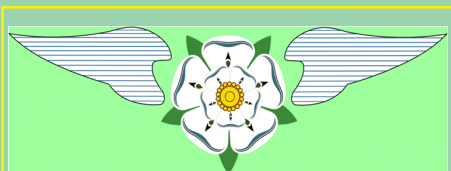


Air Yorkshire Aviation Society



Vol 40 Issue 3

March 2014



G-EZFZ Airbus A.319 of Easyjet
Departing LBIA for Geneva 13/2
Steve Lord

www.airyorkshire.org.uk

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

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

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SOCIETY ANNOUNCEMENTS

Air Yorkshire 50th Anniversary Dinner

Friday 28th March 2014, 7.30 for 8.00 at Peasehill Hotel Rawdon

The Society has again managed to reserve the entire restaurant, maintain the price and confirm your choice of menu when seated at the table. This menu will allow you to choose from five starters, five main courses, five sweets and tea or coffee.

The price is £22.50 per person

Take the opportunity to book now, over 40 seats have been reserved already. Call John Dale on 01 943 875315.

NOTE Deposit is £5.00 but full payment must be made by 28th February.

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**

April 2014

Ian Cundall – Ian is the Executive Producer of the BBC Programme "Helicopter Heroes", featuring the Yorkshire Air Ambulance. He was also responsible for the programmes Dambusters Declassified and Operation Jericho. Ian has a PPL Licence and has flown in a number of interesting aircraft thanks to my job including Lightning, Lancaster, F18, Meteor, Tornado, Jaguar and Blackburn B2. His talk will highlight the aviation aspects of his work as a Television producer of aviation programmes as well as his experiences as a PPL pilot.

4 May 2014

Phil Wild - The Fifth Pillar of Islam (Hadj Flights) Following his spotting days at Manchester Airport, Phil Wild started his flying career at Hamble on a BOAC sponsored course. His first commercial flying experience was De Havilland Herons on oil company charters from Norwich; subsequently he stepped up to F-27's operated by Air Anglia. Leaving Air Anglia (later to become Air UK) he moved to Britannia Airways where he flew Boeing 737, 757 & 767 aircraft with an emphasis on Hadj flying from Indonesia to Jeddah, which is the Saudi Arabian entry point for pilgrims travelling, perform their hadj in the holy cities of Mecca and Medina. Pilgrims arrive by air through the special Hadj terminal at Jeddah International Airport. Phil flew 9 Hadj seasons based in Ujung Pandang, Solo, Balikpapan, Palembang and Banjarmasin.

1 June 2014

Ken Cothliff, Aviation Historian, Author, and Display Commentator. We welcome back Ken, who will present a talk "Oshkosh & Florida 2013"

TUESDAY 1 July 2014 at 7.00pm

John-Paul Williams – John-Paul is the General Manager Maintenance & Operations North at Monarch Aircraft Engineering based at Manchester Airport. I am sure this will give us a fascinating insight into Aircraft Maintenance and Monarch Engineering.

3 August 2014

Drew Steel MBE – A welcome return to Air Yorkshire who is now with BAE SYSTEMS as a Military Liaison Executive in the Business Development Team.. Drew will be giving us an amusing and fascinating insight into how he became fascinated by aviation and how this became a reality. The 2nd half will be an update on BAE Systems current aviation technologies. A meeting not to be missed as Drew is a excellent speaker.

7 September 2014

Martin Powell and Ivor Tamplin We welcome back Martin and Ivor from the Rossendale Aviation Society. Their talk/presentation is titled 'Piston Engined Transport Aircraft of the United States since 1933'

SATURDAY 4 October 2014 from 7.30pm

50th Anniversary Social/Re-union at Square Monkey Café (ex Aero Club) LBIA.

2 November 2014

Annual General meeting

7 December 2014

Christmas Bash

4 January 2015

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

AIR YORKSHIRE - 50TH ANNIVERSARY

The Society is now into its Jubilee Year and the Committee is fully engaged on the things we are planning as part of the celebrations.

The 50th Anniversary Calendar has been a huge success and has sold out. It is now hanging on many members' walls. It is expected to become a collectors item. The Anniversary Badge is now available and is a limited edition, so don't miss it. Those who already have one, love it. The Dinner date is rapidly approaching and is even more popular than usual with it being the **only ever** 50th Anniversary Dinner. It is proving to be an event not to miss. If you have not secured an Anniversary Calendar where all these dates already appear, then please make a note of the following events in your personal diary/calendar:-

Friday 28 March. The 50th Anniversary Dinner. This will be held at the Pease Hill Hotel in Rawdon. A chance for the ladies to dress-up and the guys to look cool if that's possible for "spotters"!! Book your table with John Dale by telephoning him on 01943 875315

Saturday 14 June. The 50th Anniversary Visit to RAF Museum at Hendon. The 30 seater coach is booked with pick-up points in north and south Leeds. Full fare is £25. You can secure your seat by contacting Mike Storey on 0113 252 6913. Don't leave it too late there will only be the one coach.

Saturday 4 October. 50th Anniversary Social/Re-Union in the evening. There will be a light buffet in a relaxed atmosphere and a chance to meet up with friends old and new over drinks hot and cold. Venue currently being worked on. Put this date in your diary now and arrange your holidays around it. Let us know if you are coming so we have enough food to go round.

A 50th Anniversary Commemorative Brochure is in preparation and already has lots of contributions. However members contributions are still being sought - you can't have too much of a good thing.

Contact Jim Stanfield with any photos or memories you have of the Society over the last fifty years. e-mail jim.stanfield@airyorkshire.org.uk Publication will be later this year. There will be other events so keep a regular watch on this space or you may miss out.

Don't forget there will only ever be one 50th/Golden Jubilee Year so don't miss it.

MEMBERS DECEASED

Sadly we have to record some more deaths of members in recent months.

Karl Hutzler. Karl's death was announced in the local paper in December. We have little information other than he died in Knaresborough on 8 December 2013 aged 88 years. He was a regular attender at Society Sunday afternoon monthly meetings up to a few years ago.. He was always keen to see a scheduled flight from LBIA to a German destination and would enthusiastically encourage any guest speaker from the Airport to consider such a route.

Eric Martin MBE. Eric's daughter has informed us that he died on 12 December 2013. He was a great supporter of Air Yorkshire and was a regular attender at the Society's meetings. For many years he edited the Military Aviation Section in the magazine and was always ready to chat about military aircraft matters. He also loved to attend the Society's annual dinner which he did until ill health curtailed his activities in more recent years.

S P Lazenby. We have just learned of this member's death from an unknown caller. He died in December. He had been a member of Air Yorkshire for many years. but poor health meant he was unable to get to our meetings. However, he was very appreciative of the efforts of the Committee and has for many years sent a gift of £25 for the "staff", as he always put it, to have a drink at Christmas.

John Storer (Jack). Jack's grandson, Lee, has just let us know that Jack died on Sunday 5 January 2014 aged 95 years. He was a long-time member of Air Yorkshire. He joined in the very early days and additionally was a staunch supporter of Leeds/Badford Airport during that time. He was particularly keen that the Airport should have a longer runway and campaigned to this end.

All four will be missed in their own special ways and we extend sympathy to those close to them.

SCENE AROUND YORKSHIRE



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

AVERHAM:- A new resident is G-BACL D.150 ex. Nayland.

BAGBY:- From the Residents delete G-AZCP B.121 and G-BIDI PA-28R which have both departed following sale. New residents are G-CDCO Ikarus C42 FB UK and G-MYSO Cyclone AX.3. A new resident here is Robinson R.44 G-OHJV.

BECKINGHAM:- New here and replacing the recently departed G-CGRL R.44 is G-EOJB R.44.

BEVERLEY:- From the Residents delete G-MZHW T.600N which has departed following sale.

BREIGHTON:- RESIDENTS

Only news of note this month is the long awaited first flight of G-CGEV/CG+EV Heliopolis Gomhouria Mk.6 (mod.) on 10.2. G-LWLW DA.40D flew to Chambéry, France on 7.2 and has not yet returned.

OUTSIDE PARKING

G-AYRT, G-BGAX, G-BOYV, G-BSDO, G-BXJD, G-BYBD, G-LACA and G-LMAO have all been present throughout. G-AVMD 150G to Sherburn 7.2 for annual. G-AZYF PA-28 wintering at Crosland Moor and not noted this month. G-BBJX F.150L returned from annual at Sherburn on 7.2. G-BOIY 172N returned from annual at Sherburn on 25.1.

HELICOPTER ENCLAVE

No changes here with HA-PPC SE.3130 (1500) still parked outside inactive.

MOVEMENTS

13.1 G-BTAW PA-28 f&t Newcastle. **14.1** G-CFIA Skyranger 912S f Beverley t South Cave. **19.1** G-CFMI Skyranger 912 f&t Crosland Moor, G-JJFB EC.120B f&t private site Doncaster, G-LEDR SA.341C f&t Garton, G-OACF DR.400 f&t Sherburn, HA-LFH SA.342J (1775) f Deighton t Garton then f Garton t Deighton. **24.1** G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-RAMI B.206B f&t Coney Park. **25.1** G-BMVL PA-38 f&t Gamston, G-LEDR SA.341C f&t Garton, HA-LFH SA.342J f&t Deighton. **2.2** G-BADC Beta B2A f&t Warrington, G-OACF DR.400 f&t Sherburn, G-RVIN RV.6 f&t Netherthorpe, G-VOLO Pioneer 300 f&t Sleep. **4.2** G-BNSO T.67M f&t Full Sutton., G-OACF DR.400 f&t Sherburn, G-RVIN RV.6 f&t Netherthorpe, G-VOLO Pioneer 300 f&t Sleep. **4.2** G-BNSO T.67M f&t Full Sutton.



Heliopolis Gomhouria Mk.6 G-CGEV carried out its first flight, at Brighton on 10/2
This is a Zlin Z.381, licence built in Egypt, the Z.381 itself a Czech built Bucker Bu.181!



Boeing 747/400 N493MC arrived from Amsterdam late on 21/1 and stayed just 4 hours



Twin Squirrel G-NLDR is a new aircraft operated by Network Rail on police patrols



Sentinel ZJ690 departing home to Waddington, having diverted to Doncaster on 21/1



Syerston based Vigilant ZH278 was a first visit of type when it appeared on 16/1

BROUGH:- LL-5313 Hawk T.53 is now believed to be the only airframe on site. ZK534 Hawk T.53 moved to Bentwaters by April last year and the static test F.35A completed its trials and returned to the USA. XV263 Nimrod AEW.3P and the two Typhoon test rigs are believed to have moved on or been scrapped.

BUCKNALL:- A new resident is G-BFOG 150M.

CHURCH FENTON:- XN492 Jet Provost T.3 cockpit section used by 2434 Squadron ATC as a trailer mounted exhibit has now moved to Linton on Ouse.

CONISHOLME:- As assumed last month G-NETY PA-18 was short lived here with sale and export to a Belgium owner in January.

CRANWELL:- From the Residents delete XZ132/C Harrier GR.3 which moved to Jet Art Aviation at Selby on 13.11, XX141/T Jaguar T.2A which left some time ago and moved to DSAE at Cosford and XX747 Jaguar GR.1 which was put for tender recently and has been acquired by Everett Aero and should have been roaded to their facility at Bentwaters by now.

DONCASTER At the South Yorkshire Air Museum XR754 Lightning F.6 cockpit section moved to Upwood, Cambs. on 17.11.

