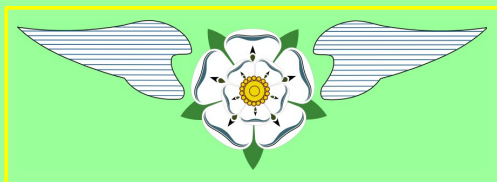


Air Yorkshire Aviation Society



Volume 42 Issue 2

February 2016



**D-AICC
Airbus A321 - Condor
Lanzarote
30 October 2015
Alan Sinfield**

www.airyorkshire.org.uk

SOCIETY CONTACTS

Air Yorkshire Committee 2016

Chairman	David Senior	23 Queens Drive, Carlton, WF3 3RQ 0113 282 1818 david.senior@airyorkshire.org.uk
Secretary	Jim Stanfield	8 Westbrook Close, Leeds, LS18 5RQ 0113 258 9968 jim.stanfield@airyorkshire.org.uk
Treasurer	David Valentine	8 St Margaret's Avenue, Horsforth,
Distribution/Membership	Pauline Valentine	Leeds, LS18 5RY 0113 228 8143
Managing Editor	Alan Sinfield	6 The Stray, Bradford, BD10 8TL
Meetings coordinator		01274 619679 alan.sinfield@airyorkshire.org.uk
Photographic Editor	David Blaker	photos@airyorkshire.org.uk
Visits Organiser	Mike Storey	0113 252 6913 mike.storey@airyorkshire.org.uk
Dinner Organiser	John Dale	01943 875315
Publicity	Howard Griffin	6 Acre Fold, Addingham, Ilkley LS29 0TH 01943 839126 (M) 07946 506451 howard.griffin@airyorkshire.org.uk
Plus	Reynell Preston (Security), Paul Windsor (Reception/Registration) Geoff Ward & Paula Denby	
Code of Conduct	Members should not commit any act which would bring the Society into disrepute in any way.	
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SOCIETY ANNOUNCEMENTS

I have had a number of positive comments about the new layout and content of the **January magazine** which is pleasing, but please let me know either way what you think about some of the new sections.

In order to produce each month's magazine I need lots of **Photographs** (photos@airyorkshire.org.uk) and **articles** (editor@airyorkshire.org.uk) for inclusion. (Do you really want mine on the front cover every month!!!)

Don't forget to book your place for the **2016 Air Yorkshire dinner** taking place on Friday 18 March at the Pease Hill Hotel. The cost will be £22.50. Please contact **John Dale** on 01943 875315 a.s.a.p.

Meeting attendees in 2015 ranged from 22 for Brian Mellor in July to 35 in January (Debbie Riley) and also February (David Boughy). The average was 30 which is actually the lowest average since records began in 2006. Please encourage your friends/acquaintances to join Air Yorkshire and attend the meeting since it would be embarrassing to have a low turn out when important speakers come along.

Alan Sinfield

MEETINGS AT LBA, AIREDALE HOUSE @ 14:30HRS

The meetings are held in “The Media Centre, Airedale House”.
A downloadable map can be obtained from the Air Yorkshire website

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

Please park in the SHORT STAY/Business Car park

- | | |
|-------------------------------------|---|
| 7 February 2016 | Rob Pattison - Runway Visitor Park Manager, Manchester Airport - Rob is the manager of the Runway Visitor Park will talk about recent developments at the RVP and look towards the future as the RVP continues its transformation from a specialist Aviation Enthusiasts venue into one of the busiest Tourist Attractions in the North West. |
| 6 March 2016 | Paul Swiffen – Jet2.com. Paul is the General Manager - Operations Control. This should be a very interesting talk on many aspects of Jet2.com's operations. |
| 3 April 2016 | Ian Revell - ATC at RIAT Fairford. Ian Revell's day job is as an ATC Watch Manager at Manchester Airport, however once a year he has a much more exciting job as Senior ATC Controller for the RIAT - Fairford. The Royal International Air Tattoo, is described as “THE aviation event of the year”. Ian will look back over his many years' experience as an Air Traffic Controller at this event and share some of the highlights with us. |
| 8 May 2016
Change of Date | Jenny Jones, West Yorkshire Community Fund-raiser, Yorkshire Air Ambulance – New Presentation. The Yorkshire Air Ambulance is an independent charity providing a lifesaving rapid response emergency service to 5 million people across Yorkshire. We fly 7 days a week, 365 days a year, covering a vast landscape that not only includes major cities and motorways, but also rural and isolated locations. We will be having a collection at this meeting for the Yorkshire Air Ambulance. |
| TUESDAY 7 June 2016 @ 7pm | Mike Dixon – For many years Mike worked as an Air Traffic Controller at LBA. He now works in the tower at East Midlands. His talk will of course be on the subject of Air Traffic Control..... |
| 3 July 2016 | To be arranged – Awaiting a response |
| 7 August 2016 | Corporal David Lawrence. David's day job is a Flight Operations Training Flight Instructor, but this talk is all about the Battle of Britain. Having seen this presentation I must say that the detail of David's knowledge is amazing. A meeting not to be missed. |
| 4 September 2016 | Aldon Ferguson - Aldon is an author of two books on airfields in Lancashire and Cheshire and is the Lifetime Hon. President of the Burtonwood Association, he is also Editor of the Burtonwood Times. Burtonwood has an interesting history as both an RAF base and an American Airforce Base. We have a choice of presentations, either a presentation on RAF Burtonwood (during WW2 or afterwards), or an in depth study of Church Fenton with many photos, both old and new. Aldon is a very experienced speaker with an excellent presentation style. |
| 2 October 2016 | Derek Brunt, General Manager, Landmark Aviation, Manchester Airport.– Landmark Aviation are actually Headquartered in Houston, Texas, Landmark Aviation is a portfolio company of the Carlyle Group. Landmark's current network includes 68 locations in the U.S., Canada, and Western Europe. In addition, Landmark offers Charter, Aircraft Management and MRO services, as well as owning and operating Encore Support Systems. A meeting not to be missed |

AIR YORKSHIRE TRIPS 2016

Please let Mike Storey know if you are interested in any of these or any other suggestions?
mike.storey@airyorkshire.org.uk (0113 252 6913)

24 March	AVRO Museum (Woodford) + Barton hangar visit or Manchester airport [Thursday]
15 April	Multiflight - (LBA) hangar visit [Friday] 11.00 am(meet 10.45 at cafe)
7 May	North Coates - spring fly-in + Humberside (quick visit) [Saturday]
11 June	IWN Duxford (Coach Trip **) Entry cost £13/£16 + coach fare £25 [Saturday] (7.30 am from Horsforth+ 7.45 am at Elland Road)
21 June	Overnight trip to Düsseldorf Airport – Book yourself on the JET2 flight/Hotel
2/3 July	Church Fenton - Great Yorkshire Air Fest [Weekend]
7 July	East Midlands Airport freight flights [Thursday]
July	Brighton airfield - fly-in + display
August	Newark Air Museum+ Gamston airfield - hangar visits
August	Full Sutton + Rufforth airfields - hangar visits
Sept	RAF Waddington - Heritage centre + tour of 8 - Squadron

Other possibilities – RAF Coningsby + RAF Midland air Museum - Coventry

LBA STATISTICS NOVEMBER 2015

	Nov-14	Nov-15	% This month	% +/-
Movements				
Scheduled	2,028	1,737	78.81%	-14.35%
Charter	72	69	3.13%	-4.17%
Private/Misc	877	398	18.06%	-54.62%
Total	2,977	2,204		-25.97%
Passengers				
Scheduled	166,047	160,652	98.44%	-3.25%
Charter	2,758	2,528	1.55%	-8.34%
Transit	2,319	18	0.01%	N/A
TOTAL	171,124	163,198		-4.63%
International	134,077	133,328	81.71%	-0.56%
Domestic	34,728	29,852	18.29%	-14.04%
MOVING ANNUAL TOTAL	3,253,761	3,439,500		5.71%

A disappointing month. The first year on year reduction since September 2014, with International dropping by just 0.56%, but domestic dropping by a significant 14.04%

Private/Misc movements dropped by half, I wonder why??

WORKING ON THE MOSQUITO ALAN TEMPEST

PROUD PRIVILEGE TO HAVE WORKED ON THE MAGNIFICENT DE HAVILLAND MOSQUITO

It was, in the distant past, a great honour and a fantastic period of my early life, to have helped service and maintained some of the best military aeroplanes of the day. But most gratifying, was to be assigned to work on Mosquitoes and for many years since, I have written, sketched and at times attempted to paint some of these aircraft which have given me long-time enjoyment and superb memories.

The painting I enclose is of a Mosquito, of great personal fondness, as I did much of the servicing work, D-Day, but as my painting shows, it was from a sketch, I remember, attempting standing under a wing on a cold, wet winter's evening, at a dispersal "pan" at RAF Hemswell, while waiting for a pilot and nav to arrive (but which went sadly, just months later, to the "scappers".)



As the rainy, November evening slips into the darkness of the Hemswell sky, the ground crew prepare one of 109 Squadron's last remaining Mosquito fighter/bombers for a night operation over Europe. Last of the wet personnel to see off the aircraft, will be the engine mech and me, who will do all the marshalling

There cannot be many ex-riggers around today, who can tell stories of life, day in, day out, working on the Mossy, endeavouring to keep these "Wooden Wonders" flying daily to operational conditions. So recently I looked back at some of my bits of old art work, I'd started but never finished.

The Second World War was catastrophic to millions around the world, but to young impressionable boys there was much to admire and kindle, remembering to read and collect photographs of

aeroplanes at every chance from books and newspapers, being thrilled by the exciting deeds by heroic aircrews and to draw/paint with one's basic junior skills and effort. I was one of those.

The 4-engined "heavy" bombers took my early interest, after many sneaking visits to the perimeter fence at RAF Marston Moor, to watch the mighty Halifax going on "air tests" and such, my bomber interest started and developed quickly. I don't know why but my favouritism became the Mosquito.

Still the fascinating sight of watching a huge armada of a "1,000 bomber raid" develop (rugby and football games would abruptly stop), when all my young friends would gather to stare upwards to the darkening skies around greater Leeds, the noise was frightening and intimidating as more and more 4-engined "heavy bombers" aircraft joined the pending assault, but some of us knew of the devastation these aircraft were about to bring.

It was exciting and a little daunting when my time came to try "join" the RAF ranks, my first choice (I am ashamed to admit) was to become an Air-Sea Rescue engineering crew member; secondly an aircraft rigger.

After months of training, I was posted to a noisy, vibrant bomber command station, in an area of many well-known bomber bases (Scampton, Waddington, Binbrook, etc.). Very apprehensive at the way and pace my life was taking, I viewed the unbelievable sight as the local bus topped Hemswell Hill and I got the first surprise to see a big number of Avro Lincoln 4-engined aircraft (modified and extended version of the Lancaster) and what appeared also were dozens of Mosquitoes.

But, as the old Bedford OB was stopped by traffic lights at the end of runway 06 my delight and excitement was increased as on approach to land, were two Mosquitoes (my first ever experience) with their mighty Merlin engines, noisy but always recognisable, bringing me a sound memory I have never forgotten.

Many years had rolled by, but it was on a dismal day, when I was informed that the last flying Mosquito was bound for a visit and landing at Elvington. What turned out to be was the "sight and sound" of the last serviceable Mossy with that same engine note on approach (which unfortunately would be my last).

Meteors and Vampires with other popular aircraft of the RAF, were now appearing and I got the chance to work on some of them, even the odd Anson, but the Mosquito had been my true fighting machine, but other than a call, usually on a Saturday afternoon because of tech problems from a variety of aircraft, we just worked and waited for a new two-engined super jet aircraft to come to our squadron, which was consistently talked about, a superb piece of design, looks and performance, the English Electric Canberra bomber.

It was many years later that during a casual conversation with "mother," an explanation why she had decided to throw away much of my collection, was given, ("You were getting too old for saving silly bits of paper and pictures"), so much became a "bin job". In a way, the end of an era but I still have my marvellous memories!

Alan Tempest

THOMAS COOK TO/FROM LANZAROTE ALAN SINFIELD

Manchester to Lanzarote and return October/November 2015

Please see below a summary of the flight that was initially written as a review for Damian Ives, who came to speak to Air Yorkshire in October 2015

The day before we departed, I was looking on the Manchester Airport website for our flight. What I hadn't realised was that Thomas Cook were to start using the MT code rather than TCX from that date. I wonder why?

When we booked the holiday we were informed the outgoing flight was on an Airbus A320 so I knew that it must have been an Avion Express aircraft (Thomas Cook don't have any A320's any more).

Check-in (MT 3122 MAN-ACE YL-VEK)

We arrived about 150 mins before departure and both the normal and priority queues were virtually the same with just one party at each. We went to the priority queue and we were casually approached by a member of staff and chattily were asked where we were going. I felt that was a nice touch. Check-in was quick and we were given priority stickers though security as expected, There was a notice on the check-in desk explaining the change to the MT code.

Security

We went through the priority line and in the end that queue was longer than the normal one. It was rather slow, so perhaps the staff should have rerouted some of us through the normal lines, but they didn't.

Boarding

There was a sign/decal by the entrance door explaining the aircraft was operating on behalf of Thomas Cook which I liked, but a lot of the seats seemed old and both of ours on 12E and 12F were split, mine quite badly. I was expecting that all the cabin crew were going to be Thomas Cook, but there were 2 x Thomas Cook with the rest multinational (A good compromise I thought)

It was explained that for operational reasons it would not be a Thomas Cook aircraft. Nobody seemed shocked/surprised and we sat down at the emergency exit seats and told to read the instructions on the door by an Avion Crew member. I felt that was poorly done since it wasn't explained and we weren't asked if we were OK with it as I have had on other flights. The crew member was very pleasant though and the standard of English was good. She spotted that I had a loose fleece and put it in the overhead locker.

The Captains announcement was very good and his English excellent. He indicated that there would be a slight delay due to restrictions by Brussels ATC and was very clear about this and the push back was 20 mins late. The inflight magazines were very tatty and torn. I realise it was the end of the season, but probably would have been better to not put them all out if in such a condition.

Flight

We had occasions of turbulence and the crew were very diligent about checking seat belts and the meal was VERY good (chicken) and the pudding (Millionaires Mousse) was To Die For! The White Wine was excellent!

I still don't know why you always get a strange piece of cheese and crackers with the meal. Is it from bygone days? In this modern age I would have thought they could provide something more interesting. Some of you will remember that MyTravel airlines used to do a similar type meal service with a separate box and loose hot item, but they provided a small plastic bag which you hung over the clip on the seat in front in which you could put in all the bits of plastic bags and waste into. This was really good.

On landing the luggage was delivered to the belt very quickly.

Incidentally this was the BEST 3rd party sub-leased flight ever. We once had a flight with a Spanish airline (Now gone) that sold headphones and then went on to show an old silent movie!

