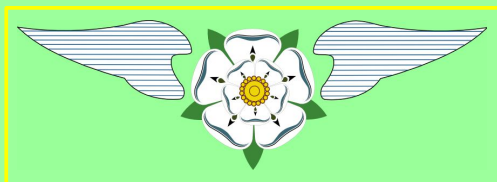


Air Yorkshire Aviation Society



Volume 42 Issue 5

May 2016



**G-POWH Boeing 757-200
Titan Airways/Jet2.com
Leeds/Bradford
25 March 2016
Andrew Barker**

SOCIETY CONTACTS

Air Yorkshire Committee 2016

Chairman	David Senior	23 Queens Drive, Carlton, WF3 3RQ 0113 282 1818 david.senior@airyorkshire.org.uk
Secretary	Jim Stanfield	8 Westbrook Close, Leeds, LS18 5RQ 0113 258 9968 jim.stanfield@airyorkshire.org.uk
Treasurer	David Valentine	8 St Margaret's Avenue, Horsforth,
Distribution/Membership	Pauline Valentine	Leeds, LS18 5RY 0113 228 8143
Managing Editor	Alan Sinfield	6 The Stray, Bradford, BD10 8TL
Meetings coordinator		01274 619679 alan.sinfield@airyorkshire.org.uk
Photographic Editor	David Blaker	photos@airyorkshire.org.uk
Visits Organiser	Mike Storey	0113 252 6913 mike.storey@airyorkshire.org.uk
Dinner Organiser	John Dale	01943 875315
Publicity	Howard Griffin	6 Acre Fold, Addingham, Ilkley LS29 0TH 01943 839126 (M) 07946 506451 howard.griffin@airyorkshire.org.uk
Plus	Reynell Preston (Security), Paul Windsor (Reception/Registration) Geoff Ward & Paula Denby	
Code of Conduct	Members 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

June magazine – Please be aware that next months magazine will be slightly late than usual as I will be away in Florida for 2 weeks prior to the publication date

Photos – Please send in your photographs taken at LBA anywhere else in the world to photos@airyorkshire.org.uk. It would be nice to see photographs from new contributors.

TAS Festival – Please have a read of the article on Page 12 of this magazine – Your Aviation Society NEEDS YOU.....

Bumper Edition – You may notice that this edition is 44 pages rather than the normal maximum of 40 pages. This is because I wanted to include as many of your articles/visit reports as possible. I do have more to print, but PLEASE DO KEEP SENDING THEM IN.....

Alan Sinfield

MEETINGS AT LBA, AIREDALE HOUSE @ 14:30HRS

The meetings are held in “The Media Centre, Airedale House”.
A downloadable map can be obtained from the Air Yorkshire website

Please note that car parking at the monthly meetings is provided at a discounted rate. Please contact a committee member for details.

Please park in the **SHORT STAY/Business Car park**

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|---|--|
| <p>8 May 2016
Change of Date</p> | <p>Jenny Jones, West Yorkshire Community Fund-raiser, Yorkshire Air Ambulance – New Presentation. The Yorkshire Air Ambulance is an independent charity providing a lifesaving rapid response emergency service to 5 million people across Yorkshire. We fly 7 days a week, 365 days a year, covering a vast landscape that not only includes major cities and motorways, but also rural and isolated locations. We will be having a collection at this meeting for the Yorkshire Air Ambulance.</p> |
| <p>TUESDAY 7 June 2016 @ 7pm</p> | <p>Mike Dixon – For many years Mike worked as an Air Traffic Controller at LBA. He now works in the tower at East Midlands. His talk will of course be on the subject of Air Traffic Control.....</p> |
| <p>10 July 2016
Change of Date</p> | <p>Dave Kirkham - TAS Trip to Australia, New Zealand and Singapore. TAS members gathered at Manchester Airport to commence an epic tour taking in Sydney, Christchurch, Auckland, Brisbane, Melbourne and Singapore.. Some fantastic airlines and aircraft types were seen. Tonight the Tour Organiser, Dave Kirkham reflects back on a brilliant trip - Come and enjoy an evening of exotic aircraft, iconic locations along with a few very amusing tales...</p> |
| <p>7 August 2016</p> | <p>Corporal David Lawrence. David's day job is a Flight Operations Training Flight Instructor, but this talk is all about the Battle of Britain. Having seen this presentation I must say that the detail of David's knowledge is amazing. A meeting not to be missed.</p> |
| <p>4 September 2016</p> | <p>Aldon Ferguson - Aldon is an author of two books on airfields in Lancashire and Cheshire and is the Lifetime Hon. President of the Burtonwood Association, he is also Editor of the Burtonwood Times. Burtonwood has an interesting history as both an RAF base and an American Airforce Base. We have a choice of presentations, either a presentation on RAF Burtonwood (during WW2 or afterwards), or an in depth study of Church Fenton with many photos, both old and new. Aldon is a very experienced speaker with an excellent presentation style.</p> |
| <p>2 October 2016</p> | <p>Derek Brunt, General Manager, Landmark Aviation, Manchester Airport.– Landmark Aviation are actually Headquartered in Houston, Texas, Landmark Aviation is a portfolio company of the Carlyle Group. Landmark's current network includes 68 locations in the U.S., Canada, and Western Europe. In addition, Landmark offers Charter, Aircraft Management and MRO services, as well as owning and operating Encore Support Systems. A meeting not to be missed</p> |
| <p>6 November 2016</p> | <p>Air Yorkshire AGM</p> |
| <p>4 December 2016</p> | <p>Air Yorkshire Xmas Bash</p> |
| <p>8 January 2017</p> | <p>Debbie Riley/Peter Hampson Airport Solutions. “Where are we now”. Debbie/Peter will be presenting the usual fast paced presentation featuring different places the team have visited in 2016. This will include War Zones, civil and military airfields from all continents. Fascinating and amusing stories accompanied by some of the best aviation photography you are likely to see. As usual there will be a mountain of spot prizes for correct or funny answers to the Question “Where are we now?”.</p> |

AIR YORKSHIRE TRIPS 2016

Please let Mike Storey know if you are interested in any of these or any other suggestions?
mike.storey@airyorkshire.org.uk (0113 252 6913)

7 May	North Coates - spring fly-in + Humberside (quick visit) [Saturday]
11 June	IWN Duxford (Coach Trip **) Entry cost £13/£16 + coach fare £25 [Saturday] (7.30 am from Horsforth+ 7.45 am at Elland Road)
21 June	Overnight trip to Düsseldorf Airport – Book yourself on the JET2 flight/Hotel
2/3 July	Church Fenton - Great Yorkshire Air Fest [Weekend]
7 July	East Midlands Airport freight flights [Thursday]
July	Brighton airfield - fly-in + display
August	Newark Air Museum+ Gamston airfield - hangar visits
August	Full Sutton + Rufforth airfields - hangar visits
Sept	RAF Waddington - Heritage centre + tour of 8 - Squadron

Other possibilities – RAF Coningsby + RAF Midland air Museum - Coventry

LBA STATISTICS JANUARY 2016

	Jan-15	Jan-16	% This month	% +/-
Movements				
Scheduled	1,816	1,706	73.00%	-6.06%
Charter	55	75	3.21%	36.36%
Private/Misc	489	556	23.79%	13.70%
Total	2,360	2,337		-0.97%
Passengers				
Scheduled	141,390	148,358	98.77%	4.93%
Charter	1,501	1,830	1.22%	21.92%
Transit	2,149	23	0.02%	N/A
TOTAL	145,040	150,211		3.57%
International	111,638	123,999	82.56%	11.07%
Domestic	31,253	26,189	17.44%	-16.20%
MOVING ANNUAL TOTAL	3,274,769	3,452,684		5.43%

A good start to 2016 with an increase in passenger numbers of 3.57% even though the domestic passengers reduced by 16.2%, but this is in contrast to an increase in International passengers of 11.07%

The moving annual totally is just 48,000 short of 3.5million

Reference: CAA Statistics website

Produced by Alan Sinfield

VISIT TO AVRO HERITAGE MUSEUM PAULA DENBY

Woodford - 24th March 2016

The day started dismal and overcast, but I'd taken the day off from work and had been looking forward to the Avro Museum visit for weeks now. The weather forecast had been decidedly vague but that wasn't going to spoil my enjoyment of the day.

Howard Griffin picked me up with Keith Manning, just before 8.15am, in his very spacious and comfy people carrier. Our next stop was Bradford to pick up Brian Sunderland and Alan Sinfield. Surprisingly our drive to Woodford didn't take as long as expected and traffic was lighter than any of us had anticipated, although the inevitable road works at times didn't slow us up too much. Howard had arranged with Mike Storey, for us all to meet up at a garden centre for coffee and cake at about 10am, just around the corner from the main entrance to the Woodford site and museum. This very large and well set out garden centre had everything - which was absolutely dead from my point of view.....Oh, now that's nice; now I like that; oh, that would look nice in the lounge!!.....well, you get the general idea! After ascertaining that they did 'de-caff' I got a latte, Danish pastry and joined the boys. Once fully rehydrated we then made our way back to the cars.

As soon as we left the garden centre, the vast workings and road works relating to the 900+ houses being started on the land that once was the vast Avro site, became apparent. The entrance to the site itself, which would eventually lead us to the Heritage Museum, started us on a trek around the outskirts of the flat and abandoned site, on what is known as the 'Blue Route', with a 20mph speed limit and 'no stopping permitted'. We were vetted and had to explain who we were before being allowed to move onto the site itself at all. There were little nostalgic reminders though such as a sign denoting 'Engine Testing Area', still in place and then, as the cars followed one another, the ghostly white form of an Avro Vulcan (XH603), seemingly all on its lonesome, kept bobbing in and out of view - a reminder of bygone days and one of the few now left in existence. We drove for a good few minutes around the periphery of the site, circumnavigating three quarters of the huge area, before a large grey building, which contained the museum, was reached, together with other buildings and car parking.

The Avro Heritage Museum itself was opened in the latter months of 2015 by Sir Charles Masfield, an ex-test pilot of some repute. His final flight in fact, was to bring XH603 to Woodford and her final resting place.



Rod Hudson

On stepping inside the building, immediately to your left, is the actual cockpit of Vulcan, XH602. You can go inside this cockpit and get an idea of exactly what it must have been like to be part of the 5 man crew of these amazing aircraft. The building itself, that makes up the museum, contains a large

hall, giving the full history of the Avro aircraft company, shop, restaurant, cockpit of the Vulcan, meeting rooms, control centre and toilets. The opening times to the general public are restricted to Friday, Saturday and Sundays 10am to 5pm, Monday's closed (except for Bank Holidays), and Tuesday, Wednesday and Thursdays being given over to members/groups and school visits. These times are sensible as the museum is not vast and enjoyment of what is here for everyone, would be spoiled if it was simply 'open house' every day. The gentlemen who became our guides, were a lovely bunch of guys. Their knowledge and enthusiasm for this museum is so obvious and totally understandable, bearing in mind their own pasts which vary from pilot of a Vulcan (who wasn't on duty on this day) to the avid enthusiast and those who have lived their lives locally through a part of Avro's existence on this site.

Avro (A.V Roe and Co) was founded in 1910 by Alliott Verdon Roe. He personally found the site which became known as Woodford Aerodrome, in the 1920's, as he needed somewhere to build and test his aircraft. Avro played a huge contributing role in aircraft design and innovation from WW1 to the Cold War and beyond and become one of the most famous British aircraft manufacturers producing outstanding and iconic aeroplanes, such as the Avro 504 biplane, Anson, Lancaster, Shackleton and Vulcan, to mention but a few.

At the reception desk, we were greeted by a very friendly receptionist, who told us she was also from Yorkshire. She explained the basics and took our entrance fee of £9 each. One might think this is perhaps a little expensive as entrance fees go but I can't think of anyone who visits this place, who would begrudge paying, especially when glancing to your right past the reception desk to the large form of XH603, which can be seen through the windows, to the rear of the building. The fencing marking out the boundary of the housing area is almost obscenely too close and literally just feet away from the aircraft herself. You get the feeling that if you glance away for too long, the fencing will collapse and everything left that serves as a precious reminder of what this area once represented and stood for, will be sucked into oblivion.

My first objective was to visit the cockpit of XH602. I was one of only 3 of us who hadn't been inside one. Very small and compact and by today's standards, positively archaic, but during her heyday, XH602 was the best of the best and kept our skies safe. The area given over to the 5 man crew is minuscule by comparison with what lay behind the rear facing console, manned by the Navigator



Radar, Navigator plotter and Air Electronics Officer (AEO). Every spare inch was covered in instrumentation, dials and equipment. On enquiring about one particular item, I was told it was a periscope for seeing underneath the aircraft whilst in flight - no cameras and computer screens here, only rudimentary 'automatic pilot' and no 'landing assist' facility. On climbing into the pilot's seat, (the co-pilot's seat had been removed for ease of access), the windscreen is absolutely tiny, with no chance of seeing the wings or even the nose. Then like Captain Jean Luc Picard, of the Star Ship Enterprise, I kept placing my hands on various areas of the cockpit in an effort to 'make that connection', that I was actually touching part of an aircraft that flew our skies in pursuit of helping to maintain peace in our world.

I then decided to go around the main hall, which takes up a large part of the building and is devoted to the life story of Avro. There are fantastic huge murals on the walls depicting the aircraft manufactured and underneath is a 'timeline' showing each aircraft at its appropriate period in time. The museum has many original pieces of equipment on display, like the instrument panel of a Lancaster bomber. There are large plaques explaining the story of each aircraft and there are various uniforms in cabinets and models of all the different planes made. It is set out in such a way that even a school child can follow the story easily. The area is light and bright with no dark corners and seeks only to enlighten, remind and preserve a very important part of our British heritage.



I then nipped upstairs with some of our group to see about a coffee and something to eat, in the new restaurant. It is quite small but light and airy, with floor to ceiling windows looking out onto the Vulcan. Having ascertained once more that 'de-caff' was available I got a lovely cup of coffee and piece of lemon drizzle cake. I noticed some of the others had gone outside to get a closer view of the Vulcan. I have seen XH558 myself on many occasions but never been able to get up close. Once I'd finished my cake and coffee I went back downstairs to take a closer look myself. XH603 looks a little weather battered up close, but we were reassured by one of our guides that the funding had now become available to smarten her up and give her a new coat of paint in the same ghost white colour as was the original colouring.



We were nearly at the end of our visit to Avro but in that short time, I had grown rather fond of the men who help guide and look after their visitors. To watch their faces when they related some story or other that they clearly were itching to tell us about, gives you a warm feeling inside. Avro may be no more but the depth and passion clearly felt by those who care for this museum and all it stands for, will no doubt keep the ghosts of the past alive and kicking (and flying!) for many years to come.

HISTORY OF WOODFORD AERODROME

Starting with the Avro 504, over 20,000 aeroplanes were built on the site. The Anson, the Vulcan and the legendary Lancaster bomber were all built on what would come to be known as Woodford Aerodrome. A new Heritage Museum has been built to house the tens of thousands of artefacts and pieces of memorabilia which celebrate the amazing work carried out in this part of Britain. As part of the sale of the site to Avro Heritage Limited in December 2011, BAE Systems agreed to fund the development of the new centre. Working jointly with the Avro Heritage Trust, BAE Systems real estate experts have transformed the aerodrome's former Airfield Fire Section into a modern shrine to the aircraft designers and engineers that worked here.

Aviation pioneer and the first Englishman to fly an all-British aeroplane, Sir Alliot Verdon Roe founded one of the world's first aircraft manufacturers, A. V. Roe & Company (Avro) in Manchester in 1910. Avro moved production to New Hall Farm at Woodford in Cheshire, which would later become Woodford Aerodrome, in 1924. During the Second World War over 3,000 Lancaster Bombers were assembled in Woodford, having been produced at Chadderton, near Manchester and shipped by road to Woodford. As Air Yorkshire, we have many links back to AVRO with the shadow factory at Yeadon being constructed in 1939 and in fact with the demise of Chadderton and Woodford, Yeadon is now the sole remaining factory that exists with connections to the Lancaster, York, Lincoln and Anson.

The majority of the now unused buildings on the aerodrome site are due to be demolished and many including the old control tower have already gone. With plans in place for 940 new homes to be built as part of a six year development, the site will no longer resemble an aerodrome. We were told of the plans to convert the runway cross used by so many renowned aircraft into a tree lined boulevard, hopefully reminding those who are fortunate enough to live in this 'new town' of its legacy.

Howard Griffin

VISIT TO MANCHESTER CITY AIRPORT MIKE STOREY

Air Yorkshire visit to Barton - Thursday 24th March

This was the 2nd part of of our visit to the North West.

After leaving Woodford the decision was to go to either Manchester Viewing Park or Barton Airfield. Due to the weather deteriorating the decision was Barton where several members had not previously visited and we could get some shelter in the hangars and there is a good café. The trusty sat-nav guided us safely from Woodford to the busy M60 and then to the airfield.



The rain was now falling on arrival so after a short break for some lunch it was down to the old control tower to gain permission for access to the air-side hangars. On the way we were treated to a lift off and depart of 2-of the resident Air Ambulance Helicopters G-NWEM and G-NWAE both Eurocopter EC125T2.

