

AIR YORKSHIRE



Aviation Society

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G-TUUI, Boeing 787-8
TUI Airlines
28 November 2017
Clive Featherstone

www.airyorkshire.org.uk

Monthly meetings/presentations....

Airedale House, Leeds Bradford Airport

4 February 2018 @ 2.30pm

Kris Smith – We welcome back Kris Smith, who gave a presentation in 2014 about his career in the RAF and his desire to become a commercial pilot. Kris is now a regular pilot on the Boeing 757 for Jet2.com flying from Leeds/Bradford. Kris will be giving us an insight into his training with Jet2.com and what it is like flying his dream.

4 March 2018 @ 2.30pm	Peter Hulme - An Aviation Enthusiasts Guide to New York. A wider look at the New York aviation scene covering the numerous Airports, Airfields, Museums, Heliports and Seaplane terminals across New York City, north-eastern New Jersey and Long Island. In addition to Kennedy, LaGuardia and Newark the presentation will take in the likes of Teterboro, White Plains, Long Island Macarthur, Farmingdale, Floyd Bennett Field, the Manhattan Heliports, Intrepid and Old Rhinebeck. The presentation will conclude with a whistle-stop photographic tour of 'The Big Apple'.
8 April 2018 @ 2.30pm Change of Date	Paul Smiddy – "From Yeaton to Tasmania". Paul will relate his experiences including with the RAF, the London-Sydney Air Race in 2001, and competing in World Precision Flying Championships since then. The 2 nd half of the presentation will be a talk about his book "A Passion for Speed". <i>The Daring Life of Mildred</i> , <i>The Honourable Mrs Victor Bruce</i> . Mildred Bruce was a record-breaking racing motorist; speedboat racer; pioneering aviator and businesswoman. Whilst Amy Johnson was receiving global acclaim for her flight to Australia, Mildred learned to fly, and a mere eight weeks later embarked on around-the-world flight, becoming the first person to fly solo from the UK to Japan

Society news....

Alan Sinfield

Damaged magazines/Envelopes – If you receive a copy of this magazine in the post you will probably be aware that sometimes the envelope will have been damaged. Could it be due to a larger magazine? (often 44 pages), the glossy cover??, a new sorting machine at the Post office or the same type of envelopes that we have used for years??. We have decided to try some new white stronger envelopes. Please let us know if this helps!

Dinner – Don't forget to book your place at the Annual Dinner on Friday 23 March 2018 with John Dale. 01943 875315 john@gillianandjohn.plus.com

Fish and Chips Lunch - The next one is on a Saturday 14 April - Book you place now by contacting Geoff Ward on 0113 270 9980 or g_ward76@hotmail.com

Thanks – I would like to thank Howard Griffin and Andy Coverdale for producing their reports in super quick time this month. The movements from the airport were delayed slightly and due to holidays the magazine had to be printed on 1 February, otherwise it wouldn't have been done until late February.

Alan Sinfield

We have some good news in that we have been offered a visit to RAF Linton-on-Ouse to take place on a Tuesday/Wednesday or Thursday date to be arranged but will try for just after Easter when weather a bit better.

This will include:

1015	Arrival
1030 - 1130	Visit to Air Traffic Control
1130 - 1230	Close-up look at a Tucano in a maintenance hangar (hosted by student pilots)
1230 - 1330	Lunch in the Officers' Mess (cost around £4 per person)
1330 - 1430	Tour of our Memorial Room (museum).
1430	Departure

There is a very good viewing area to watch the activity from. We can take up to 20 persons so please email me if you wish to go and we are always looking for drivers. I suggest a price of £5.00 each to cover the cost of the meal plus donation to station funds.

The next trip to North Coates will be for the Spring Fly-in on **Saturday 12th May**. I will put up a list at the next meeting.

Then we have our annual trip to Amsterdam on **Monday 21st May**, Flights gone up to £101 but may get 10% off still.

Finally If we have enough support then we could run a coach trip to RAF Cosford Air Display on Sunday June 10th. Total cost will be in the region of £25 entrance fee plus the same for the coach but it should be a great day out with the only RAF sponsored display plus the fantastic Museum with the experimental aircraft and the only place you can see all 3 V Bombers !

Email me at howard.griffin@airyorkshire.org.uk

Flight Report London City.... Keith Manning

London City Airport-Isle of Man 4.7.17 (BA 3286 Saab 2000 G-CDKA)

A recent visit to the Isle of Man, gave me a chance to start my journey from London City Airport. I have not used this facility for a number of years and was interested to see how the terminal had been expanded. It now has 24 gates, instead of the original 10 and was quite busy. There was a lot of activity to see on the apron, with a number of BA Cityflyer Embraer E jets, one Eastern Airways example of the same and a Cityjet Bae 146/Avroliner.

My flight was on a Saab 2000, operated by Eastern Airways for BA Cityflyer. There are not many of these aircraft in service. I was delighted to sample a type that had eluded me for years. Seating is in a 1+2 formation, with a reasonably good view, through the windows. A spritely take off was followed by a sharp right hand turn, to avoid inbound traffic to Heathrow. We flew northwards. Regretfully, continuous cloud cover made a view of the ground impossible.

A trolley service of drinks and snacks was offered. The noise level inside the Saab was higher than I expected, making normal conversation difficult. After about 50 minutes, we were descending over the Irish Sea and lining up with the runway at Ronaldsway Airport. A gentle landing and an on time arrival completed a pleasant experience.

One off chance & I took it.... Alan Tempest

ALAN TEMPEST writes enthusiastically of a time years ago when he was training at the RAF's biggest aircraft establishment in the UK, St. Athan, South Wales and during the hard slog of a "riggers" course plus marching etc., etc.....left-right left-right.....to an unbelievable sight of a VAST aviation "dump", mostly of UK mangled aircraft, PLUS excitingly the one-off chance to see the remains of one of Hitler's Luftwaffe Messerschmitt 109s. His idea to inspect and sketch part of this unbelievable scene was given very little time-----altercation with an awkward, nosey, N.C.O., then ensued!!



RAF St. Athan in South Wales, faces towards a pleasant rolling countryside towards the Bristol Channel and seawards with a spectacular view of Weston-Super-Mare, was going to be home for me, after I joined Flight 69 on an intense course to learn the complexities of aircraft design and the moving elements and technology which make up an aircraft's structure and the concept and knowledge one had to learn. There will not be enough space for me to write about all the early learnings of this interesting and special course.

The numerous skills which we were introduced to, have been of great benefit to me in life with professional expertise I would never have been given the learning opportunity (like preparing to spray squadron emblems and markings on bombers, sometimes high-up in the rafters of a hangar, etc. was something I vividly recall was absorbing, smelly but with work satisfaction (difficult to learn)-----but of which in one of my future interests of restoring and bringing back "classic cars" and "motor-cycles", to their former glory, became invaluable.

Reading some of my past course writings have been daunting, a little sad, much knowledge was to be given, many drawings and illustrations were remembered with proudness, as I

browsed my "Flight 69" course books recently, old friends, mates, instructors, adversaries, I can still recall pictures and "happenings."

One of the points which made me smile, as a novice "rigger", was my wrong appraisal of lesser powerful hydraulics which appeared in German aircraft (paragraph in the second book of my course work) but I was soon corrected by a very highly-skilled specialist sergeant-tech, later during the course! From the earliest meeting with this very clever technician, in me, he had found someone, even to this day, is fascinated by the workings and strength of anything hydraulic.

***My perfect day would be spending time working "on the line" of a troublesome Airbus 380's undercarriage hydraulics..... Yes!*

So where had the Messerschmitt 109 come from, where and how did it meet its end? Had it been in an aerial "dog fight" over the UK years' earlier? Did the pilot survive? This was, all for me spoilt by the attitude of a corporal and his "little man, with big ideas" persona.

HOW DID I MANAGE TO SKETCH PART OF A HUGE SCRAPYARD OF OLD MILITARY AIRCRAFT (WITH A BELIGERENT N.C.O. LOOKING OVER MY SHOULDER)?

*******WITH GREAT DIFFICULTY*******

All the aircraft (Spits, Hurricanes etc, etc.) which were roughly piled around us must have had a story to tell but time unfortunately was not on my side. Bizarrely, later we had pieces of dubious information from a "cook-house" corporal, and I got the impression he wasn't very aircraft knowledgeable and had been maybe seconded from "lower rank" duties earlier in the day, to be "corporal in charge" of Flight 69.

As I meandered the area, trying to sort out what had been, superb fighting machines all, it was very upsetting and grim to think of the unbelievable horror and bloodshed this aircraft "junkyard's" history could tell.

Our corporal (Tiny Tim) told "very odd" stories of their short existence in the fight for our country's existence. Sketching the "dump" again with it's very tangled, sad appearance on our last, quick visit, would, I thought make for more details and for a better memory collection, but during the walk-about I was told again by the nosey "cook-house" NCO to stop sketching, as he thought it was maybe restricted by security. I doubted his views and said it was only now scrap.....which I reiterated two or three times.

"I don't think it will be allowed, it's an RAF's secret place, and if you don't stop, I will put you on a charge" said the pint-size cook-house NCO. This was for me an early learning curve of the many dumb-heads that were part of the RAF's lower ranks).

So, on his heavy threats of a charge (I quickly did some finishing work----of what it roughly has now become) and slipped my sketch into the "bible" course book, to start once more its travels, and at times later I thought was lost, until??????

When an aircraft was reported "down" and "off tech" (an expression, not of the early English Electric Canberra days, I believe) but somehow, they were always hundreds of miles away requiring serious, drastic attention by Canberra-trained personnel (especially if it was engines and in my experience at very hush-hush "establishments), but not a word was said (or you were shot!!!).

And even now, after all these years, I can visualize seeing many of the lads, dishevelled, wet and cold, after a long day working out on dispersal, when one of the maintenance "bods" from

this, tired crew-room, loudly uttered, as Chief's obscenities faded as he departed, giving orders to certain personnel to be at No. 2 hangar, for a flight North.

The bitter, belligerent, venomous AC1 with his strong Sheffield accent, stood and with a caustic remark of "Not that f.....ing heap of sh....., again" could be heard berating one of the squadron's multi-million pound aircraft).

As I keep reading my old "Flight 69" course books for a reference, realising that this is just a personal short list of anecdotes over a long time, which has been enjoyable to write about, but also a time when life was of a much more problematic existence----*but as I wrote boldly on the back page of what we all called our bible to remind me my work was servicing RAF aircraft, signing the form 700 (to say my pre-flight service, checking and correcting some complaint by the pilot etc. etc. was now done and aircrews (always with a quip, which was not always appreciated: "have we enough fuel to get us to the runway, etc.) would be able to fly a superb, British-designed aeroplane, safely-----or a personal ludicrously weekly payment of £1 7s. 6!!!*

The list of tales for another month's magazine is but ending, mixing memories of "Flight 69s" course work and of living an existence in a typical RAF-style wooden hut----- sometimes with joy and laughter but also things could change quickly and become nasty.

Somehow, as a rugby player (RL/RU) I became an adjudicator, judge, "senior man", mediator, until one of Ebbw Vale's prop-forwards challenged me to a fight (over Yorkshire/Welsh differences). All the bed mattresses were placed on the floor and it was anything goes. No rules, it wasn't pretty or honest, but the Welsh fat prop soon faded, and I was encouraged by many to give him a kicking. I didn't, but later we became mates and I was invited twice by his parents for weekends and to play rugby for the "Vale's" third team....Amen.

So it's cheers to all Air Yorkshire members for a joyous Christmas and New Year---but especially to the hard-working, charismatic, always with a smile, helpful Committee???

LAC Alan Tempest, Sir

My first flight....

Richard Amende

I have re-discovered my interest in commercial aviation, gained from growing up in an engineering family household that was cycling distance from Ringway Aerodrome, now MIA. And witnessed many Avro test flights (from Woodford). And saw MIA start from wooden sheds and Dakotas & Vickers Vikings plus a gate-controlled-crossing of the runway by the Altrincham-Wilmslow road.

And watched Sabena 707 fly low over our house, first jet into Ringway? Plus Viscounts, Vanguards, Caravelles, VC10, BAC1-11, Fokker F-27s, Handley-Page Dart Heralds, BAC Tridents, Bristol Britannias.

I took my first-ever large aircraft flights in March this year at age 64, Manchester to Lisbon and return a week later, with TAP, for a guided walking holiday, aboard an Embraer 190, a make I'd never heard of! Loved it, now want to try a high-wing turboprop.

Bought some commercial aviation mags during my holiday, been seeking them out ever since! And some of those "10 best airports of the world" inc MIA. And some re heritage types.

My previous flying comprised trial glider flight, Bidford Soaring Centre, Warwickshire, a week's gliding holiday at Coventry Gliding Club, Husbands Bosworth, and a half-hour flight with a friend in his Cessna, from Wellesbourne. All these c 20-30yrs ago.

Friends of Leeming Aviation Group 23 November 2017

The first and major part of our visit was to the 90 Signals Unit HQ inside the Bernard Building which was officially opened in October 2009 as a purpose built combined office and workshop to bring the units multiple tasking under one roof . We were briefed on the units' current roles and operations by the 'Boss' , Group Captain Andy Cooksley who had previously served with the unit and had returned to assume command in September 2016 . The unit moved to Leeming from Brize Norton and also incorporated assets from Sealand and is now spread throughout the UK with teams at Brize Norton , Digby , Henlow , Lossiemouth , Odiham , Waddington and Wittering as well as in the Middle East and Gulf States and 90SU personnel very often find themselves to be some of the 'first boots on the ground' when it comes to setting up new bases overseas .

With the subject of 'fake news' very much in the real news world it was no surprise to find that 90SU are also on the front line when it comes to combatting this as well as their involvement in cyber ops with 591 Signals Unit based at Digby , another 90SU asset . As part of the Joint Service Signals Unit , 591 are the RAF equivalent of 'cyber ninjas' and work in tandem with CyISOC , the Air Cyber and Information Services Ops Centre at Leeming and a lot of their hi-tech equipment and methods are developed and built in-house at Leeming . To allow the unit to concentrate on it's core activities it is gradually handing over it's airfield radio and radar support to Aquila , a joint venture between NATS and Thales which will provide full Air Traffic Management to the MOD both in the UK and overseas .

Our visit to 90SU finished with a visit to the sharp end of their ops as part of Exercise Agile Eagle being held at Leeming and housed on the western side of the airfield which had previously housed the now disbanded 10 Field Squadron (RE) airfield repair unit . The RAF Leeming 135 Expeditionary Air Wing were in an operational scenario somewhere in the Middle East with Operations being run by one team whilst in another building the tasking decisions being made by Ops were being overseen by another team who had the ability to counter-command anything and everything to see how the Ops team dealt with the changes or not ! In-between the two and providing all of the technical support were of course , 90SU .

