

# AIR YORKSHIRE



Aviation Society

Volume 44 · Issue 3

March 2018



SP-ENV Boeing 737-8BK  
Enter Air  
5 January 2018  
Paul Whincup

[www.airyorkshire.org.uk](http://www.airyorkshire.org.uk)

# Monthly meetings/presentations....

Airedale House, Leeds Bradford Airport

## **8 April 2018 @ 2.30pm (Date Changed)**

Paul Smiddy – “From Yeadon 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<sup>nd</sup> half of the presentation will be a talk about his book “A Passion for Speed”. *The Daring Life of Mildred, The Honourable Mrs Victor Bruce*. 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

13 May 2018 @ 2.30pm <b>Change of Date</b>	Stephen Morrin/Ian Barrie - <b>The Stockport Air Disaster remembered – “50th Anniversary”</b> “At ten o’ clock on the morning of Sunday 4 June 1967, a British Midland Airways Canadair C-4 Argonaut airliner – callsign “Hotel Golf” – packed with holidaymakers returning from Palma, Majorca, turned onto the approach to Ringway Airport, Manchester. To Captain Harry Marlow and his First Officer Chris Pollard, it seemed a perfectly normal and routine flight. The light drizzle and low cloud base prevailing presented no kind of hazard. Yet nine minutes later the airliner lay in a tangled, exploding wreck in the town centre of Stockport, Cheshire”. We welcome along Stephen Morrin, Aviation Historian and Author of a new book about the Stockport disaster who together with Ian Barrie, Aviation Consultant and Documentary Producer will be taking us through the events of that tragic day 50 years ago. Both have committed hundreds of hours of research including interviews with the AAIB, Survivors and Rescuers to pull together a book and film which accurately tells the story of “The Stockport Air Disaster”. Excerpts from the film will be shown, as they reveal the events of the day and the investigation that followed. This should be an absolutely fascinating. Not to be missed!
<b>WEDNESDAY</b> 6 June 2018 @ <b>7.00pm</b>	Daniel Malcolm - Manager - Manchester Airport for Virgin Atlantic. We are privileged to have a speaker from the internationally renowned Virgin Atlantic. Daniel will no doubt give us a fascinating insight into how Virgin Operates and in particular at Manchester Airport when their presence has recently increased

## Society news....

**Alan Sinfield**

**Get well soon** – one of our new members Dorothy Mahoney recently fell and broke her hip in the bad weather. She then had to have a full hip replacement. I would like to wish her well for a speedy recovery

**Annual Dinner** – Your last chance to book your place at the Air Yorkshire dinner on Friday 23 March – Contact John Dale 1943 875315 [john@gillianandjohn.plus.com](mailto:john@gillianandjohn.plus.com)

**Air Yorkshire Presentation** – We now have four bookings for the Air Yorkshire presentation. If you are able to help in any way, please contact Alan Sinfield. There is a planning meeting at the airport on Sunday 23 April at 14:30

Alan Sinfield

The visit to **RAF Linton-on-Ouse** will take place on Wednesday April 11<sup>th</sup> and 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 the Memorial Room (museum).
1430	Departure

Plus Kris Smith has hopefully set up a visit to the AEF hangar. He can't be there but has liaised with Flt/Lt Lumsdon to arrange this.

There is a very good viewing area to watch the activity from. We already have 14 booked so only 6 places left. You will need photo ID with you. 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 12<sup>th</sup> May. The list of attendees is growing. This is a very friendly airfield with lovely food and a hangar tour included.

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

The suggested coach trip to **RAF Cosford Air Display** on Sunday June 10<sup>th</sup> is not looking so good, I need a minimum of 25 persons to make this feasible and we are a long way off.

Local Air events for your diary/personal visit:

- March 31st to 6<sup>th</sup> April – Thornton-in-Craven PRBA balloon meet ( all week)
- Burn airfield – Yorkshire Inter Club Gliding competition 5-7<sup>th</sup> May
- Sherburn – Vintage & Veterans day May 28<sup>th</sup>
- Sherburn – Royal Aero Club Air Race July 14<sup>th</sup>
- Sutton Bank – Northern Regional Gliding Comp'n 12-18<sup>th</sup> August
- Pocklington – 2 Seat Glider competition 19 to 16<sup>th</sup> August
- Sutton Bank – Slingsby vintage Gliding week – 26 Aug to 01 Sep

Email me at [howard.griffin@airyorkshire.org.uk](mailto:howard.griffin@airyorkshire.org.uk)

## Flight Report - Isle of Man.... Keith Manning

**Isle of Man-Manchester 11.7.17 BE816 EI-REL ATR-72**

My return trip, was on a Flybe flight, operated by Stobart Air. I previously flew in an ATR-72 some years ago and remember being not very impressed. However, today's flight was on the latest 600 series version and made a more favourable impression.

The 2+2 seating was comfortable, featuring large seats, that came up to the back of my head. Knee room was above average and more than adequate. What a joy ! However what really impressed me, was the quietness. In fact, for a turboprop, it was remarkably quiet. We were above the clouds for most of the trip and descended through a thick layer. Despite this the aircraft felt very stable.

With a flight time of around 35 minutes, we were soon on the ground and disembarking. An enjoyable flight, that was over too soon !

# Teesside 18 December.... David Thompson

I went down to Teesside, alright then Durham Tees Valley Airport , to see the planned RAF Linton On Ouse 1 FTS Tucano formation fly through and went to my usual photography vantage point on the railway halt footbridge which gives a good view of the approaches to both thresholds , 23 and 05 , of the main runway as well as parking stands 12 and 13 opposite Hangar 3 up to stands 10 and 11 that Cobham use opposite their Hangar 360 . Unfortunately sad news broke in the slow news week between Christmas and New Year that the footbridge is to be removed in order to save Northern Rail and the airport owners Peel Group M£6 in maintenance costs over the next 5 years after only 30 people got on or off a train there in the 2016-17 period making it the second least used station in the country . Shame !

The flypast NOTAM originally gave the ETA at Teesside at 10:35 but this was revised to 11:53 and then revised again on the day to take in a 'dog-leg' down to RAF Cranwell before bringing the formation back up into Yorkshire and around the coast north from Scarborough and then up to Whitby and on to Teesside , eventually flying through at 12:25 as a Diamond Nine with a singleton acting as a whipper-in and photo-ship . The flypast was to mark the end of the flying year at Linton and 1 FTS losing 3 QFI's as well as bringing to a close 72 Squadrons centenary celebrations .

## Flypast

ZF145	Tucano T1	
ZF172		
ZF243		
ZF264		
ZF269		
ZF290		
ZF338		
ZF342		
ZF512		
ZF ?		'whipper-in/photo-ship'

## Flying

G-AVWL	PA-28 Cherokee	local
G-BDGM	PA-28 Cherokee Warrior	local
G-TSGJ	PA-28 Cherokee Archer II t	o Sturgate

## Hangar 3 East

G-NHAC	AS365N2 Dauphin II	Great North Air Ambulance
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## Hangar 3 West

G-BGGM	PA-38 Tomahawk	
G-BOXC	PA-28 Cherokee Warrior II	
G-BTFP	PA-38 Tomahawk	
G-CEXO	PA-28 Cherokee Warrior III	
G-CLUE	PA-34 Seneca II	NFD 24-11-14 , u/c collapsed on ldg at TD 28-7-13

## Hangar 3

G-BRDO	C177B Cardinal	
G-GOBD	PA-32 Saratoga SP	

## Cobham

G-FFRA Falcon 20DC

flying

G-FRAD Falcon 20E

G-FRAH Falcon 20D

G-FRAP ditto

G-FRAT Falcon 20C

flying

## Parked out

G-AVRK PA-28 Cherokee

G-BCPG PA-28 Cherokee Arrow

G-FFEN F150M

## Open store

Trolley mounted , visible from the Cobham car park and kept behind the fire section is

G-BNGR PA-38 Tomahawk

# Flight Compensation??.... Alan Sinfield

Our pre-Christmas break to Tenerife with Thomas Cook from Manchester meant a very early start. Originally we were due to fly with Monarch Holidays from LBA, but that went by the wayside! Our alarm went off at 04:30, and I immediately looked up our flight (MT1866) on the airport website and it was ALREADY delayed from 09:15 to 11:30. Great! I was however still looking forward to another flight on the very long Boeing 757-300 (Approx. 270 passengers)

The journey over the Pennines was extremely busy and we couldn't believe how many people were on the roads at 6am. We parked at APH and arrived at the airport about 2 hours before the original departure. We used the automatic bag drop terminal which used "Magic" baggage tags where you didn't need to remove any labels, they just stick together..... There was also a massive queue for a Lapland flight (was this flight the reason we were delayed??). The queue through security wasn't too bad and as we knew we were delayed (still departing 11:30) we had a full English breakfast (Not the extreme one Geoff!) followed by a coffee in STARBUCKS (is there a theme to my articles?)

I then did a bit of "Googling" and found that we were not flying on a 757 but a Airbus A321. (Some 50 fewer seats??). At that moment I wondered whether the one off Lapland flight had "pinched" our 757-300, but I found out later that was not the case. A 757-300 was flying to Gran Canaria so maybe there were more passengers on that flight and they just swapped the aircraft, or was it due to operational reasons (or DELAY Compensation reasons – See Later!)

I am not normally one for trying to make claims for things (certainly not for invalid sickness and diarrhoea ones), but I thought that we might end up being delayed longer than 3 hours meaning we would have the right to EU delay compensation of 400 Euros per person (will that continue after BREXIT??). I therefore again "Googled" and found out that if the delay was greater than 3 hours you could claim, assuming it was the Airlines fault (eg crew late, technical problems etc), but NOT if it was weather or industrial action by airport staff etc. HOWEVER, the 3+ hours related to the ARRIVAL time compared to the quoted flight arrival time. The timings are actually when the first cabin door is opened and NOT the landing time.... (remember!)

We were boarded (G-TCDX) about 45 minutes before the changed 11:30 departure time (some 2hr 15 mins late). The Captain explained the reason for the delay, though some passengers knew because they had used the manual check-in/drop off desks. There was a

damaged/broken hatch cover on the wing where the hinge had broken and they were waiting for the part to be flown in from Hamburg and replaced. The Captain indicated that the part would only take 15 minutes to fit. At that point he seemed confident we would depart not much later than 11:30 and clearly compensation would be due if the flight was delayed more than 3 hours

However time moved on and the part eventually arrived. It clearly took a lot longer to install than planned, and it was strange seeing an engineer on the wing fitting the part. The Captain kept us updated from the actual cabin (nice touch) rather than the cockpit. Eventually pushback occurred at 12:40 well over 3 hours later than expected. Our arrival time in Tenerife was meant to be 13:50 with a flight time of over 4 hours. We took off at 12:52 (some 3 hrs and 37 mins late) and the chatter on the aircraft was that we were delayed over 3 hours, so compensation was due! We were given a free drink each which would have amounted to about £1000 at airline prices, so people were reasonably happy at this point.

I knew that it was all about the arrival time and the opening of the cabin door, but the planned flight time of just over 4 hours meant that with taxiing time in Tenerife there was a fair chance of compensation coming our way. Interestingly after about 1 hour the captain stated that the arrival time would be 16:50, exactly 3 hours later than planned. Interesting.... No further announcement were made until much nearer Tenerife

Was there now pressure on the Captain, to put his foot down, though nothing would have been done to compromise safety. I calculated the cost to the airline if we were late and everyone claimed and that is a massive **88,000 EUROS**. Also what about the return flight? If that was also delayed more than 3 hours (a fair chance it would have been) there was a potential cost of another **88,000 EUROS**.

Flight times are dependent on weather, altitude and Air Traffic routes as well as the speed of the actual aircraft. I suspect that the cost of any extra fuel is insignificant when compared to compensation costs. Clearly the Captain could request certain Air Traffic routes and heights and put his foot down. I wonder whether Airports and Air Traffic actually assist in these situations.

As the flight progressed I started to think how I could prove what time the door opened, I decided that the best option was to take a photograph of the cabin at the point the aircraft came to a standstill at the gate. At that point in time everyone would still be sitting and would be the only time I could prove the door hadn't been opened, The time would be logged on the photograph (How sad am I Jim!)

As we came nearer to Tenerife the quoted arrival time dropped a few minutes and eventually was quoted as 16:42, but with the taxi time and waiting for the opening of the doors, which normally takes an age, I still thought we might be able to claim the compensation.

We actually landed at 16:44 and taxied in Ryanair style to, interestingly, a remote stand where the stairs were ready and waiting. I was still ready with my phone camera but the doors were opened at 16:48 **just 2 minutes before the 3 hours**. The flight time was 3 hrs 52 mins which is quite quick for Manchester to Tenerife. I suspect the captain requested stairs rather than an Air Bridge as they tend to be a bit slower.

There must have been congratulations in the cockpit (there we 2 Captains and a first officer on board) as well as back at Manchester. The flight crew should have got a BONUS....

That is not the end of the story! What about the return flight from Tenerife to Manchester. With a turn around there was a distinct danger this flight would be delayed back into Manchester by more than 3 hours. Interestingly the cabin crew had been saying that the aircraft was to remain in Tenerife and they would fly back on another aircraft of another airline. Why/How?

I did a bit of "Googling" again and I found that the flight back to Manchester had departed only 15 minutes late at 15:20 (well before we arrived). How come? At 10:52 that morning another A321 had departed from East Midlands empty and arrived just 3 hrs 24 minutes later in Tenerife to perform the return flight (MT 1867) more or less on time.

Clearly Thomas Cook had decided the night before that there was a reasonable chance that our outboard flight could be repaired in time and not be subject to compensation, but the risk of the return flight was too great to be left to chance so they flew an empty aircraft and extra cabin and cockpit crew from East Midlands to Tenerife. I wondered why they didn't fly the aircraft from East Midlands to Manchester to pick us up, but I suspect the crew may have been out of hours in that case by the end of the day. Also they could have taken us by coach to East Midlands, but decided not to. Our aircraft (G-TCDX) then flew back to Manchester from Tenerife few days later. I don't think it was empty but was swapped with another in Tenerife that had arrived, but eventually an aircraft would be flown back empty. Two empty flights and extra crew must make it worthwhile!

