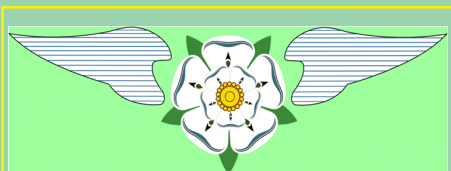


Air Yorkshire Aviation Society



Vol 39 Issue 5

May 2013



N261PA Hawker 1000 of Calla Airways
on finals for St. Maarten, 02/03/13
Andrew Barker

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

TAS Fair

The Society will again be exhibiting at the TAS Fair at Manchester Airport on the weekend of the 13/14 July 2013. As per last year we will have our own stand in an area specifically reserved for aviation societies. We would like to offer our members a chance to assist over the weekend. If you would like to help the Society promote itself then contact me on 0113 258 9968 or jastan@tiscali.co.uk

On Saturday morning we arrive at around 9am to set-up the stand. The Fair opens at 10am and closes late afternoon depending on the weather. We operate during the day with shifts of two people doing a stint of around an hour. So there is plenty of opportunity to browse the other stalls, watch the air activity, buy ice cream, meet other enthusiasts etc. during your down-time. Sunday follows a similar pattern.

We will have promotional items to give away to the public and special membership offers. Our stand will be located in the Concorde Suite at the Runway Visitors Park. All who assist will get free access as exhibitors, but of course you will be expected to do your stint for the Society for an hour or two. Most who have helped in the past have enjoyed the day. Those who register to help will get regular updates over the coming weeks to keep them in the picture in the run-up to the Fair,

Jim Stanfield

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**

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 @ 7pm

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

4 August 2013

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

WEDNESDAY 4 September 7pm

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

6 October 2013

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

3 November 2013

Annual General meeting – Followed by an Aviation related Video

1 December 2013

Christmas Bash

5 January 2014

Peter Hampson, Airport Solutions Ltd.

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

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.

SCENE AROUND YORKSHIRE



Thank you to Andy Wood(HAR) for his usual help in compiling this report.

ASKERN:- From the Residents delete G-CCZJ X'Air Falcon which moved to North Moor early April.

BAGBY:- From the Residents delete G-AVMD 150G which has departed following sale to a new owner in Skegness. Noted visiting on 2/4 was PA-28 Warrior G-BOER, from Coventry.

BATLEY:- The Northern Aeroplane Workshops organization is to be wound down in July and G-BZSC Replica Sopwith F.1 Camel will be moved to Old Warden for completion. The lease on the building is due to expire and the Skopos Motor Museum in which it is located apparently closed in 2010.

BRIGHTON

RESIDENTS G-ABVE Arrow Active 2 rebuild is complete and noted with the wings reattached on 17.3 and currently awaiting test flying. G-AXEI Ward Gnome was taken down from the Superhangar roof 12.4 and moved to the workshop for assessment of its attachment points etc. G-BSGF R.22B is away for rebuild and is expected to be so for several months. G-BVXJ Bu.133 to Lambley sometime week commencing 8.4 (with G-ROMP taking its place here) to allow the owner to do some work on it at his home strip. G-BYLL F.8L is still away on respray. G-EEPJ S.1S following its accident at Turweston on 28.2 a temporary repair was effected to allow the aircraft to be flown back to Brighton mid March where it entered the workshop for a permanent repair which was completed by mid April. G-MMUL Ward Elf was taken down from the Superhangar roof 12.4 and moved to the workshop for assessment of its attachment points etc., both this and G-AXEI are expected to be re-suspended from the roof soon. YL-PAG/51 red L.29 (491273) had taken up its Gate Guardian duties again by mid April.

TEMPORARY RESIDENTS / OUTSIDE PARKING G-BBJX F.150L present throughout. G-BDGM PA-28 still away on maintenance. G-BGAX PA-28 present throughout. G-BOIY 172N present throughout. G-BRUD PA-28 present throughout. G-BYBD F.172H is a new resident which arrived 6.4 ex. Egginton. D-EESE F.172M had departed by 17.3 and not noted since, whilst G-LMAO F.172N replaced it by 6.4 and has been present ever since. G-ROMP EA.230H arrived sometime during week commencing 8.4 from Lambley and still present 21.4.

HELICOPTER ENCLAVE After many months of inactivity things have picked up during the last month, both G-LEDR SA.341C and HA-LFQ dSA.342L (1854) were hangared by early March with G-LEDR moving outside by 23.3 remaining parked up until 30.3 when it departed to Bourne Park. Joining HA-LFQ and arriving by road early morning on 13.4 was F-GDQL SE.313B (1250) imported from France earlier in the week and due to go HA- reg. in due course.

STORED OFF THE AIRFIELD Arriving for local storage in early March was F-CALY Nord 2000 (92), a decision is yet to be made on its future.

MOVEMENTS

17.3 G-BAEU F.150L f&t Sherburn, G-BYZR Sky Arrow 650TC f&t Gamston. **21.3** G-PNIX FRA.150L f&t Netherthorpe. **24.3** G-SACT PA-28 f Sturgate t Sherburn. **28.3** G-BSTM 172L f&t Duxford, G-BTHE 150L f&t Beverley. **29.3** G-BHEL D.117 f&t Bagby, G-DISO D.150 f&t Yedingham, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GERY GlaStar f Full Sutton t Garton, G-GRVE RV.6 f&t Sherburn, G-MGPX Kolb Twinstar Mk.3 f&t Sandtoft, G-PTOO B.206L-4 f Huggate t ?, G-RAMY B.206B f&t Humberside. **30.3** G-AVXD T.66 with G-AWUN F.150H and G-BTHE 150L all f&t Beverley, G-BDOG

Bulldog Srs.200 f&t Netherthorpe, G-BVOS Europa f&t Fishburn, G-GRVE RV.6 with G-IVII RV.7 and G-OACF DR.400 all f&t Sherburn, HA-LFH SA.342J (1775) f Deighton / Crab Tree Farm t Bourne Park (crew ferry for G-LEDR). **31.3** G-ATHV 150F f&t Sherburn, G-ATIN D.117 f&t Cranwell, G-AVXD T.66 f Sutton Bank t Beverley, G-AWUN F.150H with G-BBxB FRA.150L both f&t Beverley, G-BIOW T.67A f&t Sherburn, G-BLLS T.67B f Sutton Bank t Beverley, G-BTHE 150L f&t Beverley, G-CESW CTSW f&t Bagby, G-CFIA with G-CGWT both Skyranger 912 both f Sutton Bank t Beverley, G-DODB R.22B f&t Humberside, G-DYMC WT9 UK f&t Bagby , G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood , G-IIPT R.22B f&t LBA, G-MZEN Rans S.6 f&t South Cave / Mount Airey, G-SACS PA-28 f&t Sherburn.

1.4 G-AVVC F.172H with G-AYKW PA-28 , G-BWRO Europa TG, G-BYEK GlaStar, G-CCVS RV.6A and G-RATZ Europa all f&t Fishburn, G-BIOW T.67A with G-IVII RV.7 and G-OACF DR.400 all f&t Sherburn, HA-LFH SA.342J f&t Deighton / Crab Tree Farm. **2.4** G-DODB R.22B f&t Humberside. **5.4** G-BLLS T.67B f&t Beverley, G-JKEL RV.7 f Sherburn t Netherthorpe, plus the following arrivals for the Aerobatic Competition all night stopping G-BUUK T.67M f Shirlowe, G-CBHR Lazer Z200 f Leicester, G-CEPZ DR.107 f White Waltham, G-FORZ S.1S f Gloucester, G-OKAY S.1E f Andrewsfield and G-ZVKO Edge 360 f ?.

6.4 John McLean Aerobatic Trophy Competitors G-BCKU FRA.150L f&t ?, G-BKTZ T.67M f&t Full Sutton, G-BNSO T.67M f&t Full Sutton, G-BUUK T.67M t Shirlowe, G-CBHR Lazer Z200 n/s., G-CEPZ DR.107 t White Waltham, G-EDGJ Edge 360 f&t Knettishall ?, G-EEEE EA.300/200 f&t Little Gransden, G-EVIL XA.41 f&t White Waltham, G-FORZ S.1S n/s., G-ICAS S.2B f&t Full Sutton, G-KLAW Christen Eagle II f&t Bidford ?, G-OKAY S.1E t Andrewsfield, G-RIHN DR.107 f&t Cranwell, G-SKYC T.67M f&t Wombleton, G-TWOO EA.300/200 f&t Wombleton, G-XTME XA.42 f&t White Waltham, G-ZVKO Edge 360 n/s.

Judges and Support Aircraft G-BHWK MS.880B f&t Bagby, G-BKKZ S.1S f&t Fishburn, G-CEFV 182T f&t Wombleton twice, G-CFIJ Christen Eagle II f&t ?, G-ROMP EA.230H f&t Lambley, G-SKYL 182S f&t Sherburn, G-XTRA EA.230 f&t Netherthorpe.

Other Visitors G-AVXD T.66 f&t Beverley, G-AZFI PA-28R f&t Sherburn, G-BAZS F.150L f&t Full Sutton, G-BFMH 177B f&t LBA, G-BIIA RF.3 f&t Kirton in Lindsey, G-BTHE 150L f&t Beverley, G-BUGT T.61F f&t Rufforth, G-BYBD F.172H new resident arriving from Egginton via Full Sutton, G-BZJV CASA 1.131E f&t Stretton, G-BZUL Jabiru UL f&t North Moor, G-CDJU/E3B-379 CASA 1.131E f&t Stretton, G-CGDI EV.97A f&t Netherthorpe, G-CGJP RV.10 f&t Sturgate, G-FIXX RV.7 f&t Blackpool, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GRVE RV.6 f&t Sherburn, G-IANZ Quik f&t Rufforth, G-MZEN Rans S.6 f&t South Cave / Mount Airey, G-NFNF DR.400 f&t Little Gransden, G-ORUG T.600N f&t Beverley, G-PMGG AB.206A f&t Everingham, G-RAFR Skyranger J2.2 f&t North Moor, G-UANO/ FAP1367 DHC.1 f&t Sherburn, N88NA PA-32R-301T (32R-8529005) f Gamston n/s.

7.4 Spring Fly-in (f&t omitted to save time and space) G-APIE Topsy Belfair, G-APZX PA-20, G-ATPV GY.20, G-AVUG F.150H, G-AYPM/115373 PA-18-95, G-AYTV MJ.2D, G-AZCP B.121, G-BAHD 182P, G-BHEL D.117, G-BJOT D.117, G-BRPF C.120, G-BRSW Luscombe 8A, G-BSCE R.22B, G-BSLT PA-28, G-BVSS D.150, G-BYBD F.172H (as new resident), G-BYEK GlaStar, G-BYFM DR.1050-M1, G-BZPI TB.20, G-BZRV RV.6, G-CBHM Blade 912, G-CBHR Lazer Z200, G-CBVS Skyranger 912, G-CCEM EV.97A, G-CCMO EV.97A, G-CCMS Quik, G-CDEX Europa TG, G-CDFL CH.601UL, G-CDOM Quik, G-CENA MCR.01, G-CESA DR.1050, G-CESD Skyranger 912S, G-CESW CTSW, G-CEVG Quik, G-CEVS EV.97, G-CEWR A.22L, G-CFDP CTSW, G-CFFJ CTSW, G-CFIA Skyranger 912S, G-CFNV Sportcruiser, G-CGPO TL.2000UK, G-CGPW X'Air Hawk, G-CGWT Skyranger 912, G-CHHD Sherwood Ranger XP (arrived and departed by car, displayed on LAA Build a Plane stand), G-CTDH CT2K, G-EFAM 182S, G-ETAT 172S, G-EWBC Jabiru SK, G-EZZE Sportcruiser, G-FORZ S.1S, G-FUZZ/51-15319 PA-18-95, G-GGTT AB.47G-4A, G-GKKI CAP.231EX, G-GRVE RV.6, G-GTSO Quik, G-GUMS 182P, G-HADD Quik R, G-IDII DR.107, G-IIPT R.22B, G-JBUZ DR.400, G-JULZ Europa, G-KEVK CTSW, G-LESZ Kitfox , G-LFSJ PA-28, G-MOLA EV.97, G-MZEN Rans S.6, G-NFLY P.2002-EA, G-OFDT Quik, G-OSLD Europa XS-TG, G-PATO CH.601UL, G-PMGG AB.206A, G-PUPP B.121, G-RAFS T.600N, G-RAMY B.206B, G-RATZ Europa, G-RIVT RV.6, G-RJMS PA-28R, G-ROMP EA.230H, G-RVAW RV.6, G-RVNS RV.4, G-RVUK RV.7, G-RYAL Jabiru UL, G-SAVY MXP.740, G-SCPD Escapade, G-SLNT CTSW, G-SWCT CTSW, G-TIFG Ikarus C42 FB80, G-TOMJ CT2K, G-USSY PA-28, G-VORN EV.97, G-XTRA EA.230, G-ZVKO Edge 360, N88NA PA-32R-301T (32R-8529005), N134TT Cessna 305C (24541), N8105Z PA-28RT-201T (28R-8031007), PH-KAU T.67M (2040).

