

AIR YORKSHIRE



Aviation Society

Volume 45 · Issue 11

November 2019



T7-MAK
Boeing 737-7HZ BBJ
27 September 2019
Leeds Bradford Airport
Rod Hudson

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Sunday 1 December @ 3.00pm
@ Multiflight cafe

Air Yorkshire Christmas Party at the **Multiflight Café** starting at 3pm. **MEMBERS ONLY PLEASE**

5 January 2020	Debbie Riley Airport Solutions. "Where are we now". Debbie will be presenting the usual fast paced presentation featuring different places the team have visited in 2018. This will include War Zones, civil and military airfields from all continents. Fascinating and amusing stories accompanied by some of the best aviation photography you are likely to see. As usual there will be a mountain of spot prizes for correct or funny answers to the Question "Where are we now?"
2 February 2020	David Senior – our chairman will be giving us the talk "Miramar MCAS Air Show and Flying leathernecks Museum"
01 March	Pat Carty - Aviation historian, author and NATO accredited military journalist. "Russia - to spy or not to Spy"? Pat will cover his various "Observation" trips to Russia. What and how he gathers intelligence prior to going and what has happened whilst there. How he uses his own virtual radar to assist him on his trips.

Society news....

Alan Sinfield

Slide Projector Has anybody still got a working slide projector? If so would you be prepared to loan it to the Society for use one Sunday afternoon in the Media Centre at the Airport ? Please contact Jim Stanfield e-mail jim.stanfield@airyorkshire.org.uk Tel: 0113 258 9968

Murgatroyds Fish and Chip lunch has been arranged for **Saturday 7 December** please contact Geoff Ward to book your place 0113 270 9980 or g_ward76@hotmail.com

Visits 2020 A visit has been scheduled to Bristows Helicopters at Humberside following the recent talk at the society. Its a bit of an early start but its a Saturday so hopefully we can have a good turnout at 10:00am Saturday 18th April. To book your place just email howard.griffin@airyorkshire.org.uk

Articles/Photographs Please continue to write articles and send in photographs for use in the magazine. For articles use alan.sinfield@airyorkshire.org.uk and for Photos photos@airyorkshire.org.uk

THOMAS COOK: A SAD END TO A GREAT AIRLINE AND A FEW MEMORIES.

For everyone in the Travel Industry, Monday 23 September 2019 was a very sad day as an Iconic Travel name came to a tragic end. For me it was particularly heartbreaking as over my 48 years in the Travel industry Thomas Cook had always been there, both as supplier and competitor. I know quite a number of very good, dedicated people whose career suddenly came to an abrupt end through no fault of theirs. In fact I was speaking to the airline commercial department the Friday before about a possible charter of an A321!! I have sadly experienced many travel/airline collapses during my time, including, Court Line, Laker, Clarksons, Intasun, Horizon, Xcel Airways, Dan-Air, Monarch to name but a few but none have hurt quite as much as the needless demise of Thomas Cook and its airline.

After receiving the video link from Alan to what turned out to be Captain Mike Newalls last flight I began to reflect on the many experiences I have had during my Travel career and in particular with Thomas Cook Airlines whilst I was a Travel agent and for the last 15 years as an independent Air travel consultant.

FIRST JOB INTERVIEW: THOMAS COOK.

It all began around 1971 or In Thomas Cooks case it didn't! During my teenage school years I did not know what career path I wanted to follow after leaving school until I went on my first flight and holiday abroad with my parents to Switzerland and Austria with Lyons Tours. We departed on a night flight from Manchester airport to Basle on a BAC 1-11 operated by BUA. From this point onwards my mind was made up. First choice, Airline Pilot, second choice Air Traffic Controller and third choice Travel Agent. Sadly I was too dim to be flight deck, eye sight too poor for ATC so it left my third choice, Travel Agent. My first job interview was at the Thomas Cook branch on Market Street in Bradford. The elderly branch manager interviewed me purely on the grounds that "I had attended the same senior school as he had done". I did not get the job!!

I was though more successful in my second interview and joined Panalpina Travel in Westgate Bradford as junior clerk and then moved to various other Travel companies before setting up my own Travel consultancy business in 2003.

In my role as Air Travel Consultant I I have been very fortunate in having some considerable involvement with Thomas Cook Airlines and its dedicated staff and what follows are just some of the more interesting highlights!!

MIKE NEWALL: CAPTAIN: THOMAS COOK AIRLINES.

Mike as I am sure you know is great guy and a super ambassador for the airline. From 1998 I began to organise 3 hour flights to see the Northern Lights from most UK airports and often used Thomas Cook Airlines and Mike became a regular captain on these flights. Mike enjoyed them so much he would seek to change his shift in order to operate them for us. The flights land at around 0015hrs and then we would retire to our overnight hotel and we would spend the rest of the night chatting about airlines and aircraft until the hotel staff was actually laying out the breakfast!!

TOTAL SOLAR ECLIPSE. TURKEY 2006.

On the 29th of March 2006 we had chartered 6 Thomas Cook aircraft (A320/A321) to operate a one night stop to Turkey to transport our 1600 passengers from various UK airports to watch the total Solar Eclipse in Side. All 6 aircraft all arrived within 25 minutes of each other and I was able to enjoy watching a “Go-around” of one of our aircraft as another Thomas cook aircraft was still on the runway!!

BEHIND THE SCENES OF AN AIRLINE.

As an aircraft enthusiast I had thought for some time how privileged I was to be able to see what goes on in an airline. With the help of Mytravel/Thomas Cook we devised a day which would allow other enthusiasts to experience it also and we put together a “Behind the Scenes of an airline” This operated in Manchester at the Head office of the airline and our clients were taken on a guided tour which included a fascinating look at the operations department where all the aircraft were tracked and monitored and any issues flagged up and remedial /recovery of the situation was handled. We also experienced cabin crew training and was shown how to deal with a galley fire, we experienced evacuating a smoke filled cabin and also an emergency evacuation using the slide. We then went to the hangar where engineers explained various maintenance procedures, showed everyone parts of aircraft together with the unbelievable price tags of certain parts and all the while aircraft were being towed in and out of the hangar. Following lunch all our clients then boarded an Airbus A320 for a return flight from Manchester to Liverpool. This flight had 3 flight deck crew with MIKE NEWALL being the third captain. During the flight Mike would be relaying via the intercom all the flight information, flap settings, runway of departure, V1 speed, rotation speed, climb rate etc. Also during this time Mike had arranged for the Air traffic control instructions to be relayed into the cabin via the intercom. At Liverpool airport the aircraft was then set up for “missed approach” again with full commentary before we returned to Manchester for “normal landing”. All the airline staff worked very hard to make this day so enjoyable for all our passengers.

A320 GOES TECH IN SWEDISH LAPLAND

We offered several one night stops to Kuusamo located close to the Russian border in Swedish Lapland. Our passengers were children and their parents to Meet Santa or on what we called the “Arctic Adventure” which was aimed at just adults and included extended Snowmobile rides. After everyone had checked for their return flight to Gatwick and were waiting in the very small departure lounge the captain of our aircraft came to me to advise that they had a major technical issue. The aircraft was frozen and totally refused to start even though their engineers had been there for several hours prior warming the aircraft. Unlike many captains he said he would gather the rest of the crew and along with myself would advise the passengers to expect a “very long indefinite delay and a very uncomfortable night”. However as an aircraft enthusiast I always look at the arrival/departure screens and I noticed that an Xcel aircraft was due in shortly from Gatwick. With the airport being so small I could tell there were only our passengers waiting to return and wondered what this Xcel unit would be doing. I called Thomas Cook Operations and told them that I thought the Xcel aircraft could be going back empty and could we “hop on it”? Several phone calls later and subject to the captain of the Xcel aircraft agreeing we could indeed use that aircraft even though I had to warn our passengers catering “would be limited”. Our captain duly donned a Hi Vis jacket walked out onto the apron to meet the inbound aircraft and as luck would have it the captain was a friend of his and within no time our passengers were boarding the otherwise empty aircraft back to the UK where we arrived virtually on schedule. Well done to both airlines for working together to recover a difficult situation.

THOMAS COOK CAPTAIN OPERATES CHARITY FLIGHT FOR HELP FOR HEROES.

Bristol based Captain Pam McCoy (now retired) who had operated several of our Northern lights flights previously approached us and asked if we could help her organise an "In search of the Northern Lights" flight and for all the proceeds to go to Help for Heroes. Pam arranged for the marketing, the on board celebrations and Thomas Cook provided the aircraft free of charge, Bristol airport waived all airport charges, the airline crew worked for free and Omega Holidays took all the reservations for no fee and both our Astronomers and myself also worked for no fee. Pam raised £25000 for the charity!!

FOG BOUND A320.

We operate our Northern Lights flights in the winter and avoid dates when the Moon is visible as this is natural light pollution. AS we operate around 20 flights every winter it means that we often do a flight every night on consecutive dates, moving from one airport to another during the day. On this occasion we had done a flight from Gatwick and our next flight the day after was from Bristol. I was therefore travelling in the morning to Bristol and on the way passed through several banks of freezing fog which listening to the news was also affecting most of the UK and Europe. Aware that not unlike Leeds, due to its altitude Bristol can be affected by fog I decided to make contact with Thomas Cook Airlines air charter department to ascertain the situation at Bristol. I was not unduly concerned as the A320 we had contracted was Bristol based!! However I was advised that "our aircraft" was actually in Manchester and about to operate a Manchester /Lapland return flight but "it should be back well before it is needed", although there was "low visibility procedures in place at Manchester" causing "some delays". Martin, my contact and friend at the airline kept me up to date but I could tell he was becoming increasingly concerned. I arrived at Bristol airport at 1500hrs and even though our pre-flight presentation by our Astronomers does start until 1800hrs I could see several of our passengers were already arriving. Martin then called again to advise that our aircraft would not be available as it was very much delayed earlier at Manchester and was looking for alternatives. However most of the fleet was disrupted due to the weather with several aircraft "stuck" in Europe. Martin had though located a Glasgow based Boeing 757 which could position in for us and we would have plenty of spare seats compared to the A320. Problem solved or so I thought!!

At around 1530hrs Martin called me again with "bad news". The weather at Bristol was forecasted to "Go out" at around 2300hrs, 90 minutes before our scheduled landing and although the B757 is Cat3 equipped (blind landing), Bristol is Cat3 equipped the flight deck crew on the B757 are Cat3 trained there was still an issue. The problem was that the flight deck crew were only Cat3 trained for an approach into Glasgow and NOT Bristol, therefore the only potentially available aircraft throughout the fleet was in fact NOT available. At this point in time we are only 2hrs 15 minutes away from the start of our presentation and 5 hrs 15 minutes before our flight should depart.

Again I had looked at the airports arrival board and noticed an Xcel aircraft due to arrive 10 minutes early of its 1725hrs scheduled arrival time from Tenerife. Shaun Brown who was the Airport manager and is frankly brilliant was alongside me and I asked him what the Xcel unit normally does after it lands from TFS. He advised me that it positions out to Lgw but was not sure what it did once it got there. We had chartered several times in the past from Xcel and I gave them a call and asked if I could charter their Bristol B737-800 (189 seats). When they asked me what date I needed it for they were somewhat taken aback when I said in about 5hours!! They did react very quickly and very soon advised me that the aircraft was available BUT they did not have any cabin or flight deck crew which were pretty important! They did say they would get to work on it and at 1715hrs advised me that they had got the cabin crew and at 1745hrs advised they had secured flight deck crew – BRILLIANT!! Now they just needed

paying. No problem I thought, I will just call the company and they would arrange payment. However on this VERY rare occasion the MD could not be contacted and neither could the Finance Director and therefore no payment could be made. By this time we had 170 passengers waiting for their pre-flight presentation to start in 15 minutes time. I asked if I could pay for the aircraft on my credit cards and by combining them all to the absolute limit. At 1758hrs the airline confirmed that the payment had gone through and the "aircraft was mine"!! Along with quite few loyalty points from the card companies!!

2 Minutes later the presentation started and the passengers were unaware of any issues other than me advising them that instead of looking for a TCX flight number at check in they had to look for an Xcel one!! The airline also confirmed that the catering was being delivered from the airlines catering base in Cardiff to Bristol!!

