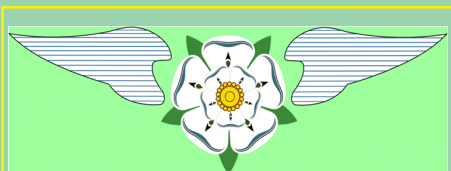


# Air Yorkshire Aviation Society



Vol 39 Issue 2

February 2013



**G-DBCF Airbus A.319 of British Airways  
Taxiing for departure at LBIA, 09/12/12  
Robert Burke**

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

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**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

### Magazines 2012 – CD

We have produced a CD containing all the Air Yorkshire magazines in 2012, and as a bonus it includes all the Electronic Magazines so far produced and the Airport Statistics. These will be available at the meetings for an amazing price of just £3. If you want one posting out to you the cost will be £4 including P&P. Contact Alan Sinfield to arrange payment.

### Trip to Amsterdam – 3 June 2013

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

### Murgatroyds Bash

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

### Annual Dinner 2013

Friday 12 April, 7pm for 7.30pm. £22-50 per head with a choice of five starters, five main courses and five sweets. Pease Hill Hotel Rawdon. Please contact John Dale to book your table at this ever popular event.

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

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

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

## **3 March 2013**

Rory McLoughlin - Airfield Policy & Planning Manager, Manchester Airport. Rory will talk about various aspects of Manchester Airport's recent developments and operations such as the new tower, preparations for the A380/B747-8 and B787, runway safety as well as the introduction of Advanced Visual Docking Guidance System and the new licencing of Aerodromes from 2014 by the European Aviation Safety Agency.

## **7 April 2013**

Tony Dixon. – Tony is the Editor of Airliner World. Prior to taking over as Editor of Airliner World in 1999, Tony had a long career in the RAF as a Navigator on the Tornado F3, Phantom FGR2's and F4J's and the Canberra PR7. His talk will be about his experiences flying the F4J.

## **5 May 2013**

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

## **2 June 2013**

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

## **MONDAY 8 July 2013 (Evening)**

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

## **4 August 2013**

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

## **6 October 2013**

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

## **Media Centre Access**

Some members have asked about access to the Media Centre in Airedale House and pointed out some difficulties with the staircase and no lift in the building. It was discussed at the recent AYAS Board Meeting. Could any members who are having difficulties or have stopped coming because of access difficulties please contact Jim Stanfield with details and any suggestions they have. e-mail:

[jim.stanfield@airyorkshire.org.uk](mailto:jim.stanfield@airyorkshire.org.uk) or Tel: 0113 258 9968.

## MEETINGS REVIEW

Our monthly meeting on the 6<sup>th</sup> January saw a welcome return of Peter Hampson and his Co-Director Debbie Riley of Airport Solutions Ltd. The programme started with a good selection of airliners coming in over the beach to land at St. Maartens they were quite spectacular, especially if you were there. The next part was 'Where are we now?' We were shown shots of airports from around the world, mainly the control tower, and had to say where they were. Those lucky enough to know were given a prize. Slippers were very popular. In between we had a selection of airport safety, or lack of. Health and Safety in the UK would have a field day, with things such as digging holes in the taxiways with no barriers around them, people walking across the runway in front of taxiing aircraft. After that we went on safari to the Maasai Mara with its big game and birds etc. Mainly it was the annual migration of tens of thousands of wildebeest and zebra. Lots of dramatic shots of them crossing the Mara River where they ran the gauntlet of hungry crocodiles looking for **and catching** their dinner! All in all another enjoyable meeting. Here's to the next visit of the Airport Solutions team

**Bryan Tempest**

## TRIPS 2013

The following visits have been proposed for 2013 by **Mike Storey**, our trips organiser. Some still have to be confirmed but if you would like to put your name down or require any more details on any of the trips please contact Mike, whose details are listed on page 2.

February/March(Date to be advised)

Doncaster(Robin Hood), Vulcan Experience, Hangar Tour(Cost £12.00)

April(Date to be advised)

Gamston, Coningsby(including Battle of Briatin Memorial Flight)(Cost £6.00)

May 26th(Sunday)

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

June 25th(Tuesday)

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

June/July(Date to be advised, midweek)

East Midlands Airport for freight flights, afternoon and evening

July 13th(Saturday)

Brighton, Summer Fly-in/Wings and Wheels

August(Date to be advised)

Multiflight Hangar Visit(Maximum 10 members)

September 8th(Sunday)

North Coates, Autumn Fly-in

October(Date to be advised)

BAe Warton Typhoon/Hawk facility(Subject to permission being granted)

All visits are subject to availability of cars and sharing petrol costs.

## EDITORIAL

The new format for the LBIA movements etc seems to have gone down well, with a few favourable comments received and as yet no negative ones! This month there have been a couple of tweaks to the layout but the general format is here to stay. Can I once again appeal to all you photographers at LBIA to send in your snaps for inclusion in the magazine, this month was particularly disappointing for contributions, except from the regulars. May I give them a big thank you for their continued support.

**Trevor Smith**



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

**AUBOURN:-** From the residents delete G-JAOC Skyraider 912S sold to new owners at Tibenham/ Priory Farm. Resident G-MVIT Thruster TST.1 was cancelled 16.10 having been out of permit for four years , however the owner registered G-ASAU MS.880B on 18.10 so I guess he has upgraded to a Group A aircraft. G-ASAU was noted as having departed from Full Sutton in the November mag.

**BAGBY** From the Resident Review delete G-AVVC F.172H which has moved to Fishburn.

**BINBROOK** A private collector has acquired XS177 Jet Provost T.4 previously on display at Metheringham Airfield Visitor Centre.

**BOOTHFERRY** From the Resident Review delete G-DIZZ 369HE sold to a new owner in Norfolk and re-registered G-DIGS.

**BRACEBOROUGH/MANOR FARM:-** A new strip is reported as home for G-AJYB J/1N, G-APAL/ N6847 DH.82A and G-RVIT RV.6 which have all moved in from Great Casterton/ Ingthorpe Farm following closure of the strip and subsequent sale of the land.

**BRAMHOPE:-** On 1/1/13 R.44 G-SPJE landed at a private site in the village, 2 miles North of LBIA, departing late afternoon for its base at Leicester.



**Resident modified Condor G-AYFC pictured on a recent visit to Brieghton(Dave Thompson)**

## **BRIGHTON**

**RESIDENTS** G-AYUT DR.1050 to Leuchars 3.1 returning 5.1. G-BDAD JT.1 had engine failure 12.1 resulting in an off airfield landing (see Bubwith), the aircraft has yet to be recovered to the airfield. G-BSGF R.22B departed to Humberside sometime during week commencing 7.1, visited f&t Humberside 20.1 , still away as of 29.1. G-BXTI S.1S departed to Rufforth early in the new year staying with the same owner. G-BYLL F.8L noted dismantled 12.1, and is to be resprayed in the same colour scheme as G-CYLL, the rear fuselage and tailplane had moved to the spray shop in Selby by 19.1. G-TYAK Yak 52 to Linton on Ouse 27.12, visited f&t Linton 30.12 and then returned 1.1. On New Year's Day G-AWJE, G-AYFC, G-AYUT, G-BACL, G-BDAD, G-BJAL, G-BJZN, G-BRUD, G-BTWF, G-CBZK and G-TYAK all flew.

**TEMPORARY RESIDENTS/OUTSIDE PARKING** G-ASIB F.172D present throughout, G-BAEU F.150L departed back to Sherburn 16.12, G-BBJX F.150L returned from Sherburn 15.12, G-BDGM PA-28 and

G-BGAX PA-28 both still away on maintenance, G-BOIY 172N returned from Sherburn 12.1, G-BRUD PA-28 present throughout, G-LMAO F.172N had returned by 15.12 and has been present ever since even moving into the hangar during the recent snow. D-EESE F.172M has not been noted during the period of this report.

**MOVEMENTS 15.12** G-CDSK Escapade f&t Wickenby, G-TWOO EA.300/200 f&t Wombledon. **16.12** G-ATPV GY.20 f&t Full Sutton, G-CCGF R.22B f&t LBA, G-CFMI Skyranger 912 f&t Crosland Moor, G-IVII RV.7 f&t Sherburn, G-PTOO B.206L-4 f&t ? (fuel stop). **23.12** G-BFTC PA-28R f&t Sherburn. **30.12** G-DODB R.22B f&t Humberside, G-OMLS B.206B f&t private site Nottingham. **31.12** G-DODB R.22B f&t Humberside. **1.1.2013** G-ATIN D.117 f Cranwell t Leuchars, G-DODB R.22B f&t Humberside, G-TWOO EA.300/200 f&t Wombledon. **5.1** G-ATIN D.117 f Leuchars t Cranwell, G-CEBP EV.97 f&t Shobdon, G-CHJG EV.97 f&t Bagby, G-FUZZ/51-15319 PA-18-95 f Gypsy Wood t North Coates then f North Coates t Gypsy Wood, G-LORC PA-28 f&t Sherburn, G-MAYB R.44 Raven f&t South Milford ?, G-OBMS F.172N f&t Sherburn, HA-LFH SA.342J (1775) f Deighton / Crab Tree Farm t North Coates, HA-PPC SE.3130 (1500) f Leley t North Coates. **6.1** G-TWOO EA.300/200 f Wombledon t Fadmoor (weather diversion due to fog at Wombledon). **9.1** G-AWWE D.121 f&t Coventry, G-BVOS Europa f&t Fishburn. **12.1** G-BFYM PA-28 f&t Humberside, G-BNXM PA-18-95 o/s only mid afternoon f&t Gypsy Wood, G-CGJP RV.10 f&t Sturgate, G-JULZ Europa f&t Sherburn, G-NPKJ RV.6 f&t Sturgate, G-PUPP B.121 f&t Sturgate, G-RVNS RV.4 f Sturgate t Wickenby, G-UZUP EV.97A f Sherburn t Netherthorpe, HA-LFH SA.342J f Deighton / Crab Tree Farm t Bubwith / Waterloo Farm (with rapid response team to attend the G-BDAD accident scene) then f Bubwith t Deighton. **13.1** G-BTHE 150L f&t Beverley, G-CGWT Skyranger 912 f&t Beverley, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-LORC PA-28 f&t Sherburn, G-RJMS PA-28R f&t Crosland Moor, G-TIVV EV.97 f&t Bagby, G-TWOO EA.300/200 f&t Wombledon. **28.1** G-DMRS R.44 Raven f&t Costock.

**BEVERLEY:-** Report into accident involving T-67M Firefly G-BWXD on 17/10/12:- The pilot was landing at Beverley Airfield, intending to refuel before continuing on to Wombledon Airfield. He was familiar with Beverley, having landed there some seventeen times before. It has a single grass runway, 12/30 and the runway in use was 12, which has a Landing Distance Available of 627 metres. The aircraft touched down about one third of the way down Runway 12 with full flap and at approximately 65 kt. The pilot attempted to slow the aircraft by 'pumping' the brakes but this was not effective due to the wetness of the grass, so he attempted to turn the aircraft to the right, as he knew that a deep dyke ran less than 50 metres from the end of Runway 12. He was unable to complete the turn and the aircraft ran down into the dyke, coming to a halt with its nose under the water. The pilot, who was uninjured, admitted that he should have gone around, having landed long, but at the time he thought he could still stop in time. He stated that he did not appreciate the effect that the wet grass would have on braking performance. Another report this time concerning Rans S.6 Coyote G-BZBX on 31/8/12:- The aircraft was returning to land after a short local flight. The pilot reported that he settled the aircraft about three feet above the runway and as he flared and closed the throttle to land, the aircraft dropped without warning, landing heavily on the main landing gear. It then bounced and the second touchdown was on the nose landing gear, which collapsed, causing the propeller to strike the ground. The pilot candidly commented that he may have reduced the power too quickly with the nose-high attitude, but noted that unexpected sink had been experienced by other pilots that day.

**BRIDLINGTON:-** Landing in the grounds of Hilderthorpe School in the early afternoon on 17.1 was XZ592/H Sea King HAR.3 from Leconfield which was air lifting a burns victim to Pinderfields Hospital in Wakefield.

**BUBWITH/WATERLOO FARM:-** Brighton resident G-BDAD JT.1 force landed in a field here on the afternoon of 12.1 following engine failure, the pilot was uninjured. HA-LFH SA.342J visited the site minutes after the accident with the "Rapid Response Team" and remained on site for around 30 minutes before returning to Brighton. In a classic case of over reaction two fire engines, ambulances, doctor and police all attended. The aircraft only has minimal damage but is in a difficult place to recover.

**BURN:-** No longer resident is CDK/BGA.1458 K.8B which was noted stored at Ringmer, East Sussex on 10.10.

**CALVERTON:-** From the residents delete G-MZHF T.600N which has been sold, moving to Skegness.

**CONINGSBY:-** The BBMF's TE311 Spitfire LF.XVIE made its first post restoration flight on 19.10, having last flown in 1954. The restoration has taken around 11 years and it is now painted with the



code 4D-V to represent TB675 of 74 Squadron. On 7.10 AB910/RF-D Spitfire VB departed to Duxford for overhaul by the Aircraft Restoration Company.

**COSTOCK:-** From the residents delete G-SIMS R.22B which has been sold Heli Air at Wellesbourne on 27.11 and noted there on 24.11.

**CRANWELL:-** G-MLLE DR.200 A-B is up for sale and is expected to depart, its replacement is G-JUPP PA-32RT re-registered as G-MLLI on 17.12 although this is expected to spend time at Sywell. From the TCF delete XX821/P Jaguar GR.1 departed 4.4, XX837/Z Jaguar T.2 and XX965/C Jaguar GR.1A departed 17.10 which have all moved to DCAE at Cosford. On 9.1 a resident G.115E believed to be G-CGKC made a forced landing near the base at around 12.30hrs. with no injuries or damage reported(**See photo below**).