Gate

ZH552 Tornado F3

Hangar 3 : RTP

ZA458/024	Tornado GR4	complete
ZA548	Tornado GR4	stripped airframe , special colour scheme , 31 Sqdn 100 th Anniversary 1915-2015 . Post RTP this airframe hulk will be going to Boscombe Down .
ZD744/092	Tornado GR4	31 Sqdn

Whilst flying alongside ZA560 Voodoo 01 this aircraft suffered multiple bird strikes and diverted into Leeming whilst flying as Voodoo 02 of 31 Sqdn , Marham , in the afternoon of Thursday 15 November .

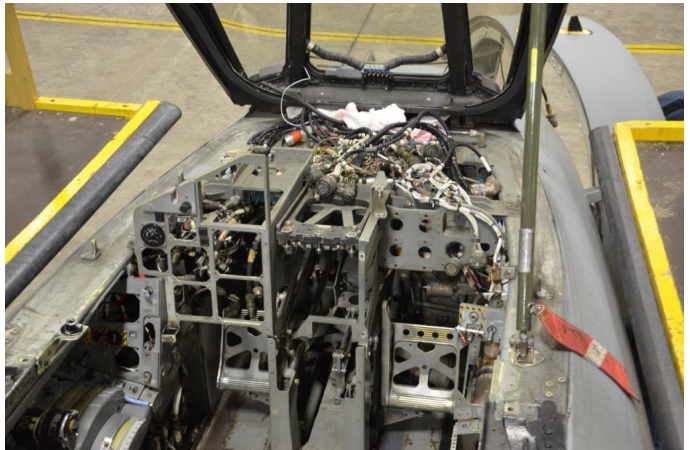
Apron
XX332/CD

Hawk T1A

Other Tornado airframes currently with RTP in the HAS site are ;

ZA369	GR4A
ZA406	GR4
ZA453	
ZA462	
ZA550	
ZA559	
ZD739	
ZD890	
ZG707	GR4A
ZG750	<i>Pinky</i>
ZG777	GR4
ZG779	

Selection of Photographs below







Skylive Airshow Cancelled....

AN AIRSHOW that attracted thousands of visitors to the region has been cancelled by an airport “not in a position” to cover the financial costs of staging a display.

The Skyline Airshow first flew into Durham Tees Valley Airport (DTVA), near Darlington, in 2016 after a 26-year absence from the site after organisers vowed to bring airborne entertainment back to the airport.

However, it has emerged that the airshow would not return in spring 2018 following a decision made by DTVA bosses to activate a get-out clause part-way through a five-year contract with Skyline Events.

A DTVA spokesman confirmed the decision had been made in the wake of rising airshow costs damaging future passenger operations at the site, adding that a loss had been made on two previous airshows.

The DTVA spokesman said: “The air show has been organised by an outside company. “Airshows held at civilian airports such as DTVA have seen increased regulatory and safety requirements over recent years from the Civilian Aviation Authority (CAA).

“We are fully supportive of these requirements, but they bring with them higher costs to administer the air show which are borne by us, the airport.

“In both years the costs incurred by the airport have not been covered and, given the need to deliver our business plan to put the airport on a firmer financial footing and support passenger operations, we have had to inform the air show operator that in line with the terms of our contract, we are not in a position to proceed for next year.”

However, Skyline organiser Chris Petty refutes DTVA's position and said that positive discussions over hosting a Skyline 2018 were being held with the airport as late as last week. Mr Petty said: “I was gobsmacked when I found out.

“We had a five-year deal to deliver the airshow and there’s a breakout clause in that contract and they have activated that clause.

“They say it’s to do with Civil Aviation Authority safety regulations, but it’s nothing to do with that – there are no safety concerns.

“They’re letting down the locals and the businesses and charities that got involved and made money off the back of the airshow.”

The first scheduled Skyline Airshow was cancelled in 2015 in the wake of the Shoreham Airshow crash that killed 11 people and brought in stricter CAA safety regulations.

Mr Petty stated then that stricter rules would have “seriously limited” some of the flying displays – agreed with by DTVA – pushing the original late summer show back to spring 2016.

Around 18,000 visitors were attracted to the first display followed by another successful show in May this year, featuring displays from the Royal Air Force’s Eurofighter Typhoon team and a Battle of Britain Memorial Flight.

Northern Echo



G-CCCJ Nicollier HN700 Menestrel II



G-CE11 Medway SLA80 Executive



N111DT Piper PA24 Comanche

January 2018

Airline	Date	Reg	Type	C/N	Remarks
Loganair	02 Jan	GLGNZ	SAAB 340B	167	To be WFU Mar 18.
Thomas Cook	03 Jan	G	Airbus A321-231-S	5606	Acquired. Ex GZBAE. Due Apr 18
Thomas Cook	03 Jan	G	Airbus A321-231-S	5582	Acquired. Ex GZBAD. Due Mar 18
Thomas Cook	03 Jan	G	Airbus A321-231-S	6126	Acquired. Ex GZBAO. Due Feb 18
Thomas Cook	03 Jan	G	Airbus A321-231-S	6059	Acquired. Ex GZBAM. Due Feb 18
Thomas Cook	03 Jan	G	Airbus A320-214	2142	Acquired. Ex GZBAR. Due Feb 18 (To op fr TCX Balearics?)
easyJet	04 Jan	(GEZEV)	Airbus A319-111	2289	WFU 13 Oct 17 Gatwick - Budapest 14 Oct 17 Budapest - East Midlands 05 Nov 17 East Midlands - Stansted 17 Nov 17 Regd to Allegiant as N312NV 02 Jan 18
Jet2	06 Jan	YLLCV	Airbus A321-231	2216	Lsd fm SmartLynx 15 May 18 - 31 Oct 18 Bsd Birmingham
Norwegian	06 Jan	(GCKOG)	Boeing B789-9	63314/664	On order. Due Feb 18
Norwegian	06 Jan	(GCKOF)	Boeing B789-9	38786/662	On order. Due Feb 18
Norwegian	06 Jan	(EIGBD)	Boeing B738-800-W	42094/6811	On order. Due Feb 18
British Airways	09 Jan	D	Airbus A319		Lsd fm Germania 09 Feb 18 - 24 Mar 18 Bsd Gatwick
easyJet	09 Jan	GEZDT	Airbus A319-111	3720	WFU 08 Jan 17 Malpensa - Ljubljana 08 Jan 18 Regd OELKD 09 Jan 18 Op fr easyJet Europe
easyJet	10 Jan	(GEZDT)	Airbus A319-111	3720	WFU 08 Jan 17 Malpensa - Ljubljana 08 Jan 18 Regd OELKD 09 Jan 18 Op fr easyJet Europe
Norwegianl	10 Jan	EIFVZ	Boeing B738-800-W	42093/6746	Regd (Date?) Dlvd Oslo 10 Jan 18
Norwegian	10 Jan	EIFVO	Boeing B738-800-W	42278/6347	To trans to Norwegian Air Argentina as LVHQH
easyJet	12 Jan	(GEZDW)	Airbus A319-111	3746	WFU 10 Jan 17 Malpensa - Ljubljana 10 Jan 18 Regd OELKF 11 Jan 18 Op fr easyJet Europe
easyJet	13 Jan	(GEZEH)	Airbus A319-111	2184	WFU 24 Nov 18 Gatwick - Sofia 25 Nov 18 Sofia - East Midlands 23 Dec 17 East Midlands - Stansted 04 Jan 18

					Regd to ? as 2GZEH 12 Jan 18
easyJet	15 Jan	GEZRO	Airbus A320-214-S	8065	Divd Luton 15 Oct 18
Jet2	15 Jan	G	Boeing B738-808	34703/1941	Acquired. Ex EIRUO Currently at Lasham
Jet2	15 Jan	G	Boeing B738-808	34702/1917	Acquired. Ex EIRUN Currently at Lasham
easyJet	16 Jan	(GEZDR)	Airbus A319-111	3683	WFU 12 Jan 17 Malpensa - Ljubljana 12 Jan 18 Regd OELQY 15 Jan 18 Op fr easyJet Europe
easyJet	16 Jan	GEZRR	Airbus A320-214-S	8075	Divd Luton 16 Oct 18
Ryanair	17 Jan	EIGDP	Boeing B738-800-W	44813/6751	Divd Dublin 17 Jan 18
easyJet	18 Jan	(GEZFI)	Airbus A319-111	3888	WFU 15 Jan 17 Malpensa - Ljubljana 15 Jan 18 Regd OELQK 17 Jan 18 Op fr easyJet Europe
Thomas Cook	18 Jan	(GDAJC)	Boeing B767-31K-W	27206/532	Regd to ? as N1489A 17 Jan 18 Onward to Prime Air
Thomas Cook	18 Jan	(GJMof)	Boeing B757-320-W	29013/846	Regd DABOF 17 Jan 18 Rtnd to Condor
SAS Ireland	18 Jan	EISID	Airbus A320-251N	8031	Regd -- Jan 18 Divd Copenhagen 17 Jan 18
Jet2	18 Jan	GJZBG	Boeing B738-800-W	63164/6756	Regd 17 Jan 18 Divd Leeds 18 Jan 18
easyJet	19 Jan	GEZAS	Airbus A319-111	2779	WFU 16 Jan 17 Gatwick - Sofia 17 Jan 18
easyJet	19 Jan	GEZFS	Airbus A319-111	4129	WFU 19 Jan 17 Malpensa - Ljubljana 19 Jan 18 To be regd OELQW -- Jan 18 To op fr easyJet Europe
easyJet	20 Jan	(GEZDU)	Airbus A319-111	3735	WFU 17 Jan 17 Malpensa - Ljubljana 17 Jan 18 Regd OELQN 19 Jan 18 Op fr easyJet Europe
Virgin Atlantic	20 Jan	GVWOO	Boeing B789-9	37979/645	Regd 19 Jan 18 Divd Heathrow 20 Jan 18
Norwegian	20 Jan	GCKNZ	Boeing B789-9	38895/647	Regd 18 Jan 18 Divd Gatwick 20 Jan 18
easyJet	22 Jan	GEZDO	Airbus A319-111	3634	WFU 22 Jan 17 Malpensa - Ljubljana 17 Jan 18 To be regd OELQX 22 Jan 18 To op fr easyJet Europe
easyJet	22 Jan	(GEZBT)	Airbus A319-111	3090	Regd OELKE 24 Jan 18 To op fr easyJet Europe
easyJet	22 Jan	(GEZFS)	Airbus A319-111	4129	WFU 19 Jan 17 Malpensa - Ljubljana 19 Jan 18 Regd OELQW 22 Jan 18 Op fr easyJet Europe

easyJet	22 Jan	(GEZDO)	Airbus A319-111	3634	WFU 22 Jan 17 Malpensa - Ljubljana 17 Jan 18 Regd OELQX 24 Jan 18 Op fr easyJet Europe
Air Tanker	23 Jan	GVYGM	Airbus A330-243	1601	Lsd to TUI Belgium 22 Jan 18 -
Ryanair	23 Jan	EIGDS	Boeing B738-800-W	44811/ 6770	Dlvd Dublin 23 Jan 18
easyJet	24 Jan	GEZTF	Airbus A320-214	3922	WFU 24 Jan 17 Malpensa - Ljubljana 24 Jan 18 To beegd OEIJO -- Jan 18 To op fr easyJet Europe
TAG Aviation	24 Jan	GSWRD	Boeing B733-3L9	27834/ 2692	Regd 23 Jan 18. Ex OYJTE
TAG Aviation	24 Jan	(GCKTI)	Boeing B733-33A	23631/ 1337	Regd to European Aviation as 2PSFI 23 Jan 18.
Ryanair	24 Jan	EIGDR	Boeing B738-800-W	44812/ 6763	Dlvd Dublin 24 Jan 18
easyJet	26 Jan	(GEZTF)	Airbus A320-214	3922	WFU 24 Jan 17 Malpensa - Ljubljana 24 Jan 18 Regd OEIJO 26 Jan 18 Op fr easyJet Europe
Stobart Air	26 Jan	(EIGEV)	ATR 42-600	1213	Acquired Billund - Shannon 19 Jan 18
Stobart Air	26 Jan	EICBK	ATR 42-300	199	To be WFU end Jan 18
ASL Airlines	29 Jan	(EIHAD)	Boeing B734-429-F	25729/ 2217	To trans fm ASL Airlines Hungary Bergamo - Shannon 26 Jan 18 as HAFAY
ASL Airlines	29 Jan	GEZTX	Airbus A320-214-S	4286	WFU 29 Jan 17 Malpensa - Ljubljana 29 Jan 18 To be regd OELVH -- Jan 18 To op fr easyJet Europe
ASL Airlines	29 Jan	(GEZFO)	Airbus A319-111	4080	WFU 26 Jan 17 Malpensa - Ljubljana 26 Jan 18 Regd OELQJ 29 Jan 18 Op fr easyJet Europe
Ryanair	30 Jan	EIGDT	Boeing B738-800-W	44815/ 6774	Dlvd Dublin 30 Jan 18
Titan Airways	30 Jan	GPOWS	Boeing B734-436	25853/ 2409	Regd 29 Jan 18. Ex N853AT
easyJet	31 Jan	GEZFN	Airbus A319-111	4076	WFU 31 Jan 17 Malpensa - Ljubljana 31 Jan 18 To be regd OELQG -- Jan 18 To op fr easyJet Europe
Ryanair	31 Jan	EIGDV	Boeing B738-800-W	44816/ 6778	Dlvd Dublin 31 Jan 18
easyJet	31 Jan	(GEZTX)	Airbus A320-214-S	4286	WFU 29 Jan 17 Malpensa - Ljubljana 29 Jan 18 Regd OELVH 30 Jan 18 Op fr easyJet Europe

LEEDS/BRADFORD NEWS

New Boeing 737-800 deliveries for Jet2 continue, with G-JZBG arriving at LBA on January 18th. The aircraft is painted in Jet2 holidays colours.

AIRPORT NEWS

Bournemouth has been sold by MAG (Manchester Airport Group) to new owners Regional and City Airports (RCA), who also own and operated Coventry, Exeter and Norwich airports.

Doncaster have confirmed FLYBE will commence a Belfast City service on June 15th. The service will operate 4 times weekly until October 26th.

London Southend broke through the 1 million passenger barrier in 2017, a record for the airport following huge growth over the past 12 months. London Southend saw passenger numbers jump 25 per cent year-on-year, with 1,095,914 people using the airport between January and December 2017. The airport currently offers the option of flights to more than 30 domestic and European leisure and business destinations via Stobart Air's franchise deal with Flybe and easyJet.

