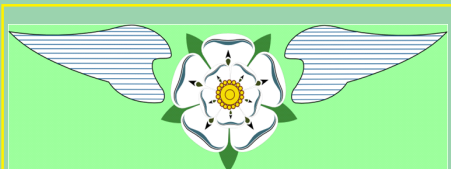


Air Yorkshire Aviation Society



Vol 39 Issue 3

March 2013



159268/AC-401 A-7E Corsair
MAPS Museum, Akron, Ohio, 19/09/12
David Senior

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 Trophy Holders for 2013

Photographic Trophy (best magazine front cover) - Robert Burke

Ken Grogan Trophy (best magazine contribution) - Dave Wooler

Chairman's Cup (outsatnding contribution to the Society) - Jim Stanfield

Lazenby Trophy (best paper aeroplane) - Mark Eccles

Quiz Trophy (winner of annual quiz) - not awarded

Aire Trophy (winner of aircraft recognition) - not currently awarded

Members should please attend a Sunday afternoon meeting to receive their award.

Contact Dave Senior, details in above listing, to arrange.

Murgatroyds Bash

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

Annual Dinner 2013

Friday 12 April, 7,30pm for 8,00pm. £22-50 per head with a choice of five starters, five main courses and five sweets. Pease Hill Hotel Rawdon. Please contact John Dale to book your table at this ever popular event.

MEETINGS AT LBIA, AIREDALE HOUSE: 14:30HRS

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

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

7 April 2013

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

5 May 2013

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

2 June 2013

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

MONDAY 8 July 2013 (Evening)

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

4 August 2013

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

6 October 2013

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

Media Centre Access

Some members have asked about access to the Media Centre in Airedale House and pointed out some difficulties with the staircase and no lift in the building. It was discussed at the recent AYAS Board Meeting. Could any members who are having difficulties or have stopped coming because of access difficulties please contact Jim Stanfield with details and any suggestions they have. e-mail: jim.stanfield@airyorkshire.org.uk or Tel: 0113 258 9968.

TRIPS, 2013

Here is the latest update on Air Yorkshire trips

March 28th Thursday-Multiflight tour-11.00 AM (NOW FULL)

April 30th Tuesday-Gamston(10.30 AM)+Conningsby+BBMF

May 26th Sunday-Bruntingthorpe-Thunder Day

June 25th Tuesday- Gliding evening-Pocklington(NOW FULL)

June/July mid week -East Midlands-Freight Flights(date to confirm)

JULY 6th Saturday- Waddington Air Show

July 13th Saturday- Brighton-Summer Fly-in(NOW FULL)

September 8th Sunday- North Coates Autumn Fly in

September 12th Thursday- BAE Warton-Typhoon+Hawk(2-PLACES LEFT)

September- Multiflight Hangar tour(max 10-people)(date to be confirmed)

Anyone wishing to participate in any of the above should contact Mike Storey, details inside front cover of this magazine.

Mike Storey

MEMBER'S JUBILEE AUCTION



The current top bid is £30.00

The Society's Honorary Life President, Mike Willingale has kindly donated this picture from his collection to help the Society raise funds for the Golden Anniversary in 2014. The picture is on auction to members from today. We thank Mike for his generosity and hope that the membership will enter into the spirit of the auction. The picture is beautifully mounted in glass in a large dark wood frame. It will be on display at the Society's monthly meetings starting in January 2013. Those of you who attend meetings regularly will already have had a chance to see the picture and it is generating much interest. The winner will need to arrange collection.

To make a bid send your bid figure in whole ££s to me either by e-mail to david.senior@airyorkshire.org.uk or by telephone 0113 282 1818. The Chairman is awaiting your bid. The current highest bid will be displayed on the web-site. Final bids will be taken at the Society Dinner on 13 April 2013. Concorde memorabilia is very fashionable and we hope to raise a significant sum for Society's 50th Anniversary fund. David Senior Chairman

SCENE AROUND YORKSHIRE



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

ASKERN:- From the Residents delete G-BSMU Rans S.6 which has moved to Strathaven following sale.

BLAKEY RIDGE:- On 1/1 R.44 G-GATE visited this restaurant on the North Yorks Moors, f/t Stainsby Hall.

BRIGHTON RESIDENTS

G-BDAD JT.1 was roaded back to the airfield on 5.2 following its forced landing and is currently dismantled in Hangar 2 awaiting assessment. G-BSGF R.22B has remained at Humberside throughout the period of this report, visiting on 3.2, 9.2 and again on 17.2 this time from Humberside to a private site at Drax where it will remain until there is room for it in the workshop at Selby where it is to be rebuilt as it is now out of hours.

TEMPORARY RESIDENTS/OUTSIDE PARKING

G-ASIB F.172D was blown over in the gales on 30.1 and is a write off, it still sits forlorn and inverted as of 17.2. G-BAEU F.150L was back for a short period for use by the flying school arriving around 6.2 and back to Sherburn by 13.2. G-BBJX F.150L present throughout. G-BDGM PA-28 and G-BGAX PA-28 are both still away on maintenance. G-BOIY 172N and G-BRUD PA-28 present throughout. G-LMAO F.172N departed late January when D-EESE F.172M arriving in its place and was still present 17.2.



Cessna F.172D G-ASIB which was written off at Brighton in the gales on 30/1(Alan/dsaf)

MOVEMENTS

31.1 G-JTSA R.44 Raven f Reading via. Amersham and Hessle t Reading via. Hessle, G-PTOO B.206L-4 f&t ?. **2.2** G-EVPH EV.97 f&t Swanwick / Butterfield Farm, G-TWOO EA.300/200 f&t Wombledon plus an unidentified blue R.44 for fuel. **3.2** G-BODE PA-28 f&t Sherburn, G-BSGF R.22B f&t Humberside, G-CESW CTSW with G-DYMC WT9 UK both f&t Bagby, G-ORAE RV.7 f&t Netherthorpe, HA-PPC SE.3130 (1500) f private site Hull t Sturgate. **7.2** G-CFIA Skyranger 912S with

G-CGWT Skyranger 912, G-CSAV T.600N and G-TEWS PA-28 all f&t Beverley. **8.2** G-BRPF Cessna 120 f&t Sturgate, G-SASH MD.900 attending to a club member who had collapsed on the airfield, unfortunately nothing could be done to save him. **9.2** G-AVXD T.66 f Beverley t Sherburn, G-BBxB FRA.150L f&t Beverley, G-BGVE CP.1310-C3 f&t Sturgate, G-BNXM PA-18-95 f&t Gypsy Wood, G-BSGF R.22B f&t Humberside, G-BTHE 150L f Beverley t Sherburn, G-BUDW MB.2 f&t Mavis Enderby, G-BVOS Europa f&t Fishburn, G-CCGF R.22B f&t LBA, G-CGMG RV.9 f&t Pinchinthorpe, G-CHJG EV.97 f&t Bagby, G-OACF DR.400 f&t Sherburn, G-OBMS F.172N f Sturgate t Sherburn, G-SELA 152 f&t Waddington **12.2** G-SKYC T.67M f&t Wombledon. **14.2** G-BZPH RV.4 f&t White Waltham. **15.2** G-UZUP EV.97A f&t Netherthorpe. **16.2** EC-BNY PA-28R-180 (28R-30302) with G-AVZV F.172H, G-BRTP 152, G-CGCH Sportcruiser, G-EXXL CH.601XL all f&t South Cave / Mount Airey, G-AJEI J/1N f&t Sandcroft Farm, G-ARRS CP.301A f&t Sturgate, G-AYFF D.62B f&t Peterlee, G-BROR J.3C-65 f&t Sturgate, G-BUDW MB.2 f Hucknall t North Coates, G-CCZJ X'Air Falcon f North Moor t Askern, G-CGDI EV.97A f&t Netherthorpe, G-CGJP RV.10 f&t Sturgate, G-FLIS M.16C f&t Eddsfild, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-IDII DR.107 f&t Shacklewell Lodge, G-LORC PA-28 f Sandtoft t Sherburn, G-OACF DR.400 f&t Sherburn, G-OIVN XL.2 f&t Wombledon, G-ORAY F.182Q f&t Gamston, G-RRCU DR.221B f&t Hucknall. **17.2** G-BAEU F.150L f Sherburn t Beverley, G-BAGR DR.400 f&t Caernarfon, G-BSGF R.22B f Humberside t private site Drax, G-BJOT D.117 f&t Full Sutton, G-BLVI T.67M f&t Gamston, G-BRAA S.1C f&t North Coates, G-BRPF Cessna 120 f Fishburn t Sturgate, G-BUTD RV.6 f&t North Coates, G-BWCY Rebel f&t Wentbridge/Pear Tree Farm, G-CDAI DR.400 f&t Tollerton, G-CENAMCR.01 f Caunton t North Coates, G-CGEC CTLs f North Coates t Brookfield Farm, G-DODB R.22B f&t Humberside, G-ERTE Skyranger 912S f Aubourn t Sturgate, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-HALC PA-28R f&t Barton, G-RIVT RV.6 f&t Netherthorpe, G-TWOO EA.300/200 f&t Wombledon

CONEY PARK/LEEDS HELIPORT

A slow start to the year, with just the following visitors logged:-

2/1	G-EMHC	Agusta A.109E	from Linton(1635) to Costock(1650)
24/1	G-PLPL	Agusta A.109E	from Gloucester(1645) to Anwick(1655)
26/1	G-PLPL	Agusta A.109E	from Anwick(1705) to Gloucester(1715)
8/2	G-TRAW	Agusta A.109E	from Crathorne(1235) to Hathersage(1245)
16/2	G-YRKS	R.44	f/t Humberside(1220/1500)
21/2	G-DODB	R.22B	from Sherburn(1405) to Humberside(1420)
28/2	G-VVBA	Twin Squirrel	from Lee-on-Solent(1240) to Conley(1520)

The Twin Squirrel G-VVBA is a former LBA resident in a previous guise of N620LH.

CRANWELL:- Moving in on 15.12 was G-FFOX/WV318 Hunter T.7B which arrived from St. Athan.

DONCASTER AEROVENTURE:- G-BMIR/XT788 Wasp HAS.1 is currently located at the Museum, on loan from Melbourne Autos at Storwood.



HB-AFW ATR.72 of Farnair, Europe taxiing for take-off at Doncaster, 10/1(Clive Featherstone)

DONCASTER/ROBIN HOOD Info courtesy of Clive Featherstone(fodsa) and dsaf.co.uk
Interesting Movements January 2013

Commercial

9th G-LGNL Saab 340 Loganair/Flybe c/s 50 years titles L.B.A. diversion (FV)
9th HB-AFW A.T.R. 72 Farnair Europe positioning flight Dept 10th (Quickjet India titles on nose) (FV)
10th G-MAJE Jetstream-41 Eastern Airways EMA diversion via HUY (FV)
17th G-TAWI Boeing 737-800 Thomson (FV)
18th EI-DWX Boeing 737-800 Ryanair diversion from East Midlands. Dept 23rd
21st G-FDZT Boeing 737-800 Thomson diversion from East Midlands

Bizjets & Biz Props

3rd G-VIPX Piper PA-31 Capital Air Charter (carries "I.O.M. Air Ambulance Service" titles) +10th
4th N53GX BD-700 Global Express. Also back on the 5th
4th F-GUFP Beech 200 King Air. From (M) for an airtest & return
7th D-CAAE Learjet 55 Flight Ambulance International
9th G-FBLK Citation 510 Mustang. Blink Ltd. L.B.A. diversion
10th G-VIPY Piper PA-31 Capital Air Charter
10th G-CGNP Embraer 500 Phenom100. London Executive Aviation
10th N373AB Citation 750X (M) for an airtest & return(photo below by Clive Featherstone)



10th G-KLNW Citation 510 Mustang Saxonair Charter Ltd.
10th PH-PKX Citation 750X arr. Late night dep. 11th (M) (FV)
13th D-CYOU Citation 680 Sovereign Air X (M)
14th N60LW Cessna 550 PIHL Delaware Inc Trustee
15th F-GISH Cessna 510 Mustang. Saint Honore Fly (FV)
21st M-IMOR Citation 680 Sovereign. Private (M) (FV)
21st CS-DRS Hawker 800XP Netjets Europe Ltd
25th HB-VOW CitationJet 525B CJ3. TAG Aviation/Mathys Aviation
31st G-IASA Beech 200 King Air. IAS Medical Ltd (ex F-GUFP) Dep after (M) (FV)
Civil Helicopter (Aircraft in this list marked (FV) are to my knowledge correct).
9th G-OLCP AS-355N Twin Squirrel. Charterstyle Ltd (FV)
9th G-NMID Eurocopter EC-135 Derbyshire Police
17th G-PDGT AS-355 Twin Squirrel PLM Dollar Group Ltd
Miscellaneous Light/Medium Aircraft (Aircraft marked (FV) are to my knowledge correct).
6th N926AD Piper PA-46 350P Malibu Mirage Jet Prop DLX. A/C Guaranty Corp Trustee
20th G-DOLY Cessna 310 KW Aviation Ltd (FV)
22nd G-RVRX Partenavia P-68 Victor Ravenair Aircraft Ltd (T) (FV)
24th D-IBON Cessna 340. Private (FV)
27th G-TERA Vulcanair P-68 Observer Apem Aviation Ltd (FV)
27th N747YK Cessna 310R YK Inc Trustee (FV)

Military

7th ZJ690 BD-700 Global Express Astor/Sentinel (T)
9th ZJ236 Bell 412 Griffin Defence Helicopter Flying School (H) (T)
9th ZR 325 Agusta A109 Defence Helicopter Flying School (H) (T)

12th ZE701 BAe-146 (T)
 15th ZZ418 Beech 350 King Air/Shadow R1 (T)
 23rd ZJ805 Eurofighter Typhoon Triplex 12 broke off at 1 mile (T)
 23rd ZJ810 Eurofighter Typhoon Triplex 13 completed approach (T)
 23rd ZJ815 Eurofighter Typhoon Triplex 11 broke off at 2miles (T)
 24th ZJ801 Eurofighter Typhoon Rock star 61 (T)
 24th ZH104 AWACS (T)
 29th G-BVRJ Avro RJ-70 Qinetiq Ltd E.T.P.S. (FV) The second Qinetiq Avro RJ replacing older BAC-1-11s & Hawker Siddeley HS-748s. The other Avro RJ is the larger RJ-100srs.
 (FV) First visit. (F) Freighter. (M) Maintenance. (T) Training. (H) Helicopter

EDDSFIELD:- Noted on 5/1 was Newcastle based PA-28 Warrior G-BTAW.

