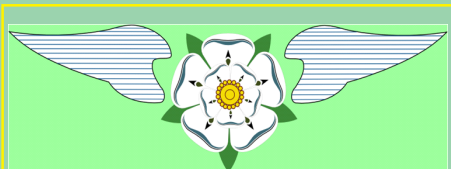


# Air Yorkshire Aviation Society



Vol 40 Issue 12

December 2014



**EI-FAW ATR-72-600 of Stobart Air  
Taxiing for departure at LBIA, 27/10/14  
Robert Burke**

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

## SOCIETY CONTACTS

HONORARY LIFE PRESIDENT	Mike WILLINGALE
<b>AIR YORKSHIRE COMMITTEE 2014</b>	
CHAIRMAN	David SENIOR
	23 Queens Drive, Carlton, WF3 3RQ tel: 0113 2821818 <a href="mailto:david.senior@airyorkshire.org.uk">e-mail:david.senior@airyorkshire.org.uk</a>
SECRETARY	Jim STANFIELD
	8 Westbrook Close, Leeds LS185RQ tel: 0113 258 9968 <a href="mailto:jim.stanfield@airyorkshire.org.uk">e-mail:jim.stanfield@airyorkshire.org.uk</a>
TREASURER	David VALENTINE
DISTIBUTION/MEMBERSHIP	Pauline VALENTINE
	8 St Margaret's Avenue Horsforth, Leeds LS18 5RY tel: 0113 228 8143
MEETINGS CO-ORDINATOR	Alan SINFIELD
	tel: 01274 619679 <a href="mailto:alan.sinfield@airyorkshire.org.uk">e-mail: alan.sinfield@airyorkshire.org.uk</a>
MAGAZINE EDITOR	Trevor SMITH
	97 Holt Farm Rise, Leeds LS16 7SB tel: 0113 267 8441 <a href="mailto:trevor.smith@airyorkshire.org.uk">e-mail: trevor.smith@airyorkshire.org.uk</a>
VISITS ORGANISER	Mike STOREY
	tel:0113 2526913 <a href="mailto:mike.storey@airyorkshire.org.uk">e-mail: mike.storey@airyorkshire.org.uk</a>
DINNER ORGANISER	John DALE
SECURITY	Reynell PRESTON
RECEPTION/REGISTRATION	Paul WINDSOR
PLUS	Geoff WARD, Paula DENBY

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

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

**Copyright:-** The photographs and articles in this magazine may not be reproduced in any form without the strict permission of the editor.

## SOCIETY ANNOUNCEMENTS

**Merry Chistmas  
and  
A Very Happy New Year  
to all our members  
from  
The Chairman and Committee**

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

HE 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 either SHORT STAY 1/Business Car park or SHORT STAY 2**

## **4 January 2015**

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

## **1 February 2015**

David Boughey - Sales & Marketing Manager – e-Go aeroplanes and professional Photographer. David is a good friend of Alan Sinfield and has agreed to come up from Cambridge. The Story of the fun flying machine + Aircraft Photographs over the years The e-Go is a quite different all British aircraft, designed in Cambridge over the past few years and taking advantage of the CAA's lighter touch regulation. It can transform the cost of flying by an order of magnitude yet put the FUN back into flying. A single seat, carbon, canard aircraft, it offers exciting handling and a fabulous view. The talk will cover the background to the project and describe some of the technologies involved including the UK sourced Wankel engine. He will discuss the progress made over the last year as the prototype has taken to the air, the second round funding has been raised and the preparations for production has got underway. First customer deliveries are due in 2015 and wouldn't it be great to have one or more flying in the Yorkshire.

## **1 March 2015**

Richard Bower – Chief Service Engineer – Rolls Royce. We are privileged to have as our speaker tonight the Chief Service Engineer of the Trent 1000 project. The Trent 1000 is a three-spool turbofan, which traces its ancestry back to the RB-211 and was developed to power the Boeing 787. With a thrust range of 60,000 lbs to 75,000 lbs and a 112-inch fan, the 1000 lies towards the upper end of the Trent range. Richard will take us through the development of the engine from its early beginnings in 2003/4 to its current airline service.

## **12 April 2014 NOTE Change of Date**

Paul Litten, Commercial Director, Humberside International Airport Limited. We welcome Paul, whose talk will focus on Humberside Airport and how it has developed over the years and its plans for the future.

## **3 May 2015**

Craig Bulman - Craig is the author of the book "The Vulcan B Mk2 from a Different Angle". An illustrated talk on the Vulcan B Mk2 variant including XH558.

## **7 June 2015**

Peter E Roe – We are honoured to have author Peter E Roe attend one of our meetings. Peter is travelling from Nova Scotia, Canada to share with us some of the fruits of his more than 35 years of research and writing. Peter is the author of Pigs Might Fly, a series of six book titles chronicling the lives and achievements of 120 of aviation's earliest pioneers from the period before the First World War - from France, England, North America and elsewhere. Peter will make his books available to members after his talk at wholesale prices.

## **5 July 2015**

Brian Mellor – "Ferry Flying" Brian has made about 20 Atlantic crossings, mainly to Europe, but also the Middle East, and Russia as well as ferrying a new Islander, from the Bembridge factory to Japan. He has over 10,000 hours of flying experience as corporate pilot, air taxi, ferry pilot as well as instructing. With such a vast amount of knowledge and experience this talk be a fascinating and interesting meeting.

## **2 August 2015**

Steve Bruce – ADU Software. Details to follow



## AIR YORKSHIRE 50th ANNIVERSARY CORNER

Belated congratulations on 50 years.

Thanks to bumping into Phillip Jackson who informed me, I did not know. He also kindly got me a copy of the Commemorative Brochure, as I am in the picture taken at Jurby on the 29th May, 1965 although leaning on the Morava, I actually flew there/back in G-ASYV Cessna 310G. Wonderful day, met and spoke to Sheila Scott, and on the return flight sat "up front" the view was superb. from the Lake District down to North Wales with Blackpool on the nose. Another occasion I recall was August 3rd 1975, when a local flight was arranged for members in the LBA area using G-AROC Cessna 175. I still look up into the sky, but now use FR24, and at 73 the eyes are not what they used to be. Still get out a bit using the bus pass, have not been to Leeds for many years. Remember the stands at the Church Fenton displays. To end, I must quote Queen from These are the days of our lives, the line that sums it all up " Those days are all gone now".

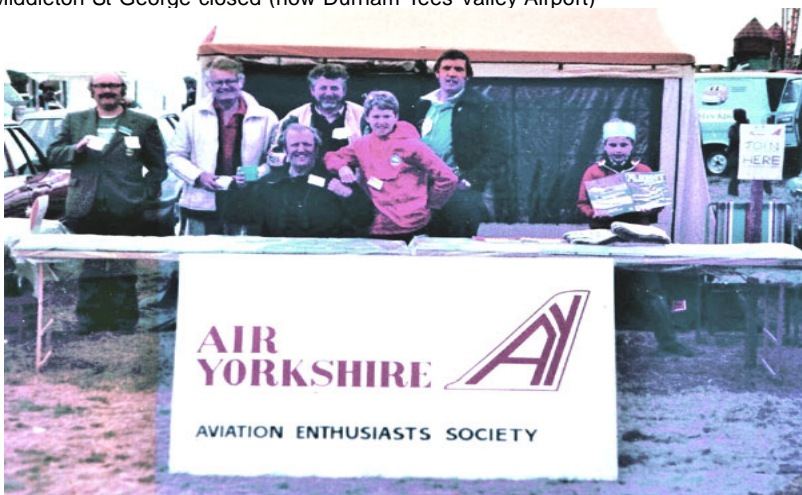
Best wishes to all (if any) that may remember me.

Ian Carling

### Also in 1964

So what else was happening in 1964 besides the formation of our Society? Below are listed one or two events that may tweek a memory cell for you.

- The Forth Road Bridge opened
- The BAC TSR.2 made its first flight
- Shorts Belfast made its first flight
- Harold Wilson won the general election
- UK interest rate was 7%
- Derby Airways changed its name to British Midland
- Silver City car ferries carried its one millionth car
- Olympic games in Tokyo
- Average UK house price was £3,360
- Hawker Siddeley Kestrel (Harrier) made its first flight
- Rolling Stones debut album was released
- RAF Middleton St George closed (now Durham Tees Valley Airport)



Stand at SSAFA Display, Church Fenton 1982. Left to right - Colin Hunter, ????, Ian Morten seated, Trevor Kinghorn, ???, ???.



Thanks go as usual to Andy Wood(HAR) for his help in compiling this section.

**BAGBY:-** A visit on 22.9 found the damaged G-BBTH F.172M stored dismantled, whilst a new resident is G-CIHY Quik ex. Rufforth East.

**BOSTON / WYBERTON:-** A new arrival is the cabin section of G-OATS PA-38 ex. long term inmate on the dump at Tollerton until disappearing some time ago. Also new in late October was G-CILT Ikarus C42 FB100 registered to local company Boston Wings Limited a few days previously.

## BREIGHTON

**RESIDENTS** G-BJZN T.67A is still away at Wombleton on annual.

**OUTSIDE PARKING** G-AYRT, G-BBJX, G-BGAX, G-BOIY, G-BOYV, G-BSDO and G-LACA have all been present throughout. G-BXJD PA-28 returned from Blackpool 18.10 following repairs to some wing damage. G-AVMD 150G is still away on maintenance as is D-GDCO PA-23 currently going on the N register at South Cave. N55EU P.210N(00394) is a new resident first noted 26.10 and with the same owner as G-LMAO F.172N with usually only one present at any given time. G-LMAO was back by the weekend of 1-2.11 but replaced by N55EU by 8-9.11.

**HELICOPTER ENCLAVE** G-CIEY/XW851 Gazelle AH.1 moved to Deighton / Crab Tree Farm by road recently for continued storage, and G-MOTW Meyers OTW-145 which was on rebuild in the workshop here has now moved to a site in the Morpeth area for completion. This leaves the helicopter hangar empty as present.

## MOVEMENTS

15.10 G-GERY GlaStar f&t Garton. 16.10 G-CHJG EV.97 f&t Bagby. 17.10 G-CCCJ HN.700 f&t Beverley. G-CHJG EV.97 f&t Bagby twice, G-OLFT RC.114 f&t Liverpool. 18.10 G-BSGF R.22B f&t Humberside, G-TWOO EA.300/200 f&t Wombleton, HA-LFQ SA.342L f Deighton / Crab Tree Farm t Kirkham / Wesham House Farm then f Wesham t Deighton. 19.10 G-RJMS PA-28R f&t Crosland Moor, HA-LFQ SA.342L f&t Deighton / Crab Tree Farm. 22.10 G-DISO D.150 f Eddsfild t Ings Farm. 25.10 G-BACL D.150 f&t Averham / Rectory Farm, G-BNST 172N f&t Netherthorpe, G-CGZA Twinstar Mk.3 f&t Sandtoft, G-LONE B.206L-1 f&t Tollerton (helicopter flights all day). 26.10 G-OGUN AS.350B2 f&t Huggate, G-SKYO T.67M f&t Wombleton, HA-LFQ SA.342L o/s only 11.35hrs. f&t Deighton / Crab Tree Farm, N900PH PA-28R-180 (28R-30302) f&t South Cave. 29.10 G-BIWN D.112 f&t Yedingham, G-BVOS Europa f&t Fishburn, G-CDYD Ikarus C42 FB80 f&t Hushwaite, G-CFTO Ikarus C42 FB80 f&t Rufforth, G-GERY GlaStar f&t Garton, G-RATZ Europa f&t Fishburn, G-TEWS PA-28 f&t Beverley. 1.11 G-AKBO M.38 f&t Sherburn, G-AZHK HR.100/200B f&t North Duffield / Birchwood, G-AZYF PA-28 f&t Crosland Moor, G-BRTP 152 f&t South Cave, G-BUDW MB.2 f&t Mavis Enderby, G-BXVO RV.6A f&t Sturgate, G-BXYJ DR.1050 f Netherthorpe t Sherburn, G-CECO 269C f&t private site Whitby, G-CFMI Skyranger 912 f&t Crosland Moor, G-CGCH Sportcruiser f&t South Cave, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-KKKK/XX513 Bulldog Srs.120/121 f&t Rufforth, G-PTOO B.206L-4 f&t Huggate, G-SACS PA-28 f&t Sherburn, HA-LFQ SA.342L f&t Deighton / Crab Tree Farm. 2.11 G-AJJS Cessna 120 f Sturgate t Sherburn, G-AKBO M.38 o/s only 14.33 hrs. f&t Sherburn, G-AWUN F.150H f&t Beverley, G-BAPX DR.400 f Full Sutton t Sherburn, G-BGMT Rallye 235E f&t Fishburn, G-BWEU F.152 f&t Netherthorpe, G-CESW CTSW f&t Bagby, G-IVII RV.7 f&t Sherburn, G-LEDR SA.341C f Garton on the Wolds t Doncaster / South Yorkshire Air Museum, G-TEWS PA-28 f&t Beverley, G-TWOO EA.300/200 f&t Wombleton, N7NP 369HE (0260E) f&t Hatfield. 4.11 G-CDSK Escapade f&t Bucknall. 5.11 G-CGZA Twinstar Mk.3 f&t Sandtoft. 9.11 G-AKBO M.38 o/s only 14.20hrs. f&t

Sherburn, G-ALUC/R5219 DH.82A f&t Sherburn, G-BIWN D.112 f Hushwaite t Yedingham, G-BYFM DR.1050-M1 f&t Warrington, G-CBUY Rans S.6 f&t Rufforth, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-MWNO Chevron 2-32C arrived by road for local flying, G-MZEN Rans S.6 f&t South Cave, G-PARG S.1S f&t Bagby, G-TWOO EA.300/200 f&t Wombledon.