Check-in (MT3123 – ACE MAN G-TCDB)

We arrived about 150 mins before departure. There were seven check-in desks open with very short queues. They were VERY efficient and there was someone monitoring everything. I have NEVER had such an easy and well organised check-in at a foreign airport

Boarding/flight

When we approached our emergency exit seats on the Thomas Cook A321, I could hear the crew explaining to two passengers what to do in an emergency. When we and the other two passengers sat down there was NO EXPLANATION at all of the procedure, which I found very disappointing. The crew removed all the loose items we had very politely. They also asked one passenger to put back on his sandals.

The standard of the cabin was superb and the Captain explained why there would be a slight delay because of a Fuel bowser problem at Glasgow where the flight had originated. The rest of his introduction was very good.

I wasn't happy with the amount of magazines and emergency cards in the pocket by the emergency exit. I initially thought it could impede evacuation, but perhaps I was mistaken, though they did look untidy. There was a German inflight magazine on board by mistake and this was explained but that meant only one extra in the pocket so wouldn't have made a difference.

The Inflight graphics of the route were very good and sound system was very good for a change. We weren't expecting a film on board, which there was. The Cabin Crew were extremely good and friendly.

There was a nut allergy person on board but they still sold Nutella products! During the flight there was bad turbulence but the Captain explained and gave reassurance.

There was a choice of meals – Tandori Chicken and BBQ Beef. The Beef was very tasty and very tender. The Triple Chocolate pudding was very good, but my wife said the bread roll was stale. The milk for the coffee is provided in a stick rather than a pot.

My wife wanted to look at and possible buy a Radley watch, with 10% discount. This was in the new magazine (started that day) but none were on board.....

Alan Sinfield

FISHBURN AIRFIELD 11 NOV 2015 DAVID THOMPSON

They shall grow not old ,
As we that are left grow old :
Age shall not weary them ,
Nor the years condemn .
At the going down of the sun
And in the morning
We will remember them .

Laurence Binyon
1869 – 1943

I have to admit that the significance of today's date had passed me by until someone in the clubhouse remarked that although all the traffic had come to a standstill in Trafalgar Square at the 11th hour on Remembrance Day , the traffic in Stockton High Street had continued to drive past the Cenotaph oblivious of the date . Sadly I think, a sign of the times?

The weather was much as it has been for what seems weeks now with very little flying having taken place but giving RS the chance to crack on with two re-sprays one of which, Aerobat G-BDRD is complete and moves out by road tomorrow and back to it's home base at Linley Hill , to be replaced next Monday by ex-resident Mooney D-EKNA which is currently based at Teesside Airport. The 182 Skylane continues to hog most of their hangar and the RV-9 sits in the corner awaiting a new home in one of the four hangars going up in the back field . Planning permission has been granted for a new aircraft museum cum workshop which will be built in the back back field and become home to the

Aircraft Restoration Group under the leadership of Mike Eastman who displayed both the Flying Flea and Tawney Owl at the recent Wings & Wheels Day , as well as cooking the burgers outside of Hangar 1 ! Alongside the museum there will be two more individual hangars going up with no doubt,more to follow ?

I noticed the new GW Microlights flying school aircraft , Cyclone AX2000 G-STRG during my visit but the other new resident Skyranger 912 G-CIUI evaded me and coming soon to Fishburn Airfield ; Project Jim No, I don't know what it is either – Richard and Sam wouldn't tell me !

Hangared

G-BDAD	Taylor Monoplane	
G-BTOT	PA-15 Vagabond	under mtce for permit renewal
G-CCVN	Jabiru SP	
G-CDCO	Ikarus Comco C.42 Cyclone	
G-ELVN	Vans RV-7A	under construction
G-MZOI	Letov LK-2M Sluka	
G-ODEE	Vans RV-6	
G-STRG	Cyclone AX2000	
G-TSOL	Acroport 1	
G-XALZ	Rans S6S Super Six	
D-ECIM	PA-28 Cherokee	
N75CE	Christen Eagle II	

RS

G-BDRD	FRA150M Aerobat	
G-CIPL	Vans RV-9	under construction
G-ROWE	F182P Skylane	

David Thompson



LOOKING BACK OVER THE LAST 50 YEARS

LBA Movements review, May 2002

Starting off on the 9th we had the Lear Jet 45 LX-IMS of Husky Injection Molding Systems from Coventry to Luxembourg along with the Cessna 421C N1FY from and to its base at Guernsey. The Lear 45 was back on the 10th this time from Luxembourg to Coventry whilst Hawker 800XP CS-DNV was from Luton to Stuttgart as "Skyshare 629P" and Citation X N750NS night stopped from and to Jersey as "Beauport 6NS". The sole foreigner noted on the 11th was the Cessna 421A N132CK, which was night stopping from and to its Weston base. Netjets were out in force on the 12th with two Falcon 2000's visiting, CS-DNR was "Skyshare 5948" from Palma to Le Bourget and CS-DNQ night stopped as "Skyshare 689P" from Barcelona to Stuttgart.

Operating as "Sark 1" on the 13th was the Citation I VP-CAT from Prague then a night stop before going to Waterford, also that day were Cessna 208B D-FLOH owned by Aeroteam Aviation, Falcon 2000 CS-DNQ from Stuttgart night stop to Le Bourget as "Skyshare 9699" and Gulfstream V EI-WGV as "Emerald OS" from Shannon night stop to Farnboro. Another Gulfstream V noted on the 14th was N91CW from Luton to East Midlands, the CitationJet NS25AD was from and to its base at Edinburgh while the King Air 200C D-ICWM was "GBJ 5551" from Stuttgart to Mannheim and Cessna 421C N900CB was from Guernsey night stop to the Isle of Man. On the 15th Dornier 228 D-CALM was from and to Oxford as "EVM 01" and the Elstree based Cessna 421C N202AA was from and to its base, arriving from Cambridge was the Bell 412 F-GRAK 14 of the Aga Khan which waited for him to come from Le Bourget in the Gulfstream 4 F-GPAK and then whisked him off to York Racecourse whilst the G-4 disappeared to Farnboro.

On the 16th Cessna 421C N900CB was from the Isle of Man for a night stop before going to Guernsey and the Gulfstream V EI-WGV was from Farnboro to Shannon still as "Emerald 05" and Lear 3SA D-CAVE was "Ambulance 999" from Mahon night stop to Heraklion. Falcon 900 CS-DFA operated as "Skyshare 004P" from Luton to Nice on the 17th. A rare type on the 18th was the Jetstar N731L from Kerry County then out to Keflavik and joining it was Citation X N750NS from and to Jersey with its usual callsign "Beauport 6NS". On the 19th Falcon 2000 CS-DNS used the callsign "Skyshare 5719" from Marseilles to Oslo. King Air 200 N64GA is said to be based at Blackpool but on the 20th it was from and to Humberside, the same day saw the CitationJet N525AD from Annecy n/s to Edinburgh and Citation II D-CCCF operating from Cologne to Torrejon as "Topcat 311". Cessna 421C N900CB was back again from Guernsey n/s to Antwerp on the 21st along with the Citation Bravo OE-GPS calling in from Kefallinia to Innsbruck and Navajo N642P from and to its base at Sleaf.

The Falcon 50 N96UT on the 22nd was from Luton to Newcastle then on the 23rd the Citation X N7S0NS returned from and to Jersey as "Beauport 6NS" and Hawker 800XP CS-DNO was "Skyshare 9891" from .to Stockholm. Another Netjets on the 24th was Falcon 900 CS-DFA as "Skyshare 343P" from Le Bourget to Northolt and keeping it company was Metro III D-ICRK from Newcastle to Colerne and Beechjet 400 N79EL from EMA to Luton. BAe 125 700 EI-WJN on the 25th was operating as "Emerald 02" on a flight from Shannon to Cardiff. Falcon 900 F-HOCI on the 26th did a night stop from Le Bourget to Sonderborg as "Occitania 9046". Beechjet 400 N79EL came back on the 27th from EMA to Cannes and Falcon 900 CS-DFA was back as "Skyshare 1584" from Northolt to Le Bourget. The Aeronova Metro 111 EC-HZH on the 28th was from Valencia to Lille as "OVA 511" and Citation X N750NS was back as "Beauport 6NS" from and to Jersey. Visiting twice on the 29th from and to Norwich was the Bernard Mathews Citation VP-CBM and the Occitania Falcon 900 returned as "OJF 9046" from Aarhus to Le Bourget.

The 30th saw Metro III EC-HZH returning as "OVA 531" from Valencia to Lyons, the King Air 350 HB-GJR was from Dundee to Geneva, HS 125 EI-WDC was "Emerald 01" on a flight from and to Shannon and the DFS Furniture other Beechjet 400 N709EL was from Rome to Lille. To end the month on the 31st the Beechjet N709EL returned on a flight from EMA to Cannes and it was joined by two Netjets, Hawker 800XP CS-DNU from and to Torrejon as "Skyshare 488P" and Falcon 2000 CS-DNR from Stuttgart to Northolt as "Skyshare 1143". On the military side we had Hercules ZH883 calling "Ascot 4560" on the 10th from Cologne to Lyneham. On the 11th Islander ZHS36 was "Ascot 7999" from and

to Northolt and Gazelle XZ304 was "Army 371" when it came from Shawbury. Islander ZHS36 returned on the 14th as "Ascot 7961" from and to Northolt again. From and to Belfast International on the 18th was Islander ZG844 as "Army 909".

Lots of new **airliners** this month to record, Europa used Boeing 737 EC-IDT on the 10th. Airtours had A320's C-GTDL on the 10th and G-SSAS on the 30th and Boeing 757 G-CCMY on the 21st. Spanair operated DC9's EC-HOC on the 11th and EC-HFT on the 25th. Pegasus used 737's TC-APZ on the 13th and TC-APC on the 20th. Transavia 737's were PH-HZF on the 14th and PH-HZL on the 28th. VLM Fokker 50's noted were OO-??? On the 18th and OO-VLR on the 25th. Tyrolean CL600 OE-LCF operated on the 25th and Hemus Air used TU 154 LZ-HMN on the 27th. Futura used 737 EC-IFN on the 30th and Heavylift Airbus 300 G-HLAD was visiting on the 18th.

Terry Sykes (R.I.P.)

IN MEMORY OF JET2 YORKSHIRE STEVE LORD



UK FLEET CHANGES COURTESY OF jethros.org.uk

January 2016					
Airline	Date	Reg	Type	C/N	Remarks
Thomas Cook Airlines UK	04 Jan	GFCLI	Boeing B757-28A	26275 / 672	WFU 31 Dec 15 Rtn to svc 02 Jan 16 (01 Flt) WFU 02 Jan 16 Manchester - St Athan 04 Jan 16 Onward to DHL
Ryanair	04 Jan	(EIDYT)	Boeing B738-8AS-W	33634 / 2745	WFU 20 Nov 15 Prestwick - Dublin 16 Dec 15 Regd to SMBC Aviation Capitol (Ireland) 18 Dec 15 Onward to Jeju Air as HL----
Ryanair	04 Jan	(EIDYS)	Boeing B738-8AS-W	37514 / 2735	WFU 21 Nov 15 Prestwick - Dublin 08 Dec 15 Regd to SMBC Aviation Capitol (Ireland) 14 Dec 15 Onward to Jeju Air as HL----
Loganair	04 Jan	G	SAAB 2000		02 additional a/c to be acquired 16
DHL Air	05 Jan	GBIKJ	Boeing B757-236SF	22181 / 29	WFU 24 Dec 15 To Madrid 24 Dec 15 Currently no engines prior being B/U
Flybe	05 Jan	(GPRPE)	Bombardier DASH 8-Q402	4209	Chicago - Toronto 05 Jan 16 as N209WQ
British Airways	05 Jan	(GBNWS)	Boeing B767-336ER	25825 / 473	WFU 06 Dec 15 Heathrow - Cardiff 06 Dec 15 Cardiff - Kemble 14 Dec 15 Canx as PWFU 05 Jan 16
British Airways	06 Jan	(GBNLW)	Boeing B747-436	25432 / 903	WFU 05 Nov 15 Heathrow - Cardiff 06 Nov 15 Cardiff - Kemble 07 Dec 15 Canx as PWFU 05 Jan 16
Monarch Airlines	07 Jan	(GMRJK)	Airbus A320-214	1081	WFU 02 Nov 15 Manchester - Luton 02 Nov 15 To Kemble 12 Nov 15 fr part-out Canx 06 Jan 16 as PWFU
easyJet	08 Jan	(GEZGJ)	Airbus A319-111	4705	Gatwick - Geneva 06 Jan 16 Regd to easyJet Swiss as HB-JYK 08 Jan 15.
Jota Aviation	08 Jan	(GJOTR)	BAe RJ85	E2294	Acquired. Due. Ex GCHFE
Blue Islands	11 Jan				To become a Flybe franchise operator comm May 16
Jota Aviation	11 Jan	GJOTR	BAe RJ85	E2294	Regd 12 Jan 16. Ex GCHFE
easyJet	14 Jan	(GEZGI)	Airbus A319-111	4693	Gatwick - Geneva 11 Jan 16 Trans to easyJet Swiss Re-regd HBJYL 13 Jan 16
Thomas Cook Airlines UK	14 Jan	D	Boeing B763		03 a/c o be op by Condor May 16 - Sum 16 Bsd Manchester
easyJet	14 Jan	GEZEY	Airbus A319-111	2353	Re-regd HBJZL 23 Jun 05 Op by easyJet Swiss Rtnd Geneva - Luton 12 Jan 16 Re-regd 14 Jan 15

