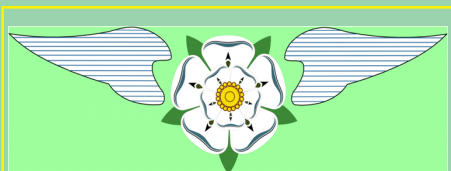


Air Yorkshire Aviation Society



Vol 40 Issue 9

September 2014



EI-DEI Airbus A.320 of Virgin Little Red
on finals for Manchester, 23/06
James Stanfield

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

MURGATROYDS WINTER 2014

Our anual pre-Christmas visit to Murgy's will take place this year on Friday 12th December. It will follow the now regular format in that we will meet up at the Multiflight Cafe at the airport and head off to the fish shop around 1215. Anyone wishing to partake in this ever popular event is asked to give their names to the Editor, Trevor Smith, details in the list above.

AMSTERDAM 2015

Next year's Air Yorkshire trip to Amsterdam will take place on Monday May 18th, 2015. The usual arrangements apply with members asked to book their own flights on Jet2, where incidentally the current price for the trip is £78-40.

EDITORIAL

This is getting a little like groundhog day, but once again I am sorry about the late arrival of your magazine. This is again just due to my work load(and a little play!) and I can only again endeavour to catch up next month. Had a good contribution of photos this month, so keep up the good work.

Thanks again to all who make an effort to contribute each montn.

Trevor Smith

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

SATURDAY

4 October 2014 from 7.30pm

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

2 November 2014

Annual General meeting

7 December 2014 – 3PM

Christmas Bash – Multiflight Café @ 3pm. Car Parking £1 per hour.

4 January 2015

Peter Hampson, Airport Solutions Ltd.

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

1 February 2015

To be arranged

1 March 2015

Richard Bower – Chief Service Engineer – Rolls Royce. We are privileged to have as our speaker tonight the Chief Service Engineer of the Trent 1000 project. The Trent 1000 is a three-spool turbofan, which traces its ancestry back to the RB-211 and was developed to power the Boeing 787. With a thrust range of 60,000 lbs to 75,000 lbs and a 112-inch fan, the 1000 lies towards the upper end of the Trent range. Richard will take us through the development of the engine from its early beginnings in 2003/4 to its current airline service.

12 April 2015

NOTE Change of Date – Paul Litten, Commercial Director, Humberside International Airport Limited. We welcome Paul, whose talk will focus on Humberside Airport and how it has developed over the years and its plans for the future.

3 May 2015

To be arranged

7 June 2015

To be arranged

5 July 2015

To be arranged

2 August 2015

To be arranged

6 September 2015

To be arranged

4 October 2015

Damian Ives - Head of Home Markets Thomas Cook Group Airlines

Germany, UK, Scandinavia & Belgium. Damian is from the Leeds Area and actually worked at LBA from 1988 to 1990, then moved to Manchester and worked for Air 2000 and then in 1996 joined Thomas Cook. We are privileged to have such an important speaker who will give us an insight into the operation of a major UK airline.



50th ANNIVERSARY CORNER

50th Anniversary Social/Re-union

All tickets have now been distributed to our limit. We expect around 70 past members, current members and wives/spouse/partners on the evening. There is a cost to the Society for each ticket distributed whether you attend or not so please ensure that any tickets you do not require are returned to Dave Senior at least 48 hours before the event.

Car Parking - the Society will have to pay £2 for each car parked on the evening. On arrival at the Southside barrier press the button and take a ticket. Keep this ticket. On departure you should go to the Multiflight Security Cabin to have your ticket authorised for exit and adding to our bill. You may avoid this by going to the Pay-Machine in the centre of the car park and pay for your own fee and exit as normal. Without payment or authorisation your ticket will be rejected at the barrier on exit. After parking your car, walk towards the Multiflight Flight Centre(ex Aero Club building) where you will find the entrance.

Use of your Social/Re-union Ticket - it is essential to bring this with you on the evening for the complimentary items. On arrival at the entrance to the venue you will be greeted by a Committee Member and asked for your ticket. One half of your ticket goes into the free prize draw and the other half is needed for your supper/cake/bubbly.

Pay-Bar - there will be a pay bar from which you can purchase a range of drinks including wine, draught beer £2.50 a pint), spirits, soft drinks and bottled/canned lager. We also expect coffees and tea to be available for purchase.

Light Buffet - will be served to seated guests at the tables in the room to avoid the "buffet stampede". You will need to show your ticket.

Programme- timings are as follows. Arrival from 7.30pm, buffet served at 8.30pm, glass of bubbly and birthday cake at 9.15pm followed by short Chairman's address, 9.45pm free prize draw.

There will be a rolling programme of members' photos of the Society over the last fifty years on the TV screen. There will also be a large picture board of photos. The discrete background music will be a selection of songs and tunes with an aviation theme. Copies of the Jubilee Commemorative Brochure and the commemorative lapel badge will also be available.



An early WRB Stand at Scalebor Park Gala in Summer 1965. Just visible are Dave Plummer and Roger Pettie.

Note the Shorrock Mk5 airways radio on the wall.

Hi There.

Casually surfing the wonderful internet tonight, as you do, and by some convoluted route managed to arrive at your website. I must congratulate Air Yorkshire on their 50th Anniversary. I was a member of the organisation for a few years in the early 80's and one of my responsibilities was collating the monthly movements from ATC for the magazine. This association with Air Traffic and Stan Haddock in particular helped garner my enthusiasm for a career in ATC. I am pleased to say I joined NATS 25 years ago and am currently an ATCO at Birmingham Airport which is celebrating its 75th anniversary. Birmingham is also undergoing enormous and exciting change. I remember excitedly seeing the development of the Runway extension to 33 as it was then and have similarly been able to watch in awe as our Runway 33 has similarly been extended!

I am thrilled to see that Air Yorkshire is still thriving as an organisation. I would like to wish you well on your anniversary celebrations. I would be thrilled to come along to the reunion event but unfortunately I will be airborne en-route from Boston to Dublin courtesy of Aer Lingus.

I am immersing myself in all things Yorkshire this weekend and thrilled to be spectating at the Tour de France Grand Depart in both Leeds and Harrogate. Exciting times for the region.

I would very much be interested in a 50th anniversary brochure and maybe purchasing a pin badge. I would be grateful if you could let me know the easiest way of doing this.

Regards
Andrew Birch



Aero Club Fly-in and Barbeque 1997. From left to right - Geoff Ward seated, David Valentine white shirt, Terry Sykes and standing Roger Pettie. Radios poised awaiting the next fly-in visiting aircraft

SCENE AROUND YORKSHIRE



PHOTO RICH GRIMLEY

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

ASKERN:- The strip is now closed and all former residents have moved on, destination unknown at present.

BAGBY:- A visit for the Summer Fly-in and Hog Roast on 26.7 noted the following **Nearside hangars** G-AIXN M.1C, G-ARLR A.61, G-AYTR CP.301A new resident on rebuild, G-BHEL D.117, G-BKAO D.112, G-BWVB Air Camper, G-BZUH Rans S.6, G-CCFX AcroSport II, G-CCPN MCR.01 new resident, G-CDKO MXP.740, G-CIFK X'Air Hawk, G-CNAB Jabiru UL, G-ELKS Avid, G-GRMN WT9 UK new resident, G-HMES PA-28 dismantled, G-MNVV Gemini Flash 2, G-MVSE Pegasus XL-Q. **Farside Hangars** G-BAGC DR.400 unmarked on rebuild, G-BPXJ PA-28RT, G-CEAR Pioneer 300 new resident ?, G-CESW CTSW, G-CGMV Roko NG4 new resident, G-CTEE CTSW, G-EIWT FR.182RG normally at Full Sutton possibly here for maintenance, G-EVSW EV.97, G-GOLF TB.10, G-KAIR PA-28, G-PARG S.1S new resident, G-RDNS Rans S.6, G-RICO AG-5B minus engine, G-RVAT RV.8. **Residents on field nearside** G-CENO WT9 UK new resident, G-CGSH EV.97, G-CHJG EV.97, G-CLUX F.172N, G-DYMC WT9 UK, G-UMMS EV.97. **Outside Maintenance Hangar** G-BBKA F.150L, G-BGVS F.172M, G-BPHI PA-38, N32HF PA-32RT-300(32R-7885186) **Residents on field farside** G-AXHT MS.880B wfu., G-BAWK PA-28. **Visitors from 17.45hrs. up to night fall** (all night stopping except the Gazelle) G-BDGM PA-28, G-BJZN T.67A f Brighton, G-BZED Quantum 15-912, G-CDPE Skyranger 912, G-LEDR SA.341C, G-MVGG Chaser S, G-MZIT Blade. **Earlier visitors** (taken from the Airfield Log) G-BOPD BD.4, G-BROR J.3C-65, G-BUGZ T.61F, G-BVFA Rans S.10, G-BYFV MiniMax 91, G-CDOV Skyranger 912, G-CESM TL.2000UK, G-MYLB MiniMax 91, G-OCZA Sportcruiser, G-RAYH CH.701UL, G-RHAM Skyranger 582, G-SAZM J.3C-65, G-ZFOX Kitfox.

BEVERLEY:- Resident G-BIDH Cessna 152 was involved in a heavy bounced landing on 11.4 when the nose undercarriage collapsed causing other damage to the front end and engine. Cessna 172S G-BTMR was operating from here on 19/8, carrying out local survey work.

BRIGHTON

RESIDENTS:- G-BVXJ Bu.133 is now known to have been sold and will not be returning. G-MWNO Chevron 2-32C is a new resident arriving by road 7.8, it lives in its own trailer.

OUTSIDE PARKING :- D-GDCO, G-AVMD, G-AYRT, G-BBJX, G-BGAX, G-BOIY, G-BSDO, G-BXJD, and G-LMAO have all been present throughout. G-BOYV PA-28R departed to Sturgate early August for annual and has not yet returned, whilst G-LACA PA-28 is still away on maintenance.

HELICOPTER ENCLAVE:- No changes to report this month.

MOVEMENTS:-

26.7 D-HRGR EC.135P2+(0893) f York/Middlethorpe Hall t Lydd, G-BDGM PA-28 f&t Beverley, G-BHVZ D.120A f&t Pilling / Brook Farm, G-BODB PA-28 f&t Sherburn, G-BROR J.3C-65 f Bagby t Sturgate, G-BVFA Rans S.10 f Bagby t ?, G-BYJT CH.601HD f&t South Cave, G-CCWM DR.400 f&t Peterlee, G-CDON PA-28 f&t EMA, G-CESM TL.2000UK f Bagby t Eshott, G-CHJG EV.97 f&t Bagby, G-CGPY/671 A.75L300 wing walking flights all day, night stop, G-CLUX F.172N f&t Bagby, G-DFKI SA.341C o/s only 17.17hrs. t Sherburn then f Sherburn t private site Harrogate, G-DODB R.22B f&t Humberide, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-IIRI XA41 f Wickenby t Fishburn, G-LEDR SA.341C f&t Garton on the Wolds, G-MZEN Rans S.6 f&t South Cave, G-OCZA Sportcruiser f Bagby t Eshott, G-ROPP Groppo Trail f&t Pilling / Brook Farm (first visit of type), G-ZFOX Kitfox f Bagby t ?. **27.7** G-AKBO M.38 o/s only mid afternoon f&t Sherburn, G-ATHV 150F f Netherthorpe t Sherburn, G-BEZG AA-5 f North Coates t Shobdon, G-CBUY Rans S.6 f&t Rufforth, G-CGPY/671

A.75L 300 wing walking flights all day t Gloucester, G-CHJG EV.97 f&t Bagby, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-ICAS S.2B f&t Full Sutton, G-OBMS F.172N f&t Sherburn, G-TWOO EA.300/200 f&t Wombleton. **30.7** G-AVWA PA-28 f&t Old Buckenham. **31.7** G-BODB PA-28 f&t Sherburn. **1.8** G-BIIA RF.3 f&t Kirton in Lindsey. **2.8** G-AZYF PA-28 f&t Crosland Moor, G-LEDR SA.341C f&t Garton on the Wolds, HA-LFQ SA.342L (1854) f Deighton/Crab Tree Farm t Patley Bridge then f Patley Bridge t Deighton, N64EA A.109A f Thrupton t Huggate. **3.8** G-AJIT J/1 (mod) f&t Netherthorpe, G-BWNY AMT.200 f&t Husbands Bosworth, G-LEDR SA.341C f&t Garton on the Wolds, G-ORAE RV.7 f&t Netherthorpe, G-ROKS R.44 f Petworth Hall t Stainsby Hall, G-SACT PA-28 f Sandtoft t Sherburn, G-SKYC T.67M f&t Wombleton, G-TWOO EA.300/200 f&t Wombleton, G-ZIPI DR.400 f Montrose t Rochester, HA-LFQ SA.342L (1854) f&t Deighton / Crab Tree Farm, N59VT Beech K.35 (D-5897) with N1778X 210L (21060798) both f&t Sturgate. **4.8** G-BRVJ T.31M f&t Yearby, G-ORUG T.600N f&t Beverley. **5.8** G-ROLY F.172N f&t Netherthorpe. **6.8** G-ATXZ Bo.208C f&t Fishburn, G-DISO D.150 f Ings Farm t Bagby. **7.8** G-BEVC Rallye 150ST f Eddsfield t Melbourne, G-MVJU Pegasus XL-Q f&t Headon plus an unidentified tri-gear GlaStar. **8.8** G-BSXD/30146 Soko P.2 f Linton on Ouse n/s, G-LEDR SA.341C f&t Garton on the Wolds plus in the early afternoon the Canadian Lancaster passed a couple of miles to the East on route to Coningsby. **9.8** G-AJIT J/1(mod.) f Netherthorpe t Elvington then f Elvington t Netherthorpe, G-BSXD /30146 Soko P.2 t Elvington, G-BULO Luscombe 8F f&t Abbots Bromley, G-BWZG R.2160 f&t Sherburn, G-HECK R.44 f&t Great Heck, G-TWOO EA.300/200 f&t Wombleton, G-VLCN/XH558 Vulcan B.2 full display at 15.20hrs, N59VT Beech K.35 f&t Carr Farm. **10.8** G-SKYC T.67M f&t Wombleton.



Coningsby based Douglas C-47A ZA947 in its 2015 display scheme(Steve Lord)

BRIDLINGTON/SEWERBY HALL:- Noted by Lee Parker at the Classic Car Show on 27.7 were G-CCNY and G-GSPY both R.44 on pleasure flying duties from Sherburn.

CASTLEFORD:- Visiting a site in the town on 24/7 was EC.120B G-HEHE, later departing to Langley Park.

CAUNTON:- A new resident is G-CFPR Quik R ex. Rufforth East, whilst departing to new owners has been G-CGRR Quik.