13.4 G-AZYF PA-28 f Leicester t Crosland Moor, G-BBNJ F.150L f Skegness t Sherburn, G-BFPH F.172K f Gamston t Sturgate. **15.4** G-CGNE R.44 Raven f Sherburn t Newcastle. **19.4** G-CDWU CH.601UL f Sherburn t Carr Valley G-CEKV Europa f Sherburn t Cark. **20.4** G-ATPV GY.20 f Sywell t Full Sutton, G-AXTA PA-28 f&t Gamston, G-AZYZ WA.51A f&t South Cave / Mount Airey, G-BIIA RF.3 f&t Kirton in Lindsey, G-BJOT D.117 f Sywell t Full Sutton, G-BTMR 172M f&t Beverley, G-BULO Luscombe 8F f&t Abbots Bromley,

G-BVPS D.11 f&t North Coates, G-CBRD D.18 f&t Newby Wiske, CGJP RV.10 f&t Sturgate, G-COCO F.172M f Strubby t Wickenby, G-DEND F.150M f&t Bagby, G-DISO D.150 f&t Yedingham, G-LONE B.206L-1 f&t Tollerton (Helicopter Pleasure Flights all day), G-RIVE D.152 f&t Strubby, G-RVVI RV.6 f&t Lambley, G-TWOO EA.300/200 f&t Wombledon, G-XTRA EA.230 f&t Netherthorpe, N450AG 369HM (109-0202M) f&t Elloughton. **21.4** G-BDJD D.112 f&t Beverley, G-BIWN D.112 f&t Yedingham, G-BULO Luscombe 8F f&t Abbots Bromley, G-MZEN Rans S.6 f&t South Cave / Mount Airey.

BROUGH:- No longer resident is ZK534 Hawk T.53 which has been acquired by Everett Aero at Bentwaters.

CARR GATE|:- EC.135T G-NEAU(Police 28) arrived from its base at Newcastle on 2/4 and carried out a local flight before heading home. MD-900 G-CMBS(Police 33) was noted visiting from its home at Sheffield on 6/4.

CHURCH FENTON:- It is expected that the base will close by the end of the year. The last Families Day is due to be held on 14.6.

CONINGSBY:- On 2/3 R.44 G-GATE visited a private site near here, from its base at Stainsby Hall.

CRANWELL:- Resident G-EPOX Pulsar XP was cancelled by the CAA on 6.2, and not been seen here for some time, its last permit expired on 1.9.11.

CROFT/CLOUGH FARM:- G-KHEA SF.25B is no longer resident, sold to new owners in West Sussex on 6.3.

CROSLAND MOOR:- A new resident is G-GKFC RL5A LW Sherwood Ranger.

DARLINGTON:- R.44 Raven G-CFNF visited a site in the town on 1/4, from and to Barton

DEVONSHIRE ARMS:- R.66 N66MV was noted visiting on 2/4

DONCASTER(Robin Hood) Info courtesy of Clive Featherstone(fodsa.co.uk)

MARCH- Commercial

1st G-OOBM Boeing 767-300 Thomson Cruise flight

4th G-TAWD Boeing 737-800 Thomson on its second visit arr. early hours then based until 15th

6th G-TAWK Boeing 737-800 Thomson the first in the new Dreamliner livery (FV)

8th G-PJLO Boeing 767-300 Thomson Cruise flight

13th G-LNKS Jetstream-31 Link Air (T)

14th UR-82007 Antonov AN-124 Antonov Design Bureau. Dept 18th

15th G-TAWM Boeing 737-800 Thomson; delivered 28th February (FV)

16th G-MONX Airbus A-320 Monarch (T)



22nd UR-CAJ Antonov AN-12 Ukraine Air Alliance; flew from Ukraine with a stop at Belarus (FV) of Airline(Clive Featherstone)

23rd LZ-BHC A320 BH Air/Balkan Holidays diversion from East Midlands. (Now with Billboard titles)

26th G-TAWN Boeing 737-800 ; delivered March 12th (FV)

26th G-JOTB Beech 90 King Air Jota Aviation arrived late night (F) (FV)

29th G-TAWO Boeing 737-800 Thomson. delivered 26th (FV)

31st EI-EKA Boeing 737-800 Ryanair. First scheduled flight of the year

Bizjets & Bizz Props

4th G-RHYM PA-31 Navajo B 2. Excel Aviation Ltd. This a modified PA-31 flying laboratory dep 5th (FV)
5th M-ICRO CitationJet 525 diversion from Gamston
9th I-STCD Citation 510 Mustang. My Jet (FV)
10th N55CJ CitationJet 525 Aviaerental Inc Trustee, Wilmington DE (FV) (M)
10th M-CHEM Falcon 2000EX INEOS Aviation
11th N-48FB Falcon 2000 Skylands Aviation LLC, Waterford MI (FV)
11th N529TA Gulfstream V Bank of Utah Trustee/Private
13th D-CSIX Learjet 60 Flight Ambulance International (FV)
15th M-NSJS CitationJet 525 CJ4 Private (FV) (M)
18th PH-PKX Citation 750X Private (M)
20th D-CHIO CitationJet 525 CJ3 E-Aviation (FV)
21st M-YCEF Hawker 800XPi Yesss Electrical
23rd OE-GHU Hawker 800XP Majestic Executive Aviation (FV)
25th D-IKAH Beech 200 King Air. Anton Haering (FV)
26th G-RNER Citation 510 Mustang A Shade Greener (F1) Ltd.



27th N88ME CitationJet 525 CJ1 ex HB-VWW dept U.S.A. on delivery(Clive Featherstone)

27th D-CLEO Citation 680 Sovereign. dep (M)
29th G-DAGS CitationJet 525 CJ2+ Air Charter Scotland C/sg Saltaire (M) (FV)
Civil Helicopter (Aircraft in this list marked (FV) are to my knowledge correct).
21st G-OAWL Agusta AW-139 I believe only the second visit of type (FV)
29th G-PDGT AS355 Twin Squirrel PLM Dollar Group/PDG Helicopters Ltd
Miscellaneous Light/Medium Aircraft (Aircraft marked (FV) are to my knowledge correct).
6th OO-JBM Beech A36 Bonanza. (FV)
4th N7EY Piper PA-30-160 Twin Comanche (FV)
7th G-PEEK DA-42 Diamond Twin Star (T) (FV)
9th N96JL Cessna 421C Golden Eagle Millfore Aviation Inc, diverted in with engine problems (FV)
13th G-LVES Cessna 182S Skylane (T) (FV)
12th G-NOIL Britten-Norman Islander + 13th +19th (also see 26th when I saw it) (T) (FV)
21st D-GBBB Diamond DA-42 Twin Star Air. Taxi Europe (FV) (F) (some freighter!)
21st G-EGLT Cessna 310 Reconnaissance Ventures Ltd
26th G-NOIL Fairey Britten-Norman Ltd. BN2A-26 Islander. Diamond Executive Aviation Ltd Gamston
C/sg White Knight. (Oil Spill Response titles) (T)

Military

5th ZF172 Tucano (T)
7th ZH536 Pilatus Britten-Norman Islander CC2 (T)
11th ZH003 Pilatus Britten-Norman Defender AL2. diversion from Waddington
12th ZZ504 Beech 350 King Air/shadow R1 +19th (T)
14th ZF374 Tucano (T)
14th ZF139 Tucano (T)

21st ZH106 AWACS (T)
21st ZZ418 Beech 350 King Air/shadow R1 +27th (T)
26th ZZ417 Beech 350 King Air/shadow R1 (T)
27th ZF377 Tucano (T)
(FV) First visit. (F) Freighter. (M) Maintenance. (T) Training.

DURHAM(Oakenshaw):- R.22B G-HBMW was noted departing here on 3/3, enroute to Fishburn.

EDDSFIELD:- A trio of arrivals from Fishburn on 3/3 were, GlaStar G-BYEK, Europa G-RATZ and RV-6A G-CCVS.

ELVINGTON:- Noted visiting 19.3 was G-BGXS PA-28 from Gamston. Noted at the Aerobatic Competition on 20.4 were the following competitors G-BKDR S.1S, G-BTTR S.2A, G-BXRA CAP.10B, G-CBHR Lazer Z 200, G-CDDP Lazer Z230, G-EDGJ Edge 360, G-EEEE EA.300/200, G-EVIL XA.41, G-ICAS S.2B, G-IIAI CAP.232, G-IIIK EA.300/SC, G-ODDS S.2A, G-RIHN DR.107, G-VILL Lazer Z200, G-XTME XA.42, G-ZVKO Edge 360, OO-TTT EA.300/L (1042) whilst visiting to spectate was G-BJZN T.67A f Sherburn t Brighton.

FISHBURN:- Visiting on 3/3 was RV-7 G-FIXX, from Blackpool, along with R.22B G-HBMW and Aviat Husky A-1C N60UK which arrived from Carlisle.

FULL SUTTON:- On 16.12.12 at 18.15hrs. resident G-BILU 172RG was damaged on landing at Stapleford with the nose landing gear retracted due to mechanical failure in the nose gear door mechanism. There was damage to the landing gear doors, propeller and engine.

GAMSTON:- Newly registered to Diamond Executive Aviation Limited on 13.2 was G-PEEK DA.42M-NG. Also transferred to Diamond Executive Aviation Limited ownership on 18.3 was G-NOIL BN.2A-26 although this is believed to be working away on lease. From the Resident Review delete G-OWIL Cessna 120 now sold in France and awaiting issue of an Export C of A.



Training at Doncaster 12/3 is Islander G-NOIL, based at Gamston(Clive Featherstone)

GUISELEY:- On 1/4 Twin Squirrel G-ORDH called at a private site here, about 2 mile West of LBIA to pick up passengers to be transported to Great Yarmouth. It returned early evening before heading home to Bagby.

HUMBERSIDE Info courtesy of Richard Grimley

Around the middle of the month Cessna 152 G-GFIE arrived by lorry and went into Hangar 9, joining Aztec G-XSFT(also on rebuild) and Commander 112 G-ZIPA. On 21/3 OLT Express SAAB 2000 D-AOLT arrived on delivery to Eastern Airways and was still parked outside at the end of the month. The same day saw former Eastern Airways Jetstream 41 SX-SEC(ex G-ISAY) arrived as "Air Crete 001" and this likewise was still present at the end of the month. Also on 21/3 Twin Squirrel G-LECA(Grid 03) made an emergency landing on one engine after getting into difficulty while operating in the local area.

HUMBERSIDE PHOTO PAGE by Rich Grimley



Mexican registered Falcon 2000LX XA-BLZ was an interesting arrival on 14/3



Operated by Airgo of Dortmund, Avanti D-IIVA parked on the apron at Humberside



Based at Bern/Belp Swiss Air Force Beech 1900D T-729 arriving on 12/3



Mc.Cain Food's 30 year old Falcon 50 C-FMFL has recently acquired a new livery

1/3 G-JOID Cirrus SR.22, G-MFLA Robin HR.200, G-UANT PA-28
 2/3 G-FBLK Citation Mustang(Blink 1A), G-MFLC Robin HR.200
 4/3 D-ISIX King Air 90 5/3 G-XXEB Sikorsky S.76C(Rainbow 1R)
 8/3 N708SP Lear Jet 45, CS-DKH Gulfstream 5(Fraction 728A, n/s)
 10/3 SP-ENK Boeing 737/300(Enterair 3533) 11/3 C-FMFL Falcon 50(n/s)
 12/3 T.729 King Air 350(Swiss A/F 729), CS-DSA Falcon 7X(Fraction 9GA)
 13/3 ZJ998 Merlin(Vortex 788), G-COBS DA-42 Twin Star(Calibrator 158)
 14/3 XA-BLZ Falcon 2000LX(n/s), CS-GLA Global Express(Fraction 6LA)
 16/3 N842PA Gulfstream 4(Presidential 42)
 20/3 LN-OEA Agusta AW.139(Bond 9), ZF307 Tucano(LOP 69, overshoot)
 21/3 M-USHY Cessna 441, G-BDBU Cessna 152, ZZ504 Shadow(Snake 54, training)
 24/3 G-DDDJ Lear Jet 45(Sky Walker 307) 25/3 G-MASJ King Air 90GT(Enzo 624)
 26/4 G-ZVIP King Air 200(Prestige 64E), G-EGLT Cessna 310R(Endurance 303)
 28/3 D-CONE Lear Jet 35A(Lupus 105), G-CHMR Embraer 145(Eastflight 947P)

LECONFIELD:- The Sea King is to be retired from service in 2015 and the SAR contract is moving to civilian contractor Bristows who will operate the service from Humberside Airport.