Titan Airways	30 Dec	(GPOWN)	Airbus A321-231	3830	Acquired. Due Mar 16. Ex OELET To be lsd to Jet2 TBC
easyJet	15 Jan	(GEZAE)	Airbus A319-111	2709	Re-regd HBJZV 02 Nov 10 Op by easyJet Swiss WFU 14 Jan 16 Geneva - Cambridge 15 Jan 16 Fr disp
DHL Air	16 Jan	GBIKI	Boeing B757-236SF	22180 / 25	WFU 26 Jun 15 To Madrid 29 Jun 15 Canx 15 Jan 16 as B/U
Virgin Atlantic	16 Jan	GVROC	Boeing B747-41R	32746 / 1336	Fr disp 2Q16
Virgin Atlantic	16 Jan	GVHOT	Boeing B747-4Q8	26326 / 1043	WFU 11 Jan 16 Heathrow - Gatwick 20 Jan 16 Due Gatwick - Lourdes fr part-out
Thomas Cook Airlines UK	16 Jan	YL	Airbus A321		To be lsd fm SmartLynx. Bsd Gatwick - Replaces 1 of 2 A320's
Norwegian Air International	21 Jan	EIFJD	Boeing B738-8JP-W	41143 / 5737	Dlvd Oslo 21 Jan 16
Jet2	21 Jan	(GPOWN)	Airbus A321-231	3830	To be lsd fm Titan Airways Sum 16 Bsd Manchester
ASL Airlines Ireland	21 Jan	EIOZM	Airbus A300-662R-F	722	Regd 28 Aug 15. Ex HL7244 Dlvd Istanbul - Leipzig 20 Jan 16
Ryanair	21 Jan	EIFOD	Boeing B738-8AS-W	44715 / 5739	Dlvd Dublin 23 Jan 16
ASL Airlines Ireland	23 Jan	EISLT	ATR 72-202F	389	Regd -- Jan 16 I/S 22 Jan 16 Op fr DHL
Norwegian Air International	25 Jan	EIFHN	Boeing B738-8JP-W	39046 / 3557	Regd -- Jan 16. Ex LNDYK
Ryanair	25 Jan	EIFOC	Boeing B738-8AS-W	44714 / 5719	Dlvd Dublin 26 Jan 16
Ryanair	25 Jan	EIFOE	Boeing B738-8AS-W	44713 / 5744	Dlvd Dublin 27 Jan 16
Ryanair	25 Jan	EIEBB	Boeing B738-8AS-W	37519 / 2779	WFU 23 Dec 15 Prestwick - Bournemouth 25 Jan 16
Ryanair	25 Jan	EIDAL	Boeing B738-8AS-W	33718 / 1311	WFU 23 Jan 16 Stansted - Prestwick 24 Jan 16
Norwegian Air International	25 Jan	EIFJA	Boeing B738-8JP-W	39419 / 3878	Regd 27 Jan 16. Ex LNNOY
Aer Lingus	27 Jan	EIEPU	Airbus A319-111	3102	WFU 18 Jan 16 Currently at Dublin
Ryanair	28 Jan	EIFOE	Boeing B738-8AS-W	44716 / 5748	Dlvd Dublin 28 Jan 16
Ryanair	28 Jan	EIFOH	Boeing B738-8AS-W	44717 / 5752	Dlvd Dublin 29 Jan 16
easyJet	28 Jan	(GEZGH)	Airbus A319-111	4667	Gatwick - Geneva 26 Jan 16 Trans to easyJet Swiss Re-regd HBJYM 28 Jan 16
Aurigny Air Services	29 Jan	G	Dornier Do228-212NG		On order. Due
Ryanair	30 Jan	EIFOI	Boeing B738-8AS-W	44712 / 5755	Dlvd Dublin 30 Jan 16
British Airways	31 Jan	GZBKF	Boeing B789-9	38622 / 392	Regd 29 Jan 16 Dlvd Heathrow 31 Jan 16

COMMERCIAL AVIATION NEWS - DAVID WOOLER

LEEDS/BRADFORD NEWS

Jet2 has ditched charges for paying for flights and holidays using a credit card. Jet2holidays and Jet2.com will no longer charge fees for paying for flights or holidays by plastic. The companies previously charged 2.5% for payments by credit card. Jet2 is claiming that it is the first airline and operator to scrap credit card charges. It said the decision to drop the surcharge was made independently of the government's capping of interchange fees at 0.3% from December.

A new TV advert has being unveiled by Jet2.com (but not seen as I type this, as it is due to be released after we go to press) to promote its biggest ever flights programme for 2016. Carrying a 'VIP' theme, the advert aims to bring to life the budget airline's experience and highlight the benefits of flying with the carrier, including the check-in experience and 22kg baggage allowance. It will also feature Jess Glynne's hit 'Hold My Hand,' mirroring sister company new Jet2holidays' adverts. Gavin Forth, head of marketing for Jet2.com and Jet2holidays, said: "Similar to our Jet2holidays adverts, this new Jet2.com creative, told through the eyes of our customers, is designed to showcase our award winning service. "We really wanted to capture what we do to make people's flight experience even better, so that even more people will consider us for their 2016 holidays."

More than 100 temporary staff are being sought to work at Leeds Bradford Airport this summer by Jet2.com. The airline, and its sister package holiday business Jet2holidays, are looking to fill roles including looking for cabin crew, passenger service agents, baggage handlers as well as overseas-based holiday reps for its 50 holiday destinations. Kay McCormick, Jet2.com general manager, recruitment, said: "We know that many people start looking for a new job in the New Year and so we hope to have a great response to our call out. "For anyone who might think they haven't got the right experience or might be unsuitable, we draw from a pretty wide range of ages, backgrounds and experiences. We'd encourage anybody who is interested to apply for one of the many roles available."

AIRPORT NEWS

Blackpool airport's international terminal is set to disappear next month after planning permission for demolition was granted. An application to take down the terminal built in 1995 was submitted by airport owners Balfour Beatty to Fylde Council as part of a future plan to use the site for a new energy college. The council used delegated powers to approve the decision which will see the removal of building and two portable cabins once used by hundreds of thousands of holidaymakers heading for the sun when Jet2 flew from Blackpool up until October 2014. Then the airport was temporarily closed after its operating company ran up debts of £35m but reopened for limited commercial flights in April 2015.

Heathrow is celebrating 70 years since officially became a commercial airport. Over the course of 2016, Heathrow will be celebrating a number of key moments with colleagues, passengers and the local community to mark this significant anniversary. May 31st is the official date of Heathrow's birthday – marking 70 years since the then newly named London Airport officially opened for civilian aviation. The first commercial flight to depart that day was a British South American Airlines Lancastrian 'Star Light' which flew to Buenos Aires. Since its opening, the UK's only hub airport has grown significantly to handle over 73 million passengers annually and is now one of the best major airports in the world. In 1946 passenger terminals were made from ex-military marquees that formed a 'tented village' along the Bath Road. Each was equipped with floral-patterned armchairs, settees and small tables containing vases of fresh flowers. To reach aircraft parked on the apron, passengers walked over wooden duckboards to protect their footwear from the muddy airfield.

By the close of Heathrow's first operational year in 1946, 63,000 passengers had travelled through London's new airport. By 1951 this had risen to 796,000 and British architect Frederick Gibberd was appointed to design permanent buildings for the airport. Long standing employee and local resident Keith Haywood, 87, has worked at the airport for over 70 years and pushed one of the first flights back aged 17. He said: "I feel very privileged to have seen Heathrow develop and grow from its first day in

1946.” Since 2003, Heathrow has invested £12 billion in transforming Heathrow. As a result, over 60 per cent of Heathrow passengers now experience modern, world class facilities in Terminal 5 and Terminal 2. In June 2015, Terminal 1 closed to make way for newer and improved facilities. Eventually an extension of the new Terminal 2 will take its place. If the Government supports a third runway at Heathrow in the summer then Terminal 2 will be extended and a new terminal will be built adjacent to Terminal 5, providing enough capacity to connect Britain to the world for the 21st century.

Heathrow chief executive John Holland Kaye said: “This is a significant milestone which marks the incredible transformation of Heathrow. “Heathrow has come a long way from being a military airfield to a national asset which is now a globally recognised brand. “I am very proud to be a part of ‘Team Heathrow’ and the 75,000 colleagues helping to make every passenger’s journey better. “I’m looking forward to celebrating the history of this amazing airport this year but I’m also looking forward to the next 70 years as Heathrow aims to be the best connected and most environmentally responsible airport in the world.”

Northolt (A R.A.F. base North of Heathrow) has been approached by Flybe regarding operating twice daily domestic flights to 5 unnamed destinations. The base is already open to visiting civil business aircraft. Flybe claim if the proposed services were allowed it would generate an estimated £3 million for the RAF and a further £4 million in air passenger duty.

AIRLINE NEWS

All Nippon Airways plans to become the first Japanese carrier to fly the Airbus A380, after signing a billion-dollar deal with Airbus for three of the type. The deal is estimated at \$1.23 billion for the three aircraft based on list prices and ANA said it plans to operate the 500-seat double-decker planes on its Hawaii route. ANA hopes to increase its market share on the route, as it presently lags behind rival Japan Airlines. JAL has a 35% market share of the Tokyo-Hawaii route while ANA has about 20%. Japanese budget carrier Skymark Airlines actually signed with Airbus in 2011 to buy six A380 jets but the plane maker cancelled that order in 2014 over fears of Skymark’s ability to pay.

British Airways is warming to the idea of flying leased, secondhand jetliners rather than buying new ones as parent company International Consolidated Airlines Group looks at how to save money in expanding its long-haul fleets. Willie Walsh, IAG’s Chief Executive, said on Monday that the group is considering leasing used Airbus A380’s as well as Boeing 777-300ER long-range jets, marking a new commitment to the secondhand plane market. Mr. Walsh said the airline operator could take around five or six A380s for the British carrier while sister Spanish carrier Iberia might also operate some of the jets. The leased Airbus aircraft would be equipped with engines made by Rolls-Royce Holdings PLC, he said. British Airways’s existing A380s planes are already Rolls-Royce powered. The leasing plan comes at good time for IAG. The group last November raised its earnings outlook, its results buoyed by improving traffic, low fuel prices and the benefits of Mr. Walsh’s aggressive remaking of the business after the 2011 merger of British Airways and Iberia, involving thousands of job cuts and other acquisitions. Mr. Walsh said the company also could lease used Boeing 777 planes to add to those already operated by British Airways. Mr. Walsh said one of his regrets has been not buying more of the Boeing planes.

The potential plane rentals come after Delta Air Lines Inc. Chief Executive Richard Anderson last year said secondhand prices for some long-range jets had fallen sharply. British Airways, which already has 10 A380’s in service and plans to introduce its final two already ordered this year, has options with the European plane maker to buy more of the type. But the options are too expensive, so the airline is looking at the second hand market, Mr. Walsh said at the annual Airline Economics conference in Dublin. Airbus has a \$432.6 million list price on new A380 planes, though buyers typically get often big discounts. Malaysia Airlines has said it is looking to shed some of its A380 planes which it considers surplus to current requirements. The airline’s six A380s are also Rolls-Royce powered. Though some airlines have struggled to fill the A380 which seats more than 450 passengers, Mr. Walsh said the plane has been a success for British Airways. Airbus has been struggling to find new buyers for the A380, though it last year signed an agreement for three more of the planes. The Toulouse-based plane maker also faced a risk that in coming years planes coming off lease could weigh on demand for new models. Mr. Walsh also said he expected IAG to focus primarily on cost-cutting at British Airways, Iberia and budget carrier Vueling this year. Despite a slowdown in Asian

economies, he said China and the region remained a focus for expansion, not just by British Airways but also by Iberia, amid growing demand for air travel. Chinese bookings have remained good despite economic turmoil in the country, he said. British Airways is also considering adding Tehran as a destination to its network after the removal of international sanctions over Iran's nuclear program, Mr. Walsh said.

British Airways has reportedly been forced to abandon a £340 million plan to create 16 million of jet fuel from London's rubbish every year. The Green Sky project was due to open next year at a former oil refinery in Thurrock Essex, where it would have turned 575,000 tonnes of household waste into gas. Enough green fuel would have been produced to power all the airline's annual flights from London City airport twice over, with carbon savings equivalent to taking 150,000 cars off the road, the *Guardian* reported. But a BA spokeswoman confirmed the project has been mothballed, partly due to low crude oil prices, concerns among investors and a lack of government policy engagement. "The government needs to support innovative aviation biofuels projects such as this if they are to progress," she told the newspaper. "Aviation fuels are not eligible for incentives that road transport fuels receive, making it difficult to build a business case to invest in UK aviation fuels projects. This affects investor confidence." About 150 workers were expected to staff the Solena Fuels plant which BA had committed to pay £35 million a year for over a decade. But US company Solena filed for bankruptcy three months ago and the carrier has switched its attention to other waste-to-fuels firms.

Lufthansa will be taking delivery of over 100 A320 neo family aircraft from Airbus. In the months and years to come these aircraft will be plying Lufthansa's most important European routes. Some are expected to be reallocated to other Lufthansa Group carriers. But for some passengers it's not all good news. The A320neo aircraft will accommodate 180 passengers or 12 more than the carrier's existing A320s. Extra seating can be installed thanks to new space-saving layout for the galleys and toilets. Seating is slim-line as with the existing A320s in the Lufthansa fleet. The good news is that Lufthansa will restore the comfort difference between business and economy class. With its new A320 neo Lufthansa will be providing 81cms (31.8 inches) of legroom in business but economy class will be trimmed to 71cms (29.1 inches). It leads to a situation where a reputable airline offers less economy class room than low-cost Ryanair. The Irish carrier is said to provide 76cms (29.9 ins) of legroom and, indeed, on its new B737 Max aircraft it is understood that legroom will be improved to better than seen either in Lufthansa economy or British Airways business/economy class. That is because Ryanair's B737 Max aircraft (although they can seat 200 passengers or more) are being limited to 197 seats in total to avoid having to employ an extra crew member.

Stobart Air, are to introduce a new Carlisle to Southend route, which will be funded by the Government, and will start up in the spring. The twice-daily route, which will open up the likes of the Lake District, Scottish Borders, and Newcastle to holidaymakers in Essex, will be funded by Whitehall for the first three years. Southend Airport did not confirm a start date, but Stobart Air, which owns both Southend and Carlisle airports previously said it wanted the service up and running by April. In a Commons debate on airport expansion, aviation minister Mr Goodwill said: "The Chancellor announced in November that 11 new air routes from smaller UK airports would be supported, with about £7 million of start-up aid over the next three financial years. "Those routes, two of which are from Norwich airport and one from Southend airport will begin operating from this spring, and they will provide domestic links between England, Scotland and Northern Ireland, as well as international connectivity to France, Germany, the Netherlands and Ireland." Stobart Air is investing some £12million into modernising Carlisle Airport.

Ryanair has confirmed it is in discussion with long-haul airlines to act as a 'feeder' service. The move would see customers booking through a single transaction with Ryanair fulfilling the short-haul element of the journey. A spokesman said: "We are speaking to a number of airlines concerning feeding long-haul airlines, namely TAP at Lisbon and Norwegian at London Gatwick. Given we have the largest route network in Europe, it's a logical move and a very attractive proposition for long haul carriers. "However, it would represent a very small percentage of our business and it is very much at a discussion only phase at this time." EasyJet is believed to be considering a similar move. For long-haul flag carriers, it would mean they would be able to fill their long-haul aircraft by taking feeder traffic from low cost airlines. They may also be able to cut some of their loss-making short-haul routes.

Wizz Air expects to replace Ryanair as the airline with the lowest costs in Europe over the next year or so, the chief executive of the eastern European low-cost carrier has told Reuters. Jozsef Varadi said its rival's costs were creeping up as it flies to more primary airports and invests in customer service. "Our costs keep coming down, their costs creep up, so I think in the course of the next year or so, the lines will cross," he said. Varadi was relaxed about Ryanair's plans to open up a base in Timisoara airport, Romania, from November. "Ryanair has been in central and eastern Europe for seven years," he said, adding he thought there was plenty of space in the eastern European market for them both. "Competing with Ryanair just makes us more formidable as a competing force." As part of its growth plans, Wizz Air floated in London last year and has ordered 110 A321neo aircraft, with revamped engines, which will be delivered from 2019. The carrier will also take delivery of over 40 A321ceo aircraft, between now and mid-2018. "With regard to the ceo aircraft we would finance on the basis of sale and leaseback, but with the neo we would take a more diverse view of financing," Varadi said. He said lease rates had fallen significantly for the ceo and that leasing was a good way to ensure the financier, not the airline, carried the risk of the aircraft value falling while the manufacturer Airbus transitions from the ceo to the neo. "But this is two, three years down the line so we have time to take a view on what we want to do," he said, referring to financing for the neos.