Clearly there is tremendous pressure on the operational staff at airlines to ensure that compensation isn't due and in this particular case they were successful by **2 MINUTES, saving potentially 88,000 EUROS**

**Who wants a job in the Operational Department of an airline?**

## 426 Squadron return....

David Thompson

426 (Thunderbird) Squadron return to RAF Linton On Ouse October 2016

Flight Lieutenant Harry Hepburn, a sprightly 95 year old veteran of 426 Squadron Royal Canadian Air Force made a nostalgic trip to North Yorkshire this week as the Squadron celebrated the 75<sup>th</sup> Anniversary of its formation at RAF Dishforth in 1942. Harry, a former navigator, trained at Dishforth and served with the Squadron at RAF Linton-on-Ouse where he completed 32 bombing missions and was awarded both a Distinguished Flying Cross and the French Croix de Geurre. He was flown across the Atlantic in a Canadian Air Force C130 Hercules from the current 426 Squadron fleet based at CFB Trenton in Ontario with his grandson Chris, a current serving pilot in the RCAF, and 18 other past and present members of the Squadron, including their present commanding officer, Colonel Brent Hoddinott.

During their stay, Harry and his colleagues took part in commemorative events at Linton-on-Ouse, Newton-on-Ouse, Dishforth Village and Stonefall Cemetery at Harrogate where he met the Mayor, Cllr Anne Jones. The group also visited the Air Museum at Elvington where Harry re-acquainted himself with a Halifax bomber – the type he flew in during the war – and amazingly found a picture of himself and his crew taken in 1944. The group also visited a Halifax crash site at Brafferton and had lunch with the Mayor and Mayoress of Boroughbridge in the Dishforth Officers' Mess, now home to 6 Regiment Royal Logistic Corps. The trip, hosted by personnel from RAF Linton-on-Ouse, was appropriately rounded off by a pint at the Alice Hawthorne pub at Nun-Monkton – a popular social venue for Canadian aircrew during WWII.



Reflecting on the visit, Colonel Hodinott, said the warm welcome they had received at all the places they had visited was truly amazing and showed that the strong links between the Canadians and the people of North Yorkshire, forged in WWII, were still as strong as ever. Harry hopes to return to the county for the Squadron's 100<sup>th</sup> Anniversary in 2042!

For the record , the Herc serial number was 130610 and I know that some members did go down to Linton to see it.....although one or two may have been unsuccessful !

With thanks to W/C Howard Newbould , OC Support Squadron , RAF Linton On Ouse

Both photos are RAF Official ;

- 1) Formal group photograph at Stonefall Cemetery in Harrogate .
- 2) Yorkshire Air Museum , Elvington





# Chris Glover @ Prestwick....



G-DRAM Cessna 172 26/11/16



16\_95-010 King Air U.S. Navy 24/11/16



94-0069 Boeing C17 09/07/2016

# Air Yorkshire @ Manchester...



*Photos by Mike Storey*

## February 2018

Airline	Date	Reg	Type	C/N	Remarks
Ryanair	01 Feb	EIGDW	Boeing B738-800-W	44814 / 6781	Dlvd Dublin 01 Feb 18
Jet2	01 Feb	GJZBH	Boeing B738-800-W	63163 / 6765	Regd 31 Jan 18 Dlvd Leeds 01 Feb 18
easyJet	01 Feb	GEZIK	Airbus A319-111	2481	WFU 27 Jan 18 Gatwick - Stansted 27 Jan 18 Stansted - Malta 01 Feb 18 Onward to Allegiant
Virgin	02 Feb	GVMIK	Airbus A332-223	432	Lsd to cover B787 mx Ex Air Berlin Tel Aviv - Zurich 23 Jan 18 Zurich - Cambridge 24 Jan 18 Regd 29 Jan 18
TAG Aviation	02 Feb	(GTGPG)	Boeing B733-3Y0	24464 / 1753	Regd to 21T Ltd 30 Jan 18
SAS Ireland	02 Feb	EISIE	Airbus A320-251N	8058	Dlvd Stockholm 01 Feb 18
Ryanair	02 Feb	EIGDX	Boeing B738-800-W	44817 / 6786	Dlvd Dublin 02 Feb 18
easyJet	02 Feb	GEZFE	Airbus A319-111	3824	WFU 02 Feb 17 Malpensa - Ljubljana 2 Feb 18 To be regd OE--- Feb 18 To op fr easyJet Europe
easyJet	02 Feb	(GEZBY)	Airbus A319-111	3176	Regd OELQH 02 Feb 18 Op fr easyJet Europe
ASL Airlines	02 Feb	EISLJ	ATR 72-201	324	WFU 08 Jan 18 Paris - Shannon 09 Jan 18
Virgin	03 Feb	GVMNK	Airbus A332-223	403	Hann - Manchester 02 Jan 18 Manchester - Gatwick 17 Jan 18 Regd 02 Feb 18 Lsd to cover B787 mx Ex Air Berlin
easyJet	03 Feb	(GEZFN)	Airbus A319-111	4076	WFU 31 Jan 17 Malpensa - Ljubljana 31 Jan 18 Regd OELQG 02 Feb 18 Op fr easyJet Europe
easyJet	04 Feb		Airbus A319 / 320		Upcoming transfers updated
Thomas Cook	07 Feb	(GJM0E)	Boeing B757-330-W	29012 / 839	Regd to Condor as DABOE 05 Feb 18
easyJet	07 Feb	GEZTV	Airbus A320-214-S	4234	WFU 05 Feb 17 Malpensa - Ljubljana 5 Feb 18 To be regd OEIJP 07 Feb 18 To op fr easyJet Europe
easyJet	07 Feb	GEZIN	Airbus A319-111	2503	WFU 04 Feb 18
easyJet	07 Feb	(GEZFV)	Airbus A319-111	3824	Regd OELQM 05 Feb 18 Op fr easyJet Europe
Norwegian Air UK	07 Feb	GCKOF	Boeing B789-9	38786 / 662	Reg 05 Feb 18 Dlvd Gatwick 07 Feb 18
Jet2	07 Feb	(GCELW)	Boeing B733-377SF	23659 / 1292	WFU 13 Jan 17 Belfast - Leeds 13 Jan 17

					Leeds - Kemble 17 Jan 17 Canx as PWFU 06 Feb 18
easyJet	08 Feb	(GEZTV)	Airbus A320-214-S	4234	Regd OEIJP 07 Feb 18 Op fr easyJet Europe
Cityjet	08 Feb	EIFPW	Canadair CRJ 900	15443	Regd -- Feb 18 Dlvd Arlanda 09 Feb 18
Stobart Air	10 Feb	EIGEV	ATR 42-600	1213	Billund - Shannon 19 Jan 18 as OYYCC Regd -- Feb 18 Shannon - Dublin 09 Feb 18 Op fr Aer Lingus REgional
Norwegian	10 Feb	(EIFJR)	Boeing B738-8JP-W	36820 / 3131	WFU 01 Oct 17 Madrid - Lasham 02 Oct 17 Lasham - Manchester 24 Nov 17 Manchester - Lasham 02 Dec 17 Regd to Ukraine International as URPSZ -- Feb 18
Norwegian	10 Feb	GCKOG	Boeing B789-9	63314 / 664	Reg 07 Feb 18 Dlvd Gatwick 09 Feb 18
easyJet	10 Feb	(GEZFR)	Airbus A319-111	4125	WFU 07 Feb 17 Malpensa - Ljubljana 7 Feb 18 Regd OELQV 09 Feb 18 Op fr easyJet Europe
easyJet	12 Feb	(GEZFD)	Airbus A319-111	3810	WFU 09 Feb 17 Malpensa - Ljubljana 9 Feb 18 Regd OELQP 12 Feb 18 Op fr easyJet Europe
TUI Airways	13 Feb	GTUIG	Boeing B788-8	36426 / 260	To trans to TUI fly Belgium as OO--- Mar 18
DHL Air	14 Feb	GDHKN	Boeing B757-223	31308 / 998	Roswell - Jacksonville 20 Aug 17 Fr frt conversion Regd 13 Feb 18. Ex N174AA
easyJet	15 Feb	GEZTL	Airbus A320-214-S	4012	WFU 14 Feb 17 Malpensa - Ljubljana 14 Feb 18 To be regd OEIVX 16 Feb 18 To op fr easyJet Europe
easyJet	15 Feb	(GEZDX)	Airbus A319-111	3754	WFU 12 Feb 17 Malpensa - Ljubljana 12 Feb 18 Regd OELQO 14 Feb 18 Op fr easyJet Europe
DHL Air	15 Feb	(GBIKH)	Boeing B757-236SF	22179 / 24	WFU (Date?) To Madrid 16 Jun 17 Canx 14 Feb 18 as B/U
ASL Airlines	15 Feb	EI	Boeing B734-4Q8-F	26299 / 2602	Dlvd Shannon as N134WF 15 Feb 18
Ryanair	16 Feb	EIGDZ	Boeing B738-800-W	44820 / 6809	Dlvd Dublin 16 Feb 18
Jet2	16 Feb	GJZBI	Boeing B738-800-W	63166 / 6808	Regd 15 Feb 18 Dlvd Leeds 16 Feb 18
DHL Air	16 Feb	GDHKN	Boeing B757-223	31308 / 998	Roswell - Jacksonville 20 Aug 17 Fr frt conversion Regd 13 Feb 18. Ex N174AA Dlvd East Midlands 16 Feb 18
easyJet	18 Feb	(GEZTL)	Airbus A320-214-S	4012	WFU 14 Feb 17 Malpensa- Ljubljana 14 Feb 18 Regd OEIVX 16 Feb 18 Op fr easyJet Europe
easyJet	18 Feb	(GEZBL)	Airbus A319-111	3053	Regd OELQT 16 Feb 18 Op fr easyJet Europe
easyJet	19 Feb	(GEZDE)	Airbus A319-111	3426	WFU 16 Feb 17 Berlin - Ljubljana 16 Feb 18 Regd OELKK 19 Feb 18

					Op fr easyJet Europe
Ryanair	22 Feb	EIGJA	Boeing B738-800-W	44819 / 6815	Dlvd Dublin 21 Feb 18
Eastern	22 Feb	GEZRS	Airbus A320-214-S	8119	Dlvd Luton 22 Feb 18
Eastern	22 Feb	(GEZFK)	Airbus A319-111	4048	WFU 19 Feb 17 Malpensa -Ljubljana 19 Feb 18 Regd OELKL 21 Feb 18 Op fr easyJet Europe
Eastern	22 Feb	GCIYX	Embraer EMB 145-LR	145.601	Regd 21 Feb 18
easyJet	23 Feb	(GEZFG)	Airbus A319-111	3845	WFU 21 Feb 17 Malpensa - Ljubljana 21 Feb 18 Regd OELQQ 23 Feb 18 Op fr easyJet Europe
easyJet	24 Feb	GEZIJ	Airbus A319-111	2477	WFU 18 Feb 18 Stansted - Shannon 22 Feb 18 Onward to Allegiant
Ryanair	26 Feb	EIENZ	Boeing B738-800-W	40308 / 3561	300th Ryanair B738-W WFU 01 Feb 18 Currently at Prestwick
easyJet	26 Feb	GEZUG	Airbus A320-214	4680	WFU 26 Feb 17 Malpensa - Ljubljana 26 Feb 18 To be regd OEIVX 28 Feb 18 To op fr easyJet Europe
easyJet	26 Feb	GEZIL	Airbus A319-111	2492	WFU 23 Feb 18 Gatwick - Stansted 24 Feb 18 Onward to Allegiant
BA CityFlyer	26 Feb	(GLCYZ)	Embraer ERJ 190-100LR	19000404	Dlvd Bournemouth as VHNJA 26 Feb 18
Ryanair	27 Feb	EIGJC	Boeing B738-800-W	44824 / 6824	Dlvd Dublin 27 Feb 18
Ryanair	27 Feb	EIGJB	Boeing B738-800-W	44822 / 6822	Dlvd Dublin 27 Feb 18
easyJet	27 Feb	(GEZDP)	Airbus A319-111	3675	WFU 23 Feb 17 Malpensa - Ljubljana 23 Feb 18 Regd OELKM 26 Feb 18 Op fr easyJet Europe

## Commercial news....

David Wooler

### LEEDS/BRADFORD NEWS

Leeds Bradford Airport is flying high after celebrating record passenger numbers. Last year saw 4,078,069 passengers travel through the airport, which has now seen three years of positive year on year growth. August was the busiest month for the travel hub, with 524,707 passengers flying through. The same month saw the airport record its busiest ever week, when more than 120,000 passengers flew out for the first time in its history. Alicante was the favoured destination for Yorkshire's travelling public, with 328,133 people travelling to the Costa Blanca. With 33,024 scheduled flights to more than 70 direct destinations, 2017 saw Flybe's inaugural flight to Dusseldorf in October, Ryanair add the Polish city of Wroclaw, as well as Jet2.com increasing their overall capacity and announcing a new route to La Rochelle in



France. This year, the airport will welcome Thomas Cook back to Leeds Bradford with services to Dalaman, Antalya and Palma for Summer'18. A number of changes took place in 2017, with the airport announcing David Laws as its new Chief Executive Officer and AMP Capital acquiring the business.

David Laws, Chief Executive at LBA, said: "We had a tremendous 2017 at LBA and these passenger figures show how the airport is going from strength-to-strength. "There is a rising demand for air travel across Yorkshire and the surrounding regions, and our ambition is to meet that by offering the very best choice of destinations for both business and leisure passengers. "Despite some disappointing setbacks, including the collapse of Monarch and a reduction in our BA service, we now have the widest choice of flights available and will continue our approach to secure additional routes to ensure the people of Yorkshire have an airport to be proud of and are connected to the world." Alex Sobel, MP for Leeds North West, said: "It is wonderful to see LBA doing so well. In an increasingly globalised world it is significant for us to have such a major transport hub in our local area. LBA is not just a transport hub however, but also a major contributor to the local community. The airport's success is shared with Leeds North West in the form of economic prosperity and employment opportunities and I hope that it continues to grow and prosper for many years to come."