CONEYPARK(Leeds Heliport)

Movements:-

12/07	G-SHAF	R.44	1638 1650	f. Hawes t. Garforth
17/07	G-JBCB	Agusta A.109E	0840 1600	f/t Menwith Hill
17/07	G-HEHE	Eurocopter 120B	1345 1350	f/t Private site in Kent, n/s
23/07	G-JBCB	Agusta A.109E	1035 1600	f/t Bainbridge
07/08	G-GCMM	Agusta A.109E	1130 1200	f. Middleton in Teesdale t. Biggin Hill
11/08	G-VIPE	Agusta A.109E	0955 1005	f. Swindon t. Edinburgh Airport
11/08	G-MRMJ	Dauphin	1615 1625	f. Aldenham Grange t. private site, Cumbria
23/08	G-EMHC	Agusta A.109E	1700 1705	f. Costock t. ???
26/08	G-BPRL	Twin Squirrel	1600 0815	f. Carlisle, n/s to Ronaldsway
27/08	G-MCAN	Agusta A.109S'	1406 1430	f. Biggin Hill t. Middleton in Teesdale

DONCASTER PHOTO PAGE

by Clive Featherstone



This trio of aircraft were based to act as liaison aircraft for the Tour de France
From left to right - PH-RLY Cessna 402, F-GPJD King Air 90, F-GDHD BN-2 Islander



New acquisition for Westair, Ireland, Gulfsstream 6 EI-JSK was crew training on 1/7



Also crew training, a new Embraer 135BJ Legacy M-ABGF for Gama Aviation on 14/7



Royal Navy Sea King ZG821/G, one of a pair of the type, arriving for a refuel on 4/7

27/08	G-BPRL	Twin Squirrel	2000 1100	f. Ronaldsway, n/s to Barton
30/08	G-PTOO	Long Ranger	0830 0950	f. Tatenhill t. Loch Lomond
31/08	G-MCAN	Agusta A.109S	1620 1630	f. Middleton in Teesdale t. Biggin Hill
31/08	G-PTOO	Long Ranger	1630 1645	f. Loch Lomond t. Costock

CRANWELL NORTH:- From the Residents delete G-XOAR ASW27-18E which has been exported to the Czech Republic becoming OK-2032.

CROSLAND MOOR:- New residents noted on 20.6 were G-BFXR D.112, G-BVEL VP.1, G-CCMO EV.97 and G-CEDZ Skyranger 912 which is now at the airfield for completion. From the Residents delete G-SONX Sonex which has departed following sale.

DEVONSHIRE ARMS:- S-76C M-ONTY visited on 22/8, f/t Isle of Man.

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

From the Residents delete G-AVYL PA-28 which has departed to Kemble following sale, and G-CDMX PA-28 to Bournemouth following sale.

Interesting Movements July 2014

Commercial

1st G-TAWC Boeing 737-800 Thomson div fm Manchester. Stayed just over an hour
 3rd HA-LYA Airbus A-320 Wizz Air
 4th HA-LYC Airbus A-320 Wizz Air (FV)
 4th HA-LWZ Airbus A-320 Wizz Air (FV)
 4th TC-CPL Boeing 737-800 Pegasus
 4th EC-LZD Airbus A-320 Evelop Airlines
 6th HA-LYD Airbus A-320 Wizz Air
 7th G-OSRA Boeing 727-200 T2 Aviation Oil Spill Response. From Waddington after the Airshow & dep to Lasham (T) (FV of type).
 7th EC-GXJ SA226-TC Metro II Flightline (F)
 10th EC-GFK SA-226AT Merlin IVA Flightline Spain (F)
 12th G-ECOB Dash 8D Flybe (T)
 14th G ECOD Dash 8D Flybe (T)
 14th G-OSRA Boeing 727-200 T2 Aviation Oil Spill Response; (T) then landed to be based here. C/sg Broadsword 60.
 14th HA-LYC Airbus A-320 Wizz Air
 18th HA LYG Airbus A-320 Wizz Air
 18th TC-ASP Boeing 737-800 Pegasus (FV)
 19th S5-AAG Canadair Regional Jet. CRJ-200 Adria Airways (FV) of Airline & first S5- registration. Took Sheffield Wednesday to Slovenia For a football fixture. Returned 24th.
 21st HA-LYB Airbus A320 Wizz Air (FV)
 22nd G-TCDZ Airbus A-321 Thomas Cook
 23rd G-ZBAG Airbus A-321 Monarch Airlines (T) (FV)
 23rd YL-LCN Airbus A-320 Wizz Air - Smart Lynx (FV)
 25th TC-CPD Boeing 737-800 Pegasus (FV)
 26th G-JECF Dash 8D Flybe (T)
 26th TS-INH Airbus A-320 Nouvelair
 30th TC-JHD Boeing 737-800 Turkish Airlines brought Fenerbahçe FC for a match v Sheffield United on 31st.

Bizz Jets & Bizz Props

1st EI-JSK Gulfstream VI-G650 Westair Aviation. The first G-650 on the Irish Register, delivered 2nd May 2014. The second of type at DSA. (T) (FV)
 1st G-SENT BD-700 Global Express. Hangar 8 (T)
 2nd N58KY CitationJet 525 CJ2 (ex G-CGSB & OE-FGL) Dept (M)= (FV)
 2nd N709AA Gulfstream V Private Dep 4th
 3rd OE-HAC Cessna Citation 750X Jet Alliance (M) (FV)
 4th These aircraft arrived in connection with the Filming & TV broadcasts of the Tour de France. All were (FVs)

PH-RLY Cessna 402B Businessliner Nederlandse Omroep Stichting (Netherlands Broadcasting Foundation)
 F-GPJD Beech E90 King Air Aero-Sotravia
 F-GDHD Britten-Norman BN-2A-9 Islander Aero-Sotravia
 5th M-LJGI Dassault Falcon 7X Ven Air (T) (FV) This is the same registration they used on their Falcon2000
 6th G-LYDF PA-31 Navajo Chieftain Atlantic Bridge Aviation Ltd Lydd Airport (FV)
 7th VP-COK CL-601 Challenger Private (T) (FV)
 8th D-ILHD C525 Lufthansa Flight Training (M)
 8th G-ECAL Citation 560XLS London Executive Aviation
 11th N425PG Cessna 425 Private (FV)
 11th N90YA Cessna 425 Private (FV)
 10th M-LJGI Dassault Falcon 7X Ven Air
 10th G-UMMI PA-31 Navajo 2Excel Aviation +24th
 14th M-ABGF Embraer ERJ -135BJ Legacy 600 Gama Aviation (T) (FV)
 14th D-ILHE CitationJet 525 CJ1+ Lufthansa Flight Training (M) (FV)
 15th G-FCED PA-31 T2-620 Cheyenne IIXL Air Medical Fleet
 16th G-BEZZ Piper PA-31 Navajo 2Excel Aviation C/sq Broadsword 54.
 18th M-CHEM Falcon 2000 Ineos Aviation
 18th G-BFIB Piper PA-31 Navajo 2Excel Aviation Ltd. C/sq Scorpion 11
 17th G-GZRP PA-42-720 Cheyenne 3A Air Medical Fleet
 20th D-CRIS IAI-Israel Aircraft Industries 1125A Astra SPX. Tyrol Air Ambulance Medical flight (FV) dep 21st
 21st B-8160 Gulfstream V. Private. The first Chinese registered BizJet at D.S.A. Dep 23rd (FV)
 24th D-BOOK Dassault Falcon 2000EX Bertelsmann AG (FV)
 24th M-FLYI CitationJet 525 CJ4 Private
 25th G-RHYM Piper PA-31 Navajo 2Excel Aviation Ltd Broadsword 42
 27th D-INKY Piaggio P-180 Avanti. Airgo Flugservice (FV)
 27th D-IPCC CitationJet 525 CJ2+ Mach Airlines (FV)
 27th N70XA Cessna 550 Citation II (ex G-VUEZ/M-VUEZ) Dep Reykjavik (FV) (Note M-VUEZ never flew and was never officially registered so never really was M-VUEZ it just wore the registration)
 27th G-LEAB Citation 510 Mustang London Executive Aviation
 27th CS-DRC Hawker 800XP Netjets Europe Ltd
 28th N53GX BD-700 Global Express York Aviation
 30th M-ISKY Cessna 550 Citation Bravo. Mysky LLP. To Engine Test Bay (M)
 31st G-CGMF Citation 560XL Multiflight Charter Services (T)
Miscellaneous Light/Medium Aircraft (Aircraft marked as (FV) are to my knowledge correct).
 1st N44NE Cessna 414 J & G Aviation Inc Trustee +2nd & 3rd
 14th G-MLLI Piper PA-32RT-300 Cherokee Lance. Evans Aircraft Ltd. C/sq Broadsword 65, arrived shortly after the Oil Spill Response Boeing 727. I Believe this took the crew away.
 18th N210NM Cessna 210K Private. (FV) +27th
 21st G-ACMN DH-85 Leopard Moth (Built 1934) made a low fly-past at ATCs request
 21st G-MLLI Piper PA-32RT-300 Cherokee Lance
 23rd G-VEZE Rutan Varieze. Go Eze Flying Group. Dep. 25th Probably second of type Amateur Built (FV)
 27th HB-GBL Beechcraft BE-95 Travel Air (Built 1959) second visit. Dep 31st
 29th OE-FAN Cessna 441 Conquest B.A.C.H. Flugbetriebs GmbH
 30th G-FIND Cessna 406 Reconnaissance Ventures Ltd (T)
 31st G-SVEY Vulcanair P-68TC Observer Broadsword 42 (FV)
Civil Helicopter (Aircraft in this list marked as (FV) are to my knowledge correct).
 4th Gazelle's ZB627 (G-CBSK). & XX436 (G-ZZLE). The Gazelle Sqdn Display Team, passed over the Airfield.
 9th EI-GJL AS-365 N3 Dauphin 2 Private dep 10th
 24th G-BRVI Robinson R22 (T) (FV)

Military

1st ZR325 Agusta A-109E Defence Helicopter Flying School Shawbury 151
1st G-BYUX Grob Tutor G-115E
2nd XH558/G-VLCN Vulcan. departed for various shows. Returned to base 31st.
4th ZA296/Q. Sea King Royal Navy (H) (FV)
4th ZG821/G. Sea King Royal Navy (H) Made a fuel stop with the above (FV)
4th ZH884 C-130J Hercules (T)
4th ZA604 Tornado (T)
8th ZD842 Tornado (T)
9th ZJ813 Eurofighter Typhoon (T)
10th G-FRAS Dassault Fan Jet Falcon 20D FR Aviation (T) (escorted by the two below)
10th ZK306 Eurofighter Typhoon (FV)
10th ZJ813 Eurofighter Typhoon
10th ZA458 Tornado (T) (FV)
10th ZA606 Tornado (T)
11th ZH102 E3D Sentry AWACS (T)
15th ZE701 BAe-146 (T)
16th ZA598 Tornado (T)
16th ZJ813 Eurofighter Typhoon (T)
16th ZK306 Eurofighter Typhoon (T)
21st ZZ416 Beech 350 King Air (T)
22nd ZG714 Tornado (T) (FV)
23rd ZA606 Tornado (T)
28th ZD842 Tornado (T)
30th ZA614 Tornado (T) (FV)
30th ZA936 Puma (H) (T) (FV)
31st G-FRAP Dassault Fan Jet Falcon 20D FR Aviation/Cobham Leasing (FV) (escorted by the two below)
31st ZK343 Eurofighter Typhoon (T) (FV)
31st ZK379 Eurofighter Typhoon (T) (FV)

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



Tiger Moth G-AGYU/DE208 seen outside hangar 3 at Doncaster following a rebuild after a landing accident in July 2012. Another of the type G-AXAN is also on rebuild

EAST KIRKBY:- Visiting on 2.8 were D-KKTK RF.3 (68), D-KOPF RF.5 (5082), F-BORI RF.4D (4017), F-CAHM RF.9 (3) and G-AZRM RF.5.

ELVINGTON:- Present at the Large Model Flying Association Event on 9.8 were G-AIBW J/1N f&t Brighton, G-AJIT J/1(Mod.) f&t Brighton, G-AYFE D.62C f&t Stanton, G-BSXD/30146 Soko P.2 f Brighton t Linton, G-BVEZ/XM479 Jet Provost T.3A arrived from Newcastle 8.8, displayed 9.8 and

HUMBERSIDE PHOTO PAGE

by Rich Grimley



Czech A.319 OM-MEK transported Hull City to Piastany for their European tie on 30/7



European based Citation Sovereign N710MS arrived on 31/7 for an overnight stay



One of the latest acquisitions for Bristows, AW139 G-CHNS seen arriving on 15/7



Duxford based Spitfire IXE G-CCCA/PV202 taxiing on 3/7

departed to another display at Newcastle, Northern Ireland, returning here in the evening, G-TYAK Yak 52 f&t Brighton plus G-VLCN/XH558 Vulcan B.2 displayed during the afternoon. G-TYAK Yak 52 visited again 10.8 but there was no other activity due to the weather. Noted visiting on 22/8 were Guernsey registered Commander 114 2-MIKE and PA-31 G-EEJE.

FADMOOR:- Visiting on 19/8 was A.109E G-MCAN(Castle 7) from LBIA.

FOXHOLES:- Following 20 years of residency G-BV/VH Europa has departed following sale to a new owner in Hitchin.

FULL SUTTON:- A new resident is G-CDDP Lazer Z230.

GAMSTON:- Following on from last month, joining M-OTOP is M-OTOR (2) B.200GT (BY-200) both with Pektron Group Limited. A further new resident is G-BFSA F.182Q. From the Resident Review delete G-BDTV M.20F sold to Just Plane Trading at Top Farm.

HUGGATE (EY) A new resident is N64EA A.109A (7265) bringing to four the number of helicopters operating from here. G-SMDJ AS.350B2 was re registered G-OGUN 17.7 but will continue to operate from here.



A.109A N64EA is a new resident at Huggate, near York with Eahot Inc(Paul Whincup)

HUMBERSIDE Info from Rich Grimley

On 30/7 Hull City began their short foray into European football with the team flying out to Piastany, Czech Republic on Czech Airlines Airbus A.319 OK-MEK. The following day Neos Boeing 737/800 I-NEOX operated a charter to Bratislava. Other movements of note:-

- 1/7 M-TSRI King Air 90(Ambassador 901A), XX230 Hawk(ILS), M-USHY Cessna 441
- 2/7 N183BM Cirrus SR.22, G-ARVT PA-28, G-GEMD Cheyenne(Air Med 054)
- 3/7 G-TWOP Citationjet 2(Clifton 9), XZ595 Sea King(SRG 128), G-LBDC Jet Ranger
- 4/7 G-XBCI Jet Ranger, TS-INB A.320(Nouvelair 8454)
- 5/7 G-CCCA/PV202 Spitfire IX, G-LEAC Citation Mustang(Blink 4D)
- 6/7 ZA947 Douglas C-47(Dakota 99) flypast with Lancaster PA474(Battle 1)
- 7/7 HB-WZH Pipistrel Virus(n/s), TC-CPK Boeing 737/800(Pegasus 8411)
- 8/7 CS-DXJ Citation XL(Fraction 3GX), G-LBDC Jet Ranger, ZH879 C-130J(Ascot 100, ILS)
- 9/7 XZ595 Sea King(SRG 128, training, also 12/7) 10/7 G-TBEA Citationjet(Clifton 793)
- 11/7 G-OENA Agusta AW.189(Bristow 543), G-RSCU A.109S(Helimed 77)
- 12/7 G-BYUP Tutor(Barkston 47, ILS), G-CTZO TB.20 Trinidad
- 13/7 OE-FUX Citationjet 2, M-OTOP King Air 90(Eastflight 08A)
- 14/7 G-JCWS Escapade(n/s), G-LNCT MD-902(Helimed 29A), G-OBDA Katana
- 15/7 EC-IXL Metroliner(OVA 52L), G-CHNS Agusta AW.139
- 16/7 D-CSLT Lear Jet 60(Red Angel 4718), ZF240 Tucano(LOP 26, ILS)
- 17/7 M-ICRO Citationjet 3(Eastflight 08A), ZK459 King Air 200(ILS), G-SACY AT-03
- 18/7 M-ROWL Falcon 2000EX, G-CGGD Dauphin(Yorkair 03)
- 20/7 G-CGPI EC.135T(Red Head 12), G-REDG Dauphin
- 24/7 ZD621 BAe.125(Ascot 1199), G-SENS EC.155, G-HTRL PA-34 Seneca
- 25/7 CS-DQA Citation XL(Fraction 232E), G-SBDS Ramos GX, EC-GUS Metroliner

26/7 D-FBPS Cessna 208(Para drop at Hull), G-LCYZ Embraer 190(City Flyer 59Z)
 29/7 N90011 MD.902 Explorer, G-MCLY Cessna 172S, ZH537 Islander(Ascot 7940)
 30/7 G-LALE EMB.135BJ Legacy(Lonex 63GL), CS-DRS Hawker 800XP(Fraction 9ML)
 31/7 N710MS Citation X, ZZ174 C-17B Globemaster(Ascot 830, training).