DONCASTER(Robin Hood) Info courtesy of Clive Featherstone(dsaf, fodsa)

1st HA-LPS & HA-LPQ Airbus A320s Wizz Air the first flights of the new year

6th G-EZAT Airbus A319 EasyJet (T)

7th G-EZDC Airbus A319 EasyJet (T) (FV)

8th G-EZFA Airbus A-319 EasyJet (T)

9th EI-EKI Boeing 737-800 Ryanair (FV)

12th G-GDFH Boeing 737-300 Jet2 diversion from L.B.A. dep 13th (FV)

15th G-JOTB Beech C90 King Air Jota Aircraft Leasing Ltd. Medical flight

15th G-GAVA Jetstream 31 Linksair (T) ex G-CCPW Also on the 16th

21st N493MC Boeing 747-400 Atlas Air (F) (FV)

22nd G-CCGS Dornier 328 Loganair diversion dep to Glasgow (This is ex Scot Air aircraft)

25th G-RJXE British Midland Embraer 145 dep 26th (FV)

26th G-OOBM Boeing 767-300 Thomson Cruise Flight

Bizjets & Bizz Props

3rd N53GX BD-700 Global Express York Aviation

3rd D-CCAB Citation 550 Bravo Air Hamburg Private Jets (M)

3rd G-YEDC CitationJet 525 CJ3 Air Charter Scotland (M)

4th D-CFGG Learjet 36A Quick Air Jet Charter

6th PH-HRK Piaggio P-180 Avanti Rotterdam Private Air BV

7th G-HPYP Learjet 40 European Skyjets Ltd

7th D-CSLT Learjet 60 FAI Air Service (Flight Ambulance International)

9th G-VIPX PA-31 Navajo Chieftain Capital Air Charter ("I.O.M. Air Ambulance Service" titles)

10th G-CGAW Beech 200 King Air Private

10th G-XAVB Cessna Citation 510 Mustang Aviation Beauport

12th G-SYNA Embraer-135BJ Etlagh Aviation Ltd c/o London Executive Aviation Ltd (FV)

13th OK-FCY CitationJet 525 CJ2. Aeropartner (M)

14th G-LBSB Beech 350 King Air (T)

16th G-BGRE Beech 200 King Air Martin-Baker (Engineering) Ltd (FV)

17th G-ORTH Beech 90 King Air (T)

18th I-CMAB Citation 560XLS Aliven L.B.A. diversion dep later to L.B.A. (FV)

18th M-ARCH Citation 750X (M)

19th G-PEPE Citation 560XL London Executive Aviation

27th N360LA BD-700 Global Express Private (FV)

27th D-CJPG Learjet 35 Quick Air Jet Charter (FV)

27th OE-FAN Cessna 441 Conquest B.A.C.H. Flugbetriebs GmbH (FV) (M)

28th D-CHRA CitationJet 525 CJ4 To be reregistered as D-CEFE(M) (FV)

28th F-HBMB Citation 550 Private (FV)

29th D-IEKU CitationJet 525 CJ2 Star Wings Dortmund

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

11th N7456P Piper PA-24 Comanche (T)

17th G-OTVR PA-34 Seneca V Dep from (M) to new owners. Brinor International Shipping And Forwarding Ltd
 19th G-ZOOG Tecnam P2006T Polarb Air Ltd (T) (FV)
 27th G-MLLI PA-32 (M)
 29th N210SH Cessna P210 Private (FV)
 30th G-DJET Diamond DA-42 Twin Star. diversion from Gamston dep 31st
 30th G-XDEA Diamond DA-42 Twin Star. diversion from Gamston dep 31st
 31st N97KQ Quest Kodiak 100 arrived & stayed about an hour
 31st G-CEWN Diamond DA-42 Twin Star (T)
 31st N340YP Cessna 340A Ilea Inc Owner Trustee
 Civil Helicopter (Aircraft in this list marked as (FV) are to my knowledge correct).
 6th G-CGGD AS-365 Dauphin Multiflight Ltd (T)
 13th YU-HET SA-341 Gazelle AH1 (FV)
 17th G-NMID Eurocopter EC-135 Derbyshire Police (H) (T)
 23rd G-NTWK AS-355 Twin Squirrel PLM Dollar Group/Network Rail
 30th G-NLDR AS-355 Ecureuil II/Twin Squirrel New for Network Rail/PDG Helicopters. Based while working in this area.
 Military
 7th ZG707 Tornado (T) (FV)
 8th ZG705 Tornado (T) (FV)
 8th ZD712 Tornado (T)
 8th ZJ690 BD-700 Global Express Sentinel (T)
 9th ZH887 C130J Hercules (T)
 9th ZA551 Tornado (T)
 9th ZJ690 BD-700 Global Express Sentinel (T)
 10th ZZ417 Beech 350 King Air Shadow (T)
 10th ZD895 Tornado (T)
 10th ZA548 Tornado (T)
 10th ZH886 C130J Hercules (T)
 13th ZA395 Tornado (T) (FV)
 14th ZJ708 Bell 412 Defence Helicopter Flying School (T)
 16th ZH278 Grob G-109B /Vigilant T.1 (T) (FV)-of type
 17th ZA935 Puma (H) (T) (FV)
 17th XW231 Puma (H) (T)
 17th G-BVRJ Avro RJ-70 Qinetiq (T)
 21st XX310 Red 1 (FV) all diverted in because of fog at Scampton Dep after 1-1/2 hours rtnd later to night stop
 21st XX242 Red 2
 21st XX264 Red 3
 21st XX227 Red 6
 21st XX323 Red 7 (FV)
 21st XX177 Red 8
 21st ZJ690 BD-700 Global Express Sentinel diverted in because of fog at Waddington. Dep 22nd
 27th ZJ990 EH-101 Merlin (T)

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

EDDSFIELD:- Operating from here on 7/1 was R.44(Pipeline 68), carrying out a local survey in the Teesside area before heading to Carlisle.

ELVINGTON:- Noted visiting on 16/2 was Citationjet D-IBWA operated by Joy Air

GRINDALE:- Adding to last month's notes HB-CIU FR.172J (FR17200437) moved to Teesside on 24.11 where it lived outside. Unfortunately it was badly damaged in the December gales and moved into hangar 3 on 24.12 were the starboard wing was removed for repairs.

HALLGARTH HOTEL/DURHAM:- Noted landing here on 3/1 was R.22B G-HONI, from Fishburn. The aircraft stayed overnight before departing to operate a survey over Newcastle and eventually to land at Sherburn.

HEADON:- A new resident is G-OGOD Quik.

HIBALDSTOW:- Despite deleting HA-NAH SMG.92 (00-003) in the December mag., this is actually in error as the wreck is in store here.



PA-31 Navajo G-EEJE pictured by Rich Grimley on a recent visit to Humberside
The aircraft, owned by GEEJE Ltd has been based at
Boon Hill Farm, Fadmoor, North Yorkshire for over 10 years

HUMBERSIDE Thank you to Rich Grimley for info.

There were a couple of interesting visitors this month worthy of mention. Embraer 170LR ES-AEA of Estonian Air, which arrived on 24/1 to pick up Hull City FC and transport them to Southend. It made the return trip the following day. The other was Twin Otter N181CS, operated on survey work by ARKeX, which arrived from Keflavik on 27/1 and later carried on to Lelystad.

The current list of residents at Humberside as of January 2014:-

Light Aircraft Park.

G-AWPJ Cessna 150.

G-AZTS Cessna 172 Skyhawk.

G-BAEP Cessna 150 Aerobat.

G-BAIW Cessna 172 Skyhawk.

G-BCRL PA-28 Cherokee.

G-BEAC PA-28 Cherokee.

G-BFYM PA-28 Cherokee.

G-BGHJ Cessna 172 Skyhawk.

G-GCAT PA-28 Cherokee.

G-HIVE Cessna 150.

G-LFSI PA-28 Cherokee.

G-SELB PA-28 Cherokee.

G-BCYR Cessna 172 Skyhawk. minus engine.

G-ATLM Cessna 172 Skyhawk. hanger 9. (last noted 07.11.13).

G-AWHE Hispano H1112. hanger 3

G-AZNO Cessna 182 Skylane. hanger 2

G-BAXY Cessna 172 Skyhawk. hanger 2

G-BIZM Nord 3202. hanger 3

G-BPOM PA-28 Cherokee. hanger 2

G-BVTC (XW333) Jet Provost. hanger 5

G-BWSH (XN498) Jet Provost. hanger 3

G-DODB R22. hanger 2

G-GFIE Cessna 152. hanger 9. (last noted 22.04.13).

G-OOLE Cessna 172 Skyhawk. hanger 2

HUMBERSIDE PHOTOS by RICH GRIMLEY



Estonian Air Embraer 170 ES-AEA transported Hull City for their match at Southend, 24/1



Isle of Man based Eclipse Jet N117EA seen parked on the apron, 22/1.



Twin Otter N181CS called in for fuel on 27/1, routing Kelfavic to Lelystad, Belgium



Fisheries Protection Cessna F.406 Caravan G-SMMB taxiing for departure, 9/1

G-OXVI (TD248) Spitfire. hanger 3
 G-RAMY Jet Ranger. hanger 7. (17.01.14)
 G-XSFT PA-23 Aztec. hanger 9. (last noted 06.12.12).
 G-YRKS R44. hanger 2
 G-CONY (ex N22746) Jetstream 31. hanger 9. (last noted 24.06.13).

G-VINB AW139. Bond 10. hanger 9.
 G-CGOU S76. Bristow 522. hanger 5.
 G-KAZB S76. Bristow 508. hanger 5.
 G-JEZA AW139. CHC. hanger 1.
 G-OAGB AW139. CHC. hanger 1.
 G-SNSA AW139. CHC. hanger 1.
 G-HPOL MD900 Explorer. Police 19.

Others.

G-EMBP EMB145. (ex Eastern Airways) Aircraft Solutions. outside hanger 8.
 G-MAJT J41. (ex SX-SEC) Eastern Airways. believe in hanger 8. 17.01.14.
 G-GCJL J41. Fuselage. side of hanger 8.
 G-JXLI J41. Fuselage. side of Fire Section.
 1129. Strikemaster fuselage/parts. Ex Saudi Air Force. hanger 4. (last noted 04.12.13).
 1115. Strkemaster fuselage/parts. Ex Saudi Air Force. hanger 4. (last noted 04.12.13).

MOVEMENTS:-

2/1 N90011 MD-902 Explorer, G-FLAV PA-28 Archer
 3/1 G-BYCP King Air 200(Lonex 54CP)
 5/1 G-XJET Lear Jet 35A(Gama 915), G-JJFB Eurocopter EC.120B
 6/1 PH-EZY Embraer 190(KLM 1489), M-ICRO Citationjet 3(Eastflight 8B)
 7/1 G-JMED Lear Jet 35A(Air Med 081), G-PERD Agusta AW.139(Bond 09)
 8/1 G-CALL Aztec, G-BRBA PA-28 Warrior, G-SACW Aero AT-03
 9/1 G-SMMB Cessna F.406(Watchdag 68), XZ598 Sea King(SRG 128, training)
 10/1 G-RJXB Embraer 145(Kittiwake 8126, Chelsea FC)
 11/1 F-HAHA Citation Mustang, G-WNCH King Air 200(Synergie114)
 14/1 N668P Gulfstream 5(n/s), G-CHCV Agusta AW.139
 15/1 EC-IXL Metroliner(OVA 22G, also 29/1)
 16/1 ZZ417 Beech 350 Shadow(Serpent 47, training)
 18/1 M-OTOR King Air 90(Eastflight 08A), G-EEJE PA-31 Navajo
 22/1 N117EA Eclipse Jet 27/1 N181CS Twin Otter
 28/1 G-LBSB King Air 350(Training), ZF210 Tucano(LOP 65, overshoot)
 29/1 OK-EAS Beechjet 400(Time Air 23Y), N372BG Gulfstream 4(n/s)
 30/1 PH-EZK Embraer 190(KLM 1497), ZK459 King Air 200(Cranwell 86)

ILKLEY/COW and CALF HOTEL:- Late afternoon on 18/2 Twin Squirrel G-ORDH arrived from Nun Monkton.

