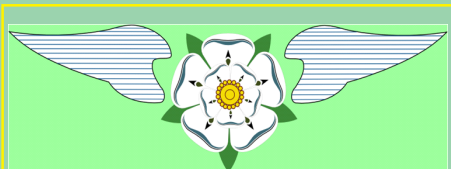


Air Yorkshire Aviation Society



Vol 40 Issue 5

May 2014



G-FPLD King Air 200, Cobham Ltd,
Calibrating ILS at Humberside, 10/03/14
Rich Grimley

www.airyorkshire.org.uk

SOCIETY CONTACTS

HONORARY LIFE PRESIDENT

Mike WILLINGALE

AIR YORKSHIRE COMMITTEE 2014

CHAIRMAN	David SENIOR	23 Queens Drive, Carlton, WF3 3RQ tel: 0113 2821818 e-mail:david.senior@airyorkshire.org.uk
SECRETARY	Jim STANFIELD	8 Westbrook Close, Leeds LS185RQ tel: 0113 258 9968 e-mail:jim.stanfield@airyorkshire.org.uk
TREASURER	David VALENTINE	8 St Margaret's Avenue
DISTRIBUTION/MEMBERSHIP	Pauline VALENTINE	Horsforth, Leeds LS18 5RY tel: 0113 228 8143 tel: 01274 619679 e-mail: alan.sinfield@airyorkshire.org.uk
MEETINGS CO-ORDINATOR	Alan SINFIELD	97 Holt Farm Rise, Leeds LS16 7SB tel: 0113 267 8441 e-mail: trevor.smith@airyorkshire.org.uk
MAGAZINE EDITOR	Trevor SMITH	tel:0113 2526913 e-mail: mike.storey@airyorkshire.org.uk
VISITS ORGANISER	Mike STOREY	tel:01943 875 315
DINNER ORGANISER	John DALE	
SECURITY	Reynell PRESTON, Brian WRAY	
RECEPTION/REGISTRATION	Paul WINDSOR	
VENUE LIAISON	Geoff WARD	

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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50th Anniversary Dinner

The social side of the Society's 50 Anniversary celebrations started on Friday 28 March with the 50th Anniversary Dinner. It was a huge success. The venue was the Society's favourite, the PeaseHill Hotel at Rawdon. This has been members' chosen venue since 1996. I know it is a favourite with the ladies and we have exclusive use of the whole dining room for our evening. John Dale as usual did sterling work in the organising and this year he was ably assisted by Alan Sinfield and Jim Stanfield with some of the 50th Anniversary "special effects. Each table had a helium 50th balloon, each place card had the 50th badge on it. There was a special souvenir menu card designed and printed in-house by the Society and each female guest was given a small table gift wrapped in a gold ribbon. The room was decorated with 50th banners and there were picture boards displaying photos of members over the last 50 years.

Illness prevented the Chairman attending on the night and the Secretary stood-in to welcome the guests with a few well chosen words. There were one or two last minute hitches, but experience told and it all looked seamless on the night. The raffle was well supported and thanks to all who donated prizes and bought tickets to support the 50th Fund. The menu for the evening was a big hit with a choice of five at each of the three courses, plus coffee/tea and a mint to finish. One or two of the members brushed off their dinners suits for the evening, but as usual dress was optional and smart casual prevailed. It was a fun, relaxing evening, a great success and a splendid way to launch our 50th Anniversary year. If you were not there, then you missed a "right good do".

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

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 ommercial 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 be 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.

50th Anniversary Events Update

Friday 23 May 12.00 for 12.30

Lunch at Billy Murgatroyd's.

Names to Trevor Smith on 0113 267 8441

Saturday 14 June

RAF Museum Hendon by coach. **Four seats are still available.**

Please contact Mike Storey to reserve yours on 0113 252 6913

Dep Horsforth **7.15am Dep Elland Road **7.50am****

Summer 2014

50th Anniversary Commemorative Brochure.

**50 years of the Society in the pictures, words and memories
submitted by you the members.**

**The press date is now passed and the Editorial Panel is
working to bring the Brochure out in June**

**To apply for a free copy of this limited edition collector's item
contact Jim Stanfield on 0113 258 9968**

Saturday 4 October 7.30pm onwards

**The Social/Reunion at the Square Monkey Café/Bar in the
Multiflight Flight Centre at the Airport.**

Light Buffet. Birthday Cake. Glass of Bubbly. Raffle.

****Spouses/partners are very welcome****

****This is an all ticket evening event****

Tickets from Dave Senior 0113 282 1818 or

John Dale 01943 875 315 or at a Sunday meeting

Friday 12 December 2014 12.00 for 12.30

Lunch at Billy Murgatroyd's.

Names to Trevor Smith 0113 267 8441

April 2015

**The 50th Anniversary of the first edition of the Society's
magazine with a special edition for current members/
subscribers**

SCENE AROUND YORKSHIRE



PHOTO RICH GRIMLEY

Thanks go as ever to Andy Wood(HAR) for his contribution to this section.

AVERHAM:- From the Residents delete G-AZGA D.120 now sold and replaced by G-BACL D.150.

BAGBY:- A visit on 4.2 noted G-BBKA F.150L, G-BPHI PA-38 and G-BTJL PA-38 all parked outside and out of C of A. In for maintenance with Graham Fox Aero Engineering were G-BBIO HR.100/210, G-BDGM PA-28, G-HULL F.150M and G-TEWS PA-28 all from Beverley. Hangared amongst the usual inmates on the North side was G-CCFX Acrosport II normally found at Felixkirk. Hangared on the South side were G-BUGZ T.61F, G-KAIR PA-28, G-OHJV R.44 and G-ORDH AS.355N (with "Homeserve" titles). G-CLUX F.172N has departed to Teeside for the winter and likewise G-PUPP B.121 to Rufforth East, both to escape the mud here, with all GA flying except maintenance movements suspended in early February due to water logging. Newly registered with Graham Fox are two more PA-38's G-BGRR and G-BVHM.

BEVERLEY:- A new resident is G-BDRD FRA.150M.

BRIGHTON

RESIDENTS

G-ALXZ Auster 5-150 departed to Linton on Ouse on 16.2 where it is to be repainted into a military colour scheme G-BVAM VP.1 made its first flight on 16.2 and test flying now continues pending issue of a full permit to fly. G-LWLW DA.40D returned from Chambery on 18.2.

OUTSIDE PARKING

G-AVMD 150G had returned from annual at Sherburn by 22.2. G-AYRT, G-BBJX present throughout. G-BGAX PA-28 to Full Sutton 16.2 for annual returning on 7.3. G-BOIY, G-BOYV, G-BSDO, G-BXJD, G-BYBD, G-LACA and G-LMAO present throughout. G-AZYF PA-28 continues to winter at Crosland Moor visiting on 16.2 and 9.3.

HELICOPTER ENCLAVE

G-LOYD SA.341G departed to Deighton / Crab Tree Farm in early March and is to be N reg. pending sale abroad. At this time HA-PPC SE.3130 (1500) moved inside joining F-GDQL SE.313B (1250), with both due to go to Hungary for maintenance.

LOCALLY

N102L Bu.131 (90) has been imported from the USA and is undergoing rebuild at a private address in the area.



Felixkirk based Super Cub G-SAZM arrived at Brighton for the April flyin and went u/s

MOVEMENTS

10.2 G-CGIZ CTSW f&t Barton. **15.2** G-IFBP AS.350B2 f Huggate t ?. **16.2** G-AKBO M.38 f&t Sherburn, G-AZYF PA-28 f&t Crosland Moor, G-BAZS F.150L o/s only 11.15hrs. f&t Full Sutton, G-BSXD/30146 Soko P.2 f&t Linton on Ouse, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-LEDR SA.341C f&t Garton on the Wolds, G-OACF DR.400 f&t Sherburn, G-RYAL Jabiru UL f&t Crosland Moor, HA-LFH SA.342J (1775) f Deighton / Crab Tree Farm t Derby then f Garton on the Wolds t Deighton. **19.2** G-BBxB FRA.150L with G-BTHE 150L both f&t Beverley. **20.2** G-CGDH Europa XS-TG f&t Wickenby. **22.2** G-AJIT J/1(mod.) f&t Netherthorpe, G-BADC Beta B2A f&t Warrington, G-BYOU Rans S.6 f South Cave t Beverley, G-DODB R.22B f&t Humberside, G-SACS PA-28 f&t Sherburn, HA-LFH SA.342J f&t Deighton / Crab Tree Farm. **26.2** G-TRNG A.109E f Coney Park t Aston Down. **1.3** G-AJEE J/1 f&t Barton, G-BAPX DR.400 f&t Full Sutton, G-BPVZ Luscombe 8E f&t Croft, G-BROR J.3C-65 f&t Sturgate, G-BRPF C.120 f&t Sturgate, G-BULO Luscombe 8F f&t Abbots Bromley, G-CDAP EV.97 f&t Barton, G-CWIC Quik f&t Barton, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-ORAY F.182Q f&t Gamston, G-RVVI RV.6 f&t Lambley, G-XTRA EA.230 f&t Netherthorpe. **2.3** G-HBMW R.22 f Halfpenny Green t Fishburn (on route to Aberdeen). **4.3** G-CHJG EV.97 f&t Bagby. **5.3** G-CCZJ X'Air Falcon f&t North Moor. **8.3** G-LEDR SA.341C f Garton on the Wolds t Doncaster / South Yorkshire Air Museum then f Deighton / Crab Tree Farm t Garton on the Wolds, G-OACF DR.400 f&t Sherburn. **9.3** G-ATDO Bo.208C f Wickenby t Crosland Moor, G-AZYF PA-28 f&t Crosland Moor, G-BADC Beta B2A f&t Warrington, G-BAPX DR.400 f Full Sutton t Sherburn, G-BYJT CH.601HDf&t South Cave, G-CBCL GlaStar f&t ?, G-CBRD D.18 f&t Newby Wiske, G-CGEC CTLS f Brookfield t Huntingdon, G-OIVN XL.2 f&t Wombledon, G-ROKO Roko NG4-HD f&t Sturgate, G-RWEW R.44 f&t LBA, G-SAZM J.3C-65 f&t Bagby, G-SELA 152 f&t Waddington, HA-LFH SA.342J f Deighton / Crab Tree Farm t Sedgebrook Hall, Northants then f Sedgebrook Hall t Deighton, N575GM TB.20 (1872) f&t Cambridge. **10.3** G-CHJG EV.97 f Bagby t Sherburn. **11.3** G-BEUX F.172N f&t ? (fuel stop), G-BTHE 150L f&t Beverley, G-BVOS Europa f&t Fishburn, G-CCCJ HN.700 f&t Beverley, G-CHJG EV.97 f&t Bagby, G-FUZZ /51/15319 PA-18-95 f&t Gypsy Wood, G-TEWS PA-28 f&t Beverley. **12.3** G-BDJD D.112 f&t Beverley, G-BGHJ F.172N f&t Humberside, G-SACS PA-28 f Sherburn t Sandtoft, G-SFTZ T.67M f&t Sherburn. **13.3** G-CHJG EV.97 f&t Bagby, G-JULZ Europa f&t Sherburn. **14.3** G-BGVE CP.1310-C3 f&t Sturgate. **15.3** G-BEAC PA-28 f&t Humberside, G-CLUX F.172N f&t Bagby, G-HECK R.44 f Melbourne t Great Heck, G-JEFA R.44 f Scarborough t Buntwood, G-RJMS PA-28R f Beverley t Crosland Moor, G-SKYL 182S f&t Sherburn, G-UZUP EV.97A f&t Netherthorpe. **16.3** G-LEDR SA.341C f&t Garton on the Wolds, G-SACR PA-28 f&t Sherburn, G-YRKS R.44 f&t Humberside, HA-LFH SA.342J f&t Deighton / Crab Tree Farm.