LEEDS:- Currently N316DJ SA.315B is stored in the York area but may be going to Russia pending the conclusion of a deal, whilst N2UH SA.319B and N9362 SA.316B are stored in a lock-up in the Garforth area and are also for sale. The ex Romanian IAR.316B coded 12 and the hulk of SA.316B N67081 remain in store at Halton Moor.

LEEDS GENERAL INFIRMARY:- On 4/4 Merlin ZJ122(Vortex 787) carried out a landing on the roof helipad for training.

LEEMING:- XV499 Phantom FGR.2 has been sold to Air and Ground at Hixon and was dismantled and loaded out in mid February.

MIDDLESHAM:- Noted visiting the strip here on 4/3 was LBLA based Baron G-LUKA.

NORTH COATES:- Resident News G-BUVX Streak Shadow SA is for sale and is to be replaced by a Sonex currently under construction in Grimsby, and G-HABT"BL735" Spitfire Mk.26 is also up for sale. Expected to arrive in May or June in a container is A6-DUB PA-28-180 from Dubai, United Arab Emirates. Finally not an aircraft but of interest is the delivery on 21.3 of a Bloodhound Mk.1 Missile.

Movements 2.3 G-BVDC RV.3 f&t Manby / Eastfield Farm, G-YRKS R.44 Raven f&t Humberside, G-PTAR Skyranger 912S f Riby t Grange Farm then f Grange Farm t Riby, G-CBIX CH.601UL f Temple Bruer t Sturgate, G-BIWN D.112 f Wickenby t Yedingham, G-BRAA S.1C f Skegness t Manby / Eastfield Farm, G-BTHE 150L f Wickenby t Beverley, G-AZCP B.121 f&t Bagby, G-ARRS CP.301A f&t Sturgate, G-CGMH D.150 f&t Conisholme. **3.3** G-BBBC F.150L f&t Humberside, G-CFTO Ikarus C42 FB80 f&t Rufforth, G-CGW T Skyranger 912 with G-MYCS Gemini Flash 2A and G-BDJD D.112 all f&t Beverley, G-BODE PA-28 f&t Sherburn, N59VT Beech K35 (D-5897) f&t Sturgate, G-BGAX PA-28 f&t Brighton, G-BRPF C.120 with G-ARRS CP.301A both f Waddington t Sturgate, N918Y PA-30 (30-736) f&t Carr Farm, G-CGMH D.150 f&t Conisholme, G-RAFA G.115A f&t Cranwell. **17.3** G-BRAA S.1C with G-BUTD RV.6 both f&t Manby / Eastfield Farm. **30.3** G-BUTD RV.6 f Clough Farm t Manby / Eastfield Farm, G-ASAU MS.880B f Fenland t South Scarle, G-ARRS CP.301A f&t Sturgate, G-CCSR EV.97A f Sherburn t Netherthorpe. **31.3** G-BUTD RV.6 f&t Manby / Eastfield Farm, G-BONW 152 f&t Sturgate, G-CHJG EV.97 f&t Bagby, G-BWNK/WD390 DHC.1 f&t Wickenby, G-CBIX CH.601UL f Temple Bruer t Sturgate, G-AVMD 150G f&t Bagby, G-BSCE R.22B f&t Beverley.

NORTH MOOR:- From the Residents delete G-CEBC MXP.740 which has moved to Eshott following sale. A new resident arriving early April and noted here 7.4 is G-CCZJ X'Air Falcon 582 ex. Askern, with another due to follow it here shortly. It should be noted that this field is not at all spotter friendly with some recent visitors turned away at the gate.

NOTTINGHAM The Red Hot Buffet, a local restaurant, now has G-BVBF PA-28 hanging from the ceiling above the diners. It was last heard of at Kemble having never aspired to a UK C of A following import from the USA in 1993.

RUFFORTH/EAST:- No longer resident is G-CEAR Pioneer 300 sold to a new owner at Empingham/Shacklewell Lodge, its replacement here being newly registered G-CHRT EV.97. Noted at the premises of the Gyrocopter Experience on 21.3 were G-BXCJ Cricket, G-CDBE B.8M, G-CEOX MT-03, G-CFCL MT-03, G-CGLF M-16C, G-CGLY Calidus, G-CGRY M-24C, G-CGSD M-16C, G-CGTK M-24C, G-CGZE MTO Sport, G-CHNI M-24C, G-DUDI MTO Sport, G-GRYN Calidus, G-IROS Calidus, G-

PILZ MT-03, G-YPDN MT-03, G-YROA MTO Sport, G-YROK M-16C, "PCL-132" Lovegrove Rotaglide plus five others unidentified. A new resident is G-GCEA Quik.

RUFFORTH:- Beech V35 Bonanza N59VT was noted here on 2/3, departing later to Peterlee. Bob McLeans workshop on 21.3 held G-CFAJ DG.300, G-DFTJ SZD.48-1, G-KOYY Nimbus 4T, G-LULU G.109, G-SORA DG.500/22 plus (BEZ)/BGA.922 T.43 which is a new resident, whilst in McLeans hangar were G-ARAW 182C which had sunk into the mud after landing from a local flight today causing damage to the wing tip, aileron, nose wheel, propeller and shock loading the engine, another Classic Cessna from our region in the wars!, G-CHHE SZD.51-1, G-DEDM DG.200, G-MOAN AMT.200S and SE-UJO AMT.200S on repair. A further addition in the workshop on 25.3 was G-DGIK DG.1000S.

SALTBY:- A new resident is D.9 G-BZBZ.



A new resident at Sandtoft, arriving in March is this colourful PA-28 G-BCGI(Pete Hobson)

SHEFFIELD:- In early April the South Yorkshire Police were using MD.900 G-CMBS(Police 33) while their usual mount was in for maintenance. Also noted visiting their base at the former City Airport 26/3 was Sea King ZH545. On 5/4 Agusta A.109E G-EMHC(Costock 30) called at a private site in the city before routing to Morpeth, returning early afternoon.

SHELF(BRADFORD):- Hughes 369E G-JIVE is no longer resident, having been sold to Eastern Atlantic Helicopters at Shoreham. Its place has been taken by similar type G-RAPD.

SHERBURN:- R.44 G-SPTR(Pipeline 68) dropped in for fuel on 4/3 while operating on local survey work. A quick visit on 17.3 before the weather deteriorated noted G-ATAF F.172F wreck, G-BUJJ T.67M and HB-CIU FR.172J (FR17200437) from Eddsfield parked along the fence line and probably in for maintenance. although G-ATAF has now been declared a write off. The only resident of interest was OO-CFA AT3-R100 (AT3-058) circuit bashing. Visiting between 11.30 – 12.10hrs. were G-BJZN T.67A, G-BOIY 172N and G-CBZK DR.400 all f&t Brighton, then it snowed ! A further visit on 1.4 noted new resident N96JL 421C (421C0627) in one of the far hangars, whilst also hangared was G-PITZ S.2A although this is only passing through on delivery to a new owner at Warrington, to be delivered by one of the instructors here. G-ATAF F.172F was still present in its wrecked state and G-BUJJ T.67M was also still parked as it was on 17.3. An Easter Egg Fly-in was held today and we arrived early in order to claim our limited edition free egg ! Visiting between 10.20 and 11.05hrs. were G-CBZK DR.400 f&t Brighton and G-LACB PA-28 f&t Barton. Visitors later in the day are known to have included G-BJAL CASA 1.131E, G-CGNE R.44 Raven, G-RVDR RV.6A, G-RVTN RV.10 and N59VT Beech K.35 (D-5897). In late March and again in early April Cessna 152 G-BNKI was noted carrying out local flights from here. PA-28 Warrior G-BSOK visited on 2/4, later noted departing for Blackpool.

SKEGNESS A new resident is G-AVMD 150G ex. Bagby.

SOUTH CAVE/MOUNT AIREY:-From the Residents delete G-EXXL CH.601XL sold to a new owner in Swansea recently.

SPALDING/WESTON HILLS:- Departing to Fenland recently was G-IDOL EV.97 following completion of its rebuild. G-STYL S.1S is also believed to have departed as a dismantled Pitts was noted at Fenland in the same hangar as G-IDOL but was unmarked so confirmation is required.

STAINSBY HALL:- Newcastle based R.22B G-MOGY was noted carrying out a local test flight from here on 11/3. It returned home the following day as "Northumbria 04". Visiting on 13/3 was A.109E G-EMHC(Costock 30) f/t a private site near Manchester.

STURGATE:-Noted in passing on 22.4were the following (presumably mostly for maintenance with Eastern Air Executive) G-BHCP F.152 f Netherthorpe, G-BHNA F.152 f Netherthorpe, G-CCZA MS.894A impounded,G-CDMX PA-28 f Doncaster, G-EEJE PA-31 f Fadmoor, G-MOOR TB.10 f Gamston, G-OBLC Beech 76 f LBA, G-RAFB G.115A f Cranwell, N60GM 421C (421C0828) f Gamston, N218SA PA-24-250 (24-1877) f Fadmoor, N218Y 310Q (310Q0507) resident, PH-DFC TB.10 (1586) resident for sale.

SUTTON BANK From the Resident Review delete G-DKFU Ventus 2cxT which has departed following sale.

SUTTON ON SEA The strip here is known as The Hall and G-BCUF F.172M was noted at home in its hangar on 28.3.

SYERSTON From the Resident Review delete G-BTUL S.2A sold in Belgium in early January.



Passing through Teesside enroute to Wick on 3/3 was Dauphin CS-HHR of Heilportugal

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

A new resident is PA-28 G-AYAW, formerly at Fishburn, which is being operated by Teesside Flight Training. PA34 G-CLUE arrived back on 21/3 having departed to Exeter in August last year, it did some visual circuits before landing. It should take up residency again, operating for Teesside Flight Training. PA-28 G-SUZN arrived on 30/3 and has did some local flying, it is standing in for similar type G-BCTF, which has a long term unserviceability. The Viscount cockpit (G-AZNC) situated southside near crash gate 2, has now been moved to an unknown location, it may have left the airport completely. On 1/3 Eastern Embraer 135 G-CGMB(Eastflight 1809) arrived from Cardiff with Cardiff FC for their match with Middlesbrough. On 5/3 Eurocopter EC.155 PH-EQU(Heli-Holland 60A) arrived from De Kooy for further operations out into the North Sea.

- 1/3 G-CHAJ Cirrus SR.22 2/3 G-XAVB Citation Mustang(Beauport 521)
- 3/3 CS-HHR Dauphin(Norwich – Wick), OO-NHT Dauphin(Wick – Norwich)
- 4/3 M-YBJK Gulfstream 550(f/t Luton), N200GK PA-28R Arrow(n/s)
- 5/3 G-RCBV Challenger 604(Hangar 817), G-KART PA-28, ZE700 BAe.146(Northolt 40, training)
- 6/3 N3H Gulfstream 4, PH-EZV EMB.190(KLM 1545), G-CFLU SAAB 2000(EZE31X), all LBIA divs.
- 7/3 ZF491 Tucano(lop 66, training), G-CGNE R.44(Pipeline 42)
- 8/3 XX339 Hawk(Pirate 21, overshoot) 9/3 G-ARVT PA-28 Cherokee 140
- 11/3 XX198 Hawk(Pirate 18, overshoot) 12/3 Hercules XV303 and ZH883(para drops at Leeming)
- 12/3 G-VKGO Phenom(Hangar 818), M-USCA TBM-700(n/s), Hawks XX189/XX194 overshoots)
- 13/3 XX248 Hawk(Javelin 33, overshoot), XZ214 Lynx(overshoot), G-TSKS Eurostar
- 15/3 G-HCGD Lear Jet 45, XZ177 Lynx(Armyair 906, overshoot)
- 16/3 LY-ETM ATR.42(Aviavilsa 202, n/s), G-CHEY Cheyenne(Air Med 054)
- 17/3 G-TCCB Boeing 767/300(Kestrel 988P, n/s), G-XAVB Citation Mustang(Beauport 571)

18/3 N1AR Global Express, G-XBEL Citation XL(Beauport 880), D-CNAF Metroliner(BID 10B)
 21/3 G-OMEA Citation XL(Marshall 9A), ZF145 Tucano(LOP 48, ILS), XX202 Hawk(overshoot)
 22/3 ZD984 Chinook(Lifter 1, overshoot), G-BXDS Jet Ranger(Pipeline 81)
 25/3 XX194 Hawk(Pirate 18, overshoot), Tucanos ZF142/ZF145(LOP 21/282, overshoots)
 Poor "winter" weather curtailed visitors at the end of the month.