I signed the required visitor sheet on behalf of the group and left the staff with a couple of recent copies of the Air Yorkshire Magazine '(it always helps to gain access if they can see you are from an organised group).

Hi-viz vests were applied and we set off for our tour. Barton is very much about private flying with some vintage aircraft and mostly single engine light aircraft and microlights and Helicopters. There are several flying schools on site covering all the afore mentioned types. The first hangar produced 16-aircraft including the vintage G-AJKB Luscombe Silhouette and Taylor Monoplane G-BEYW

Hangar 2- held 28-aircraft including the airfield's oldest registered G-AJEE Auster Autocrat and several PA28 Cherokee Arrow Aircraft with lots of Pegasus Quik Microlights and the fairly rare Fournier RF5 powered glider with folding wing tips and the fabulous G-MOSA Morane Saulnier MS317 in French Navy Scheme.



G-AJEE Auster Autocrat

Hangar 3- produced 13-aircraft including G-APUY Druine Turbulent- G-CCJL(PV303) Spitfire Mk26 kit and the unusual Nando Groppo Trail- G-ROPP and Tecnam P92 G-WHEN.

Westair Flying Services also operate a maintenance hangar which produced various Cessna and Piper Aircraft 6 in total.

Aircraft also park on the grass areas due to lack of space in the hangars and this produced a further 14 aircraft with the photographers highlight being D-EARY Focke-Wulf(Piaggio) P149D.



Barton is an excellent place to view light aircraft from the many picnic tables beside a low fence and also the balcony of the 1932 Control Tower. Sadly the 2016 Air Show has had to be cancelled due to the new and very expensive rules that have been enforced due to last years tragedy at Shoreham

LOG FROM MANCHESTER CITY AIRPORT

24 March 2016

G-AJEE	Auster J/1 Autocrat	Hangar 2	D-EARY	Focke-Wulf FWP.149D	Airside
G-AVER	Reims Cessna F150G	Hangar 2	G-ASHX	Pa-28 Cherokee	Airside
G-AYEF	Pa-28 Cherokee	Hangar 2	G-BNTP	Cessna 172N	Airside
G-AYGX	Reims Cessna FR172RG	Hangar 2	G-BOIL	Cessna 172N	Airside
G-AZPF	Fournier RF5	Hangar 2	G-BSTZ	Pa-28 Cherokee	Airside
G-BCPG	PA-28R Cherokee Arrow	Hangar 2	G-BTNV	Pa-28 Cherokee	Airside
G-BONW	Cessna 152	Hangar 2	G-BTRS	Pa-28 Cherokee	Airside
G-BPVA	Cessna 172F	Hangar 2	G-BTRT	PA-28R Cherokee Arrow	Airside
G-CCMS	Pegasus Quik	Hangar 2	G-GURU	Pa-28 Cherokee	Airside
G-CCXZ	Pegasus Quik	Hangar 2	G-IHXD	Reims Cessna F150M	Airside
G-CDAP	EV-97 Eurostar	Hangar 2	G-ISHA	Pa-28 Cherokee	Airside
G-CDOM	Pegasus Quik	Hangar 2	G-MHGS	SH Glastar	Airside
G-CDZG	Ikarus C42	Hangar 2	G-RACO	PA-28R Cherokee Arrow	Airside
G-CEHV	Ikarus C42	Hangar 2	G-SGSE	Pa-28 Cherokee	Airside
G-CFCK	Sky Ranger Swift	Hangar 2	G-AJKB	Luscombe 8E Silvaire	Hangar 1
G-CFLM	Pegasus Quik	Hangar 2	G-BEYW	Taylor JT1 Monoplane	Hangar 1
G-CGVT	EV-97 Eurostar	Hangar 2	G-CCBM	EV-97 Eurostar	Hangar 1
G-CIKI	Pegasus Quik	Hangar 2	G-CCDX	EV-97 Eurostar	Hangar 1
G-CIRZ	Ikarus C42	Hangar 2	G-CEAK	Ikarus C42	Hangar 1
G-CITO	Pegasus Quik	Hangar 2	G-CENE	Flight Design CTsw	Hangar 1
G-CWIC	Pegasus Quik	Hangar 2	G-CGIZ	Flight Design CTsw	Hangar 1
G-HADD	Pegasus Quik	Hangar 2	G-CHSS	Ikarus C42	Hangar 1
G-HALC	PA-28R Cherokee Arrow	Hangar 2	G-CIFL	Van's RV-7	Hangar 1
G-JFWI	Reims Cessna F172N	Hangar 2	G-DADD	Flying Enterprise Escapade	Hangar 1
G-LOTY	Pegasus Quik	Hangar 2	G-DVMI	Van's RV-7	Hangar 1
G-MOSA	Morane-Saulnier MS317	Hangar 2	G-HINZ	Avtech Jabiru	Hangar 1
G-OONZ	Pegasus Quik	Hangar 2	G-JODL	Jodel DR1050M	Hangar 1
G-ZVKO	Zivko Edge 360	Hangar 2	G-MTKA	Thruster TST Mk1	Hangar 1
G-APUY	Druine D.31 Turbulent	Hangar 3	G-MWWD	Murphy Renegade	Hangar 1
G-BEZZ	Jodel D112	Hangar 3	G-SKIE	Steen Skybolt	Hangar 1
G-BZWC	Raj Hamsa X-Air Falcon	Hangar 3	G-AWVA	Reims Cessna F172H	Westair
G-CCJL	Ultimate kits Spitfire Mk26	Hangar 3	G-AYGC	Reims Cessna F150K	Westair
G-CGOM	Flight Design MC	Hangar 3	G-BXZA	PA-38 Tomahawk	Westair
G-CGVD	Van's RV-12	Hangar 3	G-GFIB	Reims Cessna F152	Westair
G-GKFC	Tiger Cub RL-5A	Hangar 3	G-LACB	Pa-28 Cherokee	Westair
G-LCMW	TL-Ultralight	Hangar 3	G-PLAN	Reims Cessna F150L	Westair
G-MYBM	Team minimax	Hangar 3			
G-OGAN	Europa Aviation Europa	Hangar 3			
G-ROPP	Nando Groppo Trail	Hangar 3			
G-TIFG	Ikarus C42	Hangar 3			
G-WHEN	Tecnam P92	Hangar 3			

Howard Griffin

DONCASTER LINK ROAD OPENING 29 Feb 2016

The major link road between the M18 and Robin Hood Airport in Doncaster has officially opened on 29 February and named as Great Yorkshire Way.

Planning for the link from the south of Doncaster to Junction 3 of the M18 started over a decade ago as part of the Finningley and Rossington Regeneration Route Scheme (FARRRS). The three mile long section has now opened and been named to acknowledge its prominence as a prime gateway into Yorkshire and to reflect its importance as a catalyst for transforming the regional economy.

Great Yorkshire Way is already facilitating significant new developments along its corridor including the first two high quality logistics units at the £400million iPort and the first of 1,200 new homes at Torne Park on the regenerated former Rossington Colliery site. It will also significantly reduce journey times to Yorkshire's Robin Hood Airport Doncaster Sheffield, bringing an extra one million potential passengers to within a 60 minute drive.

Doncaster Free Press



Flybe here operating a flight for VIPs & Invited guests over the new FARRRS link road which was due to open later in the afternoon.



After the flight the VIPs & Guests were taken for a tour of the new road on two of "Firsts" Buses; FARRRS VIP 1 is a brand new Wright Streetdeck and operates on the Doncaster to Sheffield route.



Titan Airways A320 G-POWM for a spot of training; this was a FV

HELP REQUIRED – TAS FESTIVAL 16/17 JULY

TAS Festival 2016

The Society will again be exhibiting at the TAS Festival in the Concord Suite at Manchester Airport Runway Viewing Park. This is a request for members who would like to help to please make themselves known. The Festival takes place on Saturday and Sunday 16/17 July. The Stand needs to be staffed between 10am and 5pm each day and we operate a shift system so that it is not too onerous. So you would probably only be asked to do a couple of shifts on the Stand during the day. You will get free entry to the Festival and between shifts the rest of the day is yours to enjoy the Festival as you wish.



The purpose of the Stand is to get Air Yorkshire more widely known and try and encourage new members. Promotional material will be provided.

There are excellent catering options on site or you may wish to bring your own "picnic".

If you would like to help please let me know by e-mailing me (jim.stanfield@airyorkshire.org.uk) or telephoning me (0113 258 9968).

LEEDS EAST FLY-IN – 19 March 2016

Myself and Rod made our way over to Church Fenton for the twice before cancelled event (Due to weather) 3rd time lucky we hoped . Our journey took a little over 30 mins and arrived at the airfield around 9 am

Unfortunately the good weather of the previous days had deserted us and gave way to a grey sky and a bitterly cold chill , The weather was obviously a factor in The low visitor turnout , However a full log is shown below

Hanger

G-CHAJ cirrus

G-GDEF Robin

HA-LFH Gazelle



N147DC Dakota C-47A (Rod Hudson)

N147DC C47

N250DM Bell 205

N338CB " "

C46 cub

Cockpits/ Nose sections Tornados

ZE936

ZE965

ZD902

Visitors



G-ORUG Thruster T600N Microlight (Rod Hudson)

G-BTFK Taylorcraft BC12
G-EJRS PA28
G-WAVV Robin
G-BDNC Taylor Monoplane
G-CEBF Eurostar
G-JWCM Bulldog
G-BXJD PA28
G-ORUG Thruster
G-RNCH PA28
G-AVMD C150
G-BFTC PA28
G-AKBO Miles Messenger
G-CGDH Europa
G-BDIH Model
G-ALXZ (NJ689) Auster
N30593 C210
N949AC Cirrus

Overflight

G-GSPY R44



G-AKBO Miles Messenger M38 2A (Rod Hudson)



G-BDNC Taylor JT.1 Monoplane (Rod Hudson)

So all in all a little disappointing , But still a few hours watching aeroplanes is always a good thing !
Thanks to Rod Hudson for the transport and as always his company

Steve Lord

ISLANDER ADVENTURE JIM STANFIELD

Island(er) Hopping

A holiday on the West Coast of Scotland, in Oban provided a not to be missed opportunity for a lover of propeller driven aeroplanes like me. The local Airport lies just north of the town and provides flights to some of the nearby islands, enabling school children from these islands to attend high school in Oban and the locals to do some shopping. The flights are operated by Hebridean Air Services using that good old stand-by the BN Islander, which of course has propellers. Hebridean operate two Islanders from their main base at Cumbernauld Airport.

I had contacted the airline beforehand to establish whether tourists were welcome on their flights. I received a very helpful and friendly response in the affirmative. As the flights are primarily a service to those who live on the islands, I was told that I could only reserve seats for sight-seeing at short notice, if capacity allowed. So following advice, I travelled the five miles to the Airport on the local bus, made myself known to Dixie and reserved two seats for a flight later in the week. The flight was going to the island of Colonsay and then on to the island of Islay.

Oban Airport (OBN/EGEO) is a delightful, very small, modern airport situated on the edge of and at the entrance to Loch Etive, near the village of Connel. It affords lovely views to the north west over the loch from the small terminal building. The staff are very friendly and welcoming. It is a pleasure to visit/fly from such an airport in marked contrast to larger airports, where security has become a greater issue than passenger comfort.



Oban Airport - Terminal and Tower

On the appointed day, we travelled to the airport on the excellent local bus service and checked-in for our flight. Besides us there were two other passengers: a guy in a business suit with a briefcase and a local lady who was returning, with her shopping, from a visit to Oban. Additionally, the lady was carrying a large, heavy, wooden case, which turned out to be a sewing machine she was borrowing from a mainland

friend. She was obviously a regular and known to our pilot, Julie.

We were made very welcome by Julie, who had been well briefed and understood we were just on a sight-seeing "jolly" round the islands. She located us on the bench-seat immediately behind her, with superb views of the cockpit and out of the aircraft to the front and side. Julie also loaned us her navigation map so that we could follow the route as we flew.

Our aircraft for the flight was Islander G-HEBO. We took off on R.19 and turned onto on a heading of 237 degrees out over Oban Bay, climbing to 1800 feet as we set course for Colonsay at around 125 knots. We passed over Ardantrive Bay, where Short Sunderlands were based during World War II. The views of the area were spectacular and it was constant head turning as we flew over the many islands dotting the sea. A few minutes later we started our descent and turned over Colonsay to line-up for a landing on R.11, which to my surprise was asphalt surfaced. We taxied to the terminal building, which was little more than a large wooden shack. Parked in the long grass next to the terminal was G-BXDB Cessna 206 Stationair. The lady alighted and collected her shopping/sewing machine from the "boot" and we then immediately taxied for take-off. Julie had asked us not to leave the aircraft as she was on a tight schedule.



Our mount for the flight Islander G-HEBO

After take-off, we headed 191 degrees for Islay, climbing to 1300 feet on the area QNH of 1016 at around 100 knots. At this height the views were again spectacular and it was a delight to be doing some "proper" flying. The sea and the multiple islands of the Inner Hebrides seemed to stretch out in all directions. The noise from the Lycoming engines, either side of us, was loud and we were grateful for the ear plugs that Julie had given us before taking off from Oban.



The view from my seat

Our approach to Islay Airport was a slow descent down the west coast of the island with some lovely beaches in view below. We side slipped to port and turned finals to land on R.13. I was surprised to find we taxied away from the main, very modern looking, terminal to a building on the opposite side of the airfield, where we dropped the "business man" and picked up a two passengers for Oban.

Having delivered and picked up "real" passengers, we headed straight back into the air and set course for the return to Oban. On take-off we initially headed east at around 90 knots towards the mainland, but quickly turned north to fly along the east coast of Jura with the Sound of Jura below.

The rather forbidding hills of Jura lay to our west and looked intimidating with low cloud over them.

We levelled out at 3000 feet on a course of 031 degrees at 130 knots, with the Mull of Kintyre disappearing behind us to our right. There was some low cloud approaching from the west which looked ominous. On our nose I could see Oban appear in the distance, then beyond the town just discernible was the Connel Bridge and beyond that Oban Airport. We passed behind Oban doing the usual touristy thing of spotting the sights from the air. Our descent took us north west as we started our approach to Oban Airport for a landing on R.01 at around 70 knots. A short taxi to the apron and we were "home".

What a great trip: Oban – Colonsay – Islay – Oban with superb views of the islands from an Islander. I really did fancy going round again; it had been a delight.

On alighting we were greeted on the apron by Murray, who earlier in the day had arranged a look round the control tower for me. He volunteered to take the souvenir photograph of us in front of the Islander and also offered us a ride back to Oban in his car, if we waited thirty minutes for the Airport closing time.

Murray duly dropped us outside our hotel and left us with a wave, a smile and "come back soon". We flopped in the hotel lounge with broad smiles on our faces and memories of a wonderful trip round the Inner Hebrides in an aeroplane with propellers.