Coningsby based Typhoon ZK343/BX in the 2014 display scheme(Rich Grimley)

CRANWELL:- (HNS)/BGA.4077/XN185 T.21B Sedbergh TX.1 has been acquired for display at HQ Air Cadets here, it was previously in long term storage with the RAFM reserve collection at Stafford. ZK450 and ZK453 both King Air B200's have been restored as G-RAFJ and G-RAFM respectively with SERCO. These in turn have then been re-registered G-CIFE and G-CIFW for Aerodynamics of the Isle of Man.

DEIGHTON / CRAB TREE FARM:- G-LOYD SA.341G arrived from storage at Brighton in early March and was due to be N reg. pending sale abroad, whilst N505HA SA.341G (1022) is also sold and due to be exported to Belgium in the near future. New stock is due to arrive shortly in the form of two ex. UK military Gazelles for civilianisation.



Also at Coningsby is Typhoon ZK308/TP-V complete with D-Day stripes(Rich Grimley)

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

MARCH MOVEMENTS

Commercial

- 5th G-EZED Airbus A-319 EasyJet (T) +6th
- 13th G-EZBJ A319 Airbus A-319 EasyJet (T)
- 13th EI-EVV Boeing 737-800 Ryanair (FV)
- 20th G-EZBR Airbus A-319 EasyJet (T) +21st
- 20th EI-EXD Boeing 737-800 Ryanair
- 26th G-LSAD Boeing 757 Jet2 (T) (Jet2-Holidays colours)

Bizjets & Bizprops

- 2nd 9H-JPC Embraer ERJ-135BJ Legacy 600. Air X Charter Ltd. Return flight was here 23rd February
- 4th N192NC Gulfstream IV SCP Aviation LLC (FV)
- 4th D-IEKU CitationJet 525 CJ2 Star Wings Dortmund departed-(M)
- 4th G-USAR Cessna 441 Conquest departed-(M) after rebuild
- 4th G-ZMED Learjet 35 Air Medical Fleet
- 10th CS-DKE Gulfstream V SP Netjets Europe Ltd
- 11th G-LEAA Citation 510 Mustang London Executive Aviation
- 11th CS-DUC BAe-125 Netjets Europe Ltd
- 12th OO-AMR CitationJet 525 CJ2+ Air Service Liege (FV)
- 20th G-FPLD Beech 200 King Air Calibrator I.L.S. flight check
- 20th N843TE Eclipse EA-500 Private (FV)
- 20th G-VECT Citation 560XL Fly Vectra Ltd (M)
- 21st D-ITMA CitationJet 525 CJ2+ Triple Alpha (FV)
- 21st D-CFGG Learjet 36A Quick Air Jet Charter
- 22nd M-ARCH Citation 750X (M) Private
- 27th CS-DSB Dassault Falcon 7X Netjets Europe Ltd (FV)
- 27th D-COKE LJ35 Flight Ambulance International
- 27th G-OJER Citation 560XLS+ Aviation Beauport Ltd (M) (FV)
- 28th N562SC Citation 560XL Southern Cross Aircraft LLC dep from (M) ex G-CBRG (FV)
- 28th CS-GLA BD-700 Global Express Netjets Europe Ltd
- 28th D-ILHC CitationJet 525 CJ1+ Lufthansa Flight Training (FV)
- 28th G-XJET Learjet 45 Cega Air Ambulance
- 29th EC-HVQ CitationJet 525 CJ1 Executive Airlines

DONCASTER PHOTO PAGE



Boeing 757 G-LSAD of Jet2 was here, crew training on 26/3(Clive Featherstone)



EMB.145BJ Legacy 9H-JPC(ex D-ATWO) of X Air Executive visited 2/3(Clive Featherstone)



Fairoaks based Cirrus SR.22 G-PHAB parked on the apron, 26/3(Clive Featherstone)



Vulcanair P-68R G-PGBR of National Police Air Services visited on 14/3(Correne Calow)

29th G-TWOP CitationJet 525 CJ2 Centreline Aviation
 31st OK-FCY CitationJet 525 CJ2 Aeropartner dep from (M)
 Miscellaneous Light/Medium Aircraft (Aircraft marked as (FV) are to my knowledge correct).
 2nd G-JDBC PA-34 Seneca JD Aviation Ltd (T)
 5th G-BODY Cessna 310 Reconnaissance Ventures Ltd (T)
 5th N767CM Beech A36 Bonanza Makins Aviation Inc Trustee (T)
 5th G-RVRB PA-34 Seneca II Ravenair Aircraft Ltd (T)
 9th N101UK Mooney M20K (FV)
 12th G-ZDEA DA-42 Diamond Executive Aviation Ltd (T)
 13th G-BTII Gulfstream AA-5B (FV)
 14th G-PGBR Vulcanair P68 National Police Air Service. Fuel stop (FV)
 14th G-OPFR DA-42 Diamond Twin Star (FV) (T) +26th
 19th N67JK Cessna 210 Private (FV)
 26th G-PHAB Cirrus SR22 G3 Aviation (FV)
 27th D-ICCC Cessna F406 Caravan 2 Air Taxi Europe
 30th N346JV PA-46T Piper Malibu (FV)
 Civil Helicopter (Aircraft in this list marked as (FV) are to my knowledge correct).
 4th G-NMID Eurocopter EC-135 North Midlands Police Helicopter Support Unit (T) + 6th & 9th
 12th G-SCHI AS-350 Ecureuil. Patriot Aviation Ltd (FV)
 20th EI-GJL AS-365 Dauphin 2 .Private
 21st G-KAZB Sikorsky S76 Bristow Helicopters (T)
 27th G-BYZA AS-355F2 Ecureuil 2. MMair Ltd (T) (FV)
 27th G-OLCP AS-355N Ecureuil 2. Charterstyle Ltd
 27th G-EMHC Agusta A-109E Power. Looporder Ltd/Trading as East Midlands Helicopters
 28th G-NHAC AS-365 N2 Dauphin 2. Multiflight Ltd (T) (FV)
 31st G-GRND Agusta A-109S Grand. DFS Trading
 Military
 1st ZH888 C-130J Hercules (T)
 4th G-BYWH G115 Grob Tutor (T)
 9th XW231 Puma (H) (T)
 9th ZJ957 Pumas (H) (T) (FV)
 10th ZH537 Pilatus Britten-Norman Islander (T)
 10th ZA598 Tornado (T)
 11th G-BYUO G115 Grob Tutor (T)
 12th ZA405 Tornado (T) (FV) + 13th
 18th G-BYUC G115 Grob Tutor (T)
 21st G-CGKB G115 Grob Tutor (T)
 22nd XZ598 Sikorsky S61 Westland Sea King HAR.3 (H) (T) (FV)
 26th ZH537 Pilatus Britten-Norman Islander (T)
 27th XW229 Puma c/sg Matador 1 (H) (T) (FV)
 27th ZJ954 Puma c/sg Matador 2 (H) (T)
 27th ZA405 Tornado
 30th ZA105 S61 Westland Sea King HAR.3 (H) (T) (FV)
 (FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter. (M)

EAST KIRKBY:- NX611 Lancaster B.VII now carries the codes LE-H to port and DX-F to starboard.

ELVINGTON:- On 16.2 and 28.2 D-IBWA Cessna 525 (525-0042) was visiting.

FULL SUTTON:- A visit on the afternoon of 9.3 noted one new resident hangared in the form of N808CA PA-32R-301 (3246240) this normally lives on the strip at Middleham and was probably just wintering here. G-CGWK Ikarus C42 FB80 was also still hangared and is confirmed as a new resident, first noted back in early January. The only visitors noted between 13.05 and 14.25hrs. were G-BYBD F.172H f Sandtoft t Brighton and G-CGPO TL.2000UK f Pear Tree Farm t North Coates.

HUMBERSIDE PHOTO PAGE



Embraer135 F-GYPE of Pan Europeenne A/S visited on 22/3(Rich Grimley)



Owned by M Sport Ltd, EC-135T G-MSPT was noted visiting on 20/3(Rich Grimley)



Cessna T-206H M-AXIM visited both LBA and Humberside during March(Rich Grimley)



Danish Air Force Merlin M-517 called in for a "hot" refuel on 31/3(Rich Grimley)

HUMBERSIDE Info courtesy of Rich Grimley

Some good news and some bad for Humberside. First the good news, Thomson are going to return to the airport in Summer 2015, with a weekly flight f/t Palma. Germania will operate the route on their behalf, however the type of aircraft to be used has not been announced. On the debit side, after a very short space of time SAS stopped operating their Copenhagen flights on 7/4. This coincided with the commencement of flights from LBA. An interesting aircraft due in early April from Australia is Jetstream 41 VX-XNE of Brindabella Airlines. The reason the aircraft is coming is still unsure as we go to press, however three more examples, VH-TAH, VH-TAI, VH-XNF are also rumoured to be coming.

The current based helicopters here as of 31/3 are as follows:-

Bristow:- Sikorsky S.76 G-KAZB, G-CGIW, G-CGOU

Bond Helicopters:- Agusta AW.139, G-VINB.

CHC Scotia:- Agusta AW.139 G-SNSA, G-SNSB, G-JEZA.

Movements:-

- 1/3 I-STCC Citation Mustang(Sur Aviation 562, n/s)
- 2/3 G-KLNW Citation Mustang(Saxonair 51D), G-BCKV Cessna FRA.150M
- 3/3 G-UKAL Cessna F.406 Caravan
- 5/3 G-CFJN/G-KAFT/G-LAFT Diamond DA-40s(Atlantic 54/08/52)
- 7/3 N90011 MD-902 Explorer, G-BRBA PA-28 Archer
- 8/3 G-CNCN Commander 114 9/3 G-CGVT EV-97 Eurostar, G-OGEM PA-28
- 10/3 G-FPLD King Air 200(Calibrator 141), G-MFLD HR.200, G-ELDR PA-32
- 11/3 D-ISIX King Air 90, M-TSRI King Air 90GT(Ambassador 911A)
- 12/3 EC-KES Citationjet 3(Sur Aviation 431), D-CGRC Lear Jet 45(Jet Executive 333)
- 16/3 M-AXIM Cessna T-206H 17/3 CS-DXU Citation XL(Fraction 7RT)
- 18/3 I-STCA Citation Mustang(Sur Aviation 622), G-LBSB King Air 350(training)
- 19/3 G-HUBB P-68B Victor, G-OJPS Jet Ranger(Pipeline 68)
- 20/3 G-TIGV Super Puma(Bristow 202A), G-MSPT EC-135(Woodstock 76)
- 21/3 ZF171 Tucano(LOP 171, training), G-CFJN/O Diamond DA-40s(Atlantic 08/06)
- 22/3 F-GYPE Embraer 135(PEA 007, n/s)
- 23/3 G-ZBAA Airbus A.320(Monarch 289P, to operate Northern Lights flight)
- 25/3 D-CLMS Lear Jet 45(Aerodienst 82K), ZE700 BAe.146(Ascot 1174)
- 26/3 G-LUBB Citationjet 2(Clifton 444), G-KVIP King Air 200(Prestige 67H)
- 27/3 EI-DMG Cessna 441, PH-HZF Boeing 737/800(Transavia 7183)
- 28/3 CS-DXT Citation XL(Fraction 373G), M-OTOR King Air 90(Eastflight 08B)
- 30/3 PH-HSB Boeing 737/800(Transavia 7184), F-GYPE EMB.135(PEA 007)
- 31/3 M-517 Merlin(Danish Air Force 3175", "hot" refuel to Brize Norton)

LINTON ON OUSE:- Visiting on 21.2 between 10.30 – 12.00 hrs. Was CE-02 ERJ.135LR of the Belgian Air Force (BAF610). Seen in residence on 27.2 were G-BYVX and G-BYWV both G.115E.

NETHERTHORPE:- No longer resident is G-JIMZ RV.4 which has moved to Bicester.

