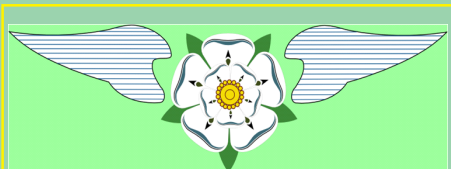


Air Yorkshire Aviation Society



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June 2015



G-BEDI Skyvan
Barton Air Show 5 July 2015
Steve Lord

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

MONTHLY MAGAZINE

Firstly apologies for the late arrival of the JUNE magazine. Last month Trevor indicated that he was struggling to produce the magazine due to other commitments and asked for volunteers to compile the Day by Day LBIA Section. Up to press nobody has come forward to assist. Does anyone actually read/want this section. Let's us know!

Also, due to holidays this magazine wouldn't have been dropping on your doormat or inbox until August, so I have stepped in and cobbled it together. Therefore the 2nd apology is that the content won't be the same as normal and one section is missing.

Moving forward Trevor will attempt to continue to produce the magazine, but needs help both in producing the different sections and also by providing any articles relating to aviation anywhere in the world.

The 3rd apology is if you have sent Trevor articles and photographs and are not published in this edition of the magazine. He had to very quickly email me all the information so it might have been missed.

In the meantime if you have sent any articles that haven't appeared as yet please email them to me at alan.sinfield@airyorkshire.org.uk so I can co-ordinate these for Trevor. **Alan Sinfield**

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

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

Please park in either SHORT STAY 1/Business Car park or SHORT STAY 2

2 August 2015

Steve Bruce. ADU Software is from the fastest growing software & aviation database service provider to support aviation enthusiasts, photographers, researchers and anyone with a general interest in aviation. Steve will be demonstrating the software which is a user friendly, versatile Aviation Database software that is designed and managed by a dedicated team of aviation enthusiasts who are constantly updating the software with aircraft movements from around the World. Information includes aircraft status, aircraft history, deliveries and much more.

TUESDAY 1 September 2015 at 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 October 2015

Damian Ives - Head of Home Markets Thomas Cook Group Airlines Germany, UK, Scandinavia & Belgium. Damian is from the Leeds Area and actually worked at LBA from 1988 to 1990, then moved to Manchester and worked for Air 2000 and then in 1996 joined Thomas Cook. We are privileged to have such an important speaker who will give an insight into the operation of a major UK airline.

8 November 2015

Change of Date – Air Yorkshire AGM

6 December 2015

Christmas Bash - Multiflight Cafe at 3pm

3 January 2016

To Be Arranged

7 February 2016

To Be Arranged

6 March 2016

To Be Arranged

3 April 2016

Ian Revell - ATC at RIAT Fairford Ian Revell's day job is as an ATC Watch Manager at Manchester Airport, however once a year he has a much more exciting job as Senior ATC Controller for the RIAT - Fairford. The Royal International Air Tattoo, is described as "THE aviation event of the year". Ian will look back over his many years' experience as an Air Traffic Controller at this event and share some of the highlights with us.

FUTURE SPEAKERS (Date to be arranged)

Rob Pattison, Runway Visitors Park, Manchester Airport
Derek Brunk, General Manager, Landmark Aviation, Manchester
Paul Swinfen, General Manager - Operations Control, Jet2.com

PAST EDITOR'S 50TH ANNIVERSARY LUNCH

Billy Murgatroyd's fish and chip restaurant was the venue for a unique event in April when on Saturday 18th a group of past editors of the Society's magazine gathered to celebrate the 50th Anniversary of the first ever issue.

In April 1965 the first edition of Yorkshire Air News was produced and printed. The editor in those days was the late Mick Stubbs, a plane spotter, member of the West Riding Branch of Air-Britain and a local "lad" from Yeadon. The magazine has been printed unbroken ever since then, with the name change in January 1975 to the Air Yorkshire magazine. Since the start in 1965 the magazine has had fourteen editors, who have all stamped their mark in various ways. As part of the 50th celebrations and a thank you to those past editors, the current committee agreed to entertain them to a complimentary lunch at the Society's favourite "chippie" hosted by our current Chairman. Never before had so many past editors met together.

Time, of course has taken its toll. Many now live out of the area: Bordeaux, Dorset, South Wales and the Thames Valley and find travelling increasingly difficult even for fish and chips at Billy's. Two have proved to be untraceable and one has died. So we were pleased when six of the more local ones were able to attend, plus the present editor.

The magazine has changed out of all recognition in the fifty years. It started as four sides of foolscap paper produced on a hand turned duplicator from typed stencils and is now a polished, computer produced, A.5, colour production with many colour photographs, all printed on a laser printer. A far cry from 1965.



Trevor and Jim had arranged with Billy's to reserve us a special table in the conservatory for a 12.30 pm start. All arrived promptly, even from Hull and Blackburn. It was a great success and from minute one the conversation flowed with lots of current aviation chat and reminiscences of the last fifty years. On the eating front, the jumbo size fish was very popular as was the steam jam roll and custard to follow. Thirsts, from talking, were slaked by copious cups of tea/coffee (a sign of the times!) and the sun shone outside. It was really nice to see our Honorary Life President in attendance in his role as a past editor (1993 to 2000); a role he combined with that of Chairman.

They say time flies when you are enjoying yourselves and consequently it was late afternoon before the "party" moved to a close and there was even talk of a diamond jubilee, but let's get too far ahead of ourselves.

Jim Stanfield

SCENE AROUND YORKSHIRE BY ANDY WOOD(HAR)

BAGBY (NY) A new resident is G-EFSM T.67M ex. Gamston. The latest addition to the Graham Fox Fleet is G-OEVA PA-32 which will presumably be found here or Teesside with the rest of the fleet when not on lease. From the Resident Review delete G-PARG S.1S sold to a new owner in the Bristol area.

BEVERLEY (EY) A new resident with RM Aviation Limited is G-RMAV Ikarus C42 FB80. From the Resident Review delete G-KEVA Cyclone which has moved to South Cave.

CHURCH FENTON (NY) 24.4 M-CARA Cessna 525 (525-0859) 26.4 G-BSYV 150M, G-ORTH Beech E.90 12.5 N150ZZ SR22-G3 (2609) 12.5 G-HOTY CL.604 and departed 14.5. 14.5 G-OADY Beech 76 circuit training. 15.5 G-OADY Beech 76.

CONEY PARK (WY) On 5.12.14 Great Heck resident G-HECK R.44 experienced vibration on takeoff so landed and then yawed and struck a parked vehicle causing damage to the tail rotor and gearbox.

CROSLAND MOOR (WY) A new resident is G-XWEB Skyranger 912.

DEIGHTON / CRAB TREE FARM (NY) Recent arrivals are reported to be N212W UH.12A (237) and N297CJ SE.313B (1847) making a change from the usual Gazelles. Due to arrive shortly is G-CIOW SA.341C ex. ZK-HTF/ XX446 and currently on route by sea to the UK.

EDDSFIELD (EY) Visiting on 17.5 was G-JBTR RV.8.

ELVINGTON (NY) The Nathaniel Alony, Cavendish Hotel and Roy Legg Aerobatic Trophies were contested over 24-26.4 with the following aircraft attending F-GODV CAP.232 (32), G-CDDP Lazer Z.230, G-ICAS S.2B, G-RIHN DR.107 and G-XTME XA.42. Visiting on the afternoon of 3.5 as part of the VAC and IAC Northern Tour were G-ALXZ Auster 5-150 f&t Breighton, G-ADKL, G-ADNE and G-AELO all DH.87B, G-AKSY/TJ534 Auster 5, G-ASPS J.3C-65 accompanied by G-BXJD PA-28 all from Sherburn to Breighton.

FENLAND (Lincs.) New residents noted on 17.4 were G-BOXH S.1S, G-BULR PA-28 (stored), G-ECGC F.172N, G-EZUB CH.601HD, G-MVUP Mistral, G-MYUF Renegade Spirit, G-SOOZ Rans S.6 and N2177G 182A (51477). Stored behind the hangar on the same date were G-AWBA PA-28R, G-BSDL TB.10 and G-BSUW PA-34.

GAMSTON (Notts.) From the Resident Review delete G-EFSM T.67M which has departed to Bagby following sale and G-NOIL BN.2A also departed following sale.

GARTON ON THE WOLDS (EY) Resident G-LEDR SA.341C was re registered G-OJCO on 13.4 to reflect the new owners initials.

HAGWORTHINGHAM (Lincs.) Following on from last month G-BRSX PA-15 is now confirmed as sold and has departed to a new owner in Wiltshire.

HULL (EY) Visiting Hull Royal Infirmary on 27.4 was G-LNCT MD.900 noted departing around 13.30hrs.

KEAL COTES (Lincs.) From the Resident Review delete G-DODG EV.97A sold to a new owner in Somerset.

LEEDS / BRADFORD AIRPORT (WY) A correction to last month, Harpin Limiteds new Phenom is M-HPIN EMB.505 (50500276) and not M-PHIN. From the Resident Review delete G-FMSG FA.150K which has departed to Skipton, the wreck of G-MFLC HR.200-120B and N3H Gulfstream G.IV (1134). Visiting on 13.5 was EC-LMR 146-300QT (E3151) bringing in horses for York races. Latest allocation for Jet 2 is G-JZHD 737-808 ex. EI-RUP.

LINTON ON OUSE (NY) A new resident with one of the service men based here is G-IIHX Midget Mustang. From the Resident Review delete G-AMCK DH.82A which moved to Gamston with the rest of the Century Aviation Limited Fleet a couple of months ago.

MARKET RASEN / BROOKFIELD FARM (Lincs.) A new resident arriving 15.4 from North Coates is G-IANN Kolb Twinstar Mk.3.

NETHERTHORPE (Notts.) One of the resident Tiger Moths believed to be N3549/PG645 was badly damaged in an accident here on 16.4, more details when known.

NORTH COATES (Lincs.) Resident News Just one departure to record on 15.4 when G-IANN Kolb Twinstar Mk.3 departed to Market Rasen / Brookfield Farm. **Movements**

2.4 G-CCPF with G-CGWT both Skyranger 912 f&t Beverley. **4.4** G-CEIS DR.1050 f Conisholme t Colerne, G-BBDT 150H f Sherburn t Skegness, G-CHJG EV.97 f Bagby t Sturgate, G-BRSW Luscombe 8A f&t Fenland, G-CBKF Easy Raider J2.2 f&t Manby. **5.4** G-CEBF EV.97A f Brighton t Sturgate, G-BBxB FRA.150L with G-AVXD T.66 both f&t Beverley, G-CFFJ CTSW f Beverley t Caunton, G-CBKF Easy Raider J2.2 f&t Manby, G-WLDN R.44 f Brighton t Beverley. **6.4** G-BUTD RV.6 f&t Manby, G-CSBM F.150M f&t Ashleys Field. **7.4** G-CDUE R.44 f&t Cabourne. **8.4** G-AZLV 172K f&t Wickenby, G-BPOM PA-28 f Crosland Moor t Humberside. **11.4** G-CDUE R.44 f&t Cabourne. **13.4** G-CEIS DR.1050 f&t Conisholme. **14.4** G-CDUE R.44 f&t Cabourne. **18.4** G-MCGH S.92A f&t Humberside, G-CDUE R.44 f&t Cabourne, G-OJAZ R.44 f Beverley t Brighton, G-XPIL R.172K f&t Tollerton, G-CBKF Easy Raider J2.2 with G-CHJO Midget Mustang both f&t Manby, G-BWRO Europa TG with G-MLXP Europa both f&t Brighton, G-ARMN 175B f Skegness t Hollym, G-VARG Varga 2150A f&t Barkston Heath, G-CBIX CH.601UL f New York t Sturgate, G-CFFJ CTSW f Skegness t Caunton, G-CBEX CT2K with G-CENA MCR.01 both f&t Caunton. **19.4** G-HULL F.150M f&t Beverley, G-AVOA DR.1050 f&t Anwick. **23.4** G-CDUE R.44 f&t Cabourne. **24.4** G-BAIW F.172M f&t Humberside, G-CEIS DR.1050 f&t Conisholme. **25.4** G-BSDO 152 f&t Brighton, G-BSLK PA-28 f&t Wellesbourne, G-BHTC DR.1051/M1 f&t Sturgate. **26.4** G-MYPY Quantum 15 f&t Boston, G-CHJO Midget Mustang with G-BUTD RV.6 both f&t Manby, G-NDPA Ikarus C42 FB UK f&t Boston, G-XPIL R.172K f Tollerton t Doncaster, G-CDGW PA-28 f Shacklewell Lodge t Fenland, G-BASP B.121 f&t Sibson, G-CBIX CH.601UL f&t New York, G-CEIS DR.1050 f&t Conisholme, G-NPKJ RV.6 f Brighton t Sturgate, G-BPGU PA-28 f&t Tollerton, G-ETAT 172S f Beverley t Strubby, G-AVZR PA-28 f Sturgate t Brighton, G-IANN Kolb Twinstar Mk.3 f&t Brookfield Farm. **27.4** G-TERN Europa by road from North Thoresby for local flight, G-CSBM F.150M f&t Ashleys Field. **28.4** G-CSBM F.150M f&t Ashleys Field.

NORTH SCARLE (Lincs.) (E-408)"/"WT720/B" Hunter F.51 was noted still in situ on 26.4.

NORTHORPE (Lincs.) A new resident is G-LUDM RV.8.

POCKLINGTON (EY) Display at the Flying Man Festival at 14.00hrs. on 10.5 were G-AKAT/T9738 M.14A and G-TAFF CASA 1.131E from Brighton. Later in the day at around 16.00hrs. ZA947 Dakota C.3 also displayed.

RICHMOND / LADYBANK HOUSE (NY) From the Resident Review delete G-IKON RV.4 which has been sold and it is believed the strip is no longer here.

RUFFORTH EAST (NY) A new resident delivered on 25.3 is G-JBAV EV.97.