STEEP DESCENT INTO TROMSO

Before 9/11 I was lucky enough to enjoy several flights in the flight deck jump seat and on this occasion I was on a B757 on one of our day stops to Tromso in the depth of winter. We had been cleared to descend to 5000ft, but the skipper was not comfortable with the high mountain range ahead of us and elected to stay at 6000ft "until we clear the mountains". Tromso is a Cat C airport and the delayed descent resulted in an even steeper than normal glide slope but ours was perfectly manually flown from 6000ft to make a smooth landing on a snow covered runway and made it an absolute pleasure to experience the superb airmanship.

A VERY SCARY APPROACH

Maybe my most memorable Thomas Cook experience was also probably the scariest!! We had another night stop to Santa's Lapland this time from Leeds. We had 177 passengers booked on the 180 seat A320. A good friend of mine was desperate to take his 2 children on it which would take it to 180 passengers and would not leave a seat for me and I had to go in case of any issues during the weekend. Thomas Cook came to the rescue and providing I filled in lots of consent forms, ID forms and basically jump through hoops they would allow me to sit in a spare rear galley crew seat which is what actually happened. On departure from Rovaniemi the captain made the unusual early announcement that it was "probably going to be windy at Leeds" which seemed strange given we were at least 3 hours away! As we began our descent into Leeds I along with the rear cabin crew sat down. The intercom rang and we were told by the captain to use the full harness which we did. From that point onward the aircraft pitched and rolled very dramatically to a degree I had not experienced before. From the cabin a lot of screaming could be heard followed by very short lived deathly silence. The stewardess sitting next to me asked if she could hold my hand which I said she could. She then apologised to me that her hand was "sweaty" as she was "frightened"! I assumed she was quite new to the job but she told me that she had been flying for "12 years but "had never experienced anything like this". This confirmed that this was not a usual bad weather approach!!

We did one approach and I hoped we would then divert but we did a second one which seemed even worse and I just hoped we would not have an over confident pilot who would try to land come what may. Fortunately he decided to divert to Newcastle which was bumpy but not exceptionally so. On landing I spoke to the captain and asked what level we had come down to before he decided to abort the second landing and he said and these are his exact words, " at 400ft we both said "OH DEAR, or a not quite so similar 4 letter word!!), we lost full control of the aircraft and put on full power and pulled out"!

The journey back to Leeds by coach took a long time as it was so windy the wipers on the coach kept blowing off the windscreen. Ironically when we finally arrived at Leeds it was virtually calm and the storm had passed.

A SAD END.

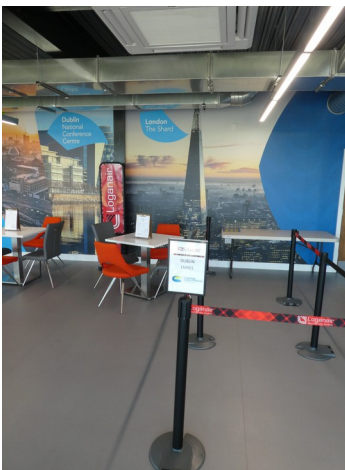
The demise of Thomas Cook (Airtours/Mytavel) means so much more to me than "just another company" and is very, very sad and I feel for all the great crew and staff that I have had the pleasure to meet and work.

Peter Truman.
ATC Yorkshire.
Telephone 0790565055

Carlisle Airport....

Keith Manning

The new terminal is finished and open to the public for inspection. Airline service has commenced with Loganair flights to Dublin, Belfast and Southend. The terminal has been built next to a new Eddie Stobart distribution centre and incorporates Stobart's offices. It is just off the A689 road and about 1 1/2 miles nearer to Carlisle and the M6 than the old terminal, by the control tower, last used for airline services many years ago.





G-BKGL 1164
Beech C-45



N10053 286 Boeing N2S5 Kaydet



WG655 G-INVN Hawker Sea Fury T.mk20



G-ALUC Tiger Moth



G-PEKT Socata TB20



29 May 2019

You can't have too much of a good thing and at the moment the Tucano is a very good thing especially with an out of service date of 31 October 2019 and so I was back at Linton only three weeks since my previous visit . The Tucano fleet is down to only 39 serviceable aircraft and with two BFJT courses still running it's not quite squeaky bum time but things are getting a bit tight with 273 BFJT due to graduate in August and 274 BFJT in October itself and with no Plan B in place and the Texan's at Valley not yet ready to accept students there is very little room for manoeuvre if the flying training programme slips , trips or even falls but hopefully no fails !



This visit had the added bonus of our open cockpit aircraft being in 4 Hangar and with it the opportunity to see the Tucanos well and truly stripped down as the Babcock team struggle to maintain the fleet and more importantly try and ensure that 274 get across the finishing line , at least from an aircraft serviceability point of view ! Sadly the aircraft set aside for us was ZF378 *Enniskillen* which has now been permanently withdrawn from use and one of a growing number of such airframes which only average between 4, to 6,000 flying hours but it's the recordings on their 'G-Meters' tucked away in a stowage compartment behind the cockpit which have brought their service flying careers to an end because of the stress placed on the airframes . On a previous visit I had spoken to a Bombardier/Shorts engineer who was involved in a project to try and lengthen the aircrafts airframe life and three Tucanos had been taken to the factory in Belfast for structural tests but any possible life extension was deemed to be uneconomical and all three airframes now lie in pieces in 5 Hangar .

With thanks to Ben , Hadi and Tom from 273 BFJT and also to the Babcock team for the unrestricted hangar access .



UK fleet changes...

jethros.org.uk

October 2019

Airline	Date	Reg	Type	MSN	Remarks
Virgin Atlantic	01 Oct	GVJAM	Airbus A350-1041	336	Reg 27 Sep 19 Dlvd Tarbes 01 Oct 19
Ryanair	03 Oct	(EIFZW)	Boeing B738-800-W	44795/ 6409	Trans to Malta Air as 9HQAN -- Oct 19
Ryanair	03 Oct	(EIFZV)	Boeing B738-800-W	44794/ 6406	Trans to Malta Air as 9HQAM -- Oct 19
Loganair	03 Oct	(GLMRZ)	ATR 72-500F	570	Acquired. Ex OY-YAN Due 21 Oct 19 Due I/S Nov 19
Flybe	09 Oct	G-FBEK	Embraer ERJ 190-200LR	19000 168	To be WFU 04 Mar 20
Flybe	09 Oct	G-FBEJ	Embraer ERJ 190-200LR	19000 155	To be WFU 14 Jan 20
Flybe	09 Oct	G-FBEI	Embraer ERJ 190-200LR	19000 143	To be WFU 12 Dec 19
Flybe	09 Oct	G-FBEH	Embraer ERJ 190-200LR	19000 128	WFU 28 Sep 19
Flybe	09 Oct	G-FBEG	Embraer ERJ 190-200LR	19000 120	To be WFU 29 Oct 19
Flybe	09 Oct	G-FBJH	Embraer ERJ 170-200STD	17000 351	To be WFU 03 Dec 19
Flybe	09 Oct	G-FBJG	Embraer ERJ 170-200STD	17000 344	To be WFU 13 Nov 19
easyJet UK	09 Oct	GEZWV	Airbus A320-214-S	6177	Trans to easyJet Swiss as HBJXR 08 Oct 19
easyJet UK	11 Oct	GUZLF	Airbus A20N-251N-S	9103	Dlvd LTN 11 Oct 19
Titan Airways	12 Oct	GPOWD	Boeing B767-36N	30847/	Fr disp 1Q20

				902	
Titan Airways	12 Oct	G	Airbus A330-200		Acquired. Due I/S Apr 20 Replaces Boeing B763 GPOWD
TUI Airways	12 Oct	CFYJD	Boeing B738-8Q8-SW	41807/ 5420	Rtnd EoL 08 Oct 19
Aurigny	14 Oct	(GORAI)	ATR 72-600	1599	On order Previously allocated GOGFC
Aurigny	14 Oct	(GOGFC)	ATR 72-600	1595	On order Previously allocated GOFOG
Aer Lingus	14 Oct	EILRC	Airbus A21N-253LR	8965	Divd DUB 14 Oct 19
Stobart Air	15 Oct	EIGPP	ATR 72-600	1322	Regd 14 Oct 19. Ex GFBXE
TUI Airways	16 Oct	ECMQH	Airbus A320-214	1296	Rtnd EoL 05 Oct 19
Jet2	16 Oct	GDRTI	Boeing B738-8FH-W	29639/ 1643	Regd 23 May 19 SNN - MAN 29 May 19 MAN - EMA 29 Sep 19 EMA - MAN 08 Oct 19 I/S 16 Oct 19
Flybe	16 Oct				To be re-branded 'Virgin Connect'
British Airways	16 Oct	(GEUPX)	Airbus A319-131	1445	WFU 30 Aug 19 LHR - DGX 07 Sep 19 Regd to? as N845AC 15 Oct
British Airways	16 Oct	(GEUOH)	Airbus A319-131	1604	WFU 31 Aug 19 LHR - DGX 05 Sep 19 Regd to ? as N824AC 15 Oct
Flybe	17 Oct	GFBJJ	Embraer ERJ 170-200STD	17000 358	Proposed disp canx
Flybe	17 Oct	GFBJI	Embraer ERJ 170-200STD	17000 355	Proposed disp canx
Thomas Cook	18 Oct				Owner changes updated
ASL Airlines Ireland	18 Oct	EISTA	Boeing B733-31S	29057/ 2942	WFU 11 Oct 19 DUB - Tallinn 14 Oct 19 Onward to Klasjet
British Airways	21 Oct	EC	Airbus A330		Lsd fm Evelop 27 Oct 19 - 12 Jan 20 Ops LGW-JFK-LGW
TUI Airways	22 Oct	GOOBG	Boeing B757-236-W	29942/ 867	WFU 21 Oct 19 GLA - DGX 22 Oct 19
Stobart Air	23 Oct	EIGGB	Embraer ERJ 190-200LR	19000 204	Lsd to KLM Cityhopper 11 May 19 - 13 Oct 19 WFU 13 Oct 19 DUB - EMA 22 Oct 19 Onward to Great Dane Airline
Ryanair	23 Oct	EIESX	Boeing B738-800-W	34998/ 3822	WFU 16 Oct 19 Madrid - PIK 16 Oct 19

Ryanair	23 Oct	EIESW	Boeing B738-800-W	34997/3821	WFU 15 Oct 19 Currently at PIK
Ryanair	23 Oct	EIESR	Boeing B738-800-W	34995/3795	WFU 02 Oct 19 Currently at PIK
Jet2	23 Oct	G	Airbus A321		Announced 22 Oct the acquisition of 07 a/c due prior Sum 20
easyJet UK	23 Oct	(GEZRV)	Airbus A320-214-S	8263	Trans to easyJet Swiss as HBJXQ 22 Oct 19
Virgin Atlantic	24 Oct	GVPRD	Airbus A350-1041	319	Regd 23 Sep 19 Divd Tarbes 30 Sep 19 Tarbes - LGW 24 Oct 19
Ryanair	24 Oct	EIFRF	Boeing B738-800-W	44732/5861	Trans to Malta Air as 9HQCL -- Oct 19
Ryanair	24 Oct	EIFON	Boeing B738-800-W	44721/5789	Trans to Malta Air as 9HQBZ -- Oct 19
Aurigny	24 Oct	SEMDA	ATR 72-212A	778	Lsd fm Danish Air Trasport 24 Oct 19 - 27 Oct 19
Ryanair	25 Oct	(EIFTF)	Boeing B738-800-W	44756/6137	Trans to Malta Air as 9HQDG -- Oct 19
Ryanair	25 Oct	(EIESZ)	Boeing B738-800-W	34996/3842	WFU 01 Oct 19 Regd to Bank of America -- Oct 19
Ryanair	25 Oct	(EIESY)	Boeing B738-800-W	34999/3829	WFU 18 Sep 19 Regd to ? -- Oct 19 PIK - SNN 23 Oct 19
British Airways	25 Oct	GNEOW	Airbus A21N-251NX	8984	Divd LHR 25 Oct 19
Aurigny	25 Oct	GOATR	ATR 72-600	1580	Divd GCI 25 Oct 19
TAG Aviation	26 Oct	GHEVI	Boeing B737-3MB	24020/1614	Regd 25 Oct 19
TUI Airways	27 Oct	CGFEH	Boeing B738-8K5-SW	41663/5369	Rtnd EoL 27 Oct 19
TUI Airways	28 Oct	CFFPH	Boeing B738-81D-SW	39440/4892	Rtnd EoL 28 Oct 19
Jet2	28 Oct	GCELE	Boeing B733-33A	24029/1601	WFU 23 Oct 19 LBA - DGX 28 Oct 19
Aurigny	28 Oct	SEMDA	ATR 72-212A	778	Rtnd EoL 28 Oct 19
Wizz Air UK	29 Oct	(GWUKB)	Airbus A320-232-S	8151	Trans to Wizz as HALSC 28 Oct 19
Stobart Air	29 Oct	EIGHK	Embraer ERJ 190-100IGW	19000202	Rtnd SOU ex KLM Cityhopper lse 26 Oct 19 To op fr Flybe 01 Dec 19
Stobart Air	29 Oct	EIGHJ	Embraer ERJ 190-100IGW	19000218	Rtnd DUB ex KLM Cityhopper lse 26 Oct 19 To op fr Flybe 01 Dec 19