NORTH COATES:- Movements 2.2 G-BUTD RV.6 with G-BRAA S.1C both f&t Manby, G-SACY AT.3 f&t Sherburn, G-CEIS DR.1050 f&t Conisholme. **4.2** G-TERN Europa arrived by road t&f Rufforth then departed by road. **16.2** G-BRAA S.1C with G-BUTD RV.6 both f&t Manby. **22.2** G-BSYG PA-12 f&t Brighton, G-BRAA S.1C with G-BUTD RV.6 both f&t Manby, G-YRKS R.44 f Cabourne t Humberside.

NORTH MOOR:- Arriving mid February was a Thruster T.300 so far unidentified.

PICTON:- New at the Battlezone Paintball site is the unmarked G-BFGS Rallye 180GT lurking in the woods. It was last known of with Skycraft at Weston Hills for parting out in March 2012.

SANDTOFT:- 24th March-2014 by Mike Storey

Now that the good weather has arrived, it's time to get out and about on my travels. The previous week I dropped in at Sherburn but it was very windy so no flying at all that day. Today, Monday is blue sky day so off first to Blacktoft Sands RSPB Reserve to view the Beautiful Avocets and Marsh Harriers and then to Sandtoft Airfield for my annual visit. The first thing that struck me on arrival was how much the place had changed since my last visit. Gone was the big grass hump near the gate and in its place a new car park and suitable low fencing and a big tidy-up at the aircraft holding area and new signage for the skyline cafe. I went upstairs to the control tower to

request permission to visit the hangar and was met by a very helpful gentleman who filled me in with all the recent changes at the Airfield, these include-
 New owner who is a pilot
 New website-www.flysandtoft.com(work in progress, available soon)
 New active webcam and a new resident Aircraft mechanic who is qualified on Socata TB type aircraft and other types and is hoping to increase the amount of maintenance work at the airfield.

Aircraft noted on this visit-

Parked outside- G-DIAT PA28 Cherokee
 G-BWEU Cessna 152+ G-BGLG+G-BSYV
 G-TAYI GROB 115
 G-BIFB PA28 Cherokee
 G-AZVG AA5 Traveler
 N101UK Mooney M20R

Inside the hangar- G-OTUI TB20 Trinidad
 G-VALY TB21 Trinidad GT Turbo
 G-DENE PA28 Cherokee
 G-CBOP Jabiru UL-450
 G-BRNC Cessna 150
 N2136E PA28RT Arrow 1V



Messenger G-AKBO in a new colour scheme, based at Sherburn(Mike Storey)

SELBY:- New with Jet Art Aviation are XZ993 Harrier GR.3 forward fuselage from the Military Aircraft Cockpit collection at Welshpool, and ZA359 Tornado GR.1 arriving 24.1 from Warton and now offered for sale. Departing have been XW299/60 Jet Provost T.5A noted on the back of a lorry heading south on the A1 south of Doncaster at tea time on 27.1, the following day it was seen near Newbury still heading south, and XW301/63 Jet Provost T.5A bought by a private owner in Dronten, Flevoland, Netherlands and currently up for sale again on a Dutch Internet Auction site.

SHERBURN:- A visit for lunch on 16.2 found G-EEWS T.210N parked up outside the maintenance hangar, and Full Sutton resident G-ZEBY PA-28 parked outside the remote private hangars. Visiting between 13.50 – 14.40hrs. were G-AYFC D.62B f&t Brighton, G-PNIX FRA.150L f Netherthorpe, G-PUPP B.121 f Rufforth plus G-ROKO Roko NG4 and G-UAPO R90-230RG both f Sturgate. Mid afternoon on 9.3 and resident G-SACY AT.3 is reported to have lost its nosewheel in a heavy landing, another accident to the AT.3 fleet, this is becoming a regular occurrence !

SOUTH SCARLE:- A visit 1.3 noted residents G-ARHZ D.62A, G-BICD Auster 5, G-BJNB WAR F.4U (stored), G-BKUI D.31 (on rebuild) and the unregistered Hurricane scale replica under construction. Visiting between 14.15 – 15.20hrs. I were G-AYFC D.62B f&t Brighton, G-MTUV Gemini Flash 2A, G-TJAL Jabiru UL f Wickenby and N59VT Beech K35 (D-8597) f Carr Farm.

STURGATE:- A visit 15.3 found nothing new to report in the hangars, whilst outside Eastern Air Executive Hangar were G-ATEW PA-30 long term maintenance, G-BAXY F.172M from Humberside, G-BFEV PA-25 from Kirton in Lindsey, G-BLHJ F.172P from ?, G-CCZA MS.894A impounded, G-OBLC

TEESSIDE PHOTO PAGE



European based Eclipse Jet N843TE arriving at Teesside on 20/3



French Army(Army de l'Air) TBM700 138/ABR about to touch down, 4/3



Netherlands Coast Guard Dornier 228 PH-CGC arrived for a refuel on 13/3



The fuselage of ATR-42 UR-UTA/N5039Q has been purchased for use by the Fire School

Beech 76 from LBA, G-OSEA BN.2B from Crosland Moor and resident N218Y 310Q (310Q0507). Residents on the field were G-AVZR PA-28 and G-BONW 152. Visiting between 11.15 – 13.35hrs. were G-BBDT 150H f Sherburn, G-RRCU DR.221B f Hucknall and the Brighton crew with G-BJZN T.67A, G-BOYV PA-28R, G-BXJD PA-28, G-BYBD F.172H and G-CBEI PA-22 all for fish and chips at the famous chippy in nearby Upton.

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

GA-8 Airvan G-SCOL operated its first parachute drop for Skydive St George on the evening of 1/3, carrying out a test run

with instructors. On 12/3 Eastern Airways Jetstream 41 G-MAJZ was travelling from Humberside to Aberdeen when the pilot made the decision to land at DTVA due to a cabin light bulb defect which led to a light haze being visible in the cabin.

- 1/3 D-CPSW Metroliner(Binnair 6A), G-BHDE TB-10
- 2/3 R.217/GQ Transall(Cotam 2039), G-BOMB Cassutt Racer
- 3/3 G-BYUF Grob Tutor(UAQ 09, overshoot x2)
- 4/3 136/ABR TBM-700(French Army 8047), D-IBAK Citationjet, G-LEDR Gazelle
- 5/3 D-CPSW Metroliner(Binnair 6A), G-BKKR C.182R, ZF143 Tucano(LOP 85, ILS)
- 6/3 EI-GJL Dauphin, G-TBEA Citationjet(Clifton 365), G-ONPA PA-31(Synergie 144)
- 7/3 G-LEAX Citation XL(Sparrowhawk 81R) 8/3 G-OJER Citation XL(Beauport 881)
- 10/3 D-CJET Citationjet 3(AHO 578H), N2445V C.182P, G-RVRX P-68B(Ravenair 7RX)
- 11/3 G-CELG 737/300(Channex 301T, training), G-OBSR P-68B(Ravenair 7SR)
- 12/3 G-BEOL Skyvan, ZG920 Lynx(Armyair 974, training)
- 13/3 PH-CGC Dornier 228(Netherlands Coast Guard 03)
- 14/3 G-LGNM SAAB 340(Loganair 846), PH-EZU Embraer 190(KLM 1537)
- 15/3 D-CAST Citationjet 3(AHO 678H), G-CGUL Gulfstream 550, G-HMDX MD-902
- 16/3 OO-TFA Boeing 757(Quality 5105. also 21/3), ZD703 BAe.125(Kittyhawk 58)
- 17/3 OE-GBD G-100 Astra(Tyrol ambulance 412), Tornados ZA556/ZD709(overshoot)
- 18/3 D-IRMA Citationjet(Star Trek 777), N665CH Citationjet, D-EKNA Mooney M.20F
- 20/3 N843TE Eclipse Jet
- 21/3 CS-DRP Hawker 800XP(Fraction 196A), G-CHJG Eurostar, ZJ990 Merlin(Vortex 272)
- 22/3 G-CXLS Citation XLS(Beauport 721), G-DSKY DA-42(White Knight 08)
- 23/3 ZE368 Sea King(Rescue 131, overshoot) 24/3 N750GF Citation X(n/s)
- 26/3 XX255 Hawk(Javelin 34, overshoot), Tutors G-BYWT/G-BYVV(UAQ 06/02, overshoot)
- 27/3 ZJ916/QOS Typhoon(Typhoon 05, o/s), G-PHAB SR-22, XX346 Hawk(Pirate 12, o/s)
- 28/3 G-LGNF SAAB 340(Loganair 846), G-NIME Cessna T.206H
- 29/3 G-WNCH King Air 200(Synergie 174), G-RNCH PA-28, G-BGRE King Air 200(MBG 01)
- 30/3 M-ERCI Challenger 605(LBIA div), G-POWG Citationjet(ZAP 5A), G-RJXF EMB.145

Interesting local over flights included on 1/3 at 1130, Dash-8-400 9XR-WL routing from Keflavik to Maastricht on delivery to Rwanda Air. On 3/3 USAF Dornier 328 97-3091(Reach 1044) crossed at lunchtime heading for Edinburgh, enroute home to The States. Shortly afterwards Global 5000 4X-COF crossed over POL heading North on delivery to the Indian Air Force.

WALCOTT:- A private collector in the area has acquired the fuselage of XS735/R Dominie T.1.

WOMBLETON:- Two of the resident T-67Ms G-BWXC and G-BWXE have been re-registered in the USA.



Newcastle based
Twin Comanche
G-ATEW
noted recently
parked outside
at Sturgate

DAVID THOMPSON VISITS FISHBURN

16 April 2014, 13:00 – 15:00

Dump	
G-AYYX	MS880B Rallye Club, wreck
Visitor	
G-BOIY	C172N Skyhawk, from Crossland Moor and to Brighton , fuel stop
Local flying	
G-AYKW	PA-28 Cherokee, circuits
G-BKKZ	Pitts S-1S Special, north to Durham and return
Hangared	
G-ATRM	F150F
G-AVVC	F172H Skyhawk
G-CBAR	GlaStar
G-CCVS	Vans RV-6A
G-NALA	C172S Skyhawk

The NAL Asset Management fleet comprises ;

G-GZOO Gulfstream G200, previously M-GZOO , frequent Newcastle visitor

G-NALA 172S Skyhawk, previously G-GFEA , Fishburn based from 4/14

G-ZAZU DA-42, previously G-GFDA , Teesside based

Both 'LA and 'ZU carry motifs associated with the book/film/play The Lion King , a lioness and a bird – you figure it out !

Bristell NG5 Speed Wing, unregistered kit under construction . One of two Bristell kits here and both have Jabiru powerplants rather than the ROTAX as used by the UK demonstrator G-STLL . There are five other NG5's on the UK register but none specify a powerplant and all have no flight declaration dates .

20 April 2014, 13:00 – 15:30

Visitors		
G-CLUX	F172N Skyhawk	f/t Bagby
G-CESM	Sting Sport	f/t Eshott
Hangared		
G-ATXZ	Bo208c Junior new resident , arrived 1-3-14 and replaced Glastar G-BYEK	
G-BSUX	Carlson Sparrow II	
G-BWRO	Europa	
G-CBAR	Glastar	
G-CCVN	Jabiru SP	
G-MWCH	Rans S6-ES Coyote II	
G-MYLP	Team Minimax 91	
G-TSOL	Acrosport I	

Note ; all hangared aircraft are residents .