AIRLINE NEWS

British Airways' summer 2018 schedule from London Gatwick is set to be the airline's biggest in almost a decade. In summer 2017 the airline operated about 1,000 flights a week at its peak. More than 150 additional weekly flights will take to the skies this summer following parent IAG's acquisition of Monarch's take-off and landing slots, the carrier has confirmed. Weekly flights to Malaga will be boosted from 27 to 35, Alicante from 14 to 22 and Faro from 17 to 21, while the airline's summer flights to Tenerife will increase from six per week to 13, Madeira will be bolstered from six to nine per week and Lanzarote will rise from three to five flights per week at the Sussex-based hub. Alex Cruz, British Airways' chairman and chief executive, said: "We are delighted to be able to further grow our presence at Gatwick by adding extra frequencies and improving our timetable. "We are also introducing several new destinations to the Gatwick programme, including Palma (Majorca), Mahon (Menorca) and Gibraltar. These exciting new routes give our customers even more choice of destinations at competitively low prices.

Emirates have placed an order for further 36 A.380's, effectively securing the future for continuing production of the type. The deal is worth \$16 billion at list prices. Airbus admitted that it could have to close production on the A380 without a further order from Emirates, which is the main customer for the aircraft. Emirates on January 18th agreed a memorandum of understanding with Airbus for 20 A380s with options for a further 16 A.380's. The new aircraft will be delivered to Emirates from 2020 onwards. The Dubai-based carrier already has 101 A.380's in its fleet with a further 41 aircraft due to be delivered as part of previous orders during the next few years. Sheikh Ahmed bin Saeed Al Maktoum, chairman and chief executive of Emirates Airline and Group, said: "We've made no secret of the fact that the A380 has been a success for Emirates. "Our customers love it, and we've been able to deploy it on different missions across our network, giving us flexibility in terms of range and passenger mix. "Some of the new A380s we've just ordered will be used as fleet replacements. This order will provide stability to the A380 production line. We will continue to work closely with Airbus to further enhance the aircraft and onboard product." John Leahy, chief operating officer customers for

Airbus Commercial Aircraft, added “This new order underscores Airbus’ commitment to produce the A380 at least for another ten years. I’m personally convinced more orders will follow Emirates’ example and that this great aircraft will be built well into the 2030s.” Airbus delivered 15 A380s to airlines last year with just 12 scheduled to be produced in 2018. This compares with the 27 superjumbos that were supplied to airlines in 2015.

Easyjet have commenced operations from Southampton from the 14th December 2017. The airline will operate a three times weekly service to Geneva throughout the winter.

Norwegian has set a new record time for the fastest ever transatlantic flight by a subsonic passenger aircraft using the Boeing 787-9 Dreamliner. Norwegian flight DY7014 from New York JFK to London Gatwick on Monday January 15th completed the full duration of the flight in five hours and 13 minutes – the fastest transatlantic flight recorded on a subsonic commercial aircraft. The flight carrying 284 passengers departed New York at 11:44 and arrived at London at 21:57 - 53 minutes early. The flight benefitted from strong tailwinds over the Atlantic Ocean that reached a maximum of 176 knots (202mph). The tailwinds pushed the aircraft to a top speed of 776mph during the flight. The Boeing 787-9 Dreamliner aircraft (G-CKHL) used on the record-breaking transatlantic flight adorns British tail fin hero Amy Johnson, a pioneering pilot who was the first female to fly solo from England to Australia in 1930.

Ryanair pilots at all 15 UK bases – including London Stansted which had previously rejected an improved pay deal – have voted to accept pay increases of up to 20 per cent. Following the decision, increases will be paid next week in the January payroll. It comes as the low-cost carrier seeks to diffuse tensions with staff as demand for pilots continues to grow. Ryanair is continuing its recognition discussions with BALPA, the UK pilot union, but had agreed with BALPA that these pay increases should not be delayed by these recognition negotiations, which are “proceeding quickly,” Ryanair said. Ryanair and BALPA agreed to offer these pay increases to the six out of 15 UK bases (including Stansted) which had not previously accepted them. The majority of Ryanair’s pilots in Ireland have already agreed to these pay increases voting in secret ballot at the Cork and Shannon bases, and a majority of pilots in Dublin who are contractors or new joiners have already agreed them. Ryanair has announced that it smashed its weekly bookings record, taking over three million bookings in one week for the first time in its history. The flights are all due to be taken during the next 20-weeks. Wednesday, January 10th, was the busiest day for bookings last week and the most popular destinations for customers included winter holidays to Lanzarote and Tenerife and city breaks to Porto, Milan and Naples. Ryanair spokesman, Kenny Jacobs, said: “We are delighted to announce this new weekly record of over three million bookings made on the Ryanair.com website.” Jacobs added this was the equivalent on a booking every five seconds, or the population of Lithuania choosing to fly with Ryanair.

AIRCRAFT NEWS

Airbus’ Commercial Aircraft deliveries were up for the 15th year in a row in 2017, reaching a new company record of 718 aircraft delivered to 85 customers. Deliveries were more than four per cent higher than the previous record of 688 set in 2016. The 2017 total comprises: 558 single aisle A320 Family (of which 181 were A320neo – an increase of 166 per cent over 2016); 67 A330s; 78 A350 XWBs (up by nearly 60 per cent from 2016) and 15 A380s. Furthermore, to cap this resounding annual production achievement, Airbus achieved 1,109 net orders from 44 customers. At the end of 2017 Airbus’ overall backlog stood at 7,265 aircraft valued at US\$1.059 trillion at list prices.

Boeing delivered more commercial airplanes than any manufacturer for the sixth consecutive

year and set an industry record with 763 deliveries in 2017, driven by high output of the market-leading 737 and 787 jets. At the same time, the company grew its backlog with 912 net orders, reflecting healthy demand for its single-aisle and twin-aisle airplanes. Boeing reached a new high on the 737 program as it raised production to 47 airplanes a month during the year and began delivering the new 737 MAX, contributing to a record 529 deliveries, including 74 of the MAX variety. On the 787 Dreamliner program, Boeing continued building at the highest production rate for a twin-aisle jet, leading to 136 deliveries for the year. "The record-setting performance is a testament to our employees and supplier partners who continue to innovate new ways to design, build and deliver the most fuel-efficient airplanes to customers around the world," said Boeing Commercial Airplanes president Kevin McAllister. On the orders front, 71 customers placed the 912 net orders, valued at \$134.8 billion at list prices. The total extends Boeing's backlog to a record 5,864 airplanes - at year end - which is equal to about seven years of production. "The strong sales activity reflects continuing strong demand for the 737 MAX family, including the ultra-efficient MAX 10 variant that we launched last year, and the market's increasing preference for Boeing's family of twin-aisle jets," said McAllister. "Our planned production increases over the coming years are designed to satisfy this robust demand." In 2017, the 787 Dreamliner family racked up nearly 100 net orders and the 777 family captured 60 net orders. Other major commercial airplanes milestones include the first flights of the 737 MAX 9 and the 787-10 Dreamliner, and the start of production of the 737 MAX 7 and the new 777X.

The first structurally complete airframe for the new BelugaXL rolled out from its assembly hangar in Toulouse, France in January. Once operational, a fleet of these next-generation airlifters will be used to transport completed sections of Airbus aircraft among the company's European production sites and to its final assembly lines in France, Germany and Spain. The BelugaXL is one of the most voluminous aircraft in existence, and everything about it speaks to that fact. With a bulging upper forward fuselage and enormous cargo area, the BelugaXL is hardly recognisable as the outsized airlifter version of the Airbus A330-200 jetliner from which it is derived. "We have the A330 as a foundation," said Bertrand George, head of the BelugaXL programme, "but many changes have been successfully designed, introduced into the aircraft and tested. "Transforming an existing product into a super transporter is not a simple task." This initial BelugaXL is expected to be flying by mid-2018. "The whole team is really looking forward to seeing its first flight and, of course, its smiling livery," said George, referring to the supersized smile that will be painted across the 'face' of the transporter, the winning design of six options presented to Airbus employees for a vote in early 2017. Before that can happen, the aircraft will undergo a months-long battery of tests after installation of its two jet engines, ensuring each of the BelugaXL's systems function as intended. While the first structurally complete BelugaXL moves into its testing phase, the second A330 airframe to be converted into a BelugaXL arrived on schedule in Toulouse to begin its integration process. George noted that with lessons learned from the production of the first transporter, the assembly time for the second is expected to be about two months shorter. The BelugaXL programme was launched in November 2014 to address Airbus' increasing transport requirements. At six metres longer, one metre wider and with a payload lifting capacity six tonnes greater than the BelugaST transporter version it is replacing, the BelugaXL will be able to transport both wings of the flagship A350 XWB jetliner at once, instead of the single wing currently accommodated on the BelugaST. All told, five BelugaXLs are scheduled to enter service for Airbus' airlift needs

OTHER NEWS

In an unprecedented moment, pope Francis delivered the sacrament of marriage to two cabin crew members onboard LATAM flight LA1250 from Santiago to Iquique in Chile. The ceremony was witnessed by Ignacio Cueto, chairman of LATAM Airlines Group's board of directors, and Monsignor Mauricio Rueda, both of whom are part of the delegation accompanying pope

Francis on his visit to Chile and Peru. During the flight, the couple approached Pope Francis to request a blessing – since they only had performed the civil ceremony – but the pontiff instead offered to perform the marriage ceremony onboard. “We approached the holy father to ask for his blessing, but after an intimate conversation, he agreed to marry us,” said Carlos Ciuffardi Elorriaga, LATAM cabin crew member. Paula Podest Ruiz and Elorriaga, both cabin crew managers, held their civil marriage ceremony in 2010. They had the intention of carrying out a church ceremony, but the earthquake which hit southern Chile in March 2010 damaged the venue where they were going to hold the service, so they decided to postpone the marriage. “We always wanted to get married in the eyes of the church and it was something that was pending, but we never thought it would be the Pope that would do it. “We have received the best possible wedding gift and we are very lucky,” said Ruiz. Ruiz and Elorriaga have both worked for LATAM for over ten years and were selected to accompany the pontiff during his visit to Chile.

Last year was the safest in history for commercial airlines, according to industry research. There were no passenger jet crashes, separate reports by Dutch consultancy To70 and The Aviation Safety Network found, BBC News reports, despite more flights being made than ever before. But To70 warned that despite high safety levels on passenger planes (over a certain size), the "extraordinarily" low accident rate must be seen as "good fortune". There were however 10 fatal cargo aircraft accidents, resulting in 79 deaths last year. The organisation based its figures on incidents involving civil aircraft certified to carry at least 14 people. The most serious accident of 2017 came in January when a Turkish cargo plane crashed into a village in Kyrgyzstan killing all four crew and 35 people on the ground. Aviation deaths have been steadily falling for the last two decades. In 2005, there were more than 1,000 deaths on-board commercial passenger flights worldwide, the Aviation Safety Network said. The last fatal passenger jet airliner accident took place in November 2016 in Colombia, and the last commercial passenger aircraft crash to kill more than 100 people occurred in Egypt a year earlier.

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

CREDITS Aviation News, Airliner News, LBA-EGNM Facebook page, and all their contributors, Yorkshire Post, Telegraph and Argus, TTG

Scene around Yorkshire... **Andy Wood (HAR)**

AVERHAM/RECTORY FARM (Notts.) An invitation Fly-in was held on 1.1, residents noted were G-CCZD RV.7 and G-WIGY S.1S, whilst G-BACL D.150 has departed following sale. Visitors were G-AJJS Cessna 120, G-AVRW GY.20, G-BPWG 150M, G-BVFA S.10, G-BYJL Pulsar 3, G-CCMW Shadow Srs.DD, G-CFFJ CTSW, G-CIRY EV.97, G-CVII DR.107 and G-EWBC Jabiru SK.

BAGBY (NY) From the Resident Review delete N112WM PA-32-300 (32-7140001) which has moved to a new strip at Sheriff Hutton.

BARKSTON HEATH (Lincs.) From the Resident Review delete G-CIKS T.67M departed to Blackbushe where it was first reported on 5.11.

BEVERLEY (EY) The accident damaged G-BIDH 152 departed by road 20.12 for repair, fitting of a new engine and a respray. A new resident is G-GDSO Cavalon.

BURN (NY) From the Resident Review delete G-CHHK ASW19B, G-CJNZ DG.100, G-DBVH T.51 and G-DELG Ventus which have all departed following sale.

CAUNTON (Notts.) A new resident is G-EMMX Quik.

CHURCH FENTON (NY) 9.12 G-BOUE 172N, G-BZLH PA-28, G-CUBA PA-32R, G-OUCP PA-31. **14.12** G-MXPH Strikemaster Mk.84 arrived to take up residency. **21.12** G-MAKN PC.12/47E new resident with airfield owner Chris Makin. **19.1** G-KART PA-28. An updated

resident list as of mid January is as follows G-CGIY/330244 J.3C-65, G-DLFN L.29, G-GDEF DR.400, G-ILHR SR.22 (replaces G-CHAJ), G-MAKN PC.12/47E, G-MXPH Strikemaster Mk.84, G-OLNT SA.365N1, G-PTOO B.206L-4, G-USAR Cessna 441, HA-LFH SA.342J (1775), M-OLOT CL.604 (5382), N215BT Cessna 208 (20800517), N250DM Bell 205A-1 (66-16114), N338CB Bell UH-1H (66-16118), N525JN Cessna 525A (525A0423), N767CM Beech A.36 (E-2723), N781CD SR.20 (1423) and ZD902 Tornado F.2A dismantled.

CRANWELL (Lincs.) In the penultimate delivery G.115 E's G-BYVT, G-BYXY, G-CGKB, G-CGKC, G-CGKJ and G-CGKV all departed 20.11 on delivery to the Finnish Air Force. The remaining four examples G-CGKO, G-CGKT, G-CGKU and G-CGKX should also have departed by now. The latest replacements are G-CKIV/ZM315 and G-CKIW/ZM316 both G.120TP-A. Another new delivery for Affinity Flying Training Services is G-CKCU/ZM336 EMB.500.

CRANWELL NORTH (Lincs.) From the Resident Review delete G-BCKN DHC.1, G-BNXL DG.400 and G-CKPZ ASW20 which have all departed following sale.

CROWLAND (Lincs.) A new resident is G-SORA DG.500. From the Resident Review G-CFYC Ventus, G-CHPO Ka.6CR, G-CJRM G.102, G-CJZZ LS7, G-CKED ASW27, G-DCKN SZD.9 and G-DCTX SZD.30 which have all departed following sale.

DONCASTER/SOUTH YORKSHIRE AIR MUSEUM (SY) From the Resident Review delete WF122 Sea Prince T.1 which has moved to the Ulster Aviation Society at Long Kesh, Co. Down arriving 13.10.

FULL SUTTON (EY) Following its accident G-BDIH D.117 has been sold to an owner in Tranent, East Lothian for rebuild and can be deleted.

GAMSTON (Notts.) Noted recently on the fire dump are the remains of G-CDKR DA.42. From the Resident Review delete G-GUMM A-1B which has departed following sale and G-USAR Cessna 441 which has moved to Church Fenton. Resident M-ICRO (2) Cessna 525A (525A0479) was re-registered M-ICRC on 21.12. Visiting on 19.1 were G-ZEXL and G-ZXLL both EA.300/L.