LECONFIELD:- Noted visiting on 25/7 was ZH838 Merlin HM.1

LEEMING:- 28.7 6054, 6064, 6066 all L.159A plus 0455, C.295M all Czech Air Force and T-413, T-421, T-426, T-427 all T.17 Danish Air Force.

LELLEY/HUMBLETON GRANGE:- Visiting on 3.8 was G-LEDR SA.341C, at the moment the owner of HA-PPC SE.3130 is borrowing this on occasions whilst his own helicopter is away on maintenance (currently stored at Brighton awaiting transport to Hungary), it is likely to be a regular visitor over the coming months.

MIDDLEHAM:- On 19/8 RV-7 G-HPWA arrived from a private strip near Newbury and stayed for three days before heading home. On 24/7 PA-31 G-EEJE was noted visiting.

NETHERTHORPE:- New residents are G-BMCV F.152 and G-CSBM F.150M.

NEWARK AIR MUSEUM:- A new arrival on 19.6 was XL618 Hunter T.7 formally on display at Caernarfon Air World Museum. The aircraft is on long term loan and was re-assembled on 20.6. It is expected to receive a new paint scheme the details of which have yet to be decided.



Irish based Cessna 172RG Cutlass N15NH visited Nine Scores Farm near Finningley 11/9

NORTH COATES:- Movements 1.7 G-LFSI PA-28 f&t Humberside, G-BPGU PA-28 f&t Tollerton. **3.7** G-TERN Europa f North Thoresby by road t Rufforth and return. **5.7** G-BEAC PA-28 f&t Humberside, G-BUTD RV.6 f&t Manby, G-OXVI/TD248 Spitfire LF.XVIe flypast only f&t Humberside, plus an unidentified Quik f&t Boston and G-TERN Europa from North Thoresby by road for local flying. **8.7** G-GPMW PA-28RT f&t Coventry. **12.7** G-EHMJ Beech S.35 f&t Gamston, G-BXVO RV.6A f&t Sturgate, G-CGWT Skyranger 912 f Beverley t Brighton, G-CEFJ Sonex f&t Temple Bruer, G-BZHR Jabiru UL f&t Wymeswold, G-BSCE R.22B f Beverley t Brighton, G-ATWA DR.1050 f Wickenby t Bagby, G-CHJG EV.97 f&t Bagby, G-BWVF Cessna 185A f&t Tollerton, G-SELL DR.400 f&t Grassthorpe, G-CBEF/XX621 Bulldog Srs.120/121 f&t Little Gransden, G-BIZF F.172P f&t Main Hall Farm, G-KEVA Magic Cyclone f Beverley t Strubby, G-IPKA Pioneer 300 f&t Leicester, G-BUTD RV.6 with G-CHJO Midget Mustang both f&t Manby, G-BNSO T.67M f&t Full Sutton, G-CBDJ CT2K f Sturgate t Temple Bruer, G-BSTR AA-5 f Wickenby t ?, G-BVFA Rans S.10 with G-ZFOX Kitfox, G-HAMS Quik and G-CCDF Quik all f Brighton t Headon, G-BIIA RF.3 f Wickenby t Kirton in Lindsey, G-NPKJ RV.6 f&t Sturgate, G-PKPK 269C f&t Louth, G-BXAN SF.25C f&t Darlton, G-YAKG Yak 18T f&t Andrewdfield, TE311/4D-V Spitfire LF.XVIe flypast only t Coningsby. **13.7** G-BACL D.150 f Langar t Kirton in Lindsey, G-NPKJ RV.6 f Kirton in Lindsey t Sturgate, G-BROR J.3C-65 f Sturgate t Kirton in Lindsey, G-IAJS Ikarus C42 FB UK f&t Nantwich. **20.7** G-CEIS DR.1050 f&t Conisholme. **22.7** G-BPGU PA-28 f&t Tollerton. **25.7** G-SVIV SV.4C f Fenland n/s until 27.7, G-ULUL Calidus f Blackpool n/s until 27.7 when it departed for Sunderland. **26.7** G-ARMZ, G-ARNZ, G-BUKH all D.31 f Headcorn n/s., G-HAMM, G-FUNK, G-BTZB, G-JYAK, G-GYAK, G-CBPM all Yak 50 f Fenland t Compton Abbas, G-BKDR S.1S f Priory Farm n/s, G-EWIZ S.2S f Yeovilton n/s, ZA947 Dakota C.3 flypast whilst positioning for Cleethorpes Air Show f Coningsby t Sunderland, G-OXVI/TD248 Spitfire LF.XVIe

flypast whilst positioning for Cleethorpes Air Show f&t Humberside, G-BEZG AA-5 f Conington n/s t Brighton 27.7, G-RIVT RV.6 f&t Netherthorpe, G-RRCU DR.221B f&t Hucknall. **27.7** G-GYAK, G-JYAK, G-CBPM, G-BTZB, G-HAMM all Yak 50 f Compton Abbas t North Weald, G-ULUL Calidus f Sunderland t Old Warden, ZJ278/78 Squirrel HT.1 f&t Cleethorpes Beach (transport for Red 10) G-BUOS/SM845 Spitfire FR.XVIIIe with G-AWHE HA.1112-MIL both flypast whilst positioning for Cleethorpes Air Show f&t Humberside, PA474/KC-A Lancaster B.1 with TE311/4D-V Spitfire LF.XVIe and PZ865/EX-S Hurricane IIC of BBMF flypast whilst positioning for Cleethorpes Air Show, plus 9x Hawk of the Red Arrows. **29.7** G-SFTZ T.67M f&t Sherburn. **30.7** G-BPGU PA-28 f&t Tollerton.

NORTH DUFFIELD/BIRCHWOOD HOUSE:- New residents are G-PATF Europa as yet unflown, and the long out of permit G-PREY Osprey 2.

NEWBY HALL(RIPON):- Visiting on 17/7 was R.44 G-ROKS from Stainsby Hall

PONTEFRACT:- Noted at a site in the town on 24/7 was R.44 G-OGJC.

REDCAR:- Noted at a private site here on 17/7 was EC.135 G-MSPT(Woodstock 25).

RUFFORTH EAST:- From the Resident Review delete G-CFPR Quik R which has been sold and has moved to Caunton.

RUFFORTH WEST:- Interesting visitors on the 30.7 were D-KALC RF.4D (4102), D-KBAM RF.5 (5063), D-KEAA RF.5 (5092), D-KEIL RF.5 (5066), D-KKTK RF.3 (68), D-KOHO RF.4D (4079), D-KOPF RF.5 (5082) and G-AZRM RF.5.



Cessna 182S G-ZBLT f/t Dublin/Weston, noted at Rufforth on 23/8(Clive Featherstone)

SALTBY:- A new resident with Buckminster Gliding Club is G-CHJC LS6-c. Further new residents are G-DCXK Glasflugel H.201B and G-TRBN Glasflugel H.304S.

Sandtoft Aerodrome Movements August Pete Hobson

Arrivals G-CSUE Savannah Jabiru by the end of the month.

Departures Some Noted missing from the movements log and now confirmed as departed are:- G-BCGI Piper PA-28-140 back to Fenland, G-BCYR Cessna F172M still at Humberside after its accident here and to go to Bagby shortly, G-BHCP Cessna F152 to?. Also known to have been removed from the Grave Yard here are:- G-BNSY Piper PA-28-161, G-BOFY Piper PA-28-140 and G-BSJZ Cessna 150J.

Resident and Hire aircraft noted during the month were:-

G-BBLM Rallye 100S (engineless, wfu and in the grave yard), G-BGLG Cessna 152, G-BIFB Piper PA-28-150C (stored outside and pwf), G-BRNC Cessna 150M, G-CBOP Jabiru UL-450, G-CGPL Sonex, G-CGZA Kolb Twinstar MKIII XTRA, G-DENE Piper PA-28-140, G-HELA SOCATA TB.10, G-MZNX Thruster T.600N, G-MZOS Pegasus Quantum 15-912, G-RAYM SOCATA TB.20, G-WLGC Piper PA-28-181, N200ZK Cessna 172H.

MOVEMENTS

2 G-ROKO Roko Aero NG 4HD f/t Sturgate.

3 G-BJXZ Cessna 172N f/t Derby, N1778X Cessna 210L f/t Sturgate, N59VT Beech K35 f/t Sturgate, G-OCAM Gulfstream AA-5A f/t Cranfield, G-SACT Piper PA-28-161 f/t Sherburn,

TEESSIDE PHOTO PAGE



This colourful trio of Swiss PA-28s arrived on 4/7 for an overnight stay, enroute Perth



Owned by CFS Air Inc of Danbury, Connecticut, Gulfstream 4 N721BS arrived on 23/7



DA-42 Twin Star OE-VTX, company demonstrator, arrived to visit Cobhams on 3/7



RJ-85 G-BVRJ operated by the Empire Test Pilots School arrived for training on 30/7

- G-CFIT Ikarus C42 FB100 f Sherburn t Blandford Forum,
- 4 G-JAEE Vans RV-6A f/t Wickenby, G-OBSM Robinson R44 f/t Coventry.
 - 5 G-CIFN Ikarus C42 FB80 f/t Fenland, G-CSAV Thruster T600N f/t Beverley.
 - 8 G-OBSM Robinson R44 f/t Coventry.
 - 9 G-BATV Piper PA-28-180 f/t Full Sutton.
 - 12 G-BATV Piper PA-28-180 f/t Full Sutton.
 - 14 N30593 Cessna 210L f/t Fenland,
 - 16 G-AYYU Beech C23 f/t Sturgate, G-FLYA Mooney M.20J f/t Full Sutton,
N310AJ Cessna 310R f/t Booker.
 - 17 G-BSXB Piper PA28-161 f/t Tollerton, G-BFTC Piper PA-28R-201T f/t Sherburn.
 - 18 G-OBSM Robinson R44 f/t Coventry, G-AXNS Beagle B.121 series 2 f/t Gamston.
 - 19 G-BFTC Piper PA-28R-201T f/t Sherburn, G-BOIG Piper PA28-161 f/t Gamston,
G-RVDR Vans RV-6A f/t Brighton.
 - 21 G-BOLE Piper PA-38-112 f/t Tollerton.
 - 22 G-BOIG Piper PA28-161 f/t Gamston.
 - 23 G-RVDR Vans RV-6A f/t Brighton, G-CECK MXP-740 Savannah Jabiru departed with new engine t?.
 - 27 G-ATHV Cessna 150F f/t Sherburn, G-BAZS Cessna F150L f/t Full Sutton.
 - 28 G-KEYS Piper PA-23-250 f/t ?.
 - 29 G-BODB Piper PA-28-161 f/t Sherburn.
 - 30 M-OLAR XL2, G-BOLT Rockwell Commander 114, G-SASI CZAW Sportcruiser,
N310AJ Cessna 310R f/t Booker, G-EISG Beech A36 f/t Sherburn,
G-BFTC Piper PA-28R-201T f/t Sherburn.
 - 31 G-AYYU Beech C23 f/t Sturgate, G-BDPA Piper PA-28-151 f/t Cranwell,
G-BFTC Piper PA-28R-201T f/t Sherburn, G-BWZG Robin R.2160 f/t Sherburn,
G-EFBP Cessna FR172K f/t Sherburn

SHERBURN:- The only thing of interest on 8.8 was visitor G-BVLG AS.355F1 complete with spray gear. From the Residents delete G-AVSA PA-28 which has departed to Elstree following sale. G-BKKO 182R has been noted here on several occasions here recently and now has a Garforth owner so assumed to be a new resident. Visiting on 17.8 was G-MKVB/BM597/JH-C Spitfire LF.Vb.

SPALDING/WESTON HILLS:- From the Residents delete G-AFVN Topsy Trainer which was delivered to a new owner in Belgium on 2.6, stored since 2003 the aircraft is now to be restored to airworthy status and was registered OO-DRY on 2.7.

STURGATE:- G-CMED TB.9 is confirmed as a new resident. Due to arrive soon is G-AJJS Cessna 120 to replace the recently departed G-BRPF Cessna 120. From the Residents delete G-BONW 152 which has been sold to Lancashire Aero Club at Barton.

SUTTON BANK:- A new resident is G-JSPR DG.400. Noted at the Northern Regional Gliding Competition on 30.7 were G-BZYG DG.505MB, G-CEYC DG.505, G-CFPB ASW15B, G-CGDX Discus CS, G-CHYA LS6-18, G-CJBR Discus b, G-CJCM ASW27, G-CJEE ASW20L, G-CJVA Ventus 2cT, G-CJVE PIK.20D, G-CJXR Discus b, G-CKDS ASW27, G-CKFN DG.1000S, G-CKHB LS3, G-DBZX Ka6CR, G-DCZR T.59D, G-DFKU Ventus 2cxT, G-ODUO Duo Discus. Tugs noted were G-BETM PA-25, G-BFRY PA-25, G-BJIV PA-18-150, and G-MOYR Eurofox 912 which was hangared. Others in the hangar were G-CGBK G.102, G-CHVR Discus b, G-CKJH DG.303, G-CKRN G.102, G-DDKC K.8B, and BFY/BGA.945 T.21B. Other gliders rigged on the field but not competing were G-CFNT DG.600, G-CHEF DG.500, G-CHFF Standard Cirrus, G-CHPD LS6- c18, G-CJDD DG.200, G-CJPP Discus b, G-CJVV ASK21, G-CKFV LS8-t, G-CKLW ASK21, G-CKND DG.1000T, G-DEDM DG.200, G-ORIG DG.800A and G-OSUT SF.25C.

TEESSIDE(Durham Tees Valley) Info and photos courtesy of dtvmopvements.co.uk
A new resident arriving on 14/8 is PA-32 Saratoga G-GOBD formerly based in Italy. Cobham's second DA-42 Twin Star G-FFMV(Rushton 73) was delivered from Bournemouth on 4/7. Also on 4/7 a Swiss trio, consisting PA-28 Archer HB-PLZ, PA-28RT Arrow HB-PLC, PA-28 Archer HB-PBQ arrived from Southend for an overnight stsy, before routing to Perth. The 5th saw Denim Air Fokker 100 PH-MJP arrived from Paris with passengers to watch the Tour de France. It later positioned to LBIA. .

