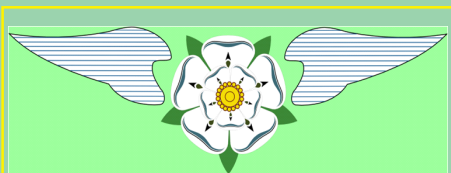


Air Yorkshire Aviation Society



Vol 39 Issue 7

July 2013



"The Arkefly Formation Team"

**PH-TFC Boeing 737/800, PH-OYE Boeing 767/200
Amsterdam, 03/06/13, Alan Sinfield**

www.airyorkshire.org.uk

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

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

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SOCIETY ANNOUNCEMENTS

AIR YORKSHIRE CALENDAR

Following the appeal last month for photos of aircraft built or assembled in Yorkshire to be considered for inclusion in the Calendar we have had a very good response. We do however need more entries so could we please again ask you to search your archives for photos of aircraft which fit the bill. We will be choosing the final selection at the end of July so could you please forward any contributions before then. Please send to David Blaker at dadatiba@yahoo.com or contact him on 0113 2589077 (Apologies the wrong phone number appeared in the last magazine).

MURGATROYDS

Our next foray to the ever popular Fish and Chip Emporium has been arranged for Friday 6th December. The arrangements will be as before, most members meet at the Multiflight Cafe during the morning and we head off to Murgatroyds around 1200(The table will be booked for 1215). Any member wishing to partake in the popular event is asked to contact Trevor Smith(Editor), details in the above listing.

MEETINGS AT LBIA, AIREDALE HOUSE: 14:30HRS

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

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

MONDAY 8 July 2013 (7pm)

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

4 August 2013

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

WEDNESDAY 4 September 7pm

Simon Lea – We welcome Simon Lea who is the British Airways Leeds/Bradford Airport Station manager. Simon will likely talk about his career in Aviation, British Airways and the new base at Leeds/Bradford Airport

6 October 2013

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

3 November 2013

Annual General meeting – Followed by an Aviation related Video

8 December 2013 (NOTE THE CHANGE OF DATE)

Christmas Bash - Multiflight Cafe, Southside, LBIA

5 January 2014

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

2 February 2014

Kris Smith – Yorkshire Aviation Ltd. Yorkshire Aviation is based from airfields in Yorkshire (currently Leeds / Bradford and Sherburn-in-Elmet), who offer pleasure flights, trial lessons, aerobatic experiences, aerial survey work and more. Kris is the founder of the company and is a former Royal Navy Pilot and has recently qualified as a Commercial Pilot at Multiflight. He is also an Instructor at RAF Topcliffe, teaching young Air Cadets to fly Motor Gliders at the weekends.

2 March 2014

Carl Gissing - Customer Service Director for Thomson Airways. We are very privileged to welcome Carl Gissing to Air Yorkshire. Carl will be explaining the role of the Customer Services Director at Thomson Airways as well as an explanation of how the Boeing 787 Dreamliner was brought into service from a customer perspective.

50th ANNIVERSARY PROGRESS REPORT

You will recall that the Committee has been discussing how to celebrate the Society's 50th Anniversary in 2014. Members have been suggesting ways of celebrating this in recent months. The suggestions have been discussed at recent Committee meetings.

At the Committee Meeting on Wednesday 26 June 2013 the following items for the 50th Anniversary celebrations were agreed. The Committee is now in a position to tell you the things that are being planned and how far the planning has reached.

A fund has been started to help with the cost of the fiftieth anniversary celebrations. Members will have opportunities over the coming months to contribute to this fund in various ways. Some already have made a contribution. If you would like to make a donation to this fund please send it to the Treasurer David Valentine.

I list below the member's suggestions that are currently being worked upon:

- 50th Anniversary Air Yorkshire calendar. Work is in progress and David Blaker has volunteered to produce this. It will feature colour and black and white photographs donated by our members. The theme is aircraft built or assembled in Yorkshire. It will be on sale to members in the autumn of 2013 in time for your Christmas shopping list. It will be priced at around £8.. If you wish to place an order please send your details to the Secretary Jim Stanfield. It will be distributed on a first come first served basis and will be a limited edition. Any surplus from sales to members will go to the fund mentioned above

- 50th Anniversary dinner. This will take place on Friday evening 23 March 2014 at the Pease Hill Hotel in Rawdon. You may now make a booking with John Dale.

- coach trip to the RAF Museum at Hendon. This will take place on Saturday 14 June 2014 and Mike Storey is organising it. You may now reserve a seat on the coach by contacting Mike. Entrance to the Museum is currently free and the expected cost to members of a seat on the coach will be around £25 to £30 with a pick-up in North Leeds and one in South Leeds.

- on 4 October 2014 there will be a social event for all current and past members. The venue is currently being considered. It will be a sort of re-union and will take the form of a simple informal event at which members and past members can catch up on the passing years and talk about the next fifty. It is hoped to provide a light buffet snack during the evening depending on the success of the fund mentioned above

- David Senior is looking into the production of a commemorative lapel badge. Any one who has a contact who could help or knows of a supplier of bespoke lapel badges should contact David.

- a commemorative brochure is being worked on at the moment. Terry Sykes and Jim Stanfield are collecting anecdotes/memories/highlights/photographs from members of our first fifty years. It will be a similar format to our monthly magazine and will be distributed to all current members in 2014.

- we are also looking into producing an historic picture board of our first fifty years on a DVD. Any photos you have of the Society over the years please send to Terry Sykes or Jim Stanfield.

Watch out for further updates and if you wish to help please make yourself known

Jim Stanfield

SCHIPHOL 2013

It was an early start for the Air Yorkshire party on the annual trip to watch aeroplanes at Schiphol Airport. This day out has become increasingly popular since it first started ten years ago. This year was no exception and seventeen members boarded the Jet2 737 for the 60min or so flight.

Those dozing as we landed were awoken with a thump as we hit Dutch concrete and then taxied swiftly to the spartan facilities of low cost Pier H, where we were heavily outnumbered by a posse of easyJet aircraft already on the Gates.

The “avids” were soon noting and snapping a selection of big-jets and quickly disappeared to the Panorama Terrace despite the bracing weather. Some others elected for an early coffee/croissant and a gentler start to the day at the end of Pier G. As the day slowly warmed we eventually all met up on the excellent spectator terrace to spend the day enjoying almost constant and varied aircraft movements. The facilities, as many of you will know, on this Terrace are excellent with all you could require close at hand. The photo, taken in the afternoon, shows some welcome sunlight on a group of well wrapped-up AYAS “spotters”.

A good day was had by all and our return flight was on-time and uneventful. See you all next year

Jim Stanfield



“A cold day on the Terrace at Schiphol 3rd June 2013”

EDITORIAL

Some of you may have noticed the magazine had been cut down from 40 to 36 pages for the last two issues. This was mainly due to the fact I simply had nothing to fill the last four pages without creating a lot of extra work for myself and unfortunately I just don't have the time at present. Some of you are probably thinking I sent him this and that and it hasn't been used. This is mainly due to the fact I seem to be receiving articles in so many differing formats, which take time to convert into Word Documents. Can I ask all members to please send in your articles in Word and please not use capital letters where not necessary. It would also be helpful if Arial font was used either 8 or 10. This month we revert to 40 pages and hopefully this will continue for the rest of the year. So, over to you now and I look forward to an influx of material for the next issue.

Thank You, **Trevor Smith**



PHOTO CLIVE FEATHERSTONE

SCENE AROUND YORKSHIRE

Thank you as ever to Andy Wood(HAR) for his input to this section.

ASKERN:- No longer resident is G-TRYK Kiss 450 cancelled as sold in Australia 20.5.

BAGBY:- Noted departing to Swansea on 21/6 Baron N581AF.

BEVERLEY:- From the Residents delete G-MWUI Chevvron 2-32C which has moved to Rufforth. Visiting on 9.6 were G-BPXA PA-28 f Netherthorpe plus G-BZUL Jabiru UL and G-RAFR Skyranger J2.2 both from North Moor to Breighton.

BRIGHTON:- RESIDENTS:- F-GGKL/5-ML MH.1521C-1 (255) is a new resident arriving 26.5 from Le Touquet. G-AKAT/T9738 M.14A to Sherburn 27.5 for the Vintage and Veteran Day returning on 31.5. G-AYUT DR.1050 arrived back from Sweden via. a night stop at Groningen, Netherlands then direct to Brighton on 27.5, it then departed again 1.6 to Isle of Man / Ronaldsway returning on 2.6. G-BVGZ/152/17 DR.1 Replica to Wickenby 14.6 for the Wings and Wheels event returning on 16.6. G-CGEV/CG+EV Gomhouria Mk.6 new resident arrived by road 8.6 and now on final assembly. G-EEPJ S.1S repaired at Wickenby and returned here on 16.6. G-FLZR Z.21 was noted back on site 25.5 following a recent return to the workshop, it is now on final assembly.

TEMPORARY RESIDENTS/OUTSIDE PARKING:- G-AVMD 150G, G-BBJX F.150L, G-BGAX PA-28, G-BOIY 172N, G-BRUD PA-28, G-BYBD F.172H and G-LMAO F.172N have all been present throughout the period of this report. G-AYRT F.172K was present until 16.6 when it departed to Netherthorpe for its annual. G-AZYF PA-28 has shared its time between here and Crosland Moor and also visited the Isle of Man from late May to early June for the TT Races. It visited Brighton 6.6 for training and was back tied down in its parking spot by 14.6. D-EESE F.172M and G-BDGM PA-28 have not been noted. G-RVVI RV.6 departed to Lambley 11.5 with G-ROMP EA.230 arriving to take its place. Then G-ROMP departed 25.5 with G-RVVI arriving to take its place. G-RVVI then departed back to Lambley sometime during week commencing 10.6.

HELICOPTER ENCLAVE:- F-GDQL SE.313B (1250) present throughout. HA-LFQ SA.342L (1854) departed to the Helicopter Event at Sywell on 7.6, then routed to Ostend 9.6 before returning here 10.6.



Operated by W.T. Johnson & Sons, BN-2B Islander G-OSEA has been based at Crosland Moor since 1990. It is seen here at Sturgate on a visit for maintenance. (Alan/dsaf)

MOVEMENTS

18.5 G-LORC PA-28 f&t Sherburn, G-VLCN/XH558 Vulcan B.2 flyover 18.12hrs. south to north at low level, N505HA SA.341G (1022) f Deighton / Crab Tree Farm t Lelley, then f Lelley t Deighton. **19.5** G-AWFW D.117 with G-AYGA D.117 both f&t Oxenhope, G-BBKY F.150L f&t Netherthorpe, G-BBXB FRA.150L f Netherthorpe t Beverley, G-BNXM PA-18-95 f&t Gypsy Wood, G-BSXD/30146 Soko P.2 f&t Linton, G-BUVM DR.250/160 f&t Crosland Moor, G-CCGF R.22B f&t LBA, G-CDIJ Skyranger 912 f&t Husthwaite, G-CDLK Skyranger 912S f&t Oxenhope, G-CECO 269C f&t private site Whitby, G-DODB R.22B f&t Humberside, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GRVE RV.6 f&t Sherburn x 2, G-MLXP Europa XS f&t Sandtoft, G-SKYC T.67M f&t Wombledon, G-UANO/FAP1367 DHC.1 f Sherburn went u/s n/s t Sherburn ?5. **21.5** G-BWZG R.2160 f&t Sherburn, G-SACX AT.3 f Beverley t Sherburn. **25.5** G-AZFI PA-28R f Bagby t Sherburn, G-AZYZ WA.51A f&t South Cave / Mount Airey, G-BYSA Europa XS f&t Coal Aston, G-COCO F.172M f Strubby North n/s, G-DISO D.150 f&t Yedingham, G-EKOS FR.182RG f Bagby t Sherburn, G-ENVY Blade 912 f&t St. Michaels, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GRVE RV.6 f Sherburn t North Coates, G-LONE B.206L-1 f&t Tollerton (helicopter pleasure flights all day), G-XTRA EA.230 f&t Netherthorpe, N505HA SA.341G f Deighton / Crab Tree Farm t Doncaster / Aeroventure then f Doncaster t Deighton. **26.5** G-ATJN D.119 f Sherburn t North Coates then f Eddsfild t Sherburn, G-AVZR PA-28 f Barton t Sturgate, G-BFMH 177B f&t LBA, G-BGVE CP.1310-3C f Sherburn t Sturgate, G-BHEL D.117 f&t Bagby, G-BOPD BD.4 f&t Yearby, G-BSCE R.22B f&t Beverley, G-BTHE 150L f&t Beverley, G-BTYH P.80S f Crosland Moor t Denby Dale, G-BUTD RV.6 f&t North Coates, G-BZNV/K2048 Isaacs Fury II f Linton t Sherburn, G-CCCJ HN.700 f&t Beverley, G-CEJE W.10 f&t Yearby, G-CESW CTSW f&t Bagby, G-CGJP RV.10 f&t Sturgate, G-CGSH EV.97 f&t Bagby, G-COCO F.172M t Strubby North, G-CTDH CT2K f&t Husthwaite, G-DODB R.22B f&t Humberside, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GRVE RV.6 f Sherburn t North Coates, G-IIPT R.22B f&t LBA, G-JJFB EC.120B f&t private site Doncaster, G-MLXP Europa XS f&t Sandtoft, G-OACF DR.400 f&t Sherburn x 2, G-OIVN XL.2 f&t Wombledon, G-ORAY F.182Q f&t Gamston, G-ORUG T.600N f&t Beverley, G-RJCC 172S f&t North Weald, G-RVIN RV.6 f&t Netherthorpe, N7NP 369HE (0260E) f&t Hatfield. **27.5** G-BSXD/30146 Soko P.2 in the overhead only 10.30hrs. to meet G-TYAK on route to Sherburn, G-GTJM EC.120B f Emley Moor t Edenthorpe, G-ROMP EA.230H f Sherburn t Lambley, G-XTRA EA.230 f Sherburn t Netherthorpe, N505HA SA.341G f&t Deighton / Crab Tree Farm x 2. **31.5G**-CCFK Europa XS f&t Yedingham, G-CEAK Ikarus C42 FB80 f Bagby t Barton. **1.6** G-AJIT J/1 mod. f&t Netherthorpe, G-AXNP B.121 f&t Sleaf, G-BLCU SF.25B f&t Rufforth, G-BLVI T.67M f Kirton in Lindsey t Gamston, G-BULO Luscombe 8F f Rufforth t Abbots Bromley, G-CCEM EV.97A f&t Oxenhope, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-JRME D.140E f&t Sherburn, G-MAGG S.1SE with G-OACF DR.400 (crew ferry) both f private strip Swaffham t Sherburn, G-OIVN XL.2 f&t Wombledon, G-SOBI PA-28 f&t Sherburn, G-VEIT R.44 Raven f Booker t private site York early morning then f Epsom via private site York t Booker via private site Halifax in the evening, G-VLCN/XH558 Vulcan B.2 f/o 17.30hrs. north to south low level. **2.6 Jolly June Fly-in** (f&t's omitted to save time and space) G-AJKB Luscombe 8E, G-AKVO BC.12D, G-ANLS DH.82A, G-ANRP/TW439 Auster 5, G-ATHV 150F, G-ATPV GY.20, G-AWFW D.117, G-AWUB GY.201, G-AWVC B.121, G-AYFE D.62C, G-AYGA D.117, G-AZYS CP.301-C1, G-BDWX D.120A, G-BGMT Rallye 235E, G-BHEL D.117, G-BLPG/16693 J/1N, G-BRBW PA-28, G-BRDO 177B, G-BSLT PA-28, G-BTHE 150L, G-BTYH P.80S, G-BUOK Rans S.6, G-BVOS Europa, G-BWWN/K8303 Isaacs Fury II. G-BYFM DR.1050-M1, G-BYSI PZL.110, G-BYTM MCR.01, G-BYYC SF.2A, G-BZOB/6G+ED Slepcev Storch, G-BZRV RV.6, G-CCCJ HN.700, G-CCEM EV.97A, G-CCVN Jabiru SP, G-CDLK Skyranger 912S, G-CESW CTSW, G-CFMI Skyranger 912, G-CGJP RV.10 x 2, G-CGRL R.44 Raven, G-CGSH EV.97, G-CGWF RV.7, G-CGWT Skyranger 912, G-CHJG EV.97, G-DISO D.150, G-DODB R.22B, G-EWES Pioneer 300, G-FUZZ/51-15319 PA-18-95, G-GRVE RV.6, G-HORK Pioneer 300, G-JRME D.140E, G-MESH Sportcruiser, G-NPKJ RV.6, G-OACF DR.400, G-OBDA DA.20, G-PLAN F.150L, G-RAYZ P.2002-EA, G-RIVE D.153, G-RJMS PA-28R, G-RVNS RV.4, G-SACT PA-28, G-SJES EV.97, G-TREK D.18, G-UANO/FAP1367 DHC.1, G-XMG0 AMT.200S, G-YPSY BA.4B, N7NP 369HE, N505HA SA.341G, N5647S M.5-235C (7345C), PH-KAU T.67M (2040). **3.6** G-AWUN F.150H f&t Beverley, G-AZOE Airtourer T.2 f&t Peterlee, G-BHZV D.120A f&t Pilling / Brook Farm, G-BVOS Europa f&t Fishburn, G-JEJH DR.1050 f Garforth t Defford / Croft Farm, G-RODC Skybolt f&t Liverpool. **4.6** G-BIWN D.112 f Sherburn t Yedingham, G-BTRS PA-28 f&t Barton, G-TSOL Acrosport f Sleaf t Fishburn. **5.6** G-AWVA F.172H f Sherburn t Barton. **6.6** G-CFIA Skyranger 912S with G-CGWT Skyranger 912 both f Sherburn t Beverley, G-CHRT EV.97 f Rufforth t Sherburn. **7.6** G-ANRP/TW439

Auster 5 f Strubby North t Goodwood, G-AZOE Airtourer T.2 f&t Peterlee, G-CGPY/671 A.75L300 f Gloucester n/s, G-OJDS Ikarus C42 FB80 f Husthwaite t Full Sutton.