GRIMSBY (Lincs.) Arriving with North East Lincs Reclamation in Julian Street early in the new year was the hulk of G-BHMO PA-20.

HEADON (Notts.) A new resident is G-MZDK Blade.

HIBALDSTOW (Lincs.) HA-VOC Do.28D-2 (4331) has been cancelled due to sale and is now EC-MSP.

LANGTOFT (EY) Arriving at a private workshop here on 3.1 was G-AXSD B.121 from Turweston for eventual rebuild. Also at the same site is G-FLRT Europa which was previously stored at Eddsfield but left there some time ago.

LEEDS/BRADFORD AIRPORT (WY) G-PTTC F.152 arrived from Newcastle on 5.10 as a new resident. G-CEYU SA.365N1 was de-registered in November as pwfu, whilst G-WENA AS.355F2 has been sold in Germany. G-JZBE and G-JZBF 737-800 both registered to Jet 2 on 4.12 and 20.12 respectively.

NETHERTHORPE (Notts.) Following its accident G-AXFN D.119 has been sold to Aviation Salvage and Recovery Limited and can be deleted.

NORTH COATES (Lincs.) Resident News G-CBCM X'Air 700 departed by road on 2.12 to Beverley to undergo an engine change, it is expected to return in due course. A new resident is G-SISU Quik which arrived on 6.12 by road from Stansted where it has been in storage, the owner now relocating to here. **Movements 2.12** G-MICK F.172N f&t Fenland, G-TGTT R.44 f&t Cabourne, G-CGDI EV.97A f&t Netherthorpe. **3.12** G-AJXV/NJ695 Auster 4 f&t Carr Farm, G-CGYX Cavalon f Fenland t Sandtoft. **4.12** G-ROLY F.172N f Netherthorpe t Tollerton, G-IANN Twinstar Mk.3 f&t Brookfield Farm. **9.12** G-BAIW F.172M f Humber side 4 x n/s t Humber side 13.12, G-CDSK Escapade f&t Bucknall, G-BKTZ T.67N f&t Full Sutton, G-ARDZ D.140A f&t Fen Farm, G-STUZ M.108 f&t Beverley, G-CBIX CH.601UL f&t New York. **12.12** G-TGTT R.44 f&t Cabourne. **16.12** G-UZUP with G-CCSR both EV.97A f Netherthorpe t Wickenby, G-MZEN Rans S.6 f&t North Moor, G-TGTT R.44 f Wickenby t Cabourne, G-ARDZ D.140A f Fen Farm 4 x n/s t Fen Farm 20.12, G-BPGU PA-28 f&t Tollerton. **23.12** G-STUZ M.108 f&t Beverley, G-BSYG PA-12 f&t Brighton, G-CGYX Cavalon f&t Sandtoft, G-BCPN AA-5 f&t Gamston. **24.12**

N909PH PA-23 (23-1800) f&t South Cave, G-HECK R.44 f&t Great Heck. **25.12** G-ARDZ D.140A f&t Fen Farm. **28.12** G-TERN Europa f&t North Thoresby by road for local flying, G-JANF NG5 f&t Full Sutton. The New Year started well with the Brass Monkey Fly-in on 7.1 attracting 91 visiting aircraft in perfect weather conditions, full details next month.

NORTH DUFFIELD/BIRCHWOOD (NY) New residents here are G-BSLW 7ECA and G-TGJH VP.1 both out of permit.

NORTH MOOR (Lincs.) The owner of G-BCER GY.201 has now also obtained G-ROSS Sprite for completion, having never aspired to a permit to fly.

OXTON (Notts.) From the Resident Review delete G-MZDK Blade which has moved to Headon.

POCKLINGTON (EY) From the Resident Review delete G-CFXM Discus, G-CHYK ASW20FL and G-CJXB Centrair 201B which have all departed following sale.

SHERBURN (NY) A brief visit on 23.12 found G-BBNJ F.150L outside minus engine, new resident G-BDFR FA.200 also tied down outside plus between 10.20. – 11.10hrs. visitors G-AYUT DR.1050 f&t Brighton, G-CFLD Ikarus C42 FB80 f Rufforth and G-SKYC T.67M f Wombledon t Brighton. I did not investigate the hangars on this occasion. The previously mentioned accident to G-BPXX PA-34 occurred at 08.00hrs. on 13.10 and was caused by a rejected take-off due to control restriction. From the Resident Review delete G-BLHR GA-7 which has departed following sale.

SHERIFF HUTTON (NY) Resident at a new strip here is N112WM PA-32-300 (32-7140001) ex. Bagby.

SOUTH CAVE (EY) The recently imported PH-CRI MC.15 was allocated G-XCRI on 7.12.

SPILSBY (Lincs.) G-AVOD D.5/180 was restored to the register on 1.12 to the same owner who banner tows with G-NNAC at Harrogate, I assume that a rebuild is under way.

STRUBBY NORTH (Lincs.) From the Resident Review delete G-BDBD W.8 which has been sold to a Wokingham owner.

STURGATE (Lincs.) Noted in the Eastern Air Executive Hangar on 11.1 were G-AVVC F.172H, G-PTTD f.152, G-WLGC PA-28, N39TA Beech 24R (MC-230) and N200RE Beech E90 (LW-164)

SUTTON BANK (NY) From the Resident Review delete G-CJFR Ventus, G-CKFU Ventus and G-DCUC Pilatus B4-PC11 which have departed following sale.

THORPE WOOD (NY) XV741 Harrier GR.3 has recently been down to the SERCO Paintshop at Marham for a respray returning on 12.1.

Brighton....

Andy Wood (HAR)

RESIDENTS

G-ALUC DH.82A continues to fill in for G-BAFG during its absence at Sherburn on maintenance. G-AXMT/U-99 Bu.133 has returned as resident following three years away in Italy, it arrived 19.12 and is now undergoing reassembly in the workshop. N405FD SF.260D (770) has been sold and departed to Turweston 9.12 (with G-RLWG acting as crew ferry). On 25.12 only G-AYUT flew, on 26.12 only G-AVMD flew, however on 1.1 we faired much better with G-ATLV, G-AVMD, G-BRPY, G-BSYG, G-CIGH, G-CIIK and G-LWLW all flying.

OUTSIDE PARKING

G-AVMD 150G, G-BBJX F.150L, G-BGAX PA-28, G-BIOC F.150L, G-BMXA 152, G-BXJD PA-28 returned from Kemble by mid December, G-CIIK Yak 55, G-HELA TB.10 and HB-CIU FR172J have all been present throughout. G-BAEO F.172M continues to spend at least weekends here.

MOVEMENTS

4.12 G-AWUN F.150H f Beverley t Wickenby, G-MZEN Rans S.6 f North Moor t South Cave. **5.12** G-BZAR Kiffox f&t Holly Meadow Farm. **7.12** G-TEWS PA-28 f&t Beverley. **8.12** G-BAEU F.150L f&t Sherburn, G-BUDW MB.2 f&t Mavis Enderby. **9.12** G-ATVW D.62B f&t South Cave,

G-AZTS F.172L f&t Sturgate, G-BGMT Rallye 235E f&t Fishburn, G-BYSI PZL-110 o/s only f&t Gamston. **12.12** G-AWUN F.150H f Beverley t Wickenby, G-STUZ M.108 f&t Beverley. **16.12** G-AJJS Cessna 120 f Wickenby t Temple Bruer, G-AKVM Cessna 120 f&t Wickenby, G-AZHC D.112 f&t Netherthorpe, G-BNOH PA-28 f Wickenby t Sherburn, G-BRJC Cessna 120 f&t Full Sutton, G-BUDW MB.2 f&t Mavis Enderby, G-BXYJ DR.1050 f&t Netherthorpe, G-CFFJ CTSW f Wickenby t Caunton, G-CFMI Skyranger 912 f&t Crosland Moor, G-HELL Sonex f Wickenby t North Coates, G-RIVT RV.6 f Wickenby t Grove Farm, G-RMAV Ikarus C42 FB80 f Eddsfield t Beverley, G-TEWS PA-28 f&t Beverley, N909PH PA-23 (23-1800) f&t South Cave. **18.12** G-AWUN F.150H f Beverley t Eddsfield, G-BHZU J.3C-65 f&t Sandtoft, G-DISO D.150 f Yedingham t Beverley. **20.12** G-OSUT SF.25C f&t Sutton Bank. **23.12** G-CBZK DR.400 f&t Sherburn, G-CGCH Sportcruiser f&t South Cave, G-SKYC T.67M f Sherburn t Wombledon. **25.12** G-GRVE RV.6 f&t Sherburn. **26.12** G-AZTS F.172L f Sturgate t Sandtoft, G-RMAV Ikarus C42 FB80 f Beverley t Sandtoft. **28.12** G-AVXD T.66 f Sherburn t Beverley, G-AYKW PA-28 f Sherburn t Fishburn, G-AZHC D.112 f&t Netherthorpe, G-BADC Beta B2A f&t Warrington, G-BCLU D.117 f&t Full Sutton, G-BKTZ T.67M f Beverley t Full Sutton, G-BODE PA-28 f&t Sherburn, G-CCCJ HN.700 f Sherburn t Beverley, G-CDTY MXP.740 f Sherburn t Beverley, G-CFMI Skyranger 912 f Crosland Moor t Sherburn, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-HUMM Bell 407 f Sandtoft t Gamston, G-JLAT EV.97 f Sherburn t Garton, G-KAIR PA-28 f Bagby t Sherburn, G-PHUN FRA.150L f&t Beverley, G-RMAV Ikarus C42 FB80 f Sherburn t Beverley, G-TEWS PA-28 f&t Beverley. **31.12** G-CGWD R.44 f&t ? (fuel stop), N525DB F.172H (F172-0484) f&t South Cave. **1.1.18** G-OAYJ PA-28 f&t Crosland Moor, G-WLGC PA-28 f&t Sherburn. **7.1** G-AJJS Cessna 120 f North Coates t Temple Bruer, G-ATDO Bo.208C f Crosland Moor t North Coates, G-AWUN F.150H f North Coates t Beverley, G-AYKW PA-28 f North Coates t Fishburn, G-BADC Beta B2A f&t Warrington, G-BRJC Cessna 120 f North Coates t Full Sutton, G-CCEM EV.97A f North Coates t Sherburn, G-GRVE RV.6 f&t Sherburn, G-KIRT GlaStar f Warrington t North Coates, G-KYLE T.600N f Sherburn t Beverley, G-PHUN FRA.150L f&t Beverley, G-RIVT RV.6 f North Coates t Grove Farm, G-SACS PA-28 f&t Sherburn, N901B SA.341G (1410) f North Coates t Deighton/Crab Tree Farm, N909PH PA-23 (23-1800) f South Cave t North Coates then f North Coates t South Cave. **8.1** G-PROW EV.97 f&t Rufforth. **13.1** G-BYJT CH.601HDS f&t South Cave. **14.1** G-CGWD R.44 f&t ? (fuel stop). **17.1** G-EMHN A.109S f&t ? (fuel stop). **19.1** G-AWUN F.150H f&t Beverley. **20.1** G-AVUG F.150H f Netherthorpe t Crosland Moor, G-BBKA F.150L f&t Doncaster, G-CBAK R.44 f&t ? (fuel stop), G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood. **21.1** N112WM PA-32-300 (32-7140001) f&t Sheriff Hutton.

Coney Park....

DATE	REG	AIRCRAFT	FROM/TO
2ND DECEMBER	2-SEXY	AUGUSTA A109E	DEVONSHIRE ARMS/CONEY PARK
3RD DECEMBER	2-SEXY	AUGUSTA A109E	CONEY PARK/DEVONSHIRE ARMS
3RD DECEMBER	G-SELY	BELL 206B JET RANGER	DURHAM/GLOUCESTER
3RD DECEMBER	G-QLCP	AS355N TWIN SQUIRREL	CROLFORD/RUDDING PARK DUMFRIES
7TH DECEMBER	G-DVIP	AUGUSTA A109E POWER	HUDDERSFIELD/NIGHT STOP
8TH DECEMBER	G-DVIP	AUGUSTA A109E POWER	CONEY PARK/HUDDERSFIELD

December 2017

Commercial

- 4th EI-SEV Boeing 737-700 Ryanair (T)+ 6th & 15th
- 4th TF-AMP Boeing 747-400 Air Atlanta Icelandic (F)
- 4th G-JZHD Boeing 737-800 Jet2 (T)
- 5th N415JN McDonnell Douglas MD-11 Western Global Airlines (F)
- 9th SP-MRB Saab 340 Sky Taxi (F)
- 10th EI-FGX Boeing 737-300 Mistral Air/Posteltaliane (F) (FV) New Airline



EI-FGX Boeing 737-300 Mistral Air/Posteltaliane 10/12

- 10th TF-AMU Boeing 747-400 Astral Cargo (F) Lsd from Air Atlanta Icelandic New Airline (FV)
- 10th TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F) Dep. 11th
- 10th HA-LXI Airbus A-321 Wizz Air Diversion fm Luton (All diversions because of snow)
- 10th HA-LXT Airbus A-321 Wizz Air Diversion fm Luton (FV)
- 10th HA-LYO Airbus A-320 Wizz Air Diversion fm Luton
- 10th HA-LXD Airbus A-321 Wizz Air Diversion fm Luton
- 10th HA-LXR Airbus A-321 Wizz Air Diversion fm Luton
- 10th HA-LWD Airbus A-320 Wizz Air Diversion fm Luton



UR-CBF AN-12 Aerovis Airlines 12/12

- 10th HA-LPL Airbus A-320 Wizz Air Diversion fm Luton
- 11th SP-ENG Boeing 737-800 Enter Air. Dep.15th (FV)
- 11th UR-CBF Antonov AN-12 Aerovis Airlines Dep.12th (F) (FV) New Airline
- 11th UR-13395 Antonov AN-26 Antonov Design Bureau Dep.12th (F) (FV) of type for ADB



UR-13395 Antonov AN-26 Antonov Design Bureau 12/12

- 13th N581JN McDonnell Douglas MD-11 Western Global Airlines (F) +15th
- 13th G-TUIA Boeing 787-8 Dreamliner. Cruise Flight return
- 16th UR-CJN Antonov AN-12 Cavok Airlines (F)
- 16th SP-ENV Boeing 737-800 Enter Air Dep.17th & Ar. Back late evening & Dep. (FV)
- 17th TF-AMU Boeing 747-400 Astral Cargo Lsd from Air Atlanta Icelandic (F)



TF-AMU Boeing 747-400 Astral Cargo 17/12

- 17th UR-CBF Antonov AN-12 Aerovis (F) Dep.18th
- 17th TF-AMP Boeing 747-400 Air Atlanta Icelandic (F)
- 18th SP-ENV Boeing 737-800 Enter Air
- 19th N415JN McDonnell Douglas MD-11 Western Global Airlines (F)
- 20th UR-11316 Antonov AN-12 Motorsich (F) Ar. Back later in the day.
- 20th G-POWC Boeing 737-300 Titan Airways Arr/Dep (F)
- 21st UR-11316 Antonov AN-12 Motorsich (F) Dep. & Arr. back later & Dep.
- 21st N415JN McDonnell Douglas MD-11 Western Global Airlines (F) div. from Liege (Fog)



