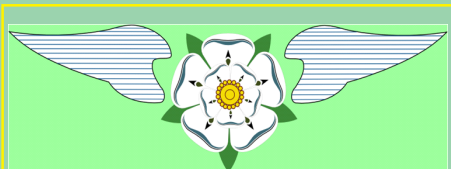


Air Yorkshire Aviation Society



Vol 39 Issue 11

November 2013



Stearman Formation, Waddington. Robert Burke

www.airyorkshire.org.uk

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

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

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SOCIETY ANNOUNCEMENTS

Membership Renewal 2014

There are some important changes to membership renewal for 2014.

The membership rates agreed by the AGM are as follows: Full Member Printed Magazine £25, Full Member Electronic Magazine £12, Additional Social/Family Member (no magazine) £5.

Renewals are due before 31 December 2013. It is in members' interest to renew now to ensure they continue to receive their magazine and their right to attend meetings and associated car parking. From 1 January 2014 your membership will lapse and your magazine will stop unless a renewal has been received. In the past we have continued to send your magazine in Jan/Feb, but this will no longer be so.

A renewal form is included with the November printed magazine and e-members will receive an e-mail. E-members should renew via the web-site and additionally may use online banking to Sort Code 07-02-46 Account Number 21197079. It is **essential** that you quote your membership number as the reference, otherwise we will not be able to identify your payment. Your membership number appears on your membership card. There is no charge for the online service.

MEETINGS AT LBIA, AIREDALE HOUSE: 14:30HRS

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

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

8 December 2013- Note change of Date

Christmas Bash at Multiflight Cafe

5 January 2014

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

2 February 2014

Kris Smith – Yorkshire Aviation Ltd. Yorkshire Aviation is based from airfields in Yorkshire (currently Leeds / Bradford and Sherburn-in-Elmet), who offer pleasure flights, trial lessons, aerobatic experiences, aerial survey work and more. Kris is the founder of the company and is a former Royal Navy Pilot and has recently qualified as a Commercial Pilot at Multiflight He is also an Instructor at RAF Topcliffe, teaching young Air Cadets to fly Motor Gliders at the weekends.

2 March 2014

Carl Gissing - Customer Service Director for Thomson Airways.

We are very privileged to welcome Carl Gissing to Air Yorkshire. Carl will be explaining the role of the Customer Services Director at Thomson Airways as well as an explanation of how the Boeing 787 Dreamliner was brought into service from a customer perspective.

6 April 2014

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

4 May 2014

Phil Wild - The Fifth Pillar of Islam (Hadj Flights)

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

1 June 2014

Ken Cothliff, Aviation Historian, Author, and Display Commentator. We welcome back Ken, who will present a talk on one of the following. Let me know which you would prefer.

"Trip to Singapore, NZ, Hawaii in 2012" or "Oshkosh 2013 & Florida 2013"

TUESDAY 1 July 2014 at 7.00pm

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

3 August 2014

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

SOCIETY TRIPS AND VISITS, 2014

March 27th, Thursday

RAF LINTON-ON-OUSE:- Base Tour, Memorial Room, and Air Traffic Control (Maximum 20 people)
Subsidised Lunch available on site if required, approx £3.00 per person)

April 4th, Friday

MULTIFLIGHT/LBIA:- Tour of hangars (Maximum 8 people). Start 11.00am

May 19th, Monday

AMSTERDAM/SCHIPOL:- Book your own flights, Jet2 from LBIA

May (Date to be confirmed)

RAF SCAMPTON/GAMSTON:- RAF Scampton Heritage Centre.

Quick stop at Waddington. Base tour at Gamston.

June 14th Saturday

50th Anniversary Visit to RAF Hendon - Museum

30-seat coach is now booked - Price £25-00 per person. Book NOW

June, midweek (Date to be confirmed)

EAST MIDLANDS AIRPORT:- For freight flights, late night!!

July, weekend (Date to be confirmed)

BREIGHTON FLY-IN

July (Date to be confirmed)

NETHERTHORPE:- Hangar tour, plus other local airfields

August/September (Date to be confirmed)

NORTH COATES (Lincs) FLY-IN

September, Friday (Date to be confirmed)

MLUTIFLIGHT/LBIA:- Tour of hangars (Maximum 8 people)

GROUP PLEASURE FLIGHTS, SUMMER 2014

AT EITHER SHERBURN (PA-28 Cadet) OR FULL SUTTON (PA-28 Warrior)

Duration 30 minutes (engine start to engine stop, approx 20/25 minutes airbourne)

Price £30.00 per person (Sherburn) / £20.00 per person (Full Sutton)

based on 3 passengers per flight

Most trips/visits are subject to car sharing and payment of petrol costs to the driver

DISCLAIMER

Everyone taking part in the Society activities does so at their own risk

A member should not commit any act which would bring the society into disrepute in any way

If you sign up for any of the trips/visits you do so accepting these conditions

CONTACT Mike Storey to book for any of the above

Tel 0113 2526913 e-mail: mike.storey@airyorkshire.org.uk

50th Anniversary Calendar, 2014

If you have not received/collected the calendar(s) you ordered then please contact Jim Stanfield (Tel: 0113 2589968 e-mail: jastan@tiscali.co.uk).

Postage and packing is £1.50 in addition to the £7.50 donation to the 50th Anniversary Fund for the calendar.

Any calendars left will be offered to those on the waiting list



Andy Wood(HAR) again made a major contribution to this section.

AUBOURN:- No longer resident is G-ASAU MS.880B, sold to a new owner in Wales in September.

BEVERLEY:- A new resident arriving early October from Brighton is G-BDGM PA-28. Belfast based Mistral microlight G-MWIB visited on 3/9, departing late morning to Fishburn.

BOSTON/WYBERTON:- New resident arriving 19.8 is G-NDPA Ikarus C42 FB UK ex. Strubby North. Resident G-CDOR Blade was extensively damaged 14.7 when it struck the top of a dyke and rolled forward during a forced landing following engine failure.

BREIGHTON:- RESIDENTS

G-AEXF Mew Gull departed to Old Warden on 6.10 ending eleven years of residency here. G-AHUF/ T7997 DH.82A returned from annual at Netherthorpe on 16.10. G-AVPM D.117 was dismantled on 15.9 with the wings departing 16.9 and the fuselage on 18.9 to a workshop in Selby for recovering. G-BACL D.150 has been sold and departed to Nayland on 28.9. G-BSGF R.22B which has been stored at Drax for some time since running out of hours has now been sold to HeliYorks Limited at Humberside who are getting the helicopter overhauled and zero timed with Aero Maintenance at Pontefract/ Walton Wood. G-BZME/XX698 Bulldog 120/121 still at Full Sutton on maintenance and is up for sale and may not return. G-BZNW/K2048 Isaacs Fury II is still present but is expected to depart back to Linton next month. G-MGPX Kolb Twinstar Mk.3 is a new resident arriving from Sandtoft on 24.10. G-MLXP Europa XS is a new resident arriving from Sandtoft on 26.10.

OUTSIDE PARKING

D-EESE F.172M was in and out on 28.9 and has since been based away working in Ireland. G-BDGM PA-28 departed to Beverley in early October. G-LACA PA-28 is a new resident arriving 26.10 from Blackpool. G-AVMD 150G, G-AYRT F.172K, G-AZYF PA-28, G-BBJX F.150L, G-BGAX PA-28, G-BOIY 172N, G-BXJD PA-28, G-BYBD F.172H and G-LMAO F.172N have all been present throughout.

HELICOPTER ENCLAVE

F-GDQL SE.313B (1250) had moved back inside by the end of September, N505HA SA.341G (1022) departed to Deighton / Crab Tree Farm on 22.9 with G-LOYD SA.341G which arrived 18.9 taking its place in the hangar. HA-PPC SE.3130 (1500) which arrived 19.9 was still parked outside as of 27.10 and is now due major maintenance in Hungary. G-MOTW Meyers OTW-145 continues its slow rebuild in the annex here.

MOVEMENTS

21.9 G-BAEO F.172M f Wickenby t Beverley, G-BAPX DR.400 f&t Full Sutton, G-BIOC F.150L f&t Beverley, G-BIWN D.112 f&t Yedingham, G-BNSO T.67M f&t Full Sutton, G-BNST 172N f Sherburn t Netherthorpe, G-BOYV PA-28R f&t Sandtoft, G-BTAW PA-28 f Newcastle t Yearby, G-BVOS Europa f&t Fishburn, G-BWXJ T.67M f&t Wombledon, G-CDOV Sky Ranger 912 f&t Fishburn, G-CDPE Sky Ranger 912 f Sherburn t North Coates, G-CGEC CTLS f&t Sackville Lodge, G-DISO D.150 f&t Yedingham, G-DODB R.22B f&t Humberside, G-IIPT R.22B f&t LBA, G-IVII RV.7 f&t Sherburn, G-LIZI PA-28 f Cranwell t North Coates, G-LORC PA-28 f&t Sherburn, G-NUTA Christen Eagle II f&t Lambley, G-XTRA EA.230 f&t Netherthorpe, HA-LFH SA.342J (1775) f&t Deighton / Crab Tree Farm, with F-GDQL, G-LOYD, HA-LFQ, HA-PPC and N505HA all parked. **22.9 Helicopter Fly-in The Helicopters** F-GDQL SE.313B, G-BAXS Bell 47G-5, G-BSCE R.22B, G-CBGZ SA.341C, G-CBKA SA.341D, G-CTRL R.22B, G-GTJM EC.120B, G-HECK R.44, G-JARM R.44, G-LOYD SA.341G, G-OMLS B.206B, G-PTOO B.206L-4, G-YRKS R.44, G-ZELE SA.341C, HA-LFH SA.342J, HA-LFQ SA.342L, HA-LFT SA.341G, HA-PPC SE.3130, N7NP 369HE (0260E), N505HA SA.341G, N4478K R.66 (0031). **Fixed**

Wing G-ADYS Aeronca C.3, G-ARRS CP.301A, G-ATDO Bo.208C, G-ATIN D.117 twice, G-AVXD T.66, G-AZCP B.121, G-AZLV 172K, G-BADC Beta B2A, G-BBAW HR.100/210, G-BFTC PA-28R, G-BGVE CP.1310-C3, G-BLLS T.67B, G-BROR J.3C-65, G-BSXD/30146 Soko P.2, G-BUOK Rans S.6, G-BXVO RV.6A, G-BYOU Rans S.6, G-CCZM Sky Ranger 912S, G-CDGG MCR.01, G-CDLK Sky Ranger 912S, G-CDUS Sky Ranger 912S, G-CFMI Sky Ranger 912, G-CGWT Sky Ranger 912, G-GRVE RV.6, G-JRME D.140E, G-MESH Sportcruiser, G-MZEN Rans S.6, G-NINA PA-28, G-RINS Rans S.6, G-RIVT RV.6, G-SAVY MXP.740, G-SHED PA-28, G-SJES EV.97, G-SKYC T.67M. **23.9** G-BDJD D.112 f&t Beverley. **24.9** G-CGIZ CTSW with G-JODL DR.1050M both f&t Barton. **26.9** G-MGPX Kolb Twinstar Mk.3 f&t Sandtoft. **27.9** G-AWWE B.121 f Sturgate t Coventry, G-BAZS F.150L f&t Full Sutton, G-BHLU RF.3 f&t South Scarle, G-EMSA Sportcruiser f Sywell t Audley End, G-ERTE Sky Ranger 912S f South Scarle t Netherthorpe. **28.9** G-ATPV GY.20 f&t Full Sutton, G-BADC Beta B2A f&t Warrington, G-BHEL D.117 f&t Bagby, G-BLCU SF.25B f&t Rufforth, G-BTHE 150L f&t Beverley, G-BUDW MB.2 f&t Mavis Enderby, G-CFTO Ikarus C42 FB80 f&t ?, G-CHJG EV.97 f Bagby t Sherburn, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood twice, G-LIZI PA-28 f&t Cranwell, G-MZEN Rans S.6 f&t South Cave, G-OACF DR.400 f&t Sherburn, G-ORAE RV.7 f&t Netherthorpe, G-OTRV RV.6 f&t Netherthorpe, G-PDAY A.109S f private site Lincoln t private site near Humberside Airport (call sign Kingdom 10), G-RVVI RV.6 f&t Lambley, G-SKYC T.67M f&t Wombledon, G-TEWS PA-28 f&t Beverley, G-TWOO EA.300/200 f&t Wombledon, N505HA SA.341G o/s only 15.30hrs. then f&t Deighton / Crab Tree Farm in the evening. **29.9** D-EHOP Bo.207 (206) f&t Edgehill, G-AZCP B.121 f&t Bagby, G-BSLK PA-28 f&t Wellesbourne, G-BWRO Europa TG f&t Fishburn, G-BXAN SF.25C f&t Darlton, G-BYZR Sky Arrow 650TC f Rufforth t Gamston, G-CENA MCR.01 f Cauntton t North Coates, G-PLAN F.150L f&t Barton, G-RATZ Europa f&t Fishburn, N505HA SA.341G f&t Deighton / Crab Tree Farm. **5.10** G-AJIT J/1(mod) f&t Netherthorpe, G-AYKW PA-28 f&t Fishburn, G-BBNJ F.150L f&t Sherburn, G-BDJD D.112 f&t Beverley, G-BNSO T.67M f&t Full Sutton, G-BOYV PA-28R f&t Sandtoft, G-BTAW PA-28 f Newcastle t Leicester, G-BTWD T.61F f&t Rufforth, G-BVOS Europa f&t Fishburn, G-CCZM Sky Ranger 912S f&t Beverley, G-CFIA Sky Ranger 912S f&t Beverley, G-CGWT Sky Ranger 912 f&t Beverley, G-DISO D.150 f&t Yedingham, G-FUZZ/51-15319 PA-18-95 f Gypsy Wood t Sackville Lodge then f Sackville Lodge t Gypsy Wood, G-MZEN Rans S.6 f&t South Cave, G-OACF DR.400 f&t Sherburn, G-PTOO B.206L-4 f&t Huggate, G-RWEW R.44 f&t LBA, G-TEWS PA-28 f&t Beverley, G-TWOO EA.300/200 f&t Wombledon, G-UANO/FAP1367 DHC.1 f&t Sherburn, HA-LFQ SA.342L f&t Deighton / Crab Tree Farm. **6.10 Pre Hibernation Fly-in** D-EARY FWP.149D (057), D-ETUR CAP.10B (38), G-AHBM DH.87B, G-AJIT J/1(mod), G-AJKB Luscombe 8E, G-AKVN 11AC, G-AOSK/WB726 DHC.1 n/s., G-ATDO Bo.208C, G-ATJN D.119, G-ATPV GY.20. G-ATVO PA-28, G-AVOA DR.1050, G-AVSA PA-28 twice, G-AWFW D.117, G-AXKJ D.9, G-AYGA D.117, G-AYTV M.2D, G-AZCP B.121, G-AZGA D.120, G-AZYS CP.301-C1, G-BADC Beta B2A, G-BFMH 177B, G-BFMK FA.152, G-BGMT Rallye 235E, G-BHEL D.,117, G-BIWN D.112 G-BKAO D.112, G- BODD PA-28, G-BOLB BC.12, G-BRNC 150M, G-BROR J.3C-65, G-BRPF C.120, G-BRSW Luscombe 8A , G-BSCE R.22B, G-BTEW C.120, G-BWLL Rebel, G-BXVO RV.6A, G-BYFM DR.1050-M1, G-CBGP Ikarus C42 FB UK, G-CCCJ HN.700, G-CCMS Quik , G-CCOR F.8L, G-CCVN Jabiru SP, G-CCVS RV.6A, G-CDLK Sky Ranger 912S, G-CDTL Jabiru J400, G-CESW CTSW, G-CEVG Quik, G-CFLM Quik, G-CGIZ CTSW, G-CGVZ CH.601XL, G-CGWT Sky Ranger 912, G-CGZTA.22L, G-CWIC Quik, G-DODB R.22B, G-EGBS RV.9A, G-EWCB Jabiru SK, G-FUZZ/51-15319 PA-18-95, G-GRVE RV.6, G-JODL DR.1050M, G-JRME D.140E, G-JULZ Europa, G-MESH Sportcruiser, G-MOLA EV.97, G-MOSA/351/HY22 MS.317, G-NELI PA-28R, G-OCZA Sportcruiser, G-OFDT Quik, G-ORUG T.600N, G-PCCC Pioneer 300, G-RAFS T.600N, G-RODZ RV.3A, G-RVAW RV.6, G-SASY EC.130B4, G-SIMY PA-32, G-SKYL 182S, G-TWOO EA.300/200, G-UANO/FAP1367 DHC.1, G-YANK PA-28, HA-LFQ SA.342L, HA-PPC SE.3130, OK-JUA 03 Samba XXL. **7.10** G-AOSK/WB726 DHC.1 t Turweston, G-BROR J.3C-65 f&t Sturgate, G-BYEK GlaStar f&t Fishburn. **12.10** G-CEFV 182T f&t Wombledon, G-LEDR SA.341C f&t Deighton / Crab Tree Farm. **13.10** G-BAPX DR.400 o/s only 15.42hrs. f&t Full Sutton, G-LEDR SA.341C f Deighton / Crab Tree Farm t Bourne Park. **16.10** G-BTWD T.61F f&t Rufforth. **19.10** G-SELL DR.400 f Grove Farm t Sturgate. **20.10** G-BFTC PA-28R f&t Sherburn, G-DODB R.22B f&t Humberside twice, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-LONE B.206L-1 f&t Tollerton (helicopter pleasure flights all day), G-OACF DR.400 f&t Sherburn, HA-LFQ SA.342L f&t Deighton / Crab Tree Farm. **24.10** G-AVZR PA-28 f&t Sturgate, G-BDJD D.112 f&t Beverley, G-BLCU SF.25B f&t Rufforth, G-BLLS T.67B f&t Beverley, G-BVOS Europa with G-CCVN Jabiru SP both f&t Fishburn, G-CLUX F.172N f&t Bagby, G-DISO D.150 f&t Yedingham, G-MZNX T.600N f&t Sandtoft (crew ferry for new resident G-MGPX), G-RIVE D.153