A new acquisition for Hangar 8 of Oxford, Challenger G-RCAV at Teesside on 5/3

TEMPLE BRUER:- A new resident is G-CCKV/"K7271" Isaacs Fury II.

WICKENBY:- From the Resident Review delete G-BHBZ P.68B which following rectification of its spar problems has now been sold to Ravenair at Liverpool.

WOODHALL SPA XG290/"XL578" Hunter T.7 composite which lives in a field near Kirkstead is reported to be moving to Binbrook shortly.



"Royal Humberside" Our Humberside correspondent Rich Grimley braved the cold on 5/3-

"Well we were fog bound this morning at Humberside making the Royal visit to Grimsby by the Duchess of Cambridge a little late, but the 4 hours stood with frozen feet at the National Fishing Heritage Centre was worth it, so the wife said!"

RAF CONINGSBY, 30/4, by Rich Grimley



ZJ936/QO-C Typhoon FGR4 of 2 Squadron with 100th anniversary tail markings



ZA600 Tornado GR4 of 41(R) Squadron, still with its anniversary tail markings "on the roll"



Danish A/F F-16AM E-603, Eskadrille 727/730 based at Skrydstrup, one of several present



The BoBMF DC-3 ZA947 has acquired a new colour scheme for the 2013 season



31/3 is excluded from this report – it will be included in next month as the first day of the Summer timetable.

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-RJXI(1/3 -13/3), G-RJXD(13/3-30/3).

Extra flights:- 5/3 G-RJXI(9124) poisoned in from Newcastle, after 1612 diverted there due fog at LBA.

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) – 1/3 G-DBCB, 2/3 G-DBCC, 3/3 G-DBCI, 4/3 G-DBCJ, 6/3 G-DBCI, 7/3 G-DBCG, 8/3 G-DBCA, 9/3 G-DBCE, 10/3 G-DBCJ, 11/3 G-DBCA, 13/3 G-DBCI, 14/3 G-DBCK, 15/3 G-DBCI, 16/3 G-DBCJ, 17/3 G-DBCB, 19/3 G-DBCA, 21/3 G-DBCD, 24/3 G-DBCH, 25/3 G-DBCA, 26/3 G-DBCE, 28/3 G-DBCC, 29/3 G-DBCG, 30/3 G-DBCK.

Heathrow(1346/1347) – 1/3 G-DBCB, 3/3 **G-MIDS**, 4/3 G-DBCJ, 5/3 G-DBCF, 6/3 G-DBCI, 7/3 G-DBCG, 10/3 G-DBCJ, 11/3 G-DBCD, 12/3 G-DBCF, 13/3 G-DBCI, 14/3 G-DBCK, 15/3 G-DBCI, 17/3 G-DBCB, 18/3 G-DBCF, 19/3 G-DBCA, 20/3 G-DBCF, 21/3 G-DBCD, 25/3 G-DBCA, 26/3 G-DBCH, 27/3 G-DBGC, 28/3 G-DBCC, 29/3 G-DBCG.

Heathrow(1342/1343) – 1/3 G-DBCI, 2/3 G-DBCF, 3/3 G-DBCJ, 4/3 G-DBCI, 5/3 G-DBCE, 6/3 G-DBCA, 7/3 G-DBCA, 9/3 G-DBCD, 10/3 G-DBCE, 12/3 **G-MIDX**, 13/3 G-DBCE, 14/3 G-DBCA, 15/3 G-DBCJ, 16/3 G-DBCI, 17/3 G-DBCF, 18/3 G-DBCK, 19/3 G-DBCF, 20/3 G-DBCA, 21/3 G-DBCK, 22/13 G-DBCK, 24/3 G-DBCA, 25/3 G-DBCB, 26/3 G-DBCF, 27/3 G-DBCC, 28/3 G-DBCB, 29/3 G-DBCD, 30/3 G-DBCD.

Heathrow(1344/1345) – 1/3 G-DBCA, 2/3 G-DBCG(1344 only then tech, n/s), 3/3 G-DBCH, 4/3 G-DBCF, 5/3 G-DBCI, 6/3 G-EUOH, 9/3 G-DBCJ, 10/3 G-DBCA, 11/3 G-DBCF, 12/3 G-DBCJ, 13/3 G-DBCK, 14/3 G-DBCB, 15/3 G-DBCD, 16/3 G-DBCD, 17/3 G-DBCF, 18/3 G-DBCE, 19/3 **G-EUUG**, 20/3 G-DBCE, 21/3 G-DBCA, 23/3 G-DBCA, 24/3 G-DBCA, 25/3 G-DBCH, 26/3 G-DBCG, 27/3 G-DBCE, 28/3 G-DBCA, 29/3 G-DBCI, 30/3 G-DBCD.

Extra Flights:- 3/3 G-DBCG(Speedbird 9271) positioned back to Heathrow.

Eastern Airways(EZE/T3, “Eastflight”)

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

Bristol - Aberdeen(4502, "32X") – 1/3 G-CFLU, 4/3 G-CFLU, 7/3 G-CFLU, 11/3 G-CFLU, 12/3 G-CERZ, 13/3 G-CERZ, 14/3 G-CERY, 15/3 G-CDEA, 19/3 G-CERZ, 20/3 G-CFLU, 21/3 G-CDKA, 22/3 G-CERZ, 25/3 G-CFLU, 26/3 G-CDKB, 27/3 G-CDEA, 28/3 G-CFLV, 29/3 G-CERZ.

Bristol – Aberdeen(4506, "36X") – 4/3 G-CFLU, 5/3 G-CFLU, 12/3 G-CERY, 13/3 G-CFLU, 18/3 G-MAJE, 19/3 **G-CHMR**(E145), 20/3 G-CFLU, 25/3 G-CFLU, 26/3 G-CDKA, 27/3 G-MAJA.

Aberdeen – Bristol(4503, "33AL/33LB") – 4/3 G-CFLU, 5/3 G-CFLU, 12/3 G-CERY, 13/3 G-CFLU, 19/3 **G-CHMR**(E145), 20/3 G-CFLU, 25/3 G-CFLU, 26/3 G-CDKA, 27/3 G-MAJA.

Aberdeen – Bristol(4505, "35AL/35LB") – 1/3 G-CFLU, 7/3 G-CFLV, 8/3 G-CFLU(went tech after 35AL), 14/3 G-CDEA, 15/3 G-CDEA, 21/3 G-CERZ, 22/3 G-CFLU, 28/3 G-CERZ, 29/3 G-CDKB.

Aberdeen – Bristol(4507, "37AL/37LB") – 4/3 G-CFLU, 5/3 G-CFLU, 6/3 G-CFLU, 11/3 G-CERZ, 12/3 G-CERZ, 13/3 G-CERY, 18/3 G-CERZ, 19/3 G-CFLU, 20/3 G-CFLU, 25/3 G-CDKB, 26/3 G-CDEA, 27/3 G-CFLV.

Aberdeen (61K/71K) – 1/3 G-MAJK, 3/3 G-MAJL, 7/3 G-MAJL, 8/3 G-MAJW, 10/3 G-MAJD, 14/3 G-MAJL, 15/3 G-CDKA(arrived as 94C), 17/3 G-MAJY, 21/3 G-CDKA, 22/3 G-CFLU, 24/3 G-CDEA, 28/3 G-MAJK.

Extra Flights:- 5/3 G-MAJI(15W) diverted in from Aberdeen due fog at Humberside, positioned back to Newcastle(032P) on 6/3, 9/3 G-CFLU(061P) positioned to Heathrow, 11/3 G-MAJZ(16W) arrived from Humberside then operated (36X) to Aberdeen, 22/3 G-MAJD(053P) positioned in from Humberside, then departed to Aberdeen(054P).



bmi Embraer 145 G-RJXF taxiing onto stand after arriving from Brussels
The airline will cease operations from LBA in early May 2013

Easyjet(EZY/U2, "Easy")

The company operates ski-flights to **Geneva**(Mon/Thu/Fri/Sat/Sun) using A.319 aircraft.

Geneva(388V/493J) – 1/3 G-EZFC, 2/3 G-EZDD, 3/3 G-EZMH, 4/3 G-EZBO, 7/3 G-EZFC, 8/3 G-EZBR, 9/3 G-EZBT, 10/3 G-EZAG, 11/3 G-EZBW, 14/3 G-EJAR, 15/3 G-EZBO, 16/3 G-EZAD, 17/3 G-EZIJ, 18/3 G-EZDW, 21/3 G-EZPG, 22/3 HB-JZP, 23/3 HB-JZV, 24/3 388V diverted to Liverpool due snow at LBA, G-EZDJ(9014) positioned in from Gatwick then to Geneva(493J), 25/3 G-EZFC, 28/3 G-EZFC, 29/3 G-EZFC, 30/3 G-EZAV.

Enter Air(ENT, "Enterair")

This Polish company uses Boeing 737/400 aircraft.

3/3 SP-ENK(3530) arrived from East Midlands, then positioned out to Norwich, 24/3 SP-ENK positioned in from Gatwick, 28/3 SP-ENK departed to Kiruna.

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") – 1/3 G-ECOO, 4/3 G-JECL, 5/3 G-ECOO, 7/3 G-JECL, 8/3 G-JECL, 11/3 G-JECZ, 12/3 G-JECF, 13/3 G-ECOO, 14/3 G-JECM, 15/3 G-JECM, 18/3 G-JECF, 19/3 G-JEDP, 20/3 G-JECM, 21/3 G-ECOO, 25/3 G-JECG, 26/3 G-JEDP, 27/3 G-JEDP, 28/3 G-ECOD, 29/3 G-JEDP.

Belfast City(731/732, "5DA/1SK") – 1/3 G-FLBA, 2/3 G-FLBB, 3/3 G-FLBB, 4/3 G-ECOF, 6/3 G-ECOF, 7/3 G-ECOF, 8/3 G-JECZ, 9/3 G-FLBB, 10/3 G-JECZ, 11/3 G-JECK, 13/3 G-JECK, 14/3 G-ECOO, 15/3 G-FLBD, 16/3 G-JECM, 17/3 G-ECOO, 18/3 G-JECF, 20/3 G-ECOO, 21/3 G-JECM, 25/3 G-ECOO, 26/3 G-JECM, 27/3 G-ECOO, 28/3 G-ECOO, 29/3 G-ECOD, 30/3 G-JECJ.

Belfast City(733/734, "9TA/7FW") – 1/3 G-FLBB, 3/3 G-ECOO, 5/3 G-FLBB, 6/3 G-FLBB, 7/3 G-JECZ, 8/3 G-ECOO, 10/3 G-JECK, 12/3 G-JECM, 13/3 G-JECM, 14/3 G-FLBD, 15/3 G-ECOO, 17/3 G-FLBD, 19/3 G-JECF, 20/3 G-JEDP, 21/3 G-JEDP, 24/3 **G-FBEC**(E190), 25/3 G-JECM, 26/3 G-ECOO, 27/3 G-JECM, 28/3 G-ECOO, 29/3 G-ECOD.

Southampton(171/172, "9JC/2EN") – 2/3 G-JECN, 4/3 G-ECOE, 5/3 G-JEDM, 6/3 G-JEDM, 7/3 G-JEDU, 9/3 G-JEDM, 11/3 G-JEDV, 12/3 G-ECOB, 13/3 G-ECOA, 14/3 G-ECOA, 16/3 G-JECZ, 18/3 G-JEDU, 19/3 G-JEDW, 20/3 G-JEDW, 21/3 G-ECOP, 25/3 G-JEDV, 26/3 G-ECOJ, 27/3 G-ECOA, 28/3 G-FLBC, 30/3 G-JECM.

Southampton(173/174, "4PV/4GN") – 1/3 G-ECOJ, 4/3 G-JEDU, 5/3 G-JEDU, 6/3 G-ECOJ, 7/3 G-JEDV, 8/3 G-JEDU, 11/3 G-JEDP, 12/3 G-JEDT, 13/3 G-ECOB, 14/3 G-JEDV, 15/3 G-JECH, 18/3 G-ECOR, 20/3 G-JEDV, 21/3 G-JEDW, 22/3 G-JEDU, 25/3 G-ECOF, 27/3 G-JECG, 28/3 G-JECG.

Southampton(175/176, "8JH/9SU") – 1/3 G-JECN, 3/3 G-ECOE, 5/3 G-ECOT, 6/3 G-JEDV, 7/3 G-JEDU, 8/3 G-JEDV, 10/3 G-FLBE, 12/3 G-ECOA, 13/3 G-JECO, 14/3 G-JEDP, 15/3 G-ECOB, 17/3 G-ECOR, 19/3 G-JEDW, 20/3 G-JEDU, 21/3 G-ECOP, 22/3 G-JEDV, 24/3 G-ECOF, 26/3 G-JECL, 27/3 G-JECL, 28/3 G-JEDT, 29/3 G-JEDR.