AIRCRAFT NEWS

Boeing saw deliveries of airliners rise by 39 to a record 762 in 2015. The US manufacturer recorded 768 net orders, valued at \$112.4 billion at current list prices. Boeing held 5,795 unfilled orders from customers worldwide at the end of the 12 months, ahead of its centennial year. Five airlines received their first 787 Dreamliners, including Oman Air, Scoot, American Airlines, KLM and Vietnam Airlines. The first new generation 737 MAX rolled out of the factory in December. Worldwide demand for air travel has continued to be robust, according to Randy Tinseth, marketing vice president of Boeing Commercial Airplanes. He said: "Global passenger traffic in most key regions is increasing. "Our customers continue to perform well in the marketplace and we'll continue to support them with the industry's best products and services." President and chief executive, Ray Conner, said: "Our team did a fantastic job achieving higher deliveries and getting our products to our customers as quickly and efficiently as possible. This will continue to be our focus. "We had a solid year of orders in 2015, maintaining a strong, balanced backlog that will help ensure a steady stream of deliveries for years to come. "Our newest development products are on schedule and poised to provide world-class value to our customers."

OTHER NEWS

Thousands of air passengers could benefit from a court decision which ruled that lightning strikes are not one of the 'extraordinary circumstances' that excuse airlines from paying flight delay compensation. Judge Melissa Clarke ruled in favour of two passengers in an appeal case against Monarch Airlines at Reading County Court. The passengers, Michael Evans and his partner Julie Lee, were awarded €600 (£450) each for a five-hour flight delay. According to law firm Bott and Co Solicitors, which acted for Mr Evans, the decision will be 'highly persuasive' in flight delay cases involving lightning in English and Welsh courts. "Although the decision is not legally binding on other courts, it follows an appeal hearing at Luton County Court, where a large amount of flight delay cases are heard, and is the lead case on the issue of lightning strikes," it said. Bott and Co says the ruling could benefit 54,000 delayed passengers across the different airlines, totalling £17.6million in flight delay compensation. Although the vast majority of aircraft that are struck by lightning arrive safely and on time, delays can occur when the plane lands and is subject to mandatory safety checks and the airline does not have relief aircraft in place. In this case, Monarch did not have spare aircraft available at Gatwick or Hurn so passengers had to wait for the plane that had been struck by lightning to be checked in Gatwick. Monarch tried to argue that this should have been considered an 'unexpected flight safety shortcoming', which is one of the events the regulations state might be an extraordinary circumstance. But Her Honour Judge Melissa Clarke ruled: "Damage caused by a lightning strike may well be an unexpected flight safety shortcoming, but that does not make it an exceptional circumstance [...] an unexpected flight safety shortcoming is only an exceptional circumstance if it is not inherent within the normal exercise of the carrier's activity"

Following a 2015 study that found car parks at British Airports the most expensive in the world, a crackdown is planned on excessive charges imposed on parking for holidaymakers. The study found that travellers flying from London City Airport were paying £315 a week to park their vehicle, unless they pre-booked on-line, where the fee more than halved to £128. Heathrow was similarly expensive, with parking costing £175 a week, although the airport offers a £31.43 winter discount price. Another issue raised was the aggressive 'no-stopping' policies that saw a number of motorists fined £100 for halting for seconds to look at signs, or collect friends and family. As a result, a review of road and rail access to airports will be carried out by the Civil Aviation Authority, to ensure that parking operators 'compete fairly and efficiently, resulting in satisfaction and value for money for the consumer'. The majority of airports subcontract parking operations to third-party providers, charging more the closer travellers park to the terminal. Anthony Eskinazi, founder of the parking website, JustPark told The Telegraph: "We've long known that airport parking is vastly overpriced. When people are paying more for their airport parking than their flights, something needs to change." With the high prices charged by some parking operators, travellers would be forgiven in thinking that the security surrounding their cars was equally as high. However, in August 2015, parking operator Airport Parking LTD were found guilty and fined £6,000 after they were found to have left travellers' cars in unsecured fields, as opposed to the secure compound they had promised. Charging £32.95 per vehicle per night, the Crawley based business left car windows open and kept the keys in an unattended box, a reality far from the 24-hour a day security presence promised.

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

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SCENE AROUND YORKSHIRE - ANDY WOOD(HAR)

AUBOURN (Lincs.) New residents here are G-MYTH Shadow Srs. CD and G-MYXF Air Creation Fun 18S.

BAGBY (NY) Resident M-HRPN Bell 429 was re-registered as G-HPIN on 30.11.

BEVERLEY (EY) From the Resident Review delete G-MYXF Air Creation Fun 18S which has been sold and departed to Auburn.

CHURCH FENTON (NY) A new resident arriving on 11.12 was ZD902 Tornado F.2A, whilst flying in to take up residency on 18.12 was G-BDNC JT.1 ex. Temple Bruer. This aircraft got weathered in whilst visiting Brighton on 25.12 arriving back here on 27.12 with the crew ferry being provided by G-BXJD PA-28 from Sherburn t Brighton. Noted hangared and resident were G-BDNC JT.1, G-CHAJ SR.22, G-GDEF DR.400, G-OLNT SA.365N1, G-PTOO B.206L-4, N147DC/42-100884 C.47A (19347), ZD902 Tornado F.2A dismantled, ZE936 Tornado F.3 cockpit section, ZE965 Tornado F.3 cockpit section and the Anson project consisting of AX426/G-AGPG. Visiting on 18.12 was N425HB Cessna 425 (0073).

CONEY PARK (WY) The shell of G-GUST AB.206B was sold in late October, but to where is unknown at the present.

DONCASTER / SOUTH YORKSHIRE AIR MUSEUM (SY) A new addition here is the stripped fuselage of N76402 Cessna 140 (10828) ex. Spanhoe and to help in the rebuild of the recently acquired G-BTYX Cessna 140.

FENLAND (Lincs.) G-MYUF Renegade Spirit has departed following sale.

HOLLYM (EY) The reason G-NGLS WT9 UK was noted on 30.9 (September mag.) was due to an accident on 25.9 when inbound from Old Sarum via Sywell. The aircraft drifted left on touchdown and the left wing struck a fence causing the aircraft to ground loop. The left wing tip detached and there was also damage to the left hand leading edge and propeller. It was subsequently moved to Rufforth West for repair.

GAMSTON (Notts.) Newly registered to Diamond Executive Aviation is G-EMPP DA.42 ex. G-DSPY (which can be deleted as such). A new resident with Stemme UK Ltd is G-TUKU S.10-VT. From the Resident Review delete G-ELXE 182T which has departed following sale. A visit to Kuki Helicopters on 18.11 found G-BPTZ R.22B, G-HSOO 369HE, D-HKAL MD.600N (RN073) and N457GM 369E (0603E) in residence.

LEEDS BRADFORD AIRPORT (WY) Prospective new 737's for Jet 2 are G-JZHE, G-JZHF and G-JZHG. A visit on 18.12 noted the following G-BZLH PA-28, G-CHMR EMB.145EU, G-CIEC SAAB 2000, G-ECOP DHC.8, G-EUPV A.319, G-EZBJ A.319, G-FBKB Cessna 510, G-FDZX 737, G-IFIT PA-31, G-LSAN 757, G-OADY Beech 76, G-ORTH Beech E90, G-SONE Cessna 525A, EI-DYW 737, N279BC Beech C90GTI (LJ-2079), N425ST Cessna 550 (550-0709), N766AM AS.355N (5601), PH-EZU ERJ.190 and 0454 C.295M of the Czech Air Force. From the Resident Review delete G-MFLB HR.200 sold to Bulldog Aviation Limited at Earls Colne in November.

RUFFORTH WEST (NY) In Bob McLeans workshop on 11.12 were G-CKAX DG.505, G-CKLY DG.1000T, G-OWAI ASK21, G-SMAJ DG.808C, G-SOOM DG.500M and G-SSWV RF.5B. The paint shop held G-CJUP Discus 2b, whilst in the hangar were D-KMBB SF.25D (46182D, and not yet become G-KMBB), G-ARAW 182C, G-BILZ JT.1, G-BUGV T.61F, G-DCWB T.59D, G-DEGT T.65D, G-LLEW AMT.200S, G-NGLS WT9 UK (for repair following its accident at Hollym) and (BBA)/BGA.827 T.41.

SHERBURN (NY) From the Resident Review delete G-BOYV PA-28R which has moved to Just Plane Trading at Top Farm for sale. A brief visit on the afternoon of 20.12 found G-BGAX PA-28 visiting f&t Brighton, whilst D-EAWW PA-28R (28R-7837199) and HB-CIU FR.172J (00437) were both parked up, I believe these two come here for maintenance. A visit for breakfast on a glorious 27.12 noted a good number of visitors between 10.30 and 12.45hrs. G-AJJS Cessna 120 f North Coates t Brighton, G-AKHP M.65 f&t North Coates, G-BDNC JT.1 f Brighton t Church Fenton, G-BGHJ F.172N f&t Humberstone, G-BIDI PA-28R, G-BRFB Long-Ez, G-BXJD PA-28 f Brighton t Church Fenton, G-BYSI PZL-110 f&t Gamston, G-CDUE R.44 f&t Cabourne, G-CGWF RV.7 f&t Crosland Moor, G-EVIG EV.97 f&t Wickenby, G-OJAZ R.44 f&t Beverley, G-ORUG T.600N f&t Beverley and N22NN 182P (18263497). N97821 M.20J (24-1080) was still parked up and has been here for several months now so appears to be a new resident. Further updating the Les Scattergood Fleet more sales have taken place with G-BAZS F.150L to Full Sutton, G-BBJX F.150L to York Flying School at Brighton and G-GUMS 182P to Cloud Global, a leasing company at Glasgow although this was still present on 27.12. That leaves G-BAEO, G-BODD, G-BSLT, G-BZBF and G-SELB still with Les, who has now sold Sherburn Engineering to a local pilot and club member, so his retirement plans are now reaching fruition. From the Resident Review delete G-JWEB R.44 which has been sold in Germany and transferred to the N Register.

SLEAFORD (Lincs.) G-BYED/XW302 Jet Provost T.5A cockpit section has recently been advertised for sale on eBay.

TEMPLE BRUER (Lincs.) From the Resident Review delete G-BDNC JT.1 which departed to Church Fenton on 18.12 following sale.

THORPE WOOD (NY) Recent arrivals here are the hulks of XV755 Harrier GR.3 and ZB601 Harrier T.4 both ex. Yeovilton Fire Section.

WICKENBY (Lincs.) From the Resident Review delete G-ISZA S.2A which is no longer here, now airworthy again and with a company in Kent.

WOMBLETON (NY) Resident G-TWOO EA.300/200 is now rebuilt and flying again following its accident on 6.12.14. It is now in an overall white colour scheme to allow easy application of any sponsors logos.

YORK (NY) Flying around the York area on 27.12 was G-TAKE AS.355F1 filming the floods for television news, whilst on 28.12 ZA684/AL Chinook HC.4 was noted air lifting equipment to the River Foss Flood Barrier mid afternoon and interestingly I saw this from 500 feet above!

BREIGHTON - ANDY WOOD(HAR)

RESIDENTS

All still very quiet (and very wet !). G-BJZN T.67A is still at Wombledon on maintenance and it was joined on 19.12 by G-SKYC T.67M (with G-CELL as crew ferry) and neither have returned as yet. By the end of the year G-BJAL CASA1.131E was dismantled and is due to have its wings recovered.

On Christmas Day G-CBZK and N102CA both flew.

On New Year's Day G-AVMD, G-AWJE, G-BBJX, G-BSDO, G-BSYG, G-BTWF, G-BVAM, G-BXJD, G-CBZK, G-CELL and G-CGVJ all flew.

OUTSIDE PARKING

G-BBJX, G-BGAX, G-BSDO and G-BXJD have been present throughout. G-AVMD 150G to Netherthorpe on 1.1 for maintenance (with G-CELL as crew ferry).

MOVEMENTS

11.12 G-IORG R.22B f Stainsby Hall t Gamston. **13.12** G-HPOL MD.900 fuel stop. **20.12** G-ATDO Bo.208C f&t Crosland Moor, G-AYRT F.172K f&t Sherburn, G-AZYF PA-28 f&t Crosland Moor, G-BTFK BC.12D f Gringley on the Hill t Wickenby, G-CEBF EV.97A f Sturgate t Wickenby. **25.12** G-BDNC JT.1 f Church Fenton 2 x n/s. **27.12** G-AJJS Cessna 120 t Sherburn t Wickenby, G-ARRS CP.301A f&t Sturgate, G-ARYH PA-22 f&t Crosland Moor, G-BDNC JT.1 t Church Fenton via. Sherburn, G-JJFB EC.120B f&t private site Doncaster, G-UZUP EV.97A f&t Netherthorpe, N901B SA.341G (1410) f&t Deighton / Crab Tree Farm twice. **29.12** N901B SA.341G f&t Deighton / Crab Tree Farm, N909PH PA-23 (23-1800) f&t South Cave. **1.1.2016** G-BDJD D.112 f&t Beverley, G-GAXC R.2160 f Netherthorpe t Damyns Hall, G-OJAZ R.44 f Kirkbride t Beverley. **3.1** G-TWOO EA.300/200 f&t Wombledon, N901B SA.341G f North Coates t Deighton / Crab Tree Farm. **9.1** G-OJLD RV.7 o/s only 15.25hrs. f&t Sherburn.

CONEY PARK (LEEDS HELIPORT) TREVOR SMITH

The new hangar is now almost complete and will be used for helicopter maintenance. The two former German Bolkows have been sold and returned to Germany, while R.22B OH-HAF is still present and offered for sale. The former Dubai Police Jet Ranger DU-102 has returned here following long term maintenance and will be on long term re-build. Bell 222 N800HL, which has also been away for maintenance arrived back by road in mid-January.