FULL SUTTON:- A visitor on 5/1 was Condor G-AYFF f/t Peterlee.

GAMSTON:- A new resident is G-MRPT 172S registered on 8.1. DA-42MG G-PEEK, formerly OE-FGS was registered to Diamond Aviation here on 13/02/13.

HIBALDSTOW:- No longer resident is G-ACDJ, DH.82A which has moved to Wickenby for restoration.



Metroliner OY-NPF operated a charter flight into Humberside, 15/1(Richard Grimley)

HUMBERSIDE

The Jetstream 31 G-CCPW owned by Links Aviation, which was damaged when the undercarriage collapsed on landing in the Isle of Man last year has been re-registered G-GAVA owned by Karen Ibbotson from Barton on Humber. Bond Helicopters are now in full operation from the airfield following a deal with Perenco to provide crew changes on their rigs in the North Sea. On helicopter is based, at the end of January this was AW.139 G-VINB(Bond 10), while other noted in residence were G-PERA(Bond 7) and G-PERB(Bond 8). Regular visitors are Dauphins G-REDG(Bond 6) and G-REDH(Bond 5) based at Norwich. On 21/1 AW.139 PH-SHQ(Maple 99A), operated by CHC arrived from Norwich for an overnight stay before routing to The Shetlands. Visitors included:-

- 2/1 CS-DXJ Citation XL(Fraction 936G), G-BDBU Cessna F.150M
- 3/1 OY-LAF PA-34 Seneca; 7/1 G-OHJE Pioneer 300(n/s)
- 9/1 PH-KZT Fokker 70(KLM 1545, LBA div), G-ORDM Cessna 182T(n/s)
- 10/1 PH-WXC Fokker 70(KLM 15L, Norwich div), M-OTOR King Air 90, OY-PPS PA-34(n/s)
- 12/1 ZE701 BAe.146(Northolt 17, ILS), G-OCEG King Air 200(Cega 427), G-RATV PA-28RT
- 14/1 SP-ENB Boeing 737/400(Enterair 3506), G-RWEW R.44, M-ICRO Citationjet 3
- 15/1 OY-NPF Metroliner(Norflyng 112), 19/1 G-PBWR Agusta A.109A
- 17/1 PH-EZO Embraer 190(KLM 1489), G-JMED Lear Jet 35A(Air Med 079)
- 20/1 D-CFST Lear Jet 31(Ambulance flight)
- 21/1 CS-DXV Citation XL(Fraction 3UK), G-ORTH King Air 90
- 22/1 N385PD Gulfstream 4, M-USHY Cessna 441, N500CS King Air 200
- 23/1 N808CA PA-32 Cherokee 6

26/1 G-ZDEA DA-42, G-BNTD PA-28, G-BTAW PA-28, ZE701 BAe146(Northolt 17, ILS)
 27/1 M-ICRO Citationjet 3(Eastflight 08A), G-FOXA PA-28 Cadet
 29/1 ZD277 Lynx(Armyair 991, ILS), 30/1 G-RVRE P.68B(Ravenair 20T), G-CHAJ SR.22
 Gulfstream 4 N385PD is operated by Pelican Developments LLC of Los Angeles and arrived late evening from Fort Meyers for a short stay before routing to Luton.



PA-34 Seneca OY-PPS parked at a very misty Humberside, 11/1(Richard Grimley)

LINTON ON OUSE:- Arriving by road late last year were G-RADA/30140 Soko P-2 (no external markings) and YU-DLG/51109 UTVA 66 (carries 109 on top wing only) from Biggin Hill. Both are due to be returned to airworthiness by the new owners and will then join the air show circuit with G-BSXD/30146 Soko P-2 and G-BZNW/K2048 Isaacs Fury II. Civilian aircraft noted in the hangar on 9.2 were the above four plus G-BARZ SF.28A. On this date YU-DLG was loaded onto a trailer and was moved to a workshop in Northumberland for its rebuild to begin, which is expected to take around six months. 635VGS and 645VGS are currently residing here whilst the runway at Topcliffe is being resurfaced. Noted on an earlier visit on 5.2 were ZH120/TF, ZH205/UL of 635, ZH117/TC, ZH121/TG, ZH146/TT of 642 and ZH148/TV, ZH190/UC, ZH208/UP, ZK005/SP of 645 all Vigilant T.1's.



Recent arrivals at
 Linton-on-Ouse are
 Soko P.2 Kraguj
 G-RADA/30140
Photo left by David Thompson

Photo right by David Thompson
 and UTVA YU-DLG/51109,
 which are both for re-build
 and joining P.2 Kraguj G-BSXD
 and Isaacs Fury G-BZNW on
 the Air Show circuit.



LONG BENNINGTON:- Following on from news of its accident in last month's magazine G-CFKV MXP.740 has now been sold and re-registered as G-SVNH to a new owner near Mansfield. Current location is not known but assumed to be on rebuild.



Long term resident at Netherthorpe is the unique SAL Bulldog G-BDOG(Alan/dsaf)

NETHERTHORPE:- A new resident is G-CEDN Quik.

NORTH COATES:- Movements 1.1.2013 G-BACL D.150 f&t Brighton, G-CDSK Escapade f&t Bucknall. **5.1 Brass Monkey Fly-in** G-BTAW PA-28 f&t Eddsfild, G-JUGE EV.97 with G-BYCY Jabiru both f&t Leicester, G-CCWC Skyranger 912 f&t Fishburn, G-NPKJ RV.6 f&t Sturgate G-CGYI RV.12 f&t Rufforth, G-CGCH Sportcruiser f&t South Cave / Mount Airey, G-RRCU DR.221B f&t Hucknall, G-BZBF 172M f Waddington t Wickenby, G-BRAA S.1C with G-BUTD RV.6 both f&t Manby / Eastfield Farm, G-BRPF Cessna 120 f Sturgate t Wickenby, G-CBEI PA-22 with G-AWJE T.66, G-BDAD JT.1, G-BJZN T.67A and G-FUZZ/51-15319 PA-18-95 all f&t Brighton, G-ASAU MS.880B f Sturgate t South Scarle, G-BJOT D.117 f&t Full Sutton, G-RVNS RV.4 f&t Sturgate, G-BYTS B.8MR f&t Melbourne, G-BWVK/WD390 DHC.1 with G-BFKB F.172N, G-DASS Ikarus C42 FB100, G-CSDJ Jabiru all f&t Wickenby, G-KELX RV.6 with G-MROD RV.7A both f&t Lichfield, G-CGWF RV.7 f&t Crosland Moor, G-AZLV 172K f&t Waddington, G-TWSS Twister f Temple Bruer t Averham/ Rectory Farm, G-IPKA Pioneer 300 with G-CBIX CH.601UL and G-CBDJ CT2K all f&t Temple Bruer, G-BXII Europa f&t Shobdon, G-RYAL Jabiru UL f&t Crosland Moor, G-CGMG RV.9 f&t Pinchinthorpe, G-UZUP EV.97A with G-RIVT RV.6 both f&t Netherthorpe, G-MTLX Hybred 44XLR f&t ?, G-AVXD T.66 with G-BBXB FRA.150L, G-BTHE 150L, G-MYCS Gemini Flash 2A, G-CCCX HN.700 and G-MGIC Cyclone all f&t Beverley, G-CFFJ CTSW with G-CBEX CT2K both f&t Caunton, G-SELL DR.400 f&t Grassthorpe Grange, G-YIII F.150L f&t Hucknall, F-GOXD DR.400 (1817) f&t Little Staughton, G-CGJP RV.10 f&t Sturgate, G-APIE Tipsy Belfair f&t Witchford, G-PTAR Skyranger 912S f&t Riby, G-CCNG CT2K f&t ?, G-MZAV Blade f Heckington t Aubourn, HA-LFH SA.342J (1775) with HA-PPC SE.3130 (1500) both f&t private site Hull, G-MZFD Blade f Anwick attempted return journey but diverted back in here due to weather, departing on 9.1, G-AVOA DR.1050 f&t Anwick, G-CCWV with G-CDBB, G-CGLW and G-CGPC all Quik f&t Eshott. **9.1** G-AVOA DR.1050 f&t Anwick (crew ferry for G-CGZT). **12.1** G-CBIX CH.601UL f&t Temple Bruer. **13.1** G-BHCP F.152 f&t Wickenby, G-BRAA S.1C with G-BVDC RV.3 both f&t Manby / Eastfield Farm, G-CGZT A.22L f&t Anwick.. **26.1** G-CDSK Escapade f Bucknall t Wickenby.

PONTEFRACT/WALTON WOOD:- A visit on 17.1 noted residents G-GSPY R.44 Raven and G-OMEM EC.120B plus the following on maintenance G-CGRL R.44 Raven from Sherburn, G-EYRE B.206L-1 owner in Virgin Islands, G-HSOO 369HE from Gamston, G-MGAN R.44 Astro from Blackpool, G-OTVI R.44 Raven Hull owner, G-PMGG AB.206A from Everingham and G-RFUN R.44 Raven Sheffield owner.

RUFFORTH WEST:- Noted in McLeans Workshop on 31.1 was G-CHTM LS8-18, G-CKLY DG.1000T, G-LULU G.109 and (AKD)/BGA.449 DFS Olympia-Meise on rebuild.

SCAMPTON:- The nose section of WK118 Canberra TT.18 has departed, acquired by a collector at Holt Heath, Worcs.

SELBY:- At the local spray shop G-BYLL F.8L is in from Brighton for a respray, whilst also here are the wings of G-MOTW Meyers OTW-145 with the fuselage expected in early March for respray. Also due in when there is room is G-BSGF R.22B for rebuild as it has now reached the end of its flying hours.

SELBY/THORPE WOOD:- Jet Art Aviation has now received the cockpit section of ZH807 Sea Harrier FA.2 for restoration. Also arriving just before Christmas was XR506/V Wessex HC.2, whilst the latest arrivals are nine Jet Provost T.5A's:- XW299/60-MB/9146M(By road 31/01/13); XW301/63-MC/9147M(By road 31/01/13); XW318/78-MG/9109M(By road 16/01/13); XW358/59-MK/9181M(By road 16/01/13); XW360/61-ML/9153M(By road 16/01/13); XW361/81-MM/9192M(By road 16/01/13); XW410/80-MR/9125M(By road 31/01/13); XW425/ H-MV/9200M(By road 16/01/13); XW434/78-MY/9091M(By road 16/01/13).

SHERBURN:- G-ATAF F.172F which has been parked here for some months now and noted by Andy Wood on a short visit on 29.1 was blown over by gale force winds on 30.1. The extent of the damage is not known at present. With a similar fate befalling G-ASIB at Brighton on the same date it was a bad day for Classic Cessnas !

SOWERBY BRIDGE:- From the Resident Review delete G-JIVE 369E sold to Eastern Atlantic Helicopters Limited at Shoreham on 15.1.

STAINSBY HALL:- Visiting on 3/1 were R.22B G-HBMW from Durham and R.22B G-MOGY(Northumbria 01) from Newcastle.

STURGATE:- Lincoln Aero Club held their customary Breakfast Patrol on 3.2 with the following noted
Lincoln Aero Club Hangar G-ARRS CP.301A, G-AYYU Beech C23, G-BBHF PA-23, G-BDDG D.112, G-BGVE CP.1310-C3, G-CCNU Skyranger J2.2, G-CEBF EV.97A, G-CGJP RV.10, G-FARY Quickie Tri-Q, G-RVSR RV.8, G-UAPO R90-230RG. **Eastern Air Executive Hangar** Locked but on the apron outside were G-BAXY F.172M f Humberside, G-CCZA MS.894A impounded, G-IFLI ASA-5A f Beverley, G-OBLC Beech 76 f LBA, N218Y 310Q (310Q0507) resident, PH-DFC TB.10 (1586) resident. **Private Hangar** G-BMJR T.337H, G-CCXX AG-5B. **Residents on Field** G-AVZR PA-28, G-AWVC B.121, G-BONW 152, G-BROR J.3C-65, G-BWII 150G, G-IJOE PA-28RT, G-NPKJ RV.6, G-PUPP B.121, N70VB PA-60 (60-0446-150). **Visitors up to 13.05hrs.** G-AXDI F.172H, G-BEVW Rallye 150ST, G-BJZN T.67A, G-BONT T.67M, G-BYHL/WG308 DHC.1, G-BYYC SF.2A, G-CDRV RV.9A, G-CGWP A.22L, G-CVII DR.107, G-IKUS Ikarus C42 FB UK, G-KRUZ Sportcruiser, G-MROD RV.7A, G-RAFA G.115A, G-RIVT RV.6, G-RVDR RV.6A, G-RVNS RV.4, G-RVUK RV.7, G-SELL DR.400, G-TWSS Twister, G-VORN EV.97, HA-PPC SE.3130 (1500), N59VT Beech K35 (D-5897).