Jet2(EXS/LS, "Channex")
Charter flights plus positioning flights will be detailed in this section.

1/3 G-CELV(041A) positioned out to Gatwick, G-LSAI(048A) positioned in from Manchester, G-GDFO(053B) positioned in from Southend, ,and then operated test flight (055B)

2/3 G-CELV(031E) positioned in from Edinburgh, G-CELV(041A) positioned out to Gatwick

4/3 G-GDFH(041A) positioned out to Newcastle, G-CELV(031E) positioned in from Manchester, G-CELV(034E) positioned out to Edinburgh

5/3 G-CELV(031E) positioned out to Gatwick, G-GDFH(041A) positioned in from Newcastle, G-CELV(032W) positioned in from Gatwick, G-GDFK(042A) positioned in from Lanzarote

6/3 G-LSAI(041A) positioned out to Manchester

7/3 G-CELV(031E) departed to Belfast

8/3 G-CELV(041A) positioned out to East Midlands, then positioned back in (042A) from East Midlands, G-CELE(074W) positioned in from Manchester

9/3 G-CELV (031E) departed to Glasgow, G-LSAJ(633) diverted in from East Midlands, G-CELD(071W) positioned in from Manchester, G-LSAN(633A) positioned out to Tenerife South and positioned back in later as (043A) from East Midlands, G-LSAC(041A) positioned in from Dublin, G-LSAJ(054B) positioned out to East Midlands

10/3 G-LSAC(041A) positioned out to Dublin, G-CELV(042A) positioned out to Manchester, G-LSAC(126C) positioned in from Lyon Saint Exupery

11/3 G-LSAK(033E) arrived from Manchester, G-LSAN(032E) positioned in from Manchester, G-CELV(031E) positioned out to Edinburgh

12/3 G-LSAE(053B) positioned in from Luton

14/3 G-LSAK(121C) positioned in from Dublin

15/3 G-LSAE(109C) positioned out to Dublin, G-GDFO(116C) positioned out to Dublin, G-CELV(031E) positioned in from Rome

16/3 G-CELV(031E) positioned in from Exeter

17/3 G-LSAG(149C) positioned out to Gatwick, G-LSAH(122C) positioned in from Dublin, G-GDFO(117C) positioned in from Dublin, G-LSAE(110C) positioned in from Dublin

18/3 G-CELV(032E) positioned out to Rome, G-CELE(071W) positioned in from Manchester, G-CELV(041A) positioned out to Barcelona, G-CELV(034E) positioned in from Gatwick, G-CELV(033E) positioned out to Exeter

19/3 G-CELD(041A) positioned in from Barcelona

21/3 G-CELE(010P) positioned out to Manchester, 22/3 G-CELV(149C) positioned out to Bergen, G-CELE(150C) positioned in from Manchester
 23/3 G-LSAC(079W) positioned in from Manchester, G-LSAC(102C) positioned out to Luton, G-CELD(073W) positioned out to Belfast G-CELP(031E) positioned in from Edinburgh, G-CELD(075W) positioned in from Belfast, G-CELE(042A) positioned out to Cologne
 25/3 G-CELE positioned out to Newcastle, G-CELP(041A) positioned in from Dusseldorf, G-GDFB(051B) positioned in from Manchester
 26/3 G-GDFB(051B) engine test flight, G-CELE(044A) positioned in from Newcastle, G-LSAC(104C) positioned in from Gatwick, 27/3 G-CELY(031E) positioned in from Newcastle, G-LSAD(071W) positioned in from East Midlands, G-CELP(041A) positioned out to Edinburgh
 27/3 G-GDFO(042A) positioned out to Newcastle, G-CELY(032E) positioned out to Newcastle
 28/3 G-LSAD(063J) positioned out to Manchester, G-CELI(061J) positioned in from Manchester, Alba Star 737/300 **EC-LNC**(065J) positioned in from Milan, G-CELY(033E) positioned in from Edinburgh, G-GDFE(053F) positioned in from Belfast, G-CELG(062J) positioned out to Newcastle, G-LSAN(051B) positioned in from Manchester, G-CELS(031R) positioned out to Edinburgh
 30/3 G-CELY(045A) positioned out to Belfast, **EC-LNC**(207/208) to/from Murcia then (273/274) to/from Alicante, G-CELE(055B) test flight, G-CELE(056B) test flight, G-LSAN(043P) positioned out to Malaga.



Alba Star Boeing 737/300 EC-LNC on short term lease to Jet2, late March(Paul Whincup)

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily. Fokker 70/100 aircraft operate the flights, however the am rotation(1545/1546) is operated by an Embraer 190.

Amsterdam(1545/1546, "1545/1546") – 1/3 PH-EZL, 2/3 PH-EZL, 3/3 PH-EZC, 4/3 PH-EZK, 5/3 PH-EZE, 8/3 PH-EZV, 9/3 PH-EZR, 10/3 PH-EZL, 11/3 PH-EZV, 12/3 PH-EZT, 13/3 PH-EZX, 14/3 PH-EZE, 15/3 PH-EZK, 16/3 PH-EZS, 17/3 PH-EZN, 18/3 PH-EZX, 19/3 PH-EZG, 20/3 PH-EZC, 21/3 PH-EZM, 22/3 PH-EZN, 24/3 PH-EZL, 25/3 PH-EZW, 26/3 PH-EZL, 27/3 PH-EZH, 28/3 PH-EZV, 29/3 PH-EZH, 30/3 PH-EZA.

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

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

Additional flights:- 5/3 PH-JCH(1499/7110) diverted in from Amsterdam due fog at Humberside, then positioned out to Amsterdam.

Loganair(LOG/BE, “Loganair”)

Flights are scheduled to be operated by SAAB 340 aircraft, however as Cirrus Airways Dornier 328(D-CIRD) has been leased by the company and Dash-8-400Q aircraft have also turned up. Two return flight from Glasgow operate each weekday plus on a Sunday evening.

Glasgow(6980/6981, “53EN/36JY”) – 4/3 G-LGNA, 7/3 G-LGNB, 11/3 G-LGNB, 12/3 G-LGNB, 13/3 G-LGNB, 14/3 G-LGNB, 19/3 G-LGNC, 20/3 G-LGNE, 21/3 G-LGNK, 25/3 G-LGNA, 26/3 G-LGNA, 27/3 G-LGNC, 28/3 G-LGNC.

Glasgow(6984/6985, “54CM/69MN”) – 1/3 G-LGNE, 4/3 G-LGNE, 5/3 G-LGNE, 6/3 G-LGNB, 7/3 G-LGNB, 8/3 G-LGNE, 11/3 G-LGNI, 12/3 G-LGNB, 13/3 G-LGNB, 14/3 G-LGNG, 15/3 G-LGNN, 18/3 G-LGNE, 19/3 G-LGNC, 20/3 G-LGNF, 21/3 G-LGNK, 22/3 G-LGNM, 25/3 G-LGNM, 26/3 G-LGNA, 27/3 G-LGNJ, 28/3 G-LGNC.



KLM EMB.190 PH-EZX in Skyteam livery on push back for departure, 18/3(Robert Burke)

Monarch(MON/ZB, “Monarch”)

Scheduled flights to **Munich**(Fri/Sun) using Airbus A.321/A320 aircraft.
Based aircraft from 21/3 G-ZBAA

Munich (7573/7572) -1/3 G-OZBY, 3/3 G-OZBW, 8/3 G-OZBS, 10/3 G-OZBM, 15/3 G-OZBY, 17/3 G-MONX.

Extra Flights:- 2/3 G-MONX(1325), diverted in from Munich due blocked runway at Manchester, then continued to Manchester, 21/3 G-ZBAA(A320) positioned in from Luton as 572P.

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”) – 2/3 AP-BEG, 6/3 AP-BEG, 9/3 AP-BEG, 13/3 AP-BEG, 16/3 AP-BEG, 20/3 AP-BDZ, 22/3 AP-BEC, 27/3 AP-BEG, 30/3 AP-BEC.

Ryanair(RYR/FR, “Ryanair”)

During the winter 4 Boeing 737/800 aircraft are based at LBA, 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:- EIDPJ(1/3-7/3), EI-EBV(1/3-10/3) , EI-EMF(1/3-23/3), EI-EBL(7/3-23/3), EI-DAO(11/3-30/3), EI-DWV(23/3-30/3), EI-EBK(23/3-30/3), EI-EFW(30/3), EI-EME(30/3).

Flights operated by non-based aircraft:-

Barcelona(9296/9297, “5HZ/3VN”) – 17/3 EI-EKJ, 20/3 EI-DPN, 25/3 EI-EMO.

Bergamo(2495/2494) – 25/3 EI-ESX, 29/3 EI-EKS.

Dublin(156/157, “52GR/8AP”) - 2/3 EI-DHR, 7/3 EI-DHR, 9/3 EI-EFB, 14/3 EI-DAR, 16/3 EI-ENR, 21/3 EI-DWP, 24/3 EI-DYH, 28/3 EI-ESS.

Faro(2504/2503, “3TR/4WG”) – 17/3 EI-EFH, 25/3 EI-DPM.

Malaga(24477/2446, “8ZA/9AB”) – 15/3 EI-DYW, 21/3 EI-ENC, 25/3 EI-EBT, 27/3 EI-ENC, 28/3 EI-EBZ, 29/3 EI-EVS.

Malta(2449/2448, “57ZD/23YM”) – 7/3 EI-DYZ, 14/3 EI-DLY, 21/3 EI-DYZ, 24/3 EI-EVX, 28/3 EI-EBY.

Palma(2327/2326) – 14/3 EI-EBM, 16/3 EI-ENG, 19/3 EI-DPD, 21/3 EI-DPD, 25/3 EI-EBM, 26/3 EI-DWE, 28/3 EI-DHX, 30/3 EI-DHX.

Pisa((2502/2501, “4EL/8DK”) – 25/3 EI-EKK, 28/3 EI-EFY,

Tenerife South (2493/2494) – 3/3 EI-EKC, 10/3 EI-DHP, 17/3 EI-DYS.

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”) – 13/3 G-OOBA, 20/3 G-OOBA, 27/3 G-OOBC.

Sharm-el-Sheikh(868/869, “868/869”) – 7/3 G-BYAY, 14/3 G-OOBA, 21/3 G-OOBA, 28/3 G-OOBC.

Tenerife(3530/3531, “1FB/31G”) – 1/3 G-OOBF, 8/3 G-BYAY, 15/3 G-OOBA, 22/3 G-OOBA, 29/3 G-OOBC.

Birmingham(3531, “31G”) – 1/3 G-OOBF, 9/3 G-BYAY, 16/3 G-OOBA, 30/3 G-OOBC.

Extra flights:- 6/3 G-BYAY(7TX) positioned in from Paphos, 25/3 G-OOBA(9012) positioned out to Birmingham.



Pakistan International Airbus A.310 AP-BEC taxiing onto Stand 8 following its arrival from Islamabad. How much longer will these aircraft grace the apron at LBIA?



Once again there is little news to report from the Southside. The Yorkshire Air Ambulance MD-900 G-SASH is on maintenance and on 21/3 similar type G-ECSI arrived to act a replacement. However, by the time this the Multiflight-rebuilt Dauphin G-BTEU should have taken up duties with the YAA.

01/03/13 Friday

King Air 90 **G-MOSJ**(Enzo 601P/601) from Liverpool(0718) to Newquay(0807), return 1600 and home to Liverpool at 1623. Having night stopped King Air 200 **G-PCOP**(Gama 843) departed to Glasgow at 0810. TB.20 **G-OMAO** f/t Biggin Hill(1213/1430). The Multiflight Citation XL G-CGMF operated at Local Demonstration flight 1417/1525 as "Bookajet 640". Baron **N64VB** from Elstree(1511) to Sleaf(1518). Another aircraft which had stayed over from last month, Citation Sovereign **PH-RID** returned home to Le Bourget at 1710. King Air 90 **G-ORTH**(Enzo 8JT) arrived from Southend at 1843, having dropped off a crew to collect Jet2's "new" 737/300 **G-GDFO**, which arrived at LBIA at 1754 as "Channex 053B". **TH** departed to Manchester at 1906, again calling "Enzo 8JT" and returned to LBIA at 2040.