Movements:-

- 1/7 D-IBAK Citationjet, N2445V Cessna 182S, EC-KHP Citation Bravo(Bestfly 121)
- 2/7 XX280 Hawk(Pirate 18, overshoot)
- 3/7 SE-RBY Citation Bravo(Bluejet 43C), G-CWCD King Air 200GT, OE-VTX DA-42M-NG
- 4/7 EC-LCX Citation Mustang(DSP 151), ZJ237 Bell 412(SYS 123), N2989M PA-32 Cherokee 6
- 5/7 G-FBLK Citation Mustang(Blink 3C), G-KSSH MD-902(Helimed 97), G-NEAU EC-135(Police 28)
- 6/7 N288Z Global Express, G-RNCH PA-28, M-NSJS Citation Sovereign
- 7/7 XX189 Hawk(Javelin 36, overshoot), G-BPIK PA-38 Tomahawk, G-BATV PA-28
- 8/7 ZH879 Hercuiles(Ascot 100, overshoot)
- 9/7 ZF240 Tucano(Swift 1, overshoot), G-BAPX Robin DR.400, G-BXNT Jet Ranger(Pipeline 81)
- 10/7 G-XAVB Citation Mustang(Beauport 5VB), G-OAMI Jet Ranger(Pipeline 42)
- 11/7 XX189/XX321 Hawks(Pirate 08, landed and night-stopped), G-BOMB Cassutt Racer IIIM,
- 12/7 ZE701 BAe.146(Ascot 1188), G-GZRP Cheyenne 3(Air Med 042), G-MOGI R.22B
- 13/7 CS-DRR Hawker 800XP(Fraction 977L), CS-DXY Citation XL(Fraction 989B)
- 15/7 ZJ954 Puma(Vortex 357, ILS), XX332 Hawk(Javelin 34, o/s), G-CWCD King Air 200GT
- 16/7 N131RM Aztec(f/t Nancy), G-BNYO Duchess(Yorkair 81)
- 17/7 OE-FWH Citation Mustang, G-CGMG RV-7, G-CGWV EMB.145(Eastflight 61L)
- 20/7 G-ZMED Lear Jet 35(Air Med 076), G-MSPT EC.135(Woodstock 25), G-TGRZ Jet Ranger
- 21/7 ZF343 Tucano(LOP 39, overshoot), G-OOTC PA-28R Arrow
- 22/7 ZG714 Tornado(Marham 69, o/s), ZF172 Tucano(LOP 09, o/s), G-CHER Tomahawk
- 23/7 M-ERCI Challenger(n/s)
- 24/7 N665CH Citationjet, ZD621 BAe.125(Ascot 1199), N200GK PA-28R, G-CGGD Dauphin
- 25/7 CS-DKE Gulfstream 550(NJE 842L), N183BM SR.22, ZA836 Puma(Vortex 469)
- 26/7 G-LEAB Citation Mustang(Lonex 05B), G-BFIG FR.172K, M-NSJS Citation Sovereign
- 28/7 N721BS Gulfstream 400, G-OJET Citation XL, D-IKBO Citationjet 2(Silver Cloud 351),
D-ITAN Citationjet, CS-DUB Hawker 750XP(Fraction 689H), G-BYUN Tutor(Barkston 41)
- 29/7 ZD621 BAe.125(Ascot 1497), ZH887 C-130J(Ascot 210, o/s), ZJ834 Typhoon(CBY 48, o/s)
- 30/7 G-BVRJ RJ-70)=(Gauntlet 59, overshoot)
- 31/7 HA-TAD SAAB 340(Fairfleet 200), M-ERCI Challenger, ZF377 Tucano(LOP 03, overshoot)

THORPE WOOD:- XW318/78 Jet Provost T.5A has been acquired by the Postbellum Foundation and is now at Teuge in the Netherlands, whilst XW358/59 Jet Provost T.5A has been acquired by Fareham College and has departed to Lee on Solent for storage.

TOLLERTON:- A new resident is G-BXEX PA-28. Resident G-ASIL PA-28 was damaged at Halfpenny Green on 2.7 when the nose undercarriage collapsed following a heavy landing.

WICKENBY:- A new resident is G-AKVM Cessna 120.

WINTERTON:- Displaying at the Winterton Model Show on 2.8 were G-BVGZ Fokker DR.1 replica and G-TAFF CASA 1.131E, whilst on 3.8 G-CEIB/03 Yak 18A and G-RLWG ST.3KR displayed all operating from Brighton.

WOMBLETON:- From the Residents delete G-ILTS PA-32 sold to a new owner in France on 23.7.

YORK RACE COURSE:- The following helicopters were noted at the Ebor Meeting in late August:- S-76B G-BOYF, Dauphin G-CGGD, Agusta AW.139 DU-142(Dubai Air Wing), Hughes 369E N7NP, A.109S G-SGRP, Gazelle N150SF, Twin Squirrel G-ORDH.



1934 vintage Leopard Moth G-ACMA made a flypast at Doncaster at the request of the tower on 21/7 (Clive Featherstone)

AIRLINE BY AIRLINE

@ **LBIA** by Andrew Coverdale



PHOTO MATTY BARKER

The big news this month is that **Aer Lingus** is to return to LBIA after a 16 year absence. They are to operate twice daily f/t Dublin with onward connections to the USA. ATR.72 aircraft of Stobart Air are to be utilized on the route as they go head to head with Ryanair. Another interesting battle seems to be hotting up as the imminent arrival of the Flyer shuttle flights from Jersey/Southampton and to Aberdeen has prompted **Eastern Airways** to re-schedule their Aberdeen and Southampton flights and also introduce Embraer aircraft on some of the flights. **SAS** has re-commenced their twice weekly Copenhagen flights as we go to press and are continuing to use the CRJ-900 aircraft as opposed to the expected CJ-200s. We are still promised an upgrade to A.319 operations in early 2015. **British Airways** are to reduce the frequency of their Heathrow shuttle flights to two rotations a day during November as they did last year. More details on the Aer Lingus and Eastern flights appear in the Commercial Aviation section.

Austrian Airlines(AUA/OS, "Austrian")

DHC-8Q-400 aircraft will be used on flights f/t **Innsbruck** on Saturdays commencing 24/5/14.
Innsbruck(2587/8) -5/7 OE-LGK, 12/7 OE-LGI, 19/7 OE-LGM, 26/7 OE-LGI.

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

The airline operates charters from/to Bourgas (BGH5569/5570) using Airbus A320 aircraft.
Bourgas(5559/5560) -5/7 LZ-BHH, 12/7 LZ-BHH, 19/7 LZ-BHF, 26/7 LZ-BHH.

British Airways(SHT/BA, "Shuttle")

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

Heathrow(1340/1341, "20A/21Z") -1/7 G-EUPU, 2/7 G-EUPH, 3/7 G-EUOC, 4/7 G-EUPL, 6/7 G-EUPU, 7/7 G-EUPU, 8/7 G-EUOI, 9/7 G-EUPY, 10/7 G-EUPM, 11/7 G-EUPP, 12/7 G-EUPK, 13/7 G-EUOE, 14/7 G-EUPA, 15/7 G-EUPY, 16/7 G-EUPR, 17/7 G-EUPN, 18/7 G-EUPB, 19/7 G-EUPT, 20/7 G-EUPZ, 21/7 G-EUPU, 22/7 G-EUPL, 23/7 G-EUPB, 24/7 G-EUPH, 25/7 G-EUPA, 26/7 G-EUPN, 27/7 G-EUPR, 28/7 G-EUPN, 29/7 G-EUPW, 30/7 G-EUPS, 31/7 G-EUPC.

Heathrow(1342/1343, "20B/21Y") -1/7 G-EUOC, 2/7 G-EUOF, 3/7 G-EUOA, 4/7 G-EUPY, 5/7 G-EUPU, 6/7 G-EUPR, 7/7 G-EUPL, 8/7 G-EUPA, 9/7 G-EUOI, 10/7 G-EUPA, 11/7 G-EUOG, 12/7 G-EUPC, 13/7 G-EUPA, 14/7 G-EUPF, 15/7 G-EUPK, 16/7 G-EUPL, 17/7 G-EUPL, 18/7 G-EUPR, 19/7 G-EUOC, 20/7 G-EUOA, 21/7 G-EUPS, 22/7 G-EUPK, 23/7 G-EUPE, 24/7 G-EUOC, 25/7 G-EUPM, 26/7 G-EUPK, 27/7 G-EUOB, 29/7 G-EUOB, 30/7 G-EUOB, 31/7 G-EUOA.

Heathrow(1344/1345, "20C/21X") -1/7 G-EUPN, 2/7 G-EUPA, 3/7 G-EUPG, 4/7 G-EUPN, 6/7 G-EUPU, 7/7 G-EUOE, 8/7 G-EUOE, 9/7 G-EUOA, 10/7 G-EUOG, 11/7 G-EUPU, 13/7 G-EUPC, 14/7 G-EUOH, 15/7 G-EUPL, 16/7 G-EUPA, 17/7 G-EUPX, 18/7 G-EUPO, 20/7 G-EUPJ, 21/7 G-EUPT, 22/7 G-EUPZ, 23/7 G-EUPD, 24/7 G-EUPA, 25/7 G-EUOE, 27/7 G-EUPK, 28/7 G-EUPX, 29/7 G-EUOA, 30/7 G-EUPV, 31/7 G-EUOI.

Denim Air(DNM/J7, “Denim”)

Operated charter flight using F100 aircraft painted in Greenland Express colours
5/7 PH-MJP positioned in from Durham(362Y), 6/7 PH-MJP operated charter to Paris(362Z).



Fokker 100 PH-MJP of Denim Air, painted in Greenland Express colours, arriving from Teesside to operate a charter during the Tour de France(Paul Whincup)

Eastern Airways(EZE/T3, “Eastflight”)

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

Aberdeen “21LK/31LK” -1/7 G-MAJW, 2/7 G-MAJW(21LK) G-MAJK(31LK), 3/7 G-MAJK, 7/7 G-MAJY, 8/7 G-MAJY, 9/7 G-MAJT, 10/7 G-MAJL, 14/7 G-MAJW, 15/7 G-MAJJ, 16/7 G-MAJT, 17/7 G-MAJT, 21/7 G-MAJT, 22/7 G-MAJT, 23/7 G-MAJT, 24/7 G-MAJW, 28/7 G-MAJW, 29/7 G-MAJW, 30/7 G-MAJW, 31/7 G-MAJA(21LK) G-MAJK(31LK).

Aberdeen “81LK/91LK” -1/7 G-MAJJ, 2/7 G-MAJW(81LK) G-MAJT(91LK), 3/7 G-MAJK, 4/7 G-MAJK, 7/7 G-MAJY, 8/7 G-MAJY(81LK) G-MAJL(91LK), 9/7 G-MAJT, 10/7 G-MAJL, 11/7 G-MAJZ, 14/7 G-MAJW, 15/7 G-MAJJ, 16/7 G-MAJT, 17/7 G-MAJT, 18/7 G-MAJW, 21/7 G-MAJT, 22/7 G-MAJT, 23/7 G-MAJT(81LK) G-MAJW(91LK), 24/7 G-MAJW, 25/7 G-MAJD(81LK) G-MAJU(91LK), 28/7 G-MAJW, 29/7 G-MAJU(81LK) G-MAJL(91LK), 30/7 G-MAJL, 31/7 G-MAJK.

Aberdeen “71LK/76LK” -1/7 G-MAJJ, 2/7 G-MAJJ(71LK) G-MAJK(76LK), 3/7 G-MAJT(71LK) G-MAJW(76LK), 4/7 G-MAJD(71LK) G-MAJY(76LK), 7/7 G-MAJK(71LK) G-MAJT(76LK), 8/7 G-MAJT, 9/7 G-MAJD(71LK) G-MAJL(76LK), 10/7 G-MAJT(71LK) G-MAJZ(76LK), 11/7 G-MAJL(71LK) G-MAJW(76B), 14/7 G-MAJZ(71LK) G-MAJJ(76LK), 15/7 G-MAJW(71LK) G-MAJT(76LK), 16/7 G-MAJJ(71LK) G-MAJA(76LK), 17/7 G-MAJA(71LK) G-MAJW(76LK), 18/7 G-MAJT, 21/7 G-MAJW(71LK) G-MAJL(76LK), 24/7 G-MAJG(71LK) G-MAJD(76LK), 28/7 G-MAJU, 31/7 G-MAJL(71LK) G-MAJY(76LK).

Southampton “70Y/71G” -1/7 G-MAJJ, 2/7 G-MAJJ, 3/7 G-MAJT, 7/7 G-MAJK, 8/7 G-MAJT, 9/7 G-MAJL, 10/7 G-MAJT, 14/7 G-MAJZ, 15/7 G-MAJW, 16/7 G-MAJJ, 17/7 G-MAJA, 21/7 G-MAJW, 22/7 G-MAJL, 23/7 G-MAJL, 24/7 G-MAJL, 28/7 G-MAJU, 29/7 G-MAJU, 30/7 G-MAJL, 31/7 G-MAJL.

Southampton “76Y/77G” -1/7 G-MAJW, 2/7 G-MAJK, 3/7 G-MAJW(76Y) G-CFLU **S2000**(77G), 4/7 G-MAJY, 7/7 G-MAJT, 8/7 G-MAJT, 9/7 G-MAJL, 10/7 G-MAJZ, 11/7 G-MAJW, 14/7 G-MAJJ, 15/7 G-MAJT, 16/7 G-MAJA, 17/7 G-MAJW, 18/7 G-MAJT, 21/7 G-MAJL, 22/7 G-MAJL, 23/7 G-MAJL, 24/7 G-MAJD, 25/7 G-MAJW, 28/7 G-MAJU, 29/7 G-MAJW, 30/7 G-MAJW, 31/7 G-MAJY.

Southampton “31Y/81G” -1/7 G-MAJJ, 2/7 G-MAJK(31Y) G-MAJW(81G), 3/7 G-MAJK, 4/7 G-MAJK, 7/7 G-MAJY, 8/7 G-MAJY, 9/7 G-MAJT, 10/7 G-MAJL, 11/7 G-MAJZ, 14/7 G-MAJW, 15/7 G-MAJJ, 16/7 G-MAJT, 17/7 G-MAJT, 18/7 G-MAJW, 21/7 G-MAJT, 24/7 G-MAJW, 25/7 G-MAJD, 28/7 G-MAJW, 31/7 G-MAJK.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-6/7 G-MAJL, 13/7 G-MAJY, 20/7 G-MAJK(91LK/91Y) G-MAJJ(81G/81LK), 27/7 G-MAJD.

Additional flights:-3/7 G-CFLU(045P) S2000 positioned out to Aberdeen, 4/7 G-MAJD(82G) positioned in from Newcastle, 9/7 G-MAJD(033P) positioned in from Aberdeen, G-MAJL(034P) positioned out to Aberdeen, 20/7 G-MAJW(856P/857P) positioned out to/back in from Manchester, 24/7 G-MAJG(045P) positioned in from East Midlands, G-MAJL(046P) positioned out to Humberside, 31/7 G-MAJA(25Z) positioned in from East Midlands,

Enhance Aero

The company operated charters during the month using EMB.145 aircraft transporting the Catalan Dragons RL Team. F-HELA arrived from Perpignan on 5/7, returning there to next evening, F-HAFS arrived from Perpignan on 28/7 and similarly returned the following day.