f&t Strubby, G-TEWS PA-28 f&t Beverley, G-WBVS DA.40D f&t Newcastle. **26.10** G-AVZR PA-28 f&t Sturgate, G-DODB R.22B f&t Humberside, G-HEKK RAF2000GTX-SE f&t Great Heck, G-IFBP AS.350B2 f ? t Huggate, G-LEDR SA.341C f Bourne Park t Deighton / Crab Tree Farm, G-SACT PA-28 f&t Sherburn, HA-LFQ SA.342L f Deighton / Crab Tree Farm t Bourne Park then f Bourne Park t Deighton / Crab Tree Farm (crew ferry to pick up G-LEDR from maintenance).



A new resident at Coney Park is R.44 G-HECK(ex G-ILLG). This aircraft is however currently in the back of the hangar awaiting attention following a rotor overspeed.(Mike Storey)

BRIDLINGTON:- Landing at the Coast Guard Station on Lime Kiln Lane as part of an open day, on 29.9 was ZE370 Sea King HAR.3.

BURN:-Noted on 17.10 were G-BEII PA-25, G-BUJX T.61F now airworthy again, G-CHHK/838 ASW19B, G-CJBM ASK21, G-DCCM ASK13, G-DCSN Pilatus B4-PC11AF, G-DDAS Standard Cirrus, G-DENO/226 Glasflugel 201B, G-DERR ASW19B and G-MAGK/20L ASW20L all out flying. In the hangar were G-CHBK G.103, G-CHZB PW.5, G-DEOV Janus C, G-DERH ASK21 and the wreck of JDW/BGA.4440 PW.5 which is stored for spares use. Having spoken to a few owners and pilots Pete established that no gliders wearing only BGA Tri Letter Codes are still in use here.

CASTLE BYTHAM:- A new resident is reported as G-CGVS X'Air Hawk.

CATTERICK:- The Royal S-76C G-XXEB(Rainbow 1) visited on 8/9, routing to Teesside later for a refuel.

CHURCH FENTON:- Visiting on 26.10 was G-RNER Cessna 510 from North Weald to Gamston, acting as crew ferry for G-JPTV/XW354 Jet Provost T.5A which was returning from maintenance at North Weald.

CONINGSBY:- MK356 Spitfire LF.IXC has been repainted in camouflage to represent a 126 Squadron aircraft and is now coded 5J-K. **Pictured below is Harvard LN-AMY on a recent visit, taken by Rich Grimley**



DONCASTER PHOTOS BY CLIVE FEATHERSTONE



AN-26 LZ-ABR of Bright Air spent 13 days at the airport towards the end of the month



Operated by Royal Jet of Bahrain, Gulfstream 4 A6-RJB arrived on 25/9 for a night-stop



IAI Galay UR-PRM was the first UR-registered bizjet to visit Doncaster, arriving on 18/9



Humberside based HA1112 Buchon G-AWHE performed at a graduation ceremony on 26/9

CRANWELL:- A new resident is G-CGHT MCR.01.

CROFT/CLOUGH FARM :- A new resident is G-OEZI Easy Raider J2.2.

CROWLAND:-From the Residents delete the following gliders CAG, EEA, GCJ, HCV and JVY all now gone G- and moved on following sale.

DARLTON:- From the Resident Review delete the following gliders CUT, DML, FWL, GBE and JRM all now gone G- and moved on following sale.

DEIGHTON/CRAB TREE FARM Arriving to take up residency on 26.10 from Bourne Park via Brighton was G-LEDR SA.341C.

DONCASTER RACE COURSE:- Noted here on 14/9 were EC.155 G-HBJT, EC.135T G-SENS and Gazelle N120SF.

DONCASTER(Robin Hood) Info supplied by Clive Featherstone

Interesting Movements September 2013

Commercial

2nd G-JIBO Jetstream-31 Links Air (T)

3rd G-TCDA Airbus A-321 Thomas Cook

4th UR-82009 Antonov AN-124 dep.10th

5th G-GAVA Jetstream-31 Links Air (FV) here previously as G-CCPW (T)

6th TC-OBZ Airbus A-321 Onur Air (FV)

6th CS-TRL Airbus A-320 Orbest

8th TS-INH Airbus A-320 Nouvelair

11th HA-LWR Airbus A-320 Wizz Air (FV)

13th LZ-ABR Antonov AN-26 Air Bright (F) (FV)-of Airline (Recently repainted for the film

Expendables 3) Dep on the 26th

14th OO-TAJ BAe-146-300 T.N.T. Horses for Doncaster races

15th TS-INF A-320 Nouvelair (FV)

20th TC-OBK Airbus A-321 Onur Air (FV)

22nd HA-LWQ Airbus A-320 Wizz Air (FV)

29th EI-EGB Boeing 737-800 Ryanair (FV)

Bizjets & Bizprops

1st F-HOSB Hawker 750XP (FV) dep. 2nd

3rd G-CFGB Citation 680 Sovereign

5th CS-DFU Citation 560XL Netjets Europe Ltd

6th G-OCEG Beech 200 King Air

9th PH-DRK Citation 560 XL Jet Netherlands (FV)

13th M-FLYI CitationJet 525 CJ4 (M)

14th G-BYCP Beech 200 King Air London Executive Aviation

14th G-NOAH Airbus A-319 in connection with Doncaster races

14th CS-DSA Falcon 7X Netjets Europe Ltd

14th CS-GLA BD-700 Global Express Netjets Europe Ltd (FV)

15th M-CHEM Falcon 2000

16th G-FJET Cessna 550 Citation II London Executive Aviation

16th G-GLTT PA-31 Blue Sky Investments

18th UR-PRM I.A.I. Gulfstream G200 Galaxy; Business Aviation Centre (FV) & the first UR-registered BizJet at D.S.A.

19th D-CQAG Learjet 35 (FV)

21st EC-HVQ CitationJet 525 CJ1 (FV)

24th HB-JGJ Gulfstream IV

25th A6-RJB Gulfstream IV Royal Jet (FV) Dep 26th

25th G-YEDC CitationJet 525 CJ3 Air Charter Scotland Dep 26th

27th PH-JND Citation 560XLS jetNetherlands & returned 28th (FV)

27th G-OOMC Raytheon 390 Premier1; RB209 IOM LTD (FV) (T)

28th EI-SSF Bombardier Global 6000. Airlink/Private Sky: it arrived from Montreal on September

25th on delivery to Private Sky. It's the first Global 6000 on the Irish register it is due to be based in Moscow. (FV) (T)

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

12th G-XJCB Sikorsky S-76 JC Bamford (H) (FV)
 14th G-SENS Eurocopter EC-135 Saville Air Services (H) (FV)
 14th G-HBJT Eurocopter EC155 Starspeed Ltd (H) (FV)
 12th G-URSA Sikorsky S76C Capital Air Services Ltd
 13th G-PNSI EC135T-2 Police Service Northern Ireland (FV)
 17th G-TRAW Agusta 109 Castle Air (FV)
 17th G-BYZA AS-355 Twin Squirrel MM Air Ltd (FV)
 Miscellaneous Light/Medium Aircraft (Aircraft marked as (FV) are to my knowledge correct).
 6th G-CEWN Diamond DA-42 Twin Star (FV)
 11th G-NOIL Fairey Britten-Norman Islander Diamond Executive Aviation Ltd (Oil Spill Response)
 (T) 5 visits
 12th G-NOIL Fairey Britten-Norman Islander Diamond Executive Aviation Ltd (Oil Spill Response)
 (T) 2 visits
 20th G-OCCX Diamond DA-42 Twin Star (FV)
 Military
 2nd ZF293 Tucano
 8th ZH839 AW-101 Merlin HM1 Royal Navy fuel stop (FV)
 3rd ZH869 C-130 Hercules (T)
 4th ZH885 C-130 Hercules (T)
 10th ZJ235 Bell 412 Defence Helicopter Flying School (H)
 10th ZJ236 Bell 412 Defence Helicopter Flying School (H)
 12th ZJ121 EH101 Merlin HC3
 13th XZ176 Lynx (H) (FV)
 14th ZF573 Pilatus Britten-Norman Islander
 17th ZF144 & ZF293 Tucano arrived together as Galleon 1
 Private/Preserved Military
 26th G-OXVI/TD248 Spitfire: display for Directions Finningley/BAE apprentices graduation
 26th G-AWHE Hispano HA.1112-M1L Buchon /Messerschmitt ME-109: display for Directions Finningley/BAE apprentices graduation

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



Seen arriving at Doncaster Race Course on 14/9 is Gazelle N120SF(Alan/dsaf)

EAST KIRKBY:- A new resident here, joining G-APVS 170B, is G-CEKK Sky Ranger 912S both noted in their own small hangars alongside the strip recently.

FULL SUTTON:- No longer resident is G-BGYH PA-28 which has been sold and has moved to RHADS with its new owner Shaun Collins.

GREAT HECK:- Confirmed residents at this strip on 26.10 were G-HECK R.44 Raven and G-HEKK RAF2000 GTX-SE.

HEADON:- A new resident is G-MOZE Quik GTR.

HIBALDSTOW A visit 26.8 confirmed the situation here, noted were G-ANHR Auster 5 stored frame, G-ASDK A.61 on restoration, G-ATJV PA-32, G-BWCO Do.28D-2 stored, G-BXZB/CT180 CJ.6A, G-BZHL AT.16 on restoration, G-OBAX T.600N, HA-ACO Do.28D-2 (4335), HA-HIB Do.28D-2 (4328), HA-NAH SMG.92 (00-003) stored, HA-VOC Do.28D-2 (4331), HA-YDF SMG.92 (01-0005) and N208AF 208B (208B0660) plus the two stored ex. Kenyan Air Force Do.28D-2's 115 and 117 are still here.

HUMBERSIDE

Eastern Airways Jetstream 41 G-MAJT, the former SX-SEC was noted outside Hangar 8 on 15/9 with no registration. A couple of sport related charters were, Embraer 145 F-HBPE which brought in the Catalan Dragons for a match in Hull and this was joined the next day by Blue Island's ATR.42 G-ISLH being used by Cardiff City FC who were also playing in Hull. On 30/9 Spitfire MK356 of the Battle of Britain Memorial Flight arrived for a respray with Eastern. Movements:-

- 1/9 M-OTOR King Air 90(Eastflight 08C), G-EFBP FR.172K, G-BYFR PA-32R
- 2/9 N90011 MD-902 Explorer, HA-LFQ Gazelle, ZJ168 Apache(Armyair 437)
- 3/9 N925CC Cirrus SR.22, EI-FBM Boeing 717(VOE 9365), ZZ418 Shadow(Snake 48, ILS)
- 4/9 G-XXEB Sikorsky SA-76C(Rainbow 1), G-IIPT Robinson R.22B
- 5/9 ZJ237 Griffin(Shawbury 82), G-MFLD HR.200, ZF243 Tucano(Swift 1, ILS)
- 6/9 G-ZEXL(1), G-ZXEL(2), G-OFFO(3), G-ZXLL(4) Extra 300L(The Blades, n/s)
- 7/9 CS-DXJ Citation XL(Fraction 3GE), G-YAKG YAK 18T(n/s)
- 8/9 OM-SAA Boeing 737/300(samair 5447, also 15/9), N187SA PA-28R Arrow(n/s)
- 9/9 CS-TKJ Airbus A.320(Air Azores 9643), G-BFHU Cessna 152
- 10/9 CS-DRM Hawker 800XP(Fraction 837F); 11/9 CS-DXJ Citation XL*Fraction 438E)
- 15/9 EC-LJC Citation Mustang(Sur Aviation 271, G-BVMA King Air 200(n/s)
- 16/9 G-XJET Lear Jet 45(Gama 755), G-COBM King Air 200, ZF317 Tucano(LOP 22, ILS)
- 17/9 G-MOSJ King Air 90(Enzo 617), EI-EXB Boeing 717, G-CGKF Tutor(Cranwell 07, ILS)
- 18/9 G-TERA P.68C Observer; 19/9 OO-CJP Cessna 414A Chancellor
- 20/9 EC-IXL Metroliner(Aeronova 41M), G-JPEG BN.2 Islander(n/s)
- 21/9 G-LCYO Embraer 190(Flyer 41Y), G-ECOO Dash-8-400(Jersey 5FU)
- 22/9 LY-FLH Boeing 737/300(Small Planet 872P), G-ZVIP King Air 200(Prestige 61K)
- 23/9 N95GT Cirrus SR.22; 24/9 I-VITH Hawker 400XP(Aliparma 472)
- 25/9 M-USHY Cessna 441; 26/9 N447EQ Cirrus SR.22
- 27/9 G-MICE Citation Mustang, G-OAWL AW.139, G-EMBN EMB.145(Kittiwake 8135)
- 28/9 G-LCYL Embraer 190(Flyer 85M), G-BYCP King Air 200(Lonex 67CP)
- 29/9 CS-DFS Citation XL(Fraction 161E), LY-FLH Boeing 737/300(LLP 874, n/s)
- 30/9 G-GMED Cheyenne 3(Air Med 036), G-SACT PA-28 Cadet

HUSTHWAITE:- Resident G-CDIJ Sky Ranger 912 is no longer resident having departed following sale.

KIRTON IN LINDSEY:- From the Residents delete the following gliders CEN, FNL, FNP and HFA all now gone G- and moved on following sale.

LEEMING:- On 2/9 the following Army Apaches called in for fuel while enroute to Leuchars for Exercise "Panther's Peak":- ZJ166/ZJ170/ZJ176/ZJ182/ZJ212/ZJ219. On 8/9 a pair of Hercules ZH869/ZH884 arrived for Exercise Chameleon, a parachuting exercise which also utilized Chinook and Merlin aircraft. Drops were within a 20 mile radius of Leeming and were carried out 24 hours a day.