BURN:- The Real Aeroplane Club were invited to a gliding day at Burn on 31.5. Visiting were G-BTWF/ WK549 DHC.1 and G-CEIB/03 Yak 18A both f&t Brighton plus G-AIBW J/1N f Brighton t Sherburn. Gliders in use were G-CJBM ASK21, G-DCCM ASK13 and G-DEOV Janus C, whilst G-BEII PA-25 performed tugging duties. The Yak 18A also made numerous local flights giving experience rides to the gliding fraternity.

CARR GATE:- Visiting the police headquarters on 17/6 and again on 21/6 was EC-135T G-NESV(Police 06).

CONEY PARK(Leeds Heliport) Visitors:-

1/5	G-BLGV	Jet Ranger	0950 1000	f. Shobdon t. Whitby
2/5	G-BLGV	Jet Ranger	1900 1910	f. Whitby t. Shobdon
3/5	G-JESE	Twin Squirrel	1600 1035	f. Redhill, n/s t. Nottingham
9/5	G-EMHC	Agusta A.109E	1535 1540	f. Stafford t. Penrith
9/5	G-BYZA	Twin Squirrel	1537 1555	f. Stafford t. Penrith
13/5	G-HEMZ	Agusta A.109S	1436 1510	"Helimed 77" f/t Bradford
19/5	G-BLGV	Jet Ranger	1100 1105	f. Halfpenny Green t. Whitby
21/5	G-BLGV	Jet Ranger	1700 1710	f. Whitby t. Oxford
23/5	G-HDEF	R.44	1730	f. Barton, no record of departure
31/5	G-OTJS	R.44	1230 1245	f/t Gamston

CORPSLANDING:- Following the death of the owner some time ago G-BWAB D.140 has finally been sold, moving to Redhill, and this site is now none operational.

COTTINGHAM/CASTLE HILL HOSPITAL:- Landing mid afternoon on 9.6 was XZ591/G Sea King HAR.3 from nearby Leconfield.

CROSLAND MOOR:- R.44 G-GATE was noted on 18/6, departing to Millom.

DEVONSHIRE ARMS:- Multiflight Dauphin G-CGGD(Yorkair 03) arrived from Roundhay(Leeds) on 24/5. On 2/6 R.22B G-BRVI from Coney Park visited along with EC.120B G-JJFB.

DONCASTER AEROVENTURE:-The Museum which has now changed its name to South Yorkshire Aircraft Museum held its Open Cockpit Day on 25.5 when visiting from 13.30hrs. to 14.50hrs. was N505HA SA.341G (1022) f&t Brighton. The only change noted in the museum was the arrival of G-BCLW AA-1B which has been wfu following some damage suffered at Robin Hood Airport on 12.2, it subsequently arrived here on 27.4.



DONNA NOOK:- Operating trials at the range here on 6/6 was RAF A.330 Voyager ZZ331(Madras 44, see photo above by Rich Grimley). Sitting on the ground awaiting its turn after the Voyager had finished was Chinook ZA684/AL(Vortex 397) which was carrying aut flair trials.

DONCASTER(Robin Hood) Info courtesy of Clive Featherstone(fodsa.co.uk) and dsaf.co.uk
Interesting Movements May 2013

Commercial

2nd EI-ENO Boeing 737-800 Ryanair (FV) ; 3rd YL-LCL Airbus A-320 Smart Lynx/Thomas Cook summer lease (FV); 4th G-FLBB Dash 8-400 Flybe, first Jersey flight of summer season ; 5th G-FCLK Boeing 757 Thomas Cook; 10th UR-82072 Antonov AN-124 Antonov Design Bureau (F) Dep.14th; 10th D-CPSW SA-227-AC Metro III SW4 Bin Air (F) (FV) ; 11th G-FBEG Embraer 190 Flybe (T) ; 13th EI-ESR Boeing 737-800 Ryanair (FV) ; 14th G-EZAT Airbus A-319 EasyJet (T) (FV) ; 16th LZ-BHC Airbus A-320 BH Air. First flight of summer season; 16th G-EZMH Airbus A-319 EasyJet (T) (FV) ; 16th D-CCCC Fairchild Swearingen SA-227AT Merlin IVC. Bin Air (F) (FV); 17th G-EZEG Airbus A-319 EasyJet (T); 18th G-TAWP Boeing 737-800 Thomson (FV); 18th G-RJXP Embraer 135 bmi regional (T) ; 22nd G-EZFM Airbus A-319 EasyJet (T) ; 24th TC-OBJ Airbus A-321 Onur Air (FV) ; 24th CS-TRL Airbus A-320 Orbest Airlines. New Airline taking over the Friday Thomas Cook flight. (FV) ; 26th TS-INO Airbus A-320 Nouvelair operating for Thomas Cook again. Last operated 25th October 2007 ; 26th EI-DVT Boeing 737-800 Ryanair (FV) ; 27th EI-EVL Boeing 737-800 Ryanair (FV) ; 31st TC-OBR Airbus A-321 Onur Air (FV)

Bizjets & Biz Props

1st G-BVRJ BAe-146/Avro RJ-70 Qinetiq Ltd. (T)
1st N525LW CitationJet 525 CJ1. Private (M) (FV)
1st N55CJ CitationJet 525 CJ1 arrived 10/3/2013 for (M)/sale & repaint Now has Think Cel titles.
1st G-CGAW Beech 200 King Air. Aerodynamics Ltd
2nd G-BPYR PA-31 2 Excel Aviation Ltd
2nd G-FCSL PA-31 Navajo Chieftain Culross Aerospace Ltd (FV)
4th G-OCEG Beech 200 King Air Cega Aviation
8th G-EYUP Citation 560XL Harrock Aviation Ltd (M)
9th CS-DSD Dassault Falcon 7X Netjets Europe Ltd. Still in previous operators colours (FV)
10th D-BOOC Citation 750X Private (M)
10th G-CGUZ CitationJet 525 CJ2 Kansas Transportation Ltd
10th G-IASA Beech 200 King Air IAS Medical Ltd
10th G-GLTT PA-31 Navajo Chieftain Blue Sky Investments Ltd
12th G-JMED Learjet-35 Air Medical Fleet. Ambulance flight
13th D-CNOC Cessna Citation 560XLS Atlas Air Services (FV)
21st G-MHIS Cessna Citation 550 Bravo Mail Handling International Ltd (FV)
22nd EC-LDK Cessna Citation 510 Mustang. Jetnova de Aviacion Ejecutiva (FV)
28th G-GSTG CL-605 Challenger. Image Air Charter Ltd (FV)
30th N598CA Cessna 550. Staff Air System Inc (FV) Dep to Keflavik
Civil Helicopter (Aircraft in this list marked (FV) are to my knowledge correct).
1st G-NMID Eurocopter EC-135 Derbyshire Constabulary
3rd G-EYRE Bell 206 Longranger European Aviation And Technical Services Ltd. Also 21st
19th G-VVBA AS-355 Twin Squirrel Hinde Holdings Ltd (FV)
28th G-OTJS Robinson R-44 Raven. Heli Air Ltd (FV)
Miscellaneous Light/Medium Aircraft (Aircraft marked (FV) are to my knowledge correct).
13th G-PUSI Cessna 301; 17th G-BDOG Scottish Aviation Bulldog (T) (FV); 26th G-AXNS Beagle B.121 Pup 150
29th G-DSPY Diamond DA-42 Twin Star parked between hangar 1-2 ; 29th G-DJET Diamond DA-42 Twin Star parked between hangar 1-2; 30th PH-FLD Diamond Aircraft Industries DA-40D. Stichting DA 40 Flyers (FV)
Military
2nd ZJ130 EH-101 Merlin (H) (T) (FV) Also 14th ; 7th ZH536 Pilatus Britten-Norman Islander (T) ; 8th ZE116 Tornado. callsign Deathray1 (T) (FV) ; 9th ZH902 CH-47 Chinook (H) (T) ; 9th ZR322 Augusta A-109 (H) +14th ; 14th ZE701 BAe-146 (T) ; 14th ZJ690 BD-700 Global Express /Astor (T) ; 18th XH558 Vulcan made its first test flight of the year ; 20th ZH882 C-130J Hercules C.5 (T) (FV) ; 20th ZJ235 Bell 412 ; 20th ZH106 E3D AWACS (T) ; 21st ZA595 Tornado (T) (FV)
26th XZ594 Sea king Fuel stop after responding to an emergency call out (H) (FV)

EGTON:- No longer resident here are G-ADYS Aeronca C.3, G-AHBM DH.87B and G-ANLS DH.82A, which have all moved to the strip at Saltergate.

DONCASTER PHOTOS(Clive Featherstone)



Citation X D-B00C departing following attention at the Cessna Citation Service Centre



Orbest are operating weekly charters for Thomas Cook, here A.320 CS-TRL is seen 24/5



Onur Air Airbus A.321 TC-OBJ departing a wet Doncaster on its regular weekly charter, 24/5.



Citation 2 N598CA departed for Keflavic on 30/5 enroute to a new life in Arizona.

EMMERDALE FARM:- On 5/6 R.44 G-JBKA was operating at the film set near Harwood carrying out filming duties.

EMLEY MOOR:- Departing to Perth from a private site here on 24/6 was Long Ranger G-PTOO.

ESHOTT:- Visiting on 16/6 was Remos GX G-OBOF, the aircraft later departing home to a private strip near Reading. Also noted the same day were Eurostar G-CCZZ(to Old Warden) and Cheltenham based Quik G-CFPR, which arrived from Elvington.



A new resident at Eshott is Volair 86 microlight that has been built & developed by David Skills, a former RAF engineer. He is hoping to get it to fly by battery power.(Chris Glover)

FISHBURN:- On 5/5 resident RV.6A G-CCVS and GlasStar G-CBAR departed to Earls Colne on the first leg of a 10 day tour of France. Visitors:- 5/5 G-BHDM Cessna 152(to Benson); 6/5 HA-YAJ YAK 18T(from Gamston), G-CDLL Banbi, G-ATFF Condor; 7/5 G-NALA Cessna 172S, G-PIXX R.44(Newsflight 1); 10/5 G-STUY R.44.

FULL SUTTON:- A very quiet airfield on 15.6 with only one hangar open containing G-AYCT F.172H, G-BATV PA-28, G-BAZS F.150L, G-BGYH PA-28, G-BIEY PA-28, G-BNSO T.67M, G-BPUU 140, G-CBOR F.172N, G-CEZK SA.750, G-CONL TB.10, G-FLYA M.20J, G-ICAS S.2B, G-OACI MS.893E, G-OPUB T.67M, G-OSJN Europa XS(now been here for several months) and G-ZEBY PA-28. G-COLH PA-28 was on the field and G-BJZN T.67A and G-BYBD F.172H were visiting 11.55hrs. to 12.25hrs. both f Brighton t Sherburn. Resident G-BRBA PA-28 was damaged when it overran the wet grass runway whilst landing on 2.2. The accident damaged G-AVWJ PA-28 was cancelled 16.4 as pwfu following its accident here on 19.2.10.

GAMSTON:- A new resident noted on 7.6 was Jet Ranger G-JRCR recently acquired by Commercial Legal Ltd of Doncaster.

HAREWOOD:- A pair of Staermans "Wingwalk" formation" were displaying here over the weekend 15/6, 16/6, operating out of Sherburn.

HOLLYM:- Noted on 21.5 was G-BOWO R.182RG a regular visitor whilst its owner works in the area.

HUMBERSIDE Information courtesy of Rich Grimley

Goods news from North Lincs this month with the commencement of flights by JetX who are utilizing Boeing 717 aircraft of Volatea on flights from and to Spain. The first flight was operated by EI-EXA on 28/5. Other airlines operating weekly flights from the airport are Freebird(first flight A.320 TC-FBO on 24/5), Nouvelair(first flight A.320 TS-INO on 24/5) and Orbest(first flight A.320 CS-TRK on 26/5). The Jetstream 32 TC-RSA, which departed to Cranfield on 11/12/12 returned to Humberside on 8/5 and went into hangar 9. A first visit on 7/5 was Sikorsky S-92 G-MCGB, which is the second of the type to join the Bristows fleet and two of the type will be based at Humberside taking over duties Air/Sea Rescue duties from the Sea Kings based at Leconfield.

Finally, we have to report three incidents at the airfield during the month. On 9/5 Baron G-BZIT was taxiing out for departure when it is reported to have had a propeller strike with a sign. The aircraft returned to light aircraft park and was still present at the end of the month minus starboard engine and propeller. On 27/5 T-67B G-BIOW lost its nose wheel upon departure at Sherburn, however it was not until someone afterwards departed and saw the wheel on the runway. The pilot and the

HUMBERSIDE PHOTOS(RICH GRIMLEY)



Boeing 717 EI-EXA of Volotea arriving on the inaugural flight on behalf of JetX on 28/5



Freebird operate weekly charter to Turkey A.320 TC-TBH is seen taxiing onto stand 31/5



Colourful YAK-18T G-YAKG parked on the Humberside apron, 19/5



Baron G-BZIT parked up minus its engine following its incident at the airfield on 9/5

instructors(who were on the ground) were deciding whether it was best to land it on the grass at Sherburn, or fly to another airfield. As there was a chance of flipping the aircraft over and possibly the crew being injured, they thought the best idea was to try another airfield, which they first tried DSA but were refused. They then asked Humberside to which they were accepted and used the smaller runway, with ATC asking them to land after the intersection so they didn't block the main runway. Gladly, no one was injured and not too much damage to the aircraft which ended up in the grass at the side of the runway. The day previous PA-28 G-COLH reported a problem shortly before take off and at the end of the month this too was parked in the light aircraft park minus its prop.

Movements:-

4/5 G-LEAB Citation Mustang(Lonex 05AB), G-JEDT Dash-8-400(Jersey 1198)
 5/5 G-AZNO Cessna 182P, G-SACX AT-03, G-MFLD Robin HR.100
 6/5 CS-DXW Citation XL(Fraction 774U), G-BNTD PA-28 Warrior
 7/5 N2273Q PA-28 Warrior, G-GWYN Cessna F.172M, N131CD Cirrus SR.22
 12/5 CS-DXP Citation XL(Fraction 6DB), G-BKMA Mooney M.20K
 13/5 M-ABCD Falcon 2000EX, M-ICRO Citationjet 3, ZK451 King Air 200(Cranwell 65)
 14/5 D-ISIX King Air 90, CS-DXW Citation XL(Fraction 694K)
 15/5 CS-DRY Hawker 800XP(NJE 5UC), CS-DXF Citation XL(NJE 431L), N199MW PA-32
 16/5 G-PPBA EMB.135BJ Legacy, M-USHY Cessna 441, G-ZOOL Cessna FA.152
 19/5 G-YAKG YAK-18T, LZ-BHC A.320(Balkan Holidays 5549)
 20/5 CS-DXU Citation XL(Fraction 7RT), G-KLNR Hawker 400XP(Saxonair 40C)
 21/5 N939SR Cirrus SR.22(departed, had arrived 17/5), G-ATLM Cessna F.172G
 22/5 CS-DFP Citation XL(Fraction 181B) 23/5 CS-DFV Citation XL(Fraction 6CZ)
 24/5 D-CCAA Lear Jet 35A(Ambulance 416), G-ZMED Lear Jet 35A(Air Med 077)
 25/5 N112JA Commander 112TC, G-ORTH King Air 90
 26/5 CS-DRK Hawker 800XP(Fraction 429P), M-OTOR King Air 90, G-BYFR PA-32R
 27/5 SE-LZU Commander 690, G-BFHU Cessna 162, G-HUBB P-68C(Ravenair 7BB)
 28/5 OY-PPS PA-34 Seneca, G-LNCT MD-902 Explorer(Helimed 29A)
 31/5 TC-FBH A.320(FHY 679), TS-INC A.320(LBT 8545), G-OACI Rallye

ILKLEY:- Dauphin G-OLNT(Jockey 23) landed at a private site here on 20/6, dropping off passengers from Ascot Races before heading home to Norwood Edge.