**A new resident at Brighton is Cessna P.210N N55EU. However, on 17/11 its owner Andrew Wright was arrested after £5m of cocaine was found on board the aircraft.**

**CRANWELL:-** A recent arrival for 45(R) Squadron as a GIA is XW208 Puma HC.1. From the Residents delete G-ATIN D.117 which is now living at Halton pending sale.

**CROSLAND MOOR:-** G-CGVJ Europa XS has recently arrived for test flying following completion by a local builder. A visit in late September noted G-CHLZ Skyranger 912 in residence ex. Rufforth East, whilst G-MAZA MT-03 is also a new resident ex. Rufforth East.

**DEIGHTON / CRAB TREE FARM:-** A recent arrival is G-CIEY/XW851 Gazelle AH.1 arriving by road from Brighton for further storage here.

**DONCASTER(Robin Hood)** Info courtesy of Clive Featherstone(fodsa.co.uk)

#### **Interesting Movements October 2014**

Commercial

1st G-JMCR Boeing 737-400 West Atlantic Cargo Airlines (F) (T) morning

1st G-JMCU Boeing 737-300 West Atlantic cargo Airlines (F) (T) (FV) afternoon

1st G-EZAM Airbus A-319 EasyJet (T)

3rd TC-CPA Boeing 737-800 Pegasus

3rd G-JECX Dash 8-400 Flybe (T)

6th HA-LYE Airbus A-320 Wizz Air (FV)

9th UR-82009 Antonov AN-124 Antonov Design Bureau. Now has a new livery. parked up between flights. Departed 11th

9th G-EZAK Airbus A-319 EasyJet (T)

10th TC-CPJ Boeing 737-800 Pegasus

13th PH-KZL Fokker 70 K.L.M. diversion from Humberside

15th PH-CCI Jetstream-32 AIS Airlines. Operating Belfast flights for LinksAir. New Airline. Dep 18th

15th G-CELB Boeing 737-300 Jet2 L.B.A. diversion

15th G-TAWP Boeing 737-800 Thomson L.B.A. diversion

17th PH-DND Embraer ERJ-145 Denim Air. Football charter Dep.18th. New Airline. (FV)

18th G-TAWP Boeing 737-800 Thomson L.B.A. diversion again

21st G-CGWV Embraer 145 Eastern Airways charter

23rd G-JECE Dash 8D Flybe (T) 24th G-JECP Dash 8D Flybe (T)

25th OO-TAE BAe-146-300 T.N.T. (F) Racehorses

27th OM-ACG Boeing 747-400 Air Cargo Global (FV) New Airline; a/c here before as D-ACGA Air Cargo Germany

28th G-EZBH Airbus A-319 EasyJet (T) + 29th & 30th

30th G-ECOI Dash 8D Flybe L.B.A. diversion



# DONCASTER PHOTO PAGE

## by Clive Featherstone



Jetstream 32 PH-CCI of AIS was leased for operations by Links Air during October



EMB.145 PH-DND of Denim Air arrived 17/10 for a night stop, operating a football charter



Antonov Design Bureau AN-124 UR-82009 on 9/10, in company new colour scheme



Executive Airlines Citationjet EC-HVQ seen arriving on 18/10

31st G-EZAF Airbus A-319 EasyJet (T) (FV)  
 Bizz Jets & Bizz Props  
 1st N175EU Beech 200GT King Air Beechcraft Corp (M) (FV)  
 5th G-EEJE Piper PA-31 Navajo Chieftain Geeje Ltd arr./dep.  
 6th G-EEJE Piper PA-31 Navajo Chieftain Geeje Ltd arr./dep. 7th  
 9th G-VIPU Piper PA-31 Navajo Chieftain Capital Trading (Aviation) Ltd  
 9th M-NSJS CitationJet 525/CJ4 Ferncroft. dep (M)  
 16th G-ORTH Beech 90 King Air. Gorthair Ltd  
 17th G-BEZZ Piper PA-31-310 Navajo Chieftain 2Excell Aviation  
 17th N53GX BD-700 Global Express York Aviation. Dep 19th  
 18th EC-HVQ CitationJet 525/CJ-1 Executive Airlines  
 20th N890A Gulfstream V-SP (G550) Private (FV) dep 21st  
 20th PH-DRK Citation 560XL Jet Netherlands  
 20th G-GFFC Citation 510 Mustang  
 20th M-WATJ Beech 200GT King Air Saxonhenge  
 23rd D-CFLY Citation 560XL Air Hamburg Private Jets(M) (FV) dep 25th  
 25th G-TWOP CitationJet 525 CJ2 Centreline Aviation  
 26th N53GX BD-700 Global Express York Aviation  
 26th M-ISLE Citation 680 Sovereign Bakewell Industries  
 26th G-JETO Citation 550 Jet Options Ltd  
 27th G-LSCW Gulfstream V Tesco Stores Ltd. (FV)  
 27th CS-DUF Hawker 750 Netjets Europe Ltd  
 Civil Helicopter  
 14th G-HBJT Eurocopter EC155 Starspeed Ltd (H)  
 16th G-NLDR AS-355 Twin Squirrel Network Rail  
 22nd G-CEMS MD-900 Explorer Yorkshire Air Ambulance Ltd  
 25th G-POLA Eurocopter EC-135 UK Police (FV)  
 27th G-JACI Bell-206 Longranger IV Eastern Atlantic Helicopters Ltd (FV)  
 29th G-BTNC AS-365 Multiflight (FV) ?  
 Miscellaneous Light/Medium Aircraft  
 3rd G-LWLW Diamond DA-40 (T)  
 6th G-TASK Cessna 404 Reconnaissance Ventures Ltd (T)  
 6th G-FIFA Cessna 404 Reconnaissance Ventures Ltd (T)  
 7th G-OCCX Diamond DA-42 Twin Star (T)  
 15th N142JW Diamond DA-42 Twin Star  
 16th G-MSFC Piper PA-38-112 Tomahawk II Private (FV)  
 16th G-FLAV Piper PA-28 Cherokee Warrior 2. The Crew Flying Group (T) +18th (FV)  
 20th G-LEAF Cessna F406 Reconnaissance Ventures Ltd (T)  
 23rd N258RP Beech 58 Baron. Aradian Aviation Inc.  
 23rd N800ZH Piper PA-46 Private (FV)  
 25th N14VP Beech 60 Duke Private (FV)  
 Military  
 2nd ZD703 HS-125 (T)  
 2nd XZ592 Sikorsky S61 (H) (T)  
 7th ZZ332 Airbus A-330 Voyager KC3 M.R.T.T. (Multi Role Tanker Transport) R.A.F (FV of type)  
 7th ZH886 C-130J Hercules (T)  
 11th ZH885 C-130J Hercules (T) +17th  
 15th ZD749 Tornado (T)  
 15th ZA553 Tornado (T)  
 15th ZH103 E3D Sentry/AWACS (T)  
 15th ZG997 Pilatus Britten-Norman Islander  
 17th G-BVRJ AVRO 146-RJ70 QinetiQ Ltd (T)  
 22nd ZH537 Pilatus Britten-Norman Islander  
 23rd ZH103 E3D Sentry/AWACS (T)  
 23rd ZF317 Tucano





**Pictured by David Thompson at Dishforth on 20/11 are Puma DCI(above) and Gazelle GES(below) two of a quartet of French Army Helicopters that were visiting.**



**FADMOOR:-** The wreck of G-OBNF 310K has departed to a site at Melbourne following many years in storage here.

**EDDSFIELD:-** ) . Noted visiting on 16/10 was PA-28 Warrior G-CLEA, later departing to Kingsmuir.

**EULL SUTTON:-** An interesting visitor on 28.10 was N800ZH PA-46R Malibu 350T (4692209) departing early morning on a delivery flight to China. After a training flight according to a local pilot, on 30/10 resident PA-28 G-COLH attempted to land too far down a very wet grass runway. Braked very hard, the nosewheel dug in and the aircraft flipped onto its roof. The two occupants were uninjured but had to break a window to escape the inverted plane. Aircraft was seen in hangar 3 days later with heavily bent in cabin roof and is a probable insurance write-off

**GAMSTON:-** M-OTOP Beech C.90A (LJ-1733) has now been sold and re-registered N94BA so I assume it will have departed by now. Noted on 1.11 was G-BLLO PA-18-95 which has had a recent change of ownership to a local owner so may be a new resident. From the Residents delete G-BKXF PA-28R which has moved to Sturgate.

**HEMLINGTON:-** Agusta A.109E G-DVIP(Castle 5) spent the night at a sporting lodge, here in North Yorks on 29/10.

**HOLLYM:-** Visiting on 12.10 was Bagby resident G-CLUX F.172N.

**HUGGATE:-** The heli site here is at Carters Barn.



**Jetstream 31 G-CONY heading by road to Doncaster on 22/10(Rich Grimley)**

### **HUMBERSIDE** Info and photos courtesy of Rich Grimley

The main news from Humberside is that Linksair has moved its based from here to Doncaster as part of a deal which sees BAe moving into Humberside. As a result of this Jetstream 31 G-CONY was transported by road from here to Doncaster on 22/10. An interesting arrival on 26/10 was Boeing 737/500 9H-AHA of AirX Aviation. This aircraft which was formerly G-CHAK of European Aviation, based at Bournemouth was still present at the end of the month.

#### **Movements:-**

- 1/10 OO-NRG Robinson R.44, G-NORK Jet Ranger(Pipeline 83), G-LKFT/G-LAFT DA-40s
- 2/10 PH-EZK Embraer 190(KLM 1549), G-SACY AT-03, M-ICRO Citationjet 3
- 3/10 G-JOTA King Air 90(Jota 903), G-VIPI Hawker 800B(Interflight 102)
- 4/10 SE-RIZ Citationjet 2(Gothic 710), G-CEWN DA-42, LY-FLH Boeing 737/300(LLP 886)
- 6/10 TC-CPF Boeing 737/800(Pegasus 6411), ZK001 Merlin(Vortex 270)
- 9/10 D-CGGG Lear Jet 31, I-TOPX Beechjet 400, ZJ129 Merlin(Vortex 293)
- 10/10 G-CECO Schweitzer 269C, G-BBTH Cessna F.172M
- 11/10 G-OPSS Cirrus SR.20
- 13/10 CS-DXG Citation XL(Fraction 3QH), N88NA PA-32RT Saratoga
- 14/10 N614RD Gulfstream 4(n/s) 16/10 G-SCIP TB-10 Tobago
- 17/10 ZJ239 Griffin(Shawbury 95), Tucanos ZF240/243/269(LOP 42/38/40, all Inaded)  
ZH001 Defender(Armyair 535), EC-IXL Metroliner(Aeronova 82V, n/s)
- 18/10 CS-DTC Premier 1(Valairjet 412), CS-DXN Citation XL(Fraction 401R)
- 20/10 ZJ234 Griffin(Shawbury 54, training), ZH001 Defender(Armyair 520)  
D-CAPO Lear Jet 35(Jet Executive 412), ZZ416 Shadow(Snake 46, training)
- 22/10 ZF244 Tucano(LOP 37, ILS), G-LAFT DA-40(Atlantic 32), G-OCCX DA-40(Aero 46)
- 23/10 G-MCGE Sikorsky S-92, G-SACX AT-03, G-PERD AW.139(Bond 9)
- 24/10 G-MCGF Sikorsky S-92, G-LBSB King Air 350, G-BYUM Tutor(Cranwell 49, ILS)
- 26/10 N597MM King Air 200, G-BODD PA-28 Warrior
- 27/10 G-BYWC Tutor(Cranwell 49, ILS), Lynx XZ609/653(Vanguard 1/2)
- 28/10 CS-DXQ Citation XL(Fraction 417U), M-TSRI King Air 90(Ambassador 912A)
- 29/10 N662P Gulfstream 5(n/s), G-WVIP King Air 200(Prestige 430)
- 30/10 LX-LAA Lear Jet 45(DUK 7 Ambulance), G-FPLD King Air 200
- 31/10 N200RE King Air, N90011 MD-902 Explorer, G-GIPC PA-32 Cherokee 6

**INGLEBY ARNCLIFFE:-** In early October G-BHNV WB.47G-3B1 was confirmed still stored, its C of A expired in 1989. No mention was made of the other inmate G-MMKM Tri Flyer.

**LEEMING:-** XA634/L Javelin FAW.4 has been put up for tender by the Ministry of Defence. Noted visiting on 21/10 was Chinook HC6 ZK551 operated by RAF/Boeing.

**MELBOURNE:-** A recent arrival at a private house is the wreck of G-OBNF 310K ex. Fadmoor, it is apparently to be used as a childrens plaything !

**NETHERTHORPE:-** From the Residents delete long term resident G-AYXW VP.1 which is now to be found at Fishburn but still in a stored state. A new resident is G-RVAW RV.6 ex. Sandtoft.