RUFFORTH WEST (NY) In Bob McLeans workshop on 14.5 were G-CFDE Ventus bT, G-CKHC DG.505, G-DEMN T.65D, G-SMAJ DG.808C, G-SOOM DG.500M plus PH-940 T.61F (1872) for spares recovery. G-CFOX MDM-1 was awaiting return to Saltby following C of A renewal. In the hangar were G-BIXZ G.109, G-BUGV T.61F, G-CKAX DG.505, G-DCWB T.59D and G-KMBB SF.25D.

SHERBURN (NY) The Vintage Aircraft Club and International Auster Club Northern Tour was scheduled to night stop here on 2.5 but numbers attending were badly affected by the forecast for the following day. As one of the coordinators for this event I popped across in the morning courtesy of G-RVDR RV.6A to see how things were going. Visitors noted between 10.40 and 12.15hrs. were G-CGEV/CG+EV Gomhouria Mk.6 and G-RVDR RV.6A both f&t Brighton, G-CGHW Sportcruiser, G-EMSA Sportcruiser, G-FLAV PA-28, G-RVDJ RV.6 whilst G-BPRJ AS.355F1 and G-NLDR AS.355F2 were both parked up for the weekend. Visiting later in the afternoon were G-APIE Bellfair and G-BEAH J/2 both f Brighton t Witchford. Further arrivals which all night stopped were G-ADKL, G-ADNE and G-AELO all DH.87B, G-AKSY/TJ534 Auster 5, G-APBW Auster 5A and G-ASPS J.3C-65 and with heavy rain forecast overnight Sherburn Aero Club kindly left their aircraft outside to allow all these to be hangared. I was back by road in the evening for a meal in the Club House when G-IIHX Midget Mustang was noted visiting from and to Linton, and N852CD SR.22 (0219) was parked up and stopping overnight. A new resident noted was G-GORD DR.400. The following day 3.5 it was early afternoon before the weather cleared up but by 14.30hrs. I was back in 1967 vintage G-BXJD PA-

28 (a bit out of place !!) to join all the others for the flight to Elvington with only G-APBW electing to go direct to Brighton. Visiting on 15.5 were the Blades with G-OFFO, G-ZEXL, G-ZXLL plus one other unidentified all EA.300/L which were involved in some local filming. A new resident with Sherburn Aero Club noted on 16.5 was SP-GEB AT-3, also noted in the afternoon were visitors G-ATDO Bo.208C, G-BZRV RV.6 f Fishburn t Brighton, G-IIRW RV.8 f Brighton t Lambley, G-NOUS 172S and G-XTRA EA.230 f Brighton t Netherthorpe. Visiting on 20.5 was G-CGIY/330244/46-C J.3C-65 from LBA. **SHERBURN / SQUIRES CAFE BAR (NY)** Visiting this bikers paradise on the afternoon of 4.5 were G-OJAZ and G-ROKS both R.44. A further visitor on 13.5 was G-JJFB EC.120B.

SKIPTON / PENDLE VIEW FARM (NY) Joining G-OWAN 210D has been G-FMSG FA.150K ex. LBA.

SOUTH CAVE (EY) A new resident is G-KEVA Cyclone ex. Beverley.

SOUTH CLIFTON (Notts.) A new arrival with a private collector here is WT534 Canberra PR.7 nose section.

SPALDING / WESTON HILLS (Lincs.) From the Resident Review delete G-CLAX Jurca Sirocco which is now to be found in the Horizon Air Services hangar at St. Athan still incomplete and unmarked.

THORNTON WATLASS (NY) A new resident is G-BYRR Blade 912.

THORPE WOOD (NY) A new arrival with Jet Art Aviation on 29.4 was XX705/E Bulldog T.1.

WICKENBY (Lincs.) The Avro Curtiss 1911 Waterbird replica has now been registered as G-WBRD.

YORK (NY) BAPC. 265/"P3873/YO-H" Hurricane 1 FSM was transported from Elvington to be displayed in St. Sampsons Square York from 28.4 until 5.5.

LBIA STATISTICS MAY 2015 BY ALAN SINFIELD

	May-14	May-15	% This month	% +/-
Movements				
Scheduled	2,850	2,905	69.55%	1.93%
Charter	170	200	4.79%	17.65%
Private/Misc	1,252	1,072	25.66%	-14.38%
Total	4,272	4,177		-2.22%
Passengers				
Scheduled	314,747	330,322	95.15%	4.95%
Charter	15,003	16,670	4.80%	11.11%
Transit	655	169	0.05%	N/A
TOTAL	330,405	347,161		5.07%
International	298,837	309,350	89.15%	3.52%
Domestic	30,913	37,642	10.85%	21.77%
MOVING ANNUAL TOTAL	3,304,473	3,353,760		1.49%

A month showing a 5.07% increase in passenger numbers, with domestic again increasing substantially by 21.77% on this occasion

Interestingly Charter passenger increased by 11.11%

BREIGHTON BY ANDY WOOD(HAR)

RESIDENTS

The owner of G-AKTR 7AC has bought G-BSTC 11AC as a spares ship but is currently keeping this stored at his home. G-AWDA T.66 which arrived from Garton 15.4 for what was expected to be a few days was still present in hangar 3 on 21.5 awaiting delivery to its new owner. G-SKYC T.67M to Wombledon 29.4 for attention following the issue of an urgent AD, it returned on 15.5.

OUTSIDE PARKING

G-AYRT, G-BBJX, G-BGAX, G-BSDO and G-BXJD have been present throughout. G-AVMD and D-GDCO are still away on maintenance.

STORED OFF THE AIRFIELD

G-AJIT J/1(mod.) which was stored at a local workshop arrived at the airfield in a truck on 15.5 and night stopped before continuing its journey to a new owner in Surrey on 16.5 for rebuild.

MOVEMENTS

21.4 G-ATUI Bo.208C f&t Croft Autodrome, G-BIWN D.112 f&t Yedingham, G-BNCO PA-38 f Sturgate t Spanhoe, G-CCMS Quik f Sherburn t Barton.

22.4 G-AWUN F.150H f&t Beverley, G-BBIO HR.100/210 f&t Tansterne, G-EFCG Eurofox 912 f South Scarle t Boston, G-TEWS PA-28 f&t Beverley, N900PH PA-28R-180 (28R-30302) f&t South Cave.

24.4 G-AXNJ D.120 f&t North Moor, G-BDJD D.112 f&t Beverley, G-CCXA/669 A.75N1 f Headcorn n/s, G-IFLI AA-5A f Wickenby t Beverley.

25.4 D-ELXE 182T (18281909) f&t Gamston, G-AZYF PA-28 f&t Crosland Moor, G-BOYV PA-28R f&t Sherburn, G-CCXA/669 A.75N1 wing walking flights all day n/s, G-IITC CAP.232 f&t Wombledon.

26.4 G-AERO PA-18-150 f&t Derby, G-ATDO Bo.208C f&t Crosland Moor, G-AVZR PA-28 f North Coates t Sturgate, G-AYEF PA-28 f&t Barton, G-BLLS T.67B f&t Beverley, G-BOYV PA-28R f&t Sherburn x2, G-BPFL DA.2A f&t Crosland Moor, G-BRBW PA-28 f&t Blackpool, G-BUGT T.61F f&t Rufforth, G-CCPF Skyranger 912 f Sherburn t Beverley, G-CCXA/669 A.75N1 wing walking flights all day then t Headcorn, G-CFIA Skyranger 912S f&t Beverley, G-CGWT Skyranger 912 f Sherburn t Beverley, G-CORB TB.20 f&t Staverton ?, G-CSAV T.600N f&t Beverley, G-DISO D.150 f Yedingham t Husthwaite, G-NPKJ RV.6 f Sherburn t North Coates, G-OJAZ R.44 f&t Beverley x 2, G-ORAY F.182Q f&t Gamston, G-RJMS PA-28R f&t Crosland Moor, G-SJPI WT.9 UK f Northorpe t Fenland, G-XWEB Skyranger 912 with G-ZAIR CH.601HD both f&t Crosland Moor, N900PH PA-28R-180 f&t South Cave.

27.4 G-AWEK RF.4D f&t Shoreham, G-AWUN F.150H f&t Beverley, G-CEHV Ikarus C42 FB80 f&t Barton, G-SFTZ T.67M f&t Sherburn.

1.5 F-GKRO MH.1521C1 (154) f Damyns Hall n/s, G-BAPX DR.400 f Full Sutton t Sherburn, G-CCXA/669 A.75N1 f Damyns Hall n/s, G-CEMS MD.900 fuel stop.

2.5 F-GKRO n/s, G-AKSY/TJ534 Auster 5 f Popham t Sherburn, G-APIE Belfair f Witchford t Sherburn, G-AXNS B.121 f&t Gamston, G-AZYF PA-28 f&t Crosland Moor, G-BBNJ F.150L f&t Sherburn, G-BEAH J/2 f Witchford t Sherburn, G-BHIF F.182Q f Eddsfield t Crosland Moor, G-BOPD BD.4 f&t Yearby, G-BWXJ T.67M f&t Wombledon, G-CCXA wing walking flights n/s, G-OJAZ R.44 f Beverley t Fir Park then f Fir Park t Beverley, HALFH SA.342J (1775) f&t Deighton / Crab Tree Farm.

3.5 F-GKRO n/s, G-ADKL DH.87B f Elvington n/s, G-ADNE DH.87B f Elvington n/s, G-AELO DH.87B f Elvington n/s, G-AKSY/TJ534 Auster 5 f Elvington n/s, G-APBW Auster 5A f Sherburn n/s, G-ASPS J.3C-65 f Elvington n/s, G-BADC Beta B2A o/s only 14.18hrs. f&t Warrington, G-CCXA n/s, G-IIHX Midget Mustang f&t Linton, G-OBMS F.172N f&t Sherburn.

4.5 F-GKRO t Damyns Hall, G-ADKL t Lavenham, G-ADNE t Oaksey Park, G-AELO t Audley End, G-AJJS Cessna 120 f Sturgate t Fishburn, G-AKBO M.38 f&t Sherburn, G-

AKSY t Popham, G-AKVM Cessna 120 f&t Wickenby, G-ANLS DH.82A f&t Saltersgate, G-APBW t Cheddington, G-ASPS t Fenland, G-AXUJ J/1 f&t Darley Moor, G-AYGD f ? t Oaksey Park, G-BADC Beta B2A f&t Warrington, G-BGMT Rallye 235E f Bagby t Fishburn, G-BHEL D.117 f&t Bagby, G-BHTC DR.1051/M1 f&t Sturgate, G-BTFK BC.12D f&t Sturgate, G-BTWD T.61F f&t Rufforth, G-BYFM DR.1050/M1 f&t Warrington, G-BYYC SF.2A f&t Shenstone, G-BZRV RV.6 f&t Hinton in the Hedges, G-CCEM EV.97A f Oxenhope t Sherburn, G-CCNG CT2K f&t ?, G-CCXA t Damyns Hall, G-CEMS MD.900 fuel stop, G-CESW CTSW f&t Bagby, G-IITC CAP.232 f&t Wombledon, G-JJFB EC.120B f&t private site Doncaster, G-KAIR PA-28 f&t Bagby, G-MOSA/351/HY22 MS.317 f&t Barton, G-OJAZ R.44 f Beverley t Fir Park then f Squires Cafe t Beverley, G-OOTC PA-28R f&t Sherburn, G-ROPP Trail f&t Barton, G-RVUK RV.7 f&t Sibson, G-SAZM J.3C-65 f&t Felixkirk, G-ZIPI DR.400 f&t Rochester, N59VT Beech K35 (D-5897) f&t Carr Farm, N900PH PA-28R-180 (28R-30302) f&t South Cave, N46779/329282 J.3C-65 (10573) f&t Abbots Bromley.

7.5 G-CCOV Europa XS f&t Abbots Bromley.

8.5 G-BEAC PA-28 f&t Humberstone, G-CGPY/671 A.75L300 f Gloucester n/s, G-CIEF Eurofox 912 f&t Darlton.

9.5 G-CGPY wing walking flights n/s, G-UZUP EV.97A f Sherburn t Netherthorpe.

10.5 G-AZFY PA-28 f&t Crosland Moor, G-BADC Beta B2A f&t Warrington, G-BAPX DR.400 f Conington t Sherburn, G-BENJ RC.112B f&t Top Farm, G-BSYV 150M f&t Sandtoft, G-CCNT Ikarus C42 FB80 f&t Chatteris, G-CGPY wing walking flights t Gloucester, G-OJLD RV.7 f&t Sherburn, G-OOTC PA-28R f&t Sherburn, G-PITZ S.2A f&t Sherburn, G-RODD 310R f&t Marshland.

11.5 G-BFIG FR.172K f&t Hollym.

13.5 G-BBIO HR.100/210 f&t Tansterne, G-BIIA RF.3 f&t Kirton in Lindsey, G-BIWN D.112 f Yedingham t Beverley, G-MZNO Blade f&t St. Michaels.

14.5 G-ZIPE A.109E f&t York Race Course (fuel stop).

15.5 G-BAXV F.150L f&t Beverley, G-BDJD D.112 f&t Beverley, G-BKCE F.172P f&t Leicester, G-BMVL PA-38 f Beverley t Gamston, G-CBDG CH.601HD f&t Sleaf, G-JWCM Bulldog Srs.120/121 f&t Fishburn, G-ZIPE A.109E f&t York Race Course (fuel stop).

16.5 G-BAPX DR.400 f Leicester t Sherburn, G-BBIO HR.100/210 f Fishburn t Tansterne, G-BZRV RV.6 f Sherburn t Hinton in the Hedges, G-IIRW RV.8 f Lambley t Sherburn, G-LONE B.206L-1 f&t Widmerpool / Nottingham Heliport (helicopter pleasure flights all day), G-MERL PA-28RT f&t Sturgate, G-XTRA EA.230 f Netherthorpe t Sherburn, HA-LFH SA.342J f Deighton / Crab Tree Farm t private site Loughborough, then f p/s Loughborough t Deighton.