Leconfield based Sea King XZ599/P made an emergency landing at Teesside on 27/1 and stayed overnight

TEESSIDE(DURHAM TEES VALLEY) Info and photos courtesy of dtvmovemets.co.uk

Temporary resident here for the whole of January were PA-28R G-BIDI and Cessna F.172M G-BCYR, this being because the runway at their normal base at Bagby was waterlogged. Also temporary resident due snow at ice at Leeming was Hawks XX189, XX280 and XX332. They initially arrived from Leuchars on 22/1 and were here until 28/1 before returning home. Due their stay they carried out local training sorties. On 11/1 Dornier 328 G-BZOG(Suckling 411) operated a charter on behalf of Watford FC for their match with Middlesbrough and another football related charter was Flybe Dash-8-400Q G-JEDM on 23/1 taking Bournemouth FC home following their match at Hartlepool. A rather sparse movements list due to fog and snow curtailing much activity:-

- 1/1 CS-DNW Citation XL(Fraction 6HY)
- 3/1 VP-BSI Gulfstream 550, G-XAVB Citation Mustang(Beauport 531), G-BYYA Tutor(UAQ 15)
- 5/1 M-ERCI Challenger 604(n/s), D-EKNA Mooney M20F, G-LEAA Citation Mustang(Lonex 05AA)
- 7/1 CS-DHJ Citation Bravo(Fraction 125Y), ZF172/ZF143 Tucanos(LOP 07/403, training)
- 8/1 SE-DJM Falcon 900EX, XX329 Hawk(Javelin 33, ILS), ZH886 Hercules(Ascot 102, training)
- 9/1 ZD744/ZD745 Tornado GR.4s(Alien 1/2, overshoot), G-SUEX Jet Ranger(Pipeline 81)
- 10/1 ZE701 BAe.146(Northolt 40, training), CS-DHJ Citation Bravo(Fraction 1RN)
- 12/1 F-GTJM TBM-700(n/s), ZE701 BAe.146(Northolt 17, training)
- 13/1 N288Z Global Express(n/s), G-FJET Citation Bravo(Lonex 77FJ)
- 15/1 0125 Falcon 20C(Norwegian A/F 125, visiting Cobham Aviation)
- 16/1 LX-NAT Citation XL(Red Lion 30), G-SNSA AW.139, ZK016 Hawk(Anglesey 670, ILS)
- 17/1 G-HUBY Legacy(Lonex 57HY), G-ORTH King Air 90(Enzo 517)
- 20/1 G-STMT Falcon 7X(to Houston)
- 25/1 G-CGNP Phenom(Flairjet 482P), G-SUEX Jet Ranger(Pipeline 83)
- 27/1 SE-RCM Citation XL(Eurowest 9147), XZ599 Sea King(Rescue 128, emergency landing, n/s)
- 28/1 G-LEAC Citation Sovereign(Lonex 67AC), ZE701 BAe.146(Northolt 17, training)
- 29/1 N288Z Global Express(to Hong Kong), ZK450 King Air 200(Cranwell 68, ILS).



Cessna F.172M G-BCYR, a temporary resident at Teesside whilst Bagby is waterlogged

TEMPLE BRUER/GRIFFINS FARM:- Reported as a new resident is G-IPKA Pioneer 300.

TRESWELL/ FORWOOD FARM:- From the Resident Review delete G-BBKA F.150L which has departed to Sandown following sale.

WICKENBY:- The latest restoration projects to arrive with Gerry Cooper are G-ACDJ DH.82A from the store at Hibaldstow and restored to the register on 2.1 and joining it on the register on 15.1 G-CHPM/FAP1369 DHC.1.

**The Society is sad to hear of the recent death of Stan Haddock
who worked in the Tower at LBIA for many years.
He has been a guest speaker at Air Yorkshire in the past.**

AIRLINE BY AIRLINE @ LBIA

by Andrew Coverdale



bmi Regional(BMR/BM, "Kittiwake")

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

Based during the month:- G-RJXD(1/1-4/1), G-RJXF(1/1 –15/1, 26/1-31/1), G-RJXR(15/1 – 26/1).

Extra flights:-25/1(1508) G-RJXJ in from Antwerp. 26/1(9461/8952)G-RJXF positioned out to Stansted, then worked charter back. 27/1(8953/9471) G-RJXF charter to Stansted then positioned back in.

British Airways(BAW/BA, "Speedbird/Shuttle")

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

Heathrow(1340/1341) – 1/1 G-DBCD, 2/1 G-DBCF, 3/1 G-DBCC, 4/1 G-DBCJ, 5/1 G-DBCG, 6/1 G-DBCA, 7/1 G-DBCH, 8/1 G-G-DBCG, 9/1 G-DBCC, 10/1 G-DBCA, 11/1 G-DBCH, 12/1 G-DBCE, 13/1 G-DBCH, 14/1 G-DBCF, 15/1 G-DBCK, 16/1 G-DBCE, 17/1 G-DBCE, 18/1 G-DBCC(1340 only/1341 canc snow), 19/1 G-DBCC(1340 canc snow/only 1341), 20/1 G-DBCH, 23/1 G-DBCJ, 24/1 G-DBCG, 25/1 G-DBCA, 26/1 G-DBCE, 27/1 G-DBCI, 28/1 G-DBCA, 29/1 G-DBCJ, 30/1 G-DBCA, 31/1 G-DBCH(1340 only/1341canc due wind Heathrow).

Heathrow(1346/1347) – 1/1 G-DBCD, 2/1 G-DBCF, 3/1 G-DBCC, 4/1 G-DBCJ, 6/1 G-DBCA, 7/1 G-DBCH, 8/1 G-DBCG, 9/1 G-DBCC, 10/1 G-DBCA, 11/1 G-DBCH, 13/1 G-DBCH, 14/1 G-DBCF, 15/1 G-DBCK, 16/1 G-DBCE, 17/1 G-DBCE, 18/1 G-DBCH, 20/1 G-DBCH, 22/1 G-DBCJ, 23/1 G-DBCJ, 24/1 G-DBCG, 25/1 G-DBCA, 27/1 G-DBCI, 28/1 G-DBCE, 29/1 G-DBCJ, 30/1 G-MEDK.

Heathrow(1342/1343) – 1/1 G-DBCI, 2/1 G-DBCG, 3/1 G-DBCI, 4/1 G-DBCJ, 5/1 G-DBCJ, 6/1 G-DBCC, 6/1 G-DBCC, 7/1 G-DBCG, 8/1 G-DBCJ, 9/1 G-MIDS, 10/1 G-DBCJ, 11/1 G-DBCA, 12/1 G-DBCA, 13/1 G-DBCE, 14/1 G-DBCJ, 15/1 G-DBCF, 16/1 G-DBCA, 17/1 G-DBCK, 19/1 G-DBCK, 20/1 G-DBCK(1343 returned due to snow at Heathrow), 21/1 G-DBCC, 22/1 G-DBCH, 23/1 G-DBCE, 24/1 G-DBCA, 25/1 G-DBCG, 26/1 G-DBCI, 27/1 G-DBCE, 28/1 G-DBCC, 29/1 G-DBCJ, 30/1 G-DBCH.

Heathrow(1344/1345) – 1/1 G-DBCF, 2/1 G-DBCH, 3/1 G-DBCK, 4/1 G-DBCG, 5/1 G-DBCE, 6/1 G-DBCC, 7/1 G-DBCA, 8/1 G-DBCC, 10/1 G-DBCH, 11/1 G-DBCJ, 12/1 G-DBCC, 13/1 G-DBCC, 14/1 G-DBCA, 15/1 G-MIDY, 16/1 G-DBCA, 17/1 G-DBCK, 19/1 G-DBCK, 20/1 G-DBCK(1344 can due snow Heathrow), 21/1 G-DBCH, 22/1 G-DBCG, 23/1 G-DBCG, 24/1 G-DBCA, 25/1 G-DBCE(1345 dep 26/1 as SHT12CB), 26/1 G-DBCI, 27/1 G-DBCA, 28/1 G-DBCJ, 29/1 G-DBCA, 30/1 G-DBCD.

Eastern Airways(EZE/T3, "Eastflight")

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

Bristol - Aberdeen(4502, "32XU") –3/1 G-MAJF, 4/1 G-CERZ, 7/1 G-CERZ, 8/1 G-CERZ, 10/1 G-CFLV, 11/1 G-CFLV, 14/1 G-CFLU, 22/1 G-CERZ, 23/1 G-CFLV (inbound flight canc), 24/1 G-CFLV, 25/1 G-CFLU, 28/1 G-CDKB, 29/1 G-CERY, 30/1 G-CFLV, 31/1 G-CFLU.

Bristol – Aberdeen(4506, “36X”) –7/1 G-CERZ, 8/1 G-CERZ, 9/1 G-CFLV, 14/1 **G-CGWV E145**, 15/1 G-CFLV, 21/1 G-CFLV, 28/1 G-CFLU, 29/1 G-CFLV, 30/1 G-CFLV.

Aberdeen – Bristol(4503, “33AL/33LB”) –7/1 G-CERZ, 8/1 G-CERZ, 9/1 G-CFLV, 14/1 **G-CHMR E145**, 15/1 G-CFLV, 22/1 G-CFLV, 28/1 G-MAJL, 29/1 G-CFLV, 30/1 G-CFLV.

Aberdeen – Bristol(4505, “35AL/35LB”) –3/1 G-CERZ, 4/1 G-CERZ, 10/1 G-CFLV, 11/1 **G-CGWV E145**, 17/1 G-CFLU, 24/1 G-CFLU, 25/1 G-CFLU, 31/1 G-CFLV.

Aberdeen – Bristol(4507, “37AL/37LB”) –2/1 G-MAJF, 7/1 G-CERZ, 8/1 G-CFLV, 9/1 G-CFLV, 16/1 G-CFLU, 21/1 G-CERZ, 22/1 G-CFLV(37LB canc), 23/1 G-CFLV, 28/1 G-CERY, 29/1 G-CFLV, 30/1 G-CFLU.

Aberdeen – Aberdeen (4716/4717 “61LK/72LK”) 3/1 G-MAJL, 4/1 G-MAJZ, 6/1 G-MAJL, 10/1 G-MAJW, 11/1 G-MAJE, 12/1 G-CERZ, 17/1 G-MAJJ, 18/1 G-MAJL, 20/1 G-MAJL, 24/1 G-MAJL, 27/1 G-MAJW, 31/1 G-MAJA.



Eastern SAAB 2000 G-CFLV backtracking Runway 14 at snowy LBIA, 11/1(David Blaker)

Easyjet(EZY/U2, “Easy”)

The company will commence ski-flights from/to **Geneva** (388V/493J) using A.319 aircraft.

3/1 G-EZFP, 4/1 G-EZDR, 5/1 G-EZSM, 6/1 G-EZAF, 7/1 G-EZDR, 11/1 G-EZGL, 12/1 **HB-JZI**, 13/1 G-EZEW, 18/1 **HB-JZU**, 19/1 G-EZDK(positioned out as 9017 to Liverpool, due bad weather at Geneva)
20/1 G-EZEW, 25/1 G-EZDP, 26/1 G-EZBD(positioned out as 9015 to Liverpool, due pin snapping on tow bar during push-back), A.320 G-EZTA(positioned in from Liverpool as 9013, to operate outbound flight), 27/1 G-EZAU, 29/1 G-EZBJ.

Enter Air(ENT, “Enterair”)

Flights are scheduled for the New Year, taking passengers for whale watching trips to Sweden:-

2/1 (3500/3501) SP-ENB charter from Kiruna, positioned out to Enontekiö,

20/1 (3507/3507) SP-ENK charter from Gatwick, charter to Kiruna.

27/1 (3510/3510) SP-ENK charter from Kiruna, charter to Gatwick.

Flybe(BEE/BE, “Jersey”)

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

Belfast City(729/730, “729/7AJ”) –2/1 G-JECM, 7/1 G-ECOD, 8/1 G-JEDT, 9/1 G-JEDT, 10/1 G-JECF, 14/1 G-JECX, 15/1 G-FLBD, 16/1 G-ECOO, 17/1 G-ECOE, 22/1 G-JECO, 23/1 G-JECF, 24/1 G-FLBA, 28/1 G-JECP, 29/1 G-JECP, 30/1 G-JECP, 31/1 G-JECP.

Belfast City(731/732, “5DA/1SK”) –1/1 G-JEDO, 2/1 G-JEDT, 3/1 G-KKEV, 4/1 G-JEDU, 5/1 G-ECOD, 6/1 G-ECOD, 7/1 G-ECOF, 9/1 G-JEDT, 10/1 G-JEDT, 11/1 G-JEDR, 12/1 G-JEDT, 13/1 G-JEDU, 14/1 G-JECF, 16/1 G-JECX, 17/1 G-JEDN, 18/1 G-JECO, 19/1 G-JEDM, 21/1 G-JECJ, 23/1 G-JECF, 24/1 G-FBED, 25/1 G-JEDU, 26/1 G-JEDM, 27/1 G-ECOD, 28/1 G-JECJ, 30/1 G-JECP, 31/1 G-JECP.

Belfast City(733/734, “9TA/7FW”) –1/1 G-FLBB, 2/1 G-JECJ, 3/1 G-ECOD, 4/1 G-JEDT, 6/1 G-JEDU, 8/1 G-JECF, 9/1 G-ECOD, 10/1 G-JECF, 11/1 G-JEDU, 13/1 G-FLBD, 15/1 G-JECX, 16/1 G-ECOO, 17/1

1 G-JECO, 18/1 G-JEDN, 20/1 G-JECK, 22/1 G-JECF, 23/1 G-ECOM, 24/1 G-ECOM, 25/1 G-JECM, 27/1 G-JECP, 29/1 G-JECJ, 30/1 G-KKEV, 31/1 G-JEDR.

Southampton(171/172 , "9JC/2EN") –2/1 G-ECOE, 5/1 G-ECOP, 7/1 G-JECF, 8/1 G-ECOR, 9/1 G-JECX, 10/1 G-FLBB, 14/1 G-EOA(9JC then went tech, positioned out on 15/1 as 041D to Manchester), 15/1 G-KKEV, 17/1 G-ECOG, 22/1 G-JECM, 23/1 G-FLBA, 24/1 G-JECG, 26/1 G-ECOC, 28/1 G-EOJ, 29/1 G-ECOC, 30/1 G-ECOF, 31/1 G-JECJ(171/dep as 4GN).

Southampton(173/174, "4PV/4GN") –1/1 G-JECK, 2/1 G-JECK, 3/1 G-JECH, 4/1 G-ECOR, 7/1 G-ECOR, 8/1 G-ECOE, 10/1 G-FLBC, 11/1 G-JEDV, 13/1 G-KKEV, 14/1 G-JECL, 15/1 G-KKEV, 17/1 G-JECN, 21/1 G-KKEV, 22/1 G-JECM, 24/1 G-JECM, 25/1 G-ECOE, 28/1 G-FLBB, 29/1 G-JECH.