KELFIELD:- Landing out in a field at Kelfield at 16.25hrs. on 2.6 was G-DCGD Ka.6E.

LECONFIELD:- Sea King XZ590(SRG 131) was noted visiting from its base at Boulmer on 5/5. On 7/5 the Sea King replacement, S-92 G-MCGB paid a visit arriving from Humberside(see photo below by Rich Grimley).



LEEDS:- Local resident N316DJ SA.315B (2505) was noted at Manston 19.5 possibly on export as reported a couple of months ago.

LEEMING:- Visiting on 28/5 was Embraer 145 CF-02(Belgian Air Force 620). On 26/6 Cirrus SR.22 G-CHAJ arrived from Sleaf.

MELBOUNRE:- On 28/5 Calidus Autogyro G-ULUL arrived here late morning from Blackpool. On his return trip in the afternoon he encountered low cloud over the Penines so diverted back to Rufforth.
NETHERTHORPE:- A new resident is G-RVIN RV.6. Resident G-PHLY FRA.150L was cancelled 1.5 as wfu following its accident here on 10.6.12. Also reported was an incident to resident G-APAP/R5136 DH.82A on 26.5 when it made a forced landing in a field due to engine problems, no damage was caused, the problem was rectified allowing the aircraft to be flown out again. From the Resident Review delete G-BMUD 182P which has been exported to Hungary. A visitor from a private strip at Morpeth on 16/6 was Condor G-AYFE.

NORTH COATES:- Movements 1.5 G-FRAG PA-32 f&t Rochester, G-YAKG Yak 18T f&t Andrewsfield. **2.5** G-YAKG Yak 18T f&t Andrewsfield. **4.5** G-CEOM Jabiru UL f Eddsfield t Headon, G-BTAW PA-28 f Netherthorpe t Otherton, G-BNST 172N f Beverley t Sandtoft. **5.5** G-BPGU PA-28 f&t Tollerton, G-BJOT D.117 with G-BDWX D.120A and G-BVST D.150 all f&t Full Sutton, G-BFOG 150M f Beverley t North Moor, G-BKPE DR.250/160 f&t Conisholme, G-CCXN Skyranger 912 f Otherton t Skegness, G-AVZR PA-28 f Brighton t Wickenby, G-CCJV A.22 f&t Otherton, G-SABA PA-28R with G-SOBI PA-28 both f&t Sherburn, G-CEFV 182T f&t Wombledon. **6.5** G-IANZ Quik with G-SEEE Quik, G-MTMC Gemini Flash 2A, G-CETU Skyranger 912S and G-BZXV Quantum 15-912 all f&t Rufforth, G-PTAR Skyranger 912S f Riby t Beverley, G-CBKF Easy Raider f&t Manby / Eastfield Farm, G-ORAE RV.7 f&t Netherthorpe, G-AXNS B.121 f Eddsfield t Gamston, G-BDJD D.112 f&t Beverley, G-ATJN D.119 f Rufforth t Sherburn, G-BIWN D.112 f Brighton t Yedingham, G-CDWU CH.601UL f&t Carr Valley, G-BRZS 172P f&t Blackpool, G-CENA MCR.01 f&t Caunton, G-RVNS RV.4 f Sturgate t Netherthorpe, G-AWVC B.121 f Skegness t Sturgate, G-CEBF EV.97A with G-CCJP RV.10 both f Netherthorpe t Sturgate, G-BYPN MS.880B f Beverley t Forwood Farm, G-CBIX CH.601UL with G-CWBM Currie Wot and G-AJAM J/2 all f&t Temple Bruer. **11.5** G-BRAA S.1C with G-BVDC RV.3 both f&t Manby / Eastfield Farm. **12.5** G-RVNS RV.4 with G-NPKJ RV.6 both f&t Sturgate, G-BUTD RV.6 with G-BRAA S.1C both f&t Manby / Eastfield Farm, G-BCYR F.172M f&t Bagby, G-EHMJ Beech S.35 f&t Gamston, G-BDTX F.150M f&t Skegness, G-BIOC F.150L f&t Beverley. **19.5** G-YAKG Yak 18T f&t Andrewsfield, G-BJOT D.117 with G-ATPV GY.20 both f&t Full Sutton, G-BUTD RV.6 with G-BRAA S.1C both f&t Manby / Eastfield Farm, G-BACL D.150 f Brighton t Beverley, G-PTAR Skyranger 912S f Beverley t Riby, G-CFFJ CTSW f Boston t Caunton, G-BLXI CP.1310-C3 f Boston t Grove Farm. **25.5** G-BRAA S.1C with G-BUTD RV.6 both f Skegness t Manby / Eastfield Farm, G-GRVE RV.6 f Brighton t Sherburn, G-UZUP EV.97A f&t Netherthorpe. **26.5** G-BUTD RV.6 f Manby / Eastfield Farm t Brighton then f Brighton t Manby, G-BRAA S.1C f&t Manby / Eastfield Farm, G-CGDI EV.97A f&t Netherthorpe, G-PUPP B.121 f&t Sturgate, G-GRVE RV.6 f Brighton t Sherburn, G-BRPF C.120 f&t Sturgate. **27.5** G-AWUN F.150H f&t Beverley, G-CEOM Jabiru UL f&t Headon, G-CGJP RV.10 f&t Sturgate.

NORTH HYKEHAM:- At a site on the Lindum Business Park is the nose section of OO-DHN 727-31F (20113/711) which is known to have been here since at least October last year. The aircraft was previously stored at Lasham and used in a James bond film before being broken up and the cockpit section saved.

NORTH MOOR:- From the Residents delete G-MZCD Blade which departed early January to Market Rasen, current base unknown. The construction locally of G-WYND W.8 continues all be it very slowly. Further departures are G-MNKK Pegasus Flash to an unknown destination, and G-MTUI Pegasus XL-R sold to an unknown buyer recently.

OULTON HALL(LEEDS):- Noted visiting on 18/6 was Gazelle YU-HHS, f/t Bristol.

PINDERFIELDS HOSPITAL(WAKEFIELD):- Agusta A.109S G-HEMZ(Helimed 77A) arrived from Warwick on 17/6.

POCKLINGTON:- Noted taking part in a Gliding Competition on 16.6 were G-BZYG DG.505MB, G-CFRW ASW20L, G-CGDZ ASW24, G-CGJB Discus XLT, G-CHDX LS7, G-CJDD DG.200/17C, G-CJVV Janus C, G-CKLD Discus 2cT, G-CTAG LS8, G-DCRH Standard Cirrus, G-DEMT LS4 and G-TWAZ LS7.

PONTEFRACE COURSE:- Visiting early afternoon on 26/6 was A.109E G-GCMM, departing later to Stoke-on-Trent.

RUDDING PARK(HARROGATE):- Visiting on 23/5 was LBA based Dauphin G-CEYU(Yorkair 03). Twin Squirrel N766AM arrived from East Midlands on 16/6.

RUFFORTH/EAST:- Noted on an evening visit on 19.5 were G-CHLZ Skyranger 582 new resident, G-GKFC RL5A LW confirmed as a new resident, and G-OPRC Europa XS-TG new resident ex. Wombledon.

A new arrival with the Gyro Museum is G-ARTJ B.8M, it has been stored in Scotland for many years. Visiting on 3.6 were G-CWAY Ikarus C42 FB100, G-FELD MTO Sport and G-RTIN MT-03.

RUFFORTH/WEST:-Noted in Bob McLeans on 19.5 were G-CJKP LS4-b, G-CKAX DG.505, G-LULU G.109 and (BEZ)/BGA.922 T.43 Skylark 3F, whilst out flying was G-MWUI Chevvron 2-32C a new resident ex. Beverley. Noted with Bob on 16.6 was G-CFPG Carat A on annual and SE-UJO AMT.200S still on repair. A new resident is G-DDBS T.59D.



A new resident at Rufforth is RL5A Sherwood Ranger G-GKFC(David Thompson)

SALTBY:- No longer resident is G-BIFO VP.1 which has moved to Tibenham/Priory Farm following sale. A visit 19.6 for the Vintage Glider Club Meet found (ATR)/BGA.651 T.13, (BUC)/BGA.1237 T.49B, (BVJ)/BGA.1266 T.51 and G-DCCL Ka.6E visiting for the Meet plus new resident (AZX)/BGA.801 T.41 also participating. Another new resident noted was G-DHSJ Discus b, plus an unidentified and dismantled T.38. G-AWEM RF.4D was being worked on as was (KBW)/BGA.4970/OM-0973 LF.107 also getting attention and no longer suspended from the roof.

SANDTOFT:- Courtesy of Pete Hobson. **Resident changes:-** Arrivals G-CHVS Savannah XLS Jabiru circa 12/04, **Departures** G-BPKM PA-28 24/04, G-CCZW Blade 11/2012, G-CDEH Savannah LS 3/2013, **General** G-TAXI PA-23 is now known to reside in one of the South Hangars and has not flown for sometime now.

Movements(May):-1/5 G-EFBP FR.172K f/t Sherburn; 2/5 G-ASIL PA-28, G-AZNO 182P f/t Humberside; 3/5 G-CHAJ SR22 f/t Sleaf, G-AZFI PA-28 f/t Sherburn; 4/5 G-AVYT PA-28R, G-BIOC F.150L, G-BWII 150G f/t Sturgate, G-BNST 172N: 5/5 G-AVUH F.150H f/t Strubby, G-EFAM 182S f/t Liverpool; 6/5 G-ZAIR CH.601HD f/t Crosland Moor, G-BOVK PA-28 f/t LBA, G-BFMH 177B, G-EFBP FR.172K f/t Sherburn, G-AYYU B C23 f/t Sturgate; 7/5 G-BAXU F.150L f/t Peterborough; 8/5 G-AZNO 182P f/t Humberside; 9/5 G-PIXX R44; 11/5 G-AYRT F.172K, G-EKOS FR.182RG f/t Sherburn, G-OBMS F.172N f/t Sherburn, G-AZFI PA-28 f/t Sherburn; 13/5 G-LAIN R22; 16/5 G-AZNO 182P f/t Humberside, G-CHAJ SR22 f/t Sleaf, G-BODE PA-28 f/t Sherburn, G-BFDI PA-28 f/t Tollerton, G-SELA 152 f/t Sherburn, G-EFBP FR.172K f/t Sherburn, 17 G-BODE PA-28 f/t Sherburn.; 18/5 G-EFBP FR.172K f/t Sherburn, G-SACX AT-3 f/t Sherburn; 19/5 G-MCJL Quantum, G-EFBP FR.172K f/t Sherburn, G-BOVK PA-28 f/t LBA. 20 G-CHAJ SR22 f/t Sleaf, G-EFBP FR.172K f/t Sherburn; 21/5 G-EETG 172Q, G-BCYR F.172M f/t Bagby, G-BTDH CT2K f/t Bagby, G-OBSM R.44 f/t Coventry, G-AZTS F.172L f/t Humberside; 22/5 G-SACR PA-28 f/t Sherburn, G-BFTC PA-28R; 23/5 G-BCYR F.172M f/t Bagby; 25/5 G-COLH PA-28 f/t Full Sutton, G-MELS PA-28 f/t Denham, G-EFBP FR.172K f/t Sherburn, G-BCYR F.172M f/t Bagby, G-BXLY PA-28 f/t LBA, G-BEAC PA-28 f/t Humberside; 26/5 G-IFFR PA-32, G-BCYR F.172M f/t Bagby, G-JANA PA-28 f/t Elstree, G-DJJA PA-28 f/t Elstree, D-ENTO AA-5 f/t Elstree; 30/5 G-BNPY 152 f/t Gamston; 31/5 G-AZFI PA-28 f/t Sherburn, G-BAXV F.150L, G-BUUI T.67M.

SHERBURN:- A visit on 25.5 to finalise the details for the Vintage and Veteran Day noted the following visitors between 11.35 and 12.25hrs. G-AYRT F.172K f&t Brighton, G-BEPY RC.112B, G-BJZN T.67A f Brighton t Full Sutton, G-BLVI T.67M, G-BONW 152, G-BRKH PA-28, G-CBZK DR.400 f&t Brighton, G-RVDR RV.6A f&t Brighton, G-RVTT RV.7, G-TAMR 172S, G-ZSDB PA-28 and N96FL SR.22-33 (2899). On 26.5 resident G-BIOW T.67A lost its nose wheel on take off and following a low flyby for inspection diverted to Humberside where it made an emergency landing on a foam carpet with five fire appliances and an ambulance in attendance ! Damage was minimal and there were no injuries to the two people on board. At the Vintage and Veteran Day on 27.5 the following were noted between 11.30 and 16.15hrs. **Hangar 1** G-AZFI PA-28R, G-BARH Beech C23, G-BDWM/"414673/ LH-1" DB.1 Mustang (Netherthorpe resident not sure what it was doing here), G-BFTF AA-5B, G-BHIB F.182Q, G-BKVC TB.9, G-BMHT PA-22RT, G-BTII AA-5B, G-EDDS Sportcruiser, G-EGAG TB.20, G-EKOS FR.182RG, G-RPAF Europa XS-TG. **Hangar 2** G-ASMJ F.172E, G-BEKO F.182Q, G-BFTC PA-28R, G-BLHR GA-7, G-BPXX PA-34, G-SABA PA-28R, N590CD SR.22-G2 (0957). **Outside Hangars 1 and 2** G-BBDT 150H, G-HOWI F.182Q, G-WERY TB.20, N761JU T.210M (21062300) possible new resident. **Hangar 3** G-AKBO M.38 dismantled, G-ALUC/R5219 DH.82A, G-ASAZ UH.12E-4, G-ATHV 150F, G-BBNJ F.150L, G-BODC PA-28 dismantled, G-JBKA R.44 Raven, G-JRME D.140E, G-OACF DR.400, G-SACW AT.3. **Hangar 4 Sherburn Engineering** Locked. **Hangar 5** G-ATJN D.119, G-BMTU S.1E, G-BRJN S.1C, G-GRVE RV.6, G-JULZ Europa G-PITZ S.2A temporary resident, G-SACU PA-28 dismantled. **Residents on Field** G-ANON/ T7909 DH.82A, G-BNOH PA-28, G-BODB PA-28, G-BODE PA-28, G-BWZG R.2160, G-CGRL R.44 Raven, G-IVII RV.7, G-LORC PA-28, G-OBMS F.172N, G-SACS PA-28, G-SACT PA-28, G-SACX AT.3, G-SACY AT.3, G-SOBI PA-28, G-UANO/FAP1367 DHC.1. **Visitors 11.30 – 16.15hrs.** G-AKAT/T9738 M.14A n/s due to cross wind at Brighton returned 31.5, G-AXMT/U-99 Bu.133C, G-AYFC D.62B, G-BCKV FRA.150L, G-BJZN T.67A, G-BSXD/ 30146 Soko P.2, G-BTVX 152, G-BZNW/K2048 Isaacs Fury II arrived 26.5 f Brighton departed 27.5 t Linton, G-CBZK DR.400, G-CEIB/03 Yak 18A, G-CGJP RV.10 arrived after display, G-EXTR EA.260, G-LFSJ PA-28, G-ROMP EA.230H, G-SKYC T.67M, G-TAFF CASA 1.131E, G-TYAK Yak 52 f Brighton t Linton then f Linton t Brighton as crew ferry for G-BZNW, G-WLGC PA-28, G-XTRA EA.230. G-BIOW T.67A arrived back by road from Humberside in two consignments with the fuselage arriving on 30.5 followed by the wings on 31.5. Visiting on 31.5 between 16.25hrs. to 17.15hrs. were G-AIBW J/1N f Burn t Brighton, G-AZNO 182P f Humberside, G-CGNE R.44 Raven and G-GMCM AS.350B3. A new resident arriving on 1.6 was G-MAGG S.1SE from a private strip at Swaffham. A quick divert in here to avoid some weather on 15.6 with not a lot noted other than G-BIOW T.67A now re-assembled after its recent accident but minus nose undercarriage and engine. Also the wreck of G-ATAF F.172F has now been stripped of all useful parts and the hulk was noted chopped up alongside the Engineering Hangar awaiting disposal. Visiting between 12.45hrs. and 13.55 hrs. were G-BJZN T.67A and G-BYBD F.172H both f Full Sutton t Brighton. From the Resident Review delete G-EEWS T.210N following sale and G-HGRB R.44 Raven which has moved to Cumbernauld following sale. An arrival from Dundee on 3/5 was Bulldog G-BZDP/XX551.



T-67 G-BIOW being dismantled at Humberside on 28/5 following the incident when it landed with no nosewheel. It is now under repair at its base, Sherburn(Rich Grimley)

SOUTH CAVE/MOUNT AIREY:-A new resident is G-ARML 175B replacing G-AVZV F.172H which has departed following sale. Another new resident is G-MTJV Gemini Flash 2A noted 7.4 along with the fuselage of N100MC PA-23-160G (23-1985) which is still here following its forced landing on 16.1.12. Visiting on 16.5 was G-JBTR RV.8.