**CROSLAND MOOR:-** A new resident is G-CCJM Quik.

**DARLTON:-** A new resident noted recently is G-CJXA Nimbus 3DT.

**DONCASTER(Robin Hood)** Info courtesy of dsaf.co.uk and fodsa.co.uk

Interesting Movements December 2012

#### **Commercial**

6th SP-FDT Antonov AN-26 Exin (F) (FV)

13th G-LGNK Saab 340 Loganair L.B.A. diversion

17th G-OZBB Airbus A-320 Monarch (T)

18th G-OZBX Airbus A-320 Monarch (T) (FV)

20th SP-ENI Boeing 737-400 Enter Air positioned in late night to operate a Santa Flight 21st (FV of Airline) The second 737-400srs but first commercial Airline/ flight

21st SP-ENB Boeing 737-400 Enter Air operated the return Santa Flight (3rd of type)

#### **Bizjets, Props & Rotary**

4th HB-VWW CitationJet 525 CJ1. Private (M) (FV)

5th M-YCEF Hawker 800XPi Yesss Electrical

5th G-MEDX Agusta A-109 (FV)? (H)

6th N525MH Dassault Falcon 900 Ruud Lightning Inc. (FV)

6th N411VR CitationJet 525 CJ1 Cessna Aircraft Co (M) (FV). Flew an air-test 22nd

6th G-FIFA Cessna 404 Titan. Reconnaissance Ventures Ltd

8th N448RT Citation 680 Sovereign. Cessna Aircraft Co

12th G-OIRP IAI Gulfstream G-200 Galaxy. Air Charter Scotland (FV)

13th N373AB Citation 750X. Private (M)

13th A6-CPC CL-604 Challenger (FV)

13th G-BJWO Pilatus Britten-Norman Islander. Aerospace Resources Ltd (FV)

15th G-MAPP Cessna 402 Reconnaissance Ventures Ltd (FV)?

16th N425ST Citation 550 (ex VT-SGT After storage/sale Dept to France) First arrived at D.S.A. 12th July— 2010. It returned to D.S.A. 20th.

16th G-IFBP Eurocopter AS-350B-2 Ecureuil. Frank Bird Aviation (H) (FV)?

18th M-JCBA Sikorsky S-76 JC Bamford Excavators (H)  
 18th G-MAOL Agusta AW-109SP Mash Ltd (H)  
 18th G-CGGD AS-365 Dauphin II. Multiflight (H)  
 19th VP-CRB Learjet 60 Lisanne Ltd  
 19th G-CITY Piper PA-31 Woodgate Air Charter.  
 20th N77ML Beech 200GT King Air Junisa Inc. (FV)  
 20th EC-JZK Citation 560 XLS. Private  
 21st D-CEFA CitationJet 525 CJ4. E-Aviation GmbH (FV)  
 24th M-SAIL Pilatus PC-12 Grant Glen & L.G. Gordon Dept. 26th  
 27th G-HEMZ Agusta-109 Leicestershire and Rutland Air Ambulance (H) (FV)  
 27th G-VIPX Piper PA-31 Medical flight  
 Military  
 4th XX236 BAe-Hawk 208 Squadron (FV)  
 18th ZJ236 Bell 412 Griffin Defence Helicopter Flying School (H)  
 20th ZH869 C-130J Hercules (T)  
 31st ZH540 Sea King. R.A.F Search & Rescue. Arrived from the Freeman Hospital Newcastle (H)

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

Nothing much to report from the Cessna Maintenance Centre other than King Air 200 F-GUPF, which has been for sale for some time has left for new owners as G-IASA and a brand new Citation Sovereign M-IMOR has arrived for painting prior to being delivered to JATO Aviation.



**Arriving at a damp, miserable Doncaster on 24/12, PC-12 M-SAIL(Clive Featherstone)**

**FISHBURN:-** A new resident here is Jurca MJ-77 Gnatsum G-PSIR, a home-built 75% scale P-51 Mustang. The aircraft, formerly F-PANG, is painted up to represent 47-4008/VF-R of USAAF and is currently awaiting an LAA inspection before a first flight in early 2013. Summary of accident involving AT-03 G-SACY on 5/9/12:- After an uneventful flight from the aircraft's base at Sherburn in Elmet, the pilot prepared for a landing on Runway 26 at Fishburn. The weather was fine, with a surface wind from 330° at 8 to 10 kt. The pilot discontinued his first approach because the aircraft was too high on final. He was content with the second approach, despite the crosswind presenting some difficulty, but as he was about to reduce power and flare for landing, the stall warning activated, which he recalled thinking had sounded unusually early. He thought he may have lowered the nose briefly in response, but the aircraft appeared to stall before striking the runway in a nose-low attitude. The nosewheel broke off and the aircraft came to rest on its main wheels and propeller spinner. The pilot and his passenger were uninjured and both vacated the aircraft to await assistance from airfield personnel. The pilot thought that the aircraft may have stalled as it flew into the lee of hangars and trees, impacting the runway before he had time to take recovery action. And on the same day incident involving Musketeer G-ATBI :- The pilot was taxiing the aircraft toward the threshold of grass Runway 26, prior to an into-wind takeoff. The runway had several distinct gradients and the ground sloped downwards as the aircraft backtracked toward the start of the runway. The grass was wet and the surface wind was from 330° at 12 kt. The aircraft gained excess speed as it taxied



downhill and, as the pilot attempted to turn the aircraft to line up on the runway, it skidded to the right and into a hedge, which arrested its motion. The pilot considered that excess taxi speed and his lack of appreciation of how much the braking effect was reduced on the wet grass had caused the accident. He also observed that the grass surface may have been wetter towards the bottom of the slope, where the attempt to turn the aircraft was made.



**An interesting new arrival at Fishburn, Jurca MJ-77Gnatsum, 3/4 scale Mustang G-PSIR**

**FOULBY/NOSTELL ESTATE:-** The Yorkshire Air Ambulance have gained their own AOC and new premises here with G-SASH MD.900 due to move in any time now.

**FULL SUTTON:-** From the Resident lost delete G-AVYL PA-28 which has departed following sale, I believe it may have moved to Doncaster/Robin Hood, G-COMB PA-30 sold to Just Plane Trading with another change of ownership now showing, and G-MYON Shadow Srs. CD dismantled here for some time with a permit expiry seven years ago sold to a new owner in Dunmow.

**GAINSBOROUGH:-** Noted landing at a private site here on 4/12 was Bell 430 M-DWSF from Newcastle Heliport.

**GAMSTON:-** G-MMH AB.206B Jet Ranger os no longer resident, having been sold and re-registered G-ILYA. Newly registered with Diamond Executive Aviation Limited is G-YDEA DA.42 registered 12.12.

**GUISBOROUGH:-** Agusta A.109S G-PBWR visited a private site here on 16/12, from Corby.

**HOLLYM:-** On 6.1 G-CBCM X'Air 700 and G-RAFR Skyranger J2.2 both diverted in here from North Coates due to fog developing at their home base of North Moor, both were still here on 8.1.

## **HUMBERSIDE**

Bond Helicopters are to commence operation from here once more from January 2013, With this in mind Agusta AW.139 G-PERB arrived and was put in Hangar 7 on 31/12. Construction of a new aircraft wash-down bay is also underway at the airport. On 11/1 Monarch A.321 G-OJEG operated a Lapland charter to Rovaniemi and on 22/12 Enter Air Boeing 737/400 SP-ENB routed to Enontekiö with sister-ship SP-ENI operating the return trip the following day. Fog at LBIA on 13/12 resulted in a couple of flights diverting here, Fokker 70 PH-WXD(KLM 1545) and SAAB 2000 G-CFLU(Eastflight 32X). Other visitors included:-

1/12 G-BYCP King Air 200(Lonex 39CP), G-BODE PA-28 Warrior

2/12 G-KLNW Citation Mustang(Saxonair 51D), G-FLBK Citation Mustang(Blink 3C)

4/12 EI-DMG Cessna 441, G-AWBB PA-28R Arrow

6/12 M-TSRI King Air 90GT(Ambassador 906A)

9/12 CS-DSA Falcon 9X(Fraction 9GA), G-KDMA Citation Bravo, G-TALF PA-24 Comanche

10/12 CS-DXO Citation XL(Fraction 622E), G-EMHC A.109E(Costock 5), G-CEYU Dauphin  
 12/12 CS-DXP Citation XL(Fraction 076L)  
 13/12 Lynx XZ678(Ripsaw 1), ZD280(Ripsaw 2), ZD277(Ripsaw 3)  
 17/12 OY-LAF PA-34 Seneca(n/s) 21/12 M-ROWL Falcon 2000EAsy  
 29/12 CS-DKC Gulfstream 5(Fraction 787W, to Barbados)



**Royal Marines Lynx ZD277 pictured on a visit to Humberside, 13/12(Richard Grimley)**

**HUSTHWAITE:-** A new resident is G-MYAH MW.5.

**ILKLEY MOOR:-** The second week of the New Year saw Jet Ranger G-BXUF operating low level on the moors carrying out spraying operations.

**LEEDS:-** Sad news from here with the death, after a short illness, of Graham Snook who operated N2UH SA.319B, N316DJ SA.315B and N9362 SA.316B from a site at Halton Moor, Leeds and Bielby. The Yorkshire helicopter scene will never be the same again and we send our condolences to his wife Mel, family and friends.

**LINTON ON OUSE:-** On 8.1 ZF349 Tucano T.1 made a wheels up landing following an engine failure during an air test. The aircraft skidded off the runway and ended up in the 03 undershoot area with a badly damaged prop and further damage to the under surfaces. Both crew evacuated without injury(**See photo below**).



**LONG BENNINGTON:-** Resident G-CFKV MXP.740 following take off on 9.9 failed to climb and rolled to the left landing heavily on rough ground after the take off was abandoned. The aircraft was damaged but neither occupant was injured. It is believed the aircraft stalled after becoming airborne with insufficient airspeed and was unable to climb out of ground effect.

**METHERINGHAM:-** XS177 Jet Provost T.4 has moved out, going to a private collector at Binbrook.

**NETHERTHORPE** A new resident is G-KWIC Quik ex. Surfleet.

**NEWARK ON TRENT/CARR FARM:-** After only a couple of months here G-ASLV PA-28 has been sold as expected and was resident at Headcorn by early December.

**NORTHALLERTON:-** A new resident at Trenholme Bar/Hutton Fields Farm is G-CEKA R.44 Raven.

**NORTH COATES:-Resident News** The current list as the new year started is G-AKHP M.65, G-AKUW CH.3, G-ARCF PA-22, G-ASME B.8M stored in container, G-ASUB M.20E, G-AXTC PA-28, G-

AXVK Cricket, G-BIHx B.8MR at owners home for winter, G-BILZ JT.1 parts only, G-BUVX Streak Shadow SA., G-BVPS D.11 new resident arrived 8.12 from Knockin / Sandford Hall, G-BXDE RAF2000GTX-SE, G-BXIX M-16 stored in container, G-CBMU MW.6S at owners home for winter, G-CDDI T.600N, G-DOTW MXP.740, G-GKEV Pioneer 300, G-HABT/BL735 Spitfire Mk.26, G-IANN Twinstar Mk.3, G-INNY/F5459/Y SE.5A replica, G-LENF Blade 912S, G-MAAM Shadow Srs.C, G-MYIX Challenger IIUK, G-MZEY B.22S Bantam, G-ONFL Maverick 430, N259SA F.172G in workshop on rebuild, (CEK)/BGA.1482 T.21B(T) dismantled and 86-AI Aviasud Albatross de-rigged. **Movements**  
**2.12** G-BVDC RV.3 f&t Manby/ Eastfield Farm, G-CCOK Quik with G-TRYK Kiss 450 both f Askern t Brookfield Farm, G-CFFJ CTSW f&t Caunton. **8.12** G-BRAA S.1C with G-BVDC RV.3 both f&t Manby / Eastfield Farm, G-CBEX CT2K with G-CENAMCR.01 both f&t Caunton, G-CGZT A.22L with G-AVOA DR.1050 both f&t Anwick, G-BKPE DR.250/160 f&t Conisholme. **15.12** G-BFTC PA-28R f&t Sherburn. **16.12** G-BRAA S.1C f&t Manby / Eastfield Farm, G-CEKK Skyranger 912S f&t East Kirkby. **30.12** G-BUTD RV.6 with G-BRAA S.1C both f&t Manby / Eastfield Farm.

**ROAD RUNNER:-** Noted on the back of a lorry on 5.1, heading eastbound on the M180 between junctions 4 and 5 was G-GFIE 152.

**ROUTON:-** Long Ranger G-PTOO paid a visit on 15/12, arriving from Carlisle.

**RUFFORTH EAST:-** A new resident is G-BXTI S.1S which moved in from Brighton early in the new year.

**SALTBY:-** From the residents delete G-CGBK G.102 which has moved to Sutton Bank. New residents are reported as G-DCRW H.201B and G-SEXE SF.25C.

**SEDFIELD RACE COURSE:-** Noted visiting on 11/12 was Robinson R.66 N66MV.

**SELBY/THORPE WOOD:-** No longer here is XW269 Harrier T.4 which departed to Caernarfon Air World on 2.10, meanwhile Jet Art Aviation have finished the restoration of ZE256 Tornado F.3 to static display standard and it is now up for sale painted on one side as "ZE343/DZ".

**SHERBURN:-** From the Resident Review delete G-BSDL TB.10 which has departed to Fenland following sale, and G-IIVI CAP.232 de-registered 8.11 as sold in Luxembourg. On the afternoon of 12.1 resident G-SACX AT-3 suffered an engine failure after take off from runway 11 and came down in a field to the east of the airfield. No damage was reported with the student pilot unharmed. Updating the November mag. sister ship G-SACY which was noted dismantled in the hangar on 29.10 had its accident at Fishburn on 5.9 when the aircraft stalled just prior to touch down, striking the ground in a nose low attitude causing the nose wheel to break off. Pilot and passenger were both uninjured.

**SIBSEY:-** The frame of G-PULL PA-18 in long term storage here has now turned up at East Winch, it was cancelled permanently withdrawn from use as long ago as 25.11.87.

**SKEGNESS:-** A new resident is G-MZHF T.600N ex. Calverton. Report into accident involving PA-38 Tomahawk G-BJUR on 6/10/12:- The pilot was flying from his home airfield to Skegness, where he had landed on several previous occasions. The weather was fine, with calm conditions at Skegness. Runway 21, which has a grass surface and is 799 m long and 23 m wide, was in use. There had been heavy rain the night before and the surface was damp. After touchdown, the aircraft encountered a bump in the airstrip which caused the aircraft to deviate to the left. The pilot regained directional control but the aircraft had departed the prepared surface and was, by this time, travelling parallel to it in longer, wet grass with a fence line to its left. Considering the surface conditions, the pilot elected to let the aircraft run to a stop rather than attempt braking or a turn back towards the runway. At the end of the fence line, the aircraft's left wing tip collided with a steel gate post, causing the aircraft to yaw to the left and come to a stop. The aircraft sustained damage to the left wing but the pilot was uninjured.