17.5 G-AVZR PA-28 f Eddsfeld t Sturgate, G-BADC Beta B2A f&t Warrington, G-CIBZ Eurofox 912S f Sturgate t North Coates, G-HPOL MD.900 (Police 19) fuel stop, G-LUDM RV.8 f&t Northorpe, G-MERL PA-28RT f&t Sturgate, G-OJLD RV.7 o/s only 16.08hrs. f&t Sherburn, HA-LFH SA.342J o/s only 11.30hrs. f&t Deighton / Crab Tree Farm.

20.5 G-BASP B.121 f Fenland t Sibson, G-BWZG R.2160 f&t Sherburn.

21.5 G-BTFK BC.12D f&t Sturgate, G-KARK MCR.01 f Abotts Bromley t Fenland and the highlights of the month TF-ART RV.6 (21289), TF-BLU Pitts M.12 (02), TF-BTH Pitts S.2S (BTH-1), TF-MAX TB.200XL (1813), TF-RVA RV.4 (2624) and TF-RVC RV.9A (90420) all f Dundee n/s. These left Reykjavik on 19.5 and routed to Egilsstadir to Faroe Islands for a n/s then on to Wick and Dundee 20.5 for a n/s.



Alan Sinfield
G-BCEN
Islander
East Midlands
26 June 2015

DONCASTER BY CLIVE FEATHERSTONE

Interesting Movements April 2015

Commercial

1st G-OSRA Boeing 727 T2 Aviation Oil Spill Response departed

2nd HA-LYL Airbus A-320 Wizz Air. Their latest aircraft +4th (FV)

4th HA-LYK Airbus A-320 Wizz Air

5th G-LGNA Saab 340 Loganair/Flybe Brought Brighton FC for game V Rotherham FC (FV)



Clive Featherstone

14th G-RJXL Embraer ERJ-135-ER bmi Regional. (T)

21st UR-82009 Antonov An-124 Antonov Design Bureau (F) Dep. 22nd

21st G-EZDZ Airbus A-319 EasyJet (T) +22nd

23rd UR-CAH Antonov AN-12 Ukraine Air Alliance (FV)

27th UR-CKL Antonov AN-12B Cavok Air (F) Dep. 28th (FV)



Clive Featherstone

28th Boeing 727 T2 Aviation Oil Spill Response. RTB



Clive Featherstone

29th N415MC Boeing 747-400 Atlas Air Arrived empty from Miami (F) dep. later that evening (FV)

Bizz Jets & Bizz Props/GA

2nd OO-ACO Cessna Citation 510 Mustang Air Service Liege (FV)

2nd N194ER Cessna Citation 510 Mustang Private

2nd G-ORTH Beech 90 King Air Gorthair

6th M-OTOR- Beech 200 King Air Pektron Group Ltd (T)

6th N541SV Citation 680 Sovereign Cessna Aircraft Co. Dep (M)
 7th G-IFIT Piper PA-31 Navajo Chieftain. Dart Group + 9th
 11th G-KALS Bombardier Challenger 300 Air Charter Scotland (FV)
 12th D-IKOB Beech 200 King Air Jet Executive International (FV)
 14th HS-VNT Israel Aircraft Industries IAI-1126 Gulfstream G200. The first HS-Thailand registered BizJet (FV)
 15th N86LA CitationJet 525. LO Aviation LLC. has winglets and long nose probe. dep (M)
 17th G-XJET Learjet 45 Gama Aviation



Clive Featherstone

17th G-BEZZ Piper PA-31 Navajo 2 Excel Aviation +23rd
 18th G-RCBV CL-604 Challenger Hangar 8 Management Ltd (T)
 18th M-INOR Hawker 900XP CTC Aviation Jet Services Ltd
 23rd G-CWCD Beech 200GT King Air Clowes Estates Ltd (FV)
 24th M-MOON Citation 750X Bambara Holding (M) (FV)
 25th N53GX BD-700 Global Express Private
 27th D-IRAR Beech 200 King Air Rettenmaier
 28th YU-MTU CitationJet 525 CJ1. Private. First Serbian registered BizJet (FV)
 28th G-RHYM PA-31 2 Excel Aviation Ltd
 30th N862MT CitationJet 525 M2 Cessna Aircraft Co.

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

2nd M-JCBC Sikorsky S-76C. JCB Excavators (FV)
 4th G-MCGH Sikorsky S92 Bristow Helicopters/Coastguard SAR. Based HUY. (T) (FV)
 16th G-NLDR AS-355 Twin Squirrel PLM Dollar Group Network Rail
 18th G-OTFL Eurocopter EC-120 Colibri Private (FV)
 23rd G-LOOK Agusta A-109 Hundred Percent Aviation Ltd. (FV)
 23rd G-SENS Eurocopter EC-135 Saville Air Services
 23rd G-WFWS Robinson R-22 Beta Wings For Warriors (FV)
 23rd G-CHBY Agusta A-139 Bristow Helicopters
 30th G-EMHC Agusta 109. NT Burton Aviation

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

7th G-EGLT Cessna 310 Reconnaissance Ventures Ltd (T)
 8th D-EOAJ Focke-Wulf FWP-149D (SV)
 9th G-WOOD Beech 55 Baron (T)
 15th G-TECB Tecnam P2006T Aeros Holdings Ltd +23rd & 30th
 16th G-CALL Piper PA-23 Aztec. Private (FV)
 16th G-AGYU/DE208 Tiger Moth Its first visit since dep. D.S.A. on 18th September 2014 after rebuild. Dep.22nd
 17th G-BRUX PA-44 Seminole Private Owner Mohammad Ali London
 22nd G-SSCA Diamond DA-42NG Twin Star (FV)

30th F-GVLD Socata TB-20 Trinidad. SARL Locav-Ouest (FV)

Military

9th G-BYUN G115 Grob Tutor (FV)?

7th ZF407 Tucano R.A.F

9th ZJ234 Bell 412 Griffin Defence Helicopter Flying School (T)

15th ZG705 Tornado (T) it made 2 visits today

16th G-BYUE G115 Grob Tutor (T)

20th G-BYWZ G115 Grob Tutor (T) (FV)?

20th ZD749 Tornado (T)

21st ZA412 Tornado (T) (FV)

22nd ZJ228 Westland/MDD WAH-64 Apache AH.1 Army Air Corps (T) (FV)

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

TAS FESTIVAL 11/12 JULY ALAN SINFIELD



SU-GCM
Boeing
737-800



D-AGEN
Boeing
737-700



G-EZBB
Airbus
A319

HUMBERSIDE BY RICH GRIMLEY

Help is needed to compile this page!

All photographs by Rich Grimley at Humberside



I-FORU
Learjet 45

N124TF
Gulfstream 4



QQ101
BAE146

ZJ793
Dauphin
SAS



AIR YORKSHIRE VISIT TO EAST MIDLANDS



Thomson
Boeing
737-800
G-FDZD

Ryanair
Boeing
737-800
EI-ENB



Thomas
Cook
Airbus
A321
G-TCDX

Agusta
A109S
G-YRTE



Photographs courtesy of Alan Sinfield

TEESSIDE COURTESY OF DTMOVEMENTS.CO.UK

- 1/4 G-OAMI Bell 206B Jet Ranger II Depart to Carlisle, ZF205 Overshoot, G-BYVH Grob G115E Tutor T1 F/T Barkston
- 2/4 ZF243/ZF491 Tucano T1 Overshoot, G-EJRS Piper PA-28 Cadet, f Carlisle t Newcastle, G-IBZA Citation 550 2 F Paris Le Bourget to Biggin Hill, , G-CHER Piper PA-38 Tomahawk f Carlisle t Newcastle
- 3/4 G-POTR Agusta A109E Power Local Flight, M0DWSF Bell 430 f/t Barton, LZ-AWA Airbus A330-223 BH Air f/t Nairobi



- 4/4 G-BOMB Cassutt Racer f Perth t North Weald, G-KAIR Piper PA-28 Archer II f/t Bagby, G-SAWC Aero AT-3 R100 f/t Sherburn, LZ-AWA BH-Air Airbus A330-223 f Nairobi to Sofia , G-MONK Boeing 757-2T7 Monarch, this 757 has been in storage at Birmingham and is in to be parted out by Sycamore Aviation. The aircraft has been due for over two weeks but service issues have kept it on the ground, the aircraft is expected to remain outside on stand before entering hangar 1 on Tuesday.



- 5/4 G-CDKB Saab 2000 Eastern f/t Newcastle Looks like the Saab 2000 from Aberdeen / Newcastle is in to replace the normal T34587/47G flight from Aberdeen, must be combined due to the holiday weekend. The Eastern website is showing a Jetstream again on our route and the airport are unaware of any planned upgrade so it must have either been a typo or tactics to warn off Flybe who had expressed interest in competing on the route.
- 6/4 G-PICX P&M Aviation Quick Local, G-BOFZ Piper PA-28 Warrior II f/t Newcastle, G-NIME Cessna T206H Stationaire Whitby Seafood Local
- 7/4 ZF171/ZF172 Tucano T1 Overshoot, G-EJRS Piper PA-28 Cadet F Carlisle Overshoot
- 8/4 G-SACY Aero AT-3 R100 f Sherburn t Humberside Sherburn Aeroclub, ZF378 Tucano T1 Overshoot, G-OADY Beech 76 Duchess f Leeds Crew training, ZF242/ZF171 Tucana T1 f/t Linton, G-BOFZ Piper PA-28 Warrior II f Carlisle t Newcastle Northumbria F/S, G-BODE Piper PA-28 Warrior II f Sherburn t Humberside Sherburn Aero Club
- 9/4 N1AR BD700 Global Express f Luton to Farnborough Al Rashaid Aviation, G-CGGD AS365 Dauphin II Multflight Local, G-BZNE Beech 350 Super King Air f/t Norwich
- 10/4 G-RGSG Hawker 900XP Hanger 8, F Jersey N/S, G-NEAU Eurocopter EC135 F/T Newcastle NPAS Northumbria, G-FSEU Beech 200 Super King Air f Northolt N/S Nimbus Air, ZF515 Tucano T1 O/S, Today's KLM KL1533/4 did not operate, with the afternoon flight being upgraded to an Embraer PH-EZL presumably to accommodate the morning passengers.

- 11/4 G-CEFC Cessna 182T Skylane f Wombledon Overshoot, G-OJER Citation 560XL XLS+ f Leeds N/S Aviation Beauport, G-RNCH Piper PA-28 Archer II f/t Carlisle, G-RGSG Hawker 900XP t Jersey Hanger 8
- 12/4 G-FSEU Beech 200 Super King Air t Northolt Nimbus Air, G-OJER Citation 560XL XLS+ t Jersey Aviation Beauport
- 13/4 G-BXDS Bell 206B Jet Ranger Local, G-CHER Piper PA-38 Tomahawk f/t Carlisle, ZF407/ZF347/ZF172 Tucano T1 f/t Linton, G-NEAU Eurocopter EC135 f/t Newcastle NPAS NE Police, N200GK Piper PA-28R Arrow f Stapleford N/S
- 14/4 G-CELE Jet2 Boring 737-300 f/t Leeds Training, G-DSKY Diamond DA-43 f Gamston t Shoreham Diamond Executive, G-BXDS Bell 206B Jet Ranger III f Perth t Coventry, ZD792 Tornados GR4 f Marham Overshoot, G-WWFC Falcon 2000 f Hawarden N/S The Falcon 2000 is no doubt in for the Middlesbrough FC game against Wolves tonight (WWFC - Wolverhampton Wanderers Football Club)., G-OJER Citation 560XL XLS+ f/t Jersey Aviation Beauport., N200GK Piper PA-28R Arrow t Stapleford, G-BUYS Robin DR400 Local. G-NEAU Eurocopter EC135 t/f Newcastle, NE Police
- 15/4 G-WWFC t Milan Malpensa London Executive, ZF347 Tucano T1 Overshoot, G-GIGA Vulcanair P-68C f/t Hawarden APEM Aviation, LN-TWL Beech 200 Super King Air f/t Bergen, Bergen Air, G-CHER Piper PA-38 Tomahawk t/f Carlisle
- 16/4 N585DW Gulfstream 550 F Luton N/S Colleen Corp on behalf of GlaxoSmithKline.. G-MPLF Cessna 182T t/f Oxford Oxford Aviation Academy, G-BSHP Piper PA-29 Archer III F Leeds t Humberside, G-MAJT BAe Jetstream 41 f Newcastle t Norwich taking Middlesbrough FC, G-BGRE Beech 200 Super King Air f/t Chalgrove Martin Baker Ltd, M-HRPN Bell 429 F Bagby Circuits, ZG779 Tornado GR4 f Marham Overshoot
- 17/4 G-AZRA MBB-209 Monsun f/t White Waltham, G-XJET Learjet 45 f La Caruna t Bournemouth Gama Aviation, N585SW Gulfstream 550 t Luton Colleen Corp. G-MAJT f Norwich with Middlesbrough FC
- 18/4 N529QS Gulfstream 550 f Southampton N/S Netjets, VP-BSI Gulfstream 550 f Verona t Geneva Seaflight, G-BSHP Piper PA-28 Warrior f Leeds t Humberside Multiflight, N781CD Cirrus SR20 f/t Sleaf, G-RNCH Piper PA-28 Archer II f/t Carlisle, G-SACX Piper PA-28 Warrior II f Sherburn t Humberside Sherburn Aero Club, G-BZLH Piper PA-28 Warrior II Overshoot.
- 19/4 CS-DXJ Citation 560XL XLS f Biggin Hill t Edinburgh Netjets, G-NEAU Eurocopter EC135 f/t Newcastle NPAS Northumbria, G-AXLS Jodel DR105A Ambassador t Fenland, G-CHBY Agusta Westland SW139 f Humberside Circuits Bristow Helicopters, OO-VCW Cessna 172R Skyhawk f East Midlands t Dundee, G-NHAB AS365 Dauphin f James Cook Hospital to Penrith Great North Air Ambulance, N529QS Gulfstream 550 t Teterboro, NY Netjets
- 20/4 OY-CLY ATR72-500 f Maastricht t Sonderborg Air Alsie, G-IPLY Citation 550 Bravo F Glos t Newcastle International Plywood Ltd, G-AVUZ Piper Pa-32 Cherokee Six f/t Jersey Cessix Ltd, G-RNCH Piper Pa-28 Warrior II f Carlisle Circuits, G-BYVO Grob G115 Tutor T1 f/t Barkston Heath RAF
- 21/4 G-CTNG Cirrus SR-20 f/t Sleaf, G-CCAT Grumman AA-5A Cheetah, G-BZLH Piper Pa-28 Warrior II f Leeds t Humberside Multiflight, G-BNOH Piper PA-28 Warrior II f Sherburn to Humberside Sherburn Aeroclub,
- 22/4 G-BRBA Piper PA-28 Warrior II f Full Sutton N/S, G-BUIF Piper PA-28 Warrior II f Carlisle t Newcastle Northumbria F/S, ZF291 Tucano T1 Overshoot, G-BSHP Piper PA-28 Arrior II Local, ZF515/ZF343 Tucano T1 Circuits, G-BORL Piper PA-28 Warrior II f Blackpool Overshoot
- 23/4 G-TBEA Citation 525A CJ2 f/t Manchester Centreline Charter, ZG7077/ZG077 Tornado GR4 Overshoot, C-CHER Piper PA-28 Tomahawk f Carlisle t Newcastle, G-MPLF Cessna 182 Skylane f/t Oxford Oxford Aviation Academy, ZF291 Tucano T1 Overshoot, ZD788/ZD098/ZG779/ZG136 Overshoot
- 24/4 G-CWCD Beech 200 Super King Air f/t East Midlands Clowes Estates Ltd operating for both IAS Medical and Cobham Flight Inspection., F-GULY Raytheon C90B King Air f/t Exeter Porta Roberto, G-MAFF Britten-Norman BN-2T f Aberdeen t Bournemouth Cobham Aviation Services, G-CHBY Agusta Westland AW139 Overshoot Bristow Helicopters, G-