KIRKBY IN ASHFIELD:- G-OMLS B.206B has been sold, de-registered and transferred to the American register.

LEEMING:- Noted here on 29/1 were Lynx HMA8s ZD261/ZD262/XZ698 of 815 Squadron, Royal Navy. The cockpit section of ZD934/AD Tornado F.2 has been scrapped.

LEEDS:- In storage at the owners home is G-IYRO RAF2000 GTX-SE, permit to fly expired 4.8.12, and noted there on 23.11.

LINTON ON OUSE:- Visiting on 12.1 was N200ZK 172H (55678) from Gamston. XN492 Jet Provost T.3 cockpit section is now here with 2434 Squadron ATC ex. Church Fenton. The Spitfire IIA replica "P7895/RN-N" which arrived here last May and was used as a travelling exhibit has been sold to the Ulster Aviation Society, moving to their site at Long Kesh on 21.12.

NETHERTHORPE:- G-BSUD Luscombe 8A has departed following sale in January, whilst new and joining G-APAP/R5136 DH.82A on pleasure flying duties is G-BYTN/N6720 DH.82A ex. Wickenby.

NEWARK AIR MUSEUM:- The Swift CIM has departed moving to Jet Art Aviation at Selby.



An interesting arrival at Sturgate on 31/1, Kodiak 100 N97KQ on delivery to China

NORTH COATES:- Resident News New residents are G-YAKG Yak 18T arriving 11.1 from Andrewsfield and G-MZHB Blade arriving 26.1 by road. **Movements 2.1** G-AYOW 182N f&t Skegness. **5.1 Brass Monkey Fly-in** G-AYFC D.62B f&t Brighton, G-TWSS Twister f&t Averham, G-GHOW F.182Q f&t Full Sutton, G-BXVO RV.6A with G-NPKJ RV.6 both f&t Sturgate, G-BUTD RV.6 with G-BRAA S.1C both f&t Manby, G-BIWN D.112 f&t Yedingham, G-CFFJ CTSW f&t Caunton, G-SELL DR.400 f&t Grassthorpe Grange, G-CCNT Ikarus C42 FB80 f&t Chatteris, G-BYBD F.172H f&t Brighton, G-ADMT DH.87B f&t Felthorpe, G-CCCJ HN.700 f&t Beverley, HA-LFQ SA.342L (1854) f&t Deighton via. Brighton, G-LEDR SA.341C f&t Garton, G-ARRS CP.301A f&t Sturgate, G-CEBF EV.97A f&t Sturgate. **11.1** G-IANZ Quik with G-CDTY MXP.740, G-CCOK Quik, G-CDVH Quantum 15, G-BZEL Blade and G-CFPR Quik R all f&t Rufforth, G-BULO Luscombe 8F f Wickenby t Abbots Bromley, G-BSYG PA-12 f&t Brighton, G-CBIX CH.601UL f&t Temple Bruer, G-CENA MCR.01 f&t Caunton, G-BRAA S.1C f&t Manby. **12.1** G-BRPF 120 f Sturgate t Sandtoft, G-BUTD RV.6 with G-BRAA S.1C both f&t Manby, N1778X 210L(21060798) f&t Sturgate, N123SA PA-18-150 with G-PDOG/24550/GP O-1E and G-AVOA DR.1050 all f Anwick t Boston. **19.1** G-BUTD RV.6 f&t Manby, G-CFFJ CTSW f&t Caunton. **24.1** G-BMYU D.120 f Enstone t Turweston. **25.1** G-BSYG PA-12 f&t Brighton.

NORTH DUFFIELD/ BIRCHWOOD Another resident here is G-CCHR Easy Raider 503.

RUFFORTH EAST:- A new resident is G-CDVH Quantum 15.

RUFFORTH WEST:- Noted in Bob McLeans workshop on 30.1 were G-BVJK DG.800A, G-CFPW DG.600, G-DDUY DG.100. G-EEBR DG.200. G-KOKL H.36, G-ORIG DG.800A and D-7419 DG.200 as reported last month which is now to become G-CLMF. Also noted was (AKD)/BGA.449 DFS Olympia-Meise on rebuild.

SALTBY:- A new resident with Buckminster Gliding Club is G-DDDK SZD.30.

SCAMPTON:- A new resident is G-BVOI Rans S.6.

SELBY:- Arriving with Jet Art Aviation on 13.11 was XZ132/C Harrier GR.3 ex. TCF at Cranwell. Also arriving last year was the Swift CIM ex. Newark Air Museum and now owned by WK275's owner.

SHERBURN:- A pair of visitors on 5/1 from Fishburn were GlaStar G-BYEK and Skyranger G-CCWC.

SOUTH CAVE:- From the Resident Review delete G-CCHR Easy Raider 503 which continues the exodus of aircraft that have moved to North Duffield / Birchwood.

STURGATE:- An interesting arrival on 31.1 was N97KQ Quest Kodiak 100 (100-0097) which night stopped over the weekend. A local ferry pilot had picked it up from Gloucester and was to deliver it to China the following week.

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

On 7/1 the following Marham based Tornado GR4s carried out overshoots:- ZA395/009(Marham 14), ZA456/023(Marham 41), ZD712/088(Marham 49), ZG707/119(Marham 60). Two aircraft lost due fog on 20/1 were Metroliner D-CCCC and PA-46T Malibu OO-JDB, which diverted to

Newcastle. The Heli-Holland Dauphin PH-HHO, which arrived on 21/1 spent a couple of days operating to a ship out in the North Sea.

- 2/1 HA-LFQ Gazelle(overfly low level), G-MFLB Robin HR.200(overshoot)
- 3/1 CS-DPV Citation Mustang(Nimjet 02), G-TBEA Citationjet 2(Clifton 181)
- 4/1 D-CLEO Citation Sovereign(n/s) 5/1 M-NSJS Citationjet 4
- 6/1 OE-FZE Citation Mustang(Dream Team 684T), ZA553 Tornado GR4(Marham 39, o/s)
- 7/1 EC-HJC Metroliner(Zorex 202, also 8/1), D-CAAM Dornier 228(Arcus Air 21B)
- 8/1 M-NSJS Citationjet 4, G-CGVV Embraer 145(Eastflight 67L)
- 9/1 N665CH Citationjet, D-CPSW Metroliner(Bin 6A), G-PEPI EMB.135 Legacy(Lonex 65GP)
- 10/1 N288Z Global Express, G-BVMA King Air 200, G-MAOL Agusta A.109S
- 11/1 N40XC Challenger 605(n/s)
- 13/1 G-CHOE Robin DR.400, Tornados ZA556/ZD844(MRH 07/21, overshoot)
- 14/1 D-CCCA Lear Jet 35A(Jet Executive 222), XX346 Hawk(Pirate 22, overshoot)
- 15/1 XX329/CJ, XX285/CB Hawks(Aggressor 1/2, n/s), ZA456 Tornado(Marham 14, overshoot)
- 16/1 M-IPWS Citationjet 2, ZD842 Tornado(MRH 21, o/s), XX184 Hawk(Pirate 22, overshoot)
- 17/1 G-BYUF Tutor(UAQ 02, overshoot), XX285 Hawk(Javelin 36, overshoot)
- 19/1 ZE395 BAe.125(Kittyhawk 80)
- 20/1 OH-RBX Citation XL(n/s), G-BXDS Jet Ranger, HB-FOW Pilatus PC-12(Pilatus 001)
- 21/1 PH-HHO Dauphin(Heli-Holland 81B, n/s), ZH869 Hercules(Ascot 175, training)
- 22/1 N210AD Cessna 210G, G-CGNE R.44(Pipeline 68)
- 24/1 D-CXLS Citation XLS(Air Hamburg 173F), G-EPGI Citation XLS(Thundercat 721)
- 26/1 F-HALM Falcon 50(Aero Vision 512A, n/s)
- 27/1 G-SENS EC-135T(Woodstock 25), King Air 200s ZK455/ZK456(CWL 15/68, overshoot)
- 28/1 OE-GJP Citationjet 3, N750GF Citation X, SE-RCM Citation XL(Eurowest 9367)
- 29/1 G-FBLK Citation Mustang(Blink 3C), G-MEGN King Air 200, G-PETS DA-42(WKT 15)
- 30/1 N73M Gulfstream 5, ZK460 King Air 200(Cranwell 88, overshoot)



Dornier 228 D-CAAM of Arcus Air arriving at Teesside on 7/1



On 15/1 Hawks XX329/XX285 arrived from thier base at Leeming, for an overnight stay



King Air 350 G-LBSB of Gama Aviation, a new resident at Waddington(Rich Grimley)

TEMPLE BRUER:- After only a short time here G-BVEA N.3 Pup has been sold to a new owner in Exeter.

TOLLERTON From the Residents delete G-BNRX PA-34 now sold and exported to Portugal and G-BWNT/WP901 DHC.1 which has also been sold , moving to Carlisle.

WICKENBY From the Residents delete G-BYTN/N6720 DH.82A moving to Netherthorpe following sale and G-MUSO Long-Ez which departed some time ago following sale.



THE RED ARROWS 50th ANNIVERSARY

Not only is Air Yorkshire 50 this year, the Red Arrows aerobatic team also celebrate 50 years of thrilling the public.

Their aircraft have been painted in a new colour scheme to mark the fact and were pictured at their base, Scampton by Rich Grimley during a recent training flight.



AIRLINE BY AIRLINE @ LBIA

by Andrew Coverdale



Austrian Airlines(AUA/OS, “Austrian”)

Airbus A.319 aircraft will be utilised on flights f/t **Innsbruck** on Saturdays commencing 21/12/13.
Innsbruck(2587/8) -4/1 OE-LDD, 11/1 OE-LDC, 18/1 OE-LDF, 25/1 OE-LDG.

British Airways(SHT/BA, “Shuttle”)

The company has reduced its **Heathrow** flights to three times daily for the winter, operated by A.319 aircraft from the BA mainline fleet.

Heathrow(1346/1347, “20D/21V”) -1/1 G-EUOC, 2/1 G-EUPE, 3/1 G-EUPE, 4/1 G-EUPR, 5/1 G-EUPB, 6/1 G-EUPS, 7/1 G-EUPZ, 8/1 G-EUPS, 9/1 G-EUPD, 10/1 G-EUOD, 11/1 G-EUPO, 12/1 G-EUPY, 13/1 G-EUOC, 14/1 G-EUPJ, 15/1 G-EUPM, 16/1 G-EUPM, 17/1 G-EUOC, 18/1 G-EUOG, 19/1 G-EUPY, 20/1 G-EUOI, 21/1 G-EUPV, 22/1 G-EUPS, 23/1 G-EUOE, 24/1 G-EUOB, 25/1 G-EUPW, 26/1 G-EUPB, 27/1 G-EUPC, 28/1 G-EUPK, 29/1 G-EUOC, 30/1 G-EUPT, 31/1 G-EUPY.

Heathrow(1342/1343, “20B/21Y”) -1/1 G-EUOG, 2/1 G-EUPE, 3/1 G-EUPY, 4/1 G-EUPB, 5/1 G-EUPP, 6/1 G-EUPY, 7/1 G-EUPZ, 8/1 G-EUPR, 9/1 G-EUPC, 10/1 G-EUPB, 11/1 G-EUPP, 12/1 G-EUPA, 13/1 G-EUPK, 14/1 G-EUPJ, 15/1 G-EUOB, 16/1 G-EUPS, 17/1 G-EUPE, 18/1 G-EUPW, 19/1 G-EUOI, 20/1 G-EUOA, 22/1 G-EUPW, 23/1 G-EUPV, 24/1 G-EUPY, 25/1 G-EUOH, 26/1 G-EUPC, 27/1 G-EUPR, 29/1 G-EUOG, 30/1 G-EUPY, 31/1 G-DBCC.