The beaches of Colonsay

Jim Stanfield

UK FLEET CHANGES COURTESY OF jethros.org.uk

April 2016					
Airline	Date	Reg	Type	C/N	Remarks
Cityjet	01 Apr	EIRJG	BAe RJ85	E2344	Dmgd Florence 23 Mar 16 Heavy landing 'Substantial dmg'
easyJet	01 Apr	GEZPF	Airbus A320-214-S	7067	Divd Luton 01 Apr 16
Norwegian Air	01 Apr	EIFJL	Boeing B738-8JP-W	42073 / 5835	Divd Oslo 01 Apr 16
Ryanair	01 Apr	EIFRC	Boeing B738-8AS-W	62690 / 5843	Divd Dublin 01 Apr 16
Thomas Cook	01 Apr	GOMYT	Airbus A330-243	301	Rtnd Manchester ex Thomas Cook Scandinavia lse 31 Mar 16
Ryanair	01 Apr	EIEBT	Boeing B738-8AS-W	62690 / 5843	WFU 29 Feb 16 Stansted - Prestwick 29 Feb 16 Regd to SMBC Aviation Capital lre 24 Mar 16 Prestwick - Bournemouth 24 Mar 16
DHL Air	02 Apr	G-FCLI	Boeing B757-28A	26275 / 672	Regd 31 Mar 16
Cello Aviation	03 Apr	GMISG	Boeing B733-3L9	27833 / 2688	Regd 31 Mar 16. Ex GOGBD
Thomson	03 Apr	GTAWO	Boeing B738-8K5-W	37255 / 4384	Lsd to Sunwing 08 Dec 15 - Win 15/16 Regd CGEWO 09 Dec 15 Rtnd Luton 20 Mar 16 Re-regd 31 Mar 16
Links Air	04 Apr				Liquidated 01 Apr 16
Aer Lingus	05 Apr	(EIEPT)	Airbus A319-111	3054	Regd 12 Apr 13 WFU 06 Feb 16 Dublin - Ostrava 07 Feb 16 Ostrava - Dublin 20 Mar 16 Regd to Vueling as ECMKX 04 Apr 16
Norwegian Air	05 Apr	EIFJM	Boeing B738-8JP-W	42074 / 5845	Divd Oslo 05 Apr 16
easyJet	05 Apr	(GEZAH)	Airbus A319-111	2729	Re-regd HBJZW 02 Dec 10 Op by easyJet Swiss WFU 01 Feb 16 Geneva - Luton 03 Feb 16 Luton - Cambridge 04 Feb 16 Cambridge - Malta 10 Feb 16 Malta - Cambridge 04 Mar 16 Divd to Allegiant as N325NV 03 Apr 16
British Airways	07 Apr	GBNWT	Boeing B767	25828 / 476	Canx 05 Apr 16 as PWFU
DHL Air	07 Apr	GBIKP	Boeing B757	22188 / 54	Canx 05 Apr 16 as B/U
Ryanair	07 Apr	EIFRD	Boeing B738-8AS-W	44738 / 5847	Divd Dublin 07 Apr 16
Thomson	07 Apr	GTAWD	Boeing B738-8K5-SW	37265 / 3939	Rtnd Manchester ex Sunwing lse 06 Apr 16
Cityjet	08 Apr	EIFPD	Bombardier CRJ900	15401	Regd 05 Apr 16 Divd Helsinki 08 Apr 16 Op fr SAS

<u>Thomas Cook</u>	08 Apr	GDAJC	Boeing B767-31KER-W	27206 / 532	Rtnd Gatwick ex Condor lse 05 Apr 16
<u>Aurigny</u>	10 Apr	LYMCA	ATR 72-201	212	Lsd fm DOT LT 10 Apr 16 - Short term
<u>Norwegian Air</u>	10 Apr	EIFHF	Boeing B738-8FZ-W	34954 / 2483	WFO (Date?) Regd to ECAF I 34954 Designated Activity Company 22 Mar 16 Budapest - Mexico City 10/11 Apr 16 Onward to AeroMexico as XA---
<u>Flybe</u>	11 Apr	DAMGL	BAe 146-200	E2055	Lsd fm WDL 05 Apr 16 - Bsd Manchester
<u>Stobart Air</u>	11 Apr	EI	ATR 72-600	1325	On order. Due To op fr Aer Lingus Regional
<u>Virgin Atlantic</u>	11 Apr	(GVEIL)	Airbus A340-642	575	WFO 03 Apr 16 Heathrow - Gatwick 04 Apr 16 Gatwick - San Bernadino 06 Apr 16 Regd to ? as N----- 11 Apr 16
<u>Ryanair</u>	12 Apr	EIFRE	Boeing B738-8AS-W	62691 / 5854	Dlvd Dublin 12 Apr 16
<u>Titan Airways</u>	13 Apr	GPOWI	Airbus A320-233	2791	Lsd to Novair 06 Mar 16 - Jun 17
<u>Jet2</u>	14 Apr	GJZHF	Boeing B738-8K2-W	28378 / 291	Regd 29 Feb 16 Dlvd Leeds 01 Mar 16 I/S 14 Apr 16
<u>Monarch</u>	15 Apr	GZBAU	Airbus A320-214	3293	Dlvd Luton as MIBAK 11 Apr 16. Regd 14 Apr 16
<u>Ryanair</u>	15 Apr	EIFRF	Boeing B738-8AS-W	44732 / 5861	Dlvd Dublin 15 Apr 16
<u>Thomson</u>	15 Apr	GTAWM	Boeing B738-8K5-SW	37249 / 4360	Rtnd Manchester as CGQWM ex Sunwing lse 13 Apr 16 Re-regd 14 Apr 16
<u>Thomson</u>	16 Apr	CFWGH	Boeing B738-86J-SW	37752 / 3835	Lsd fm Sunwing, Sum 16
<u>Thomson</u>	16 Apr	CFFPH	Boeing B738-81D-SW	39440 / 4892	Lsd fm Sunwing, Sum 16
<u>Thomson</u>	16 Apr	CFEAK	Boeing B738-86Q-SW	30292 / 1451	Lsd fm Sunwing, Sum 16
<u>Aurigny</u>	18 Apr	LYMCA	ATR 72-201	212	Rtnd EoL 18 Apr 16
<u>Thomson</u>	19 Apr	GTAWB	Boeing B738-8K5-SW	37242 / 3917	Rtnd Luton as CGWVB ex Sunwing lse 18 Apr 16 Re-regd 19 Apr 16
<u>Ryanair</u>	20 Apr	EIFRG	Boeing B738-8AS-W	44737 / 5866	Dlvd Dublin 20 Apr 16
<u>Cityjet</u>	21 Apr	EIFPE	Bombardier CRJ900	15402	Regd 18 Apr 16 Dlvd Helsinki 22 Apr 16 Op fr SAS
<u>Thomas Cook</u>	21 Apr	OYVKF	Airbus A330-243	309	Lsd fm Thomas Cook Scandinavia 22 Apr 16 - Sum 16 Bsd Manchester
<u>DHL Air</u>	21 Apr	GDHKF	Boeing B757-236	29945 / 873	Regd as GTCBB 27 Nov 15 Manchester - Jacksonville 02 Dec 15 Fr freighter conversion Re-regd 20 Apr 16
<u>Jet2</u>	21 Apr	OYPSA	Boeing B738-8Q8-W	30688 / 2280	Lsd fm Primera Air 22 Apr 16 - Sum 16 Bsd Manchester
<u>easyJet</u>	22 Apr	GEZPH	Airbus A320-214-S	7093	Dlvd Luton 22 Apr 16

<u>Ryanair</u>	22 Apr	EIFRH	Boeing B738-8AS-W	44736 / 5870	Dlvd Dublin 22 Apr 16
<u>Loganair</u>	23 Apr	GLGNT	SAAB 2000	039	Regd 19 Apr 16. Ex HBIZW Dlvd Aberdeen 23 Apr 16
<u>Ryanair</u>	23 Apr	EIEFB	Boeing B738-8AS-W	37532 / 2893	WFU 05 Apr 16 Currently at Prestwick
<u>Ryanair</u>	23 Apr	EIFRI	Boeing B738-8AS-W	44733 / 5874	Dlvd Dublin 23 Apr 16
<u>Thomson</u>	25 Apr	(GFDZZ)	Boeing B738-8K5-SW	37262 / 3876	Rtnd Stansted as CFHZZ ex Sunwing lse 25 Apr 16 Stansted - Cambridge 26 Apr 16
<u>Thomson</u>	26 Apr	GOBYG	Boeing B767-236-W	29942 / 867	Rtnd Luton as DATYG ex Condor lse 23 Apr 16 Re-regd 25 Apr 16
<u>Cargologicair</u>	27 Apr	(GCLAB)	Boeing B748-83QF	60119 / 1520	Acquired. Due. Ex N841BA Victorville - Paine Field 26 Apr 16 To be op by Air Bridge Cargo
<u>Ryanair</u>	27 Apr	EIFRJ	Boeing B738-8AS-W	44734 / 5876	Dlvd Dublin 27 Apr 16
<u>Thomson</u>	27 Apr	(GTAWC)	Boeing B738-8K5-SW	37262 / 3876	Rtnd Luton as CFAWC ex Sunwing lse 26 Apr 16
<u>Flybe</u>	27 Apr	GFBXE	ATR 72-600	1322	Regd 26 Apr 16 Dlvd Exeter 27 Apr 16 To op fr SAS
<u>Thomson</u>	27 Apr	(GTAWA)	Boeing B738-8K5-SW	39922 / 3925	Rtnd Cambridge as CFVWA ex Sunwing lse 27 Apr 16
<u>Ryanair</u>	28 Apr	EIFRK	Boeing B738-8AS-W	44735 / 5885	Dlvd Dublin 28 Apr 16
<u>Virgin Atlantic</u>	28 Apr	GVBLU	Airbus A340-642	575	WFU 22 Apr 16 Heathrow - Gatwick 22 Apr 16 Gatwick - Sanford 27 Apr 16
<u>Flybe</u>	29 Apr	GPRPE	Bombardier DASH 8-Q402	4209	Regd 28 Apr 16 Sub-leased fm Republic Airways.
<u>Stobart Air</u>	29 Apr	EIFNA	ATR 72-600	1325	Dlvd Dublin 29 Apr 16 To op fr Aer Lingus Regional
<u>Thomson</u>	29 Apr	GTAWC	Boeing B738-8K5-SW	39922 / 3925	Rtnd Luton as CFAWC ex Sunwing lse 26 Apr 16 Re-regd 28 Apr 16
<u>Thomson</u>	29 Apr	(GFDZY)	Boeing B738-8K5-SW	37261 / 3844	Rtnd Stansted as CGHZY ex Sunwing lse 28 Apr 16
<u>Thomson</u>	29 Apr	GTAWA	Boeing B738-8K5-SW	37264 / 3907	Rtnd Cambridge as CFVWA ex Sunwing lse 27 Apr 16 Re-regd 28 Apr 16
<u>Thomson</u>	29 Apr	GFDZZ	Boeing B738-8K5-SW	37262 / 3876	Rtnd Stansted as CFHZZ ex Sunwing lse 25 Apr 16 Stansted - Cambridge 26 Apr 16 Re-regd 28 Apr 16
<u>Aer Lingus</u>	30 Apr	(EIFNJ)	Airbus A320-216	3174	Acquired. Due Ex ECKFI Madrid - Southend 30 Apr 16
<u>British Airways</u>	30 Apr	GZBKJ	Boeing B789-9	38626 / 424	Regd 28 Apr 16 Dlvd Heathrow 30 Apr 16
<u>Atlantic Airlines</u>	30 Apr	GBTTO	BAe ATP	2033	Regd to West Air Sweden as SEMHK 29 Apr 16
<u>Thomas Cook</u>	30 Apr	GTCXC	Airbus A330-243	967	Dlvd Manchester as N967CG 16 Sep 15 Manchester - Perpignan 16 Oct 15 Regd to ACG Acquisition (Cayman) 948 Ltd as GCIUJ 22 Apr 16 Regd 29 Apr 16 Perpignan - Manchester 29 Apr

COMMERCIAL AVIATION NEWS - DAVID WOOLER

LEEDS/BRADFORD NEWS

Confirmed total passenger figures for January 2016 have been published and were 150,221 against 144,944 for January 2015 an increase of 3.63 %

Flybe has confirmed a new year round service between Leeds Bradford and Newquay Airport to operate three times a week from October. The service, which starts on October 28, is the fourth and final Flybe route to be announced under the Government's Regional Air Connectivity Fund. The fund was launched last year to encourage new routes to and from UK regional airports and improving connectivity for business and leisure travellers. Aviation Minister Robert Goodwill said: "It is great to see Flybe launch this new service between Leeds Bradford and Newquay. "This will make a real difference to the local economies and unlock new tourism and business opportunities for Yorkshire and Cornwall, cutting out the long car and train journeys and putting the two regions within easy reach for holiday makers." Flybe, has increased its 2016 Summer schedule from Leeds Bradford to Belfast City service with an additional daily weekday service 4th July. The new weekday route will offer passengers a choice of up to five flights a day. Vincent Hodder, Flybe's chief revenue officer, commented: "Time saving, affordable, punctual travel is what we are delivering to our customers this summer, specifically scheduled to attract those looking for reasonably-priced, convenient day returns and short breaks. "With additional frequency, our customers can choose to travel at the times that best suit them, realising our commitment to be the 'Fastest way from A to Flybe' and aiming to be on time every time." Tony Hallwood, Leeds Bradford Airport's aviation development director, added: "Belfast continues to one of Leeds Bradford's strongest routes on our growing domestic network. We are pleased to work with Flybe to deliver increased frequency and provide increased flexibility for our business and leisure passengers."

Ryanair is to increase services from LBA in the Winter 2016/17 season. Planned increase will commence from 30th October,

NEW Routes:

Leeds/Bradford – Faro 2 weekly, converted from summer seasonal to year-round (Day 15)

Leeds/Bradford – Las Palmas/Gran Canaria 2 weekly (Day 47)

Planned frequency increase:

Leeds/Bradford – Alicante Increase from 4 to 5 weekly

Leeds/Bradford – Krakow Increase from 3 to 4 weekly

Leeds/Bradford – Lanzarote Increase from 2 to 3 weekly

Leeds/Bradford – Tenerife South Increase from 2 to 3 weekly

Jet2.com has joined Europe's new airline association, Airlines for Europe (A4E). "Airlines for Europe has, in a very short time, established itself as the leading association, representing the interests of European airlines," said Jet2.com CEO Steve Heapy. "We are pleased to be adding Jet2.com's support to the existing members, as we tackle the challenges of disproportionate increases in aviation taxes and the high levels of disruption, to both airlines and passengers, as a direct result of Air Traffic Control strikes."

Meanwhile, A4E has decided to broaden its campaign focus. As well as campaigning for air taxes and EU airport fees to be lowered, it has launched a dedicated working to focus on consumer issues. Based in Brussels, A4E launched in January 2016 and so far has Air France KLM, easyJet, Finnair, International Airlines Group (IAG), Jet2.com, Lufthansa Group, Norwegian and Ryanair as its members

AIRPORT NEWS

Doncaster will see an increase of flyBe flights in Winter 2016/17 season as the airline introduces 2 new routes from Doncaster, with new routes to Dusseldorf and Chambery. Planned operation as follows

Effective 30th October Doncaster/Sheffield – Dusseldorf 4 weekly, year-round operation

BE4453 DSA1235 – 1455DUS E95 135

BE4453 DSA1305 – 1535DUS E95 7

BE4454 DUS1545 – 1605DSA E95 135

BE4454 DUS1625 – 1705DSA E95 7

Effective 17th December Doncaster/Sheffield – Chambery 1 weekly, seasonal service

BE4467 DSA1625 – 1935CMF E95 6

BE4468 CMF2015 – 2110DSA E95

Luton airport plans to park its much-maligned bus transfer service once and for all and build a £200m light rail link to the nearest railway station. The fast-track service would make journey times between the capital and Luton airport faster than for those flying via Gatwick, the airport claimed. The 24-hour, automated light-rail link would replace the buses currently used to transfer travellers between the station and the terminal, making the fastest complete journey from Luton airport to London St Pancras less than 30 minutes. The 1.3-mile link will be funded by Luton borough council, which owns the airport freehold. While the station is almost adjacent to the airport perimeter, it is around 40 metres downhill from it, making a fixed rail link difficult to build. Luton airport is spending a further £110m on redeveloping its terminals and layout to expand capacity to 18 million passengers a year by 2020. This sounds almost like a link from Horsforth to LBA. Luton too is too on top of a hill, with the nearest railway station at a much lower elevation. Lessons to be learned here ??

AIRLINE NEWS

American Airlines will introduced the latest addition to its fleet, the Boeing 787-8 Dreamliner, into service from Manchester Airport to Chicago O'Hare International Airport on June 9th American's 787-8 features a state-of-the-art on-board experience including satellite Wi-Fi to keep customers connected while travelling, as well as higher humidity and pressurisation, leaving customers more refreshed after their flight. The aircraft is configured with 28 fully lie-flat Business Class seats, each with direct-aisle access. There are an additional 55 Main Cabin Extra seats with extra legroom, and 143 Main Cabin seats. This year American celebrates 30 years of operating from Manchester, having begun with service to Chicago in April 1986.

British Airways will operated it's Embraer 190 aircraft on selected Aer Lingus routes this summer, the Irish carrier has confirmed. Between May 28th and September 4th, 2016, Aer Lingus partner airline British Airways CityFlyer will operate a number of additional scheduled services, on behalf of Aer Lingus, to select French and Spanish destinations". The move will increase capacity by some 12,000 seats on weekend services from Dublin to Lyon, Nice, Perpignan, Bilbao and Santiago de Compostela. Aer Lingus was bought by BA's parent company IAG last year.

Emirates has announced it has placed an order with manufacturer Airbus for an additional two new A.380 aircraft, to be delivered in the fourth quarter of 2017. Emirates already operates the world's largest fleet of Airbus A380s, with 75 in service and a further 65 on firm order. The additional two aircraft, to be powered by Rolls Royce Trent 900 engines will take Emirates' total A380 order book to 142. Tim Clark, president Emirates Airline said: "From now until the end of 2017, Emirates will retire 30 older aircraft from our fleet. "At the same time, to meet our growth expectations, we will receive delivery of 24 new Boeing 777, and 33 new A380 aircraft including these two additional A.380 aircraft just ordered.

Flybe is weighing up plans to challenge British Airways' monopoly on domestic flights from Heathrow. BA has been unchallenged on domestic trunk routes — from Heathrow to Manchester, Glasgow, Edinburgh and Aberdeen — for two years after Sir Richard Branson's Little Red airline ceased

operations. Now Flybe, best known for services from secondary cities, is understood to be finalising plans to pick up some of the Little Red routes. Heathrow runway slots are rare — and expensive — but BA is obliged to make them available free to competitors on some domestic operations. Helping rivals was one of the conditions imposed on the airline by competition regulators in return for their approval of a takeover of its big Heathrow rival, BMI British Midland, in 2012.

Malaysia Airlines in a reverse move to that been taken by most airlines has revealed plans to re-introduce Boeing 747-400's on its Kuala Lumpur – London Heathrow route, operating twice weekly from 16th May.