LINTON ON OUSE:- 17.10 603 An.26 (Hungarian Defence Force)

MANBY/EASTFIELD FARM:- G-BVDC RV.3 is no longer resident having departed to a new owner in Norfolk on 17.9.

MIDDLEHAM:- Visiting the strip here on 11/9 was Cessna 310P N315P, to Fishburn.

NEW YORK 1:- A new resident is reported as G-OBJM JT.1.

NORTH COATES:- Movements **1.9** G-CEIS DR.1050 f Conisholme t Sywell, G-BUTD RV.6 f Sywell t Manby, G-AVOA DR.1050 f&t Anwick. **3.9** G-CCEJ EV.97 f&t Bagby. **4.9** N59VT Beech K35 (D-5897) f&t Carr Farm. **7.9** G-BRAA S.1C with G-BUTD RV.6 both f&t Manby, G-BROR J.3C-65 f&t Sturgate, G-BBDT 150H f&t Sherburn, G-ARXT DR.1050 f&t Wellesbourne, G-BXVO RV.6A f&t Sturgate, G-BEZH AA-5 f Tollerton t Cranfield, G-BSYG PA-12 f&t Brighton, OK-JUA 03 Samba XXL f&t Ongar,

HUMBERSIDE PHOTOS BY RICH GRIMLEY



Boeing 737/300 OM-SAA of Samair operated a charter t/f Verona, 8/9, 15/9



Hawker 400XP I-VITH operated by Aliparma based at Milan arrived for a visit on 24/9



Based at Cumbernauld PA-28R Arrow N187SA parked on the apron, 8/9



Army Air Corps Apache ZJ168(Armyair 437) dropped in for a refuel on 2/9

G-AVOA DR.1050 f&t Anwick, G-BFTC PA-28R f&t Sherburn, G-RICO AA-5B f&t Wickenby, G-RVIN RV.6 f Fishburn t Wickenby. **8.9** G-CBCM X'Air 700 with G-BZHJX'Air 582 both f&t North Moor, G-BRAA S.1C with G-BUTD RV.6 both f&t Manby, G-BONW 152 f&t Sturgate, G-BPBJ 152 f&t New York, G-CESW CTSW f&t Bagby, G-OMPW Quik f&t Strubby, G-MZCD Blade f North Moor t Strubby, G-AKVN 11AC f&t Priory Farm, G-CTDH CT2K f&t Bagby, G-MGPX Twinstar Mk.3 f&t Sandtoft, G-DEND F.150M f&t Bagby, G-FBWH PA-28R f New York t Fenland, G-CCSR EV.97A f&t Netherthorpe, G-OSLD Europa XSf&t Silverstone, G-MZDP Chevvron 2-32C with G-RAFR Sky Ranger J2.2 both f&t North Moor, G-CENA MCR.01 f&t Cauntton, G-RJMS PA-28R f&t Crosland Moor, G-MYYP Chevvron 2-32C f&t North Moor, G-BWNK/WD390 DHC.1 f&t Wickenby, G-BCLU D.117 with G-ATPV GY.20 both f&t Full Sutton, G-CGWT Sky Ranger 912 with G-AVXD T.66 and G-BSCE R.22B all f&t Beverley, G-BHEL D.117 f&t Bagby, G-RVAW RV.6 f Sandtoft t Brighton, G-AWDA T.66 f Garton t Beverley, G-BKAO D.112 f&t Bagby, G-BZHR Jabiru UL f&t Wymeswold, G-MZEN Rans S.6 f&t South Cave, G-CFMI Sky Ranger 912 f Crosland Moor t Beverley, G-BTYH P.80S f&t Denby Dale, G-AZCP B.121f Turweston t Bagby, G-BAEN DR.400 f&t Full Sutton, G-CCZZ EV.97 f Beverley t Old Warden, G-ARRS CP.301Af&t Sturgate, G-CEFJ Sonex with G-CBIX CH.601UL and G-CBDJ CT2K all f&t Temple Bruer, G-XIII RV.7 f Skegness t Wyton, G-BYPN MS.880B f&t Forwood Farm, G-WLGC PA-28 f Sandtoft t Sherburn, G-PKPK 269C f&t Louth, G-SELL DR.400 f&t Grove Farm, G-CEIS DR.1050 f&t Conisholme, G-MZMM Blade f Beverley t Wickenby, G-YIII F.150L f&t Hucknall, G-BZXV Quantum 15-912 f&t Rufforth, G-CFFJ CTSW f&t Cauntton. **14.9** G-BUTD RV.6 f&t Manby, G-HECK R.44 Raven f Great Heck t Melbourne. **20.9** G-BAIW F.172M f&t Humberside. **21.9** G-AJEI J/1N f&t Sandcroft Farm, G-BTHE 150L f&t Beverley, G-BUTD RV.6 with G-BRAA S.1C both f&t Manby, G-AXDV B.121 f&t Bagby, G-LIZI PA-28 f Brighton t Cranfield, G-BFTH F.172N f Great Oakley t Eddsfild, G-CDPE Sky Ranger 912 f Brighton t Skegness, G-BEVC Rallye 150ST f&t Eddsfild, G-CEFJ Sonex with G-CBIX CH.601UL both f Sturgate t Temple Bruer. **22.9** G-OSFS F.177RG f Carlisle t Derby, G-BRAA S.1C f Skegness t Manby, G-CFFJ CTSW f Crowland t Cauntton, G-BGMJ GY.201 f Crosland Moor t Sibson, G-BUUB T.67M f&t Leicester, G-BONW 152 f South Cave t Wickenby. **26.9** G-CEIS DR.1050 f&t Conisholme. **27.9** G-MVIR Thruster TST.1 f&t Wickenby. **28.9** G-XSEL Twister f Wickenby t Eddsfild, G-AYOW 182N f Boston t Skegness, G-BENJ RC.112B f Croydon / Top Farm n/s return 29.9, G-BUTD RV.6 f&t Manby.

OULTON HALL(LEEDS):- Gazelle YU-HPZ was noted visiting on 2/9, later departing to Washington.

PICKERING:- R.44 G-EGTC of MFH Helicopters, London was noted visiting a private site in the town on 10/9.

PICKHILL:- Also reported at the workshop are the remains of G-APWU Tawney Owl joining those mentioned last month.

POCKLINGTON:- From the Residents delete the following gliders CGT, CLZ, CPF, CPJ, CWJ, DHH, EFS, FBR, FWZ, GEP, HCB, HSJ, HWG, JHH, KGH and KHW all now gone G- and moved on following sale.

PONTEFRAC/WALTON WOOD:- G-BSGF R.22B has now moved here for rebuild following which it will be based at Humberside Airport.

RUFFORTH:- Noted in Bob McLeans on 20.10 were G-BXSH DG.800B, G-DDUY DG.100 and G-CGRV DG.1000M. **SALTBY:-** From the Residents delete the following gliders DNV, FHN, GBL, GDF, GDW, JGZ and KBC all now gone G- and moved on following sale. A new resident is G-CHBA LS7 with Buckminster Gliding Club.

SANDTOFT(October) Info from Pete Hobson

Resident changes Arrivals None

Departures Two departures both to Brighton were G-MGPX Kolb Twinstar MKIII Xtra 24/10 and G-MLXP Europa XS 26/10. Also on 03/11 G-BOYV Piper PA-28R-201T departed to Brighton.

General The 9th was marred by the pilot of G-BCYR Cessna F172M suffering a heart attack after taking off from here late afternoon, Air Traffic at Humberside Airport and two Cessna 172 pilots talked down the only passenger to make an emergency landing. "YR" received damage to the fuselage, prop and possible shock loading to the engine, by 13th a ferry pilot was waiting for the CAA to approve a prop change and checks so it could make a short flight to Bagby where it is to be fully repaired. A very lucky escape for the passenger however the pilot later died. Visiting Sandtoft on the 13th the emotions here as you can imagine where very mixed.

Resident and Hire aircraft noted during the month were:-

G-AZVG American AA-5, G-BBLM Rallye 100S (engineless, wfu and in the grave yard), G-BCGI Piper PA-28-140, G-BCYR Cessna F172M, G-BEYT Piper PA-28-140 (stored in the grave yard with port tyre deflated and pwfu), G-BHCP Cessna F152, G-BIFB Piper PA-28-150C (stored outside and pwfu), G-BKBN SOCATA TB.10, G-BKVL CEA DR400/160 (shares time with IOM), G-BNSY Piper PA-28-161 (stored pwfu in the grave yard), G-BOFY Piper PA-28-140 (stored pwfu in the grave yard), G-BOYV Piper PA-28R-201T, G-BRNC Cessna 150M, G-BSDO Cessna 152, G-BSJZ Cessna 150J (stored pwfu in the grave yard), G-BWEU Cessna F152, G-BZJC Thruster T.600N, G-CBOP Jabiru UL-450, G-CBTM Mainair Blade 582, G-CGZA Kolb Twinstar MKIII XTRA, G-CHVS Savannah XLS Jabiru, G-DENE Piper PA-28-140, G-DLTR Piper PA-28-180 (stored pwfu in the grave yard), G-MGPX Kolb Twinstar MKIII EXTRA, G-MLXP Europa XS, G-MZNX Thruster T.600N, G-OZOO Cessna 172N (stored wreck in the grave yard), G-RVAW Vans RV-6, G-WLGC Piper PA-28-181.

Movements

- 1 N400HF Lancair LC-41-550FG Columbia 4 (called in for 150 litres of fuel).
- 5 G-BIWN Jodel D112 f/t Yedingham, G-BODE Piper PA-28, G-CGYI RV-12, G-BBSA AA-5, G-EFBP Cessna FR172K, G-MOGS Sportcruiser f/t Shobdon, G-STVT Sportcruiser, G-JULZ Europa f/t Sherburn, G-BLCU Scheibe SF.25B.
- 6 G-AYRS Jodel D120, G-KART Piper PA-28 f/t Newcastle, G-BYBD Cessna F172H, G-CBPP Jabiru f/t Tatenhill, G-EFBP Cessna FR172K, G-BKMB Mooney M.20J, G-FLYG Slingsby T.67C f/t South Cave, G-UANO/FAP1367 DHC.1 Chipmunk 22, G-EFBP Cessna FR172K f/t Sherburn.
- 10 G-CHAJ SR22 f/t Sleaf.
- 15 G-CCSL Mainair Pegasus Quik, G-ARMO Cessna 172B, G-EISG Beech A36 f/t Sherburn G-CLUX Cessna 172N, G-CETZ Aerosport Ikarus C42 FB100.
- 17 G-BODB Piper PA-28 f/t Sherburn, G-BNOH Piper PA-28-161, G-EISG Beech A36 , G-CETB CEA DR400/180, G-GERY Glastar f/t Garton, N7NP 369E f/t Hatfield, G-BTII Gulfstream AA-5B, G-OBMS Cessna F172N f/t Sherburn.
- 18 G-CHAJ SR22 f/t Sleaf,
- 19 G-SEEK Cessna T210N f/t Cambridge, G-EFBP Cessna FR172K, G-EGAG TB.20.
- 20 G-EISG Beech A36, G-BFTC Piper PA-28RT-201T, G-KITS Europa f/t Wellesbourne.
- 24 G-EXES Europa XS f/t Alnwick, G-CCOV Europa XS f/t Crewe, G-BBSA Grumman AA-5, G-OSLD Europa XS f/t Castle Bytham, G-OIVN Liberty XL-2, G-ATHV Cessna 150F f/t Sherburn, G-BODB Piper PA-28-161, G-BUGT Slingsby T.61F f/t Rufforth West, G-EISG Beech A36, G-CEAK Aerosport Ikarus C42 FB80, G-KITS Europa f/t Wellesbourne.
- 26 G-SEEK Cessna T210N f/t Cambridge, G-BROR Piper J-3C-65 Cub, G-BHNA Cessna F152, G-EFBP Cessna FR172K f/t Sherburn, G-EKOS Cessna FR182RG f/t Sherburn.
- 27 G-BFTC Piper PA-28RT-201T f/t Sherburn.



**Pictured on a recent visit to Sandtoft is Chuch Fenton based Harvard G-TSIX
(Pete Hobson)**

SELBY:- Departing from the Jet Art Aviation premises on 16.8 was the recently completed ZA339 Tornado GR.1 restored to static display condition for a new owner in Knutsford, Cheshire.

SHERBURN:- The date of the previously reported accident to G-SACW AT-3 was 24.7. It bounced on landing resulting in a prop strike. The impact destroyed the prop, the nose leg sheared off and the cockpit floor was ruptured. A visit on 28.9 noted G-AKBO M.38 still on reassembly and G-BUUJ T.67M parked outside engineless. A new resident noted was G-PEKT TB.20 ex. Tollerton which replaces G-WERY TB.20 (also noted today with EAE at Sturgate). Visiting between 11.10 and 12.00hrs. were G-BJZN T.67A and G-RVDR RV.6A both f&t Brighton, plus G-SHUG PA-28R. A further visit early afternoon on 29.9 noted visitors G-ATDO Bo.208C, G-BOLI 172P, G-BPMBM.5-235C, G-BSER PA-28, G-BYEE M.20K, G-IRPW Europa XS and PH-PIM R.172K (R1722376). G-BIOW T.67A was cancelled from the register 9.9, some parts have been obtained for use as spares for G-BJZN at Brighton, whilst the cockpit section is to be converted into a flight simulator. Resident G-GDAV R.44 Raven was cancelled from the register 23.9 as sold in Brazil.

SKEGNESS:- The following Fishburn residents all arrived for a visit on 8/9, Europas G-BWRO/G-RATZ and GlaStar G-BYEK.

SKIPTON/PENDLE VIEW FARM:- Following departure from its base here at lunch time on 20.7 G-OWAN 210D developed an oil leak which obscured the view from the left hand side windscreen, During the return and landing the pilot forgot to lower the undercarriage resulting in a wheels up landing causing damage to the prop and underside of the fuselage. The aircraft is known to share its time between here and LBA.

STRUBBY NORTH:- From the Residents delete G-NDPA Ikarus C42 FB UK which has moved to Boston following sale.

STRUBBY SOUTH:-We missed the fact that HYW became G-CHYW back in 2008, so HYW can be deleted as we already list G-CHYW !

STURGATE:- Resident G-BMJR T.337H was cancelled 23.9 as transferred to the USA, as it was still present on 28.9 it may just be going N reg and remaining resident ? A full report for 28.9 will appear next month.



Former resident, Dominie XS727 has been placed on Gate Guard duties at RAF Cranwell(David Thompson)

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

On 2/9 the following Hawks from Leeming arrived for a couple of hours stay early afternoon:- XX321/CI(Capture 1), XX329/CK(Capture 2), XX285/CB(Aggressor 1), XX203/CC(Aggressor 2), XX346/CH(Vengeance 1), XX258/CE(Vengeance 2). The Heli-Holland Dauphin PH-EQU carried out a series of ferry flights from and to a ship in the North Sea on 3/9 and 10/9. Cessna 172 G-BGRO finally departed home to Edinburgh today having arrived over a month ago, diverting in with engine trouble. Easyjet A.319 G-EZIL diverted from Newcastle on 11/9 as the airport there was closed due to a blocked runway. Jet2 737/300 G-GDFO hit a flock of seagulls on departure and had the return with severe engine vibrations. Boeing 737/300 OM-SAA(CCS4473) positioned from Humberside on 15/9 to operate a charter flight to Verona.