UR-11316 Antonov AN-12 Motorsich 21/12

- 21st G-POWC Boeing 737-300 Titan Airways Arr 08:30 Dep 20:00. (F)
- 22nd G-POWC Boeing 737-3 Titan Airways. Arr.00:20. Dep.09:40. Retn.14:20. Dep.17:35 (F)
- 21st UR-CJN Antonov AN-12 Cavok Airlines (F)
- 22nd UR-CJN Antonov AN-12 Cavok Airlines (F)
- 23rd N415JN McDonnell Douglas MD-11 Western Global Airlines (F) departed from the 21st
- 24th TF-AMP Boeing 747-400 Air Atlanta Icelandic (F)
- 26th ER-BBJ Boeing 747-400 Aerotranscargo Dep 27th
- 29th UR-CAK Antonov AN-12 Ukraine Air Alliance
- 29th G-CISK Embraer 145 Eastern Airways Football related flight (FV)
- 30th TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F)
- 31st N543JN McDonnell Douglas MD-11 Western Global Airlines (F) Dep 2nd Jan. 2018 (FV)

Bizz Jets & Bizz Props

- 1st YU-SCJ CitationJet 525. Dep 2nd. Arr. 3rd. Dep.5th. (FV)
- 1st F-HERE Citation 510 Mustang (FV)
- 4th G-OUCP Piper PA-31
- 5th 2-MSTG Citation 510
- 6th D-CHIP CitationJet 525 CJ3 (FV)
- 6th T7-OCC Citation 750X from (M) ex P4-TEN & ex M-PRVT
- 9th CS-LTC Citation 680 Latitude (M)
- 10th SE-RIL Citation 560 XLS from (M)
- 10th HB-IUV I.A.I. Gulfstream G200 Galaxy Dep. 11th (FV)
- 12th N221CJ CitationJet 525 (M) (FV)
- 15th N1RP Gulfstream V made two visits
- 15th D-IEMO Hawker Beechcraft Corp. 390 Premier 1A (FV)
- 16th G-CKUB Citation 560XLS (M) (FV)
- 16th M-MSVI CitationJet 525 CJ3
- 18th N42LJ CitationJet 525 CJ3. from maintenance ex HB-VTJ & ex G-OMBI (FV).
- 19th D-IOHL CitationJet 525 to (M) (FV)
- 20th N7707X Falcon 7X (FV)

- 20th F-HAHA Citation 510 Mustang
- 22nd I-MFAB Hawker 900XP (M) (FV)
- 23rd D-CHIC EMB-505 Phenom 300 (FV)
- 27th HB-JGQ Bombardier BD-100-1A10 Challenger 300 (FV)
- 27th D-IMGW Cessna 525 CitationJet CJ2+
- 28th F-HGIO Citation 510 Mustang
- 28th M-ICRC CitationJet 525 CJ2+ to (M) on 19th as M-ICRO from (M) ex M-ICRO (FV)
- 29th CS-PHH EMB-505 Phenom 300 Dep. 30th
- 30th M-SAIL Pilatus PC-12
- 31st G-JALS Citation 560XL (FV)

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

- 4th G-CHFD Augusta A-109 (FV)
- 23rd G-FRYA Robinson R-44 (FV)

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

- 1st G-FIFA Cessna 404
- 9th G-LWLW Diamond DA-40 (T)
- 16th G-CCFS Diamond DA-40
- 18th G-GBAS Diamond DA-62 ILS flight check Rwy 02 & 20. New Aircraft Type (FV)
- 18th G-DTCP Piper PA-32 (FV)
- 20th G-TTEC Piper PA-32 (FV)
- 28th G-PNGB Partenavia P-68 Victor (FV)

Military

- 4th 092 Embraer 121 Xingu French Air Force +6th
- 4th ZM409 Airbus A-400 (T)
- 7th XX322 BAe-Hawk Red 3 (T) (FV)
- 7th ZM313 Grob Prefect (T) (FV)
- 14th ZJ690 BD-700 Global Express (T)

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



ER-BBJ Boeing 747-400 AeroTranscargo 27/12

Credits Airfield Manager, Engineering and CFI Sandtoft

General Slightly more movements than November

Arrivals None

Departures None

Maintenance Hangar 1 G-BIFB PA-28 on slow rebuild, (N131MP) to become G-BWDE PA-31P (fuselage and port wing only – other wing and engines are still at Fenland), N337UK F.337G the forward engine is yet to be installed.

Wrecks & Relics G-BULR PA-28 fuselage noted dumped outside the South East hangar and the wings stored in the South East hangar it is now WFU and is to be sold as spares only. N2136E PA-28R w/o it is also to be sold as spares.

Resident and Hire aircraft noted during the month were:-

G-AZNO 182P, G-BBKA F.150L, G-BCGI PA-28, G-BHZU J3C-65, G-BIFB PA-28 (On rebuild in main hangar), G-BITE TB10, G-BOMP PA-28, G-BRNC 150M, G-BSYV 150M, G-BULR PA-28 fuselage dumped outside South East hangar wings stored in nearby hangar, G-BYJL Pulsar 3, G-CGYX Rotorsport UK Cavalon, G-CHVS Savannah XLS Jabiru, G-JFWI F.172N, G-MIAN Skyranger Nyngr, G-MLXP Europa XS, G-TAXI PA-23, G-TAYI G.115, G-WLGC PA-28, N39TA Beech C24R, N131MP PA-31P (to be G-BWDE on rebuild),N337UK F.337G, N2136E PA-28R wfu,

MOVEMENTS

- 2/12** G-BGHJ F.172N f/t Humberside, G-CCFS DA40D f/t Gamston, G-SACP AT3 f/t Sherburn, G-BODE PA-28 f/t Sherburn, G-BNOH PA-28 f/t Sherburn
- 3/12** G-HUMM B.407 f/t Gamston, G-SACT PA-28-161 f/t Sherburn, G-BPOS 150M f/t Beverley, G-BKCE F172P f/t Leicester, G-BFTC PA-28RT f/t Sherburn
- 4/12** G-BFPH F172K f/t Gamston
- 6/12** G-BMNT PA-34 f/t Guernsey, G-HUMM B.407 f/t Gamston, G-BEZF AA5 f/t Turweston, G-BDRD FRA150M f/t Beverley, G-BNTD PA-28 f/t RHADS, G-CGRY Magni M24C f/t Rufforth East, G-BOUE 172N f/t Netherthorpe, G-BCKV FRA150L f/t Gamston
- 11/12** G-IAJS C42 f/t Chester
- 13/12** ZH895 Chinook HC2A f/t Odiham, G-CGRY Magni M24C f/t Rufforth East, G-HUMM B.407 f/t Gamston
- 16/12** G-AWUN F.150H f/t Beverley, G-MCLY 172P, G-BXJD PA-28 f/t Brighton, G-ATLV D.120 f/t Brighton, G-BRJC 120 f/t Brighton, G-SACX AT3 f/t Sherburn
- 17/12** G-BFTC PA-28 f/t Sherburn
- 18/12** G-AYUT DR.1050 f/t Brighton, G-BFPH F172K f/t Gamston
- 19/12** G-CTCL TB.10 f/t Tollerton, 2PLAY TBM (2 n/s) f/t Guernsey, G-CGRY Magni M24C f/t Rufforth East
- 22/12** G-FIFI TB20 f/t Sturgate
- 23/12** G-BRFB Long Ez f/t Sleep, G-BIDI PA-28R f/t Sleep, G-VCJH R.22B f/t Gamston



G-CGYX
Rotorsport UK
Cavalon 16/12

Credits	Lincoln Aero Club (LAC)
Arrivals	None
Departures	G-CBMU MW6-S Fat Boy Flyer
General	A quiet month again which I guess is down to the colder weather and darker nights.

Planned events for 2018

04/02/2018 Breakfast Patrol
03/06/2018 Midsummer Fly-in
02/09/2018 Autumn Fly-in

For Sale G-AZTS F.172L, G-BBHF PA-23, G-BHCP F.152, G-BIUM F.152, G-BRNN 152, G-BRPV 152, G-CCZA MS.894A for spares only and N298CD Cirrus SR20.

Parked outside during the month for maintenance and storage with EAE

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

G-RICO AA-5 arrived on the 2nd from LBIA departing 16th. Arriving early in the month from Sandtoft was N39TA Beech C24R it was still here at the end of the month/year.

In the EAE Paint Hangar

None noted.

Resident aircraft noted during the month were:-

G-ARRS CP.301A, G-AYYU C23, G-BBBB JT1 Monoplane, G-BDDG D.112 minus canopy wind screens and wfu, G-BGVE CP.1310-C3 engineless and wfu, G-BKWD JT.2Titch, G-BKXF PA-28R, G-BRNN 152, G-BROR J-3C-65, G-CCXX AG-5B, G-CCZA MS.894A (impounded), G-CGXL DR400, G-CIFC TB200, G-EXLL CH601XL, G-FARY Quickie Tri-Q, G-FIFI TB20, G-MELV Rallye 235E (forward fuselage and 25% of wings), G-MWHO Gemini Flash pwfu, G-OPAZ/AZ Pazmany PL-2, G-RIVE D.153, G-RVSR RV-8, G-UAPO R90-230RG, 86-AI Albatross on rebuild, N298CD Cirrus SR20

Wrecks & Relics noted during the month:-

In the door less WW2 built Search Light Building are some remains (forward fuselage and 25% of wings) of (G-MELV) Rallye 235E which is now in a very sorry state. In the fire truck shed were G-CBMU MW6-S Fat Boy Flyer dismantled (had departed by end of month) and 86-AI Albatross on rebuild. In the main hangar is G-BDDG D.112 minus canopy wind screens and wfu, G-BGVE CP.1310-C3 engineless and wfu, Parked up outside is G-CCZA MS.894A impounded since 2014 and for sale as spares only.

MOVEMENTS

- 2/12** G-BGHJ F.172N f Sandoft t Humberside, G-BBSA AA-5 f/t Durham (1n/s), G-RICO AA-5 f LBIA to EAE returned to LBIA 16th, G-BHZU J3C-65 f/t Sandtoft, G-EKOS FR182RG f/t Sherburn, G-OBMS F172N f/t Sherburn,
- 3/12** G-CCSR EV-97A f/t Netherthorpe, G-AVVC F.172H
- 9/12** G-CEFV 182T f/t Wombleton, G-EFBP FR172K f/t Sherburn
- 16/12** G-OBMS F172N f/t Sherburn, G-SACW PA-28 f/t Sherburn, G-CEFV 182T f/t Wombleton, G-ODUD PA-28 f/t Gamston
- 23/12** G-BZUL Jabiru f/t North Moor, G-MZBH S-6 f/t North Moor, G-BNST 172N f/t Netherthorpe, G-EKOS FR182RG f/t Sherburn
- 30/12** G-BMXA 152 f/t Brighton, G-BIOK F.152 f/t Gamston circuit training

Glossary

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

- 01/12 G-KART PA28-161 Warrior II f/t Newcastle, OY-EDP Ce650 Citation III f Aalborg t Bristol North Flying, G-CHMR Embraer ERJ-145 f Newcastle t Bristol Flybe (Eastern Airways) (in connection with Middlesbrough's game with Bristol City)
- 02/12 OK-PPP Beech 400A Beechjet f Prague t Innsbruck Time Air, G-CIXW Embraer ERJ-170 f Bristol t Aberdeen Flybe (Eastern Airways) (in connection with Middlesbrough's game with Bristol City)
- 03/12 LX-JFU Pilatus PC-12 f Farnborough t Denham Jetfly Aviation, ZH885 Lockheed C130 Hercules C5 f Brize Norton c.t RAF Transport Wing, OY-EDP Citation 650 III f Bristol t Aalborg North Flying A/S

**LX-JFU Pilatus PC-12 03/12**

- 04/12 G-CGEI Ce550 Citation Bravo f Gloucestershire t Jersey Executive Aviation Svs, F-HBZA Ce550 Citation II f/t Paris Le Bourget Valljet
- 05/12 G-ORTH Beech E90 King Air arrived 01/11 t Leeds Bradford Jota Aviation, G-CGEI Ce550 Citation Bravo f Jersey t Gloucestershire Executive Aviation Svs, G-CDCV Robinson R44 II f Newcastle t Gloucestershire, G-MCGH Sikorsky S92A f/t Humberside Bristow Helicopters Ltd
- 06/12 D-CBEN Ce560XL Citation XLS+ f/t Schwäbisch Hall Adolf Würth GmbH, G-ILHR Cirrus SR-22 f Leeds East c/t, HB-ALL Aerospatiale ATR-72-202F f Gyor-Per t Berlin Schonefeld, G-GAID Cessna 182T Wycombe Air Park n/s, G-YEOM PA-31 350 Navajo Chieftain f Norwich n/s Oxcis Aviation
- 07/12 CS-TFQ Learjet 45 f/t Madrid Air JetSul, G-SENS EC135 T2+ Eurocopter f Leeming t Private site Capital Air Services, G-GAID Cessna 182T n/s t Wycombe Air Park Private, G-YEOM PA-31 350 Navajo Chieftain n/s t Gamston Oxcis Aviation, N117EA Eclipse EA-500 f Isle of Man n/s
- 08/12 N117EA Eclipse EA-500 n/s t Isle of Man
- 09/12 G-OUCP Piper PA-31 Navajo f ? c/t 2 Excel Avn (Broadsword), G-FFEN Cessna F150M f Bagby n/s Flying Fox Aviation, OK-PPP Beech 400A Beechjet f Innsbruck t Geneva Time Air

- 10/12 G-WAVA Robin HR200 f Carlisle o/s Carlisle Flight Training
- 11/12 SP-ENM Boeing 737-8CX f Norwich n/s Enter Air (presumably here to operate one of two Santa flights on Saturday)
- 12/12 G-KART Piper PA-28 Warrior II f/t Newcastle, N347DC Cirrus SR-22T f/t Leeds Bradford
- 13/12 None



G-SENS EC135 T2+ Eurocopter 07/12

- 14/12 G-EZFP Airbus A319-111 f/t Liverpool c/t EasyJet
- 15/12 G-MAOL AgustaWestland AW109 f Darlo Rugby Club t Private site Sloane Helicopters, SP-ENG Boeing 737-8CX f Manchester n/s
- 16/12 SP-ENM Boeing 737-8CX arrived 11/12 t Pajala Enter Air, SP-ENG Boeing 737-8CX n/s t Enontekiö Enter Air, G-FBKF Citation 510 Mustang f Blackbushet Manchester Blink, SP-ENM Boeing 737-8CX f Pajala t Bristol Enter Air, SP-ENV Boeing 737-8CX f Enontekiö t Doncaster Sheffield Enter Air