Ryanair will trial a passenger transfer service at Stansted and Barcelona for its customers this summer, a move that would allow booking of more complex multi-journey trips. The airline plans to make it easier for passengers originating at airports not connected to a significant number of Ryanair routes to connect to a wider network at another airport. "If you're in, for example, Glasgow, Belfast or Edinburgh, and there's no direct route from there to say, Poznan in Poland, it will show you that you can connect through Stansted with just one stop," said Mr O'Leary. "It won't be difficult. The connecting time at Stansted might be two hours and you won't have to come through passport control, go back, and check in again," he added. "The only complexity is can we get the bag across to the other flights without losing loads of bags." He added: "We'll run it across a three or six-month period and see what the demand is like. It's not going to increase our load factors and we don't want to displace point-to-point passengers either. It's another one of these things we're trialling, and if we can make it work between our own flights, then there's no reason why we can't transfer onto other airlines as well." Mr O'Leary has previously said he can envisage a scenario eventually emerging where Ryanair will become a feeder airline for long-haul carriers such as **Lufthansa** and Air France-KLM. He said that airline such as his "will inevitably feed into the legacy carriers at their hubs". He added: "Vueling (owned by IAG), is feeding into BA in Barcelona. It's not beyond the bounds of possibility that Vueling would in time take over some of BA's slots at Gatwick," he predicted.

Virgin Atlantic have signed an accord with regional carrier Flybe Group aimed at feeding passengers from smaller European cities onto its flights to the U.S. and Caribbean. The code-share deal will encourage people traveling to and from 14 Flybe destinations to use Virgin's Manchester-based services and provide through ticketing between four cities and its Glasgow flights. Newquay in Cornwall will link with operations at London Gatwick. Virgin Atlantic will also introduce routes from Manchester to San Francisco and Boston next summer, with the California city getting its first-direct flights from the airport, the Crawley, England-based company said in a statement Wednesday. Frequencies on an existing service to Barbados will increase. The Flybe agreement comes after Ryanair Holdings Plc listed Virgin among carriers with which it was discussing possible feeder services. Passengers on Flybe code-share flights will be able to check themselves and their bags through to their final destination at the point of departure. The arrangement is a looser one than the Exeter-based regional specialist's former joint **venture** with Finnair Oyj, which was dissolved in 2014 after failing to make money. It has code-share accords with eight other carriers. Virgin Atlantic, which is 49 percent owned by Delta Air Lines Inc., almost doubled pretax profit to 22.5 million pounds (\$32 million) in 2015. Its biggest base remains London Heathrow, where the Little Red unit founded to help boost passenger numbers from Scotland and Manchester was closed down last year.

AIRCRAFT NEWS

Airbus Industries first U.S. built aircraft, an A.321 destined for JetBlue made its 1st flight on March 21st. The airliner lifted off from Mobile Aeroplex, at Brookley, Alabama at 0936 and landed back at 1302.

Boeing plans to cut about 4,000 jobs in its commercial aircraft division by the summer. Another 550 jobs will go from a unit that conducts flight and lab testing. Some reports suggested that at many as 8,000 jobs could be lost in an attempt to making \$ billion in cost savings – a figure described by Boeing as "hypothetical". "There is no employment reduction target," a spokesman told *Reuters*. "The more we can control costs as a whole, the less impact there will be to employment." The job cuts will include about 1,600 through voluntary layoffs and 2,400 by leaving open positions unfilled, the spokesman said. The US aircraft manufacturer said the job reductions are part of a broad cost-cutting drive to

keep the company competitive. The savings are necessary to "win in the market, fund our growth and operate as a healthy business," Ray Conner, chief executive of the commercial aircraft business, told employees last month. The company ruled out involuntary layoffs

OTHER NEWS

And finally, never say this section does not cover all subjects. Bras from Marks & Spencer are setting off security alarms at airports – because of the metal underwiring. Embarrassed travellers are facing awkward searches after their lingerie triggers metal detectors as they walk through security points. The M&S bras contain a different metal from the type used in those from other high street chains. M&S, which sells 23million bras a year, has said it is investigating the problem. Women are now urging other holidaymakers to avoid wearing the store's bras while travelling. Ann Marchant told The Sun she was put through a 'right old search' at Manchester Airport on her way to a holiday in the Canary Islands. The 46-year-old IT worker from Wrexham, north Wales, said: 'The security worker leaned over and whispered, "M&S?" 'I must have had a really confused look as I didn't know what she meant. Then she said, "No, the bra, it's always M&S bras that set it off".' She then had the same experience on her return journey, after packing only M&S bras for the trip. Mary O'Hanlon said she was 'mortified' after her bra set off the scanners, adding: 'M&S bras must be made of sturdy stuff!' Sarah Chapman also complained on social media after her M&S lingerie activated alarms at Luton Airport.

I hope you found this last article "up lifting"

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

CREDITS Aircraft Illustrated, UK Airport News , Airliner New, Yorkshire Spotters E-mail site's, and all their contributors, Yorkshire Post, Telegraph and Argus

SCENE AROUND YORKSHIRE - ANDY WOOD(HAR)

AVERHAM / RECTORY FARM (Notts.) A new resident is G-CCZD RV.7.

BAGBY (NY) A new resident is G-KKKK/XX513 Bulldog Srs.120/121 ex. Rufforth West. Due to arrive shortly with the same owner is G-AXOZ B.121 and G-BDCO B.121 from Hawarden for return to airworthiness. New with Flying Fox Aviation is G-BCPG PA-28R no doubt for onward sale.

BEVERLEY (EY) A lunch time visit on 9.4 found the airfield very busy with helicopter pleasure flights with G-BSBW B.206B in use. Because of the large number of general public on the site the hangars were closed, however noted round the back was the wreck of G-BAEV FRA.150L. Residents noted on the field were G-AWEX PA-28, G-AWUN F.150H, G-BAXV F.150L, G-BEYT PA-28 new resident, G-BGCM AA-5A, G-BIDH 152, G-BIOC F.150L, G-BPJW A.150K, G-BPOS 150M, G-BTMR 172M, G-EIWT FR.182RG new resident, G-OMHC PA-28RT and G-TEWS PA-28. Visiting between 13.05 – 14.10hrs. was G-MGPX Twinstar Mk.3 f&t Brighton. On 19.4 resident G-KEVA Cyclone was inbound Cromer when it suffered an engine failure about three miles out resulting in a forced landing in a field which turned out to be very boggy causing the aircraft to roll over. The pilot was OK but the aircraft was extensively damaged. From the Resident Review delete G-AWYB FR.172F which has now been sold to Eastern Air Executive at Sturgate and will not be returning.

BIRKIN (WY) New at the Paintball Site in early April was an unidentified Lynx cab and interestingly XE874 Vampire T.11 fitted with the tail booms from another aircraft. The booms from XE874 are semi-submerged in a nearby lake. This begs the question of which Vampire donated its booms to the pod of '874 ?

CABOURNE (Lincs.) The replacement for G-CDUE R.44 duly arrived from Redhill on 7.4 in the form of G-TGTT R.44, with Beverley based G-OJAZ R.44 acting as crew ferry.

CHURCH FENTON (NY) 19.3 This was the date for the rearranged fly-in which was poorly attended. I met up with Dave Thompson here and he is going to cover it as a separate report. **26.3** M-TEAM Cessna 525 (5250609) arrived and was hangared. **31.3** G-NETR AS.355F1. **2.4** A visit in the evening

between 18.20 – 18.55hrs. noted M-TEAM still hangared, N767CM Beech A36 (E-2723) belonging to the airfield owner hangared, whilst visiting was G-BXJD PA-28 f Headcorn t Brighton. **3.4** G-CILR Cabri G2. **5.4** M-TEAM departed. **10.4** D-FIPS PC.6/B2-H4 (874) temporary based for survey work.

CRANWELL (Lincs.) From the Resident Review delete G-MLLE DR.200A-B now sold in Germany.

CROSLAND MOOR (WY) A new resident reported is G-CERE EV.97 with a recent change of ownership to an Oldham owner. Also newly resident is G-CCXM Skyranger 912.

DEVONSHIRE ARMS (NY) Noted visiting the hotel on 10.4 was G-JETX B.206B.

FADMOOR (NY) On 1.1 resident G-EEJE PA-31 returned to the airfield at 16.25hrs. but was unable to deploy the main undercarriage, landing with only the nose gear extended. There was damage to one prop blade and the lower left fuselage.

FENLAND (Lincs.) I paid a visit here on 20.3 which revealed a couple of new residents in the form of G-CGAO /FAP.1350 DHC.1 and G-IWIN X'Air Hawk. Wrecks noted round the back of the hangars were G-AWBA PA-28R dismantled, G-BSDL TB.10 and G-BSUW PA-34. Visitors noted between 11.15 – 12.30hrs. were D-HEXE (11711), G-AVEH S.205-20R, G-AYFC D.62B f Brighton t North Coates, G-BTHE 150L, G-CEZS CH.601HDS, G-CGDH Europa XS-TG, G-ERTE Skyranger 912S, G-GBRB PA-28, G-KAIR PA-28, G-NPKJ RV.6 and G-TSGJ PA-28. I can also recommend a Fenland Fry-up !

FULL SUTTON (EY) From the Resident Review delete G-EIWT FR.182RG which has moved to Beverley following sale. Registered to a York syndicate on 10.3 was G-JANF Bristell MG5, presumably the one that has been here for several months now but was still unmarked on my last visit.

GRIMSBY (Lincs.) Visiting the town with a Royal visitor on 7.4 was G-XXEB S.76C++.

LAMBLEY (Notts.) Resident G-BTWX TB.9 was written off in a take-off accident here on 24.3 at 12.40hrs. when it clipped a van on the adjacent road after failing to gain sufficient height, coming down in the next field with a wing ripped off and other severe damage, although thankfully with no severe injuries to any of the involved parties.

LEEDS (WY) Noted banner towing over the city centre just before midday on 1.4 was G-NNAC PA-18.

MESSINGHAM / SANDCROFT FARM (Lincs.) Residents noted on 10.4 were G-AJEI J/1N, G-AVXY/XK417 Auster AOP.9 on rebuild, G-AXUJ J/1 and G-BHTC DR.1051/M1, whilst visiting were G-AVOA DR.1050 and G-BLPG/16693 J/1N.

NETHERTHORPE (Notts.) A lunch time visit on 10.4 noted G-FION/441968/VF-E Titan T.51 Mustang in an advanced state of construction. It was also nice to see four Comanches on the field G-APXJ PA-24-250, N7456P PA-24-250 (24-2646), N61970 PA-24-250 (24-3364) and SE-IIV PA-24-260 (24-4970). G-JKEL RV.7 was noted with no registration worn on the fuselage but still carrying it under the wing, G-PHOR FRA.150L was dismantled outside Dukeries Aviation and minus its nose wheel, whilst behind it was an unmarked and unidentified Cessna 150 fuselage. Visitors noted between 11.20 – 12.25hrs. were G-AIBW J/1N f&t Brighton, G-BDNC JT.1 f Brighton t North Coates, G-BEOE FRA.150M tied down possibly for maintenance, G-BRWX 172P tied down possibly for maintenance, G-BVAM VP.1 f Brighton t North Coates, G-BXJD PA-28 f Brighton t North Coates, G-BZBF 172M f&t Ashleys Field, G-CBFO 172S tied down possibly for maintenance, G-CETP RV.9A. Sadly both G-AJIU J/1 and G-ARJT PA-23 both languish in a corner long since wfu and deteriorating rapidly having both been out of use for ten years plus.

NORTH COATES (Lincs.) Movements 3.3 G-DYNA WT9 UK f&t Bedford. **7.3** G-CEIS DR.1050 f&t Conisholme. **13.3** G-CFFJ CTSW f Caunton t Bucknall, G-CDSK Escapade f Bucknall t Strubby, G-CEKK Skyranger 912S f&t East Kirkby. **14.3** EC-XNS Bristell UL f&t Eddsfeld. **16.3** G-BZBF 172M f&t Ashleys Field. **17.3** G-BZBF 172M f&t Ashleys Field. **20.3** G-CDUS Skyranger 912S f&t Bagby, G-CCNT Ikarus C42 FB80 f&t Chatteris, G-CGEV/CG+EV Gomhouria 181 f&t Brighton, G-CGPO TL.2000 UK f&t Walton Wood, G-BZBF 172M f Ashleys Field t Brighton, G-AYFC D.62B f Fenland t Brighton, G-CCSR EV.97A f Netherthorpe t Fenland, G-SEEE Quik with G-MROC Quantum 15-912 both f Wickenby t Rufforth, G-AVMD 150G f&t Brighton, G-RIVT RV.6 f Brighton t Grove Farm, G-BHTC DR.1051/M1 f Brighton t Sandcroft Farm, G-AJJS Cessna 120 f Brighton t Wickenby. **21.3** EC-XNS Bristell UL f&t Eddsfeld, G-TERN Europa f&t North Thoresby by road for local flying. **23.3** G-EVIG EV.97 with G-IKUS Ikarus C42 FB UK both f&t Wickenby. **25.3** G-BSYG PA-12 f Cromer t Brighton, G-PIGS Rallye 150ST f&t Wombleton, G-FNLD 172N with G-IBFF Beech A23-24 and G-BLPF FR.172G all f&t Fenland, G-BIHD DR.400 f&t Little Snoring, G-BVAM VP.1 f&t Brighton, G-BZBF 172M f&t Ashleys Field. **30.3** D-HEXE R.44 (11711) f Wickenby t Gamston, G-CSAV T.600N f Wickenby t Beverley. **31.3** G-ETIM EC.120B f&t North Elmham/New Lane Farm.

NORTH MOOR (Lincs.) From the Resident Review delete G-CCZJ X'Air 582 which has departed following sale.

RUFFORTH WEST (NY) From the Resident Review delete G-KKKK/XX513 Bulldog Srs. 120/121

which has moved to Bagby. In Bob McLeans Workshop on 18.3 were G-CLFX DG.300, G-CJZP DG.500, G-CKLR SZD.55-1, G-CKND DG.1000T, G-DEDM DG.200, G-ORIG DG.800A and G-SOOM DG.500M. In the hangar were G-ARAW 182C, G-JTPC AMT.200, G-LLEW AMT.200S and G-NGLS WT9 UK. A visitor on 25.3 was G-TFAM PA-46R which night stopped.

SHERBURN (NY) A new resident arriving 31.3 was G-BVUZ Cessna 120 a replacement for the recently departed G-ATHV 150F. Visiting on the afternoon of 3.4 were G-PLAD Twinstar Mk.3 and G-RAFR Skyraider J2.2 both from North Moor, whilst G-CDWD R.44 was still in use with Hields Aviation. An evening visitor on 13.4 was N4596N E.75 (75-5945) wearing a US Mail colour scheme. Sherburn Aero Club resident G-BWZG R.2160 returned from respray at Fishburn on 14.4 now resplendent in the SAC house colours. G-SELB PA-28 from the Les Scattergood Fleet has now been sold to POM Flight Training at Humberside.

WICKENBY (Lincs.) G-CDWE/N856 Nord NC.856 made its first post restoration from here on 3.4.

BRIGHTON - ANDY WOOD(HAR)

RESIDENTS

G-AHUF "T7997" DH.82A departed to Netherthorpe mid April on the first stage of its delivery to Eaglescott. G-ATCN LA.4A moved from the storage hangar back to hangar 2 on 21.3 pending a new permit to fly. G-CIGH MH.1521M made its first flight in UK marks on 14.3. F50 HM.14 which is suspended in the super hangar has now been allocated BAPC.329. YL-PAG L.29S moved to a new position on 21.3 and is now situated about halfway down the entrance road on the right hand side.

OUTSIDE PARKING

G-AVMD 150G, G-BBJX F.150L, G-BSDO 152 and G-BXJD PA-28 have been present throughout. G-BGAX PA-28 returned from maintenance at Full Sutton on 23.3.

STORED OFF THE AIRFIELD

The Dickson Primary has now been allocated BAPC.340.

OTHER NEWS

A bad month for accidents at Brighton. On 1.4 G-EHAZ PA-28 arrived for fuel from Scotland whilst on route to Kemble. On take off at 14.30hrs. it failed to clear the hedge at the end of the runway and ended up on the road between Bubwith and Brighton with a wing torn off and substantial damage to the rest of the aircraft. We had to move the aircraft quickly as the police pointed out that it was parked on double yellow lines ! It was removed by road on 4.4. Then on 17.4 aerobatic competitor G-MAXG S.1S was written off in a landing accident when it ground looped off the runway into the adjacent ploughed field wiping off the starboard undercarriage, breaking the fuselage at the tail, crumpling the lower wing, shattering the prop and shock loading the engine. The top wing should be OK though !