Southampton(175/176, "8JH/9SU") –4/1 G-JECZ, 6/1 G-JECF, 9/1 G-JECX, 10/1 G-JECL, 11/1 G-FLBC, 16/1 G-ECOG, 17/1 G-ECOG, 20/1 G-KKEV, 23/1 G-JECM, 24/1 G-FLBE, 25/1 G-JECZ (176 canc due snow/positioned out as 044W on 26/1 to Newcastle 27/1 G-FLBB, 30/1 G-JECR, 31/1 G-FLBB.

Extra Flights:- 25/1 (7YB/045W) G-JECE from Glasgow diverted from Manchester/positioned out to Glasgow, (7AP/041W) G-FBEM from Belfast diverted from Manchester/positioned out on 26/1 to Belfast, (5LU/042W) G-FBJG from Aberdeen diverted from Manchester/positioned out on 26/1 to Aberdeen, (1GU/043W) G-JECK from Inverness diverted from Manchester/positioned out on 26/1 to Inverness.



Easy Swiss Airbus A.319 HB-JZI was utilised on the Geneva flight on 12/1

Jet2(EXS/LS, "Channex")

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

1/1 (061J) G-CELS positioned in from East Midlands, 2/1 (051B) G-CELV test flight, 3/1 (061J) positioned out to East Midlands, 4/1 (037E) G-LSAC positioned in from Norwich, 5/1 (031E) G-CELV positioned in from Edinburgh, (104C) G-LSAC positioned out, (063J) G-CELV positioned out to Gatwick, (039E) G-CELV positioned in from Manchester, (051B) G-GDFF positioned in from Manchester, 6/1 (041A) G-LSAB positioned out to Manchester, 7/1 (031E) G-CELV positioned out to Edinburgh, 8/1 (105C) G-LSAC positioned in from Oslo, 10/1 (123C) G-LSAC positioned out to Paris, (121C) G-GDFG positioned out to Lyon, 11/1 (101C) G-CELV positioned out to Oslo, 12/1 (032E) G-GDFJ positioned in from Manchester, (033E) G-GDFF positioned out to Manchester, (031E) G-CELV positioned in from Edinburgh, 13/1 (149C) G-LSAE positioned out to Gatwick, (6007) G-GDFH fear of flying LBA-LBA, (150C) G-LSAE positioned in from Gatwick, 14/1 (148C) G-LSAJ positioned in from Gatwick, (041A) G-CELV positioned out to Budapest, 15/1 (032E) G-CELV positioned out to Edinburgh, (122C) G-GDFK positioned in from Gatwick, 17/1 (031E) G-CELV positioned in from Belfast, (032E) G-CELV positioned out to Budapest, (052K) G-CELV positioned in from Budapest, 18/1 (325) G-CELV diverted/ from Belfast, (031E) G-GDFJ positioned out to Manchester, (071W) G-CELV positioned in from Dublin, (031E) G-CELV positioned in from Edinburgh, (105C) G-LSAJ positioned in from Gatwick, 21/1 (032E)

G-GDFL positioned in from Manchester, (031E) G-CELR positioned out to Edinburgh, 24/1 (149C) G-LSAJ positioned out to Gatwick, (053B) G-CELG test flight, (032E) G-GDFG positioned in from Manchester, (031E) G-GDFL positioned out to Blackpool, 26/1 (031E) G-CELZ positioned in from Edinburgh, 27/1 (071W) G-CELJ positioned in from East Midlands, 28/1 (031E) G-CELZ positioned out to East Midlands,

KLM(KLM/KL, "KLM")

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

Amsterdam(1545/1546, "1545/1546") – 1/1 PH-KZB, 2/1 PH-KZW, 3/1 PH-KZI, 4/1 PH-KZA, 5/1 PH-KZS, 6/1 PH-KZP, 7/1 PH-KZC, 8/1 PH-JCT, 9/1 PH-KZT(1545 positioned in after diverting to Humberside), 10/1 PH-KZD, 11/1 PH-JCT, 12/1 PH-KZM, 13/1 PH-KZA, 14/1 PH-KZU, 15/1 PH-KZE, 16/1 PH-JCH, 17/1 PH-KZV, 18/1 PH-KZF, 19/1 PH-JCT, 20/1 PH-KZB, 22/1 PH-JCT, 23/1 PH-KZH, 24/1 PH-KZF, 25/1 PH-KZO, 27/1 PH-KZI, 28/1 PH-JCH, 29/1 PH-KZS, 30/1 PH-KZF, 31/1 PH-KZE.

Amsterdam(1549/1550, "1549/1550") –1/1 PH-KZP, 2/1 PH-KZA, 4/1 PH-KZE, 5/1 PH-WXA, 6/1 PH-KZC, 7/1 PH-KZC, 8/1 PH-KZI, 9/1 PH-KZL, 10/1 PH-KZS, 11/1 PH-KZE, 12/1 PH-KZL, 13/1 PH-KZU, 14/1 PH-KZA, 15/1 PH-KZF, 16/1 PH-KZP, 17/1 PH-KZA, 18/1 PH-KZP, 19/1 PH-KZM, 21/1 PH-JCH, 22/1 PH-KZT, 23/1 PH-KZG, 24/1 PH-JCT, 25/1 PH-KZP, 26/1 PH-WXD, 27/1 PH-WXC, 28/1 PH-KZU, 29/1 PH-KZU, 30/1 PH-KZS, 31/1 PH-JCH.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) – 1/1 PH-WXC, 2/1 PH-WXC, 3/1 PH-KZF, 4/1 PH-KZE, 5/1 PH-KZW, 6/1 PH-KZR, 7/1 PH-KZH, 8/1 PH-WXC, 9/1 PH-JCT, 10/1 PH-KZW, 11/1 PH-KZF, 12/1 PH-KZF, 13/1 PH-KZU, 14/1 PH-JCT, 15/1 PH-WXA, 16/1 PH-JCT, 17/1 PH-KZF, 18/1 PH-JCH, 19/1 PH-KZS, 21/1 PH-KZI, 22/1 PH-WXC, 23/1 PH-KZG, 24/1 PH-KZF, 26/1 PH-KZO, 27/1 PH-KZH, 28/1 PH-WXD, 29/1 PH-KZD, 30/1 PH-KZE, 31/1 PH-WXA.

Additional flights

16/1 Fokker 70 **PH-KZW**(1497/7110) from/to Amsterdam (Humberside Diversion)/



Boeing 737/400 SP-ENK departing on a charter to Kiruna,Sewden, 20/1(Robert Burke)

Loganair(LOG/BE, "Loganair")

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

Glasgow(6980/6981, "53EN/36JY") – 7/1 G-LGNI, 8/1 G-LGNM, 10/1 G-LGNA, 14/1 G-LGNL, 15/1 G-LGNC, 16/1 G-LGNA, 17/1 G-LGNN, 22/1 G-LGNC, 23/1 G-LGNE, 24/1 G-LGNG, 28/1 G-LGNL, 29/1 G-LGNC, 30/1 G-LGNH, 31/1 G-LGNK.

Glasgow(6984/6985, "54CM/69MN") – 7/1 G-LGNA, 8/1 G-LGNM, 9/1 G-LGNJ, 10/1 G-LGNJ(69MN diverted to Edinburgh), 11/1 G-LGNM, 14/1 G-LGNL, 15/1 G-LGNL, 16/1 G-LGNA, 17/1 G-LGNA, 18/1 G-LGNH, 21/1 G-LGNC, 22/1 G-LGNG, 23/1 G-LGNC, 24/1 G-LGNN, 25/1 G-LGNC, 28/1 G-LGNL, 29/1 G-LGNC, 30/1 G-LGNK, 31/1 G-LGNK.

Additional Flights

25/1 (92QG) **G-BWWT** Do328 from Norwich (due snow at Manchester) positioned out to Norwich on 26/1 as BEE877A.

Manx2(NM, "Eurovan/Fast Link")

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

Ronaldsway(302/303, "32L/33L") –2/1 G-LNKS, 7/1 G-LNKS, .

Ronaldsway(304/305) 5/1 G-LNKS.

Ronaldsway(308/309, "38L/39L") –3/1 OK-ASA. 4/1 OK-TCA, 6/1 OK-UBA.

Monarch(MON/ZB, "Monarch")

Scheduled flights commence on 15/12 to **Grenoble**(Mon/Thu/Sat) and **Munich**(Fri/Sun) using Airbus A.321 aircraft.

3/1 (7567/7562) G-MARA, 4/1 (7573/7572) G-OZBT, 5/1 (7567/7562) G-OZBL, 6/1 (7573/7572) G-OZBN, 7/1 (7567/7562) G-OZBT, 11/1 (7573/7572) G-OZBT, 12/1 (7567/7562) G-OZBB, 13/1 (7573/7572) G-OZBB, 18/1 (7573/7572) G-OZBP, 19/1 (7567/7562) G-OZBB, 20/1 (7573/7572) G-OZBB, 25/1 (7573/7572) G-OZBB, 26/1 (7567/7562) G-OZBK, 27/1 (7573/7572) G-OZBY.



Monarch A.320 G-OZBY paid its first visit to LBIA on 27/1(Robert Burke)
This aircraft was formerly operated by Thomson as G-OOAR

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") – 2/1 AP-BDZ, 5/1 AP-BDZ, 12/1 AP-BEU, 16/1 AP-BDZ, 19/1 AP-BEC, 23/1 AP-BDZ, 26/1 AP-BEU.

Ryanair(RYR/FR, "Ryanair")

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

Based aircraft:- EI-EMR(1/1-8/1) , EI-EVX(1/1 -9/1) , EI-EVZ(1/1–5/1), EI-ESY(5/1-9/1) , EI-DHX(8/1-10/1), EI-EML(9/1-31/1), EI-DHS(9/1-20/1) , EI-DYZ(10/1-25/1), EI-EBE(20/1-31/1), EI-DPJ(25/1-31/1).

Flights operated by non-based aircraft:-

Arrecife(2047/2048, “7UG/7TP”) – 2/1 EI-DYM,

Dublin(156/157, “52GR/8AP”) - 3/1 EI-DAM, 5/1 EI-DHZ, 12/1 EI-DLD, 17/1 EI-EPC, 19/1 EI-DPR, 24/1 EI-DPJ, 26/1 EI-DAL, 31/1 EI-DCJ.

Malta (2449/2448, “23YM/57ZD”) – 3/1 EI-DWI, 10/1 EI-EFS, 17/1 EI-EFT, 24/1 EI-EFT, 31/1 EI-EKC.

Tenerife (2493/2494) – 6/1 EI-EVV, 13/1 EI-EKD, 20/1 EI-DYK, 27/1 EI-EMA.

Malaga (2447/2446) – 7/1 EI-EBI.

Thomson Airways(TOM/BY, “Thomson”)

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

Birmingham(868F, “868”) –2/1 G-OOBG, 9/1 G-OOBG, 17/1 G-OOBJ, 25/1 G-CPEV(from Manchester), 30/1 G-OOBH.

Sharm-el-Sheikh(868/869, “868/869”) – 3/1 G-OOBG, 10/1 G-OOBG, 17/1 G-OOBJ, 24/1 G-CPEV, 31/1 G-OOBH.

Tenerife(3530/3531, “1FB/31G”) – 4/1 G-OOBG, 11/1 G-OOBG, 18/1 G-OOBJ, 25/1 G-CPEV(return divert to Manchester).

Birmingham(3531, “31G”) – 4/1 G-OOBG, 11/1 G-OOBG, 18/1 G-OOBJ(to Glasgow).

Wizz Air(WZZ “Wizz”)

Diversions

10/1 A.320 **HA-LPS** (9SC/801) in from Warsaw(Liverpool div), positioned out to Liverpool.

18/1 A.320 **HA-LWO**(519/8010) in from Vilnius(Doncaster div), positioned out to Doncaster.

DAY BY DAY @ LBIA

01/01/13 Tuesday

Operated by Bakewell Industries Ltd, Citation Sovereign **M-ISLE** was on its first visit to LBIA, f/t Ronaldsway(1202/1816).

02/01/13 Wednesday

Enterair operated a charter inbound from Sweden this afternoon, full details in airline section. Cirrus SR.22 **G-JOID** arrived from Turweston at 1055 for a stay until 5/1, when it departed to Southend at 1157. Citationjet 4 **M-NSJS** f/t Jersey(1313/1835), n/s.

03/01/13 Thursday

An early morning visitor was Agusta A.109S **G-PBWR** owned by Helix Helicopters. It arrived from Newcastle Heliport at 0005 for a quick refuel before departing to Northampton at 0020. Having arrived last month Eurocopter EC.120B **G-EIZO** departed home to a private site near Edinburgh at 1045.

04/01/13 Friday

TBM.850 **G-PMHT** arrived from Staverton at 0906, departing back to there at 0942, returned at 1540 and departed again to Staverton at 1608. An interesting arrival at 1620 was Croatian registered Citationjet 2 **9A-DWA** operated by Winair. The aircraft, which was on its first visit, arrived from Le Bourget and departed to Zagreb at 1714.

05/01/13 Saturday

Operated by TAG Aviation(UK), Falcon 900EX **G-TAGK** arrived from Geneva(1310), returning there at 1508. Falcon 2000 **CS-DNS**(Fraction 2HG/745R) from Birmingham(1616), n/s to Gatwick(1208).

06/01/13 Sunday

Debutant Lear Jet 45 **LX-JAG**(Silver Wings 49AG) operated by Global Jet, from Luton(1420) to Le Bourget(1750). Also visiting for the first time was PA-34 Seneca **F-GSYS** based at La Rochelle, owned by ZAC de Belle Aire and was once on the UK register as G-CBOB. It arrived from La Rochelle



**A type first visit on 21/1, when Gulfstream 6 N762MS eventually arrived at snowy LBIA
The aircraft is brand new for Wal-Mart to replace Global Express N170SW(David Blaker)**



**King Air 90GTi F-HARC operated by Reel Air SAS arrived from Lyon on 8/1
and spent the night on the Multiflight'East apron(Robert Burke)**



**On finals for Runway 32, Challenger 604 N777J operated by TAG Aviation USA
was on its first visit to LBIA on 27/1(David Blaker)**

at 1535, stayed overnight before departing for home at 1613. Hawker 800XP **CS-DRU**(Fraction 695N/9BU) from Moscow/Vnukovo(1547), n/s to Rotterdam(2102).