Movements:

01/10	G-TVHD	Squirrel	1600 1610	f. Harrogate t. Redhill
02/10	G-MAOL	Agusta A.109S	2110 2120	f. Whitby t. Oxford
06/10	G-JETX	Jet Ranger	1600 1820	f/t Kendal
08/10	G-BSTE	Twin Squirrel	1820 1840	f/t Rudding Park
09/10	G-GCMM	Agusta A.109E	1045 1300	f. Welshpool t. Rudding Park
10/10	G-REMH	Jet Ranger	1530 1535	f. Costock t. Yorkshire Dales
12/10	G-JETX	Jet Ranger	1415 1745	f/t Kendal(Local flight 1445/1600)
13/10	G-GHER	Twin Squirrel	1720 1730	f. Kendal t. Kings Lynn
15/10	G-PWAD	EC.120B	1620 1030	f.Kent n/s t. Thirsk
16/10	G-WOFM	Agusta A.109E	1805 1410	f. Denham n/s t. Loch Ranish
17/10	G-LEEJ	Hughes 369HS	0910 1645	f/t Levens
23/10	G-JTHU	Agusta A.109SP	1930 1545	f/t Apperley Bridge, n/s
25/10	G-HRDB	Agusta A.109S	1635 1650	f. Newcastle t. Oxford
31/10	G-DMPI	Agusta A.109E	1250 1300	f/t Wetherby
06/11	G-DVIP	Agusta A.109E	1840 1855	f. Halifax t. Southampton
16/11	G-SELY	Jet Ranger	1410 1415	f. Stow-on-the-Wold t. Durham
17/11	G-SELY	Jet Ranger	1000 1010	f. Durham t. Sow-on-the-Wold
19/11	G-IVIP	Agusta A.109E	1235 1415	f/t Private Site
28/11	G-JTHU	Agusta A.109S	1325 1345	f. Denham t. Loch Lomand
29/11	G-JTHU	Agusta A.109S	1910 1925	f. Loch Lomand t. Denham
02/12	G-ZIPE	Agusta A.109E	0735 0910	f/t Menwith Hill
06/12	G-MAOL	Agusta A.109S	1955 2005	f. Newcastle t. Shirebrook
08/12	G-ZIPE	Agusta A.109E	1745 1830	f. Beverly, n/s to Menwith Hill
18/12	G-TAAS	Agusta A.109S	1830 1840	f/t Harrogate

DONCASTER - CLIVE FEATHERSTONE

Interesting Movements December 2015

Commercial

- 1st D-CAAL Dornier-228 Arcus Air Logistics (F) Early hours in & out
- 1st F-GIXB Boeing 737-300 Europe Airpost (F) + This is operating 6 days a week
- 2nd ER-BAM Boeing 747-400 Aerotranscargo (F) Dep.3rd
- 3rd SP-ENX Boeing 737-800 Enter Air dep. to L.B.A. Has been parked here since 30th November



SP-ENX Boeing 737-800 Enter Air 03/12

- 4th RA-76950 Ilyushin IL-76TD-90VD Volga Dnepr (F) Dep 6th
- 4th SP-ENW Boeing 737-800 Enter Air (FV) n/s



RA-76950 Ilyushin IL-76TD-90VD Volga Dnepr 04/12

- 5th SP-ENW Boeing 737-800 Enter Air. operated Enontio Santa Flight Arr. back 6th c.02:15
- 9th ER-BAM Boeing 747-400 Aerotranscargo (F) dep 10th
- 10th G-EZDW Airbus A-319 EasyJet (T) (FV)
- 10th EC-GPS Fairchild Swearingen SA-227-AC Metro III Flightline Spain (F) (FV)
- 11th EC-GFK SA-226AT Merlin IVA Flightline Spain (F)
- 11th EI-FMJ A.T.R. 72-600 Aer Lingus Regional/Stobart Air (FV)
- 14th N408MC Boeing 747-400 Atlas Air (F) with Astral Aviation titles on mid/rear fuselage. (FV)
- 15th G-ECOT Dash 8D Flybe Diversion from L.B.A.
- 17th ER-BAM Boeing 747-400 Aerotranscargo (F) dep 18th
- 18th G-FLBE Dash 8D Flybe (T) +19th
- 19th G-JECZ Dash 8D Flybe (T)
- 21st G-FLBD Dash 8D Flybe (T)
- 22nd UR-82073 Antonov AN-124 Antonov Design Bureau. Dep 23rd



N408MC Boeing 747-400 Atlas Air 14/12

- 23rd F-GIXB Boeing 737-300 Europe Airpost (Last of the 6 days a week flights for Amazon)
- 27th N415MC Boeing 747-400 Atlas Air (F)
- 29th N418MC Boeing 747-400 Atlas Air (F) (FV)

Bizz Jets & Bizz Props

- 2nd OK-ESC Beechcraft Nextant 400XT Time Air. A modified and modernized Beechjet 400A/XP (FV)
- 3rd 5N-DSN Beech 350i King Air dep after (M) presumably en-route Nigeria it arr. on 25th October.



5N-DSN Beech 350 03/12

- 4th G-VIPP Piper PA-31. Doing I.L.S. checks
- 5th N42LJ Citation 510 Mustang. Dep. from (M)
- 9th EC-LZS Citation 510 Mustang. Clipper National Air Dep from. (M)
- 9th D-IFIS CitationJet 525 CJ2+ Stuttgarter Flugdienst SFD Dep. from (M)
- 9th G-BEZL Piper PA-31 Navajo 2 Excel Aviation Ltd
- 10th D-IAHT Mitsubishi MU-2B Solitaire. Heiko Teegen (FV) of type
- 11th G-PAOL CitationJet 525 CJ3 Blu Halkin Ltd.
- 15th G-CMTO CitationJet 525 M2 Golconda Aircraft Leasing LLP (M)
- 15th G-JJET Citation 510 Mustang. Dep. from (M)
- 16th D-IOBO CitationJet 525 CJ2+ (FV)
- 19th N188MP CitationJet 525 CJ2+ (FV)
- 20th OO-GMJ B350 Beech 350 Super King Air. Air Service Liege dep 22nd

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

- 31st G-TAAS Agusta Westland AW-109SP Air Ambulance/Sloane Helicopters Ltd (FV)

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

- 4th G-BORW Cessna 172P Skyhawk Briter Aviation Services Ltd (FV)
- 14th N66DR Beech 35-C33A Schuybroek Aviation Inc. (FV)
- 14th G-FIND Cessna 406 (T) had engine problem & had to land to- (M)



G-BORW Cessna 172P Skyhawk Briter Aviation Services 04/12

Military

- 2nd ZD842 Tornado (T)
- 3rd ZD792 Tornado (T)
- 7th ZJ694 BD-700 Global Express/Sentinel (T)
- 7th ZH885 C-130J Hercules (T)
- 9th ZF244 Tucano (T)
- 9th ZJ692 BD-700 Global Express/Sentinel (T)
- 11th G-BYXP Grob 115 Tutor
- 14th ZA405 Tornado (T)
- 16th ZK017 BA Systems Hawk (FV)
- 28th ZA684 Chinook

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



C-FHMQ
(Ex G-XXEA)
Sikorsky S76C
Toronto
Pearson
Ian Morton

HUMBERSIDE - RICH GRIMLEY (COLLATED BY TREVOR SMITH)

ALL Photographs courtesy of Rich Grimley Photography unless stated otherwise

On 2/12 AW.155 OO-NHQ arrived from Antwerp and went to Hangar 2 for maintenance. It carried out engine runs some 4 day later and was still present at the end of the month along with resident sister-ship OO-NHP. The two resident S-92 aircraft resident for Coastguard duties are currently G-MCGE and G-MCGH.

Movements:-

- 1/12 G-BYUS/G-BYWN Tutors(Hustler Formation), G-CFLV SAAB 2000(EZE 71G, LBA div)
- 2/12 G-WVIP King Air 200(Prestige 56D), G-BYZR Sky Arrow, G-MUZZ A.109E
- 3/12 N472MM Gulfstream 450(Pegjet 72, n/s until 8/12), M-BISA Pilatus PC-12
- 4/12 ZM406 A.400M(Gauntlet 61, training), D-CURT Lear Jet 312(Lupus 102)
- 6/12 M-ROWL Falcon 900EX, G-CIJW AW.139
- 8/12 G-BYUS/G-BYXP Tutors(Hustler Formation), G-EMHC A.109E(Costock 30)
- 9/12 G-BYUS/G-BYXT Tutors(Warboys Formation, G-BYXP/G-BYXG Tutors(CWL 83/94)
- 10/12 M-OTOR King Air 200(Eastflight 08A), G-DSKY DA-42, G-BEYL PA-31(Broadsword 03)
- 15/12 PH-DND EMB.145(Denimair 7931), PH-EZA EMB.190(KLM 1545. LBA div)
- 16/12 G-MEDX A.109E(Helimed 54E), ZF339 Tucano(Cranwell 08)
- 17/12 ZH004 BN-2T Defender(Ascot 7940, training), XX --- Hawk(VYT 13, ILS)
- 19/12 SP-ENX Boeing 737/800(Enterair 615, to Pajalla, Lapland)
- 20/12 G-CGWV EMB.135(Eastflight 9021, positioned from Birmingham for local santa flight)
- 22/12 G-XAVB Citation Mustang(Beauport 521), G-CEIC SAAB 2000(EZE 71G, LBA div)
- 23/12 D-CHIC Phenom(Air Hamburg 175C), SP-ENW 737/800(Enterair 3924, from Lapland)
- 25/12 G-LEAA Citation Mustang(Lonex 50AA)
- 27/12 OE-FHK Citation Mustang(Dream Team 831B), G-XAVB Citation Mustang(AVB 574)
- 28/12 M-DRIL Pilatus PC-12, G-BYFR PA-32R Saratoga, G-SACW Aero AT-03
- 30/12 M-WMWM Citationjet 2



© R Grimley Photography.

02 December G-BYZR Sky Arrow

HUMBERSIDE PHOTOGRAPHS

ALL Photographs courtesy of Rich Grimley Photography unless stated otherwise



03 December N472MM Gulfstream 450



15 December PH-DND Embraer 145



28 December M-DRIL Pilatus PC-12

SANDROFT - PETE HOBSON

Credits

The Airfield Manager, Engineering and CFI Sandroft

General

The bad weather caused another serious reduction in visitors. Major work has started here to remove the earth bank which was used to cover the North West side of the airfield where the Navigator club was years ago. The area is to be levelled so a large hangar for the engineering section can be erected. Hangar 1 will then become a storage hangar for residents.

Arrivals

New resident is G-MYIK Twinstar MkIII first noted here 04/12, also we had 3 in for rebuild/maintenance and one for maintenance by 31/12.

Departures

It is now known that G-DLOM TB.20 departed to Cambridge.

Maintenance Hangar 1

N337UK F337G is still awaiting a forward engine, N2136E Piper PA-28R-201, N30593 210L (departed to Turweston 18/12). Arriving from Fenland for work back to flying condition around 17th of the month were G-BULR PA-28-140 (dismantled), (N131MP) to become G-BWDE PA-31P (fuselage only) and N2177G 182A. Also in the same hangar was the wreck of G-RYAL Jabiru UL from Coal Aston which hit a street light on approach to land here 31/10. Noted in for maintenance 31/12 was N96JL C421C (421C0627).

Wrecks & Relics

G-BIFB Piper PA-28-150C (back of hangar 1 outside and wfu), G-DENE PA-28-140 pwf and G-DIAT PA-28-140 pwf (both outside)

Resident and Hire aircraft noted during the month were:-

G-AZNO Cessna 182P, G-BCGI Piper PA-28-140, G-BIFB Piper PA-28-150C (stored outside and wfu), G-BOMP Piper PA-28-181, G-BRNC Cessna 150M, G-BSYV Cessna 150M, G-BULR PA-28-140, G-CIFN Ikarus C42 FB80, G-DENE Piper PA-28-140, G-DIAT PA-28-140, G-MLXP Europa XS, G-MYIK Twinstar MkIII, G-TAYI Grob G.115, G-WLGC Piper PA-28-181, (N131MP) PA-31P (to be G-BWDE on rebuild), N200ZK 172H, N337UK F337G, N2136E Piper PA-28R-201.

MOVEMENTS

- 2nd G-BODD PA-28-161 f/t Sherburn
4th G-DLOM TB.20 t Cambridge
6th G-RVCL RV-6 f/t Sherburn, G-EFBP FR172K f/t Sherburn
11th G-BODB PA-28-161 f/t Sherburn, G-BGHJ F172N f/t Humberside, G-LORC PA-28-161 f/t Sherburn
13th G-OOTC PA-28R-201T f/t Sherburn, G-FBRN PA-28-181 f/t Durham, G-BFTC PA-28RT-201T f/t Sherburn
16th G-OBSM R44 f/t Coventry, G-BUUH T67M f/t Leicester
18th G-BMPC PA-28-181 f/t EMA, G-SACT PA-28-161 f/t Sherburn, G-EEWS T210N f/t Turweston, N30593 210L t Turweston,
20th G-OMHC PA-28RT-201 f/t Beverley, G-GURU PA-28-161 f/t Barton, G-EFBP FR172K f/t Sherburn, G-LWLW DA 40 D f/t Brighton, N7NP MD369E f/t Hatfield
23th G-DKTA PA-28-236 f/t Wickenby, G-OBSM R44 f/t Coventry, G-BFTC PA-28RT-201T f/t Sherburn

STURGATE - PETE HOBSON

Credits

Lincoln Aero Club (LAC)

Arrivals

None

Departures

It is now known that the cockpit of G-OZOO 172N departed here some time ago

Temp residents

The Pitts S-2 to replace G-BONC PA-28RT-201 is still to arrive.

General

Another very quiet month

For Sale

G-CCZA MS.894A, G-OBLC Be76.

Diary Dates for 2016

- 07/02 Breakfast Patrol
05/06 60th Anniversary Midsummer Fly-in
04/09 September Fly-In

Parked outside during the month for maintenance and storage with EAE

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

G-AWGK F.150H from Scampton fn 26/07 ln 31/12

G-AWYB FR172F (engineless) from Beverley fn 08/02, this was damaged by gales here on 01/04 is still being worked on to flying condition again.

In the EAE Paint shop

Nothing this month

Resident aircraft noted during the month were:-

G-ARRS CP.301A, G-AYYU C23, G-BBHF PA-23-250, G-BDDG D.112 (wfu), G-BGVE CP.1310-C3, G-BKWD JT.2Titch, G-BROR J-3C-65, G-CBFO 172S, G-CCZA MS.894A (impounded), G-CEBF EV-97A, G-CMED TB.9, G-FARY Quickie Tri-Q, G-MELV Rallye 235E (forward fuselage and 25% of wings), G-OBLC Beech 76, G-RIVE D.153, G-UAPO R90-230RG.

Wrecks & Relics noted during the month:-

In the door less WW2 built Search Light Building are some remains (forward fuselage and 25% of wings) of G-MELV Rallye 235E. Parked up outside is G-CCZA MS.894A impounded since 2014 and for sale as spares only. In the Eastern Air Executive store in what was the WW2 fire station is the dismantled G-BIUM F152.