Flybe(BEE/BE, "Jersey")

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

Belfast City(729/730, "729/2LP") –1/7 G-ECOE, 2/7 G-ECOP, 3/7 G-ECOO, 4/7 G-KKEV, 5/7 G-KKEV, 7/7 G-JECK, 8/7 G-ECOD, 9/7 G-JECK, 10/7 G-JECZ, 11/7 G-JECG, 12/7 G-JEDW, 14/7 G-JEDW, 15/7 G-ECOH, 16/7 G-ECOH, 17/7 G-KKEV, 18/7 G-KKEV, 19/7 G-KKEV, 20/7 G-FLBC, 21/7 G-FLBC, 22/7 G-FLBB, 23/7 G-FLBB, 24/7 G-ECOP, 25/7 G-JECL, 26/7 G-ECOG, 28/7 G-JECK, 29/7 G-JECK, 30/7 G-FLBA, 31/7 G-FLBA.

Belfast City(731/732, "5AE/7FL") -1/7 G-FLBA, 2/7 G-ECOO, 3/7 G-JECF, 4/7 G-JECK, 5/7 G-JECZ, 6/7 G-FLBA, 7/7 G-ECOA, 8/7 G-ECOA, 9/7 G-JECZ, 10/7 G-JECG, 11/7 G-JECZ, 12/7 G-JECZ, 13/7 G-JECZ, 14/7 G-KKEV, 15/7 G-JECZ, 16/7 G-JECY, 17/7 G-ECOH, 18/7 G-ECOH, 19/7 G-FLBC, 20/7 G-FLBC, 21/7 G-FLBB, 22/7 G-JEDM, 23/7 G-ECOI, 24/7 G-JECR, 25/7 G-ECOR, 26/7 G-ECOR, 27/7 G-JECR, 28/7 G-ECOG, 29/7 G-ECOG, 30/7 G-JECO, 31/7 G-ECOI.

Belfast City(733/734, "6CX/734") –1/7 G-ECOH, 2/7 G-ECOP, 3/7 G-JECG, 4/7 G-KKEV, 6/7 G-ECOM, 7/7 G-JECK, 8/7 G-ECOD, 9/7 G-JECK, 10/7 G-JECZ, 11/7 G-JECG, 13/7 G-JECL, 14/7 G-JECG, 15/7 G-ECOH, 16/7 G-ECOH, 17/7 G-KKEV, 18/7 G-KKEV, 20/7 G-JECL, 21/7 G-FLBC, 22/7 G-FLBB, 23/7 G-JECL, 23/7 G-ECOB, 24/7 G-ECOG, 25/7 G-JECL, 27/7 G-JECL, 28/7 G-JECK, 29/7 G-JECK, 30/7 G-FLBA, 31/7 G-ECOG.

Belfast City(735/736, "3BH/2XM") –1/7 G-JECZ, 2/7 G-FLBA, 3/7 G-FLBA, 4/7 G-JECP, 6/7 G-ECOA, 7/7 G-FLBA, 8/7 G-KKEV, 9/7 G-ECOD, 10/7 G-ECOD, 11/7 G-JEDW, 13/7 G-JECG, 14/7 G-JECG, 15/7 G-KKEV, 16/7 G-JECG, 17/7 G-JECL, 18/7 G-JECL, 20/7 G-KKEV, 21/7 G-JECL, 22/7 G-JECL, 23/7 G-ECOB, 24/7 G-ECOG, 25/7 G-JECR, 27/7 G-ECOG, 28/7 G-ECOR, 29/7 G-KKEV, 30/7 G-JECM, 31/7 G-ECOG.



HOP/French Regional(HOP/A5, "Air Hop")

The company operated a charter during the Tour de France, EMB.145 F-GVHD(8370) (See photo above) positioned from Lyon on 6/7 to operate an outbound charter to Paris/CDG.

Jet2(EXS/LS, "Channex")

New 737s are G-GDFS(ex OM-TVA), G-GDFW(ex D-AHFM), G-GDFX(ex D-AHFO), G-GDFY(ex HALKE), G-GDFZ(ex EC-HZS).

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

2/7 G-LSAJ(048A/046A) positioned out to/in from Manchester, G-GDFC(049A) positioned out to Glasgow, G-POWH(85HM/39LN) to /from Larnaca,

3/7 G-CELZ(031E) positioned in from Edinburgh, G-POWH(84XG/71N) operated to/from Faro then (44N/54X) to/from Gran Canaria arriving back on 4/7, G-GDFO(059B) training flight, G-GDFC(048A) positioned in from Manchester,

4/7 G-POWH(041R) positioned out to Stansted, G-GDFO(043A) positioned out to Newcastle, G-CELZ(031E) positioned out to Newcastle, G-CELH(051B) positioned in from Newcastle, G-CELY(039E) positioned in from Newcastle,
5/7 G-GDFH(049A) positioned out to Tenerife,
6/7 G-LSAA(047A) positioned in from Newcastle, G-GDFK(046A/040A) positioned out to/in from Newcastle, G-GDFH(048A/043A) positioned out to/in from East Midlands, G-CELA(031E) positioned in from Edinburgh,
7/7 G-CELY(031E) positioned out to Edinburgh, G-LSAI(047A) positioned in from Newcastle,
8/7 G-LSAI(043A/045A) positioned out to/in from Glasgow, G-CELG(041A/042A) positioned out to/in from Manchester, G-CELA(032A) positioned out to Edinburgh,
9/7 G-GDFG(042A) positioned out to Manchester, G-GLSAN(059B) test flight, G-LSAI(300T) test flight from/to Prestwick,
10/7 G-CELC(032E) positioned in from Blackpool, G-CELP(033E) engineering flight from Edinburgh,
11/7 G-LSAD(059B) test flight,
12/7 G-CELC(031E) positioned in from Newcastle, G-CELP(032E) positioned out to Newcastle, G-CELK(059B/033E) positioned out to/in from Manchester, G-LSAB(041A) positioned in from Manchester, G-LSAD(054B) test flight then positioned to Manchester(051B), G-CELD(049A) positioned out to Belfast,
13/7 G-CELD(048A) positioned in from Belfast, G-GDFH(048A) positioned out to Alicante, G-LSAI(019P) positioned out to Newcastle, G-CELK(047A) positioned out to Glasgow,
14/7 G-LSAI(041A) positioned in from Newcastle, G-CELE(051K) positioned in from Norwich, G-LSAB(049A) positioned out to Manchester, G-GDFH(010P) positioned in from Manchester,
15/7 G-LSAB(049A) positioned in from Manchester,
16/7 G-CELC(041A) positioned out to Manchester, G-LSAI(042A/047A) positioned out to/in from Manchester, G-GDFK(051) test flight from Manchester then test flight(052B), G-CELE(044A) positioned in from Manchester, G-CELI(045A) positioned in from Faro, G-CELS(031E) positioned in from Edinburgh,
17/7 G-GDFR(049A) positioned out to East Midlands, G-GDFH(041A) positioned out to Blackpool, G-CELS(032E) positioned in from Edinburgh,
18/7 G-CELC(041A) positioned in from Blackpool, G-GDFK(051B) test flight, G-GDFD(043A) positioned in from Glasgow,
19/7 G-CELI(041A) positioned out to East Midlands, G-CELE(044A) positioned in from Manchester, G-GDFK(051B) test flight,
20/7 G-GDFD(043A) positioned out to Glasgow, G-CELE(046A/048A) positioned out to/in from Manchester, G-GDFC(047A) positioned in from Glasgow,
21/7 G-GDFK(033E) engineering flight from Blackpool, G-LSAI(031E) positioned out to Newcastle, G-LASB(044A) positioned in from Manchester, G-CELS(032E) positioned in from Edinburgh,
22/7 G-GDFN(051H) test flight, G-GDFK(052B) test flight, G-LSAI(031E) positioned in from Newcastle, G-LSAA(053B) positioned out to Newcastle,
23/7 G-CELU(041A) positioned out to Newcastle,
24/7 G-CELE(049A) positioned out to Alicante,
25/7 G-LSAI(042A) positioned in from East Midlands, G-CELD(053B) test flight,
26/7 G-CELP(031E) positioned in from Edinburgh, G-CELC(032E) positioned out to Edinburgh, G-GDFJ(044A) positioned out to Glasgow, G-GDFD(045A) positioned in from Glasgow,
27/7 G-LSAH(041A) positioned out to Dubrovnik, G-GDFM(045A/043A) positioned in from/out to Manchester,
28/7 **G-ZAPX(757)** positioned in from Stansted(41A), then operated to/from Faro(84XG/71N),
29/7 G-GDFW(041A) positioned in from Manchester, G-GDFJ(043A) positioned out to Manchester, G-CELV(042A) positioned in from Manchester,
30/7 G-CELC(048A) positioned out to Edinburgh, G-LSAA(046A) positioned in from Newcastle,
31/7 G-GLSAN(049A) positioned out to Manchester.

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 4x Daily. Fokker 70 aircraft were replaced by Embraer 190 on all flights during May but still turn up occasionally.

Amsterdam(1545/1546, "1545/1546") -1/7 PH-EXA, 2/7 PH-EZO, 3/7 PH-EZC, 4/7 PH-EXB, 5/7 PH-EZE, 6/7 PH-EZY, 7/7 PH-EZT, 8/7 PH-EZG, 9/7 PH-EZW, 10/7 PH-EZV, 11/7 PH-EZD, 12/7 PH-EXC, 13/7 PH-EZU, 14/7 PH-EZS, 15/7 PH-KZS(**F70**), 16/7 PH-EZS, 17/7 PH-EXC, 18/7 PH-EZI, 19/7 PH-EZG, 20/7 PH-EZP, 21/7 PH-EZY, 22/7 PH-EZS, 23/7 PH-EZO, 24/7 PH-EZZ, 25/7 PH-EZD, 26/7 PH-EZX, 27/7 PH-EZZ, 28/7 PH-EZF, 29/7 PH-EZF, 30/7 PH-EZG, 31/7 PH-EZE.

Amsterdam(1547/1548, "1547/1548") -1/7 PH-EZI, 2/7 PH-EZZ, 3/7 PH-EZF, 4/7 PH-EZX, 7/7 PH-EZB, 8/7 PH-EZN, 9/7 PH-EZC, 10/7 PH-EZE, 11/7 PH-EZH, 14/7 PH-EZO, 15/7 PH-EZG, 16/7 PH-EZC, 17/7 PH-EZI, 18/7 PH-EZC, 21/7 PH-EZM, 22/7 PH-EZK, 23/7 PH-EZR, 24/7 PH-EZY, 25/7 PH-EZC, 28/7 PH-EZW, 29/7 PH-EZT, 30/7 PH-EZB, 31/7 PH-EZF.

Amsterdam(1549/1550, "73E/1550") -1/7 PH-EZL, 2/7 PH-EZI, 3/7 PH-EZT, 4/7 PH-EZG, 5/7 PH-EZX, 6/7 PH-EZS, 7/7 PH-EZU, 8/7 PH-EZD, 9/7 PH-EZE, 10/7 PH-EZN, 11/7 PH-EZC, 12/7 PH-EXC, 13/7 PH-EZU, 14/7 PH-EZH, 15/7 PH-EZO, 16/7 PH-EZD, 17/7 PH-EXB, 18/7 PH-EXB, 19/7 PH-EZT, 20/7 PH-EZK, 21/7 PH-EZI, 22/7 PH-EZC, 23/7 PH-EZC, 24/7 PH-EZW, 25/7 PH-EZB, 26/7 PH-EZB, 27/7 PH-EZL, 28/7 PH-EXD, 29/7 PH-KZL(**F70**), 30/7 PH-EZX, 31/7 PH-EZF.

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



Flybe Dash 8D G-ECOH in Brussels Airways colours taxiing to stand 16/7(Robert Burke)

Loganair(LOG/BE, "Loganair")

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

Glasgow(6980/6981, "73JV/24PL") -1/7 G-LGNL, 2/7 G-LGNL, 3/7 G-LGNL, 4/7 G-LGNF, 7/7 G-LGNI, 8/7 G-LGNG, 9/7 G-LGNC, 10/7 G-LGNE, 14/7 G-LGNI, 15/7 G-LGNL, 16/7 G-LGNL, 17/7 G-LGNA, 21/7 G-LGNA, 22/7 G-LGNE, 23/7 G-LGNI, 24/7 G-LGNI, 28/7 G-LGNF, 29/7 G-LGNF, 30/7 G-LGNE, 31/7 G-LGNF.

Glasgow(6984/6985, "26JL/12DC") -1/7 G-LGNJF, 2/7 G-LGNM, 3/7 G-LGND, 7/7 G-LGNG, 8/7 G-LGNN, 9/7 G-LGNG, 10/7 G-LGND, 11/7 G-LGND, 14/7 G-LGNM, 15/7 G-LGNL, 16/7 G-LGNL, 17/7 G-LGNI, 18/7 G-LGNN, 19/7 G-LGNI, 22/7 G-LGNE, 23/7 G-LGNF, 24/7 G-LGNN, 25/7 G-LGNL, 28/7 G-LGNN, 29/7 G-LGNL, 30/7 G-LGNH, 31/7 G-LGNF.

Mistral Air(MSA/7M, "Mistral")

Operated charter flights using B737/300 aircraft leased from Jet Time.

9/7 OY-JTF(1831/9032) operated in from/positioned out to Rome, 23/7 OY-JTF(1831/1832) operated charters from./to Rome.

Monarch(MON/ZB, "Monarch")

Schedules flights to be operated to the following destinations:- **Arrecife**(7592/3 -Mon/Thu); **Tenerife**(7504/5 -Tue/Fri); **Larnaca**(7508/9 -Wed/Sun); **Faro**(7542/3 -Tue/Thu/Sat), **Palma**(7516/7 -Tue/Thu), **Dalaman**(7534/5 -Tue/Sat), **Heraklion**(7558/9 -Wed/Sat/Sun), **Antalya**(7596/7 -Thu/Sun), **Barcelona**(7554/5 -Mon/Fri), **Bodrum**(7536/7 -Mon/Fri).

Two Airbus A.320 (normally with "Sharklets") are based:- G-ZBAA(1/7-31/7), G-ZBAB(1/7-31/7), G-OZBT(26/7 only positioned in as 321P from Luton, operated 7516/7517 then positioned to Gatwick as 751P).

Ryanair(RYR/FR, "Ryanair")

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

Based aircraft:- EI-DWM(1/7-31/7), EI-EFR(1/7-13/7), EI-ENB(1/7-30/7), EI-EKP(13/7-31/7), EI-EGB(30/7-31/7).

Flights operated by non-based aircraft:-

Dublin (152/153 "152/153", -Sat/Sun):-5/7 EI-DYW, 6/7 OM-CEX, 12/7 EI-DWO, 13/7 OM-CEX, 19/7 EI-DHY, 20/7 EI-EMA, 26/7 EI-EKM, 27/7 OM-CEX.

Dublin (156/7, "331K/971Y", -Daily):-2/7 EI-EKR, 4/7 EI-EVK, 5/7 OM-CEX, 6/7 OM-AEX, 7/7 OM-AEX, 9/7 EI-DWJ, 11/7 EI-EFV, 12/7 OM-CEX, 13/7 OM-AEX, 14/7 OM-AEX, 16/7 EI-ENC, 18/7 EI-EKW, 19/7 OM-CEX, 20/7 OM-AEX, 21/7 OM-AEX, 23/7 EI-EKH, 25/7 EI-DPH, 26/7 OM-CEX, 27/7 OM-AEX, 28/7 OM-AEX, 30/7 EI-DHY.