07/01/13 Monday

Multiflight's Boeing 737/300 SX-MFT(Gain Jet 73) positioned out to Luton at 0210. Regular Cessna 441 **EI-DMG** f/t Cardiff(1107/1404). Lear Jet 35A **G-JMED**(Air Med 076) from Murcia(1542) to Oxford(1619).

08/01/13 Tuesday

Tucano **ZF240**(LOP 25) carried out an ILS and overshoot at 0858, f/t Linton. Dauphin **EI-GJL** was from and to Morton, near York(1059/1408) and arrived for a refuel. A first timer was King Air C.90GTi **F-HARC** operated by Reel Air SAS, f/t Lyon(1503/1232), with an overnight stay. C-21A(Lear Jet 35A) **84-0085**(Jalop 54) operated by 76th Air Squadron, 86th Air Wing, USAF, based at Ramstien, arrived from Fairford(1643), stayed overnight and departed to Mildenhall at 1338. Multiflight 737/300 SX-MTF(Gain Jet 73) positioned home from Keflavik at 2109.

09/01/13 Wednesday

Early morning fog caused a few flights to divert away. The Riley Cessna FT.337GT **N80N** which had been receiving attention from Multiflight Engineering since last October, carried out an air test, 1554/1622. Making its LBIA debut was Gulfstream 4 **N124TF**(Windsor Jet 24), owned by Citation 123 Corp. It arrived from St. Maarten/Princess Juliana International in the Dutch Antilles at 2157 for an overnight stay before routing to Madrid/Torreon at 1427.

10/01/13 Thursday

Based SR.22 N150ZZ departed for Birmingham at 0734 but returned at 0902 due fog at its destination. This evening we received at Wizz Air A.320, diverting due fog at Liverpool. King Air **G-SASD**(Gama 402) arrived on an Ambulance flight f/t Glasgow(1556/1833). Another hospital flight was Cheyenne 3 **G-GZRP**(Air Med 042) from Porto(1802) and then home to Oxford at 2038.

11/01/13 Friday

The '337 **N80N** carried out a further air test 1444/1509 and is now parked in the Multiflight/West hangar.

12/01/13 Saturday

Netjets Europe Citation XL **CS-DXH**(Fraction 3VN) from Cannes(1353), n/s to Le Bourget(1439).

13/01/13 Sunday

Sea King **XZ592**(SRG 128) carried out and ILS and overshoot at 1115, from and to its base at Leconfield. Jet Ranger **G-RAMY** arrived from its base Humberside at 1603 for another short residency while operating for a local pilot. It stayed until 20/2. Cheyenne 3 **G-GZRP**(Air Med 075) from Biggin Hill(1607) to Oxford(1636).

14/01/13 Monday

Multiflight's Citation G-CGMF departed to Geneva at 1329 as "Bookajet 264".

15/01/13 Tuesday

Cessna 425 **M-MANX** arrived from High Wycombe at 1100, n/s to Ronaldsway(1530). This aircraft was initially heading for Sherburn but diverted due ice on the runway there. Citationjet 4 **M-NSJS** f/t Jersey(1119/1706), n/s. Jet Ranger **G-ISPH** from Costock(1123) to Walton Wood(1356). Boeing 737/300 SX-MTF(Gain Jet 73) positioned out to Bournemouth(1222). Dauphin **G-NHAB**(Helimed 58) positioned home to Langthorby(1440) following maintenance with Multiflight. King Air 90 **G-MOSJ**(Enzo 615P/616) from Blackpool(1946), n/s to Ronaldsway(0949).

16/01/13 Wednesday

A very misty, murky day. King Air 90 **G-MOSJ**(Enzo 616/617P) returned from Ronaldsway at 1634 and again night stopped before departing to Inverness at 1155 the following day.

17/01/13 Thursday

King Air 200 **G-SASD**(Gama 476B) from Glasgow(1231) on an ambulance flight, then to Prestwick(1558). Hawker 800XP **CS-DRC**(Fraction 5LE/872C) from Bournemouth(1443) to Grenoble(1539). King Air 90 **G-MOSJ**(Enzo 617/617P) from Inverness(1529) to Liverpool(1612).

18/01/13 Friday

Snow down South resulted in some inbound flight cancellations and also a Wizz Air A.320 diverting from Doncaster. King Air **G-ZVIP**(Prestige 66K) from Geneva(1505) to Exeter(1605).

19/01/13 Saturday

Citationjet 2 **G-SONE**(Clifton 10) f/t Guernsey(1238/1802). Debutant Citation XL **D-CSUN**(Air Hamburg 677/679N) from Stuttgart(1421), n/s to Ronaldsway(1331).



Citation XL LX-SEH of Luxaviation departing to Moldova, 27/1(David Blaker)



Following long-term maintenance Cessna 337 N60N was air tested on 9/1(Robert Burke)



First Croatian registered bizjet to visit LBIA was Citationjet 2 9A-DWA of Winair on 4/1



Lear Jet 45 LX-JAG of Global Jet, with strange tail art, paid its first visit to LBIA on 6/1

20/01/13 Sunday

Once again Enter Air operated a charter to Sweden.

21/01/13 Monday

The day the snow arrived with around 8 inches blanketing the area. The airport finally opened at 1230 with the first departure being resident PC-12 **M-HARP**. We were due to have a first visit of type this morning with Gulfstream 6 **N762MS**, a new acquisition for Wal-Mart departing its base at Rogers around 0400 GMT and due here around 1100. It diverted to Manchester initially but positioned over the Penines later, arriving here at 1443 and night-stopping.

22/01/13 Tuesday

King Air 90 **G-MOSJ**(Enzo 822P/622) positioned from its base at Liverpool(1221) to operated outbound to Inverness(1346). A first time visitor was Phenom **N600PB** owned by 600PB LLC and based in Eire. It arrived from Dublin/Weston(1632) for an overnight stay before departing to Glasgow(1643). The Gulfstream 6 **N762MS** departed to Zurich at 1815 following its overnight stay.

23/01/13 Wednesday

King Air 200 **G-BYCP**(Lonex 50CP) f/t Biggin Hill(0958/1551). Citationjet 4 **M-NSJS** f/t Jersey(1200/0947), n/s until 29/1. The Multiflight Citation Bravo G-CGMF arrived from Tenerife(1350) using call-sign "Bookajet 173". Visiting for the first time was Citation Mustang **F-HERE**(Wijet 04) of Jetinvest SASU, f/t Le Bourget(1725/0725), n/s.

24/01/13 Thursday

King Air 90 **G-ORTH**(Enzo 01) f/t Southend(0942/1225).

25/01/13 Friday

King Air 200 **G-BGRE**(Chalgrove 01) from Staverton(1128) to Chalgrove(1150). Citation Mustang **D-ITIP**(Startreck 222) operated by Starwings Dortmund Luftfahrtgesellschaft GmbH, from Düsseldorf(1405) to Dortmund(1437). PA-31T Cheyenne **G-FCED**(Air Med 068) from Grenoble(1508) to Oxford(1540). Citation XL **LX-SEH**(Red Lion 50) from Luxemburg(1629) n/s until 27/1, to Chisinau International, Moldova(1414). This evening were received a handful of diversions due snow at Manchester, before the white stuff also hit us! One GA diversion was Pilatus PC-12 **M-ERIL** which was heading from Manchester from Oxford but landed here at 2015. It night-stopped until 27/1 before departing back to Oxford(1100).

26/01/13 Saturday

Some disruption early morning following the snowfall last night however the airport operated normally most of the day, with the aircraft that diverted from Manchester positioning out having been stuck here overnight. PA-42 Cheyenne 3 **G-GMED**(Air Med 054) from Annecy(1829), n/s to Guernsey(0847).

27/01/13 Sunday

Debutant Challenger 604 **N777J** operated by TAG Aviation USA Inc, from Birmingham(1201) to Glasgow(1637).

28/01/13 Monday

An interesting arrival, also on its first visit to LBIA, was Malta registered Citationjet 3 **9H-ALL**(Luxwing 101) owned by Luxwing Ltd. It arrived from Nice(0922), n/s. Citation XL **LX-SEH**(Red Lion 50) from Gatwick(1024) to Luxemburg(1458). Citation Mustang **G-XAVB**(Beauport 581) f/t Jersey(1056/0727), n/s. Cirrus SR.22 **G-CHAJ** f/t Sandtoft(1128/1344). King Air 200 **ZK454**(Cranwell 84), ILS and overshoot(1134) f/t Cranwell. Twin Squirrel **G-TAKE**(Arena 08) f/t Redhill(1152/1318). King Air 90 **G-ORTH**(Enzo 528/9) f/t Cardiff(1309/1619), n/s.

29/01/13 Tuesday

Phenom **G-CGNP**(Flairjet 484A/485A) from Liverpool(0827) to Birmingham(1234). King Air 90 **N200RE** arrived from its base at Gamston(0902) for another visit to Multiflight Engineering, n/s. It returned home at 1800 on 31/1.

30/01/13 Wednesday

Citation XL **EC-KPB**(Privium 331/2) operated by Jetnova, from Barcelona(1139) to Northolt(1312). The Citationjet 3 **9H-ALL** which arrived on 28/1 departed back to Nice at 1520 as "Luxwing 101". Falcon 2000EASy **CS-DFK**(Fraction 2UR) from Hannover(1611) to Luton(1855).

31/01/13 Thursday

Quite a number of flight diverted away due to strong cross-winds gusting to 50 knots. Citation XL **CS-DXR**(Fraction 257B/322G) from London City(1413) to Manchester(1714).

Jet2..... the first 10 years

by Jim Stanfield



February 2013 saw the tenth anniversary of the start of Jet 2 operations from Leeds/Bradford Airport(LBIA). To me it seems like only yesterday. I recall saying to David/ Bates at the time, "I'll give them six months". Not my best call as it has turned out. This item records some of the landmarks of that first ten years. What follows is a success story

The first approach to LBIA was made by a consultant operating on behalf of the Dart Group; Jet2's parent company. They had spotted the potential at Leeds. Discussions between the Airport and low cost operators Go, Ryanair, bmiBaby etc, had been taking place, but a deal had yet to be struck. A meeting was arranged between Ed Anderson and Philip Meeson and out of this came the basing of Jet 2 at LBIA, initially with two aircraft. Lo and behold Yorkshire had its own low cost airline.

Jet2 opened for business on 11 December 2002. Two ex Ansett B.737/300 were to be based at Leeds/Bradford. Twelve thousand tickets were sold in the first 24 hours. Who would have thought that so many folk would want to go to Amsterdam?

The inaugural flight was to Schiphol (AMS) on 12 February 2003, using G-CELS. Notables on this flight included Geoff Ward and Harry Morrow. My own first flight with the new airline was on 24 March 2003 for a spotting trip to Schiphol with a group of friends. We flew out on G-CELV and back on G-CELS. As the year progressed the airline added a further six routes to Med destinations, followed shortly by two more to Faro and Prague. Jet2 ended the year having flown over 600,000 passengers in their first year of operation – a stunning success. Since these early days, I have flown several times with Jet2 as have many others and consequently the passenger growth has been impressive. This initial success at Leeds/Bradford was followed by years of almost continuous growth. The only blips were in 2008 and 2009 as the damaging collapse of the banking sector took its toll on confidence. By 2010 normal service had been resumed with passenger figures rising again.

As at March, 2004 Jet2 had flown 500,000 passengers, but by Sept of that year they had doubled the figure and reached the milestone of one million. The move to expand beyond LBA started with Belfast International in Spring 2004 and Manchester in December. Expansion accelerated in 2005 with the opening of a base at Newcastle, followed later in the year by Blackpool and Edinburgh. So by the end of 2005 Jet 2 had carried well over 2 million passengers. As load factors increased on the popular routes, the need for extra seats was achieved by the acquisition, in autumn 2005, of their first two B757s. At the time I recall Tim Jeans, MD of Monarch, saying at a TAS meeting that Monarch would not be rushing to dispose of its 757s into a market where Jet2 was acquiring them.

In 2006 there was a further confidence boost for LBA as the whole company moved north from Bournemouth, where it had been for many years. The company's new HQ located to a site on the Airport in Low Fare Finder House. Meanwhile Jet2 became Jet2.com and purchased six additional B.757s. Developments continued. Jet2's version of the low cost model was a great success and had brought a welcome expansion to Leeds/Bradford. The West Yorkshire public now had a choice of destinations undreamed of at LBA in 2002.

The launch of Jet2.com holidays in 2007 complemented the Jet2.com operation and took the company into new markets. It also brought a delightful new colour scheme to the airline scene. I was never a fan of the grey/red scheme, even after the addition of the red tail. To me it is not right for the leaden skies of a North of England airport, only coming into its own on a sunny Mediterranean apron. However, the holiday scheme brings a smile to your face whenever it appears. Well done to the man with the paintbrush and the sunny paint-pot.

In 2008 we had further excitement with the return of the "holy grail" to LBA transatlantic flights. Special flights on B757s were introduced, in November and December, for those folk wealthy enough to do their Christmas shopping in New York, in preference to the White Rose Centre and Meadowhall. With this move Jet2 became the first low cost operator to offer New York. Suddenly a Jet2 757 appeared with winglets.

A move beyond the Airline's traditional heartland of the North, came in May 2010 with a new base at East Midlands. Later in the year a Glasgow base was announced with a 737 and a 757, making the eighth Jet2 base with flights starting early 2011. In January, 2011 two leased B737/800 were introduced to give extra seating flexibility and improved passenger appeal.

Jet 2's success must have much to do with the experience acquired by Channel Express over many years. They have been able to expand without the hiccups and traumas that have historically blighted so many attempts at airline expansion. Experience certainly shows in the Jet2 operation. The airline has won countless awards, too numerous to mention here, and regularly gets high passenger satisfaction ratings.