MOVEMENTS

14.3 G-BAPX DR.400 f Full Sutton t Sherburn, G-BHEL D.117 f&t Bagby. **16.3** G-IIPT R.22B f&t LBA, G-MAXD R.44 f&t ? (fuel stop). **17.3** G-DYNA WT9 UK f Bourne t Bagby. **19.3** D-HEXE R.44 (11711) f Beverley t Booker, G-BAPX DR.400 f&t Sherburn then f Sandtoft t Sherburn, G-BDNC JT.1 f&t Church Fenton, G-BOIY 172N f&t Bagby, G-CEBF EV.97A f Church Fenton t Sturgate, G-CGDH Europa XS-TG f Church Fenton t Wickenby, G-CLUX F.172N f&t Bagby, G-EJRS PA-28 f Church Fenton t Carlisle, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-IIPT R.22B f&t LBA, G-IIRW RV.8 f&t Lambley, G-KKKK/XX513 Bulldog Srs.120/121 f Sturgate t Bagby, G-OJAZ R.44 f Booker via Fenland t Beverley, G-RNCH PA-28 f Church Fenton t Carlisle, G-RVCL RV.6 f&t Sherburn, G-WAVV HR.200 f Church Fenton t Carlisle, G-XTRA EA.230 f&t Netherthorpe. **20.3** G-AJJS Cessna 120 f Sandcroft Farm t North Coates, G-ATJN D.119 f Sherburn t Rufforth, G-AYEF PA-28 f&t Barton, G-BADC Beta B2A f&t Warrington, G-BAPX DR.400 f&t Sherburn, G-BDJD D.112 f&t Beverley, G-BDNC JT.1 f&t Church Fenton, G-BGMT Rallye 235E f&t Fishburn, G-BHCP F.152 f&t Sturgate, G-BHTC DR.1051/M1 f Sandcroft Farm t North Coates, G-BTBY PA-17 f&t Dishforth Strip, G-BZBF 172M f North Coates t Ashleys Field, G-CEEM EV.97A f Oxenhope t Netherthorpe, G-CGDI EV.97A f&t Netherthorpe, G-CGWF RV.7 f&t Crosland Moor, G-CITD RF.5 f Coal Aston t Rectory Farm, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-HELA TB.10 f&t Coal Aston, G-MAXD R.44 f Sherburn t

Bagby, G-OJDS Ikarus C42 FB80 f&t Hushwaite, G-ORUG T.600N f&t Beverley, G-PIGS Rallye 150ST f&t Wombledon, G-RIVT RV.6 f Grove Moor Farm t North Coates, G-SCZR Sportcruiser f&t Netherthorpe, G-WIGS WT9-UK f&t Bagby. **21.3** G-ORUG T.600N f&t Beverley, G-WBVS DA.40D f&t Newcastle. **22.3** G-AWUN F.150H f Beverley t Eddsfild, G-AZYF PA-28 f&t Crosland Moor, G-BDJD D.112 f Eddsfild t Beverley, G-BIDH 152 f&t Beverley, G-CHJG EV.97 f&t Bagby. **23.3** G-AZYF PA-28 f&t Crosland Moor, G-RVKN P.68B f Liverpool n/s (1st visit of type). **24.3** G-RVKN P.68B filming with a BBC camera crew all day, also involved in the filming was an unidentified helicopter, n/s. **25.3** G-AVUG F.150H f&t Netherthorpe, G-AWUN F.150H f&t Beverley, G-AYKW PA-28 f&t Fishburn, G-BADC Beta B2A f&t Warrington, G-BPXA PA-28 f&t Netherthorpe, G-BUDW MB.2 f Mavis Enderby t Fenland, G-BVOS Europa f&t Fishburn, G-CENA MCR.01 f&t Cauntton, G-CEYK Europa f&t Garford / Landmead Farm, G-CHMW EV.97 f&t Crosland Moor, G-CSAV T.600N f Beverley t Sandtoft, G-EMSA Sportcruiser f&t Audley End, G-RVKN P.68B t Liverpool, G-TEWS PA-28 f&t Beverley. **27.3** G-IFBP AS.350B2 f Huggate t ?, G-REYE R.44 f&t Humberside. **30.3** G-CSAV T.600N f Beverley t North Moor. **31.3** G-AWUN F.150H f Beverley t Eddsfild, G-BHZV D.120A f Brook Farm t Beverley, G-BIWN D.112 f Yedingham t Eddsfild, G-BTWD T.61F f&t Rufforth, G-CCEM EV.97A f Netherthorpe t Rufforth, G-TECI P.2002-JF f Bagby t Fenland. **1.4** G-EHAZ PA-28 (see other notes above), G- ? PA-28 of Freedom Aviation f&t Kemble to pick up the crew of G-EHAZ. **2.4** G-BHTC DR.1051/M1 f&t Sandcroft Farm , G-TWOO EA.300/200 f&t Wombledon. **3.4** G-AZII D.117 f&t Full Sutton, G-AZYF PA-28 f&t Crosland Moor, G-BBDT 150H f&t Sherburn, G-BDIH D.117 f&t Full Sutton, G-BJOT D.117 f&t Full Sutton, G-BKAO D.112 f&t Bagby, G-BNOH PA-28 f&t Sherburn, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-HPOL MD.900 f&t ? (fuel stop), G-LONE B.206L-1 f&t Widmerpool Heliport, helicopter pleasure flights all day, G-RVIS RV.8 f&t Sherburn, G-TWOO EA.300/200 f&t Wombledon, N909PH PA-23 (23-1800) f&t South Cave. **4.4** G-CHJG EV.97 f&t Bagby, G-EHAZ PA-28 departed by road. **7.4** G-BSGF R.22B f&t Humberside. **8.4** G-AVXD T.66 f&t Beverley, G-BBIO HR.100/210 f Sandtoft t Tansterne, G-BHTC DR.1051/M1 f Sherburn t Sandcroft Farm, G-BIWN D.112 f Bagby t Yedingham, G-BTFK BC.12D f Sherburn t Willow Farm, G-CCCJ HN.700 f&t Beverley, G-CDUS Skyranger 912S f&t Bagby, G-JONM PA-28 f&t Gamston, G-TEWS PA-28 f&t Beverley, G-XXHP EA.300/L f&t Sherburn. **9.4** G-AWUN F.150H f Beverley t Eddsfild, G-BODE PA-28 f Gamston t Sherburn, G-BSBW B.206B (Castle 13) arrived late evening from Beverley and n/s. G-BXYJ DR.1050 f&t Netherthorpe, G-CHJG EV.97 f&t Bagby, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-OEGL Eagle II f&t Lambley, G-OJAZ R.44 f&t Beverley, G-RVCL RV.6 f&t Sherburn, N297CJ SE.313B (1847) with N901B SA.341G (1410) both f Doncaster / South Yorkshire Air Museum t Deighton / Crab Tree Farm, N909PH PA-23 f Oxford t South Cave. **10.4** G-AZYF PA-28 f&t Crosland Moor, G-BAPX DR.400 f Fishburn t Sherburn, G-BBDT 150H f&t Sherburn, G-BDJD D.112 f&t Beverley, G-BDNC JT.1 f Church Fenton t Netherthorpe then f North Coates t Church Fenton, G-BIEY PA-28 f&t Full Sutton, G-BJOT D.117 f&t Full Sutton, G-BKAO D.112 f&t Bagby, G-BSBW B.206B helicopter pleasure flights all day then t private site Buxton, G-BTRS PA-28 f&t Barton, G-BTWL CUBY f&t Bagby, G-CCEM EV.97A f Oxenhope t Sherburn, G-CFLM Quik f&t Barton, G-CHMW EV.97 f&t Crosland Moor, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GTJM EC.120B f&t private site Doncaster, G-HELA TB.10 f&t Coal Aston, G-IFBP AS.350B2 f Huggate t ?, G-MAGG S.1SE f&t Sherburn, G-OIVN XL.2 f&t Wombledon, G-PHVM RV.8 f&t ?, G-PMGG AB.206A f&t Everingham, G-RVIS RV.8 f&t Sherburn, G-SACS PA-28 f&t Sherburn, G-STNG TL.2000UK f&t Syerston, G-TWOO EA.300/200 f&t Wombledon, G-WIKI Europa XS-TG f Wombledon t Rufforth, G-XXHP EA.300/L f&t Sherburn. **13.4** G-BSGF R.22B f&t Humberside. **15.4** G-BTTR S.2A, G-CBHR Lazer Z200, N196JR S.1T (1019) and OK-VAV EA.300/200 (1044) all arrived for the following days aerobatic competition and night stopped. **16.4 John McLean Trophy Aerobatic Competition** G-BKAM T.67M, G-BTTR S.2A, G-BXRA CAP.10B, G-CBHR Lazer Z200, G-IKON RV.4, G-ISZA S.2A, G-MAXG S.1S, N196JR S.1T, OK-VAV EA.300/200 all night stopped, G-BBDT 150H f&t Sherburn, G-RVIW RV.9 f Ludham n/s, G-TWOO EA.300/200 f&t Wombledon, G-ZBLT 182S f&t Abbeyshrule. **17.4 John McLean Trophy Aerobatic Competition** G-BKAM, G-BTTR, G-BXRA, G-CBHR, G-IKON, G-ISZA, G-MAXG, G-RVIW, N196JR and OK-VAV all departed except G-MAXG which retired to the hangar hurt (see above). G-AZYF PA-28 f Crosland Moor t Kirkbride, G-BADC Beta B2A f&t Warrington, G-BBDT 150H f&t Sherburn, G-BDNC JT.1 f&t Church Fenton, G-BNST 172N f&t Netherthorpe, G-BOWP D.120A f&t Full Sutton, G-BVOS Europa f&t Fishburn, G-BVUZ Cessna 120 f&t Sherburn, G-CFMI Skyranger 912 f&t Crosland Moor, G-CSAV T.600N f Beverley t North Moor, G-HELA TB.10 f&t Coal Aston, G-ICAS S.2B f&t Full Sutton, G-PITZ S.2A f&t Warrington, G-OIVN XL.2 f&t Wombledon, G-OJLD RV.7 f&t Sherburn, G-PION Pioneer 300 f&t ?, G-RIVT RV.6 f North Coates t Grove Moor Farm, G-RVCL RV.6 f&t Sherburn, G-TWOO EA.300/200 f&t Wombledon, G-WIKI Europa XS-TG f&t Rufforth.

DONCASTER - CLIVE FEATHERSTONE

Interesting Movements March 2016

Commercial

1st	F-GZTI Boeing 737-400 Europe Air Post. Operates 6 flights per week
1st	EI-FMK A.T.R.-72-600 Aer Lingus Regional/Stobart Air
2nd	A6-EFF Boeing 777-200F Emirates Sky Cargo; Dubai-Doncaster-Zaragoza Airport Spain (FV)
5th	G-JMCM Boeing 737-300 Atlantic Airlines/West Atlantic (F) (T)
7th	G-LUXE BAe-146-300 FAAM Natural Environment Research Council (T)
8th	G-EJAR Airbus A-319 EasyJet Supporting Unicef colour scheme (T) (FV)
8th	EI-FCY A.T.R.-72-600 Aer Lingus Regional/Stobart Air
16th	G-EZBP Airbus A-319 EasyJet (T) (FV)
17th	UR-CJN Antonov AN-12 (F) Cavok Airlines arr/dep
21st	VP-BIG Boeing 747-400 Air Bridge Cargo A new Airline at D.S.A. Dep after Midnight (FV)



VP-BIG Boeing 747-400 Air Bridge Cargo 21/03

21st	G-PRPL Dash 8D Flybe (T)
22nd	G-EZBX Airbus A-319 EasyJet (T)
23rd	D-CAAM Dornier DO-228 Arcus Air dep. 24th (F)



D-CAAM Dornier DO-228 Arcus Air 24/03

23rd	G-FBEF Embraer ERJ-195 Flybe; night stop, ready for tomorrows start of operations from DSA
23rd	G-FBEJ Embraer ERJ-195 Flybe. Painted in the new purple livery, with extra Welcome to Yorkshire titling & Bicycle logos over the fuselage. Night stop; ready for tomorrows start of operations from D.S.A.
24th	G-FBEJ Embraer ERJ-195 Flybe Operated the first flight out, which went to Paris C.D.G.
24th	G-FBEF Embraer ERJ-195 Flybe Operated the second flight out, which went to Newquay.
26th	F-GIXN Boeing 737-400 Europe Air Post. Airframe swap



G-FBEJ Embraer 195 Flybe 24/03

- 31st G-FBEM Embraer ERJ-195 Flybe (The first Embraer-195 in the new Purple livery; & with Special artwork by Meg Clark aged 5 for U.K Cancer Research for Kids and Teens.

Bizz Jets & Bizz Props

- 2nd N902MZ CitationJet 525 Textron Aviation. to/from (M) (FV)
- 3rd N561HH Citation 560XL from maintenance (ex G-VECT) (FV)
- 8th N445MU Citation 510 Mustang Cessna Aircraft Co. (M) (FV)
- 8th D-IRAR Beech 200 King Air Rettenmaier
- 9th LX-DCA CitationJet 525 CJ3 Serlux dep 10th
- 10th CS-DRR Hawker 800XPi Netjets Europe Ltd dep 11th
- 11th G-LXWD Citation 560XLS Catreus AOC Ltd,
- 11th N22UB CitationJet 525 Cessna Aircraft Company (M) (FV)
- 12th G-RCBV Canadair CL-600 Challenger 604 Gamma Aviation (T)
- 13th M-CHEM Falcon 2000 Ineos Aviation
- 13th N51JJ CitationJet 525 CJ3 Private (M) (FV)
- 14th EC-KHP Cessna 550 Citation Bravo. Bestfly (FV)
- 14th M-RLEE Beech C-90 GTi King Air Private (FV)
- 14th G-CWCD Beech 200GT King Air. Clowes Estates Ltd T
- 16th M-KING Beech C90A King Air. Villocq Investments (FV)
- 17th N173PA Gulfstream III Phoenix Air Group dep 18th second visit, first was October 2012
- 19th N888HJ Beech 200 King Air. BB444 Inc. Trustee (T)
- 24th G-CEDK Citation 750X The Duke Of Westminster (M) (FV)
- 28th 5Y-PAA Citation 680 Sovereign. [ex G-SVSB which was a regular visitor; was Sold & departed to Canada 6/2/12] (M) (FV)

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

- 7th EI-GJL AS365 Dep +8th +9th
- 10th N109TF Agusta A-109 +11th
- 10th M-EXPL Eurocopter AS-355N Select Plant Hire Company Ltd.
- 16th G-BXNS Bell 206 Jetranger Sterling Helicopters Ltd (Pipeline)
- 25th G-BTNC AS-365 Multiflight
- 27th G-PULA Falcon 2000 (FV)

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

- 9th G-YDEA Diamond DA-42 Twin Star
- 11th G-CEWN Diamond DA-42 Twin Star (T)
- 14th G-LWLW Diamond DA-40 T

Military

- 10th ZG998 Britten-Norman BN-2T-4S Defender AL.1 Army Air Corps (T)
- 12th ZH884 C-130J Hercules Made two visits; & again the next day
- 15th ZH106 E3D Sentry AWACS
- 17th ZJ806 Eurofighter Typhoon (T)
- 19th 144615 Canadair CC-144B Challenger. Royal Canadian Air Force. Dep 20th (FV)

21st ZH884 C-130J Hercules Made two visits



ZH884 C-130J Hercules 21/03

30th ZZ419 Beech-350 (T)
30th ZJ813 Eurofighter Typhoon (T)

(FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter. (M) Maintenance (RTB) Return to Base



F-GZTI Boeing 737-400F Europe Airpost 21/03



G-TFRA CitationJet 525 CJ1 Blu Halkin Ltd 24/03

SANDTOFT - PETE HOBSON

Credits The Airfield Manager, Engineering and CFI Sandtoft
General A slight improvement in the weather yet again helps.
Arrivals None
Departures None
Maintenance Hangar 1 (N131MP) to become G-BWDE PA-31P (fuselage only – wings and engines still at Fenland), N337UK F337G still awaiting a forward engine, N30593 210L (returned circa 27/01/2016). Another ex Fenland aircraft here is G-BULR PA-28-140 (dismantled). Also in here still is the wreck of G-RYAL Jabiru UL from Coal Aston which hit a street light on approach here. First noted in for maintenance 01/01 and was still here by 05/03 were G-CTZO TB.20 and N96JL C421C (421C0627), N321W Cirrus SR20 from/to Fair Oaks on 12/03 departed 19/03).

Wrecks & Relics

G-BIFB Piper PA-28-150C (outside and behind of hangar 1 (wfu), G-DENE PA-28-140 pwfu and G-DIAT PA-28-140 pwfu (both outside)

Resident and Hire aircraft noted during the month were:-

G-AZNO Cessna 182P, G-BCGI Piper PA-28-140, G-BIFB Piper PA-28-150C (stored outside and wfu), G-BOMP Piper PA-28-181, G-BRNC Cessna 150M, G-BSYV Cessna 150M, G-BULR PA-28-140, G-CCJO Savannah Jabiru (4), G-CGTV Savannah VG Jabiru, G-CHVS Savannah XLS Jabiru, G-CIFN Ikarus C42 FB80, G-DENE Piper PA-28-140, G-DIAT PA-28-140, G-MICK F172N, G-MLXP Europa XS, G-MYIK Twinstar MkIII, G-MZOS Pegasus Quantum 15-912, G-TAYI Grob G.115, G-WLGC Piper PA-28-181, N96JL C421C, N131MP PA-31P (to be G-BWDE on rebuild), N200ZK 172H, N337UK F337G, N2136E Piper PA-28R-201.