- BRBA Piper PA-28 Warrior II Local, OY-CLY ATR72-500 f Sonderborg t Maastricht Alsie Express
- 25/4 D-CGRK Learjet 35A f/t Frankfurt Jet Executive Int.
- 26/4 G-GGRN Piper PA-28 R-201 Arrow III f Gamston t Bagby, G-BRJV Piper-Pa-28 Cadet f Newcastle Overshoot, OE-FHA Citation 510 Mustang f Oxford N/S Globe Air, G-BOFZ Piper Pa-28 Warrior II f Newcastle Overshoot Northumbria F/S
- 27/4 G-RNCH Piper Pa-28 Archer II f/t Carlisle, G-SAMA BD700 Global Express f Stansted t Amsterdam-BZLH Piper PA-28 Warrior II f Leeds t Humberside Multiflight, G-FIFA Cessna 404 Titan f/t East Midlands RVL Group, ZG779/ZG136 Tornado GR4 Marham Overshoot, G-FSEU Beech 200 Super King Air f Biggin Hill N/S Nimbus Air, G-NEAU Eurocopter EC135 f/t Newcastle NPAS Northumbria
- 28/4 ZF140 Tucano T1 Overshoot, G-MUZZ Agusta A109 Local HagonDale Ltd, G-BXNS Bell 206B Jet Ranger III f Cumbernauld t Leicester Aerospeed Ltd, OE-FHA Citation 510 Mustang t Oxford Globe Air, G-FSEU beech 200 Super King Air t Biggin Hill Nimbus Air, G-GIGA Vulcanair P68C f/t Chester Apem Aviation, OE-FZD Citation 510 Mustang f Geneva N/S Globe Air, ZE375/ZG915/ZE265 Lynx Dishforth Circuits, ZJ131/P EH101 Merlin
- 29/4 ZJ276 Squirrel HT1 RAF, ZF347/140 Tucano T1 2 x Overshoot, OE-FZD Citation 510 Mustang t Amsterdam Globe Air, ZE375 Lynx Dishforth Circuits, N550WW Gulfstream G550 f Boston Logan N/S
- 30/4 ZF243 Tucano T1 3 x Overshoot, F-GULY Beech C90A King Air f/t Exeter Porta Roberto, G-MFKM Cessna F152 f Leeds N/S Multiflight, G-BVIK Maule MXT-7 Star Rocket t Kirkwall, G-BHVP Cessna 182Q Skylane f Bourn t Kirkwall, ZF170/ZF264 Tucano Overshoot, G-NLDR AS355 Twin Squirrel f Halfpenny Green N/S, G-BSHP Piper Pa-28 Warrior II f Leeds Overshoot Multiflight, ZE375 Lynx F Dishforth Circuits, G-NEAU Eurocopter f/t Newcastle NPAS, N660WW Gulfstream 550 t Luton

MILITARY NEWS

Spitfires take to the skies for The Battle of Britain Anniversary Air Show at IWM Duxford

Twenty Spitfires will take to the skies this September as part of IWM Duxford's Battle of Britain Anniversary Air Show, commemorating the 75th Anniversary of this crucial aerial battle.

This mass display of Spitfires, above Britain's best-preserved Second World War Airfield, will include Supermarine Spitfire Mark I N3200 - recently restored and returned to Duxford by American philanthropist Thomas Kaplan and received by His Royal Highness, The Duke of Cambridge. This Spitfire was originally flown from RAF Duxford in 1940 by Squadron Leader Geoffrey D. Stephenson.

The Battle of Britain Anniversary Air Show will tell the story of Duxford's pivotal role in this famous conflict. In September 1940, some 60 Spitfires and Hurricanes were dispersed every day around Duxford and Fowlmere and on 15 September 1940, known as 'Battle of Britain Day', *Bader's* 'Big Wing', operating from Duxford, twice took to the air to repulse Luftwaffe attacks aimed at London.

Visitors can experience what it was like to work at RAF Duxford in 1940 with the re-creation of a Spitfire scramble during the air show. Upon the instantly recognisable sound of a Second World War air raid siren, Hispano HA-112 MIL (Buchon) aircraft will fly in and strafe the airfield. As a scramble bell sounds, living history interpreters representing Second World War RAF fighter pilots will race to protect this vital Battle of Britain airfield and Supermarine Spitfires chase off the enemy aircraft.

These extraordinary experiences and sights will give visitors to The Battle of Britain Anniversary Air Show an insight into the life and work of the Battle of Britain fighter pilots who flew from RAF Duxford.

The Battle of Britain Anniversary Air Show takes place on Saturday 19 and Sunday 20 September and tickets are only available in advance.

AIRLINE BY AIRLINE @ LBA BY ANDREW COVERDALE

British Airways(SHT/BA, "Shuttle")

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

Heathrow(1340/1341, "20A/21Z") -1/4 G-EUPK, 2/4 G-EUPU, 4/4 G-EUPP, 5/4 G-EUPW, 6/4 G-EUPZ, 7/4 G-EUOE, 8/4 G-EUPD, 9/4 G-EUPJ, 10/4 G-EUPC, 11/4 G-EUPO, 12/4 G-EUOA, 13/4 G-EUOA, 14/4 G-EUPW, 15/4 G-EUPS, 16/4 G-EUPA, 17/4 G-EUPV, 18/4 G-EUPR, 19/4 G-EUPT, 20/4 G-EUPC, 21/4 G-EUOB, 22/4 G-EUPW, 23/4 G-EUPZ, 24/4 G-EUPS, 25/4 G-EUOB, 26/4 G-EUPZ, 27/4 G-EUPR, 28/4 G-EUPD, 29/4 G-EUPZ, 30/4 G-EUPE.

Heathrow(1342/1343, "20B/21Y") -1/4 G-EUPK, 2/4 G-EUPU, 3/4 G-EUPL, 4/4 G-EUPW, 5/4 G-EUOA, 6/4 G-EUPY, 7/4 G-EUOI, 8/4 G-EUOB, 9/4 G-EUPJ, 10/4 G-EUPC, 11/4 G-EUPS, 12/4 G-EUOE, 13/4 G-EUPU, 14/4 G-EUPX, 15/4 G-EUPS, 16/4 G-EUPR, 17/4 G-EUPD, 18/4 G-EUOA, 19/4 G-EUPA, 20/4 G-EUOI, 21/4 G-EUPG, 22/4 G-EUPV, 23/4 G-EUPZ, 24/4 G-EUPC, 25/4 G-EUPS, 26/4 G-EUPL, 27/4 G-EUPA, 28/4 G-EUPR, 29/4 G-EUPZ, 30/4 G-EUOD.

Heathrow(1344/1345, "20C/21X") -1/4 G-EUPW, 2/4 G-EUPS, 3/4 G-EUOA, 5/4 G-EUPJ, 6/4 G-EUPL, 7/4 G-EUPO, 8/4 G-EUOF, 9/4 G-EUOI, 10/4 G-EUPY, 12/4 G-EUOA, 13/4 G-EUPN, 14/4 G-EUPP, 15/4 G-EUOI, 16/4 G-EUPL, 17/4 G-EUPN, 19/4 G-EUPS, 20/4 G-EUOF, 21/4 G-EUOD, 22/4 G-EUPY, 23/4 G-EUOH, 24/4 G-EUPU, 26/4 G-EUPU, 27/4 G-EUPD, 28/4 G-EUOI, 29/4 G-EUOG, 30/4 G-EUPL.

Eastern Airways(EZE/T3, "Eastflight")

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

Aberdeen "21LK/31LK" -1/4 G-MAJZ, 2/4 G-MAJZ, 6/4 G-MAJI, 7/4 G-MAJI, 8/4 G-MAJY(21LK) G-MAJI(31LK), 9/4 G-MAJI, 13/4 G-MAJL, 14/4 G-MAJL(21LK) G-MAJW(31LK), 15/4 G-MAJW, 16/4 G-MAJW, 20/4 G-MAJW, 21/4 G-MAJW, 22/4 G-MAJW, 23/4 G-MAJU, 27/4 G-MAJL(21LK) G-MAJI(31LK), 28/4 G-MAJI, 29/4 G-MAJI, 30/4 G-MAJI.

Aberdeen "81LK/91LK" -1/4 G-MAJZ, 2/4 G-MAJZ, 3/4 G-MAJZ(81LK) G-MAJI(91LK), 6/4 G-MAJI, 7/4 G-MAJI(81LK) G-MAJY(91LK), 8/4 G-MAJI, 9/4 G-MAJI, 10/4 G-MAJL, 13/4 G-MAJL, 14/4 G-MAJW, 15/4 G-MAJW, 16/4 G-MAJW, 17/4 G-MAJW, 20/4 G-MAJW, 21/4 G-MAJW, 22/4 G-MAJW, 23/4 G-MAJU, 24/4 G-MAJU(81LK) G-MAJW(91LK), 27/4 G-MAJI, 28/4 G-MAJI, 29/4 G-MAJI, 30/4 G-MAJI.

Aberdeen "4701/76LK" -1/4 G-CGMB, 2/4 G-CGMB, 3/4 G-CGMB, 6/4 G-CGMB, 7/4 G-CGMB, 8/4 G-CGMB(4701) G-CGMC(76LK), 9/4 G-CGMC(4701) G-CGWV(76LK), 10/4 G-CGWV(4701) G-CGMB(76LK), 13/4 G-CGMB(4701) G-CGMC(76LK), 14/4 G-CGMC, 15/4 G-CGMC, 16/4 G-CGMC(4701) G-CGMB(76LK), 17/4 G-CGMB(4701) G-CGMC(76LK), 20/4 G-CGMC(4701) G-CGMB(76LK), 21/4 G-CGMB(4701) G-CGMC(76LK), 22/4 G-CGMC(4701) G-MAJU(76LK), 23/4 G-MAJW(4701) G-MAJI(76LK), 24/4 G-MAJI(4701) G-MAJL(76LK), 27/4 G-MAJW(4701) G-MAJU(76LK), 28/4 G-MAJU, 29/4 G-MAJU, 30/4 G-MAJU(4701) G-MAJL(76LK).

Southampton "70Y/71G" -1/4 G-CGMB, 2/4 G-CGMB, 6/4 G-CGMB, 7/4 G-CGMB, 8/4 G-CGMB, 9/4 G-CGMC, 13/4 G-CGMB, 14/4 G-CGMC, 15/4 G-CGMC, 16/4 G-CGMC, 20/4 G-CGMC, 21/4 G-CGMB, 22/4 G-CGMC, 23/4 G-MAJW, 27/4 G-MAJW, 28/4 G-MAJU, 29/4 G-MAJU, 30/4 G-MAJU.

Southampton "76Y/77G" -1/4 G-CGMB, 2/4 G-CGMB, 3/4 G-CGMB, 6/4 G-CGMB, 7/4 G-CGMB, 8/4 G-CGMC, 9/4 G-CGWV, 10/4 G-CGMB, 13/4 G-CGMC, 14/4 G-CGMC, 15/4 G-CGMC, 16/4 G-CGMB, 17/4 G-CGMC, 20/4 G-CGMB, 21/4 G-CGMC, 22/4 G-MAJU, 23/4 G-MAJI, 24/4 G-MAJL, 27/4 G-MAJU, 28/4 G-MAJU, 29/4 G-MAJU, 30/4 G-MAJL.

Southampton "31Y/81G" -1/4 G-MAJZ, 2/4 G-MAJZ, 3/4 G-MAJZ, 6/4 G-MAJI, 7/4 G-MAJI, 8/4 G-MAJI, 9/4 G-MAJI(31Y) G-MAJL(81G), 10/4 G-MAJL, 13/4 G-MAJL, 14/4 G-MAJW, 15/4 G-MAJW, 16/4 G-MAJW, 17/4 G-MAJW, 20/4 G-MAJW, 21/4 G-MAJW, 22/4 G-MAJW, 23/4 G-MAJU, 24/4 G-MAJU, 27/4 G-MAJI, 28/4 G-MAJI, 29/4 G-MAJI, 30/4 G-MAJI.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-5/4 G-CDEA, 12/4 G-CDKB, 19/4 G-CDEA, 26/4 G-CFLV.

Additional flights:- 9/4 G-MAJL(041P) positioned in from Aberdeen, then positioned out to Southampton(042P), G-CGMB(956P) positioned in from Aberdeen, then operated charter out to Exeter(9570), 16/4 G-MAJY(9571) arrived from Glasgow then departed to Northolt(9572).