MOVEMENTS

- 6th** G-GOBD PA-32 R-301 f Durham t Sherburn, G-BUIK PA-28-161, G-SACP AT-3 R100 f/t Sherburn, G-AYGA D117 f/t Oxenhope, G-EKOS FR182RG f/t Sherburn.
- 13th** G-CCSR EV-97A f/t Netherthorpe, G-BFHU F1522 f/t Netherthorpe, G-RAFR Skyranger J2.2(1) f/t North Moor, G-MYYS Minimax f/t North Moor, G-BZUL Jabiru UL-450 f/t North Moor, G-GOBD PA-32 R-301 f/t Durham, G-FBRN PA-28-181 f/t Durham, G-OOCP TB.10 f/t North Coates.
- 27th** G-ODUD PA-28-181 f/t Gamston, G-BFTC PA-28R-201T f/t Sherburn, G-BJOT D117 f/t North Coates, G-CGCH Sportcruiser f/t South Cave, G-BRTP 152 f/t South Cave, G-EKOS FR182RG f Tollerton t Sherburn, G-OBMS F172N f Tollerton t Sherburn, G-GCIY DR400/150B f/t North Coates, G-SACT PA-28-161 f/t Sherburn.
- 29th** G-BHRH FA150K f/t Tatenhill.



G-CFLM Pegasus QUIK 10 October 2015 Mike Storey

TEESSIDE COURTESY OF DTMOVEMENTS.CO.UK

Collated by Alan Sinfield

Glossary

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

- 01/12 G-RJXC Embraer ERJ-145EP f Liverpool t Bristol bmi Regional, G-NWEM Eurocopter EC135 f James Cook Hospital t City Manchester Bond/Air Ambulance, G-EMBI Embraer ERJ-145EU f Bristol t Liverpool bmi Regional. The bmi Embraers were bringing / taking Everton FC in / out for their cup game at Middlesbrough this evening.
- 02/12 G-XXEB Sikorsky S-76C f/t ?/? Queen's Heli Flight, G-LBSB Beech 350 Super King Air f ? c/t
- 03/12 G-DVIP Agusta 109S Grand f Nr Doncaster t Newcastle Corporate - The Range
- 04/12 G-BGGM Piper PA-38 Tomahawk f Humberside n/s Flying for Aviation, CS-PHE Embraer 505 Phenom 300 f Manchester t Luton Netjets Europe, N780SP Falcon 900 f Exeter n/s Riverside Aviation, G-TAAS AgustaWestland AW109 f James Cook Hospital t Coventry Sloane/Air Ambulance
- 05/12 G-BYDY Beech 58 Baron f/t Thruxton
- 06/12 N978PW Falcon 900EX EASy arrived 30/11 t Morristown, NJ TAS Corp LLC, N780SP Falcon 900 arrived 05/12 t Westchester, NY Riverside Aviation, M-YLEO Pilatus PC-12/47E f Denham n/s Morwenna Air, CS-DXL Citation 560XL XLS f Luton t Bournemouth Netjets Europe, D-BEEP Citation 750 X f Luton t Le Bourget Air X Charter
- 07/12 ZF377 Tucano T1 f Linton o/s RAF - 1 FTS, XX321/CI Hawk T1A f Leeming o/s RAF - 100 Sqn
- 08/12 M-YLEO Pilatus PC-12 arrived 06/12 t Denham Morwenna Air
- 09/12 ZF491/ZF172 Tucano T1 f Linton o/s RAF - 1 FTS, G-BXNT Bell 206B Jet Ranger III f Cumbernauld t Leicester Aerospeed
- 10/12 G-CHAJ Cirrus SR22 f ? c/t, XX255/CL & XX321/CI Hawk T1A f Leeming o/s RAF - 100 Sqn, HB-VPG Embraer Phenom 300 f Zurich n/s Jet Aviation, D-BOOC Citation 750 X f Northolt n/s
- 11/12 D-BOOC Citation 750 X arrived 10/12 t Le Bourget, N288Z Gulfstream 650 f Stewart Int. NY n/s



D-BOOC Citation 750 X 11/12

- 12/12 HB-VPG Embraer Phenom 300 arrived 10/12 t Zurich Jet Aviation
- 13/12 G-GXLS Citation 560XL XLS f/t Jersey London Executive Aviation, 2-OFUS Cirrus SR-22 f/t Guernsey, N288Z Gulfstream 650 arrived 11/12 t North Eleuthera, PH-DIX Pilatus PC-12 f Antwerp n/s, VP-BSI Gulfstream G550 f Geneva n/s Seaflight.



HB-VPQ
Embraer
Phenom
300 12/12

G-GXLS
Cirration
560XL
13/12



- 14/12 G-TALD Cessna 152 f/t Tatenhill Tatenhill Aviation, N88NA Piper PA-32R Saratoga SP f Bournemouth t Gamston, VP-BSI Gulfstream G550 arrived 13/12 t Farnborough Seasligh, N342AP Gulfstream G4 f Lehigh Valley n/s
- 15/12 G-CGMF Citation 560XL Excel f Isle of Man n/s NAL Asset Management, PH-DIX Pilatus PC-12 arrived 13/12 t Lydd, N342AP Gulfstream G4 arrived 14/12 t Farnborough, ZH880 C-130J Hercules C5 f ? c/t RAF - 24/30 Sqdn's
- 16/12 ZG921 Lynx AH9A f Dishforth o/s AAC - 9 Regt, XX339/CK Hawk T1A f Leeming o/s RAF - 100 Sqdn, G-ERJR Agusta A109C f Sherburn t Gloucestershire doing some local survey flying in the area.
- 17/12 G-LBSB Beech 350 Super King Air f Cranwell c/t RAF - 14 Sqdn, ZM405 Airbus A400M Atlas C1 f Aberdeen c/t RAF - 70 Sqdn allocated to 70 Sqd but operating from Boscombe Down for trials., CS-PHG EMB-505 Phenom 300 f Hamburg n/s Netjets Europe, D-CEFO Citation 560XL XLS f Lydd t Manchester Air Hamburg.

2-OFUS
Cirrus
SR-22
13/12



- 18/12 G-THFC Embraer ERJ-135BJ Legacy f Luton t Kittila, Finland London Executive Aviation, CS-PHG EMB-505 Phenom 300 arrived 17/12 t Rotterdam Netjets Europe, G-MAJZ BAe Jetstream 41 f Humberside t Aberdeen Eastern Airways to take Middlesbrough FC down for their game at Brighton tomorrow (using G-MAJH), G-ROWE Cessna 182 Skylane f Fishburn n/s Flying Fox Aviation had been with RS Aviation at Fishburn for painting and is now up for sale with Flying Fox Aviation, CS-DXV Citation 560XL XLS f East Midlands n/s Netjets Europe, G-XAVB Citation 510 Mustang f/t Jersey Aviation Beauport



PH-DIX Pilatus PC-12 15/12

- 19/12 CS-DXV Citation 560XL XLS arrived 18/12 t Newcastle Netjets Europe, G-DOVE Cessna 182 Skylane f Denham n/s, G-CEYU SA365 Dauphin f ? t Chilton, Co Durham Multiflight, M-IWPS Citation 525A CJ2+ f/t Hamburg, G-MAJH BAe Jetstream 41 f Gatwick t Humberside Eastern Airways bringing Middlesbrough FC back from their game at Brighton.
- 20/12 G-JECE De Havilland DHC8-402 f/t Birmingham c/t Flybe did a full stop landing, went onto stand 1, then commenced circuit training, staying till approx 2pm
- 21/12 G-NORK Bell 206B Jet Ranger III f Cumbernauld t Sherburn, G-THFC ERJ-135BJ Legacy 600 f Kittila, Finland t Luton London Executive Aviation
- 22/12 G-BTNC AS365 Dauphin f Leeds c/t Multiflight, G-NHAC AS365 Dauphin f Leeds n/s Air Ambulance, SP-ENK Boeing 737-46J f Bournemouth n/s Enter Air due out at 7am to Pajala in Sweden on a Santa flight returning at 9pm.
- 23/12 SP-ENK Boeing 737-46J arrived 22/12 t Pajala, Sweden Enter Air, G-CGMF Citation 560XL Excel arrived 15/12 t Local Flying then Leeds NAL Asset Management, SP-ENK Boeing 737-46J f Pajala, Sweden t Warsaw Enter Air
- 24/12 None
- 25/12 None
- 26/12 None
- 27/12 9H-JPC Embraer ERJ-135BJ Legacy 600f Luton t Sion Air X Charter, EI-BSC Cessna F172N Skyhawk f Abbey/Shrule n/s
- 28/12 M-USHY Cessna 441 Conquest II f Guernsey n/s, G-NEAU EC135 f/t Newcastle, NPAS Northumbria, G-GMED Piper PA-42 Cheyenne IIIA f Southampton t Oxford Air Medical
- 29/12 G-SLNW Robinson R22 f ? t Beverley, G-BNOM 28 f/t Newcastle, G-CPAO Eurocopter EC135 P2 f Hawarden n/s Police UK, G-WCAO arrived 28/12 t Hawarden Police UK, G-RAJJ BAe 146-200 f Liverpool t Newcastle Cello Aviation.



ZM405
Airbus A400M
Atlas C1
17/12

- 30/12 M-USHY Cessna 441 Conquest II arrived 28/12 t Amsterdam
- 31/12 None

DAY BY DAY @ LBA - HOWARD GRIFFIN

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

December 2015

Regular Visitors:

Boeing 737-300 **9H-MTF** arrived back on the 5th from Ghardala, Algeria.
Saxonair Cessna 510 Mustang **G-KLNW** operated on 6th/7th/16th
Gama Aviation Beech 200 Kingair **G-PCOP** operated 1st and 4th,
Beech C90 **G-ORTH** operated on 4th/8th/9th/11th/12th/13th/14th/18th/20th/29th all within the UK
Piper Pa-28 **G-SKYV** operated to and from IOM on 24th and 29th
Aerospatiale AS365 **EI-GJL** operated on 2nd and 8th
Saxonair Cessna 510 Mustang **G-KLNW** operated on 6th/7th/16th
Centreline Cessna 525A CJ2 **G-SONE** operated on 2nd/3rd/18th

Summary

This month sees some interesting visitors and some rare origins/destinations including Amman, Dakar, Guardala in Algeria, and Rovaniemi in Finland. Activity has increased over November with 9 German visitors and 7 Netjets used (including their first Challenger 350). The RAF sent only Tucano and Beech 200 with Qinetiq sending their Bae146 and the Czech Air Force a Casa 295. We had unusual visitors such as a Canadian learjet, Eclipse EA500 **N843TE**, Piaggio Avanti **M-GCAP**, French Islander **F-HFIT** and Pilatus PC12,s **D-FFHZ** & **OO-PCI**. Top destinations were Luton, Farnborough, Le Bourget and Geneva. Just 133 movements to report on this month against last months 130.

Tuesday December 1st

Legacy 600 **G-THFC** f/t Luton (11:51/20:08), Cessna 525B CJ3 **D-CJOS** arr 14:28 from EDI n/s, Beech 200 Super Kingair **G-IASA** arr 17:54 from Le Bourget dep 20:11 to Teeside,

Wednesday December 2nd

Beech 200 Super Kingair **M-WATJ** arr 11:20 from EDI, dep 13:56 to Bournemouth. Global 6000 **CS-GLF** arr 15:21 from Stuttgart as NJE688N dep 16:24 to Luton as NJE332P, Cessna 525B CJ3 **D-CJOS** dep 16:39 to Prestwick, Cessna 525C CJ4 **G-SDRY** arr 17:07 from Dublin n/s, Cessna 560 Excel **YU-SPC** arr 18:47 from Geneva n/s.

Thursday December 3rd

Cessna 425 Conquest **M-MANX** f/t IOM (09:59/17:13), Cessna 525C CJ4 **G-SDRY** dep 10:44 to EMA, Cessna 560 Excel **CS-DXG** f/t Le Bourget (16:29/17:36) c/s NJE435K/081N, Pilatus PC-12 **D-FFHZ** arr 17:02 from Monchengladbach n/s. Learjet 45 **HB-VDW** arr 18:17 from Geneva n/s, Cessna 560 Excel **EC-KOL** arr 18:46 from Madrid n/s, Piaggio Avanti **M-GCAP** arr 18:56 from Stockholm dep 19:46 to Hawarden.



D-FFHZ
Pilatus
PC-12
David Blaker

Friday December 4th

Qinetiq operated their BAe RJ100 **QQ-101** to and from Boscombe Down at 09:38/10:32/14:33 and 15:13, Cessna 560 Excel **YU-SPC** dep 15:57 to Biggin Hill.

Saturday December 5th

Pilatus PC-12 **D-FFHZ** dep 14:55 to Monchengladbach, Learjet 45 **HB-VDW** dep 17:37 to Zurich, Cessna 650 Excel **EC-KOL** dep 17:58 to Jerez.



HB-VDW Learjet 45XR Tag Aviation David Blaker

Sunday December 6th

Cirrus SR22 **N220AD** arr 15:07 (until 20th), Beech 200 Super Kingair **G-CWCD** arr 22:09 from EMA dep 22:58 to Dublin.

Monday December 7th

Beech 200 Super Kingair **G-CWCD** f/t Dublin (05:35/06:05), Gulfstream G550 **CS-DKJ** arr 13:18 from Le Bourget dep 15:21 to Nice, Cessna 525 **G-LUBB** arr 15:45 from Dunsfold dep 17:17 to Exeter, Shorts Tucano **ZF291** overshoot at 16:34 c/s LOP54, Britten Norman Islander **F-HFIT** (cn 2139) arr 16:36 from Cumbernauld n/s.

Tuesday December 8th

Britten Norman Islander **F-HFIT** dep 08:55 to Le Touquet, Cessna 525B CJ3 **D-CHIO** arr 15:12 from Dublin dep 18:35 to Dusseldorf,

Wednesday 9th December

Cirrus SR22 **N174MW** fr/to Leicester (09:33/13:35), Cessna 525C CJ4 **F-HATG** arr 18:24 from Le Bourget n/s.



YJ53 UHG
DAF Truck
Marcus (Bfd)
Ltd
09/12/15
**Stuck by the
Crash Gate
David Blaker**

Thursday 10th December

Beech 200 super Kingair **ZK451** overshoot 11:42 c/s Cranwell67, Pilatus PC-12 **OO-PCI** arr 17:51 from Charleroi n/s, Cessna 525C CJ4 **F-HATG** dep 18:13 to Manchester,

Friday 11th December

Cessna 510 Mustang **F-HOUR** f/t Le Bourget (08:56/17:09), Beech 200 super Kingair **ZK451** overshoot 15:11 c/s Cranwell82, Cessna 680 Sovereign **D-CAWX** c/n 535 arr 17:44 from Geneva n/s.

Saturday 12th December

Dassault Falcon 2000LX **G-PULA** f/t Guernsey (12:39/18:58), Pilatus PC-12 **OO-PCI** dep 17:44 to Charleroi,

Sunday 13th December

Cessna 680 Sovereign **D-CAWX** dep 10:09 to Sion, Cessna 525A CJ2 **D-IMAX** f/t Farnborough (13:34/15:01), IAI Astra SPX **OE-GBD** arr 15:15 from Paphos dep 18:43 to Innsbruck.