The presence of Jet2 at LBA has been a blessing for Air Yorkshire as a ready source of speakers. We have been pleased to welcome three speakers from Jet 2 management to our monthly meetings. The first was Julian Carr in 2003 followed by Richard Bodin and more recently Nick Godfrey. Over the last ten years the annual Air Yorkshire spotting day to Schiphol Airport, flying Jet2, has become increasingly popular from the small beginnings in 2003.

The current Jet2 fleet stands at forty-two aircraft as follows: twenty seven B737/300, four B737/800 and eleven B757/200s. From two aircraft and nine destinations in the first year, Jet2.com now offers flights to more than 50 sun, city and ski destination. With over 4 million passengers flying Jet 2 in 2012, what will the future bring.

In 2013 they are already planning a new base. This time in Alicante in Spain with two based aircraft. A new base with two based aircraft (G-CELS/V)..... now where have I heard that before?

Happy tenth birthday Jet2. We spotters look forward to the next ten with anticipation.

Jim Stanfield



Boeing 737/300 G-CELE featuring the original grey scheme complete with grey tail



Boeing 757/200 G-LSAE showing the later adopted grey scheme with red tail, to make it stand out



Boeing 737/800 G-GDFF, the 3rd '800 acquired and the first 737 to feature the Jet2 Holidays scheme



The inspiration for the Holidays scheme, 757/200 G-LSAM in Allegiant colours and Jet2 titling

THE JET2 FLEET

D-AGET	Boeing 737/75B	Leased from Germania late summer 2012, based LBIA
EI-DXO	Boeing 737/46J	Leased from Futura, 12/05/07 – 31/10/07, operated as EC-KDZ(12/05/07 – 10/06/07)
G-CEAH	Boeing 737-229(A)	Leased from European Air Charter, 01/08/07 – 23/12/07
G-CELA	Boeing 737/377(QC)	ex VH-CZK, delivered 13/02/05, "Jet2 Newcastle"
G-CELB	Boeing 737/377	ex VH-CZL, delivered 22/05/04, "Jet2 YORKSHIRE", "Grand depart 2014" in honour of the Tour de France stating in Leeds next year.
G-CELC	Boeing 737/377	ex N190FH, delivered 09/10/02, "Jet2 Venice"
G-CELD	Boeing 737/33A	ex N191FH, delivered 30/01/04, "Jet2 Alicante"
G-CELE	Boeing 737/377	ex VH-CZX, delivered 27/03/05, "Jet2 Belfast"
G-CELF	Boeing 737/377	ex S7-ABB, delivered 12/11/04, "Jet2 Sardinia"
G-CELG	Boeing 737/377	ex S7-ABD, delivered 09/12/04, "Jet2 Turkey"
G-CELG	Boeing 737/330	ex D-ABXD, delivered 24/09/04, "Jet2 Faro"
G-CELI	Boeing 737/330	ex D-ABXE, delivered 25/11/04, "Jet2 MANCHESTER"
G-CELJ	Boeing 737/330	ex LZ-BOG, delivered 01/12/04, "Jet2 Italy/Jet2 Italia"
G-CELK	Boeing 737/330	ex LZ-BOH, delivered 03/01/06, "Jet2 Edinburgh"
G-CELO	Boeing 737/33A(QC)	Operated as TF-ELO, 31/01/06 – 22/01/07, "Jet2 Faro"
G-CELP	Boeing 737/330(QC)	ex TF-ELP, delivered 03/06/06, "Jet2 Malaga"
G-CELR	Boeing 737/330(QC)	ex TF-ELR, delivered 12/03/07, "Jet2 Corfu"
G-CELS	Boeing 737/377	ex VH-CZH, delivered 11/12/02, "Jet2 Leeds/Bradford"
G-CELU	Boeing 737/377	ex VH-CZE, delivered 01/03/03, "Jet2 SCOTLAND"
G-CELV	Boeing 737/377	ex VH-CZI, delivered 09/02/03, "Jet2 Amsterdam"
G-CELV	Boeing 737/377(SF)	ex N659DG, delivered 03/01/06, freighter based Exeter
G-CELX	Boeing 737/377(QC)	ex VH-CZB, delivered 05/04/03, "Jet2 Malaga"
G-CELY	Boeing 737/377(QC)	ex N662DG, delivered 28/04/04, "Jet2 Manchester"
G-CELZ	Boeing 737/377(QC)	ex VH-CZF, delivered 10/08/04, "Jet2 Croatia"
G-CGET	Boeing 737/33A	ex G-TOYE, delivered 25/08/09, leased from AWAS, to N455AN 25/07/11
G-FLTC	BAe.146/300	Leased from Flightline, 25/04/06 to 03/06/07
G-GDFA	Boeing 737/3G7	ex OE-IAD, delivered 22/01/10, scrapped(de-registered 09/12/11)
G-GDFB	Boeing 737/33A	ex SX-BBU, delivered 05/05/10(leased), purchased 16/11/11, Jet2 Holidays colours
G-GDFC	Boeing 737/8K2(W)	ex PH-HZC, delivered 08/01/10, "Jet2 Cyprus"
G-GDFD	Boeing 737/8K5(W)	ex D-AHFB, delivered 21/04/11, Jet2 Holiday colours
G-GDFE	Boeing 737/3Q8(QC)	ex OO-TNF, delivered 23/07/11(White with red tail)
G-GDFF	Boeing 737/85P	ex EC-HGP, delivered 22/12/11, Jet2 Holiday colours
G-GDFG	Boeing 737/36Q	ex LN-KKQ, delivered 16/07/12, "Jet2 Budapest"
G-GDFH	Boeing 737/3Y5	ex LN-KKC, delivered 20/06/12, "Jet2 Majorca"
G-GDFJ	Boeing 737/804	ex G-CDZI, delivered 19/03/12, Jet2 Holiday colours
G-GDFK	Boeing 737/36N	ex ES-ABK, delivered 20/03/12, Jet2 Holidays scheme
G-GDFL	Boeing 737/36N(W)	ex OO-VEG, delivered 15/08/12, Jet2 Holidays scheme
G-GDFM	Boeing 737/36N	ex OO-VEN, arrived Budapest 31/01/13, preparation to enter service spring 2013
G-GDFN	Boeing 737/33V(W)	ex YL-BBK, due for delivery spring 2013
G-GDFO	Boeing 737/3U3	ex G-THOP, delivered 01/03/13, Jet 2 Holiday colours
G-GDFP	Boeing 737/8Z9(W)	ex EI-EZB, currently stored Dublin, due to enter service Summer13
G-GDFR	Boeing 737/8Z9(W)	ex EI-EZH, ferried Shannon – Southend, 08/03/13
G-GDFS	Boeing 737/36M	ex G-TOYJ, due to enter service for Summer 2013
G-GDFT	Boeing 737/36Q	ex G-TOYM, due to enter service for Summer 2013
G-LSAA	Boeing 757/236	ex N241CV, delivered 08/10/05, "Jet2 Tenerife"
G-LSAB	Boeing 757/27B(W)	ex N136CV, delivered 29/12/05, "Jet2 Menorca"
G-LSAC	Boeing 757/23A(W)	ex N234DG, delivered 22/05/06, "Jet2 Lanzarote"
G-LSAD	Boeing 757/236	ex SX-BLW, delivered 04/08/06, Jet2 Holidays colours

G-LSAE	Boeing 757/27B(W)	ex OM-SNA, delivered 13/10/06, Jet2 Holidays colours
G-LSAF	Boeing 757/225	ex TC-OGB, registered 30/10/06, never delivered. To N689GX 05/01/07(stored).
G-LSAG	Boeing 757/21B	ex B-2801, delivered 27/03/07, Jet2 red tail colours, no name
G-LSAH	Boeing 757/21B	ex B-2802, delivered 22/03/07, Jet2 red tail colours, no name
G-LSAI	Boeing 757/21B	ex B-2803, delivered 24/04/07, Jet2 red tail colours, no name
G-LSAJ	Boeing 757/236	ex G-CDUP, delivered 13/05/08, "Jet2 New York"
G-LSAK	Boeing 757/23N(W)	ex N517AT, delivered 23/05/10, Jet2 Holidays colours
G-LSAL	Boeing 757/204	ex G-BYAI, leased from Allegiant 11/02/11. to N904NV 03/10/12
G-LSAM	Boeing 757/204	ex G-BYAH, leased from Allegiant 29/03/11, to N903NV, 17/10/12
G-LSAN	Boeing 757/2K2(W)	ex HC-CIY, delivered 10/08/12, Jet2 Holidays colours
G-	Boeing 757/200	To be leased from Titan Airways, Summer 2013, based Man.
LX-STA	Airbus A.320	Leased from Strategic for Summer 2012(LX-STB/C also used), based Manchester
OK-	Boeing 737/800	To be leased Travel Service for Summer 2013, based LBIA.
TF-ELA	Boeing 737/33A(QC)	Leased from Air Atlanta, Iceland, 02/04/05 to 02/06/05
TF-ELZ	Boeing 737/4YO	Leased from Air Atlanta, Iceland, 09/02/05 to 10/01/06
TF-JXA	MD-82	Leased from JetX, 12/05/05 – 06/07/05

Registrations in bold type indicate aircraft still in service, in italics due to enter service this year. The company also regularly leases aircraft on short term contracts from numerous different European airlines to cover for unserviceable aircraft especially at peak summer times.

Trevor Smith



Boeing 737/400
EI-DXO was
leased from
Futura/Gael
in 2007 and
was based at
Manchester for
the duration of
its operations
with the company

G-CEAH is the only '200 series 737 to have been operated by the airline, when it was leased from European Airlines in late 2007



BAe.146/300
G-FLTC, leased
from Flightline,
primarily for
used on the
Newcastle -
Gatwick route,
a fairly short-
lived venture.

COMMERCIAL AVIATION NEWS

by David Wooler



PHOTO MARTIN ZAPLETAL

LEEDS/BRADFORD NEWS

Hopefully you will read this before the event, and I know we have been here before, but P.I.A. are due to upgrade their service to a Boeing 777-200 from March 13th. This was confirmed on both the PIA and the Airport WEB site on the 5th March as follows:-

Pakistan International Airlines (PIA) has announced the introduction of Boeing 777 operations on their non-stop services from Leeds Bradford Airport (LBA) to Islamabad from 13 March, 2013. This larger aircraft, renowned for its comfort and spaciousness, will offer enhanced cabin facilities providing 35 business class seats and 294 in economy. Passengers in both economy and business class will benefit from increased leg room and a wide selection of refreshments from lights snacks to delicious meals. Comprehensive in-flight entertainment with the latest films, music and games will also be available. PIA has introduced the Boeing 777 aircraft due to the high demand from travellers in Bradford and the surrounding Yorkshire region who want to fly to and from Pakistan from their local airport. The airline will introduce the aircraft on the existing twice weekly LBA schedule on a Wednesday and Saturday. Tony Hallwood, Commercial Director at LBA, commented: "We have been working closely with the local community and businesses to introduce Boeing 777 operations at LBA. We are now delighted that we have been able to secure this important PIA Boeing 777 flagship service to meet the growing demand from both the Yorkshire region as well as the airline's customers in Islamabad" Pakistan International Airline's Manager at Leeds Bradford, Muhammad Shafique, commented on the announcement: "This is excellent news for Leeds Bradford and the entire region that we serve, confirming our confidence in LBA's status as Yorkshire's premier international gateway for our customers. With the upgraded facilities available on the Boeing 777 for both business and leisure travel, alongside a competitive fare, we are confident that more Yorkshire passengers will decide to fly with PIA."

EDITORIAL COMMENT:- As we go to press the arrival of the 777 on 13th March is in doubt. Only time will tell if we will ever see it. Watch this space!!!

Jet2 have confirmed the registrations of the eight aircraft that are been acquired over the next few months before the summer season. It see's 3x Boeing 737-800's and 5x Boeing 737-300's been added to the fleet as follows:-

G-GDFM =	B737-36N	(Ex Brussels Airlines OO-VEN)
G-GDFN =	B737-33V-W	(Ex Air Baltic YL-BBK)
G-GDFO =	B737-3UV	(Ex Thomson Airways G-THOP)
G-GDFP =	B737-8Z9	(Ex Austrian Airlines OE-LNJ)
G-GDFR =	B737-8Z9	(Ex Austrian Airlines OE-LNQ)
G-GDFS =	B737-36M	(Ex bmi baby G-TOYJ)
G-GDFT =	B737-36Q	(Ex bmi baby G-TOYM)
G-GDFV =	B737-85F	(Ex Air Algeria/Travel Service EC-LKO)

Scrapping the so-called 'flight tax' would boost Yorkshire's economy and the region's international links by levelling the playing field with European aviation competitors, according to Leeds Bradford Airport's marketing chief. Tony Hallwood, LBA commercial director, has backed calls for the Government to abolish Air Passenger Duty in the light of a new report which claims the move would generate a net tax gain for the Treasury and create nearly 60,000 new jobs. Duty of between £26 and £184 is levied on each passenger on every flight, depending on the distance travelled. Since January 2007, APD has increased by up to 260 per cent for short-haul flights and up to 360 per cent for long-haul. Mr Hallwood said: "Leeds Bradford Airport welcomes this report as we have long been calling for APD to either be abolished and significantly reduced in order to make us more competitive with other European countries and to boost Yorkshire's economy and connectivity with international markets. "Removing this tax would enable us to fly to more places and generate economic activity, which would generate income for the Treasury through other taxes. It would be a virtuous circle The study by business advisers PwC was commissioned by four major UK airlines into the economic impact of APD. It used a model favoured by Chancellor George Osborne and used by the International Monetary Fund, World Bank and some government. It found that abolishing APD would boost UK GDP by 0.46 per cent in the first year, with continuing benefits up to 2020. The boost to the UK economy would amount to at least £16 billion in the first three years and result in almost 60,000 extra jobs over the longer term. PwC said abolishing APD would pay for itself by increasing revenues from other sources such as income tax and VAT. This net benefit, even after allowing for the loss of APD revenue, would be almost £500 million in the first year. It suggests that the economic boost would come from extra investment by airlines to expand their networks, and investment by other aviation businesses to support this growth. Scrapping APD would also bring a net increase in inbound tourism, which counts as an export for the UK economy.