SP-ENM Boeing 737-8CX Enter Air 16/12

- 17/12 F-HERE Citation 510 Mustang f Isle of Man t Farnborough Blink,
- 18/12 G-CGEI Ce550 Citation Bravo f Gloucestershire t/f Jersey t Gloucestershire Rushbury Enterprises Ltd,
- 19/12 None

- 20/12 G-TTEC Piper PA-32-301FT Six X f Prestwick t Doncaster, G-YEDC Ce525B CitationJet CJ3 f Luton t Pori Air Charter Scotland, G-JASS Beech 200 Super King Air f Newcastle t Leeds Bradford Atlantic Bridge Aviation
- 21/12 N210SH Cessna P210N Centurion f Kemble t Humberside, G-YEDC Citation 525B CJ3 f Helsinki t Luton Air Charter Scotland



N210SH Cessna P210N Centurion 21/12

- 22/12 None
- 23/12 None
- 24/12 None
- 25/12 None
- 26/12 CS-DXI Ce560XL Citation XLS f Innsbruck n/s NetJets Europe
- 27/12 CS-DXI Ce560XL Citation XLS n/s t Zurich NetJets Europe
- 28/12 M-USHY Cessna 441 Conquest II f Guernsey n/s Flying Dogs, G-CBMT Robin DR400 Regent 180 f/t Crowfield, G-LWLW Diamond DA-40D Star f/t Sherburn in Elmet
- 29/12 9H-PLM Citation 650 VI f Bournemouth n/s Luxwing Aviation
- 30/12 None
- 31/12 M-USHY Cessna 441 Conquest II arrived 28/12 t Birmingham, 9H-PLM Citation 650 VI arrive 29/12 t Bournemouth Luxwing Aviation



9H-PLM Citation 650VI 31/12

December 2017**Commentary**

December was very subdued. Netjets are still active with 11 as are the Germans with 10 visitors.. The MOD sent us just 1 Grob, 1 Hawk, 1 Bae 146 and 1 Hercules. Once the residents and regulars are removed, there were 182 movements to report on versus 249 last month. Top O & D's (Origin and Destination) were Luton, Jersey, Le Bourget and Madrid with only 2 new ones in Kittila and Tampere-Pirkkala both in Finland.

Regular Visitors:

Air Ambulance flights: AS365 **G-NHAA** on 20th, **G-NHAC** on 13th. 15th **G-NWAE** on 3rd HLE75E, Piper PA-34 Seneca **EC-JDA** operated on the 12th.

Aerospatiale AS365 EI-GJL operated many flights on the 16th, 17th, 18th, 19th, & 22nd

Pilatus PCXII G-NBCA operated on the 13th, 15th, 23rd, 24th, 26th, 27th & 28th

Cessna 152 G-PTTC operated local flights on the 2nd, 27th & 28th.

Robinson R22 G-ROYM operated local flights on 2nd, 3rd, 11th, 12th, 16th, 18th and 19th.

Friday 1st December

Phenom 300 **CS-PHG** arr 09:34 fr Amsterdam as NJE150W dep 10:58 to Luxembourg as NJE776P, Beechjet 400 **G-SKBD** dep 11:37 to Santiago, Legacy 450 **D-BFIL** arr 12:08 fr Adolf Wurth dep 14:26 to Birmingham, Piper PA-28 **G-AVRK** dep 12:27 to Teeside, Beechjet 400 **OK-EAS** arr 13:20 fr Grosseto dep 16:54 to Zurich, Piaggio P180 Avanti **D-IJET** arr 15:38 fr Le Bourget dep 16:39 to Madrid. Cessna 525A CJ2 **D-IAKN** arr 19:43 fr Dortmund n/s.



CS-PHG Phenom 300 01/12 Stewart Robertshaw

Saturday 2nd December

Cessna 172 **G-BAEO** arr 09:46 dep 10:26 ret at 11:10 and dep 12:25, Lockheed C130J **ZH885** overshoot at 13:24 c/s Ascot 200, Cessna 525A CJ2 **D-IOHL** arr 14:49 fr Paderborn n/s.

Sunday 3rd December

Cessna 525A **D-IOHL** dep 09:33 to Tampere-Pirkkala, Piper PA-28 **G-BRJV** arr 11:57 fr Teeside dep 13:07 to Newcastle, Robinson R22 **G-BTDI** f/t Prestwick (12:31/13:13), Cessna 525A **D-IAKN** dep 16:08 to Dortmund, Pilatus PCXII **LX-JFU** arr 18:42 fr Inverness dep 19:14

to Denham, Piaggio P180 Avanti **D-IJET** arr 19:09 fr Madrid dep 19:55 to Le Bourget.



G-BAEO Cessna 172 02/12 Mike Storey



D_IAKN Citation 525A 02/12 Mike Storey

Monday 4th December (No movements of note)

Tuesday 5th December

Beech E90 Kingair **G-ORTH** arr 15:13 fr Teeside, Cessna 525B CJ3 **D-CHIP** arr 15:17 fr Newcastle dep 17:36 to Brussels.

Wednesday 6th December

Cessna 525A CJ2 **F-HMPR** f/t Laval/Entrammes (08:37/16:37), Global 6000 **CS-GLA** arr 18:06 fr Le Bourget as NJE660E dep 18:59 to Stockholm as NJE421C.

Thursday 7th December

Cessna 525A CJ2 **D-IWIR** arr 15:28 fr Le Bourget dep 17:24 to Marseille, Cessna 525 CJ1 **M-OLLY** arr 17:20 from Memmingen-Allgau until 9th.

Friday 8th December

Piper Pa-23 Aztec G-CALL fr IOM arr 09:35 n/s, Grob G115 Tutor G-BYWK overshoot at 12:29 c/s UAQ02, Piper Pa-18 Cub N162AW arr 14:57 fr Elstree n/s, Vulcanair P68C OY-MLS arr 15:26 fr Dundee until 11th, Embraer E145 G-RJXA arr 15:34 fr Gatwick n/s, Piper Pa-28 G-BOFZ f/t Newcastle (17:08/21:56),

Saturday 9th December

Cessna 525 CJ1 **G-CJDB** arr 10:16 fr Jersey until 13th, Cessna 525A CJ2 **D-IWIR** arr 12:03 fr Stavanger dep 12:32 to Farnborough, Piper PA-23 Aztec **G-CALL** dep 12:09 to IOM, Piper Pa-18 Cub **N162AW** dep 12:44 to Elstree, Cessna 525 CJ1 **M-OLLY** dep 16:23 to Memmingem-Allgau, Global 6000 **CS-GLE** arr 17@05 fr Le Bourget as NJE325K n/s, Embraer E145 **G-RJXA** dep 19:22 to Gatwick,

Sunday 10th December

Global 6000 **CS-GLE** dep 13:21 to Nice as NJE937T, Premier 1 **LZ-PDM** arr 14:43 fr Le Bourget dep 15:35 to Madrid. Cessna 560 Excel **G-CXLS** arr 17:21 fr Manchester n/s.

Monday 11th December

Falcon 2000LX **D-BAHB** arr 08:29 fr Zurich dep 08:55 to Cologne, Vulcanair P68C **OY-MLS** dep 11:02 ret 15:17 n/s, Cessna 560 Excel **G-CXLS** dep 12:42 to Manchester, BAE 146 **G-JOTR** arr 16:32 fr Farnborough dep 17:30 to Derry, Agusta A109S **G-EMHN** arr 17:22 dep 18:17 to Birmingham,

Tuesday 12th December

Hawker 750 **CS-DUA** arr 11:28 fr Le Bourget as NJE626P dep 14:06 to Farnborough as NJE604K, Cessna 525A CJ2 **D-ISUN** f/t Madrid (12:07/12:59), Vulcanair P68C **OY-MLS** dep 12:42 to Perth, Beech 300 Kingair **G-DAYP** ILS approach at 14:02, Learjet 45 **G-XJET** arr 18:23 fr Exeter n/s,

Wednesday 13th December

Cessna 560 Excel **G-GAAL** arr 07:54 fr Luton ret at 15:06, Learjet 45 **G-XJET** 08:34 to Lanzarote Piaggio P180Avanti **OY-RIB** arr 10:14 fr Billund dep 15:45 to Aarhus, Cessna 560 Excel **G-OJER** f/t Jersey (11:15/11:50), Cessna 525 CJ1 **G-CJDB** dep 16:53 to Jersey.

Thursday 14th December

Falcon 2000EX **CS-DLC** arr 08:50 fr Dublin as NJE076R ret at 17:17 as NJE591M, Beech 200 **G-ZVIP** arr 12:13 fr Shannon dep 16:23 to Exeter, Cessna 525A CJ2 **M-WMWM** arr 12:22 fr Staverton dep 13:25 to Zurich, Cirrus Sr20 **N781CD** dep 12:30 to Church Fenton, Cessna 525A **D-ISUN** arr 14:28 fr Palma dep 16:05 to Northolt, Cessna 560 Excel **G-JALS** arr 15:15 fr Luton n/s, Bae Hawk T1 **XX191** overshoot at 16:34 c/s Pirate 17, Cessna 525A **D-IAKN** arr 17:36 fr Dortmund n/s, Cessna 525A **SE-RIN** arr 18:46 fr Stockholm n/s, PROAIR CRJ200 **D-AGRA** arr 19:34 fr Madrid n/s,

Friday 15th December

Cessna 560 Excel **G-JALS** dep 08:07 to Kittila, Cessna 525A **D-IAKN** dep 10:23 to Dortmund, Cessna 550 **G-IPLY** arr 10:38 fr IOM dep 12:20 to Guernsey, Bae 146 **ZE708** arr 11:13 fr Wick as Ascot 1916 dep 12:13 to Northolt, Challenger 300 **G-KSFR** Arr 11: 54 fr Luton ret at 13:47, Cessna 525A **OO-CIV** arr 13:04 fr Wevelgem dep 11:04 to Ostend, Cessna 510 Mustang **OE-FZC** arr 16:42 fr Birmingham dep 17:41 to Zurich, PROAIR CRJ200 **D-AGRA** dep 18:10 to Luton, Cessna 525A **SE-RIN** dep 18:17 to Dublin, Learjet 35A **D-CGRC** arr 19:28 fr Varna n/s, Piper PA-31 **G-SCTR** f/t Northolt (20:57/21:42) c/s Tundra36,

Saturday 16th December

IAI Astra SPX **OE-GBD** arr 08:53 fr Innsbruk dep 11:03 to Madrid, Learjet 35A **D-CGRC** dep 12:22 to Neurenberg, Beechjet 400 **OK-BEE** arr 12:51 fr Cambridge dep 18:32 to Norwich, Cessna 560 Excel **G-XSTV** arr 13:14 fr Biggin Hill dep 14:44 to Jersey

Sunday 17th December

Beech 200 Kingair **G-FLYW** arr 08:58 fr Aberdeen dep 09:34 to Haverfordwest.

Monday 18th December

Cessna 550 Bravo **G-JBLZ** arr 07:22 fr Birmingham dep 07:56 to Le bourget, Cessna 560 Excel **G-JALS** arr 13:15 fr Kittila dep 14:01 to Newcastle, Piper PA-28 **G-BOFZ** f/t Newcastle (14:30/15:17), Cessna 560 Excel **CS-DXU** arr 18:10 fr Geneva as NJE815D dep 19:03 to Dusseldorf as NJE663T. Cessna 310 **G-EGLT** arr 21:40 fr Guernsey.

Tuesday 19th December

Cessna 560 Excel **CS-DXJ** arr 08:48 fr Farnborough as NJE094R dep 09:56 to Belfast as NJE312N, Learjet 45 **LX-LAR** arr 15:24 fr Faro dep 17:35 to Luxembourg, Cessna 560 Excel **G-OJER** arr 16:24 fr Manchester dep 16:58 to Jersey, Beech 200 Kingair **G-FSEU** arr 16:32 to Dundee dep 17:05 to Doncaster, Cessna 310 **G-EGLT** dep 18:25 to EMA.

Wednesday 20th December

Cessna 560 Excel **CS-DXG** arr 12:42 fr Belfast City as NJE248E dep 14:23 to Guernsey as NJE619C Piper PA-28 **G-BRW** f/t Blackpool (14:28/15:46), Beech 200 Kingair **G-JASS** arr 17:03 fr Teeside n/s, Agusta Westland AW109SP **G-HLCM** arr 20:41 fr Southend dep 21:07 (fuel).

Thursday 21st December

Beech 200 Kingair G-JASS dep 11:27 to Cranfield, Cessna 550 Bravo G-JBLZ arr 11:34 fr Le Bourget n/s dep 13:49 to Ostend, Socata TBM700 2-PLAY arr 11:54 fr Sandtoft dep 17:01 to Jersey, Beech 200 G-IASA arr 19:58 fr Guernsey n/s.



M-CARA Citation 525 22/12 Ian Gratton

Friday 22nd December

Cessna 525 Citationjet M2 **M-CARA** arr 11:51 fr oxford ret ar 15:45, Cessna 550 Bravo **G-JBLZ** dep 13:49 to Ostend, Boeing 737-329 **9H-MTF** arr 15:36 fr Stansted dep 17:48 to Southampton, Beech 200 Kingair **G-IASA** dep 15:50 to Teeside,

Saturday 23rd December

Falcon 2000EX **CS-DLH** arr 11:55 fr Zurich as NJE113R n/s, Cessna 550 Bravo **G-JBLZ** arr 16:31 fr Malaga dep 17:05 to Faro, Boeing 737-329 **9H-MTF** arr 19:43 fr Southampton dep 20:50 to Stansted.

Sunday 24th December

Piper PA-23 Atec **G-CALL** f/t IOM (13:16/14:19), Falcon 2000EX **CS-DLH** dep 14:11 to Stockholm as NJE231L, Beech 200 **G-BGRE** arr 17:31 from Enniskillin dep 17:47 to Chalgrove.

Monday 25th December

Falcon 7X **CS-DSF** arr 19:44 fr Basle-Mulhouse as JME419M.

Tuesday 26th December

Falcon 7X **CS-DSF** dep 10:11 to Barbados c/s JLME419M.

Wednesday 27th December

Piper Pa-23 Aztec **G-CALL** f/t IOM (12:12/12:41), Beech 200 Kingair **G-IASA** arr 15:42 fr Teeside dep 16:46 to Biggin Hill.

Thursday 28th December

Agusta A119 Koala **N119SX** f/t Elstree (13:00/13:34), Gulfstream G550 **CS-DKG** arr 16:32 fr Sion as NJE506E n/s,

Friday 29th December

Challenger 350 **CS-CHD** arr 12:05 fr Glasgow as NJE597F dep 13:22 to Dublin as NJE497H, Gulfstream G550 **CS-DKG** dep 13:09 to Dubai as NJE829R, Piper PA-31 Navajo **G-EEJE** arr 13:59 fr Bagby dep 14:23 to Inverness, Cessna 550 Bravo **G-JBLZ** arr 21:24 fr Faro dep 21:56 to Birmingham.