Flybe	29 Oct	GFBXA	ATR 72-600	1260	Rtnd Toulouse ex SAS lse 29 Oct 19
Virgin Atlantic	30 Oct	(GVYOU)	Airbus A340-642	765	Regd 23 Sep 19 WFU 03 May 19 LHR - LGW 05 May 19 LGW - NQY 20 May 19 Strd NQY - LGW 26 Jul 19 LGW - BOH 23 Aug 19 Regd to Emmeline Flugzeugfonds GMBH and CO. KG 22 Oct 19
Thomas Cook	30 Oct				Mvmt changes updated
Jet2	30 Oct	(GDRTM)	Boeing B738-85P-W	33981/ 2269	Acquired. Ex ECKCG Due
Jet2	30 Oct	(GDRTR)	Boeing B738-86N	35209/ 2067	Acquired. Ex B5175. Due MAN 05 Nov 19
Flybe	30 Oct	GFBEG	Embraer ERJ 190-200LR	19000 120	WFU 27 Oct 19 Currently at Exeter
easyJet UK	30 Oct	(GEZPI)	Airbus A320-214-S	7104	Trans to easyJet Europe as OEICD 29 Oct 19
Loganair	31 Oct	GLGNP	SAAB 2000	018	WFU 30 Oct 19 ABZ - Orebro 31 Oct 19

Commercial news....

David Wooler

LEEDS/BRADFORD NEWS

KLM are to operate (Mainline) Boeing 737-700 aircraft on the mid morning (Mon, Tue, Wed, Thu, Fri & Sun)) KL1541/1542 Amsterdam - Leeds/Bradford rotation commencing on the 29th March 2020.

Jet2 have started add some extra flights from Leeds/Bradford for next summer 2020 season replacing some of the lost Ryanair capacity to the Canary Islands. ,

Mahon = Increase 5x to 6x wkly (*Wed flight added*)

Arrecife = Increase 6x to 7x wkly (*2nd Mon flight added*)

Las Palmas = Increase 4x to 5x wkly (*Mon flight added*)

Fuerteventura = Increase 3x to 4x weekly (*2nd Tue flight added*)

Tenerife = Increase 8x to 9x wkly (*2nd Sat flight added*)

Dalaman = Increase 6x to 7x wkly (*2nd Tue flight added*)

Antalya = Increase 7x to 8x Wkly (*2nd Thu flight added*)

AIRPORT NEWS

Doncaster Sheffield Airport has received a boost as TUI Airways has confirmed it is to expand its presence at the Yorkshire hub, adding an extra aircraft to its base at the airport. The additional aircraft is expected to deliver 136,000 extra seats to DSA, taking TUI to four aircraft based at the facility. It is the second major commitment made by the airline in as many years,

with long haul routes to Florida and Cancun and a new route to Girona, Spain added last year. Two new routes, Fuerteventura and Heraklion, will be added on top of the recently announced services to Mexico and Girona, bringing the total number of destinations offered by TUI to 31. The carrier has also increased the frequency of routes to Ibiza, Larnaca, Reus, Malaga, Lanzarote, Turkey, Mallorca, Tenerife and Zante.

Robert Hough CBE, Chairman of Doncaster Sheffield Airport, said: "Our relationship with TUI is one of true partnership, established in 2005 when the DSA first opened. Over a decade has now passed and next year we will celebrate 15 successful years together during which time TUI, one of the world's leading travel companies, has carried over 7 million passengers through DSA." "The recent loss of Thomas Cook to the industry has many sad consequences including the withdrawal of over 3.5 million seats from the North of England, the majority from Manchester Airport. TUI has shown its continued confidence in DSA by choosing to help serve that demand by adding two new routes and ten extra frequencies here in Yorkshire with a further aircraft growing its established and successful base. Further jobs will be created here as a result of this fourth aircraft.

Manchester seems to be gaining a few interesting new flights for 2020. Bangladesh Biman will commence a three times a week service with Boeing 787's, in January. The service will operate Saturdays, Sundays and Tuesdays. Air Baltic have announced a 4 times a week service with Airbus A.220, commencing 29th March.

AIRLINE NEWS

Air New Zealand have announced they are to axe their Heathrow – Los Angeles – Auckland service from October 2020. This means the airline will no longer operate scheduled flights to the U.K.

Air Transat, operated the 1st ever transatlantic service operated by the Airbus A.321LR. The long-range single-aisle jet took off from Toronto-Pearson International Airport on October 8 and arrived into London-Gatwick the following morning.

Lufthansa Group will take delivery of a new aircraft on average every two weeks, for the next ten years. The announcement came from the Group CEO Carsten Spohr during the christening ceremony of the Lufthansa's first A321neo aircraft in Düsseldorf. Carsten also said the Group will continue to invest in the Group fleets to replace older planes with new and fuel-efficient jets. The German aviation group, which includes Lufthansa, Austrian Airlines, Brussels Airlines, Eurowings, and SWISS has an outstanding order book that consists of more than 220 aircraft, including Airbus A320neo family jets, the Boeing 787 family jets, the Airbus A350XWB and the Boeing's upcoming 777-9. Lufthansa christened the first of 40 A321neos on order with registration D-AIEA after the city of Aachen.

Qantas have operated The first non-stop commercial airline flight from New York to Sydney which landed after 19 hours 16 minutes in the air. A total of 49 passengers and crew were on the flight, which was used to run a series of experiments to assess health and well-being onboard. Data from these experiments will be used help shape the crew rostering and customer service of Qantas' ultra-long-haul flights in future Tests ranged from monitoring pilot brain waves, melatonin levels and alertness, through to exercise classes for passengers. Cabin lighting and in-flight meals were also adjusted in ways that are expected to help reduce jetlag, according to the medical researchers and scientists who have partnered with Qantas.

Arriving in Sydney, Qantas Group chief executive, Alan Joyce, said: "This is a really significant

first for aviation. “Hopefully, it’s a preview of a regular service that will speed up how people travel from one side of the globe to the other. “We know ultra-long-haul flights pose some extra challenges but that’s been true every time technology has allowed us to fly further. “The research we’re doing should give us better strategies for improving comfort and wellbeing along the way.”He added: “Night flights usually start with dinner and then lights off. “For this flight, we started with lunch and kept the lights on for the first six hours, to match the time of day at our destination. “It means you start reducing the jetlag straight away.”Joyce continued: “What’s already clear is how much time you can save. “Our regular, one-stop New York to Sydney service (QF12) took off three hours before our direct flight but we arrived a few minutes ahead of it, meaning we saved a significant amount of total travel time by not having to stop.”Two more research flights are planned as part of the Project Sunrise evaluations – London to Sydney in November and another New York to Sydney in December. Emissions from all research flights will be fully offset. A decision on Project Sunrise is expected by the end of the year – with any commercial flights set to following in 2022.

Ryanair have announced that it will serve Armenia, with brand-new routes both to Yerevan, the capital, and Gyumri. Armenia becomes Ryanair’s 40th country served. Ryanair will operate four routes to Armenia, providing up to eight weekly flights. It expects these to generate 130,000 passengers annually. All four are presently unserved, at both airport- and city-pair levels. Armenia effectively has open skies with the EU, with other potential European opportunities from Yerevan Ryanair routes will to be the following destinations Brussels, Prague Amsterdam London Stansted Frankfurt Barcelona Munich Stockholm Madrid Paris and Düsseldorf Armenia is a long way from Western Europe, so Ryanair’s routes are unsurprisingly the shorter ones, although all are still over 1,650 miles each way. Of the following, only Prague would be shorter. Madrid is long, at 2,500 miles.

Thomas Cook repatriation flights have been completed by The UK Civil Aviation Authority, dubbed ‘Operation Matterhorn’. The final flight landed at Manchester Airport at 0835 on October 7th, carrying the last 392 out of the 140,000 passengers affected by the collapse. Thomas Cook went into liquidation on September 23 and thus triggered such efforts. It is understood that ATOL, the insurance firm that covers passengers in the event of occurrences such as this will eThe two-week repatriation mission involved 150 aircraft from 50 partners across the globe. Commenting on the completion of Operation Matterhorn was Richard Moriarty, the CEO of the UK Civil Aviation Authority, who thanked those for their efforts in this rescue plan. “Operation Matterhorn will shortly be complete. The largest peacetime repatriation ever required an extraordinary effort from all involved. I want to thank everyone who has played their part in delivering this enormous undertaking, including the passengers we flew home for bearing with us as we undertook this complex operation. Moriarty continued with a tribute to those employees in Thomas Cook before ending with information for fliers affected. “I also want to pay tribute to the many amazing former Thomas Cook employees who worked with us to make this operation a success. It needed an unprecedented team effort from our commercial partners, our friends across government and my colleagues at the CAA. From the 150 aircraft collectively, 746 flights were operated to 10 of the UK’s airports from 55 foreign airports.

Titan Airways has introduced of its first Airbus A330. The Airbus A330-200 will join Titan’s 12-strong fleet in the first quarter of 2020 and enter revenue service in April. The A330, leased for a five-and-a-half-year term, will be the first wide bodied Airbus variant operated by Titan Airways, replacing a Boeing 767-300ER. Alastair Kiernan, business development director with Titan, said: “The A330 will fulfil long haul requirements previously met by the Boeing 767, which we are retiring as we transition towards an all Airbus fleet. “We have selected this aircraft due to the very high standard of the cabin and the crew rest compartment, which will enable us to operate the aircraft to its maximum range. “This should open up a wealth of new opportunities

in the charter market.” The introduction of the Airbus A330 follows the arrival of six narrow bodied Airbus aircraft – three Airbus A321s, two Airbus A320s and an Airbus A318 - over the last six years. While the Titan fleet currently also comprises a number of Boeing aircraft types, the carrier ultimately intends to transition to an all Airbus fleet, in order to benefit from the cost savings associated with operating a single aircraft type.

Wizz Air is set to grow its fleet to 300 aircraft by 2028 after retiring its older planes.

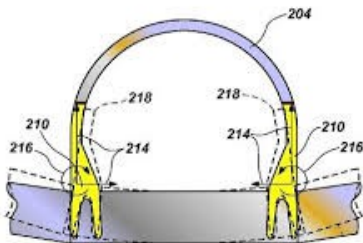
The all-Airbus airline currently has 120 single-aisle Airbus jets in its fleet and expects 271 more over time. Wizz Air carried around 215 million passengers since its launch in 2004. Last year alone, the Budapest-based carrier transported 34 million passengers. Wizz Air expects a 15% increase this year, taking carried passenger number in a year to the 40 million for the first time. With the order of new generation, fuel-efficient jets, including 20 “extra-long range” Airbus A320XLR, Wizz Air is gearing up for rapid growth in the coming decade that will allow the airline to launch flights well beyond Europe.

AIRCRAFT NEWS

Boeing engineers have discovered cracks on the pickle forks of some Boeing 737NG jets.

"Pickle Forks" are connectors that are used to attach the wings to the plane's fuselage. They help absorb the stress, torque and aerodynamic forces that bend the wings on the flight.