**STAINSBY HALL:-** A visitor from Newcastle on 15/12 was R.22B G-MOGY(Northumbria 04).

**STURGATE:-** As expected G-ATVK PA-28 has now moved on following sale after only a short spell here. A new resident is G-CCXX AG-5B with a Lincoln owner. A visit on 12.1 noted the following **Lincoln Aero Club Hangar** G-BBHF PA-23, G-BDDG D.112, G-BGVE CP.1310-C3, G-BROR J.3C-65, G-BRPF C.120, G-CCNU Skyranger J2.2, G-CEBF EV.97A, G-CGJP RV.10, G-FARY Quickie Tri-Q, G-RVSR RV.8 new resident unflown, G-UAPO R90-230RG, N70VB PA-60 (60-0446-150). **Eastern Air Executive Hangar** locked but outside on their apron were G=BFEV PA-25 f Kirton in Lindsey, G-BGXD TB.10 f Teesside, G-CCZA MS.894A impounded, G-FIGA 152 f Liverpool, G-IFLI AA-5A f Beverley, G-OBLC Beech 76 f LBA, N218Y 310Q (310Q0507) resident, PH-DFC TB.10 (1586) resident for sale. **Private Hangar** G-BMJR T.337H, G-CCXX AG-5B, G-NPKJ RV.6. **Residents on field** G-AVZR PA-28, G-AWVC B.121, G-AYYU Beech C.23, G-BKWD JT.2, G-BONW 152, G-BWII 150G, G-

PUPP B.121. **Visitors 11.30 – 12.15hrs.** G-CGCH Sportcruiser f South Cave / Mount Airey, G-RVDR RV.6A f&t Brighton, G-RVNS RV.4 f North Moor t Brighton, G-STVT Sportcruiser f&t Netherthorpe. **SURFLEET:-** From the Resident Review delete G-KWIC Quik which has been sold, moving to Netherthorpe.

**SUTTON BANK:-** New resident with the Yorkshire Gliding Club is G-CGBK G.102 ex. Saltby. From the residents delete G-DEGD ASW17S exported last July to Germany as D-1217.



**Operated by Jet Flite of Finland, Challenger 604 OH-WIC arriving at Teesside on 14/12**

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

Two Bagby residents, Cessna F.172M G-BCYR and PA-28R G-BIDI are in temporary residence here while their normal home is waterlogged. Both were still in evidence at the end of January. On two occasions during December Teesside received diversions, the first time on 5/12 when Newcastle was closed due to snow and the following arrived, A.320 G-EUUJ(Shuttle 12H), Boieng 737/800 EI-EKC(Ryanair 172) along with Jetstream 41s G-MAJE(Eastflight 82F) and G-MAJI(Eastflight 31F). On 12/12, due to fog at their base Leeming the following Hawks diverted to Teesside, XX246(Cuthroat 1), XX285(Cuthroat 2), XX329(Pirate 03), XX198(Pirate 09), XX280(Pirate 29). The aircraft remained here until 17/12 when they returned home and during their stay they carried out missions. The following aircraft operated trooping flight:- Boeing 767s PH-AHX(4/12, 12/12), PH-AHQ(10/12), Airbus A.330 CS-TFZ(12/12) and Tristar ZD705(12/12). Other visitors were rather sparse due to snow and fog affecting the airport during the month:-

1/12 HB-JUS Gulfstream 450, N288Z Global Express  
 2/12 N978PW Falcon 900EX, G-FCED Cheyenne(Air Med 042), N750NS Citation X  
 3/12 N199MW PA-32R Saratoga, ZF210 Tucano(LOP 07, ILS), G-MPLC Cessna 182S(Oxford 24)  
 4/12 G-FBKB Citation Mustang(Blink 6F) 5/12 ZJ812 Typhoon(Typhoon 04, overshoot)  
 7/12 G-XAVB Citation Mustang(Beauport 571), XX280 Hawk(Pirate 35, overshoot)  
 8/12 OO-EFC Cirrus SR.22(n/s to Wick), G-BJVT Cessna 152  
 9/12 N2445V Cessna 182S(n/s)  
 10/12 LX-EAA Lear Jet 45(DUK 8 Ambulance), G-OART Aztec, G-CHMR EMB.145(Eastflight 61L)  
 11/12 M-MRBB Lear Jet 45(n/s), G-BYIA Jabiru, D-CHIO Citationjet 3(Ever Flight 111)  
 12/12 G-EPGI Citation XLS, Tucanos ZF145/ZF270(LOP 24/76, overshoot)  
 13/12 G-XLGB Citation XL(Lonex 51LB, n/s)  
 14/12 OH-WIC Challenger 604(Jet Flite 11, n/s), ZK335 Typhoon(Typhoon 26, overshoot)  
 15/12 I-STCD Citation Mustang(Sur Aviation 361), G-SEUX Jet Ranger(Helicharter 28)  
 16/12 G-OPTC PA-44 Seminole 17/12 ZH880 Hercules(Ascot 312, training)  
 18/12 XX258 Hawk(Javelin 35, overshoot) 19/12 ZA595 Tornado GR4(Marham 31, overshoot)  
 20/12 PH-HRM Citation XL(n/s) 21/12 G-ORTH King Air 90(Enzo 521)  
 23/12 N352CM PA-46T Malibu(Stayed over Xmas) 28/12 N700GY TBM-700  
 30/12 CS-DNW Citation XL(Fraction 251R, n/s)

**TOPCLIFFE** The Yorkshire Air Ambulance have moved out of Leeds/Bradford Airport with G-CEMS MD.900 now based here.



**WADDINGTON** XV497/D Phantom FGR.2 has been dismantled and was transported to Everett Aero at Bentwaters on 24.11. It is to be replaced by XE606 Hunter F.6A currently at Barkston Heath on restoration.



**Boeing E.3A LX-N90450 on finals at Waddington in mid-December(John Thompson)**

**WAKEFIELD:-** On 17/1 R.22B G-BRXV took off early morning from a private site in the town to carry out some aerial photography over Leeds before heading to Sherburn for fuel.

**WICKENBY** A visit on the afternoon of 16.12 found everything quiet. Due to the impending lack of daylight and potentially low visibility time was short, the hangars were not investigated and there was very little parked outside. Visiting between 13.10 and 14.35hrs. were G-AZFI PA-28R, G-GRVE RV.6 and G-SABA PA-28R all f&t Sherburn, G-AYUT DR.1050 f Crosland Moor t Brighton, G-BJZN T.67A f&t Brighton, G-CGOT Calidus and N65JF PA-28-181 (28-7990140 both f&t Tollerton. From the residents delete G-TJAV Quik sold to new owners in the Newcastle area in November. New residents with the Microlight Flying School are G-CFMB and G-CFVA both Quik GT.450.

**WOMBLETON** G-BWXT T.67M has departed following sale to Cranfield University. Swift are also advertising for sale a further nine T.67M's.



**Jetstream 32 TC-RSA** has been at Humberside for some months now. In Dec. the aircraft was noted out-side doing engine runs.

In the hangar behind is Aztec G-XSFT on long term re-built. This aircraft is in fact de-registered with owners given as Yager Int, SL of Madrid!



**Photos**  
**Ricahrd**

# AIRLINE BY AIRLINE @ LBIA

by Andrew Coverdale



## **Aer Arann(REA/RE , "Aer Arann")**

Due to fog at Manchester on 30/11 the company operated two of their A320 aircraft through LBIA, both departing early 1/12:- EI-REO(3608/3609, "3608/60MA") f/t Shannon; EI-REP(3728/3729, "728M/3729") f/t Cork

## **Air France(AFR/AF, "Air France")**

5/12 Airbus A320 F-HEPB(1668) diverted in from Paris, due to ice at Manchester, then continued to Manchester.



**Air France A.320 F-HEPB departing back to Manchester on 5/12(David Blaker)**

## **Bin Air(BID, "Bin Air")**

11/12 SA226 Metroliner D-CNAF(BID10B) diverted in from Stuttgart due problems at Liverpool, positioned back to Prague on 12/12 as BID10A.

## **bmi Regional(BMR/BM, "Kittiwake")**

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



Based during the month:- G-RJXK(1/12), G-EMBJ(1/12 -6/12 positioned out to Hawarden as 9142), G-RJXI positioned in from Manchester as 9143(6/12), positioned out to Aberdeen as 9153(7/12), G-RJXF positioned in as 9463(8/12 – 31/12).

Extra flights:- **5/12** G-RJXR(1582/1582) from Edinburgh(diverted due icy runway at Manchester) then to Manchester; **11/12** G-RJXR(8028/8029) charter from/to Luton(Arsenal to play Bradford City); **19/12** G-EMBJ(8042/8043) charter from/to Gatwick(Chelsea to play Leeds United), **22/12** G-RJXD(9461) positioned in from Heathrow, parked in pan.

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

**Heathrow** flights resume on 9/12 operated by Airbus A.319 aircraft. 4 return trips on weekdays and 3 return trips over the weekend.

**Heathrow**(1340/1341) – 9/12 G-DBCI, 10/12 G-DBCF, 11/12 G-DBCJ, 13/12 G-DBCI, 15/12 G-DBCD, 16/12 G-DBCI, 17/12 G-DBCC, 18/12 G-DBCA, 19/12 G-DBCD, 20/12 G-DBCJ, 21/12 G-DBCF, 22/12 G-DBCK, 23/12 G-DBCG, 24/12 G-DBCG, 26/12 G-DBCC, 28/12 G-DBCD, 29/12 G-DBCE, 30/12 G-DBCK, 31/12 G-DBCJ.

**Heathrow**(1346/1347) – 9/12 G-DBCI, 10/12 G-DBCF, 11/12 G-DBCJ, 12/12 G-DBCC, 14/12 G-DBCB, 16/12 G-DBCB, 17/12 G-DBCC, 18/12 G-DBCA, 19/12 G-DBCD, 20/12 G-DBCJ, 21/12 G-DBCF, 24/12 G-DBCG, 26/12 G-MIDX, 27/12 G-DBCI, 28/12 G-DBCD, 30/12 G-DBCK, 31/12 G-DBCJ.

**Heathrow**(1342/1343) – 9/12 G-DBCF, 10/12 G-DBCD, 11/12 G-DBCD, 13/12 G-DBCD, 14/12 G-DBCK, 15/12 G-DBCF, 16/12 G-DBCI, 17/12 G-DBCG, 18/12 G-DBCF, 19/12 G-DBCC, 20/12 G-DBCA, 21/12 G-DBCH, 22/12 G-DBCD, 23/12 G-DBCF, 24/12 G-DBCK, 26/12 G-DBCG, 27/12 G-DBCE (went tech then positioned to Heathrow as “Speedbird 9256”), 28/12 G-DBCI, 29/12 G-DBCE, 30/12 G-DBCH, 31/12 G-DBCI.

**Heathrow**(1344/1345) – 9/12 G-DBCF, 10/12 G-DBCJ, 11/12 G-DBCG, 12/12 G-DBCK, 13/12 G-DBCJ, 14/12 G-DBCI, 15/12 G-DBCF, 16/12 G-DBCI, 17/12 G-DBCB, 18/12 G-DBCB, 19/12 G-DBCF, 20/12 G-DBCC, 21/12 G-DBCC, 22/12 G-DBCG, 23/12 G-DBCG, 24/12 G-DBCI, 26/12 G-DBCA, 27/12 G-DBCG, 28/12 G-DBCC, 29/12 G-DBCH, 30/12 G-DBCI, 31/12 G-DBCK.

### **Eastern Airways(EZE/T3, “Eastflight”)**

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

**Bristol - Aberdeen**(4502, “32X”) – 3/12 G-CFLU, 4/12 G-CERY, 5/12 G-CERY, 6/12 G-CERZ, 7/12 G-CERZ, 10/12 G-CERZ, 11/12 G-CERY, 14/12 G-CFLU, 17/12 G-CERZ, 18/12 G-CERY, 19/12 G-CERY, 20/12 G-CERZ, 21/12 G-CERY, 27/12 G-CFLU, 28/12 G-MAJB.

**Bristol – Aberdeen**(4506, “36X”) – 4/12 G-CERY, 5/12 G-CFLV(positioned in from Manchester as 036P), 10/12 G-MAJK, 11/12 G-CERY, 12/12 **G-CGMC E135**, 17/12 **G-CHMR E145**, 18/12 G-MAJD, 19/12 G-CERY.

**Aberdeen – Bristol**(4503, “33AL/33LB”) – 3/12 G-MAJL(left as 36X), 4/12 G-CERY, 10/12 G-MAJJ, 11/12 G-CERY, 12/12 G-CERY, 17/12 **G-CHMR E145**, 18/12 G-MAJD, 19/12 G-CERY.

**Aberdeen – Bristol**(4505, “35AL/35LB”) – 6/12 G-CERZ, 7/12 G-CERZ, 14/12 G-CERZ, 20/12 G-CERY, 21/12 G-CFLU.

**Aberdeen – Bristol**(4507, “37AL/37LB”) – 3/12 G-CERY, 4/12 G-CERY, 5/12 G-CERZ, 10/12 G-CERY, 11/12 G-CERY, 12/12 G-CFLU, 17/12 G-CERY, 18/12 G-CERY, 19/12 G-CERZ.

**Aberdeen**(61LK/71LK) – 2/12 G-MAJL, 6/12 G-MAJL, 7/12 G-MAJL, 9/12 G-MAJI, 14/12 G-MAJL, 16/12 G-MAJB, 20/12 G-CDKA, 21/12 G-MAJL, 27/12 G-MAJL, 28/12 G-MAJL, 30/12 G-MAJJ.

Extra flights **11/12** G-MAJW(32Z) diverted in while routing from Aberdeen to East Midlands, then **12/12** '031P positioned out to East Midlands.

### **Easyjet(EZY/U2, “Easy”)**

The company commenced ski-flights to **Geneva**(Mon/Thu/Fri/Sat/Sun) from 15/12 using A.319 aircraft.

**Geneva**(388V/493J) – 15/12 G-EZDO, 16/12 G-EZAF, 17/12 G-EZPG, 20/12 G-EZDX, 21/12 G-EZDR, 22/12 G-EZSM, 23/12 G-EZAF, 24/12 G-EJAR, 27/12 G-EZAW, 28/12 G-EZDI, 29/12 G-EZSM, 30/12 G-EZAT, 31/12 G-EJAR.