1/9 I-TCGR Falcon 900B(n/s), N132SD Gulfstream 5(n/s), N978PW Falcon 900EX

TEESSIDE PHOTOS courtesy of dtvmovments.co.uk



Air Dolomiti Embraer 190 I-ADJS arriving on a charter flight from Verona, 22/9



Operated by Coracle Aviation, IAI Galaxy HB-JKG is seen parked on the apron, 3/9



Based in The Isle of Man, Squirrel G-OOIO was noted visiting on 26/9



ATR.42 LY-ETM operated by Aviavilsa arriving on a freight charter, 20/9

2/9 OO-JDK Citationjet, G-KVIP King Air 200(Prestige 67H)
 3/9 M-ORAD Falcon 200EX, EC-LJC Citation Mustang(DSP 223), HB-JKG IAI Galaxy
 4/9 M-AZIA Citationjet 4, N447EQ Cirrus SR.22, G-WOFM Agusta A.109E
 5/9 N620M Gulfstream 450(n/s), PH-RID Citation Sovereign, G-LUBB Citationjet(Clifton 832)
 7/9 G-XBEL Citation XL(Beauport 871), VR930 Sea Fury FB11(run and break)
 8/9 D-CSLT Lear Jet 60(Red Angel 3571), G-FBKB Citation Mustang(Blink 6F)
 9/9 N450EE Gulfstream 450(n/s), N601WM Challenger 600(n/s), G-BOYF Sikorsky S-76B
 11/9 M-JJTL Pilatus PC-12, Hawks XX321/XX346(Savage 1/2 – overshoot)
 12/9 N519CP Global Express, F-GSMG Citationjet 3, N222SW SR.22, G-TRAW A.109E
 14/9 OE-FZB Citation Mustang(Dream Team 911V), G-BWWT Do.328(Logan 840, Middlesbro' FC)
 15/9 D-CAWB Citation Sovereign, C-GZCZ Gulfstream 150, D-CURA Citationjet 3(ADN 65P)
 16/9 ZE704 Tristar(Ascot 3274), Tucanos ZF293/ZF374(Packer 02/01), ZF485/ZF379(Cordite)
 16/9 D-CAPB Citation Encore, G-SPTR R.44, D-EKNA Mooney M.20F
 17/9 ZA473/ZD842 Tornado GR4(Voodoo ½, O/S) Tucanos ZF204/243/287/290/338/339/379
 19/9 N525PM Citationjet, D-CAAE Lear Jet 55(Red Angel 3598), M-EGGA King Air 200
 20/9 LY-ETM ATR.42(Aviavilisa 201), N95GT SR.22, OY-JSW Citation Mustang
 21/9 ZH888 Hercujles(Ascot 5988), G-DAKO PA-28, G-CXLS Citation XL(Beauport712)
 22/9 I-ADJS Embraer 195(Dolomiti 504), G-GMIB Robin DR.400, G-LCPL Dauphin
 23/9 OO-FPC Citationjet 3(Flying Group 22N), G-TYRE Cessna 172S
 24/9 N95GT Cirrus SR.22, G-PUSI Cessna 303, ZD810 Tornado GR4(Marham 13, O/S)
 25/9 ZA546/ZA557 Tornado GR4(Valkyrie 1/2, overshoot)
 26/9 EC-JON Citation 2(Privium 241, n/s), G-OOIO Twin Squirrel, G-MOGY R.22B
 27/9 D-IHEB Citationjet(Silver Cloud 065), N709EL Hawker 400XP, D-HKMG Twin Squirrel
 30/9 ZD842 Tornado GR4(Marham 33, overshoot), XX200 Hawk(Pirate 12, overshoot)
 Overflying mid-morning on 2/9 were the following Finnish Air Force Hawks heading for Valley:-
 HW341/HW351/HW353/HW355/HW356/HW357.

TEMPLE BRUER:- New residents are G-BVEA N-3 Pup and G-CEFJ Sonex.

WHISBY/EAGLE MOOR:- Resident G-BZEN Jabiru UL was involved in an accident at Wickenby on 2.5 when the left landing gear partially detached on landing causing the aircraft to veer off the runway onto the grass.

WICKENBY:- G-CGMD Calidus was damaged here on 10.4 when it veered sharply and left the hard runway causing the pilot to loose his grip on the throttle. The main rotors dug into the ground causing the aircraft to be thrown onto its side in the attempted take off. Updating last month's noted G-IIAI CAP.232 was being containerized to travel to the USA for its owner to compete in the 27th World Aerobatic Championships held at North Texas Regional Airport/ Perrin Field, Texas, during the period 9th – 20th October, so it is expected to return in the near future.



A recent photo of the inside of the Gyroplane hangar at Rufforth (David Thompson)

AIRLINE BY AIRLINE @ LBIA

by Andrew Coverdale



Some relevant airline news to kick off this month, **Jet2** have acquired a "new" 737/800 from Air Europa, EC-HZS. The aircraft flew from East Midlands to Budapest at the end of October for a major overhaul before being re-registered and entering service. **KLM** are to upgrade their services from Summer 2014. Embraer 190 aircraft will operate three of the Amsterdam flights per day with only the lunchtime rotation remaining Fokker 70 operated. As a consequence of this the company will operate Embraers on some flight during the winter period in order to certify the type for CAT 3 approaches at LBIA. **Loganair** are to upgrade their twice-daily Glasgow flight to be operated by Dornier 328 aircraft knocking 10 minutes off the flight time.

BH Air(BGH/BH, "Balkan Holidays")

The airline operates charters from/to Bourgas (BGH5569/5570) using Airbus A320 aircraft.

Bourgas(5569/5570) – 7/9 LZ-BHC, 14/9 LZ-BHC, 21/9 LZ-BHH, 28/9 LZ-BHC.

Bmi(BMA/BD "Kittyhawk")

Other flights:- 10/9 **G-RJXG** E145 (8145) arrived on charter from Farnborough then positioned out to Edinburgh (8422), 11/9 G-RJXM E145 (8432) positioned in from Aberdeen, then operated charter to Farnborough (8146),

British Airways(SHT/BA, "Shuttle")

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

Heathrow(1340/1341, "20A/21Z") – 1/9 G-POWC(B737), 2/9 G-EUPA, 3/9 G-EUPW, 4/9 G-EUOA, 5/9 G-EUOF, 6/9 G-EUPY, 7/9 G-EUPF, 8/9 G-DBCE, 9/9 G-EUPN, 10/9 G-DBCE, 11/9 G-EUPH, 12/9 G-EUPA, 13/9 G-EUPU, 14/9 G-EUPJ, 15/9 G-EUOI, 16/9 G-EUOB, 17/9 G-EUPO, 18/9 G-EUPK, 19/9 G-EUOI, 20/9 G-EUOG, 21/9 G-EUOC, 22/9 G-EUPD, 23/9 G-EUOG, 24/9 G-EUOE, 25/9 G-EUPN, 26/9 G-EUPJ, 27/9 G-EUPO, 28/9 G-EUPJ, 29/9 G-EUPA, 30/9 G-EUOV.

Heathrow(1346/1347, "20B/21Y") – 1/9 G-EUPG, 2/9 G-EUPW, 3/9 G-EUOF, 4/9 G-EUPO, 5/9 G-EUPH, 6/9 G-EUPG, 7/9 G-EUPH, 8/9 G-DBCE, 9/9 G-EUPL, 10/9 G-DBCE, 11/9 G-EUOB, 12/9 G-EUPX, 13/9 G-EUPY, 14/9 G-EUPN, 15/9 G-EUOI, 16/9 G-EUOA, 17/9 G-EUPN, 18/9 G-EUPG, 19/9 G-EUPW, 20/9 G-EUOA, 21/9 G-EUPD, 22/9 G-EUPB, 23/9 G-EUPA, 24/9 G-EUPW, 25/9 G-EUPH, 26/9 G-EUOE, 27/9 G-EUPY, 28/9 G-EUPD, 29/9 G-EUPA, 30/9 G-EUPM.

Heathrow(1342/1343, "20C/21X") – 1/9 G-EUPR, 2/9 G-EUOA, 3/9 G-EUPB, 4/9 G-EUPK, 5/9 G-EUOI, 6/9 G-EUPA, 8/9 G-EUPL, 9/9 G-EUPD, 10/9 G-EUPJ, 11/9 G-DBCE, 12/9 G-EUPM, 13/9 G-EUOD,

15/9 G-EUPY, 16/9 G-EUPZ, 17/9 G-EUPY, 18/9 G-DBCE, 19/9 G-EUPE, 20/9 G-EUOH, 22/9 G-EUOG, 23/9 G-EUPP, 24/9 G-EUPA, 25/9 G-EUPX, 26/9 G-EUPO, 27/9 G-EUYD, 29/9 G-EUOG, 30/9 G-EUPH.

Business Air(BCC/8B “Thai Biz”)

30/9 HS-BIH(Boeing 767/300) positioned in from Cairo to operate a series of outbound Hadj flights.

See photo below of the aircraft taxiing onto stand at a very wet and murky LBIA.



Citywing(Links Air NM/LNQ “Fast Link”

2/9 G-JIBO(J31) operated charter in from Dublin(101), then positioned out to Humberside(101T).

Eastern Airways(EZE/T3, “Eastflight”)

“Based” Jetstream 41 aircraft are utilized on 3 return flights to **Aberdeen** on weekdays and one on Sundays. Aircraft frequently swapped in Aberdeen.

Aberdeen (21K/31K)

Aberdeen (41K/51K)

Aberdeen (81K/91K)

21K – 2/9 G-MAJC, 3/9 G-MAJC, 4/9 G-MAJC, 5/9 G-MAJC, 9/9 G-MAJB, 10/9 G-MAJD, 11/9 G-MAJD, 12/9 G-MAJD, 16/9 G-MAJL, 17/9 G-MAJD, 18/9 G-MAJD, 19/9 G-MAJE, 23/9 G-MAJF, 24/9 G-MAJD, 25/9 G-MAJD, 26/9 G-MAJK, 30/9 G-MAJE.

31K – 2/9 G-MAJC, 3/9 G-MAJC, 5/9 G-MAJC, 9/9 G-MAJB, 10/9 G-MAJD, 11/9 G-MAJD, 12/9 G-MAJD, 16/9 G-MAJL, 17/9 G-MAJD, 18/9 G-MAJD, 23/9 G-MAJF, 24/9 G-MAJD, 25/9 **G-CGMB**(E135), 26/9 G-MAJK, 30/9 G-MAJE.

41K – 2/9 G-MAJC, 5/9 G-MAJC, 6/9 G-MAJH, 9/9 G-MAJB, 12/9 G-MAJD, 13/9 G-MAJD, 16/9 G-MAJL, 19/9 G-MAJD, 25/9 G-MAJD, 23/9 G-MAJF, 26/9 G-MAJK, 27/9 G-MAJC, 30/9 G-MAJE.

51K – 2/9 G-MAJC, 5/9 G-MAJH, 6/9 G-MAJB, 9/9 G-MAJB, 12/9 G-MAJD, 13/9 G-MAJL, 16/9 G-MAJD, 19/9 G-MAJD, 20/9 G-MAJH, 23/9 G-MAJD, 26/9 G-MAJC, 27/9 G-MAJE, 30/9 G-MAJE.

81K – 1/9 G-MAJK, 2/9 G-MAJC, 4/9 G-MAJC, 5/9 G-MAJH, 6/9 G-MAJB, 8/9 G-MAJK, 9/9 G-MAJB, 10/9 G-MAJD, 11/9 G-MAJD, 12/9 G-MAJD, 13/9 G-MAJL, 15/9 G-MAJK, 16/9 G-MAJD, 17/9 G-MAJD, 18/9 G-MAJD, 19/9 G-MAJD, 20/9 G-MAJH, 22/9 G-MAJH, 23/9 G-MAJD, 24/9 canx due Aberdeen weather, 25/9 G-MAJK, 26/9 G-MAJC, 27/9 G-MAJE, 29/9 G-MAJD, 30/9 G-MAJE.

91K – 1/9 G-MAJK, 2/9 G-MAJC, 3/9 G-MAJC, 4/9 G-MAJC, 5/9 G-MAJH, 6/9 G-MAJB, 8/9 G-MAJK, 9/9 G-MAJD, 10/9 G-MAJD, 11/9 G-MAJD, 12/9 G-MAJD, 13/9 G-MAJL, 15/9 G-MAJK, 16/9 G-MAJD, 17/9 G-MAJD, 18/9 G-MAJD, 19/9 G-MAJD, 20/9 G-MAJH, 22/9 G-MAJF, 23/9 G-MAJD, 24/9 **G-CFLV**(S2000), 25/9 G-MAJK, 26/9 G-MAJC, 27/9 G-MAJE, 29/9 G-MAJD, 30/9 G-MAJD.

Additional flights 3/9 **G-CGMB**(E135) arrived from Cardiff (9702), then positioned out to Aberdeen (703P), 17/9 G-MAJD(021P) positioned out to Warton, then positioned back in from Marham (022P), 19/9 G-MAJE(10W) positioned in from Humberside, 24/9 **G-CFLV**(79H) arrived from Aberdeen and onward to Norwich(91LK), 25/9 **G-CGMB**(E135) positioned out to Yeovilton, G-MAJK(554P) positioned in from Geneva.

Flybe(BEE/BE, “Jersey”)

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City** and **Southampton**. An extra Belfast rotation will be added from 05/04/13, initially operating MON and FRI until 10/5 when it will operate every weekday. An extra Sunday flight will be added on 19/05/13.

Belfast City(729/730, “729/2LP”) – 2/9 G-ECOF, 3/9 G-KKEV, 4/9 G-JEDW, 5/9 G-ECOA, 6/9 G-ECOJ, 9/9 G-JECO, 10/9 G-ECOL, 11/9 G-FLBC, 12/9 G-JECH, 13/9 G-JECH, 16/9 G-JEDU, 17/9 G-ECOT, 18/9 G-JECX, 19/9 G-JECX, 20/9 G-JECM, 23/9 G-FLBB, 24/9 G-JECI, 25/9 G-JECI, 26/9 G-JEDM, 27/9 G-FLBD, 30/9 G-FLBD.

Belfast City(731/732, “1VP/3NC”) – 1/9 G-JECZ, 2/9 G-JECZ, 3/9 G-FLBE, 4/9 G-JECM, 5/9 G-ECOR, 6/9 G-ECOF, 7/9 G-FLBC, 8/9 G-ECOF, 9/9 G-ECOF, 10/9 G-ECOF, 11/9 G-ECOF, 12/9 G-ECOF, 13/9 G-ECOF, 14/9 G-ECOF, 15/9 G-ECOB, 16/9 G-ECOF, 17/9 G-ECOF, 18/9 G-ECOP, 19/9 G-ECOP, 20/9 G-ECOF, 21/9 G-ECOM, 22/9 G-JECM, 23/9 G-ECOP, 24/9 G-ECOF, 25/9 G-ECOF, 26/9 G-ECOO, 27/9 G-ECOP, 28/9 G-JECI, 29/9 G-ECOP, 30/9 G-JEDR.

Belfast City(733/734, “7KZ/734”) – 1/9 G-JECZ, 2/9 G-JECZ, 3/9 G-FLBE, 4/9 G-JECM, 5/9 G-ECOR, 6/9 G-ECOF, 8/9 G-ECOF, 9/9 G-ECOF, 10/9 G-ECOF, 11/9 G-ECOF, 12/9 G-ECOF, 13/9 G-ECOF, 15/9 G-JEDU, 16/9 G-ECOF, 17/9 G-ECOL, 18/9 G-ECOP, 19/9 G-ECOF, 20/9 G-ECOF, 22/9 G-JECM, 23/9 G-ECOP, 24/9 G-ECOF, 25/9 G-ECOF, 26/9 G-JEDW, 27/9 G-ECOP, 29/9 G-ECOP, 30/9 G-JEDR.

Belfast City(735/736, “8WN/736”) – 1/9 G-ECOA, 2/9 G-ECOF, 3/9 G-ECOA, 4/9 G-JEDW, 5/9 G-ECOA, 6/9 G-ECOJ, 8/9 G-ECOJ, 9/9 G-JECO, 10/9 G-ECOJ, 11/9 G-ECOF, 12/9 G-JEDW, 13/9 G-ECOJ, 15/9 G-JECH, 16/9 G-JEDU, 19/9 G-JECX, 20/9 G-JECM, 22/9 G-ECOM, 23/9 G-FLBB, 24/9 G-JECI, 25/9 G-JECI, 26/9 G-FBEA(E190), 27/9 G-FLBD, 29/9 G-JECI, 30/9 G-FLBD.