During a recent inspection, Boeing engineers discovered a severely cracked pickle fork on a Boeing 737NG jet with 35,000 flight cycles (landing and takeoffs). Pickle Forks are designed to last the lifetime of a plane on which they were attached. The lifespan of a Boeing 737NG jet is around 90,000 flight cycles.



Boeing Pickle Forks

In this case, the Pickle Fork crack on a relatively young aircraft, and requires further investigation. If they fail during a flight, the consequences would certainly be catastrophic. Boeing immediately reported the issue to the Federal Aviation Administration last week, and engineers found cracks on more 737NG family jets. The FAA said at that time that urgent inspections were necessary for over 165 US-registered B737NGs. Southwest Airlines said that while it did not find any issues with the "vast majority" of its B737NGs, it "removed the two aircraft from our operation and reported the findings to Boeing and the FAA" and will not reactivate them until the issues are removed. GOL operates twenty-three -700s and ninety-seven -800s. The airline said that it found "evidence of the need to replace a specific component, whose characteristics were not compliant with the standards set by the maker".. Boeing said that so far, cracks have been found in 38 aircraft globally out of 810 inspected units. No other airlines have so far reported groundings related to the issue.

OTHER NEWS

The British Department of Transport (DfT) is preparing a change of law which would allow the state to use the aircraft and staff of any bankrupt airline to repatriate its passengers stranded abroad, the Press Association has reported. The new law would allow the government to place a bankrupt airline in special administration and continue using its assets to the extent required to repatriate all passengers. The changes were proposed shortly after the repatriation of stranded Thomas Cook Group customers had ended. The government chartered around 150 aircraft from other operators after Thomas Cook Airlines UK (MT, Manchester Int'l) ceased operations. The chartered fleet eventually operated around 700 flights, costing the UK budget some GBP100 million pounds (USD126.2 million). "I'm determined to bring in a better system to deal with similar situations in future, helping ensure passengers are protected and brought home quickly and safely," Transport Secretary Grant Shapps said. Thomas Cook Airlines UK continues to own four aircraft: one A321 and three A330-200s. All four have been grounded since the firm's bankruptcy on September 23 and were not used during the rescue operations for customers stranded abroad.

The US has imposed a 10% customs levy on aircraft made in the European Union, effective October 18, which could hurt airlines in the United States that have ordered billions of dollars of Airbus aircraft. The new tax is part of USD7.5 billion worth of tariffs announced on October 2, with a 25% tax heaped on exports from the EU on everything from French wine to Italian salami. This is all in retaliation for subsidies allegedly given to Airbus in a dispute that goes back 15 years. The list of affected products subject to additional import duties of 10% specifies: "New airplanes and other aircraft (other than military airplanes or other military aircraft) of an unladen weight exceeding 30,000kg."

The move came after the US was given authorisation from the World Trade Organisation (WTO), which has the authority globally to set rulings on trade disputes, the Guardian newspaper reported. The EU has responded that it now has no choice but to retaliate itself. In spring 2020, the WTO is preparing to rule on what tariffs the EU can impose due to US state aid given to Boeing Implemented by the Trump administration, the case nevertheless goes back to 2004 when the US alleged that Airbus illegally received loans on preferential terms and billions of euros in grants from EU countries for the development of the A380 and the A350.

The WTO gave a mixed verdict in 2010 and years of appeals followed. Airbus has argued that tariffs on aircraft will bring further insecurity to airlines and to the wider global economy and urged a negotiated settlement. "Airbus will continue working with its US partners, customers, and suppliers to address all potential consequences of such tariffs that would be a barrier against free trade and would have a negative impact on not only the US airlines but also US jobs, suppliers, and air travellers," said Guillaume Faury, the manufacturer's chief executive. "Airbus is therefore hopeful that the US and the EU will agree to find a negotiated solution before creating serious damage to the aviation industry as well as to trade relations and the global economy." Delta Air Lines has around 170 Airbus aircraft on order, the cost of which could increase. "Aircraft are significant purchases requiring long lead times for production - often years in advance," the carrier said in a statement. "Imposing tariffs on aircraft that US companies have already committed to will inflict serious harm on US airlines, the millions of Americans they employ, and the travelling public." According to the newspaper Le Monde, Airbus has already proved it has abandoned most of the subsidies that have been denounced by the US. Only 6% of its production, mainly the A350 and A380, still benefit, and Airbus has announced it will stop production of the latter in 2021.

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CREDITS Aircraft Illustrated, Airliner New, LBA-EGNM Facebook page, and all their contributors, Yorkshire Post, Telegraph and Argus, TTG, Pete Smith, Steve "ASU" Snowden.

Coney Park....

1 st September	G-LAVA	AIRBUS EC135/P3	RIPON/NIGHT STOP
2 nd September	G-LAVA	AIRBUS EC135/P3	CONY PARK/RIPON
2 nd September	M-IKEY	AIRBUS AS365N3	ELSTREE/DURHAM
5 th September	G-XXEB	SIKORSKY S-76C	ODIHAM/BALDERDALE
6 th September	G-OALI	AS355F1 ECUREUIL-2	LEYBURN/DENHAM
10 th September	G-OFLY	AS355N ECUREUIL-2	PENRITH/SYWELL
12 th September	G-SENS	EUROCOPTER EC135-T2	BOLTON ABBEY/OXFORD
13 th September	G-SPRI	AUGUSTA A109E POWER	LONDON/GLENEAGLES
14 th September	G-ZIPE	AUGUSTA A109E POWER ELITE	BICESTER/TEESIDE
14 th September	G-IPGL	AW109SP GRAND NEW	BATTERSEA/NEWCASTLE
14 th September	G-SPRI	AUGUSTA A109E POWER	GLENEAGLES/LONDON
15 th September	G-LEXS	AUGUSTA A109E POWER	ST ANDREWS/ELSTREE
16 th September	G-GETU	LEONARDO AW169	STOKE ON TRENT/MIDDLESBORO
17 th September	G-OHMS	AS355F1 TWIN SQUIRREL	DENHAM/WELLESBOURNE
19 th September	G-MFLT	AS365N3 DAUPHIN	BIRMINGHAM/BIRMINGHAM
23 rd September	G-IPGL	AW109SP GRAND NEW	WHITBY/LISKARD
28 th September	G-CMRA	EUROCOPTER AS355N- ECUREUIL-2	BIKE RACE-TV CAMERA SHIP
28 th September	G-GBTV	EUROCOPTER AS355N- ECUREUIL-2	BIKE RACE-TV CAMERA SHIP



G-GBTV AS355 Cheshire Helicopters Ian Gratton

September 2019

Commercial

- 1st G-TUIH Boeing 787-800 TUI +7th
- 1st TF-AMA Boeing 747-400 Air Atlanta Icelandic/Astral Aviation (F) Departed
- 1st TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 1st C-GFEH Boeing 737-800 Sunwing/TUI
- 3rd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 5th HA-LTI Airbus A-321 Wizz Air (FV)
- 6th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 8th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 10th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 13th TF-AMA Boeing 747-400 Air Atlanta Icelandic/Astral Aviation (F)



TF-AMA Boeing 747-400 Astral Aviation 13/09

- 13th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 13th 9H-AHA Boeing 737-500 Air X. Football related Charter from Bournemouth (FV)
- 14th OE-IBO Boeing 737-400 ASL Airlines. Racehorses from Shannon (6) for St Leger (FV)



OE-IBO Boeing 737-400 ASL Airlines 14/09

14th HA-LVF Airbus A-321-Neo. Wizz Air. The first Neo at D.S.A. (FV)



HA-LVF Airbus A-321-Neo. Wizz Air 14/09

- 14th G-TUII Boeing 787-800 TUI +21st
- 15th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 16th C-GNCH Boeing 737-800 Sunwing/TUI
- 17th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F) Dep.18th
- 20th TF-AMA Boeing 747-400 Air Atlanta Icelandic/Astral Aviation (F)
- 22nd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 24th VQ-BGZ Boeing 747-800 Air Bridge Cargo (F) (FV)
- 24th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 27th N546JN McDonnell Douglas MD11 Western Global Airlines (F)
- 27th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F) Dep.28th
- 28th G-TUIE Boeing 787-800 TUI
- 29th TF-AMA Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 30th G-CLAB Boeing 747-800 CargoLogicAir (F)

Bizz Jets & Bizz Props

- 4th N700EL Socata TBM-700B (FV)
- 8th SP-ZSZ BD-100-1A10 Challenger 300 (FV)
- 13th D-IMPG Beech C-90GTx King Air (FV)



D-IMPG Beech C-90GTx King Air 13/09

- 14th D-IHUB CitationJet 525 CJ2 (FV)
- 17th OY-TWO Pilatus PC-24 Blackbird Aviation. Built 2019. First visit of type (FV)
- 19th 9H-VJF BD-700 Global Express
- 20th OO-LET Beech 200 Super King Air
- 21st HA-JEV Cessna 650 Citation 3. In & out in the early hours (FV)
- 21st F-GPXR SA-226 Merlin 3 Here before as PH-PIX ? D.23rd & Return +other dates (FV)
- 22nd 9H-NBB BD-700 Global Express +24th (FV)
- 23rd D-IHKW CitationJet 525 CJ1+ (FV)
- 24th C-GJCB Gulfstream V (FV)
- 27th D-CJMK Textron Aviation Inc. Citation 560XLS+ (FV)
- 27th G-SWRD Boeing 737-300 (Corporate)

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

- 14th G-HMEC Robinson R-22 Helimech (FV)
- 12th G-IPGL Agusta AW-109SP Grand New (FV)
- 25th G-PICU Leonardo spa Agusta AW-169 Children's Air Ambulance. 2 visits
- 25th G-YOAA Eurocopter EC-145 Yorkshire Air Ambulance (T)
- 27th G-FDHS Leonardo spa AW-109SP Grand New
- 30th G-NLSE Aerospatiale AS-355F2 Ecureuil 2
- 30th G-MFLT Eurocopter AS-365N3 Dauphin 2

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

- 2nd G-POLX Vulcanair SpA P-68C N.P.A.S. +other dates
- 2nd G-POLZ Vulcanair SpA P-68C N.P.A.S. +other dates
- 2nd N64VB Beech 58 (FV)
- 5th G-XCIT Alpi Pioneer 300 Dep. 13th

Military

- 1st ZJ213 Westland/MDD WAH-64 Apache AH.1 Army Air Corps. (FV)
- 1st ZJ218 Westland/MDD WAH-64 Apache AH.1 Army Air Corps. (FV)
- 1st ZJ225 Westland/MDD WAH-64 Apache AH.1 Army Air Corps. All three arrived soon after each other & later all departed together.
- 5th ZG998 Britten Norman BN-2T-4S Defender AL.1
- 9th 69 Embraer 121 Xingu French Air Force
- 10th ZM319 Grob Prefect T1 (FV)
- 12th 69 Embraer 121 Xingu French Air Force
- 15th PM631 Supermarine Spitfire (Flypast) (FV)
- 16th 81 Embraer 121 Xingu French Air Force
- 19th 85 Embraer 121 Xingu French Air Force
- 20th ZM303 Grob Prefect T1 Came in as an In-flight Emergency Dep 23rd
- 23rd 86 Embraer 121 Xingu French Air Force
- 23rd ZH104 Boeing E-3D Sentry (T)
- 26th 082 Embraer 121 Xingu French Air Force
- 26th ZH003 Britten Norman BN-2T-4S Defender AL.2
- 27th ZF448 Tucano (T)

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

<u>Credits</u>	Sandtoft Airfield Manager Mike Butler, Anthony Stevens, Michael Hanks and the 4 Engineering guys
<u>General</u>	The airfield hosted the 14/09 1940s day and fly-in which was well attended Next event scheduled on 30/11 is the Christmas market and fly-in
<u>Arrivals</u>	G-ATLM F.172G f/n 30/09
<u>Departures</u>	None

Aircraft awaiting and on maintenance f/n first noted, l/n last noted

G-ATLM F.172G f/n 30/09
 G-BCRR AA-5B from LBIA f/n 31/07 l/n 30/09
 G-ECGC F.172N from Fenland f/n 30/09
 N20UK M20F from Fenland f/n 29/03 l/n 30/09 now awaiting pickup