Heathrow(1344/1345, “20C/21X”) -19/1 G-EUOI, 20/1 G-EUPO, 21/1 G-EUPN, 22/1 G-EUUB(**A320**), 23/1 G-EUOC, 24/1 G-EUOD, 27/1 G-EUPX, 28/1 G-EUPB, 29/1 G-EUPX, 30/1 G-EUPH, 31/1 G-EUPT.



**Austrian Airlines Airbus A.319 OE-LDF taxiing for a
Runway 14 departure back to Innsbruck on 18/1**

Eastern Airways(EZE/T3, “Eastflight”)

“Based” Jetstream 41 aircraft are utilized on 4 return flights to **Aberdeen** on weekdays and one on Sundays, and operate three times each weekday to Southampton and return. Aircraft frequently swapped in Aberdeen.

Aberdeen “21LK/31LK” -6/1 G-MAJC, 7/1 G-MAJL(21LK) G-MAJL(31LK), 8/1 G-MAJC, 9/1 G-MAJI, 13/1 G-MAJB, 14/1 G-MAJC, 15/1 G-MAJC, 16/1 G-MAJC, 20/1 G-MAJB(21LK) G-MAJC(31LK), 21/1 G-MAJE, 22/1 G-MAJB, 23/1 G-MAJF, 27/1 G-MAJC(21LK) G-MAJE(31LK), 28/1 G-MAJE, 29/1 G-MAJU, 30/1 G-MAJC.

Aberdeen “41LK/51LK” -2/1 G-MAJL(51LK/81LK), 3/1 G-CHMR(51LK/81LK), 6/1 G-MAJC(41LK) G-MAJL(51LK), G-MAJI(41LK) G-MAJE(51LK), 10/1 G-MAJE(41LK) G-MAJB(51LK), 13/1 G-MAJB, 16/1 G-MAJC, 17/1 G-MAJC(41LK) G-MAJB(51LK).

Aberdeen “81LK/91LK” -5/1 G-MAJW, 6/1 G-MAJL, 7/1 G-MAJC, 8/1 G-MAJI, 9/1 G-MAJE, 10/1 G-MAJB, 12/1 G-MAJW, 13/1 G-MAJB(81LK) G-MAJC(91LK), 14/1 G-MAJC, 15/1 G-MAJC, 16/1 G-MAJC, 17/1 G-MAJB, 19/1 G-MAJW, 20/1 G-MAJC, 21/1 G-MAJE, 22/1 G-MAJB, 23/1 G-MAJF, 24/1 G-MAJC, 26/1 G-MAJL, 27/1 G-MAJK(91LK), 28/1 G-MAJE, 29/1 G-MAJU(81LK) G-MAJB(91LK), 30/1 G-MAJY, 31/1 G-MAJE.

Aberdeen “71LK/76LK” -20/1 G-MAJE, 21/1 G-MAJC(71LK) G-MAJB(76LK), 22/1 G-MAJE(71LK) G-MAJF(76LK), 23/1 G-MAJB(71LK) G-MAJC(76LK), 24/1 G-MAJF, 27/1 G-MAJF, 28/1 G-MAJF(71LK) G-MAJU(76LK), 29/1 G-MAJE(71LK) G-MAJC(76LK), 30/1 G-MAJH(71LK) G-MAJE(76LK), 31/1 G-MAJY.

Southampton “70Y/71G” -20/1 G-MAJE, 21/1 G-MAJC, 22/1 G-MAJE, 23/1 G-MAJB, 27/1 G-MAJF, 28/1 G-MAJF, 29/1 G-MAJE, 30/1 G-MAJB.

Southampton “76Y/77G” -20/1 G-MAJE, 21/1 G-MAJB, 22/1 G-MAJF, 23/1 G-MAJC, 24/1 G-MAJF, 26/1 G-MAJL, 27/1 G-MAJF, 28/1 G-MAJU, 29/1 G-MAJC, 30/1 G-MAJE, 31/1 G-MAJY.

Southampton “31Y/81G” -20/1 G-MAJC, 21/1 G-MAJE, 22/1 G-MAJB, 23/1 G-MAJF, 24/1 G-MAJC, 27/1 G-MAJE, 28/1 G-MAJE, 29/1 G-MAJU, 30/1 G-MAJC(31Y) G-MAJY(81G), 31/1 G-MAJE.

Extra flights: 7/1 G-MAJC(73H) departed to Norwich, then positioned back in from Aberdeen(021P), 8/1 G-MAJC(031P) positioned out to Humberside, G-MAJI(032P) positioned in from Newcastle, 19/1 G-MAJE(071P) positioned in from Humberside, 27/1 G-MAJC(31Z/32Z) operated in from/out to Aberdeen, 30/1 G-MAJH(12W) arrived from Aberdeen, 31/1 G-MAJB(001T) positioned out to Humberside.

Easyjet(EZY/U2, “Easy”)

Flights f/t **Geneva** will commence on 20/12, operated by Airbus A.319 on Mon/Thu/Fri/Sat/Sun.

Geneva(7346/5) -2/1 G-EZBV, 3/1 G-EZBJ, 4/1 G-EZDV, 5/1 G-EZIR, 6/1 G-EZGD, 10/1 G-EZNC, 11/1 G-EZIO, 12/1 G-EZFF, 18/1 G-EZBR, 19/1 G-EZDE, 24/1 G-EZDA, 25/1 G-EZBM, 26/1 G-EZFG, 31/1 G-EZDA.



Easyjet Airbus 319 G-EZDE arriving from Geneva on 19/1(Rod Hudson)

Enterair(ENT, “Enterair”)

The company will be operating a series of charters over the festive period, using Boeing 737/400 aircraft

5/1 SP-ENB(3503) arrived from Gatwick, departed to Kiruna,

Flybe(BEE/BE, “Jersey”)

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City** and **Southampton**. The Southampton flights will cease operating on 19/01/14

Belfast City(729/730, “729/7TL”) –2/1 G-ECOB, 3/1 G-ECOO, 6/1 G-JECK, 7/1 G-JECK, 8/1 G-JECK, 9/1 G-JECK, 10/1 G-JECK, 13/1 G-JEDV, 14/1 G-JEDP, 15/1 G-JEDP, 16/1 G-ECOP, 17/1 G-JECO, 20/1 G-JEDU, 21/1 G-JECJ, 22/1 G-ECOM, 23/1 G-ECOM, 24/1 G-FLBB, 27/1 G-ECOG, 28/1 G-ECOG, 29/1 G-ECOG, 30/1 G-ECOG, 31/1 G-ECOG.

Belfast City(731/732, “5AE/2DE”) –1/1 G-JECZ, 2/1 G-ECOB, 3/1 G-ECOB, 4/1 G-JEDP, 5/1 G-JECZ, 6/1 G-JECX, 7/1 G-JECK, 8/1 G-JECK, 9/1 G-JECK, 10/1 **G-FBEI**(E190), 11/1 G-JEDV, 13/1 G-JEDV, 14/1 G-JEDP, 15/1 G-JEDP, 16/1 G-ECOP, 17/1 G-JECO, 18/1 G-ECOM, 20/1 G-JEDU, 21/1 G-JECJ, 22/1 G-FLBB, 23/1 G-FLBB, 24/1 G-FLBB, 25/1 G-ECOT, 27/1 G-ECOG, 28/1 G-ECOG, 29/1 G-ECOG, 30/1 G-JEDT, 31/1 G-ECOT.

Belfast City(733/734, “6CX/734”) –1/1 G-JECZ, 2/1 G-ECOB, 3/1 G-ECOB, 5/1 G-ECOM, 6/1 G-JECK, 7/1 G-JECK, 8/1 G-JECK, 9/1 G-JECK, 10/1 G-FLBE, 11/1 G-FLBE, 13/1 G-JEDV, 14/1 G-JEDP, 15/1 G-JEDP, 16/1 G-ECOP, 17/1 G-JECO, 19/1 G-FLBE, 20/1 G-JECO, 21/1 G-JECJ, 22/1 G-FLBB, 23/1 G-FLBB, 24/1 G-FLBB, 25/1 G-ECOG, 27/1 G-ECOG, 28/1 G-ECOG, 29/1 G-ECOT, 30/1 G-JEDT, 31/1 G-ECOT.

Belfast City(735/736, “3BH/1JY”) –1/1 G-JECZ, 2/1 G-ECOB, 3/1 G-ECOO, 5/1 G-ECOO, 6/1 G-JECK, 10/1 G-JECK, 12/1 G-JEDV, 13/1 G-JEDV, 17/1 G-JECO, 19/1 G-JECO, 20/1 G-ECOM, 24/1 G-JECL, 26/1 G-ECOT, 27/1 G-ECOG, 31/1 G-ECOG.

Southampton(171/172, “6FP/8HB”) -2/1 G-JECF, 6/1 G-FLBC, 7/1 G-JEDR, 8/1 G-ECOD, 9/1 G-ECOE, 13/1 G-JECE, 14/1 G-FLBD, 15/1 G-ECOF, 16/1 **G-FBEL**(E190).

Southampton(173/174, “2WJ/7FH”) –1/1 G-ECOR, 2/1 G-JECF, 3/1 G-JEDR, 6/1 G-JEDR, 7/1 G-JEDR, 8/1 G-JEDR, 9/1 G-ECOJ, 10/1 G-JECX, 13/1 G-ECOE, 14/1 G-JECE, 15/1 G-ECOE, 16/1 G-JECX, 17/1 G-JECK.

Southampton(175/176, “8JV/6PY”) –5/1 G-JECP, 9/1 G-ECOE, 10/1 G-JECL, 12/1 G-FLBD, 15/1 **G-FBEL**(E190), 16/1 G-ECOE, 17/1 G-JECM, 19/1 G-ECOJ.

Jet2(EXS/LS, “Channex”)

Jet2 will operate the usual reduced flight schedule over the winter, with ski-flights commencing mid-December. Two New York charters will operate in December. Several aircraft will be parked up over the winter period while other go away for major overhaul. Most of the 737/800 is due to visit LBIA over the winter period for checks and these will be joined by new examples G-GDFS(ex OM-TVA), G-GDFW(ex D-AHFM), G-GDFX(ex D-AHFO), G-GDFY(ex HA-LKE), G-GDFZ(ex EC-HZS).