STAINSBY HALL:- Arriving from Beverley on 6/5 was Humberside based R.22B G-BSCE.

STRUBBY/NORTH:- New residents are G-ANRP/TW439 Auster 5 ex. Wickenby and G-BOIX Cessna 172N.

STURGATE:- Noted visiting on 4/5 was PA-28R Arrow N200GK, based at Stapleford. Noted parked on 6.6 was Swiss based C-GSBJ PA-32-300 (32-7540023) possibly on a delivery flight.

SUMMERBRIDGE(HARROGATE):- A.109E G-CDVD(Westland 09) landed here on 22/6 from Croft Racing Circuit to Teesside.



Phenom 9H-FOM, which recently joined the Maltese register, arriving at Teesside 20/5

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

The airport remains quite quiet at present with passenger numbers still falling. On 12/5 a quartet of Hawks arrived from Leeming, XX198/XX318/XX321/XX329. The latter 3 remained until 14/5, whilst XX318/9SY(Pirate 13) departed to Valley on 15/5. During their stay they carried out local missions. Other movements included:-

- 1/5 N342AP Gulfstream 4, N2245V Cessna 182S, M-USIC Gulfstream 550
 - 2/5 G-XXEB S.76C(Rainbow 1), XZ221 Lynx(Armyair 949, training)
 - 3/5 EC-KES Citationjet 2(Sur Aviation 451), G-TRAN Be,76, G-CGUZ Citationjet 2
 - 4/5 N200GK PA-28R Arrow, G-LEAB Citation Mustang(Lonex 05AB)
 - 5/5 XZ590 Sea King(SRG 131, refuel)
 - 7/5 G-FLZR Boeing 737/800(Thomson 3219), G-EMBP EMB.145(Eastflight 1092)
 - 9/5 N620M Gulfstream 4(n/s), G-BCYR Cessna F.172M
 - 10/5 ZF205 Tucano(Cordite 2, overshoot), G-BOFZ PA-28(Temporary resident)
 - 11/5 G-XAVB Citation Mustang(Beauport 531), G-DJET DA-42(White Knight 12)
 - 14/5 N10MC SR.22, G-FCUM R.44(Fusion 4), ZA595 Tornado(Marham 03, overshoot)
 - 16/5 ZF378 Tucano(LOP 08, ILS), G-CGND R.44, G-JAJK PA-31(Causeway 999A)
 - 17/5 G-XBEL Citation XL(Beauport 871), G-EJRS PA-28 Archer
 - 18/5 R.95/6I-ZN Transall(Cotam 2036, French Air Force)
 - 19/5 LY-FLH Boeing 737/300(Skypol 872P), G-AZCP Pup, D-EKNA Mooney M.20K
 - 20/5 9H-FOM Phenom, ZF417 Tucano(LOP 77, ILS), ZA609 Tornado(Marham 03, ILS)
 - 21/5 ZK458 King Air 200(Cranwell 89, overshoot), G-ORTH King Air 90
 - 22/5 ZJ920 Typhoon(Rampage 21, overshoot), ZK460 King Air 200(Cranwell 88, ILS)
 - 23/5 N359V Challenger 604, G-YPOL MD-902(Police 42), SX-BHS 737/300(Hermes 741, n/s)
 - 24/5 F-HCOA 737/500(Mediterranean 971F, also 31/5), F-GJTM TBM-700(n/s)
 - 25/5 M-LEYS King Air 90, G-DAKO PA-28 Dakota, G-ZDEA DA-42(White Knight 16)
 - 26/5 G-GMCM Twin Squirrel, G-KVIP King Air 200(Prestige 62H)
 - 28/5 C-FYUH Boeing 737/800, G-SUET Jet Ranger, CS-DUB Hawker 750XP(Fraction 818T)
 - 30/5 SE-RIZ Citation XL(Gothic 701), G-ILTS Cherokee 6
 - 31/5 F-GYAN A.321(Mediterranean 9690), G-BURD Cessna 172S, N766AM Twin Squirrel
- The charter flights on 25/5 and 31/5 were carrying pilgrims to and from Lourdes.

WADDINGTON:- Visiting for the RAFA Fly-in on 21.4 were G-AKVO BC.12D, G-ATSI Bo.208C, G-AYLF DR.1050, G-BKHW Glasair RG, G-BLPI T.67B, G-BNRG PA-28, G-BNRP PA-28, G-CDMA PA-28, G-CHAR G.109B, G-COSF PA-28, G-CSBD PA-28, G-DKEY PA-28, G-FTIL DR.400, G-IIXF RV.7, G-IJAG 182T, G-OSND FRA.150M, G-SLEA CAP.10B, G-VICC PA-28 and N39TA Beech B24R (MC-230).
WETHERBY RACE COURSE:- Twin Squirrel N766AM paid a visit on 17/6, f/t East Midlands.

WICKENBY:- From the Residents delete G-ANRP/TW439 Auster 5 which has moved to Strubby North possibly on a temporary basis before moving to Brighton, G-SIIE S.2B which has departed following sale, and N697RB S.1T (1042) which has moved to White Waltham. The Wings and Wheels event was held over the weekend of 15-16.6 with the action curtailed by the blustery conditions on the Saturday with only nine visiting aircraft recorded. I visited on 16.6 but only arrived just before the Air Show was due to start and left straight afterwards so there was no time to check the hangars. Two new hangars were noted under construction on the opposite side of the taxi way to the Microlight Hangar and Wickenby Aviation Hangar. **Air Show participants and static display** G-ALWB DHC.1, G-ANZT Thrxtun Jackaroo, G-AOHY/N6537 DH.82A resident, G-AZGY CP.301B, G-AZGZ/NM181 DH.82A, G-BFVH/5964 replica DH.2 resident, G-BLUZ/LF858 DH.82 Queen Bee, G-BVGZ/152/17 Replica DR.1, G-BZNK/354 MS.315E resident, G-CCXA/669 A.75N1, G-EVIL XA.41, G-IIRI XA.41 resident, G-OFFO EA.300/L, G-SKYC T.67M, G-SWIP Twister, G-XTRA EA.230, G-ZEXL EA.300/L, G-ZWIP Twister, G-ZXEL EA.300/L, G-ZXLL EA.300L, PM631 Spitfire PR.XIX flying only. **Residents on Field** G-AHAL J/1N, G-BBTJ PA-23 on far side, G-BTUK S.2A outside near side hangars, G-BWNK/WD390 DHC.1, G-BXCT/WB697 DHC.1, G-BYTN/N6720 DH.82A, G-ETAT 172S, G-JAEE RV.6A, G-PTAG Europa TG, N113BP PA-46-350P (4636363) on far side, N91384 RC.690A (11118) on far side wfu. **Visitors 11.30 – 16.10hrs.** G-AZGA D.120, G-BAEO F.172M outside near side hangars, G-BHLE DR.400, G-BNVE PA-28, G-BOIX 172N, G-BOPD BD.4, G-BYBD F.172H, G-CCCJ HN.700, G-CCZJ X'Air 582, G-CDEH MXP.740, G-CDFL CH.601UL, G-CEIB/03 Yak 18A, G-CEJE W.10, G-CFIA Skyranger 912S, G-CFIU Sportcruiser, G-CFZD Jabiru J430, G-CGJPRV.10, G-CGWT Skyranger 912, G-LESZ Kitfox, G-LNCT MD.900, G-OSND FRA.150M, G-PARI 172RG, G-RAMY B.206B outside near side hangars, G-RVDR RV.6A, G-RVIT RV.6, G-RVNS RV.4, G-RVVI RV.6, G-SACT PA-28, G-SJMH DR.400, G-SOBI PA-28, G-SVNH MXP.740, G-TWOO EA.300/200, G-UANO/FAP1367 DHC.1.

WORTLEY(LEEDS):- R.44 G-HYLL landed at a private site here on 21/6. later departing to Newcastle.
YEARBY:- Visiting on 6/5 was Cessna F.172P G-ROOK from Aberdeen. The aircraft later departed to Eddfield.
YORK:- Arriving at the General Hospital on 10/5 was A.109E G-HEMZ(Helimed 77A), inbound from North Tees General.



**French Air Force
Transall R.95/61-NZ
arriving at Teeside
on 18/5(dtv)**

**Isle of Man based
Robin DR.400
G-BKVL pictured
on a recent visit
to Sandtoft, 2/6.
(Pete Hobson)**



RAF LEEMING BASE VISIT, 05/06/13

Gate

XA634	Javelin FAW4	displayed outside 90SUHQ , Bernard Building
Hangar 1		
XX189/CR	Hawk T1A	Pirate 13 , F/L Green , 100 Sqdn *1
XX198/CG		Pirate 17 , F/L Dean
XX246/95-Y		Pirate 01 , W/C Cann MA RAF (OC 100 Sqdn) *2
XX258/CE		Pirate 04 , S/L Grieve
XX280/CM		Pirate 10 , F/L Hodgkinson
XX318/95-Y		Pirate 02 , S/L Farquhar , under mtce *2
XX339/CK		Pirate 14 , F/L Salmon
XX346/CH		Pirate 09 , F/L Akers , under mtce
G-BYUF/UF	Tutor T1	NUAS/11AEF *3
G-BYWT/WT		ditto

Flight-line

XX202/CF	Hawk T1A	
XX203/CC		Pirate 15 , F/L Kendall
XX285/CB		Pirate 03 , S/L Laugharne
XX321/CI		
G-BYVV/VV	Tutor T1	NUAS/11AEF
G-BYYA/YA		ditto

Historical Training Facility

This is the station history room and displayed outside is the tail fin from a Tornado F3 which represents two of the three F3 squadrons which were based here , displaying their representative serials and crests on either side ; ZE168 of 25 Sqdn and ZE887 of 11 Sqdn . The fin is actually from ZE941 which went through RTP in 2009 .

Notes ;

*1 : 100 Sqdn are currently using Hangar 1 while their own Hangar 4 is being refurbished . The Pirate numbers and pilots names are carried below the port side front cockpit and are included were noted .

*2 : Both Hawks carry 1917-2012 95th anniversary markings hence the 95-Y codes .

*3 : The Tutors carry the 3FTS crest and babcock logo on either side of the tail . Following the recent well publicised in-flight propeller failures new props have been fitted and ground run but the Tutors were still awaiting authorisation to fly when we visited .

David Thompson

The nose of Hawk XX246/95-Y, the personal mount of the Officer Commandant of 10 Squadron, Wing Commander Cann MA RAF. (David Thompson)



AIRLINE BY AIRLINE @ LBIA

by Andrew Coverdale



The Summer schedules are now in full swing, however Jet2 are still awaiting delivery of some of their "new" aircraft, hence the need to lease in aircraft as cover. Full details in the listings. bmi regional operated their last flight from Brussels on 6/5 and the aircraft was greeted by the traditional water arch provided by the airport fire brigade(See heading photo).

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

The airline operates charters from/to Bourgas (BGH5569/5570) using Airbus A320 aircraft.

Bourgas(5569/5570) 18/5 LZ-BHG, 25/5 LZ-BHG.

bmi Regional(BMR/BM, "Kittiwake")

The airline bases one Embraer 135/145 at LBIA to operated return flights to **Brussels**, am(1611/1612) and pm(1615/1616) weekdays only.

Based during the month:-1/5-5/5 G-EMBJ, 5/5-6/5 G-RJXF then positioned out on 6/5 as 9111 to Bristol.

This service ceased operating as of 06/05/13

British Airways(SHT/BA, "Shuttle")

The company has reduced its **Heathrow** flights to three times daily for the summer, and these are now operated by A.319 aircraft from the BA mainline fleet as opposed to the former British Midland aircraft which were formerly utilised.

Heathrow(1340/1341, "20A/21Z") –1/5 G-EUPP, 2/5 G-EUPP, 3/5 G-EUPP, 4/5 G-EUPB, 5/5 G-EUPB, 6/5 G-EUPU, 7/5 G-EUOF, 8/5 G-EUOF, 9/5 G-EUYC, 10/5 G-EUOA, 11/5 G-EUOG, 12/5 G-EUPT, 13/5 G-EUOE, 14/5 G-EUPB, 15/5 G-EUOF, 16/5 G-EUPV, 17/5 G-EUPK, 18/5 G-EUOI, 19/5 G-EUOC, 20/5 G-EUPH, 21/5 G-EUPC, 22/5 G-EUOB, 23/5 G-EUPB, 24/5 G-EUOI, 25/5 G-DBCA, 26/5 G-EUPX, 27/5 G-EUOA, 28/5 G-EUPZ, 29/5 G-EUPP, 30/5 G-EUPE, 31/5 G-EUOG.

Heathrow(1346/1347, "20B/21Y") –1/5 G-EUOA, 2/5 G-EUPS, 3/5 G-EUPU, 4/5 G-EUPM, 5/5 G-EUPF, 6/5 G-EUOH, 7/5 G-EUPU, 8/5 G-EUPX, 9/5 G-EUPP, 10/5 G-EUOD, 11/5 G-EUOC, 12/5 G-EUOH, 13/5 G-EUOC, 14/5 G-EUOE, 15/5 G-EUOC, 16/5 G-EUOC, 17/5 G-EUPH, 18/5 G-EUOG, 19/5 G-EUPK,

20/5 G-EUPC, 21/5 G-EUOB, 22/5 G-EUPR, 23/5 G-EUPO, 25/5 G-EUPJ, 26/5 G-EUPM, 27/5 G-EUPD, 28/5 G-EUPZ, 29/5 G-EUPU, 30/5 G-EUOB, 31/5 G-EUOG.

Heathrow(1342/1343, "20C/21X") –1/5 G-EUPL, 2/5 G-EUPY, 3/5 G-EUPL, 5/5 G-EUOE, 6/5 G-EUPX, 7/5 E-EUPL, 8/5 G-EUPY, 9/5 G-EUPF, 10/5 G-EUPT, 11/5 G-EUOE, 13/5 G-EUOA, 14/5 G-EUOA, 15/5 G-EUPR, 16/5 G-EUPC, 19/5 G-EUOI, 20/5 G-EUPN, 21/5 G-EUOC, 22/5 G-EUUV, 23/5 G-EUOF, 26/5 G-EUPC, 27/5 G-EUPV, 28/5 G-EUPP, 29/5 G-EUOH, 30/5 G-EUPJ, 31/5 G-EUPE.



British Airways now utilise A.319s from the mainline fleet, G-EUPA taxiing to the apron

City Wngs(NM, "Eurovan/Fast Link")

A Jetstream 32/LET 410 will operates flights f/t Ronaldsway in connection with the Isle of Man TT races.

Ronaldsway30/5 (36L/37L) G-LNKS, 31/5 (32L/33L) G-LNKS, (306/307) G-LNKS.

Eastern Airways(EZE/T3, "Eastflight")

"Based" Jetstream 41 aircraft are utilized on 3 return flights to **Aberdeen** on weekdays and one on Sundays. Aircraft frequently swapped in Aberdeen.

Aberdeen (21K/31K) ; **Aberdeen** (41K/51K) ; **Aberdeen** (81K/91K).

21K – 1/5 G-MAJF, 2/5 G-MAJH, 7/5 G-MAJU, 8/5 G-MAJW, 13/5 G-MAJK, 14/5 G-MAJF, 15/5 G-MAJB, 16/5 G-MAJJ, 20/5 G-MAJF, 21/5 G-MAJF, 22/5 G-MAJJ, 23/5 G-MAJF, 27/5 G-MAJF, 28/5 G-MAJW, 29/5 G-MAJK, 30/5 G-MAJE.

31K – 2/5 G-MAJH, 7/5 G-MAJF, 8/5 G-MAJF, 13/5 G-MAJK, 14/5 G-MAJF, 15/5 G-MAJB, 16/5 G-MAJI, 20/5 G-MAJF, 21/5 G-MAJJ, 22/5 G-MAJJ, 23/5 G-MAJF, 28/5 G-MAJF, 29/5 G-MAJK.

41K – 2/5 G-MAJH, 3/5 G-MAJI, 9/5 G-MAJF, 10/5 G-MAJE, 13/5 G-MAJK, 16/5 G-MAJI, 17/5 G-MAJJ, 20/5 G-MAJF, 23/5 G-MAJF, 24/5 G-MAJF, 31/5 G-MAJA.

51K – 1/5 G-MAJF, 2/5 G-MAJE, 3/5 G-MAJB, 9/5 G-MAJE, 10/5 G-MAJK, 11/5 G-MAJF, 16/5 G-MAJJ, 17/5 G-MAJF, 20/5 G-MAJB, 23/5 G-MAJF, 24/5 G-MAJW, 30/5 G-MAJA, 31/5 G-MAJF.