Innsbruck(9233/9234, “6YE/6RF”) – 7/9 G-FLBC, 14/9 G-ECOF, 17/9 G-ECOT, 18/9 G-JECX, 21/9 G-ECOM, 28/9 G-JECI (outward flight 093P).

Southampton(171/172, “3RY/4EA”) – 2/9 G-JEDV, 3/9 G-ECOG, 4/9 G-ECOG, 5/9 G-FLBA, 6/9 G-FLBE, 9/9 G-FLBE, 10/9 G-ECOB, 11/9 G-JECJ, 12/9 G-FLBB, 13/9 G-JECK, 16/9 G-JECL, 17/9 G-JECL, 18/9 G-JECL, 19/9 G-JECK, 20/9 G-ECOR, 21/9 G-JEDR, 23/9 G-JEDR, 24/9 G-JECR, 25/9 G-FBEL(E190), 26/9 G-FBEL(E190), 27/9 G-JEDR, 28/9 G-JEDR, 30/9 G-FLBA.

Southampton(173/174, “2WJ/7FN”) – 1/9 G-JECK, 3/9 G-JEDV, 4/9 G-JEDU, 5/9 G-FLBE, 6/9 G-JEDV, 8/9 G-FLBA, 10/9 G-ECOB, 11/9 G-FLBB, 12/9 G-JECX, 13/9 G-JECG, 15/9 G-JECK, 17/9 G-JECN, 18/9 G-JEDR, 19/9 G-JECJ, 20/9 G-JECX, 22/9 G-ECOR, 23/9 G-JEDR, 24/9 G-JECK, 25/9 G-JEDU, 26/9 G-JEDV, 27/9 G-FLBA, 29/9 G-JECO, 30/9 G-JECJ.

Southampton(175/176, “8UV/6PY”) – 1/9 G-JEDV, 2/9 G-JECJ, 3/9 G-JEDV, 4/9 G-JEDU, 5/9 G-FLBE, 6/9 G-JEDV, 8/9 G-FLBE, 9/9 G-JECJ, 10/9 G-ECOB, 11/9 G-FLBB, 12/9 G-JECX, 13/9 G-JECG, 15/9 G-ECOR, 16/9 G-FLBB, 17/9 G-JEDR, 18/9 G-JEDR, 19/9 G-JECJ, 20/9 G-JECK, 22/9 G-JEDR, 23/9 G-JEDR, 24/9 G-JECK, 25/9 G-JEDU, 26/9 G-JEDV, 27/9 G-FLBA, 29/9 G-FLBA.



Jet2 has acquired 737/800 EC-HZS and this aircraft should be in service by the year end

Jet2(EXS/LS, “Channex”)

The company will base 8x Boeing 737/300, 1 x Boeing 737/800 and 4 Boeing 757/200 aircraft to operate flights to the following destinations:- **Alicante, Amsterdam, Barcelona, Belfast, Bergerac, Berlin, Bodrum, Chambéry, Corfu, Crete, Dalaman, Dubrovnik, Düsseldorf, Faro,**

Fuerteventura, Gran Canaria, Ibiza, Jersey, Keflavic, Lanzarote, La Rochelle, Larnaca, Madeira, Mahon, Malaga, Marrakech, Murcia, Nice, Palma, Paphos, Paris, Pisa, Prague, Pula, Rhodes, Rome, Sardinia, Split, St. Petersburg, Tenerife, Venice, Zante.

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

1/9 G-CELS(051F) positioned out to Budapest, G-GDFH(041A) positioned out to Blackpool, G-CELP(031E) positioned out to Edinburgh. G-LSAG(406X from Paphos) and G-LSAD(218Q from Arrecife) both diverted to Manchester due strong crosswind and wind-shear.

2/9 G-GDFH(043A) positioned in from Palma, G-LSAD(029V) positioned in from Manchester, G-LSAG(028V) positioned in from Manchester, G-LSAC(190A) Palma – Glasgow diverted in to drop off passengers.

3/9 G-LSAH(041A) positioned out to Glasgow, G-LSAE(049A) positioned out to Manchester, G-GDFH(042A) positioned out to Manchester, G-LSAJ(052B) positioned in from East Midlands, G-GDFH(045A) positioned in from Manchester, G-LSAH(044A) positioned in from Glasgow.

4/9 G-LSAD(031E) positioned in from Manchester.

5/9 G-LSAE(051B) positioned out to Manchester, G-LSAG(045A) positioned in from Palma. G-CELI(227N) departed for Palma but suffered a bird strike, badly damaging an engine. It held for around an hour to burn off fuel before making an uneventful return.

6/9 G-LSAD(041A) positioned out to East Midlands, G-LSAD(042A) positioned in from East Midlands.

7/9 G-CELK(041A) positioned out to Newcastle, G-CELK(046A) positioned in from Newcastle.

8/9 G-CELU(048A) positioned out to Blackpool.

9/9 G-CELC(762Q) from Malaga to Blackpool diverted in at 0157 as Blackpool was closed.

10/9 G-LSAB(051B) test flight.

11/9 G-CELE(041A) positioned in from Newcastle.

12/9 G-GDFO(031E) positioned in from Newcastle, G-CELE(042A) positioned in from Newcastle

13/9 G-CELC(033E) positioned out to Newcastle, G-CELD(031E) arrived from Manchester, G-CELI(032E) departed to Manchester.

14/9 G-LSAK(041A) positioned out to Glasgow, G-CELEX(031E) positioned in from Newcastle, G-CELG(051B) test flight, then positioned out to East Midlands(049A).

15/9 G-CELG(046A) positioned in from East Midlands, G-LSAE(045E) positioned in from East Midlands, G-GDFO(041A) positioned out to Budapest, G-CELEX(031E) positioned out to Newcastle, G-GDFO(041A) positioned in from Edinburgh. 18/9 G-CELG(041A) positioned out to Manchester.

19/9 G-LSAH(041A) positioned in from Larnaca, G-GDFH(105C) positioned out to Barcelona, G-LSAB(048A) positioned out to Manchester, G-GDFH(106C) positioned in from Belfast.

20/9 G-LSAG(041A) positioned in from East Midlands, G-GDFM(049A) positioned in from Manchester, G-LSAI(048A) positioned out to East Midlands.

21/9 G-CELR(031E) positioned in from Exeter, G-LSAH(045A) positioned out to Manchester, G-LSAH(046A) positioned in from Manchester.

22/9 G-LSAC(049A) positioned in from Manchester, G-LSAC(041A) positioned out to Manchester.

23/9 G-CELR(032E) positioned out to Exeter, G-GDFM(042A) positioned out to East Midlands, G-GDFN(043A) positioned in from East Midlands.

24/9 G-LSAG(042A) positioned out to Newcastle, G-GDFM(041A) positioned out to Blackpool, G-CELI(061J) positioned in from Manchester, G-GDFN(051B) test flight.

25/9 G-LSAK(033E) positioned in from Glasgow

28/9 G-LSAE(031E) positioned in from Edinburgh, G-GDFN(049A) positioned out to Alicante, G-LSAC(041A) positioned out to Dalaman, G-LSAB(047A) positioned out to Pisa, G-LSAC(044A) positioned in from Manchester.

30/9 G-CELF(042A) positioned in from Rome.

KLM(KLM/KL, “KLM”)

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

Amsterdam(1545/1546, “1545/1546”) – 1/9 PH-WXC, 2/9 PH-KZL, 3/9 PH-KZP, 4/9 PH-KZR, 5/9 PH-KZS, 6/9 PH-KZP, 7/9 PH-KZK, 8/9 PH-KZF, 9/9 PH-KZT, 10/9 PH-KZH, 11/9 PH-KZR, 12/9 PH-KZW, 13/9 PH-KZL, 14/9 PH-KZR, 15/9 PH-KZT, 16/9 PH-KZM, 17/9 PH-KZW, 18/9 PH-KZT, 19/9 PH-WXC,

20/9 PH-KZT, 21/9 PH-KZO, 22/9 PH-KZA, 23/9 PH-KZU, 24/9 PH-KZP, 25/9 PH-KZV, 26/9 PH-KZR, 27/9 PH-KZM, 28/9 PH-JCT, 29/9 PH-KZE, 30/9 PH-KZM.

Amsterdam(1547/1548 “67N/68K”) – 2/9 PH-KZM, 3/9 PH-JCT, 4/9 PH-KZI, 5/9PH-JCT, 6/9 PH-JCT, 9/9 PH-KZP, 10/9 PH-KZK, 11/9 PH-KZT, 12/9 PH-KZS, 13/9 PH-KZO, 16/9 PH-KZA, 17/9 PH-KZR, 18/9 PH-KZB, 19/9 PH-KZL, 20/9 PH-KZN, 23/9 PH-KZW, 24/9 PH-KZT, 25/9 PH-KZP, 26/9 PH-WXD, 27/9 PH-WXC, 30/9 PH-WXC.

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

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

Loganair(LOG/BE, “Loganair”)

Flights are scheduled to be operated from and to **Glasgow** using SAAB 340 aircraft.

Glasgow(6980/6981, “73JV/24PL”) – 2/9 G-LGNN, 3/9 **G-CCGS**(Do328), 4/9 G-LGNL, 5/9 G-LGNC, 9/9 G-LGNB, 10/9 G-LGNN, 11/9 G-LGNN, 12/9 G-LGNI, 16/9 G-LGNI, 17/9 G-LGNN, 18/9 G-LGNG, 19/9 G-LGNJ, 23/9 G-LGND, 24/9 G-LGNL, 25/9 G-LGNL, 26/9 G-LGNN, 30/9 G-LGNI.

Glasgow(6984/6985, “26JL/12DC”) – 2/9 G-LGNE, 3/9 G-LGNN, 4/9 G-LGNC, 5/9 G-LGNK, 6/9 G-LGNK, 9/9 G-LGNN, 10/9 G-LGNN, 11/9 G-LGNI, 12/9 G-LGNI, 13/9 G-LGNI, 16/9 G-LGNH, 17/9 G-LGNI, 18/9 G-LGNK, 19/9 G-LGNJ, 20/9 G-LGNL, 23/9 G-LGND, 24/9 G-LGNN, 25/9 G-LGNN, 26/9 G-LGNF, 27/9 G-LGNF, 30/9 G-LGNA.

Monarch(MON/ZB, “Monarch”)

Schedules flights operated to the following destinations:- **Antalya**(7596/7597, Sun), **Barcelona**(7554/7555, Mon/Fri), **Dalaman**(7534/7535, Tue/Sat), **Faro**(7542/3 Tue/Thu/Sat), **Heraklion**(7558/7559, Wed/Sat), **Lanzarote**(7592/3, Mon/Thu), **Larnaca**(7508/7509, Wed/Sun), **Menorca**(7584/7585, Mon/Fri), **Palma**(7516/7, Tue/Thu/Sat/Sun), **Rome**(7564/7565 Wed/Sun), **Tenerife**(7504/5, Tue/Fri).

Based aircraft A320 G-ZBAA (1/9-), G-ZBAB(1/9-), G-POWH(B757) 2/9 positioned in from Manchester 584P, 7584/7585 positioned out to Stansted 585P, G-MONX(A320) positioned in from Gatwick 320P, 7554/7555 positioned out to Gatwick 755P,

Pakistan International(PIA/PK, “Pakistan”)

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

Islamabad(775/776, “775/776”) – 4/9 AP-BEQ, 7/9 AP-BDZ, 11/9 AP-BDZ, 14/9 AP-BEQ(776 departed 0231 on 15/9), 18/9 AP-BEQ(776 departed 19/9), 21/9 AP-BEQ, 25/9 AP-BDZ, 28/9 AP-BDZ.

Ryanair(RYR/FR, “Ryanair”)

Ryanair will base 3x Boeing 737/800 aircraft at LBLA this summer operating routes to:- **Dublin**(153/152, “1WN/8CY”, Mon/Tue/Wed/Thu/Fri), **Fuerteventura**(1584/1585, “34HY/7MN”, Mon/Fri), **Bergamo**(2494/24995, “2494/2495”, Mon/Fri), **Gdansk**(1503/1504, “79LT/43X”, Mon/Fri), **Montpellier**(2472/2473, “2472/2473”, Mon/Thu), **Murcia**(2322/2323, “2WVM/1KT”, Mon/Wed/Fri/Sun), **Malaga**(2446/2447, “9FX/3TH”, Mon/Wed/Thu/Fri/Sat/Sun), **Krakow**(2332/2333, “2PT/6DC”, Mon/Tue/Thu/Sun), **Tenerife**(2492/2493, “2492/87DP”, Tue/Sat), **Treviso**(2484/2485, “54LV/21FG”, Tue/Sat), **Palma**(2326/2327, “1MZ/5WF”, Tue/Thu/Sat/Sun), **Dinard**(2478/2479, “2478/2479”, Tue/Sat), **Ibiza**(2486/2487, “2486/2487”, Tue/Sat), **Vilnius**(2488/2489, “2488/2489”, Tue/Fri), **Chania**(2476/2477, “2476/2477”, Wed/Sat), **Kos**(2474, “2474/2475”, Wed), **Alicante**(9079/9078, “3BW/6YP”, Wed/Sun), **Riga**(2482/2483, “98TN/34EH”, Wed/Sun), **Corfu**(2496/2497, “2496/2497”, Thu), **Limoges**(2328/2328, “2328/2329”, Thu/Sun), **Malta**(2448/2449, “54MD/59U”, Thu), **Reus**(6612/6613, “6612/6613”, Fri/Sun).

Based aircraft:- EI-ESM(1/9-5/9), EI-DLG(1/9-8/9), EI-ESO(1/9-19/9), EI-ENX(5/9-12/9), EI-EBD(8/9-17/9), EI-EVF(12/9-30/9), EI-EFJ(17/9-23/9), EI-EXF(19/9-29/9), EI-DYI(24/9-30/9), EI-EKL(29/9-30/9), EI-DHN(30/9).

Flights operated by non-based aircraft:-

Alicante(9078/9079, "6YP/3BW"):- 2/9 EI-EBH, 3/9 EI-EVN, 5/9 EI-EVN, 6/9 EI-EPB, 9/9 EI-DLE, 10/9 EI-EPF, 12/9 EI-EPF, 13/9 EI-DCH, 16/9 EI-DCH, 17/9 EI-ENO, 19/9 EI-DCL, 20/9 EI-DCL, 23/9 EI-DCI, 24/9 EI-DCI, 26/9 EI-EBF, 27/9 EI-EBF, 30/9 EI-DYJ.

Arrecife(2047/2048, "7UG/7TP"):- 3/9 EI-ESZ, 7/9 EI-EFM, 10/9 EI-DPL, 14/9 EI-DYJ, 17/9 EI-EKH, 21/9 EI-EVW, 24/9 EI-DHN, 28/9 EI-EKH.

Barcelona(9296/9297, "5HZ/8QM"):- 1/9 EI-EXD, 2/9 EI-DWR, 4/9 EI-EKS, 6/9 EI-DWO, 8/9 EI-DPK, 9/9 EI-DWI, 11/9 EI-EKP, 13/9 EI-DPE, 15/9 EI-EKI, 16/9 EI-DWI, 18/9 EI-DYB, 20/9 EI-EKI, 22/9 EI-DPE, 23/9 EI-DHD, 25/9 EI-DAK, 27/9 EI-DWG, 29/9 EI-DHD, 30/9 EI-EKR.

Dublin(153/152, "8CY/1WN"):- 1/9 EI-DLF, 7/9 EI-ESM, 13/9 EI-EBD, 14/9 EI-DYC, 15/9 EI-EFN, 21/9 EI-DPT, 22/9 EI-DWF, 28/9 EI-EFT.