D-IMAX Cessna 525A CJ2 Rod Hudson

Monday 14th December and Tuesday 15th December

No movements of note

Wednesday 16th December

Cessna 510 Mustang **G-FBKB** arr 09:16 from Manchester until 18th, Aerospatiale AS355N **N766AM** arr 10:02 dep 10:29, Beech 200 **G-BVMA** arr 10:50 from Luton, Beech 200 Super Kingair **ZK458** overshoot at 11:10 c/s Cranwell76, Cessna 525A CJ2 **D-ISJP** arr 13:08 from Geneva n/s, Learjet 35 **D-CCCA** arr 14:46 from Rovaniemi (Finland) n/s. Beech Kingair C90GT **N279BC** arr 16:26 from Farnborough n/s.

Thursday 17th December

Learjet 35 **D-CCCA** dep 08:06 to Frankfurt, Cessna 525A CJ2 **D-ISJP** dep 08:38 to Leon, Piper PA-34 Seneca **F-HSYS** f/t La Rochelle (11:22/16:31), Shorts Tucano overshoot at 13:12 c/s LOP12, Beech 200 Super Kingair **ZK458** overshoot at 13:44 c/s Cranwell69, Beech 200 Super Kingair **G-BVMA** dep 14:54 to Luton, Beech Kingair C90 **N95VB** arr 16:55 from Elstree dep 17:21 to Sleep, Cessna 525A CJ2 **D-ISJP** arr 17:59 from Leon dep 18:45 to Cologne.

Friday 18th December

Czech Air Force Casa CN295 **0454** f/t Kbely (11:10/12:25), Aerospatiale AS355N **N766AM** arr 12:43 dep 13:26, Cessna 510 Mustang **G-FBKB** dep 13:08 to IOM, New Netjets Bombardier Challenger 350 **CS-CHA** arr 16:14 from Dublin as NJE409G n/s, Eclipse EA500 **N843TE** arr 16:55 from Glasgow dep 17:23 to Kemble.

Saturday 19th December

Cessna 525B CJ3 **D-CHIO** arr 09:18 from Farnborough dep 18:07 to Biggin Hill, Bombardier Challenger 350 **CS-CHA** dep 11:37 to Sion as NJE636Q,



0454
CASA C-295M
Czech AF
Rod Hudson

Sunday 20th December

Cirrus SR22 **N220AD** dep 14:28, Learjet 60 **D-CNUE** arr 17:54 from Lanzarote dep 21:29 to Neurenberg.

Monday 21st December

Beech Kingair C90GT **N279BC** dep 07:15 to Dusseldorf, Aerospatiale AS350B **G-OGUN** arr 18:34.

Tuesday 22nd December

Global 6000 **CS-GLF** arr 13:53 from Amman as NJE955K n/s, Challenger 300 **N184BK** arr 14:01 from Manchester until 29th, Learjet 55 **D-CWAY** arr 14:31 from Rome dep 17:09 to Cologne.

Wednesday 23rd December

Gulfstream G550 **CS-DKI** arr 09:08 from Farnborough dep 10:49 to Luton, Diamond DA-42 **G-PETS** f/t Glasgow (17:32/18:00). Piper PA-31 Navajo **G-UMMI** arr 18:31 from Northolt dep 19:08 to Manchester as Jasper99.

Thursday 24th December

Cessna 560 Excel **G-EYUP** arr 10:48 from jersey dep 11:11 to Hawarden, Beech 200 Super Kingair **G-FRYI** f/t Stapleford (11:53/12:10).

Friday 25th December

Global 6000 **CS-GLF** dep 12:16 to Bratislava as NJE586U.

Saturday 26th December

Even newer Challenger 350 **CS-CHC** arr 13:58 from Geneva as NJE854D n/s, Sikorsky S-92 **G-MCGE** arr 16:01 dep 16:41 as Rescue91, Falcon 7X **SE-DJL** arr 17:14 from Luton n/s.

Sunday 27th December

Challenger 350 **CS-CHC** dep 07:26 to Farnborough as NJE396H, Global 6000 **9H-VJH** arr 09:17 from Madrid dep 10:56 to Barbados, Cessna 560 Excel **LX-SEH** arr 09:59 from Luton dep 11:07 to Annecy, Falcon 7X **SE-DJL** dep 10:14 to Saint Vincent, Cessna 560 Excel **CS-DXV** arr 11:17 from Cannes as NJE837G dep 12:52 to Altenheim as NJE669A, Global 6000 **CS-GLF** arr 15:45 from Luton as NJE481A

Monday 28th December

Global 6000 **CS-GLF** dep 07:58 to EMA, Agusta AW109SP **G-ZIOO** arr 10:39 from Northolt dep 12:44, Learjet 45 **C-GEJD** arr 10:59 from Keflavik n/s.

Tuesday 29th December

Learjet 45 **C-GEJD** dep 10:38 to Geneva and final movement of the year Challenger 300 **N184BK** dep 14:21 to Manchester

Wednesday 30th and Thursday 31st December

No movements of note

AIRLINE BY AIRLINE @ LBA - ANDREW COVERDALE

DECEMBER 2015

British Airways(SHT/BA, "Shuttle")

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

Heathrow(1342/1343, "20B/21Y") :-2/12 G-EUPG, 3/12 G-EUOB, 4/12 G-EUPJ, 5/12 G-EUPD, 6/12 G-EUPT, 7/12 G-EUPM, 8/12 G-EUPY, 9/12 G-EUPJ, 10/12 G-EUPW, 11/12 G-EUOB, 12/12 G-EUOC, 13/12 G-EUPZ, 14/12 G-EUOB, 15/12 G-EUPL, 16/12 G-EUOA, 17/12 G-EUPD, 18/12 G-EUPV, 19/12 G-EUOD, 20/12 G-EUPP, 21/12 G-EUPZ, 22/12 G-EUPN, 23/12 G-EUPX, 24/12 G-EUPX, 26/12 G-EUOA, 27/12 G-EUPV, 28/12 G-EUPE, 29/12 G-EUPZ, 30/12 G-EUPG, 31/12 G-EUPD.

Heathrow(1344/1345, "20C/21X") :-1/12 G-EUPP, 2/12 G-EUOE, 3/12 G-EUPU, 4/12 G-EUPA, 6/12 G-EUPT, 7/12 G-EUPF, 8/12 G-EUPX, 9/12 G-EUOB, 10/12 G-EUPW, 11/12 G-EUPD, 13/12 G-EUPZ, 14/12 G-EUOH, 16/12 G-EUOE, 17/12 G-EUPO, 18/12 G-EUOA.

Heathrow(1346/1347, "20D/21V") :-1/12 G-EUOA, 2/12 G-EUPL, 3/12 G-EUOB, 4/12 G-EUPS, 5/12 G-EUPX, 6/12 G-EUPA, 7/12 G-EUPT, 8/12 G-EUOF, 9/12 G-EUOH, 10/12 G-EUPD, 11/12 G-EUPO, 12/12 G-EUPA, 13/12 G-EUOD, 14/12 G-EUOF, 15/12 G-EUPP, 16/12 G-EUPU, 17/12 G-EUPZ, 18/12 G-EUPH, 19/12 G-EUOH, 20/12 G-EUOE, 21/12 G-EUPG, 22/12 G-EUPZ, 23/12 G-EUOB, 24/12 G-EUPX, 26/12 G-EUPZ, 27/12 G-EUOE, 28/12 G-EUPP, 29/12 G-EUYL, 30/12 G-EUPG, 31/12 G-EUOB.

Eastern Airways(EZE/T3, "Eastflight")

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

Aberdeen "21LK/31LK" -1/12 G-MAJW(21LK), 2/12 G-MAJW, 3/12 G-MAJE, 7/12 G-MAJT(21LK), 8/12 G-MAJT, 9/12 G-MAJT(21K) G-MAJC(31LK), 10/12 G-MAJC, 14/12 G-MJD, 16/12 G-MAJB(21LK) G-MAJC(31LK), 17/12 G-MAJI, 21/12 G-MAJU(21LK), 22/12 G-MAJI, 23/12 G-MAJI(21LK) G-MAJC(31LK), 24/12 G-MAJC(21LK) G-MAJH(31LK), 28/12 G-MAJC, 29/12 G-MAJC, 30/12 G-CIEC(21LK) G-CFLV(31LK), 31/12 G-MAJT.

Aberdeen "4714/4717" -1/12 G-MAJW, 2/12 G-MAJW(4714) G-MAJE(4717), 3/12 G-MAJE(4714) G-MAJA(4717), 4/12 G-MAJK, 7/12 G-MAJT(4717), 8/12 G-MAJT, 9/12 G-MAJC, 10/12 G-MAJC(4714) G-MAJL(4717), 11/12 G-MAJL(4714) G-MAJD(4717), 14/12 G-MAJD(4714) G-MAJT(4717), 16/12 G-MAJC(4714) G-MAJI(4717), 17/12 G-MAJI(4714) G-MAJZ(4717), 18/12 G-MAJZ(4714) G-MAJU(4717), 24/12 G-MAJH(4714) G-MAJK(4717).

Aberdeen "81LK/91LK" -1/12 G-MAJW, 2/12 G-MAJE, 3/12 G-MAJA(81LK) G-MAJK(91LK), 4/12 G-MAJK(81LK) G-MAJT(91LK), 7/12 G-MAJT, 8/12 G-MAJT, 9/12 G-MAJC, 10/12 G-MAJL, 11/12 G-MAJD, 14/12 G-MAJT, 16/12 G-MAJI, 17/12 G-MAJB(81LK) G-MAJC(91LK), 18/12 G-MAJU, 21/12 G-MAJI, 22/12 G-MAJI, 23/12 G-MAJC, 28/12 G-MAJC, 29/12 G-MAJC, 30/12 G-MAJT.

Southampton "70Y/71G" -1/12 G-CFLV(70Y), 2/12 G-CFLV, 3/12 G-CFLV, 4/12 G-CFLV, 7/12 G-CDEA(70Y), 8/12 G-CDEA, 9/12 G-CDEA, 10/12 G-CDEA, 11/12 G-CDEA, 14/12 G-CFLU, 15/12 G-CFLU(70Y), 16/12 G-CFLU(71G), 21/12 G-CIEC, 22/12 G-CIEC(21LK), 24/12 G-MAJC, 28/12 G-CIEC, 29/12 G-CIEC.

Southampton "4702/4703" -1/12 G-CFLV, 2/12 G-CFLV, 3/12 G-CFLV(4702), 4/12 G-CFLV, 8/12 G-CDEA, 9/12 G-CDEA, 10/12 G-CDEA, 11/12 G-CDEA, 14/12 G-CFLU, 15/12 G-CFLU(4702), 16/12 G-CFLU, 17/12 G-CHMR, 18/12 G-CIEC, 21/12 G-CIEC(4702), 23/12 G-CIEC, 24/12 G-MAJC, 28/12 G-CIEC, 29/12 G-CIEC(4702), 30/12 G-CFLV(4702), 31/12 G-MAJD.

Southampton "4704/4705" -1/12 G-CFLV, 2/12 G-CFLV, 3/12 G-CFLV(4705), 4/12 G-CFLV, 7/12 G-CDEA, 8/12 G-CDEA, 9/12 G-CDEA, 10/12 G-CDEA, 11/12 G-CDEA, 14/12 G-CFLU, 16/12 G-CIEC, 17/12 G-CHMR, 18/12 G-CIEC, 21/12 G-CIEC(4705), 22/12 G-CIEC(4705), 23/12 G-CIEC, 28/12 G-CIEC, 29/12 G-CIEC(4705), 30/12 G-CFLV(4705).

Southampton "76Y/77G" -1/12 G-CFLV, 2/12 G-CFLV, 3/12 G-CFLV, 4/12 G-CFLV, 7/12 G-CDEA, 8/12 G-CDEA, 9/12 G-CDEA, 10/12 G-CDEA, 11/12 G-CDEA, 14/12 G-CFLU, 16/12 G-CIEC, 17/12 G-MAJZ, 18/12 G-CIEC, 21/12 G-CIEC, 22/12 G-CIEC, 23/12 G-CIEC, 29/12 G-CIEC, 30/12 G-CFLV. Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to

Aberdeen(81LK):-6/12 G-CDEA(91LK) G-CFLV(91Y/81G/81LK), 13/12 G-CFLU(91LK), G-CDEA(91Y/81G/81LK), 20/12 G-CFLU, 27/12 G-MAJE(91LK/91Y).
 Additional flights:-1/12 G-MAJW(021P) positioned in from Durham, G-CFLV(021P) positioned in from Humberside, 7/12 G-CDEA(012P) positioned in from Humberside, 16/12 G-MAJB(25Z) arrived from East Midlands, 16/12 G-CIEC(9751P) positioned in from Dusseldorf, G-CFLU(032P) positioned out to Southend, 17/12 G-CHMR(044P) positioned in from Aberdeen, G-MAJB(68L) arrived from Durham, G-MAJC(32Z) departed to East Midlands, 19/12 G-CHMR(467P) positioned out to Newcastle, 21/12 G-MAJI(013P) positioned in from Humberside, 23/12 G-MAJT(003P) positioned out to Aberdeen, 28/12 G-MAJK(011P) positioned out to Aberdeen, 30/12 G-MAJT(031P) positioned in from Aberdeen, G-MAJC(032P) positioned out to Aberdeen, G-CFLV(033P) positioned out to Aberdeen, 31/12 G-MAJD(045P/046P) positioned in from/out to East Midlands.



G-CIEC Saab 200 Eastern Airways 18 December Rod Hudson

Easyjet(EZY/U2, “Easy”)

Flights f/t **Geneva**(86UE/67WJ) during the winter operated by Airbus A319/A320 on Thu/Fri/Sat/Sun. 12/12 G-EZFG, 13/12 G-EZMH, 18/12 G-EZBJ, 19/12 G-EZDH, 20/12 G-EZIO, 21/12 G-EZED, 26/12 G-EZDH, 27/12 G-EZFE, 28/12 G-EZGD.

Enterair(ENT, “Enterair”)

The company operates charters using Boeing 737/400 aircraft.

3/12 SP-ENX(3716) positioned in from Doncaster, 4/12 SP-ENX(3717) departed to Enontekio, 6/12 SP-ENX(3722) arrived from Enontekio 7/12 SP-ENX(3722) positioned out to Gatwick, 18/12 SP-ENX(3302/3303) positioned in from Gatwick, departed to Enontekio, SP-ENX(3304) arrived back from Enontekio/positioned out to Gatwick, 21/12 SP-ENX(3310/3311) positioned in from/departed to Enontekio, 22/12 SP-ENT(3312) arrived from Enontekio/positioned out to Glasgow.

Flybe(BEE/BE, “Jersey”)

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

Belfast City(729/730, “2PU/7GP”) :-1/12 G-ECOP, 2/12 G-ECOP, 3/12 G-EOCA, 4/12 G-PRPB, 5/12 G-PRPB, 7/12 G-JECH, 8/12 G-EOCA, 9/12 G-ECOT, 10/12 G-PRPC, 11/12 G-PRPA, 12/12 G-ECOT, 14/12 G-JEDW, 15/12 G-ECOT, 16/12 G-JECX, 17/12 G-ECOM, 18/12 G-ECOP, 19/12 G-ECOE, 21/12 G-PRPB, 22/12 G-PRPC, 23/12 G-JEDM, 24/12 G-ECOG, 26/12 G-ECOT, 29/12 G-PRPC, 30/12 G-FLBE.