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

1/1 G-CELU(031E) positioned in from East Midlands, G-CELV(032E) positioned out to East Midlands,

2/1 G-CELU(051B) arrived from East Midlands, G-CELZ(031E) positioned out to Newcastle, G-GDFM(031E) positioned in from Belfast, G-GDFK(032E) positioned out to Manchester,

4/1 G-CELO(031E) positioned in from Edinburgh, G-LSAN(033R) positioned out to Manchester,

5/1 G-LSAH(034R) positioned in from Manchester,

6/1 G-GDFB(061J) positioned in from Alicante, G-CELO(031E) positioned out to Edinburgh,

7/1 G-LSAA(148C) positioned in from Gatwick,

8/1 G-GDFV(031E) positioned out to East Midlands, G-GDFC(033E) positioned in from Glasgow, G-CELD(032E) positioned in from East Midlands,

9/1 G-LSAI(039R) positioned out to Newcastle,

11/1 G-GDFE(032E) positioned in from Belfast, G-CELV(031E) positioned in from Exeter, G-CELC(041A) positioned out to Madrid, G-GDFK(114C) positioned in from Luton,

12/1 G-GDFB(042A) positioned in from Madrid,

13/1 G-GDFH positioned in from Doncaster, G-GDFE(033E) positioned out to Belfast, G-GDFN(105C) positioned in from Dublin, G-CELV(032E) positioned out to Exeter, G-CELE(035E) positioned in from Manchester,

16/1 G-CELE(036E) positioned out to Manchester,
 17/1 G-CELX(031E/032E) positioned in from/out to Newcastle,
 18/1 G-CELP(031E) positioned in from Edinburgh,
 20/1 G-GDFB(041A) positioned out to Rome, G-CELP(032E) positioned out to Edinburgh,
 21/1 G-CELF(041A) positioned in from Rome, G-CELU(031E) positioned in from East Midlands,
 22/1 G-CELU(031E) positioned out to East Midlands,
 24/1 G-GDFT(031E) positioned in from Newcastle,
 25/1 G-CELA(031E) positioned in from Edinburgh, G-CELC(041A) positioned out to Lyon, G-GDFM(052H) test flight, G-GDFL(042A) positioned in from Lyon,
 26/1 G-GDFD(031E) positioned in from Manchester,
 27/1 G-GDFM(053H) test flight, G-GDFL(055H) test flight, G-CELA(032E) positioned out to Glasgow, G-LSAJ(051K) positioned in from Luton,
 28/1 G-GDFH(300T) to/from Prestwick, G-GDFM(053H) test flight,
 29/1 G-CELF(300T) to/from Prestwick, G-GDFN(031E) positioned out to East Midlands, G-CELV(032E) positioned in from East Midlands, G-GDFL(061J) positioned out to Blackpool, G-CELJ(062J) positioned in from Blackpool,

On 17/2 Boeing 737/800 G-GDFC was badly damaged whilst landing at Funchal, inbound from LBIA, with the tail hitting the runway leaving a mark of about 13 meters length. A preliminary visual inspection revealed deformation of the skin of the lower fuselage and significant tail skid wear. Maintenance subsequently determined in a detailed inspection, that there were a number of struts bent inside the tail structure, two stringers were cracked and a diagonal strut had fractured. In addition the skin was chafed and there was deformation of the tube as result of the contact with the runway surface. As we go to press the aircraft remains in Funchal.

KLM(KLM/KL, "KLM")

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

Amsterdam(1545/1546, "1545/1546") -2/1 PH-JCH, 3/1 PH-KZH, 4/1 **PH-EZH**(E190), 5/1 **PH-EZD**(E190), 6/1 PH-JCH, 7/1 PH-KZF, 8/1 PH-WXA, 9/1 PH-WXC, 10/1 PH-KZO, 11/1 PH-KZN, 12/1 PH-JCT, 13/1 PH-KZL, 14/1 PH-KZA, 15/1 PH-KZC, 16/1 PH-JCT, 17/1 PH-KZI, 18/1 PH-KZE, 19/1 PH-KZI, 20/1 PH-JCT, 21/1 PH-KZC, 22/1 PH-KZL, 23/1 PH-WXC, 24/1 PH-JCT, 25/1 PH-WXC, 26/1 PH-KZM, 27/1 PH-KZI, 28/1 PH-WXA, 29/1 PH-KZT, 30/1 PH-KZW, 31/1 PH-KZL.

Amsterdam(1549/1550, "1549/1550") -1/1 PH-KZS, 2/1 PH-KZW, 3/1 PH-KZT, 4/1 PH-KZH, 5/1 PH-KZV, 6/1 PH-KZT, 7/1 PH-KZF, 8/1 PH-WXA, 9/1 PH-KZN, 10/1 PH-KZG, 12/1 PH-KZW, 13/1 PH-KZW, 14/1 PH-KZK, 15/1 PH-KZN, 16/1 PH-KZN, 17/1 PH-KZT, 19/1 PH-JCT, 20/1 PH-KZL, 21/1 PH-KZW, 22/1 PH-KZA, 23/1 PH-KZP, 24/1 PH-KZI, 26/1 PH-WXC, 27/1 PH-KZS, 28/1 PH-KZA, 29/1 PH-KZC, 30/1 PH-KZC, 31/1 PH-KZA.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) -1/1 PH-KZU, 2/1 PH-KZL, 3/1 PH-KZD, 4/1 PH-KZS, 5/1 PH-KZG, 6/1 PH-KZD, 7/1 PH-KZS, 8/1 PH-WXA, 9/1 PH-KZU, 10/1 PH-WXC, 11/1 PH-WXA, 12/1 PH-KZC, 13/1 PH-KZW, 14/1 PH-KZH, 15/1 PH-KZC, 16/1 PH-KZL, 17/1 PH-WXD, 18/1 PH-KZW, 19/1 PH-WXD, 20/1 PH-WXA, 21/1 PH-KZW, 22/1 PH-KZN, 23/1 PH-KZD, 24/1 PH-KZI, 25/1 PH-KZD, 26/1 PH-KZC, 27/1 PH-WXD, 28/1 PH-WXD, 29/1 PH-KZB, 30/1 PH-KZL, 31/1 PH-KZN.

Extra flights:-20/1 PH-KZB (1499), diverted in from Humberside due fog, 21/1 PH-KZB (1486) departed to Amsterdam.

Loganair(LOG/BE, "Loganair")

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

Glasgow(6980/6981, "73JV/24PL") -6/1 G-CCGS, 7/1 G-CCGS, 8/1 G-CCGS, 9/1 G-CCGS, 13/1 G-LGND, 14/1 G-BZOG, 15/1 G-BZOG, 16/1 G-CCGS, 20/1 G-CCGS, 21/1 G-CCGS, 23/1 G-CCGS, 27/1 G-LGNN, 28/1 G-BZOG, 29/1 G-BZOG, 30/1 G-BZOG.

Glasgow(6984/6985, "26JL/12DC") -6/1 G-CCGS, 7/1 G-LGNN, 8/1 G-CCGS, 9/1 G-CCGS, 10/1 G-CCGS, 13/1 G-BZOG, 14/1 G-BZOG, 15/1 G-CCGS, 16/1 G-CCGS, 17/1 G-CCGS, 20/1 G-CCGS, 21/1 G-CCGS, 22/1 G-CCGS, 23/1 G-CCGS, 24/1 G-LGNJ, 27/1 G-BZOG, 28/1 G-BZOG, 29/1 G-BZOG, 30/1 G-BZOG, 31/1 G-BZOG.

Monarch(MON/ZB, “Monarch”)

Schedules flights to be operated to the following destinations:- **Arrecife**(7592/3 -Mon); **Tenerife**(7504/5 -Tue/Fri); **Larnaca**(7508/9 -Wed/Sun); **Faro**(7542/3 -Thu/Sat). Flights to **Munich**(7572/3 - Mon/Fri) and **Grenoble**(7566/7 Sat/Sun) will commence in on 16/12.

One Airbus A.320 (normally with “Sharklets”) will be based during the winter. 1/1-16/1 G-ZBAB, 16/1-31/1 G-ZBAA.

Pakistan International(PIA/PK, “Pakistan”)

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

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

Ryanair(RYR/FR, “Ryanair”)

Ryanair will base 3x Boeing 737/800 aircraft at LBIA this winter, one aircraft acting as a back-up, operating routes to:- **Dublin**(153/4, “166K/459V”) –Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Dublin**(156/7, “971Y/331K”) –Mon/Tue/Wed/Fri); **Fuerteventura**(1584/5, “911D/1585”) –Mon/Fri); **Arrecife**(2048/7, “591B/645T”) –Tue/Thu/Sat); **Alicante**(9079/8, “492D/3YM”) –Tue/Thu/Sat); **Malaga**(2446/7, “137T/372X”) –Tue/Sat); **Krakow**(2332/3, “878Z/836V”) –Wed/Fri/Sun); **Tenerife**(2494/3, “2494/757C”) –Wed/Sun); **Riga**(2482/1, “2482/404H”, -Thu/Sun).

Based aircraft:- EI-DWO(1/1-18/1), EI-EBI(1/1-13/1), EI-EFP(1/1-11/1), EI-EVX(11/1-16/1), EI-DWI(13/1-16/1), EI-DCM(16/1-24/1), EI-EKY(16/1-31/1), EI-EFI(18/1-31/1), EI-DYA(24/1-31/1),

Flights operated by non-based aircraft:-

Dublin(157/6, “331K/971Y”, -Thu/Sat):-2/1 EI-DLF, 4/1 EI-ENL, 9/1 EI-DWF, 16/1 EI-DWT, 23/1 EI-DYA, 25/1 EI-EVI, 30/1 EI-EKP,

Malaga(2446/7, “137T/372X”) -2/1 EI-DWY, 9/1 EI-EPD,

Malta (2449/2448, “121P/682D”) -2/1 EI-DPI, 9/1 EI-EKT, 23/1 EI-DHA, 30/1 EI-ENW,

Tenerife(2494/3, “2494/757C”) –Wed/Sun); -5/1 EI-EKI, 19/1 EI-ESX, 26/1 EI-EFS,

Thomson Airways(TOM/BY, “Thomson”)

The company will operate just one flight per week during the winter, **Tenerife**, on Sundays.

Tenerife(3749/8, “1GJ/92W”) –Sun) -5/1 G-TAWM, 12/1 G-TAWM, 19/1 G-TAWP, 26/1 G-TAWP,



G-GDFV 737/800
pictured recently
by Mike Storey
This aircraft has
now been re-
painted in the
Jet2 grey scheme

**Monarch Airbus
A.320 G-ZBAB**
making a rather
spectacular
cross-wind
landing on 14
(Rod Hudson)





A couple of residents have departed to pastures new recently. Sports cruiser G-MISJ is now based at West Malling, operated by SJ Aviators Ltd while Cessna F.172N G-BEUX has been sold by Multiflight to Zentelligence Ltd of Westgate-on-Sea, Kent. Meanwhile, Citation Bravo N425ST has departed to Doncaster, where it is being offered for sale.

01/01/14 New Year's Day

Making its first visit to LBIA, Vista Jet's Global Express **9H-VJA** (Vista Jet 741) from Farnborough(1052) to St Lucia/Hewanorra(1227). Lear Jet 45 **G-PFCT** operated by Jet Aircraft Ltd, from Bern(1846), n/s to Biggin Hill(0920).

02/01/14 Thursday

Citation Bravo **G-CGEI** from Staverton(1220) to Ronaldsway(1300). Having arrived last month, Citation XL **CS-DXH** (Fraction 291Q) departed to Inverness(1444).

03/01/14 Friday

Multiflight 737/300 **9H-MTF** (MLT 226) positioned out to Le Bourget(0650). Another arrival from last month, Pilatus PC-12 **M-UTIN** returned home to Luxemburg at 1614 today.

04/01/14 Saturday

Agusta A.109S **G-MAOL** called in for fuel enroute from Northampton(1206) to a private site near Newcastle(1220). It again called on the return trip 1840/1853. Visiting for the first time was King Air 200 **F-GVLB** (Red Pelican 04B) operated by JDP France, from Biggin Hill(1417) to Le Bourget(1506). Dauphin **EI-GJL** arrived from Lowestoft at 1558 and went to Multiflight/Engineering, n/s.

05/01/14 Sunday

Nothing out of the ordinary occurred today

06/01/14 Monday

Another run-of-the-mill kind of day

07/01/14 Tuesday

Falcon 2000EASy **CS-DLF** (Fraction 927N/077C) from Birmingham(1316) n/s until 9/1, to Le Bourget(1818). Cheyenne 3 **G-GZRP** (Air Med 054) from Geneva(1426) to Oxford(1502).

08/01/14 Wednesday

Gazelle **YU-HET**, on its first visit to LBIA, f/t Sherburn(1308/1407).

09/01/14 Thursday

First time visitor, Citationjet 2 **OO-AMR** operated by Air Service Liege, from Kortrijk/Wevelgem(0609) to Santiago(0749). PA-31 Chieftain **G-VIPX** (Prestige 99L/M), ambulance flight from Ronaldsway(1317) to Doncaster(1345).

