PH-EZG, 21/6 PH-EZW, 22/6 PH-EXC, 23/6 PH-KZC(**F70**), 24/6 PH-EXF, 25/6 PH-EZN, 26/6 PH-EZG, 27/6 PH-EZV, 28/6 PH-EZX, 29/6 PH-EZT, 30/6 PH-EXE.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) :-1/6 PH-EZL, 2/6 PH-EZC, 3/6 PH-EZI, 4/6 PH-EZH, 5/6 PH-EZE, 6/6 PH-EZN, 7/6 PH-EZM, 8/6 PH-EZD, 9/6 PH-EZO, 10/6 PH-EZD, 11/6 PH-EXE, 12/6 PH-EZB, 13/6 PH-EZS, 14/6 PH-EXD, 15/6 PH-EXE, 16/6 PH-EXA, 17/6 PH-EZE, 18/6 PH-EZO, 19/6 PH-EZX, 20/6 PH-EZH, 21/6 PH-EZW, 22/6 PH-EZC, 23/6 PH-EXA, 24/6 PH-EZR, 25/6 PH-EZX, 26/6 PH-EZF, 27/6 PH-EZR, 28/6 PH-EZF, 29/6 PH-EXH, 30/6 PH-EZX.



PH-EXH Embraer 175 KLM 30/06

Loganair(LOG/BE, "Loganair")

Flights are scheduled to be operated from and to **Glasgow** using Dornier 328 & Saab 340/2000 aircraft.

Glasgow(6980/6981, "73JV/24PL") :-1/6 G-LGNK, 2/6 G-LGNJ, 6/6 G-LGNK, 7/6 G-LGNE, 8/6 G-LGNE, 9/6 G-LGNH, 13/6 G-LGNF, 14/6 G-LGND, 15/6 G-LGNG, 16/6 G-LGNG, 20/6 G-LGNC, 21/6 G-LGNM, 22/6 G-LGND, 23/6 G-LGNM, 27/6 G-LGND, 28/6 G-LGND, 29/6 G-LGNG, 30/6 G-LGNG.

Glasgow(6984/6985, "26JL/12DC") :-1/6 G-LGNJ, 2/6 G-LGNF, 3/6 G-LGNK, 6/6 G-LGNH, 7/6 G-LGNH, 8/6 G-LGNJ, 9/6 G-LGNF, 10/6 G-LGNF, 13/6 G-LGND, 14/6 G-LGND, 15/6 G-LGNA, 16/6 G-LGNE, 17/6 G-LGND, 20/6 G-LGND, 21/6 G-LGNE, 22/6 G-LGNC, 23/6 G-LGNC, 24/6 G-LGNG, 27/6 G-LGNG, 28/6 G-LGNG, 29/6 G-LGNG, 30/6 G-LGND.

Monarch(MON/ZB, "Monarch")

Schedules flights to be operated to the following destinations:-**Alicante**(1236/1237 "88XB/93UP" – Sun/Mon/Thu/Fri, 1238/1239 "1238/1239" –Tue/Thu/Sat), **Barcelona**(7554/5 "80TT/64PM" – Sun/Mon/Wed/Fri), **Faro**(1242/3 "37WQ/17NV" –Sun/Tue/Wed/Thu/Sat), **Larnaca**(7508/9 –Wed/Sat), **Menorca**(7584/5 "47TP/48NK" –Mon), **Napoli**(1276/7 "27LK/19EE" –Mon/Fri), **Palma**(7512/3 "94KJ/78PN –Sat, 7516/7 "86PW/78FJ" –Tue/Wed/Thu), **Tenerife**(7504/5 "22MQ/58BY" – Sun/Tues/Fri).

Two Airbus A.320 are based:- G-OZBX(1/6-21/6), G-ZBAU(1/6-30/6), G-ZBAH(21/6-30/6).

Ryanair(RYR/FR, "Ryanair")