# HUMBERSIDE PHOTO PAGE

by Rich Grimley



Boeing 737/500 9H-AHA of Air X arrived on 26/10 and was still present at end of month



Belgium registered R.44 OO-NRG called in for a refuel on 1/10 while routing to Scotland



On 5/10 Merlin ZK001 called in while operating on the Donna Nook ranges



Owned by SCL Security Inc King Air 200 N597MM night stopped on 26/10

**NEWARK AIR MUSEUM:-** The arrival date for XS726 Dominie T.1 was 24.9.

**REDCAR RACECOURSE:-** On 13/10 EC-155 G-HBJT (Starspeed 22) was noted visting.

**RUFFORTH EAST:-** From the Residents delete G-CHLZ Skyranger 912 which has moved to Crosland Moor, G-CIHY Quik which has gone to Bagby and G-MAZA MT-03 also to Crosland Moor. A new resident is G-MWIW Quasar IITC noted on 22.9.

**RUFFORTH WEST:-** New arrivals with Bob McLean on 4.11 were G-BMVA SF.25B (de-registered 16.4.14 as pwf) and PH-940 T.61F (1872) ex. Abbots Bromley, both stored. In the workshops were G-CJKM DG.200, G-CJNO DG.300, G-DEVF Nimbus 3T, G-DHNX LS4-b and (AKD)/BGA.449 DFS Olympia-Meise. A new resident on this side of the field by late October was G-KKKK/XX513 Bulldog Srs.120/121 a replacement for the recently departed G-PUPP B.121.

**SALTBY:-** A new resident is G-OACE Taifun 17E ex. Leicester.

## **SANDTOFT**

Arrivals None

Departures G-BSER Piper PA-28-160 has not actually departed but is was noted with paint removed in the Engineering Hangar 16/11. G-CBOP Jabiru UL-450 was sold and departed to Crosland Moor on 30/11.

Maintenance G-BSER Piper PA-28-160 under repaint, G-OTUI SOCATA TB.20 and N337UK F337G is rear engineless. G-DIAT Piper PA-28-140 is still here but now stored in a hangar and is still minus it's front wheel.

For sale G-HELA SOCATA TB.10.

General Ownership is still up in the air at the moment, sorry again about the pun.

Resident and Hire aircraft noted during the month were:-

G-BCGI Piper PA-28-140, G-BIFB Piper PA-28-150C (stored outside and pwf), G-BOMP Piper PA-28-181,

G-BRNC Cessna 150M, G-BSER Piper PA-28-160, G-BSYV Cessna 150M, G-CBOP Jabiru UL-450, G-CGZA Kolb Twinstar MKIII XTRA, G-CHVS Savannah XLS Jabiru, G-CIFN Ikarus C42 FB80, G-DIAT Piper PA-28-140, G-HELA SOCATA TB.10, G-MZNX Thruster T.600N, G-MZOS Pegasus Quantum 15-912, G-OTUI SOCATA TB.20, G-WLGC Piper PA-28-181, N337UK F337G, N200ZK Cessna 172H, N2136E Piper PA-28R-201.

## **MOVEMENTS**

- 1 G-BOYV Piper PA-28R-201T f/t Sherburn, G-AYYU Beech C23 f/t Sturgate, G-EISG Beech A36 f/t Sherburn, G-AZVG American AA-5 f/t Gamston, G-GRVE Vans RV-6 f/t Sherburn, G-LWLW DA 40 D f/t Brighton.
- 2 G-AVZR Piper PA-28-180 f/t Sturgate, G-EFBP Cessna FR172K f/t Sherburn, G-ATHV Cessna 150F f/t Sherburn.
- 3 G-AVUG Cessna F150H f/t Fishburn, G-OOTC Piper PA-28R-201T f/t Sherburn.
- 5 G-BAZS Cessna F150L f/t Full Sutton, G-AXPC Beagle B.121 series 1 f/t Bagby.
- 9 G-AZLV Cessna 172K f/t Waddington, N65JF Piper PA-28 f/t Tollerton, G-EISG Beech A36 f/t Sherburn, G-SABA Piper PA-28R-201T f/t Sherburn, G-BROR Piper J-3C-65 Cub f/t Sturgate.
- 12 G-CFCL Rotorsport UK MT-03 f/t Rufforth East.
- 16 G-BBDT Cessna 150H f/t Sherburn, G-AVZR Piper PA-28-180 f/t Sturgate, G-SACS Piper PA-28-161 f/t Sherburn.
- 17 G-BPES Piper PA-38-112 f/t Sturgate.
- 18 G-SEAL Robinson R44 f&t Coventry, G-JAEE Vans RV-6A f/t Wickenby, G-BRDO Cessna 177B f/t Durham.
- 19 G-BNOH Piper PA-28-161 f/t Sherburn.
- 21 G-BODB Piper PA-28-161 f/t Sherburn, G-REMH B206B f&t Costock.
- 22 G-AXNS Beagle B.121 series 2 f/t Gamston, G-OBMS Cessna F172N f/t Sherburn, G-BBDT Cessna 150H f/t Sherburn, G-SACT Piper PA-28-161 f/t Sherburn.
- 23 G-BFTC Piper PA-28RT-201T f&t Sherburn, G-AZFI Piper PA-28R-200B f/t Sherburn, G-OOTC Piper PA-28R-201T f/t Sherburn, G-SACT Piper PA-28-161 f/t Sherburn, N65JF Piper PA-28 f/t Tollerton, N36VU Beech A36 f&t Blackpool, G-EFBP Cessna FR172K f/t Sherburn, G-BIEY



- 24 Full Sutton, G-BROR Piper J-3C-65 Cub f/t Sturgate.  
 G-SEAL Robinson R44 f&t Coventry, G-SFTZ Slingsby T67M f&t Sherburn, G-JAEE Vans RV-6A f/t Wickenby, G-EISG Beech A36 f/t Sherburn.
- 25 G-TYNE SOCATA TB20 f/t Newcastle.
- 30 G-ETAT Cessna 172S f/t Strubby North, G-EFBP Cessna FR172K f/t Sherburn, G-AYYU Beech C23 f/t Sturgate, G-RYAL Jabiru UL f&t Crosland Moor, G-BXWB Robin HR100/200B f/t LBA, G-CBOP Jabiru UL-450 final departure to Crosland Moor.



**Gippsland Airvan G-HTFU was being utilised at Hibaldstow for parachute jumping in Late October, early November(Rich Grimley)**

**SCUNTHORPE:-** The cockpit section of Jetstream 41 c/n 41105 ex. Humberside had turned up in a scrap yard here by late October following the removal of all useful parts.

**SHERBURN:-** G-OACF DR.400 finally departed from here on 25.10 on delivery to new owners in France. G-BGLG 152 has moved back in following termination of its lease to the club at Sandtoft. Noted visiting on 26.10 was G-BAPX DR.400 from Full Sutton.

**SKEGNESS:-** A new resident is G-BMIG 172N with a Boston owner, ex. Elstree.

**STURGATE:-** A new resident is G-AJJS Cessna 120 which arrived 17.10 following rebuild at Bruntingthorpe. Long term resident G-BMJR T.337H departed Sturgate in September for a new life in Ukraine and is now on the US Register as N747FR. Moving in with Eastern Air Executive has been the dismantled wreck of G-OZOO 172N ex. Sandtoft. A visit 8.11 found one new resident in the shape of G-BKXF PA-28R ex. Gamston. Also still present was G-CCZA MS.894A impounded and the recently re-registered N218U 310Q (310Q0507). Outside Eastern Air Executive were G-ATEW PA-30 on rebuild, G-AWYB FR.172F from Beverley minus engine, G-BRNN 152 from Netherthorpe minus engine, G-BRWX 172P on rebuild minus engine, G-OBLC Beech 76 from LBA, G-RAFA G.115A from Cranwell and N218SA PA-24-250 (24-1877) from Fadmoor. The only visitor on a rather wet day was G-RICO AG-5B Tiger f Bagby.

**SOUTH CAVE:-** D-GDCO PA-23-160 (23-1800) which is currently hangared here during the process to put it onto the US Register now has N909PH reserved for it.

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

On 1/10 a US Navy P.8A Poseidon 168756("Navy LN-045") arrived from NAS Jacksonville to take part in Exercise Joint Warrior, from 6/10 to 16/10. It flew back home on 16/10. On 2/10 C-130T Hercules 165160/JW("Convoy 3661") arrived with equipment for the Poseidon, arriving from Prestwick to Keflavic. Similar type 164994/CW("Convoy 3444") arrived on 18/10 to pick up the equipment. An arrival on 2/10 was Gulfstream 550 G-LSCW on delivery from Savannah for Tesco stores, officially based at Luton but will be stored in the back of Hangar 1 until sold. It could be seen through the rear large doors (landside), the aircraft is likely not to be used by them as the new CEO has announced the whole fleet (5) is to be sold. Serco's new resident helicopter, which arrived early this month, has



# TEESSIDE PHOTO PAGE



Challenger 604 EC-JYT of TAG Espana parked on the apron, 29/10



EC.102 Colibri G-HVRZ of ADM Helicopters of Harpenden paid a visit on 26/10



The US Navy P.8A Poseidon 168756 from Jacksonville was based from 6/10 to 15/10

now been confirmed as Lynx AH7 XZ652, coming from Evertt Aero in Suffolk, it had previously served at Dishforth. Movements:-

- 1/10 M-HOTB Gulfstream 550, G-HOTB EC.155, EC-GUS Metroliner(OVA 72G)
- 2/10 N690CL Commander 690A, PH-JNL Avanti(JNL 904), F-GLPT Metroliner(Air Lec 301)
- 3/10 OE-ING Challenger 604(Vita Jet 566C), G-SENS EC-135, I-STCB Citation Mustang
- 4/10 EC-KPB Citation XL(Privium 361), N210NM Cessna 210K, OO-PRM Citation Mustang
- 5/10 85 Xingu)French Navy 5021), N200GK PA-28R, LY-FLH Boing 737/300(LLP 872)
- 6/10 OO-VLS Fokker 50(VLM 9602), G-GTVM Baron, G-XAVB Citation Mustang(Beauport 561)
- 8/10 HA-TAG SAAB 340(Fairfleet 301), M-WINT Pilatus PC-12, N888SF Citation Sovereign
- 9/10 M-NSJS Citation Sovereign, Tucanos ZF240/295/317/338/407(all overshoots)
- 10/10 LZ-ABR AN-26B(RBI 615), M-RLDR PC-12, XX332 Hawk(Javelin 06, overshoot)
- 12/10 OO-VLO Fokker 50(Reubens 9602), M-ERCI Challenger 604, G-SUEO DA-42
- 15/10 OO-CIV Citationjet 2(Abelag 775), G-MAJA Jetstream 41('91LK, Lbia div)
- 17/10 M-SAMA Global 6000, M-JJTL Pilatus PC-12, M-IPWS Citationjet 3(n/s)
- 18/10 ZE396 BAe.125(Ascot 1453)
- 19/10 N10MC Cirrus SR.22, G-GXLS Citation XLS(Lonex 58GX), LX-JFR Pilatus PC-12
- 20/10 PH-JXJ Fokker 50(Denim 5171), ZA393 Tornado GR.4(Marham 30, overshoot)
- 21/10 VP-BSI Gulfstream 550, G-CGWV Embraer 135(Eastflight 61L)
- 22/10 D-CNAY Metroliner(Binair 11A), Jet2 737/300s G-CELD/G-CELG, training
- 23/10 D-CSUN Citation XL(Air Hamburg 248), ZG752 Tornado GR.4(Marham 63, overshoot)
- 24/10 OH-RBX Citation Sovereign, PH-DND EMB.145(Denim 521), OY-NCN Do.328J(Sunscan 483)
- 25/10 D-CBDR Lear Jet 55(Jet Executive 161), G-OJER Citation XL(Beauport 851)
- 26/10 G-HVRZ EC.120B Colibri, G-KHCG Twin Squirrel
- 27/10 OO-DFG Falcon 2000EX, N400YY Extra 400, ZH882 Hercules(Ascot 239, training)
- 28/10 D-IHEB Citationjet, XX246 Hawk(Javelin 32, overshoot)
- 29/10 M-INOR Hawker 900XP, G-BYUD Tutor(Barkston 74), G-DVIP A.109E(Castle 5)
- 30/10 N755VE Gulfstream 550, OO-NAD Falcon 7X, EC-JYT Challenger 604, G-IVJM A.109S  
N838SC Global Express(n/s), CS-DRG Hawker 800XP, LX-JFQ Pilatus PC-12
- 31/10 OO-VLP Fokker 50(Denim 043P), G-BTNC Dauphin(Yorkair 01)

**THORPE WOOD:-**XV741/DD-41 Harrier GR.3 has been acquired by Jet Art Aviation following its disposal by AESS at HMS Sultan, Gosport.

**TOLLERTON:-** Updating last month's notes G-BGTF PA-44 and G-RRVX RV.10 are both now confirmed as new residents. Also newly resident in early September was N124PD 369E (0502E).

**WADDINGTON:-** XR770/AA Lightning F.6 currently on loan to 5 Squadron here has been put up for sale by its civilian owners.

**WICKENBY:-** New residents are G-CBTM Blade and G-OMAL T.600N both ex. Sandtoft.

**WOMBLETON:-** I was recently told that all the G-BWX\_ series of T.67M's have been sold, although some will still be found here on maintenance etc. at various times. G-BWXP was recently sold to a new owner at Braintree.