Easyjet(EZY/U2, "Easy")

Flights f/t **Geneva** operated by Airbus A319/A320 on Thu/Fri/Sat/Sun.

Geneva(7346/5 "58KP/43CB") -2/4 G-EZAI, 3/4 G-EZFT, 4/4 G-EJAR, 6/4 G-EZUG, 9/4 G-EZFT, 10/4 G-EZFM, 11/4 G-EZAK, 18/4 G-EZIT.

Flybe(BEE/BE, "Jersey")

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

Belfast City(729/730, "9FN/8TJ") :-1/4 G-JEDV, 2/4 G-JECF, 3/4 G-JEDV, 4/4 G-FLBC, 7/4 G-JECE, 8/4 G-JECG, 9/4 G-JEDM, 10/4 G-FLBD, 11/4 G-ECOB, 13/4 G-JECF, 14/4 G-JEDV, 15/4 G-JECF, 16/4 G-JECE, 17/4 G-JECF, 18/4 G-FLBC, 20/4 G-JEDP, 21/4 G-FLBD, 22/4 G-JEDV, 23/4 G-JEDP, 24/4 G-JEDV, 25/4 G-JEDU, 27/4 G-JEDP, 28/4 G-JECG, 29/4 G-JECJ, 30/4 G-JEDV.

Belfast City(731/732, "7YK/7RU") :-1/4 G-JEDM, 2/4 G-JEDT, 3/4 G-JEDM, 4/4 G-ECOB, 5/4 G-FLBB, 6/4 G-JECH, 7/4 G-JEDR, 8/4 G-JEDR, 9/4 G-ECOB, 10/4 G-JEDP, 11/4 G-ECOM, 12/4 G-ECOC, 13/4 G-FLBC, 14/4 G-JECE, 15/4 G-JECE, 16/4 G-JEDR, 17/4 G-ECOT, 18/4 G-FLBC, 19/4 G-ECOG, 20/4 G-FLBE, 21/4 G-FLBE, 22/4 G-JEDW, 23/4 G-JEDW, 24/4 G-JEDU, 25/4 G-JECX, 26/4 G-FLBC, 27/4 G-JEDU, 28/4 G-JEDU, 9/4 G-JEDP, 30/4 G-FLBE.

Belfast City(733/734, "4YM/734") :-1/4 G-JEDM, 2/4 G-JECX, 3/4 G-JEDT, 5/4 G-FLBB, 6/4 G-FLBB, 7/4 G-FLBD, 8/4 G-ECOT, 9/4 G-ECOM, 10/4 G-ECOB, 12/4 G-ECOO, 13/4 G-ECOH, 14/4 G-JECF, 15/4 G-ECOT, 16/4 G-JECF, 17/4 G-FLBD, 19/4 G-ECOH, 20/4 G-FLBD, 21/4 G-ECOR, 22/4 G-JECH, 23/4 G-ECOR, 24/4 G-JECJ, 26/4 G-JECJ, 27/4 G-FLBC, 28/4 G-JECE, 29/4 G-JEDV, 30/4 G-JECM.

Belfast City(735/736, "91MX/7QH") :-1/4 G-FLBD, 2/4 G-KKEV, 3/4 G-JECX, 5/4 G-FLBC, 6/4 G-JEDM, 7/4 G-FLBB, 8/4 G-JEDM, 9/4 G-ECOM, 10/4 G-JEDP, 12/4 G-JEDU, 13/4 G-ECOC, 14/4 G-ECOH, 15/4 G-ECOH, 16/4 G-ECOT, 17/4 G-ECOT, 18/4 G-JEDR, 20/4 G-JEDW, 21/4 G-ECOC, 22/4 G-ECOR, 23/4 G-JECZ, 24/4 G-ECOR, 26/4 G-FLBD, 27/4 G-JECY, 28/4 G-JECE, 29/4 G-ECOO, 30/4 G-JEDP.

Southampton(171/7001, "5UP/4GN") :-1/4 G-ECOE, 2/4 G-ECOE, 3/4 G-ECOE, 4/4 G-ECOE, 6/4 G-ECOO, 7/4 G-ECOO, 8/4 G-ECOR, 9/4 G-JECX, 10/4 G-ECOR, 11/4 G-ECOR, 13/4 G-ECOR, 14/4 G-ECOR, 15/4 G-ECOR, 16/4 G-ECOR, 17/4 G-JECP, 18/4 G-JECP, 20/4 G-JECI, 21/4 G-JECM, 22/4 G-JECP, 23/4 G-JECP, 24/4 G-KKEV, 25/4 G-ECOC, 27/4 G-JECL, 28/4 G-JECP, 29/4 G-JECL, 30/4 G-JECL,

Southampton(7004/7003, "5GH/4RZ") :-1/4 G-ECOE, 2/4 G-ECOE, 3/4 G-ECOE, 6/4 G-ECOO, 7/4 G-ECOO, 8/4 G-ECOR, 9/4 G-JECL, 10/4 G-JECM, 12/4 G-JECI, 13/4 G-ECOR, 14/4 G-ECOR, 15/4 G-ECOR, 16/4 G-ECOR, 17/4 G-JECP, 19/4 G-KKEV, 20/4 G-JECP, 21/4 G-JECM, 22/4 G-JECP, 23/4 G-JECP, 24/4 G-KKEV, 26/4 G-KKEV, 27/4 G-JECL, 28/4 G-JECP, 29/4 G-JECL, 30/4 G-JECL.

Southampton(7006/176, "5JF/172Q") :-1/4 G-ECOE, 2/4 G-JECH, 3/4 G-ECOE, 5/4 G-JECO, 6/4 G-ECOO, 7/4 G-ECOO, 8/4 G-ECOR, 9/4 G-JECL, 12/4 G-ECOG, 13/4 G-ECOR, 14/4 G-ECOR, 15/4 G-ECOR, 16/4 G-ECOR, 17/4 G-JECX, 19/4 G-KKEV, 20/4 G-JECP, 21/4 G-JECM, 22/4 G-JECP, 23/4 G-JECP, 24/4 G-KKEV, 26/4 G-KKEV, 27/4 G-JECL, 28/4 G-JECP, 29/4 G-JECL, 30/4 G-JECL.

Hop(HOP/A5, "Hop")

Charter flights using E145 aircraft operate to/from LBA normally in connection with Catalans Dragons rugby league fixtures.

1/4 F-GUEA(9028) operated from Perpignan, returning back to Perpignan on 2/4 (9029).



Rod Hudson

Intersky(ISK/3L, “Intersky”)

14/4 OE-LSB positioned in from Friedrichshafen(921), then operated charter out to Norwich(822).

Jet2(EXS/LS, “Channex”)

Charter flights plus positioning flights will be detailed in this section:-1/4 G-GDFS(031E) positioned out to East Midlands, 2/4 G-CELE(051B) test flight, G-CELW(052B) positioned in from Belfast, 4/4 G-CELB(048A) positioned out to Newcastle, G-LSAD(049A) positioned in from Manchester, G-GDFL(010P) positioned out to Tenerife, G-CELB(045A) positioned in from Newcastle, G-GDFN(031E) positioned out to Belfast, G-GDFG(032E) positioned in from Belfast, 5/5 G-GDFU(032E) positioned in from Glasgow, 7/4 G-CELW(031E) positioned out to Belfast, 8/4 G-CELI(032E) positioned in from East Midlands, G-GDFG(061J) positioned out to Newcastle, 9/4 G-GDFU(031E) positioned out to Glasgow, 10/4 G-GDFH (041A) positioned in from Manchester, G-GDFL(042A) positioned out to Manchester, 11/4 G-GDFE(109C) positioned in from East Midlands, G-CELZ(104C) positioned out to Lourdes, G-GDFP(041A0) positioned out to Glasgow, G-CELA(031E) positioned in from Edinburgh, G-GDFY(042) positioned in from Glasgow, G-GDFH(051B) test flight, 12/4 G-CELA(059F) test flight to Dublin, 14/4 G-CELE(300T) test flight, 15/4 G-CELE(300T) operated test flight to/from Prestwick, G-GDFF(031R) positioned out to Newcastle, G-JZHB(051B) test flight, 16/4 G-GDFO(041A/042A) positioned out to/in from Newcastle, 17/4 G-GDFO(101C) positioned out to Luton, 18/4 G-GDFO(102C) positioned in from Luton, G-CELJ (031E) positioned in from Newcastle, 20/4 G-GDFE(041A) positioned out to Newcastle, 24/4 G-GDFO(108C) positioned out, G-GDFT(052K) positioned in from Norwich, 26/4 G-CELJ(031E0) positioned out to Belfast, 27/4 G-GDFB(032E) positioned in from Belfast, G-GDFD(031E) positioned in from Glasgow, 29/4 G-GDFT(061J) positioned out to Manchester, 30/4 G-CELE(062J) positioned out to Belfast.

KLM(KLM/KL, “KLM”)

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

Amsterdam(1545/1546, “1545/1546”) :-1/4 PH-EXD, 2/4 PH-EZL, 3/4 PH-EZX, 4/4 PH-EZA, 5/4 PH-EZX, 6/4 PH-EZV, 7/4 PH-EZS, 8/4 PH-EZA, 9/4 PH-EZC, 10/4 PH-EZC, 11/4 PH-EZL, 12/4 PH-EZN, 13/4 PH-EZS, 14/4 PH-EZP, 15/4 PH-EXC, 16/4 PH-EZV, 17/4 PH-EZG, 18/4 PH-EZY, 19/4 PH-EZR, 20/4 PH-EZH, 21/4 PH-EZX, 22/4 PH-EZR, 23/4 PH-EZA, 24/4 PH-EZP, 25/4 PH-EZL, 26/4 PH-EZM, 27/4 PH-EZV, 28/4 PH-EZB, 29/4 PH-EXB, 30/4 PH-EXA.

Amsterdam(1549/1550, “73E/1550”) :-1/4 PH-EZV, 2/4 PH-EZW, 3/4 PH-EZW, 4/4 PH-EZV, 5/4 PH-EZG, 6/4 PH-EZT, 7/4 PH-EZD, 8/4 PH-EXA, 9/4 PH-EXB, 10/4 PH-EZK, 11/4 PH-EZW, 12/4 PH-EZB, 13/4 PH-EZN, 14/4 PH-EXD, 15/4 PH-EZT, 16/4 PH-EZB, 17/4 PH-EZW, 18/4 PH-EZW, 19/4 PH-EZN, 20/4 PH-EZC, 21/4 PH-EXD, 22/4 PH-EZR, 23/4 PH-EZV, 24/4 PH-EZF, 25/4 PH-EXB, 26/4 PH-EZR, 27/4 PH-EZY, 28/4 PH-EZH, 29/4 PH-EZN, 30/4 PH-EZU.

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

Additional Flights:-22/4 PH-PBA **DC3** (KL001) arrived from Amsterdam, operated pleasure flight LBA to LBA (KL002), then departed to Belfast (KL003).



Andrew
Barker

Loganair(LOG/BE, “Loganair”)

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

Glasgow(6980/6981, “73JV/24PL”) :–1/4 G-LGNF, 2/4 G-LGNF, 7/4 G-LGNJ, 8/4 G-LGNC, 9/4 G-LGNE, 13/4 G-LGNG, 14/4 G-LGNM, 15/4 G-LGNA, 16/4 G-LGNB, 20/4 G-LGND, 21/4 G-LGND, 22/4 G-LGNJ, 23/4 G-LGND, 27/4 G-LGNH, 28/4 G-LGNM, 29/4 G-LGND, 30/4 G-LGNG.

Glasgow(6984/6985, “26JL/12DC”) :–1/4 G-LGNF, 2/4 G-LGNN, 7/4 G-LGNF, 8/4 G-LGNC, 9/4 G-LGNA, 10/4 G-LGNE, 13/4 G-LGNG, 14/4 G-BWWT, 15/4 G-LGNA, 16/4 G-LGNH, 17/4 G-LGNA, 20/4 G-LGNA, 21/4 G-LGNI, 22/4 G-LGNI, 23/4 G-LGND, 24/4 G-LGNH, 27/4 G-LGNE, 28/4 G-LGNE, 29/4 G-LGNE, 30/4 G-LGNJ.

Monarch(MON/ZB, “Monarch”)

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

Tenerife(7504/5 –Tue/Fri); **Larnaca**(7508/9 –Wed/Sun); **Faro**(7542/3 –Tue/Thu/Sat),

(**Palma**(7516/7 –Tue/Thu), **Dalaman**(7534/5 –Tue/Sat), **Heraklion**(7558/9 –Wed/Sat/Sun),

Antalya(7596/7 –Thu/Sun), **Barcelona**(7554/5 –Mon/Fri), **Bodrum**(7536/7 –Mon/Fri).

Two Airbus A.320 (normally with “Sharklets”) are based.:–G-ZBAP(1/4-30/4), G-ZBAR(1/4-30/4).

Ryanair(RYR/FR, “Ryanair”)

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

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

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

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

Based aircraft:-EI-EBT(1/4), EI-EKL(1/4-17/4), EI-EVR(1/4-4/4), EI-DHR(1/4-10/4), EI-FIF(4/4-30/4), EI-DHD(10/4-12/4), EI-EVA(12/4-15/4), EI-DYF(15/4-25/4), EI-EBS(17/4-29/4), EI-ENV(25/4-30/4), EI-FIH(29/4-30/4).

Flights operated by non-based aircraft:-

Dublin (156/7, “89XA/39KP”):-1/4 EI-DAF, 2/4 EI-EBS, 3/4 EI-EMO, 6/4 EI-EKW, 7/4 EI-DYW, 8/4 EI-DHD, 9/4 EI-DYO, 10/4 EI-EBX, 13/4 EI-EBX, 14/4 EI-EXF, 16/4 EI-DHV, 18/4 EI-DCY, 20/4 EI-EBX, 21/4 EI-EBP, 22/4 EI-DAR, 23/4 EI-ESP, 24/4 EI-EFB, 27/4 EI-EFB, 28/4 EI-DCP, 30/4 EI-DAR.