81K – 1/5 G-MAJF, 2/5 G-MAJE, 3/5 G-MAJB, 5/5 G-MAJB, 6/5 G-MAJF, 7/5 G-MAJF, 8/5 G-MAJF, 9/5 G-MAJE, 10/5 G-MAJK, 12/5 G-MAJW, 13/5 G-MAJF, 14/5 G-MAJB, 15/5 G-MAJB, 16/5 G-MAJJ, 17/5 G-MAJF, 20/5 G-MAJB, 21/5 G-MAJJ, 22/5 G-MAJJ, 23/5 G-MAJF, 26/5 G-MAJW, 28/5 G-MAJF, 29/5 G-MAJK, 31/5 G-MAJF.

91K – 1/5 G-MAJH, 2/5 G-MAJI, 3/5 G-MAJF, 5/5 G-MAJB, 6/5 G-MAJC, 7/5 G-MAJW, 8/5 G-MAJF, 9/5 G-MAJE, 10/5 G-MAJK, 12/5 G-MAJW, 13/5 G-MAJF, 14/5 G-MAJB, 15/5 G-MAJJ, 16/5 G-MAJJ, 17/5 G-MAJF, 19/5 G-MAJK, 20/5 G-MAJF, 21/5 G-MAJJ, 22/5 G-MAJJ, 23/5 G-MAJF, 24/5 G-MAJW, 26/5 G-MAJF, 27/5 G-MAJW, 28/5 G-MAJK, 29/5 G-MAJE, 31/5 G-MAJF.

Additional flights 7/5 G-MAJU (023P) positioned in from Aberdeen, G-MAJC (024P) positioned out to Humberside, 14/5 G-MAJF (021P) positioned out to East Midlands, G-MAJB (022P) positioned in from East Midlands.

Flybe(BEE/BE, "Jersey")

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City** and **Southampton**. An extra Belfast rotation will be added from 05/04/13, initially operating MON and FRI until 10/5 when it will operate every weekday. An extra Sunday flight will be added on 19/05/13.

Belfast City(729/730, "729/2LP") –1/5 G-JEDP, 2/5 G-JECM, 3/5 G-JECE, 7/5 G-JECM, 8/5 G-JECM, 9/5 G-KKEV, 10/5 G-KKEV, 13/5 G-JECJ, 14/5 G-JECG, 15/5 G-KKEV, 16/5 G-KKEV, 17/5 G-KKEV, 20/5 G-JECK, 21/5 G-ECOM, 22/5 G-ECOD, 23/5 G-JECF, 24/5 G-ECOR, 28/5 G-ECOD, 29/5 G-ECOJ, 30/5 G-JECF, 31/5 G-JECF.

Belfast City(731/732, "1VP/3NC") –1/5 G-JEDV, 2/5 G-JEDV, 3/5 G-KKEV, 4/5 G-ECOT, 5/5 G-JECE, 6/5 G-JEDV, 7/5 G-JECM, 8/5 G-JECP, 9/5 G-KKEV, 10/5 G-JECP, 11/5 G-FLBE, 12/5 G-JECL(1VP only), 13/5 G-JECL, 14/5 G-JECJ, 15/5 G-JECL, 16/5 G-JECR, 17/5 G-JECR, 18/5 G-JECK, 19/5 G-JECK, 20/5 G-ECOD, 21/5 G-ECOD, 22/5 G-ECOM, 23/5 G-ECOD, 24/5 G-ECOJ, 25/5 G-ECOD(3NC only), 26/5 G-ECOJ, 27/5 G-JECN, 28/5 G-ECOD, 29/5 G-JECF, 30/5 G-ECOJ, 31/5 G-ECOF.

Belfast City(733/734, "7KZ/734") –1/5 G-ECOE, 2/5 G-JEDV, 3/5 G-KKEV, 5/5 G-KKEV, 6/5 G-JEDV, 7/5 G-JECM, 8/5 G-JECP, 9/5 G-KKEV, 10/5 G-JECP, 12/5 G-JECJ, 13/5 G-JECL, 14/5 G-JECJ, 15/5 G-JEDL, 16/5 G-ECOM, 17/5 G-JECR, 19/5 G-JECK, 20/5 G-ECOD, 21/5 G-ECOD, 22/5 G-ECOM, 23/5 G-ECOD, 24/5 G-ECOJ, 26/5 G-ECOJ, 27/5 G-JECN, 28/5 G-ECOD, 29/5 G-JECF, 30/5 G-ECOJ, 31/5 G-ECOF.

Belfast City(735/736, "8WN/736") –3/5 G-JECE, 10/5 G-KKEV, 13/5 **G-FBEH** (E190), 14/5 G-JECG, 15/5 G-KKEV, 16/5 G-KKEV, 17/5 G-KKEV, 19/5 G-ECOD (arrived via Manchester), 20/5 G-JECK, 21/5 G-ECOM, 22/5 G-ECOD, 23/5 G-JECF, 24/5 G-ECOR, 26/5 G-FLBE, 27/5 G-ECOJ, 28/5 **G-FBEC**(E190), 29/5 G-ECOJ, 30/5 G-JECF, 31/5 G-JECF.

Southampton(171/172, "3RY/4EA") –1/5 G-ECOP, 2/5 G-ECOJ, 3/5 G-JECL, 4/5 G-JECN, 7/5 G-JEDP, 8/5 G-JEDV, 9/5 G-FLBA, 10/5 G-ECOE, 11/5 G-ECOC, 13/5 G-FLBA, 14/5 G-FLBA, 15/5 G-JEDP, 16/5 G-JECP, 17/5 G-JECM, 18/5 G-EOCA, 20/5 G-JEDP, 21/5 G-JEDP, 22/5 G-JEDP, 23/5 G-ECOJ, 24/5 G-JECR, 25/5 G-JECR, 28/5 G-FLBB, 29/5 G-FLBE, 30/5 G-FLBB, 31/5 G-JECJ.

Southampton(173/174, "2WJ/7FN") –1/5 G-JECG, 2/5 G-JECG, 3/5 G-ECOD, 5/5 G-JECH, 6/5 G-JECN, 7/5 G-ECOC, 8/5 G-ECOE, 9/5 G-JECG, 10/5 G-JECG, 12/5 G-ECOJ, 13/5 G-ECOJ, 14/5 G-JEDP, 15/5 G-ECOR, 16/5 G-ECOR, 17/5 G-FLBE, 19/5 G-ECOG, 21/5 G-EOCA, 22/5 G-JECI, 23/5 G-JECR, 24/5 G-ECOM, 27/5 G-JEDR, 28/5 G-ECOM, 29/5 G-KKEV, 30/5 G-FLBC, 31/5 G-ECOM.

Southampton(175/176, "8UV/6PY") –1/5 G-ECOP, 2/5 G-ECOP, 3/5 G-JECL, 5/5 G-JECL, 7/5 G-JEDV, 8/5 G-JECN, 9/5 G-FLBA, 10/5 G-ECOE, 12/5 G-FLBA, 13/5 G-ECOJ, 14/5 G-JEDP, 15/5 G-JEDP, 16/5 G-JEDP, 17/5 G-JECM, 19/5 G-JEDP, 20/5 G-JEDP, 21/5 G-JEDP, 22/5 G-JEDP, 24/5 G-JECZ, 26/5 G-JECZ, 28/5 G-KKEV, 29/5 G-JECZ, 30/5 G-FLBB, 31/5 G-JECG.

Additional flights:- 13/5 G-JECL(044D) positioned out to Newcastle, 25/5 G-ECOD(6RF) positioned in from Innsbruck,



Jet Time Boeing 737/300 OY-JTB on finals for Runway 32 while operating for Jet2, 24/5 (Paul Whincup)

Jet2(EXS/LS, “Channex”)

The company will base 8x Boeing 737/300, 1 x Boeing 737/800 and 4 Boeing 757/200 aircraft to operate flights to the following destinations:- **Alicante, Amsterdam, Barcelona, Belfast, Bergerac, Berlin, Bodrum, Chambery, Corfu, Crete, Dalaman, Dubrovnik, Düsseldorf, Faro, Fuerteventura, Gran Canaria, Ibiza, Jersey, Keflavik, Lanzarote, La Rochelle, Larnaca, Madeira, Mahon, Malaga, Marrakech, Murcia, Nice, Palma, Paphos, Paris, Pisa, Prague, Pula, Rhodes, Rome, Sardinia, Split, St. Petersburg, Tenerife, Venice, Zante.**

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

1/5 G-LSAC(6118/6119) charter to/from Gatwick, Jet Time 737/300 **OY-JTH**(061R) positioned in from Copenhagen,

2/5 **OY-JTH**(231/232) to/from Barcelona, G-CELY(049A/048A) positioned in from/to Belfast,

3/5 **OY-JTH**(331/332) to/from Rome, G-CELC(061J/042A) positioned in from Keflavik/out to East Midlands,

4/5 **OY-JTH**(315/316) to/from Paris, then (237/238) to/from Palma, G-CELZ(031E) positioned in from Edinburgh, G-CELE(049A) positioned in from Alicante, G-LSAC(041A) positioned out to Glasgow, G-LSAK(042A) positioned in from Glasgow,

5/5 **OY-JTH**(231/232) to/from Barcelona then (195/196) to/from Prague, then (062R) positioned out to Copenhagen,

6/5 G-CELC(032E) positioned in from East Midlands, G-CELG(062J) positioned out to Keflavik,

7/5 G-GDFB(010P) positioned out to East Midlands, G-CELZ(032E) positioned out to Edinburgh, G-CELS(011P) positioned in from East Midlands,

8/5 G-CELG(102C) positioned out to Birmingham, G-GDFD(062J) positioned in from Manchester, G-CELK(063J) positioned out to Manchester, G-CELB(032E) positioned in from Bournemouth,

11/5 G-GDFG(4015) charter to Marrakesh, G-LSAH(041A/042A) positioned out to/in from Newcastle, G-CELS(052B) test flight, G-CELO(038E) positioned in from Newcastle,

12/5 G-GDFL(145C) positioned in from Dublin, G-CELX(031E) positioned in from Belfast,

13/5 G-GDFK(032E) positioned in from Blackpool, G-CELX(031E) positioned out to Belfast, G-CELH(051B) test flight, G-CELO(039E) test flight,

14/5 G-CELC(051B) test flight, G-GDFL(033E) positioned out to Edinburgh, G-GDFG(4016) charter from Marrakesh,

15/5 G-GDFD(110C) positioned out to Gatwick, G-CELC(053H) test flight,

16/5 G-GDFD(111C) positioned in from Gatwick, G-CELB(041A) positioned out to Venice,

17/5 G-LSAH(042A) positioned out to Manchester, G-GDFK(051B) test flight, G-LSAH(045A) positioned in from Manchester,

18/5 G-CELY(031E) positioned in from Edinburgh, G-GDFG(061J) positioned out to Glasgow, G-CELR(870) positioned out to Edinburgh,

19/5 G-GDFG(062J) positioned in from Glasgow,

20/5 G-GDFK(106C) positioned out to Catania, G-CELY(068J) positioned out to Keflavik, G-CELF(031E) positioned in from Manchester,

21/5 G-GDFD(061J) positioned out to Manchester,

22/5 G-CELP(031E) positioned in from Edinburgh, G-CELV(061J) positioned out to Alicante, G-CELP(032E) positioned out to Edinburgh, Jet Time 737/300 **OY-JTB**(063R) positioned in from Billund, G-GDFD(041A) positioned in from Manchester,

23/5 **OY-JTB**(331/332) to/from Rome then (327/328G) to/from Belfast, G-GDFD(043A) positioned out to Manchester,

24/5 **OY-JTB**(331/332) to/from Rome then (205G/206) to/from Amsterdam,

25/5 **OY-JTB**(375/376) to/from Menorca, then (427/428) to/from Toulouse then (065R) positioned out to Billund, G-GDFM(031R) positioned in from Bournemouth, Smart Wings 737/700 **OK-SWW**(61R) positioned in from Kosice,

26/5 **OK-SWW**(331N/332) to/from Rome then (62R) positioned out to Kosice, G-GDFG(042A) positioned out to Glasgow, G-CELV(043A) positioned in from Glasgow,

27/5 Jet Time 737/300 **OY-JTH**(066R) positioned in from Copenhagen then (323/324) to/from Belfast then (207/208) to/from Murcia, G-CELI(061K) positioned in from Southend,

28/5 **OY-JTH**(271/272N) to/from Alicante, G-CELV(042A) positioned out to Paris,

29/5 G-CELV(043A) positioned in from Manchester, **OY-JTH**(197/198) to/from Ibiza,

30/5 **OY-JTH**(041R) positioned out to Newcastle, G-CELX(031E) positioned in from Belfast then (051F) positioned out to Belfast, G-GDFN(053K) positioned in from Norwich, G-CELG(054B) test flight, G-LSAI(045A) positioned in from Manchester, G-CELU(033E) positioned in from Glasgow, 31/5 G-CELV(035E) positioned out to Glasgow, G-CELI(043A) positioned out to Nice, G-GDFH(044A) positioned in from Nice.



Smart Wings Boeing 737/700 OK-SWW departing to Rome while operating for Jet2, 26/5

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 4x Daily. Fokker 70/100 aircraft operate the flights, however occasional Embraer 190 do turn up.

Amsterdam(1545/1546, "1545/1546") –1/5 PH-KZG, 2/5 PH-KZL, 3/5 PH-KZD, 4/5 PH-KZS, 5/5 PH-KZF, 6/5 PH-KZL, 7/5 **PH-EZN** E190), 8/5 PH-KZI, 9/5 PH-KZB, 10/5 PH-KZH, 11/5 PH-KZA, 12/5 PH-WXC, 13/5 PH-KZI, 14/5 PH-KZM, 15/5 PH-KZO, 16/5 PH-KZG, 17/5 PH-WXA, 18/5 PH-KZP, 19/5 PH-KZF, 20/5 PH-KZK, 21/5 PH-KZT, 22/5 PH-KZE, 23/5 PH-KZT, 24/5 PH-KZV, 25/5 PH-KZN, 26/5 PH-KZV, 27/5 PH-WXD, 28/5 PH-KZA, 29/5 PH-KZE, 30/5 PH-KZR, 31/5 PH-KZV.

Amsterdam(1547/1548, "67N/68K") –1/5 PH-KZO, 2/5 PH-KZC, 3/5 PH-KZE, 6/5 PH-KZH, 7/5 PH-KZT, 8/5 PH-KZN, 9/5 PH-KZW, 10/5 PH-JCH, 13/5 PH-KZA, 14/5 PH-KZI, 15/5 PH-KZN, 16/5 PH-KZN, 17/5 PH-JCH, 20/5 PH-KZO, 21/5 PH-KZR, 22/5 PH-WXC, 23/5 PH-KZE, 24/5 PH-KZR, 27/5 PH-JCT, 28/5 PH-KZP, 29/5 PH-KZT, 30/5 PH-KZC, 31/5 PH-KZW.

Amsterdam(1549/1550, "1549/1550") –1/5 PH-KZP, 2/5 PH-KZC, 3/5 PH-WXA, 4/5 PH-KZV, 5/5 PH-KZU, 6/5 PH-KZS, 7/5 PH-KZA, 8/5 PH-KZI, 9/5 PH-WXD, 10/5 PH-KZV, 11/5 PH-WXA, 12/5 PH-KZH, 13/5 PH-KZA, 14/5 PH-KZV, 15/5 PH-WXA, 16/5 PH-KZK, 17/5 PH-JCH, 18/5 PH-KZB, 19/5 PH-KZO, 20/5 PH-KZK, 21/5 PH-KZR, 22/5 PH-KZI, 23/5 PH-KZT, 24/5 PH-KZV, 25/5 PH-KZL, 26/5 PH-KZN, 27/5 PH-KZN, 28/5 PH-KZP, 29/5 PH-KZI, 30/5 PH-KZL, 31/5 PH-WXD.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) –1/5 PH-WXA, 2/5 PH-KZO, 3/5 PH-KZS, 4/5 PH-KZA, 5/5 PH-KZO, 6/5 PH-KZK, 7/5 PH-KZF, 8/5 PH-WXD, 9/5 PH-KZF, 10/5 PH-KZV, 11/5 PH-KZA, 12/5 PH-KZK, 13/5 PH-KZW, 14/5 PH-KZN, 15/5 PH-KZT, 16/5 PH-JCH, 17/5 PH-KZA, 18/5 PH-WXA, 19/5 PH-KZA, 20/5 PH-KZS, 21/5 PH-KZV, 22/5 PH-JCT, 23/5 PH-JCT, 24/5 PH-KZE, 25/5 PH-KZT, 26/5 PH-KZT, 27/5 PH-KZN, 28/5 PH-KZP, 29/5 PH-KZN, 30/5 PH-JCH, 31/5 PH-KZK.

Loganair(LOG/BE, "Loganair")

Flights are scheduled to be operated from and to **Glasgow** using SAAB 340 aircraft.