**Easyjet A.319 G-EJAR with UNICEF titles departing for Geneva on 31/12(Paul Whincup)**

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

Enterair of Poland operated a series of Lapland charter during December and will be operating further charter to Kuruna, Sweden in January for viewing the Northern Lights. All three of the aircraft listed below were first time visitors to LBIA.

**02/12** Boeing 737/400 SP-ENK(3222) positioned in from Glasgow; **03/12** Boeing 737/400 SP-ENK(3223) to Enontekio; **07/12** Boeing 737/400 SP-ENK(3226) from Enontekio; **08/12** 3225/3226 Boeing 737/400 SP-ENK(3225/3226) to/from Enontekio(0700), then **09/12** positioned out to Glasgow; **12/12** 3230 Boeing 737/400 SP-ENK(3230) positioned in from Glasgow; **14/12** Boeing 737/400 SP-ENK(3231) to Enontekio, **16/12** Boeing 737/400 SP-ENH(3236) from Enontekio, then positioned out to Gatwick; **27/12** Boeing 737/400 SP-ENI(3118) positioned in from Birmingham; **30/12** Boeing 737/400 SP-ENI to Enontekio.

The company is due to operate the following charters in 2013, all utilising Boieng 737/400 aircraft:-

17/2	In 1035 from Gatwick, Out 1125 to Kiruna, Sweden
21/2	In 1715 from Kiruna, out 1805 to Gatwick
24/2	In 0710 from Gatwick, out 0930 to Kiruna
3/3	In 1830 from Kiruna, n/s out 0840 on 4/3 to Norwich
28/3	In 0655 from Gatwick, out 0930 to Kiruna

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

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

**Belfast City**(729/730, "729/7AJ") – 3/12 G-JECK, 4/12 G-JECR, 5/12 G-JECK, 6/12 G-JECK, 7/12 G-JECM, 10/12 G-JECF, 11/12 G-JECF, 12/12 G-JECM, 17/12 G-ECOP, 18/12 G-JECO, 19/12 G-JECO, 20/12 G-JEDM, 21/12 G-FLBA, 24/12 G-JEDO, 27/12 G-FLBA, 28/12 G-JECI, 31/12 G-JEDT.

**Belfast City**(731/732, "5DA/1SK") – 1/12 G-JEDP, 2/12 G-JECK, 3/12 G-KKEV, 4/12 G-JECK, 5/12 G-JECR, 6/12 G-KKEV, 7/12 G-JECR, 8/12 G-JECL, 9/12 G-ECOR, 10/12 G-EOCA, 11/12 G-JECF, 12/12 G-JECM, 15/12 G-EOCA, 16/12 G-JECF, 17/12 G-JECO, 18/12 G-JECO, 19/12 G-JECO, 20/12 G-JECP, 21/12 G-JECP, 22/12 G-FLBA, 23/12 G-FLBA, 24/12 G-JEDO, 26/12 G-JECM, 27/12 G-JECM, 28/12 G-FLBC, 29/12 **G-FBEM E190**, 30/12 **G-FBED E190**, 31/12 G-JECJ.

**Belfast City**(733/734, "9TA/7FW") – 2/12 G-JECM, 3/12 G-ECOF, 4/12 G-KKEV, 5/12 G-KKEV, 6/12 G-JECW, 7/12 G-JECM, 9/12 G-JECM, 10/12 G-JECM, 11/12 G-JECM, 12/12 G-EOCA, 14/12 G-ECOP, 16/12 G-JECJ, 17/12 G-KKEV, 19/12 G-KKEV, 20/12 G-JECK, 21/12 G-FLBA, 23/12 G-JEDO, 26/12 G-FLBA, 27/12 G-FLBB, 28/12 G-FLBB, 30/12 G-JECM.

**Southampton**(171/172, "9JC/2EN") – 1/12 G-ECOO, 3/12 G-JECG, 4/12 G-JECP, 5/12 G-JECF, 6/12 G-FLBA, 8/12 G-FLBE, 10/12 G-JECH, 11/12 G-JECH, 12/12 G-JECO, 15/12 G-JECX, 17/12 G-JECZ, 18/12 G-ECOR, 19/12 G-ECOB, 20/12 G-ECOB, 22/12 G-JECZ, 27/12 G-JEDT, 29/12 G-ECOE.

**Southampton**(173/174, "4PV/4GN") – 2/12 G-JECI, 3/12 G-JECI, 4/12 G-JECX, 5/12 G-JECX, 6/12 G-JECF, 7/12 G-FLBA, 9/12 G-JECR, 10/12 G-JECR, 11/12 G-FLBA, 12/12 G-JECZ, 14/12 G-FLBE, 16/12

G-ECOR, 17/12 G-ECOB, 18/12 G-JECZ, 19/12 G-JECL, 20/12 G-EOCE, 21/12 G-EOCE, 23/12 G-JECR, 24/12 G-ECOR, 26/12 G-ECOM, 27/12 G-JEDU, 28/12 G-JEDT, 30/12 G-JECF.

**Southampton**(175/176, "8JH/9SU") – 2/12 G-JEDO, 4/12 G-JECP, 5/12 G-FLBA, 6/12 G-JECX, 7/12 G-JECH, 9/12 G-JECO, 11/12 G-FLBE, 12/12 G-ECOB, 14/12 G-EOCT, 16/12 G-ECOT, 18/12 G-FLBE, 19/12 G-JECZ, 20/12 G-JECJ, 21/12 G-JECZ, 23/12 G-ECOR, 26/12 G-JEDT, 28/12 G-JEDT.

Extra flights **5/12** G-FLBD(2YC/43W) diverted in from Manchester/positioned out to Glasgow

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

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

01/12 G-GDFH(051B) test flight, G-CELF(071W) positioned out to Manchester.

03/12 G-CELG(124C) positioned out to Birmingham, G-CELX(051B) positioned out to Edinburgh.

04/12 G-LSAH(121C) positioned out to Stockholm.

05/12 G-LSAK(051B) test flight, G-CELV(052B) test flight, G-CELS(042A) positioned in from Gatwick.

06/12 G-LSAK(087) to New York/Newark, G-LSAH(122C) positioned in from Stockholm.

07/12 G-CELV(051B) test flight, 08/12 G-CELF(102C) positioned in from Dublin.

09/12 G-CELG(6365/6366) to/from Enontekio, G-CELS(041A) positioned out to Manchester.

10/12 G-LSAK(088) from New York/Newark, G-CELB(126C) positioned out to Gatwick, G-LSAE(031E) positioned out to Norwich, for painting in Jet2 Holiday colours.

14/12 G-CELF(127C) positioned out to Paris, G-GDFK(130C) positioned out to Paris, G-CELB(109C) positioned in from Gatwick, G-CELO(031E) positioned in from Newcastle, G-CELG(032E) positioned out to Budapest for major overhaul, G-GDFH(053B) test flight, G-LSAN(033E) positioned in from Glasgow, G-GDFG(061J) positioned out to East Midlands, G-CELO(034E) positioned out to Newcastle, G-CELK(052B) positioned in from Budapest after major overhaul.

16/12 G-LSAH(043A) positioned out to Manchester, G-GDFK(131C) positioned in from Paris, G-CELF(128C) positioned in from Paris, G-CELI(148C) positioned in from Birmingham.

17/12 G-GDFH(053B) test flight.

18/12 G-CELC(054K) diverted in from Budapest due fog at Manchester.

19/12 G-CELC(071W) positioned out to Manchester, G-CELU(053H) positioned out to Budapest for major overhaul

20/12 G-CELJ(052K) positioned in from Belgrade, G-GDFK(043A) positioned out to Kittila, G-GDFG(044A) positioned in from East Midlands, G-CELI(041A) positioned out to Manchester.

21/12 G-CELY(033E) positioned in from Glasgow, G-GDFH(6379/6380) to/from Enontekio, G-CELY(034E) positioned out to Glasgow.

22/12 G-CELF(141C) positioned out to Gatwick, G-LSAK(071W) positioned in from Manchester, G-LSAD(072W) positioned in from Manchester.

23/12 G-CELB(042A) positioned out to Gatwick, G-CELX(041A) positioned in from Edinburgh.

24/12 G-CELF(061J) positioned in from Gatwick, G-CELB(041A) positioned in from Gatwick, G-CELX(042A) positioned out to Glasgow, G-CELK(043A) positioned out to Birmingham.

26/12 G-CELK(041A) positioned in from Belfast.

28/12 G-LSAA9031E) test flight, G-LSAB(051B) positioned in from Luton,

29/12 G-GDFD(061J) positioned in from Manchester, G-LSAB(0551B) test flight, G-CELP(041A) positioned in from Edinburgh, G-GDFD(062J) positioned out to Manchester, 30/12 G-CELF(141C) positioned out to Kittila, G-CELP(041A) positioned out to Edinburgh, G-CELV(042A) positioned in from Gatwick, G-CELF(142C) positioned in from Gatwick.

We now have a listing of the aircraft the airline will be acquiring before the summer season starts:-

<b>G-GDFM</b>	Boeing 737/36N	formerly operated by Brussels Airlines as OO-VEN
<b>G-GDFN</b>	Boeing 737/33V-W	formerly operated by Air Baltic as YL-BBK
<b>G-GDFO</b>	Boeing 737/3UV	formerly operated by Thomson Airways as G-THOP
<b>G-GDFP</b>	Boeing 737/8Z9-W	formerly operated by Austrian Airlines as OE-LNJ
<b>G-GDFR</b>	Boeing 737/8Z9-W	formerly operated by Austrian Airlines as OE-LNQ
<b>G-GDFS</b>	Boeing 737/36M	formerly operated by bmiBaby as G-TOYJ

**G-GDFT** Boeing 737/36Q formerly operated by bmiBaby as G-TOYM  
**G-GDFV** Boeing 737/85F formerly operated by Calima Aviacion as EC-LKO

In addition the company will lease a Boeing 737/800 from Travel Service of the Czech Republic to be based at LBIA, plus a Boeing 757/200 from Titan Airways to be based at Manchester. The company are also going to base one 737/300 in Alicante for the summer.



**Enter Air Boeing 737/400 SP-ENI parked on the apron prior to operating a Lapland flight**

#### **KLM(KLM/KL, "KLM")**

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

**Amsterdam**(1545/1546, "1545/1546") – 1/12 PH-WXD, 2/12 PH-WXA, 3/12 PH-KZG, 4/12 PH-WXD, 5/12 PH-KZW, 6/12 PH-KZU, 8/12 PH-KZR, 9/12 PH-KZW, 10/12 PH-KZW, 11/12 PH-WXD, 12/12 PH-KZI, 13/12 PH-WXD, 15/12 PH-KZA, 16/12 PH-KZP, 17/12 PH-WXA, 18/12 PH-WXD, 19/12 PH-WXD, 20/12 PH-KZB, 21/12 PH-KZC, 22/12 PH-JCT, 23/12 PH-WXC, 24/12 PH-KZL, 26/12 PH-KZO, 27/12 PH-KZK, 28/12 PH-KZC, 29/12 PH-KZU, 30/12 PH-KZS, 31/12 PH-KZC.

**Amsterdam**(1549/1550, "1549/1550") – 1/12 PH-KZI, 2/12 PH-KZH, 3/12 PH-WXA, 4/12 PH-KZN, 5/12 PH-WXD, 6/12 PH-JCT, 5/12 PH-KZV, 9/12 PH-KZF, 10/12 PH-KZS, 11/12 PH-KZA, 12/12 PH-KZA, 13/12 PH-KZU, 14/12 PH-KZP, 15/12 PH-WXA, 16/12 PH-KZA, 17/12 PH-KZW, 18/12 PH-KZK, 19/12 PH-WXC, 21/12 PH-KZR, 23/12 PH-KZB, 25/12 PH-KZA, 26/12 PH-KZI, 27/12 PH-WXD, 28/12 PH-KZK, 30/12 PH-KZB, 31/12 PH-KZH.

**Amsterdam**(1551/1540, "69W/78E", aircraft night stops) – 1/12 PH-KZA, 2/12 PH-KZI, 3/12 PH-WXD, 4/12 PH-KZB, 5/12 PH-KZO, 6/12 PH-KZT('78E canx due Amsterdam weather, departed 7/12 as 1546), 7/12 PH-KZD, 8/12 PH-KZW, 9/12 PH-KZF, 10/12 PH-KZH, 11/12 PH-KZI, 12/12 PH-KZH, 13/12 PH-KZF, 14/12 PH-KZK, 15/12 PH-KZV, 16/12 PH-KZS, 17/12 PH-KZF, 18/12 PH-KZC, 19/12 PH-KZM, 20/12 PH-KZM, 21/12 PH-KZM, 27/12 PH-WXA, 28/12 PH-KZE, 29/12 PH-KZA, 30/12 PH-KZL.

Diversions: **11/12** PH-KZW(1489) from Amsterdam, diverted in due fog at Humberside, then positioned out to Humberside.

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

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

**Glasgow**(6980/6981, "53EN/36JY") – 3/12 G-LGNH, 4/12 G-LGNJ, 5/12 G-LGNM, 6/12 G-LGNH, 10/12 G-LGNB, 11/12 G-LGNK, 12/12 G-LGNF, 13/12 G-LGNF(diverted to Doncaster due fog), 17/12 G-LGNE, 18/12 G-LGNK, 19/12 G-LGNM, 20/12 G-LGNE.

**Glasgow**(6984/6985, "54CM/69MN") – 2/12 G-LGNF, 3/12 G-LGNC, 4/12 G-LGNM, 5/12 G-LGNH, 6/12 G-LGND, 7/12 G-LGNH, 9/12 G-LGNE, 10/12 G-LGNK, 11/12 G-LGNH, 12/12 G-LGNC, 14/12 G-LGNJ, 16/12 G-LGNB, 17/12 G-LGNE, 19/12 G-LGNB, 18/12 G-LGNC, 20/12 G-LGNK, 21/12 G-LGNF.

### **Manx2(NM, "Eurovan/Fast Link")**

A mixture of LET410 and Jetstream 32 operate single daily flights f/t Ronaldsway. The company is however due to suspend their operations from LBIA on January 7<sup>th</sup> 2013 just as they re-brand as City Wings.