10/10/14 Friday

King Air 90 **G-ORTH** carried out a local test flight 100/3/1018. Operated by Northrop Grumman Systems Corp and making its LBIA debut, Gulfstream 4 **N5NG** arrived from Warton at 1104, departing to Washington/Dulles(1550). Citationjet 2 **OO-AMR** from Seville/San Pablo(1600) to Antwerp(1642). Multiflight 737/300 **9H-MTF** (MTL 223) arrived from Tel Aviv/Ben Gurion(1818). Challenger 604 **G-REYS** operated by TAG Aviation, f/t Farnborough(1846/1756), n/s.



First visitor of the year on 1/1, to a very wet LBA, Globasl Express 9H-VJA(David Blaker)



EMB.135BJ Legacy TC-DIA on finals for 14, inbound from Ankara, 30/1(David Blaker)



Global Express N683GA arrived from its base in Georgia on 15/1(Mike Storey)



**Gulfstream 4 N113WJ arrived from St. Lucia on 17/1 for an overnight stay
The aircraft was formerly operated by the Botswana Government(David Blaker)**

11/01/14 Saturday

Citationjet 2 **G-TWOP**(Clifton 8) f/t Guernsey(1153/1810). Mooney M.20P **N201YK** owned by Jersey based Mooney Aviators Ltd, f/t Jersey(1403/1448). Having been in Multiflight/Engineering since before Christmas, PA-28R Arrow **G-BHAY** returned home to Carlisle at 1447.

12/01/14 Sunday

German based Mooney M.20K **N400MW** f/t Stuttgart(1539), n/s until 14/1. Phenom **HB-VPG**(Jet Aviation 701) owned by Jet Aviation Business Jets and a first timer, f/t Zurich(1737/1550), n/s.

13/01/14 Monday

MD-902 Explorer **G-SASH**(Helimed 99) arrived from its base at Nostell Priory(1618) and went to Multiflight/Engineering, n/s. PA-46T Malibu **N321CR** f/t Antwerp(1814/1721), n/s.

14/01/14 Tuesday

King Air 90GT **M-KING** f/t Guernsey(1022/1300), n/s. King Air 200 **ZK454**(Cranwell 75) ILS and overshoot(1119), f/t Cranwell. MD-902 **G-SASH**(Helimed 99) carried out a local air test 1447/1452, before heading home to Nostell Priory at 1532. PA-34 Seneca **G-RVRB**(Ravenair 34T) ILS and overshoot(1509), f/t Liverpool.

15/01/14 Wednesday

First time visitor, Global Express **N683GA** owned by LMI II LLC, arrived from its base at Gwinnett County Airport, Lawrenceville, Georgia at 0923 for an overnight stay. The aircraft departed to Atlanta/Peachtree at 1646 the next day. Tucano **ZF210**(LOP 26) ILS and overshoot x2(1640/1650), f/t Linton. Citationjet 2 **G-SONE**(Clifton 253/4) from London City(1833), n/s to Prestwick(1157). Twin Squirrel **G-ORDH** arrived from Bagby(1933) to pick up Mr Harpin, who arrived from Birmingham(1943) in PC-12 G-HARP, and transport him home to Nun Monkton departing at 1946.

16/01/14 Thursday

Cirrus SR.22T **N936CT** f/t Denham(1143/1326). Hawker 1000 **G-CDLT** from Glasgow(1439) to Luton(1457). First timer, Gulfstream 4 **N113WJ** of Aero Investments 1173 LLC, from St Lucia/Hewanorra(2126) to Moscow/Vnukovo(0912), n/s until 19/1. This aircraft is interesting having originally been operated by the Botswana Government as OK-1, when delivered new in 1991.

17/01/14 Friday

King Air 200 **ZK455**(Cranwell 68) ILS and overshoot(1121), f/t Cranwell. MD-902 Explorer **G-CEMS**(Helimed 98) from Topcliffe(1202), to Multiflight/Engineering. King Air 90 **G-ORTH**(Enzo 01T) t/f Doncaster(1225/1345), for crew training. Boeing 737/300 **9H-MTF**(MLT 234) to Stansted(1439). PA-27 Aztec **G-RVRZ**(Ravenair 10) from Liverpool(1151) to Edinburgh(1853), organ transplant flight. Hercules C5 **ZH887**(Ascot 285) from Manchester(1847) to East Midlands(1905), landed and parked on N Taxiway to carry out crew change while on a training detail.

18/01/14 Saturday

Citation XL **I-CMAB**(Aliven 013) from Doncaster(1119), n/s to Milan/Linate(1027). The aircraft, which was bringing in the potential new owner of Leeds United, had diverted earlier when inbound from Cagliari/Sardinia due fog at LBIA.

19/01/14 Sunday

Gulfstream 4 **N189J** of Aviation Enterprises Inc, on its first visit, from Opa Locka/Miami(0827) to Luton(1534).

20/01/14 Monday

Wal-Mart's Gulfstream 6 **N762MS** arrived from Rogers Municipal, Arkansas(0727), n/s to Le Bourget(1147). Agusta A.109S **G-MAOL** from Bristol(0908), refuel, to a private site near Newcastle(0934). Debutant, Citation XL **D-CEHM**(First Flight 961) operated by Stuttgarter Flugdienst, f/t Paderborn(1317/1814).

21/01/14 Tuesday

Global Express **CS-GLC**(Fraction 443L/532D) from Luton(0955) to Nice(1200). Making its debut, Premier 1 **HB-VTS** operated by Diamair SA, from Düsseldorf(1405) n/s until 23/01, to Grenchen(1356). Twin Squirrel **G-ORDH** from Bagby(1502) to Nun Monkton(1508).

22/01/14 Wednesday

King Air 200 **OO-INN**(Abelag 552) f/t Wevelgem(1128/1731). First timer, Citation XL **I-BEDT**(Aliven 018) from Cagliari(1242), n/s to Geneva(1320). King Air 200 **ZK456**(Cranwell 68) ILS and overshoot(1416), f/t Cranwell.



Mooney 201 N201YK, based in Jersey made a brief visit to LBIA on 11/1



Avanti OY-TLP, operated by Sun Aviation, visited LBIA twice in January(Mike Storey)



Cirrus SR.22 N936CT, based at Denham, on finals for runway 14 on 16/1(Mike Storey)



TBM.850 LX-JFO of Jetfly taxiing for departure to Amsterdam on 29/1(Mike Storey)

23/01/14 Thursday

King Air 200 **G-FRYI**(Lonex 54FR) from Belfast City(0825), n/s to Doncasyster(1359). Cessna T.210N **G-TOTN** f/t Ronaldsway(0833/1618). Pilatus PC-12 **LX-JFM** of Jetfly, from Dole/Tavaux(0950), aircraft went u/s and stayed until the end of the month. Hawker 750XP **CS-DUG**(Fraction 359G/665A) from Northolt(1029) to Riga(1249). Global Express **CS-GLA**(Fraction 420G/527P) f/t Northolt(1108/1155). Cheyenne 3 **G-GMED**(Air Med 084) from Caen(1449) to Oxford(1803). Boeing 737/300 **9H-MTF**(MLT 239) from Newcastle(2010). King Air 90 **M-OTOR** from Cardiff(2052) to Chalgrove(2112).

24/01/14 Friday

Hawker 800XP **CS-DRO**(Fraction 546B/061K) from Manchester(0731) to Aberdeen(0903). Commander 114 **N6048B** from Guernsey(0918) to Dunkeswell(1003). DA-42 Twin Star **G-YDEA**(White Knight 09) from Gamston(1536) to Dundee(1628).

25/01/14 Saturday

King Air 90 **G-ORTH**(Enzo 525P) to Manchester(0918) from Stuttgart(1919). Citation XL **I-BEDT**(Aliven 019) f/t Cagliari(1656/1725).

26/01/14 Sunday

Citation V **OE-GAA**(Tyrol Ambulance 772A/773A) f/t Innsbruck(1242/1607). Citation XL **I-BEDT**(Aliven 019) from Cagliari(2036) to Milan/Linate(2059). Citation XL **LX-INS**(Red Lion 10) from Luxemburg(2057), n/s to Gatwick(0809).

27/01/14 Monday

C-12U Huron **84-0173**(Argus 27) f/t Wiesbaden(0931/1407). King Air 200 **G-BVMA** from Luton(0959) to Doncaster(1131). King Air 200 **G-MEGN** from Doncaster(1424), n/s to Luton(1610).

28/01/14 Tuesday

Citationjet **G-TBEA**(Clifton 257) from Manchester(0839) to Geneva(1007), return 1717/1735. Citation XL **I-CMAB**(Aliven 023) from Milan/Linate(1349) to Cagliari(1439). MD-902 **G-CEMS**(Helimed 98) from Topcliffe(1609) to Multiflight/Engineering, n/s.

29/01/14 Wednesday

Citationjet **D-IOWA** operated by Waldmann Lufttechnik, f/t Donaueschingen/Villingen(0746/1455). TBM-850 **LX-JFO** of Jetfly arrived from Geneva(0839), to Amsterdam(1052). King Air 200 **G-IMEA**(Broadsword 06) from Northampton(0921) to Sion(1024). King Air 200 **ZK460**(Cranwell 85) ILS and overshoot(1059), f/t Cranwell. Tucano **ZF339**(LOP 23) ILS and overshoot(1424), f/t Linton. Cheyenne 3 **G-GZRP**(Air Med 054) from Alicante(1621) to Oxford(1729). Hawker 750XP **CS-DUG**(Fraction 687F/935R) from Biggin Hill(2021), n/s to East Midlands(1646).

30/01/14 Thursday

On its first visit to LBIA, Citationjet 4 **D-CBCT** owned by Gullwing Aviation, f/t Bielefeld(0951/1319). EMB.135BJ Legacy **TC-DIA**(Tarkim Aviation 501) owned by IC Havacilik, from Ankara(1230) to Stansted(1644). This aircraft had previously visited LBIA last year when registered PR-TRM. C-12U Huron **84-0173**(Argus 27) f/t Wiesbaden(1305/1427). P.180 Avanti **OY-TLP**(Sunscan 601A/B) owned by Danish Crown Salg og Service, f/t Aarhus(1310/1421).

31/01/14 Friday

Avanti **OY-TLP**(Sunscan 601A/B) from Aarhus(1027) to Belfast International(1055). Citation XL **I-CMAB**(Aliven 028) from Cagliari(1443), n/s. Citation Mustang **N59LW**, on its first visit, from Chambery(1504) to North Weald(1559). Pilatus PC-12 **M-ERIL** of Confidentia Aviation, also on its first visit, Fair Oaks(1816), n/s. Lear Jet 35A **G-JMED**(Air Med 076) from Arrecife(2022) to Oxford(2117).

EDITORIAL

Yet again a plea for articles for inclusion in the magazine. I now have **NOTHING** on file for inclusion in next month's magazine. As you will see this month I have have to trawl the "net" to find news for inclusion in the back pages. If we don't want to see blank pages in the next issue please send me something, no matter how small to reach me before the 20th of the month.

On a positive note photos now seem to be arriving more frequently in my inbox, which is always nice to see. With the arrival of the better weather (we hope) and the lighter nights there should be lots of chances of capturing that masterpiece in the coming months.

Trevor Smith



Operated by Diamair, Premier 1 is seen on finals to runway 14, 29/1(David Blaker)



Citation XL D-CEHM parked on Multiflight/East was f/t Paderborn, 23/1(Rod Hudson)



Weisbaden based C-12U Huron 84-0173 visited twice at the end of January(Mike Storey)



Ronaldsway based Cessna 210M G-TOTN is a regular sight at LBIA(Rod Hudson)



LEEDS/BRADFORD NEWS

Leeds/Bradford has become the main subject in a political speculation about Yorkshire's future aviation requirements. This has come at a difficult time for the owners of Leeds Bradford Airport as they negotiate a refinancing of the leveraged business. Wakefield Council leader Peter Box has called for a broader debate on the future of transport in the North including alternative proposals for high speed rail, investment in the road network and a possible long-term replacement for the airport. Questions are now being asked about whether it makes better economic sense to invest money in improved transport links to the existing airport which may have limited scope for growth or consider the more radical option of a new airport on a site better connected to major roads and rail lines and with room to expand over the longer term. According to annual accounts published earlier this month, Leeds Bradford International Airport Ltd is currently exploring with its majority shareholder and potential funders options to refinance the group on a medium-term basis.