G-ATXZ
Bolkow Junior

A new resident
at Fishburn



DAVID THOMPSON VISITS BAGBY

Tuesday 4 February 2014, 12:30 – 13:30

Dump		
G-AXHT	MS880B Rallye Club	CoA exp 19-4-07 , v poor condition
Parked out		
G-BBIO	Robin HR100/210	
G-BBKA	Cessna F150L	NFD 15-7-13
G-BTJL	PA-38 Tomahawk	NFD 14-10-13
Graham Fox Aero Engineering		
G-BDGM	PA-28 Cherokee Warrior	
G-BPHI	PA-38 Tomahawk	CoA exp 24-11-13 , tied down
G-BSSE	PA-28 Cherokee	wreck , bare metal finish
G-HULL	F150M	
G-TEWS	PA-28 Cherokee	
Hangared north side		
G-AIXN	Sokol M1C	
G-ARLR	Beagle Terrier II	NFD 23-11-10 , ex-VW996
G-BHEL	Jodel D117	
G-BKAO	Jodel D112	<i>The Amy Louise</i>
G-BWVB	Pietenpol Air Camper	NFD 18-4-12 , wings removed
G-CCEJ	EV-97 Eurostar	
G-CCFX	Acroport II	
G-CESW	Flight Design CTSW	
G-CGSH	EV-97 TeamEurostar	
G-CNAB	Jabiru UL-450	
G-DYMC	Dynamic WT9 UK	
G-ELKS	Avid Mk3 Flyer	
G-GCEA	Pegasus Quik	PTF exp 10-13
G-HMES	PA-28 Cherokee Warrior 11	dismantled
G-MVSE	Pegasus XL-Q	NFD 24-7-13
G-UMMS	EV-97 TeamEurostar	
Hangared south side		
G-BUGZ	T61F Venture	ex ZA662
G-KAIR	PA-28 Cherokee Archer II	
G-OHJV	R44 Raven	new resident arriving 11-13
G-ORDH	AS355N Twin Squirrel	

Movements

2/2 G-PUPP to Rufforth East for the winter to escape the mud !
 2/2 G-CLUX to Teesside , ditto !
 4/2 G-HULL in for mtce from Beverley (Linley Hill) with C172M G-BTMR ferrying

G-BWVB
Pietenpol
Air Camper



AIRLINE BY AIRLINE @ LBIA

by Andrew Coverdale



A run down of the summer schedules expected at LBIA:-

Austrian Airlines:- The company will run a series of charters on Saturdays f/t Innsbruck using Dash-8-400 aircraft. These flights were operated by Flybe last year.

British Airways:- Heathrow will be served three times daily using Airbus A.319 aircraft. Sadly no night-stopping aircraft and early morning departure.

Eastern Airways:- Two Jetstream aircraft based to operate flights to Southampton and Aberdeen.

Flybe:- Belfast City served 4 time per day(Weekdays) and twice weekends, using Dash-8-400 aircraft.

Jet2:- The company will base 3x757, 1x737/800 and 7x737/300 aircraft to operate their flights.

KLM:- Four times daily(Weekdays) and three times daily at weekends. Fokker 70 aircraft will initially operate the flights except the weekday lunchtime flight, which will be an EMB.190. It is expected that all flights will have changed to EMB.190 operation by mid-summer.

Loganair:- Twice/weekday flights f/t Glasgow and one on Sundays. Flights downgraded to SAAB 340 instead of the Dornier 328 used during the winter.

Monarch:- Two A.320 aircraft will be based to operate their summer flights.

Ryanair:- The company will base 3x 737/800 aircraft at LBIA to operate their schedules.

Thomson:- It appears that the company will base one of their own 737/800 at LBIA to operate their summer IT schedule. Last year they utilized aircraft leased from Sunwing, Canada.

Aer Arran(RE/REA, "Aer Arran")

Additional flights:-13/3 EI-REA(ATR42) diverted in from Shannon(608S) due fog at Manchester, 14/3 EI-CPT positioned back to Shannon(100P),

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) -1/3 OE-LDE, 8/3 OE-LDF, 15/3 OE-LDA, 22/3 OE-LDC.

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(1340/1341, "20A/21Z") -30/3 G-EUPN, 31/3 G-EUPS.

Heathrow(1346/1347, "20D/21V") -1/3 G-EUPF, 2/3 G-EUPZ, 3/3 G-EUPD, 4/3 G-EUPF, 5/3 G-EUPH, 6/3 G-EUPN, 7/3 G-EUPJ, 8/3 G-EUPY, 9/3 G-EUPP, 10/3 G-EUOF, 11/3 G-EUOF, 12/3 G-EUPV, 13/3 G-EUPC, 14/3 G-EUPY, 15/3 G-EUPL, 16/3 G-EUPL, 17/3 G-EUPC, 18/3 G-EUPC, 19/3 G-EUOC, 20/3 G-EUOF, 21/3 G-EUOC, 22/3 G-EUPS, 23/3 G-EUPL, 24/3 G-EUPR, 25/3 G-EUPO, 26/3 G-EUPA, 27/3 G-EUPA, 28/3 G-EUPD, 29/3 G-EUPJ.

Heathrow(1342/1343, "20B/21Y") -1/3 G-EUPV, 2/3 G-EUOB, 3/3 G-EUPF, 4/3 G-EUPS, 5/3 G-EUPK, 6/3 G-EUPD, 7/3 G-EUPD, 8/3 G-EUPL, 9/3 G-EUPR, 10/3 G-EUPL, 11/3 G-EUOF, 12/3 G-EUPB, 13/3 G-EUPB, 14/3 G-EUOF, 15/3 G-EUPP, 16/3 G-EUPM, 17/3 G-EUOE, 18/3 G-EUPX, 19/3 G-EUPS, 20/3 G-EUPS, 21/3 G-EUPB, 22/3 G-EUPD, 23/3 G-EUPM, 24/3 G-EUPO, 25/3 G-EUPA, 26/3 G-EUPV, 27/3 G-EUOI, 28/3 G-EUPL, 29/3 G-EUUU(A320), 30/3 G-EUPY, 31/3 G-EUPU.

Heathrow(1344/1345, "20C/21X") -2/3 G-EUOB, 3/3 G-EUPG, 4/3 G-EUOC, 5/3 G-EUPM, 6/3 G-EUPA, 7/3 G-EUPX, 30/3 G-EUPW.



Enterair utilised Boeing 737/400 SP-ENB on a number of charters throughout March

Eastern Airways(EZE/T3, "Eastflight")

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

Aberdeen "21LK/31LK" -

Aberdeen "81LK/91LK" -

Aberdeen "71LK/76LK" -

Southampton "70Y/71G" -

Southampton "76Y/77G" -

Southampton "31Y/81G" -

2/3 G-MAJK (91LK/91Y/81G/81LK), 3/3 G-MAJB (70Y/71G/71LK), G-MAJZ (21LK/31LK/31Y/91LK), G-MAJT (76LK/76Y/77G), G-CGVV (94C/81LK), 4/3 G-MAJZ (70Y/71G/71LK/91LK), G-MAJT (21LK/31LK/31Y/18T/81LK), G-MAJY (76LK/76Y/77G), 5/3 G-MAJZ (70Y/71G/71LK), G-MAJF (31LK/31Y/81G/81LK), G-MAJY (21LK/76LK/76Y/77G), G-MAJF (21LK/31LK/31Y), G-MAJK (76LK/76Y/77G), 6/3 G-MAJY(70Y/71G/71LK), G-MAJF (21LK/31LK/31Y), G-MAJK (76LK/76Y/77G), G-CERY (81LK/78H), 7/3 G-MAJH (71LK/27Z), G-MAJC (31Y/81G/81LK), G-MAJK (76Y/77G) G-MAJZ (91LK), 9/3 G-MAJB (91LK/91Y/81G/81LK), 10/3 G-MAJK (70Y/71G/76Y/77G), G-MAJC (91LK/31Y/81G/81LK), G-MAJH (26Z/31LK), G-MAJZ (91LK), 11/3 G-MAJK (70Y/71G/71LK), G-MAJZ (21LK/76LK/76Y/77G), G-MAJE (31LK/31Y/81G/81LK), G-MAJL (91LK), 12/3 G-MAJL (70Y/71G/31Y/81G), G-MAJZ (71LK), G-MAJT (76LK/76Y/77G), G-CGMB(81LK/91LK), 13/3 G-MAJT (21LK/31LK/31Y/81G/81LK/91LK), G-MAJL (71LK), G-MAJK (76LK/76Y/77G), 14/3 G-MAJT (71LK), G-MAJK (31Y/81G/81LK/91LK), G-MAJB (76LK/76Y/77G), 16/3 G-MAJB (91LK/91Y/81G/81LK), 17/3 G-MAJW (91/21LK/31LK/31Y/81G/81LK/91LK), G-MAJH (70Y/71G/71LK/76LK/76Y/77G), 18/3 G-MAJW (70Y/71G/71LK), G-MAJH (21LK/31LK/31Y/81G/81LK/91LK), G-MAJL (76LK/76Y/77G), 19/3 G-MAJL (70Y/71G/71LK, G-MAJH (21LK/31LK/31Y/81G/81LK/91LK), G-MAJY (76LK/76Y/77G), 20/3 G-MAJH (70Y/71G/71LK/76LK/76Y/77G), G-MAJY (21LK), G-MAJT (31LK/31Y/81G/81LK), G-MAJB (91LK), 21/3 G-MAJH (71LK), G-MAJB (31Y/81G/81LK), G-MAJY (76LK/76Y/77G), G-MAJE (91LK), 22/3 G-MAJY (001T/01T Training flights), 23/3 G-MAJK (91LK/91Y/81G/81LK), 24/3 G-MAJE (70Y/71G/71LK/76LK/76Y/77G), G-MAJY (21LK/31LK/31Y/81G/81LK/91LK), 25/3 G-MAJE (70Y/71G/71LK/76LK), G-MAJY (21LK/31LK/31Y/81G/81LK/91LK), G-MAJK (76Y/77G), 26/3 G-MAJY (70Y/71G/71K), G-MAJK (21LK), G-MAJH (31LK/31Y/81G/81LK/91LK), G-MAJE (76LK/76Y/77G), 27/3 G-MAJE (70Y/71G/71LK), G-

MAJH (21LK/31LK/31Y/81G/81LK/91LK), G-MAJY (76LK/76Y/77G), 28/3 G-MAJH (71LK), G-MAJY (31Y/81G/76Y/77G), G-MAJU (76LK), G-CDKB (81LK/91LK), 30/3 G-MAJT (91LK/91Y/81G/81LK), 31/3 G-MAJY (70Y/71G/71LK/76Y/77G), G-MAJU (21LK/91LK), G-MAJH (31LK/31Y/81G/81LK), G-MAJY (76LK).

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 “93TJ/98HN”) -1/3 G-EZAP, 2/3 G-EZFB, 3/3 G-EZFM, 6/3 G-EZFC, 8/3 G-EZDI, 9/3 G-EZFG, 10/3 G-EZDA, 13/3 G-EZBZ, 14/3 G-EZFC, 15/3 G-EZIR, 16/3 G-EZIV, 17/3 G-EZDA, 20/3 G-EZGB, 22/3 G-EZBB, 23/3 G-EZAD, 24/3 G-EZBZ, 27/3 G-EZBD, 28/3 G-EZBD, 29/3 G-EZIR, 31/3 G-EZFT.

Enterair(ENT, “Enterair”)

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

1/3 SP-ENB(3528) positioned in from Gatwick, 2/3 SP-ENB(3529) operated charter to Kiruna, 6/3 SP-ENB(3532) operated charter in from Bristol, 8/3 SP-ENB(3532) positioned out to Gatwick, 9/3 SP-ENB(3534) operated charter in from Birmingham, then positioned out to Exeter.



**One of two Dornier 328Jets to divert into LBIA from Manchester during March
OY-NCM of Sun-Air on 13/5(David Blaker)**

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”) –3/3 G-JECZ, 4/3 G-ECOK, 5/3 G-ECOE, 6/3 G-ECOE, 7/3 G-ECOE, 10/3 G-ECOP, 11/3 G-ECOR, 12/3 G-ECOR, 13/3 G-JECK, 14/3 G-JECK, 17/3 G-FLBE, 18/3 G-ECOD, 19/3 G-FLBE, 20/3 G-JECI, 21/3 G-JECZ, 24/3 G-JECX, 25/3 G-JECX, 26/3 G-JECX, 27/3 G-JECN, 28/3 G-JECI, 31/3 G-ECOO.