Resident aircraft seen were G-BGTF PA-44, G-BHZU J3C-65, G-BIFB PA-28 (on rebuild in main hangar), G-BOMP PA-28, G-BSYV 150M, G-BYJL Pulsar, G-CGYX Rotorsport UK Cavalon, G-MLXP Europa XS, G-WLGC PA-28, N131MP PA-31P (to be G-BWDE on rebuild), N337UK F.337G (on rebuild in main hangar), N2136E PA-28R (on rebuild in main hangar)

Movements

1.09 G-BUIJ PA-28 f Peterlee t Gamston, G-BZBF 172M circuits f/t RHADS
 2.09 G-OCOV R.22 f/t Widmerpool
 3.09 G-BNKE 172N f/t Tattenhill
 4.09 G-BSER PA-28 f Sherburn t Brighton
 7.09 G-BSPE F.172P f/t Cark
 8.09 G-EGLL PA-28 f/t Wycombe Air Park, G-DANB Sherwood Ranger f/t Rufforth
 10.09 G-BUJ T.67M f/t Full Sutton, G-PHYZ Jabiru J430 f Sherburn t 1/2 Penny Green, G-BBKA F.150L circuits f/t RHADS
 12.09 G-RVCH RV-8A f Sherburn t Wickenby
 13.09 G-RMAV Ikarus C42 FB80 f Beverley t Brighton, G-MCJL Pegasus Quantum f/t Beverley, G-BSKA 150M circuits f/t RHADS, G-BJZN T.67A f/t Brighton
 14.09 G-MASH WB 47G f/t Brighton, G-BFPF F.172K f Ganston t Sturgate, G-RVRA PA-28 f/t Bournemouth, G-EDGI PA-28 f/t Kemble, G-OJWS PA-28 f/t Brighton, PH-PME TB-10 f/t Seppe, G-CIPO Ikarus C42 FB80 f/t Otherton, G-CEBP EV-97 f/t Pound Green, G-BDRD FRA150M f/t Beverley, G-POPY Skyranger f/t Otherton, , G-GORV RV-8 f/t Woodvale, G-CDNO Gazelle AH.1 f/t Brighton, G-GVSL EV-97 f/t Hawks View, G-EZZY EV-97A f/t Hawks View, G-EFSD Eurofox f/t Hawks View, G-CFMI Skyranger f Huddersfield t Brighton, G-CTSS DA 40NG f Huddersfield t Brighton, G-FOKX Eurofox f Crosland Moor t Kirton in Lindsey
 16.09 G-BSER PA-28 f/t Brighton
 17.03 G-RBRI R44 f Oaklands Hotel t 1/2 Penny Green, G-BJBW PA-28 f/t Nottingham, G-CBXS Skyranger f Sherburn t Ince
 19.09 G-BSKA 150M circuits f/t RHADS, G-BBKA F.150L circuits f/t RHADS
 20.09 G-CDWR Quik f/t Carlton Moor
 23.09 G-GOES R.44 f/t Leicester
 26.09 G-BBKA F.150L circuits f/t RHADS
 27.09 G-BBKA F.150L circuits f/t RHADS
 28.09 G-KASW Calidus f Sturgate t Headon
 30.09 G-CTCL TB.10 f/t Nottingham, G-BHRC PA-28 f/t Nottingham, G-NESH R.44 f/t Leicester

Credits	Eastern Air Executive Ltd (EAE)
General	Another busy month.
Arrivals	None
Departures	None

Aircraft awaiting and on maintenance were f/n first noted, l/n last noted

G-BTMR 172M from Beverley f/n 25/09 departed back 27/09
 G-RAMS PA-32R from Gamston f/n 06/09
 N808CA PA-32R from Sandtoft f/n 11/08 l/n 30/09
 N10522 PA-46-350P Mirage from Sandtoft f/n 11/08 l/n 31/08

Wrecks & Relics noted during the month

Still Parked up outside and next to the old fire station is G-CCZA MS.894A, impounded since 2014, for sale as spares only l/n 30/09.

Resident private owned aircraft of the Sturgate Flying Club seen during the month

G-OPAZ/AZ Pazmany PL-2

Resident EAE aircraft seen

G-AZTS F.172L, G-BBHF PA-23, N200RE Beech E90

Movements

2.09 G-DISO D.150 f/t Yedingham, G-TEWS PA-28-140 f/t Beverley, G-GOES R.44 f/t Leicester, G-BKCE F.172P f/t Leicester, G-CFTZ EV-97 f/t Hawksview by Stretton
 3.09 G-AKVM 120 f/t Wickenby, G-CEBF EV-97A f/t Forwood Farm
 4.09 N60GM C421C f/t Gamston
 6.09 G-HARN PA-28 f/t Sherburn
 16.09 N4728N 182Q f/t Gamston, G-BTAL F.152 f/t Shobdon, G-BZGT Jabiru SPL-450 f/t Nottingham
 17.09 G-CDPZ CT2K f/t Popham
 18.09 G-RADI PA-28 f/t Nottingham, G-FOKX Eurofox f Darlton t Kirton in Lindsey, G-AXNS B.121 f Skegness t Gamston
 19.09 N60GM C421C f/t Gamston, G-BFGG FRA.150M f Gamston t Fenland, G-STUZ M108 f/t Banbury, G-CKZF Quik GTR f/t Helpringham, G-BFGG FRA.150M f Fenland t Gamston
 20.09 G-BOJZ PA-28 f/t Teesside International Airport, G-BIOK F.152 f/t Gamston, G-CEBF EV-97A f Breighton t Forwood Farm, G-BFGG FRA.150M f Gamston t Skegness
 21.09 G-BIOK F.152 f/t Gamston, G-DDAY PA-28RT f Derby t Sherburn, G-BSWL T.61F f/t Kirton in Lindsey, G-BZGT Jabiru SPL-450 f/t Nottingham, G-CEBF EV-97A f/t Forwood Farm, G-AJJS 120 f/t Wickenby, G-BIOK F.152 f/t Gamston, G-BIZR TB9 f/t Bournemouth
 22.09 G-CIEF Eurofox f/t Darlton, G-AZHH SA.1025 f/t Full Sutton
 25.09 G-BTMR 172M f Beverley for maintenance
 27.09 G-BIDH 152 f/t Beverley brought pilot for G-BTMR, G-BTMR 172M t Beverley after maintenance
 30.09 G-AWOT F.150H ft Eshott, G-TSGJ PA-28 f/t Teesside International Airport, G-AFGM J4A f Sandscroft Farm t Willow Farm, G-ARHZ D.62 f Sandscroft Farm t Willow Farm

Resident Lincoln Aero Club aircraft seen

(G-BROR)"/"329594" J-3C-65, G-FARY Quickie Tri-Q, G-RIVE D.153

Collated by Alan Sinfield

Glossary

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

- 01/09 N978PW Falcon 900EX EASy arrived 25/08 t Morristown,NJ, LX-ONE Learjet 45XR n/s t Monastir Ducair, G-ZVIP Beech 200 Super King Air f Stavanger t Exeter Capital Air Ambulance, EC-LGV Falcon 2000LX f Barcelona n/s Gestair, F-GGVG SA226T Merlin IIIB f/t Paris Le Bourget Airlec Air Espace, LX-JFQ Pilatus PC-12 f Orleans n/s Jetfly, CS-DRY BAe 125 800XPi f Nice n/s Netjets Europe, I-AVND Learjet 45 f Milan Malpensa n/s Avionord, I-FORZ Challenger 350 f Milan Malpensa n/s Sirio, F-HEGA Embraer 505 Phenom 300 f Paris Le Bourget n/s ADM Aviation, OE-FRM Ce510 Citation Mustang f Farnborough n/s GlobeAir, N359ST Pilatus PC12/47E f Ostend t Bagby
- 02/09 CS-DRY BAe 125 800XPi n/s t Avignon NetJets Europe, G-KOKO Cirrus SR-22T f/t Oxford Kidlington, OE-FRM Ce510 Citation Mustang n/s t Jersey GlobeAir, CS-PHA Embraer 505 Phenom 300 f Exeter t Paris Le Bourget NetJets Europe, LX-FPF Ce525B Citation CJ3+ f/t Brussels Flying Group Luxembourg, EC-LGV Falcon 2000LX n/s t Barcelona Gestair
- 03/09 OE-FGK Ce525 Citation CJ1 f Florence n/s Salzburg Jet Aviation, OE-FOE Ce510 Citation Mustang f Edinburgh t Farnborough GlobeAir, G-CIEL Ce560 Citation XLS f Exeter t Luton London Executive Avn, LX-JFQ Pilatus PC-12 arrived 01/09 t Orleans Jetfly, F-HEGA Embraer 505 Phenom 300 arrived 01/09 t Paris Le Bourget ADM Aviation, M-NTOS Ce525C Citation CJ4 f Amsterdam n/s, I-AVND Learjet 45 arrived 01/09 t Milan Malpensa Avionord
- 04/09 N703CX Ce700 Citation Longitude f Inverness n/s, G-UJET Learjet 45 f Corfu t Exeter Patriot Aviation, LX-JFC Piltaus PC-12 f Farnborough t Biggin Hill KLM Cityhopper
- 05/09 OO-SCT Ce525C CitationJet CJ4 f/t Kortrijk-Wevelgem Luxaviation Belgium, D-IJET Piaggio P.180 Avanti f Paris Le Bourget t Nice AirGO Flugservice, G-DSKY Diamond DA-42 Twin Star f Doncaster c/t Aeros, G-OSRB Boeing 727-2S2FRE f Doncaster c/t 2Excel Aviation OSRL, OY-JJB Dornier 328-310JET f Billund n/s Sun-Air of Scandinavia, M-NTOS Ce525C CitationJet CJ4 arrived 03/09 t Lugano, I-FORZ Challenger 350 arrived 01/09 t Milan Malpensa Sirio, OE-FGK Ce525 CitationJet CJ1 arrived 03/09 t Florence Salzburg Jet Aviation, G-RSXP Ce560 Citation XLS f Luton n/s Catreus, G-RYFF Agusta A109S Grand f Carlisle t Biggin Hill Castle Air, G-LCPX EC155 B1 Eurocopter f Metro Heliport London n/s Charterstyle Ltd



D-IJET Piaggio P.180 Avanti 05/09

- 06/09 OH-RBX Ce560XL Citation Excel f Helsinki n/s River Aviation, G-RSXP Ce560XL Citation XLS n/s t Farnborough Catreus, G-LCPX EC155 B1 Eurocopter n/s t Private site Charterstyle Ltd, G-ATOR PA28-140 Cherokee f/t Elstree, G-PHAB Cirrus SR-22 f/t Fairoaks, D-CSCE EMB-505 Phenom 300 f Frankfurt n/s LuxAviation Germany
- 07/09 N703CX Ce700 Citation Longitude arrived 04/09 t Bangor, M-GFGC Piaggio P180 Avanti II f Birmingham t Oxford, G-LITO Agusta A109 S Grand f Biggin Hill t Pvt site Carlisle Castle Air Ltd, OH-RBX Ce560XL Citation Excel n/s t Helsinki River Aviation, G-VIVE AW.109 SP Grand New f Private site t Edinburgh Oxford Helicopter Services, G-RSXP Ce560XL Citation XLS f Biggin Hill t Luton Catreus, OY-JJB Dornier 328-310JET arrived 05/09 t Billund Sun-Air of Scandinavia
- 08/09 D-CSCE EMB-505 Phenom 300 arrived 07/09 t Frankfurt LuxAviation Germany, N121RS BD700 Global Express f Farnborough n/s, G-PHAB Cirrus SR-22 f/t Fairoaks, OE-FCO Ce510 Citation Mustang f Farnborough n/s GlobeAir, LX-JFE Pilatus PC-12 f Denham n/s Jetfly Aviation, N450EE Gulfstream G450 f Chicago Du Page n/s
- 09/09 N500RW Socata TBM-850 f Antwerp n/s Flying Group Belgium, LX-JFE Pilatus PC-12 n/s t Farnborough Jetfly Aviation
- 10/09 OE-FCO Ce510 Citation Mustang arrived 08/09 t Guernsey GlobeAir, G-DSKY Diamond DA-42 Twin Star f Doncaster c/t Aeros Global, OE-FNP Ce510 Citation Mustang f Groningen t Farnborough GlobeAir, G-OFZY Twin Squirrel AS.355 N f/t Private site Atlas Helicopters Ltd, N121RS BD700 Global Express arrived 08/09 t Orlando, Melbourne, N500RW Socata TBM-850 n/s t Antwerp Flying Group Belgium
- 11/09 G-DSKY Diamond DA-42 Twin Star f Doncaster c/t Aeros Global, G-MUZZ Agusta AW109SP GrandNew f/t Private Site Saxonair, G-RVND Piper PA-38 Tomahawk f Bagby n/s Flying Fox Aviation, 9H-ZAZ Boeing 737-436 f Inverness t Milan Bergamo Air Horizont for AlbaStar, G-BXLY Piper PA28 Warrior II f Newcastle t/g NE Aviation Academy