**Ronaldsway**(302/303, "32L/33L") – 3/12 G-EIGG, 5/12 G-EIGG, 10/12 G-EIGG, 12/12 G-EIGG, 19/12 G-EIGG.

**Ronaldsway**(304/305, "34L/35L") – 17/12 G-LNKS, 22/12 G-EIGG, 24/12 OK-ASA, 28/12 G-EIGG, 29/12 G-EIGG, 31/12 G-EIGG.

**Ronaldsway**(308/309, "38L/39L") – 2/12 OK-ASA, 6/12 OK-ASA, 7/12 G-EIGG, 9/12 OK-TCA, 14/12 G-EIGG, 16/12 G-LNKS, 20/12 G-LNKS, 21/12 G-EIGG, 23/12 G-EIGG, 27/12 G-EIGG, 28/12 G-EIGG, 30/12 G-EIGG.

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

Scheduled flights commence on 15/12 to **Grenoble** and **Munich** using Airbus A.321 aircraft.

**Munich**(7573/7572) - 14/12 G-OZBI, 16/12 G-MONX, 21/12 G-OZBB, 23/12 G-OZBB, 28/12 G-MARA, 30/12 G-OZBB.

**Grenoble**(7567/7532) – 15/12 G-OZBT, 22/12 G-OZBT, 27/12 G-OZBT, 29/12 G-OZBT.



**Airbus A.321 G-OZBT of Monarch taxiing onto stand following its arrival from Grenoble**

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

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

**Islamabad**(775/776, "775/776") – 1/12 AP-BEC, 5/12 AP-BDZ, 8/12 AP-BEC, 12/12 AP-BDZ, 15/12 AP-BDZ, 19/12 AP-BEC, 26/12 AP-BEU.

**LATE NEW:- From 13/03/13 Boeing 777/200 aircraft will be utilised on this route.**

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

During the winter 4 Boeing 737/800 aircraft are based at LBIA, one of which acts as a back up machine. Flights operated by these aircraft are:- **Alicante**(9079/9078, "3BW/8EB") – Fri. **Bergamo**(2494/2495, "2494/57AH") – Mon/Wed/Fri. **Chania**(2476/2477, "2476/2477") – Sat. **Dinard**(2478/2479, "81NG/8AV") – Mon/Sat. **Dublin**(153/152, "1WM/76AW") – Mon/Tue/Wed/Thu/Fri. **Dublin**(8AP/52GR) – Wed. **Fuerteventura**(1584/1585, "34HY/93MN") – Mon/Fri. **Gdansk**(1503/1504, "79LT/43X") – Mon/Fri. **Heraklion**(2496/2497, "2496/47GP") – Thu. **Krakow**(2332/2333, "2PT/6DC") – Mon/Thu/Sun. **Malaga**(2446/2447, "9AB/8ZA") – Mon/Thu/Fri/Sat/Sun. **Malta**(2448/2449, "57ZD/23YM") – Thu/Sun. **Montpellier**(2472/2473, "76CW/1VP") – Mon/Thu. **Murcia**(2322/2323, "6LH/1PV") – Mon/Fri. **Niederrhein**(1501/1502, "1AY/5JT") – Wed. **Palma**(2326/2327, "1EA/7VB") – Mon/Thu/Sat/Sun.. **Reus**(6612/6613, "6612/6613") – Fri/Sun. **Riga**(2482/2483, "2482/2483") – Wed/Sun. **Tenerife**(2492/2493, "41CH/2493") – Tue/Sat. **Treviso**(2484/2484, "2484/2485") – Tue/Sat. **Vilnius**(2426/2427, "2426/2427") – Wed/Sun.

Based aircraft:- EI-DAO(1/12–14/12), EI-EMP(1/12–17/12), EI-EVM(1/12–9/12), EI-DPP(9/12–13/12), EI-DAC(13/12–15/12), EI-EVZ(14/12–31/12), EI-EVX(17/12–31/12), EI-DAH(15/12–18/12), EI-EBI(19/12–22/12), EI-DCY(22/12–24/12), EI-DWV(24/12–29/12), EI-EMR(29/12–31/12).



Flights operated by non-based aircraft:-

**Arrecife**(2047/2048, "7UG/7TP") – 19/12 EI-EMR, 24/12 EI-EFJ, 26/12 EI-DWZ, .

**Dublin**(156/157, "52GR/8AP") - 1/12 EI-DWP, 6/12 EI-DLJ, 8/12 EI-DAH, 12/12 EI-EBN, 15/12 EI-DAH, 20/12 EI-EVV, 27/12 EI-DCJ, 29/12 EI-EMR.

**Dublin**(1013/1014) – 1/12 EI-DHG,

**Malta**(2449/2448) – 6/12 EI-DYM, 13/12 EI-EBS, 20/12 EI-EFS, 27/12 EI-DWI,

**Tenerife**(2493/2494) 2/12 EI-DCP, 16/12 EI-EMH, 23/12 EI-EMH, 30/12 EI-DLJ

Diversions:- **11/12** EI-DYH(04L) from Dublin, diverted in due fog at Liverpool, positioned out to Liverpool 12/12(03P).

### **Swiftair(SWT/W3, "Swift")**

**11/12** SA226 EC-HCH(SWT851) diverted in from Bergamo due to problems at East Midlands, positioned back to Bergamo **12/12** as SWT852.

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

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

**Birmingham**(868F, "868") – 5/12 G-OOBF, 12/12 G-OOBB, 19/12 G-CPEU.

**Sharm-el-Sheikh**(868/869, "868/869") – 6/12 G-OOBF, 13/12 G-OOBB, 20/12 G-CPEU, 27/12 G-OOBA.

**Tenerife**(3530/3531, "1FB/31G") – 7/12 G-OOBF, 14/12 G-OOBB, 21/12 G-CPEU, 28/12 G-OOBA.

**Birmingham**(3531, "31G") – 7/12 G-OOBF, 14/12 G-OOBB, 21/12 G-CPEU, 28/12 G-OOBA.

**Gatwick**(9005P) – 26/12 G-OOBA.



### **News from the Southside**

Early in the New Year, thanks to Mike Mc.Kenzie I was able to check out the inhabitants of the Multiflight hangars in order to confirm that the resident list publish last month was accurate. In the Multiflight/West hangar amongst all the Multiflight fleet was the Cessna T.337G N80N, which had arrived for maintenance as long ago as September 2012. A recent departure is Cessna 210D G-AYCJ which has been sold to new owners in Birmingham. The Cub G-CGIY is still being worked on prior to its first flight, which is expected to take place sometime in the Spring. Also in here was Jet Ranger G-RAMY, which is based at Humberside, but is often "borrowed" by a local pilot when required. The Multiflight maintenance hangar was filled with aircraft being worked on, including Baron SP-MAP, which had had these markings removed prior to taking up its UK marks G-LUKA. Long term resident Cessna 421C N75FW was on jacks and having major surgery on the starboard wing and DA.42 G-CEWM, which is still for sale, was also having attention. Two of the Great North Air Ambulance Dauphins G-NHAA and G-NHAB was in attendance along with the dismantled G-BTNC. The other Dauphin acquired from Humberside G-BTEU was reported to be away at Doncaster for re-spray. The Multiflight/East hangar appeared relatively empty, however two visiting aircraft, Cessna 425 M-MANX and Citationjet 4 M-NSJS was sheltering from the icy blast outside. One surprise in there was resident Citation Bravo N425ST, which was believed to have been sold following month in storage at Doncaster and finally departing from there to France late last year. This should now obviously be re-



added to the resident list. Finally, just to catch up with another former resident, Challenger 605 N605GB which had also been in storage and for sale at Doncaster. This machine left Doncaster in August 2012 on delivery to Hangar 8 at Oxford where it became G-NYGB, however they then sold it on the Skyservice Aviation of Montreal who now operate from as C-FJNS.

### 1/12/12 Saturday

The two Aer Arran ATR.72s which had diverted from Manchester on the last day of last month, departed just after midnight. Another couple of aircraft which had over-nighted, Citation XL **G-EPGI** and Citation Mustang **G-FBKD**(Blink 8H) both departed to Gatwick, at 0729 and 0914 respectively. King Air 200 **G-PCOP**(Gama 933), yet another aircraft which had arrived yesterday, departed to Glasgow at 0932. R.22B **G-BTDI** arrived from Skipton at 1311 for fuel before heading home to Prestwick at 1354. Making its first visit to LBA, Citation Mustang **I-STCD**(DSP 361/2) owned by My Jet, from Geneva(1432) to Nice(1532). Islander **ZH536**(Ascot 7951) dropped in for a refuel while on operations in the local area, f/t Waddington(1707/1915). The final two aircraft left over from last month, Merlin **F-GGVG**(Air Lec 226) departed home to Le Bourget(1732), closely followed at 1735 by Citationjet 3 **OO-FPC**(Flying Group 33N) to Liege(1735). Finally, Multiflight's Citation XL **G-CGMF** arrived from Farnborough(2021) as "Bookajet 055".

### 2/12/12 Sunday

An Enterair Boeing 737/400 positioned from Glasgow in the early hours in readiness for a charter to Lapland later in the week. Multiflight's Boeing 737/300 **SX-MTF**(Gainjet 73) positioned home from Moscow/Vnukovo at 0233. The Islander **ZH536**(Ascot 7952) was back again, landing at 1815 and departing at 1922 f/t Waddington.

### 3/12/12 Monday

King Air 90 **N200RE** arrived from Leicester at 1255 for a visit to Multiflight Engineering, n/s until 18/12.

### 4/12/12 Tuesday

Netjet's Citation XL **CS-DXO**(Fraction 604T/6CT) arrived from Lossiemouth(1313) departing for Warsaw at 1617. Having been with Multiflight Engineering since last month, Twin Squirrel **N766AM** returned to its Midland home at 1355. An aircraft inbound on delivery from Poland was Beech 58 Baron **SP-MAP** which arrived via Hamburg at 1516, later routing to Ronaldsway at 1540. This aircraft will be a new resident at LBA following maintenance and re-registering **G-LUKA** for JN Bentley Ltd of Skipton. Tucano **ZF210**(LOP 41) carried out an ILS and overshoot at 1607, f/t Linton.

### 5/12/12 Wednesday

This morning saw three diversions from Manchester due to ice on the runway, the star being an Air France A.320, full details in the airline section. Gulfstream 5 **CS-DKD**(Fraction 236T) from Geneva(0855) to Nice(1010). Debutant Gulfstream 4 **N999GP**(Pegjet 99) owned by GEP Air based at Las Vegas, arrived from Naples Municipal, Florida(1004) before heading to Biggin Hill at 1145. Synergie Aviation King Air 200 **G-SYGA**(Gama 088) on sub-charter to Gama Aviation, f/t Glasgow(1052/1218). Commander 114TC **N6088F** owned by AML Global Payments LLC, arrived from Bristol at 1510 and night-stopped on Multiflight/East. Baron **SP-MAP** returned from Ronaldsway at 1519 and went to Multiflight Engineering. Lear Jet 45 **LX-EAA**(Lion King 8 Ambulance) was an inbound medical flight from Agadir, Morocco at 1926 for an overnight stay. It departed to Keflavic at 1534 the following day.

### 6/12/12 Thursday

King Air **D-ISKY**(Air Hamburg 522K) was making its first visit to LBA, f/t Hamburg(0828/1430), with an overnight stay on the Multiflight/East apron. Regular Baron **N64VB** from Sleep(0929) to Cardiff(0958). Owned by Cleveewood Holding Inc, Citationjet 2 **N525DT** was from Cork(1001) to Staverton(1735). Lear Jet **LX-LAR**(Lion King 3 Ambulance) from Ronchi De Legionari(1450) to Cologne/Bonn(1602). Hawker 400XP **CS-DMZ**(Fraction 7XM) from Warsaw(1707), n/s to Farnborough(0744).

### 7/12/12 Friday

Owned by Saxonhenge Ltd, King Air 200GT **M-WATJ**(Ambassador 207A/B) was f/t Cork(0906/1158). Baron **N64VB** made the return trip from Cardiff(0927) before heading home to Sleep at 0944. Citation Mustang **G-FBKB**(Blink 6F) from Gatwick(1107) to Bournemouth(1156).

### 8/12/12 Saturday

Citationjet **G-CGUZ**(Gama 029) f/t Luton(0834/1549). This aircraft along with Hawker 800XP G-CDLT and Gulfstream 5 G-CGUL are operated by Gama Aviation on behalf of Tesco, however from the beginning of 2013 Tesco will be operating them themselves under the banner of Kansas Transportation Ltd based at Luton. Pa-32 Saratoga **G-SIMY** f/t Carlisle(1103/1204) with a pilot to collect Commander



Raytheon G.58 Baron SP-MAP was delivered to LBIA on 5/12 via Hamburg  
It was registered G-LUKA for JN Bentley of Skipton on 10/1, however a week later  
it was changed to Bentley O-S Ltd of the Isle of Man



King Air 200 D-ISKY of Air Hamburg was on its first visit to LBIA when it arrived on 6/12



Gulfstream 550 N999GP arrived from Florida on 5/12 for a brief visit.  
The aircraft, which is based at Las Vegas was on its first visit to LBIA.(Robert Burke)

**G-OECM** which had been with Multiflight for engineering. 'CM departed home to Carlisle at 1231. PA-28 Dakota **G-BOKA** f/t Fairoaks(1153/1023), n/s until 10/10. Citation Sovereign **M-ISLE** arrived from Ronaldsway at 1228 and is owned by Eddie Davies, the owner of Bolton Wanderers FC who were playing Huddersfield Town. Mr Davies is a self made millionaire with his electrical manufacturing company Strix, which has a £70million annual turnover. He returned home to the Isle of Man at 1856 after witnessing a 2-2 draw. Lear Jet 35A **G-JMED**(Air Med 057) from Malta(1604) to Oxford(1822).

#### **9/12/12 Sunday**

The big day arrives with the return of British Airways gracing the runway at LBIA!! Having arrived on 5/12 Commander 114TC **N6088F** departed home to Guernsey at 1126. Citation XL **G-XBEL**(Beauport 891/811) f/t Jersey(1555/1734), n/s until 11/12.

#### **10/12/12 Monday**

Citationjet 4 **M-NSJS** from Jersey(1010), n/s until 14/12. Citation Bravo **G-JBLZ**(Clouddrunner 71) from Nice(1040) to Southend(1301). Hawker 400XP **N719EL** from East Midlands(1527) to Gamston(1611). Cessna 441 **EI-DMG** from Waterford(2002), n/s to Luton(1432).