Faro (2504/2503, "30LH/27AU", -Mon/Thu):-3/7 EI-DHP, 7/7 EI-EFY, 10/7 EI-DWH, 14/7 EI-DAE, 17/7 EI-EFW, 21/7 EI-EKE, 24/7 EI-ENN, 28/7 EI-EFH, 31/7 EI-EFY.

Krakow (2333/2332 "49WP/51KA", -Sun):-6/7 EI-EBZ, 13/7 EI-EBO, 20/7 EI-EMK, 27/7 EI-ENO.

Lanzarote ((2047/2048, "95CM/85GG", -Tue/Sat):-1/7 EI-EBS, 5/7 EI-DPJ, 8/7 EI-EFP, 12/7 EI-EBS, 15/7 EI-DWV, 19/7 EI-EFR, 22/7 EI-EBS, 26/7 EI-DPK.

Girona (1832/1833, "91BT/1833", -Tue/Thu/Sat):-1/7 EI-DAF, 3/7 EI-EBN, 5/7 EI-DPB, 8/7 EI-DLF, 10/7 EI-ESY, 12/7 EI-DCR, 15/7 EI-DYL, 17/7 EI-EST, 19/7 EI-DHZ, 22/7 EI-EKS, 24/7 EI-DAS, 26/7 EI-DPB, 29/7 EI-DYK, 31/7 EI-EKF.

Pisa (2502/2501, "79YE/83JM" –Wed/Sat):-2/7 EI-EVA, 5/7 EI-EKO, 9/7 EI-EKO, 12/7 EI-DWI, 16/7 EI-DWI, 19/7 EI-DPL, 23/7 EI-DAN, 26/7 EI-DLO.



RJ-85 EI-RJC of City Jet on finals for 32, inbound from Paris on 3/7(David Blaker)

Thomson Airways(TOM/BY, "Thomson")

The company will operate a series of scheduled flights each week with one based B737/800 aircraft throughout the summer.

Corfu (3550/51 "75P/4BG" -Fri)

Dalaman (698/699 –Mon, 542/543 -Fri/Sat)

Enfidha (570/571 -Wed)

Ibiza (3432/33 "5LB/43M" -Thurs)

Palma (3618/19, "5GT/9PG" -Sat, 3250/51 "4DY/3BH" -Tues, 3710/3711 "49D/8DM" –Sun),

Rhodes (3646/9GW "71J/9GW" -Sat)

Tenerife (3748/49 "92W/1PT" –Sun)

Based aircraft:-G-TAWH(1/7-19/7), G-TAWL(19/7-22/7, 29/7-31/7), G-TAWG(22/7-30/7).

Titan Airways(AWC/ZT, “Zap”)

The company operates charter flights using Boeing 757s.

11/7 G-ZAPX(80Y) positioned in from Stansted, then departed to Lourdes, 17/7 G-ZAPX(9961/996P) arrived from Lourdes, then positioned out to Glasgow. **Below- G-ZAPX 757/200 taxiing to stand**



VLM/CityJet(VLM and BCY)

Charter flight operated by F50 and BAeRJ aircraft.

2/7 OO-VLO(616/616F) operated charter flight in from Paris, then positioned back to Paris, 3/7 EI-RJC(394/394P) arrived from/positioned back to Paris, OO-VLO(9612/617P) arrived from Paris/positioned back to Antwerp. **Below- Fokker 50 OO-VLO arriving from Paris(Rod Hudson)**



Thomson Boeing 737/800 G-TAWG taxiing down Delta taxiway to the apron on 24/7



July, the month the Tour de France landed in Leeds. The heading photo by Rod Hudson shows the eight Twin Squirrel helicopters used for filming and ferrying VIPs around the course, all parked up on the Multiflight/East apron.

On the resident front Cessna 421C N75FW departed to Wick on 7/7 on the first leg of its delivery flight to its new home in Texas. Our other resident Golden Eagle G-JACK has also been sold and is now owned by SALAHELDIN HASSAN TATANAKI, with a London address. The aircraft was still at LBIA at the beginning of August.

01/07/14 Tuesday

PA-28 Warrior **G-EOLD** f/t Halfpenny Green(0901/1322). Xtreme XA-42 Aerobatic aircraft **G-XTME** f/t White Waltham(0904/1329). Having arrived last month Citationjet 2 **D-INOB**(Air Hamburg 330) departed to Northolt(1020). King Air 90GT **N95VB** of APB Aviation, from Sleaf(1059) to Biggin Hill(1214). Ulster Flying Club Cessna 172S **G-UFCI** arrived from its base Newtownards(1140), returning there at 1722. Grob Tutor **G-CGKC**(Cranwell 90) f/t Cranwell(1220/1505). Robinson R.22B **G-BTDI** from Blackpool(1255) to Prestwick(1331). Robinson R.44 **G-CBFJ** from Blackpool(1340) to Prestwick(1439).

02/07/14 Wednesday

First time visitor, PA-42 Cheyenne 3A **D-ITWO** of Air Alliance Express, from Siegerland(0904) to Oxford(1051). Another debutant, Gulfstream 5 **N586GV** owned under a Bank of Utah(Trustee), arrived from Luton(0940) to Teterboro'(1141). Operating a Royal Charter was Citation XL **G-CIEL**(Sparrowhawk 47R) f/t Farnborough(1041/1651). PA-28 Warrior **G-EOLD** f/t Halfpenny Green(1051/1620). First time visitor, Citationjet **HB-VWA** operated by Linth Air Services, from Avignon(1059), n/s to Mollis Air Base, Switzerland(0833). King Air 200 **HB-GIL**(Air Glaciers 31L/32L) f/t Sion(1349/1323), n/s. Falcon 2000EX **M-TINK**, another first visitor, from Lille(1525) n/s until 4/7, to Oxford(1326). This aircraft is owned by Russian Oleg Tinkoff, owner of the Tinkoff-Saxo Cycle racing team, who made his fortune by brewing up-market beers for young professionals. Mooney M.20P **N201YK** f/t Jersey(1559/1656).

03/07/14 Thursday

Citation XL **CS-DXO**(Fraction 716Y/199H) from Geneva(0847) to Malmo/Sturup(1005). EMB.135BJ Legacy **G-HUBY**(Lonex 13HY) f/t Farnborough(1048/1027), n/s until 6/7. Arriving in formation from Redhill at 1705, with a Multiflight pilot in the lead machine acting as radio-ship, were the fleet of Twin Squirrel helicopters, which were to be used for filming the Tour de France in Yorkshire. The aircraft were, **F-GCTO**, **F-GDXR**, **F-GJRP**, **F-GMBA**, **F-BMBL**, **F-GXPE**, **F-GZOO**, **F-HUAF** and they all parked on the Multiflight/East apron. The new Royal helicopter, Agusta A.109S **G-XXEC**(Raibow 1) arrived from Masham(1921) for an overnight stay, heading back to Masham(0838) the next day.

04/07/14 Friday

Debutant, Citation Sovereign **LN-SSS**(Midnight 5) of Jetfly KS, from Oslo/Gardemoen(0746) to Florence(0836). European based TBM.700 **N700QT** f/t Koblenz(0924/1328). A pair of aircraft, which would be flying around above the Tour de France then arrived from Rouen, PA-31 Navajo **F-HODB**(Pixair 11) at 0959 and BN.2 Islander **G-HPIX**(Pixair 12) at 1023. The Navajo carried out a local flight 1454/1611 and the Islander a similar sortie 1647/1723. Cirrus SR.22 **N663KK** f/t Fair Oaks(1143/1634), n/s until 6/7. King Air 200 **OO-LAC** of Sky Service, f/t Wevelgem(1237/1322). Citation Bravo **CS-**

DHR(Fraction 580H/234T) from Chateauroux(1259) to Geneva(2036). BAe.125 **ZD621**(Kittyhawk 10/Ascot 1144) from Edinburgh(1528) to Northolt(1602), bringing David Cameron for the Tour de France. Twin Squirrel **G-TAKE** operated by Arena Helicopters for Sky News arrived at 1610 for coverage of the Tour de France. PA-28RT **G-SKYV** f/t Ronaldsway(1612/1629). Twin Squirrels **F-GMBL**, **F-GXPE**, **F-GMBA** departed at 1618/1620/1622 resp. for local flights all returning at 1716. Global Express **CS-GLC**(Fraction 795Q/379B) f/t Farnborough(1704/1802). PA-32R Saratoga **G-BJCW** f/t Fairoaks(1630/1524), n/s until 6/7. Citation Mustang **G-KLNW**(Saxonair 51D) f/t Norwich(1840/1910), brought in pilot to collect the company's Baron **G-KLNS** which had been with Multiflight/Engineering since last month and departed to Norwich at 1956.

05/07/14 Saturday

Falcon 7X **F-HDPO**(Dassault 05VR), a first time visitor, f/t Le Bourget(0826/1840). Citationjet 2 **F-GRUJ** operated by Leadair Unijet, from Wevelgem(0855) to Cambridge(1134). Hawker 800XP **CS-DRA**(Fraction 274A/451B) from Maastricht(1323) to Le Bourget(1628). Agusta A.109S **N64EA**(Bladerunner 007) from Skipton(1357) to Inverness(1430). Sikorsky S.76C **G-XXEB**(Rainbow 1) f/t Harrogate(1534/1626), for refuel. Global Express **CS-GLB**(Fraction 651N/505K) from Venice(1608) to Farnborough(1802). Citation Sovereign **PH-CTR** owned by Faberge, from Bordeaux(2034) to Le Bourget(2100).

Tour de France local support flights:- **F-HPIX**(Pixair 22) 0909/1552. **F-HODB**(Pixair 11) 1102/1702. **F-GJRP/F-GDXR/F-GCTO/F-HAUF/F-GZOO** 1104/1624. **F-GXPE** t/f Elvington(1049/1719) to Elvington(1823). **F-GMBA** t/f Elvington(1114/1715) to Elvington(1822). **F-GMBL** t/f Elvington(1251/1719) to Elvinbton(1752). **G-TAKE**(Arena 45) 1109/1321.

06/07/14 Sunday

Falcon 900B **F-GSNK**(Dassault 06VR) f/t Le Bourget(0825/1805). Hawker 400A **N719EL** from East Midlands(0853) to Cannes(0909). Aztec **G-CALL** from Wellesbourne Mountford(1317) to Ronaldsway(1348). Cessna 182R **G-RMCS** f/t Wateringhill Farm near Ely(1544/1825). Citation XL **G-EYUP**(Exclusive Jet 593) from Blackpool(1641), n/s to Palma(0727). King Air 90GT **9H-MOS** from Turweston(1703) to Liverpool(1730). Lear Jet 45 **G-SOV** from Ibiza(1751) to Biggin Hill(1834). Citation Sovereign **LN-SOV**(Midnight 5) of Sundt Air, from Venice(1836) to Birmingham(1918).

Tour de France local support flights:- **F-GCTO/F-GDXR/F-GJRP/F-GZOO/F-HAUF** all t/f Sheffield City(0842/1740), then all departed to Cambridge at 1845. **F-HPIX**(Pixair 22) departed at 0948 and followed the tour route, landing at Cranfield mid-afternoon. **F-HODB**(Pixair 11) departed at 1103 and followed the tour route, landing at Cranfield mid-afternoon. **G-TAKE**(Arena 45) 1031/1235, to Redhill(1426).

07/07/14 Monday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Newcastle(0541/0712). Cirrus SR.22 **G-JRSH** f/t Ronaldsway(0854/1427). Tornado GR4 **ZA606**(Marham 18) carried out an ILS and overshoot(1345), f/t Marham. Citation Bravo **G-IPLY**(Exclusive Jet 312) f/t Staverton(1531/1615). Cessna 421C **N75FW** departed to Wick at 1806 on the first leg of its delivery flight to Florida.

08/07/14 Tuesday

Citation Mustang **G-FBNK**(Blink 2B) from Birmingham(0642) to Aberdeen(0741). Citation Sovereign **PH-CTR** f/t Le Bourget(0744/0848). Citation XL **LX-INS**(Red Lion 10) from Palma(0954) to Cagliari(1133). King Air 90 **G-ORTH**(Enzo 8JT) to Edinburgh(1228) from Northolt(1752). King Air 200 **G-SYGA**(Gama 508B) f/t Glasgow(1552/1850). EMB.135BJ Legacy **G-SUGR**(Saltyre 888) from Northolt(1600) with Pearl Jam for their concert at Leeds Arena. Departed to Luton at 0055 the following morning.

09/07/14 Wednesday

France based Phenom **G-PHNM** from Inverness(0855) to Biggin Hill(1614). PA-28 Turbo Dakota **G-HOLA** f/t Cumbernauld(1050/1549). First time visitor, King Air C.90B **F-GPLK** of SNC Airco, f/t Lyon(1128/1249), n/s. Cirrus SR.20 **G-CIRI** from Shoreham(1435) to Turweston(1840). Citation Mustang **G-FBNK**(Blink 2B) from Edinburgh(1829), n/s to Glasgow(1432).

10/07/14 Thursday

Citation XL **LX-JCD** owned by Jean-Claude Decaux International, f/t Farnborough(0855/1429). Agusta A.109S **N64EA** f/t Skipton(0958/1153), for refuel. MD-902 Explorer **G-CEMS**(Helimed 98) f/t Nostell Priory(1136/1141) to Multiflight/Engineering, n/s. Twin Squirrel **G-ORDH** from Clitheroe(1742) to Nun Monkton(1916).



Lear Jet 31 D-CGGG of GAS Services arrived 23/7 on an ambulance flight(Robert Burke)



Operated by Northside Aviation, Avanti M-PIRE on Multiflight/East 22/7(David Blaker)



King Air 200 HB-GJI of Air Glaciers arrived 2/7 and night-stopped(David Blaker)



Citationjet 3 HB-VWA of Linth AS parked on Multiflight/East, 2/7(Rod Hudson)

11/07/14 Friday

PA-24 Comanche **N218SA** from Fadmoor(0730) to Jersey(0746), return 1434/1523. Agusta A.109S **N64EA** from Bulith Well(1221) to Skipton(1248). King Air 90 **G-ORTH**(Enzo 8JT) t/f Stansted(1230/1454). Cessna F.182Q **N681EW** owned by Seager Publishing, f/t a private strip near Lyneham(1655/1622), n/s.

12/07/14 Saturday

King Air 200 **G-WVIP**(Prestige 49G) f/t Cardiff(1008/1936). Belgium based Citation Mustang **N620CM** owned by BVBA Relay Securities BV, on its first visit, f/t Antwerp(1012/1614). Grob Tutor **G-BYWZ**(Barkston 39) f/t Cranwell(1136/1357). P.68B Victor **G-BHJS** f/t Bournemouth(1145/1346). Battle of Britain Memorial Flight Spitfire Mk.XVIE **TE311**("Spitfire") arrived from Coningsby, via a couple of local displays, at 1311 for a refuel. It departed home for Coningsby at 1510. Citationjet **D-IRWR** operated by Peak Air GmbH, from Geneva(1351) to Berlin(2224). Citation Mustang **G-KLNW**(Saxonair 51D) from Dublin(1429) to Norwich(1522). Lear Jet 31 **D-CURT**(Snoopy 121/131) operated by Air Traffic GmbH, from Sarmellek, Hungary(1536), n/s to Edinburgh(1614).