**YARM:-** On 5/10 Twin Squirrel G-KHSG was noted landing at the Judges Hotel in the town..

**YORK/ IMPHAL BARRACKS:-** Updating last month's notes the Puma HC.1 which arrived recently is XW202 ex. Shawbury.



C.130T  
Hercules  
164994 at  
Teesside  
18/10 to  
collect  
equipment  
following  
P.8a visit

**Fishburn Airfield**  
**5 November 2014**  
**12:30 – 15:30**

Dump		
G-AYYX	MS880B Rallye Club	wreck
Local flying		
G-CDOV	Skyranger 912	
Hangar 1		
G-CCVN	Jabiru SP	
G-CDCO	Ikarus Comco C42 Cyclone	
G-MWCH	Rans S6-ESD Coyote II	
G-MYLB	Team Minimax 91	
G-TSOL	Acroport 1	
Hangar 9		
G-ASXC	Sipa 903	
G-BVJX	Marquart MA5 Charger	
G-XALZ	Rans S6S-116 Super Six	new resident , ex-North Duffield , EYks
Hangared elsewhere in individual hangars were ;		
G-BCAR	Glastar	
G-CCVS	Vans RV-6A	
G-CIIL	Bristell NG5 Speed Wing	under construction
G-CILL	ditto	ditto

Notes ;

- 1) Both the NG5's are under construction to fly next year .
- 2) The RV-9 under construction at Bagby is owned by Mark Meynell who also has Fishburn based Bo208c Junior G-ATXZ .
- 3) Former resident Bulldog T1 G-CBBT/XX695 departed to Perth on the 26 October with C172 G-NALA as the ferrying aircraft and the fuselage of Bulldog T1 G-CBBU/XX711/X is due to follow by road this week .
- 4) All the above aircraft are known to be residents .

**David Thompson**



G-CILL  
Bristell Sped Wing  
under construction



G-XALZ  
Rans S.6S  
New resident

**Rufforth Airfield**  
**2 November 2014**  
**10:30 – 11:30**

**Rufforth East**

All locked up but visible through a gap in the door of Hangar 3 were ;

G-CFTO	Ikarus C42 FB80	
G-CGHA	Quikr	
G-CGYZ	Quik GT450	
G-MJFK	Flexiform Sky Sails Tri-Flyer	suspended from the ceiling !
G-MWIW	Pegasus Quasar TC	
G-SEEE	Quik GT450	

**Rufforth West**

**Visitor**

G-BKMA	Mooney M20J	parked on grass nr clubhouse
--------	-------------	------------------------------

**Powered Flying**

G-XMGO	AMT200 Super Ximango	t/o at 10:40
--------	----------------------	--------------

**Gliding**

G-CKAX/KAX/BGA4947	DG500 Elan Orion	
G-CKFJ/KFJ/BGA5054	ASK13	
G-LYND	PA-25-235 Pawnee	tug

**Hangared**

G-BLDG	PA-25-235 Pawnee	
G-BTWD	T61F Venture T2	ex-ZA657
G-CJVC/JVC	SZD51 Junior	
G-DDYF/850	Grob G102 Astir CS77	
G-SORA/KPC/BGA5269	DG500/22 Elan	
G-DEEG/EEG/1922	T65 Vega	

**Parked out**

G-BUJX	T61F Venture T2	ex-XZ553
G-DCWH/CWH/BGA1861	ASK13	

The Ventures were undergoing a 'prop-swap' after recent prop strikes with 'WD also having a recently rebuilt engine .

With thanks to the staff at York Gliding Centre for airside access and who also have a charity collection tin available for donations !

**David Thompson**



Cambridge based Mooney M.20J parked out on the grass at Rufforth

# AIRLINE BY AIRLINE @ LBIA

## by Andrew Coverdale



photo david blaker

A little airline news this month. **Enterair** are to operate several Lapland charters over Christmas and the New Year plus charters to Kiruna in January like last year. A new airline will grace the tarmac at LBIA next year, **Intersky** of Austria are to operate a series of charters f/t Friedrichshafen from June to August using ATR-72 aircraft.

### British Airways(SHT/BA, "Shuttle")

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

**Heathrow**(1340/1341, "20A/21Z") -1/10 G-EUPU, 2/10 G-EUPG, 3/10 G-EUOB, 4/10 G-EUPH, 5/10 G-EUPX, 6/10 G-EUOA, 7/10 G-EUPK, 8/10 G-EUOD, 9/10 G-EUPZ, 10/10 G-EUPC, 11/10 G-EUPD, 13/10 G-EUPK, 14/10 G-EUPX, 15/10 G-EUOD, 16/10 G-EUPA, 17/10 G-EUPD, 18/10 G-EUPD, 19/10 G-EUPE, 20/10 G-EUPH, 21/10 G-EUOG, 22/10 G-EUPN, 23/10 G-EUPP, 24/10 G-EUOC, 25/10 G-EUPO.

**Heathrow**(1342/1343, "20B/21Y") -1/10 G-EUPA, 2/10 G-EUPM, 4/10 G-EUPX, 5/10 G-EUPV, 6/10 G-EUPM, 7/10 G-EUPE, 8/10 G-EUPK, 9/10 G-EUPX, 10/10 G-EUPW, 11/10 G-EUPX, 12/10 G-EUOB, 13/10 G-EUOD, 14/10 G-EUPU, 15/10 G-EUPB, 16/10 G-EUOF, 17/10 G-EUPY, 18/10 G-EUPE, 19/10 G-EUOG, 20/10 G-EUPG, 21/10 G-EUPK, 22/10 G-EUPX, 23/10 G-EUPW, 24/10 G-EUPU, 25/10 G-EUOA, 26/10 G-EUPN.

**Heathrow**(1344/1345, "20C/21X") -1/10 G-EUPM, 2/10 G-EUPN, 3/10 G-EUOC, 5/10 G-EUPC, 6/10 G-EUOB, 7/10 G-EUPN, 8/10 G-EUPD, 9/10 G-EUPA, 10/10 G-EUOB, 11/10 G-EUPO, 13/10 G-EUOC, 14/10 G-EUOE, 16/10 G-EUPW, 17/10 G-EUPD, 19/10 G-EUPC, 20/10 G-EUPX, 22/10 G-EUPN, 23/10 G-EUPG, 24/10 G-EUOC, 26/10 G-EUPM, 28/10 G-EUPK, 29/10 G-EUPU, 30/10 G-EUPM, 31/10 G-EUPM.

**Heathrow**(1346/1347, "20D/21V") -26/10 G-EUOA, 27/10 G-EUPR, 28/10 G-EUPP, 29/10 G-EUPN, 31/10 G-EUPJ.

### Denim Air(DNM/J7, "Denim")

The airline operates occasional charters using F50 aircraft.

20/10 PH-JXJ arrived from Gatwick(5521), 21/10 PH-JXJ operated back to Gatwick(5522).

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

Two Jetstream 41 and an Embraer 135 are now based at LBIA.

**Aberdeen** "21LK/31LK" -1/10 G-MAJG, 2/10 G-MAJG, 6/10 G-MAJZ, 7/10 G-MAJZ, 8/10 G-MAJZ, 9/10 G-MAJZ, 13/10 G-MAJW, 14/10 G-MAJW, 15/10 G-MAJA, 20/10 G-MAJT, 21/10 G-MAJL, 22/10 G-MAJL, 23/10 G-MAJL, 27/10 G-MAJJ(21LK) G-MAJC(31LK), 28/10 G-MAJL(21LK) G-MAJJ(31LK), 29/10 G-MAJJ(21LK), 30/10 G-MAJL(21LK)1

**Aberdeen** "81LK/91LK" -1/10 G-MAJG, 2/10 G-CIEC(S2000)81LK G-CGWV(E145)91LK, 3/10 G-MAJI(81LK) G-CGMB(E135)91LK, 6/10 G-MAJZ, 7/10 G-MAJZ, 8/10 G-MAJZ, 9/10 G-MAJZ(81LK) G-MAJW(91LK), 10/10 G-MAJW, 13/10 G-MAJW, 14/10 G-MAJW(81LK) G-MAJT(91LK), G-MAJA(81LK), 16/10 G-MAJT, 17/10 G-MAJT, 20/10 G-MAJT(81LK) G-MAJL(91LK), 21/10 G-MAJL, 22/10 G-MAJL, 23/10 G-MAJL, 24/10 G-MAJA(81LK) G-MAJJ(91LK), 27/10 G-MAJL, 28/10 G-MAJJ, 29/10 G-MAJL(91LK), 30/10 G-MAJA(91LK), 31/10 G-MAJL.

**Aberdeen** "71LK/76LK" -1/10 G-MAJY(71LK) G-MAJA(76LK), 2/10 G-MAJA(71LK) G-MAJI(76LK), 3/10 G-MAJC(71LK) G-MAJA(76LK), 6/10 G-CGMB, 7/10 G-CGMB(71LK) G-CFLU(76LK)S2000, 8/



10 G-CGMC(71IK) G-CGMB(76LK), 9/10 G-CGMB, 10/10 G-CGMB, 13/10 G-CGMB, 16/10 G-CGWV, 17/10 G-CGWV(71LK) G-CGMB(76LK), 20/10 G-CGMB, 23/10 G-CGMB, 24/10 G-CGMB, 27/10 G-CGMB, 28/10 G-CGMB, 29/10 G-CGMB, 30/10 G-CGMB, 31/10 G-CGMB(71LK) G-CDKB(S2000)76LK.  
**Southampton** "70Y/71G" –1/10 G-MAJY, 2/10 G-MAJA, 6/10 G-CGMB, 7/10 G-CGMB, 8/10 G-CGMC, 9/10 G-CGMB, 13/10 G-CGMB, 14/10 G-CGMB, 15/10 G-CGMB, 16/10 G-MAJT, 20/10 G-CGMB, 21/10 G-CGMB, 22/10 G-CGMB, 23/10 G-CGMB, 27/10 G-CGMB, 28/10 G-CGMB, 29/10 G-CGMB, 30/10 G-CGMB.

**Southampton** "76Y/77G" –1/10 G-MAJA, 2/10 G-MAJI, 3/10 G-MAJA, 6/10 G-CGMB, 7/10 G-CFLU, 8/10 G-CGMB, 9/10 G-CGMB, 10/10 G-CGMB, 13/10 G-CGMB, 14/10 G-CGMB, 15/10 G-CGMB(76Y) G-CIEC(77G), 16/10 G-CGWV, 17/10 G-CGMB, 20/10 G-CGMB, 21/10 G-CGMB, 22/10 G-CGMB, 23/10 G-CGMB, 24/10 G-CGMB, 27/10 G-CGMB, 28/10 G-CGMB, 29/10 G-CGMB, 30/10 G-CGMB, 31/10 G-CDKB.

**Southampton** "31Y/81G" –1/10 G-MAJG, 2/10 G-MAJG(31Y) G-CIEC(81G), 3/10 G-MAJI, 6/10 G-MAJZ, 7/10 G-MAJZ, 8/10 G-MAJZ, 9/10 G-MAJZ, 10/10 G-MAJW, 13/10 G-MAJW, 14/10 G-MAJW, 15/10 G-MAJA, 16/10 G-MAJT, 17/10 G-MAJT, 20/10 G-MAJT, 21/10 G-MAJL, 22/10 G-MAJL, 23/10 G-MAJL, 24/10 G-MAJA, 31/10 G-MAJL.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-5/10 G-MAJI, 12/10 G-CDEA, 19/10 G-CERZ, 26/10 G-CIEC(91LK) G-MAJA(91Y) G-CFLU(81G/81LK).

Additional flights:-2/10 G-CGWV(**E145**) positioned out to Durham(39F), 3/10 G-MAJC(62L) arrived from Durham, G-MAJZ(051P) positioned in from Aberdeen, 7/10 G-CFLU(024P) positioned out to Aberdeen, G-CGMC(**S2000**) positioned in from Newcastle(025P), 15/0 G-CGWV positioned in from Newcastle(034P), G-CIEC(033P) positioned out to Aberdeen, 18/10 G-MAJA(802P) positioned in from Durham, 26/10 G-MAJA(3232) positioned in from Aberdeen, 27/10 G-MAJC(26Z0 departed to East Midlands, G-CIEC(015P0 positioned out to Aberdeen, 30/10 G-MAJL(041P) positioned in from Aberdeen, 31/10 G-MAJA(803P) positioned out to Cambridge, G-CGMB(052P) positioned in from Aberdeen, G-CDKB positioned out to Aberdeen(051P).



**Fokker 50 PH-JXJ of Denim Air operated a charter f/t Gatwick 20/10(Robert Burke)**

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

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City**. Additional service from **Southampton to Aberdeen** and reverse with intermediate stop at LBA started in November 2014.

**Belfast City**(729/730, "729/2LP") –1/10 G-JECI, 2/10 G-JECI, 3/10 G-JECI, 4/10 G-JECF, 6/10 G-ECOC, 7/10 G-ECOJ, 8/10 G-JECL, 9/10 G-JECL, 10/10 G-JECX, 11/10 G-JECL, 13/10 G-FLBE, 14/10 G-FLBE, 15/10 G-FLBE, 16/10 G-FLBE, 17/10 G-JEDW, 18/10 G-JEDW, 20/10 G-JECJ, 21/10 G-JECE, 22/10 G-JECE, 23/10 G-ECOJ, 24/10 G-JECR, 25/10 G-ECOC, 27/10 G-ECOJ, 28/10 G-JEDU, 29/10 G-ECOC, 30/10 G-ECOC, 31/10 G-JECJ.