#### **11/12/12 Tuesday**

PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1038/1443). Citation Mustang **G-LEAA**(Lonex 40AA) f/t Cardiff(1957/1620), n/s. Late evening we received some diversions due fog. There were a pair of Metroliners, **D-CNAF** of Binnair and **EC-HCH** of Swiftair, full details in the airline section, along with a Ryanair 737 from Liverpool and Eastern Jetstream from East Midlands. Cessna 404 **OO-MAP** of Aerodata Surveys diverted in at 2129 from Liverpool, from where it had departed earlier in the evening on a survey flight. After staying overnight it departed to Liverpool at 1322. The registration OO-MAP was previously carried by a Siai Marchetti S.208 which was a regular visitor to LBIA in the early 1970s. PA-31 Chieftain **G-JAJK**(Causeway 2103/01) operating a freight charter from Cork to East Midlands landed at LBIA at 2132, night stopped and departed to Ronaldsway at 0756. King Air 90 **G-MOSJ**(Enzo 611P/612P), routing from Birmingham to Liverpool diverted in at 2214 and night stopped before heading home to Liverpool at 1013.

#### **12/12/12 Wednesday**

Inbound on an Ambulance flight from Trabzon Air Force Base, Turkey at 0020 was Lear Jet 60 **D-CSLT**(Red Angel 2706). It departed at 1402, back home to Nuremburg. Cirrus SR.22 **G-OOEX** f/t Peterborough/Connington(1041/1836). Cessna F.172P **G-BLHJ** from Carlisle(1312) to Multiflight Engineering, n/s. Hawker 400XP **N719EL** from Gamston(1435) to East Midlands(1445).

#### **13/12/12 Thursday**

A foggy day at LBIA with Loganair from Glasgow diverting to Doncaster, the bulk of the Flybe flights heading to Manchester and the Eastern arrivals ending up at Humberside. All other flights managed to get in on CAT2 and CAT3 approaches apart from the lunchtime London shuttle which went to Manchester.

#### **14/12/12 Friday**

The fog was still around in the morning and this time, apart from the usual suspects, the morning "Shuttle" diverted to Manchester and the Ryanair from Dublin ended up at Liverpool, whilst the KLM from Amsterdam was cancelled. Operations got back to normal around lunchtime. Citationjet 4 **M-NSJS**, which had arrived on the 10<sup>th</sup> departed home to Jersey at 1340. Hawker 400XP **N719EL** from East Midlands(1629) t Gatwick(1721).

#### **15/12/12 Saturday**

A pair of Falcon 900 aircraft, both visiting for the first time and operated European Jet Management followed one another in early morning. **PH-ILC** landed at 0701 and as he cleared the runway **PH-EDM** touched down a minute later. 'LC had made the long trip from Sharjah, UAE while 'DM had just done a short hop from Amsterdam. Both aircraft returned to Holland at 1725 and 0823 respectively. Twin Squirrel **N766AM** from East Midlands(1002) to Carlisle(1018), returned 1520 and night-stopped. Legacy **G-HUBY**(Lonex 13HY) arrived from Keflavic at 1327, heading to Farnborough at 1400. Baron **SP-MAP** departed to Liverpool at 1502, returning the next day at 1153.

#### **16/12/12 Sunday**

TB.20 Trinidad **G-BYJS** arrived from Oxford at 1137, returning there at 1254. Lear Jet 35A **G-JMED**(Air Med 081) from Tenerife/North(1758) to Oxford(1839).

#### **17/12/12 Monday**

Phenom **G-CGNP**(Flairjet 395/396A) arrived from Dublin at 1425 and departed to Liverpool at 1821.



**Cirrus SR.22T G-OOEX visited on 12/12, f/t its base at Peterborough(Robert Burke)**



**East Midlands based Cessna 310R G-EGLT paid a visit to LBIA on 27/12. This aircraft had first visited some 30 years ago when operated by Air Atlantique of Jersey as G-BHTV.**



**Falcon 50 PH-ILC was an early arrival from Sharjah, UAE on 15/12  
The aircraft, operated by European Jet Management was on its first visit.**



### **18/12/12 Thursday**

Cessna F.172P **G-BLHJ**, which had been with Multiflight Engineering since 12/12 carried out a short local air test 0845/0853 before departing home to Carlisle at 1129. Cessna TU.206G **G-NIME** came in from its strip at Saltergate at 1000 and went to Multiflight Engineering, n/s. Citationjet 4 **M-NSJS** f/t Jersey(1114/1148). Twin Squirrel **N766AM** which had been with Multiflight since 15/12, carried out an air test 1153/1211. King Air 90 **N200RE**, which had been with Multiflight since the 3<sup>rd</sup> went home to Gamston at 1515. Falcon 900EX **G-EGVO** of TAG Aviation arrived from Hewanorra, St Lucia at 1916 and night-stopped. It departed home to Farnborough at 1034 the following day.

### **19/12/12 Wednesday**

Citation XL **LX-NAT**(Red Lion 30) from Le Bourget(0759) to Zurich(0914), the aircraft returned from Switzerland at 1639 and night-stopped. King Air 200 **G-PCOP**(Gama 227) f/t Glasgow(0926/1323). Making its first visit to LBIA was King Air 200 **OK-TOS**(Air Prague 401) owned by Aerotaxi SAR, from Milan/Linate(1026) to Florence/Amerigo Vespucci(1142).

### **20/12/12 Thursday**

Cessna 441 **EI-DMG** was back again, this time f/t Cardiff(0856/1147). Citationjet 2 **G-DAGS**(Saltrey 632), a new aircraft replacing G-ODAG, from Aberdeen(1251) to Biggin Hill(1338). Baron **SP-MAP** made another trip to Ronaldsway and back, 1525/1729. Cessna T.206H **EI-SPB** arrived from Staverton at 1611, a Humberside diversion due bad weather. Following an overnight stay it departed to Cardiff at 1201.

### **21/12/12 Friday**

Resident Citation Bravo **N425ST** returned from Doncaster following an extended stay there and is now housed in the Multiflight/East hangar for sale.

### **22/12/12 Saturday**

Falcon 2000EASy **CS-DLB**(Fraction 2CB) f/t Biggin Hill(1039/1700). Citation XL **LX-NAT**(Red Lion 30), which had been parked at Multiflight/East since 19/12 departed to Liege at 1635.

### **23/12/12 Sunday**

Hawker 400XP **N719EL** from Gatwick 0957) to East Midlands(1009). Islander **ZH536**(Ascot 7947) again dropped in for fuel whilst operating in the local area, f/t Waddington(1819/1850).

### **24/12/12 Monday**

Arriving at 0144 on a compassionate flight from Hannover was Hercules C5 **ZH883**(Ascot 5999). After dropping a passenger with engines running it departed to Brize Norton at 0156. Having arrived on 15/12 Twin Squirrel **N766AM** departed for Leicester at 1418.

### **25/12/12 Tuesday**

Christmas Day and the only movement, apart from one KLM flight f/t Amsterdam, was Yorkshire Air Ambulance **G-SASH**(Helimed 99) positioning home from Topcliffe at 1435.

### **26/12/12 Wednesday**

A quiet day, however BA did use an A.320 on the lunchtime Heathrow shuttle. Eurocopter EC.120B **G-EIZO** arrived from its base, a private site near Edinburgh at 1355 and was due to stay until the New Year. Making its first visit to LBIA was Challenger 300 **HB-JGQ** operated by Premium Jet AG, from Basel/Mulhouse(1826), n/s to Tenerife/North(0858).

### **27/12/12 Thursday**

Enterair again positioned an aircraft in, ready to operate an outbound Lapland charter. Cessna 310R **G-EGLT**(Endurance 900/1) from East Midlands(1153) to Edinburgh(1607). King Air 200 **G-ZVIP**(Prestige 66F) arrived from Stansted at 1352 on an Ambulance flight, positioning home to Exeter at 1447.

### **28/12/12 Friday**

King Air 200 **G-FRYI**(Lonex 31FR) from Stapleford(0918) to Lyon(1014). Citationjet 4 **M-NSJS** f/t Jersey(0935/1056). PA-28RT **G-SKYV** f/t Ronaldsway(1052/1612).

### **29/12/12 Saturday**

Falcon 900EX **G-TAGK** of TAG Aviation, from Le Bourget(0849) to Geneva(1016).

### **30/12/12 Sunday**

Falcon 2000EX **CS-DLG**(Fraction 2WT) positioned from Luton at 0807 to operate outbound to Birmingham at 1009. Citation XL **G-CBRG**(Go-Jet 130B/131A) from Belfast City(1636), n/s to Gatwick(0725).

### **31/12/12 Monday**

A very quiet New Year's Eve with no notable arrivals, the last movement of the year being A.319 **G-DBCK**(Shuttle 1345) to Heathrow at 2019. Happy New Year!!!



# COMMERCIAL AVIATION NEWS

by David Wooler

## LEEDS/BRADFORD NEWS

British Airways flights from Leeds Bradford Airport will move to Terminal 5 at Heathrow from this summer. The service, which started on 9 December last year, currently operates into Heathrow's Terminal 1. The move will cut minimum connection times to onward British Airways flights by 30 minutes, to just one hour. Customers will benefit from quicker and smoother connections to over 100 cities worldwide served by British Airways from its world leading terminal. As reported last month, from the start of the summer programme on 31 March, the schedule from Leeds Bradford will be reduced from four to three flights a day, with the lunchtime and early afternoon slots combined. B.A. and the airport management played down this reduced frequency, instead emphasizing the benefits of the move to Terminal 5. The Stated, the move to T5 and the new timings will benefit both business and leisure travellers who will be able to easily connect with some of the important long-haul and European destinations. Jim Keegan, British Airways regional customer service manager UK regions and Ireland, said : "We often take the opportunity to change flight frequencies and timings at the season boundaries and we are delighted that we are able to move the Leeds Bradford flights to T5 next summer, just three months after the route launch. It means our Yorkshire customers can enjoy a quick and seamless journey through our dedicated terminal at Heathrow."

Tony Hallwood, Leeds Bradford Airport's Marketing Director, said: "British Airways decision to transfer Leeds Bradford services into T5 will help to transform the worldwide travel plans of Yorkshire's regional businesses and leisure travellers. With a wide choice of connecting destinations now on offer from Heathrow there has never been a better time to fly locally from Yorkshire's gateway airport. "Leeds Bradford's new direct connection into Heathrow's Terminal 5 will now offer a reduced transfer time of just 60 minutes and provide even quicker and easier access to British Airways' worldwide network." The new timings published last month, were altered during week commencing 14<sup>th</sup> February and are now as follows:- Northbound flights will depart at 07h55, 12h35 and 19h30 and southbound flights will depart at 09h30, 15h05 and 21h15. On Tuesdays, the first southbound departure will be at 10h05

Leeds/Bradford's owners Bridgeport have reported a turnaround in the fortunes of two of its high-profile portfolio companies during January, including the first narrowing of losses at Leeds/Bradford since buying the airport at the peak of the market in 2007. The buyout firm had raised eyebrows in



the industry when it bought LBIA for £145m in May 2007 – a price that was equivalent to 27x the companies' earnings before interest, tax, depreciation and amortisation for the financial year 2006-07. The deal was highly leveraged, with debt package that was equivalent to 18x ebitda. Since Bridgepoint's acquisition, LBIA's pre-tax losses have grown in each successive financial year, reaching £10.7m for the year ending March 31, 2011. However the company may now have turned the corner with losses falling for the first time under Bridgepoint's ownership to £8m for the period ending March 31, 2012 according to filings at Companies House. The figures were buoyed by total passenger numbers rising 4.8% to 2.9 million, while turnover reached a record £22.5m, up from £21m in 2011. A spokesman for the airport said that further improvements in performance are now expected following the completion of an £11m investment in terminal infrastructure, taking annual capacity to over four million passengers. John Parkin, the chief executive of LBA, said: "Despite challenging trading conditions in the aviation industry and wider constraints in the economy, these improved financial and operational results underline the strength of our catchment area and the success of our strategy to deliver growth. The airport is asking for permission to keep running a temporary check-in and arrival lounge for a further three years. Temporary planning permission for check-in hall B, which is operated by Jet 2, was granted in 2008 but will run out on December 18, 2013. The airport is asking to have the permission extended until December 18, 2016, to allow a permanent solution to be pursued when work begins on the next – delayed – phase of its terminal.

Drivers of large vehicles face a 200% increase in the cost of dropping off and picking up at Leeds Bradford Airport. The charge, introduced on Monday 14<sup>th</sup> January, for anyone driving a vehicle with more than seven seats has risen from £2 to £6. Taxi drivers said the increase could cripple their businesses. An airport spokesman said the charges only applied to large vehicles and they now had a dedicated lane "with the space they need to operate safely". TJ Lally, manager of Premier Taxis in Leeds, said: "I haven't a clue what's going to happen to us because I am either going to have to pass it on to the customer or the drivers are going to have to have to stand it. "It's not just the private hire people that are suffering, we are because obviously we are in and out all day, but I am picking up my family when they come to visit me and I am having to pay." Independent taxi driver Alan Thornburn, from Seacroft, said he knew another driver who had taken two people to the airport in a minibus and half of his £12 fare was spent on the drop-off charge. He said: "It's just a crippler. Everybody's feeling the pinch without blatant overcharging like that." In a statement, the airport said: "The charges for cars and taxis and private hire are unchanged. "Only larger minibus vehicles with eight seats are subject to the higher charge, and they now have a dedicated lane with the space they need to operate safely."



**British Airways are using the odd Airbus A.320 instead of the usual A.319. Here A.320 G-MIDS, a former British Midland example is seen being pushed back off Stand 8 in readiness for departure back to Heathrow.**

## RELEVANT AIRCRAFT CHANGES

### NEW AIRCRAFT FOR JET2:-

**Air Baltic** Boeing 737/300 **YL-BBK** (92332) is due to join Jet2 as **G-GDFN**.

**Austrian A/L** Boeing 737/800s **OE-LNJ** (28177) & **OE-LNQ** (30421), currently parked at Shannon as **EI-EZB** & **EI-EZH**, are due to join Jet2 as **G-GDFP** & **G-GDFR** respectively.

**BmiBaby** B737/300s **G-TOYJ** (28332) & **G-TOYM** (29141), currently parked at Lasham, are due to join Jet2 as **G-GDFS** & **G-GDFT** respectively.

**Brussels A/L** Boeing 737/300 **OO-VEN** (28586) was ferried from Brussels to Budapest on 31/1 prior to delivery to Jet2 as **G-GDFM**.

**Calima** Boeing 737/800 **EC-LKO** (28821) has been given the temporary registration **F-WTDE** & was ferried from Montpellier to Toulouse on 19/1. It is to join Jet2 as **G-GDFV**.