Dublin(156/157, "4YP/8AP"):- 1/9 EI-EBW, 2/9 EI-EKL, 3/9 EI-EMA, 4/9 EI-DHW, 5/9 EI-EMD, 6/9 EI-ESM, 7/9 EI-EBD, 8/9 EI-EKY, 9/9 EI-EKY, 10/9 EI-EKK, 11/9 EI-EKG, 12/9 EI-EKY, 13/9 EI-DYM, 14/9 EI-DWB, 15/9 EI-EKS, 16/9 EI-EKS, 17/9 EI-EFX, 18/9 EI-EKA, 19/9 EI-ESW, 20/9 EI-DPW, 21/9 EI-DPD, 22/9 EI-EKS, 23/9 EI-EKS, 24/9 EI-DYR, 25/9 EI-EFY, 26/9 EI-DYJ, 27/9 EI-EVB, 28/9 EI-DLX, 29/9 EI-DYB, 30/9 EI-EBF.

Faro(2504/2503, "3RB/6XH"):- 1/9 EI-EVS, 2/9 EI-DYK, 4/9 EI-ESL, 5/9 EI-EPA, 6/9 EI-EVA, 7/9 EI-ENE, 8/9 EI-EPA, 9/9 EI-DAH, 11/9 EI-DAH, 12/9 EI-EBB, 13/9 EI-DAH, 14/9 EI-ESP, 15/9 EI-EPA, 16/9 EI-EPA, 18/9 EI-DAH, 19/9 EI-EVA, 20/9 EI-EFR, 21/9 EI-EVA, 22/9 EI-ENE, 23/9 EI-EKW, 25/9 EI-DYK, 26/9 EI-EBM, 27/9 EI-EBM, 28/9 EI-EKW, 29/9 EI-EBM, 30/9 EI-DAH.

Malaga(2447/2336, "3TH/9FX"):- 3/9 EI-ENM, 10/9 EI-ENM, 17/9 EI-EPC, 24/9 EI-EPC.

Malta:- 2449/2448, "59U/54MD"):- 1/9 EI-DCM, 8/9 EI-EMA, 15/9 EI-EPG, 22/9 EI-EGA, 29/9 EI-ESO.

Palma(2327/2326, "5WF/1MZ"):- 4/9 EI-EMN, 11/9 EI-EBV, 18/9 EI-EME, 25/9 EI-EMN,

Pisa(2502/2501, "2502/2501"):- 3/9 EI-DYW, 7/9 EI-DWB, 10/9 EI-EBE, 14/9 EI-DPD, 17/9 EI-EBE, 21/9 EI-DYJ, 24/9 EI-EMB, 28/9 EI-DHP.

Thomson Airways(TOM/BY, "Thomson")

Based B737/800s:- C-FLZR(1/9-3/9), C-FYUH(3/9-11/9), C-FYLC(11/9-24/9), C-FTLK(24/9-30/9).

Corfu (3550/3551) Fri

Dalaman (698/699) Mon

Ibiza (3432/3433) Thu

Palma (3618/3619 "3LC/1DE") Sat

Rhodes (3646/3647) Sat

Tenerife South (3748/3749) Sun

Dalaman (542/543) Fri

Enfidha (802/803) Sun

Murcia (3324/3325) Wed

Palma(3250/3251) Tue

Sharm El Sheikh(442/443) Thu



737/800 C-FTLK of Sunwing, leased to Thomson taxiing along Delta taxiway for departure



News from the Southside is that Multiflight now have all three diesel powered PA-28 aircraft in service and all carry the Multiflight titling on the tail. By the time you read this PA-28 G-BOVK should have left, having been sold and also for sale are Cessna F.172N G-BEUX and Robin HR.200 G-MFLE. Multiflight are also expecting a demonstration flight from a Guimbal Cabri 2-seat helicopter shortly, this aircraft being a potential replacement for the R.22B.

01/09/13 Sunday

PA-34 Seneca **G-VVBK**(Ravenair 47T) ILS and overshoot(1048), f/t Liverpool. Hawker 400XP **N719EL** from Cannes(1602) to East Midlands(1617).

02/09/13 Monday

King Air 90GT **M-KING** f/t Guernsey(0937/1607), n/s. DA-42 Twin Star **G-DSKY**(White Knight 15) from Doncaster(1432) to Jersey(1505). Twin Squirrel **N766AM** f/t private site near East Midlands(1624/1231), to Multiflight/Engineering, n/s until 07/09. Citation Mustang **OE-FZC**(Dream Team 300Y/924A) from Newcastle(1714) to Zurich(1845). Citationjet **EC-KES**(Sur Aviation 413/421) from Ronaldsway(2032), n/s to Nice(0821).

03/09/13 Tuesday

Hercules **ZH869**(Ascot 063) 2x ILS and overshoot(1100/1112) from Newcastle to Brize Norton. Cessna F.172P **G-BLHJ** f/t Carlisle(1208/1905) to Multiflight Engineering, n/s. Citation XL **G-SIRS**(Lonex 46RS) f/t Farnborough(1215/1512). Visiting for the first time, Citation XL **LX-FGB**(Red Lion 70) operated by Flying Service AG, from Olbia, Sardinia(1321) n/s until 05/09, to Le Bourget(1326).

04/09/13 Wednesday

Eurocopter EC.155 **G-WINV**(Starspeed 44) from Windsor(1442), brought Sir Elton John for his concert at the Leeds Arena and departed at 0010 on 05/09. King Air 200 **G-ZVIP**(Prestige 68V) from Innsbruck(1652) to Exeter(2030). Citation Bravo **EI-MED**(Exclusive Jet 999) ambulance flight from Stockholm/Arlanda(1704), to Dublin(1920). This aircraft formerly operated by Xantra Pharmaceuticals, has now been registered G-IMED for Exclusive Jet Ltd. Citationjet 2 **OO-FPE**(Flying Group 71R/72R) f/t Antwerp(1738/1904), n/s. Citation XL **CS-DXT**(Fraction 801A/687N) from Geneva(1743), n/s to Luton(0823). BAe.146/200 **G-RAJJ**(Cello Jet 790P) positioned in from Birmingham(2331) to pick up Sir Elton John and departed to Berlin/Schoenefeld at 0106 on 05/09.

05/09/13 Thursday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Newcastle(0603/0728), t/f Norwich(0810/1436). PA-34 Seneca **F-HSYS** owned by CMC-CI Bail SA, from La Rochelle(1143) to East Midlands(1252).

06/09/13 Friday

King Air 200 **G-OCEG**(Cega 437) from Bournemouth(1108) to Northolt(1319).

07/09/13 Saturday

TB-20 Trinidad **G-EGAG** f/t Sherburn(1310/1659) to Multiflight/Engineering, n/s until 10/09. Hughes 369E **N500TY**(Bladerunner 001) operated by Eastern Atlantic Helicopters Inc, from Skipton(1601)

refuel, to Holt(1622). Dauphin **G-MRMJ** from Crowland(1735) refuel, to Elstree(1802). King Air 90 **G-ORTH**(Enzo 8JT) to Stansted(1915).

08/09/13 Sunday

King Air 90 **G-ORTH**(Enzo 8JT) from Stansted(0520). Citation Mustang **G-MICE** operated by Cyprus based company Fteron Ltd, f/t Biggin Hill(1038/1550). Robinson R.22B **G-BTDI** from Dumfries(1227) to Prestwick(1324). Cirrus SR.22 **N590CD** f/t Sherburn(1518/1402) to Multiflight/Engineering, n/s until 10/09.

09/09/13 Monday

King Air 200 **ZK459**(Cranwell 84) ILS and overshoot(0938), from Leuchars to Cranwell. King Air 90 **G-ORTH**(Enzo 8JT) t/f Bournemouth(1225/1518). Cessna 172S **G-MEGS** f/t Cambridge(1259/1646). Citation Bravo **CS-DHM**(Fraction 547N/938Y) from Cannes(1428), n/s to Luton(0836). Cheyenne 3 **G-GMED**(Air Med 042) from Copenhagen/Kastrup(1539) to Oxford(1741). Twin Squirrel **N766AM** from Oxford(1700) to a private site near East Midlands(1724). King Air 90 **G-MOSJ**(Enzo 609P/610) from Cannes(2001), n/s to Jersey(0910).

10/09/13 Tuesday

Lear Jet 45 **G-OSRL**(Hangar 896) from Oxford(0913) to Munster/Osnabruck(0955), return 1638 to Guernsey(1703). Citation XL **CS-DXI**(Fraction 063U/1141) from Geneva(1022) to Santiago(1141). King Air 90 **G-ORTH**(Enzo 8JT) t/f Belfast International(1306/1605). Twin Squirrel **N766AM** from East Midlands(1450) n/s until 23/09, to Leicester(1131). Citation XL **CS-DXV**(Fraction 440Q/176L) from Florence(1459) to Geneva(1652).

11/09/13 Wednesday

King Air 90 **G-PCOP**(Gama 370) from Glasgow(0724) to Coningsby(1003). Hughes 369E **G-RAPD** f/t Harewood(1315/1330) for refuel. Citationjet 2 **G-SONE**(Clifton 921/928) from Faro(1940) n/s until 13/09, to Luton(0734).

12/09/13 Thursday

Challenger 604 **D-AUKE**(Aristo 902) from Cologne/Bonn(0849) to Catania, Sicily(1043). Citation XL **CS-DXJ**(Fraction 310G/638D) from Humberside(1023) to Southampton(1141). Baron **N64VB** from Elstree(1353) to Sleep(1412). PA-46T Malibu Meridian **YL-CHD** f/t Roskilde(1442/1313), n/s. King Air 200 **G-ZVIP**(Prestige 62M) from Faro(1616) to Exeter(1832). Citation Sovereign **OO-ALX**(Flying Group 91C/92C) f/t Antwerp(1820/1928) n/s until 14/09.

13/09/13 Friday

King Air 90GT **M-TSRI**(Ambassador 913A/B/C/D) from Hawarden(0721) to Brussels(0747), return 1611/1629. Twin Squirrel **G-IFBP** from Langwathby(0802) to Huggate(0818). First time visitor, Citationjet 2 **D-IKBO**(Air Bremen 613A/B) owned by VVB Jet-Charter KG, from Cannes(1003) to Frankfurt(1122). King Air 90 **G-BMKD**(Broadsword 03) from Southend(1012) to Lasham(1357). King Air 90 **G-MOSJ**(Enzo 613/613P) from Brest(1245) to Liverpool(1354).

14/09/13 Saturday

King Air **G-ORTH**(Enzo 8JT) to Norwich(0803) from Glasgow(1804). Citation Bravo **CS-DHO**(Fraction 291K/283R) from Amsterdam(1122) to Le Mans/Arnage(1320).

15/09/13 Sunday

King Air **G-ORTH**(Enzo 8JT) to Manchester(1453) from Norwich(1942). Mooney M20K **N400MW** f/t Stuttgart(1634), n/s. Challenger 604 **D-AUKE**(Aristo 902) from Catania(1637) to Cologne/Bonn(1717).

16/09/13 Monday

Debutant Falcon 2000EX **F-HOME** of Dassault Aviation, from Le Bourget(1001) to Cambridge(1052). Twin Squirrel **G-IFBP** from Full Sutton(1115) to Langwathby(1230). Citation Bravo **G-CGEI** from Staverton(1715), n/s to Cardiff(0604).

17/09/13 Tuesday

Cirrus SR.22 **G-VBCA** f/t Wombledon(0946/1250), local training flight 1100/1155. Lear Jet 31 **D-CPRO** operated by ProAir, from Faro(1417) to Frankfurt(1603). Lear Jet 45 **G-OSRL**(Hangar 842) from Palma(1758) to Doncaster(1843). Cheyenne 3 **G-GZRP**(Air Med 036) f/t Oxford(1841/1938). Second first visit of the day, Citation Bravo **OY-EVO**(Flexflight 217/218) of Evo Aviation, from Faro(1904), n/s to Hawarden(0806).

18/09/13 Wednesday

Citationjet **D-IFEY**(Air Bremen 318A) from Bremen(0713) to Florence(0833). King Air 90 **G-ORTH**(Enzo 8JT) t/f Newcastle(1331/1522). An interesting first time visitor, also first visit of type was Sky Arrow



Louisiana based Gulfstream 4 N1BB touching down on 14, from Bangor/Maine on 29/9



Citation X N950M of Presidium AV stayed a few days at the end of the month(R Burke)



IAI Galaxy OE-GBD operated an ambulance flight from Greece on 22/9(Rod Hudson)



Operated by Dassault Aviation Falcon 2000LX F-HOME paid a brief visit to LBIA on 16/98

G-FINZ which arrived from its base Fenland at 1715 for a stay until 20/09 when it departed to Carlisle(0810). Citation Bravo **G-CGEI** from Dortmund(1744) to Staverton(1801).

19/09/13 Thursday

King Air 200 **G-IASA**(Med ops 03) from East Midlands(0307) to Glasgow(0503) on a hospital flight. Another hospital flight was operated by DA-42 **G-DSKY**(White Knight 09) from Gamston(0531) to Edinburgh(0620). King Air 200 **G-CEGP**(Cega 149) completed a trio of Ambulance flights when it arrived from Palma(1746) before positioning home to Bournemouth(1840). Dauphin **G-MRMJ** from Walsingham(1820) to Elstree(1847).

20/09/13 Friday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Luton(0726/0956). Tucano **ZF243**(LOP 95) ILS and overshoot(1107), f/t Linton. Lear Jet 35 **D-CJPG**(Dagobert 890) operated by Quick Air Jet Charters, from Kos(2227) to Cologne/Bonn(2335).

21/09/13 Saturday

Citation Mustang **G-LEAB**(Lonex 05AB) f/t Luton(0752/1735). Citation 5 Ultra **EC-JFT**(HSY 51) owned by Wondair-on-demand Aviation from Ibiza(1925), n/s to Antwerp(1440). The designator "HSY" is the three letter code for Sky Helicopteros SA of Spain with Wondair having the three letter code "WNR" assigned. First time visitor, Citation Mustang **CS-DTY** owned by PHS Aviation arrived from La Mole at 2025, departing at 2241 to Le Bourget.

22/09/13 Sunday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Manchester(0641/0809). Cessna FR.172K **G-THIN** hopped over from its strip at Harewood, arriving 1022 and departing to Tetbury at 1053. Citationjet 2 **D-IFEY**(Air Bremen 322B/C) from Florence(1218) to Bremen(1308). RAF Islander **ZF573**(Ascot 7942) dropped in for fuel 1419/1523 whilst on patrol in the local area, f/t Waddington. Tyrol Air Ambulance Astra Jet **OE-GBD**(Tyrol Ambulance 472G), making its first visit to LBIA, from Kalamata Air Base, Greece(1432) to Innsbruck(1701). Citation XL **CS-DXY**(Fraction 883Y) from Munich(1650), n/s to Edinburgh(0630).

23/09/13 Monday

Cessna TU.206G **G-NIME** f/t Wombledon(0904/1426). Debutant Citation XL **D-CEFO**(Air Hamburg 897Y) from Farnborough(1020) to Malta(1103). PA-34 Seneca **D-GMZE** operated by Daumer Air was also a first timer, from Wilhelmshaven(1121) to Stornoway(1328), fuel stop. BAe.146/200 **G-RAJJ**(Cello Jet 826P/826) positioned from Birmingham(1235) to operate a charter to Belfast City(1354). It made the return trip at 2154, positioning home to Birmingham at 2225, "Cello Jet 827/827P". Lear Jet 35A **D-CAPO**(Jet Executive 414) operated an inbound Ambulance flight at 1504, to Munich(1710). Twin Squirrel **N766AM** from Leicester(1804) to a private site near East Midlands(1820).