No movements to record on 30th or 31st December.



2-SEXY Augusta A109 Coney Park 02/12 Mike Storey

LBA Airline movements... Andy Coverdale

December 2017

Aurigny(AUR/GR, "Ayline")

The company operates a service from Guernsey using ATR aircraft.

Guernsey(664/665, "66V/66W", Sun 662/663 "66V/66W"):-23/12 G-LERE, 28/12 G-COBO, 30/12 G-COBO.

British Airways(SHT/BA, "Shuttle")

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

Heathrow(1342/1343, "20B/21Y"):-1/12 G-EUPE, 2/12 G-EUPF, 3/12 G-EUPF, 4/12 G-EUPF, 5/12 G-EUOD, 6/12 G-EUOE, 7/12 G-EUPT, 8/12 G-EUPK, 9/12 G-EUOG, 13/12 G-EUPU, 14/12 G-EUPH, 15/12 G-EUOC, 16/12 G-EUPG, 17/12 G-EUPS, 18/12 G-EUOB, 20/12 G-EUOG, 21/12 G-EUPT, 22/12 G-EUPS, 23/12 G-EUPZ, 24/12 G-EUPF, 26/12 G-EUOF, 28/12 G-EUOI, 30/12 G-EUPR, 31/12 G-EUOF.

Heathrow(1344/1345, "20C/21X"):-1/12 G-EUPX, 3/12 G-EUPW, 4/12 G-EUPS, 5/12 G-EUOA, 6/12 G-EUPK, 7/12 G-EUPF, 8/12 G-EUOC, 11/12 G-EUPH, 12/12 G-EUPU, 13/12 G-EUOG, 14/12 G-EUOB, 15/12 G-EUPG, 17/12 G-EUPY, 18/12 G-EUOE.

Heathrow(1346/1347, "20D/21V"):-1/12 G-EUPM, 2/12 G-EUPZ, 3/12 G-EUOE, 4/12 G-EUOC, 5/12 G-EUOD, 6/12 G-EUPF, 7/12 G-EUPW, 8/12 G-EUPK, 9/12 G-EUPV, 10/12 G-EUPZ, 12/12 G-EUPH, 13/12 G-EUPW, 14/12 G-EUOC, 15/12 G-EUPF, 16/12 G-EUPZ, 17/12 G-EUPH, 18/12 G-EUOI, 19/12 G-EUPO, 20/12 G-EUOG, 21/12 G-EUPT, 22/12 G-EUPA, 23/12 G-EUPZ, 24/12 G-EUOC, 26/12 G-EUPX, 27/12 G-EUPE, 28/12 G-EUPK, 29/12 G-EUOC, 30/12 G-EUPR, 31/12 G-EUOB.

Other flights:-10/12 G-EUUK(847) diverted in from Warsaw, G-EUYU(883) diverted in from Kiev, G-EUPV(951L) diverted in from Munich, 11/12 G-G-EUPV(550) positioned out to Heathrow, G-EUUK(583) positioned out to Heathrow, G-EUYU(587) positioned out to Heathrow.

British Midland Regional(BMRBM, "Midland")

The company operates occasional charter flights using Emb145 aircraft.

8/12 G-RJXA(8273) operated charter from Gatwick, 9/12 G-RJXA(8274) operated charter back to Gatwick, 11/12 G-JOTR(**Bae146** 8281/9412) operated charter in from Farnborough/positioned out to City of Derry.

Eastern Airways(EZE/T3, "Eastflight")

Jetstream 41 and S2000 aircraft are utilized on most flights to **Aberdeen and Southampton** with aircraft frequently swapped. Occasionally EMB135, EMB170 and ATR72 aircraft used.

Mon-Fri diagram wef November 2017 uses four digit Flybe flight numbers, with a 2 aircraft requirement, although frequent aircraft swaps take place, aircraft swap diagrams, and certain legs are not always operated.

Diagram 1:-7609(7609) to Aberdeen, 72Y(7602) from Aberdeen, 602(7602) to Southampton, 63Y/7603 from Southampton, 7604(7604) to Southampton, 65Y(7605) from Southampton, 7605(7605) to Aberdeen, 7608(7608) from Aberdeen.

Diagram 2:-70Y(7600) to Southampton, 71G(7601) from Southampton, 7601(7601) to Aberdeen, 7606(7606) from Aberdeen, 66Y(7606) to Southampton, 77G(7607) from Southampton.

1/12 G-MAJC(70Y/63Y/7603/7606/66Y/77G), G-MAJU(7604/65Y/7605), 4/12 G-MAJC(70Y/71G/7601) G-MAJT(7606/66Y) G-MAJK(77G) G-MAJL(7609/72Y/602/63Y/7605),

5/12 G-MAJL(70Y) G-MAJK(71G/602/63Y/7604/65Y) G-MAJJ(72Y/7601) G-MAJD(7606/66Y/77G), 6/12 G-MAJK(70Y/71G/7601) G-MAJD(602/65Y/7605/7608) G-MAJL(7606/66Y/77G), 7/12 G-MAJD(7609/72Y/602/63Y/7604/65Y/66Y/77G) G-MAJL(70Y/71G/7601/7606/7605), 8/12 G-MAJD(70Y) G-MAJJ(63Y/7603) G-MAJK(7604/65Y/66Y/77G) G-MAJW(7608), 11/12 G-MAJK(7609/72Y/7604/65Y/7605) G-MAJZ(7608) G-MAJW(70Y/71G/7601/7606/66Y/77G), 12/12 G-MAJW(70Y/71G/7601/7606/66Y) G-CERZ(602/63Y/7604/65Y) G-MAJT(77G), 13/12 G-MAJT(7609/72Y/602) G-CERZ(70Y/71G/7601) G-MAJB(65Y/66Y/77G) G-MAJL(7608), 14/12 G-MAJL(7609) G-MAJB(70Y/71G/7601) G-MAJT(72Y/602/77G), 15/12 G-MAJT(70Y/63Y/7603/7606) G-MAJK(7604/65Y/7605), 18/12 G-MAJB(602/65Y/7605/7608) G-MAJT(66Y/77G), 19/12 G-MAJT(70Y/71G/7601) G-MAJB(602/65Y/7605/7608) G-MAJC(7607/66Y/77G), 20/12 G-MAJC(70Y/71G/7601) G-MAJU(7606/66Y/77G) G-MAJB(602/65Y/7605/7608), 21/12 G-MAJU(70Y/71G/7601/7606/66Y/77G) G-MAJB(602/65Y/7605/7608), 22/12 G-MAJB(70Y/63Y/7603/7606/66Y/77G), 27/12 G-MAJU(70Y/71G/7601/7606/66Y) G-MAJA(77G), 28/12 G-MAJA(70Y/71G/7601/7606/66Y/77G), 29/12 G-MAJA(70Y/63Y/7603) G-MAJZ(7606) G-MAJC(66Y/77G).

Sunday diagram 7606(7606) from Aberdeen, 66Y(7606) to Southampton, 65Y(7605) return from Southampton, 7605(7605) to Aberdeen:-3/12 G-CERY, 10/6 G-CDEA, 17/12 G-IACY. Additional flights:-8/12 G-MAJK(073P) positioned in from Glasgow, 9/12 G-MAJW(979P/790P) positioned out to Humberside/back in from Rotterdam, 12/12 G-CERZ(021P) positioned in from Humberside, 15/12 G-MAJB(054P) positioned in from Aberdeen, 18/12 G-MAJB(012P) positioned in from Aberdeen, 27/12 G-MAJB(032P) positioned out to Newcastle.

Enterair(ENT, "Enterair")

The company operates charters using Boeing 737/400 aircraft.

1/12 SP-ENM(3105) operated charter in from Enontekio, 3/12 SP-ENM(3110) operated charter out to Enontekio, 6/12 SP-ENM(563P) positioned out to Girona, 8/12 SP-ENL(502P) positioned in from Bilbao, SP-ENP(3114) positioned in from Enontekio, 9/12 SP-ENL(605/606) operated charter out to/in from Pajala, SP-ENP(3115/3116) operated charter to/from Enontekio, 10/12 SP-ENL(606A) positioned out to Gatwick, SP-ENP(3116) positioned out to Stansted, 20/12 SP-ENM(3206/3131) positioned in from/operated charter to Enontekio, 21/12 SP-ENV(3326) positioned in from East Midlands, 22/12 SP-ENV(3327/3328) operated charter out to/in from Enontekio, 23/12 SP-ENV(3328/3138/3138) positioned out to Birmingham/operated charter in from Enontekio/positioned out to Gatwick.



SP-ENM Boeing 737-800 Enter Air 01/12 Rod Hudson

Flybe(BEE/BE, “Jersey”)

Flybe use Dash-8-400Q aircraft to operate flights from and to **Belfast City, Cornwall & Dusseldorf**. Flight codes change with effect from end October so will be covered off next month alongside some Eastern Airways diagram changes.

Belfast City(729/730, “729/9EC”):-1/12 G-PRPN, 2/12 G-FLBC, 4/12 G-FLBE, 5/12 G-KKEV, 6/12 G-PRPN, 7/12 G-PRPN, 8/12 G-PRPN, 9/12 G-PRPN, 11/12 G-PRPF, 12/12 G-JECK, 13/12 G-JEDT, 14/12 G-JEDT, 15/12 G-JEDT, 16/12 G-PRPG, 18/12 G-JEDP, 19/12 G-ECOC, 20/12 G-JEDM, 21/12 G-JEDP, 22/12 G-JECN, 23/12 G-JEDR, 24/12 G-EOCA, 27/12 G-FLBB, 28/12 G-JEDM, 29/12 G-G-PRPH, 30/12 G-JEDP, 31/12 G-FLBE.

Belfast City(731/732, “2AK/5VD”):-1/12 G-PRPN, 2/12 G-FLBC, 4/12 G-FLBE, 5/12 G-KKEV, 6/12 G-PRPN, 7/12 G-PRPN, 8/12 G-PRPN, 9/12 G-PRPN, 11/12 G-PRPF, 12/12 G-JECK, 13/12 G-JEDT, 14/12 G-JEDT, 15/12 G-PRPE, 16/12 G-PRPG, 18/12 G-FLBB, 19/12 G-ECOC, 20/12 G-JEDM, 21/12 G-JEDP, 22/12 G-JECN, 23/12 G-ECOP, 24/12 G-EOCA(2AK), 26/12 G-JEDP, 27/12 G-FLBB, 28/12 G-JEDM, 29/12 G-PRPH, 30/12 G-ECOP, 31/12 G-PRPK(2AK).



G-MAJL Jetstream 41 Eastern/FlyBe 05/12

Belfast City(733/734, “4MC/1TA”):-1/12 G-FLBD(4MC), 3/12 G-FLBC(4MC), 4/12 G-JEDW, 5/12 G-ECOI(4MC), 6/12 G-FLBB, 7/12 G-PRPC, 8/12 G-ECOP(4MC), 10/12 G-JECL(4MC), 11/12 G-JECL, 12/12 G-JECL(4MC), 13/12 G-FLBB, 14/12 G-FLBB, 15/12 G-FLBB(4MC), 17/12 G-PRPC(4MC), 18/12 G-FLBB, 19/12 G-JEDV(4MC), 20/12 G-FLBB, 21/12 G-FLBB, 22/12 G-ECOT(4MC), 23/12 G-JEDR, 24/12 G-EOCA(1TA), 26/12 G-FLBB, 27/12 G-FLBB, 28/12 G-JEDR, 29/12 G-ECOD(4MC), 30/12 G-JEDP, 31/12 G-PRPK(1TA).

Belfast City(735/736, “3FN/2UM”):-1/12 G-FLBD(2UM), 4/12 G-JEDW, 5/12 G-ECOI(2UM), 6/12 G-FLBB, 7/12 G-PRPC, 8/12 G-ECOP(2UM), 10/12 G-PRPL, 11/12 G-JECL, 12/12 G-JECL(2UM), 13/12 G-FLBB, 14/12 G-FLBB, 15/12 G-FLBB(2UM), 17/12 G-JEDM, 18/12 G-FLBB, 19/12 G-JEDV(2UM), 20/12 G-FLBB, 21/12 G-FLBB, 22/12 G-JEDR(2UM), 23/12 G-ECOP, 26/12 G-FLBB(2UM), 27/12 G-JEDR, 28/12 G-JEDR, 29/12 G-ECOD(2UM).

Belfast City(737/738, “1BE/3PB”):-1/12 G-ECOT, 3/12 G-FLBC(3PB), 10/12 G-JECL(3PB), 15/12 G-ECOI, 17/12 G-PRPC(3PB), 22/12 G-JECZ, 29/12 G-JECZ.

Belfast City(739/740, “4BD/9YD”):-1/12 G-PRPF, 3/12 G-JEDM, 4/12 G-FLBD, 5/12 G-FLBD, 6/12 G-JECK, 7/12 G-FLBB, 8/12 G-PRPB, 10/12 G-FLBC, 11/12 G-PRPO, 12/12 G-PRPF, 13/12 G-PRPC, 14/12 G-PRPC, 15/12 G-JEDP, 17/12 G-JEDP, 18/12 G-JEDR, 19/12 G-JEDR, 20/12 G-EOCA, 21/12 G-ECOT, 22/12 G-ECOT, 26/12 G-JECM, 27/12 G-JEDM, 28/12 G-ECOG, 29/12 G-KKEV.

Cornwall/St Mawgan(753or755/754, “5EP or 7TL/3BT”):-1/12 G-FLBD, 3/12 G-FLBC, 5/12 G-

ECOI, 8/1 G-ECOP, 10/12 G-JECL, 12/12 G-JECL, 15/12 G-FLBB, 17/12 G-PRPC, 19/12 G-JEDV, 22/12 G-ECOT, 24/12 G-EOA, 26/12 G-FLBB, 29/12 G-ECOD, 31/21 G-PRPK.

Dusseldorf(1494/1495, "2BA/4AZ");-1/12 G-PRPA, 3/12 G-JEDP, 4/12 G-JEDV, 5/12 G-JEDV, 6/12 G-JEDV, 7/12 G-JEDV, 8/12 G-JEDM, 11/12 G-JEDM, 12/12 G-JEDP, 13/12 G-JEDP, 14/12 G-PRPD, 15/12 G-PRPD, 17/12 G-JEDT, 18/12 G-JEDT, 19/12 G-JEDT, 20/12 G-JEDT, 21/12 G-JEDT, 22/12 G-PRPJ, 24/12 G-PRPD, 26/12 G-PRPC, 27/12 G-PRPC, 28/12 G-PRPC, 29/12 G-PRPC, 31/12 G-PRPC.

Other flights:-18/1 G-JECL(371/041W) arrived from/positioned out to Exeter, EI-REL(810/042W) arrived from/positioned out to Isle of Man, EI-REM(607/044W) arrived from/positioned out to Liverpool.