Belfast City(731/732, “3BN/2PE”) :-1/12 G-ECOP, 2/12 G-ECOP, 3/12 G-EOCA, 4/12 G-PRPB, 5/12 G-PRPB, 6/12 G-PRPC, 7/12 G-JECH, 8/12 G-EOCA, 9/12 G-ECOT, 10/12 G-PRPC, 11/12 G-PRPA, 12/12 G-ECOT, 13/12 G-JEDW, 14/12 G-JEDW, 16/12 G-JECX, 17/12 G-ECOM, 18/12 G-ECOP,

19/12 G-ECOE, 20/12 G-JEDT, 21/12 G-PRPB, 22/12 G-PRPC, 23/12 G-JEDM, 24/12 G-ECOG, 26/12 G-ECOT, 27/12 G-FLBE, 28/12 G-ECOG, 29/12 G-PRPC, 30/12 G-FLBE, 31/12 G-JEDP.
Belfast City (735/736, "8GK/8FH") :-1/12 G-ECOP, 2/12 G-ECOP, 3/12 G-ECOM, 4/12 G-EOA, 6/12 G-EOA, 7/12 G-ECOT, 8/12 G-EOA, 9/12 G-ECOT, 10/12 G-FLBA, 11/12 G-JEDU, 13/12 G-ECOT, 14/12 G-JECL, 16/12 G-JECX, 17/12 G-ECOM, 18/12 G-PRPB, 20/12 G-PRPC, 21/12 G-ECOM, 22/12 G-JEDM, 23/12 G-ECOG, 24/12 G-ECOG, 27/12 G-JECE, 28/12 G-ECOG, 29/12 G-KKEV, 30/12 G-FLBB, 31/12 G-PRPA.
Belfast City (737/738, "4WT/3MT") :-1/12 G-JECH, 2/12 G-EOA, 3/12 G-JECH, 6/12 G-ECOT, 7/12 G-EOA, 8/12 G-JECH, 9/12 G-JEDU, 10/12 G-PRPA, 11/12 G-ECOT, 13/12 G-PRPC, 14/12 G-ECOG, 16/12 G-ECOM, 17/12 G-ECOE, 18/12 G-ECOE, 20/12 G-FLBE, 21/12 G-PRPA, 22/12 G-ECOM, 23/12 G-PRPB, 28/12 G-PRPC, 29/12 G-JEDM, 30/12 G-JEDM.

Jet2(EXS/LS, "Channex")

Charter flights plus positioning flights will be detailed in this section:-2/12 G-CELE(031E) positioned in from East Midlands, G-JZHB(032E) positioned out to East Midlands, G-LSAK(055B) test flight, 4/12 G-LSAD(051F) test flight to Shannon, 6/12 G-CELY(034E) positioned in from Edinburgh, 7/12 G-CELY(031E) positioned out to Edinburgh, 9/12 G-CELP(033E) positioned in from Edinburgh, G-CELR(031E) positioned out to Manchester, G-CELD(032E) positioned out to Kemble, G-GDFH(034E) positioned out to East Midlands, G-GDFG(055K) positioned in from Budapest, G-CELI(054B) test flight, 10/12 G-CELP(031E) positioned out to Edinburgh, G-CELI(059B) test flight, 11/12 G-CELF(031E) positioned in from Manchester, G-GDFH(041A) positioned in from East Midlands, 13/12 G-CELI(059B) test flight, G-CELA(051B) positioned in from East Midlands, G-GDFH(041A) positioned out to East Midlands, 14/12 G-GDFF(071W) positioned in from Manchester, G-GDFW(052B) positioned in from Norwich, 16/12 G-GDFN(052B) test flight, G-CELA(051B) test flight, G-CELI(061J) positioned out to Manchester, G-LSAA(032E) positioned in from Manchester, G-JZHD(071W) positioned in from Manchester, G-CELA(054B) test flight, G-GDFW(031E) positioned out to East Midlands, 17/12 G-CELA(055B) test flight, 18/12 G-LSAB(031E) positioned in from Manchester, G-GDFG(033E) positioned out to Belfast, G-LSAH(032R) positioned in from Manchester, 19/12 G-CELP(031E) positioned in from Edinburgh, G-CELI(041A) positioned out to East Midlands, G-LSAA(033R) positioned out to Manchester, G-CELI(044A) positioned in from Manchester, 20/12 G-GDFH(041A) positioned in from East Midlands, 22/12 G-GDFH(061J) positioned out to Edinburgh, 23/12 G-CELI(045A) positioned out to Manchester, 28/12 G-JZHD(071W) positioned in from Manchester, G-LSAH(072W) positioned in from Manchester, G-LSAB(073W) positioned in from Manchester, G-GDFD(031E) positioned in from Manchester, 29/12 G-CELI(059B) test flight, G-GDFZ(053K) positioned in from Norwich, G-GDFD(057B) test flight, 30/12 G-GDFP(051F) positioned out to Norwich, G-GDFO(070J) positioned in from Belfast, G-GDFN(069J) positioned out to East Midlands, G-GDFD(031E) positioned out to Glasgow.



G-CELD Boeing 737-300 Jet2.com 9 December To Kemble

KLM(KLM/KL, "KLM")

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

Amsterdam(1545/1546, "1545/1546") :-1/12 PH-EZL, 2/12 PH-EZG, 3/12 PH-EZY, 4/12 PH-EZB, 5/12 PH-EZU, 6/12 PH-EZT, 7/12 PH-EZR, 8/12 PH-EXA, 9/12 PH-EXC, 10/12 PH-EZX, 11/12 PH-EZC, 12/12 PH-EZC, 13/12 PH-EZD, 14/12 PH-EZP, 16/12 PH-EZX, 17/12 PH-EZE, 18/12 PH-EZU, 19/12 PH-EZR, 20/12 PH-EZH, 21/12 PH-EZE, 23/12 PH-EZV, 24/12 PH-EZL, 25/12 PH-KZT(**F70**), 26/12 PH-EZR, 27/12 PH-EZE, 28/12 PH-EZC, 29/12 PH-EZS, 30/12 PH-EZO, 31/12 PH-EZW.

Amsterdam(1549/1550, "73E/74F") :-1/12 PH-EZT, 2/12 PH-EZO, 3/12 PH-EZP, 4/12 PH-EZR, 6/12 PH-EZW, 7/12 PH-EZI, 8/12 PH-EZL, 9/12 PH-EZV, 10/12 PH-EZA, 11/12 PH-EZH, 12/12 PH-EZT, 14/12 PH-EZN, 15/12 PH-EZM, 16/12 PH-EZG, 17/12 PH-EZP, 18/12 PH-EZV, 20/12 PH-EZR, 21/12 PH-EXD, 22/12 PH-EZA, 23/12 PH-EZB, 24/12 PH-EZA, 27/12 PH-EZV, 28/12 PH-EZN, 29/12 PH-EZM, 31/12 PH-EXD.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) :-1/12 PH-EZG, 2/12 PH-EZL, 3/12 PH-EZY, 4/12 PH-EXB, 5/12 PH-EZR, 6/12 PH-EZY, 7/12 PH-EXA, 8/12 PH-EXC, 9/12 PH-EZW, 10/12 PH-EZC, 11/12 PH-EZK, 12/12 PH-EZH, 13/12 PH-EZP, 14/12 PH-EZA, 15/12 PH-EZX, 16/12 PH-EZH, 17/12 PH-EZU, 18/12 PH-EZS, 19/12 PH-EZE, 20/12 PH-EZC, 21/12 PH-EXF, 22/12 PH-EZU, 23/12 PH-EZL, 24/12 PH-EZC, 25/12 PH-EXB, 26/12 PH-EZM, 28/12 PH-EZS, 29/12 PH-EZO, 30/12 PH-EZP.

Loganair(LOG/BE, "Loganair")

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

Glasgow(6980/6981, "73JV/24PL") :-1/12 G-LGNJ, 2/12 G-LGND, 3/12 G-LGNE, 8/12 G-LGND, 10/12 G-LGNC, 14/12 G-LGNJ, 16/12 G-LGNM, 17/12 G-LGNK.

Glasgow(6984/6985, "26JL/12DC") :-1/12 G-LGNB, 2/12 G-LGNE, 3/12 G-LGNB, 4/12 G-LGND, 7/12 G-LGNE, 9/12 G-LGNN, 16/12 G-LGNK, 17/12 G-LGNN, 18/12 G-LGND.

Monarch(MON/ZB, "Monarch")

Schedules flights to be operated to the following destinations:- **Arrecife**(7592/3 –Mon/Thu);

Tenerife(7504/5 –Tue/Fri); **Larnaca**(7508/9 –Wed/Sun); **Faro**(7542/3 –Tue/Thu/Sat), (**Palma**(7516/7 –Tue/Thu), **Dalaman**(7534/5 –Tue/Sat), **Heraklion**(7558/9 –Wed/Sat/Sun), **Antalya**(7596/7 –Thu/Sun), **Barcelona**(7554/5 –Mon/Fri), **Bodrum**(7536/7 –Mon/Fri).

One Airbus A.320 is based:- G-OZBW(1/12-7/12, 9/12-29/12), G-OZBX(29/12-31/12).

Ryanair(RYR/FR, "Ryanair")

Ryanair will base 3x Boeing 737/800 aircraft at Lbia this winter, one aircraft acting as a back-up, operating routes to:- **Alicante**(9079/8, "656B/49N" –Mon/Wed/Fri); **Dublin**(153/2, "153/51KQ" –Mon/Tue/Wed/Thu/Fri/Sat); **Dublin**(157/6, "16KK/157" –Mon/Tue/Wed/Thu/Fri/Sat/Sun);

Fuerteventura(1584/5, "886W/67G" –Mon/Fri); **Gdansk**(1503/04, "82PR/1504" –Wed/Sun);

Krakow(2332/3, "2332/59AQ" –Tue/Thu/Sat); **Malaga**(2446/7, "221F/394N" –Wed/Sun);

Malta(2448/49, "547Q/191C" –Thu/Sun); **Riga**(2482/3, "76BC/2483", -Thu/Sun); **Tenerife**(2494/3, "517C/2493" –Tue/Sat):

Based aircraft:- EI-DLK(1/12-4/12), EI-ESX(1/12-6/12, 16/12-28/12), EI-EPB(1/12-1/12), EI-EFG(1/12-8/12), EI-EKB(6/12-13/12), EI-EBX(6/12-9/12), EI-ESN(8/12-16/12), EI-EFD(9/12-16/12), EI-ENE(13/12-31/12), EI-EKT(16/12-18/12), EI-DYW(18/12-31/12), EI-EFT(28/12-29/12), EI-FIV(29/12-31/12).

Flights operated by non-based aircraft:-

Alicante (9078/9079, "7PX/2KA", -Wed/Sat):-2/12 EI-EVE, 5/12 EI-EBM, 9/12 EI-DPF, 12/12 EI-ESZ, 16/12 EI-DPZ.

Dublin (156/7, "89XA/39KP",-various):-20/12 EI-FIV.

Lanzarote (2047/2048, "1CX/691A", -various):-1/12 EI-EKN, 8/12 EI-EKY, 20/12 EI-EVG, 22/12 EI-FIN, 23/12 EI-ESN, 27/12 EI-EMM, 29/12 EI-EMM, 30/12 EI-EFP.

Malta (2449/2448, "8JF/6517" -Sun):-6/12 EI-EVX, 13/12 EI-DYF.

Tenerife (2493/2492, "7TF/2PV", -various):-24/12 EI-DPO.

Small Planet Airlines (LLC/S5 “Small Planet”)

Small Planet will operate a series of charters during December using an A320 aircraft.
2/12 LY-SPD(892/891P) arrived from Ivalo/positioned out to Gatwick, 9/12 LY-SPG(891P/891)
positioned in from Vilnius/departed to Ivalo, 11/12 LY-SPD(892/891P) arrived from Ivalo/positioned out
to Newcastle.

Stobart Air (RE/STK “Stobart”)

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

Dublin (EIN3390/3391, “STK09L/STK19L”):-1/12 EI-REI, 2/12 EI-FMJ, 3/12 EI-REI, 4/12 EI-REI, 7/12
EI-FAV, 8/12 EI-REH, 9/12 EI-FCY, 10/12 EI-REH, 11/12 EI-REH, 12/12 EI-FAT, 14/12 EI-FCY, 16/12
EI-FMJ, 17/12 EI-REH, 18/12 EI-FMJ, 19/12 EI-FAU, 21/12 EI-FCY, 23/12 EI-FAX, 24/12 EI-FMJ,
26/12 EI-EMJ, 28/12 EI-FMJ, 29/12 EI-FMJ, 30/12 EI-FAU, 31/12 EI-FMJ.

Dublin (EIN3392/3393, “STK29L/STK39L”):-6/12 EI-FAT, 13/12 EI-FCY, 20/12 EI-FAT, 27/12 EI-FCY.

Dublin (EIN3394/3395, “STK49L/STK59L”):-1/12 EI-FAV, 2/12 EI-REI, 3/12 EI-FAV, 4/12 EI-FAV, 6/12
EI-FAS, 7/12 EI-REH, 8/12 EI-REH, 9/12 EI-FMJ, 10/12 EI-FMJ, 11/12 EI-FMJ, 13/12 EI-FAS, 14/12
EI-REH, 17/12 EI-FAV, 18/12 EI-FCZ, 20/12 EI-FCY, 21/12 EI-FMJ, 22/12 EI-FAV, 23/12 EI-FAX, 24/12
EI-FCY, 27/12 EI-FAV, 28/12 EI-FAV, 29/12 EI-FMJ, 30/12 EI-FCZ, 31/12 EI-FAU.

Additional flights:-24/12 EI-FCY(3213) arrived from Isle of Man/departed to Dublin.

Thomson Airways(TOM/BY, “Thomson”)

The company will operate a weekly charter through the winter months using a B737.

Tenerife (3513/3512 “6FP/6YD”):-4/12 G-FDZB, 11/12 G-FDZB, 18/12 G-FDZX, 25/12 G-FDZS.

Wilderoe (WF/IF “Wilderoe”)

Operated a charter flight using a Dash8

11/12 LN-WDL(7542) arrived from Stavanger, 13/12 LN-WDL(7453) departed to Stavanger.



LN-WDJ Das8-Q402 Wilderoe 13 December Rod Hudson



C-GVH Boeing 737NG Toronto Pearson 28/11/15 (Ian Morton)



RA-76950 IL-76 Volga-Dnepr Donacster 09/11/15 (Clive Featherstone)



G-ZBAB Airbus A320 Monarch LBA 18/05/15 (Steve Lord)