Belfast City(731/732, “5AE/2DE”) -1/3 G-JECZ, 3/3 G-ECOK, 4/3 G-ECOE, 5/3 G-JECM, 6/3 G-ECOE, 7/3 G-JECP, 8/3 G-JECZ, 10/3 G-JECM, 11/3 G-JECM, 12/3 G-JECM, 13/3 G-ECOP, 14/3 G-ECOM, 15/3 G-JECI, 17/3 G-JECK, 18/3 G-ECOB, 19/3 G-JECZ(arrived as 731A/departed as 2DE), 20/3 G-ECOD, 21/3 G-JECX, 22/3 G-JECL, 23/3 G-JECZ, 24/3 G-JECN, 25/3 G-JECE, 26/3 G-JECX, 27/3 G-JECI, 28/3 G-ECOO, 29/3 G-JECI, 30/3 G-ECOO, 31/3 G-JECJ.

Belfast City(733/734, “6CX/734”) –2/3 G-FLBC, 3/3 G-ECOK, 4/3 G-ECOE, 5/3 G-ECOA, 6/3 G-ECOE, 7/3 G-JECP, 9/3 G-FLBC, 10/3 G-JECM, 11/3 G-JECM, 12/3 G-JECM, 13/3 G-ECOP, 14/3 G-ECOM, 16/3 G-ECOM, 17/3 G-JECK, 18/3 G-ECOB, 19/3 G-JECZ, 20/3 G-ECOD, 21/3 G-JECX, 23/3 G-JECX, 24/3 G-JECN, 25/3 G-JECE, 26/3 G-JECI, 27/3 G-JECI, 28/3 G-JECN, 30/3 G-JECN, 31/3 G-JECE.

Belfast City(735/736, “3BH/4BM”) –2/3 G-KKEV, 3/3 G-ECOA, 7/3 G-ECOE, 9/3 G-ECOP, 10/3 G-JECM, 14/3 G-JECK, 16/3 G-FLBE, 17/3 G-JECK, 21/3 G-JECZ, 23/3 G-JECZ, 24/3 G-JECN, 28/3 G-ECOO, 30/3 G-JECI, 31/3 G-JECI.

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:-

1/3 G-LSAB(103C) positioned in from Malta, G-CELA(031E) positioned in from Edinburgh
2/3 G-CELB(041A) positioned out to Manchester, G-LSAB(104C) positioned out to Malta, G-LSAD(042A) positioned out to Lanzarote, G-CELB(043A) positioned in from Manchester
3/3 G-GDFV(041A) positioned out to Newcastle, G-CELV(6016) operated charter in from Karlstad, G-LSAG(031E) positioned in from Manchester, G-CELA(032E) positioned out to Edinburgh, G-GDFD(061J) positioned out to Glasgow, G-GDFV(042A) positioned in from Newcastle, G-LSAB(106C) positioned in from Gothenburg
4/3 G-CELV(051B) test flight,
5/3 G-CELD(059B) test flight, G-LSAN(048A) positioned in from Lanzarote
6/3 G-CELV(041A) positioned out to Prague
7/3 G-LSAB(102C) positioned out to Toulouse, G-GDFH(107C) positioned out to Stansted, G-CELB(043A) positioned in from Prague, G-GDFD(063J) positioned in from Belfast
10/3 G-GDFV(061J) positioned out to Glasgow, G-GDFK(031E) positioned in from Belfast, G-LSAN(051B) test flight, then positioned out to Manchester (033E)
11/3 G-GDFK(042A) positioned out to Manchester, G-CELD(300T) training flight to/from Prestwick, G-CELG(301T) training flight from Durham
14/3 G-CELD(104C) positioned out to Dublin, G-GDFV(063J) positioned in from Belfast
15/3 G-CELX(032E) positioned in from Newcastle, **G-GDFW(059D)** positioned in from Hannover on delivery, G-CELS(034E) positioned in from Newcastle, G-CELX(051F) positioned out to Sofia, G-CELY(031E) positioned in from East Midlands, G-GDFO(035R) positioned out to Newcastle
16/3 G-CELS(051B) test flight
17/3 G-GDFP(061J) positioned out to Glasgow, G-CELY(032E) positioned out to Newcastle
18/3 G-CELE(039E) positioned in from Manchester
19/3 G-GDFK(041A) positioned in from Belfast, 20/3 G-CELE(049A) positioned out to East Midlands, G-GDFK(041A) positioned out to Belfast
21/3 G-GDFB(053K) positioned in from Norwich, G-GDFD(063J) positioned in from Belfast
22/3 G-CELP(031E) arrived from Edinburgh
23/3 G-CELJ(041A) positioned out to Manchester, G-GDFG(054B) positioned in from Manchester
24/3 G-GDFG(059B) test flight, G-LSAD(042A) positioned out to Malaga, G-GDFV(061J) positioned out to Glasgow, G-GDFT(043A) positioned in from Malaga
25/3 G-GDFG(057B) test flight, G-GDFW(031E) positioned out to East Midlands
26/3 G-LSAD(300T) training flight to/from Doncaster
27/3 G-GDFG(053B) test flight, G-LSAJ(031E) positioned in from Norwich
28/3 G-CELU(031E) positioned in from Manchester, G-GDFG(061J) positioned out to East Midlands, G-GDFP(063J) positioned in from Belfast
29/3 G-GDFB(037E) positioned out to East Midlands, G-GDFD(031E) positioned out to Manchester
30/3 G-GDFT(033E) positioned out to Blackpool, G-CELJ(061J) positioned out to Alicante, G-CELU(041A) positioned out to Blackpool, G-GDFL(031E) positioned in from Blackpool, G-GDFJ(063J) positioned in from Manchester
31/3 G-GDFK(039R) positioned in from Edinburgh, G-CELU(048A) positioned in from Blackpool, G-GDFJ(031E) positioned out to Glasgow.

KLM(KLM/KL, “KLM”)

Amsterdam flights are operated 3x Daily. Fokker 70/100 aircraft operate the flights, however occasional Embraer 190 do turn up.

Amsterdam(1545/1546, “1545/1546”) -1/3 PH-KZO, 2/3 PH-KZM, 3/3 PH-WXD, 4/3 PH-KZA, 5/3 PH-KZT, 6/3 PH-KZS, 7/3 PH-KZI, 8/3 PH-WXD, 9/3 PH-KZB, 10/3 PH-KZW, 11/3 PH-JCT, 12/3 PH-

WXA, 13/3 PH-KZH, 14/3 PH-KZM, 15/3 PH-KZT, 16/3 PH-KZB, 17/3 PH-KZR, 18/3 PH-KZA, 19/3 PH-KZB, 20/3 PH-KZK, 21/3 PH-KZD, 22/3 PH-EZM(**E190**), 23/3 PH-KZW, 24/3 PH-EZK(**E190**), 25/3 PH-KZM, 26/3 PH-KZU, 27/3 PH-KZU, 28/3 PH-KZP, 29/3 PH-KZH, 30/3 PH-KZU, 31/3 PH-KZW.

Amsterdam(1547/1548, "1547/1548") -31/3 PH-EZC(**E190**).

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

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

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") -3/3 G-BWWT, 4/3 G-BWWT, 5/3 G-BWWT, 6/3 G-BWWT, 10/3 G-BWWT, 11/3 G-BWWT, 12/3 G-BWWT, 13/3 G-LGNG, 17/3 G-BWWT, 18/3 G-BWWT, 19/3 G-LGNB, 20/3 G-BWWT, 24/3 G-BWWT, 25/3 G-BWWT, 26/3 G-LGNE, 27/3 G-BWWT, 31/3 G-LGNN.

Glasgow(6984/6985, "26JL/12DC") -3/3 G-BWWT, 4/3 G-BWWT, 5/3 G-BWWT, 6/3 G-LGNJ, 7/3 G-BWWT, 10/3 G-BWWT, 11/3 G-BWWT, 12/3 G-LGNG, 13/3 G-LGNG, 14/3 G-LGNF, 17/3 G-BWWT, 18/3 G-BWWT, 19/3 G-BWWT, 20/3 G-BWWT, 21/3 G-LGND, 24/3 G-BWWT, 25/3 G-BWWT, 26/3 G-LGND, 27/3 G-BWWT, 28/3 G-LGNN, 31/3 G-LGNJ.

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. 1/3-8/3, 12/3-31/3 G-ZBAA, 9/3-12/3 G-ZBAP, 30/3-31/3 G-ZBAB.



Airbus A.320 G-ZBAP of Monarch lining up on Runway 14 via the "E" loop(David Blaker)

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") -1/3 AP-BEQ, 5/3 AP-BEQ, 8/3 AP-BEQ, 12/3 AP-BEQ, 15/3 AP-BDZ, 19/3 AP-BDZ, 26/3 AP-BDZ, 29/3 AP-BEQ.

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-DAR(1/3-4/3), EI-EFK(1/3-5/3), EI-EPG(1/3-31/3), EI-DWG(4/3-11/3), EI-DAI(5/3-8/3), EI-DCP(8/3-16/3), EI-EMO(11/3-24/3), EI-EBR(16/3-21/3), EI-DHW(21/3-31/3), EI-DWP(24/3-29/3), EI-EBS(29/3-31/3).

Flights operated by non-based aircraft:-

Dublin (152/153 "152/153") -30/3 EI-ENG.

Dublin (157/6, "331K/971Y", -Thu/Sat):-1/3 EI-DLX, 6/3 EI-EMC, 8/3 EI-EVH, 13/3 EI-DHT, 15/3 EI-DAH, 20/3 EI-DCX, 22/3 EI-DWF, 27/3 EI-DPH, 30/3 EI-DPC, 31/3 EI-DYS.

Krakow (2333/2332 "49WP/51KA") -30/3 EI-EKL.

Malta (2449/2448, "121P/682D"):-6/3 EI-DYX, 13/3 EI-DYX, 20/3 EI-DWE, 27/3 EI-ESM.

Tenerife (2494/3, "2494/757C" –Wed/Sun):-2/3 EI-EPB, 9/3 EI-DYH, 16/3 EI-DWI, 23/3 EI-DYH.

Scandinavian Airlines (SK/SAS, "Scandinavian")

New service from/to Copenhagen started end March using CRJ aircraft.

Copenhagen (1543/1544) -31/3 OY-KFA CRJ-900(See below taxiing onto Stand 5).



Sun Air(EZ/SUS, "Sunscan")

Additional flights:-13/3 OY-NCM(45L) diverted in from Billund due fog at Manchester, departing back to Billund (46L),14/3 OY-NCW(45L) diverted in from Billund due fog at Manchester departing back to Billund(46L).

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) -2/3 G-TAWO, 9/3 G-TAWA, 16/3 G-TAWA, 23/3 G-TAWA, 30/3 G-TAWP.

VanAir Europe(V9,"Eurovan")

Additional flights:-12/3 OK-RDA(L410) diverted in from Gloucester(611G) due weather at Isle of Man, 13/3 OK-RDA positioned out to Isle of Man(101A).

Wizz Air(W6/WZZ, "Wizz Air")

Additional flights:-24/3 HA-LPS(9UB) diverted in from Warsaw, then continued to Doncaster(1315).



**LET 410
OK-RDA
diverted
into Lbia
on12/3 due
to IOM
being
fogbound
(Matty
Barker)**

PHOTO ROD HUDSON
EXCEPTION 1



DAY BY DAY @ LBIA by Trevor Smith

Once again nothing significant to report from the Southside.

01/03/14 Saturday

Citation XL **LX-INS**(Red Lion 10) f/t Luxemburg(1351/1452).

02/03/14 Sunday

King Air 90GT **G-MOSJ**(Enzo 602/602P) from Biggin Hill(1607) to Liverpool(1623). Lear Jet 35A **G-JMED**(Air Med 079) from Marrakech(1747) to Oxford(1941).