MOVEMENTS

3/3 G-JUST F33A, G-BFHU F152 f/t Netherthorpe, G-KITS Europa f/t Wellesbourne, G-BPXX PA-34-200T f/t Sherburn.
6/3 G-BFTC PA-28RT-201T f/t Sherburn, G-EISG A36 f/t Sherburn, G-GCAT PA-28-140 f/t Humberside.
7/3 G-CCEM EV-97A f/t Oxenhope.
8/3 G-OCCH DA40D f/t LBIA.
10/3 G-BCRL PA-28-151 f/t Humberside.
12/3 (G-CGIY)/330244/C/46 J.3C-65 f/t Leeds East, G-OTUI TB20 t Wycombe.
13/3 G-BEAC PA-28-140 f/t Humberside, G-BFTC PA-28RT-201T f/t Sherburn, G-BMHT PA-28RT-201T f/t Sherburn, G-BPXX PA-34-200T f/t Sherburn, G-CHKW R44 (Pipeline 30) f/t Coventry, G-EFBP FR172K f/t Sherburn.
17/3 G-BGHJ F172N f/t Humberside, G-FLAV PA-28-161 f/t Gamston.
19/3 G-BAPX DR400/160 f/t Sherburn, G-BEAC PA-28-140 f/t Humberside, G-BFTC PA-28 RT-201T f/t Sherburn, G-EISG A36 f/t Sherburn,
20/3 G-AJKB L8E f/t Barton, G-ASHX PA-28-180 f/t Barton, G-EFBP FR172K f/t Sherburn, G-EISG A36 f/t Sherburn.
21/3 G-SLNW R22 f/t Peterborough.
22/3 G-CBMO PA-28-180 f/t Forwood Farm 1 x ns, G-LANE F172N f/t Gamston, G-UROP Beech 95-B55 f/t Conington.
25/3 G-EISG A36 f/t Sherburn.

STURGATE - PETE HOBSON

Credits Lincoln Aero Club (LAC)
Arrivals None.
Departures None
Temporary residents G-BUWJ Pitts S-1C f Newark on Trent was fn here on 7/02 and In 05/03.
General Aircraft replacing G-AVZR by 01/03 was G-BHCP F152 and a permanent replacement has been purchased but is scheduled to arrive in April and is another PA-28.

For Sale

G-BBHF PA-23-250, G-CCZA MS.894A, G-OBLC Be76.

Diary Dates for 2016

05/06 60th Anniversary Midsummer Fly-in
04/09 September Fly-in

Parked outside during the month for maintenance and storage with EAE

Key fn = first noted, ln = last noted, dep = departed by, arr = arrived

G-AWYB FR172F (engineless) from Beverley fn 08/02/15, this was damaged by gales here on 01/04 and is still being worked on

In the EAE Paint Hangar

G-RCKT Harmon Rocket II fn/ln 05/03.

Resident aircraft noted during the month were:-

G-ARRS CP.301A, G-AYYU C23, G-AWGK F.150H, G-BBHF PA-23-250, G-BDDG D.112 (wfu), G-BGVE CP.1310-C3, G-BHCP F152, G-BKWD JT.2Titch, G-BROR J-3C-65, G-BUWJ Pitts S-2C, G-BWII 150G, G-CCXX AG-5B, G-CCZA MS.894A (impounded), G-CEBF EV-97A, G-CMED TB.9, G-FARY Quickie Tri-Q, G-IJOE PA-28RT-201T, G-MELV Rallye 235E (forward fuselage and 25% of wings), G-OBLC Beech 76, G-OPAZ/AZ Pazmany PL-2, G-RIVE D.153, G-RVSR RV-8, G-UAPO R90-230RG.



G-OBLC Beech 76 - Currently for sale

Wrecks & Relics noted during the month:-

In the door less WW2 built Search Light Building are some remains (forward fuselage and 25% of wings) of G-MELV Rallye 235E. Parked up outside is G-CCZA MS.894A impounded since 2014 and for sale as spares only. In the Eastern Air Executive store in what was the WW2 fire station normally holds a stripped down EAE aircraft but none at present.

MOVEMENTS

5th G-BMBB F150L f/t RHADS.
6th G-BANU D.120 f/t Shack Farm, G-BFTC PA-28R-201T t Sherbur t Wickenby, G-CEIT RV-7A f/t Leicester, G-EISG A36 f/t Sherburn, G-LEOS DR400/120 f/t Gamston, G-USSY PA-28-181 f/t Leicester, D-HEXE R44 f Sherburn t Gamston.
12th G-EKOS FR182RG f/t Sherburn.
13th G-BZUL Jabiru f/t North Moor, G-MYGP S6-ESD f/t North Moor, G-MYYS Minimax f/t North Moor, G-RAFR Skyraider J2.2 f/t North Moor, G-RVUK RV-7 f Wickenby t Fenland.
19th G-CEFV 182T f/t Wombleton, G-KKKK/XX513/10 Bulldog Srs 120/121 f Bagby t Brighton.
20th G-BVHS Rebel f Benwick t Wombleton, G-BXLS Koliber 160A f/t Gamston, G-AVRW GY-20 f/t Hougham, G-BFGG FRA150M f/t Netherthorpe, G-BKGW F152 f/t Leicester.
25th G-BISB F152 f/t Netherthorpe, G-CYLL F.8L f/t Brighton, G-TRIN TB.20 f&t Strubby North.

TEESSIDE COURTESY OF DTMOVEMENTS.CO.UK

Collated by Alan Sinfield

Glossary

n/s	Night Stop	o/s	Overshoot/Touch & Go
t/f	to/from	c/t	Crew Training
*2	Twice	?/?	Unknown to/from

Please note: I am now only publishing what I consider more unusual movements

- 01/03 G-BXNS Bell 206B Jet Ranger III f Perth n/s Aerospeed
- 02/03 G-BXNS Bell 206B Jet Ranger III n/s t Carlisle Aerospeed, G-XXEB Sikorsky S76C f/t Pvt site, Bd Castle Queen's Helicopter Flight
- 03/03 G-PJDS Citation 550 Bravo f Gloucestershire t Jersey Carnegie Aviation, CS-DXW Citation 560XL f London City n/s Netjets Europe
- 04/03 CS-DXW Citation 560XL XLS n/s t/f Luton n/s Netjets Europe, N234RG Pilatus PC12/45 f/t Belfast City, XX204 Hawk T1A(F) f/t Scampton Red Arrows - Red 10 was here to meet with Skyline following a training sortie, PH-MJP Fokker 100 f Orland Brekstad t Geilenkirshen Fly Denim / TNT Airways.
- 05/03 CS-DXW Citation 560XL XLS n/s t Luton Netjets Europe, G-SDRY Citation 525C CJ4 f Jersey t Gloucestershire Dowdeswell Aviation, OK-UGJ Citation 680 Sovereign f Chambéry n/s Travel Service
- 06/03 OK-UGJ Citation 680 Sovereign n/s t Innsbruck Travel Service, G-GCOY Socata TB-9 Tampico f ? t Thrupton Flying Fox Aviation, N2445V Cessna 182S Skylane f ? t ?
- 07/03 G-BZLH Piper PA-28 Warrior II f Leeds t Humberside PT&T Ltd, F-HPCD Diamond DA-42NG TwinStar f La Roche n/s
- 08/03 G-BBAW Robin HR100 Safari II f ? t Esholt, F-HPCD Diamond DA-42NG TwinStar n/s t La Roche SD Aviation, D-CAAL Dornier 228-202K f Chalons – Vatry t Hahn Arcus Air
- 09/03 None
- 10/03 N75EA Eclipse EA-500 f Jersey t Kemble Avicorp
- 11/03 G-SIRS Citation 560XL Excel f Luton t Grenoble-Isere London Executive Aviation, G-OPMJ Cessna F172M Skyhawk f/t Chester Hawarden Jefferson Air Photography
- 12/03 G-XAVB Citation 510 Mustang f Jersey t Oxford Aviation Beauport
- 13/03 G-MCLY Cessna 172P Skyhawk f/t ?/? McAully Flying Group, OK-UGJ Citation 680 Sovereign f Innsbruck t Stuttgart Travel Service
- 14/03 G-SIRS Citation 560XL Excel f Grenoble-Isere t Farnborough London Executive Aviation, D-ICHG Beech 200 Super King Air f Cranfield t Cumbernauld Scholz AG, G-BLHR Gulfstream GA-7 Cougarf Sherburn c/t Advance Acft Leasing, D-CSUN Citation 560XL XLS+ f Brussels n/a Air Hamburg



G-SIRS Citation 560XL 14/03

- 15/03 D-CSUN Citation 560XL XLS+ n/s t Cannes Air Hamburg
- 16/03 G-JONZ Cessna 172P Skyhawk f/t Bagby Flying Fox Aviation
- 17/03 N556L Cirrus SR-22 f ? t/f Gloucestershire , G-BXNS Bell 206B Jet Ranger III f Doncaster t Sherburn
- 18/03 M-ICRO Citation 525A CJ2+ f Dusseldorf t Gamston Pektron Group

- 19/03 D-CJET Citation 525B CJ3 f Cannes n/S Air Hamburg, G-BVHG Grob G115D2 f Dundee n/s
 20/03 G-BVHG Grob G115D2 n/s t Calais, D-CJET Citation 525B CJ3 n/s t Biggin Hill Aie Hamburg
 21/03 G-SIRS Citation 560XL Excel f Luton t Palma London Executive Aviation, G-BBNJ Cessna 150f/t Sherburn G-BBNJ Group
 22/03 ZZ335 Airbus A330 Voyager KC3 f Brize Norton t Paderborn Lippstadt RAF - 10/101 Sqdn's, G-GHKX Piper PA-28 Warrior II f ? o/s, G-JLCA Piper PA-34-200T Seneca II f/t Dundee Tayside Aviation, CS-DXS Citation 560XL XLS f Bournemouth n/s Netjets, D-CALL Citation 550 Bravo f London City n/s Air Hamburg



ZZ335 Airbus A330 Voyager KC3 22/03

- 23/03 CS-DXS Citation 560XL XLS n/s t Sion Netjets, D-CALL Citation 550 Bravo n/s t London City Air Hamburg, N208UP Cessna 208B Grand Caravan f ? o/s Peterlee Parachute Centre, D-CDOC Learjet 45 f Alta, Norway t Istanbul, M-USHY Cessna 441 Conquest II f/t Guernsey Flying Dogs



F-GULY Beech C90B King Air 24/03

- 24/03 F-GULY Beech C90B King Air f/t Exeter Porta Roberto, G-BDWP Piper PA-32R Lance f/t Bagby Flying Fox Aviation, G-BXXK Cessna 172N Skyhawk f Perth n/s Cloud Global Ltd
 25/03 G-BXXK Cessna 172N Skyhawk n/s t Lydd Cloud Global Ltd, G-WAVA Robin HR-200 f Carlisle t Newcastle
 26/03 None
 27/03 None
 28/03 None
 29/03 None
 30/03 G-NEWZ Bell 206B Jet Ranger III f Newcastle t ? Readypower Engineering, 9H-FAM EMB-500 Phenom 100 f Geneva t Amsterdam Luxwing, CS-DXH Citation 560XL XLS f Sion n/s Netjets
 31/03 G-NIME Cessna T206H Stationair f ? c/t Whitby Seafoods Ltd, G-BNTP Cessna 172 Skyhawk f City Manchester t Beverley/Linley Hill Westnet Ltd, G-CGMF Citation 560XL Excel f Leeds c/t NAL Asset Management, CS-DXH Citation 560XL XLS n/s t Edinburgh Netjets

DAY BY DAY @ LBA - HOWARD GRIFFIN

ALL times quoted are in GMT - Including during the summer months

March 2016

Regular Visitors:

Aviation Beauport operated Cessna 560 XLS **G-OJER** on the 13th, 28th, 29th, 30th, Cessna 510 Mustang **G-XAVB** on the 8th and 10th, Cessna 560 XLS **G-CXLS** on the 10th
Cobham Flight inspection Beech 300 **G-COBI** operated several flights on the 1st and 7th
Jota Aviation Beech C90 **G-JOTA** on the 2nd and Beech C90 **G-ORTH** operated on 8th, 10th, 11th, 14th, 22nd, 31st all within the UK
London Exec operated Cessna 510 **G-LEAB** on the 24th.
Aerospatiale AS365 **EI-GJL** operated on 7th and 8th t/f Doncaster
Air Ambulance flights include **G-NHAA** and **G-SASH** on 14th, 15th and 22nd

Summary

Activity is very light this month with 3 Maltese bizjets, 6 German and 8 Netjets used. The MOD only sent Grobs, Beech 200 and BN-2T. Others of note include Learjets **M-ABGV**, **M-ABJA**, **M-DMBP** (Ryanair crew flights), Pilatus PC-12 **G-KARE**, Cessna 525 **D-ITIP**, Cessna 550 **OM-ATS** and Piaggio Avanti **D-IIVA**. Top destinations were the same as last month with RAF Cranwell topping the list. Once the residents and regulars are removed, there were 170 movements to report on versus 161 last month.

Tuesday 1st March

Aerospatiale AS355 **N766AM** arr 13:24, Beech 200 Super Kingair **M-WATJ** arr 15:03 fr EDI, Diamond DA-42 **G-COBS** fr/to Hurn (17:11/18:44).

Wednesday 2nd March

Beech 200 Super Kingair **M-WATJ** dep 08:09 to Leicester

Thursday 3rd March

Challenger 300 **D-BEAM** dep 07:01 to Zurich, Cessna 525 CJ1 **D-ITIP** arr 08:10 fr Speyer dep 12:06 to Glasgow, Hawker 800 **CS-DRW** dep 10:21 to Blackpool as NJE754G, Cirrus SR22 **N223KB** arr 13:10 fr Elstree dep 17:31 to Leicester, Cirrus SR22 **N174MW** to/from Sherburn (13:58/17:03).

Friday 4th March

Beech 200 Super Kingair **G-FRYI** from/to from Southend (12:01/12:43), Learjet 45 **G-OSRL** arr 12:35 fr Biggin Hill dep 13:07 to Funchal.

Saturday 5th March

No movements of note

Sunday 6th March

Aerospatiale AS350 **G-LEOG** arr 13:43 dep 14:50

Monday 7th March

Piper PA-34 Seneca **F-HSYS** arr 09:41 fr La Rochelle n/s, Cessna F172 **G-BIOB** f/t its base at Fair Oaks (13:42/14:31). Agusta A109 **G-FRZN** arr 14:39 dep 16:03. Piper PA-31 Navajo f/t Northolt (19:25/20:33), Cessna 406 Caravan II **G-LEAF** dep 20:29 to EMA.

Tuesday 8th March

Falcon 2000 **OY-CKN** arr 07:46 from Billund dep 09:10 to Copenhagen, Cessna 525A CJ2 **G-SONE**

arr 10:49 from Hawarden dep 12:17 to Nice, Beech 200 Super Kingair **ZK460** performed 2 go-arounds 13:17, Piper PA-34 Seneca **F-HSYS** dep 15:14 to La Rochelle.

Wednesday 9th March

Eclipse EA500 **D-INDY** arr 09:49 from Cologne n/s, Beech 200 Super Kingair **G-FRYI** arr 15:57 from Chambery-Savoie, dep 16:50 to Southend, Falcon 2000 **OY-CKN** arr 16:15 from Copenhagen dep 16:56 to Bergen,

Thursday 10th March

BN-2T defender ZG998 f/t Waddington (08:08/10:54).

Friday 11th March

Challenger 605 **9H-VFG** arr 09:00 from Le Bourget dep 10:04 to Asturias, Eclipse EA500 **D-INDY** dep 13:23 to Samedan, Cessna 560XL **CS-DXK** arr 14:04 fr Farnborough as NJE489A return to Farnborough 17:07 as NJE980T, Aerospatiale AS350 **G-LEOG** arr 15:10 dep 16:07, Learjet 45 **G-XJET** arr 20:00 fr Southend dep 22:47 to Hurn.

Saturday 12th March

Cessna 510 Citation Mustang **OE-FNP** arr 09:41 from Sion then dep 11:00 on 30 minutes sight seeing trip returning at 11:37 n/s, Challenger 350 **CS-CHA** arr 13:27 fr Dublin as NJE546K n/s,

Sunday 13th March

Challenger 350 **CS-CHA** dep 12:01 to Zurich as NJE044Y, Cessna 510 Citation Mustang **OE-FNP** dep 13:09 to Sockholm-Bromma, Cirrus SR20 **N203CD** dep 15:37 to Liverpool after maintenance, Beech 200 Super Kingair **G-FLYW** arr 15:52 fr Cardiff dep 21:57 to Luton, Cessna 525A CJ2 **G-OCJZ** f/t Nice (17:08/17:39), Global Express **N170SW** arr 19:11 from LHR.

Monday 14th March

BAe 146 ZE707 arr 12:18 from EMA dep ???



ZE707
BAE146
Rod Hudson

Tuesday 15th March

Global Express **N170SW** to/fr Norwich (08:05/13:46) n/s, Cirrus SR22 **N223KB** f/t Leicester (09:16/17:32, Cirrus Sr22 **N174MW** arr 11:23 fr Staverton dep 17:03 to Dunkeswell.

Wednesday 16th March

Global Express **N170SW** dep 09:17 to Aberdeen, Cessna Citation 550 **OM-ATS** arr 12:14 fr Bratislava n/s, Agusta A109 **G-BWNZ** arr 13:02 fr Wellesbourne-Mountford, Piper Pa-31 Navajo **G-UMMI** arr 14:26 fr Northolt dep 15:49 to Sywell, Pilatus PC-12 **G-KARE** arr 18:29 from Staverton dep 18:57 to Biggin Hill.