Glasgow(6980/6981, "73JV/24PL") –1/5 G-LGNL, 2/5 G-LGNB, 7/5 G-LGNN, 8/5 G-LGNF, 9/5 G-LGNJ, 13/5 G-LGNG, 14/5 G-LGNC, 15/5 G-LGNC, 16/5 G-LGNG, 20/5 G-LGNB, 21/5 G-LGNB, 22/5 G-LGNE, 23/5 G-LGNK, 28/5 G-LGNC, 29/5 G-LGNL (arrived as 13QU, departed as 24PL), 30/5 G-LGNH.

Glasgow(6984/6985, "26JL/12DC") –1/5 G-LGNB, 2/5 G-LGNB, 3/5 G-LGNG, 7/5 G-LGNI, 8/5 G-LGNI, 9/5 G-LGNJ (26JL only, positioned out to Glasgow as 832F on 10/5), G-LGNH positioned in as 832F from Glasgow then operated 12DC, 10/5 G-LGNJ, 13/5 G-LGNB, 14/5 G-LGNH, 15/5 G-LGNG, 16/5 G-LGNG, 17/5 G-LGNC, 20/5 G-LGNE, 21/5 G-LGNK, 22/5 G-LGNK, 23/5 G-LGNH, 24/5 G-LGNA, 28/5 G-LGNL, 29/5 G-LGNF, 30/5 G-LGNF, 31/5 G-LGNG.

Monarch(MON/ZB, “Monarch”)

Schedules flights to be operated to the following destinations:- **Antalya**(7596/7, Sun/Thu); **Arrecife**(7592/3 Mon/Thu); **Barcelona**(7554/5, Mon/Fri); **Dalaman**(7534/5, Tue/Sat); **Faro**(7542/3, Tue/Thu/Sat); **Heraklion**(7558/9, Wed/Sat); **Mahon**(7584/5, Mon/Fri); **Palma**(7516/7, Sun/Tue/Thu/Sat); **Larnaca**(7508/9, Sun/Wed); **Rome/Fumicino**(7564/5, Sun/Wed); **Tenerife**(7504/5, Tue/Fri). Based aircraft Airbus A.320 with “Sharklets”:- G-ZBAA and G-ZBAB.

Other flights:- 3/5 G-ZBAB(585P) positioned out to Gatwick, 4/5 G-ZBAB(275P) positioned back in from Gatwick, 31/5 G-ZBAB(585P/471P) positioned out to/from Birmingham.

Pakistan International(PIA/PK, “Pakistan”)

The Pakistan National carrier operated f/t **Islamabad** twice weekly, Wed/Sat, using Airbus A.310 aircraft.

Islamabad(775/776, “775/776”) –1/5 AP-BEQ, 4/5 AP-BEQ, 8/5 AP-BEQ, 11/5 AP-BEC, 15/5 AP-BEQ, 18/5 AP-BEQ, 22/5 AP-BEC, 25/5 AP-BEQ, 29/5 AP-BEG.



Ryanair Boeing 737/800 EI-EVF making it first visit to LBIA, arriving from Alicante on 2/5

Ryanair(RYR/FR, “Ryanair”)

Ryanair will base 3x Boeing 737/800 aircraft at LBIA this summer operating routes to:- **Dublin**(153/152, “1WN/8CY”, Mon/Tue/Wed/Thu/Fri), **Fuerteventura**(1584/1585, “34HY/7MN”, Mon/Fri), **Bergamo**(2494/24995, “2494/2495”, Mon/Fri), **Gdansk**(1503/1504, “79LT/43X”, Mon/Fri), **Montpellier**(2472/2473, “2472/2473”, Mon/Thu), **Murcia**(2322/2323, “2WM/1KT”, Mon/Wed/Fri/Sun), **Malaga**(2446/2447, “9FX/3TH”, Mon/Wed/Thu/Fri/Sat/Sun), **Krakow**(2332/2333, “2PT/6DC”, Mon/Tue/Thu/Sun), **Tenerife**(2492/2493, “2492/87DP”, Tue/Sat), **Treviso**(2484/2485, “54LV/21FG”, Tue/Sat), **Palma**(2326/2327, “1MZ/5WF”, Tue/Thu/Sat/Sun), **Dinard**(2478/2479, “2478/2479”, Tue/Sat), **Ibiza**(2486/2487, “2486/2487”, Tue/Sat), **Vilnius**(2488/2489, “2488/2489”, Tue/Fri), **Chania**(2476/2477, “2476/2477”, Wed/Sat), **Kos**(2474, “2474/2475”, Wed), **Alicante**(9079/9078, “3BW/6YP”, Wed/Sun), **Riga**(2482/2483, “98TN/34EH”, Wed/Sun), **Corfu**(2496/2497, “2496/2497”, Thu), **Limoges**(2328/2328, “2328/2329”, Thu/Sun), **Malta**(2448/2449, “54MD/59U”, Thu), **Reus**(6612/6613, “6612/6613”, Fri/Sun).

Based aircraft:- EI-DWS(1/5), EI-EFL(1/5), EI-EVK(1/5-4/5), EI-DYH(1/5-25/5), EI-EMO(1/5-5/5), EI-ENN(4/5-31/5), EI-DYI(5/5-18/5), EI-ENA(18/5-21/5), EI-DHH(21/5-30/5), EI-EMC(25/5-31/5), EI-DYM(30/5-31/5).

Flights operated by non-based aircraft:-

Alicante(9078/9079, “6YP/3BW”):-2/5 EI-EVF, 3/5 EI-ENF, 6/5 EI-DWO, 9/5 EI-ENC, 10/5 EI-DYR, 13/5 EI-DYR, 16/5 EI-EST, 17/5 EI-EVF, 20/5EI-DYR, 23/5 EI-DYR, 24/5 EI-DYR, 27/5 EI-DYR, 30/5 EI-DYR, 31/5 EI-EVD.

Arrecife(2047/2048, "7UG/7TP"):-4/5 EI-EVS, 7/5 EI-EVS, 11/5 EI-EVS, 14/5 EI-EVG, 18/5 EI-EVC, 21/5 EI-EVC, 25/5 EI-EVG.

Barcelona(9296/9297, "5HZ/8QM"):-1/5 EI-EVX, 3/5 EI-DWW, 5/5 EI-DYJ, 8/5 EI-DWH, 10/5 EI-DLT, 12/5 EI-EKZ, 17/5 EI-DCF, 19/5 EI-EKZ, 22/5 EI-EKE, 24/5 EI-EPD, 26/5 EI-DWX, 28/5 EI-EVC, 29/5 EI-DYK, 31/5 EI-DYL.

Dublin(153/152, "8CY/1WN"):-4/5 EI-EVP, 11/5 EI-DYB, 12/5 EI-EVP, 18/5 EI-DYY, 19/5 EI-DHY, 25/5 EI-DPH, 26/5 EI-DHE.

Dublin(156/157, "4YP/8AP"):-1/5 EI-EMB, 2/5 EI-EBF, 3/5 EI-EBL, 4/5 EI-EFA, 5/5 EI-EKE, 6/5 EI-DPT, 7/5 EI-EFL, 8/5 EI-DWZ, 9/5 EI-ESR, 10/5 EI-EKH, 11/5 EI-EVX, 12/5 EI-EFK, 13/5 EI-EKH, 14/5 EI-ENJ, 15/5 EI-DPI, 16/5 EI-ENJ, 17/5 EI-EKH, 18/5 EI-ENA, 19/5 EI-EBO, 20/5 EI-DYY, 21/5 EI-EFP, 22/5 EI-DHC, 23/5 EI-DCZ, 24/5 EI-DPR, 25/5 EI-DWI, 26/5 EI-DAM, 27/5 EI-EPF, 28/5 EI-ESW, 29/5 EI-EFM, 30/5 EI-EVK, 31/5 EI-EKK.

Faro(2504/2503, "3RB/6XH"):-1/5 EI-EBA, 3/5 EI-ENE, 4/5 EI-EKC, 5/5 EI-ENW, 6/5 EI-ENS, 8/5 EI-EKC, 10/5 EI-DYA, 11/5 EI-EKC, 12/5 EI-ENW, 13/5 EI-DYA, 15/5 EI-ENS, 17/5 EI-DAK, 18/5 EI-EMO, 19/5 EI-DHS, 20/5 EI-EMO, 22/5 EI-DHS, 24/5 EI-EBE, 25/5 EI-EPA, 26/5 EI-EPA, 27/5 EI-DAK, 29/5 EI-EBE, 31/5 EI-DCR.

Malaga(2447/2336, "3TH/9FX"):-7/5 EI-ENA, 14/5 EI-EVV, 21/5 EI-ENX, 28/5 EI-ENX.

Malta:- 2449/2448, "59U/54MD"):-5/5 EI-EME, 12/5 EI-EFS, 19/5 EI-DLH, 26/5 EI-DWR.

Palma(2327/2326, "5WF/1MZ"):-1/5 EI-DWM, 8/5 EI-EPG, 15/5 EI-EPG, 22/5 EI-DYM, 29/5 EI-ENL.

Pisa(2502/2501, "2502/2501"):-4/5 EI-EVM, 7/5 EI-DPL, 11/5 EI-EFX, 14/5 EI-EBD, 18/5 EI-EMD, 21/5 EI-EFI, 25/5 EI-EMD, 28/5 EI-EMD.



**Sun Wing Boeing 737/800 C-FYUH was based at Lbia for a few days at the end of May
In June other aircraft of Sun Wing appeared, full details next month**

Thomson Airways(TOM/BY, "Thomson")

Based:- Sunwing Boeing 737/800 **C-FLZR** (formerly G-FDZR) operated by Thomson based at Lbia (1/5-25/5, 28/5-). **C-FYUH** based from 26/5 until 28/5 whilst C-FLZR away on maintenance

Corfu (3550/3551) Fri; **Dalaman** (542/543) Fri; **Dalaman** (698/699) Mon; **Enfidha** (802/803) Sun; **Ibiza** (3432/3433) Thu; **Murcia** (3324/3325) Wed; **Palma de Mallorca** (3618/3619 "3LC/1DE") Sat; **Palma de Mallorca** (3250/3251) Tue; **Rhodes** (3646/3647) Sat; **Sharm El Sheikh**(442/443) Thu; **Tenerife South** (3748/3749) Sun

Other flights :- 25/5 C-FLZR(9020) positioned out to Dublin, **G-FDZW**(9021) positioned in from Manchester, then operated 3LC/1DE, 26/5 G-FDZW positioned out to Manchester, C-FYUH(1679) positioned in from Lanzarote, 28/5 C-FYUH(3250) left, C-FLZR(3251) returned.

DAY BY DAY @ LBIA by Trevor Smith



News from the Southside, Multiflight's Dauphin G-BTEU(See photo above by David Blaker) took to the air on 1/5 following its extensive rebuild. Following another couple of days of test flights it then entered service with the Yorkshire Air Ambulance until the end of the month. On 25/5 based PA-28 G-BOVK put out a Mayday with engine failure and made a forced landing in a field at Farnley Hall Farm, around 4 miles S/E of LBIA. The aircraft made a successful touch down but unfortunately hit some fence posts at the end of the field resulting in damage to the wing leading edges. It was recovered by road to Multiflight/Engineering some two days later and its fate is awaited.

01/05/13 Wednesday

King Air 90 **G-MOSJ**(Enzo 601P/601) from Liverpool(0633) to Newquay(0702) return 1858, n/s to Edinburgh(0840) as "Enzo 8JS". King Air 90 **G-DLAL**(Enzo 8JT) to Bournemouth(0805) from Norwich(1634). King Air 200 **G-PCOP**(Gama 427) f/t Glasgow(0812/1025). An unusual type for LBIA, **G-BKHW** Glasair RG arrived from its base at Gamston(0940), departing back home at 1229. Dauphin **G-NHAB**(Helimed 58) from Langwathby(1101) to Multiflight/Engineering. The aircraft then operated for the Yorkshire Air Ambulance as "Helimed 98A", t/f Malton(1323/1419) before routing to Penrith(1506). Sister-ship **G-NHAC**(Helimed 63) arrived from Penrith(1500) and departed to Teesside(1654). Dauphin **G-BTEU**(Yorkair 02) carried out an air test 1219/1232 following its re-build after being acquired from CHC Scotia at Humberside in July 2012. The aircraft then commenced operations for the Yorkshire Air Ambulance as "Helimed 99A" with its first "shout" to Elvington at 1756 for crew training. TB.20 Trinidad **N91ME** owned by Carr Aviation Inc was on its first visit, from Full Sutton(1330) to Glasgow(1350).

02/05/13 Thursday

King Air 90 **G-ORTH** f/t Biggin Hill(0939/1602). King Air 200 **G-PCOP**(Gama 428) from Glasgow(0956) to Luton(1329). Twin Squirrel **N766AM** f/t a private site near East Midlands(1346/1622) to Multiflight Engineering. Having been with Multiflight/Engineering since last month Cessna T.210N **G-TOTN** departed to Carlisle(1539).

03/05/13 Friday

Citation Bravo **G-OMRH** f/t Ronaldsway(0855/1637). Baron **N64VB** from Staverton(0925) to Sleaf(0940). King Air 200 **ZK452**(Cranwell 76), ILS and overshoot(1123) f/t Cranwell. TB.20 Trinidad **G-EGAG** returned home to Sherburn at 1509, having been with Multiflight/Engineering since last month. Swiss based PA-32RT Saratoga TC **N380CA** of Continental Capital Aviation f/t Geneva(1515/1103), n/s until 6/5. King Air 90 **G-DLAL**(Enzo 8JT) to Southend(2202).

04/05/13 Saturday

Citationjet 4 **M-NSJS** f/t Jersey(0953/1113). TB.20 Trinidad **G-TBXX** f/t Headcorn(1048/1117), n/s until 6/5. PA-32R Saratoga SP **G-BJCW** from Fair Oaks(1124/1800), n/s until 6/5. Hawker 800XP **CS-DRZ**(Fraction 5XT/935A) from Le Bourget(1444), n/s to London City(1154). Gulfstream 550 **CS-**



Making it debut at LBIA, CRJ-850 D-AJOY of Air X arrived from Russia on 15/5



Lear Jet 45 LX-LAA inbound on an ambulance flight from Alicante, 24/5(David Blaker)



Lear Jet 45 TC-MEN of Rikso's Air arriving from Istanbul on 14/5(David Blaker)



A surprise arrival on 14/5 was Falcon 900EX VT-CAP of Poonawalla Aviation(Jeff Hulme)

DKG(Fraction 5AN/062G) from Birmingham(1645) to Luton(1838). King Air 90 **G-ORTH**(Enzo 8JT) from Alicante(2145).

05/05/13 Sunday

King Air 200 **G-SASD**(Gama 473) f/t Glasgow(1152/1424). Citation Bravo **G-YPRS** from Cannes(1445) to Staverton(1423).

06/05/13 Monday

Hawker 400XP **G-KLNR**(Saxonair 40C) from Norwich(1744), n/s to Hawarden(1521).

07/05/13 Tuesday

First time visitor, Citationjet 2 **OO-AMR** operated by Air Service Liege, from Wevelgem(0646) to Milan/Linate(0809). Robin DR.400 **G-GMIB** from Exeter(0945) to Hawarden(1246). AG-5B Tiger **M-PHML** f/t Ronaldsway(0946/1230). Hercules C5 **ZH881**(Ascot 404) ILS and overshoot(1253), f/t Brize Norton. Cessna 421C **N75FW** carried out a local air test 1524/1540. Cessna F.172M **G-BBJZ** from Netherthorpe(1726) n/s until 12/5, to Harewood(1107).

08/05/13 Wednesday

Citationjet 4 **M-NSJS** f/t Jersey(1102/1140), n/s until 12/5. Falcon 7X **CS-DSD**(Fraction 9SD) from Rotterdam(1452) to Newquay(1558). This aircraft is new to Netjets, however is unusual in being a second-hand machine formerly operated in Saudi Arabia as HZ-OFC6. Cessna F.172P **G-BLHJ** f/t Carlisle(1602/1038) to Multiflight/Engineering, n/s until 10/5. King Air 90 **G-DLAL** from Southend(1923).

09/05/13 Thursday

Citation Bravo **G-EHGW**(Go-Jet 309A) from Birmingham(0057) to Cork(0214), medical flight. Return 0924, n/s to Birmingham(0746) as '310P. PA-28 Cherokee 180 **G-AYEE** f/t Oxford(1050/1803). King Air 200 **G-SASD**(Gama 529) f/t Glasgow(1105/1353). King Air 90 **G-ORTH** to Le Bourget(1136). TB.20 Trinidad **G-IGGL** White Waltham(1206), n/s to Sandtoft(1441). Citation XL **CS-DFR**(Fraction 6VL) from Inverness(1418) to Southampton(1608). King Air 200 **G-CEGP**(Cega 691) from Alicante(1821) ambulance flight, to Bournemouth(2055). Gulfstream 4 **N3E** from Barcelona(1940) n/s until 13/5, to Luton(0709).

10/05/13 Friday

Baron **N64VB** from Cumbernauld(0907) to Cardiff(0917). Bulldog **G-CBBS/XX694** and still carrying its marking from when it was operated by the East Midlands University Air Squadron coded "E", landed at LBIA at 1108. The aircraft had departed Newcastle and run into some low cloud and mist so diverted in, finding it difficult to identify the airfield initially. It departed at 1846, heading back home to Newcastle.