13/07/14 Sunday

Citation XL **CS-DXI**(Fraction 415C/567G) from Liverpool(0928) to Lyon(1202). Global Express **CS-GLA**(Fraction 325E/944E) from Luton(1027) to Northolt(1211). King Air 200 **G-CEGP**(Gama 572) ambulance flight from Palma(1307), to Bournemouth(1610). Hawker 400A **N719EL** from Cannes(1652) to East Midlands(1705).

14/07/14 Monday

King Air 90 **G-ORTH**(Enzo 8JT) to Norwich(0614) from Glasgow(1305). Cessna 172N **G-BNYM** f/t Middle Wallop(1139/1637). King Air 200 **D-IKOB**(Jet Executive 515) operated by Mediair, ambulance flight from Innsbruck(1421), to Munich(1659). Hawker 400A **N719EL** from Cannes(1605) to East Midlands(1618).

15/07/14 Tuesday

Cirrus SR.22 **N542CD** f/t Cranfield(1048/1422), n/s until 17/4. Tucano **ZF240**(LOP 14) ILS and overshoot(1108), f/t Linton.

16/07/14 Wednesday

Citationjet **G-TBEA**(Clifton 794) from Biggin Hill(1543) to Cambridge(1612). King Air 90 **G-ORTH**(Enzo 8JT) t/f Glasgow(1716/1943).

17/04/14 Thursday

PA-28RT Arrow **G-SKYV** f/t Ronaldsway(1053/1605).

18/04/14 Friday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Manchester(0636/0803), local training flight 1018/1144 as "Enzo 1T". Citationjet **G-TBEA**(Clifton 803) f/t Edinburgh(1025/1104), n/s. MD-902 Explorer **G-SASH**(Helimed 99) from Skipton(1435) to Multiflight/Engineering, n/s. Citation XL **LX-INS**(Red Lion 10) from Cagliari(1601) to Palma(1714).

19/04/14 Saturday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Shoreham(1415/1850).

20/04/14 Sunday

King Air 90 **G-ORTH**(Enzo 8JT) t/f Oxford(0942/1205). Having arrived on 18/4 YAA MD-902 **G-SASH**(Helimed 99) carried out a very short local air test 1302/1304 before routing to Topcliffe(1328). First time visitor, Citationjet 2 **OO-ACC** operated by Air Services Liege, from Northolt(1653) to Munich(1717).

21/04/14 Monday

Citation XL **G-OJER**(Beauport 811/2) f/t Jersey(0923/1100). Citation Bravo **G-SPUR**(Sparrowhawk 52), operating a Royal charter f/t Northolt(1033/1445). Making its debut at LBA Piaggio P.180 Avanti **M-PIRE** owned by Northside Aviation, f/t Exeter(1141/1855), n/s. Twin Squirrel **N766AM** from its private site near East Midlands(1154) to Multiflight/Engineering, n/s. King Air 90 **G-ORTH**(Enzo 8JT) t/f Belfast International(1158) from Glasgow(1712). Islander **ZH537**(Ascot 7956) dropped in for a refuel 1404/1445 whilst operating in the local area, f/t Waddington. Citationjet 2 **OO-ACC** from Munich(1520), n/s to Wevelgem(1550).

22/04/14 Tuesday

Diamond DA-40 **G-OCCU** f/t Elstree(1008/1440). Islander **ZH537**(Ascot 7957) another refuel 1100/1205 again f/t Waddington after local operations. Beech A.36 **G-LOLA** f/t Bournemouth(1213/1808).



Guernsey based Cessna 210M N210AD on finals for Runway 32, 25/7(David Blaker)



Based at Halfpenny Green PA-28 Warrior G-EOLD visited on 1/7 and 2/7(Rod Hudson)



DA-42 Twin Star G-OPFR parked overnight on 22/7 before routing to Islay(Robert Burke)

Citation XL **CS-DXX**(Fraction 624R/522H) from Nice(1243) to Cambridge(1342). Cessna F.182Q **G-BHDP** from Elstree(1325) to High Wycombe(1432). Cirrus SR.22 **N122MG** f/t Turweston(1410/0805), n/s until 24/7. Citationjet **G-TBEA**(Clifton 841/830) from Belfast City(1445), n/s to Ronaldsway(1023). PA-46-500TP Malibu **YL-CHD** owned by Computer Hardware Design, f/t Roskilde(1523/1128), n/s until 24/7. DA-42 Twin Star **G-OPFR** from Cranwell(1545) n/s until 24/7, to Islay(1125).

23/07/14 Wednesday

PA-34 Seneca **N95D** from Guernsey(0941) to Fowlmere(1520). Lear Jet 55 **D-CGBR**(Jet Executive 131) from Cologne(1225), n/s. No record of its departure in the log. King Air 350 **G-KLNB**(Saxonair 35A) from Farnborough(1516), n/s to Amsterdam(1706). Lear Jet 31 **D-CGGG** operated by GAS Air Services on an ambulance flight from Zweibrücken(1754), n/s to Mahon(0832). Citationjet **G-TBEA**(Clifton 830/797) from Ronaldsway(1950), n/s to Dublin(1319). King Air 90 **G-ORTH**(Enzo 8JT) to Edinburgh(2245).

24/07/14 Thursday

King Air 90 **G-ORTH**(Enzo 8JT) from Glasgow(0147). Dauphin **EI-GJL** f/t Doncaster(0855/1331). PA-28 Warrior **G-SHED** f/t Staverton(1015/1510). DA-42 Twin Star **G-OPFR** from Islay(1404) to Cranfield(1458).

25/07/14 Friday

Citation XL **CS-DXF**(Fraction 626B/749N) from Newtownards(0933) to Nice(1101). Citation XL **LX-NAT**(Red Lion 30) from Palma(1305) to Dublin(1330). Hawker 800B **G-VIPI**(Interflight 126/226) from Dublin(1409), n/s to Palma(0943). Cessna 210G **N210AD** f/t Guernsey(1422/1511), n/s until 28/7.

26/07/14 Saturday

Global Express **CS-GLC**(Fraction 042B/047Q) from Northolt(1459), n/s to Glasgow(0853). Global Express **CS-GLA**(Fraction 387Q/231B) from Nice(1844), n/s to Istanbul(1008).

27/07/14 Sunday

King Air 350 **G-KLNB**(Saxonair 35A) from Amsterdam(1554) to Farnborough(1614).

28/07/14 Monday

Citation Bravo **EC-KKO**(Inair 411/412) operated by Transportes Aéreos del Sur, on its first visit, from Farnborough(0825) to Aberdeen(0845). PA-34 Seneca **F-HSYS** from La Rochelle(0832) to East Midlands(0931). Cessna T.206H **G-NIME** from Wombledon(0854) to Newquay(1320). Gulfstream 6 **N650RR**, still operating for Wal-Mart, from Roger, Arkansas(1017), n/s. Challenger 604 **OE-IND**(Vista Jet 351) f/t Northolt(1103/1523). King Air 90 **G-ORTH**(Enzo 8JT) to Dubrovnik(1412).

29/07/14 Tuesday

Lear Jet 60 **D-CFAF**(Red Angel 4808) ambulance flight from Fuerteventura(0045) to Nuremberg(1815). TBM-700 **D-FIRE** owned by CM Aviation, from Augsburg(1302), n/s to Memmingen/Allgau(0822). Citation X **N950M** from St. Johns, Newfoundland(1434), n/s. King Air 90 **G-ORTH** from Southend(1501).

30/07/14 Wednesday

King Air 90GT **M-KING** f/t Guernsey(1017/1408), n/s. DA-42 Twin Star **G-ZAZU** from Teesside(1039) to Newcastle(1502). PA-28 Dakota **G-BOKA** from Fair Oaks(1729), n/s.

31/07/14 Thursday

Citation XL **G-OJER**(Beauport 811/2) f/t Jersey(1304/1340). King Air 90L **N95VB** from Edinburgh(1444) to Sleep(1522).



Visiting on 6/7 Cessna 182S G-RMCS is based on a farm strip near Ely(Paul Whincup)



A flypast by the Red Arrows at LBIA on 5/7 heralded the arrival of the Tour de France in Yorkshire. The display team had just carried out a flypast at Harewood House for "Le Grande Depart" and came over LBIA before swinging around for another pass at Harewood. LBIA had a very busy few days handling the 8 Twin Squirrels used for TV coverage of the race and ferrying VIPs around the locations. There were numerous bizjet visitors as well as smaller private aircraft arriving over the weekend. Also, there were a number of airline charters from France and these are covered in detail in the airline section.

Also operating from LBIA were a French registered Navajo and Islander who were flying above the race acting as communication relay ships. These were joined by a French King Air, another Islander and a Dutch registered Cessna 402 which chose Doncaster to be their base for the weekend.



Two of the eight Twin Squirrels operating from LBIA over the weekend, above F-HAUF (by Paul Whincup) complete with Tour de France titles and below F-GZOO (by David Blaker) arriving from Redhill on the Friday, 4/7

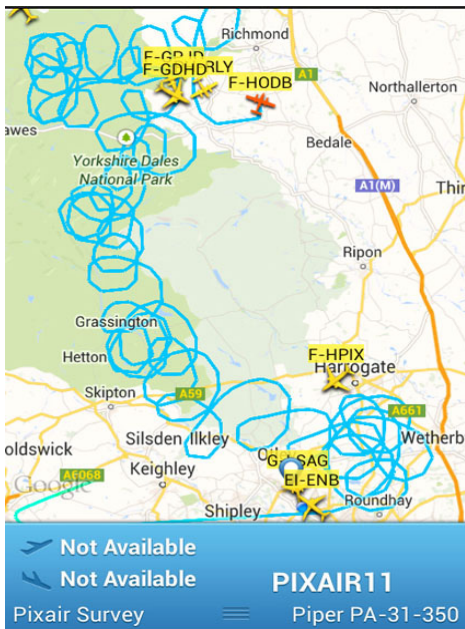




Smart Falcon 2000EX M-TINK(photo David Blaker) is owned by Russian businessman Oleg Tinkoff. It arrived from France on 3/7, bringing the riders of his Tinkoff-Saxo racing team.



Citationjet 3 F-GRUJ arrived from Belgium, 5/7 with officials of the Belkin Pro Cycle Team(P. Whincup)



PA-31 F-HODB(Pixair 11) was on of two aircraft operating from LBIA on comms duties, the other being Islander F-HPIX. As can be seen from the radar trace left the PA-31 carried out continuous circles over the route of the race being in the air for almost 6 hours!!! His counterpart F-HPIX can be seen just North of Harrogate(P Whincup)





COMMERCIAL AVIATION NEWS

LEEDS BRADFORD NEWS

From LBIA website:- Today(02/09) we welcome a new airline, **Aer Lingus**, into our midst with the announcement of up to 2 x daily flights to the airline's hub at Dublin Terminal 2. Flights go on sale tomorrow - with the inaugural service taking flight later this year on 23rd October. One-way fares to Dublin start from as low as £29.99, (including taxes and charges) and are available to book on aerlingus.com. Not only does this offer increased choice of direct services from Leeds Bradford to Dublin, passengers flying via Dublin can conveniently connect to Aer Lingus' mainline transatlantic services to New York, Boston, Chicago, Orlando, San Francisco and Toronto. Dublin Airport offers US-bound passengers immigration and customs preclearance services before their onward journey - meaning that passengers are treated as domestic travellers upon arrival in the US. In Europe, only two airports offer this service, which allows passengers to avoid delays often associated with security checks. To put this into perspective, passengers travelling from Leeds Bradford can now benefit from the fastest journey time to New York on this service – touching down in the big apple in less than 10 hours! Flights as follows:-

Thursday, October 23rd

EI3394 = DUB 16:00 > LBA 17:15/ EI3395 = LBA 17:50 > DUB 19:00

Friday, October 24th

EI3394 = DUB 14:15 > LBA 15:30 / EI3395 = LBA 15:55 > DUB 17:05

Saturday, October 25th

EI3390 = DUB 11:30 > LBA 12:45 / EI3391 = LBA 13:10 > DUB 14:20

Sunday, October 26th & Monday, October 27th

EI3394 = DUB 16:00 > LBA 17:15/ EI3395 = LBA 17:40 > DUB 18:50

Full Winter schedule as from Tuesday October 28th

EI3390 = DUB 06:50 > LBA 08:05 / EI3391 = LBA 08:30 > DUB 09:40 = MON to SAT

EI3392 = DUB 10:30 > LBA 11:45 / EI3393 = LBA 12:10 > DUB 13:20 = SUN only

EI3394 = DUB 16:25 > LBA 17:40 / EI3395 = LBA 18:05 > DUB 19:15 = MON to FRI and SUN

Improved Schedule on **Eastern Airways'** Flights. Business travellers and offshore workers will benefit from new early morning and convenient afternoon/early evening departures on the Eastern Airways year-round services from Leeds Bradford Airport to Southampton and Aberdeen. Greater flexibility and further enhanced business-focused timings will be introduced from 6th October. Customers heading to Southampton can now arrive on the south coast before 7.30am and be back in Yorkshire after a day's business by 5.45pm, while offshore workers and oil industry executives

now have a choice of two northbound weekday departures to Aberdeen leaving before 9am. As can be seen in the listing below Embraer aircraft will operate some flights:-

Leeds/Bradford - Aberdeen

EZE4712 - LBA 07:00 > ABZ 08:10 - JS41 = MON, TUE, WED, THU

EZE4701 - LBA 08:55 > ABZ 09:45 - E135 = MON, THU, FRI,

EZE4718 - LBA 18:05 > ABZ 19:20 - JS41 = MON, TUE, WED, THU, FRI

EZE4718 - LBA 20:20 > ABZ 21:10 - E135 = SUN

Aberdeen - Leeds/Bradford

EZE4713 - ABZ 08:45 > LBA 10:05 - JS41 = MON, TUE, WED, THU

EZE4706 - ABZ 16:10 > LBA 16:55 - E135 = MON, THU, FRI

EZE4719 - ABZ 16:45 > LBA 17:35 - E135 = SUN

EZE4719 - ABZ 19:55 > LBA 21:05 - JS41 = MON, TUE, WED, THU, FRI

Leeds/Bradford - Southampton

EZE4700 - LBA 06:40 > SOU 07:25 - E135 = MON, TUE, WED, THU

EZE4713 - LBA 10:35 > SOU 11:45 - JS41 = MON, TUE, WED, THU, FRI

EZE4706 - LBA 17:15 > SOU 18:00 - E135 = MON, TUE, WED, THU, FRI

EZE4719 - LBA 17:55 > SOU 18:40 - E135 = SUN

Southampton - Leeds/Bradford

EZE4701 - SOU 07:50 > LBA 08:35 - E135 = MON, TUE, WED, THU

EZE4718 - SOU 16:30 > LBA 17:45 - JS41 = MON, TUE, WED, THU, FRI

EZE4707 - SOU 18:30 > LBA 19:15 - E135 = MON, TUE, WED, THU, FRI

EZE4718 - SOU 19:15 > LBA 20:00 - E135 = SUN

Mon 18th August 2014 Multiflight Engineering travelled to Reykjavik in Iceland to repair a windscreen defect on an aircraft. Chief Fixed Wing Engineer Michael Bundy and Engineer John Alcock flew out to Iceland to repair the faulty Citation Excel jet windscreen at Reykjavik Airport. "Multiflight offers comprehensive fixed wing engineering, which includes repairs, servicing and maintenance work carried out off-site to meet our customers' needs," said Steve Borrowdale, Multiflight's Managing Director. "We pride ourselves on offering a one-stop shop fixed wing engineering facility at Leeds Bradford Airport, servicing a wide range of jet and piston powered aircraft and if needed our engineers will travel throughout the UK and overseas." Michael and John spent a few days in Iceland and while there were fortunate to see one of the last two airworthy Lancaster bombers as it made its way to the UK to begin a six-week UK flying tour remembering the role of the men from Britain and the Commonwealth who served in Bomber Command during World War Two. They saw the Canadian Lancaster Bomber Vera as it stopped off in Iceland on its way to the UK to make its first public flight at the Eastbourne Airshow with the Battle of Britain Memorial Flight featuring the only other flying Lancaster bomber PA 474.