Thr latest addition to the Jet2 fleet, Boeing 737/300 G-GDFO arriving at LBIA, 3/1 on delivery from Southend. This aircraft was formerly operated by Thomson Airways as G-THOP. It entered service the following day(David Blaker)

On the 12th February it was officially 10 years since **Jet2.com** began flying from Leeds Bradford Airport, bringing cost effective European air travel to Yorkshire. Since its launch, Jet2.com has helped more than 30 million passengers reach their favourite destinations, with 2012 proving to be the most successful year to date as over 4.25 million customers chose to travel with the airline. Jet2.com now offers more than 50 sun, ski and city destinations from 8 regional UK airports. To mark this important milestone, Jet2.com has reunited original cabin crew members and one of the first ever passengers, to recreate the inaugural consumer flight to the scenic Netherlands capital, Amsterdam.

Philip Meeson, Jet2.com Executive Chairman said: *"We'd like to thank our loyal customers for their on-going support in making the last 10 years so successful. Jet2.com enjoyed a fantastic welcome in the region and the significant growth we've achieved in the past decade, is largely thanks to our loyal customers continuing to make us their airline of choice. "We remain committed to delivering great value prices with a friendly service, but also to providing access to the places our customers tell us they want to go. Last year alone we added 30 exciting new destinations and with many more additions on the horizon, we're confident we'll continue to meet the needs of the region's holidaymakers."*

Ian Peacock, from York, bought a return ticket to Amsterdam for £60 on the first ever Jet2.com flight. He today joins in celebrations as he boards the anniversary Amsterdam flight, together with original cabin crew, Jamie Leggett and Justin Grant.

Mr Peacock said: *"I've flown regularly with Jet2.com since the first flight, though its hard to believe 10 years can go by so quickly. You can still get great airfares, which along with the increasing number of places to choose from, are the main reasons why I still choose to fly with Jet2.com."*

Jet2.com facts:

600,000 passengers travelled in the first year of operation (2003)

Jet2.com's fleet consists of 42 aircraft from 2 initially

From nine in the first year, Jet2.com now offers flights to more than 50 sun city and ski destinations

Sister company Jet2holidays launched in 2007 – and quickly became the region's package holiday expert

Spain remains popular with Yorkshire travellers but Jet2.com's 2013 What's Hot report revealed Croatia as the place to see this year

Jet2.com transported a pride of Romanian lions to their new home at Yorkshire Wildlife Park

Famous flyers include cast and crew from the Skyfall Bond movie, as well as Yorkshire soap, Emmerdale

Jet2.com went transatlantic in 2008 with flights to New York taking off for the first time

Jet2.com helped over 200 hopefuls attempt to find love on the first ever speed dating flights to Paris in 2012

The Jet2.com Party Plane will see one lucky winner take off with 99 mates to the destination of their choice, as part of the 10th anniversary celebrations.

AIRPORT NEWS

Concerns over wet paint on the runway shut **Guernsey Airport** for 30 minutes, on the 15th February an airport director has announced. Colin Le Ray said the closure between 08:30-09:00 GMT was a precaution while investigations took place after "one or two wheel marks" were discovered. He said they checked the paint on the runway and also examined the planes that had landed in case they had picked up any paint. The runway surface is being replaced under an £80m refurbishment project. Mr Le Ray said: "As the runway is being resurfaced over a period of time obviously we're not putting permanent paint markings down so we're putting temporary paint markings down as and when they fade." He said the painting was completed at 03:00 GMT but did not dry as had been anticipated. Mr Le Ray said of the project: "We're about three quarters of the way down the length of the runway doing strengthening and regulating, which is taking out the humps and dips and also putting some strength into the surface. "We hope that work will be completed towards Easter and then we start with the final layers of the runway in the summer months."

Heathrow Airport and airlines will be asked to provide an explanation over the scores of cancelled flights caused by the January snowfall. Government transport spokesman Earl Attlee said disruption had been reduced "significantly" at the airport since 2010, but he said the issue would be investigated. At question time in the House of Lords, he said Heathrow had implemented the 14 recommendations included in a 2011 inquiry into the airport's resilience in a £50 million programme. He said: "Airlines have also improved their responses to severe weather. However we are asking airlines to explain

why aircraft de-icing problems occurred at Heathrow and what improvements are needed.” And he added: “The Minister of State (Simon Burns) will be having a chat with the management of Heathrow.” His comments came as Heathrow and British Airways came under fire from peers over the cancellations. Tory former minister Baroness Browning said: “We will have witnessed on the television the misery of passengers and of course the damage done to the UK’s reputation.” She said it was time for “Heathrow to learn the lessons rather quickly so we do not have these annual reports after what is after all a rather modest snowfall”. Lord Attlee said there had been “some disappointment” and that television news had not shown the “very significant” disruption at other European airports.



**Another airline has bitten the dust this Month, Orbest formerly know as Iberworld
Above is A.320 EC-LRT pictured at Dublin in more happier times(Andrew Barker)**

AIRLINE NEWS

Flybe's restructuring programme will involve reducing the fleet by seven aircraft compared with its previous growth plans. The airline, which operates Bombardier Dash 8 Q400s and Embraer regional jets, is to sell four owned aircraft - it has yet to disclose the types involved. Two of these sales, it says, have already been contracted "at prices above book value". It will also remove growth aircraft planned for 2013-14. Overall, says the company, the operating fleet will be reduced in 2013-14 by seven aircraft compared with Flybe's previous fleet plan. The company says this will remove £70 million (\$110 million) of "commercial revenue risk" per year. Flybe detailed the fleet changes as it disclosed that it would cut 300 personnel from its UK operation as part of the restructuring. Chief executive Jim French says the company has tried to avoid the cuts, the first time in 30 years it has had to resort to such action. But he says the move is necessary because any "significant change" to the UK economy, or "rebalancing" of air passenger duty, are still "some way off". He says the company also needs to take advantage of the rapidly-growing contract-flying market in Europe and "fully exploit the leadership position we have created". Flybe is to implement cost-reduction plans with other suppliers, including airports and maintenance providers, but says it does not expect to close any of its 13 UK bases. It will, however, carry out a "thorough review" of its network in the second stage of its turnaround plan.

Thomson is to refund only the £10 premium paid by passengers per flight if their holidays are affected by delayed delivery of the new Boeing 787 Dreamliner. Boeing has told Thomson that its first Dreamliner will not be delivered as scheduled this month because of on-going safety tests which have grounded all 50 aircraft in service around the world. Thomson has warned consumers that if delivery is delayed beyond March it may not be able to offer Dreamliner flights to Florida and Mexico as planned from May. The Tui Travel airline is working on contingency plans which may include using 767s on the long-haul services. Holidaymakers paid extra for Dreamliner flights, and many booked premium seats that they may or may not be able to get on the replacement flights. Thomson has said that if it can't offer customers the Dreamliner flight they paid for, it will refund the £10 per person per flight premium it charged. The company will also try to offer customers who paid for premium seats

on the Dreamliner an equivalent seat on a replacement aircraft. If this is not possible, it will refund the difference. Thomson says normal terms and conditions apply to anyone wanting to change flights or cancel their holiday because they no longer want to fly on the Dreamliner. This means paying an amendment fee of £50 per person, up to 21 days before departure, to change flights. After that it would be 90% to 100% of the original cost. Anyone wanting to cancel their holiday would lose their deposit. Those opting to cancel 69 days or less before departure would lose their deposit and have to pay a cancellation fee. Thomson said normal terms and conditions applied because it had every faith in Boeing's ability to fix the safety issues, and once the Dreamliner was back in service Thomson would have "absolutely no hesitation in flying it," consumer watchdog *Which?* reported.



Colourful Boeing 737/8Q8 9Y-JMA of Caribbean Airlines at Toronto, 13/1(Ian Morton)

AIRCRAFT NEWS

Airbus says it will not use lithium-ion batteries in its forthcoming A350 plane because of problems that have grounded rival Boeing's 787 Dreamliner. The European planemaker said it would use traditional nickel-cadmium batteries instead, as already used in the A380 and other models. Investigations are continuing after battery problems came to light on 787s operated by Japan's top two airlines.

The firm said it did not expect any further delays to the launch of the A350. The maiden flight is due to take place later this year, with the first passenger flight expected in the second half of 2014. In a statement, Airbus said it was "confident" that the lithium-ion battery that it had been developing with French battery-maker Saft was "robust and safe". It added that A350 test flights would continue with the lithium batteries. "However, to date, the root causes of the two recent industry Li-ion main batteries incidents remain unexplained to the best of our knowledge," Airbus said. "In this context, and with a view to ensuring the highest level of programme certainty, Airbus has decided to activate its Plan B and therefore to revert back to the proven and mastered nickel-cadmium main batteries for its A350 XWB programme at entry into service (EIS). "Airbus considers this to be the most appropriate way forward in the interest of programme execution and A350 XWB reliability."

The A350 is intended as a rival to the Dreamliner, which was grounded last month after a lithium-ion battery on a Japan Airlines plane caught fire, while an All Nippon Airways flight was forced to make an emergency landing because of a battery malfunction. These planes use lithium-ion batteries because they are relatively powerful compared to their size and weight. They are used for significant functions such as providing the starting and emergency power supply on the A350 aircraft. Lithium batteries are also commonly used in other planes, but these are much smaller batteries, running much more minor things such as a small set of lights. Shares in battery-maker Saft fell after the announcement. When it agreed the Airbus contract in 2008, it said it expected it to be worth 200m euros (\$267m; £172m) over 25 years.

Ryanair is closing in on a deal to buy at least 150 Boeing 737 passenger jets and the contract could be signed within weeks, industry sources said. Ryanair said in a statement that a deal was unlikely to be signed until later in the year at the earliest. Most or all of the planes would likely be current

generation 737s rather than the upcoming Max upgrade, which would allow Ryanair to secure a significant discount on the list price, two of the sources say. A large order of current generation 737s would help Boeing ensure no fall in production as customers hold out for the Max, scheduled to enter service in 2017. At current list prices, an order for 150 Boeing 737-800s would cost about \$13 billion. Ryanair, Europe's top budget airline, has been in discussions with Boeing for years about a large order which it needs to help achieve its plan of increasing its annual capacity to 120 million passengers in 2022 from around 80 million today. But spokesman Stephen McNamara said a deal was not imminent. "None is expected until perhaps the end of calendar 2013 or early 2014, at the earliest," he said in a statement. Ryanair has exclusively used Boeing planes in the past and last year O'Leary said it would likely order a combination of current generation Boeing 737 and its upgrade, the 737 Max. The current generation is less fuel efficient, but that would have less of an impact on Ryanair's relatively short route lengths.

As Ryanair does not have a relationship with Airbus it cannot use the strategy used by other airlines to play them off against each other. Instead it has in the past tried to time significant orders for holes in Boeing's production schedule. O'Leary in 2002 secured an order of 125 planes in 2002 at discounts rumored to be 40 to 50 percent off list as Boeing struggled with a downturn. The low aircraft cost has underpinned Ryanair's rapid seven-fold rise in passenger numbers in the decade since. But talks over a 200-plane order broke down in 2009 at the last minute and O'Leary has been trying to secure a favorable deal with Boeing ever since. A deal would be a boost for Boeing as it seeks to sort out problems with its new 787 airliner, which has triggered a wave of negative publicity. Aircraft manufacturers often sell planes at lower prices immediately before a new generation of jet is released. A Boeing executive declined comment on a possible Ryanair order. Ryanair chief financial officer Howard Millar told a conference on Wednesday the airline was in talks about the purchase of up to 200 Boeing aircraft, according to a delegate. The conference was closed to the media.

OTHER NEWS

Air traffic control in the UK could be in for a radical overhaul if research into a new way of locating and tracking aircraft gets the green light. Radar provider Thales has been given funding to look into using existing TV signals to locate and track aircraft. Dubbed multi-static primary surveillance radar, the system has several benefits. Chief among them is the fact that it would free up spectrum for next-generation mobile services. The proposed system works by utilising the TV transmitters that are dotted around the UK. Each will receive the same TV signal but at a slightly different time because of the reflections and interactions with aircraft flying in their vicinity. The received signals are then compared to the original broadcast, and the difference is used to locate the position of the aircraft. The two-year research project is being funded by the Technology Strategy Board, a government agency set up to find innovative ways of using technology. Thales believes that the large number of TV transmitters means the system could provide a more reliable infrastructure than the current one which typically relies on one radar per airport. From the government's point of view, a new system would mean that they could sell off spectrum currently used by air traffic control. The auction of the airwaves that will allow widespread 4G services in the UK is ongoing but the government is already looking to release more spectrum for 5G services, probably around 2020. Another issue for current air traffic control systems is that they face interference from wind farms, which are increasingly springing up around the UK to provide alternative sources of energy. John Smith, head of Air Traffic Management strategy at Thales, told the BBC that the two issues make a compelling argument for change but admits that not everyone is persuaded that the current system, which has been in use since World War Two, needs an overhaul. "There are an awful lot of barriers to gaining acceptance in the market place," he said. "In the air traffic control industry there is a belief that things have always been done a certain way and so there is reluctance to move to something that is radically different. We have to prove, first and foremost, that it is safe."

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THE RAF IN YORKSHIRE AND LINCOLNSHIRE

2013 UPDATE

BY DAVID SENIOR

Apart from the serials not much has changed in our area since my last update way back in 2010. Church Fenton has lost a few Grobs. BAe Systems has all but shut down and I am told by someone that works at Brough that they are all in fear of losing their jobs. 9 Regiment at Dishforth are due to move out and relocate to Middle Wallop. The Red Arrows are staying at Scampton instead of moving to Waddington. Waddington has lost the Nimrod R.1's and their replacements are not yet in service. Barkston Heath has finished their transition to the Grob from the Firefly. Lastly the Dominie T.1's have gone at Cranwell, as have the Jaguars from The Training Consolidation Flight.