Jet2.com "is in a good position" to grab opportunities but will rein in expansion for now, its boss said as the brand celebrated its 15th anniversary. Marking the occasion at Leeds Bradford airport, where the airline launched its first flights in 2002 with just two aircraft, Jet2.com managing director Phil Ward said: "I would never have imagined that we would now be the third UK airline and the second biggest tour operator." He listed the launch of Jet2.com's New York flights and the delivery of its first new aircraft as other highlights.

Jet2.com began with two Channel Express aircraft serving nine destinations. This summer it will operate a fleet of 88 aircraft, among them new Boeing 737-800s. Last year saw Stansted and Birmingham become new bases for the brand, but Ward indicated that expansion would be reined in for a while. "We opened two new bases last year and we need to look after this summer first of all." However, he added: "If opportunities arise, we are in a position to take them." Jet2.com's 11 million passengers are split 50/50 between seat-only and inclusive tour, with the airline now serving 65 destinations. Ward said it had not been a conscious effort to overtake Thomas Cook as the second-largest Atol-holder, a feat it achieved last autumn. "Being second in a relatively short space of time is a major achievement. We are focused on our own drive forward... As long as we have this wet, rainy island, we will continue to grow." Singer Peter Andre joined staff and passengers at Leeds Bradford to mark the anniversary celebrations.

Further Jet2 deliveries are G-JZBH which was delivered into LBA on the 1st February. Its 1st revenue service was on the 5th February, when it operated the LS185 down to Malaga. G-JZBI arrived at LBA on the 16th February. This aircraft is painted in the Jet2.com red and grey livery. It is been widely reported that Jet2 are to acquire at least 2 ex Transaero B737-800's (EI-RUN & EI-RUO). Both aircraft are currently at Lasham

Flybe are to switch the Leeds-Newquay route around to be operated by Newquay based Embraer 175 on Monday, Wednesday & Friday commencing from September 3rd. Meanwhile The Sunday service continues to be operated by Belfast City based Dash 8



## AIRPORT NEWS

Carlisle will see the resumption of Commercial passenger flights from June. Destinations include Southend, Dublin and Belfast, though the carriers have not yet been confirmed. It will be the first time Carlisle Lake District airport has been used for commercial flights since 1993. Currently the airport is mostly used for flight training and local sightseeing trips. Previous attempts to establish passenger flights from the airport have been largely unsuccessful. In the 1940s, 60s, 80s and 90s connections were launched to destinations such as Belfast and London but all were shortlived. In recent years, however, Cumbria has enjoyed a steady increase in tourism. During 2015-16 visitor numbers rose by 5%, and in 2017 the Lake District gained world heritage status, while Hadrian's Wall, just north of Carlisle, celebrated 30 years as a world heritage site. Last year Cumbria received 45 million visitors (38.8 million day trippers and 6.3 million overnights). The airport, owned by the Stobart Group, is 40 miles north of Keswick, in the heart of the Lake District, and 50 miles from Kendal. The development is supported by the Cumbria Local Enterprise Partnership, which has committed £4.95m to help make improvements to the airport's runway and the terminal.

Heathrow grew at its fastest rate in five years in 2017, welcoming a record 78 million passengers, or 3.1 per cent more than the previous year. The airport also continues to deliver for the UK, with a 10.2 per cent increase in cargo volumes. Close to £700 million was invested in the airport over the year, while services to Portland and Santiago were launched. John Holland-Kaye, chief executive of Heathrow, said: "Heathrow had a fantastic 2017 - welcoming a record 78 million passengers, giving our best service ever and offering better value for our passengers with lower airport charges. "But while we are squeezing out small bits of growth, our rivals in France and Germany are overtaking us – for Britain to thrive post-Brexit, the government needs to crack on with Heathrow expansion as quickly as possible with a vote in parliament before the summer." Strong financial performance underpins Heathrow's expansion plans, with revenues of £2,884 million in 2017, up 2.7 per cent on 2016. Significant progress on expanding Heathrow has recently been made, with the airport's first planning consultation underway, a shortlist of logistics hubs around Britain to help build it completed, the government committing to a vote in parliament this summer, and the CAA progressing the expansion regulatory framework.

London City airport was closed after a 500kg 2nd World War bomb was found on Sunday 11th February. The bomb was found 15 metres below water in the dock that borders both sides of the runway. It was floated and towed out to sea, where it was due to be safely detonated. Robert Sinclair, the airport's chief executive, said: "The World War Two ordnance discovered in King George V Dock was safely removed by the Royal Navy and Met Police. As a result, the exclusion zone has now been lifted and the airport opened as normal on Tuesday. "I would like to thank the Navy, Police and the London Borough of Newham for their professionalism and expertise in bringing this incident to a safe conclusion."

Southend has become the first airport in Britain to deliver a purpose-built aircraft de-icing facility, increasing efficiency and the speed of de-icing when bad weather hits. Now instead of de-icing when the plane is on its stand - - an aircraft can simply push back and taxi to the centralised facility. Here, with engines running, the plane will be efficiently de-iced before smoothly taxiing for take-off. This new operation enables more aircraft to de-ice more quickly and to get to the runway for departure well within hold-over times. De-icing fluid is captured by the pads drainage and taken for specialist treatment before being safely disposed of.

## AIRLINE NEWS

**Island Helicopters** Group has announced the start of a new helicopter service from Land's End Airport to the Isles of Scilly. Island Helicopters will be operated by Gloucester-based Specialist Aviation Services in partnership with the Steamship Group using a brand new ten-seater AW169 aircraft. The new service will take off from May this year, and it will operate year-round up to six days a week from Land's End Airport, with up to eight return flights a day. The flight time will be approximately 15 minutes. Island Helicopters will complement and integrate with the existing Skybus fixed wing flights from Land's End, Newquay and Exeter Airports, and the seasonal Scillonian III ferry which sails from Penzance. Together they carried 214,000 passengers last year. Andrew May, chairman of the Isles of Scilly Steamship Group, said: "We're thrilled to welcome Island Helicopters to Land's End Airport and look forward to sharing our modern facilities, which already handle more than 60,000 passengers a year. "We know there is demand from thousands of people who have really missed the helicopter since it stopped in 2012. In recent years the Steamship Group has completely upgraded Land's End Airport to include a new £1 million terminal building, extra car parking and a £2.6 million project to replace the main grass runways with asphalt, which was part-funded by the European Union.

**KLM**, in October 2017, after 97 years of operating aircraft built by Dutch manufacturer Fokker, withdrew from service the airline's remaining three Fokker aircraft, which were Fokker 70s. About 500 members of staff and journalists turned out to see the aircraft touch down at Holland's Amsterdam Airport Schiphol where a reception was held to celebrate the milestone. While the Fokkers might have all found a new lease of life working for airlines around the world, it is their replacement with Embraer 175s that is allowing the regional airline to refine its route-development strategy. KLM EVP Boet Kreiken says: "The strategy is exactly the same – higher frequencies and quicker turnarounds all over Europe. "We have nearly doubled the network; we have 64 destinations now and we did that over the last couple of years and that will continue if we have less restrictive aircraft. "One [of the new] aircraft can fly six or seven frequencies a day, so we can serve a lot of destinations." Kreiken says having an entire fleet consisting of Embraers would make fleet maintenance, and in particular preventative maintenance, far simpler and allow for a quicker turnaround of aircraft on the ground.

He adds the Embraer's fuel costs are 20% less and having 88 seats, as opposed to 80 on the Fokker, will further drive efficiencies. He admits as many as 40 European destinations, either around the North Sea or in the south, are under consideration for new routes, but he reiterates that the main benefits would be seen on routes already in place. KLM president and CEO Pieter Elbers says while he believes the Embraer aircraft's greater range might help develop new routes, the key benefits will be seen on existing routes where operations can be optimised. KLM Cityhopper MD Warner Rootliep agrees, adding: "The priority now is really to create and manage the efficiency of the whole fleet. The main efficiency is with our organisation." Kreiken is hoping that the process will be further streamlined with additional new Embraer aircraft and wants at least 50 flying for the airline by 2020, adding: "We started to replace the aircraft in 2008 and we have 42 Embraers in the fleet at the moment, with another five coming in."

**Ryanair** have added a new country to their list of destinations by extending its summer 2018 season to Jordan, as the airline is set to debut Paphos – Amman route on 27th March. This route will be served 4 times a week, on board Boeing 737-800. Ryanair in recent weeks gradually opened reservation for its planned new routes in summer 2018 season, including service expansion at Manchester, Milan Bergamo, Palma Mallorca, Pescara, Rimini and Valencia. Manchester new destinations are Agadir, Barcelona Reus Belfast Cagliari Palermo Ponta Delgada Porto Rhodes and Venice Treviso

**Stobart Air**, which is owned by UK infrastructure and support services company Stobart Group said it is considering a bid for regional airline Flybe, possibly as part of a consortium. Stobart

said in a statement that it noted the speculation about a potential takeover of Flybe and pointed to shared interests, including franchise agreements and Stobart-owned London Southend Airport where Flybe is a major airline customer. "A number of potential structures have been considered including taking a non-controlling interest in a vehicle to acquire 100 percent of Flybe likely to be in cash," Stobart said in the statement. "It is not possible to say, at this stage, whether a transaction will take place, whether a firm proposal will be made or, if it is, the form a transaction to combine the airlines might take." Flybe said it had not received an approach from Stobart and "strongly advised shareholders to take no action at this stage." Under stock exchange rules Stobart has until March 22 to either make an offer for Flybe or announce that it does not intend to make an offer.

**Virgin Atlantic** is to base four ex - Air Berlin Airbus A.330's at Manchester for use on routes to New York, Boston, San Francisco and Barbados. The first of the aircraft, a 17-year-old Airbus A330-200, is due to enter service in March and has been named Daydream Believer. A spokesperson said the A330s would be in service for "between three and four years". Virgin has had to source new aircraft after problems with the engines on its Boeing 787 fleet

## **AIRCRAFT NEWS**

Airbus has delivered the world's first A350-1000 widebody airliner to launch customer Qatar Airways at a delivery event in Toulouse, France. The aircraft is the first of 37 A350-1000s ordered by the carrier and is the first ever Airbus aircraft fitted with the revolutionary new Qsuite seats, offering the first ever double bed in business class. Qatar Airways is the world's largest A350 XWB family customer with 76 aircraft on order and the largest A350-1000 customer. The A350-1000 is Airbus' latest and largest widebody in the twin-aisle category. With a seven-metre longer fuselage, the A350-1000 space for premium cabin products is 40 per cent larger than its smaller sibling the A350-900. In Qatar Airways configuration the A350-1000 offers 44 additional seats

## **OTHER NEWS**

The UK Civil Aviation Authority has launched a review of airline allocated seating policies after conducting consumer research that showed the current approach to allocated seating is causing confusion. The CAA research of over 4,000 consumers who have flown as part of a group (of two or more people) in the last year, found that just over half of respondents reported that their airline informed them before they booked their flight that they would need to pay to ensure their group could sit together. At the same time, ten per cent of passengers reported they had been informed after they booked. A further ten per cent said that they were never made aware by their airline that they may need to pay more to guarantee sitting together. Although the vast majority of respondents were aware that they might not be able to sit together even if they booked as a group, almost half believed that their airline would automatically allocate them seats together. Andrew Haines, chief executive of the CAA, said: "Airline seating practices are clearly causing some confusion for consumers. "Airlines are within their rights to charge for allocated seats, but if they do so it must be done in a fair, transparent way.

"Our research shows that some consumers are paying to sit together when, in fact, they might not need to. "It also suggests that consumers have a better chance of being sat together for free with some airlines than with others. "The research shows that it is the uncertainty around whether their group will be split up by the airline that is driving consumers to pay for an allocated seat." As the body responsible for protecting and promoting the interests of consumers travelling by air, the Civil Aviation Authority will seek more information from airlines about their allocated seating practices to find out whether consumers are being treated fairly, and whether pricing policies are transparent. The CAA will work programme on behalf of passengers in 2018 will include a number reviews into airline practices including allocated seating, improving access to air travel for people with disabilities, and

ticketing terms and conditions. Haines added: "As part of the review, we will be asking airlines to provide information on their policies and practices. "We will be looking into how airlines decide where to seat passengers that have booked as part of a group and whether any airlines are pro-actively splitting up groups of passengers when, in fact, they could be sat together.

"We will not hesitate to take any necessary enforcement action should it be required at the end of the review."

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

**CREDITS** Aircraft Illustrated, Aviations News , LBA Facebook page, and all their contributors, Yorkshire Post, Telegraph and Argus, TTG,

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

**BARKSTON HEATH (Lincs.)** From the Resident Review delete G-ATIN D.117, G-AZLV 172K, G-RODI/K3731 Fury and G-VARG Varga 2150A which have all moved to Waddington.

**CAUNTON (Notts.)** Resident G-CDUU Quik was damaged when it left the runway after a firm landing at Orston, Notts. on 24.9.

**CHURCH FENTON (NY) 28.1** G-FDHS A.109SP a new resident. **30.1** G-UKCS PA-31, G-ZAZU DA.42. **5.2** G-UKCS PA-31. **7.2** G-BIUP NC.854S, G-BZLH PA-28, G-CIEF EuroFox 912, G-EVAA Cavalon. **12.2** G-CGJP RV.10. **17.2** G-BSYG PA-12, G-SIBK Beech A.36, 2-MUST Cessna 510 (510-0213). **18.2** A brief visit this afternoon noted G-FDHS A.109SP, G-GDEF DR.400, G-ILHR SR.22, G-MAKN PC.12/47E, HA-LFH SA.342J (1775), N525JN Cessna 525A (525A0423), N10522 PA-46-350P (4636398) and ZD902 Tornado F.2A in the hangar. The Strikemaster and L.29 were unfortunately away on maintenance, the Challenger and 441 were away in Europe and the N reg Cirrus at LBA on maintenance. N767CM Beech A.36 (E-2723) is at Gloucester on maintenance but is now for sale. The two Huey's have moved into storage elsewhere on site and G-CGIY/330244 J.3C-65 is reported to have moved to Gamston. Visiting were G-ATLV D.120, G-AYUT DR.1050 and G-BAEO F.172M all f&t Brighton, whilst G-BSHP PA-28 from LBA was circuit bashing and G-CGWD R.44 from Sherburn was engaging in some hover practice.