Bridgepoint Capital, the private equity firm, bought the airport from a consortium of five local authorities for £145m in 2007, a year now regarded as the top of the market for buyouts. The company's stated intention is to put a new financing structure in place before May 2. In the annual report, the directors said they are aware that the ability to refinance represents "a material uncertainty that casts significant doubt upon the group's ability to continue as a going concern". The uncertainty is linked to the obligation to repay the senior facilities on May 2. At the year ending March 2013, these comprised a senior term loan of £49.2m, a capital expenditure facility of £20.6m and the airport's terminal development facility of £11.3m. The directors said they have a reasonable expectation that the group has the ability to refinance its senior debt and redeemable preference shares by May 2. They said the company will have sufficient liquidity and capital resources to meet its obligations in the normal course of business for the foreseeable future. The asset is performing well: turnover for the year was up 11 per cent to £25m. This was driven by increases in both aeronautical and commercial revenues, following the introduction of new services including British Airways and Monarch and improvements to the airport's retail offering, not least the extended Yorkshire Premier Lounge.

The company reported earnings before tax, interest, debt and amortisation of £3.67m, down from £3.88m the previous year. It reported a pre-tax loss of £8.61m, worse than the £8.07m the previous year. A spokeswoman for the airport yesterday said that the airport is "on schedule" with the refinancing. Keith Wakefield, the leader of Leeds City Council, speaking to the *Yorkshire Post* stated "We want Leeds and Yorkshire to be as ambitious as any other region. The existing operators of Leeds-Bradford have been very good and increased passenger numbers but if we are to make sure aviation is a key part of our transport strategy we have to recognise there are limitations on the existing location. "If we are looking 20, 30, 40 years ahead there might be a better location so it can link with HS2 and create a transport hub."

Tony Hallwood, the airport's commercial director, said Leeds Bradford can meet the long-term need for air travel in Yorkshire and can continue to grow at a fast pace, whereas a new airport could be decades away and would likely cost billions. Funders do not like uncertainty because it increases risk. With increased risk comes an increase in the cost of borrowing. In turn, this makes it harder for indebted companies to invest for growth.

On 3 February, Ryanair announced a new Summer 2014 route from Leeds Bradford Airport, namely to Barcelona Girona, joining its existing 22 other services from the Yorkshire gateway

December 2013 Passenger figures for LBA have been released and show a marked increase. For the month of December 2013 144,338 passengers used the airport an increase of 8.4% on December 2012. The Annual figure using LBA was 3,314,395 passengers an increase of 11.6% on the same 12 month period in 2012.



Bristow Helicopters has bought a controlling interest in Eastern Airways
Here one of the company's S-76s G-CFDV is seen taxiing at Humberside(Rich Grimley)

AIRPORT NEWS

Humberside has new owners in the form of BRISTOW, the UK-based helicopter firm, has bought a controlling stake in Eastern Airways, the airline that owns Humberside Airport, in a £27-million deal. The 60 per cent share has just been confirmed, formalising an agreement that builds on a strong relationship between Bristow and Eastern that dates back to 1999. The investment is described as "a natural outcome of the history of the two businesses working together". Eastern Airways and the Kirmington airport will continue to operate as normal, independently from Houston-headquartered Bristow, and under their own brands led by the current management teams.

Mike Imlach, Bristow Helicopters Ltd's managing director, said: "Bristow and Eastern Airways serve many of the same customers. Our business portfolios are highly complementary in terms of service offerings and geographic footprint. Through this investment, we can leverage our respective strengths to create a seamless experience for passengers travelling to offshore locations. "The Bristow brand will benefit from alignment with a known and valued fixed wing operator. Together we will be able to capitalise on the respective strengths of both organisations, offer a broader range of services, pursue growth opportunities in new markets and geographies, invest in markets where we are currently well-positioned and become even stronger in these areas." Eastern Group, now 60 per cent owned by Bristow, retains 82.7 percent stake in Humberside Airport that it acquired in August 2012 and North Lincolnshire Council will retain its 17.3 percent shareholding.

Bristow will have a significant presence in Humberside, with its participation in Humberside Airport and the Search and Rescue (SAR) base that is under construction, to be operational next year. Bryan

Huxford, chairman of Eastern Group, said: "With Bristow making this strategic investment in Eastern, we believe that we can accelerate the success both companies have already achieved in the marketplace, which will strengthen and further develop our business and future opportunities."

The airport was bought out from Manchester Airports Group, and has since attracted Scandinavian Airlines as it builds on the business links while attracting more tourism traffic. The location on the Humber also opens up huge opportunities for offshore wind going forward, with the largest generation of turbines designed with helicopter access in mind. GeoSea, the company building out Dong Energy's Westernmost Rough offshore wind farm, are also due to use helicopters for urgent crew transfers from towering jack-up vessel InnovationOne airport source said: "This is very positive for the airport, it is now part of a \$2.5-billion company. We hope it will bring further benefits and investment to the region. "It really underlines the importance of the offshore markets, and has to be regarded positively."



Humberside based Links Air have announced they will commence scheduled flights from Doncaster/Robin Hood to Belfast and IOM this summer using Jetstream 32's

AIRLINE NEWS

Avianca have announced they will commence services to Heathrow. The service by Colombia's national airline that will give the UK its first direct connection to the Latin American country for a decade. The deal with Avianca has been five years in the making and Heathrow claims it is proof that a lack of hub airport capacity in the UK is preventing Britain from forging enough direct links with fast-growing emerging economies. The flights will resume on July 3. Avianca first started talking to Heathrow in 2009 but has been forced to wait until suitable take-off and landing slots became available at the West London airport, which is operating close to capacity. The five-year delay is likely to be seized on by backers of Heathrow as proof that Britain can only build sufficient new trade and transport links to long-haul destinations abroad by building a new runway at a hub airport. Although spare capacity is available at airports elsewhere in the South East, Avianca preferred to wait five years to open routes at Heathrow, where it can take advantage of transfer traffic to fill flights.

British Airways has stated it is considering the Boeing 777X as a replacement for its Boeing 747's. "We're looking at the aircraft and we're certainly interested," Willie Walsh, chief executive officer of British Airways owner IAG, Europe's third-biggest airline has held discussions with Chicago-based Boeing about the jet, he said. International Consolidated Airlines Group, as IAG is known in full, is in the midst of a fleet upgrade that saw British Airways introduce the Boeing 787 Dreamliner and Airbus A.380 last year. To replace some 747s, the airline topped up its Dreamliner orders in 2013 and bought Airbus's largest twin-engine long-range jet, the A.350-1000. "We see aircraft like the A350-1000 and 777X as being natural replacement aircraft for the 747s that we have," Walsh said. "We've not made

any commitment.” An order for more planes would be for jets for delivery from 2019, Walsh said, with Airbus still in the running. British Airways would need to replace about 25 747s, which has four engines that consume more fuel, he said.

Eastern Airways have had a controlling interest purchased by Bristow Helicopter (see airport news under Humberside above). SAAB 2000 HB-IZU has been delivered to Aberdeen and will be re-registered G-CIEC for Eastern. One to look out for.

Flybe is doubling the number of flights between London and Cornwall after floods severed the rail link at Dawlish in Devon. Flybe has adjusted its flying programme to free up one of its 118-seat Embraer 195 aircraft and re-scheduled crews to operate it. Flybe says will enable it to double the number of weekday flights it offers between Newquay Cornwall Airport and London Gatwick to six a day from 12 February adding an extra 4,500 seats to the service. This will be for an initial two week period while demand for the new schedule is monitored and assessed.. Additional seats are on sale now with one way fares from £36.99 inclusive of taxes and charges. Flybe's chief commercial officer, Paul Simmons, says: “Flybe fully appreciates the enormous economic cost to the region of losing its rail services, an untenable situation that looks likely to impact the region severely for at least six weeks and possibly even longer. “Flybe's regional model means that, at this time of travel crisis which is placing huge pressure on the West Country's industry and commerce sectors and on leisure and business travel, we are well placed to be able to step in quickly and provide a fast and convenient travel solution. “We also commit to maintaining our normal pricing mechanism. We have no wish to take advantage of this very difficult situation by inflating fares and can assure our customers that our fares' policy will be managed in exactly the same way as always.”

Scoot's forthcoming Boeing 787 Dreamliners will each accommodate up to 375 passengers when delivered later this year. In what is the densest B787 layout seen to date, the Singapore Airlines-owned budget subsidiary will equip its Boeing 787s with 35 premium economy (configured 2-3-2) and no fewer than 340 slim-line economy seats (configured 3-3-3). It is true that the Boeing 787s in question are the newer 9-series, which are a longer version of the current Boeing 787-8s in service with other carriers, but nevertheless a maximum capacity of 375 passengers is roughly the same as certain airlines accommodate on their larger Boeing 777-300s. It's all a far cry from the days when the Boeing 787 was under construction. At that time, Boeing executives extolled the selling point of the B787 — it would offer economy passengers a more civilised travel experience, they claimed, and there would be spacious eight-across (2-4-2) seating and improved cabin air.

Aviation history shows that low fares invariably equate to decreased comfort levels, but with these particular Boeing 787s, which operate medium- and long-haul routes out of Singapore, has Scoot gone a step too far? That's the view of Australian aviation expert Ben Sandilands. In his Plane Talking blog, he writes: “At 375 seats, far higher than Boeing ever envisaged in its dreamy eight-across economy cabin, Scoot appears to be aiming at the pain barrier.” Scoot chief executive Campbell Wilson believes that the fuel efficiency of the Dreamliner will enable the carrier to provide customers with the most attractive fares, as well Scoot has 20 Boeing 787s on order. The first of its ten Boeing 787-9s on order will arrive in November, while from the middle of 2015 its ten Boeing 787-8s, which will carry 330 passengers, will start to arrive. The carrier's existing fleet of B777s will gradually be retired as the B787s are delivered. Scoot's main routes connect Singapore with Australia, China, South Korea, Taipei and Japan. There are currently no plans to serve Europe or the US.

AIRCRAFT NEWS

The newest arrival on the circuit, the Airbus A.350-900, has made its debut at the Singapore air show, performing a validation routine ahead of the official opening of the exhibition on 11 February. Flight-test aircraft Serial Number 3 undertook a practice display lasting approximately 5min after arriving at the Changi show site at around 13.30 local. The Rolls-Royce Trent XWB-powered twinjet (F-WZGG) is the second flying prototype and was most recently used for cold-weather testing in Iqaluit, Canada. Although the A.350 made a brief appearance at last year's Paris air show, performing a fly-past at the end of the week, Singapore marks its first proper show appearance. It is also the first time that the all-composite widebody has lined up against Boeing's 787.