02/03/13 Saturday

This afternoon saw a Monarch A.321 divert in due to a blocked runway at Manchester when the Emirates A.380 missed its turn off on landing. Citation XLS **G-DEIA**(Thundercat 828), operated by Jaymax Jersey Ltd and making its first visit to LBIA, from Ronaldsway(0848) to Blackpool(0946). TB-20 Trinidad **F-GSZF**, which had been parked on Multiflight/East for around a week, returned home to Rennes at 1129. EV-97 Eurostar **G-CGVT** carried out a visual approach and go-around at 1534, f/t Barton.

03/03/13 Sunday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Bristol(1108/1411). PA-28 Warrior **G-SOBI** arrived from Sherburn at 1445 for attention at Multiflight/Engineering and was still present at the end of the month. Citation XL **LX-SEH**(Red Lion 50) from Farnborough(1448) to Luxembourg(1552). Our "resident" Gulfstream 4 **N3H** departed to Milan/Linate at 1818. Falcon 7X **G-CGGN** of TAG Aviation, from Farnborough(1839), n/s to Hewanorra/Vieux Fort, St Lucia(1008).

04/03/13 Monday

King Air 350 **HB-GPS** operated by Family Airline SA, from Lausanne(0911) to Milan/Linate(1119). King Air 200 **M-WATJ**(Ambassador 204A/B) f/t Ceanarfon(0931/1327). Agusta A.109S **G-MAOL** from Oulton Hall(1000) to a private site near Northampton(1018). Cheyenne 3 **G-GMED**(Air Med 076) from Turin/Caselle(1501) to Oxford(1538). King Air 90 **G-ORTH**(Enzo 8JT) to Paris/Charles de Gaulle(1510).

05/03/13 Tuesday

Early morning fog caused some disruption today. King Air 90 **G-ORTH**(Enzo 8JT) from Shannon(1530). A first time visitor was Citation X **M-ARCH** operated by Archilda International, which diverted from Doncaster due fog whilst inbound from St. Moritz/Samaden arriving here at 1806.

06/03/13 Wednesday

Once again morning fog caused some disruption until around lunchtime. Gulfstream 4 **N3H** was due in from St. Maarten at 0900 but had to divert to Teesside. It positioned back to LBIA from Teesside at 1227 and night stopped. Citation X **M-ARCH**, which diverted in yesterday, positioned out to Doncaster at 1236. King Air 200 **G-IASM**(Broadsword 31) from Newcastle(1502) to Northampton(1630).



USAF RC-12U Huron 84-0173 making a dodgy cross-wind landing on 32, 13/3(David Blaker)



The YAA used MD-900 G-ESCI whilst there own G-SASH was on maintenance(D./ Blaker)



Hawker 4000 N86LF lining up on runway 14 for departure to Luton, 28/3(David Blaker)



Gamston based King Air 90 N200RE is a regular visitor for maintenance(Paul Whincup)

07/03/13 Thursday

BAe.146 **ZE701**(Kittyhawk 10) from Northolt(1043), bringing David Cameron for a speak in Leeds. It departed back to Northolt at 1431. Citation Mustang **G-LEAA**(Lonex 95AA) f/t Northolt(1127/1556). P.180 Avanti **OY-TLP**(Sunscan 601C/D) f/t Aarhus(1817/0603), n/s.

08/03/13 Friday

King Air 90 **G-ORTH**(Enzo 8JT) to Manchester(0900). Gulfstream 4 **N3H**, which arrived on 6/3, departed to Aberdeen at 0926. Citationjet 4 **M-NSJS** f/t Jersey(0951/1256), n/s. Avanti **OY-TLP**(Sunscan 601E/F) f/t Aarhus(1830/1905).

09/03/13 Saturday

Twin Squirrel **G-ORDH** from Bagby(1600) to Nun Monkton(1636), picked up "Mr Harpin" who arrived from Annecy at 1630 on board resident PC-12 M-HARP. King Air 90 **G-ORTH**(Enzo 8JT) from Manchester(1629).

10/03/13 Sunday

Citationjet 2 **G-SONE**(Clifton 368/433) from Southampton(1435), n/s to Faro(1053). King Air **G-ORTH**(Enzo 8JT) f/t Edinburgh(1454/1709). Gulfstream 4 **N3H** returned from Aberdeen at 1951 for another stop-over.

11/03/13 Monday

BAe.146 **ZE701**(Northolt 40) carried out an ILS and overshoot at 1157 whilst on a training detail f/t Northolt.

12/03/13 Tuesday

"Resident" Gulfstream 4 **N3H** departed to Northolt at 0742. Twin Squirrel **G-ORDH**(Jockey 34) from Bagby 0929 to Cheltenham Race Course(1026). The return trip from the races arrived at 2024 and the aircraft positioned home to Bagby at 2040. PA-34 Seneca **PH-AIJ** operated by Expair Holdings BV, f/t Seppe(1001/1530). Cessna T.210M **G-TOTN** f/t Ronaldsway(1040/1950), n/s. Citation 2 **G-JBLZ**(Cloudburner 52) arrived from Nice at 1041. The aircraft departed at 1145 and carried out an ILS approach at overshoot at 1152 before setting course for home, Southend. PA-34 Seneca **G-GFEY** carried out an ILS and overshoot at 1109, f/t Blackpool. Visiting for the first time was Robin DR.400 **M-LEKT**, which was formerly on the UK register as G-LEKT. It arrived from Ronaldsway at 1140, heading back there at 1455. King Air 90 freighter **G-JOTA**(Enzo 912P/912) from Southend(1521) to Cologne/Bonn(1608). King Air 90 **N200RE** arrived from Gamston(1623) and went to Multiflight/Engineering for further attention. Cessna 172S **G-CBFO** was f/t Gamston(1637/1657), collecting the pilot of N200RE.

13/03/13 Wednesday

PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1028/1531). C-12U Huron **84-0173**(Argus 3K) f/t Wiesbaden(1108/1448). King Air 90 **G-MOSJ**(Enzo 8JT) from Newcastle(1203). King Air 90 **G-ORTH**(Enzo 812M) to Southend(1252). Tucano **ZF374**(LOP 66), ILS and overshoot(1443), f/t Linton. Gulfstream 4 **N3H** was back at 2041, arriving from Farnborough.

14/03/13 Thursday

Cessna T.210M **G-TOTN** from Ronaldsway(0745) to Full Sutton(0758). Citation XL **G-EYUP**(Thunder Cat 831) of Harrocc Aviation, from Hawarden(0857) to Ronaldsway(0950). DA-42 Twin Star **G-DJET**(White Knight 03) from Gamston(1017) to Staverton(1113), return 2009/2030. PA-34 **G-GFEY** was back for another ILS and overshoot at 1350, again f/t Blackpool. Something a little different crew training was RAF Shadow R.1 **ZZ504**(Vulcan 01) which carried out two ILS approaches at 1345 and 1359, f/t Leuchars.

15/03/13 Friday

Dauphin **EI-GJL** f/t Bragganstown(0817/1213). Citation 2 **EI-MED**(Exclusive Jet 999) owned by Xantra Pharmaceuticals Ltd was on its first visit to LBIA, operating an ambulance flight from Dublin(0938) to Shannon(1132). Tucano **ZF139**(LOP 66) ILS and overshoot(1015), f/t Linton. The Cessna 421C **N75FW** departed to Cranfield at 1025, on delivery to new owners. Twin Squirrel **N766AM** from a private site near East Midlands(1130) to Multiflight/Engineering, n/s. Cessna 172S was f/t Gamston(1403/1419) brining a pilot to collect King Air 90 **N200RE**, which had been with Multiflight Engineering since 12/3. 'RE carried out a local air test 1459/1517 and again 1621/1628, however did not return home to Gamston as planned. King Air 90 **G-ORTH** from Doncaster(1837), sister-ship **G-MOSJ**(Enzo 615P) to Luton(2051).

16/03/13 Saturday

Citation Bravo **G-EHGW**(Go-Jet 316A/B/C/D) from Birmingham(1036) to Cardiff(1135). Citation Bravo **G-MHIS**(Go-Jet 216A/B/C/D) Owned by Mail Handling International Services Ltd and on its first visit



TB-20 Trinidad F-GSZF preparing for its return home to Renne, 2/3(Robert Burke)



IOM based Robin DR.400 M-LEKT parked on Multiflight/East apron, 12/3(Robert Burke)



Falcon 900EX OO-VMI departing runway 14, enroute to Antwerp, 21/3(Mike Storey)



Southend based King Air 200 M-SPOR parked on Multiflight/East, 21/3(Mike Storey)

to Lbia, from Belfast International(1055) to Cardiff(1039). Both aircraft returned from Cardiff at 2232 and 2238 respectively, and out to Belfast at 2309/2313. These flights were taking passengers for the Wales – England Rugby Union International.

17/03/13 Sunday

Gulfstream 4 **N3H** departed to Wilmington International, North Carolina(1532). From there it was heading for Naples, Florida but diverted into Charleston Air Force Base, South Carolina.

18/03/13 Monday

Another foggy morning at Lbia. Making its debut however was Gulfstream 5 **HB-JEV**(Batman 212/221) owned by Metroair, from Hewanorra, St. Lucia(1955), n/s to Zurich(0918).

19/03/13 Tuesday

Citation Bravo **G-YPRS** from Ronaldsway(0905) to Staverton(0905). King Air 90 **N200RE** again carried out a local test flight 1229/1303. Lear Jet 35A **G-JMED**(Air Med 079) from Geneva(1401) to Oxford(1457).

20/03/13 Wednesday

Citation 2 **G-SPUR**(Sparrowhawk 93R) from Kemble(1030) to Glasgow(1646). Cheyenne **G-CHEY**(Air Med 054) from Lyon(1511) to Oxford(1604). Pilatus PC-12 **M-ARTY** from Dublin/Weston(1653). King Air 200 **G-SYGA**(Gama 054B) f/t Glasgow(1716/1957), ambulance flight. King Air 90 **G-DLAL**(Enzo 720P) from Aberdeen(2139).

21/03/13 Thursday

Monarch officially opened their base at Lbia today with the arrival of “Sharklet” fitted A.320 **G-ZBAA** to take up residence. King Air 200 **M-SPOR** owned by Select Plant Hire, f/t Southend(0700/1716). Visiting for the first time was Falcon 900EX **OO-VMI**(Flying Group 01M/02M) f/t Antwerp(0956/1305). King Air 90 **G-ORTH** to Cranfield(1212). Citation 2 **N550LD** from Oxford(1255) to Figari, Corsica(1502). King Air 200 **G-PCOP**(Gama 040B) from Glasgow(1732), n/s to Norwich(0816). King Air 200 **G-CEGP**(Cega 826) from Innsbruck(1907) to Bournemouth(2038).

22/03/13 Friday

The day winter returned with a vengeance. The airport was snow-closed from time to time all day after regular snow showers. King Air 90 **G-DLAL**(Enzo 8JT) departed for Newcastle at 1132 but returned to Lbia at 1144, departing again for Newcastle at 1226. The aircraft returned at 1510, from East Midlands. Citation Mustang **I-STCD**(Sur Aviation 351/2) from Bristol(1211) to Sion(1316). King Air 200 **G-PCOP**(Gama 040B) from Norwich(1337) to Glasgow(1718).

23/03/13 Saturday

More disruption from snow all day, even worse than the previous day.

24/03/13 Sunday

Yet more snow arrived this afternoon causing further problems at Lbia. Citation XL **G-EYUP**(Thunder Cat 751) from Hawarden(1114) to Ronaldsway(1129).

25/03/13 Monday

Cessna TU.206G **G-NIME** from Wombleton(0851). Wal-Mart's Global Express **N170SW** arrived from its home base, Rogers, Arkansas(0927), n/s to East Midlands(1303). King Air 90 **G-DLAL**(Enzo 8JT) t/f Norwich(1117/1325). King Air 90 **G-ORTH**(Enzo 525P/525) from Southend(1136) to Cologne/Bonn(1316). King Air 90 **N200RE** was yet again up for an air test, 1555/1610 before finally heading home to Gamston at 1641.

26/03/13 Tuesday

PA-34 Seneca **G-VVBK**(Ravenair 47T) carried out an ILS and overshoot at 1118, f/t Liverpool. Also on a training detail was Tucano **ZF140**(LOP 22) which made an ILS and overshoot at 1321, f/t Linton.

27/03/13 Wednesday

Agusta A.109E **G-XJCB**(JCB 3) arrived from East Midlands(0758) before routing to the company's factory at Uttoxeter at 0820. It returned f/t Uttoxeter(1451/1517). Another of the type, this time an A.109S **G-STGR**(Kingdom 08) arrived from near Carlisle(1327), departing to Penrith at 1632.