9H-ZAZ Boeing 737-436 Horizont for AlbaStar 11/09

- 12/09 G-SNJS Ce560XL Citation XLS+ f Jersey n/s Gama Aviation, OE-GBD IAI Astra 1125 SPX f Athens n/s Tyrol Air Ambulance, LX-JFF Pilatus PC-12 f Denham n/s Jetfly Aviation
- 13/09 G-JMCL Boeing 737-322SF f Birmingham t Shannon West Atlantic UK, OE-GBD IAI Astra 1125 SPX n/s t Innsbruck Tyrol Air Ambulance, G-RVND Piper PA-38 Tomahawk arrived 11/09 t Bagby Flying Fox Aviation, LX-JFF Pilatus PC-12 n/s t Bournemouth Jetfly Aviation, D-ITEM Piper PA-31T2 Cheyenne IIXL f/t Strausberg Aerotours, D-CTRI Learjet 35A f Bergerac t Cologne Bonn Air Alliance Express, F-HFCN Embreair ERJ-145MP f Farnborough t Lille Valljet, M-JJTL Pilatus PC-12 f/t Denham Jet Exchange, N450EE Gulfstream G450 arrived 08/09 t Bangor, ME, D-CSOS Learjet 45 f Hahn t Cologne Bonn Jetcall, G-SNJS Ce560XL Citation XLS+ n/s t Jersey Gama Aviation
- 14/09 LX-JFZ Pilatus PC-12 f Oxford t Denham Jetfly Aviation, G-OARU Piper PA-28R

- Cherokee Arrow III f Blackbushe n/s Hardman Aviation, G-IPGL Agusta AW109SP Grand New f Private site n/s IPGL Helicopters
- 15/09 G-OPOT Agusta A109S Grand f Biggin Hill t Private site Corporate (Castle Air), G-OARU Piper PA-28R Cherokee Arrow III n/s t Blackbushe Hardman Aviation, D-COBI Ce560 Citation XLS f Nuremberg n/s HTM Jet Services, G-MLAP Agusta-Westland AW-169 f Private site n/s Starspeed Ltd, OE-FZD Ce510 Mustang f Farnborough t Manchester GlobeAir, LX-PFF Ce525B CitationJet CJ3+ f Liège t Paris Le Bourget Flying Group Luxembourg, EC-JYT BD604 Challenger f Madrid Barajas n/s TAG Aviation Spain, G-LCPX EC-155B1 Eurocopter f Private site Bd Castle n/s Starspeed Ltd
- 16/09 N188B Hawker 850XP f/t Stansted, G-IPGL Agusta AW109SP Grand New arrived 14/09 t Private site IPGL Helicopters, G-BAEO Cessna 172 Skyhawk f Sherburn in Elmet t Humberside Sherburn Engineering Ltd
- 17/09 G-XXEB Sikorsky S-76C f/t Private Site, LX-PFF Ce525B Citation CJ3 f Farnborough t Brussels Flying Group Luxembourg, G-LCPX EC-155B1 Eurocopter arrived 15/09 t Private Site Starspeed Ltd, G-MLAP Agusta-Westland AW-169 arrived 15/09 t Private Site Starspeed Ltd, OE-FCO Ce510 Citation Mustang f Luton t Farnborough Globe Air, EC-JYT BD604 Challenger arrived 15/09 t Madrid Barajas TAG Aviation Spain, D-COBI Ce560XL Citation XLS arrived 15/09 t Nuremberg HTM Jet Services
- 18/09 9H-AMW Boeing 737-4Q8 f Milan Bergamo t Humberside Air Horizont for AlbaStar, D-CCCA Learjet 35A f Las Palmas n/s Jet Executive Management
- 19/09 G-FXAR Nextant 400XT f Leeds Bradford t Ibiza Flexjet (Flairjet), G-TULI EMB-550 Legacy 500 f Bristol t Nice Centreline, D-CCCA Learjet 35A n/s t Nuremberg Jet Executive Management, G-SNJS Ce560XL Citation XLS+ f/t Jersey Gama Aviation, G-NIKE Piper PA-28 Archer II f Norwich t Sherburn in Elmet MET Aviation Ltd, G-BXLY Piper PA-28 Cherokee Warrior f Newcastle c/t North East Flight Academy
- 20/09 D-ATOP EMB-135BJ Legacy 650E f Klagenfurt t Lappeenranta Finland Air Hamburg Executive, LX-PCC Pilatus PC24 f Geneva n/s JetFly Aviation, G-LCPX Eurocopter EC155 f Private site n/s Charterstyle Ltd
- 21/09 G-IWFC AW109SP Grand New f/t Private site Private site, G-SNJS Ce560XL Citation XLS+ f Doncaster Sheffield t Jersey Gama Aviation, G-BWLF Cessna 404 Titan f/t East Midlands RVL Aviation, G-CBTT PA28-181 Archer II f Denham n/s, G-MAJU BAe Jetstream 41 f/t Biggin Hill Flybe (Eastern Airways), G-LCPX Eurocopter EC155 n/s t Private site Charterstyle Ltd
- 22/09 G-CBTT PA28-181 Archer II n/s t Denham, CS-DXG Ce560 Citation XLS f Geneva n/s Netjets for EJME, LX-PCC Pilatus PC24 arrived 20/09 t Farnborough Jetfly Aviation, I-TOPD Beech 400A Beechjet f Milan Malpensa n/s Sirio, PH-JWL Falocn 2000LXS f St Nazaire n/s Cartier Europe, G-IWFC AW.109 SP Grand New f/t Private site GB Helicopters Ltd , G-LCPX EC155 B1 Eurocopter f Private site n/s Starspeed helicopters
- 23/09 CS-DXG arrived 22/09 t Biggin Hill Netjets for EJME, G-BVIK Maule MT-7-180 f Dundee t Private Site Graveley Flying Group, G-OPOT Agusta A109S f/t Private Site Castle Air, G-TULI Embraer Legacy 500 f Nice t Bristol Centreline Aviation
- 24/09 PH-JWL Falcon 2000LXS arrived 22/09 t Le BourgetCartier Europem CS-DXL Ce560 Citation Excel XLS f/t London City Netjets Europe, I-TOPD Beech 400A Beechjet arrived 22/09 t Milan Malpensa Sirio
- 25/09 G-PICU Agusta Westland AW169 f/t Private Site Specialist Air Services, G-PCOP Beech 200 King Air f Fairoaks t Glasgow Gama Aviation, F-HMED BAe 125 1000B f Paris Le Bourget t Hawarden Airlec Air Espace, N79CN Piaggio P180 Avanti f Farnborough n/s, CS-PHI EMB505 Phenom 300 f Luton t Nice Netjets Europe



G-PICU Agusta Westland AW169 25/09

- 26/09 G-LAVA Airbus EC135 P3 f/t Private Site ATS Aero, G-CMTO Ce525 Citation M2 f Norwich t Biggin Hill Zepiair LLP, D-ISAG Raytheon 390 Premier 1A f Biggin Hill t Berlin Schonefeld Globeair, G-LCPX EC155 B1 Eurocopter arrived 22/09 t Private Site Starspeed helicopters, G-LAUD Cessna 208 Caravan f/t Loch Lomond Loch Lomond Sea Planes, 9H-OWL Bombardier 605 Challenger f Madrid Barajas n/s Comlux Malta, N79CN Piaggio P180 Avanti n/s t Sion, OE-FZB Ce510 Citation Mustang f Farnborough t Humberside Globeair, G-UJET Learjet 45 f Palma De Mallorca n/s Patriot Aviation
- 27/09 N810TD ERJ-135BJ Legacy 650 f Farnborough n/s, G-UJET Learjet 45 n/s t Exeter Patriot Aviation, G-LAVA Airbus EC135 P3 f/t Private Site ATS Aero, D-IGST Raytheon 390 Premier 1A f/t Berlin Schonefeld, G-RASA Diamond DA-42 Twin Star f Doncaster c/t Aeros, D-IATE Cessna F406 Caravan II f Monchengladbach t Hannover Air Taxi Europe, VQ-BIJ Falcon 2000LX f Farnborough n/s, 9H-OWL Bombardier 605 Challenger n/s t Madrid Barajas Comlux Malta
- 28/09 G-JLIN Piper PA-28 Cadet f ? c/t JH Sandham Aviation, EC-MRR Falcon 2000LX f/t Madrid Barajas Gestair, G-CJJS Piper PA-28 Warrior f/t Carlisle, OE-FZD Ce510 Mustang f Doncaster t Farnborough GlobeAir, VQ-BIJ Falcon 2000LX n/s t Luton
- 29/09 N810TD ERJ-135BJ Legacy 650 arrived 27/09 t Farnborough, G-KARE Pilatus PC-12 f Belfast International t Fair Oaks Flexifly Aircraft Hire, G-LCPX Eurocopter EC155 f Private site n/s Charterstyle (Starspeed), G-MCGE Sikorsky S-92A f Private site t Humberside HM Coastguard (Bristow)
- 30/09 F-HGPG Ce525 CitationJet CJ1 f/t Paris Le Bourget La Boule Aviation, PH-CGC Dornier 228-212 f Amsterdam t Inverness Netherlands Coast Guard, G-LAUD Cessna 208A Caravan Amphibian f/t Private site Laudale Estate LLP



PH-CGC Dornier 228-212 30/09

September 2019

September was a good month for first visits and some rarities. The RAF brought in Tutors, Prefect, Phenom, BAe 146 & a lone Hawk. We were graced with 17 Netjets with two first visits. Also another reasonable number of German visitors (11) Once the residents and regulars are removed, there was a whopping 313 movements versus 259 last month.. Top O & D's this month were different again in Farnborough and Biggin Hill. A few more new airports as in St. Augustine, Marche (Ita) Santander and Mykonos. Of interest was the Maltese Robinson R66, the arrival of a Mexican Gulfstream and a new aircraft type in a Cessna 400 Corvalis (This aircraft was the Cessna competitor to the Cirrus Sr22 but did not sell well and production ended in 2018),

Times are in local and first visits are underlined if I can identify them as such.

I've reverted back to the original formatting this time, awaiting feedback regarding last month's experiment.

Sunday 1st September

Gulfstream 650 **VQ-BMZ** dep 01:19 to Amman, Gulfstream V **N628BD** arr 10:26 fr Stansted dep 14:46 to Teterboro, Socata TB-10 Tobago **G-TBIO** dep 11:48 to Swansea, Agusta A109E Power **G-ZIPE** arr 13:43 dep 14:06 to Gamston, Gulfstream V **XA-MPS** arr 14:05 fr EDI until 3rd, Agusta A109S Grand **G-OPOT** arr 14:14 dep 14:22, Falcon 7X **N19NE** dep 14:17 to Eindhoven, Agusta A109S Grand **G-REXC** arr 16:50 n/stop (you can buy this for just £1.65M !), Cessna 510 Mustang **OE-FCB** dep 16:59 to Liverpool, Falcon 2000EX **CS-DFK** arr 17:08 fr Bern n/stop, Cessna 680 Sovereign **OK-UGJ** arr 19:00 fr Sion n/stop, Piper PA-28RT T.Arrow **G-TKHE** arr 20:31 fr North Weald n/stop.