Jet 2 have suffered from aircraft shortages towards the end of August and early September. Among the aircraft chartered was Corendon Boeing 737/800 PH-CDE (see photo above) as well as examples from Titan, Jet Time, Neos and Transavia. Unfortunately only Titan operated from LBIA.

AIRLINES

Wizz Air has announced further flights to Poland from Robin Hood Airport Doncaster Sheffield, with growth on routes to Katowice and Poznan. The change by the airline will see Katowice grow from four weekly flights to five from 29 March 2015, and the Poznan route to grow from three weekly to four from 21 May 2015. Collectively, the flight increases will provide an additional 22,000 seats annually from the Yorkshire airport. The announcement also comes after an increase in the number of flights to Riga and Vilnius from Doncaster Sheffield Airport, which will come into effect from April 2015, bringing the airport a further 30,000 seats annually. Doncaster Sheffield Airport is Wizz Air's second largest UK base and the only one in Yorkshire. With new routes commencing from this summer, plus an increase in the frequency of flights between existing destinations, the airline has added a total of 160,000 additional seats since January 2014. Currently, the airport operates a total of 24 Wizz Air flights per week to eight destinations from Doncaster Sheffield Airport, including Bucharest in Romania, and Gdansk, Warsaw and Wroclaw in Poland. Chris Harcombe, head of aviation development at Doncaster Sheffield Airport, said: "We're delighted with the announcement of another expansion from Wizz Air. It is great news for the city region. "We've enjoyed a fantastic partnership with Wizz Air, and the popularity of services to Central and Northern Europe have been a real success story. The additional frequency on popular routes allows more opportunities for people to travel, as well as demonstrating that airlines have the confidence capacity will be filled through high demand. "This expansion is also in addition to growth of other Wizz Air routes and with the new Finningley and Rossington Regeneration Route Scheme (FARRRS) connecting the M18 to the airport, we believe demand in these destinations will continue to increase."



**Boeing 727/200 G-OSRA of Oil Spill Response now resides at Doncaster
Their second example G-OSRB has just been registered(Clive Featherstone)**

On Monday(15/09), Ryanair announced that it had placed an order for up to 200 new Boeing 737 Max 200 aircraft with a total list price of \$22bn (£7bn) with the US manufacturer. This comes on top of the order for 180 Boeing 737-800s with a list price of \$16bn (£2.4bn) which Ryanair placed in June 2013. These orders commit Ryanair to taking delivery of up to 380 new aircraft with a total cost of up to \$38bn (£29.4bn) over the next decade. Even for a company of Ryanair's size, with annual pre-tax profits of £91m, that seems like quite a mouthful. Have chief executive Michael O'Leary's eyes grown bigger than his belly? Well, first things first. Monday's order consists of firm orders for "only" 100 aircraft with options over a further 100. In other words, Ryanair is committed to taking delivery of "only" 100 of the aircraft ordered on Monday. If things don't go according to plan, the options over the 100 aircraft are just that, options, from which Ryanair can walk away at no cost.

Secondly, although Ryanair never discloses the actual price it pays Boeing, it negotiates huge discounts on the manufacturer's list price. This means that Ryanair is probably committed to spending somewhere in the region of \$20bn (£5.5bn) if it doesn't exercise its options and about \$23bn (£7.8bn) if it does over the next decade. Finally, Ryanair, which had a fleet of 297 aircraft at the end of March, will be offloading many of its existing planes to make way for the new arrivals. Even if all

of the options are taken up, its fleet will rise to 520 by 2024. This implies that at least 160 aircraft, over half of its existing fleet, will be sold off. Aviation is an extremely capital-intensive business. The aircraft which Ryanair ordered last week, the Boeing 737 Max 200, has a list price of \$110m (€85m). Even with the sort of discounts that Ryanair typically negotiates, that's a heck of a lot of capital. The new aircraft will swell the size of Ryanair's enormous balance sheet - it had gross assets of €8.8bn at the end of March - even further. This means that the key to long-term success in the aviation industry is achieving a higher return on capital than the cost of that capital. This is something most airlines have consistently failed to do.



Jota Aviation of Southend has recently acquired BAe.146-200 G-SMLA
The company also operates a King Air 90 from LBIA on liaison flights for Jet2

Data from the UK Civil Aviation Authority reveals that since Virgin Atlantic Airways launched its Little Red domestic operations from London Heathrow at the end of March 2013, the airline has failed in any one month to fill at least half of the seats on offer, on the A320s operated on its behalf by Aer Lingus. However, CAA data is currently only available up until the end of May, so it is possible that average load factors of over 50% may have finally been achieved in either June, July or August. The best month for passengers so far has been May 2014, though load factors were higher in April, possibly due to the timing of Easter this year. Virgin Atlantic obtained a number of so-called 'Remedy slots' as part of the EU process for approving British Airways' takeover of bmi British Midland. Slots were made available for anyone wanting to operate services to Aberdeen, Cairo, Edinburgh, Moscow and Riyadh. As a result Virgin Atlantic decided to enter the UK domestic market and start operating (with Aer Lingus' assistance) to Aberdeen and Edinburgh, as well as to Manchester. All of these domestic routes have since been served with between three and six daily flights. What is not known is how important these domestic links have been in feeding Virgin Atlantic's long-haul network at London Heathrow. As from today (10 September) Little Red's flights will operate from the new Terminal 2 (Queen's Terminal) at London Heathrow, moving over from Terminal 1. However, Virgin Atlantic's long-haul flights continue to operate from Terminal 3 at Heathrow, which is hardly conducive to efficient and timely connections. According to UK CAA statistics for May 2014, Virgin Atlantic is now the fourth biggest UK airline in the UK domestic market with over 63,000 passengers. This is a long way behind the top three of easyJet, British Airways and Flybe and means that Richard Branson's airline has around 3.7% of the UK domestic market with the three routes that it operates. In terms of load factor it has the worst at just 43.8%. Four airlines achieve a load factor of between 70% and 80%, with easyJet filling over 81% of its seats on UK domestic routes in May.

Virgin Atlantic aims to deploy new generation Boeing 787-9s on key routes to the US east coast within five months of the introduction of the first aircraft next month. The airline will be the first in Europe to take on the larger version of the Dreamliner when the first aircraft is used on the Heathrow-Boston route on October 28, marking the airline's 30th birthday. The airline is introducing 17 Dreamliners worth £5 billion over the next four years. "Within five months of the Boston launch, Dreamliners will start flying on other key London to US East Coast routes," Virgin Atlantic said. "As the fleet grows, the aircraft will be added to longer-haul routes, where the onboard experience and fuel efficiency benefits will be even further amplified." Improved fuel efficiency means the aircraft will be 21% more

efficient on a per flight basis than the equivalent sized aircraft in Virgin's fleet, allowing it to improve carbon efficiency by 30% before 2020. The 787-9 also has a 60% smaller noise footprint than aircraft of a comparable size. Virgin Atlantic chief executive Craig Kreeger said: "For the last 30 years we've been proudly serving and delighting our customers, and we know the Dreamliner will set us the bar to take that even further, bringing with it new innovations and a cutting edge product for them to enjoy. "The 787-9 will represent over half of our fleet by 2018, which demonstrates our commitment to the Dreamliner as the centrepiece of our future fleet. We are looking forward to the next 30 years." Virgin Atlantic is promising a new iteration of the carrier's Upper Class Suite. The Premium Economy cabin will be refreshed with a more comfortable seat design and a social space for "mingling". Seats in economy are said to be "best-in-class". Wi-fi connectivity will be available together with new in-flight entertainment and dynamic mood lighting.

AIRPORTS

Sunshine holiday airline Jet2 says 2014 has been a bumper year at **Blackpool Airport**. The low cost airline has seen passenger numbers rise by seven percent on 2013 with more people taking advantage of the convenience offered by the Squires Gate terminal. In 2013, Jet2holidays had booking figures of 27,023 but this year they have risen to 28,915 already in 2014. The figures come as the company hired to handle the sale of Blackpool Airport's operating company announced the deadline for interested companies has passed. A spokesman for Zolfo Cooper of Manchester said: "We are pleased to have been appointed to this role. The team are now reviewing expressions of interest received." The Jet2holidays numbers will have been boosted by the airline introducing a new service from Blackpool this year to the Catalan town of Reus in Spain – handy for the Costa Daurada and the holiday destination of Salou. When the airline introduced its package holidays at Blackpool just 45 people took one but the number has grown year on year and a spokesman said they have already sold 3,500 for 2015. No new routes have yet been announced for 2015, but flights and packages are planned to Alicante, Dalaman, Faro on the Algarve, Ibiza, Lanzarote, Majorca, Malaga, Menorca, Murcia, Reus and Tenerife. Steve Heapy, chief executive of Jet2.com and Jet2holidays said: "In our eighth year of flying from Blackpool Airport we are thrilled to be seeing continued growth, in particular for Jet2holidays where we are seeing passenger numbers increase year on year.

Manchester Airports Group (MAG) is to extend its 'Fly Manchester' campaign to promote the airport as a destination for long-haul flights across Birmingham, Stoke, Stafford, Wolverhampton, Walsall, Dudley, Leeds and Bradford; as well as the low cost airport option across Merseyside, St Helens, Warrington and Wigan. This comes as the airport has reported an 8.2 per cent rise in passenger numbers year-on-year in August 2014. The annual moving total currently stands at 21.55 million which puts it on track to achieve its busiest year ever. Ken O'Toole, chief commercial officer for MAG, said: "We've had a really positive summer with the continued growth of passenger numbers and August is no exception. We expect this growth to continue as we move into winter, with some exciting new additions to look forward to, including a non-stop service to Hong Kong with Cathay Pacific launching on 8 December. "However, we are not resting on our laurels and are set to invest significantly to extend our successful 'Fly Manchester' marketing campaign, which will continue to drive awareness of the great options that are on offer here at Manchester, to people who want and need to fly from the North of England."

OTHER NEWS

It is not an airline often associated with comfort. So it will perhaps surprise some travellers to learn that Ryanair can actually lay claim to providing its passengers with more legroom than most of its rivals. The budget airline's smallest seats were behind only British Airways and Aer Lingus in offering the most room among Britain's airlines. The Irish carrier boasts between 30 and 34ins of leg space in its economy-class seats compared to easyJet with 29ins, Thomas Cook with between 28 and 30ins and Monarch with 28-34ins. Thomson flights offer between 28-34ins while Aer Lingus provided 31-32ins and British Airways between 31 and 34ins, according to review site SeatGuru.com. The airline, which has been much maligned by passengers over the years for its poor customer service, has seat widths of 17ins on its Boeing 737-800 jets - only narrowly smaller than British Airways who offer up to 18ins in its economy class cabins.

What a Difference a Year Makes

In May 2013 my wife and I flew from Manchester to Preveza on the Greek mainland. Our flight (MON5642) was operated by one of Monarch's last A300-600 Airbuses, G-MAJS, built in 1991. As usual I asked at check-in for a window and middle seat and we were allocated 32A/B. The A300 had two aisles with three seats on either side and three in the centre. We boarded the Airbus at 06:30 and were surprised how narrow the seats were. Take off was at 07:10 and we landed at Preveza at 12:25 (UK time + 2 hours). Our onward journey involved a taxi to Perigiali on Lefkada then a ferry to the island of Meganisi. The island is very quiet, only about four miles across and with just three villages; but there are plenty of paths to explore and tavernas in which to relax.

All too soon we were back at Preveza for our return flight. Remembering the narrowness of the seats on the outward journey I decided to ask for an aisle and adjacent seat. However, the girl on the check-in desk was having none of it: "Everyone wants a window" she said and insisted that we should have one! It was only when we boarded the aircraft (G-MAJS again, A300 G-MONS was on the Gatwick flight) that I realised the seats she had given us (42H/J) were on the back row which had only two seats together so we got our aisle, a window too and the seats were much wider.

We enjoyed the holiday so much that we decided to go to Meganisi again this year. Travel arrangements were similar to last year except that flights MON5642/3 would be operated by a Monarch A321 Airbus as their remaining A300s had been taken out of service during the winter. A few months before we were due to depart we received a letter to say that the flight had been retimed to leave Manchester at 05:40. As the flight numbers had also changed – to MON7004/5 – I assumed we had been transferred to a different flight. A telephone call confirmed that Monarch would be operating two A321s from Manchester to Preveza on Sunday mornings this year and all our tour company's clients had been transferred to the earlier flight.

A few weeks before departure I looked at seat selection options on the website. Normal seats could be booked for £8 per person or £25 for extra leg room. As we planned to be at the airport in good time we decided not to book seats in advance. Although we checked in almost two hours before departure we found that there were no window seats available. The only option in standard seating was on either side of an aisle. Or we could pay £20 'buy one get one free offer' for an aisle and adjacent seat with extra leg room. We were quite happy with the no-cost standard seats we were allocated, 35C/D, near the back of the aircraft - much more spacious than the previous year. Our aircraft this time was A321 G-ZBAE built in 2013. We were onboard by 05:30 and airborne at 06:15 – one of the first departures of the day from Manchester. Again a flight time of 3:15 with some turbulence en route. We landed at Preveza at 11:30 Greek time and were pleased to be on Meganisi by 2pm.

On our return the ferry was slightly late so we arrived at Preveza airport only about an hour and a quarter before departure time. I wondered whether we would have limited seating options as on the outward journey so just asked for two seats together. "Of course" was the friendly response and we were allocated 26A/B. Our aircraft G-ZBAD (also about one year old) was already on the ground when we got into the departure lounge and we were soon boarding. It was only when we got to our seats that we realised that row 26 was by the over-wing emergency exit so we had lots of leg room and there was nobody in the aisle seat 26C. A departure slot delayed our take-off from Preveza but we were still on stand at Manchester about ten minutes early. The captain then announced that the air bridge was not working and that an engineer had been called "to make a quick fix". Sooner than expected the problem was resolved and we were off the plane within ten minutes; we still got to the baggage hall well before our suitcases!

Peter Martin



D-ABVP Boeing 747-400 of Lufthansa landing Toronto/Pearson, 11/5(Ian Morton)



A6-EGU Boeing 777/31 of Emirates departing Manchester, 20/5(Steve Lord)



EI-EBB Boeing 737/800 of Ryanair "splashing down" at Manchester, 15/1(Matt Johnson)