28/03/13 Thursday

King Air 90 **G-DLAL**(Enzo 8JT) t/f East Midlands(1313/1510). A first time visitor was Hawker 4000 **N86LF** owned by RC18 Inc and operated on their behalf by Ambrion Aviation, from Liverpool(1436) to Luton(1748). Joining this was another debutant, Gulfstream 4 **N117MS** owned by Star Flight LLC of Greenwich, Connecticut. It arrived from Heathrow at 1454, departing to Edinburgh at 1733. Twin

Squirrel **G-ORDH** from Teesside(1555) to Bagby(1600). Completing a trio of First timers, Citationjet 3 **M-YEDC**(Saltyre 903/893) of Air Charter Scotland, from Toulon(1830), n/s to Faro(1045).

29/03/13 Friday

Jet2 leased in a Boeing 737/400 from Alba Star today, full details in the airline section. Gulfstream **N3H** from Barcelona(0914) to Luton(1126). PA-32 Saratoga **G-BJCW** f/t Fairoaks(1143/1401), n/s. King Air 90 **G-DLAL**(Enzo 8JT) to Glasgow(1940) from Southampton(2335).

30/03/13 Saturday

King Air 90 **G-DLAL**(Enzo 8JT) to Newcastle(1638) from Belfast International(1959).

31/03/13 Sunday

The start of British Summer Time, all times remain local In this section. King Air 90 **G-DLAL**(Enzo 8JT) t/f Belfast International(1613/1834). Jet Ranger **G-RAMY** arrived from Humberside at 1707 for another short stint in residency.



Citation X M-ARCH diverted into LBIA on 5/3 due to fog at Doncaster(Robert Burke)



Can you help?

This R.44 shell has been languishing on the fire ground at LBIA for some months now.

Can anyone shed any light as to its identity or where it came from and when?

Photo
Robert Burke

COMMERCIAL AVIATION NEWS

by David Wooler



LEEDS/BRADFORD NEWS

Well P.I.A finally got to operate a Boeing 777 on their PK775/776 service on the 13th April .However the aircraft operated the flight in and out of Manchester. For the record the service was operated by AP-BHX.

Further news on the introduction of the Boeing 777 was contained in the following press release:- Pakistan International Airlines, which has a record of breaching night-time flying rules at LBA, was meant to be using a Boeing 777 on its services to Islamabad from March 14. The announcement of the new flights was made seven weeks ago, shortly after Leeds City Council asked for a commitment from the airport and airline on the introduction of the quieter and more reliable B777 aircraft. But it emerged this week that the introduction of the new flights had been delayed. A spokeswoman for the airport said it had been postponed pending further talks with PIA. "We will be making an announcement in due course," she added. Members of the council's Plans Panel South and West heard in December that there had been eight breaches of night-time rules from the airline over the previous 12 months. Two years earlier the council had served a breach of condition notice on the airport after warning that further contraventions by the airline would not be tolerated. Improvements were made and a subsequent report a year later showed no recent problems. But after a further eight breaches councillors said they wanted a commitment on timescale for the new planes. Reasons for the contraventions included snow and the late arrival of the incoming flight In February the airline announced that it was introducing the Boeing 777 because of high demand. It said the larger aircraft would provide better cabin facilities, with 35 business class seats and 294 in economy. When the announcement was made Tony Hallwood, Commercial Director at LBA, said: "We have been working closely with the local community and businesses to introduce Boeing 777 operations at LBA."

Eastern Airways have axed the Leeds/Bradford - Bristol route from Friday, April 19th. Eastern Airways will continue to operate the Leeds/Bradford - Aberdeen route but with a new revised schedule adding extra flights from 22 to 26 a week. All flights will revert to be operated by BAe Jetstream 41 aircraft which will also mean that they will re-establish an operational base at the airport but also the Saab 2000's will disappear.

Lower than expected winter losses will boost annual profits at Jet2.com and Jet2holidays parent company Dart Group. In a trading on April 19th, Dart said: "The group believes that pre-tax profitability for the year ended 31 March 2013 will be ahead of current market expectations." Overall forward booking levels for budget carrier Jet2.com for the year to March 2014 remain in line with its 13% increase in capacity for this summer. "Jet2.com continues to be supported by the successful expansion of Jet2holidays and its sales of great value package holidays," the company said. "The group continues to develop and build its businesses, and we are cautiously optimistic about our ability to increase profits in the current financial year, notwithstanding the continuing tough economic environment."

Residents fear house prices will suffer after they discovered they were earmarked as living in a danger zone near the airport. The Yorkshire Evening Post reveal 60 properties around Leeds Bradford Airport have been included in a new Public Safety Zone (PSZ). The zone, which has been drawn up by the Civil Aviation Authority, identifies space at the end of runways that could be at risk in the event of an aircraft accident. They also carry certain planning restrictions and aim to control the number of people on the ground who are at risk if a plane crashes on take-off or landing. Christine Bull, who has lived in her Horsforth home since 1997, was shocked to discover her home was included in a PSZ that was drawn up in 2002. She was only made aware following a recent consultation about altering the zones, which ended earlier this week. Her bungalow on Arran Drive has now been excluded from the new zone. She said: "We found it absolutely devastating. We had never been aware. All this time we have had no consultation. We were in a zone and they say you're not now." She claims 12 homes on her estate have been included in the PSZ and there are fears it could impact house prices. She added: "This will now have a major impact on the resale value of the properties and also any future building plans for the 12 properties." A spokesman from the Civil Aviation Authority said they started overseeing PSZ in 2010 and before that the Department of Transport was responsible for them. He confirmed that 60 properties have been included in the new proposed area and a further 32 houses have been removed from the public safety zone.

RELEVANT AIRCRAFT

Easyjet:- Airbus A.320 **G-EZWH** delivered Hamburg – Milan 9/4. A.319 **G-EZIC** delivered Southend – Goose Bay – Kingston, Jamaica - Santiago de Chile, 16/3-17/3 for Sky Airline as CC-AID. A.319 **G-EZEO** ferried Dublin – Southend as VQ-BMN.

Jet2:- Boeing 737/300 **G-GDFN**(ex YL-BBK) registered 10/4 and ferried Riga – Norwich for painting. Boeing 737/800 **G-GDFR** ferried Bournemouth – Manchester 9/4 after painting into Jet2 Holiday colours. Boeing 737/800 **G-GDFP** ferried Southend – Manchester on 14/3 for painting. 737/800 **G-GDFV**(ex F-WTDG) ferried Toulouse – Montpelier 25/4 for painting.

Monarch:- Airbus A.321 **G-ZBAG**(ex 5B-DCP) ferried Larnaca – Beirut 11/4 for painting prior to delivery. Arrived Luton 23/4 on delivery. A.321 **G-ZBAF**(ex 5B-DCO) ferried Beirut – Larnaca 12/4 after painting, and onwards to Manchester 13/4. Airbus A.321 **G-OZBZ**(ex TC-OAN) delivered Istanbul – Bournemouth 12/4 for painting. Delivered Bournemouth – Luton 23/4. A.320(Sharklets) **G-ZBAB** delivered Toulouse – Manchester 18/4.

Thomas Cook:- Boeing 757 **G-FCLH** delivered Manchester – Bangor – Victorville prior to freighter conversion for FedEx as N968FD. **G-FCLB**, re-registered N969FD and ferried Manchester – Bangor – Mobile on 26/4 for FedEx.

Thomson Airways:- Boeing 737/800 C-FRZJ returned Toronto – Luton 12/4 following winter lease to Sunwings. Returned to **G-FDZJ** the following day. 737/800 C=FRZG returned Toronto – Luton 18/4 following winter lease to Sunwings. Re-registered **G-FDZG** following day. Boeing 737/800 **G-TAWP** delivered Boeing Field – Manchester 11/4, **G-TAWR** delivered Boeing Field - Manchester 15/4. Boeing 757/200 **G-OOBR** ferried Norwich – Shannon 24/5 after painting all white for operations by Privatair as HB-JJE. Sunwing Airlines Boeing 737/800 **C-FLZR** delivered Toronto – LBIA 28/4, on

summer lease to Thomson. Sister-ship **C-FTLK** delivered Toronto – Edinburgh on 30/4 for summer lease.

Titan Airways:- Airbus A.320 **G-POWI**(ex EI-TAG) delivered Shannon – Stansted 11/4, all white scheme. Leased to Jet2 for Summer season with full titles, based Newcastle.



Thomas Cook has leased A.320 YL-LCL from Smart Lynx for the summer season. The aircraft is based at Newcastle and is seen here at Doncaster(Clive Featherstone)

AIRPORT NEWS

LYDD Airport bosses are hoping to begin construction on a new terminal and runway extension as soon as possible – but those against the plans have vowed to fight on. The multi-million pound development has been given the green-light by the Government. The airport is now looking to address the conditions required to enable planning permission for the runway extension to be implemented, but Lydd Airport Action Group has said it has “many irons in the fire” to try to prevent it. Littlestone’s Louise Barton, head of the 3,000-strong group of protesters, said: “The question is, will we appeal through the British courts? Of course I’m pretty sure we will, we have six weeks to do it in.” The European Commission – executive body of the European Union responsible for proposing legislation, implementing decisions, and day-to-day running of the EU – is already involved as the development infringes at least two European directives. Namely, the habitats directive and the nuclear safety directive.

“We had a feeling that the decision would go the way it did as it took so long, so we put in this complaint pre-emptively to the European Commission. I can’t believe the Government gave the go-ahead before our complaint had been dealt with. “We have plenty more irons in the fire, this is not over.”

The airport must now meet a number of conditions before any work can begin, including paying £10,000 to Shepway District Council (SDC) to enable Greatstone Primary School to carry out a sound survey. It must also pay £43,500 towards the provision of staff resources within SDC and Kent County Council before submitting any plans, reports, schemes, surveys, results, strategies and other details required prior to starting work on the runway extension. Lydd Airport’s executive manager, Hani Mutlaq, said: “Approval is subject to environmental, noise and traffic conditions which have already been agreed, and once these have been completed, we hope to begin runway construction as soon as possible.” Strict environmental controls will ensure the special bird populations, flora and fauna of Dungeness will continue to be safeguarded, and noise levels, aircraft numbers and flying times will be capped.” Links to Ashford International railway station and high-speed trains into central London are also part of the plans.”



Pictured above by Rich Grimley at Humberside is Air Links Jetstream 31 G-GAVA carrying out taxi trials. This is the aircraft, then registered G-CCPW which had an undercarriage collapse at the Isle of Man when inbound from LBIA, operating for Manx2

AIRLINE NEWS

Aurigny Guernsey's States-owned airline has announced it intends to replace its fleet of Trislander aircraft. The aircraft has operated the type as the backbone of its fleet since July 1971. The 15-seat aircraft constitute six of the company's fleet of nine aircraft, alongside three ATRs. Mark Darby, who took up the post of interim chief executive on Tuesday, said: "It's time we looked at a suitable replacement. "We're hoping to be able to take something to the States later on in the year to support the funding." Mr Darby, a former engineer who has been employed in aviation for 30 years, replaced Malcolm Hart who left the company earlier this month. He said he expected to be in the role of CEO for "three to six months" but was determined not to allow the temporary nature of his appointment to interrupt progress. "There's no point in coming into this job as a caretaker," he said. "There are things that need to be done and things that need to be done now." Aurigny's main commercial competitor, Flybe, reintroduced jet aircraft on routes to Guernsey in March. Mr Darby said: "We're looking at our response to that. We've got three different aircraft types that we're actively looking at. "I certainly wouldn't discount jets. That's certainly one of the options."

British Airways and Iberia , parent company International Airline Group (IAG), has signed a memorandum of understanding (MOU) with Airbus for 18 A350-1000s, plus 18 options. The aircraft, with first deliveries slated for 2018, will replace some of British Airways' aging Boeing 747-400s on long-haul services.

Flybe has warned its annual losses will be worse than feared. The Exeter-based airline is now expecting losses of £23m, £5.5m more than its previous forecast of £17.5m. The company said summer ticket revenues were 2% ahead of last year, with passenger numbers also up, but added that its fuel costs had increased. Flybe is cutting about 300 of its 3,000-strong UK workforce and expects to making savings of more than £25m this financial year.

Ryanair boss Michael O'Leary says he's still committed to developing a transatlantic service but conceded the move could be four or five years away. Speaking in Dublin, Mr O'Leary said that while the plan is still speculative, he has held talks with some airports. Mr O'Leary has also ruled out teaming up with the government to engage in a joint sale of their stakes in Aer Lingus. Mr O'Leary said there's "not a chance" of it happening. Ryanair owns close to 30pc of Aer Lingus, while the government owns 25.1pc. Mr O'Leary's comments come just weeks after Ryanair deputy chief executive Michael Cawley effectively ruled out Ryanair ever becoming involved in the transatlantic market. "I don't think

it is ever envisaged that Ryanair would get into the long-haul market," he said in Shannon last month. "Long haul for us is flying to the Canaries or to Greece at the moment." He said that while it could be possible for Ryanair to enter the transatlantic market, it could only be achieved if aircraft were cheap enough to justify the economics. "If an opportunity came along and if long-haul aircraft prices declined dramatically, it might be possible to get into the business then, but there is no imminent prospect of that," Mr Cawley said.