Faro (2504/2503, “91TT/85VU”, -Mon/Tue/Thu/Sat):-1/4 EI-EBV, 3/4 EI-EMH, 5/4 EI-EBV, 6/4 EI-DPD, 10/4 EI-DHW, 12/4 EI-DWE, 13/4 EI-DPL, 15/4 EI-DPL, 17/4 EI-EFO, 19/4 EI-DYM, 20/4 EI-DHW, 22/4 EI-EFF, 24/4 EI-EFF, 26/4 EI-EFI, 27/4 EI-DYV, 29/4 EI-DYI.

Lanzarote (2047/2048, “91NX/19LN”, -Tue/Sat):-4/4 EI-EVW, 7/4 EI-EFB, 11/4 EI-EKZ, 14/4 EI-EKZ, 18/4 EI-FIA, 21/4 EI-EKM, 25/4 EI-EFP, 28/4 EI-EFP.

Tenerife (2493/2492, “92C/42NH”) 1/4 EI-EFB, 4/4 EI-EFY, 8/4 EI-EFW, 11/4 EI-EFP, 15/4 EI-EFP, 18/4 EI-EFI, 22/4 EI-EFI, 25/4 EI-EMO, 29/4 EI-EKR.

Other flights:- 7/4 EI-EFC(72B) arrived from Malta, then positioned out to Liverpool (89), EI-EMC(54RM) arrived from Dublin then positioned to Liverpool(44), EI-DHP(50RB) arrived from Derry, then positioned out to Liverpool(98).

Stobart Air (RE/STK “Stobart”)

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

Dublin (EIN3390/3391, “STK09L/STK19L”):-1/4 EI-FAS, 2/4 EI-FAV, 4/4 EI-FAX, 6/4 EI-FAW, 7/4 EI-FAV, 8/4 EI-FCZ, 9/4 EI-FAW, 10/4 EI-FAU, 11/6 EI-FAT, 13/4 EI-FAU, 14/4 EI-FAS, 15/4 EI-FCZ, 16/4 EI-FAS, 17/4 EI-FAV, 18/4 EI-REI, 20/4 EI-FAT, 21/4 EI-FAS, 22/4 EI-FCZ, 23/4 EI-FAS, 24/4 EI-FAV, 25/4 EI-FAS, 27/4 EI-FAT, 28/4 EI-FAS, 29/04 EI-FCZ, 30/4 EI-FAV.

Dublin (EIN3392/3393, “STK29L/STK39L”):-3/4 EI-CBK, 5/4 EI-REH, 10/4 EI-EHH, 12/4 EI-FAV, 17/4 EI-EHH, 19/4 EI-FAS, 24/4 EI-CBK, 26/4 EI-FAT.

Dublin (EIN3394/3395, "STK49L/STK59L"):-1/4 EI-FAX, 2/4 EI-REH, 3/4 EI-FAS, 5/4 EI-FAU, 6/4 EI-FAU, 7/4 EI-FCZ, 8/4 EI-FAU, 9/4 EI-FAV, 10/4 EI-FAT, 12/4 EI-FAX, 13/4 EI-FAU, 14/4 EI-REI, 15/4 EI-REI, 16/4 EI-REI, 17/4 EI-REI, 18/4 EI-FAX, 20/4 EI-FAT, 21/4 EI-FAT, 22/4 EI-REH, 23/4 EI-REH, 24/4 EI-REH, 26/4 EI-FCZ, 27/4 EI-FAT, 28/4 EI-REI, 29/4 EI-REI, 30/4 EI-FAT.



Rod Hudson
EI-EHH

Thomson Airways(TOM/BY, "Thomson")

The company will operate one flight per week.

Tenerife (3629/3628 "4PT/54K" – Sat):-4/4 G-FDZW, 11/4 G-FDZW, 18/4 TAWH, 25/4 G-TAWD.

Other flights:- 30/4 G-FDZE(3550F) positioned in from Manchester.

EMPTY PAGE

Could you fill this page
with an Aviation article
or regular column?

Please email the
editor

trevor.smith@airYorkshire.org.uk

DAY BY DAY @ LBIA BY ALAN SINFIELD

Apologies for any mistakes. I have obtained the aircraft type from a database with multiple entries!

01/04/15 Wednesday

Cessna 550 Citation Bravo **G-IBZA** f Le Bourget (0635) t Jersey (0721), Cessna 550 Citation Bravo **G-SPRE** f Jersey (0711) t Kidlington (0755), Cessna 510 Citation Mustang **G-LEAB** f/t Stansted (0856/1739), Sikorsky S-76 **M-JCBC** f East Midlands (1510) t ??? (1625)



Steve Lord

02/04/15 Thursday

Eurocopter AS-565 Panther **G-NHAC** t Durham Tees Valley (0935), Eurocopter AS-565 Panther **G-NHAC** t Topcliffe (1008) having arrived for engineering work on 19/3, Grob G-115 **G-CGKW** f/t Cranwell (1049/1239), Tucano **ZF264/ZF139** Go-Around (1419/1507, Beech 200 Super King Air **G-IASA** f Guernsey (2004) N/S

03/04/15 Friday

Beech 200 Super King Air **G-IASA** t Glasgow (1011) having arrived 2/4/15, Cessna 525 Citation CJ1 **M-TEAM** f Palma (1631) N/S

04/04/15 Saturday

Cessna 510 Citation Mustang **G-FBKG** f Blackbushe (0855) t Caumont (0955), Cessna 172 **G-THIN** t ??? (1139), Cessna 510 Citation Mustang **N59LW** f North Weald (1309) t Sion, Switzerland (2021) Cessna 525 Citation CJ1 **M-TEAM** t Meythet, France (1418) having arrived 3/4/15

05/04/15 Sunday

Hawker-Beechcraft 400 Beechjet **N719EL** f Gamston (1247) t Saint Geoirs, France (1336), Lockheed C-130J Hercules **130613** f Quebec (2234) N/S

06/04/15 Monday

Cessna 510 Citation Mustang **G-FBKC** f Kiddingington (0841) t Jersey (1016), Cessna 560XL Citation f Roskilde **G-CXLS** (1631) N/S, Cessna A152 Leeds/Bradford (1914), Cessna 510 Citation Mustang **G-FBKE** f Geneva (2031)

07/04/15 Tuesday



Rod Hudson



Steve Lord

Cessna P337 Pressurized Skymaster **G-EGLT** f Dublin (0624) t East Midlands (0919), Lockheed C-130J Hercules **130613** t Koln Bonn (1022), Piper Cherokee **G-BZLY** Leeds/Bradford (1517)

08/04/15 Wednesday

Tucano **ZF378** f Linton (0841) Go-around, Cirrus SR-22 **N989PS** f/t Elstree (1101/1458), Cessna 510 Citation Mustang **G-FBKE** t Isle of Man (1103) having arrived on 6/4/15, Tucano f Linton **ZF264** (1121), Grob G-115 f/t Cranwell (1138/1306), Learjet 35 **D-CFAI**, f Dubrovnik (1253) t Nurnberg (1523), Cessna 560XL Citation **G-CXLS** t Jersey(1359) Arrived 28/3/15, Tucano f Linton **ZF347** (1404) Go around, Bell JetRanger **M-HRPN** f/t Samlesbury (1635/1722)

09/04/15 Thursday

Eurocopter AS-565 Panther **G-CCGD** f Durham Tees Valley (1107) N/S Robinson R44 **G-CBFJ** f Blackpool (1127) t Prestwick (1221), Cessna 750 Citation X **CS-DHP** f Palma (1459) N/S, Beech 200 Super King Air **M-WAJT** f Edinburgh (1637) N/S

10/04/15 Friday

Beech 200 Super King Air **M-WATJ** t Leicester (0733) having arrived 9/4/15, **N823DF** f Le Bourget (0824) t Luton (1534), Cessna 750 Citation X **CS-DHP** t Geneva (0858) arrived 9/4/15, Piaggio P-180 Avanti **OY-TLP** f/t Norwich (1034/1541) , Cesna 172 **G-NALA** t Durham tess Valley (1118) having arrived 26/3/15, Eurocopter AS-565 Panther **G-NHAB** f ??? (1333), EMBRAER EMB-505 Phenom 300 **CS-DTQ** f Biggin Hill (1535) t Farnborough (1756)



Rod Hudson

Mike Storey



11/04/15 Saturday

Cessna 560XL Citation **G-OJER** f Jersey (0958) t Durham Tees Valley (1028), Learjet 35 **D-CGPP** f Torino (1201) t Koln Bonn (1349)

12/04/15 Sunday

BAe BAe-146-100 **ZE700** f Northolt (1317) N/S, EMBRAER EMB-505 Phenom 300 **CS-DTQ** f Farnborough (1518) N/S, MD Helicopters MD-902 Explorer **G-CEMS** f ??? (1653)

13/04/15 Monday

Cessna 550 Citation Bravo **G-SPRE** f Kiddinglinton (0656) t Jersey (0804), Cessna 510 Citation Mustang **G-FLBK** f Caumont (1050) t Jersey (1201), Tucano **ZF139** f Linton (1303) Go Around, Cessna 525A Citation CJ2 **M-WMWM** f Gloucestershire (1306) t Dusseldorf (1512), BAe-146-100 **ZE700** t Boscombe Down (1417) Arrived 12/4/15 , **ZF243** Tucano f Linton (1427) Go-Around, Cessna 550 Citation Bravo **M-BRVO** f/t Luton (1454/2205), Cessna 525A Citation CJ2 **M-WMWM** f Dusseldorf (1512) N/S, Beech 200 Super King Air **G-ZVIP** f Malaga (1854) N/S

14/04/15 Tuesday

Cessna 510 Citation Mustang **G-FLBK** f Jersey (0714) t Isle of Man (0816), Cessna T206 Turbo Stationair **G-NIME** f ??? (0808) t ??? (1359), Beech 200 Super King Air **G-ZVIP** t Aix Les Bains, France (0849) arrived 13/4, Diamond DA-42 **G-ZAZU** f Durham Tees Valley (1051) N/S, Dassault Falcon 2000 **M-LJGI** f Dublin (1124) t Birmingham (1147), Cessna 560XL Citation **G-CXLS** f/t Jersey (1223/1403), Eurocopter AS-565 Panther **EI-GJL** f/t Birmingham (1250/1449), Learjet 45 **G-**

XJET f Bellegarde, France (1302) Bournemouth (1358), EMBRAER EMB-505 Phenom 300 **CS-DTQ** t Luton (1315) arrived 12/4/15, Cessna 525A Citation CJ2 **G-TWOP** f Guernsey (1625) N/S, BAe BAe-125-700 **G-KLNE** f/t Stansted (1647/2202), Beech 200 Super King Air **G-IASA** f Faro (1739) t Durham Tees Valley (1834), Bombardier BD-700 Global Express **N4T** f Hewanorra, Saint Lucia (1940) N/S

15/04/15 Wednesday

Cessna 525A Citation CJ2 **G-TWOP** t Guernsey (0847) arrived 14/4/15, Eurocopter AS-565 Panther **G-NHAB** t ???? (0951), Beech 200 Super King Air **ZK460** f Cranwell (1246), Eurocopter AS-565 Panther **G-NHAC** t ???? (1315), Cessna 510 Citation Mustang **G-FLBK** f Isle of Man (1406) t Birmingham (1746), Beech 90 King Air **N95VB** f Elstree (1425) t Sleaf (1448), Beech 200 Super King Air **ZK452** f Cranwell (1451) Go Around, Diamond DA-42 **GZAZU** f Biggin Hill (1506) N/S

16/04/15 Thursday

Bombardier BD-700 Global 5000 **N560U** f Luton (0742) t Bradley Intl (1400) Diamond DA-42 **G-ZAZU** t Biggin Hill (0917) N/S, Cirrus SR-22 **N989PS** f/t Elstree (1015/1458)

17/04/15 Friday

Gulfstream 5 **90525** f Stuttgart (0545) US Airforce t Andrews AFB (2135) ,Cessna 525 Citation CJ1 **G-TBEA** f Manchester (0753) t Mandelieu, France (0903), EMBRAER EMB-820 Navajo **N642P** f Newtownards Northern Ireland (0819) t Newtownards (1203), Piper PA-28RT-201T Turbo Arrow 4 **G-SKYV** f/t Isle of Man (1053/1751), Eurocopter AS-565 Panther **G-NHAC** Local (1110/1125) , Cessna 680 Citation Sovereign **PH-RLG** f Montoir (1448) N/SCessna 550 Citation Bravo **G-SPRE** f Jersey (1529) N/S



Rod Hudson

18/04/15 Saturday

Cessna 550 Citation Bravo **GSPRE** t Jersey (0722) arrived 17/4/15, Bombardier BD-700 Global Express **N4T** t Val De Loire (1002) arrived 14/4/15, Piper Cherokee (PA-28-140/150/160/180) **G-JACS** f ???? (1005) t Duxford (1610), Cirrus SR-22 **N989PS** f Elstree (1053) N/S , Bombardier BD-700 Global Express **N360LA** f Newcastle (1114) t Stansted (1513), Robinson R22 **G-BTDI** f/t Prestwick (1145/1220), Cessna 680 Citation Sovereign **PH-RLG** t Le Boutget (1310) arrived 17/4/15, Cessna 560XL Citation **G-OJER** f Jersey (1346) t/f Leeds(1425/1441), Robinson R44 **G-CBFJ** f/t Prestwick (1407/1505) ,Britten Norman BN-2T Defender 4000 / Turbine Islander **ZH573** f/t Northolt (1650/1755)

19/04/15 Sunday

Cessna 560XL Citation **G-OJER** t Jersey (0658) arrived 18/4/15, f Jersey (0954), Cirrus SR-22 **N989PS** t Leeds/Bradford?? (1212), Dassault Falcon 2000 **CS-DLF** f Luxembourg (1330) t Le Bourget (1446), Cessna 525 Citation CJ1, **G-TBEA** f Mandelieu (1932) N/S

20/04/15 Monday



Rod Hudson

Cessna 182 **G-RMCS** f/t ???? (0912/1031), Tucano f Linton ZF142 (0933) Go-Around, Cessna 550 Citation Bravo **G-SPRE** f Luton (0935) t Jersey (1017), Cessna 525 Citation CJ1 **G-TBEA** t