11/05/13 Saturday

Hawker 400XP **G-KLNR**(Saxonair 40C) from Florence(1103) to Norwich(1218). King Air 90 **G-ORTH** from Le Bourget(1212) to Southend(1319).

12/05/13 Sunday

Citation XL **G-DEIA**(Thunder Cat 841) from Palma(1256) to Blackpool(1344). King Air 200 **G-FLYW**(Poyston 01) from Haverfordwest(1550) to Dublin(1611), hospital flight.

13/05/13 Monday

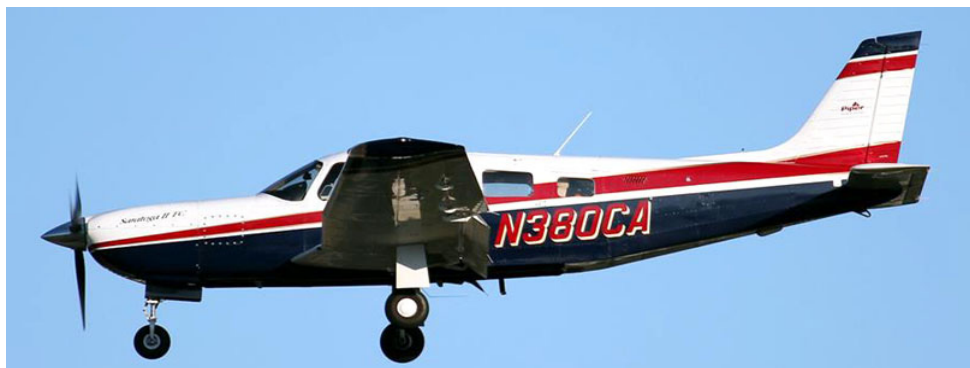
Hawker 750XP **CS-DUE**(Fraction 914G/1TY) from Prague(0753) to Bern(0933). Hawker 800XP **G-ORYX**(OJT 2) from Faro(1607) to Ronaldsway(1701).

14/05/13 Tuesday

Gulfstream 4 **N3H** from Luton(0913), n/s to Aberdeen(1056). King Air 90 **M-KING** operated by Villog Investments, f/t Guernsey(0936/1547), n/s. King Air 90 **G-DLAL**(Enzo 8JT) t/f Stansted(1025/1710). Lear Jet 45 **TC-MEN** owned by Riksos Air arrived from Istanbul(1139) to Borden/Milas(2256). PA-28 Dakota **G-BOKA** f/t Fairoaks(1143/1431). Star visitor of the day was Indian registered Falcon 900EX **VT-CAP** operated by Poonawalla Aviation which arrived from Amsterdam at 1908 for its first touch down on Yorkshire soil. After night-stopping it departed to Cork at 1816 the next day.

15/05/13 Wednesday

Gulfstream 550 **G-CGUL** from Dublin(0744) to Luton(1258). Citationjet 2 **G-CGUZ** f/t Luton(0746/0902). Both these aircraft are operated by Kansas Transportation Ld on behalf of Tesco. Tucano **ZF140**(LOP 25) ILS and overshoot(1010), f/t Linton. Hawker 800XP **CS-DRM**(Fraction 7MK/637F) from Bern(1234) to London City(1401). King Air 200 **G-PCOP**(Gama 567) f/t Glasgow(1555/1026), n/s. Citation Mustang **G-XAVB**(Beauport 552/561) from Farnborough(1759), n/s to Jersey(1347). First time visitor Canadair CRJ-200 **D-AJOY** of Air X arrived from Astrakhan/Narimanovo, which is on the lower reaches of the Volga River in Russia, at 1856 for an overnight stay. It departed to Athens at



Switzerland based Saratoga N380CA spent a few days on Multiflight/East early month



P.180 Avanti D-IIVA of Air Go, parked on Multiflight/East apron, 26/5(Paul Whincup)



Diamond DA-40 PH-FLD arrived from Doncaster on 31/5(Clive Featherstone)



Operated by Evans of London, TBM-700 G-PMHT on Multiflight/East, 30/5(David Blaker)

1511 the next day. Another debutant was Beech 58TC Baron **N6751W** from Wick(1937) to Perranporth(2010). This aircraft is owned by JAG Aviation Inc and had only been delivered over the Atlantic the previous week.

16/05/13 Thursday

Twin Squirrel **N766AM** was back at 1108, visiting Multiflight/Engineering from its private site near East Midlands returning home at 1534. Citationjet 4 **M-NSJS** f/t Jersey(1128) n/s until 18/5, to Exeter(0901). Citation XL **G-OMEA**(Flairjet 609) f/t Dublin(1203/1756). King Air 90 **G-ORTH**(Enzo 8JT) from Northolt(1227), n/s to Norwich(0758). Citation Bravo **CS-DHR**(Fraction 7GZ) f/t Cork(1238/1624). AA-5B Tiger **G-BFXW** from Sherburn(1430), n/s. Operating an inbound ambulance flight from Ankara at 1823 was Lear Jet 60 **D-CNUE**(Red Angel 3296/3303). After night-stopping the aircraft departed home to Nuremburg(1104)

17/05/13 Friday

King Air 90 **G-MOSJ**(Enzo 617P/617) from Liverpool(0823) to Le Mans/Arnage(0920). Lear Jet 45 **M-ABEU**(Ryanair 01) f/t Stansted(1124/1209) with engineers to fix a poorly '737. King Air 90 **G-ORTH**(Enzo 8JT) from Norwich(1347). A pair of Lear Jet 35As mid-afternoon on Ambulance flights **D-CCCA**(Jet Executive 252) from Paphos(1549) and **G-ZMED**(Air Med 057) from Alicante(1611). 'CA departed to Frankfurt at 1748, while 'ED headed home to Oxford at 2000. MD-902 **G-YPOL**(Police 42) carried out an ILS and overshoot(1939), f/t Carr Gate.

18/05/13 Saturday

King Air 90 **G-ORTH**(Enzo 8JT) to East Midlands(0243) from Glasgow(0607). Citation Bravo **G-CGEI** from Staverton(1000) to Ronaldsway(1112).

19/05/13 Sunday

King Air 90 **G-MOSJ**(Enzo 619/619P) from Le Mans/Arnage(1645) to Newcastle(1738). Gulfstream 4 **N3H** from Aberdeen(1734) n/s until 26/5, to Naples Municipal, Florida(1721).

20/05/13 Monday

Sea King **XZ594**(Rescue 128) from Leconfield(0113) to Regent's Park Hospital((0144). Twin Squirrel **N766AM** f/t Wetherby Race Course(1226/1348). King Air 90 **G-ORTH** t/f Doncaster(1601/1712).

21/05/13 Tuesday

First time visitor, Challenger 300 **N866TM** of EMC Corp, f/t Cork(1004/1542). PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1008/1747). King Air 200 **ZK460**(Cranwell 87) ILS and overshoot(1136), f/t Cranwell. King Air 90 **G-ORTH** to Biggin Hill(1504). King Air 90 **G-DLAL**(Enzo 8JT) t/f Jersey(1558/1959), its first flight since 14/5. Citation XL **CS-DNW**(Fraction 6HY/318W) from Edinburgh(1622) to Bergen(1809). The Royal S.76C **G-XXEB**(Rainbow 1) arrived from York at 1814 for an overnight stay in the Multiflight/East hangar. It departed to Harrogate at 1405 the next day.

22/05/13 Wednesday

The YAA Explorer **G-SASH**(Helimed 99) carried out a couple of Air Tests today prior to returning to operations following its long-term maintenance. AG-5B Tiger **M-PHML** f/t Ronaldsway(1053/1334). King Air 200 **ZK459**(Cranwell 87) ILS and overshoot(1105), from Cranwell to Waddington. Cirrus SR.20 **G-VGAG** was on its first visit to LBIA, f/t Southend(1718/1841). Lear Jet 45 **LX-LAA**(Lion King 7 Ambulance) from Alicante(1905) to Luxemburg(2129).

23/05/13 Thursday

Cessna T.210M **G-TOTN** f/t Ronaldsway(0925/1638). Citation XL **G-VECT**(Thunder Cat 678) from Oxford(1217) to Nice(1311). Challenger 300 **N866TM** from Cork(1801) to Manchester(1830).

24/05/13 Friday

Citationjet 2 **G-OCJZ**(Clifton 594) from Bristol(0833) to London City(0937), return 1434 to Manchester(1516). King Air 90 **G-DLAL**(Enzo 8JT) t/f Southend(0836/1145), to Glasgow(1250) from Manchester(1618). First time visitor, Citationjet 2 **D-IEKU**(Startreck 333) operated by Starwings Dortmund GmbH, f/t Dortmund(1641/1511), n/s until 26/5.

25/05/13 Saturday

Citation Mustang **G-LEAB**(Lonex 05AB) f/t Luton(0759/1540). Citation XL **CS-DXL**(Fraction 3XW/477W) from Avignon(0947) to Nice(1143). At 1711 resident PA-28 Warrior G-BOVK departed on a local flight, however on returning to the field had an engine failure resulting in a force landing in a field at Farnley Hall Farm some 4 miles S/E of LBIA. The aircraft suffered slight damage to the wing leading edge from hitting some fence posts and was recovered by road a couple of days later.

26/05/13 Sunday

PA-24 Comanche **N218SA** arrived at 1038 from a private strip near Inverness departing for home, Fadmoor in North Yorkshire at 1131. King Air 90 **G-DLAL**(Enzo 8JT) t/f Glasgow(1117/2053). P.180 Avanti **D-IIVA**(Pastis 2NM) of Airgo Flugservice, from Cannes(1209) to Nice(1434). Citationjet 2 **G-OCJZ**(Clifton 439) from Le Bourget(1727) to Bristol(1753).

27/05/13 Monday

King Air 90 **G-DLAL**(Enzo 8JT) t/f Glasgow(1007/1220). King Air 200 **G-KVIP**(Prestige 61F/G) from Reus(1621) to Exeter(1822). PA-28 Dakota **G-BOKA** from Fair Oaks(1642/1249), n/s until 30/5.

28/05/13 Tuesday

Commander 114 **G-OECM** from Carlisle(0905) to Multiflight/Engineering, n/s. King Air 90 **G-DLAL**(Enzo 8JT) t/f Southend(0910/1530), to Norwich(1912). Citation XL **LX-NAT**(Red Lion 30) from Nice(1120) n/s until 31/5, to Le Bourget(1021). Lear Jet 55 **D-CGBR**(Jet Executive 121) from Kerkira(Corfu)(1329) ambulance flight, to Frankfurt(1703).

29/05/13 Wednesday

King Air 90 **G-DLAL**(Enzo 8JT) from Glasgow(0006). Citation Sovereign **PH-CIJ** operated by Faberge, from Geneva(1527), n/s to Saint-Nazaire(1510). Dauphin **G-NHAB**(Helimed 58) f/t Penrith(1609/1633) to Multiflight/Engineering, n/s until 31/5. Hawker 750XP **CS-DUB**(Fraction 794W/1CA) from Newquay(2242), n/s to Edinburgh(1434).

30/05/13 Thursday

King Air 90 **G-DLAL**(Enzo 8JT) to Norwich(0702) from Manchester(1602), to Edinburgh(2032) from Newcastle(2342). Arriving for attention from Multiflight/Engineering was Beech A.36 **N78DU** owned by Del Azar Helen Rogers, f/t Fair Oaks(0900/1611). TBM.800 **G-PMHT** f/t Staverton(0922/1255). Making its debut at LBIA was EMB.135BJ Legacy **9H-WFC** operated by Air X Charter Ltd, from Malaga(1246) to Mikonos(1351). This aircraft, formerly D-AONE is one of a number of aircraft recently re-registered in Malta and the country seems to be the latest "flag of convenience" following in the footsteps of Bermuda, The Cayman Islands and The Isle of Man.

31/05/13 Friday

First timer Falcon 7X **M-LJGI** operated by Ven Air on behalf of Guinness, f/t Dublin(0758/1051). This aircraft, only registered two weeks ago, replaces a Falcon 2000EX which formerly carried the same registration but has now become N806DB. Citation Bravo **G-YPRS** from Ronaldsway(0849) to Bournemouth(1001). Cessna 152 **G-BHFC** f/t Carlisle(0900/1047). Citationjet 4 **M-NSJS** from Jersey(1035). Having been with Multiflight/Engineering since last month Cessna FR.172K **G-THIN** returned home to its strip at Harwood(1315). Diamond DA-40 **PH-FLD** from Doncaster(1550) to Liege(1620). Legacy **G-THFC**(Lonex 69TC) from Northolt(1730) to Brussels(0004) on 1/6. Agusta A.109S **G-HEMZ**(Helimed 77) from Leeds General Infirmary(2022), n/s. This aircraft is operated by Sloane Helicopters for the new Children's Air Ambulance.



Falcon 7X M-LJGI departing LBIA for Dublin on 31/5
This aircraft replaces a Falcon 2000EX which carried the same registration
and is operated by Ven Air on behalf of the Guinness company.
(David Blaker)

COMMERCIAL AVIATION NEWS

by David Wooler

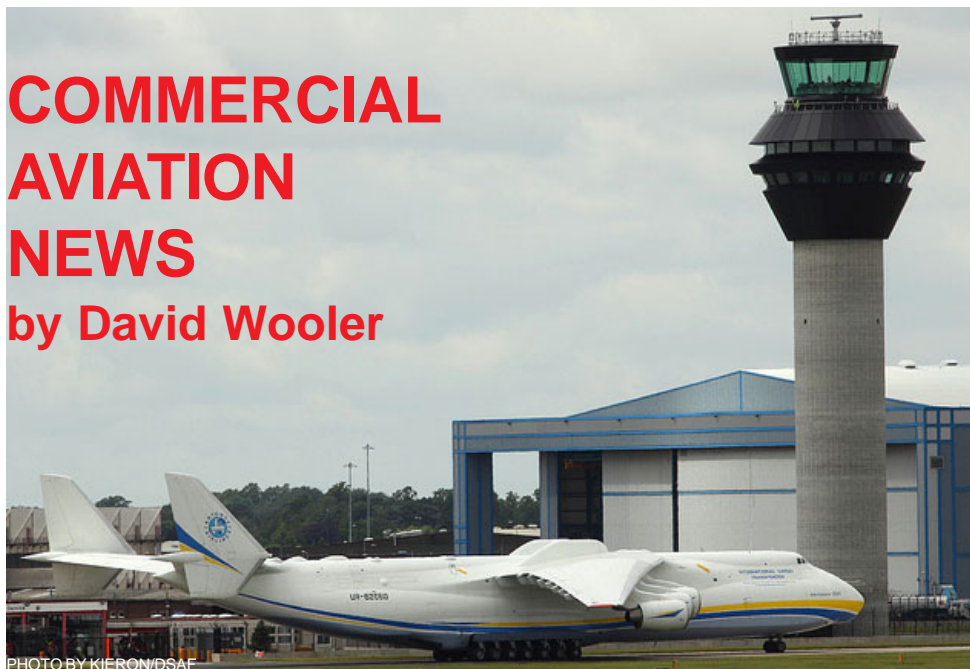


PHOTO BY KIERON DSAF

LEEDS/BRADFORD NEWS

Jet2 owners, The Dart Group has unveiled a raft of board changes. Stephen Heapy - who is chief executive of both Jet2.com and Jet2holidays businesses - and group chief financial officer Gary Brown have joined the board as executive directors with immediate effect.

Heapy has been with Dart Group since 2009. He has extensive experience in the travel industry having held roles with My Travel plc, Thomas Cook and Libra Holidays. Brown has been appointed to the board as group CFO. He has significant experience in the retail and consumer goods sectors, both with smaller companies and larger organisations, including J Sainsbury, Matalan and Instore. Prior to joining Dart, he was global CFO of Umbro PLC and subsequently, following the sale of the Umbro business to Nike Inc, Umbro International Limited.

Dart also announced that senior independent non-executive director Trevor Crowley and independent non-executive director Brian Templar had resigned from the board with immediate effect. Mark Laurence, who joined the company as a non-executive director in May 2009, remains on the board. The company says it will appoint a further non-executive director in due course.

Chairman and chief executive Philip Meeson said: "On behalf of the board, I would like to express our gratitude to Trevor and Brian for their long and valuable contribution and commitment to our growth and development and to wish them well in their future ventures. "I would like to welcome both Stephen Heapy, who has led the expansion of our holiday business, and Gary Brown, who brings with him a wealth of financial experience in the consumer environment, to the board of directors of the company. I look forward to working with Stephen, Gary and Mark as we continue to grow the company."



Former Flybe Dash-8-400 G-JEDO has been sold to Air Contractors as 5N-BPU

RELEVANT AIRCRAFT

Atlantic Airways:- Boeing 737/300(F) **G-JMCO**(ex OO-TNA) delivered Maastricht – Coventry, 30/6.