As to the future as mentioned above the Nimrod replacement at Waddington (RC-135W) is not due till December 2013 with the other two a few years away. The Sea King replacement at Leconfield (Merlin) is not due till 2016. The training aircraft at Linton (Tucano) and King Air's at Cranwell both of which are due for replacement by the end of the decade but no decision has been made as yet as the contractor to support RAF training has not yet been selected. As mentioned rumours persist that the third Typhoon Squadron to form at Leuchars could move to Leeming or could we have Lightning's back in the air in Yorkshire (F.35'S not English Electric)

RAF LEEMING

100 SQN

Hawk T.1- XX256/CA, XX285/CB, XX203/CC, XX332/CD, XX258/CE, XX202/CF, XX198/CG, XX346/CH, XX321/CI, XX329/CJ, XX339/CK, XX255/CL, XX280/CM, XX236/CP, XX184/CQ, XX189/CR, XX200/200 . XX318 is in the 1917-2012 anniversary scheme and wears the code 95-Y

NOTHUMBERLAND UAS/11 AEF

Grob Tutor T.1- G-BYUF/UF, G-BYVV/VV, G-BYWT/WT, G-BYYA/YA

RAF TOPCLIFFE

635 VGS

Vigilant T.1- ZH144/TR, ZH267/UZ, ZJ963/SL

645 VGS

Vigilant T.1- ZH190/UC, ZH208/UP, ZK005/SP

DISHFORTH

Army Air Corps-

654 SQN, 656 SQN, 664 SQN ALL OF 9 REGIMENT

Lynx AH.7- XZ177/X, XZ191/A, XZ192, XZ221/Z, XZ612/I, XZ645, XZ654, XZ670, XZ678, ZD277/U, ZD280, ZD282.

As only AH.9A Lynx are used in Afghanistan when one of the above squadrons is to be deployed some of the above are replaced by the Mk.9A for training purposes. ZG918 was being used by the regiment in November 2012.



Lynx AH7 ZD280 based at Dishforth, pictured at Humberside(Richard Grimley)

RAF LINTON ON OUSE

1 FTS

Tucano T.1- ZF135/135, ZF139/139, ZF140/140, ZF142/142, ZF143/143, ZF144/144, ZF145/145, ZF171/171, ZF172/MP-D, ZF204/204, ZF205/205, ZF209/209, ZF210/210, ZF239/MP-T, ZF240/240, ZF243/234, ZF264/MP-Q, ZF269/SPL, ZF287, ZF289, ZF290/290, ZF293/293, ZF295/295, ZF317/317, ZF339/339, ZF343/MP-S, ZF347/347, ZF374/374, ZF377/377, ZF378/378, ZF379/379, ZF406/406, ZF407/407, ZF417/417, ZF448/448, ZF489/489, ZF491/491, ZF512/512.

Stored aircraft at Linton are:-

ZF137/137, ZF169/169, ZF170/170, ZF244/244, ZF291/291, ZF292/292, ZF294/294, ZF319/319, ZF338/338, ZF341/341, ZF342/342, ZF348/348, ZF349/349, ZF485/485, ZF515/515. All the Tucano's are rotated to keep the flying hours the same so some of the stored aircraft may now be in use and visa-versa.

Officially 76 SQN and 207 SQN are disbanded but some of the aircraft still carry their marks.

Marks carried are:-

72 SQN ZF169, ZF205, ZF209, ZF244, ZF287, ZF295, ZF339, ZF512, ZF515.

76 SQN ZF172, ZF239, ZF264, ZF343

207 SQN ZF137, ZF139, ZF140, ZF204, ZF290, ZF292, ZF293, ZF294, ZF341, ZF417.

ZF269 wears the 2012 display marks, ZF374 has a large crown on tail, ZF406 carries the 'ROYAL AIR FORCE BATTLE OF BRITAIN' markings and ZF349 made a heavy forced landing near the base on 8th January and judging by its condition it is unlikely to be repaired. As I have not visited Linton for a few months some of the aircraft markings may have changed. Please e-mail me of any changes you see.



Linton based Tucanos ZF407/ZF407 parked at Multflight, LBIA(Robert Burke)

RAF LECONFIELD

202 SQN E FLT

Sea King HAR.3- XZ592/H, XZ599/P

BAe BROUGH

I know of no aircraft here apart from the Buccaneer and Hawk on display. All aircraft in the static test rigs as far is known not now on test including the F.35 airframe.

RAF CHURCH FENTON

85 SQN – YORKSHIRE UAS/9 AEF

Grob Tutor T.1- G-BYVJ/VJ, G-BYVX/VX, G-BYWP/WP, G-BYWV/WV, G-BYXG/XG, G-BYXT/XT.

RAF SCAMPTON

RED ARROWS

Hawk T.1- XX219, XX227, XX242, XX244, XX245, XX263, XX264, XX266, XX306, XX308, XX322, XX323, XX325

HUNTER AVIATION

XF995/K, ZZ190, ZZ191, ZZ194.

RAF WADDINGTON

5 SQN

Sentinel R.1- ZJ690, ZJ691, ZJ692, ZJ693, ZJ694.

8 SQN

Sentry AEW.1- ZH101/01, ZH102/02, ZH103/03, ZH104/04, ZH105/05, ZH106/06, ZH107/07.
ZH105 is stored on field

14 SQN

Shadow R.1- ZZ416, ZZ417, ZZ418, ZZ419, ZZ504. Most of these aircraft are deployed to Afghanistan

39 SQN operate the REAPER UAV from Creech AFB, Nevada, USA and in Afghanistan but are based at Waddington although no aircraft have ever been seen here.



Shadow R.1 ZZ418 on final approach to its base, Waddington(John Thompson)

RAF CRANWELL

45 SQN/3 FTS

Grob Tutor T.1- G-CGKA/KA, G-CGKB/KB, G-CGKC/KC

King Air 200- ZK458/D, ZK450/J, ZK451/K, ZK452/L, ZK453/M, ZK454/N, ZK455/O, ZK456/P, ZK460/U, ZK459/X

115 SQN/CFSTS

Grob T.1 G-BYUB/UB, G-BYUC/UC, G-BYUP/UP, G-BYUY/UY, G-BYVR/VR, G-BYVS/VS, G-BYWB/WB, G-BYWF/WF, G-BYWG/WG, G-BYWL/WL, G-BYWY/WY, G-BYWZ/WZ, G-BYXM/XM, G-BYXN/XN, G-BYXO/XO, G-BYXZ/XZ, G-CGKP/KP



Coningsby based Typhoon ZJ934/QO-T carrying out flypast at LBIA(Robert Burke)

RAF CONINGSBY

3 SQN

Typhoon- ZJ920/QO-A, ZJ936/QO-C, ZK319/QO-D, ZJ917/QO-G, ZJ921/QO-H, ZJ941/QO-J, ZK918/QO-L, ZJ913/QO-M, ZJ916/QO-S, ZK309/QO-P, ZJ934/QO-T, ZJ937/QO-W, ZK338/-

11 SQN

Typhoon-ZJ931/DA, ZK305/DE, ZJ933/DF, ZK300/DG, ZJ942/DH, ZJ929/DL, ZJ923/DM, ZK323/DN, ZJ914/DS, ZJ808/DW, ZJ939/DX.

17 SQN

Typhoon- ZJ930/AA, ZJ912/AB, ZJ927/AE, ZJ946/AG, ZJ947/AH.

29 SQN

Typhoon- ZJ803/BA, ZK379/BB, ZJ805/BD, ZJ806/BE, ZJ807/BF, ZJ814/BH, ZJ801/BJ, ZJ813/BL, ZJ804/BM, ZJ815/BN, ZJ811/BP, ZK322/BR, ZK328/BS, ZK306/BT, ZK307/BU, ZJ910/BV, ZK308/BW, ZJ928/BX, ZJ915/BY, ZJ911/BZ.

The Typhoons are listed in squadron code order but some of the aircraft do change squadrons from time to time but do not always change their codes

41 SQN

Tornado- ZA601/EB-B, ZA600/EG-G, ZG777/EB-Q, ZA447/EB-R, ZA614/EB-Z, ZA592/059. ZA600 wears special marks

Battle of Britain Memorial Flight

Spitfire- P7350/EB-G, AB910/MD-E, MK356/UF-Q, PM631, PS915, TE311

Hurricanes- LF363/YB-W, PZ865/EG-S

PA474/KC-A Lancaster, ZA947/UK Dakota, WG486/G/WK518/C Chipmunks

RAF BARKSTON HEATH

Grob Tutor T.1- G-BYUA/UA, G-BYUD/UD, G-BYUI/UI, G-BYUK/UK, G-BYUM/UM, G-BYUN/UN, G-BYUR/UR, G-BYUX/UX, G-BYUZ/UZ, G-BYVD/VD, G-BYVH/VH, G-BYVM/VM, G-BYVO/VO, G-BYVZ/VZ, G-BYWI/WI, G-BYWJ/WJ, G-BYWN/WN, G-BYWS/WS, G-BYXX/XX, G-BYYB/YB.

All of this information has come from my records with a little help from the publication MAR, if you see or know of any changes please do get in touch with me as I can't cover all the bases all of the time and changes in squadron make up do change from time to time.

David Senior



Spitfire MK356/UF-Q of the Battle of Briatin Memorial Flight, Coningsby(Robert Burke)



Hawk T.1 XX243 of The Red Arrows display team based at Scampton(Andrew Barker)

LITTLE ROCK AIR SHOW 2012

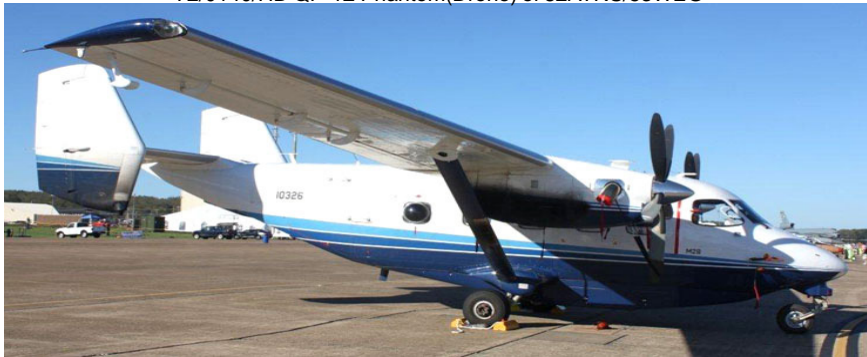
Our esteemed Chairman, Dave Senior visited the Airshow on 9th of September last year and managed some super photos including, one of his beloved F-4s.



62-4127/OF TW-135W Rivet Joint Trainer, of 38RS/55WG



72/0140/HD QF-4E Phantom(Drone) of 82ATRS/53WEG



11-0226 C-145A Skytruck of 6SOS/1SOW



92-0370 C-26B Condor of 6SOS/1SOW

FLIGHT REVIEW - IN BRIEF

Manchester – Las Palmas 16 Feb 14:25
Las Palmas – Manchester 23 Feb 20:00

TCX2316
TCX2317

The flight was to be on one of Thomas Cook's five A320's. On arrival at Manchester I noticed that our flight was to be delayed by 10 mins. I used the free 30 minutes Wifi and found out that the inbound flight must have been from Geneva and it was delayed by 90 minutes. However, due to a long turnaround our flight was only to be delayed 10 minutes. Having had a **STARBUCKS** we were called to Gate 31, forty five minutes before the departure time of 14:25 (good back on time!). At the gate the aircraft on stand was a 757-200 which seemed a bit strange, but I thought that it must be because it was half term. I was slightly annoyed in that I hadn't brought the headphone adaptors with me because Thomas Cook don't have in-flight entertainment on their A320's. Time was moving on when a member of the cabin crew came running up to the Gate from Security, which seemed a bit strange.

We boarded the aircraft and there seemed to be quite a few empty seats and the captain then explained that we were on a 757 because of an aircraft swap and he thanked the crew for arriving on time. This had meant Thomas Cook had had to call in a standby crew, hence the late arrival of one of the cabin crew, due to the change of aircraft type. We departed about 20 minutes late on G-FCLB and this was my 5th time on this aircraft since 1999. I had a **STARBUCKS** Via from the in-flight drinks service and then we were served with our in-flight meal of Beef Bourguignon or Teriyaki Chicken. I chose the Beef (Not containing any Horsemeat!) and I must say it was the BEST Beef Bourguignon I have ever tasted. We arrived at Las Palmas more or less on time after a flight time of 3:55.

On arrival at Las Palmas for the return journey we had a real **STARBUCKS** and then waited for our flight and on this occasion was an A320. The aircraft was G-DHRG which I have now flown on three times since 1999 and the previous two occasions were October 2012 from LBIA to Tenerife and back. We had been allocated the front seats of the aircraft which was nice, which means more leg room, but you cannot stretch out your legs as much. However, the advantage is that you can see what the cabin crew do during the flight which is interesting. Another **STARBUCKS** Via and a different Beef dish and this was just a pleasant as the previous in-flight meal. We arrived back in Manchester on time despite a flight time of 4:40 due to a headwind.

All in all two very good flights and the moral of this tale is that I LIKE STARBUCKS

Alan Sinfield

EDITORIAL

Above, courtesy of our Meetings Organiser, is the first of what I hope will be a series of short, personal reviews of flights from our members. Many of you fly off for holidays or a Day Spotting so why not send in a short review of your flight for the amusement of the rest of us. I look forward to receiving all your efforts in the very near future.

This month we feature quite heavily on the 10th Anniversary of Jet2 with a personal view from Jim Stanfield of the phenomenal growth of the airline and a feature in David Wooler's section from a media perspective. Also David makes mention of the PIA flights into LBIA, however as we go to press a rather uncertain future appears to hang over the Islamabad route.

Finally, once again can I make a hearty plea to our locals at LBIA to please contribute photos of visiting aircraft at LBIA. I now seem to have to rely on the same three or four people, who once again I really thank, for contributing all the photos for this section.

Trevor Smith



Winter at the Yorkshire Air Museum, 26/01/13, XL231 Victor K.2(David Thompson)



91-320/LN F-15E of 494FS, 48FW at RAF Coningsby, 10/04/12(Robert Burke)



21535 C-130H of 187th AS, WY ANG at Prestwick, 19/05/12(Chris Glover)