Travel Service Boeing 737/800 OK-TSA, is being leased by Jet2 for the Summer season and will be based at East Midlands

AIRCRAFT NEWS

Boeing has started replacing batteries on some of its grounded 787 Dreamliner fleet, moving a step closer to getting the planes flying again. It comes after US aircraft regulators approved a revamped battery design. Problems with the plane's battery had resulted in the entire fleet of the 787s being grounded and deliveries of the aircraft being halted. Japan's All Nippon Airways and Japan Airlines are among the first carriers that will have the batteries replaced. All Nippon Airways (ANA) and Japan Airlines (JAL) are the two biggest operators of the 787 Dreamliner. "We began the work as we have received instructions from Boeing following the Federal Aviation Administration (FAA) approval," a spokesman for JAL said. "But we have not decided on the timing of the 787 flight resumption." Ryosei Nomura, a spokesman for ANA, said that the technicians had started installing new batteries on five of its 17 Dreamliner aircraft. The carriers still have to wait for approval from various regulators before they can start to fly the planes commercially. The FAA, which approved the battery design in early April, has said that it is very close to issuing a final directive on the Dreamliner. Other international regulators are likely to follow, but it may still be a couple of weeks before flights resume. The plane is the first in the world to use the lithium-ion batteries, which are lighter, hold more power and recharge more quickly. But after incidents in which some of the batteries emitted smoke, all of the 50 Boeing 787 planes in service were grounded in mid-January.

UPDATE- All eight airlines that have Dreamliners in their fleets are to resume Boeing 787 services by the beginning of June.

The schedule announcements came after Ethiopian Airlines on Sunday (April 28) became the first carrier to operate a commercial 787 flight since regulators grounded all 50 planes in January after batteries overheated on two aircraft. The Ethiopian flight took off from Addis Ababa on Saturday at 09.45 local time and landed in Nairobi, Kenya, two hours later. According to the flight schedule pages on Ethiopian's website, the normal service from Addis Ababa to Heathrow will switch to using a 787 with effect from May 8.

Qatar Airways is set to resume its Dreamliner service between Doha and Dubai from Thursday (May 2) and between Doha and Heathrow on May 15. Now ANA and Japan Airlines, which account for 24 of the 50 Dreamliners delivered so far, have both announced they are to resume commercial 787 services from June 1. ANA president Osamu Shinobe said: "We are pleased that the Federal Aviation

Authority and Japan Civil Aviation Bureau are satisfied with Boeing's plans to address the battery issues on the 787 aircraft and we are working closely with Boeing and our own engineers to undertake these improvements. "Only when we are fully satisfied with the safety of our 787 fleet will we return the aircraft to service."

Japan Airlines will initially serve five international routes - flying daily out of Tokyo to Beijing, Singapore, Boston and San Diego, and twice daily to Singapore. A further six destinations - Delhi, Moscow, Helsinki, San Francisco, Sydney and Bangkok - will be added between July and December.

United Airlines will begin resuming Dreamliner flights from May 31, initially between Denver and Houston and then to international destinations. The airline has set a tentative date of June 10 for its Denver to Tokyo route, according to USA Today.

Polish carrier LOT is sending its two 787s to Ethiopia for battery modification repairs to be carried out and then plans to resume its Warsaw to Chicago route from June 5.

Air India has scheduled its domestic Dreamliner services to resume from May 22 with international flights to follow from June 1 including the daily service from Heathrow to Delhi.

Chilean airline LAN plans to resume its Dreamliner service from June 1.

Holiday firm Thomson Airways, the first UK carrier scheduled to operate the B787, today rescheduled its Dreamliner routes from the UK to Cancun and Florida to launch from July 8.

Last week, the US Federal Aviation Administration (FAA) issued a formal directive lifting the ban on Dreamliners. According to Thursday's ruling, airlines can begin using 787s after they modify the lithium-ion battery system. The FAA will be closely monitoring the modification and inspecting the work. The modified batteries are now housed in a stainless steel box and will run at a much cooler temperature. There is also a ventilation pipe that leads directly from the box to the outside of the plane, meaning that in the event of any fire, the remainder of the aircraft would be unaffected by smoke. The three-month grounding of the Dreamliner began in mid-January due to the faulty battery system causing problems in two different planes operated by Japan Airlines and ANA. There are currently 50 Dreamliners operated by airlines around the world. All are expected to have been modified by mid-May. A further 840 of the aircraft are on order and will come with the revamped battery system.

OTHER NEWS

In mid April Leeds/Bradford managed to feature in many Newspapers and Television news articles, due to strong Crosswinds and a particularly "impressive" film clip of a Ryanair Boeing 737 landing on Runway 32 at Leeds. However as always the press made several blunders..... A Daily Star article read "This plane, at Leeds Bradford Airport, left a trail of smoke as its wheels skidded on the runway after landing sideways. The Ryanair jet, which flew from Limoges, France, eventually landed safely with its 300 passengers." Another still shot taken from of the same landing was entitled "Wobbly plane coming sideways into Emley Moor, Huddersfield."

The UK continues to be the biggest market in Europe for no-frills airlines with capacity rising by 15 per cent over the last year. New figures from aviation data firm OAG show that the low-cost sector will provide 8.8 million international seats this month – more than double the capacity available 10 years ago. The UK remains in top spot for no-frills capacity ahead of Spain where LCCs will be offering a total of 7.4 million international seats in May. Across Europe, the number of seats operated by low-cost carriers has risen by an average of 14 per cent per year over the last decade – over the same period, legacy airlines have only increased capacity by an average of 1 per cent per year. The market is dominated by Ryanair and Easyjet which together operate more than half of Europe's no-frills capacity (Ryanair has a third of all seats while Easyjet has a 21 per cent market share).

John Grant, executive vice president for OAG, said: "While it's no surprise that LCCs are increasing capacity at a faster rate than their legacy counterparts, the actual rate at which low-cost airlines are growing their market share is quite astonishing. In the last 12 months alone, the UK's international LCC capacity increased by 15 per cent." Although the UK has the largest number of no-frills seats, Spain is the only major European country where no-frills carriers offer more than 50 per cent of overall air seats both for domestic (51 per cent) and international (54 per cent) capacity. Out of the major European countries, France has the lowest penetration of no-frills carriers – they account for only 18 per cent of domestic and 28 per cent of international capacity.

An annual study by TravelSupermarket, the price comparison website, revealed those carriers whose fees for “optional” services, including checked luggage and allocated seating, have risen most sharply.

The largest increase in baggage fees was by Thomson. The airline's charge has gone up by 47 per cent since 2012, from £15 per person per flight to £22. EasyJet's equivalent fee has increased by a quarter, from £14.50 to £18, since March 2012, while Ryanair, Flybe and Jet2 have all raised their baggage fees by at least 10 per cent. The cost to check in an overweight item of hand luggage has also increased on several airlines – from £30 to £50 with Monarch (+67 per cent), from £30 to £40 with Flybe (+33 per cent), from £35 to £40 with British Airways (+14 per cent), and from £130 to £140 with Ryanair (+8 per cent). Pressure from the Office of Fair Trading over debit and credit card fees meant that most airlines actually cut their charges since last year. Jet2's dropped from 3.6 per cent to 2.5 per cent, for example, and Monarch's from four per cent to 2.5. But some airlines have instead increased their “booking fee”, including Ryanair (£6 to £7), Aer Lingus (£6 to £7) and easyJet (£9 to £10).

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**Titan Airways Airbus A.320 G-POWI is being leased by Jet2 for the summer
The aircraft will be based at Newcastle
White seems to be the in colour for Summer 2013!!!**



**Former OLT Express SAAB 2000 D-AOLT arrived at Humberside in mid-April
The aircraft will eventually join the Easter Airways fleet
(Rich Grimley)**

FLIGHT REVIEWS

As we awaited our departure in the Northair Executive Lounge, on the southside at LBA, we were sipping an early morning coffee. Our pilot for the flight to Bristol came strolling through and enquired if we were the group for Bristol. We answered yes and he disappeared shaking his head and mumbling that the journey would be bumpy. Looks of concern were exchanged. It was a grey, blustery November morning in 1982 and I was the computer consultant to a team of librarians evaluating tenders for a computerised book circulation system. Our mission that day was to consider the system in operation at Bristol University supplied by the Leeds computer company Systime. Their MD, John Gow, was a believer in air travel and the company used G-EAGL Cessna 421C Golden Eagle for their executives and prospective customers.

A few minutes later we boarded G-EAGL with F-BVPG Corvette and D-CCCA Learjet standing nearby. I ended up in the right hand seat sitting next to our pilot. An exciting prospect for me. We taxied out and took off on R.33, as it was then, under leaden skies with a gusting wind. I was able to wear the spare "cans" and monitor air-traffic transmissions. We flew south-west climbing to around 7000 feet, just below the cloud base. Over the Peak District the weather was particularly choppy and we bounced around quite a bit with cries from the cabin behind as the coffee, being dispensed by our accompanying "fleet" of attentive sales persons, spilled in the rough weather.

As we joined the approach pattern at Bristol, the local controller advised our pilot to expedite as a fierce squall was approaching the airport with a resulting strong cross-wind. The descent was rough in the gusty conditions. By this time I was holding on with both hands as we slewed from side to side. I was staring straight ahead looking for the runway and wondering why it was still not in view. The pilot touched my arm and pointed 60 degrees to starboard and grinned at me. I followed his pointing finger and spotted the runway way off to our right. In the squall we were seriously crabbing right and descending towards finals. I was pleased to have a full forward view of the action, rather than sitting in the cabin wondering, as we bounced about. We agonisingly slowly continued our progress right to line up with the runway to total silence from the cabin behind. From a very short final we at last "kissed" the concrete. Phew!

Our actual touch-down had been surprisingly smooth and we taxied onto to stand where we parked next to Aztec G-HARV. With Irene mumbling about next time by train, the working day ahead quickly became the focus. Despite the testing flight, the rest of the day was a success. The return flight to LBA, in the dark, was fascinating from the right hand seat, but very tame after the exciting outward journey. This executive flying is not all it's cracked up to be: - just one of those things you have to do to earn a living.

Jim Stanfield



Cessna 421C Golden Eagle G-EAGL parked on the LBA apron, 1982(Jim Stanfield)



First Flight Memories by Paula Denby

As a child I was lucky enough to fly to various destinations for holidays with my family and I can still remember the first 2 occasions. The very first occasion was when I was either 3 or 4 years old. My family were flying to St Malo in France and for a number of years, although I had these memories of what the plane looked like, I had no idea what it was.....I do now though, a Bristol Wayfarer in car carrying mode. We flew from the south coast somewhere, to St Malo and my main overriding memory is of watching cars being driven into the plane and then asking my dad 'where do all the people sit, Daddy?', to which he replied of course, 'At the back'.

My second ever flight was to Italy in 1964. We were going on holiday to Rimini. Our flight was in the middle of the night and I remember my mother waking my sister and I and telling me we were going on an aeroplane. Mum kept my sister and I in our night clothes and I had a blue flowered dressing gown over my pyjamas. A coach took us from the terminal to the plane and I was first off the coach onto a red carpet that had been laid from the plane steps out to the coach just beyond the wings of the aircraft, a Bristol Britannia. It had been raining and I remember running along this carpet and climbing the steps into the plane. I was so excited and happy to be flying. My mother had hoped my sister and I would sleep for most of the flight. When I did eventually fall asleep however, the plane flew into an electric storm, which my mum took great delight in telling me about afterwards. There was lightening playing along the wings and the turbulence was so bad that the air stewardesses were being as violently sick as many of the passengers, including my mum and sister. As for me..... I slept through the entire storm and only woke up when it was all over! My last memory of that flight though was watching the sunrise come up through the plane window, as we completed our flight. To this day, I still love to watch the sunrise from an aircraft, whilst at cruising height.

EDITORIAL

This feature on your flight experiences seems to be quite popular with more memories in the pipeline, including next month a contribution from Denis Yeadon about his experience in the 1930's. Please keep these coming.

Also, can I once again ask for more members articles for inclusion in the magazine.

Trevor Smith



Airbus A.319 C-FZUH of Air Canada(Retro scheme), Toronto 21/04/13(Ian Morton)



F-5E Tiger J-3088 of Patrouille-Suisse, RIAT 2012, Fairford(Robert Burke)



Tupolev TU-104A OK-LDC formerly of Czechoslovak Airlines, Petrovice, 23/07/12(Martin Zapletal)