Flybe:- Dash 8-400Q **G-JEDO** delivered Exeter – Algeria – Dakar 23/6 as 5N-BPU for Air Contractors. EMB.145 **G-ERJC** delivered Clermont Ferrand – Heraklion – Aqaba(Jordan) on 30/6. Delivery to Falak Fin Ten Ltd following long term storage.

Jet2:- Boeing 737/800 **G-GDFV**(ex F-WTDG) delivered Southend – Manchester 5/6. Boeing 737/300 **G-GDFN**(ex YL-BBK) re-delivered Bournemouth – LBA 10/6 following paint into Jet2 Holidays colours. Boeing 737/300 **G-GDFT**(ex G-TOYM) ferried Southend – Bournemouth 23/6 for painting.

Monarch:- A.320 **G-ZBAH**(ex EC-KBU) delivered Dublin – Manchester 10/6.

T2 Aviation:- Boeing 727/2S2F(RE) **G-OSRA**(ex N217FE) registered on 19/6, under conversion at Lasham as Oil Spray Response aircraft, rumoured as going to be based at Doncaster.

Thomson:- Boeing 767/300 **G-OBYD** registered VP-BOQ on 19/6, currently at Shannon prior to delivery to Nordwind Airlines. Delivered Shannon – Moscow/Sheremetyevo 23/6.



Former FedEx Boeing 727/200 N217FE is parked out at Lasham awaiting conversion to an oil spray response aircraft, rumoured to be going to be based at Doncaster. The aircraft, which was incidentally the very last Boeing 727 built has been recently re-registered G-OSRA.

AIRPORT NEWS

Birmingham Airport is making a bid to become as big as London's Heathrow and potentially the busiest aviation hub in the world. An audacious land-grab to overtake Heathrow – which currently handles 70 million passengers a year, more than any other airport in the world – is being made by a coalition of Midlands councils and business leaders. The proposal comes in a report criticising the Government's aviation strategy as misguided – and accusing the commission led by Sir Howard Davies that is looking at the future of UK airport capacity of being too focused on London and the South East. The group behind the plan claims the current debate is flawed and wrongly centred on the battle between more runways and expansion at Heathrow and the construction of a new airport in the Thames Estuary, known as "Boris Island". They instead propose that Birmingham's current capacity could be immediately doubled to 18 million passengers, even without new infrastructure. The runway extension due to be completed next year will give Birmingham a capacity of 27 million, which is more than a third runway at Heathrow could deliver in a decade. The longer-term vision for a "UK Central" international hub airport at Birmingham would see it overtake Heathrow as Britain's biggest, able to handle as many as 70 million passengers a year and linked into the proposed HS2 fast rail network. When HS2 is completed, the capital's main interchange station in West London would be just 31 minutes away from Birmingham. Paul Kehoe, the chief executive of Birmingham Airport, claims the UK's long-haul traffic cannot continue to be routed through one airport in West London. Mr Kehoe said: "In 20 years' time, British air travel will double. We believe that the best option is to create a network of long-haul national airports, each supporting the comparative economic advantages of that region to boost trade, foreign investment and tourism." Such a plan could be undermined by the reluctance of major airlines to commit to long-haul routes starting and ending outside the London area. British Airways said last year: "British Airways does not believe that regional airports can ever be an alternative to provision of effective hub airport capacity serving London and the South East." Virgin has also implied that it is not convinced by Birmingham as an alternative, saying Heathrow and Gatwick are "full at peak times because passengers want to fly from those airports".

Doncaster/Robin Hood Airport passenger numbers continue to plummet – while other airports in the region continued to fly high. The Federation of Small Businesses is calling for a public inquiry for Sheffield's City Airport to be reopened after being unimpressed with Robin Hood Airport's latest passenger figures. According to the Civil Aviation Authority, passenger numbers fell to 67,072 in May – down 0.7 per cent on the same month last year. The number of flights taking off also dipped in May to 420 – 3.2 per cent lower than the same month last year. And the year-end figures for 2012 show 693,000 passengers used the airport – down 16 per cent on 2011. But at Leeds-Bradford Airport, passenger numbers in May were up 19.6 per cent up on last year. Passenger numbers also rose at Manchester Airport by 10.7 per cent, and by 8.9 per cent at East Midlands. FSB regional chairman Gordon Millward said: "Robin Hood Airport only offers flights to holiday destinations and a number of cities in Poland and Lithuania. "No services to recognised business destinations are available. But even the services to holiday destinations are showing a significant annual decline. "Despite suggestions the recession is to blame for Robin Hood's woes, Civil Aviation Authority data indicates traffic at other airports in the region has actually risen. "Once again we are calling for a public inquiry into the potential for Sheffield's City Airport to be reopened, so that Sheffield can be reconnected with major European business centres." But Robin Hood bosses said the future is looking bright thanks to the FARRRS link road, which will cut journey times from Sheffield to around 25 minutes. Steve Gill, managing director of Robin Hood Airport Doncaster Sheffield, said: "A year-on-year comparison does show a slight drop in figures for Doncaster Sheffield Airport, but we expect to grow over the current financial year. "On a positive note May 2013 demonstrated month-on-month growth of over 4.5 per cent. "It is an exciting time for us with the FARRRS link road development edging closer. "We are delighted by the region's desire for the need for business routes to support the Sheffield City Region's companies, as this gives us a real target for growth which will be assisted greatly by the new road

AIRLINE NEWS

British Airways as we close for press, was due to take delivery its first two Boeing 787s during week commencing 24th June. The following week the 1st A380 is due for delivery , making the U.K. carrier the first in Europe to operate both wide-body models. BA will receive the Dreamliners on June 26 and June 27 and the A380 on July 4 as the unit of International Consolidated Airlines Group SA spends 5 billion pounds (\$7.8 billion) upgrading the long-haul fleet. Dreamliner deliveries scheduled to commence in May before a three-month grounding of the jet due to battery flaws forced Boeing to suspend handovers. The first routes will be “unveiled shortly,” BA said, while confirming that the A380 will operate to Los Angeles from Oct. 15 and Hong Kong starting Nov. 15. “Over the next 12 months, we will take delivery of new long-haul aircraft at an average rate of one every two weeks,” BA Chief Executive Officer Keith Williams said in a statement. The lower fuel consumption of the A380 and composite-plastic 787 will mark “major environmental advances,” British Airways said, helping to pare costs as less efficient planes such as the Boeing 747-400 jumbo are phased out. The second of 12 A.380's featuring 469 seats in a four-class layout — is due in September, the airline also confirmed. Fleet modernization will stretch to 2023 and include 24 787s plus six additional Boeing 777-300ERs due for handover in the next four years, BA said. Orders for 18 further Dreamliners and the same number of Airbus A.350's are also pending.



British Airways first Boeing 787 G-ZBJB was delivered to Heathrow on 27/6

Flybe said its core UK domestic market fell 1 per cent in the year to March as cash-strapped Britons made fewer trips to see relatives and other journeys. The airline also took a hit from soaring fuel prices and higher airport charges and navigation fees. Flybe made a pretax loss of £40.7million in the year to March 31 compared to a £6.2million loss a year ago. But it has launched a recovery plan including cutting 240 jobs and moving another 250 to outside contractors, as well as selling its 25 take-off and landing slots at Gatwick airport to rival easyJet for £20million. The airline has also delayed the delivery of 16 new aircraft from Brazil's Embraer from 2014 and 2015 to between 2017 and 2019. Flybe, which flies more than 200 routes between 23 countries, said its continental European business, including a contract flying operation, was making “real and measurable progress”. Chairman Jim French said the results were expected but nevertheless disappointing, adding that costs should fall considerably due to the cuts, which the airline expects to complete this year. He said: “The group is now more strongly placed for the future.”

Odyssey Airlines, a start up airline, has confirmed an order for 10 Bombardier aircraft to operate all business-class services from London City airport. The UK-based airline confirmed the order for the 10 CS100 aircraft, which was first placed two years ago, at the Paris Air Show. The order is worth \$628 million at list prices. Odyssey plans to offer all business-class flights from London City to New York as well as to European cities. Adam Scott, CEO of Odyssey Airlines, said: “We are

launching Odyssey Airlines with the CS100 aircraft because its transcontinental range will allow us to connect key city airports with stringent performance and environmental requirements both in Europe and further afield. "We have a unique strategy that will offer a premier service with a focus on new destinations that cannot currently be served from London City airport." Odyssey has not given any further details about which routes it plans to operate and also what the timescale is for the launch of flight. Mike Arcamone, president of Bombardier Commercial Aircraft, said: "Over the last two years, Bombardier has seen Odyssey evolve into a forward-thinking and up-and-coming airline. We are thrilled to publicly welcome Odyssey Airlines to the family of CS100 aircraft operators." The CS100 aircraft has capacity of up to 110 seats and is due to make its maiden flight in the next few weeks.

Monarch Airlines is considering ordering the Bombardier CSeries as part of its expanded narrowbody refueling programme. However, according to Monarch financial director Robert Palmer, even if an order is placed with Bombardier, a large order will still be placed with either Airbus Industrie or Boeing where the Boeing 737 MAX 9 and A321neo are currently the preferred types. Monarch has also increased the size and scope of its request for proposals. While it originally planned to acquire 45 aircraft between 2016 and 2021, this has since risen to 62, with deliveries scheduled until 2024. The British leisure carrier also plans to retire its three B757-200s and three A300-600s over the next 18 months and is seeking leased narrow bodies as short-term replacements.



Wizz Air Airbus A320-200, registration HA-LWM performing flight W6-3141 from Bucharest/Otopeni (Romania) to Rome Ciampino (Italy) with 165 passengers and 6 crew, was on approach to Ciampino's runway 15 when the crew went around from about 1500 feet due to the left hand main gear indicating unsafe at about 07:20L (05:20Z). The aircraft climbed back to 5000 feet and entered a hold to work the checklists, the crew decided to divert to Rome Fiumicino because of the longer runways available. About 35 minutes after aborting the approach the aircraft performed a low approach to Fiumicino's runway 34R to have the gear inspected from the ground, which confirmed the left main gear had not extended. The crew climbed to 2000 feet and positioned for another approach to runway 34R with the left main gear not in the extended position. The aircraft touched down safely at 08:09L (06:09Z), the crew kept the left wing up as long as suitable, then lowered the aircraft onto the left hand engine, the aircraft skidded to a stop on its right hand main gear, belly (tail area) and left hand wing with the nose gear up in the air, and was evacuated via slides. Three people received minor injuries in the evacuation. **(Aviation Herald, 08/06/13)**

AIRCRAFT NEWS

Japan Airlines stopped a scheduled Boeing 787 Dreamliner flight on 2nd June after engineers found a faulty pressure sensor in one of its modified battery containers. The incident happened just one day after the airline resumed services of the 787, which was grounded for several months in January

after problems with its lithium-ion batteries. Although the fault did not pose a serious safety risk, JAL decided to replace the 787 with an older 767 for the Tokyo-Beijing flight. The airline released a statement saying two small holes on the battery container, designed to prevent overheating, were mistakenly sealed by Boeing engineers when the battery system was repaired.

About 300 new jobs are being created by plane-maker Airbus at its plants in Flintshire and Bristol. It is part of a Europe-wide expansion by the aircraft manufacturer which is to hire 3,000 more workers this year. Bosses say an additional 10,000 people were taken on globally between 2011 and 2012 as its order books continued to grow. An extra 3,000 vacancies will mainly be filled in Europe linked to Airbus' A320neo and its A350 XWB twin jet. The wings for the A320 series are made at the Broughton factory in Flintshire. Broughton staff also helped pioneer composite wing technology for the A350 where the £400m dedicated North Factory opened in 2011. In March Airbus announced 50 temporary jobs were being created at its base in Filton, near Bristol, due to increasing demands for its A400M military transport plane.

OTHER NEWS

Greedy airports have been slammed for earning millions of pounds by charging passengers who get dropped off for flights. Bosses at more than half of the main airports in England and Wales are forcing customers to use pricey car parks or face fees for a quick drop outside a terminal. Twelve of the 22 major passenger airports now impose charges for even the shortest stay, figures from the Civil Aviation Authority reveal. Flyers from London City Airport face the highest charges at £5.50 for 30 minutes of parking — more than twice the price of leaving a car in the centre of the capital. The sky-high charges were last night slammed by motoring organisations. An AA spokesman said: "Flying from the UK just seems like a licence to rack up a string of add-on charges." Stephen Glaister, director of the RAC Foundation, added: "Airport operators seem to have a culture of money first, passengers second." Figures show that Stansted in Essex imposes a £2 "express set down" charge for ten minutes, while 15 minutes in a car park costs £3. Manchester Airport charges £2.80, Bournemouth Airport £2.50 and Leeds Bradford International Airport £2 — all for just 30 minutes of parking. Newcastle, Newquay, and Exeter International charge £1 for 30-minute drop-offs at terminals, while Luton Airport has a minimum charge of £1 for drop-offs lasting just ten minutes. Airports which make no charge include Heathrow, Gatwick, Liverpool John Lennon and Southampton. Simon Buck, chief executive of the British Air Transport Association, which represents airlines, said: "Charging for drop-offs is the wrong way to encourage people to use public transport. It's merely lining the pockets of airports."

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Before and..... After

The latest 737/300 for Jet2 G-GDFT, formerly G-TOYM of bmi baby, seen left arriving at Bournemouth for painting

and hot off the press the photo right shows it arriving at LBIA on its delivery flight, 3/7. The aircraft entered service the next day operating to Murcia (David Blaker)



FLIGHT REVIEWS(2) by Ian Morton

(1) It was Tuesday May 18th 1993 and I was quietly drinking my elevenses as one does in retirement when I received a phone call from Pam at Baildon Travel with "an offer I couldn't refuse". I am usually suspicious of such offers but knowing the source I was all agog. Apparently I was being offered 2 return tickets from Manchester to Toronto at 159 pounds per person which was too good to miss. Then came the catch. The flight was on Friday. So a quick call to my daughter to see if she could cope with us at such short notice and the booking was confirmed. The flight was with Caledonian Airways and our aircraft was Tristar 100 G-BBAF, my first time with both. Once airborne, the captain said that he had bad news and we were to call at Edinburgh to pick up passengers stranded by the demise of Nationair. So after a 30 minute hop, we arrived and taxied in, picked up our passengers and taxied out. (Don't you wish it was as quick as that). On reaching the runway, I realised something was amiss as we turned right instead of left and the captain apologised for having to return to the terminal but we had left 3 passengers behind. By this time, my wife was becoming agitated because she was a smoker and we were in the none smoking section. Finally, we were away again when the captain again apologised and said that because of Edinburgh's short runway, we had not enough fuel to get us to Toronto and would be making a stop at Gander. By this time, my wife was frantic but there was just one seat left in smoking which she took and I didn't see her again until Toronto. During the 4 hour flight I managed a cockpit visit. Gander turned out to be a huge airfield but the only planes were 3 CL 215s, an Air Labrador SD330, an RAF C130. 2 Cessnas and Falcon 50 which we had beaten us from Edinburgh. A Cubana IL62 and a G!! arrived. As we were taking on fuel, the crew of the C130 asked for any English Newspapers we had discarded and a bin liner was soon filled. After that, the final flight to Toronto and subsequent return to Manchester again on G-BBAF were very mundane.



(2) Many moons ago, early 1989 to be exact, I received a phone call from a good friend to the effect that his friend Alec, an RAF air traffic controller had some free tickets for Fairford and was I interested. Now there's a daft question for a start. I had previously met Alec who was aware of my interest in aircraft and was thrilled that he had thought of me. I later received a letter from Alec with a suggestion that we should meet in a quiet lane near Cirencester on the due date and proceed from there. However, I later received another letter wondering if I would like to avoid all the airshow traffic and if so, would I (with my youngest son) care to meet him outside the Guardroom at RAF Lyneham at 6am, prior to proceeding to Fairford. So, having driven through the night, we arrived on time, met Alec and followed him to flight departures. There we were booked on to Flight RRO901A and awaited boarding the aircraft which turned out to be C.130 Hercules XV207. Boarding was via the rear loading ramp and as we didn't have pre-booked seats, settled in to the nearest webbing one available. It was fascinating to be sharing the cabin with all ranks from Aircraftmen to top ranking Officers. The flight took us in a big circle over Swindon and after 21 minutes, we landed at Fairford. What I then found fascinating was that after taxiing in, we reversed into our parking spot. From there, we were bussed over to the public side and the day was ours. Once the show was over, we were bussed back to XV207 and returned to Lyneham. The return flight took all of 7 minutes and it took longer from landing to dispersal. Not the longest flights I have ever taken but two I will never forget.

Ian Morton



164995/AX C-130T Hercules(US Navy, VR-53, Andrews AFB), Shannon, 18/06/13(Andrew Barker)



G-BYYA Grob Tutor, RAF Leeming, 05/06/13(David Thompson)



T.19B-14 Casa CN.235M, Spanish Air Force(SAR), Lanzarote, 12/06/13(Stave Lord)