**Belfast City**(731/732, "5AE/7FL") -1/10 G-FLBA, 2/10 G-FLBA, 3/10 G-ECOK, 4/10 G-FLBA, 5/10 G-ECOC, 6/10 G-JECX, 7/10 G-ECOD, 8/10 G-ECOP, 9/10 G-ECOD, 10/10 G-JEDV, 11/10 G-JEDW, 12/10 G-FLBA, 13/10 G-JECG, 14/10 G-FLBA, 15/10 G-ECOM, 16/10 G-JEDW, 17/10 G-JECP, 18/10 G-ECOB, 19/10 G-JECE, 20/10 G-JEDW, 21/10 G-JECR, 22/10 G-JECR, 23/10 G-ECOC, 24/10 G-JECF,

25/10 G-JECR, 26/10 G-JECG, 27/10 G-JEDW, 28/10 G-ECOC, 29/10 G-ECOC, 30/10 G-JEDV, 31/10 G-ECOC.

**Belfast City**(733/734, "6CX/734") –1/10 G-JECI, 2/10 G-ECOO, 3/10 G-JECI, 5/10 G-FLBA, 6/10 G-ECOJ, 7/10 G-ECOK, 8/10 G-JECL, 9/10 G-JECL, 10/10 G-JECX, 12/10 G-ECOD, 13/10 G-FLBE, 14/10 G-FLBE, 15/10 G-FLBE, 16/10 G-JEDP, 17/10 G-JEDW, 19/10 G-JEDP, 20/10 G-ECOB, 21/10 G-JECE, 22/10 G-ECOC, 23/10 G-ECOJ, 24/10 G-JECR, 26/10 G-ECOJ, 27/10 G-ECOC, 28/10 G-JECJ, 29/10 G-JECP, 30/10 G-EOCA, 31/10 G-EOCA.

**Belfast City**(735/736, "3BH/2XM") –1/10 G-JECM, 2/10 G-JECI, 3/10 G-ECOD, 5/10 G-ECOD, 6/10 G-ECOD, 7/10 G-ECOD, 8/10 G-ECOD, 9/10 G-JECL, 10/10 G-ECOD, 12/10 G-JEDW, 13/10 G-ECOD, 14/10 G-FLBC, 15/10 G-JEDW, 16/10 G-ECOB, 17/10 G-EOCA, 19/10 G-ECOB, 20/10 G-JECG, 21/10 G-ECOJ, 22/10 G-JECG, 23/10 G-JEDW, 24/10 G-ECOC, 26/10 G-ECOJ, 27/10 G-JEDV, 28/10 G-JECJ, 29/10 G-ECOJ, 30/10 G-JEDP, 31/10 G-JECN.

**Aberdeen/Southampton**(7001, "7001"):-27/10 G-ECOT, 28/10 G-ECOG, 29/10 G-KKEV, 31/10 G-JEDW.

**Southampton/Aberdeen**(7002, "7002"):-27/10 G-JECY, 28/10 G-JECR, 29/10 G-ECOG, 30/10 G-ECOG inbound only, 31/10 G-JECL.

**Aberdeen/Southampton**(7003, "7003"):-27/10 G-JECY, 28/10 G-JECR, 29/10 G-ECOG, 30/10 G-ECOG outbound only, 31/10 G-JECL.

**Southampton/Aberdeen**(7004, "7004"):-26/10 G-JECY, 27/10 G-JECR, 28/10 G-ECOG, 29/10 G-KKEV, 30/10 G-KKEV, 31/10 G-JECO.

**Aberdeen/Southampton**(7005, "7005"):-26/10 G-JECY, 27/10 G-JECR, 28/10 G-ECOG, 29/10 G-KKEV, 30/10 G-KKEV, 31/10 G-JECO.

**Southampton/Aberdeen**(7006, "7006"):-26/10 G-ECOT, 27/10 G-ECOG, 28/10 G-KKEV, 29/10 G-ECOI, 30/10 G-JEDW, 31/10 G-KKEV.



**EMB.135 G-CGMB has been based since Eastern upgraded some services(Rob Burke)**

### **Jet2(EXS/LS, "Channex")**

Boeing 737/800 G-GDFU is now in full service, while G-JZHA has arrived at Shannon to be prepared for operations.

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

1/10 G-GDFM(032E) positioned out to Newcastle, EC-HS(B757) positioned in from Madrid,

2/10 G-LSAN(107C) positioned in from Liverpool, G-GDFK positioned out to Glasgow(104C), EC-HDS operated to/from Las Palmas(44N/54X),

3/10 EC-HDS operated to/from Malaga(40Z/35KX) then positioned to Madrid(048A), G-GDFS(042A) positioned in from East Midlands, G-CELU(043A) positioned in from Manchester,

4/10 G-CELC test flight(051B) and test flight(054B), G-GDFH(053B) arrived on test flight from Southend, 5/10 G-GDFH(052B) arrived from Manchester, G-CELC(053B) test flight, G-LSAJ(041A) positioned out to Manchester, G-GDFH(042A) positioned out to Manchester,

6/10 G-CELC test flight to East Midlands(051B),

7/10 G-CELC positioned in from Manchester(041A), G-CELE positioned in from Manchester(072W),

9/10 G-LSAI(049A) positioned in from Manchester,

10/10 I-NEOW(049A) positioned in from Verona, then operated to/from Palma(88N/95Z) then positioned back to Verona(048A), G-GDFD(042A) positioned out to Glasgow, G-GDFK(046A) positioned out to Budapest then positioned back in from Manchester(045A), G-GDFV(047A) positioned in from Alicante, 11/10 G-CELW(033E) positioned in from Belfast, G-GDFS(059B) test flight, 12/10 G-CELK(041A) positioned out to Manchester, G-CELB(051B) positioned in from Manchester, G-GDFP(069J) positioned out to Glasgow, 13/10 G-GDFO(101C) positioned out to Glasgow, G-LSAG(043A) positioned out to Tenerife, G-CELW positioned out to Belfast(034E), G-LSAI(041A) positioned out to Manchester, G-GDFO(102C) positioned in from Warsaw, 14/10 G-LSAG(041A) positioned in from Glasgow, 15/10 G-CELO positioned in from/out to Edinburgh(031E/032E), 16/10 G-CELB(072W) positioned in from Doncaster, G-GDFV(071W) positioned in from Manchester, 18/10 G-CELW(063J) positioned in from Belfast, G-GDFR positioned in from Manchester(072W), G-CELG(071W) positioned in from Manchester, G-GDFG(059B) test flight, 19/10 G-GDFW positioned in from Glasgow(069J), G-CELB(041A/044A) positioned out to/in from Newcastle, G-LSAJ positioned in from Manchester(031E), G-LSAG(032E) positioned out to Manchester, 201/0 G-CELW(064J) positioned out to Belfast, 22/10 G-CELD(300T) training flight to/from Durham, G-GDFU(051D) positioned in from Bournemouth, 23/10 G-LSAK (041A/042A) positioned out to/in from Glasgow, 24/10 G-GDFR positioned out to Glasgow(041A), G-GDFL(049A) positioned out to Glasgow, G-CELJ(059B) positioned in from Manchester, 25/10 G-GDFX(076W) positioned in from Glasgow, 26/10 G-CELB(073W) positioned out to East Midlands, G-GDFH(074W) positioned in from Manchester, 27/10 G-LSAJ(061J) positioned out to Newcastle, 28/10 G-LSAB(049A) positioned out to Newcastle, G-CELB(041A) positioned in from East Midlands, 29/10 G-GDFW positioned in from Glasgow(065J), 31/10 G-GDFB(048A) positioned out to Belfast, G-GDFH(049A) positioned in from Dusseldorf.



**Boeing 757 EC-HDS was sub-chartered by Jet2 at the beginning of October  
KLM(KLM/KL, "KLM")**

Amsterdam flights are operated 4x Daily. Fokker 70 aircraft were replaced by Embraer 190 on all flights during May but still turn up occasionally.

**Amsterdam(1545/1546, "1545/1546")** -1/10 PH-EZC, 2/10 PH-EZZ, 3/10 PH-EZE, 4/10 PH-EZW, 5/10 PH-EZE, 6/10 PH-EZW, 7/10 PH-EZD, 8/10 PH-EZD, 9/10 PH-EZI, 10/10 PH-EZX, 11/10 PH-EZS, 12/10 PH-EZY, 13/10 PH-EZL, 14/10 PH-EZH, 15/10 PH-EZM, 16/10 PH-EXD, 17/10 PH-EXB, 18/10 PH-EZV, 19/10 PH-EZT, 20/10 PH-EZO, 21/10 PH-EXB, 22/10 PH-EZX, 23/10 PH-EXD, 24/10 PH-EZI, 25/10 PH-EZT, 26/10 PH-EZM, 27/10 PH-EXB, 28/10 PH-EZF, 29/10 PH-EZH, 30/10 PH-EZG, 31/10 PH-EZY.

**Amsterdam(1547/1548, "1547/1548")** -1/10 PH-EXC, 2/10 PH-EZA, 3/10 PH-EZT, 6/10 PH-EZV, 7/10 PH-EZV, 8/10 PH-EZY, 9/10 PH-EZA, 10/10 PH-EZL, 13/10 PH-EXC, 14/10 PH-EZT, 15/10 PH-EZB, 16/10 PH-EZV, 17/10 PH-EZW, 20/10 PH-EZU, 21/10 PH-EZT, 22/10 PH-EZW, 23/10 PH-EZY, 24/10 PH-EZW.

**Amsterdam(1549/1550, "73E/1550")** -1/10 PH-EZK, 2/10 PH-EZD, 3/10 PH-EZW, 4/10 PH-EZW, 5/10 PH-EZR, 6/10 PH-EZI, 7/10 PH-EXC, 8/10 PH-EZR, 9/10 PH-EZG, 10/10 PH-EZN, 11/10 PH-EZF, 12/

10 PH-EXA, 12/10 PH-EZW, 14/10 PH-EXA, 15/10 PH-EZT, 16/10 PH-EZE, 17/10 PH-EZB, 18/10 PH-EZK, 19/10 PH-EZV, 20/10 PH-EZN, 22/10 PH-WXC, 23/10 PH-EZO, 24/10 PH-EZP, 25/10 PH-EZU, 26/10 PH-EZF, 27/10 PH-EZU, 28/10 PH-EZC, 29/10 PH-EZL, 30/10 PH-EZO, 31/10 PH-EZG.

**Amsterdam**(1551/1540, "69W/78E", aircraft night stops) –1/10 PH-EZP, 2/10 PH-EZO, 3/10 PH-EZF, 4/10 PH-EZL, 5/10 PH-EZT, 6/10 PH-EZG, 7/10 PH-EZF, 8/10 PH-EXA, 9/10 PH-EZO, 10/10 PH-EXD, 11/10 PH-EZF, 12/10 PH-EZN, 13/10 PH-EZK, 14/10 PH-EZP, 15/10 PH-EZK, 16/10 PH-EZI, 17/10 PH-EZG, 18/10 PH-EZI, 19/10 PH-EZE, 20/10 PH-EXC, 21/10 PH-EZT, 22/10 PH-EZH, 23/10 PH-EZC, 24/10 PH-EZK, 25/10 PH-EZT, 26/10 PH-EZE, 27/10 PH-EZN, 28/10 PH-EZM, 29/10 PH-EZK, 30/10 PH-EZB, 31/10 PH-EXD.

Additional Flights:-20/10 PH-EZC(1551) arrived from Amsterdam,

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

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

**Glasgow**(6980/6981, "73JV/24PL") –1/10 G-LGNH, 2/10 G-LGNH, 6/10 G-LGNJ, 7/10 G-LGNJ, 8/10 G-LGNJ, 9/10 G-LGNL, 13/10 G-LGNI, 14/10 G-LGNB(returned tech whilst operating 24PL), 15/10 G-LGNI, 16/10 G-LGNC, 20/10 G-LGNL, 21/10 G-LGNF, 22/10 G-LGNH, 23/10 G-LGNN, 27/10 G-LGNB, 28/10 G-LGNE, 29/10 G-LGNI.

**Glasgow**(6984/6985, "26JL/12DC") –1/10 G-LGNH, 2/10 G-LGNB, 3/10 G-LGNH, 6/10 G-LGNJ, 7/10 G-LGNJ, 8/10 G-LGNB, 9/10 G-LGNB, 10/10 G-LGNJ, 13/10 G-LGNN, 14/10 G-LGNI, 15/10 G-LGNC, 16/10 G-LGNC, 17/10 G-LGNE, 20/10 G-LGNL, 21/10 G-LGNL, 22/10 G-LGNH, 23/10 G-LGNC, 24/10 G-LGNN, 27/10 G-LGNB, 28/10 G-LGNE, 29/10 G-LGNC, 30/10 G-LGNF, 31/10 G-LGND.

Additional flights:-14/10 G-LGNN positioned back to Glasgow as 830F.

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

Schedules flights to be operated to the following destinations:- **Arrecife**(7592/3 –Mon/Thu); **Tenerife**(7504/5 –Tue/Fri); **Larnaca**(7508/9 –Wed/Sun); **Faro**(7542/3 –Tue/Thu/Sat), **Palma**(7516/7 –Tue/Thu), **Dalaman**(7534/5 –Tue/Sat), **Heraklion**(7558/9 –Wed/Sat/Sun), **Antalya**(7596/7 –Thu/Sun), **Barcelona**(7554/5 –Mon/Fri), **Bodrum**(7536/7 –Mon/Fri).