**CRANWELL (Lincs.)** From the Resident Review delete XW208 Puma HC.1 and ZA717 Chinook HC.1 which are both now allocated to Newark Air Museum. New with Affinity Flying Training Services are G-CKLJ and G-CKLO G.120TP-A's.

**CROFT ON TEES (NY)** At Point Blank Paintball on the former wartime airfield are G-ATSY WA.41 and OY-XGP SF.25B (4689).

**DARLTON (Notts.)** From the Resident Review delete G-CHZH Ka.6CR, G-CJTL LS8, G-CKDR SZD.48, G-DDLE Ka.6E, G-DDZF Standard Cirrus, G-DEFW T.65C and G-DEGH T.65C all gone following sale.

**DONCASTER / SOUTH YORKSHIRE AIR MUSEUM (SY)** Arriving by road on 12.2 was OY-DSZ/LB314 Taylorcraft Plus D (173) which has been for sale for some years in Denmark. It has been acquired by a local collector who found out that it had at one time been based at RAF Firbeck, once home to SYAM. A further recent addition is XV806 Harrier GR.3 cockpit section from a collector in Worksop.

**GAMSTON (Notts.)** M-ICRO (3) Cessna 525C (525C0257) registered on 4.1 was delivered via. Doncaster in late January. A further new resident is G-BXMY 269C. Also reported as a new resident is G-CGIY/330244 J.3C-65 ex. Church Fenton.

**HULL (EY)** Further to the December notes the replica DH.60 BAPC.470/"G-AAAH" suspended in the Paragon Railway Station is to remain in Hull and not move to YAM at Elvington. It is to be suspended in the St. Stephens Shopping Centre adjacent to the Railway Station.

**KIRTON IN LINDSEY (Lincs.)** From the Resident Review delete G-CKAK ASW28, G-CKHC DG.500, G-DDFL SZD.38A, G-GDUL G.102 and G-DJWS ASW15B all moved on some time ago following sale.

**LANGAR (Notts.)** Due here for a Parachute Meet over the weekend 10-11.2 was D-EGGO U.206F (U20602173) which is a turbine conversion.

**LEEDS BRADFORD AIRPORT (WY)** G-JZBG and G-JZBH 737-800's are the latest fleet additions with Jet 2.

**NETHERTHORPE (Notts.)** From the Resident Review delete G-AZHC D.112 which moved to Brighton on 26.1.

**NEWARK AIR MUSEUM (Notts.)** New here are XW208 Puma HC.1 and ZA717 Chinook HC.1 both GIA from Cranwell.

**NORTH COATES (Lincs.) Movements 1.1** G-COLF Bristell NG5 f&t Eddsfield. **6.1 Brass Monkey Fly-in** G-FOKX EuroFox 912S f&t Kirton in Lindsey, G-PHUN FRA.150L f&t Beverley. **7.1 Brass Monkey Fly-in** G-ATMC F.150F f&t Elmsett, G-RAFR Skyranger J2.2 f&t North Moor, G-BGHJ F.172N f&t Humberside, G-CIRY EV.97 f&t Leicester, G-CFLD Ikarus C42 FB80 f&t Bagby, G-CJTE EuroFox f&t Sherburn, G-CJNU Merlin 100UL f&t Manby, G-STUZ M.108 f&t Beverley, G-TGTT R.44 f&t Cabourne, G-BKZT T.67M f&t Full Sutton, G-AWUN F.150H f&t Beverley, G-KDOG/XX624 Bulldog Srs.120/121 f&t Bourne Park, G-MYGP Rans S.6 f&t North Moor, G-CEBF EV.97A f Forwood Farm t Fishburn, G-CIWS CH.601UL f&t North Moor, G-AJXV/NJ695 Auster 4 f&t Carr Farm, N909PH PA-23 f&t Brighton, G-AZTS F.172L f&t Sturgate, G-AYUT DR.1050 f&t Brighton, G-CHOU EV.97 f&t Bourn, G-BZUL Jabiru UL f&t North Moor, G-IBUZ Sportcruiser f&t Caunton, G-CGGO DR.400 f&t Little Snoring, G-AVZV F.172H f&t Shackwell Lodge, G-DISO D.150 f&t Yedingham, G-BRNN 152 f&t Sturgate, G-CBIX CH.601UL f&t New York, G-ATJN D.119 f&t Wickenby, G-KOKL H.36 f&t Rufforth, G-ATDO Bo.208C f Brighton t Crosland Moor, G-BZRV RV.6 f&t Hinton in the Hedges, G-JBAV EV.97 f Wickenby t Rufforth, G-CHJG EV.97 f&t Sherburn, G-AKBO M.38 f&t Brighton, G-BEBN 177B f&t Norwich, G-BWZG R.2160 f&t Sherburn, G-ARRS CP.301A f&t Sturgate, G-CHMW EV.97 f&t Crosland Moor, G-KIRT GlaStar f Brighton t Warrington, G-CBEI PA-22 f&t Brighton, G-BRJC 120 f&t Brighton, G-ATLV D.120 f&t Brighton, G-NSBB Ikarus C42 FB100 f&t Chatteris, G-AXNJ D.120 f&t South Cave, G-GTRR Quik f&t Beverley, G-ARYK 172C f&t Full Sutton, G-CFMI Skyranger 912 f&t Crosland Moor, G-BJAL CASA 1.131E f&t Brighton, G-EWBC Jabiru SK f White Fen Farm t Fenland, G-AZLV 172K f&t Waddington, G-CDXL CTSW f Pointon t Boston, G-JAYZ Sportcruiser f&t Caunton, G-OCDW Jabiru UL f&t Caunton, G-MUZY/"472218/WZ-I" T.51 f&t Tibenham, G-JBVP EuroFox f&t Main Hall Farm, G-CIGH/255/5-ML MH.1521M f&t Brighton, G-CFFJ CTSW f&t Caunton, G-AVXD T.66 f&t Beverley, G-BGAX PA.28 f&t Brighton, G-AYKW PA-28 f Full Sutton t Brighton, G-ADMT DH.87B f&t Felthorpe, N901B SA.341G f Deighton / Crab Tree Farm t Brighton, G-IMCD RV.7 f&t Ludham, G-CSSH Quik f&t Caunton, G-CENA MCR.01 f&t Caunton, G-RMAV Ikarus C42 FB80 f&t Beverley, G-CCEM EV.97A f Oxenhope t Brighton, G-COLF Bristell NG5 f&t Eddsfield, G-RIVT RV.6 f Temple Bruer t Brighton, G-AJJS 120 f Temple Bruer t Brighton, G-OJSD EuroFox 912 f&t Eshott, G-CDTY MXP.740 f&t Beverley, G-ATTR Bo.208C with G-ECGO Bo.208C and N5428C 170A (19462) all f&t Audley End, G-URMS Europa f&t Membury, G-DCOE RV.6 f&t Caunton, G-CCJH HN.700 f&t Beverley, G-AKVM 120 f&t Wickenby, G-GDSO Cavalon f&t Beverley, G-CGDH Europa XS-TG f&t Wickenby, G-BODE PA-28 f&t Sherburn, G-VORN EV.97 f&t Fenland, G-DYNA WT9 UK f&t Fenland, G-SOBI PA-28 f&t Sherburn, G-CDSK Escapade f&t Bucknall, G-RVUK RV.7 f&t Sibson, G-ZGZG 182T f&t Shobdon, G-UZUP EV.97A f&t Netherthorpe, G-AVOA DR.1050 f&t Anwick, G-BYSI PZL.110 o/s only f&t Gamston. **13.1** G-TGTT R.44 f&t Cabourne. **14.1** G-TGTT R.44 f&t Cabourne. **20.1** G-TGTT R.44 f&t Cabourne, G-COLF Bristell NG5 f&t Eddsfield, G-OOCP TB.10 f Wickenby 5xn/s t Wickenby 25.1. **21.1** G-ARDZ D.140A f&t Fen Farm. **28.1** G-BUTD RV.6 f&t Manby. **30.1** G-BAIW F.172M f&t Humberside. **31.1** G-BAIW F.172M f Humberside n/s t Humberside 1.2.

**RUFFORTH WEST (NY)** From the Resident Review delete G-BXSH DG.800B, G-CFFC Centrair 101A, G-CGBG LS6, G-CGEH ASW15B, G-CHBO Ka.6CR, G-CJDD DG.202, G-CJWX Ventus, G-DCWE Standard Libelle, G-DCXM T.59D, G-DDDL K.8B, G-DDMO Ka.6E, G-DDYC Ka.6CR and G-EDDD Nimbus 2 which have all departed following sale.

**SALTBY (Lincs.)** From the Resident Review delete G-AWEM RF.4D, G-BKVA Rallye 180T, G-CFOM SF.27A, G-CHBA LS7, G-CHJL Discus, G-CHXA Zugvogel, G-CJGS LS8, G-CJGZ Standard Libelle, G-CJJK ASK21, G-CJST LS1, G-CKFP Ventus, G-CKMA LS8, G-CKOU LAK-19T, G-DCRW Standard Libelle, G-DCXK Standard Libelle, G-DDNC G.102, G-DEEK Nimbus, G-DEFB Nimbus, G-DFWJ LS7, G-DHER ASW19B, G-GOXC Glasflugel 304S and G-TUGZ DR.400 which have all departed following sale.

**SCAMPTON (Lincs.)** Visiting on 29.1 was G-BCEN BN.2A in use as crew ferry for HHA. Residents noted early in the new year were G-BOHJ 152 and G-RFCA P.2008-LC ex. Waddington. From the Resident Review delete G-MWEH Pegasus XL-Q which has moved to Waddington.

**SHERBURN (NY)** The accident damaged G-BPXX PA-34 departed to Bournemouth on a low loader on 24.1. EC-JDA PA-34 which is operating from here with AFT was restored to the register on 18.1 as G-BOCU.

**SOUTH CAVE (EY)** Newly registered to an owner here is G-MNFL Chevron 2-32A.

**STRUBBY SOUTH (Lincs.)** From the Resident Review delete G-CKHH ASK13 which moved to new owners at Usk some years ago. Of interest in one of the Gliding Club hangars on a visit 28.1 was G-AMYD J/5L which with a local owner would appear to be a new resident.

**SYERSTON (Notts.)** From the Resident Review delete G-BTWE T.61F and G-CKCE Ventus both sold some time ago.

**THORPE WOOD (NY)** From the Resident Review delete XV755 Harrier GR.3 which had been exported to Australia by late 2017. An arrival on 24.1 was the 24 foot forward fuselage section of G-JETC Cessna 550

from the Hangar 4 Burger Bar premises in Warrington.

**TOLLERTON (Notts.)** Resident G-XP11 R.172K made a heavy bounced landing here at 14.15hrs. on 4.11 resulting in damage to the engine frame, firewall, left wing and skin damage on the lower forward fuselage.

**WADDINGTON (Lincs.)** G-RFCA P.2008-LC has departed to live at Scampton. In early January the following were noted as resident G-ATIN D.117 ex. Barkston Heath, G-AZLV 172K ex. Barkston Heath, G-CJLI PA-28 new resident on lease, G-MWEH Pegasus XL-Q ex. Scampton, G-RFCB P.2008-LC, G-RODI/K3731 Furry ex. Barkston Heath, G-RVTX RV.8 new resident, G-VARG Varga 2150A ex. Barkston Heath plus the Air Ambulance G-LNAC AW169 and their current spare G-KSSH MD.900.

**WICKENBY (Lincs.)** From the Resident Review delete G-SKEW CAP.232 which has moved to Prestwick following sale.

**WIDMERPOOL (Notts.)** Operating out of here recently has been G-OCOV R.22B possibly just a lease.

**WORKSOP (Notts.)** From the Resident Review delete XV806 Harrier GR.3 cockpit section which has moved to Doncaster/SYAM.

## Brighton....

Andy Wood (HAR)

### RESIDENTS

G-ALUC DH.82A continues to fill in for G-BAFG during its absence at Sherburn on maintenance. G-AZHC D.112 arrived from Netherthorpe 26.1 to take up residency. G-BJZN T.67A to Sherburn 15.1 for annual returning on 28.1. In a later move than usual YL-PAG/491273/51 L.29S was taken off the gate and parked on the main apron in early February, it is due a clean before returning to gate guardian duties.

### OUTSIDE PARKING

There are no changes to the ten aircraft listed last month.

### MOVEMENTS

**22.1** G-JOZI AS.350BA f&t private site Northallerton. **26.1** D-EARY FWP.149D (057) f Sherburn t North Coates, G-SHAF R.44 f&t private site Pocklington. **30.1** G-JANF NG5 f&t Full Sutton. **1.2** G-BSGF R.22B f Humberside t Coney Park. **2.2** G-CCDX EV.97 f&t Barton. **4.2** G-BNRA TB.10 f&t Tollerton, G-BODB PA-28 f Sturgate t Sherburn, G-BRJC Cessna 120 f&t Full Sutton, G-CCSR EV.97A f&t Netherthorpe, G-CFFJ CTSW f Grassthorpe Grange t Caunton, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-LORC PA-28 f&t Sherburn, G-OBMS F.172N f&t Sherburn, G-SACT PA-28 f&t Sherburn, G-SELL DR.400 f&t Grassthorpe Grange, G-SKYC T.67M with G-SKYO T.67M both f&t Wombledon, N901B SA.341G (1410) f&t Deighton / Crab Tree Farm. N909PH PA-23 (23-1800) f&t South Cave. **5.2** N95VB Beech C.90GTi (LJ-2091) f&t ? (fuel stop). **6.2** G-BCRR AA-5B f&t ? (fuel stop). **7.2** G-BYBZ Jabiru SK f&t North Coates, G-HWKW 369E f&t ? (fuel stop), G-TEWS PA-28 f Eddsfield t Beverley. **11.2** G-BWZG R.2160 f&t Sherburn, G-SKYC T.67M with G-SKYO T.67M both f&t Wombledon. **16.2** G-BUOS/SM845 Spitfire FR.XVIII two displays at 10.45 and 14.30hrs. when routing f Humberside t Linton and return, G-CFMI Sky Ranger 912 f&t Crosland Moor, G-MARE 269C f&t ? (fuel stop), G-RMAV Ikarus C42 FB80 f&t Beverley, G-SACT PA-28 f&t Sherburn. **17.2** G-BTRG Aeronca 65C with G-CGCH Sportcruiser both Eddsfield t South Cave, G-NPKJ RV.6 f&t Gamston. **18.2** N7NP 369HE f&t private site Hatfield.