Jet2(EXS/LS, "Channex")



G-JZBD Boeing 737-800 Jet2holidays 01/12 Stewart Robertshaw



G-JZHV Boeing 737-800 Jet2 01/12 Stewart Robertshaw

Charter flights plus positioning flights will be detailed in this section:-1/12 G-GDFW(051H) test flight, 2/12 G-GDFW(052H & 053H) test flights, 3/12 G-GDFW(031E) positioned out to Manchester, G-GDFS(039C) positioned in from Kittila, 4/12 G-CELG(031E) positioned in from East Midlands, G-LSAJ(031E) positioned out to Manchester, 5/12 G-JZBE(737) delivery flight from Boeing Field, 7/12 G-LSAJ(032E) positioned in from Manchester, G-CELG(051B) positioned out to East Midlands, G-CELO(031E) positioned out to East Midlands, 10/12 G-LSAJ(041A) positioned out to Manchester, G-CELO(031E) positioned in from East Midlands, 11/12 G-LSAJ(042A) positioned in from Manchester, G-LSAK(041A) positioned out to Manchester, 12/12 G-LSAK(041A) positioned in from East Midlands, G-GDFY(042A) positioned in from Birmingham, 13/12 G-JZHR(031E) positioned out to Stansted, 14/12 G-JZHB(042A) positioned out to Alicante, G-GDFY(051B) test flight, 16/12 G-JZHV(031E) positioned out to Glasgow, G-GDFE(033E) positioned in from Dublin, 17/12 G-CELG(032E) positioned in from

Alicante, 18/12 G-JZHA(032E) positioned in from Manchester, G-CELX(031E) positioned out to East Midlands, 19/12 G-GDFV(301T) arrived on test flight from Newquay, 20/12 G-JZHA(031E) positioned out to Manchester, 21/12 G-JZBF(737) delivery flight from Boeing Field, G-GDFR(041A/042A) positioned in from/out to Manchester, G-GDFG(051H) arrived on test flight from Lasham, G-CELX(052C) positioned in from Reus, G-GDF(031E) positioned out to East Midlands, 22/12 G-GDFG(051H) test flight, G-GDFV(010P) test flight to Manchester, G-GDFK(051K) test flight, 23/12 G-LSAH(061J) positioned in from Manchester, 27/12 G-GDFU(301T/303T) test flight to/from Prestwick, G-GDFC(300T/302T) test flight to/from Prestwick, G-JZHB(041A) positioned out to Alicante, G-LSAI(051B) positioned in from Lanzarote, 28/12 G-GDFK(051K) positioned out to Lasham, 30/12 G-GDFC(031E) positioned out to Manchester, G-GDFB(052B) test flight to Newcastle, G-CELX(041A) positioned in from Newcastle, 31/12 G-GDFX(055C) positioned in from Birmingham.

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily Embraer 190 on all flights.

Amsterdam(1545/1546, "87Z/1546):-1/12 PH-EXE, 2/12 PH-EZC, 3/12 PH-EXA, 4/12 PH-EZO, 5/12 PH-EZB, 6/12 PH-EZU, 7/12 PH-EZP, 8/12 PH-EZD, 9/12 PH-EZR, 11/12 PH-EZO, 12/12 PH-EZU, 13/12 PH-EZD, 14/12 PH-EXA, 15/12 PH-EZI, 16/12 PH-EZN, 17/12 PH-EZZ, 18/12 PH-EZK, 19/12 PH-EZY, 20/12 PH-EZF, 21/12 PH-EXE, 22/12 PH-EZT, 23/12 PH-EXF, 24/12 PH-EZE, 25/12 PH-EZR, 26/12 PH-EZM, 27/12 PH-EZK, 28/12 PH-EZM, 29/12 PH-EXC, 30/12 PH-EZG, 31/12 PH-EZP.

Amsterdam(1549/1550, "73E/74F):-1/12 PH-EZY, 3/12 PH-EZV, 4/12 PH-EZD, 5/12 PH-EZF, 6/12 PH-EZO, 7/12 PH-EZP, 8/12 PH-EZB, 12/12 PH-EXB, 13/12 PH-EZE, 14/12 PH-EZF, 15/12 PH-EZL, 17/12 PH-EXE, 18/12 PH-EXB, 19/12 PH-EXC, 20/12 PH-EZG, 21/12 PH-EXA, 22/12 PH-EZK, 25/12 PH-EZY, 26/12 PH-EXD, 27/12 PH-EZW, 28/12 PH-EXI, 29/12 PH-EZC, 31/12 PH-EXC.

Amsterdam(1551/1540, "69W/78E", aircraft night stops):-1/12 PH-EXB, 2/12 PH-EZF, 3/12 PH-EZG, 4/12 PH-EXF, 5/12 PH-EZT, 6/12 PH-EZO, 7/12 PH-EZM, 9/12 PH-EZL, 10/12 PH-EZG, 12/12 PH-EZK, 13/12 PH-EXC, 14/12 PH-EZC, 15/12 PH-EZL, 16/12 PH-EZW, 17/12 PH-EZZ, 19/12 PH-EZM, 20/12 PH-EZZ, 21/12 PH-EZN, 22/12 PH-EZR, 23/12 PH-EXB, 25/12 PH-EZD, 26/12 PH-EZE, 27/12 PH-EZT, 28/12 PH-EXC, 29/12 PH-EZA, 30/12 PH-EZS, 31/12 PH-EXD.

Loganair(LOG/BE, "Loganair")

Diverted flights were routed into Leeds due to bad weather, with Dornier 328 Embraer 145 & Saab 340/2000 aircraft.

18/12 G-CCGS(95HE/571A) diverted in from/back to Norwich, G-RJXF(7WC/591P) diverted in from/positioned back to Inverness, G-LGNC(51CE) diverted in from Glasgow, 19/12 G-LGNC(830F) positioned back to Glasgow.

Ryanair(RYR/FR, "Ryanair")

Ryanair will base 3 aircraft operating routes to:- **Alicante**(9079/78, "4HJ/12VQ" – Sun/Mon/Tue/Thu/Fri/Sat); **Bratislava**(5041/42, "35DM/2LV" –Mon/Fri), **Chania**(2476/2477, "2476/1FB" –Tue/Sat), Corfu(2496/2497 "24MT/2497" –Wed, **Dublin**(153/52, "153/7MA" – Sun/Mon/Tue/Wed/Thu/Fri/Sat); **Dublin**(157/56, "3RR/14HR" –Sun/Sat); **Faro**(2503/04, "809R/758Q" –Mon/Fri); **Fuerteventura**(1584/85, "1584/170G" –Mon/Fri); **Gdansk**(1503/04, "4QH/99NT" –Tue/Wed/Thu/Sat); **Ibiza**(2486/2487, "62GB/1KZ" –Sun/Thu), **Krakow**(2332/33, "68GY/141G" –Thu); **Limoges**(2328/2329, "99RP/23F" –Sun/Thu), **Malaga**(2446/47, "6UU/92PN" –Sun/Tue/Wed/Fri); **Murcia**(2322/2323, "2322/140V" –Mon/Fri), **Palma**(2326/2327, "41KM/3YN" –Sun/Mon/Tue/Wed/Thu/Sat), **Riga**(2482/83, "2482/24MR", –Sun/Wed); **Tenerife**(2492/93, "25VX/24WF" –Mon/Wed); **Treviso**(2484/2485, "381V/68VH" – Tue/Sat), **Warsaw**(2203/04 "29XU/8LT", –Sun/Thu):

Based aircraft:- EI-EMM(1/12-8/12), EI-ENC(1/12-8/12), EI-FRV(1/12-7/12), EI-EFI(7/12-11/12),

EI-EMP(8/12-9/12), EI-FTW(8/12-31/12), EI-EKD(9/12-16/12), EI-ENJ(11/12-27/12), EI-EVN(16/12-18/12), EI-FOJ(18/12), EI-EKO(19/12-26/12), EI-ENV(26/12-31/12), EI-DWX(27/12-31/12).

Flights operated by non-based aircraft:-

Alicante(9078/9079, "12VQ/4HJ", - Wed/Thu):-6/12 EI-FOZ, 7/12 EI-FZO, 13/12 EI-DCX, 14/12 EI-DAI, 17/12 EI-FTE, 20/12 EI-DCK, 21/12 EI-FOE, 27/12 EI-DAH, 28/12 EI-DHR.

Gran Canaria(2535/2536, "28EC/32UB", -Sat/Thu):-2/12 EI-EKK, 7/1 EI-DYO, 9/12 EI-EKK, 14/12 EI-EFK, 17/12 EI-EKK, 21/12 EI-EKK, 24/12 EI-ESL, 28/12 EI-EKT, 31/12 EI-EKT.

Lanzarote(2047/2048, "29SJ/86LG", -Tue):-5/12 EI-EVS, 12/12 EI-DWH, 19/12 EI-EKR, 26/12 EI-EBZ.

Wroclaw(4108/4107, "69RZ/34PQ", -Fri):-1/12 EI-DWK, 8/12 EI-FEF, 15/12 EI-ENF, 22/12 EI-DYB, 29/12 EI-FOO.

Other flights:-17/12 EI-FOV(2447/2446) arrived from/depanded to Malaga, 18/12 EI-ENC(9203/92) diverted in from Porto/positioned out to Liverpool, 29/12 EI-FTT(1504/1503) arrived from/depanded to Aberdeen.

Small Planet(LLC/S5, "Small Planet")

Operates various charters using A321 aircraft.

4/12 SP-HAZ(894P) positioned in from Newcastle, 5/12 SP-HAZ(893) operated charter to Ivalo, 7/12 SP-HAZ(894/894P) operated charter from Ivalo then positioned out to Aberdeen, 13/12 SP-HAZ(894P) positioned in from Glasgow, 14/12 SP-HAZ(893) positioned out to Ivalo, 17/12 SP-HAZ(894/894P) operated charter in from Ivalo then positioned out to Birmingham, 19/12 SP-HAZ(894P) positioned in from Manchester, 20/12 SP-HAZ(893) operated charter to Ivalo, 22/12 SP-HAZ(894) operated charter in from Ivalo, 23/12 SP-HAZ(894P) positioned out to Bristol.

Stobart Air (STK/RE "Stobart")

Stobart Air (formerly Air Arran) operate a service between Leeds and Dublin (on behalf of Aer Lingus Commuter) using ATR72 aircraft.

Dublin(EIN3390/3391, "STK9LB/STK19L"):-1/12 EI-FAT, 2/12 EI-FAX, 4/12 EI-FSK, 5/12 EI-FCZ, 6/12 EI-FAT, 7/12 EI-FAX, 8/12 EI-FCY, 9/12 EI-FAX, 11/12 EI-FAV, 12/12 EI-FAV, 13/12 EI-FAX, 14/12 EI-FCY, 15/12 EI-FAV, 16/12 EI-FAX, 18/12 EI-FCZ, 19/12 EI-FCZ, 20/12 EI-FSK, 21/12 EI-FCZ, 22/12 EI-FAV, 23/12 EI-FMK, 26/12 EI-FCZ, 27/12 EI-FCZ, 28/12 EI-FAT, 29/12 EI-FSK, 30/12 EI-FAW.

Dublin(EIN3392/3393, "STK29L/STK39L"):-3/12 EI-FMK, 10/12 EI-FAX, 17/12 EI-FAT, 24/12 EI-FAW, 31/12 EI-FAT.

Dublin(EIN3394/3395, "STK49L/STK59L"):-1/12 EI-FSK, 3/12 EI-FAT, 4/12 EI-FCZ, 5/12 EI-FSK, 6/12 EI-FNA, 7/12 EI-FAT, 8/12 EI-FAX, 10/12 EI-FAT, 11/12 EI-FAX, 12/12 EI-FAX, 13/12 EI-FAX, 14/12 EI-FAX, 15/12 EI-FCZ, 17/12 EI-FCZ, 18/12 EI-FSK, 19/12 EI-FAT, 20/12 EI-FAV, 21/12 EI-FAT, 22/12 EI-FAT, 26/12 EI-FSK, 27/12 EI-FMK, 28/12 EI-FCZ, 29/12 EI-FAT.

Other flights:-18/12 EI-FNA(3720/301P) arrived from Cork/positioned out to Cork, EI-ESR(6337/63) diverted in from Sofia/positioned out to Liverpool,

Thomas Cook(TCX/MT, "Kestrel")

Occasional charter flights operated by A321 aircraft.

14/12 G-TCDN(1070P/1070/1071) positioned in from Birmingham, then operated charter to/from Rovaniemi. 15/12 G-TCDN(1071P) positioned out to Glasgow.

Thomson Airways(TOM/BY, "Thomson")

The company will operate one Boeing 737 over the Winter months.

Tenerife(3513/3512 "23T/52M -Fri):-1/12 G-FDZT, 8/12 G-FDZT, 15/12 G-FDZT, 22/12 G-FDZT.

	Nov-16	Nov-17	% This month	% +/-
Movements				
Total	2,883	2,963		2.77%
Passengers				
Scheduled	195,258	210,744	99.15%	7.93%
Charter	2,237	1,472	0.69%	-34.20%
Transit	57	344	0.16%	N/A
TOTAL	197,552	212,560		7.60%
International	161,541	177,088	83.44%	9.62%
Domestic	35,075	35,140	16.56%	0.19%
MOVING ANNUAL TOTAL	3,573,197	4,071,955		13.96%

Considering that Monarch aren't now operating, a 7.6% increase in passenger is quite impressive. International passengers increased by nearly 10% and the Moving Annual Total now stands at an impressive 13.96%, considering the reduction in flights in the past two months

Reference: CAA Statistics website

Produced by Alan Sinfield

Society contacts....

Chairman David Senior 23 Queens Drive, Carlton, WF3 3RQ
0113 282 1818 david.senior@airyorkshire.org.uk

Secretary Jim Stanfield 8 Westbrook Close, Leeds, LS18 5RQ
0113 258 9968 jim.stanfield@airyorkshire.org.uk

Treasurer David Valentine 8 St Margaret's Avenue, Horsforth, Leeds, LS18 5RY
Distribution/Membership Pauline Valentine 0113 228 8143

Managing Editor Alan Sinfield 6 The Stray, Bradford, BD10 8TL
Meetings coordinator 01274 619679 alan.sinfield@airyorkshire.org.uk

Photographic Editor Ian Gratton photos@airyorkshire.org.uk

Visits Organiser Howard Griffin 6 Acre Fold, Addingham, Ilkley LS29 0TH
01943 839126 (M) 07946 506451
howard.griffin@airyorkshire.org.uk

Dinner Organiser John Dale 01943 875315

Publicity Howard Griffin See above

Plus Reynell Preston (Security), Paul Windsor (Reception/Registration)
Geoff Ward & Paula Denby

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

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"Arty" photographic competition....



David Thompson



Howard Griffin