Two Airbus A.320 (normally with "Sharklets") are based:-G-ZBAA(1/10-4/10, 25/10-31/10), G-ZBAR(1/10-31/10), G-OZBK(4/10-9/10), G-ZBAP(10/10-25/10).



**Now a familiar sight at Lbia, ATR-72 EI-FCZ of Stobart Air/Aer Lingus on finals for 32 operating the innaugural flight on 23/10(David Blaker).**

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

Ryanair will base 3x Boeing 737/800 aircraft at Lbia this winter, one aircraft acting as a back-up, operating routes to:- **Dublin**(153/4, "166K/459V" –Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Dublin**(156/7, "971Y/331K" –Mon/Tue/Wed/Fri); **Fuerteventura**(1584/5, "911D/1585" –Mon/Fri); **Arrecife**(2048/

7, "591B/645T" –Tue/Thu/Sat); **Alicante**(9079/8, "492D/3YM" –Tue/Thu/Sat); **Malaga**(2446/7, "57BQ/19UM" –Wed/Sat); **Krakow**(2332/3, "878Z/836V" –Wed/Fri/Sun); **Tenerife**(2494/3, "2494/757C" –Wed/Sun); **Riga**(2482/1, "2482/404H", -Thu/Sun).

Based aircraft:- EI-DYN(1/10-5/10), EI-DWG(1/10-8/10), EI-EVL(1/10-13/10), EI-FEF(5/10-31/10), EI-EKN(8/10-31/10), EI-EBT(13/10-31/10).

Flights operated by non-based aircraft:-

**Alicante** (9078/9079, "49N/656B", -Sun/Tues):-26/10 EI-DWT, 28/10 EI-EFT.

**Bergamo** (2495/2494, "759D/292Y", -Sun/Wed):-26/10 EI-EKY, 29/10 EI-DCG.

**Dublin** (152/153, "152/153", -Sat/Sun):-4/10 EI-EMH, 11/10 EI-EKF, 12/10 EI-DPJ, 18/10 EI-EMA, 19/10 EI-FEH, 25/10 EI-DCW.

**Dublin** (156/7, "331K/971Y", -Daily):-1/10 EI-ENY, 2/10 EI-EFD, 3/10 EI-ENH, 4/10 EI-DPK, 5/10 EI-EFF, 6/10 EI-DWW, 7/10 EI-EKR, 8/10 EI-DWW, 9/10 EI-DHS, 10/10 EI-EFN, 11/10 EI-EGA, 12/10 EI-EFP, 13/10 EI-DPZ, 14/10 EI-DLK, 16/10 EI-EBI, 17/10 EI-DCL, 18/10 EI-EBI, 19/10 EI-EPB, 20/10 EI-EBM, 21/10 EI-EXD, 22/10 EI-EBV, 23/10 EI-DCL, 24/10 EI-DPI, 25/10 EI-EBV.

**Faro** (2504/2503, "30LH/27AU", -Mon/Tue/Thu/Sat):-6/10 EI-DPM, 13/10 EI-DHO, 20/10 EI-DHO, 28/10 EI-DLX.

**Krakow** (2333/2332, "49WP/51KA", -Sun):-5/10 EI-EVI, 12/10 EI-DWL, 19/10 EI-EFG.

**Lanzarote** (2047/2048, "95CM/85GG", -Tue/Sat):-4/10 EI-EBX, 7/10 EI-DPJ, 11/10 EI-EBX, 14/10 EI-EBX, 18/10 EI-EMB, 21/10 EI-EMB, 25/10 EI-EMB, 28/10 EI-DPF, 30/10 EI-EKI.

**Malaga** (2447/2446, "19UM/57BQ", -Tues):-7/10 EI-EMR.

**Malta** (2449/2448, "191C/547Q", -Sun/Wed):-26/10 EI-EPC, 29/10 EI-EPC.

**Girona** (1832/1833, "91BT/1833", -Tue/Thu/Sat):-2/10 EI-DAD, 4/10 EI-DLO, 7/10 EI-DLO, 9/10 EI-EFH, 11/10 EI-DCH, 14/10 EI-EBF, 16/10 EI-DCO, 18/10 EI-EGA, 21/10 EI-EBN, 23/10 EI-DAO, 25/10 EI-EMM, 28/10 EI-DCN, 30/10 EI-DCO.

**Palma** (2327/2326, "2327/32DD", -Fri):-30/10 EI-EKP.

**Pisa** (2502/2501, "79YE/83JM" –Wed/Sat):-1/10 EI-DWV, 4/10 EI-ESN, 6/10 EI-DYD, 8/10 EI-DHP, 11/10 EI-DHP, 15/10 EI-DCM, 18/10 EI-ESN, 19/10 EI-EFB, 22/10 EI-DHD, 25/10 EI-EFB, 28/10 EI-DPM, 30/10 EI-EKO.

### **Scandinavian Airlines (SK/SAS, "Scandinavian")**

Service from/to Copenhagen using CRJ aircraft. The flights will cease operating from beginning of December

**Copenhagen** (1543/1544 Fri/Mon):-3/10 OY-KFK, 6/10 OY-KFC, 10/10 OY-KFL, 13/10 OY-KFG, 17/10 OY-KFG, 20/10 OY-KFK, 24/10 OY-KFI, 27/10 OY-RJK, 31/10 OY-RJL.

### **Stobart Air (RE/STK "Stobart")**

From late October Stobart Air (formerly Air Arran) has commenced a service between Leeds and Dublin (on behalf of Aer Lingus Commuter) using ATR72 aircraft.

**Dublin** (EIN3390/3391, "STK09L/STK19L"):-25/10 EI-FCZ, 28/10 EI-FAX, 29/10 EI-FAW, 30/10 EI-FAU, 31/10 EI-FAV.

**Dublin** (EIN3394/3395, "STK49L/STK59L"):-23/10 EI-FCZ, 24/10 EI-FCY, 26/10 EI-FCY, 27/10 EI-FAW, 28/10 EI-FAX, 29/10 EI-FCZ, 30/10 EI-FAU, 31/10 EI-FCZ.

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

The company will operate a series of scheduled flights each week with one based B737/800 aircraft throughout the summer.

**Corfu** (3550/51 "75P/4BG" -Fri)

**Dalaman** (698/699 –Mon, 542/543 -Fri/Sat)

**Enfidha** (570/571 -Wed)

**Ibiza** (3432/33 "5LB/43M" -Thurs)

**Palma** (3618/19, "5GT/9PG" -Sat, 3250/51 "4DY/3BH" -Tues, 3710/3711 "49D/8DM" –Sun),

**Rhodes** (3646/9GW "71J/9GW" -Sat)

**Tenerife** (3748/49 "92W/1PT" –Sun)

Based aircraft:-G-FDZT(1/10-8/10), G-TAWP(8/10-29/10), G-TAWJ(25/10-26/10), G-TAWB(29/10-31/10).





## DAY BY DAY @ LBIA by Trevor Smith

PHOTO OF J-3C G-CGIY BY ROBERT BURKE

The big new this month is that the ILS on runway 14 is now fully serviceable following the installation of a new glideslope mast, the former one having been demolished by the Multiflight Robin G-MFLC, which has now been written off. Another of the company's Robins G-MFLA has been sold to new owners at Cranfield and left at the end of October. Jet2 hack. PA-31 G-IFIT returned from overhaul at Cranfield on 24/10 and is now back in service with the company. The agreement with Jota Aviation to use one of their King Air appears to have ceased as the aircraft G-ORTH is no longer based at LBIA.

### 01/10/14 Wednesday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Norwich(0846/1352). Challenger 604 **VP-COK** operated by Hangar 8 and on its first visit to LBIA, f/t Oxford(0851/1037). PA-28R Arrow **G-OMNI** f/t Staverton(0855/1404). Having night stopped since last month Citation XL **LX-FGB**(Red Lion 7G) departed to Jersey(1031). Another stop over from last month, King Air 200 **G-MEGN**, departed to Le Bourget(1443). Phenom **G-ITSU**(Flairjet 799P/799) from Oxford(1530) to Jersey(1649). Citation Bravo **OO-FPB**(Flying Group 52L) f/t Antwerp(1812/1848). Pilatus PC-12 **OO-PCI**, owned by European Aircraft Private Club, f/t Charleroi(1845/1923).

### 02/10/14 Thursday

Boeing 737/300 **9H-MTF**(Maleth 479) departed to Moscow/Vnukovo(0412). Having arrived last month, Citationjet **M-TEAM** departed to Hawarden(1116). Grob Tutor **G-CGKA**(Cranwell 61) f/t Cranwell(1132/1336), with sister-ship **G-CGKW**(Cranwell 55) f/t Cranwell(1154/1443). Diamond DA-40 **G-EMMM** f/t Gamston(1227/1454). Citation XL **CS-DQA**(Fraction 631C/688Q) from Hanover(1713), n/s to Stokholm/Bromma(1113).

### 03/10/14 Friday

The same pair of Tutors from and to Cranwell today, **G-CGKW**(Cranwell 55, 1017/1158) and **G-CGKA**(Cranwell 61, 1156/1347). Islander **ZH537**(Ascot 7944) called in for fuel while on operations in the area, f/t Waddington(1043/1114). King Air 200 **G-PCOP**(Gama 480) f/t Glasgow(1154/1549). Falcon 7X **OY-EKC**(Mermaid 11) owned by Kirkbi Invest A/S, from Biggin Hill(2009) to Billund(2044). This aircraft was on its first visit to LBIA, however the registration has visited before when carried by a Citation XL operated by Lego. A surprise arrival from Billund at 2040 was Partenavia P.69B **OY-BSE** owned by Starling Air. The aircraft departed at 0635 the following morning, its destination unknown.

### 04/10/14 Saturday

King Air 90 **G-ORTH**(Enzo 8JT) to Glasgow(0501) from Southend(2100). DA-42 Twin Star **G-PETS**(White Knight 04) from Gamston(1350) to Blackbushe(1512). Citationjet 3 **OO-FPC**(Flying Group 61R/62R) from Brussels(1638) to Antwerp(1839). PC-12 **OO-PCI** f/t Charleroi(1728/1834). Boeing 737/300 **9H-MTF**(Maleth 482) from Moscow/Vnukovo(1857).

### 05/10/14 Sunday

Citationjet 2 **G-PEER**(Saltyre 566) from Luton(0852) to Rome/Ciampino(1002). Phenom **G-ITSU**(Flairjet 800/800F) from Jersey(1755) to Oxford(1846). First time visitor, Challenger **D-AFAB**(Red Angel 4995) of FAI Air Services, from Bangor/Maine(2051) to Nuremburg(2200).



Along way from home, Houston based Phenom N713WD arrived on 17/10(David Blaker)



Citation Bravo G-SPRE of Exclusive Jet made two visits at end of month(Robert Burke)



Owned by Faberge, Citation Sovereign on Multiflight/East, 10/10(Rod Hudson)



Netjets Hawker 800XP CS-DRG departing 14 for Le Bourget on 11/10(Robert Burke)

#### **06/10/14 Monday**

Making its debut, Citationjet 4 **F-HATG** operated by Flying Faster SNC, f/t Le Bourget(0931/1557).

#### **07/10/14 Tuesday**

King Air 90 **F-HARC** owned by Reel Air SAS, f/t Lyon(0910/1759). Yorkshire Air Ambulance MD-902 **G-CEMS** which had been in for maintenance since last month, carried out a local air test 1442/1512, and again 1619/1625. IAI Astra **D-CRIS**(Tyrol Ambulance 331) from Heraklion(2138), n/s to Innsbruck(1223).

#### **08/10/14 Wednesday**

King Air 90 **G-ORTH**(Enzo 8JT) to Belfast International(0854) from Newcastle(1705). Ralf Schumacher's Eclipse Jet **D-INDY**, f/t Cologne/Bonn(0931/1550), n/s. Citation XL **LX-INS**(Red Lion 1A) from Palma(1311). n/s to Farnborough(1343). Pilatus PC-12 **LX-NEW** of Jetfly Aviation, f/t Denham(1825/1723), n/s. Lear Jet 45 **G-XJET**(Gama 665) from Dubrovnik(1855) to Bournemouth(1954).

#### **09/10/14 Thursday**

PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1129/1600). The YAA Explorer **G-CEMS**(Helimed 98) returned home to Nostell Priory(1156). Sikorsky S-76B **M-ONTY** of Trustair, f/t Harrogate(1224/1259), for refuel.

#### **10/10/14 Friday**

King Air 90 **G-ORTH**(Enzo 8JT) t/f Glasgow(0645/0938). Eclipse Jet **N117EA** f/t Ronaldsway(0727/1825), n/s. Tucano **ZF240**(LOP 40) ILS and overshoot(0910), f/t Linton. King Air 90 **G-JOTB**(Enzo 810/810P) from Norwich(1006) to Southend(1106). PA-28 Warrior **G-BNOP** f/t Blackpool(1014/1303). Having arrived for maintenance last month Twin Squirrel **N766AM** returned home to its private strip near East Midlands(1133). PA-28 Cherokee 140 **G-AZEG** f/t Ronaldsway(1234/1402). Citation XL **G-OJER**(Beauport 803/820) f/t Jersey(2025/1514), n/s until 12/10.