**Thomson A/W** Boeing 737/300 **G-THOP** (28740), currently parked at Lasham, is due to join Jet2 as **G-GDFO**.

**Air Europa** Boeing 737/800 **EC-LTM** (36591) left Boeing Field on 23/1 on delivery to Palma.

**EasyJet** A319 **HB-JZN** (2387) has been rolled out at Southend in Allegiant scheme & will become **N302NV**.

**Meridiana Fly** A320 **I-EEZF** (1983) & **I-EEZG** (2001) were registered to Celestial Aviation on 21/1 as **EI-EZW** & **EI-EZV** respectively & are due to be operated by Aer Lingus, on behalf of Virgin.

**Titan A/W**. The A320 destined for the carrier is **EI-TAG** (2791) of TACA. It was ferried from Washington Dulles to Shannon on 30/1 & will enter service as **G-POWI** in the spring.



The first Boeing 787 Dreamliner for Thomson Airways **G-TUIA** at Boeing Field.

The aircraft was due for delivery at the end of next month, however with the grounding of the aircraft due to problems with the batteries this will not now happen

## AIRPORT NEWS

**Belfast International Airport** is to celebrate a golden year in 2013. The airport is planning a series of events to celebrate its 50th year in business, including charity fundraising activities and a photographic exhibition looking back over five decades. The facility started life as a civil airport in October 1963 when the HRH Queen Elizabeth the Queen Mother cut the ribbon on the extensive site at Aldergrove. The airport now accounts for more than 4,000 jobs and 250 businesses, and contributes in the region of £400m each year to the local economy. It flies to some 80 domestic and international destinations with more than 200 flights a day on average. Belfast International Airport managing director John Doran said that the celebrations will look to the future as well as the past. "We've had to deal with every conceivable challenge, from recession, unpredictable and often appalling weather to business interruptions necessitated by volcanic ash, but throughout it all, our staff have been magnificent," he said. "Likewise airports are a place of immense fascination for children and we've put together a number of events especially for them. They represent the future and their involvement will be a big part of 2013. "Our celebration year will cover every facet of what we do. It will involve and engage, be fun-filled and exciting and contribute positively to our wider community." Belfast International in 2013 is an utterly different place from when we opened for business in 1963, but our role is ever more central to the social and economic aspirations of Northern Ireland. One thing remains constant, and that is our commitment to continue to serve communities right across the country, to facilitate business and social mobility and to enrich the travelling experience of our customers".

**Lands End Airport** is to install plastic matting over the grass surface of its runway to allow scheduled flights to resume between the Cornish Airport and the Isles of Scilly. Flights have been redirected to Newquay Airport since mid December due to heavy rain over the last month. The Isles of Scilly Steam Ship Company's Skybus service said the matting would help to "reinforce the surface". The plastic matting will be installed over the next few weeks. The company said it was working with the Council of the Isles of Scilly on a longer term solution by securing the necessary money to pay for an upgrade to the runway. After the withdrawal of the helicopter service from Penzance, Skybus has become the last link from Cornwall to the Isles of Scilly. The islands, which have a population of 2,200, have flights six days a week in good weather. A passenger ferry, the Scillonian, only runs in the summer. Mike Hicks, the chairman of the Council of the Isles of Scilly, said he was "already worried" about next winter. He plans to meet with the Isles of Scilly Steamship Company to discuss the possibility of the major Scillonian re-fit being speeded up so the ferry can sail next Christmas.

**Stansted** new owners say the airport has potential for "significant volume growth over the short, medium and long term". Manchester Airports Group and Australia-based Industry Funds Management agreed a £1.5 billion takeover of the Essex airport from Heathrow Airport Holdings - the former BAA - on Friday 18th January. They pledged that it would be "business as usual" while the acquisition is finalised. MAG chief executive Charlie Cornish aims to restore Stansted to its 2007 traffic peak within a decade. He said: "We will use [our] expertise at Stansted to ensure that the airport can fulfil its potential as a high-quality alternative London access point for global air travellers. "Stansted has scope to benefit from significant volume growth over the short, medium and long term." Traffic at the airport has fallen by a quarter since a record 23.8 million passengers used it in 2006/07.

## AIRLINE NEWS

**British Airways** has inked a 10-year agreement with Air Lease Corp. (ALC) to lease two Boeing 777-300ERs. ALC said the two aircraft will be delivered to the airline in May and July 2014. A British Airways spokeswoman said the two new 777-300ERs will be used to replace existing Boeing 747s under the airline's current fleet plan. British Airways' fleet comprises more than 240 aircraft. In November, British Airways' parent company International Airlines Group detailed plans to shrink capacity by 1% this year. This will be the net result of capacity growth at British Airways through fleet replacement and capacity reductions at Iberia.

**Easyjet** has withdrawn an advertising campaign that critics said damaged the reputation of a Kent seaside town. Locals in Margate took to social media websites to express anger at a poster on the rail network saying: "This year end up in Malaga, not Margate". One, known as @seasidelandlady tweeted: "How very dare you... you can keep your cheap trips, and cheap jibes." Easyjet apologised and said there was "no intended criticism of the town". Local resident and councillor, Will Scobie, said Easyjet had picked the wrong target for its campaign. "Margate is a fantastic town for people to visit," he said. "We've just been named as one of the top 10 places in the world to visit, we've got exciting local shops that you can't find anywhere else, the new Turner Contemporary art gallery and an air show this summer. "Easyjet picked the wrong place to insult with their campaign." In a statement, the airline said: "We apologise to any residents of Margate who have been offended by the campaign. "Easyjet has taken the decision to cease running the ads."

**Jet2.com** is becoming the next airline to look overseas for its next base rather than in its home UK market. This decision to base two 148-seat, Boeing 737- aircraft in Alicante may come as a blow to UK airports like Birmingham, Bristol, Cardiff, Liverpool or London Southend which were looking to become Jet2.com's ninth UK base. Will Jet2.com rue its decision like Norwegian's Warsaw experiment or Aer Lingus' London Gatwick foray, or will it be pats on the back all round when it becomes truly pan-European like Volotea or Wizz Air? Clearly there is a lot at stake for Jet2.com in this market; it is already the number two player on UK-Alicante operations with all eight of its bases currently seeing at least three flights per week, based on June 13 Innovata schedules. easyJet is king of this market with services from 11 UK airports to Alicante and perhaps has the most to lose from Jet2.com's decision.

**Ryanair** will open two new bases in Morocco, less than six months after a spectacular public row with the state airports company, ONDA, in which it declared: "Ryanair cannot accept cost increases as it seeks to deliver more growth to Morocco; ONDA has now lost sight of the key to the success of our partnership." Clearly relations have thawed considerably, to the extent that aircraft will now be based in the country, probably from April this year. As base number 56 and 57 you would think that this would not be a big deal for the low-cost world, however the Irish carrier's decision is significant as it represents the first time any European low-cost carrier has made the decision to base aircraft outside of its home continent.



**American Airlines are to forsake their iconic bare-metal livery. The reason for the change is the introduction of the "plastic" Boeing 787. The first aircraft to carry the new colours is Boeing 777-300ER N718AN**

## AIRCRAFT NEWS

Ryanair is in the market for about 200 new planes as the low-cost airline's fleet is poised to reach 300 Boeing 737-800 jets later this year. Ryanair is in talks with Boeing, he added during a press conference in Oslo. "Boeing have plenty of availability in the order book," Mr O'Leary said. "We are in the fairly early stages of talks to see if we can reach an agreement on price." Mr O'Leary said that Ryanair is looking for deliveries in 2015, 2016 and 2017 – the year that Boeing's upgraded 737 Max jetliner is due to enter service. The Ryanair boss said that a new order was possible this year to help expand passenger numbers to 120 million. "We are talking to 60 new airports we do not fly to it, some in Israel, we are inundated with requests and airport deals at the moment. We are frankly less enthused by Russia, Ukraine and those countries at the moment." Mr O'Leary predicted that the incumbent carriers in Scandinavia and Poland won't survive in their current form amid competition from domestic and foreign low-cost rivals.

Boeing's flagship 787 Dreamliner has been subject to a world wide grounding as we close for press, amid continuing safety concerns. The US Federal Aviation Authority (FAA) issued a directive to temporarily take the planes out of service while safety checks were carried out. On the 16<sup>th</sup> January European regulators have also ordered the type to be grounded. Boeing said the planes were safe and that it stood by the integrity of the Dreamliner, which has been in service since October 2011. A string of issues in recent weeks have raised questions about the 787. Dreamliners have suffered incidents including fuel leaks, a cracked cockpit window, brake problems and an electrical fire. However, it is the battery problems that have caused the most concern. On the 16<sup>th</sup> January, an All Nippon Airways (ANA) flight made an emergency landing because of a battery malfunction. That caused it to ground all 17 of its Dreamliners and Japan Airways followed suit. The FAA said that airlines must demonstrate battery safety before flights can resume. The authority added that it had alerted the international aviation community of its airworthiness directive, so that other authorities could take parallel action to cover the fleets operating in their countries. The European Aviation Safety Agency endorsed the directive.

### **Boeing 787 saga:-**

All Nippon Airways and Japan Airways have grounded their combined fleet of 21 787s. United Airlines, the only US airline currently operating Dreamliners, said it would immediately comply with the FAA's directive and would begin re-accommodating customers on alternative aircraft. Chile's LAN announced it would suspend its three Dreamliners from service in co-ordination with the Chilean Aeronautical Authority.

Indian aviation regulators ordered Air India to stop operating its 787s. Poland's Lot Airlines, the only European airline currently flying 787s, was due to launch its 787 transatlantic service, but cancelled a return flight from Chicago to Warsaw on Wednesday

Qatar Airways, which currently operates five Dreamliners, said it had grounded the planes and was "actively working with Boeing and the regulators to restore full customer confidence in the 787". Boeing said that although production of the 787 is continuing, deliveries have been halted

In the UK, British Airways, Virgin Atlantic, and TUI have all ordered Dreamliners. TUI is expected to receive its first Dreamliner at the end of February, while BA will receive its first 787 in May. Virgin is not expecting to receive the first one until next year. The British carriers have remained supportive of Boeing and the Dreamliner.

Boeing's move comes less than 48 hours after the US Federal Aviation Authority (FAA) ordered the grounding of all 787s following a series of mishaps with the aircraft. Officials from both the FAA and Boeing have arrived in Tokyo to assist Japanese authorities investigate the reasons behind an emergency landing of the 787 near Tokyo on the 16<sup>th</sup> January.

Analysts have said that Boeing could end up paying compensation of up to \$125m (£78m) to airlines should the grounding of the Dreamliner last months rather than weeks.



## OTHER NEWS

"Who would have guessed back in the dark days of 2008 and 2009 that the low-cost airlines would have become City superstars just five years later?," writes a "City Insider". To be fair, most of us might have expected the likes of Ryanair to flourish in an austere new 'normal' but it's actually been the Irish airline's big British rivals - easyJet and Dart Groups' Jet2Go brand - that have turned into the runaway investment success stories of the last 12 months. The soaring share price of both these UK operators tells us that the big City institutions have absolutely bought into these airlines' hybrid business model, which splices together traditional low-cost carrier DNA with a focus on either business travel or all-in package holidays. And if both easyJet and Dart can make those hybrid models work, their share prices might go even higher. The investment numbers for Easyjet and Dart really are quite startling. Over the last 12 months easyJet's share price is up a staggering 95%, but the hands down winner has to be Dart Group which has seen a 137% share price increase over the same period - investors in both outfits such as Andy Brough at Schroders must be rubbing their hands with glee.

Shares in Ryanair, by comparison, are up a measly 33%, while stock in BA owner IAG is up a pallid 16% over the same period. Tui Travel is up 51% over the year and Thomas Cook 56%. Yet even after these sensational numbers, both easyJet and Dart are comparatively lowly priced - easyJet trades at a multiple of between 12 and 14 times earnings based on either current or forward estimates for profits, whereas Dart Group comes in at just six times profits. EasyJet probably deserves a premium rating if only because it's a bigger airline with truly international brand reach. Its operating margins run at about 8.5% compared to 4% for Dart, although it's worth noting that both companies produce a return on equity of about 14% per annum. What's behind the success of these operators? Obviously both of these competitors to sector leader Ryanair have benefitted hugely from a move towards lower cost intra-European air travel, helped along by tight consumer spending and domestic austerity. One could argue that they've simply been in the right place at the right time, while also managing to avoid getting run over by the Ryanair price juggernaut. But that general sector expansion doesn't explain why Ryanair has now slammed on the breaks, scaling back capacity growth (cancelling new plane orders and returning cash to share holders ) while easyJet continues to power ahead with both new aircraft and more staff. Only last week, for instance, it announced that was creating 330 new jobs for pilots as part of a new career structure for cadets and first officers. Scratch beneath the surface and we discover that both easyJet and Jet2.com are fast developing very distinctive and different business models that could make them both much, much bigger - turning them into deadly competitors to the likes of Tui Travel and Thomas Cook. EasyJet, for instance, is essentially developing a hybrid airline model that started off as a low-cost carrier but is now beginning to borrow much of the operating ideas of traditional airlines.

Remember how Ryanair's Michael O'Leary predicted that his airline would benefit from the demise of smaller regionally focused competitors? Although he may end up getting his way with Flybe (in deep trouble, with a legion of very, very unhappy institutional investors), Dart seems to be proving O'Leary very wrong. Jet2.com's recent very strong numbers shows that regional scheduled flights can make a profit, but what's really powering this airline is its all-out assault on the package holiday market. Word from the coal face is that Jet2holiday's all-inclusive holiday packages are absolutely storming ahead. In the company's last statement it revealed that average holiday prices increased by 10% as more customers bought all-inclusive products featuring higher grade hotels. Dart also noted that "travel agency distribution is an important part of the overall sales mix, with circa 36% of sales being delivered through this channel via a range of national, regional and local agencies." Clearly Dart realises the importance of working with powerful retail high street partners. In an example of a virtuous growth cycle, that growth in the holiday business is now helping to push the airline business forward again - in that recent statement Dart noted that "growth in airline capacity is focused both on increasing frequencies, at great departure times, to our popular leisure destinations and supporting the growth of Jet2holidays".

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# Boeing 737500/400 farewell

by Martin Zapletal



The 13 January 2013 was the very last day the B737 has flown in Czech airlines colour scheme. My last flight on B737 was on 28 December 2012 to Geneva, flight OK0596/0597, registration OK-XGE.