## Coney Park....

11TH JANUARY	G-ZIPE	AUGUSTAA109E POWER	HAMILTON/ DUXFORD
15TH JANUARY	G-GIBI	AUGUSTAA109E POWER	OXFORD/ SKIPTON
19TH JANUARY	G-EMHC	AUGUSTAA109E POWER	COSTOCK/ HAWES
25TH JANUARY	G-HLSA	AW109SP GRAND NEW	CARLISLE/ HARROGATE



January 2018

## Commercial

- 2nd UR-KDM Antonov AN-12BK. Cavok Airlines (F) Dep. 3rd (FV)
- 2nd N415JN McDonnell Douglas MD-11 Western Global Airlines (F)
- 2nd N543JN McDonnell Douglas MD-11 Western Global Airlines (F) Dep.
- 2nd EI-SEV Boeing 737-700 Ryanair (T) +5th
- 3rd UR-CGW Antonov AN-12 Ukraine Air Alliance (F)
- 4th UR-KDM Antonov AN-12BK. Cavok Airlines (F) Dep.5th



**UR-KDM Antonov AN-12BK Cavok Airlines 05/01**

- 5th UR-CNT Antonov AN-12 Ukraine Air Alliance (F)
- 5th EW-275TI Antonov AN-12BK. Ruby Star (F) (FV)



**EW-275TI Antonov AN12BK Ruby Star 05/01**

- 6th TF-AMU Boeing 747-400 Air Atlanta Icelandic (F) Dep.7th
- 7th UR-CAK Antonov AN-12 Ukraine Air Alliance. (F) Arr/Dep
- 7th G-TUIC Boeing 787 Dreamliner. Cruise Flight
- 7th UR-CGW Antonov AN-12 Ukraine Air Alliance (F)
- 7th TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F)
- 8th UR-CAK Antonov AN-12 Ukraine Air Alliance Arr/Dep (F)
- 9th N415JN McDonnell Douglas MD-11 Western Global Airlines (F)
- 9th G-TGPG Boeing 737-300 2Excel/TAG Aviation. (T) (FV) 17th Dep/Arr (T)-sortie to HUY
- 9th UR-CNN Antonov AN-12 Cavok Airlines (F)

- 9th UR-CJN Antonov AN-12 Cavok Airlines (F) Dep.10th
- 10th UR-CNT Antonov AN-12 Ukraine Air Alliance (F) Dep.11th
- 10th UR-CGV Antonov AN-12 Ukraine Air Alliance (F) Dep.11th & Returned later Dep.12th
- 10th TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F) Dep.11th
- 11th UR-CAK Antonov AN-12 Ukraine Air Alliance (F) Dep.12th
- 12th G-CIXW Embraer -170 Eastern Airways Football related?
- 13th F-HELA Embraer-145 Enhance Aero Group. Flights op by SiAir (F) (FV) of Airline
- 14th TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F)
- 15th UR-CGV Antonov AN-12 Ukraine Air Alliance (F)
- 15th UR-CAH Antonov AN-12 Ukraine Air Alliance (F)
- 16th EC-GPS Fairchild Swearingen SA-227-AC Metro III Flightline Spain (F) Dep.17th
- 16th UR-CCP Antonov AN-12 Aerovis Airlines (F)
- 16th N545JN McDonnell Douglas MD-11 Western Global Airlines (F)
- 16th UR-CNT Antonov AN-12 Ukraine Air Alliance (F)
- 16th UR-CAH Antonov AN-12 Ukraine Air Alliance (F)
- 16th UR-CCP Antonov AN-12 Aerovis (F) Dep. 17th
- 17th UR-KDM Antonov AN-12BK. Cavok Airlines (F)
- 18th UR-CCP Antonov AN-12 Aerovis Airlines (F)
- 18th UR-CBF Antonov AN-12 Aerovis Airlines (F)
- 19th G-CFLU Saab 2000 Eastern Airways Football Flight x2-visits & night stop (FV)
- 20th G-CFLU Saab 2000 Eastern Airways Dep. then return late evening & Dep.



G-CFLU Saab 2000 Eastern Airways 20/01



N545JN McDonnell Douglas MD-11 Western Global Airlines 23/01

- 21st TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F)
- 21st UR-74026 Antonov AN-74 Motorsich Airlines (F)

- 21st G-JECM Dash 8D Flybe Diversion from L.B.A.
- 22nd ER-BBJ Boeing 747-400 Aerotrans (F) Dep.24th
- 22nd G-TUII Boeing 787 Dreamliner Cruise flight return
- 22nd EI-FZT Boeing 737-800 Ryanair (T) +23rd (FV)
- 22nd UR-CCP Antonov AN-12 Aerovis Airlines (F)
- 23rd 4K-SW008 Boeing 747-400 Silkway West Azerbaijan Cargo (F) Dep.24th
- 23rd N545JN McDonnell Douglas MD-11 Western Global Airlines (F)
- 24th TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F)
- 25th EI-SEV Boeing 737 Ryanair (T)
- 27th N411SN McDonnell Douglas MD-11 Western Global Airlines (F) Arr./Dep. early hours
- 28th TF-AMQ Boeing 747-400 Air Atlanta Icelandic (F)
- 29th ER-BBJ Boeing 747-400 Aerotrans (F)
- 29th HA-LXU Airbus A-321 Wizz Air

**Bizz Jets & Bizz Props**

- 1st CS-DLD Dassault Falcon 2000 (FV)
- 2nd D-IMAX CitationJet 525 CJ2 (FV)
- 4th CS-LTA Citation 680 Latitude (FV)
- 5th 2-TBMI Socata TBM-910 (FV)



**2-TBMI Socata TBM-910 05/01**

- 6th OE-FFB Citation 510 Mustang
- 8th F-HLRX Falcon 2000 (FV)
- 8th N758CC Challenger 604 (FV)
- 9th SP-KCK CitationJet 525 CJ2 Dep.10th (FV)
- 10th N812AC Beech 90 King Air (FV) (M)
- 12th F-HVIP Dassault Falcon 8X (FV) & of type
- 15th M-DMBP Learjet 40
- 16th EI-WXP Hawker 800XP (M) (FV)
- 16th G-FXKR Beechjet 400A (FV)
- 19th 5Y-PAA Citation 680 Sovereign (M)
- 20th G-FBKH Citation 510 Mustang (FV)
- 21st 9H-VCJ BD-100-1A10 Challenger 350 (FV)
- 22nd G-SCMR Piper PA-31
- 24th OE-GKW I.A.I. Gulfstream G100 Astra Tyrol Air Ambulance
- 24th CS-LAS Citation 680 Latitude
- 24th M-ICRO CitationJet 525 CJ2+ (M) (FV) The 3rd aircraft Pektron have had with this reg

- 28th T7-TAN Citation 750X
- 30th D-IKBO CitationJet 525 CJ2+ (FV)

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

- 4th G-YOAA EC-145 Air Ambulance (T) +15th
- 6th G-ROON Sikorsky S-76 (FV)
- 8th G-HLSA Agusta A-109 (FV)

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

- 7th G-VORN Aerotechnik EV-97 Eurostar (FV)
- 7th G-DYNA Dynamic WT9 UK (FV)
- 15th G-YDEA Diamond DA-42 Twin Star (T)
- 20th G-OCCX Diamond DA-42 Twin Star (T)

**Military**

- 4th XX325 BAe-Hawk Red 5 (T)
- 4th XX311 BAe-Hawk Red 7 (T)
- 8th 082 Embraer 121 Xingu French Air Force
- 16th ZJ223 & ZJ225 Westland/MDD WAH-64 Apache AH.1 Army Air Corps (H) ZJ225 = (FV)
- 17th ZJ690 BD-700 Global Express Sentinel (T) +23rd
- 19th 67 Embraer 121 Xingu French Air Force +22nd
- 25th ZH899 CH-47 Chinook HC.3 (T) (FV)

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



G-TGPG Boeing 737-300 2Excel 17/01



## Credits

Airfield Manager, Engineering and CFI Sandtoft

## General

There was a winter waffle fly-in here on the 21<sup>st</sup> see movements, yes just 1. Next event is a Weekend Winter Waffle Fly-in which will be 24/25 February. The Happy Café had a special curry day/evening on the 18<sup>th</sup> which was well attended and on the 25<sup>th</sup> January which both helped to promote the airfield. I took the Mrs on 25<sup>th</sup> and had a curry, we were the first of many that turned up that evening and it was great. Roll on Spring

## 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. Also noted in the hangar at the start of January was G-BEAC PA-28 from Humberside and G-FIFI 20 from Sturgate which were still here on the 31<sup>st</sup>.

**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. The wreck of N39TA Beech C24R was noted still here on 23/01 and it is to be sold as spares. N2136E PA-28R w/o it is to be sold as spares.

## **Resident and Hire aircraft noted during the month were:-**

G-AZNO 182P, 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-CGYX Rotorsport UK Cavalon, G-CHVS Savannah XLS Jabiru, G-JFWI F.172N, G-MIAN Skyranger Nyngr, G-MZOS Pegasus Quantum 15-912, G-TAXI PA-23 wfu, G-TAYI G.115, G-WLGC PA-28, N39TA Beech C24R wreck, N131MP PA-31P (to be G-BWDE on rebuild), N337UK F.337G



N182K actually a Cessna 182Q with canards from and to IOM

## **MOVEMENTS**

4/1 N44NE 414 f/t Nottingham

6/1 G-ARYS 172C f/t Full Sutton, G-BBDT 150H f/t Sherburn, G-BBJX F.150L f/t Brighton

7/1 G-PROW EV-97A f/t Rufforth East, G-CGJT Sportcruiser f/t Derby, G-CHSS C42, G-EISG Be A36 f/t Sherburn, G-SABA PA-28RT f/t Sherburn  
 8/1 G-CERE EV-97, G-CGRY Magni M24C f/t Rufforth East  
 20/1 G-UFOE G115, G-BBDT 150H f/t Sherburn, G-EKOS FR182RG f/t Sherburn, G-OBMS F172N f/t Sherburn  
 21/1 G-TGTT R.44 f North Coates t Cabourne  
 22/1 G-RAYM TB20 f Gloucester, G-BCRL PA-28 f/t Humberside, G-BFTC PA-28/1 f/t Sherburn, G-BCRR PA-28 f/t LBIA  
 25/1 G-RVCL RV-6 f/t Sherburn  
 26/1 N182K 182Q f/t IOM  
 28/1 G-BFTC PA-28 f/t Sherburn  
 30/1 G-HUMM B.407 f/t Gamston, G-BXMY 369C f/t Gamston

## Sturgate...

Pete Hobson

**Credits** Lincoln Aero Club (LAC)

**Arrivals** None

**Departures** None

**General** A very quiet month which is down to the cold weather, rain, snow 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 - awaiting pickup 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

Arriving early in the month were G-AVVC F.172H ln 28<sup>th</sup>, G-PTTD F.152, G-WLGC PA-28 from Sandtoft and noted back at Sandtoft on 26<sup>th</sup>, N39TA Beech C24R not the wreck from Sandtoft.

### **In the EAE Paint Hangar**

None noted.

### **Resident aircraft noted during the month were:-**

G-AVVC F.172H was awaiting pickup on 28<sup>th</sup>.

### **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 is 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 sold for sale as spares only.