24/09/13 Tuesday

King Air 200 **G-ZVIP**(Prestige 66U/V) from Exeter(0912) to Biggin Hill(1211). PA-34 Seneca **D-GMZE** from Stornoway(1459) to Wilhelmshaven(1541), fuel stop on way home. Embraer 135BJ Legacy **G-SUGA**(Saltyre 392) f/t Stansted(1734/2241). First time visitor, Citationjet 4 **OE-GWB** operated by Agiles Aviation GmbH, from Dundee(1845) n/s until 26/09, to Frankfurt(1820). Citation X **N950M** operated by Presidium Aviation, arrived from Orlando International via a fuel stop in St. Johns, Newfoundland at 2324. The aircraft parked up on Multiflight/East until 0812 on 27/09 when it departed to Edinburgh.

25/09/13 Wednesday

Citationjet 2 **G-OCJZ**(Clifton 907) from Bristol(0932) to Geneva(1024), return 1839/1907.

26/09/13 Thursday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Exeter(1031/1928). Baron **N64VB** from Elstree(1409) to Sleaf(1430). Hawker 400XP **G-KLNR**(Saxonair 40C) from Hawarden(1420) to Norwich(1452). Cheyenne 3 **G-GMED**(Air Med 036) f/t Oxford(1652/1739). Dauphin **G-MRMJ** from Elstree(1750) to a private site near Carlisle(1823), refueling stop. Eurocopter EC.135T **G-CEYF**(Starspeed 14) from Newcastle(1826) to Sutton Coalfield(1900).

27/09/13 Friday

PA-46T Malibu **G-PTEA** f/t Biggin Hill(1116/1204). Citation XL **LX-FGB**(Red Lion 70) from Cannes(1227) to Nice(1755). King Air 90 **G-ORTH**(Enzo 8JT) t/f Newcastle(1412/1533). PA-28 Dakota **G-BOKA** f/t Fair Oaks(1501/1641), n/s. Citationjet **D-ITAN** owned by Transavia and on its first LBIA visit, f/t Frankfurt(1541/1930). Citation X **N950M** from Edinburgh(1748) n/s until 29/09, to Nice(1114).



Biggin Hill based PA-28R Arrow G-OJIM parked at Multiflight/East, 25/9(Robert Burke)



Making its annual pilgrimage to LBIA, Malibu Meridian YLCHD arrived 12/9(Mike Storey)



RAF NN-2T Islander ZF573 taxiing for departure following a refuel, 22/9(Rod Hudson)



Citation 5 Ultra EC-JFT departing to Antwerp on 22/9 after an overnight stay(Rod Hudson)

28/09/13 Saturday

King Air 90 **G-ORTH**(Enzo 8JT) to Newcastle(0512) from East Midlands(0823). PA-28R Arrow **G-OJIM** f/t Biggin Hill(1322/1622). EMB.135BJ Legacy **G-HUBY**(Lonex 13HY) from Florence(1325), n/s. Citation XLS **D-CXLS**(Air Hamburg 987Y/286N) from Malta(1445), n/s to Nice(1047). Malibu **G-PTEA** again f/t Biggin Hill(1653/1736).

29/09/13 Sunday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Glasgow(0559/0803). Making its LBIA debut, Gulfstream 4 **N1BB** owned by Bollinger Shipyards of Lockport, Louisiana arrived from Bangor/Maine at 0924 for a few days stay with Multiflight. Citation XL **LX-FGB**(Red Lion 70) from Nice(1142) to Bologna(1235). Gulfstream 550 **VP-BSI** owned by Seaflight Ltd, from Bern(1331) to Farnborough(1707). Agusta A.109E **N64EA**(Bladerunner 007) from Skipton(1720) to a private site near Elstree(1746).

30/09/13 Monday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Manchester(0841/0951), to Manchester(1229) from Newcastle(1446). Tucano **ZF293**(LOP 26) ILS and overshoot(1105), f/t Linton. Antonov AN-26 **407**(Hungarian Air Force 904) arrived from Linton-on-Ouse at 1126 for an overnight stay.



The latest of Michael O'Leary's little japes!!

Normally the sarcastic remarks are seen on the upper fuselage, but in this case Boeing 737/800 EI-EXF has its "little" quip all along the underside.

The aircraft was based at LBIA for part of September and was captured on departure by Robert Burke

COMMERCIAL AVIATION NEWS

by David Wooler



LEEDS/BRADFORD NEWS

West Yorkshire is doomed to lose its direct air link to London, Boris Johnson's aviation adviser has warned. Daniel Moylan said he was convinced that flights from Leeds-Bradford airport to Heathrow Airport would be axed within "four or five years". But a British Airways spokesman, speaking at a fringe meeting at the Conservative conference, insisted the company wanted to "make a success" of the flights. The apparent threat to the Leeds-Bradford air link emerged at a meeting, hosted by the magazine Transport Times, to discuss the lack of capacity at the South-East's bulging airports. Mr Moylan sits on the Transport for London board and was described as the "brains" behind the Mayor's policy to create a new airport in the Thames Estuary. He argued that it was unrealistic to expect all the regional airports currently flying to Heathrow to keep those flights – and pointed to Leeds-Bradford as the most vulnerable. He told the Bradford based Telegraph and Argus: "I've been told that BA will be reorganising all its regional flights over the next four or five years. It seems to me that Leeds-Bradford is very unlikely to keep its slot to Heathrow. BA will reallocate that slot, because it's the least viable and makes the least money." Mr Moylan stressed that BA had not told him that the flights would be axed – just that it was planning a major reorganisation that, he believed, put it in peril. The loss of the link would be a huge blow to West Yorkshire, after an estimate put the value to the regional economy at £10 million a year.

Leeds Bradford Airport and Yorkshire was promoted at a conference in Las Vegas between 5th and 8th October. Delegates from the airport took part in the 19th World Route Development Forum, to be hosted for the first time in the USA. This annual conference is a global meeting place for more than 3,000 delegates from airlines, airports and tourism authorities. LBA's marketing director, Tony Hallwood, said: "This is an ideal opportunity to showcase the region's business and leisure opportunities from Yorkshire's gateway airport. Our discussions will focus on strengthening business connectivity and introducing new routes that will help to drive inward investment for the region's businesses. "LBA will also be highlighting the excellent tourism opportunities that Leeds and Yorkshire can offer the overseas visitor. With the city region on the world's stage due to the Grand Depart of the Tour De France next July, we expect there will be significant interest from a range of airlines.

Council leaders in West Yorkshire are to look at the possibility of another regional airport. They are involved in a study to consider if the West Yorkshire economy would be greater boosted by a more

accessible airport. Senior councillors and business leaders have backed research to assess if Leeds Bradford Airport, in its current location, boosts or hinders future economic aspirations. The aviation study will assess the airport's economic contribution and whether the economy could prosper quicker and far wider if the airport was located elsewhere. It has been commissioned by the Local Enterprise Partnership (LEP), a body which forms part of the Leeds City Region group of public and private business leaders. Kirklees Council leader, Cllr Mehboob Khan, says he believes the current airport is in the wrong location. Cllr Khan said: "There was a meeting of the LEP and at that meeting it was discussed whether Leeds Bradford Airport is stimulating economic growth or if it's inhibited due to its current location. "The LEP has an ambition to have economic growth in the area 2% faster than the national economic growth. At the moment the IMF says that's around 1.4% nationally so we should be aiming for 3.4% growth – that's our aspiration over a period of time. The study will look at the position of Leeds Bradford Airport and whether it's a catalyst for economic growth. It will also look at whether an airport in a new location would provide a greater economic boost than the current location can." Khan would not be drawn on locations of any alternative airport, but he said the inaccessibility of Leeds Bradford Airport by public transport was a major hurdle. Its location has been raised as an issue before," Cllr Khan, a Greenhead ward councillor, added. There are discussions about whether it could be better placed to be a greater contributor of economic growth. We are to look at the future growth not just for the next five years but the next 25 to 50 years and we have to plan the region with that in mind. It has been banded about in Whitehall that Manchester Airport is the airport for the north of the country – if we are seeing the loss of inward investment going to the North West and not Yorkshire then the Leeds City Region needs to act. Aviation strategy is going to be a big part of that." The study is not expected to be complete until next year when it will be presented to LEP board members. Cllr Khan added: "I'll remain open minded when I read it. I have an opinion; I think it's in the wrong place and I think others share that view, but I'll look at the study objectively, speak to commuters, businesses and holidaymakers and form a view."

The CAA has released last month's August 2013 passenger stats for Leeds/Bradford. All good news yet again as LBA handled 442,549 passengers in August 2013 which was up 14.6% on the same month last year while the Air Transport movements were also up 4.1%. The Year rolling total passenger figure for LBA now stands at a staggering 3,171,872 which is up 17.1% on the same time last year. The British Airways London Heathrow route broke the 10,000 barrier for the first time in August with 10,058 passengers being carried. LBA is now just 26,000 behind Liverpool who's figure fell by 3.1% again last month. LBA also beat Aberdeen by 130,000 but they still manage to have a higher year rolling figure than LBA due to the vast amount of Oil/gas related Helicopter/private charter movements over the quieter winter months

Jet2 have just released for sale a new service to Verona in Italy from Leeds/Bradford. The route will be operated once weekly using a Boeing 737-300 on Wednesday with flights commencing from May 14th 2014. EXS461 = LBA 14:00 VRN 17:15 / EXS462 = VRN 17:55 LBA 19:10

An airline pilot arrested at Leeds Bradford Airport has admitted to being more than four times over the legal alcohol limit. Leeds Magistrates Court heard that Irfan Faiz, 54, of Pakistan, was spotted walking unsteadily and smelling of drink before he boarded a Pakistan International Airlines flight at about 10pm on Wednesday, September 18. Airport managers contacted the police who arrested Mr Faiz in the cockpit of the Pakistan-bound aircraft, which he was due to fly, as he was making pre-flight checks. He was charged with 'carrying out an activity ancillary to an aviation function while impaired by drink', to which he pleaded guilty. Chairman of the magistrates bench James McAuley told him: "By your actions you breached the trust of the public who must be comfortable that when they travel they are safe to travel. "The consequences could have been serious loss of life if an accident had occurred. "Thankfully, the actions of the managers at Leeds Bradford Airport prevented that."

Martin Townsend, prosecuting, stressed the gravity of the offence, stating: "There was a potential that the plane would have been flown by a drunk pilot". He added that suspicions had been raised at the Yeadon airport when "a number of managers noticed Mr Faiz was unsteady on his feet and smelled of intoxicants." Yousuf Khan, representing the pilot, asked if the case could be dealt with by the magistrates - which would have meant a maximum possible sentence of six months in prison. He

said: "He is 54 and effectively his career will be over which is, in effect, a punishment as is the shame he will experience when he returns to Pakistan." The court heard that that Mr Faiz had flown with Pakistan International Airlines for 25 years with an unblemished record, and had no previous convictions. But the magistrates decided the case was so serious it would have to be sentenced at crown court, and refused to grant bail. Mr Faiz, whose British address was given as Oxford Street, Oldham - where he has family - will be remanded in custody until October 18, when he is due to appear at Leeds Crown Court at 9.30am. Mohammed Rafiq Sehgal, President of Council for Mosques Bradford: said: "I find it unbelievable that a professional pilot of a major international airline could behave so despicably as to place at risk the life of passengers and colleagues. "We will be raising this matter with the management of PIA and the Pakistan High Commission. We will ask for robust measures to prevent the repeat of this type of behaviour.

A bus linking Otley, Menston and Pool-in-Wharfedale to Leeds Bradford Airport is to stop and be replaced with a cut-down service. Leeds/Bradford Airport is ending the £250,000-a year-subsidy it has been providing for the current half-hourly 967. The airport made the decision because of "very limited" use of the bus, which is also funded by Metro, the West Yorkshire Passenger Transport Executive. Metro said only about 15 people used the service on an average weekday and even fewer at weekends, equating to a subsidised cost of £7 per passenger. Such low usage meant it could not justify the costs. It is proposing a less-frequent replacement that will omit the airport altogether and only stop at the outer edge of Pool. City councillors in both wards are being asked by Metro, which is looking at introducing the new timetable from the end of January 2014, to gather feedback from residents by November 1.



Thomas Cook have announced a new colour scheme will be applied to their aircraft. Some of the aircraft in the existing colour scheme already have had the tail logo applied

AIRPORT NEWS

DURHAM Tees Valley Airport (DTVA) is to scrap holiday charter flights and focus on business passengers in a bid to survive, bosses have confirmed. The terminal building will be redesigned and reduced in size with cost-savings measures introduced including self-service check-ins. Job losses are expected with bosses meeting with unions and staff on Wednesday before details were released to the media. Airport chiefs say the changes, including the decision to cancel the Thomson/First Choice and Balkan Holidays services from summer 2014, follow an extensive review of the business. Scheduled daily passenger flights to Schiphol, Amsterdam, operated by KLM, and flights to Aberdeen operated by Eastern Airways will not be affected, the airport said. Flybe flights operated on behalf of CITS to Jersey will also continue.

DTVA managing director Steve Gill said the airport was being re-positioned, with the focus in the future being on scheduled flights, and aviation and non-aviation businesses based at the airport. He

said the company was aiming to create a bespoke business and general aviation airport, adding: "Small regional airports have been shutting or are facing challenging circumstances across the country and we are at the forefront of an evolving model for their future." Mr Gill said the airport would now look to increase the number of scheduled flight destinations. "We will reset our priorities and provide additional marketing funds and activity to not only boost load factors on existing services but also to increase the number of business services. "This is more achievable than trying to chase the charter market." He said that by cancelling charter flights the airport could reduce its costs in areas such as aviation-related fees, rates, utilities and security, with the smaller terminal opening to coincide with the arrival or departure of flights rather than 24-hours. The level of fire cover would be maintained, as would the airport infrastructure including the instrument landing system, Mr Gill added. About 40 per cent of the terminal building will be mothballed, with a new executive lounge planned and a replacement duty free shop and other retail outlets to open. KLM is working with the airport on the changes to the terminal, bosses said.

The confirmation of the switch in focus comes as the airport finalises its master plan, which will set out how the business will move forward over the next two decades. The plan is due to be released for consultation in mid-November. Reacting to the changes, Stockton South Conservative MP James Wharton said: "I have done everything I can to support the airport but this news is a real blow. "Although welcome that business flights and the KLM service to Schiphol will be retained, the owners risk making a big mistake pushing away holiday business." Alex Cunningham, Labour MP for Stockton North, said MPs would be watching closely to ensure the airport delivered its plans. He added: "Whilst I understand the reasons behind the company's plans, I very much regret both the loss of jobs and holiday flights both of which will affect people throughout the Tees Valley and beyond." The airport is advising anyone who has booked holiday flights to Palma, Ibiza or Bulgaria for 2014 flying from Durham Tees Valley Airport to contact their tour operator or travel agent for advice.

Robin Hood Airport Doncaster Sheffield is celebrating having recorded a growth in passenger numbers over the last 12 months. Passenger numbers at the airport are up 7 per cent year on year from August 2012 to August 2013. A number of the airport's routes have seen an increase in popularity, including Alicante, Las Palmas, Dalaman, Palma de Mallorca, Reus, Poznan, Gdansk and Warsaw, which has led to the overall rise in passenger numbers. Situated just 7 miles from Doncaster and 25 miles from Sheffield, Robin Hood Airport currently handles in excess of 720,000 passengers per year flying to more than 30 destinations across the globe. Steve Gill, Managing Director at Doncaster Sheffield Airport, said: "We are delighted to see an increase in our passenger numbers and it is great to see people taking advantage of everything that their airport has to offer. "Once people realise how accessible the airport and the destinations we fly to are, they are keen to fly local and support the regional economy. "We have recently secured a place as one of the top three airports in the country, according to a survey by Which? Members. This proves how satisfied our customers are with Doncaster Sheffield Airport, which is always very pleasing to hear. "Passenger numbers on our Dalaman route have increased by over 80 per cent this year, similarly Palma De Mallorca has almost doubled its passenger numbers. "We have just announced an additional route to Arrecife, Lanzarote in our winter 2013/14 schedule which will benefit Thomson and First Choice holidaymakers. It is great to be able to offer our passengers a wide range of destinations to fly to and we are looking forward to continued growth."