#### **11/10/14 Saturday**

Hawker 800XP **CS-DRG**(Fraction 182E/517A) from Rotterdam(0729) to Le Bourget(0912). Robinson R.22B **G-BTDI** from Blackpool(1141) to Prestwick(1219). Robinson R.44 **G-CBFJ** from Blackpool(1206) to Prestwick(1253). 40 year old PA-39 Twin Comanche C/R **G-OAJS** arrived from Stapleford(1234), returning there at 1731. This aircraft, now owned by STEFAAN VANSTEENKISTE was originally imported in 1974 by CSE Aviation as G-BCIO, for use in their flying school.

#### **12/10/14 Sunday**

737/300 **9H-MTF**(Maleth 462) to Le Bourget(1158). Phenom 300 **D-CHLR**(Aero Dienst 67P) on its first visit, from Hamburg(1449) n/s until 14/10, to Oxford(1658). Cherokee 140 **G-AZEG** f/t Ronaldsway(1550/1616). Cessna T.206G **G-NIME** f/t Wombledon(1610/1707) to Multiflight/Engineering, n/s until 15/10. Dauphin **EI-GJL** f/t Braggenstown(1622/1731), to Multiflight/Engineering n/s until 14/10. Phenom **CS-PHB**(Fraction 252K/297L) from Le Bourget(1731), n/s to Brussels(1713).

#### **13/10/14 Monday**

King Air 90 **G-ORTH**(Enzo 8JT) t/f Northolt(1100/1433). Tucano **ZF343**(LOP 20) ILS and Overshoot(1422), f/t Linton. Gazelle **G-OGUN** from Liverpool(1837), n/s to Huggate(0922). Falcon 900 **N900SF** owned by Raptor Acquisitions LLC, f/t White Plains/Westchester County(2021/0903), n/s until 16/10.

#### **14/10/14 Tuesday**

Eclipse Jet **N117EA** f/t Ronaldsway(0727/1947), n/s. Agusta A.109S **G-MAOL** f/t Northampton(1035/1222). Making its debut, Citationjet 2 **9H-ALL**(Luxwing 101/102) from Nice(1043) to Northolt(1153). DA-42 Twin Star **G-PETS**(White Knight 16) from Gamston(1355) to Dublin(1435). Tornado GR.4 **ZG714**(Marham 18) carried out an ILS and overshoot(1422), f/t Marham.

#### **15/10/14 Wednesday**

King Air 200 **G-FLYW**(Poyston 01) f/t Hawerfordwest(0907/1621). Cirrus SR.22 **N542CD** f/t Southend(1031/1733). Agusta A.109E **G-WOFM** f/t a private site near Northolt(1040/1528). Debutant, Citation Mustang **N59LW** from North Weald(1527) to Alicante(1643). Lear Jet 45 **G-XJET**(Gama 832/888) from Bodrum(1927), n/s to Bournemouth(0900). Lear Jet 45 **G-OSRL** from Guernsey(2151), n/s to Biggin Hill(0825).

#### **16/10/14 Thursday**

King Air 90 **G-ORTH**(Enzo 8JT) t/f Doncaster(0639/0757). King Air 90GT **N95VB** from Sleaford(0651) to Biggin Hill(0714), return 1606/1638.





Yatch based EC-130 P4-SDL on its second visit to LBIA, 17/10 for refuel(David Blaker)



PA-32 G-ELDR based at Fairoaks seen parked on Multiflight/East, 17/10(Rod Hudson)



PA-31 G-VIPP calibrating the new glideslope for 14 on 28/10 and 29/10(Robert Burke)



R.44 RA-04214 of Shevillino Helicopters called in for a refuel on 26/10 enroute Denham

### 17/10/14 Friday

Eclipse Jet **N117EA** f/t Ronaldsway(0724/1952). King Air 90 **G-ORTH**(Enzo 8JT) to Mnacheater(1016) from Hanover(1708). Eurocopter EC.130 **P4-SDL** from Oxford(1146) to Glasgow(1224). Robin DR.400 **G-CBMT** f/t Crowfield(1205/1450). Lear Jet 35 **D-CGRC**(Jet Executive 353/363), inbound ambulance flight at 1335, n/s to Arrecife(0806). Citationjet 2 **9H-ALL**(Luxwing 191/101) from Rome/Ciampino(1530), n/s to Nice(1103). BN-2T Defender **ZH001**(Armyair 535) from Ronaldsway(1617) to Belfast International(1802). First time visitor, Phenom **N713WD** owned by Winds Away 07 LLC of Houston, Texas, from Pau(1720) n/s until 19/10. It then departed to Keflavic(0847) and onwards via Goose Bay and Columbus International home to Houston/William P Hobby. PA-32 Cherokee 6 **G-ELDR** from Fair Oaks(1758), n/s to Oxford(1739).

### 18/10/14 Saturday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Mnacheater(0650/0822), t/f Manchester(0929/1041). Citation Bravo **G-SPUR**(Lonex 05PU) f/t Luton(0800/1707). Citation Sovereign **PH-RLG** owned by Faberge, from Geneva(1326) to Le Bourget(1514). Lear Jet 45 **LX-LAA**(Lion King 7 ambulance) from Tenerife(1818), n/s to Oran, Algeria(1007).

### 19/10/14 Sunday

Beechjet 400A **G-KLNR**(Saxonair 40C) from Gatwick(1048), n/s to Munich(0750). King Air 200 **G-CEGP**(Cega 962) from Bournemouth(1247) to Northolt(1357).

### 20/10/14 Monday

King Air 90 **G-JOTB**(Enzo 8JT/8TB) f/t Southend(0846/1239). Having been parked on Multiflight/East for three weeks Citation X **N950M** departed to Saint John, Newfoundland(0903) on its way home to the States. Dauphin **G-NHAB**(Helimed 58) f/t Penrith(0956.1325). Citationjet 2 **G-OCJZ**(Clifton 139) f/t Dublin(1032/1408). CASA 295 **455**(Czech Air Force 6035) from Prague/Kbley(1108) to Yeovilton(1200). King Air 90 **G-ORTH**(Enzo 8JT) to Manchester(1243) from Edinburgh(2052).

### 21/10/14 Tuesday

Dauphin **EI-GJL** from Ellesmoere Port(1347) to Belfast City(1411), f/t Braggenstown(1750/0807), n/s. Beechjet 400A **G-KLNR**(Saxonair 40C) from Munich(1520) to Norwich(1541).

### 22/10/14 Wednesday

GA.7 Cougar **G-BLHJ**(Advance 32) f/t Sherburn(1147/1305).

### 23/10/14 Thursday

Boeing 737/300 **9H-MTF** to Brussels(0911). Cougar **G-BLHJ**(Advance 32) f/t Sherburn(1143/1300). King Air 90 **G-ORTH**(Enzo 8JT) t/f Edinburgh(1153/1723). Gazelle **G-IBNH** from a private site in Dorset(1351) to Allenhead(1442), return 1625/1650. King Air 200 **G-KVIP**(Prestige 63K) ambulance flight from Jersey(1625) to Exeter(1842).

### 24/10/14 Friday

Cougar **G-BLHJ**(Advance 32) from Sherburn(1247), local training flight 1452/1614, back to Sherburn(1659).

### 25/10/14 Saturday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Manchester(0652/0821).

### 26/10/14 Sunday(End of British Summer Time)

PA-28R Cherokee Arrow **N218GC** f/t Elstree(1147/1429). Robinson R.22B **G-HIZZ** from Rochdale(1246) to Devonshire Arms(1337). Robinson R.44 **RA-04214** f/t Denham(1249/1330). This aircraft formerly G-CCNI is owned by Shevilino Helicopters carries the titles of Vertolet.ru and spends its time at Denham.

### 27/10/14 Monday

Agusta A.109E **ZR322**(Kittyhawk 10) from a private site near Junction 26 on M1(1003) to Headingley(1138). King Air 200 **G-SASC**(Gama 036) f/t Glasgow(1703/1957). First time visitor, Gulfstream 4 **N371FP**(Keyline 91) from Teterboro'(1740) to Le Bourget(1817), f/t Le Bourget(2104/1748), n/s until 29/10. King Air 90 **G-ORTH**(Enzo 8JT) t/f Edinburgh(2122/2325).

### 28/10/14 Tuesday

Debutant, Flacon 2000EX **M-PDCS** owned by Six Daughters, from Hamilton, Bermuda(0639) to Oxford(0702). Citation Bravo **G-SPRE**(Exclusive Jet 2) from Oxford(0912) to Gatwick(1008). PA-31 Chieftain **G-VIPP**(Flightcal 31) from Gatwick(0951). This aircraft arrived to calibrate the new 14 ILS glidepath, recently installed following the accident earlier in the year when the former mast was demolished by Robin G-MFLC. Local calibration flight, 1249/1326, 1545/1709 then night-stop.



### 29/10/14 Wednesday

PA-31 **G-VIPP**(Flightcal 31), local calibration flight 0948/1322, then to Shoreham(1521). We now have a fully servicable ILS back on Runway 14. Twin Squirrel **N766AM** f/t a private site near East Midlands(1039/1500). King Air 200 **G-WCCP** f/t Southampton(1145/1549). Gama Aviation's new King Air 350, only delivered the previous week, **G-GMAD**(Gama 112) f/t Glasgow(1234/1513). Hawker 800B **G-VIPI**(Interflight 127/130) from Belfast International(1258), n/s to Rome/Ciampino(1039). Cougar **G-BLHJ**(Advance 32) from Sherburn(1411), local training 1538/1708, back to Sherburn(1754). Citation Bravo **G-SPRE**(Exclusive Jet 2) from Jersey(1700) to Oxford(1730).

### 30/10/14 Thursday

King Air 90GT **9H-MOS** from Liverpool(1111) to Haverfordwest(1129), return 1731/1750. King Air 90GT **N95VB** from Bournemouth(1552) to Sleaf(1616).

### 31/10/14 Friday

Eclipse Jet **N117EA** from Ronaldsway(0718). King Air 90 **G-ORTH**(Enzo 8JT) t/f Belfast International(0931/1148), then to Southend(1702) as "Enzo 531P". End of lease to Jet2. .



LBIA stalwart  
Robert Burke  
made an excursion  
to Heathrow on  
July 3rd/4th this  
year.

Among a superb  
collection of pics  
taken during the  
visit were these  
studies of:-  
Above:- 9K-AOB  
Boieng 777  
Left:- 5N-JID  
Aibus A.330

# COMMERCIAL AVIATION NEWS

## by David Wooler



InterSky will be operating into LBA next summer

Well once again, I find myself at the end of November, wondering where did that year go ? It is of course the last Air Yorkshire, and indeed the last time you will read my section before the Christmas celebrations and the New Year. I would therefore like to take this opportunity to wish each and every one of you a Very Merry Christmas and a Happy New Year.

### LEEDS/BRADFORD NEWS

Provisional Passenger figures for October 2014 are 315,814 a reduction of 1.9% against October 2013. Rolling average figure stands at 3,250,991 a reduction of 0.8% over the previous 12 month rolling period.

A new station for Leeds Bradford International Airport could be created if the Northern Electrification Task Force decide to award funding for electrification of the Leeds-Harrogate-York line. A new 'Leeds Bradford Airway Parkway' station could also be created by the route become electrified to deal with a frustrated demand from commuters. The route passes within close proximity of Leeds Bradford Airport, which is not served effectively by rail and is 1.1 miles from the airport's passenger terminal. The existing station at Horsforth is the closest station to the airport and accessibility by public transport is also poor with slow and inconvenient bus journeys required. Mr. Dunsby said that the proposed station, one mile north of Horsforth, would be beneficial for commuters as it would offer a 15 minute frequency service to the Airport from both Leeds City Centre and Harrogate. He said: "This arrangement would maximise the benefit of the newly electrified line with modern electric rolling stock in place of the diesel Pacers that are coming to the end of their life." The alternative suggestion for a direct spur off the Harrogate line into the Airport, possibly using new tram-trains, would require massive capital investment and substantial engineering works for a new track with new rolling stock that would then only serve Leeds air passengers. "This would be at a lower frequency and a much higher operating cost than the proposed Parkway Station on the existing line which would also serve air passengers to and from Harrogate, Knaresborough and York."

Councillors are pledging to help Leeds Bradford Airport become the second-largest airport in the North with scope to triple passenger numbers by 2050. The airport's massive potential for growth was outlined at a meeting of Leeds City Council's executive board. Members agreed to back the airport by developing a clear policy to support its growth and to maximise its role in the economy.

The airport is currently used by 3.3m passengers a year – a figure that could rise to 7.3m by 2030 and to more than nine million by 2050. A report to the board said: "It is one of the UK's fastest-growing airports, supporting over 2,600 jobs and contributing £98.5m to the city region economy. However, it has the potential to contribute much more." The predicted increase would put Leeds Bradford second only to Manchester in the North. Councillors were told: "There is potential to expand the airport's route network to open up new international connections, supporting international trade and

creating new jobs.”Better transport connections are needed to grow the airport’s catchment and to enable its growth. There are opportunities to sustainably develop the area around the airport to strengthen its role as an economic hub.” The council’s policy approach will look at issues such as improved surface access, good connectivity and strategic road access.

Jet2’s parent company is making a provision of £17 million to cover potential historical claims arising from the Supreme Court’s decision to reject its appeal over passenger compensation claims. Dart Group said it estimates that the legislation may cost it a further £3 million-£5 million a year. “The board is currently further reviewing its options to mitigate the future financial impact on its air travel operations,” the company said. “Previously the European national enforcement bodies (for example the UK Civil Aviation Authority) had agreed that unexpected technical defects, such as the one in this case, were outside of the control of airlines and would therefore be considered ‘extraordinary’ for the purposes of customer compensation. “Safety has always been Jet2.com’s first priority. Aircraft have duplicate and triplicate systems to ensure that flights may continue to their destination safely.” However, certain technical issues can prevent or delay departures. For these the company has back up and contingency plans to minimise inconvenience to customers.”