Thursday 17th March

Cessna Citation 550 **OM-ATS** dep 10:31 to Biggin Hill, Grob G115 **G-CGKC** f/t Cranwell (10:55/12:45), Challenger 300 **G-KSFR** f/t Luton (14:27/16:57), Piper Pa-31 Navajo **G-UMMI** f/t Northolt (20:29/21:23).



OM-ATS
Cessna
Citation 550
Rod Hudson



N170SW Global Express Rod Hudson



G-KSFR
Bombardier
Challenger
300
David Blaker

Friday 18th March

Hawker 800 **CS-DRS** arr 10:09 fr Geneva c/s NJE384A dep 11:34 to Nimes c/s NJE816D, Grob G115 Tutor **G-BYWP** overshoot (from Barkston Heath) at 12:06, Global 5000 **N110QS** arr 13:57 from Le Bourget dep 15:47 to Geneva, Cessna Citation 550 **G-PJDS** arr 15:57 fr Southampton dep 16:33 to Guernsey,

Saturday 19th March

Robinson R22 **G-BTDI** arr 12:59 fr Blackpool dep 13:37 to Prestwick along with Robinson R44 **G-CBFJ** arr 13:24 fr Blackpool dep 14:15 to Prestwick,

Sunday 20th March

Piper Pa-28RT Turbo arrow **G-SKYV** arr 10:13 from IOM, Aerospatiale AS355 **N766AM** dep 14:05, Hawker 800 **CS-DRH** arr 16:15 from Zurich as NJE057K n/s.

Monday 21st March

Challenger 350 **CS-CHB** arr 09:46 fr Le Bourget c/sNJE277D dep 10:52 to Dusseldorf c/s NJE185A, Beech 200 Super Kingair **G-FSEU** f/t Dundee (10:02/16:20), Grob G115 Tutor **G-CGKB** t/f Dishforth (11:33/14:44), Gob g115 Tutor **G-BYUB** t/f Dishforth (13:9/15:10), Hawker 800 **CS-DRH** dep 14:52 to Palma as NJE504B, Aerospatiale AS350 **G-OGUN** arr 16:05, Piaggio Avanti **D-IIVA** arr 18:22 from Nice dep 19:04 to Le Bourget.

Tuesday 22nd March

Piper Pa-34 Seneca **F-HSYS** arr 09:17 fr La Rochelle dep 17:19 to Birmingham, Grob G115 tutor **G-CGKC** t/f Cranwell (10,32/11;30) c/s CWL98, Cirrus SR22 **N89NB** arr 19:44 from Staverton n/s.

Wednesday 23rd March

Cessna 680 Citation Sovereign **D-CARO** to/from Palma (12:56/15:38), Learjet 45 **M-ABJA** rr 14:32 from Stansted dep 17:44 to Dublin, Britten Norman BN-2T **ZG997** f/t Belfast (19:24/20:38).

Thursday 24th March

Cessna 525A CJ2 **OE-FHC** arr 07:28 from Vienna dep 08:20 to Faro, Piper Pa-28 Archer **G-RNCH** f/t Carlisle (12:22/13:08), Cirrus SR22 **N89NB** dep 13:24 to Denham, Aero Commander 114 **G-OECM** dep 13:38 to Carlisle after maintenance, Learjet 40 **M-DMBP** f/t Le Touquet (16:41/16:57),

Friday 25th March

Piper PA-28 Archer **G-JACS** arr 10:21 from Fowlmere dep 17:06, Challenger 605 **9H-VFH** arr 10:45 from Santiago n/s, Christen Eagle **N75CE** (cn GA0032) dep 12:59, SNIAS SA365 Dauphin **G-OLNT** arr 13:43, dep 15:58, arr back 16:31 dep again 18:08, Cirrus SR22 **N89NB** arr fr Denham 18:41.

Saturday 26th March

Challenger 605 **9H-VFH** dep 09:45 to Northolt, Phenom 100 **9H-FGV** f/t Avignon (09:56/10:48), Cessna 210 Centurion **G-TOTN** arr 09:57 from IOM, Learjet 55 **D-CCGN** arr 14:00 from Salzburg dep 17:07 to Cologne, Phenom 300 **CS-PHH** arr 14:41 from Dusseldorf as NJE445H n/s, Piper PA-31 Navajo **G-BVYF** arr 22:45 from Belfast dep 23:29 to Cardiff.

Sunday 27th March

Hawker 400XP **N719EL** arr 07:19 from EMA dep 07:43 to Gamston, Phenom 300 **CS-PHH** dep 08:18 to Geneva as NJE469A, Cessna 525A CJ2 **OE-FHC** arr 17:36 from Faro n/s.

Monday 28th March

Cessna Citation 550 **G-IPLY** arr 12:26 from Staverton dep 13:31 to Barcelona, Cessna 525A CJ2 **OE-FHC** dep 12:51 to Bucharest, Piper PA-28 Archer **G-SKYV** dep 13:52 to IOM, Aerospatiale AS350 **G-SPVK** arr 16:09 dep 16:47.

Tuesday 29th March

No movements of note

Wednesday 30th March

Learjet 45 **M-ABGV** arr 09:42 from Stansted dep 12:01 to Birmingham, Phenom 300 **CS-PHE** arr 18:10 from Geneva n/s.

Thursday 31st March

Phenom 300 **CS-PHE** dep 13:16 to Stansted, Grob G115 Tutor **G-CGKC** fr/to Cranwell (13:17/15:04), Sikorsky S-76 **M-JCBA** arr 14:34 dep 14:55 to EDI, Beech C90 Kingair **N95VB** arr 14:52 from Exeter dep 14:59 to Oxford, Cessna Citation 550 **G-IPLY** arr 16:31 from Barcelona dep 17:07 to Staverton, Agusta A109 **G-HRDB** arr 17:23 n/s.

AIRLINE BY AIRLINE @ LBA - ANDREW COVERDALE

March 2016 movements

Air Malta (KM/AMC "Air Malta")

The company operated occasional charter flights using A320 aircraft.

29/3 9H-AEI(7210/7211) positioned in from Luqa, then operated charter back to Luqa.



9H-AEI A320-214 Air Malta 29 March 2016 Rod Hudson

British Airways(SHT/BA, "Shuttle")

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

Heathrow(1340/1341, "1340/212") :-27/3 G-EUPY, 28/3 G-EUOB, 29/3 G-EUOC, 30/3 G-EUOI, 31/3 G-EUOG.

Heathrow(1342/1343, "20B/21Y") :-1/3 G-EUPG, 2/3 G-EUPB, 3/3 G-EUPE, 4/3 G-EUPT, 5/3 G-EUOE, 6/3 G-EUPG, 7/3 G-EUPX, 8/3 G-EUPB, 9/3 G-EUOI, 10/3 G-EUOE, 12/3 G-EUPO, 13/3 G-EUPC, 14/3 G-EUPB, 15/3 G-EUPB, 16/3 G-EUOB, 17/3 G-EUPH, 18/3 G-EUOA, 19/3 G-EUPG, 20/3 G-EUPY, 21/3 G-EUPL, 22/3 G-EUOG, 23/3 G-EUOA, 24/3 G-EUPY, 25/3 G-EUPT, 26/3 G-EUPC, 27/3 G-EUPF, 29/3 G-EUPR, 30/3 G-EUPY, 31/3 G-EUPW.

Heathrow(1344/1345, "20C/21X") :-1/3 G-EUPB, 2/3 G-EUPG, 3/3 G-EUPR, 4/3 G-EUPB, 6/3 G-EUPX, 7/3 G-EUPE, 8/3 G-EUOI, 9/3 G-EUPV, 10/3 G-EUPU, 11/3 G-EUOE, 13/3 G-EUPC, 14/3 G-EUOC, 15/3 G-EUPV, 16/3 G-EUPX, 17/3 G-EUPG, 18/3 G-EUPO, 20/3 G-EUPY, 21/3 G-EUPY, 22/3 G-EUOD, 23/3 G-EUOB, 24/3 G-EUPT, 25/3 G-EUPB, 27/3 G-EUPF, 28/3 G-EUPD, 29/3 G-EUPZ, 30/3 G-EUPT, 31/3 G-EUPG.

Heathrow(1346/1347, "20D/21V") :-1/3 G-EUPM, 2/3 G-EUPT, 3/3 G-EUPT, 4/3 G-EUOD, 5/3 G-EUPT, 6/3 G-EUPE, 7/3 G-EUOI, 8/3 G-EUPH, 9/3 G-EUPT, 10/3 G-EUPV, 11/3 G-EUPD, 12/3 G-EUPP, 14/3 G-EUPD, 15/3 G-EUOB, 16/3 G-EUPA, 17/3 G-EUPH, 18/3 G-EUPT, 19/3 G-EUOI, 20/3 G-EUPN, 21/3 G-EUOI, 22/3 G-EUPF, 23/3 G-EUPS, 24/3 G-EUOF, 25/3 G-EUPD, 26/3 G-EUPT.

Eastern Airways(EZE/T3, "Eastflight")

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

Aberdeen "21LK/31LK" -1/3 G-MAJD, 2/3 G-MAJL, 3/3 G-MAJC, 7/3 G-MAJJ, 8/3 G-MAJE, 9/3 G-MAJL, 10/3 G-MAJD, 14/3 G-CDEA, 15/3 G-MAJY, 16/3 G-MAJD, 17/3 G-CDEA(21LK), 21/3 G-MAJD, 22/3 G-MAJD, 23/3 G-MAJD, 24/3 G-MAJD, 28/3 G-MAJC(21LK), 29/3 G-CFLU(21LK), 30/3 G-MAJC.

Aberdeen "4714/4717" -1/3 G-MAJD(4714) G-MAJL(4717), 2/3 G-MAJL(4714) G-MAJC(4717), 3/3 G-MAJC, 4/3 G-MAJC, 7/3 G-MAJJ(4714) G-MAJE(4717), 8/3 G-MAJE(4714) G-MAJL(4717), 9/3 G-MAJL(4714) G-MAJD(4717), 10/3 G-MAJD(4714) G-MAJE(4717), 11/3 G-MAJE, 14/3 G-MAJE(4714) G-MAJY(4717), 15/3 G-MAJY(4717) G-MAJD(4717), 16/3 G-MAJD, 17/3 G-MAJD(4714) G-

MAJZ(4717), G-MAJJ(4714) G-CDEA(4717), 21/3 G-MAJD, 22/3 G-MAJD, 23/3 G-CFLU(4714) G-CFLV(4717), 24/3 G-MAJD, 25/3 G-MAJD(4714) G-MAJC(4717), 30/3 G-MAJC, 31/3 G-MAJC(4714) G-MAJY(4717).

Aberdeen "81LK/91LK" –1/3 G-MAJL, 2/3 G-MAJC, 3/3 G-MAJC, 4/4 G-MAJC(81LK) G-MAJJ(91LK), 7/3 G-MAJE, 8/3 G-MAJL, 9/3 G-MAJD, 10/3 G-MAJE, 11/3 G-MAJE, 14/3 G-MAJY, 15/3 G-MAJD, 16/3 G-MAJD, 17/3 G-MAJZ(81LK) G-MAJZ(91LK), 18/3 G-CDEA(81LK), 21/3 G-MAJD, 22/3 G-MAJD, 23/3 G-MAJD(91LK), 24/3 G-MAJD, 25/3 G-MAJC, 28/3 G-MAJC, 29/3 G-MAJC, 30/3 G-MAJC, 31/3 G-MAJY.

Southampton "70Y/71G" –1/3 G-CDEA, 3/3 G-CDEA, 7/3 G-CDEA, 8/3 G-CDEA, 9/3 G-CDEA(70Y) G-CDKB(71G), 14/3 G-MAJE, 15/3 G-CDEA, 16/3 G-CDEA, 17/3 G-MAJD, 21/3 G-CFLU, 22/3 G-CFLU, 23/3 G-CFLU, 24/3 G-CFLV, 29/3 G-MAJC, 30/3 G-CFLV, 31/3 G-CFLV.

Southampton "4702(72Y)/4703" –1/3 G-CDEA, 2/3 G-CERZ, 3/3 G-CDEA(72Y), 4/3 G-CDEA, 7/3 G-CDEA, 8/3 G-CDEA(72Y), 9/3 G-CDKB(72Y), 10/3 G-CERZ(72Y), 11/3 G-CERZ, 14/3 G-CDEA, 15/3 G-CDEA(72Y), 16/3 G-CDEA, 17/3 G-CIEC(72Y), 21/3 G-CFLU, 22/3 G-CFLU(72Y), 23/3 G-MAJD, 24/3 G-CFLV(72Y), 25/3 G-CFLV, 29/3 G-MAJC(72Y).

Southampton "4704/4705" –2/3 G-CDEA, 3/3 G-CDEA(4705), 3/3 G-CDEA(4704) G-CHMR(4705), 7/3 G-CDEA, 8/3 G-CDEA(4705), 9/3 G-CDKB(4705), 10/3 G-CERZ(4705), 11/3 G-CERZ, 14/3 G-CDEA, 15/3 G-CDEA(4705), 16/3 G-CDEA, 17/3 G-CIEC(4705), 18/3 G-MAJD, 21/3 G-CFLU, 22/3 G-CFLU(4705), 23/3 G-MAJD, 24/3 G-CFLV(4705), 25/3 G-CFLV, 28/3 G-CFLV, 29/3 G-MAJC(4705), 30/3 G-CFLV, 31/3 G-CFLV(4705).

Southampton "76Y/77G" –1/3 G-CDEA, 2/3 G-CDEA, 3/3 G-CDEA, 4/3 G-CHMR(76Y) G-CDEA(77G), 7/3 G-CDEA, 8/3 G-CDEA, 9/3 G-CDKB, 10/3 G-CERZ, 11/3 G-CERZ, 14/3 G-CDEA, 15/3 G-CDEA, 16/3 G-CDEA, 17/3 G-CIEC, 18/3 G-MAJD, 21/3 G-CFLU, 22/3 G-CFLU, 23/3 G-CFLV, 24/3 G-CFLV, 28/3 G-MAJC, 29/3 G-CFLV, 30/3 G-CFLV, 31/3 G-CFLV.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-6/3 G-CDKB, 13/3 G-CDEA(91LK) G-CERZ(91Y/81G/81LK), 20/3 G-CFLU(91LK/91Y/81G) G-CIEC(81LK), G-MAJJ(91Y/81G).

Additional flights:-2/3 G-CERZ(032P/033P) positioned in from/out to Aberdeen, 8/3 G-CERY(9783/9784) operated charter in from/back to Rotterdam, 9/3 G-CERY(038P) positioned in from Aberdeen, 10/3 G-CERZ(047P) positioned in from Aberdeen, G-CIEC(045P) positioned out to Aberdeen, G-CDKB(049P) positioned out to Aberdeen, 17/3 G-CIEC(4713) arrived from Aberdeen, 18/3 G-MAJJ(12W) positioned in from Humberside, G-MAJD(053P) positioned in from Durham, 27/3 G-MAJJ(071P/072P) positioned in from/out to Aberdeen, 28/3 G-MAJC(013P) positioned in from Norwich, 29/3 G-CFLU(72H) positioned in from Norwich.

Easyjet(EZY/U2, "Easy")

Flights f/t **Geneva**(7346/7345 "86UE/67WJ") during the winter operated by Airbus A319/A320 on Fri/Sat/Sun/Mon.

4/3 HB-JZU, 5/3 G-EZAA, 6/3 G-EZDC, 7/3 G-EZGE, 11/4 G-EZIV, 12/3 G-EZIP, 13/3 G-EZDC, 14/3 G-EZDL, 18/3 G-EZBK, 19/3 G-EZBF, 20/3 G-EZBY, 21/3 G-EZDW, 25/3 G-EZDH, 26/3 G-EZAL, 31/3 G-EZDS.



G-EZBY Airbus A319 Easyjet 20 March 2016

Enterair(ENT, "Enterair")

The company operates charters using Boeing 737/400 aircraft.

6/3 SP-ENI(3791) operated charter in from Gatwick, then out to Kiruna, 13/3 SP-ENI(3794) operated charter in from Kiruna, then on to Gatwick.

Flybe(BEE/BE, "Jersey")

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

Belfast City(729/730, "2PU/7GP") :-1/3 G-JEDR, 2/3 G-JECK, 3/3 G-FLBB, 4/3 G-JECK, 5/3 G-FLBD, 7/3 G-FLBD, 8/3 G-FLBD, 9/3 G-FLBD, 10/3 G-JECX, 11/3 G-PRPL, 12/3 G-FLBD, 14/3 G-JECX, 15/3 G-ECOR, 16/3 G-EOCA, 17/3 G-JEDP, 18/3 G-FLBE, 19/3 G-ECOF, 21/3 G-JECK, 22/3 G-JECX, 23/3 G-JECK, 24/3 G-FLBC, 25/3 G-JEDM, 26/3 G-ECOH, 28/3 G-PRPL, 29/3 G-PRPD, 30/3 G-JECY, 31/3 G-FLBC.