Ryanair will base 3x for the Summer, operating routes to:- **Alicante**(9079/8, "51XB/90QF" – Sun/Mon/Tue/Thu/Fri); **Chania**(2476/2477 "16VC/2477 –Tue/Sat); **Corfu**(2496/2497, "59SL/2497" – Wed); **Dublin**(153/2, "153/81QN" –Sun/Mon/Tue/Wed/Thu/Fri/Sat); **Dublin**(157/6, "39AU/70QB" – Sun/Sat); **Fuerteventura**(1584/5, "1584/17FE" –Mon/Fri); **Faro**(2503/2504 "10SW/30QW" –Fri); **Gdansk**(1503/1504 "59VP/23BP –Tue/Wed/Thu/sat); **Ibiza**(2486/2487 "66PQ/86X" –Sun/Thu); **Krakow**(2332/3, "23N/20GG" –Thu/Sat); **Limoges**(2328/2329 "34CA/37QU" –Sun/Thu); **Malaga**(2446/7, "75FT/19BV" –Sun/Mon/Tue/Wed/Thu/Fri/Sat); **Malta**(2448/49, "2448/57WP" – Mon/Fri); **Murcia**(2322/2323 "33GX/27SQ", -Mon/Fri); **Palma**(2326/2327 "48MX/26LQ" – Sun/Mon/Tue/Wed/Thu/Sat); **Riga**(2482/3, "88AV/2483", -Sun/Wed); **Tenerife**(2492/3, "47JH/56ZW" – Wed); **Treviso**(2484/2485 "16BB/50DH –Tue/Sat):

Based aircraft:- EI-EVH(1/6-7/6), EI-EXE(1/6-23/6), EI-FRC(1/6-3/6), EI-FIN(3/6-9/6), EI-DPX(7/6-9/6), EI-FRO(9/6-30/6), EI-EFO(9/6-11/6), EI-EGD(11/6-30/6), EI-ENP(23/6-25/6), EI-EBA925/6-30/6),

Flights operated by non-based aircraft:-

Alicante (9078/9079, "7PX/2KA", -Wed/Sat):-1/6 EI-DLV, 4/6 EI-DLV, 8/6 EI-FON, 11/6 EI-FIR, 15/6 EI-DLR, 22/6 EI-FRI, 29/6 EI-ENE.

Dublin (152/153 "81QN/153" – various):-13/6 EI-DCR.

Dublin (156/7, "89XA/39KP", -various):-1/6 EI-FRS, 2/6 EI-EBR, 3/6 EI-DLF, 6/6 EI-EKE, 7/6 EI-EFY, 8/6 EI-EMA, 9/6 EI-ESZ, 10/6 EI-EFI, 13/6 EI-EMC, 14/6 EI-FOH, 15/6 EI-FOT, 16/6 EI-FIG, 17/6 EI-EMN, 20/6 EI-DCK, 21/6 EI-EKK, 22/6 EI-DCK, 23/6 EI-FEI, 24/6 EI-DHY, 27/6 EI-FRL, 28/6 EI-EBC, 29/6 EI-FEE, 30/6 EI-DLH.

Faro (2504/2503, "30QW/10SW" -various):-1/6 EI-EKW, 5/6 EI-EKP, 6/6 EI-EKW, 7/6 EI-EKW, 8/6 EI-EKW, 12/6 EI-EFD, 13/6 EI-DPX, 14/6 EI-FIV, 15/6 EI-EFD, 19/6 EI-EFD, 20/6 EI-EFD, 22/6 EI-DPN, 26/6 EI-DPN, 27/6 EI-EFT, 29/6 EI-DLG.

Krakow (2333/2332, "20GG/23N", - various):-7/6 EI-DLR, 14/6 EI-EPF, 21/6 EI-DLN, 28/6 EI-DPV.

Lanzarote (2047/2048, "29UW/24FV", -various):-4/6 EI-EKY, 7/6 EI-EKY, 11/6 EI-DYZ, 14/6 EI-EKY, 18/6 EI-DYZ, 21/6 EI-EKY, 25/6 EI-EKY, 28/6 EI-EFP.

Malaga (2480/2781 "2480/84HU" - Tue):-7/6 EI-FIJ, 14/6 EI-FIN, 21/6 EI-FOK, 28/6 EI-FIN.

Malaga (2447/2446 "18DJ/77FT" –Mon/Thu):-2/6 EI-DLN, 6/6 EI-FIS, 9/6 EI-DLN, 13/6 EI-FOK, 16/6 EI-ENW, 20/6 EI-DYL, 23/6 EI-FIL, 27/6 EI-EKP, 30/6 EI-DWZ.

Palma (2327/2326 "26LQ/48MX" -various):-3/6 EI-DLO, 10/6 EI-EPG.

Pisa (2502/2501 "98GQ/76UJ" -various):-3/6 EI-EPH, 6/6 EI-DPB, 10/6 EI-DLY, 13/6 EI-EMR, 17/6 EI-DPB, 20/6 EI-DLY, 24/6 EI-EMR, 27/6 EI-ENS.

Tenerife (2493/2492 "56ZW/47JH" -various):-4/6 EI-EMM, 11/6 EI-DWW, 18/6 EI-EKM, 25/6 EI-EKM.