### **MOVEMENTS**

6/1 G-ODUD PA-28 f/t Gamston, G-SAPI PA-28 f/t Fenland, G-BBDT 150H f Sandtoft /t Sherburn, G-BGWM PA-28 f/t Wycombe

7/1 G-EISG PA-28 f Sherburn t Sandtoft, G-CCVN Jaribu SP-470 f/t Fishburn, G-BJDW F.172M f/t Blackbushe, G-BHZU J3C-65 f/t Sandtoft

13/1 G-CCFS DA40D f Gamston t ?, G-BNRA TB9 f/t Nottingham

14/1 G-SIBK Beech A36 f/t Gamston, G-CBDJ CT2K f Temple Bruer t Husband Bosworth, G-BFTC PA-28 f/t Sherburn,



## Glossary

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

01/01 None

02/01 G-SPTR Robinson R44 f Private Site n/s Heli Air

03/01 G-SPTR Robinson R44 n/s t Newcastle Heli Air, G-LCPL AS365N Dauphin f Private Site t Peterlee Starspeed Helicopters

04/01 G-OSRB Boeing 727-2S2F/RE f Doncaster c/t T2 Aviation, G-DXTR Beech 200 Super King Air f Belfast City t Fairoaks Synergy Aviation Ltd

05/01 G-BDRD Cessna FRA150M Aerobat f/t Beverley Linley Hill, CS-DXN Citation 560XLS f Zurich n/s Netjets Europe

06/01 CS-DXN Citation 560XLS n/s t Samedan / St Moritz NetJets Europe

07/01 N147VC Cirrus SR-22 f Wycombe Air Park t Oxford Kidlington, LX-NCG Citation 525B CJ3 f Milane Linate n/s Jetfly Aviation

08/01 G-XSTV Citation 560 XLS f Luton t Jersey Arena Aviation, LX-NCG Citation 525B CJ3 n/s t Oslo Jetfly Aviation, G-SCIP Socata TB-20 Trinidad GT f/t Welshpool



G-XSTV Citation 560 XLS 08/01



LX-NCG Citation 525B CJ3 08/01

- 09/01 EC-MHZ Gulfstream G650 f Madrid Barajas n/s TAG Aviation Spain (flying for Gestair is on a first visit)
- 10/01 EC-MHZ Gulfstream G650 n/s t Madrid Barajas TAG Aviation Spain
- 11/01 G-ZIPA RC 114A Commander f Peterhead t Guernsey, G-OSRB Boeing 727-2S2F(RE) f/t Doncaster T2 Aviation
- 12/01 OY-EDP Ce650 Citation III f Edinburgh t Hanover North Flying, N13243 Cessna F172M Skyhawk f Denham n/s, G-CGVW Embraer ERJ-145 f Farnborough n/s Eastern Airways (bringing Fulham FC for their game with Boro)
- 13/01 N397CM Citation 510 Mustang f/t Jersey, N13243 Cessna F172M Skyhawk n/s t Denham, G-CJJS PA-28 151 Cherokee Warrior f Kirkbride t Sherburn in Elmet
- 14/01 N463RD Socata TBM 850 f/t Biggin Hill, OY-EDP Citation 650 III f Hanover n/s North Flying
- 15/01 OY-EDP Ce650 Citation III n/s t Aalborg North Flying A/S, G-EMHN Agusta A109S Grand f East Midlands t Private Site East Midlands Helicopters, G-RBRI Robinson R44 f Sherburn in Elmet n/s Helicentre Aviation



### G-EMHN Agusta A109S Grand 15/01

- 16/01 G-RBRI Robinson R44 n/s t Wickenby Helicentre Aviation, G-SPTR Robinson f Yorkshire t North Heli Air, G-ORTH Beech E90 King Air f Newcastle t Bournemouth Gorthair Ltd, PH-SOE Pilatus PC-12 f Antwerp n/s H.M Van Soest
- 17/01 G-XSTV Ce560XL Citation XLS f Jersey t Blackpool Arena Aviation, G-CGEI Ce550 Citation Bravo f Bournemouth t Gloucestershire Executive Avn Services
- 18/01 G-AVGC Piper PA-28 Cherokee 140 f Private Site t Oban, PH-SOE Pilatus PC-12 arrived 16/01 t Lydd H.M Van Soest
- 19/01 None
- 20/01 CS-LTB Ce680A Citation Latitude f Farnborough t Nice NetJets Europe, G-KLNW Ce510 Citation Mustang f Norwich t Paris Le Bourget Saxonair Charter,
- 21/01 None
- 22/01 OH-RBX Ce560XL Citation Excel f Helsinki n/s River Aviation, G-CGEI Ce550 Citation Bravo f Gloucestershire t Paris Le Bourget Arena Aviation, LX-ONE Learjet 45 f Lyon t Luxembourg Lux Air Ambulance



### G-CGEI Ce550 Citation Bravo 22/01

- 23/01 OH-RBX Cessna 560XL Citation Excel n/s t Helsinki River Aviation
- 24/01 G-CGEI Cessna 550 Citation Bravo f Paris Le Bourget t Gloucestershire Executive Aviation Svs, OE-GPS Cessna 550 Citation Bravo f Sarmellek t Innsbruck Tyrol Air Ambulance



### OE-GPS Ce550 Citation Bravo 24/01

- 25/01 OO-GEE Pilatus PC-12 F Antwerp T Wevelgem Air Service Liege
- 26/01 G-WAVA Robin HR200 f Carlisle t Newcastle Carlisle Flight Training, G-HEMZ Agusta A109S Grand f/t James Cook Derby Air Ambulance, G-ILLR BAe 146 RJ-100 f London Gatwick n/s Cello Aviation (bringing Brighton FC in for their game at the Riverside)
- 27/01 M-ISTY IAI Gulfstream G280 f Farnborough n/s Hampshire Aviation, G-ILLR BAe Avro RJ100 n/s t London Gatwick Cello Aviation (s taking Brighton FC home after the FA cup game at the Riverside)
- 28/01 M-ISTY IAI Gulfstream G280 n/s t Farnborough Hampshire Aviation, OE-FWF Cessna 510 Citation Mustang f Oxford t/f Southampton n/s GlobeAir, D-CFOR Learjet 35A f Reykjavik t Birmingham Air Alliance Express
- 29/01 OE-FWF Cessna 510 Citation Mustang n/s t Farnborough Globe Air
- 30/01 D-IVIP Beech 200 Super King Air f/t Siegerland Starwings Dortmund
- 31/01 G-KLNW Cessna 510 Citation Mustang f London City t Bordeaux Saxonair, CS-DVS Embraer 500 Phenom 100 f Geneva n/s Minedest Holding, F-HINC Learjet 75 f Dinard n/s Agroair

## January 2018

### Commentary

January remained subdued. Netjets are still active with 11 but only 7 German visitors.. The MOD sent us just Beech 200 and 2 A400M. Once the residents and regulars are removed, there were only 151 movements to report on versus 182 last month. Top O & D's (Origin and Destination) were Luton, Biggin Hill, and Le Bourget and with only 1 new one in Begishevo Airport (Russia)..

### Regular Visitors:

Air Ambulance flights: **G-YOAA** overflew on the 6th & 30th as HLE99,

Piper PA-34 Seneca **EC-JDA** operated on the 2nd & 8th .

Aerospatiale AS365 **EI-GJL** maint flights on the 5th,

Pilatus PCXII **G-NBCA** operated on the 7th, 8th, 26th & 30th

Robinson R22 **G-ROYM** operated local flights on 6th, 7th & 26th.

Gama Aviation operated Beech 200 **G-PCOP** on the 5th, Cessna 510 **G-SCCA** on the 10/13th & 17/19th, Cessna 510 **G-XAVB** on the 3rd 5th & 13th

Cirrus SR22 **N89NB** operated on the 14th 22nd 23/26/27th ( usually f/t Denham)

### Monday 1st January 2018

No movements to report.

### Tuesday 2nd January

Cessna 560 Excel **CS-DXN** arr 11:42 fr Dublin as NJE249P dep 16:15 to Copenhagen as

NJE687F, Phenom 100 **G-SVRN** arr 12:04 fr Southampton dep 13:08 to Biggin Hill, Cessna

525 CJ1 **M-OLLY** arr 12:12 fr Memmingen-Allgau n/s. Piper PA-31 Navajo **G-EEJE** arr 12:50 fr

Inverness dep 13:22 to Bagby, Cessna 404 Titan **G-FIFA** arr 13:31 fr EMA until ?, Beechjet 400

**G-FXKR** arr 14:14 fr Luton until 5th,

### Wednesday 3rd January

Cessna 525 CJ1 **M-OLLY** dep 16:12 to Memmingen-Allgau, Phenom 300 **CS-PHG** arr 17:16 fr Le Bourget as NJE133C n/s.

### Thursday 4th January

Phenom 300 **CS-PHG** dep 07:01 to Sion as NJE025G, Beech 200 Kingair **G-FLYW** arr 07:30 fr

Haverford west dep 09:12 to Belfast City, Cessna 550 Bravo **G-IPLY** arr 09:09 fr Staverton dep

09:54 to IOM, Cessna 525B CJ3 **CS-DGW** f/t Santa Cruz (17:09/20:14),



ZM405 Airbus A400M Atlas C.1 05/01 Paul Whincup

### Friday 5<sup>th</sup> January

Piper PA-34 Seneca **G-RVRB** ILS approach at 11:42 (fr Liverpool), Airbus A400M Atlas **ZM405** ILS approach at 15:02 ( fr Brize Norton) c/s Ascot 448, Beechjet 400 **G-FXKR** dep 15:32 to Southampton.

### Saturday 6<sup>th</sup> January

Falcon 7X **CS-DSF** arr 19:48 fr Barbados as JME419M n/s.

### Sunday 7<sup>th</sup> January

Falcon 7X **CS-DXF** dep 10:14 to Nice, Phenom 300 **CS-PHA** arr 12:09 fr Geneva as NJE005Q until 10<sup>th</sup>, Beech 200 Kingair **M-OTOR** arr 12:47 fr Gamston dep 13:58 to Aberdeen, Challenger 350 **CS-CHD** arr 19:34 fr Athens as NJE051H n/s.

### Monday 8<sup>th</sup> January

Beech E90 Kingair **N95VB** arr 07:36 fr Sleaf dep 07:56 to Biggin Hill, Eurocopter EC155 **G-HOTB** arr 09:51 fr Oxford dep 10:59 arr back 11:30 and ret to Oxford 13:56, Challenger 350 **CS-CHD** dep 16:36 to Biggin Hill as NJE088D. Airbus A400M Atlas **ZM407** performed 2 ILS approaches at 19:24 & 19:29 c/s Ascot 441.

### Tuesday 9<sup>th</sup> January

Nothing to report

### Friday 10<sup>th</sup> January

Phenom 300 **CS-PHA** dep 13:02 to Aberdeen as NJE093G, Augusta A109SP **G-HLCM** f/t Battersea (18:52/19:16).

### Saturday 11<sup>th</sup> January

No movements to report

### Sunday 12<sup>th</sup> January.

Embraer 145 **G-EMBI** arr 16:42 fr Stansted n/s, Cessna 680 Sovereign **CS-LTC** arr 17:25 fr Biggin Hill as NJE841L n/s, Cessna 680 Sovereign **CS-LTD** arr 17:55 fr Ostend as NJE487H n/s.

### Monday 13<sup>th</sup> January

Cessna 680 Sovereign **CS-LTC** dep 08:37 to Funchal as NJE487U, Beechjet 400 **G-SKBD** arr 10:52 fr Northolt dep 11:46 to Haverford West, Cessna 560 Excel **G-IPAX** arr 12:26 fr Stansted ret at 18:41, Cessna 680 Sovereign **CS-LTD** dep 13:16 to Amsterdam as NJE493P, Cessna 525A CJ2 **D-IMAX** arr 14:19 fr Monchengladbach n/s, Embraer 145 **G-EMBI** dep 18:56 to Stansted as BMR924C. Global 6000 **9H-VJC** arr 23:34 fr Dubai as Vistajet 739.

### Tuesday 14<sup>th</sup> January

Global 6000 **9H-VJC** dep 00:39 to Luton as Vistajet 739, Cessna 525A CJ2 **D-IJOA** arr 09:39 fr Monchengladbach dep 11:12 to Malaga, Cessna 525A CJ2 **D-IMAX** dep 09:41 to Friedrichshafen, legacy 600 **G-THFC** arr 12:20 fr Bournemouth c/s Lynx32TC n/s.

### Wednesday 15<sup>th</sup> January

Legacy 600 **G-THFC** dep 00:13 to Luton c/s Lynx32TC, Beech 200 Kingair **G-DXTR** arr 12:07 fr Fair Oaks dep 13:38 to Alderney, Cessna 172 **G-NALA** arr 14:27 fr Newcastle until 18<sup>th</sup>, Beech E90 Kingair **G-ORTH** dep 16:51 to Newcastle, Beechjet 400 **G-FXKR** arr 17:18 fr Malaga n/s.

### Thursday 16<sup>th</sup> January

Beechjet 400 **G-FXKR** dep 10:21 to Geneva, Global 6000 **CS-GLE** arr 13:05 fr Luton as NJE529U n/s, Global 6000 **EC-MSC** arr 15:13 fr Newquay dep 21:53 to Valencia, Cessna 525A CJ2 **D-IWIR** arr 18:14 fr Malaga n/s.



### Friday 17<sup>th</sup> January

Beech E90 Kingair **N95VB** arr 07:32 fr Sleaf dep 08:01 to Perth, Cessna 525A CJ2 **D-IWIR** dep 10:04 to Birmingham, Global 6000 **CS-GLE** dep 10:37 to EMA as NJE500L, Cessna 525A CJ2 **G-LFBD** arr 10:55 fr Biggin Hill n/s, Phenom 300 **CS-PHG** arr 16:18 fr Heathrow as NJE749A n/s.

### Saturday 18<sup>th</sup> January

Phenom 300 **CS-PHG** dep 09:16 to Venice as NJE945C, Cessna 525A CJ2 **G-LFBD** dep 10:16 to Le Bourget ret at 20:56 and dep again at 21:32 to Luton, Challenger 350 **9H-VCH** arr 13:23 fr Farnborough as Vistajet479, Beech 36 Bonanza **G-TRJB** arr 13:29 fr Prestwick dep 15:08 to Elstree, Cessna 172 **G-NALA** dep 15:52 to Gainsborough, Challenger 850 **9H-AMY** arr 17:02 fr Begishevo airport n/s,

### Sunday 19<sup>th</sup> January

Challenger 850 **9H-AMY** dep 10:55 to Prague, Cessna 525A **D-IMAX** arr 15:19 fr Freidrichshafen dep 16:21 to Antwerp, Cessna 172 **G-NALA** arr 16:35 fr Southend,

### Monday 20<sup>th</sup> January

Phenom 300 **CS-PHH** arr 14:25 fr Venice as NJE964T dep 15:33 to Le Bourget as NJE965N, Socata TB-20 Trinidad **G-EGAG** arr 14:33 fr Sherburn for maint, Cirrus SR22 **N556L** dep 16:57 to Cambridge, falcon 2000EX **CS-DLC** arr 17:14 fr EMA as NJE485B n/s.

### Tuesday 21<sup>st</sup> January

Cessna 550 Bravo **OY-EVO** arr 12:36 fr Biggin Hill dep 22:47 to Copenhagen, Cirrus SR22 **N556L** arr 15:24 fr Cambridge,

### Wednesday 22<sup>nd</sup> January

Falcon 2000 EX **CS-DLC** dep 05:33 to Sion as NJE992H, Boeing 737-500 **9H-YES** arr 09:08 fr Liverpool dep 10:24 to San Javier, Cessna 525 CJ1 **M-OLLY** arr 10:32 fr Memmingem-Allgau ret at 19:22, Socata TBM700 **2-PLAY** arr 11:12 fr Jersey dep 11:%4 to Guernsey, Beech200 Kingair **ZK458** ILS approach at 14:12 c/s CWL80,



G-GAAL Cessna 560XL Citation XLS 25/01 Rod Hudson

### Thursday 23<sup>rd</sup> January

Beech 200 Kingair **ZK460** ILS approach at 12:46 c/s CWL75.