03/03/14 Monday

PA-32R Saratoga **G-BJCW** f/t Fair Oaks(1051/1157), n/s until 6/4. Northern Ireland based Agusta A.109C **G-BWNZ** arrived from Enniskillen at 1302. The aircraft went to Multiflight/Engineering for maintenance and was still present at the end of the month. Making its first visit, Lear Jet 35A **C-GUAC** owned by Fox Flight Inc arrived at 1328 operating an inbound ambulance flight. The aircraft had departed from St. Paul/Holman Field, Minnesota and routed via Goose Bay and Keflavik. Following an overnight stay the aircraft departed at 1522 for Keflavik, Goose Bay and back home to Toronto/Pearson. Citation Mustang **EC-LJC**(Sur Aviation 213) from East Midlands(1533), n/s to Zaragoza(0805).

04/03/14 Tuesday

TB.20 Trinidad **G-SCIP** f/t Sleaf(1016/1321). PA-28R Arrow **G-BHAY** from Carlisle(1051) to Multiflight/Engineering, to Newcastle(1320). PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1229/1454), n/s. GA-7 Cougar **G-BLHR**(Advance 32) f/t Sherburn(1419/1604). Tucano **ZF489**(LOP 20) ILS and overshoot(1544), f/t Linton. Citation Mustang **EC-LJC**(Sur Aviation 222/231) from Zaragoza(2221), n/s to Lyon(1440).

05/03/14 Wednesday

PA-28 Archer **G-EGLS** arrived at 0952 from a private strip in Norfolk, All Hallows Farm, returning there at 1433. Citation XL **CS-DFV**(Fraction 357T/140N) from Luton(1242) to Gatwick(1423). Twin Squirrel **N766AM** from East Midlands(1317), to Multiflight/Engineering, n/s. Cougar **G-BLHR**(Advance 32) f/t Sherburn(1328/1644). PA-42 Cheyenne 3 **G-GZRP**(Air Med 054) f/t Oxford(1341/1454). Making its first visit, Cessna F.406 Caravan **G-UKAL** owned by Aero Lease UK, f/t Farnborough(1624/1750).

06/03/14 Thursday

Citation XL **LX-NAT**(Red Lion 30) f/t Luxemburg(1115/1246).

07/03/14 Friday

King Air 90 **G-ORTH**(Enzo 8JT) t/t Norwich(0820/1539). Global Express **OE-LGX**(Vista Jet 634/878F) from Antigua/V.C. Bird International(2210) n/s until 9/4, to Malaga(1318).

08/03/14 Saturday

BN-2T Defender **ZH003**(Armyair 515) f/t Belfast International(2250/2345).

09/03/14 Sunday

PA-28 Dakota **G-BOKA** f/t Fair Oaks(1617/1641), n/s until 13/4.

10/03/14 Monday

Citation XL **G-EPGI**(Thundercat 607) from Biggin Hill(1055) to Palma(1157). Cheyenne 3 **G-GZRP**(Air Med 086) f/t Oxford(2222/2251).

11/03/14 Tuesday

Twin Squirrel **G-ORDH** from Bagby(0937) to Newbury(1008). King Air 90 **G-ORTH** t/f Biggin Hill(0940/1738). Cougar **G-BLHR**(Advance 32) ILS and overshoot(1404), f/t Sherburn. Lear Jet 35A **G-JMED**(Air Med 081/057) f/t Arrecife(1744/0916), n/s. Cessna TUI.206G **G-NIME** from Strathallan(1817) to Multiflight/Engineering n/s until 14/4, to Newtownards(1522).



Lear Jet 35A C-GUAC on finals for 32, inbound on an ambulance flight, 3/3(David Blaker)



Phenom 300 D-CHIC arriving from Dortmund on 27/3(Mike Storey)



Owned by Coca Cola Gulfstream 5 N108CE arrived at LBIA on 20/3(Mike Storey)



S-76C M-JCBC(ex G-XJCB) seen departing on 21/3 for the company factory(Mike Storey)

12/03/14 Wednesday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Glasgow(1305/1759). Citationjet 2 **D-IEKU**(Startreck 333) f/t Cannes(1308/1523). Cougar **G-BLHR**(Advance 32) f/t Sherburn(1342/1526). Twin Squirrel **G-ORDH** from Newbury(1952) to Bagby(2024).

13/03/14 Thursday

King Air 90 **G-ORTH**(Enzo 513P) to Stuttgart(0847) from Edinburgh(1715). Sea King HAR3 **XZ587/C**(Sarex 40) arrived from Leeds General Infirmary at 1238 for a refuel before heading home to RAF Valley at 1410. Dauphin **G-NHAB**(Yorkair 01) carried out an Air Test 1603/1616. King Air 90GT **G-MOSJ**(Enzo 613P/614) from Staverton(1732), n/s to Belfast City(0819).

14/03/14 Friday

Agusta A.109S **G-MAOL** from Canary Wharf(1400) to a private site near Coventry(1421). King Air 90GT **G-MOSJ**(Enzo 614/614P) from Newquay(1852) to Liverpool(1939). Lear Jet 35A **G-ZMED**(Air Med 057) from Tenerife(2042) to Oxford(2122). King Air 90 **G-ORTH**(Enzo 8JT) to Rotterdam(2045).

15/03/14 Saturday

King Air 90 **G-ORTH**(Enzo 8JT) from Newcastle(0142). King Air 200 **G-IASM**(Broadsword 31) from Northampton(0953) to Sion(1034). Having arrived for maintenance last month Cessna 210D **G-OWAN** departed today at 1130 heading for Jersey. Diamond DA-40 **G-EMDM** from Newcastle(1150) to Multiflight/Engineering, n/s to Oxford(1256). Phenom **CS-PHZ**(Fraction 806P/566C) from Pau(1420) to Nice(1540). Lear Jet 45 **D-CDRF**(Ambulance 214) operated by DRF Luftrettung, f/t Dresden(1835/1002), n/s. PA-31 Chieftain **G-BVYF**(Poyston 01) f/t Haverfordwest(2119/2300).

16/03/14 Sunday

PA-42 Cheyenne 3 **G-GMED**(Air Med 064) from Oxford(0838) to Northolt(1226). Cessna TU.206G **G-NIME** from Newtownards(1608) to Wombledon(1625). Citation Mustang **D-ICCP** from Albert/Bray(1601), n/s to Bremen(1119). Hawker 800XP **CS-DRG**(Fraction 151C/615G) from Guernsey(1602) to Le Bourget(1822). Cessna 210D **G-OWAN** from Jersey(1608), n/s.

17/03/14 Monday

Cougar **G-BLHR**(Advance 32) f/t Sherburn(1219/1327). Twin Squirrel **N766AM** from Beecham(1220) to Multiflight/Engineering, n/s. PA-32R Saratoga **G-HDEW** f/t Goodwood(1731/1447), n/s.

18/03/14 Tuesday

First time visitor Citationjet **D-IRMA**(Startreck 777) owned by Triple Alpha GmbH, from Teesside(1041). n/s to Düsseldorf(1610).

19/03/14 Wednesday

Cessna 441 **EI-DMG** from Waterford(0737) to Antwerp(1602). King Air 90GT **M-KING** f/t Guernsey(0938/1505), n/s. Cirrus SR.22GT **N3600X** owned by OWLO Corp, from Edinburgh(0949) to Geneva(1104), fuel stop. PA-34 Seneca **G-JMOS** f/t Bournemouth(0956/1434). King Air 200 **G-PCOP**(Gama 277) f/t Glasgow(1131/1412). Hughes 369E **N500SY**(Bladerunner 007) owned by 0434E Inc, from Skipton(1254) for refuel, to Shoreham(1346). King Air 200 **G-IASM**(Broadsword 31) from Sion(1406) to Northampton(1451).

20/03/14 Thursday

Citation XL **CS-DFQ**(Fraction 507M/603W) from Gatwick(0731) to Dublin(1102). Dauphin **EI-GJL** f/t York(0808/1240). Multiflight Boeing 737/300 **9H-MTF**(MLT 400) departed to Antalya, Turkey at 0923). Tucano **ZF338**(LOP 73) ILS and overshoot(1354), f/t Linton and sister-ship **ZF378**(LOP 07) made an approach and overshoot at 1548, also f/t Linton. Cirrus SR.22GT **N3600X** again dropped in for fuel, returning from Geneva(1623) to Edinburgh(1752). A debutant was Gulfstream 5 **N108CE** of Coca Cola Enterprises Inc based at Atlanta, from Northolt(1709), n/s to Teterboro, New Jersey(1408).

21/03/14 Friday

Citation Bravo **G-YPRS** from Farnborough(0745) to Staverton(0827). Cessna 441 **M-USHY** f/t Guernsey(0802/0849). Dauphin **G-NHAC**(Helimed 58) arrived from Langwathby(0927) for maintenance with Multiflight/Engineering, ns until 27/3 to Doncaster(1306). Sister-ship **G-NHAB** also using call-sign "Helimed 58" departed at 1153 but returned at 1200 with a slight problem. It then departed for Langwathby at 1416. Sikorsky S-76C **M-JCBC**(JCB 3) from Uttoxeter(1028) to Glasgow(1045), refuel. Phenom **G-ITSU**(Fairjet 287J/288J) from Oxford(1043) to Cambridge(1410). Cheyenne 3 **G-GMED**(Air Med 084) from Northolt(1457) to Oxford(1722). King Air 90 **G-ORTH**(Enzo 8JT) t/f Norwich(1545/1745).



A109C G-BWNZ arrived for Multiflight/Engineering 3/3, and stayed all month(Rod Hudson)



King Air 200 G-IASM of European Air Services, departing for Sion on 15/3(Paul Whincup)



Harewood based Cessna FR.172E G-THIN taxiing from a compass swing, 3/3 (R. Hudson)



**Valley based
Sea King XZ587/C
arrived at LBIA
on 13/3 from the
LGI for a refuel
(David Blaker)**

22/03/14 Saturday

Hercules C5 **ZH885**(Ascot 122) ILS and overshoot x2(1053/1105), f/t Brize Norton.

23/03/14 Sunday

Hercules C5 **ZH885**(Ascot 123) ILS and overshoot x2(1141/1156), f/t Brize Norton. Cirrus SR.20 **N203CD** f/t Liverpool(1231/1404). PA-28 Dakota **G-BOKA** f/t Fairoaks(1550/1109), h/s until 27/3.

24/04/14 Monday

Having arrived for maintenance last month Cessna 172N **G-GYAV** departed to Sleep at 1116. Cougar **G-BLHR**(Advance 32) from Sherburn(1123), departed at 1153 then carried out an ILS and overshoot(1158) before heading home to Sherburn. The aircraft then returned to carry out a further ILS and overshoot at 1537, f/t Sherburn. Cirrus SR.22 **N936CT** from Denham(1159) to Northampton(1406). Lear Jet 45 **G-OLDT** from Biggin Hill(1308) to Jersey(1504). Citation XL **OY-GKC**(Mermaid 22) from Billund(1320) to Biggin Hill(1355). King Air 200 **G-KVIP**(Prestige 65X) from Innsbruck(1754) to Exeter(1925). Citationjet 3 **D-CAST**(Air Hamburg 701B/892T) on its first visit to LBA, from Moscow/Vnukovo(1933), n/s to Laarbruch/Niederrhein(0854).

25/03/14 Tuesday

Making its first visit, Citationjet 2 **OE/FXM** of Speedwings Executive Jets GmbH, f/t Geneva(0816/1602). Citation Bravo **G-YPRS** f/t Ronaldsway(0944/1538). Citation Bravo **G-JBLZ**(Cloudrunner 74) from Nice(1047) to Southend(1153). King Air 90 **G-ORTH**(Enzo 8JT) t/f Glasgow(1244/1535). GA-7 Cougar **G-BLHR**(Advance 32) from Sherburn(1341), local flight 1406/1420 as "Exam 77", then home to Sherburn(1509). Lear Jet 45 **G-OLDT** from Jersey(1729) to Biggin Hill(1836).