XA-MPS Gulfstream V 03/09 Stewart Robertshaw



N19FE Falcon FA7X & XA-MPS Gulfstream V 01/09 Mike Storey

Monday 2nd September

Cessna 525A CJ2 **OO-KOR** arr 09:16 fr Wevelgem dep 11:11 to Kemble, Falcon 2000EX **CS-DFK** dep 09:31 to Liege, Piper PA-28-161 Warrior **G-BNOH** arr 10:00 fr Sherburn until 7th, Cessna 510 Mustang **G-XAVB** arr 10:42 fr Jersey ret at 11:21, Cessna 680 Sovereign **OK-UGJ** dep 11:05 to Antwerp, Cessna 525A CJ2 **D-IAKN** arr 12:29 fr Dortmund n/stop, Grob G115 Tutor **G-BYWZ** f/t Wittering (13:07/15:12), Agusta A109S Grand **G-REXC** dep 16:01, Learjet 45 **M-ABEU** f/t Stansted (19:24/20:29).

Tuesday 3rd September

Cessna 525A CJ2 **D-IBBS** arr 10:08 fr Dortmund ret at 15:48, Piper Pa-28RT T.Arrow **G-TKHE** dep 10:23, Piper Pa-28-201T Dakota **G-BOKA** dep 10:58 to Fair Oaks, Socata TB-20 Trinidad **G-SCIP** arr 11:52 fr Haverfordwest ret at 14:41, Cessna 550 Bravo **G-SPRE** arr 11:54 fr Bologna dep 12:33 to La Rochelle, Bell 505 Jetranger X **G-CLCP** arr 12:42 dep 16:14, Gulfstream V **XA-MPS** dep 12:56 to Santander, Beechjet 400 **N719EL** arr 14:43 fr Nice dep 15:06 to EMA, Falcon 2000EX **CS-DLG** arr 15:55 fr Stuttgart n/stop, Beech 200 Super Kingair **G-FLYK** arr 18:50 fr Exeter n/stop.

Wednesday 4th September

Falcon 2000ex **CS-DLG** dep 08:38 to Nice, Robinson R66 Turbine Marine **9H-SDW** (csn 0864) arr 10:57 dep 11:34 to Prestwick, Phenom 100 **ZM337** ILS approach at 11:00 c/s CWL31, Beech 200 S.Kingair G-FLYK dep 15:08 to Newcastle, Cessna 525B CJ3 **D-CHIP** arr 16:30 fr Hamburg until 6th, Beechjet 400 SP-TAT arr 16:50 fr Manchester n/stop, Cessna 560 Excel **OE-GGG** arr 18:42 fr Salzburg n/stop.



G-BYWH Grob G115 Tutor 05/09 Rod Hudson

Thursday 5th September

Cessna 560 Excel **OO-VMF** arr 07:47 fr Antwerp ret at 14:25, Cessna 172S Skyhawk **G-MRPT** arr 12:07 fr Bagby ret at 14:10, Grob G115 Tutor **G-BYWH** f/t Wittering (12:46/14:55), Cirrus SR22 **N222ED** f/t Sherburn (13:15/15:00), Bae 146 CC3 **ZE707** arr 15:24 fr London City dep 19:22 to Aberdeen ret at , Agusta A109A **N64EA** arr 16:49, dep 17:37 arr back at 17:57, Cessna 560 Excel **CS-DXR** arr 19:06 fr Dublin n/stop,



OO-VMF Cessna 560 Excel 05/089 Rod Hudson

Friday 6th September

Cessna 560 Excel **CS-DXR** dep 10:16 to Dublin, Piper PA-46-350P Malibu **N394SE**, arr 11:19 dep 16:06, Beechjet 400 **SP-TAT** dep 12:03 to Malpensa, Socata TBM950 **F-GKJG** (csn 1281) arr 12:47 fr Biggin Hill ret at 14:52, Cessna 421C Golden Eagle **G-TREC** arr 12:55 fr EMA until 27th, Cessna 560 Excel **OE-GGG** dep 17:50 to Salzburg, Cessna 525B CJ3 **D-CHIP** dep 17:55 to Hamburg.

Saturday 7th September

Piper PA28-161 Warrior **G-BNOH** dep 08:20 to Sherburn, Cessna560 Excel **G-CXLS** f/t Jersey (09:14/18:01), Hawker 400XP **G-SKBD** arr 09:28 fr Cardiff ret 17:53, Canadair CL605 **9H-VFA** arr 10:01 fr Madrid dep 11:22 to Biggin Hill ret fr BH at 21:33 n.stop, Cessna 680 Latitude **F-HATV** arr 10:29 fr Firenze dep 11:49 to La Mole, Piper PA28-181 Archer **G-BSVB** arr 11:13 fr North Weald ret at 14:43. R/C F406 Caravan **G-RVLY** arr 16:25 fr Glasgow until ?,

Sunday 8th September

Canadair Cl605 **9H-VFA** dep 10:02 to EDI, Legacy 500 **G-TULI** arr 10:33 fr Bristol dep 12:11 to Palma, Bell 505 J/R X **G-JRXV** arr 10:44 fr Rochester dep 11.14 to Cumbernauld ret at 16:39 n/stop, Beech 200 S.Kingair **G-WVIP** arr 21:46 fr Alicante n/stop,

Monday 9th September

Beech 200 S.Kingair **G-WVIP** dep 10:35 to Exeter arr back 21:34 fr Marseille & dep 23:22 to Exeter, Beechjet 400 **SP-TAT** arr 14:12 fr Malpensa dep 15:26 to Blackpool,

Tuesday 10th September

Cessna 560 Excel **CS-DXK** arr 08:21 fr Le Bourget dep 10:16 to Newquay, bell 505 J/R X **G-CLCP** arr 09:40 fr Sherburn ret at 16:03, Grob G120TP Prefect **ZM303** arr 11:41 and dep 13:42 to Cranwell, Grob G120TP Prefect **ZM304** f/t Cranwell (11:49/14:03), Grob G120TP Prefect **ZM300** f/t Cranwell (11:55/14:09), Rockwell Commander RC114B **2-LAND** arr 12:32 fr Guernsey n/stop, Piper PA-28RT T.Arrow **G-TKHE** arr 14:50 fr North Weald n/stop, Beech 200 S.Kingair **F-GJFE** arr 16:08 fr Newcastle n/stop, Legacy 500 **G-TULI** arr 19:31 fr Palma dep

19:51 to Bristol,

Wednesday 11th September

Piper Pa28RT T.Arraw **G-TKHE** dep 09:43 to Newcastle, Beech 200 S.Kingair **F-GJFE** dep 10:08 to Birmingham, Cessna 550 Citation II **CS-DVZ** arr 12:12 fr Manchester dep 13:47 to Faro, Diamond DA-42 Twin Star **G-FFMV** arr 13:06 fr Teesside until ?,

Thursday 12th September

AC114B **G-OECM** arr 07:52 fr Carlisle ret 11:44, learjet 40 **M-DMBP** arr 09:10 fr Dublin ret at 15:29, RC114B **2-LAND** dep 11:34 TO Guernsey, Phenom 300 **CS-PHJ** arr 14:15 fr Torino n/stop, Legacy 600 **G-XPTV** arr 16:55 fr Biggin Hill n/stop,

Friday 13th September

Phenom 300 **CS-PHJ** dep 07:44 to Cannes, Gulfstream 650 **N682GD** arr 08:12 fr Teterboro dep 09:11 to Birmingham, Legacy 600 **G-XPTV** dep 09:42 to Le Bourget arr back 19:59 & dep 20:44 to Biggin Hill, Diamond DA-42 Twin Star **G-FFMV** dep 09:56 to Bournemouth, Piper PA-46 500TP Malibu **2-DITO** arr 10:02 fr Cardiff ret at 17:03, Piper Pa-28-181 Archer **G-KIKI** f/t Elstree (12;10/16:02), Gulfstream 450 **N1963N** arr 13:12 fr Dalaman dep 14:08 to Liverpool, Bell 505 J/R X **G-JRXV** dep 13:38 to Cumbernauld, Hawker 400 XP **GSKBD** arr 13:49 fr Hamburg dep 14:15 to Luton, Bae 146 CC2 **ZE701** arr 14:37 fr RAF Benson ret at 16:47, Cessna 525 CJ1 **G-KION** arr 15:11 fr Newcastle n/stop, Cessna 680 Sovereign **EC-MLV** arr 17:49 fr Newquay n/stop, Cessna 177 Cardinal **G-ZION** arr 18@01 fr Stapleford Tawney n/stop, WAH 64 Apache **ZJ220** & **ZJ225** ILS approach at 20:35 fr RAF Northolt and then again at 21:30 from RAF Leuchars,



2_DITO Piper PA-46 500TP Malibu 13/09 Ian Gratton



N1963N Gulfstream 450 N1963N 13/09 Ian Gratton

Saturday 14th September

Piper Pa-28 161 Warrior **G-BSVG** f/t Booker (11:19/13:22), Falcon 2000EX **CS-DFF** arr 15:03 fr Mykonos dep 16:16 to Farnborough, Cirrus SR20 **N781CD** arr 17:45 fr Gamston dep ?,

Sunday 15th September

Cessna 177 Cardinal **G-ZION** dep 09:39 to Elmsett. Learjet 60 **D-COMO** arr 14:05 fr Copenhagen dep 15:12 to Ibiza, Cessna 680 Sovereign **EC-MLV** dep 15:42 to Southampton, Cessna 525A CJ2 **G-SONE** arr 16:33 fr Guernsey n/stop.

Monday 16th September

Cessna 525A CJ2 **G-SONE** dep 07:35 to Madrid ret at 18:05 and dep 18:33 to Bristol, Cirrus SR20 **N781CD** arr 08:28 fr Church Fenton, Cessna 560 Excel **CS-DXP** arr 10:29 fr Cannes dep 11:23 to Biggin Hill, Bae Hawk T1 **XX191** ILS approach *2 at 11:05 fr Leeming, Cessna 510 Mustang **G-KLNW** arr 11:18 fr Jersey until 18th, Bell 505 J/R X **G-JRXV** arr 11:35 fr Barton dep 14:12, Premier 1A **D-IEMO** arr 12:56 fr Palma n/stop, Learjet 45 **LX-LAR** arr 17:47 fr Fuerteventura n/stop,



EC-MLV Citation 16/09 Craig Ryder

Tuesday 17th September

Falcon 2000EX **CS-DLD** arr 08:17 fr Farnborough dep 10:07 to Exeter, Premier 1A **D-IEMO** dep 09:13 to Farnborough, Learjet 45 **LX-LAR** dep 09:31 to Keflavik, Learjet 45 **D-CSOS** arr 13:47 fr Napoli dep 16:31 to Hahn, Cessna 152 **G-BTGX** arr 13:56 fr Stapleford dep 15:15 to Barton, Piper Pa-28RT T.Arrow **G-TKHE** f/t North Weald (14:01/17:18),

Wednesday 18th September

Cessna 525 CJ1 **G-KION** dep 08:14 to Staverton, Cirrus SR20 **N369AL** arr 08:50 dep 15:53, Beechjet 400 **G-FXAR** arr 14:23 fr Venice n/stop, Cessna 750 X **OE-HUB** arr 14:30 fr Ibiza dep 18:12 to Palma. Cessna 510 Mustang **G-KLNW** dep 16:07 to Jersey, Beech 200 S.Kingair **G-ZVIP** arr 17:52 fr Berlin n/stop,

Thursday 19th September

Beechjet 400 **G-FXAR** dep 08:16 to Teesside, Diamond DA42 Twin Star **G-DJET** arr 09:02 fr Gamston dep 10:03 & ret at 13:51 dep again at 14:43 ret at 16:26 & dep 17:11 to Gamston, Beech 200 S.Kingair **G-ZVIP** dep 09:30 to Exeter, Cessna 680 Sovereign **CS-LTC** arr 12:27 fr Glasgow dep 13:49 t Bern, Piper PA-28RT T.Arrow **G-TKHE** dep 12:55 to Cumbernauld, Reims/Cessna F406 Caravan II **G-TDSA** arr 16:10 fr Farnborough n/stop. Beechjet 400 **SP-TTA** arr 19:50 fr Aberdeen n/stop.

Friday 20th September.