Belfast City(731/732, "3BN/2PE") :-3/3 G-FLBB, 4/3 G-JECK, 5/3 G-FLBD, 6/3 G-FLBC, 7/3 G-FLBD, 10/3 G-JECX, 11/3 G-PRPL, 12/3 G-FLBD, 13/3 G-JEDU, 14/3 G-JECX, 16/3 G-EOCA, 17/3 G-JEDP, 18/3 G-FLBE, 19/3 G-FLBE, 20/3 G-JECG, 21/3 G-JECK, 21/3 G-JECK, 23/3 G-JECK, 24/3 G-FLBC, 25/3 G-JEDM, 26/3 G-ECOH, 27/3 G-PRPB, 28/3 G-PRPB, 29/3 G-JEDT, 30/3 G-JECH, 31/3 G-JECH.

Belfast City(733/734, "46KA/5KA") :-27/3 G-JECG.

Belfast City(735/736, "8GK/8FH") :-1/3 G-JEDR, 2/3 G-FLBC, 3/3 G-FLBB, 4/3 G-ECOE, 6/3 G-JECP, 7/3 G-JECP, 8/3 G-FLBD, 8/3 G-FLBD, 10/3 G-JECX, 11/3 G-PRPL, 13/3 G-ECOR, 14/3 G-FLBE, 15/3 G-ECOR, 16/3 G-JEDP, 17/3 G-JEDP, 18/3 G-JECN, 20/3 G-JECX, 21/3 G-JECX, 22/3 G-JECX, 23/3 G-JECK, 24/3 G-FLBC, 25/3 G-ECOH, 28/3 G-PRPD, 29/3 G-ECOP, 30/3 G-JECH, 31/3 G-JECH.

Belfast City(737/738, "4WT/3MT") :-1/3 G-ECOE, 2/3 G-JECP, 3/3 G-ECOE, 4/3 G-KKEV, 6/3 G-FLBC, 7/3 G-ECOM, 8/3 G-ECOM, 9/3 G-ECOR, 10/3 G-JEDP, 11/3 G-EOCA, 13/3 G-JEDP, 14/3 G-JECX, 15/3 G-JECJ, 16/3 G-JECJ, 17/3 G-JECJ, 18/3 G-JEDM, 20/3 G-PRPB, 21/3 G-JECK, 22/3 G-JECG, 23/3 G-PRPL, 24/3 G-ECOH, 25/3 G-JECZ, 27/3 G-PRPL, 28/3 G-PRPB, 29/3 G-JEDW, 30/3 G-JECH, 31/3 G-JECH.

Hop(HOP/A5, "Hop")

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

5/3 F-GUBC(9050) operated charter in from Perpignan, 6/3 F-GUBC(9051) operated charter back to Perpignan.

Jet2(EXS/LS, "Channex")

Charter flights plus positioning flights will be detailed in this section:-1/3 G-LSAC(052B) positioned out to Manchester, G-JZHF(051D) positioned in from Amsterdam, 2/3 G-JZHD(031E) positioned out to Amsterdam, 3/3 G-CELE(300T) test flight, G-GDFD(031E) positioned out to Manchester, 4/3 G-GDFX(042A) positioned in from Manchester, 5/3 G-GDFE(031E) positioned in from Newcastle, G-GDFK(032E) positioned out to Newcastle, 6/3 G-GDFK(032E) positioned in from Newcastle, 7/3 G-GDFE(031E) positioned out to Newcastle, 11/3 G-GDFW(041A/042A) positioned out to/in from Newcastle, G-LSAB(051A) positioned in from East Midlands, 12/3 G-CELO(031E) positioned in from Edinburgh, 13/3 G-CELO(032E) positioned out to Edinburgh, G-GDFU(031E) positioned in from Newcastle, 14/3 G-LSAH(051A/051B) positioned out to East Midlands/returned on test flight, G-LSAK(031E) positioned out to St Athan, 15/3 G-GDFX(300T) test flight, G-LSAH(059B) test flight, 17/3 G-CELE(301T) test flight, G-GDFU(031E) positioned out to Newcastle, 18/3 G-GDFT(032E) positioned out to Manchester, G-CELI(051K) positioned in from Budapest, G-GDFX(031E) positioned out to Manchester, 19/3 G-POWH **B752** (061J) positioned in from Stansted, G-GDFK(041A) positioned out to Manchester, G-LSAE(031E) positioned out to Budapest, G-GDFL(052B) positioned in from Manchester, 21/3 G-GDFU(031E) positioned in from Newcastle, 22/3 G-GDFU(032E) positioned out to Newcastle, G-JZHB(300T) test flight from East Midlands, G-GDFF(52K) positioned in from Norwich, 23/3 G-GDFZ(041A) positioned out to Manchester, G-CELJ(043A) positioned out to Alicante, G-LSAB(051B) positioned in from Tenerife, 24/3 G-POWH(18DJ/2VC) positioned out to/operated back in from Malaga, G-JZHF(055B) positioned out to East Midlands, 25/3 G-JZHB(031E) positioned out to East Midlands, G-POWH(27QA/17HK) operated out to/in from Alicante, G-GDFB(041A) test flight and (051B) test flight, G-LSAK(056B) positioned in from Newcastle, G-LSAB(032E) positioned out to Manchester, 26/3 G-POWH(18DJ/2VC) operated out to/in from Malaga then (223) operated out to Tenerife, 27/3 G-POWH(224A) operated in from Tenerife, then (18DJ/2VC) operated out to/in from Malaga then (477/47CE) operated out to/in from Gran Canaria, G-GDFB(041A) positioned out to East

Midlands, G-GDFK(042A) positioned in from East Midlands, 28/3 G-JZHC(033E) positioned in from East Midlands, 30/3 G-LSAH(051B) test flight and (052B) test flight, G-POWH(18DJ/2VC) operated out to/in from Malaga, G-JZHA(031E) positioned out to East Midlands.



G-JZHF
Boeing 737-800
JET2
David Blaker
1 March 2016

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily Embraer 190 on all flights but Fokker 70 still turn up occasionally.

Amsterdam(1541/1542, "1541/1542") :-27/3 PH-EZP, 28/3 PH-EZW, 29/3 PH-EZT, 30/3 PH-EZX, 31/3 PH-EZX.

Amsterdam(1545/1546, "1545/1546") :-1/3 PH-EZK, 2/3 PH-EZX, 3/3 PH-EZF, 4/3 PH-EXA, 5/3 PH-EZE, 6/3 PH-EZN, 7/3 PH-EZM, 8/3 PH-EZT, 9/3 PH-EXD, 10/3 PH-EZS, 11/3 PH-EZA, 12/3 PH-EZT, 13/3 PH-EZB, 15/3 PH-EXF, 15/3 PH-EZF, 16/3 PH-EZS, 17/3 PH-EZT, 18/3 PH-EZD, 19/3 PH-EZN, 20/3 PH-EZG, 21/3 PH-EXE, 22/3 PH-EZU, 23/3 PH-EZV, 24/3 PH-EZB, 25/3 PH-EZX, 26/3 PH-EXB.

Amsterdam(1549/1550, "73E/74F") :-1/3 PH-EZS, 2/3 PH-EZG, 3/3 PH-EZW, 4/3 PH-EZG, 6/3 PH-EXB, 7/3 PH-EXE, 8/3 PH-EZH, 9/3 PH-EZZ, 10/3 PH-EZF, 11/3 PH-EZI, 13/3 PH-EZN, 14/3 PH-EZG, 15/3 PH-EXE, 16/3 PH-EZR, 17/3 PH-EXC, 18/3 PH-EZL, 20/3 PH-EXD, 21/3 PH-EZY, 22/3 PH-EXE, 23/3 PH-EZB, 24/3 PH-EZP, 25/3 PH-EZT, 27/3 PH-EZY, 28/3 PH-EZX, 29/3 PH-EZS, 30/3 PH-EZY, 31/3 PH-EZH.

Amsterdam(1551/1540, "69W/78E", aircraft night stops) :-1/3 PH-EZT, 2/3 PH-EZI, 3/3 PH-EZB, 4/3 PH-EXA, 5/3 PH-EZH, 6/3 PH-EZN, 7/3 PH-EXA, 8/3 PH-EZB, 9/3 PH-EZA, 10/3 PH-EZT, 11/3 PH-EZA, 12/3 PH-EZY, 13/3 PH-EZP, 14/3 PH-EZP, 15/3 PH-EZR, 16/3 PH-EXC, 17/3 PH-EZH, 18/3 PH-EZM(69W), 19/3 PH-EZH, 20/3 PH-EZK, 21/3 PH-EXC, 22/3 PH-EZK, 23/3 PH-EZG, 24/3 PH-EZR, 25/3 PH-EZA, 26/3 PH-EZF, 27/3 PH-EXC, 28/3 PH-EZU, 29/3 PH-EZX, 30/3 PH-EZY, 31/3 PH-EZE.

Additional flights:-10/3 PH-WXD(1499) diverted in from Amsterdam, departed 11/3 back to Amsterdam(1486), 19/3 PH-EZM(9956) positioned back to Amsterdam.

Loganair(LOG/BE, "Loganair")

Flights are scheduled to be operated from and to **Glasgow** using Dornier 328 & Saab 340/2000 aircraft.

Glasgow(6980/6981, "73JV/24PL") :-1/3 G-LGNJ, 2/3 G-LGNF, 3/3 G-LGNJ, 7/3 G-LGNN, 8/3 G-LGNF, 9/3 G-LGNM, 14/3 G-LGNK, 15/3 G-LGNK, 16/3 G-LGNA, 17/3 G-LGNA, 21/3 G-LGNC, 22/3 G-LGNK, 23/3 G-LGNK, 24/3 G-LGNC, 29/3 G-LGNH, 30/3 G-LGNH, 31/3 G-LGNK.

Glasgow(6984/6985, "26JL/12DC") :-1/3 G-LGNF, 2/3 G-LGNJ, 3/3 G-LGNF, 4/3 G-LGNG, 7/3 G-LGNC, 8/3 G-LGNM, 9/3 G-LGNE, 10/3 G-LGNM, 11/3 G-LGNF, 14/3 G-LGNK, 15/3 G-LGNC, 16/3 G-LGNC, 17/3 G-LGNC, 18/3 G-LGNC, 21/3 G-LGNM, 22/3 G-LGNK, 23/3 G-LGNM, 24/3 G-LGNN, 29/3 G-LGNG, 30/3 G-LGND, 31/3 G-LGNG.

Monarch(MON/ZB, "Monarch")

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

Tenerife(7504/5 –Tue/Fri); **Larnaca**(7508/9 –Wed/Sun); **Faro**(7542/3 –Tue/Thu/Sat), **(Palma)**(7516/7

–Tue/Thu), **Dalaman**(7534/5 –Tue/Sat), **Heraklion**(7558/9 –Wed/Sat/Sun), **Antalya**(7596/7 –Thu/Sun), **Barcelona**(7554/5 –Mon/Fri), **Bodrum**(7536/7 –Mon/Fri).
One Airbus A.320 is based/two from 23/3.- G-OZBX(1/3-31/3), G-OZBI(4/3), G-OZBW(23/3-31/3).

Ryanair(RYR/FR, “Ryanair”)

Ryanair will base 2x Boeing 737/800 aircraft at Lbia this winter, then 3x for the Summer, operating routes to:- **Alicante**(9079/8, “656B/49N” –Mon/Wed/Fri); **Dublin**(153/2, “153/51KQ” –Mon/Tue/Wed/Thu/Fri/Sat); **Dublin**(157/6, “16KK/157” –Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Fuerteaventura**(1584/5, “886W/67G” –Mon/Fri); **Gdansk**(1503/04, “82PR/1504” –Wed/Sun); **Krakow**(2332/3, “2332/59AQ” –Tue/Thu/Sat); **Malaga**(2446/7, “221F/394N” –Wed/Sun); **Malta**(2448/49, “547Q/191C” –Thu/Sun); **Riga**(2482/3, “76BC/2483”, -Thu/Sun); **Tenerife**(2494/3, “517C/2493” –Tue/Sat):

Based aircraft:-EI-DHD(1/3-8/3), EI-DPO(1/3-12/3), EI-DYY(1/3-2/3), EI-EFW(2/3-5/3), EI-ENS(8/3-31/3), EI-DPW(12/3-13/3), EI-DAI(13/3-14/3), EI-FOP(14/3-31/3), EI-EKP(16/3-17/3), EI-EVE(17/3-31/3).

Flights operated by non-based aircraft:-

Alicante (9078/9079, “7PX/2KA”, -Wed/Sat):-2/3 EI-ESY, 5/3 EI-ESM, 9/3 EI-FIT, 12/3 EI-DWM, 16/3 EI-ENY, 19/3 EI-DCL, 23/3 EI-ENY, 26/3 EI-FOC, 30/3 EI-FIT.

Dublin (156/7, “89XA/39KP”, -various):-4/3 EI-FOG, 28/3 EI-EFG, 29/3 EI-FIB, 30/3 EI-EVF, 31/3 EI-ENM.

Faro (2504/2503, “2504/503” -):-18/3 EI-EVO, 20/3 EI-EVO, 21/3 EI-DHY, 23/3 EI-DHP, 25/3 EI-DCM, 27/3 EI-DHY, 28/3 EI-DWL, 30/3 EI-DHY.

Krakow (2333/2332, “20GG/23N”, - various):-29/3 EI-EGC.

Lanzarote (2047/2048, “1CX/691A”, -various):-1/3 EI-EVR, 8/3 EI-DPW, 15/3 EI-EKL, 22/3 EI-EKL, 29/3 EI-DYD.

Malaga (2447/2446, “36KR/542X” -various):-20/3 EI-DWC.

Malta (2449/2448, “8JF/6517” -Sun):-6/3 EI-DWE, 13/3 EI-DWE, 20/3 EI-DLD.

Palma (2327/2326, “2327/2326” -various):-16/3 EI-EBE, 19/3 EI-DYR, 20/3 EI-FOB, 22/3 EI-EBE, 23/3 EI-ENX, 24/3 EI-FOB, 26/3 EI-EBE,

Pisa (2502/2501 “98GQ/76UJ” -various):-28/3 EI-DAF.

Small Planet (S5/LLC “Small Planet”)

Small Planet operates charter flights using A320 aircraft.

3/3 LY-SPD(891P) operated in from Birmingham, then operated charter flight(3261) arriving back on 4/3. 4/3 LY-SPD(891P) positioned out to Gatwick.

Stobart Air (RE/STK “Stobart”)

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

Dublin (EIN3390/3391, “STK09L/STK19L”):-1/3 EI-FCY, 2/3 EI-FAT, 3/3 EI-FAU, 4/3 EI-FAX, 5/3 EI-FMK, 7/3 EI-FAT, 8/3 EI-FAT, 9/3 EI-FAT, 10/3 EI-FAT, 11/3 EI-FAX, 12/3 EI-FAV, 14/3 EI-FCZ, 15/3 EI-FAT, 16/3 EI-FCZ, 17/3 EI-FAV, 18/3 EI-FAW, 19/3 EI-FAT, 21/3 EI-FAT, 22/3 EI-FCZ, 23/3 EI-FAX, 24/3 EI-FCY, 25/3 EI-FCZ, 26/3 EI-FAS, 28/3 EI-FCZ, 30/3 EI-FAV, 31/3 EI-FAV.

Dublin (EIN3392/3393, “STK29L/STK39L”):-6/3 EI-FAW, 13/3 EI-FAV, 20/3 EI-REH, 27/3 EI-FAW, 29/3 EI-FCZ.

Dublin (EIN3394/3395, “STK49L/STK59L”):-1/3 EI-FAT, 2/3 EI-FAU, 3/3 EI-FMJ, 4/3 EI-FMK, 6/3 EI-FMK, 7/3 EI-FAS, 8/3 EI-FAW, 9/3 EI-FAW, 10/3 EI-FAU, 11/3 EI-FAT, 13/3 EI-FAV, 14/3 EI-FAW, 15/3 EI-FCY, 16/3 EI-FAX, 17/3 EI-FCY, 18/3 EI-FAV, 20/3 EI-FAU, 21/3 EI-FCZ, 22/3 EI-FAW, 23/3 EI-FCY, 24/3 EI-REH, 25/3 EI-FAU, 27/3 EI-FAU, 28/3 EI-FAV, 29/3 EI-FAX, 30/3 EI-FAS, 31/3 EI-FAV.

Cork (EIN3760/3761, “STK60EL/STK61EL”):-15/3 EI-FAS, 17/3 EI-FMK, 19/3 EI-FMK, 22/3 EI-FMJ, 24/3 EI-FAT, 26/3 EI-FMK, 29/3 EI-FMJ, 31/3 EI-FMK.

Thomson Airways(TOM/BY, “Thomson”)

The company will operate a weekly charter through the winter months using a B737.

Tenerife (3513/3512 “6FP/6YD”):-4/3 G-TAWI, 11/3 G-FDZE, 18/3 G-FDZE, 25/3 G-FDZE.

Vueling Airlines (VY/VLG “Vueling”)

The company operate a twice weekly (Fri/Mon) service from/to Barcelona using A319/320 aircraft.

Barcelona (8794/8795) :-25/3 EC-MDZ, 28/3 EC-MJC.



EC-MDZ Airbus A320 Vueling LBA 25/03/16 (David Blaker)



**F-GSZH Secata TB10 Tobago-Aero Club de Loire Atlantique
20/12/15 (Martin Zapletal)**



D-ABNI Airbus A320 Air Berlin Malaga 25/04/15 (Steve Lord)