26/03/14 Wednesday

Making its first visit in its current guise(This aircraft had visited previously when operated by Dynamic Air as PH-DYE), Citation Bravo **G-IPLY** owned by International Plywood Aviation, f/t Guernsey(0956/1447). Another first timer, Lear Jet 55 **D-CCGN**(Dagobert 602) operated by Quick Air Services, from Geneva(1355) to Cologne/Bonn(1640).

27/03/14 Thursday

Cirrus SR.22 **N4053M** owned by Darrell Taylor arrived from Leicester at 1011, departing to Sywell at 1301. Dauphin **G-NHAC**(Helimed 58) carried out a local air test 1152/1204. Making its LBA debut was Phenom 300 **D-CHIC**(Air Hamburg 828B outbound) of Vibro-Air, from Dortmund(1450), n/s to Manchester(1118). The last time this registration was seen at LBA it was carried by a Dornier 328 operating for Suckling Airways. Citation Bravo **G-JBLZ**(Cloudrunner 74) from Luton(1746), n/s until 30/3 to Nice(0818).

28/03/14 Friday

Agusta A.109E **G-PLPL**(Castle 2) arrived at 0834 for a very brief visit, departing to Staverton at 0836. Cessna T.206H Turbo Stationair **M-AXIM** owned by C.D.B. Cope f/t Ronaldsway(1131/1528), n/s. Lear Jet 35A **N71CK**(Kalitta 73) of Kalitta Charters LLC arrived at 1422 on an inbound ambulance flight. The aircraft had departed The Florida Keys/Marathon and routed via Wilmington International, St. Johns and Shannon. After parking on Multiflight/East until 31/3 it departed to Shannon at 1602 and onwards via Goose Bay to its home base at Detroit/Willow Run. Citation XL **OY-GKC**(Mermaid 22) from Biggin Hill(1426) to Billund(1505). Dauphin **G-NHAC** from Doncaster(1510) to Multiflight/Engineering n/s. Citation Mustang **OE-FZD**(Dream Team 164L/398D) from Biggin Hill(1537) to Amsterdam(1744).

29/03/14 Saturday

BN-2T Islander **ZH537**(Ascot 7950) from Hawarden(1736) to Waddington(1806).

30/03/14 Sunday(Start of British Summer Time. All times quoted are still local.)

PA-28 Dakota **G-BOKA** from Fairoaks(1454), n/s. Citation Mustang **OE-FZA**(Dream Team 162Z/004V) from Amsterdam(1557), n/s to Luton(1443).

31/03/14 Monday

Raytheon 58 Baron **G-KLNS** from Norwich(1146) to Multiflight/Engineering, n/s. King Air 200 **G-KVIP**(Prestige 61R) ambulance flight from Faro(1854) to Exeter(2122).

Members Deceased

The Society has recently been informed by Mrs J Myers of the death of Donald Broughton. Donald, who lived in Leeds, passed away on 2 December 2013. Mrs Myers, Donald's sister has given no further information.

COMMERCIAL AVIATION NEWS



LEEDS/BRADFORD NEWS

Pakistan International Airlines could be on the verge of pulling out of Leeds Bradford Airport – leaving the area without any direct flights to the sub- continent. The airline, which is reported to have suffered from financial problems and scandals in recent years, is considering suspending its flights from LBIA to Islamabad after May 15. The shock news comes less than three years after the area previously faced losing the important long haul connection. The crisis in 2011 was averted after two weeks of intensive negotiations between PIA, airport chiefs and Bradford's then Lord Mayor Naveeda Ikram. The airline's flights from Leeds Bradford could be suspended within weeks. The threat to the twice-weekly service is already hitting passengers who are being told they cannot book flights from Leeds Bradford to Islamabad after May 15 because the route may be suspended. No-one was available for comment at the airline, but a Leeds Bradford Airport spokesman said: "We are aware of this. It is very disappointing news and we are working with PIA regarding this matter." PIA launched the flights in 2008 to replace a short-lived Shaheen Air International service which was axed due to problems with plane availability. The airline's decision to fly out of Leeds Bradford was hailed as a "major achievement for the airport" by LBIA commercial director Tony Hallwood. He also described the airline's route as a "vital international link," and said there was a significant demand for the flights. If the route is axed, passengers from Yorkshire will have to travel to Manchester, Birmingham, or London Heathrow for flights to Pakistan. In recent years reports of financial problems at PIA have appeared in the international press. The airline has also been stricken by a number of scandals. Last year pilot Irfan Faiz was jailed after admitting being 'impaired by drink' in the cockpit of a plane at LBIA, and in a separate incident air steward Syed Shah was sent to prison for attempting to smuggle heroin into the UK through Leeds Bradford.

Leeds Bradford has added or will add 7 new routes in the coming weeks, and welcomes new airline SAS to its growing list. Leeds Bradford has just welcomed new airline SAS with a twice weekly service to Copenhagen, offering a direct link to Denmark's capital and onward connectivity across Scandinavia and Eastern Europe. Jet2.com, Leeds Bradford's largest based airline will introduce five new destinations this summer to complement their existing schedule. From April 3, Yorkshire travellers can fly directly into Hungarian capital, Budapest with a twice-weekly service. As of April 4, passengers can fly to Fuerteventura, Canary Islands with Jet2.com, and their operations to Kos in Greece will commence 6th May. On May 14 Leeds Bradford will welcome a new destination, Verona in Italy, operated by Jet2.com. The airline will also introduce services to Reus on 17th June. Ryanair will introduce a three times weekly service to Girona Barcelona, serving the Costa Brava region in Spain from April 1 2014.

Tony Hallwood, Leeds Bradford Airport's aviation development and marketing director, said: "SAS new service to Copenhagen is Leeds Bradfords 9th destination to a european capital." Regional

businesses will be able to connect via Denmark across Scandinavia offering easy access to this key international market. "The opportunity for Danes to visit Leeds and the nearby historic city of York will also deliver economic benefits across the leisure and retail industry."

On the 8th April, JET2 announced more than half of capacity provided for this summer is already sold. The figure emerged today in a brief trading statement by parent company Dart Group which described overall forward booking levels as "encouraging". "This is supported by the successful expansion of Jet2holidays and its sales of great value package holidays," the company said. Dart, which also runs a distribution and logistics business, said: "The group believes that pre-tax profitability for the year ended 31 March 2014 will be in line with current market expectations. "Cash flow generation from operations remains healthy, and during the period the group has continued to invest for future growth. "The group intends to further develop and grow its businesses and expects continued profit growth for the year ending 31 March 2015."

Leeds Bradford Airport has launched a smart phone app, which shares live flight information via Twitter. The tool communicates arrival and departure information directly to the Twitter user, and was developed by KMP Digitata. Leeds Bradford explains it has introduced it to 'enhance the customer experience' by making use of the real-time capabilities of the social media website. The app will benefit travellers, who can receive updates directly to their device as they appear on the airport's departure boards, as well as those collecting arriving passengers, who can also request updates for flights arriving. The Twitter user, follows @LBAirport and is followed back, and the app relies on the use of direct messaging (DM), so information can be shared between the customer and Leeds Bradford. Passengers send a DM beginning with the word 'flight' followed by the flight number, and updates are then automatically shared with the user by DM, until the aircraft has either departed or landed. Simon Kenworthy, digital executive at Leeds Bradford, commented: "Passengers are increasingly relying on their mobile devices and social media to source information, Leeds Bradford Airport's customers can now receive important flight information directly to their device via Twitter. "I am delighted to launch this application; it will enhance the customer experience by utilising the real time capabilities of Twitter to communicate updates for both incoming and outbound flights."



KLM introduced a slightly modified scheme on their latest delivered EMB.190, PH-EXD

AIRPORT NEWS

Gatwick now has a regular Airbus A.380 service, following the launch of an Emirates service on 30th March. Emirates was the first carrier to operate an all A.380 service out of Heathrow and is now the first to lead the service out of Gatwick, the same airport from which Emirates flew its inaugural UK flight 26 years ago. Speaking about the launch, Hubert Frach, Emirates Divisional Senior Vice President Commercial Operations West said: "Six years after launch the Emirates A380 is still a customer magnet. Airports the world over are eager to have the Emirates A380 on their roster and today's launch to London Gatwick is representative of that demand." In order to become A380 compliant, London Gatwick has invested £6.4m in new facilities, including the widening of three

runway rapid exit taxiways and modifications to taxiways between the runway and the stand. The daily A380 service will replace the existing afternoon Boeing 777-300ER flight EK 009, providing customers with an additional 9700 seats per month in both directions.

Manchester is extending the opening hours of its second runway to cope with booming passenger numbers. 23 Left / 05 Right Runway Twl now operate from 1pm-8pm instead of 4pm-8pm, Monday to Saturday. It will mean flights can be shifted over from 23 Right / 05 Left during the busiest times. The decision comes after a trial extension last summer, and will come into force on May 1. An airport spokesman said: "Last summer we conducted a trial of revised operating hours on Runway Two. We wanted to improve operations by increasing capacity, which meant opening the runway three hours early each day, and we plan to repeat this from 1 May. "We will continue to work closely with our local communities as we are aware that our operations have an impact but we are aiming to improve efficiency on the airfield and drive further improvements in customer service for our airline customers and passengers." The airport saw a 5.2 per cent increase in its passenger figures last year - hitting the 20 million mark for the first time since 2007. It has just announced its goal of securing a direct Far East flight service, with the Cathay Pacific Hong Kong route launching in December, operating four times a week, and creating 200 jobs.

Manston Airport may have identified a new buyer for the Kent airport threatened with closure, an MP says. Loss-making Manston Airport was bought by Ann Gloag, who co-founded the Stagecoach Group, for £1 in October. She said she planned to make it "successful and vibrant" but 144 airport staff have been told of a 45-day consultation on its possible closure. Roger Gale, Conservative MP for Thanet North, said he believed he had found a "reputable" new buyer. Mr Gale said he was being "very careful indeed to not raise false hopes". Speaking to BBC Radio Kent, he said: "I have spoken to a huge number of people and I have identified a willing buyer." I have met the potential buyer, but in order for there to be a deal there has to be a willing buyer, an agreed price, agreed terms and a willing seller. Dutch airline KLM started running two daily return flights from Manston at the beginning of April 2013. However KLM very quickly announced it was to suspending its Cityhopper flights between the airport and Amsterdam from 10 April. The airline added the passengers currently booked on or after that date could rebook from Heathrow. In a statement, KLM said: "The continuous uncertainty surrounding the future of the airport means KLM Cityhopper is unable to guarantee that flights to serve KLM passengers can be operated."



The 737/800 EI-DCL has had a normal Ryanair tail added to its "Dreamliner Scheme"
The aircraft was pictured recently at Manchester(Matt Johnson)

Norwich has reported its biggest increase in passenger numbers for seven years. The 2014 financial year has ended on a high for Norwich International Airport with final passenger numbers reaching over 465,000, an increase of 10% on the previous year. Such a positive rise is attributed to growth in several sectors. The biggest increase was seen in holiday traffic, driven by Thomson/First Choice who doubled their summer 2013 activity boosting holiday charter passengers by almost 47%. Thus over 108,000 people enjoyed the benefits of flying to the sun from their local airport in the year.

The booming offshore industry contributed 19% growth in offshore helicopter traffic which accounted for over 100,000 helicopter passengers using the airport in the year. This cements Norwich as the busiest Airport for offshore helicopter passengers in the UK after Aberdeen. KLM's hub feeder service to the award winning Amsterdam Schiphol Airport had another strong year as a result of the addition of the fourth daily flight throughout summer 2013 which saw passenger numbers grow by 10% on this route. The fourth daily flight has already been reintroduced for this summer and forward bookings are looking very strong. Andrew Bell, CEO of Norwich International, said, "2013/14 was a good year and I am satisfied with this significant increase in our passenger numbers. Not only did we achieve strong volume growth in 2014 but our drive for service excellence was recognised by Thomson/First Choice who awarded Norwich International first place in their national Airport customer service program. This focus on putting the pleasure back into flying will continue as we now move into the summer season, and I plan to build on the progress made last year. Furthermore, airlines such as Loganair are buying into our approach to doing business as demonstrated by their decision to base another of their aircraft at the Airport, thereby offering better service frequencies to passengers."