Humberside is to gain a Copenhagen service from this winter with a new SAS service. The airline is to use a 50-seat CRJ200 regional jet on the route with five flights a week. The year-round services starts on October 28 with fares leading in at £103 one-way including taxes and charges. Flights on Mondays, Wednesdays, Thursdays and Fridays will depart from Humberside at 7.15pm, arriving in Copenhagen at 9.50pm local time. Weekday flights from Copenhagen take off at 6.10pm local time, arriving in Humberside at 6.45pm. Sunday services leave from Humberside at 2.55pm and from the Danish capital at 1.50pm local time. The announcement comes just over a year since the ownership of Humberside airport changed hands from Manchester Airports Group to the Eastern Group, which also owns regional carrier Eastern Airways.

Glasgow Prestwick airport is set to become a centre for aircraft scrapping and recycling. Caledonian Aviation plans to start by the end of this year and will create about 20 to 30 new jobs in engineering, sales and administration. The company said it had already attracted \$6m (£3.7m) from American investors. It plans to work on one aircraft per month initially, stepping up to six within three years. Caledonian said by then it could have about 200 staff. Company director Struan Johnston said it had chosen to locate at Prestwick after a hangar became available when BA decided not to renew a lease. He said: "Prestwick's in a fairly unique position in that it's the last landfall before you get to the United States, and the European aviation market is not as well served as the United States for aircraft recycling - that's where we see the potential at Prestwick. The Ayrshire facility, which was put up for sale last March by New Zealand-based owners Infratil, has been running annual losses of £2m. Ryanair is now the only scheduled passenger airline using Prestwick. "There's an awful lot of businesses that surround the airport and that make up the aerospace cluster and we'd like to be part of that. He added that some used plane parts can be fitted to new aircraft, such as the interior panels of a 737 and the wiring and undercarriage.

Prestwick is also to host The Scottish International Air Show again next September at Prestwick, 22 years after the last show. In its heyday in the 1980s, the show attracted up to 100,000 spectators – twice as many as other Scottish displays. Launched in 1967, the event has featured iconic aircraft, such as a prototype Concorde in 1972, four years before it entered service. Organisers hope to persuade the RAF to become a key part of the event after the air force staged its last annual Leuchars air show this month, before the Fife base is turned over to the Army. They hope this would include the Red Arrows, whose popularity was underlined when 5,000 people converged on Prestwick at short notice last month when they heard the display team was refuelling there en route to Northern Ireland. The unexpected appearance coincided with the start of the inaugural Prestwick World Festival of Flight, a largely arts-based event of which the air show would become part. Other aircraft that could feature in the show include the RAF's Battle of Britain Memorial Flight, which includes a Lancaster, a Spitfire and a Hurricane. There are also plans to host a Vulcan bomber, which carried the UK's nuclear weapons in the 1960s. Organisers also hope to see a Prestwick-built Twin Pioneer take part if it can be made airworthy in time. The 1950s aircraft's wide wings made it a forerunner of the Harrier jump jet by being able to land on short runways, and used by the RAF in Aden and the jungles of Borneo. However, the show would also feature famous passenger aircraft from the past, which could include a Lockheed Super Constellation, known as the "King of the Atlantic" in the 1950s, which is owned by Swiss watch firm Breitling and one of only three still flying. Prestwick is seen as an ideal location because its long runway enables large aircraft to land, and it has a big apron area for displaying planes. This is far more extensive than that of the National Museum of Flight in East Lothian, which also stages air shows. The Prestwick event would also draw on the site's historic connections with the RAF, from where its forerunner, the Royal Flying Corps, first flew in 1913. It is expected a pool of potential volunteers from neighbouring aerospace firms will help staff the event. Festival chairman George Kerevan said: "Everybody remembers the Prestwick airshows of the 1970s and 1980s, which attracted an audience of 100,000 people".



Another airline re-launching with a new colour scheme is Iberia
Here we see the first Airbus A.330 to be painted in the "very imaginative" colours!

AIRLINE NEWS

British Airways has painted the front of a Boeing 777-200 to look like a panda to celebrate this weekend's launch of its London to Chengdu service. The Boeing 777 will be deployed on the thrice-weekly service when it begins on Sunday. Its nose now looks like a smiling panda, fitting as Chengdu is known as home of the giant panda. The route will make BA the only carrier to offer non-stop flights between Heathrow and the Chinese city. Keith Williams, British Airways' chief executive, said: "Chengdu is a fascinating venue for leisure travellers, and is known around the world for its famous giant pandas and excellent fiery Sichuan cuisine. "As one of China's largest cities Chengdu is also an economic power house, having expanded rapidly, consistently delivering double-digit rates of growth. "This new route demonstrates the importance of mainland China to British Airways and our commitment to grow our presence there. We are confident that the new route between Chengdu and London will prove popular with customers travelling between the two major economic hubs."

Jet2.com has launched three new city and short break destinations from Manchester Airport for summer 2014 - Bergerac, Jersey and Vienna. The addition of these routes means more than 1.5 million seats will be available for local travellers next summer, marking the leading leisure airline's biggest ever programme of flights. Jet2.com's brand new flights to Vienna from Manchester are the only direct service from the North of the UK. The three times weekly summer service will begin operating on 2nd May 2014.

Ryanair has pledged to cut fares from Stansted after striking a 10-year deal with the airport's new owners. The budget airline said cheaper flights were part of plans to increase passenger numbers dramatically. Ryanair has vowed to increase passenger traffic at the Essex airport by at least 50% to more than 20million a year by 2023. Boss Michael O'Leary said: "We will be cutting our average fares to deliver this. We are the good guys." The deal reverses a drop in Dublin-based company Ryanair's use of Stansted, with the company accusing previous owners BAA of imposing rip-off charges. The agreement is important for new owner Manchester Airport Group as Ryanair already accounts for 75% of Stansted's business.

MAG also confirmed it was in talks with other airlines about starting long-haul flights from the airport, which at the moment concentrates on short-haul flights to holiday hotspots. O'Leary claimed Stansted's expansion could create more than 7,000 jobs. The Stop Stansted Expansion campaign group, which pledges "to protect the quality of life of residents over wide areas of Cambridgeshire, Essex, Hertfordshire and Suffolk, to preserve our heritage and to protect the natural environment" by containing the development of the airport, expressed its opposition. Its economics adviser Brian Ross said he did not "understand the business logic" behind the deal. "It will simply entrench Ryanair even deeper as the dominant airline at the airport and reinforce Stansted's reputation as nothing more than a 'cheap flights' airport," he said. "When MAG bought Stansted, it said that it wanted to make the airport more broadly based, with more airlines and more destinations. "This Ryanair deal, coming on top of the deal MAG did with Easyjet a few months ago, indicates that MAG has so far done exactly the opposite."

Thomas Cook has unveiling a major rebrand, ditching its globe logo and its famous tagline 'Don't just book it Thomas Cook it'. Instead, the group has come up with a new sunny heart logo and the strapline 'Let's go'. The new brand has been developed by Cook's new management team, headed by CEO Harriett Green who joined in July 2012. "It's a major milestone in our high tech, high touch transformation," said Green. "This isn't just a rollout of a new logo, it's about a promise. What we're announcing today is a renewed promise to our customers, our people and suppliers. "A promise that we're putting them at the heart of our transformation it's the essence of who we are."

AIRCRAFT NEWS

The RAF has been operating the VC 10 since July 1966 (some 47 years) when the first of 14 VC10 C1s was delivered to No. 10 Squadron. The aircraft initially operated from RAF Fairford until the facilities at their eventual home, RAF Brize Norton, were finished in May 1967 and Brize Norton has

been home to the RAF's VC10s ever since. Additional aircraft were acquired in the early 1980s for conversion to air-to-air refuelling tankers. Five former Gulf Air standard VC10s became VC10 K2s, whilst four ex-East African Airways Super VC10s became K3s. Additionally, 14 former British Airways Super VC10s were acquired and placed in storage until the early 1990s, when five of these were converted to tankers, becoming K4s. The remainder were used for spares reclamation to keep the operational fleet flying. All the tanker aircraft were operated by No. 101 Squadron. In 1993, the 13 surviving C1 aircraft were given an air-to-air refuelling capability too, being designated as C1Ks. Having built the fleet up, in 1998 the first aircraft was retired and there has been a gradual dwindling of numbers since then, starting with the K2s and then most of the K4s.

No 10. Squadron was disbanded in 2005, with its aircraft being transferred to No. 101 Squadron, which became the sole operator of the type, and by the end of that year the fleet was down to 15 aircraft. The rundown gathered pace in 2010 with the commencement of the withdrawal of the C1Ks, with only six examples left in service at the beginning of 2013: one C1K (XR808 – known as "Bob"! – which soldiered on until 29 July), all the K3s and one K4. In total, only 54 VC10s were built and 28 of these served with the RAF, with another ten (nine Supers and one former British Airways standard VC10) being used for spares.

The last two aircraft in service were a pair of K3s, ZA147/F and ZA150/J. For the last flight on Friday 20th September they departed as a pair, using the callsigns Tartan 51 and Tartan 52 (although 52 departed first!), getting airborne from RAF Brize Norton at 1000. The very last flights of a VC10 are scheduled to happen the following week, with ZA150 (the last of 54 VC10s built at Brooklands during the 1960s) due to be flown to Dunsfold Tuesday, 24 September – having been bought by the Brooklands Museum – and ZA147 going to Bruntingthorpe Wednesday, 25 September. Then it really will all be over, and the skies of Oxfordshire will be a far quieter place, without the roar of four Rolls-Royce Conways in close formation, which has been a feature for the last 47 years.

OTHER NEWS

A poll of over 100 regular air travellers questioned respondents on their seat preferences (aside from extra legroom seats) including which section and whether they chose window, middle or aisle seats. The poll also delved deeper to find out if choices were influenced by lucky numbers as well as odd or even row numbers. Combining these responses, the most sought after seat on a standard aircraft is seat 6A.

This survey supports previous studies which have found that the front six rows of the plane are the most popular, taking 45% of the votes, a fact easyJet are obviously aware of as booking seats in this section of the aircraft is actually £8 instead of the standard £3 charged to pre-book seats in any other section. Perhaps more surprising was the number of passengers who prefer the window seat – almost 60% - compared to just 40% who opt for the aisle, with less than 1% choosing the middle seat. At the other end of the scale, the survey found that the seat no-one wanted was 31E, a middle seat towards the back of the aircraft. Skyscanner's Travel Editor, Sam Baldwin comments, "There is always a great rush to get on board and get that favoured seat and I think it is really interesting that there are so many differing opinions on this." Anecdotally some passengers seem to opt for the middle section near the wings where they are less likely to feel turbulence while others want to be near the front for ease of getting off the plane, less engine noise or even to get a better choice of food available. The window seems a popular choice for those looking to sleep, especially for long-haul flights, while those who take more trips to the toilet prefer to aisle so as not to disturb fellow passengers and the aisle is also popular for tall passengers looking to stretch their legs. Frequent flyers have also reported that the left-hand side of the plane is best as the windows are off-centre, allowing for wall space to lean on". "I just hope that the low cost carriers don't find out that there is such demand for seat 6A and start charging a premium for it!"

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FLIGHT REVIEW BY ALAN SINFIELD

“Rollercoaster Review” (Tenerife-Manchester)

Our return flight, following our first Jet2Holidays trip to Tenerife, was on Saturday 2 November 2013 departing at 14:55 (LS917). The incoming flight from Manchester had arrived some 60 minutes late due partly to a late departure but also due to strong headwinds meaning the flight time had been over 5 hours!

After a quick turnaround we boarded G-LSAB (757-200W) which happened to be parked between G-LSAA and G-LSAC (Nice photo opportunity!) with an expected shorter flight time due to the tail wind. We settled into the new Recaro seats which don't recline (good!), but I find them quite hard and unforgiving, but at least they give you a bit more leg room due to the thin design. The cabin of G-LSAB look good for the age of the aircraft (25 years old), Interestingly the aircraft has previously been operated by Air Holland, Odyssey International, Sterling Airways, Britannia Airways (G-OAHF), EI AI, Martinair, Air Anatolia and Fly Airlines.

After a short while it began to get dark and there was a beautiful crimson red sunset, but the pleasant nature of the flight was soon to change!

As we started to fly across the Gulf Stream at 36,000 feet, the turbulence began. It wasn't the usual aircraft moving up and down and dropping, but on this occasion, for about 60 minutes, the aircraft was violently pushed from side to side. This was a very strange sensation and I could see also the wings and winglets flexing markedly. At some occasions the aircraft even lurched forwards and downwards. We were at the very back of the aircraft so maybe we felt it worse than elsewhere. All cabin crew activity ceased so it must have been bad!

As we neared Manchester we could see fireworks being let off, but also the violent movements commenced again and by the end of the flight we were feeling distantly queasy. In the end there wasn't even a tailwind so we arrived about some 40 minutes late.

If classed as a theme park roller coaster this flight would certainly have been in the top 10 worldwide. I am not too brave riding Roller coasters, but having been on this flight maybe I would be OK...

One final thought, at least with Jet2 you don't get an in-flight meal!

Alan Sinfield


P.s. For anyone with a fear of flying please don't read this review!





91-0011 F-16C Falcon
141 Filo, Turkish Air Force

A Turkish F-16C Falcon fighter jet, tail number 91-0011, is shown in a steep climb against a clear blue sky. The aircraft features a black and white striped camouflage pattern on the fuselage and a large black and white graphic of a person's face on the vertical stabilizer. The text "TÜRK HAVA KUVVETLERİ" is visible on the side of the fuselage.



9240 JAS-39C Gripen
221 tl, Czech A/F

A Swedish JAS-39C Gripen fighter jet, tail number 9240, is shown in a steep climb against a clear blue sky. The aircraft features a white base paint with blue and yellow Swedish Air Force roundels on the wings and fuselage.




SE-BXB/R
J-29F Tunnan
Swedish A/F

A Swedish J-29F Tunnan fighter jet, tail number SE-BXB/R, is shown in a steep climb against a clear blue sky. The aircraft features a white base paint with blue and yellow Swedish Air Force roundels on the wings and fuselage.


WADDINGTON AIR SHOW 2014

A Collection of the
excellent images taken
by Robert Burke at
this year's show



ZA492 Tornado
GR.4, 617 Sqn
PA474 Lancaster
BoBMF


A British Tornado GR.4 fighter jet, tail number ZA492, is shown in a steep climb against a clear blue sky. The aircraft features a dark grey camouflage pattern.

A Hawker Hunter T.7 aircraft in flight, viewed from below. The aircraft is light grey with dark grey markings. The wings and fuselage are marked with 'WV 372'. The tail fin features the Royal Air Force roundel. The aircraft is flying against a clear blue sky.

WV372/H - G-BXFI
Hunter T.7
Private

A Hawker Hurricane 11C aircraft in flight, viewed from below. The aircraft is painted in a dark brown and tan camouflage scheme. The wings and fuselage are marked with 'PZ865'. The tail fin features a large white 'S' and the Royal Air Force roundel. The aircraft is flying against a clear blue sky.

PZ865/KC-A
Hurricane 11C
Battle of Britain Memorial Flight

An F-16AM Falcon aircraft in flight, viewed from below. The aircraft is painted in a bright orange and black camouflage scheme. The wings and fuselage are marked with 'J-015'. The tail fin features the text 'ONE TEAM'. The aircraft is flying against a clear blue sky.

J-015 F-16AM Falcon
312 Squadron, KLU
Display Aircraft



F-GSTA/1 A.300-605ST Beluga, Airbus International, Hawarden, 11/10(Andrew Barker)



A6-EGL Boeing 777/31HER Emirates, landing Prague, 17/08(Martin Zapletal)



G-EZUI Airbus A.320/214 Easyjet on finals at Manchester, 02/09(Alan Sinfield)