London City (0939) arrived 17/4/15, Cessna 560XL Citation **G-OJER** t Jersey (1421) Arrived 19/4/15, Canadair CL-600 Challenger 600 **OE-ILI** f Santiago (14.45) N/S

21/04/15 Tuesday

Cessna 525 Citation CJ1 **M-OLLY** f Allgau, Germany (0711) t Birmingham (0755), EMBRAER EMB-810 Seneca **F-HSYS** f La Rochelle (0943), Gulfstream G200 **G-GZOO** f Birmingham (0947) N/S, Britten Norman BN-2T Defender 4000 / Turbine Islander **ZG998** f/t Manchester (1014/1118), Beech 200 Super King Air **ZK459** f Cranwell (1043), Learjet 60 **D-COMO** f Volnuis (1315), Cessna 525 Citation CJ1 **M-OLLY** f Birmingham (1534) t Allgau (1632), Cessna 210 Centurion **G-TOTN** t Isle of Man (1829) having arrived 27/3/15

22/04/15 Wednesday

SOCATA TB-20 Trinidad **G-SCIP** f/t Welshpool (0820/1114), EMBRAER EMB-810 Seneca **F-HSYS** t La Rochelle (1335), Beech 200 Super King Air **ZK460** f Cranwell Go Aroound, Cessna 560XL Citation **G-EYUP** f Manchester (1458) t Edinburgh (1606) Eclipse Eclipse 500 **D-INDY** f Roskilde, Denmark (1611) N/S

23/04/15 Thursday

Cessna 750 Citation X **F-GRET** f/t Le Bourget (0711/1746), Piper Cherokee (PA-28-140/150/160/180) **G-TIMK** f /t Shobdon (0741/1338), Eurocopter AS-565 Panther **G-NHAB** f ???? (1118) N/S, Canadair CL-600 Challenger 600 **OE-ILI** t Sheremetyevo (1140) arrived 20/4/15, Cirrus SR-22 **N220AD** f/t ???? (1159/1325), McDonnell Douglas C-17 Globemaster 3 **ZZ177** f Brize Norton (1354) 3 x Go Around, Eclipse Eclipse 500 **D-INDY** t Koln Bonn (1458) having arrived 22/4/15, Boeing Vertol AH-64 Longbow Apache **ZJ196** f Topcliffe (1632) t Waqtisham (1723)

24/04/15 Friday

Beech 200 Super King Air **OO-INN** f Wevelgem, Belgium (0711) t Bristol (0729), Hawk **ZK018** f Anglse (1018) Go Around, Cirrus SR-22 f/t Elstree **N989PS**, (1046/1511), Gulfstream G200 **G-GZOO** t Palma (1050) having arrived 21/4/15, Cessna 560XL Citation **G-OJER** f/t Jersey (1339/1507), Beech 200 Super King Air **OO-INN** f Bristol (1405) t Webelgem (1422),

25/04/15 Saturday

26/04/15 Sunday

Britten Norman BN-2T Defender 4000 / Turbine Islander **ZF573** f /tNortholt (0951/1040/1223/1331) EMBRAER EMB-505 Phenom 300 **HB-VPR** f Le Bourget (1626) N/S

27/04/15 Monday

EMBRAER EMB-505 Phenom 300 **HB-VPR** t Sion (0647) Arrived 26/4, Cessna 525C Citation Jet CJ4 **F-HATG** f/t Le Bourget (0723/1609), Beech 90 King Air N95VB f ???? t Cardiff (1500), Cessna 750 Citation X **N950M** f Bangor Intl (1812) N/S

28/04/15 Tuesday

Cessna 560XL Citation **G-OJER** f Jersey (0702) N/S, De Havilland DH-125 CS-DHU f Luxembourg (0932) t Mandelieu, France (1401), Tucano f Linton(1013) **ZF243** Go-Around, Grob G-115 **G-CGKA** t/f Cranwell (1021/1219), De Havilland DH-125 **CS-DHU** t Mandelieu (1401), Gulfstream G200 G-GZOO f Palma (1749) N/S, EMBRAER EMB-505 Phenom 300 HB-VPR f Sion, Switzerland (1827) N/S, Cessna 750 Citation X OE-GXL f Geneva (1910) N/S, Diamond DA-42 G-ZAZU t Durham Tees Valley (1913) arrived 14/4/15

29/04/15 Wednesday

Britten Norman BN-2T Defender 4000 / Turbine Islander **ZG998** f Waddington (0734) t Manchester (1108), Learjet 60 **D-COMO** t Geneva (0816), EMBRAER EMB-505 Phenom 300 **HB-VPR** t Geneva (0835) Arrived 26/4/15, Cessna 510 Citation Mustang **G-FBLK** f Jersey (0846) t Biggin Hill (0954), Beech 200 Super King Air **G-MEGN** f Luton (0923) N/S, Cessna 560XL Citation **G-CXLS** f/t Jersey (0957/1027), Cessna 750 Citation X **OE-GXL** t Geneva (1629) Arrived 28/4/15, Cessna 560XL Citation **G-OJER** t Jersey (1817) Arrived 28/4

30/04/15 Thursday

Britten Norman BN-2T Defender 4000 / Turbine Islander **ZG998** f/t Waddington (0733/0804/0858/1126/1214/1302), Eurocopter AS-555 **G-OLCP** f ???? (0801) N/S, Britten Norman BN-2 Islander **F-HPIX** f Vallee de Seine (2008) N/S, Cessna 750 Citation X **EC-GOV** f Luton (2356) N/S

EAST MIDLANDS - FREIGHT TRAFFIC



Aerologic
D-AALH
Boeing 777

CAVOK Air
UR-CKM
AN12



Icelandair
TF-FIG
Boeing 757

Jet2.com
G-CELW
737



The North East Land , Sea and Air Museum (NESLAM)

Usworth , Sunderland

11 July 2015

A quick afternoon visit to take in the ambience , and very distinctive cabin 'aroma' , of Trident 1C G-ARPO which was having it's new Northeast airline livery officially launched in the presence of over forty former air and cabin crew members who had flown in her during her years in service between her first commercial flight in 1965 to her being retired in 1983 . The Trident was not of course 'retired' in the usual meaning of the word but perhaps better described as being put out to grass with the then CAA Fire Training School at Teesside Airport where she arrived from Heathrow Airport on the 12 December 1983 as a 'training aid' . Papa Oscar was one of several Tridents which made that same journey to Teesside Airport but one of only two airframes to escape being consumed by fire when she travelled by road to Sunderland on the 31 July 2011 .

Thanks to Swissport of Newcastle Airport a second set of access steps allowed a one way system to operate , well nearly operate , through the cabin as visitors were able to view the cockpit , flight engineers panel , galley and rather sparse toilets as well as the cabin itself which had several mannequins wearing various airline uniforms while the rear cabin had display cabinets charting Papa Oscar's service history as well as that of Northeast itself . The cockpit is remarkably intact with both the flight instrument and flight engineers panel seemingly complete which considering the aircrafts previous life as a fire school training aid is a credit to the team of volunteers who look after her . The forward cabin is complete with seating , six abreast , while the rear cabin aft of the centre door has the display cases down both sides of the fuselage plus of course , the rear toilet ! For further information on Papa Oscar and her restoration project please visit their website ; <http://www.savethetrident.co.uk/> .



Another project in need of restoration if it's not too late , is Vampire T11 XD622 which sits in a badly decaying state in the adjacent compound of 2214 (Usworth) Squadron air cadets . The Vampire was put up for sale via MOD tender in January and I understand that it has been sold and will be moving to a new home in Germany although no time scale is known at present .

It would have been a shame to be on the museum site without looking around their collection so during a quick tour I noted ;

Displayed outside

WJ639/39	Canberra TT18	work on-going to tail fin
XL319	Vulcan B2	
XM833	Wessex HAS3	minus rotors , open store
XS933	Lightning F53	really ZF594
G-ARPO	Trident 1C	fuselage only

Hangar 1 : store and workshop

The hangar is quite compact , busy and almost inaccessible in places but noted inside , and I'm sure I missed others too ! , were ;

XN258/589/89	Whirlwind HAR9	
XP627	Jet Provost T4	dismantled
XT148	Sioux AH1	composite with XT236 , cab only , in poor state
WZ767	Grasshopper TX1	dismantled
42157/11-ML	F-100D Super Sabre	
G-ANFU	Auster 5 Alpha	dismantled , frame only , TW385
G-ARHX	Dove	dismantled

Romney Building 1

No access due to health and safety issues but I was informed that inside were ;

XG680/438	Sea Venom FAW21	
XN696/751	Sea Vixen FAW2	nose only

Romney Building 2

XM555	Skeeter	AOP12	recently arrived and on loan from the RAF Museum
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Main display hangar

Access to the hangar is through a wartime street scene and displayed on and around the hangar walls are various large items of locally recovered aviation archaeology , aero-engines and local aviation artefacts which are all well worth taking the time to study .

WA577	Sycamore 3	
WD790	Meteor NF12	test bed , ex-405 (Darlington) Sqdn ATC
WG724/LM/932	Dragonfly HR5	



WL181/X
 WZ518/B
 XZ177
 A-522
 E-419
 146/8M-C
 16171/FU-171
 26541/541
 55-4439/WI
 G-ADVU
 G-APTW
 G-AWRS
 G-BEEX
 G-OGIL
 BAPC 96

Meteor F8
 Vampire T11
 Gazelle 1
 FMA Pucara
 Hunter F51
 Mystere IVA
 F-86D Sabre
 F-84F Thunderstreak
 T-33A Shooting Star
 HM.14 Flea
 Widgeon
 Anson C19
 Comet 4C
 Short SD330
 Brown Helicopter
 Fi103 V1
 Jetstream T1

really G-BAGJ , minus rotors

different unit c/scheme on each fuselage side

also carries BAPC211

dismantled , TX213
 nose only
 minus outer wings

replica
 simulator

David Thompson
 17 July 2015



LEEDS/BRADFORD NEWS

Leeds Bradford Airport's plans for a major redevelopment reached its next stage with the announcement of a brand new rebrand. Leeds Bradford's brand was last revitalized over 20 years ago in 1994, at a time when only less than a million passengers traveled to and from the airport. Today around 3.3 million passengers fly to 65 direct destinations across 23 countries from the airport, which is considered Yorkshire's gateway to the world. The new brand will be launched across the whole business throughout 2015, but the refreshed look has already been incorporated into the airport's main website. John Parkin Leeds Bradford Airport's Chief Executive said: "We are very proud of our heritage at LBA but the time is now right for the airport brand to reflect the recent investment in our product development, the introduction of exciting new regional partnerships alongside improvements in the airport passenger experience. "We continue to attract new airlines and routes serving Yorkshire's business and leisure passengers and our strong brand identity captures the confidence we have in our continued growth and development." The new LBA brand design was created by Epiphany, based locally in Leeds, and followed a competitive pitch with other regional agencies.

Sheffield Wednesday have unveiled a new partnership with Leeds Bradford Airport. Leeds Bradford will join the SWFC Commercial Partners Programme and become the club's Official Airport Partner. Wednesday announced the deal on WEDNESDAY 6th May and fans have been promised 'exclusive flight offers and competitions'. Paul Bell, Chief Operating Officer at Hillsborough, said: "We are delighted to welcome Leeds Bradford Airport to the Sheffield Wednesday Commercial Partners Programme as our Official Airport Partner. "Leeds Bradford Airport is a strong and successful regional airport serving the business and leisure sectors. The airport has grown rapidly over recent years with new airlines and routes and this partnership will see a range of activities and competitions in which our supporters can participate." John Parkin, Chief Executive Officer of Leeds Bradford Airport, added: "As a lifelong Owls fan, I'm personally delighted to be working in partnership with Sheffield Wednesday as Leeds Bradford becomes Wednesday's Official Airport Partner. "I look forward to welcoming many Wednesdayites to Leeds Bradford for their holiday and business flights in the future." Sheffield Wednesday club captain Glenn Loovens is a regular client of the airport. He said: "Leeds Bradford is an ideal location for people who live in Sheffield. I fly from there as it is close by, offers excellent value and has flexible flight times." "It is pleasing to see the club working closely with such an established airport brand and for our supporters to benefit from regular offers as a result of the partnership."

AIRPORT NEWS

Blackpool Airport campaigners took to the streets near Blackpool Airport to protest against an auction they say will damage its future. Members of Save Blackpool Airport gathered near the entrance to the Squires Gate complex, handing out leaflets to passers-by. The group of 20, wearing high visibility jackets for safety reasons, are urging Blackpool and Fylde residents to keep the pressure on airport owners Balfour Beatty to bring back full commercial flights. They fear that a recent auction of airport terminal equipment will make it impossible for international jet flights to return to Squires Gate and hasten its decline. Chairman of the group Rob Blower said: "We have been handing out leaflets this week and we have had a great reception from local people." "It seems many of them do not realise that just because Citywing are back operating at the airport, it does not mean that the big airliners can come back." "We know Balfour Beatty say it will not affect any future commercial operations, but once the equipment is sold off we fear that no operator will want to come back here." Campaigner Pam Greenwood went into the airport on the viewing day for the auction to see the scale of the sale. She said: "They are selling off everything from the bins to the fire engines and baggage carousel. I am gutted, it's a travesty. They say it is

outdated equipment but it will cost any operator who wants to come in millions to replace all of that. That is surely going to put people off." The auction brought more than 70 bids for the Carmichael Cobra fire tender, with the highest at £33,100, the Simon Gloster fire truck had 50 bids and was at £12,225, the Houchin GPU generators used for starting jet engines had 80 bids at £12,050 and £9,500.