OTHER NEWS

It's a story almost as old as humanity: Braving unknown dangers, a team of explorers settles a wild frontier, and then — almost as quickly — bureaucrats tie it up in red tape. This time, the frontier is outer space. And the regulators are from the Federal Aviation Administration, which licenses commercial-rocket launches. The FAA so far has been constrained by one major loophole: Once a spacecraft reaches orbit, it's largely free of regulation — a libertarian's final refuge. But that could change soon. Last week, at a congressional hearing and an industry conference in Washington, FAA officials and space attorneys began seriously discussing rules of the road for outer space, for such things as mining rights and safety practices. Although there have been some broad guidelines — the Outer Space Treaty of 1967, for example, prohibits nations from claiming the moon — specific space regulations have been few and far between. However, the commercial space industry has burgeoned in recent years. In 2012, the California company SpaceX became the first commercial-rocket company to deliver cargo to the International Space Station. And space tourism companies, such as Virgin Galactic and XCOR Aerospace, are preparing to fly passengers to suborbital space, perhaps this year. Those efforts have led Congress, the administration and industry to begin talking about how to ensure that people and property stay safe in space. "As the prospects for a greater number of commercial-transportation vehicles in space increase, it is time to consider closing the current regulatory and safety gap between launch and re-entry," said George Nield, the FAA associate administrator for commercial space transportation. He spoke at a hearing on regulating the space industry.

Low-cost carrier Ryanair has a reputation for being strict in applying its in-house regulations for passengers and also its staff it seems. The Dublin-based airline has sacked a Spanish steward for eating a sandwich on board without previously paying for it. The Spanish Supreme Court has rejected an appeal by the steward in question, Juan Francisco Montes Montesinos, who is resident in Madrid, but was hired under Irish labour laws. Ryanair rules are that cabin crew must ask for permission to consume food items on sale to passengers and pay for them before proceeding to eat them. According to Ryanair's in-flight price lists, the ham, cheese and tomato sandwich in question costs €5.50. Montes Montesinos began working for Ryanair in June 2007 on a series of temporary contracts, the last of which he signed in June 2010 and which was due to expire in June 2013. He was fired at the start of 2011. His last contract was as a cabin-crew member on Ryanair flights out of Oslo with a gross salary of €20,070 a year. He took the case to Madrid provincial court who eventually agreed to accept his suit for unfair dismissal. However, the Supreme Court ruled that Spanish labour courts had no jurisdiction over the case because he was employed under Irish law.

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Eastern Airways has leased Jerstream 32 PH-CCI from AIS Airlines of the Netherlands for the summer. The aircraft is used exclusively on the Newcastle - Birmingham route

SKYDIVE ST. GEORGE

A SKYDIVING company has been given permission to operate from Durham Tees Valley Airport this summer. Skydive St George will run commercial parachuting operations, specialising in tandem skydives for beginners, from April. The airport's chief executive Andy Foulds said the new enterprise will not interfere with existing operations and that safety will not be affected.

George McGuinness, chief instructor at the skydive club, said: "Everyone involved is very excited about the opportunities we will be offering for both experienced and novice skydivers this summer. "Leaving from the airport, our specially equipped aircraft will climb to 10,000 feet, giving the exhilarating experience of 30 to 40 seconds in freefall, touching speeds of 120 miles an hour before being guided back to terra firma."

Andy Foulds, commercial director at Durham Tees Valley said: "Skydive St George's operations will be subject to full air traffic control and operated at times carefully planned around other airport activities. "The landing zone will be well away from other activities and is approved by the safety and training committee of the British Parachute Association.

"This is a development that again underlines our determination to explore all opportunities to bring more businesses into the airport."



The principal equipment to be used by the new skydiving company is Gippsland GA.8 Airvan G-SCOL(pictured above), which arrived at Teesside in late January. Also operated by the company is Cessna FR.172J Reims Rocket HB-CIU(see below), however this aircraft is currently at Grindale for repairs.





CANADIAN LANCASTER TO VISIT UK

The last two Lancaster bombers still flying in the world will come together in a series of events this summer, in a meeting unlikely to happen ever again.

The Royal Air Force Battle of Britain Memorial Flight (RAF BBMF) based at RAF Coningsby in Lincolnshire will welcome the arrival of a very special guest during August 2014 when the Canadian Warplane Heritage Museum (CWHM) fly their prized Avro Lancaster to the UK for a month long visit.

The Canadian Lancaster will join the only other airworthy Lancaster in the world, owned and operated by the RAF BBMF, and participate in several events and activities while overseas. The CWHM Lancaster will depart from Hamilton, Ontario on August 4th with plans to arrive in England on August 8th. The North Atlantic crossing will include en-route stops at Goose Bay, Labrador, Canada, Narsarsuaq, Greenland, and Keflavik, Iceland, prior to arriving in the UK.

Shortly after arriving, the Lancaster will undergo a scheduled maintenance inspection. The CWHM crews will then complete a short training program with the BBMF in preparation to participate in several air displays and fly pasts with the BBMF Lancaster and fighters starting on August 14th. These displays will celebrate the exceptionally close British/Canadian relationship and to commemorate the sacrifice and dedication of Commonwealth Bomber crews and the professionalism of both nations' air forces today. The CWHM Lancaster will also conduct a limited number of UK Bomber Membership flights from Humberside Airport, flying over historic Lincolnshire for those fortunate few who have obtained CWHM UK Bomber Memberships. Further information on the UK Bomber Memberships can be found at www.warplane.com.

Canadian Warplane Heritage Museum President and CEO, Sqn Ldr (Ret.) David G. Rohrer C.D. who is a current Lancaster pilot, stated that this Trans Atlantic crossing and visit to the BBMF and England is a "Once in a Lanc Time" event as it will not happen again. Rohrer indicated that this year, "a rare window of opportunity was identified to bring the last two flying Lancasters in the world together as a special salute to all the veterans of Bomber Command, many of whom are in their late 80s or older now." It is also an opportunity for the Battle of Britain Memorial Flight and Canadian Warplane Heritage Museum to fly together and showcase a flying display and tribute to all those who served in the time of need, in Canada, Britain, and the entire Commonwealth, that likely will never be seen again.

Officer Commanding the RAF Battle of Britain Memorial Flight, Sqn Ldr Dunc Mason said "To see these two aircraft flying at events together will be a unique sight and also the opportunity to truly commemorate those who paid the ultimate sacrifice. Lest We Forget."

Yvonne Masters(RAF/MOD)

Canada's WWII Lancaster bomber will soon be heading across the Atlantic to join the only other airworthy plane of its kind for a series of special flights over the U.K. The Canadian Warplane Heritage Museum in Hamilton revealed Monday that it plans to fly its vintage Avro Lancaster to England in August. Together with the Royal Air Force's Battle of Britain Memorial Flight (BBMF) Lancaster, it will be involved in a month-long flying tour in the U.K. before returning home to Hamilton in September.

The last time Lancasters flew together was 50 years ago over Toronto, at RCAF Station Downsview. The RCAF flew a special formation of three of the bombers in April 1964 to mark their retirement from service. The sight of two Lancasters flying in formation once more is a "once in a lifetime opportunity, something that will never happen again," said Al Mickeloff, spokesman for the museum in Hamilton, which owns the Canadian Lancaster. "We don't expect to ever do another trip like this."

The last Atlantic crossing by a Lancaster was in May 1975, when the aircraft registered as G-BCOH traveled from St. Albert, Alta., to Scotland's Strathallan Airfield. Hamilton's Lancaster bomber is a flying monument to the Allied bomber crews of WW II. It was bought in 1977 for about \$10,000 and a team of volunteers led by Norm Etheridge spent 11 years restoring it to airworthiness. The Mynarski Memorial Lancaster is scheduled to leave Canada Aug. 4. The five-day transatlantic trip to England is being done in four- to five-hour hops, with refuelling and rest stops in Goose Bay, Labrador; Narsarsuaq, Greenland; and Keflavik, Iceland. The flight legs are actually shorter than those flown on the plane's last major trip, to western Canada in 2010.

When the Lancaster arrives at Royal Air Force base Coningsby on Aug. 8, a maintenance crew will check the aircraft over. It should start a busy series of special flybys and appearances with its U.K. twin and a number of WWII fighters on Aug. 14 and will be based mainly out of Humberside Airport. The trip will mean changes to the Lancaster's maintenance schedule. The museum usually flies the aircraft about 50 hours per year before it goes in for regular maintenance, and it expects the trip to Europe to add about 75 to 100 hours of flying time to the plane's schedule this year.

To prepare for this summer's flight, the Mynarski Memorial Lancaster is undergoing its regular winter maintenance at the museum's hangar in Hamilton, including a scheduled engine swap. Special equipment is also being installed, including an HF radio, a satellite phone system, improved navigation and GPS equipment, and a number of other avionics upgrades. Mickeloff said the museum has carefully assessed all the factors involved with taking the 70-year-old Lancaster across the Atlantic. The timing was chosen for the best weather, the flight legs are short, the aircraft can fly for up to eight hours fully fuelled, and can maintain altitude on as little as two of its four engines in an emergency.

The last flying Lancaster bomber in North America has become a familiar sight in the sky over the Greater Toronto-Golden Horseshoe region, doing flights in summertime from the Hamilton airport. There will also be three pilots and a flight engineer aboard, using the latest in modern avionics. "The aircraft is old but is in top condition and flying very well, or we wouldn't be undertaking this trip," Mickeloff said. "We have the most experienced Lancaster pilots in the world, and they're also pilots with commercial experience who have crossed the Atlantic many, many times." Rohrer added, "We have weather delays built into our schedule and will only fly under ideal conditions."

CBC

The Canadian Warplane Heritage Museum's Lancaster will also conduct a limited number of UK Bomber Membership flights from Humberside Airport while in England. This all inclusive membership includes the opportunity to be a crew member for a 30 minute flight in the Lancaster over selected historic airfields and bases of Lincolnshire, which is often referred to as Bomber County because of the number of Bomber Command Squadrons based there during the Second World War. We are limiting the membership flights to only 75. This is a "Once in a Lanc Time" opportunity and will not be available again.

Each flight will have:

€4 x UK Bomber Membership Seats @ £3,500 each

€1 x UK Bomber Membership Cockpit Area seat @ £5,000 each

Flight dates: August 18, 19 20, 26 & 27 (3 flights per day: morning, mid-day & afternoon)

PHEONIX SKY HARBOUR, DAVID SENIOR

A selection of colourful aircraft captured by our Chairman on his visit to the States in May 2013



Airbus A.319 N837AW of US Airways(Arizona Cardinals scheme)



Boeing 737/800 N710SY of Sun Country



Airbus A.319 N822AW of US Airways(Nevada State colours)



Boeing 737/800 N781NW of Southwest Airlines

ROYAL AIR FORCE MUSEUM HENDON

**2014 IS THE 50TH BIRTHDAY OF
AIR YORKSHIRE AVIATION SOCIETY**

IF YOU LIKE TO HELP US CELEBRATE THIS SPECIAL YEAR
THEN WHY NOT JOIN US ON OUR VISIT TO THE SUPERB
RAF MUSEUM AT HENDON -LONDON
WITH OVER 100 AIRCRAFT ON VIEW INCLUDING THE OLDEST
PRE-1ST WORLD WAR AIRCRAFT
RIGHT THROUGH TO THE VERY LATEST
F35 JOINT STRIKE FIGHTER JET-FULL SCALE MOCK-UP
(THE ONLY ONE ON VIEW IN THE WORLD)

WE HAVE BOOKED A 30-SEAT COACH – SO NO DRIVING
AT THE THE RIDICULOUS PRICE OF 25.00 POUNDS EACH
ENTRY TO THE MUSEUM IS – **FREE**

THE DATE – SATURDAY 14TH JUNE-2014
THE PICKUP POINTS ARE THE
FREE CAR PARK ON FINK HILL -HORSFORTH AT 7.30 AM
ELLAND ROAD FOOTBALL GROUND AT APPROX 8.00 AM
TO BOOK YOUR SEAT CONTACT
MIKE STOREY AT mr.storey18@ntlworld.com
or tel- 0113-2526913





Airbus A.318 of Tarom arriving at Heathrow, 11/1(Matt Johnson)



The Red Arrow departing Doncaster for Scampton on 22/1(Clive Featherstone)



Airbus A.319 G-EUPS of BA on finals for runway 14 at LBIA, 16/1(Mike Storey)