Stobart Air (RE/STK "Stobart")

Stobart Air (formerly Air Arran) operate a service between Leeds and Dublin/Cork (on behalf of Aer Lingus Commuter) using ATR42/72 aircraft.

Dublin (EIN3390/3391, "STK9L/STK19L"):-1/6 EI-FAT, 2/6 EI-FCZ, 3/6 EI-FAW, 4/6 EI-FAT, 6/6 EI-FCY, 7/6 EI-FCZ, 8/6 EI-FAU, 9/6 EI-FAT, 10/6 EI-FAS, 11/6 EI-FAS, 13/6 EI-FCZ, 14/6 EI-FAS, 15/6

EI-FCZ, 16/6 EI-FAV, 17/6 EI-FAX, 18/6 EI-FAW, 20/6 EI-FCZ, 21/6 EI-FCZ, 22/6 EI-FAX, 23/6 EI-FAV, 24/6 EI-FAX, 25/6 EI-FAU, 27/6 EI-FAU, 28/6 EI-FCZ, 29/6 EI-FAU, 30/6 EI-FAW.

Dublin (EIN3392/3393, "STK29L/STK39L"):-5/6 EI-FCY, 12/6 EI-REI, 19/6 EI-FAW, 26/6 EI-FAT.

Dublin (EIN3394/3395, "STK49L/STK59L"):-1/6 EI-FMJ, 2/6 EI-FAT, 3/6 EI-FAW, 5/6 EI-FAU, 6/6 EI-FAV, 7/6 EI-FAW, 8/6 EI-FAW, 9/6 EI-FAU, 10/6 EI-FCZ, 12/6 EI-FCY, 13/6 EI-FAW, 14/6 EI-FAT, 15/6 EI-FCZ, 16/6 EI-FCY, 17/6 EI-FSK, 19/6 EI-FAU, 20/6 EI-FCZ, 21/6 EI-FAT, 22/6 EI-FAW, 23/6 EI-FAS, 24/6 EI-FAT, 26/6 EI-FAT, 27/6 EI-FSK, 28/6 EI-FAU, 29/6 EI-FAX, 30/6 EI-FAW.

Cork (EIN3760/3761, "STK6EL/STK61EL"):-2/6 EI-FMK, 4/6 EI-FNA, 7/6 EI-FNA, 9/6 EI-FNA, 11/6 EI-FNA, 14/6 EI-FMK, 16/6 EI-FNA, 18/6 EI-FNA, 21/6 EI-FMJ, 23/6 EI-FMJ, 25/6 EI-FNA, 28/6 EI-FMJ, 30/6 EI-FNA.

Thomson Airways(TOM/BY, "Thomson")

The company will operate a B737 for the Summer operating the following charters:-**Corfu**(3550/3551 "3WC/79T" Fri); **Ibiza**(3432/3433 "10H/4PD" Thu); **Menorca**(3172/3173 "34P/48W" Mon);

Palma(3710/3711 "8YL/9PV" Sun, 3250/3251 "14A/21X" Tue, 3316/3317 "8FB/6JH" Wed, 3618/3619 "4JL/3YC" Sat); **Paphos**(3338/3339 "98B/6MH" Wed); **Rhodes**(3646/3647 "4TY/99D" Sat);

Tenerife(3748/3749 "3GD/5YX" Sun).

Based aircraft:- G-TAWU(1/6-9/6), G-TAWC(9/6-16/6), G-TAWN(16/6-21/6), G-TAWA(21/6-23/6), G-FDZR(23/6-30/6).

Additional flights 12/6 G-OOBD arrived from Tenerife(30E) then positioned out to Manchester(9020P).

Vueling Airlines (VY/VLG "Vueling")

The company operate a twice weekly (Fri/Mon) service from/to Barcelona using A319/320 aircraft.

Barcelona (8794/8795) :-3/6 EC-KMI, 6/6 EC-MJB, 10/6 EC-HGZ, 13/6 EC-MFK, 17/6 EC-LZE, 20/6 EC-LVO, 24/6 EC-MEQ, 28/6 G-ZAPW(**B737**)



EC-KMI Airbus A320-216 Vueling 03/06 Rod Hudson



G-SKYN As.355 Twin Squirrel Sky xNews Covering Jo Cox Murder Rod Hudson

ART PHOTO COMPETITION



Horsa Glider - Pegasus Memorial Museum Ranville - Alan Sinfield

No entries have really been received for this prestigious photographic completion. The idea is for Air Yorkshire members to send in photographs that have an “ARTY” element i.e. are good/in interesting photographs that happen to be aviation related. Come on! Start taking these photographs

The Editor