16.8.2009; OK-EGO taxiing for take off at Prague, Runway 24



The time of B737 being a major type in fleet is gone; Prague Ruzyně viewing terrace – OK-XGD

# THE RAF IN 2013

## by David Senior



Many changes have taken place in the RAF since my last article in 2010, but in many cases the RAF is still the same as then. The RAF is still very heavily involved in Afghanistan the costs of which is crippling its resources and the government run down of the service's aircraft has continued. The politicians say we will be out of Afghanistan by 2014 but I have the feeling that aerial support will be required for a number of years after the withdrawal. The rundown of service personnel continues but it seems that there will only be Army redundancies in the future, the Navy and Air Force had taken the brunt of the rundown up to date. Procurement of new aircraft has seen many delays and reductions in totals due to spiraling costs.

Withdrawal of aircraft types continues. The Harrier GR7/9's now lie in a field in Arizona (AMARG) having been sold as scrap/spares to the U.S Marine Corps. By the time you read this the Puma C.1's will have been withdrawn from use (31<sup>st</sup> January) and the conversion of the HC.2 is not yet ready for service use, the only one converted has been delivered to Boscombe Down for testing and evaluation. The Nimrod MR.2 was withdrawn before its replacement the MR.4 was ready for service and now this excellent aircraft has been cancelled with all the aircraft concerned being scrapped behind screens in great secrecy at Woodford (reminding us of the TSR.2 debacle) with nothing to take its place but some add-on to a C.130 Hercules. Watch out for the RAF ordering the U.S Navy's Poseidon (a 737 conversion) so why didn't the RAF put its gismo's in an Airbus A320 in the first place?. With all the Tornado F.3's being put through the reduction to produce system (RTP) by B.Ae Systems at Leeming coming to an end the first ten GR.4's are being stored in the hardened shelters and will be next for RTP as the fleet is run down for its full retirement by 2020. The Nimrod R.1 which has also been retired and its replacement (3 x RC-135W) the first of which has just been rolled out at Waco, Texas has still to go to its fitting out stage, the last of the order 64-14830 (to be ZZ666) is still in use by the USAF as a KC-135R at Mildenhall with the 100 ARW. The rundown of the VC-10 fleet continues and only six are left, but the replacement Voyager's are not able to refuel aircraft (in particular the Tornado) in flight yet and only three of the fifteen are available for testing with 10 Squadron and one wonders if it will be ready before the Tristar are withdrawn from service. More Hawk T.1's are being withdrawn from service and put into storage at RAF Shawbury and only the Red Arrows, 100 Squadron and the Centre of Aviation Medicine will operate the aircraft by the end of the year.

On the plus side the RAF is now receiving its tranche 3Typhoon's and all its tranche 2 aircraft have been upgraded at Warton. Leuchars second squadron, 1 Squadron has received five of its squadron strength of twelve and there is rumors that next year a third squadron could be formed there with a possible move to Leeming (just a rumor don't get too excited). The Airbus A400M Atlas development continues with the five development aircraft the first French and British aircraft are on the production line and are due to be delivered (at last) by the end of the year. The first two of the RAF reduced order for the F-35B Lightning's have been delivered to Elgin AFB, Florida where they will join the USAF and US Marine Corps Lightning's test and evaluation program, and the first front line F.35 pilot has gone to the USA for flight training and will eventually be the first instructor for the service. By the year 2020 we are told that the RAF will only be operating the Typhoon and Lightning in its fast jet fleet.

# OPERATIONAL SQUADRON'S IN THE RAF AS OF 1<sup>ST</sup> JANUARY 2013

1 Sqn	Typhoon FGR.4	Leuchars	FA - FZ	Fighter/ground attack
2 Sqn	Tornado GR.4	Marham	build number	Ground attack
3 Sqn	Typhoon FGR.4	Coningsby	QO-A - QO-Z	Fighter ground attack
4 Sqn	Hawk T.2	Valley	A - Z	Advanced pilot training
5 Sqn	Sentinel R.1	Waddington	no codes	Battlefield surveillance
6 Sqn	Typhoon FGR.4	Leuchars	EA - EZ	Fighter ground attack
7 Sqn	Chinook HC.2/4	Odiham	AD-AZ,DA-DZ	Battlefield assault
8 Sqn	Sentry AEW.1	Waddington	01 - 07	Battlefield/Fighter control
9 Sqn	Tornado GR.4	Marham	build number	Ground attack
10 Sqn	Voyager KC.1	Brize Norton	no codes	Air refueling
11 Sqn	Typhoon FGR.4	Coningsby	DA - DZ	Fighter ground attack
12 Sqn	Tornado GR.4	Lossiemouth	build number	Ground attack
13 Sqn	MQ-9 Reaper	Waddington	no codes	Battlefield surveillance
14 Sqn	Shadow R.1	Waddington	no codes wor	Battlefield surveillance
15 Sqn	Tornado GR.4	Lossiemouth	build numbers	Tornado OCU
16 Sqn	Tutor T.1	Cranwell	last two	Elementary pilot training
17 Sqn	Typhoon FGR.4	Coningsby	AA - AZ	Test & evaluation
18 Sqn	Chinook HC2-4	Odiham	AD-AZ,DA-DZ	Battlefield assault
22 Sqn	Sea King HAR3/3A	A Flt Chivenor	A - Z	Air sea rescue
		B Flt Wattisham		
		C Flt Valley		
24 Sqn	Hercules C4/5	Brize Norton	serial last three	Transport
27 Sqn	Chinook HC2/4	Odiham	AD-AZ,DA-DZ	Battlefield assault
28 Sqn	Merlin HC.3/3A	Benson	A - Z,AA - AF	Battlefield assault
29 Sqn	Typhoon fgr.4/T.3	Coningsby	BA - BZ	Typhoon OCU
30 Sqn	Hercules C4/5	Brize Norton	serial last three	Transport
31 Sqn	Tornado GR.4	Marham	build numbers	Ground attack
32 Sqn	BAe146/A.109E	Northolt	no codes	VIP transport
33 Sqn	Puma HC.2	Benson	not known	Battlefield assault
39 Sqn	MQ-9 Reaper	Waddington	no codes	Battlefield surveillance
41 Sqn	Tornado GR.4	Coningsby	EB-A,EB-Z	Test & evaluation
45 Sqn	King Air/Tutor T.1	Cranwell	J-U,KA-KC	Multi-engine pilot training
47 Sqn	Hercules C.1/3/3A	Brize Norton	last three	Transport/Special operations
54 Sqn	Sentry AEW.1	Waddington	01 - 07	Sentry OCU
57 Sqn	Tutor T.1	Wyton	last two letters	Elementary pilot training
60 Sqn	Various helicopters	Shawbury	various	Helicopter training
71 Sqn	No aircraft	St Athan		Inspection & repair
72 Sqn	Tucano T.1	Linton	last three	Pilot training
78 Sqn	Merlin HC.3/3A	Benson	A-Z,AA-AF	Battlefield assault
84 Sqn	Griffin HAR.3	Akrotiri/Cyprus	Card suites	UN support/SAR
99 Sqn	Globemaster C.1	Brize Norton	no codes	Heavy transport
100 Sqn	Hawk T.1	Leeming	CA - CZ	FACT/Nav training
101 Sqn	VC-10	Brize Norton	A - Z	Air refueling
115 Sqn	Tutor T.1	Cranwell	last two letters	Elementary pilot training
202 Sqn	Sea King HAR.3/3AA	Flt Boulmer	A - Z	Air sea rescue
		D Flt Lossiemouth		
		E Flt Leconfield		
203 Sqn	Sea King HAR.3/3A	Valley	A - Z	SAR Training
208 Sqn	Hawk T.1	Valley	A - Z	Advanced pilot training
216 Sqn	Tristar	Brize Norton	no codes	Transport/refueling
230 Sqn	Puma HC.2	Benson	not known	Battlefield assault
617 Sqn	Tornado GR.4	Lossiemouth	build numbers	Ground attack
1310 Flt	Chinook HC.2/3	Kandahar	AD-AZ,DA-DZ	Battlefield assault
1312 Flt	Transports	Mount Pleasant		Falklands support



1419 Flt	Merlin HC.3/3A	Camp Bastion	Afghan support
1435 Flt	Typhoon FGR.4	Mount Pleasant F/H/C/D	Falklands defense
1564 Flt	Sea King HAR3/3A	Mount Pleasant	Falklands SAR
Herrick	Tornado GR.4	Kandahar	Afghanistan strike
Red Arrows	Hawk T.1	Scampton	RAF aerobatic team
RAFCAM	Hawk T.1	Boscombe Down	Aviation medicine support
FCO	King Air 200	Bagram	Afghan foreign office flight
NSF	Islander CC.2	Northolt	UK surveillance
1 FTS	Tucano T.1	Linton on Ouse	Pilot training
4 FTS	Hawk T.1/T.2	Valley	Advanced pilot training

- 1) No's 4,16,17,29,41,45,100,203,115,208 are all reserve squadrons who's main task is to train RAF personnel but in time of war the instructors return to the front line under the squadrons number
- 2) Some of the above squadron's aircraft are pooled under a wing structure as follows
  - Benson Wing 28,33,78 and 230 Squadrons
  - Brize Norton Transport Wing 24,30 and 47 Squadrons
  - Lossiemouth Wing 12,15 and 617 Squadrons
  - Marham Wing 2.9 and 31 Squadrons
  - Odiham Wing 7,18 and 27 Squadrons
- 3) The Benson Wing only flies the Merlin as the Puma HC.2 is not yet in service.
- 4) 3 and 41 Squadrons are using their WW.2 codes
- 5) The serial last two/three means that the serial of the aircrafts last two or three numbers are used as the code is in the Tucano serial ZF485, 485 is used as it's code. The Tutor T.1 are civil registered to the civilian contractor and use the last two of the registration as their codes as in G-BYVJ, VJ is the code carried on the aircraft
- 6) 16,57 and 115 Squadrons are part of No.1 Elementary Flying Training Squadron
- 7) NSF is Northolt Station Flight.
- 8) RAFCAM is the RAF Centre of Aviation Medicine
- 9) FCO the Foreign and Commonwealth Office operate this aircraft (ZA457) in Afghanistan
- 10) All Reapers are flown from Battle Creek, USA and operate over Afghanistan
- 11) Typhoon Squadrons equipped with FGR.4 aircraft all have one T.3 twin stick.

We will continue with the RAF support units and the Army/Navy Squadrons next month



At the end of last year the second UK Lightning II (pictured above) was delivered to Eglin Air Force Base by Royal Air Force Squadron Leader Jim Schofield. Eglin is already home to Britain's first F-35B, which operates alongside other B variants destined for the US Marine Corps and US Air Force F-35As. The Florida airbase is home to 22 of the aircraft, delivering flying, engineering and maintenance training for personnel from the US, UK, and other nations who are partners in the F-35 programme.

**raf.mod.uk**





ZZ175 C-17A Globemaster C1 of 99 Squadron, based at Brize Norton

ZF172/MP-D  
"Dorothy"  
Tucano T1  
of 72 Squadron  
based at  
Linton-on-Ouse



ZJ803/BA  
Typhoon T3 of  
29 Squadron  
based at  
Coningsby



# ARTHUR AARON VC

**The Millennium Statue chosen by the people of Leeds  
Sculpted by Graham Ibbeson**

**A Leeds boy, educated at Roundhay High School and Leeds University,  
Aaron ignored grievous wounds to help his stricken aircraft  
to safety on the night of 12 August 1943. By supervising the flight  
from Turin to Bone, North Africa, he gave up his life for those of his crew  
and was posthumously awarded the Victoria Cross.**

**Cast by AB Fine Art Foundry  
Given by Leeds Civic Trust  
Supported by Leeds City Council**

**Unveiled 24 March 2001 by Malcolm Mitchem DFM, last survivor of Aaron's crew**

## A VERY BRAVE AIRMAN

by  
**Steve  
Lord**

A few days ago I was travelling home on the bus from Leeds station and passed the statue at the bottom of Eastgate like I have on many occasions before, only this time I promised myself to delve into its history and its relevance to Leeds, this is what I found.....

Arthur Louis Aaron

Was an English recipient of the Victoria Cross, the highest and most prestigious award for gallantry in the face of the enemy that can be awarded to British & Commonwealth forces.

This is Arthur's story....

Aaron was educated at Roundhay school and Leeds school of architecture when the war began, he enlisted in the RAF and trained as a pilot in Texas. On returning to England he joined No 218 "Gold Coast" squadron, flying Short Stirling a/c (he had flown 90 operational flying hours and 19 sorties).

He was 21 years old and acting Flight Sergeant in 218 Sqn RAF Vol reserve flying a Stirling heavy bomber when the following took place...

On the 12th August 1943 during a raid on Turin Aaron's bomber was hit by gunfire. The Stirling was badly damaged with 3 engines being hit, windscreen shattered, front and rear turrets put out of action and the elevator damaged, causing the a/c to become unstable and difficult to control. The navigator was killed and other members of the crew wounded, Aaron's jaw was broken and part of his face torn away. He had also been hit in the lung and his right arm useless.

Despite his injuries he managed to level the a/c out at 3,000ft

Unable to speak Aaron urged the bomb-aimer with gestures to take the controls. The crippled bomber made for the nearest Allied Bases in North Africa.

He was then assisted to the rear of the a/c and given morphine. After resting he insisted on returning to the cockpit where he was lifted back into his seat and he made an effort to control and fly the stricken aircraft. Although his weakness was evident he was eventually persuaded to desist and in great pain he continued to help by writing directions with his left hand. 5 hours after leaving the target fuel was now low, but Bone airfield was sighted.

Aaron summoned his failing strength to successfully direct the bomb-aimer in belly landing the damaged a/c in the darkness.



The monument at  
the bottom of  
Eastgate, Leeds

ARTHUR LOUIS AARON VC-DFM  
5 MARCH 1922  
13 AUGUST 1943

He died 9 hours after the a/c touched down  
His grave is in the Bone war cemetery in Algeria.  
His VC is displayed in Leeds City Museum

Short Stirling  
Heavy Bomber,  
the type of  
aircraft Arthur  
was flying



Steve Lord





ZK020 Hawk T1 in special scheme, RAF Valley 07/01/13(Andrew Barker)



N20049 Cessna 208B on delivery to Afghanistan Air Force, Prestwick 19/10/12(Chris Glover)



B-2338 Airbus A.320 of China Eastern, Soeul/Incheon International, 17/03/12(Martin Zapletal)