### Friday 24<sup>th</sup> January

Cessna 510 Mustang **N42LJ** f/t Oxford (08:52/09:32), Falcon 2000 Ex **CS-DLD** f/t Northolt

(11;59/14:33) c/s NJE 194H/376N, Beech 200 Kingair **ZK460** ILS approach at 15:48 c/s CWL45, Learjet 45XR **G-XJET** arr 17:58 fr Alicante as Eagle 999 n/s.

### Saturday 25<sup>th</sup> January

Learjet 45XR **G-XJET** dep 08:19 to Biggin Hill as Eagle 999, Cessna 560 Excel **G-GAAL** arr 10:13 fr EDI dep 16:26 to RAF Marham, Cirrus SR20 **N369AL** local Flight dep 12:03 arr 13:53,



N369AL Cirrus SR20 Rod Hudson 25/01

### Sunday 26<sup>th</sup> January

Phenom 300 **F-HPBM** arr 09:19 fr Le Bourget ret at 16:23, Cessna 510 Mustang **OE-FAT** arr 13:26 fr Copenhagen dep 15:57 to Zurich, Beech 200 Kingair **ZK460** ILS approach at 13:53 c/s CWL78, Robinson R44 **G-CBFJ** arr 14:42 fr Blackpool dep 15:30 to Prestwick, Cessna 525A CJ2 **D-IAKN** arr 16:23 fr Monchengladbach until 28<sup>th</sup>, Boeing 737-500 **9H-YES** arr 18:10 fr San Javier until 29<sup>th</sup>, Cirrus SR22 **N220AD** arr 19:16 fr Biggin Hill.

### Monday 27<sup>th</sup> January

Challenger 350 **CS-CHB** arr 12:15 fr Northolt as NJE343Y until 30<sup>th</sup>, Cessna 152 **G-BXTB** arr 12:55 fr Gamston until 30<sup>th</sup>,

### Tuesday 28<sup>th</sup> January

Cessna 550 Bravo **G-JBLZ** arr 15:41 fr Schonefeld n/s, Cessna 525A CJ2 **D-IAKN** dep 16:29 to Monchengladbach, Cessna 560 Excel **D-CXLS** arr 17:50 fr Biggin Hill n/s,

### Wednesday 29<sup>th</sup> January

Cessna 560 Excel **D-CXLS** dep 08:31 to Palma, Cessna 550 Bravo **G-JBLZ** dep 09:37 to IOM, Learjet 40 **G-DMBP** arr 09:48 fr Dublin ret at 15:52, Pilatus PC-12 **LX-JFA** (csn 1633) arr 09:52 fr Le Bourget ret at 18:06, Beech 200 Kingair **G-FLYW** arr 10:52 fr Luton n/s, Boeing 737-500 **9H-YES** dep 13:46 to Le Bourget,

### Thursday 30<sup>th</sup> January

Beech 200 Kingair **G-IASA** arr 10:09 fr Teeside dep 10:35 to Luton ret at 15:50 and dep again to Teeside at 16:17, Challenger 350 **CS-CHB** dep 14:35 to Luton as NJE468B, Cessna 750 X **D-BUZZ** arr 14:39 fr Girona n/s, Cessna 152 **G-BXTB** test flight at 15:10 arr back at 15:36, Beech 200 Kingair **G-FLYW** dep 15:16 to Luton, Learjet 36A **N41GJ** arr 06:55 fr Goose Bay n/s, Cessna 510 Mustang **OE-FWF** arr 13:22 fr Milan dep 18:05 to Luton, Learjet 35A **D-CFOR** arr 18:24 fr Lanzarote n/s.

### Friday 31<sup>st</sup> January

Learjet 36A **N41GJ** arr 06:55 fr Goose Bay n/s, Cessna 510 Mustang **OE-FWF** arr 13:22 fr Milan dep 18:05 to Luton, Learjet 35A **D-CFOR** arr 18:24 fr Lanzarote n/s.



# LBA Airline movements... **Andy Coverdale**

## January 2018

### Aurigny(AUR/GR, “Ayline”)

The company operates a service from Guernsey using ATR aircraft.

**Guernsey**(664/665, “66V/66W”, Sun 662/663 “66V/66W”):-2/1 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”):-1/1 G-EUPP, 2/1 G-EUPV, 4/1 G-EUOC, 5/1 G-EUOH, 7/1 G-EUPL, 8/1 G-EUPV, 9/1 G-EUPX, 10/1 G-EUPX, 11/1 G-EUPC, 12/1 G-EUPD, 14/1 G-EUOD, 27/1 G-EUPS, 29/1 G-EUPR, 30/1 G-EUOI.

**Heathrow**(1344/1345, “20C/21X”):15/1 G-EUPL, 17/1 G-EUOE, 18/1 G-EUPK, 19/1 G-EUPH, 21/1 G-EUPM, 22/1 G-EUOC, 23/1 G-EUOE, 24/1 G-EUPL, 25/1 G-EUPD, 26/1 G-EUPN, 28/1 G-EUPM, 31/1 G-EUPW.

**Heathrow**(1346/1347, “20D/21V”):-1/1 G-EUPP, 2/1 G-EUPP, 3/1 G-EUPM, 4/1 G-EUOD, 5/1 G-EUOE, 6/1 G-EUOC, 7/1 G-EUPO, 8/1 G-EUPV, 9/1 G-EUPK, 10/1 G-EUPG, 11/1 G-EUPM, 12/1 G-EUOC, 13/1 G-EUPN, 14/1 G-EUPB, 15/1 G-EUOE, 16/1 G-EUPO, 17/1 G-EUPN, 19/1 G-EUPM, 20/1 G-EUOA, 21/1 G-EUPX, 22/1 G-EUOH, 23/1 G-EUPO, 24/1 G-EUPO, 25/1 G-EUPT, 26/1 G-EUPG, 27/1 G-EUPJ, 28/1 G-EUPW, 29/1 G-EUPM, 30/1 G-EUPK, 31/1 G-EUPF.

### British Midland Regional(BMRBM, “Midland”)

The company operates occasional charter flights using Emb145 aircraft.

12/1 G-EMBI(8923) arrived from Stansted, 13/1 G-EMBI(8924) departed back to Stansted.

### 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.

2/1 G-MAJC(70Y/71G/7601) G-MAJL(7606/66Y/77G), 3/1 G-MAJT(70Y/71G/7601) G-MAJB(7606/66Y/77G), 4/1 G-MAJC(70Y/71G/7601) G-MAJB(602/65Y/7605/7608) G-MAJU(7606/66Y/77G), 5/1 G-MAJU(70Y/63Y/7603) G-MAJL(7606/66Y/77G), 8/1 G-MAJD(7609/72Y/602/63Y/7604/65Y/7605/7608) G-MAJL(70Y/71G/7601/7606/66Y/77G), 9/1 G-MAJD(70Y/71G/7601/7608) G-MAJL(602/65Y/66Y/7607), 10/1 G-MAJL(70Y/71G/7601/7606/66Y) G-MAJT(77G) G-MAJD(7609/72Y/602/65Y/7605/7608), 11/1 G-MAJD(70Y/71G/602/65Y/7605/7608) G-MAJT(7601/7606/66Y/77G), 12/1 G-MAJD(70Y/63Y/7603/7606/66Y/77G) G-MAJZ(7604/65Y/7605) G-MAJL(7608), 15/1 G-MAJD(70Y/71G/7601/7606) G-MAJZ(7609/72Y/602/63Y/7604/65Y/66Y/77G) G-IACY(7628/7605), 16/1 G-MAJZ(7609/72Y/602/65Y) G-MAJD(70Y/71G/7601/7608), 17/1 G-MAJA(70Y/71G/7601/7606/66Y/77G) G-MAJB(602/65Y) 18/1 G-MAJA(70Y/71G/7601) G-MAJB(602/65Y/7605/7608) G-MAJL(7606/66Y/77G), 19/1 G-MAJL(70Y/63Y/7606/7605) G-

MAJU(66Y/77G) G-MAJB(7603), 22/1 G-MAJB(70Y/71G/7601) G-MAJK(7606) G-MAJZ(7609/72Y/602/63Y/7604/65Y/7605/7608), 23/1 G-MAJK(7609) G-MAJZ(70Y/71G/7601) G-MAJL(72Y/602/65Y/66Y) G-MAJU(7608) G-MAJB(77G), 24/1 G-MAJB(70Y/71G/7601/7606/66Y/77G) G-MAJU(7609/72Y/602/65Y/7605) G-MAJK(7608), 25/1 G-MAJK(7609) G-MAJB(70Y/71G/7601/7606/66Y) G-MAJU(72Y/602/65Y/7605/77G), 26/1 G-MAJU(70Y/63Y/7604/65Y/7605) G-MAJW(7606/66Y/77G), 29/1 G-MAJW(70Y/71G/7601/7606/66Y) G-MAJZ(72Y/602/63Y/7604/65Y/7605) G-MAJT(7608) G-MAJU(77G), 30/1 G-MAJU(70Y/71G/7601/7604/65Y/7605/7608) G-MAJT(7609/7606/66Y) G-MAJA(77G), 31/1 G-MAJA(70Y/71G/7601/7606/66Y/77G) G-MAJU(7609/72Y/602/65Y) G-IACY(7605).

Sunday diagram 7606(7606) from Aberdeen, 66Y(7606) to Southampton, 65Y(7605) return from Southampton, 7605(7605) to Aberdeen:-7/1 G-IACY, 14/1 G-CIEC, 21/1 G-IACY, 28/1 G-IACY.

Additional flights:-3/1 G-MAJC(031P) positioned in from Southampton, 5/1 G-MAJB(071P) positioned out to Warton, 7/1 G-MAJD(073P) positioned in from Aberdeen, 17/1 G-MJB(032P) positioned in from Humberside, 19/1 G-MAJU(056P) positioned in from Newcastle, 20/1 G-MAJU(1ET) positioned out to Humberside, 30/1 G-MAJU(023P) positioned in from Aberdeen, 31/1 G-IACY(031P) positioned in from Aberdeen, G-MAJA(032P) positioned out to Tees Valley, G-CDKB(033P) positioned in from Humberside.

### Enterair(ENT, "Enterair")

The company operates charters using Boeing 737/400 aircraft.

2/1 SP-ENV(3338) positioned in from Enontekio, 5/1 SP-ENV(3147) operated charter in from Enontekio, 8/1 (3150) SP-ENV positioned out to Manchester, 14/1 SP-ENV (3153/3153) arrived from Gatwick/operated charter to Enontekio, 21/1 SP-ENP(3156/3156) operated charter in from Enontekio/departed to Gatwick.



SP-ENV Boeing 737-8BK Enter Air 05/01 Paul Whincup

### 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”):-2/1 G-ECOD, 3/1 G-ECOJ, 4/1 G-PRPI, 5/1 G-PRPI, 6/1 G-JEDM, 8/1 G-JEDM, 9/1 G-JECN, 10/1 G-PRPI, 11/1 G-PRPI, 12/1 G-JEDM, 15/1 G-ECOI, 16/1 G-JECZ, 17/1 G-PRPO, 18/1 G-KKEV, 19/1 G-PRPI, 22/1 G-FLBE, 23/1 G-PRPD, 24/1 G-PRPI, 25/1 G-FLBC, 6/1 G-JEDP, 27/1 G-ECOB, 29/1 G-ECOB, 30/1 G-JEDM, 31/1 G-ECOR.

**Belfast City**(731/732, “2AK/5VD”):-4/1 G-PRPI, 5/1 G-PRPI, 6/1 G-JEDM, 8/1 G-JEDM, 11/1 G-PRPI, 12/1 G-JEDM, 13/1 G-JECR, 15/1 G-ECOI, 18/1 G-KKEV, 19/1 G-PRPI, 20/1 G-PRPO, 22/1 G-FLBE, 25/1 G-FLBC, 26/1 G-JEDP, 27/1 G-ECOB, 29/1 G-ECOB.

**Belfast City**(733/734, “4MC/1TA”):-1/1 G-PRPH, 2/1 G-PRPH(4MC), 5/1 G-PRPB(4MC), 7/1 G-JECR(4MC), 8/1 G-PRPI, 9/1 G-PRPF(4MC), 11/1 G-JECR, 12/1 G-JECR(4MC), 14/1 G-ECOI(4MC), 15/1 G-JECZ, 16/1 G-PRPI(4MC), 17/1 G-PRPO, 18/1 G-PRPD, 19/1 G-ECOJ(4MC), 21/1 G-PRPC(4MC), 22/1 G-JEDV, 23/1 G-ECOJ(4MC), 24/1 G-PRPO, 25/1 G-PRPO, 26/1 G-JEDR(4MC), 28/1 G-FLBC(4MC), 29/1 G-JEDM, 30/1 G-FLBD(4MC), 31/1 G-ECOE.

**Belfast City**(735/736, “3FN/2UM”):-1/1 G-FLBC, 2/1 G-PRPH(2UM), 4/1 G-PRPI, 5/1 G-PRPB(2UM), 7/1 G-PRPO, 8/1 G-PRPI, 9/1 G-PRPF(2UM), 11/1 G-JECR, 12/1 G-JECR(2UM), 14/1 G-JEDM, 15/1 G-JECZ, 16/1 G-PRPI(2UM), 17/1 G-PRPO, 18/1 G-PRPD, 19/1 G-ECOJ(2UM), 22/1 G-JEDV, 23/1 G-ECOJ(2UM), 24/1 G-PRPO, 25/1 G-PRPO, 26/1 G-JEDR(2UM), 28/1 G-JEDM, 29/1 G-JEDM, 30/1 G-FLBD(2UM), 31/1 G-ECOE.