**KLM ‘s latest Airbus A.330 PH-AKF has been adorned with “95 Years” stickers**

## AIRPORT NEWS

Blackpool Airport will reopen for small aircraft and helicopters but will not serve commercial passengers. A company called Squires Gate Airport Operations Limited has been incorporated at site owner Balfour Beatty’s offices in London. The company is advertising for air traffic controllers and other staff to work at the airport from December 1. They will be part of a new operations team supporting independent operators and businesses at the site. Balfour Beatty closed the airport last month after failing to secure a buyer, with the loss of about 100 jobs. A spokesman said: “Following the airport closure, we announced our commitment to develop a sustainable future for aviation services at Blackpool Airport. Today is the first step in that process. “Squires Gate Airport Operations Ltd will support the return of independent aviation businesses to Blackpool, including Bond Offshore Helicopters.” “We look forward to working with the local councils and other stakeholders as we seek to ensure a long term future for flying in Blackpool.” Bond Offshore Helicopters operates services to oil and gas rigs in the Irish Sea. Blackpool Airport Ltd, the Balfour Beatty company that ran the airport, owes creditors about £35m, a report by liquidators shows. External companies and groups are owed £2.1m, including £10,500 to Blackpool Council and £168,672 to Fylde Borough Council. The staff redundancy bill totals more than £4.3m but the report estimates that only £528,244 will be available to pay towards this cost. The government will have to cover outstanding staff costs from the National Insurance Fund. Balfour Beatty faces a loss of around £19m.

Cardiff Airport is to receive a loan fund of up to £13m is to be made to attract new airlines, BBC Wales understands. The first £3.5m of the loan, from the Welsh government, will be drawn down by the airport next year. Welsh ministers have described the loan as the most significant step since they bought the airport 18 months ago. First Minister Carwyn Jones said its future lies in long-haul flights, not competing with Bristol on closer destinations. Because the funding is in the form of a commercial

loan the airport will by-pass many of the EU regulations on state aid. The last time such a fund was made available was in 2006 when £4m was used by the then privately-owned airport.

Cardiff Airport has had mixed fortunes under public ownership. It was bought by the Welsh government for £52m in March 2013 and has invested about £10m in improvements at the terminal. A general decline in passenger numbers was halted, although figures for September showed a 7% reduction on the year. Earlier in November, the German airline Germanwings announced it was ending flights between Cardiff and Dusseldorf in 2015, following on from Cityjet scrapping a service to Glasgow. But Ryanair has returned to the airport after an eight-year gap with a weekly flight to Tenerife. Welsh Conservative assembly leader Andrew RT Davies said looking at the figures, the government had “not done a very good job” since taking over the airport. “Regrettably, there’s been a year-on-year decline of 7% in passenger figures. We know of a series of airlines that have chosen to pull out... and we know the most senior executive there, the managing director, left very quickly at the end of August,” he said. “There doesn’t seem to be much stability there, but what we need to do is make sure an airport works for Wales and the Welsh economy.” However he added he did welcome the route development fund announcement but said the government had been slow to put it in place. “For an airport to be successful, you need airlines to use it and you also need those routes to bring people in as well as take people out because obviously the more people you bring in that’s a greater boost to the Welsh economy,” he said.



Icelandair Boieng 757 TF-FIU is now painted in a “Northern Lights” special scheme

## AIRLINE NEWS

**British Airways'** millionth A.380 customer took flight on the 17th November, on the BA268 from Los Angeles to London - the first destination the airline's A.380 flew to on its inaugural flight. British Airways took delivery of its first A380 in July 2013. Following a complex introduction to service programme, the first flight departed to Los Angeles on September 24th, 2013. The airline now has eight of the 12 A380s due to join the fleet flying between Heathrow and Los Angeles, Hong Kong, Johannesburg, Cape Town, Singapore and Washington. Next April the A.380 will begin flying to San Francisco, followed by Miami in October, which will benefit from a double daily service. The new A380 route to Miami is part of British Airways' plans to enhance the usage of facilities in Terminal 3 and Terminal 5 by combining its operations in two terminals and moving out of Terminal 1.

**easyJet** has revealed a 21.5 per cent increase in annual pre-tax profits, as rising passenger numbers drive up figures. Luton-based easyJet saw profits rise to £581 million for the year ended September 31st, up from £478 million for 2013. An increase of seven per cent also saw the carrier welcome 64.8 million passengers. Performance was also boosted by the acquisition of landing slots at London Gatwick Airport from Flybe following its rival restructuring. The amount of available seats on easyJet's 226 planes grew by 5.1 per cent to 71.5 million during the year, of which almost 91 per cent were filled. easyJet also said its outlook for the coming year was largely positive, with falling fuel prices expected to drive down costs.

**Flybe** is opening a new base for two Dash 8 aircraft at Bournemouth airport and also starting flying from Stansted from March 2015. A base is also being re-established at Aberdeen airport with four aircraft. A new three-year agreement with Manchester Airports Group has also been confirmed. This provides “cost certainty and a competitive cost structure” at Manchester airport, Flybe’s second largest base. The deal also locks-in “similarly advantageous” cost certainty for ongoing operations at East Midlands airport and includes Stansted and Bournemouth airports. Details of new routes were not disclosed but the regional airline said the move into Bournemouth “builds on Flybe’s already strong presence along England’s south coast”. The carrier said “limited operations” would be run from Stansted “with a focus on giving the regional leisure passenger cost effective access into London.” The move into Stansted follows Flybe starting services from London City airport last month. “Airport groups have been early to recognise our transformed business and we have been approached by various groups from across Europe to consider them as new bases,” the airline said as it revealed a half-year pre-tax loss of £15.3 million. “They recognise the passenger volume we can bring to their region or the connecting passengers we can provide for their flag carriers. “We remain rigorous in our assessment of the commercial opportunities presented and will only open new bases in the future if the appropriate commercial terms can be agreed and the value proposition for Flybe is clear. Building on our strong UK position is our priority in the short-term.”

**Ryanair** is planning to open its first Slovakian base at Bratislava in March 2015 with two based aircraft and 16 routes including one new route to Madrid. The airline claims the new base will deliver almost one million customers per year and support 1,000 jobs, as Ryanair invests over \$200 million at Bratislava. Ryanair chief executive Michael O’Leary said: “Ryanair is pleased to announce its 71st base in Bratislava from March 2015, offering 16 routes in total including Dublin, Madrid, Milan and London Stansted.”



**Air Nostrum celebrate 20 years of service, with special paint scheme, CRJ-900 EC-JNB**

## AIRCRAFT NEWS

Airbus has secured a major coup for its new A350 aircraft with an order reportedly worth \$14 billion from Delta Air Lines following a competition with Boeing. The deal is split between 25 A350-900s, an all-new model, and 25 updated A330neos. The aircraft will replace Delta’s Boeing 747s and 767-300ERs starting in 2017 and 2019 respectively. The Airbus win builds on earlier successes at Delta, including an order in 2013 with a list value of \$5.6 billion. Boeing told Bloomberg: “This was a long and highly competitive campaign. Boeing competed for the order with the 787-9, but we did not have enough 787 positions available in the time frame that met Delta’s requirement.” The A350-900 is due to make its commercial debut with Qatar Airways in the coming weeks.

Boeing and its employees joined the Puget Sound community today in celebrating the donation of one of the original Boeing 787-8 Dreamliner flight test airplanes to the Museum of Flight in Seattle. “Boeing is committed to supporting and giving back to the communities where our employees work and live,” said Boeing Commercial Airplanes president Ray Conner. “By placing this airplane in the Puget Sound area, members of the Boeing team and their families will see it displayed locally, and it will hopefully



inspire a new generation of aviation enthusiasts here in Washington state.” The Dreamliner Boeing donated to the museum is known as ZA003, the third 787-8 produced. The airplane has a unique past, first as part of the 787 flight test and certification program and later circumnavigating the globe several times in 2011 and 2012 during the Dream Tour, which introduced the 787 to more than 68,000 visitors in 23 countries. “This revolutionary airplane caps the museum’s collection of historic commercial airplanes, beginning with our 1932 Boeing 247, which was the first all-metal, modern airliner,” said Doug King, president and chief executive, Museum of Flight. “It was followed by our 1969 prototype 747, the first jumbo jet, and now with the first composite airliner, the 787. “It’s an incredible addition to our comprehensive display.” The celebration at the Museum of Flight included several Boeing employees whose work over the years played a role in the design, build and test of the 787 Dreamliner. Each person disembarked the airplane and presented a special artifact tied to the history of the airplane to museum docents and students from local high schools. The artifacts given by employees ranged from a commemorative cachet carried aboard the 787’s first flight, to early artist renderings of the 7E7. Those artifacts will now be housed at the Museum of Flight. ZA003 is the first of three flight test 787-8s Boeing plans to share with museums around the world, the aviation community and future generations of employees and airplane enthusiasts

E-mail:- DWooler@Hotmail.co.uk

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

## A Cumbrian day out, 18 November 2014

### RAF Spadeadam

The main purpose of the day was to visit the Royal Air Force's electronic warfare range set high in the remote Pennine Mountains some 20 miles east of Carlisle and very close to the aptly named hamlet of Moscow . The range covers some 9,600 acres of moor , mire and woodland and has been used as a military training range since 1972 , first by the Army and then from 1976 by the Royal Air Force who later ran a joint operation with the United States until they withdrew in 1996 .

The land is actually owned by Lord Carlisle who leased it to the Ministry Of Defence for 999 years in 1955 for use as a rocket testing site for the Blue Streak Project , a multi-stage rocket developed jointly by De Havilland and Rolls Royce and which was envisaged would become Britain's main medium range ballistic missile nuclear weapon delivery system . As the project progressed and the Spadeadam site was developed the project costs rocketed skywards much more than Blue Streak itself until finally in 1960 the project was cancelled . Although the military project was cancelled there was a reluctance to cancel the project altogether due to the huge financial investment to date and a new civilian use was found for Blue Streak as a satellite launcher first for the Black Prince a wholly British project which again proved too expensive and yes , was cancelled before the final throw of the face saving dice as Blue Streak was used as a launch vehicle within the European Launcher Development Organisation which operated from Woomera in Australia but beset by technical difficulties that too was cancelled in 1972 . The Spadeadam site has three distinct separate *Cold War* areas in Prior Lancy which was the engine test area used by Rolls Royce and Greymare Hill the main rocket test site with it's two huge concrete test firing pads. All of the live tests were completed on the east

stand as the west stand was never fully completed before the project was cancelled . Third area is the office and workshop area centered around the huge F1 Hangar where the rocket sections were re-assembled after being transported to site by road . The office annexe to the hangar was the original project office and is now in use as the station headquarters .

The modern day Spadeadam is embodied in the Wiley Sike air weapons range , the Colinski dummy airfield complete with T-33 and Mystere decoy aircraft and a single ex-German Air Force Su-22 *Fitter* . The Berry Hill main operations site were the business end of the electronic warfare range is controlled from is home to the Operations Squadron which is responsible for both range and air traffic control and close by is the recently completed H7-Complex which is a new helicopter operating area with a huge block-paved landing pad and bulk fuel installation and is designed to accommodate 7 Puma or 5 Chinook or 5 Apache helicopters . The huge F1 Hangar is used by the station engineering and support units as a store , a maintenance workshop and also to manufacture dummy equipment which may be required out on the range . Also in this technical site area is the station medical centre , fire station and the all ranks mess . This last building is the only original *Blue Streak* building which was not given English Heritage Grade II listed building status and is soon to be replaced by a new all ranks mess and SLAM accommodation block which are currently under construction . Another recent addition has been a bio-mass boiler which was commissioned in 2012 and now supplies 95% of the stations heating . Lying within sight of it's F1 hangar is a single section of a Blue Streak rocket , a first stage booster section some sixty feet in length and six tons in weight . It lies in a carrying frame which was built on-site and is contemporary both in use and construction and which stayed with it's individual booster section once it was paired up . It also makes an ideal backdrop for a visiting group photograph !

A typical RAF Spadeadam visit is of a three to four hour duration beginning with a meet and greet alongside the Blue Streak booster section before moving inside the SHQ for a more formal welcome and introduction to the station . This is in-dispersed with some superb illustrations of the rise and fall of the *Blue Streak* project , what RAF Spadeadam does now and how it does it and how it accomplishes it's role of maintaining it vast natural environment alongside an active air and ground warfare range . The visit then moves outside and takes a minibus tour of the Cold War structures at Prior Lancy and Greymare Hill , health and safety restrictions apply ! , and then onto Berry Hill taking in several pieces of typical eastern bloc and Soviet radar and SAM hardware , some hidden and not so well hidden and some real and some not so real ! Inside the ops centre you are given an overview of the range , the equipment available to the range controller and the various scenarios they can 'put up' against any incoming aircraft depending on their tasking and time on the range which is allocated typically in thirty minute slots comprising of three ten minute differing scenario sessions .

David Thompson



13009 Airbus A.400M, Turkish Air Force, Waddington(David Blaker)



OY-KFK CRJ-900 of SAS departing LBIA, 20/10/14(Rod Hudson)



C-FPHS Boeing 737/700BBJ taxiing for departure at Toronto 09/11/14, Ian Morton