The first airliner on the new Jersey register, Airbus A.319 2-ABIF(ex AP-BIF)

AIRLINE NEWS

Flybe is implementing a brand and marketing strategy overhaul across all customer touchpoints. (If that's not marketing lingo I don't know what is !!) It is unveiling a multimillion pound marketing campaign focusing on "time-saving travel", including television spots, alongside a website overhaul and the introduction of purple as a colour it can "own". The colour will be introduced across the airline's collateral, such as uniforms. Chief commercial officer Paul Simmons says that the company has revisited its heritage to find the "product truth" that will give Flybe a strong positioning, personality and way to engage with fliers. "It is necessary because very few people know what we do. Now we have a very focused proposition. We were a brand most people had heard of but nobody knows what we stand for." He says that as Flybe has no airline competitors on 80 per cent of its routes the marketing will target road and rail users and champion the airline's speed to destination. A new strapline "From A to Flybe" is being rolled out with creative executions that show how speedily Flybe can transport you to a destination. There are three TV spots with calls to action for business and leisure travellers and they will be supported by other channels, including social media. The campaign has been devised by The Corner. The branding refresh and communications are underpinned with a '60:60 Guarantee' product that will give passengers a £60 credit towards their next flight booked within 60 days if, through the fault of the airline, their flight arrives more than 60 minutes late. Simmons says: "No-one else can do this – not BA, Ryanair or easyJet – because their on-time performance is not good enough". The airline claims to be Europe's largest regional operator and flies to 70 airports in total. In the UK its key airports are Birmingham, Southampton and Manchester. It sees opportunities for growth in both business and leisure sectors and also as a "white label" airline serving flag carriers as a connecting service for their hubs. Currently half its passengers are business fliers. Flybe recently overhauled its pricing structure to a "yield to load" model as used by low cost carriers but is emphatically not using a budget airline model. It is retitling its three types of ticket so the propositions are clearer with the new names of Just Fly, Get More and All In.

The company has seen a near total management overhaul since August last year when Saad Hammad was named CEO. A number of senior executives, including Hammad and Simmons, have previously worked at easyJet. Commenting on Ryanair's recent charm offensive and promises to become more customer friendly, Simmons says: "If Ryanair is really serious it will make inroads but it will take years, not months."

Stobart Air – formerly Aer Arann – is to run new routes from Southend airport in partnership with Flybe. A five-year franchising deal has been agreed between the carrier run by the Essex airport's owner Stobart Group and the regional airline. The franchise operation is due to start on June 5 with two 72-seat ATR aircraft in Flybe livery. Tickets go on sale via Flybe.com on April 3 to six destinations in Benelux and Northern Europe. Passenger numbers on the six routes are expected to increase to approximately 200,000 a year in 2015. The agreement has been structured to accommodate additional aircraft and routes if required. Flybe has experience as a franchisor, most notably with Scottish carrier Loganair which has 17 aircraft operating in Flybe colours. Flybe chief executive Saad Hammad said: "We are delighted to be extending the Flybe brand further into the southeast. "Today's news is also further evidence of our commitment to providing true regional connectivity across the UK and we look forward to unveiling a major programme of new base and route development over the coming months." Stobart Group chief executive Andrew Tinkler said: "This agreement represents an exciting expansion of our relationship with Flybe. "London Southend airport is an ideal access point for Flybe customers travelling to and from London and the southeast and we look forward to welcoming them." The deal follows Flybe selling its take off and landing slots at Gatwick to easyJet



**Air Malta has painted Airbus A320 9H-AEI a Retro colour scheme
Ah the nostalgia, brings back memories of the Boieng 707s and 720s**

AIRCRAFT NEWS

Boeing and Ryanair showcased their strong partnership with a new, co-branded livery on the airline's most recently delivered Next-Generation 737-800. The airliner features the distinctive blue Boeing colors on the fuselage of the airplane, while Ryanair's name is featured toward the rear of the aircraft. On the tail is the recognizable golden harp logo found on every Ryanair 737-800. The airplane is one of nearly 300 737-800s currently in Ryanair's all-Boeing fleet. "The 737-800 has been the foundation of our recent successful growth thanks to its great engineering and phenomenal reliability," said Ryanair Chief Executive Michael O'Leary. In June 2013, the Irish airline ordered an additional 175 Boeing 737-800's. O'Leary said the newly ordered airplanes will expand Ryanair's fleet to more than 400 737-800s and create more than 3,000 new jobs for pilots, cabin crew and engineers. "Ryanair has been a loyal Boeing 737 customer for nearly 20 years, so this blended livery is a great way to honor that longstanding partnership," said Todd Nelp, vice president of European Sales, Boeing Commercial Airplanes. Over the next five years, Ryanair expects to serve more than 110 million passengers across Europe. "That will enable us to lower our costs and cut air fares even further," said O'Leary. Ryanair describes itself as Europe's favorite low fares airline, operating more than 1,600 daily flights connecting 186 destinations in 30 countries.

Monarch Airlines flew their last Airbus A,300 service on April 13th. The flight took off from Gatwick, did a flypast at Manchester and landed at Birmingham. The aircraft will then fly to the famous Mojave Desert aeroplane scrapyard in California. to meet its demise. With capacity for 360 passengers, the Airbus 300 has been in use by Monarch since 1991, with the airline owning four of the planes. The first wide-body, twin-engine airliner used, the planes have carried over 20 million passengers since being introduced. The A300-605R , G-OJMR(See photo on back page), was the final Airbus owned by Monarch to fly, with the airline's three other planes already retired. Monarch are also the last airline still to use the Airbus 300s in Europe, with many airlines now switching to the newer and smaller Airbus A321. The flight was carried out by Monarch's chief pilot Martin Pound, who flew the first Airbus 300s when they were first introduced. He said: "I was the first project pilot appointed in 1989. "I was involved in the delivery of the aircraft and the first commercial flight from London Gatwick to Toulouse in 1990. "I flew the first flight and now I am flying the last - I am very proud but at the same time very sad."



Let's all go Retro..Delta has painted Boeing 757 N608DA in a retro colour scheme

OTHER NEWS

A new operational procedure to cut the amount of time aircraft circle in 'holding stacks' at London Heathrow Airport has begun. Traditionally NATS, the UK's air traffic service provider, has only been able to influence an arriving aircraft's approach to Heathrow once it enters UK airspace - sometimes only 80 miles from the airport. This limits the opportunity to manage the flow of traffic and can result in additional time spent in the holding stacks. Now, if delays in the Heathrow holding stacks begin to build, air traffic controllers in the Netherlands, France, Scotland and Ireland will be asked to slow down aircraft up to 350 miles away from London to help minimise delays on arrival. The trial is being led by NATS in close cooperation with French air traffic control provider, DSNA, the Maastricht Upper Area Control Centre and Prestwick Control Centre, with the aim of cutting average holding times by at least a quarter from the current time of just under eight minutes. In a pre-trial test of the system, the first ever live data – flight BA74 - was passed between NATS and French air traffic controllers at DSNA's Reims control centre in the early hours of March 21st 2014. Martin Rolfe, managing director, operations at NATS, commented: "This is the first cross border arrivals management – or XMAN - trial of its kind anywhere in the world and a great example of partnership working for the benefit of our customers and a potential future model for the industry. "We expect the trial to be a significant benefit to our airline customers in terms of fuel savings." "Slowing aircraft down during the en-route phase of flight when they are much higher will save fuel and CO2 emissions, while reducing the impact of noise for those living under the holding stacks in the south east of England." The trial, which is a partnership between members of FABEC and the UK/Ireland FAB, will run until the end of 2014.

We all know how frustrating it is when a plane is delayed, but it's not often that a flight can claim to never leave on time. But that is the case with Wizz Air flight W62206 from London Luton to Budapest. The flight hasn't left on time on one single occasion since June 1, 2013. That equals a staggering 293

consecutive late departures, according to flight data specialists EUclaim. The flight makes 927 mile journey every day except Christmas Day and has left passengers delayed by anywhere between two minutes and 12 hours and 18 minutes. On one occasion the A320 plane was even cancelled altogether. The daily delays add up to over 176 hours of waiting for unlucky passengers. However, Wizz Air has hit back and said that industry standards, applied by the Civil Aviation Authority, define all flights departing within 15 minutes of the scheduled departure time as on time and claims 'bounty hunters such as EU Claims mislead consumers by hiding this fact'. It also comments that in the few cases where a flight takes off 15 minutes later than scheduled, consumers are mainly interested in arriving on time.

E-mail:- DWooler@Hotmail.co.uk



Air Contractors 737/300F EI-STD lost part of its undercarriage when landing at EMA, 28/4

Below are two of the regular media updates from the Air Contractors website

Latest update, Tue, April 29, 2014 — 03:29:53

Air Contractors can confirm an incident involving one of its cargo aircraft at East Midlands Airport in the United Kingdom. The aircraft involved was a Boeing 737 Freighter. There were two flight crew on board and there were no injuries. They were the only occupants on the aircraft. It is understood that part of the landing gear on the left hand side of the aircraft failed after landing. The aircraft is on the runway and the Irish Air Accident Investigation Unit (AAIU) and UK Air Accident Investigation Branch (AAIB) have been informed. The Airline's Emergency Response plan has been activated and the Crisis Control Team (CCT) has been convened. The CCT are currently investigating the facts related to this incident and are liaising with all relevant authorities

Latest update, Tue, April 29, 2014 — 08:34:30

Air Contractors can confirm an incident involving one of its cargo aircraft at East Midlands Airport in the United Kingdom. The aircraft involved was a Boeing 737-400 Freighter. There were two flight crew on board and there were no injuries. The flight crew were the only occupants of the aircraft. It is understood that the aircraft landed normally and there were no adverse weather conditions. Part of the landing gear on the left hand side of the aircraft appears to have failed after the aircraft had slowed down to exit the runway. The aircraft is on the runway and the Irish Air Accident Investigation Unit (AAIU) and the UK Air Accident Investigation Branch (AAIB) have been informed. Air Contractors flight BCS 1748 was operating from Paris Charles de Gaulle to East Midlands Airport with 10 tonnes of cargo on board. The cargo capacity of the 737-400 Freighter is 17 tonnes. The two flight crew were highly experienced; the 39 year old Captain from the Netherlands has 4,500 flight hours and the 38 year old Irish First Officer has 3,900 flight hours.

The aircraft, registration EI-STD, MSN 24433, was manufactured in 1990. It had a maintenance 'A' check in the last weekend, April 26 and 27 2014. The aircraft underwent its last scheduled heavy maintenance check in February 2013 and its next heavy maintenance check is due in early 2015.



A little bit of Australia arrives in Humberside

Pictured by our Humberside correspondent Rich Grimley arriving at Humberside on 12/4 is Jetstream 41 VH-XNE formerly operated by Brindabella.
Sister-ship VH-XNF arrived on 27/4 with two other examples VH-TAH and VH-TAI due shortly. The reason for there arrival here is still unclear.



That was then, this is now.....or What the hell have you done to my lovely colour scheme!!!

Jet2 Boeing 737/800 G-GDFW was delivered to LBIA on 15/3 but was rather mundane compared to the photo above, when it was in operation with TUIfly as D-AHFM in Haribo colours.
Thankfully, the aircraft has now had a little more colour added having been re-painted in the Jet2 Holiday scheme. (Both photos, Paul Whincup)





Embraer 190 PH-EZI of KLM, departing LBIA runway 32 on 14/04/14(Matt Johnson)



A.300 G-OJMR of Monarch being towed to dispersal, Larnaca, 02/10/13(Martin Zapletal)



ATR-42 F-OIXH of Air Antilles landing at St. Maarten, 14/03/14(Andrew Barker)