**Belfast City**(737/738, “1BE/3PB”):-5/1 G-ECOG, 7/1 G-JECR(3PB), 12/1 G-ECOO, 14/1 G-ECOI(3PB), 19/1 G-ECOC, 26/1 G-PRPK, 28/1 G-FLBC(3PB).

**Belfast City**(739/740, “4BD/9YD”):-1/1 G-PRPH, 2/1 G-ECOB, 3/1 G-ECOB, 4/1 G-PRPB, 5/1 G-JECK, 7/1 G-JEDR, 8/1 G-JEDM, 9/1 G-PRPI, 11/1 G-PRPI, 12/1 G-PRPF, 14/1 G-PRPO, 15/1 G-PRPO, 16/1 G-PRPD, 18/1 G-FLBE, 19/1 G-PRPO, 21/1 G-FLBE, 22/1 G-PRPC, 23/1 G-JEDP, 25/1 G-FLBC, 26/1 G-PRPO, 28/1 G-JEDR, 29/1 G-FLBC, 30/1 G-ECOB.

**Cornwall/St Mawgan**(753/754, “2FR or 8PF”):-2/1 G-PRPH, 5/1 G-PRPB, 7/1 G-JECR, 9/1 G-PRPF, 12/1 G-JECR, 14/1 G-ECOI, 16/1 G-PRPI, 19/1 G-ECOJ, 21/1 G-PRPC(2FR), 23/1 G-ECOJ, 26/1 G-JEDR, 28/1 G-FLBC, 30/1 G-FLBD.

**Dusseldorf**(1494/1495, “2BA/4AZ”):-1/1 G-PRPC, 2/1 G-PRPC, 3/1 G-PRPC, 4/1 G-PRPM, 5/1 G-PRPM, 7/1 G-KKEV, 8/1 G-FLBC, 9/1 G-FLBD, 11/1 G-PRPB, 12/1 G-PRPB, 14/1 G-FLBD, 15/1 G-PRPM, 16/1 G-FLBD, 18/1 G-PRPB, 19/1 G-PRPB, 22/1 G-PRPB, 23/1 G-PRPB, 24/1 G-PRPB, 25/1 G-PRPJ, 26/1 G-PRPG, 28/1 G-JEDV, 29/1 G-PRPG, 30/1 G-PRPG, 31/1 G-PRPB.

### **Freebird(FHY/FH, “Freebird Air”)**

Occasional charter flights operated by A320 aircraft

16/1 TC-FBH(955) arrived from Amman, 17/1 TC-FBH(7230) positioned out to Amsterdam.

### **Jet2(EXS/LS, “Channex”)**

Charter flights plus positioning flights will be detailed in this section:-3/1 G-GDFG(051B) test flight, G-JZHF(042A) positioned out to Manchester, 4/1 G-GDFT(036E) positioned out to Edinburgh, G-GDFM(037E) positioned in from Edinburgh, G-CELF(038E) positioned out to Newcastle, G-CELH(051B) test flight, G-CELE(039E) positioned in from Newcastle, 5/1 G-GDFO(051B) positioned in from Geneva, 6/1 G-LSAA(032E) positioned out to Manchester, 7/1 G-LSAI(031R) positioned out to Manchester, G-JZHH(051B) positioned in from Glasgow, G-GDFS(041A) positioned out to Glasgow, 8/1 G-GDFG(300T) test flight, 10/1 G-GDFO(051B) test flight, G-GDFV(059B) test flight, 12/1 G-GDFF(058H/033E) test flight then positioned out to East Midlands, G-JZBC(034E) positioned in from East Midlands, 17/1 G-GDFR(071W) positioned in from Newcastle, G-CELX(073W) positioned in from Newcastle, G-JZHH(072W) positioned in from Newcastle, G-JZBC(074W) positioned in from East Midlands, 18/1 G-JZBG(737) delivered from Boeing Field, 22/1 G-JZHJ(071W) positioned in from Manchester, G-CELE(059B) test flight, 23/1 G-GDFB(051K) positioned out to Dublin, 24/1 G-CELE(052B) test flight, 25/1 G-JZBG(031E) positioned out to East Midlands, G-GDFL(039E) positioned in from Dublin, 26/1 G-JZHG(039E) positioned in from East Midlands, 27/1 G-JZHB(016J) positioned out to Glasgow, 28/1 G-CELG(071W) positioned in from East Midlands, G-LSAK(079W)

positioned in from Manchester, 30/1 G-GDFH(059K) test flight, G-GDFS(032E) positioned in from Manchester, 31/1 G-CELG(300T) test flight, G-GDFH(059K) test flight to Lasham.



G-JZBG Boeing 737-800 Jet2.com 25/01 Rod Hudson



G-JZBG Boeing 737-800 Jet2.com 25/01 Rod Hudson

#### KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily Embraer 190 on all flights. Occasional Emb175 aircraft used.

**Amsterdam**(1545/1546, "87Z/1546"):–1/1 PH-EZW, 2/1 PH-EZB, 4/1 PH-EZF, 5/1 PH-EZD, 6/1 PH-EZZ, 7/1 PH-EZX, 8/1 PH-EZC, 9/1 PH-EZH, 10/1 PH-EZT, 11/1 PH-EXD, 12/1 PH-EXF, 13/1 PH-EZN, 14/1 PH-EZZ, 15/1 PH-EZN, 16/1 PH-EZD, 19/1 PH-EZG, 20/1 PH-EZX, 21/1 PH-EZW, 22/1 PH-EZM, 23/1 PH-EZE, 24/1 PH-EZP, 25/1 PH-EZL, 26/1 PH-EZS, 27/1 PH-EZM, 28/1 PH-EXD, 29/1 PH-EZI, 30/1 PH-EXC, 31/1 PH-EXE.

**Amsterdam**(1549/1550, "73E/74F"):–1/1 PH-EXE, 2/1 PH-EZW, 3/1 PH-EZM(73E), 4/1 PH-EZX, 5/1 PH-EZF, 7/1 PH-EZH, 8/1 PH-EXD, 9/1 PH-EZM, 10/1 PH-EZX, 11/1 PH-EXD, 12/1 PH-EZE, 14/1 PH-EZW, 15/1 PH-EZP, 16/1 PH-EZE, 17/1 PH-EXA, 18/1 PH-EZE, 19/1 PH-EZE, 21/1 PH-EZM, 22/1 PH-EZP, 23/1 PH-EXF, 24/1 PH-EZV, 25/1 PH-EXE, 26/1 PH-EZM, 28/1 PH-EZC, 29/1 PH-EZM, 30/1 PH-EZZ, 31/1 PH-EZO.

**Amsterdam**(1551/1540, "69W/78E", aircraft night stops):–1/1 PH-EXL, 2/1 PH-EZM, 4/1 PH-EZG, 5/1 PH-

EXD, 6/1 PH-EZX, 7/1 PH-EZA, 8/1 PH-EXE, 9/1 PH-EZU, 10/1 PH-EZO, 12/1 PH-EZN, 13/1 PH-EZY, 14/1 PH-EZL, 15/1 PH-EXC, 16/1 PH-EZH, 17/1 PH-EZP, 18/1 PH-EZN, 20/1 PH-EZC, 21/1 PH-EZO, 22/1 PH-EZO, 23/1 PH-EXC, 24/1 PH-EXE, 25/1 PH-EZZ, 26/1 PH-EZF, 27/1 PH-EZD, 28/1 PH-EXA, 29/1 PH-EZN, 30/1 PH-EXA, 31/1 PH-EZF.

Other flights:-20/1 PH-EZP(9955) positioned in from East Midlands.

### **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-FTW(1/1-21/1), EI-ENV(1/1-8/1), EI-DWX(1/1-4/1), EI-EBZ(4/1-5/1), EI-EKB(5/1-11/1), EI-EBW(8/1-13/1), EI-ENI(11/1-18/1), EI-ESY(13/1-29/1), EI-EKX(18/1-30/1), EI-DPL(21/1-25/1), EI-FTV(25/1-31/1), EI-ENM(29/1-31/1), EI-DWE(30/1-31/1).

Flights operated by non-based aircraft:-

**Alicante**(9078/9079, "30TQ/19UJ", - Wed/Thu/Sat):-3/1 EI-DAO, 7/1 EI-EMB, 10/1 EI-EFO, 11/1 EI-DCF, 17/1 EI-DPH, 18/1 EI-DLI, 24/1 EI-FOW, 25/1 EI-DPH, 31/1 EI-DAN.

**Gdansk**(1504/1503, "2EK/9NR", -Fri):-12/1 EI-EVR.

**Gran Canaria**(2535/2536, "32LE/29KT", -Sat/Thu):-4/1 EI-EKT, 7/1 EI-EKT, 11/1 EI-FEI, 14/1 EI-EKH, 18/1 EI-GDD, 21/1 EI-EBF, 25/1 EI-GDD, 28/1 EI-EKZ.

**Lanzarote**(2047/2048, "29SJ/86LG", -Tue):-2/1 EI-EFH, 9/1 EI-EFH, 16/1 EI-EKF, 23/1 EI-DWP, 30/1 EI-EPG.

**Malaga**(2447/2446, "66VA/87FY", -Sun):-7/1 EI-FOY.

**Wroclaw**(4108/4107, "69RZ/34PQ", -Fri):-5/1 EI-ENO, 12/1 EI-FOM, 19/1 EI-EVS, 26/1 EI-EXD.

Other flights:-21/1 EI-DPL(248) positioned in from Liverpool.

### **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"):-1/1 EI-FAT, 2/1 EI-FSL, 3/1 EI-FCZ, 4/1 EI-FNA, 5/1 EI-FAV, 6/1 EI-FAV, 8/1 EI-FCZ, 9/1 EI-FCZ, 10/1 EI-FSL, 11/1 EI-FCY, 12/1 EI-FAW, 13/1 EI-FAV, 15/1 EI-FCY, 16/1 EI-FCZ, 17/1 EI-FSL, 18/1 EI-FCZ, 19/1 EI-FCZ, 20/1 EI-FCZ, 22/1 EI-FSK, 23/1 EI-FSL, 24/1 EI-FAW, 25/1 EI-FAW, 26/1 EI-FAW, 27/1 EI-FAW, 29/1 EI-FCY, 30/1 EI-FCZ, 31/1 EI-FSL.

**Dublin**(EIN3392/3393, "STK29L/STK39L"):-7/1 EI-FAW, 14/1 EI-FAV, 21/1 EI-FSK, 28/1 EI-FSL.

**Dublin**(EIN3394/3395, "STK49L/STK59L"):-1/1 EI-FAW, 2/1 EI-FCZ, 3/1 EI-FCY, 4/1 EI-FAT, 5/1 EI-FNA, 7/1 EI-FAV, 8/1 EI-FSL, 9/1 EI-FSL, 10/1 EI-FSL, 11/1 EI-FCZ, 12/1 EI-FCY, 14/1 EI-FAW, 15/1 EI-FSL, 17/1 EI-FSL, 18/1 EI-FSL, 19/1 EI-FSL, 21/1 EI-FAW, 22/1 EI-FAW, 23/1 EI-FCY, 24/1 EI-FAW, 25/1 EI-FAX, 26/1 EI-FSL, 28/1 EI-FAS, 29/1 EI-FCZ, 30/1 EI-FSL, 31/1 EI-FSL.

Thomson Airways(TOM/BY, "Thomson")

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

**Tenerife**(3513/3512 "23T/52M –Fri):-5/1 G-TAWS.

	Dec-16	Dec-17	% This month	% +/-
<b>Movements</b>				
Total	2,609	2,484		-4.79%
<b>Passengers</b>				
Scheduled	194,331	196,618	97.63%	1.18%
Charter	4,823	4,625	2.30%	-4.11%
Transit	0	139	0.07%	N/A
<b>TOTAL</b>	<b>199,154</b>	<b>201,382</b>		<b>1.12%</b>
International	167,180	169,526	84.58%	1.40%
Domestic	30,696	30,895	15.42%	0.65%
<b>MOVING ANNUAL TOTAL</b>	<b>3,611,458</b>	<b>4,074,500</b>		<b>12.82%</b>

A relatively poor month with only a 1.12% increase in overall passenger numbers, with International increasing by 1.4% and Domestic by 0.65%. The Moving Annual Total is still a relatively healthy 12.82%, though movements did reduce by 4.79%

Reference: CAA Statistics website

Produced by Alan Sinfield

<b>Chairman</b>	David Senior	23 Queens Drive, Carlton, WF3 3RQ 0113 282 1818 <a href="mailto:david.senior@airyorkshire.org.uk">david.senior@airyorkshire.org.uk</a>
<b>Secretary</b>	Jim Stanfield	8 Westbrook Close, Leeds, LS18 5RQ 0113 258 9968 <a href="mailto:jim.stanfield@airyorkshire.org.uk">jim.stanfield@airyorkshire.org.uk</a>
<b>Treasurer</b>	David Valentine	8 St Margaret's Avenue, Horsforth, Leeds, LS18 5RY
<b>Distribution/Membership</b>	Pauline Valentine	0113 228 8143
<b>Managing Editor</b>	Alan Sinfield	6 The Stray, Bradford, BD10 8TL
<b>Meetings coordinator</b>		01274 619679 <a href="mailto:alan.sinfield@airyorkshire.org.uk">alan.sinfield@airyorkshire.org.uk</a>
<b>Photographic Editor</b>	Ian Gratton	<a href="mailto:photos@airyorkshire.org.uk">photos@airyorkshire.org.uk</a>
<b>Visits Organiser</b>	Howard Griffin	6 Acre Fold, Addingham, Ilkley LS29 0TH 01943 839126 (M) 07946 506451 <a href="mailto:howard.griffin@airyorkshire.org.uk">howard.griffin@airyorkshire.org.uk</a>
<b>Dinner Organiser</b>	John Dale	01943 875315
<b>Publicity</b>	Howard Griffin	See above
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# "Arty" photographic competition...



Rod Hudson



Mike Storey