Doncaster airport could be as big as Leeds-Bradford within five years after a crucial link road opens, bosses claim. Due to open in January, the FARRRS dual carriageway will instantly double the Finningley site's half-hour drive time catchment to 1m people and put 6m people an hour away. That is the same as its West Yorkshire rival which carried 3.3m passengers last year, compared to 725,000 in Doncaster. Speaking at a dinner to celebrate the 10th anniversary of commercial flights, managing director Steve Gill said he had a five-year plan based on a transformation in passenger numbers after the road opens. He added: "We have a plan and we are ambitious, there's no reason why we can't be at the same level as Leeds-Bradford. The airlines will look at us very differently once the road is open." Owners Peel have ploughed £150m into the site - and a further £12m into the £56m road - after agreeing to buy it from the Ministry of Defence in 1999. The first commercial flight was on April 28 2005. The recession grounded expansion plans, but it has bounced back, announcing 10 new destinations in the last year including a re-start of flights to North America. Now, bosses are predicting 20 per cent annual growth. Peel Airports chairman Robert Hough said: "We have spent 10 years laying the foundations, airports are a long-term investment and we shouldn't be hurried by short-term fluctuations in the economy. We are committed, our vision at the start was big and it is no different today. There are few, if any, constraints to expansion and I believe we will play a big part in the Northern Powerhouse." Jill Carter, director of retail at TUI - owners of Thomson and First Choice - said they could see the airport's potential in 2003 and signed a long-term agreement with Peel, which has just been renewed. She added: "It's important the airport has the backing of the business community for such a key region for us

Durham Tees Valley Airport chiefs say they are continuing to focus on "core business activity" after passenger numbers suffered another drop. Passenger figures for March were 11,979 and the rolling figure for the year was 140,759 - which meant a drop of 8.7% compared to the same period last year, according to the CAA (Civil Aviation Authority). An 18% drop in numbers for the airport's Aberdeen flights was due to the current "slowdown" in the oil and gas sector and competition from Leeds Bradford Airport's Aberdeen service, which has now stopped, according to bosses. DTVA's Amsterdam flight saw a 6% increase over the period. The airport's overall number of flights was down 6.2% compared with the previous year. An airport spokesperson said: "The Master Plan for the airport, published last year, set out the new business model concentrating on safeguarding and developing our core business of providing the scheduled services needed by the region's business community and expanding General Aviation activities. "Overall passenger numbers are still, of course, affected by the decision to withdraw from mainstream charter services, but this was always expected." What is important is that we maintain core business activity. "The statistics for March show a significant increase in passenger numbers on the key KLM service to Amsterdam Schiphol and this reflects strong growth for the full year." In common with a number of other airports, our service to Aberdeen has been affected recently by the slowdown in the oil and gas sector. "In addition there was for a time additional competition from the introduction by an airline of flights to Aberdeen from Leeds Bradford Airport, but that service has now ceased." We have a long and positive relationship with our Aberdeen service operator Eastern Airways and are confident that it will continue to play an important role in serving the needs of the many local people working in the oil and gas industry."

Delays at the UK's 10 busiest airports increased last year when more than a fifth of all flights were late. Figures released this morning by the Civil Aviation Authority show that in the past 12 months, 79% of all scheduled flights at the 10 main airports were on time, down one percentage point on 2013, and the percentage of charter flights on time fell four percentage points to 74%. Gatwick had the lowest number of scheduled flights on time, with 26% delayed, and also had the longest average delay of 15 minutes. London City had the highest punctuality with 88% of flights on-time, and also the shortest average delay of seven minutes. Heathrow, Manchester and Newcastle all saw improvements in on-time performance, while the other seven airports all saw punctuality drop, with the biggest fall at Luton, down five percentage points. Across all scheduled flights, the average delay last year was 12 minutes, which was the same as 2013. Across all charter flights, the average delay was 18 minutes, up from 17 minutes the previous year. CAA group director for regulatory policy Iain Osborne said: "Arriving on time matters to passengers and our work helps ensure consumers have the best data and information to make better and more informed choices. "In the last five years punctuality has been improving and it is therefore disappointing to see a small dip in performance in the last year. "Notwithstanding this, the industry has had to deal with some unseasonably poor weather and a number of overseas air traffic control strikes, both beyond their control. "With this in mind we expect the industry to continue to build on the overall positive trajectory and to do all they can to improve punctuality performance further."

AIRLINE NEWS

easyJet and Airbus have celebrated their successful partnership at a ceremony in Hamburg to mark the delivery of the airline's 250th Airbus A320 family aircraft. Carolyn McCall, easyJet CEO, Jean-Paul Ebanga, CFM International President and CEO, Didier Evrard, Airbus EVP and Head of Programmes, and Christopher Buckley, Airbus EVP Europe, Africa and Asia-Pacific were present at the event. To celebrate the 250th delivery, easyJet unveiled its newest A320 with a unique livery featuring 250 miniature aircraft. As with other recent deliveries to easyJet, the A320 is equipped with the latest technology and fuel-saving Sharklets. Carolyn McCall, CEO of easyJet, commented: "Taking delivery of our 250th Airbus helps us to continue to make travel easy and affordable and on our journey to become Europe's leading airline. This milestone symbolizes the long term and successful partnership between Airbus and easyJet. It was only four years ago that we celebrated our 200th aircraft delivery. At that time easyJet then became the world's youngest airline to reach a fleet of 200 Airbus aircraft also achieving it in the fastest time. easyJet is proud to count Airbus and CFM as such reliable partners." easyJet operates Europe's largest and the world's fourth largest Airbus single aisle fleet. Since easyJet took delivery of its first Airbus aircraft (an A319) in September 2003, Airbus has delivered an aircraft on average every 16 days since the first delivery easyJet has 158 aircraft currently on order, and in terms of total aircraft orders is Airbus' third biggest airline customer. Currently easyJet fly a fleet of 85 A320s (180 seats) and 149 A319s (156 seats).

Ryanair chief executive Michael O'Leary admits the airline would have ditched its cold and inflexible approach years ago if they had realised the positive spin-offs. Ryanair expects to carry 100m passengers in its current financial year, with Mr O'Leary admitting: "We've moved from being cheap and nasty to cheap and cheerful." Mr O'Leary says he has backed up the softer strategy with a passenger charter, adding: "If I'd known it would work so well, I'd have done it years ago." Crews and passengers are happier now, with a 5% increase in load factor, Mr O'Leary told flightglobal.com interviewer David Learmount. Ryanair is looking to expand its present fleet of 309 Boeing 737-800s to 550 aircraft, carrying 160m passengers, by 2024. It still has 170 new 800s on order, and 100 of the new 737 Max on firm order — for delivery from 2019 — with the same number again on option. However, Mr O'Leary admitted Ryanair has got things wrong too. He said the rigid one-bag-per-passenger policy, as well as strict adherence to precise bag size, was disruptive to the boarding process, even though it had the beneficial side-effect of radically changing passenger behaviour. Now, only 20% of passengers want to check a bag in. Extortionate penalties for failing to check in in advance, or for losing a boarding card have been dropped. Mr O'Leary said a major part of expansion plans is to set up Ryanair operations at

Europe's "major bases", undercutting EasyJet and legacy carriers in their home territory. Ryanair's average fare is €46, he said, but passengers pay an average of €40 on top of that for the new 'Business Plus' service. O'Leary said the only out-of-bounds airports for Ryanair in Europe are London Heathrow, Paris Charles de Gaulle, and Frankfurt Main, because they are too expensive and inefficient. Ryanair is now — or will soon be — at Brussels Zaventem, Cologne, Copenhagen, and Lisbon, and the CEO says the carrier "will be at all the others within five years". Mr O'Leary also revealed that Ryanair has a pair of Learjets on standby daily in Dublin and Bergamo to ferry mechanical or engineering assistance to any of its 309-strong fleet around Europe.

AIRCRAFT NEWS

The **Airbus A380** is ten years old. The 1st A.380 flight took off from the Airbus headquarters in Toulouse on 27 April 2005. The "SuperJumbo" was supposed to transform flying. It could carry more people, more comfortably than ever before. Since then, the A380 has flown hundreds of millions of passengers safely. It is an astonishing technological success, able to fly non-stop one-third of the way around the world. But commercially it has not achieved the high hopes for transforming air travel for the 21st century. Aviation history is littered with aircraft failures. Not just the fatally flawed Comet 1, the hopelessly timed Bristol Brabazon (a propellor plane launched by Britain just as the jet age dawned) and the terminally unviable Concorde. The MD11 was a tri-jet left grounded in the era of "big twins". The long legs of the Airbus A340-500 - capable of flying non-stop from Singapore to New York- looked less appealing in an era of high oil prices. And now it looks as though the career of the Airbus A380 may not last as long as the jet it superseded, the Boeing 747 - still flourishing after 45 years in service. The A.380 currently operates the world's longest route, from Dallas to Sydney, for Qantas. Its sheer scale offers the airlines the opportunity to fly many hundreds of people at attractive fares, or to offer the height of luxury - as Etihad's new three-room suite demonstrated when the airline's A380 entered service between Abu Dhabi and Heathrow. And, on the subject of Heathrow, it allows carriers to extract the maximum possible value from each slot at the world's most-constrained airport. Singapore Airlines, launch customer for the A380, put the plane on the Heathrow route soon after it entered service in 2007. British Airways, Malaysia Airlines, Qantas and Qatar Airways also fly the A380 from Heathrow, and see it as a marketing edge: when BA launched its Washington DC route, it flooded the US capital with billboards for the only "SuperJumbo" service to London. Emirates is the airline that extracts most capacity from its five daily departure slots at Heathrow: all are A380 operations.

At Gatwick and Manchester, the UK's next-biggest airports, the Dubai-based airline is deploying the A380 on two out of three daily departures. Such operations were not a core part of the A380 vision, which was aimed at the biggest aviation hubs. But Emirates has plenty of the planes knocking about, having ordered far more A380s than anyone else as it aims to become people-carrier for the world. The carrier took delivery of its 60th last week, with 80 more to come. The rest of the aviation world combined has barely ordered more: a total of 317. Most Heathrow stalwarts have shunned the planes. Crucially the three US giants - American Airlines, Delta and United - have shown no interest in the A380. Even though they all have valuable slots at Heathrow and New York's constrained airports, the plane does not fit their business model: specifically, the offer to high-spending, time-sensitive executives of frequent flights. The A.380 has never been deployed on the world's premier intercontinental air route, from London to New York. Even when Virgin Atlantic finally takes delivery of its first 4A.380 in 2018, it is likely to use the plane on routes such as Los Angeles, Hong Kong and Johannesburg. All three routes are 11 hours-plus, during which the extra comfort of the jet will be fully appreciated, particularly by business travelers - who tend to be less "frequency sensitive" on longer routes. With the sequence of high-profile aircraft disasters last year and this, a number of passengers are "safety sensitive". In 2010, an A380 operating Qantas flight 32 from Heathrow to Sydney suffered an uncontained engine failure shortly after take off from Singapore. It made a safe emergency landing two hours later. Since then, the plane has operated more or less flawlessly - and fears that terrorists would see it as a prime target have not so far been realized. Premier-league airlines

such as Singapore Airlines like to keep a modern fleet - not just for pleasing passengers, but also because maintenance costs on older planes tend to be higher, and reliability lower. Soon the carrier may be looking to retire its earliest A380s. The issue now: what is a secondhand A.380 worth? Unlike for smaller planes, for which buyers can be fairly readily found, there is no existing market for used A380s. While there may be airlines keen to rip out the first-class suites, replace them with seats and more seats, and flying high-density operations between (say) Shanghai and Hong Kong or Cape Town and Johannesburg, no clamor of interest has yet arisen. Like the jet itself, the market is intriguingly quiet.

The **Boeing 777X** is twin-engine, twin-aisle will build on the success of the 777 and 787 Dreamliner. The 777X is the largest and most efficient twin-engine jet in the world. Its folding raked wingtip and optimized span deliver greater efficiency, significant fuel savings and complete airport gate compatibility. And its GE9X engine is the most advanced, fuel-efficient commercial engine ever. Performance, however, is just part of the story. The cabin interior of the 777X is inspired by the comforts and conveniences of the 787 Dreamliner and will include larger windows, a wider cabin, new lighting and enhanced architecture — all of which will be custom tailored for a unique 777X experience. The 777X will feature new engines, new composite material wings, and technologies from the Boeing 787.

777-8X: US\$360.5 million [350 passengers, 10700 mile range]

777-9X: US\$388.7 million [406 passengers, 9400 mile range]

In December 2014, Boeing began construction on a new 367,000-square-foot (34,100 m²) composites facility in St. Louis to build 777X parts; completion is set for 2016. The expansion will create about 700 new jobs. The facility will feature six autoclaves with work on 777X wing and empennage parts to start in 2017. There are already about 300 firm orders

In May 2015 Boeing announced it would convert the current 787 'surge' line at Everett by the end of 2015 into an early production line for the 777X with the first 777X expected to roll off that line in 2018. Design plans call for the 777X to feature cabin design details that were originally introduced on the Boeing 787 Dreamliner. These include larger windows than prior commercial aircraft, increased cabin pressure equivalent to 6,000 feet (1,800 m) altitude, higher ceilings, and more humidity. Structural changes are required versus the original 777 fuselage design in order to incorporate these design improvements as well as greater cabin width. Folding wingtips to fit the current 777 size category are planned for the 777X Boeing has donated the second prototype Boeing 787 dreamliner to the Pima Air and Space Museum in Arizona, Boeing officially handed the airliner over on April 17th

OTHER NEWS

A new initiative by Jet2 means people can drop their luggage off at Jet2.'s check-in area at Manchester's Terminal One between 3pm and 8pm the night before their flight. All they have to do is make sure they have checked-in online beforehand, then they can fully relax on the morning of their holiday safe in the knowledge their bags will be securely waiting for them at their destination. This brand new service is currently being trialled at manchester with Jet2 looking to make it available at other bases in the near future. Steve Heapy, CEO of Jet2.com and Jet2holidays, "We pride ourselves in giving our customers the very best service and we want to ensure they have the smoothest start possible to their holiday. Twilight Check-in is just one of many new initiatives we have planned to make our flights and holidays even more hassle free. We think it will be very successful and look forward to making it available to more of our customers in the near future."

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C-FTJH Sunwing Boeing 737-8BK Toronto 28/03/15 (Ian Morton)



G-COBS DA-42 Leeds/Bradford (Mike Storey)