R/C F406 Caravan II **G-TDSA** dep 05:42 ret at 08:52 dep again 10:55, Phenom 300 **G-KRBN** arr 08:21 fr Bristol n.stop, Cirrus Sr20 **N781CD** dep 08:25 to Church Fenton, Beechjet 400 **SP-TTA** dep 09:35 to Palma, Hawker 4000 **LX- LOE** arr 10:16 fr Antwerp dep 15:12 to Lugano, Cessna 182T Skylane **G-MPLA** arr 10:52 fr Bournemouth ret at 15:42, Cessna 510 Mustang **G-XAVB** arr 11:57 fr Jersey n/stop, Learjet 35A **D-CTIL** arr 14:17 fr Bergerac dep 16:12 to Birmingham, Cessna 560 Excel **CS-DXX** arr 18:23 fr Nice. n/stop

Saturday 21st September

Phenom 300 **G-KRBN** dep 08:44 to EDI, Cessna 150 **G-KOVU** arr 12:19 fr Newcastle dep 13:18, Cessna 510 Mustang **G-XAVB** dep 13:16 to Jersey, Cessna 560 Excel **CS-DXX** dep 13:45 to Carlisle, Cessna 680 Sovereign **CS-LTL** arr 17:29 fr Guernsey dep 10:07 to Nice,

Sunday 22nd September

Learjet 31A **D-CGGG** arr 14:25 fr Alicante dep 17:28 to Hahn, Learjet 45 **M-ABEU** f/t Stansted (15:09/17:10), Beechjet 400 **G-FXAR** arr 17:21 fr Faro n/stop,

Monday 23rd September

Beechjet 400 **OK-BEE** arr 09:07 fr IOM ret at 09:52, Falcon 2000EX **CS-DLL** arr 09:09 fr Le Bourget dep 10:11 to Palma, Beechjet 400 **G-FXAR** dep 09:12 to Dublin, Cessna 525A CJ2 **D-IBJJ** arr 09:30 fr Le Bourget dep 10:04 to Limoges, Cirrus SR20 **N203CD** arr 11:26 fr Liverpool ret at 14:33, Cessna 172S Skyhawk **G-MRPT** arr 12:22 fr Bagby ret at 14:08, Cessna 510 Mustang **OE-FAT** arr 13:23 fr Avignon dep 14:18 to Prestwick, Cessna 680 Latitude **CS-LTJ** arr 14:46 fr Bern dep 16:25 to Farnborough, Aerospatiale AS365 **EI-PRO** arr 21:36 n.stop

Tuesday 24th September

Cessna 525 CJ1 **M-OLLY** arr 11:11 fr Friedrichshafen n/stop, Legacy 650 **T7-IVM** arr 12:37 fr Trieste n/stop

Wednesday 25th September

Cessna 525A CJ2 **OO-KOR** arr 09:14 fr Wevelgem ret at 18:16, Pilatus PC XII **G-OMSL** arr 11:03 fr Belfast City dep 12:59 to Fair Oaks, Piaggio P180 Avanti **9H-SKI** arr 11:51 fr

Farnborough n/stop, Legacy 650 **T7-IVM** dep 14:14 to Vnukovo, Cessna 525A CJ2 **G-SONE** arr 18:11 fr Palma n/sop. Pilatus PC XII **OO-PCN** arr 21:31 fr Denham n.stop



T7-IVM Legacy 650 25/09 Ian Gratton



OO-KOR Cessna 525A CJ2 25/09 Ian Gratton

Thursday 26th September

Cessna 525A CJ2 **D-IBJJ** arr 08:20 fr Manchester dep 09:31 to Amsterdam, Cessna 525 CJ1 **T7-ACA** arr 09:51 fr Marche (Ita) ret at 18:33, Pilatus PC XII **OO-PCN** dep 10:26 to Stuttgart, Piaggio P180 Avanti **9H-SKI** dep 12:27 to Farnborough, Cessna 525A **G-SONE** dep 12:32 to IOM ret at 14:27 and dep 15:31 to Biggin Hill, Phenom 100 **ZM327** ILS approach at 14:00 c/s CWL41, Cessna 560 Excel **CS-DXR** arr 14:15 fr Farnborough dep 16:08 to Cannes, Aerospatiale AS365 **EI-PRO** dep 17:44 to Belfast City, Cessna 525 CJ1 **M-OLLY** dep 17:54 to Friedrichshafen,

Friday 27th September

Cirrus SR22 **N220AD** arr 09:03 fr Sherburn ret at 13:11, Cessna 421C Golden Eagle **G-TREC** dep 10:54 to Cranfield, Falcon 7X **C-GLXC** arr 14:57 fr Heathrow until ?, Phenom 100 **ZM333** ILS approach at 15:09 c/s CWL30, Boeing BBJ **T7-MAK** arr 16:02 fr Vnukovo dep 17:34 to ST. Augustine, Cessna 510 Mustang **2-MSTG** arr 16:05 fr Guernsey dep 16:29 to Shoreham, Beech 200 S.Kingair **G-ZVIP** arr 16:23 fr Inverness dep 18:34 to Exeter, Cirrus SR22 **N220AD** arr 18:12 fr Biggin Hill, Global Express **CS-RBN** arr 18:54 fr Palma dep 2:-06 to Nice.



2-MSTG Cessna 510 Mustang 27/09 Rod Hudson

Saturday 28th September

Challenger 350 **CS-CHA** arr 15:41 fr Nice n/stop, Beech 200 S.Kingair **G-CIFE** arr 17:12 fr Doncaster dep 18:28 to Southampton. Cessna 560 Excel **D-CEFO** arr 20:30 fr Luton dep 21:57 to Ibiza.

Sunday 29th September

Challenger 350 **CS-CHA** dep 09:38 to Dundee, Global 6000 **9H-AMZ** arr 09:56 fr Farnborough ret at 18:15, Beechjet 400 **SP-ATT** arr 15:30 fr Faro n/stop, Cessna 400 Corvalis **OK-MIC** (csn 41710) arr 17:55 fr Antwerp dep 18:43 to Prague, Falcon 2000EX **CS-DLM** arr 19:12 fr Luton n/stop, Cessna 680 Latitude **CS-LTC** arr 19:53 fr Cannes n/stop.

Monday 30th September

Cessna 560 Excel **D-CFLY** arr 08:43 fr Amsterdam dep 09:43 to Monchengladbach, Beechjet 400 **SP-ATT** dep 09:10 to Southend, Falcon 2000EX **CS-DLM** dep 09:13 to EMA, Cessna 680 Latitude **CS-LTC** dep 09:23 to Le Bourget, Challenger 605 **9H-VFI** arr 09:26 fr Luton dep 10:44 to Santiago, Challenger 350 **9H-VCJ** arr 11:06 fr Nice dep 13:03 to Athens, Piper PA-28 201T T.Dakota **G-BOKA** arr 14:50 fr Fair Oaks, Phenom 300 **CS-PHM** arr 15:12 fr Biggin Hill dep 16:15 to Glasgow, Cessna 560 Excel **CS-DXP** arr 18:32 fr EMA n/stop

LBA Airline movements... Andy Coverdale

September 2019

Aurigny(AUR/GR, "Ayline")

The company operates a service from Guernsey using ATR aircraft.

Guernsey(664/665, "66V/66W", Tue/Thu/Sat):-3/9 G-VZON, 5/9 G-VZON, 7/9 G-LERE, 10/9 G-COBO, 12/9 G-COBO, 14/9 G-COBO, 17/9 G-VZON, 19/9 G-HUET, 21/9 G-LERE, 24/9 G-HUET, 26/9 G-LERE, 28/9 G-LERE.

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

This company operates weekly Saturday charter flight using A320 aircraft through the Summer.

Bourgas "5569/5570" :-7/9 LZ-BHL, 14/9 LZ-BHG, 21/9 LZ-BHI.

British Airways(SHT/BA, "Shuttle")

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

Heathrow(1340/1341, "1340/21Z"):-1/9 G-EUOG, 2/9 G-EUPS, 3/9 G-EUPE, 4/9 G-EUPS, 5/9 G-EUOE, 6/9 G-EUPP, 7/9 G-EUPE, 8/9 G-EUPE, 11/9 G-EUOF, 12/9 G-EUPR, 13/9 G-EUPS, 14/9 G-EUPB, 15/9 G-EUPP, 16/9 G-EUPU, 17/9 G-EUPE, 18/9 G-EUPD, 19/9 G-EUPT, 20/9 G-EUPK, 21/9 G-EUPG, 22/9 G-EUPU, 23/9 G-EUPH, 24/9 G-EUOB, 25/9 G-EUPL, 26/9 G-EUPP, 28/9 G-EUOI, 29/9 G-EUOF, 30/9 G-EUPF.

Heathrow(1344/1345, "20C/21X"):-2/9 G-EUOA, 5/9 G-EUPZ, 6/9 G-EUOF, 12/9 G-EUPC, 13/9 G-EUPB, 16/9 G-EUPW, 19/9 G-EUPZ, 20/9 G-EUOA, 23/9 G-EUPO, 26/9 G-EUPC, 27/9 G-EUPC, 30/9 G-EUPD.

Eastern Airways(EZE/T3, "Eastflight")



G-MAJB Jetstream Eastern Airways 13/09 Ian Gratton

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

One diagram wef July 2018 uses four digit Flybe flight numbers, with a 1 aircraft requirement, although frequent aircraft swaps take place, and certain legs are not always operated. Mon-Fri normally two return flights operate but sometimes three, with none on Saturday and one on Sunday (but this can vary).

1/9 G-MAJU(66Y/67Y), 2/9 G-MAJU(60Y/61Y/66Y/67Y), 3/9 G-MAJU(60Y/61Y/66Y/67Y), 4/9 G-MAJU(60Y/61Y/66Y/67Y), 5/9 G-MAJU(66Y/67Y), 6/9 G-MAJZ(60Y/61Y/66Y/67Y), 8/9 G-

MAJB(66Y/67Y), 9/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 10/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 11/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 12/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 13/9 G-MAJB(60Y/61Y/66Y/67Y), 15/9 G-MAJB(66Y/67Y), 16/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 17/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 18/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 19/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 20/9 G-MAJB(60Y/61Y/66Y/67Y), 22/9 G-MAJB(66Y/67Y), 23/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 24/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 25/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 26/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 27/9 G-MAJB(60Y/61Y/66Y/67Y), 30/9 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y).

Other flights:-6/9 G-MAJZ(053P/052P) positioned in from/out to Humberside, G-MAJU(051P) positioned out to Anglesey, 8/9 G-MAJB(071P) positioned in from Humberside.

Flybe(BEE/BE, "Jersey")

Flybe use Dash-8-400Q (and occasional E195) aircraft to operate flights from and to **Belfast City, Cornwall & Dusseldorf**. More frequent use also being seen of Eastern Airways aircraft E170s. Summer months see a weekly flight from/to Innsbruck using E175 aircraft. Occasional appearance of BAe146 D-AMGL which has been leased over the summer.

Belfast City(729/730, "729/2VG"):-2/9 G-PRPH, 3/9 G-FLBE, 7/9 G-FLBE, 9/9 G-PRPI, 10/9 G-JEDR, 14/9 G-PRPM, 16/9 G-JEDV, 17/9 G-JEDM, 21/9 G-PRPN, 23/9 G-ECOH, 24/9 G-ECOB, 28/9 G-PRPD, 30/9 G-PRPE.

Belfast City(731/732, "3PV/4WL"):-1/9 G-PRPH(3PV), 2/9 G-PRPH, 3/9 G-FLBE, 4/9 G-PRPI, 5/9 G-FLBC, 6/9 G-ECOE, 7/9 G-JEDU, 8/9 G-FLBE(3PV), 9/9 G-PRPI, 10/9 G-JEDR, 11/9 G-FLBE, 12/9 G-JEDV, 13/9 G-PRPB, 14/9 G-JEDR, 15/9 G-JECL(3PV), 16/9 G-JEDV, 17/9 G-JEDM, 18/9 G-PRPM, 19/9 G-JEDM, 20/9 G-JEDM, 21/9 G-JEDP, 22/9 G-PRPL(3PV), 23/9 G-ECOH, 24/9 G-ECOB, 25/9 G-PRPB, 26/9 G-PRPE, 27/9 G-JEDW, 28/9 G-JEDR, 29/9 G-ECOH(3PV), 30/9 G-PRPE.

Belfast City(733/734, "9PU/9GH"):-1/9 G-PRPH(9GH), 2/9 G-PRPH, 3/9 G-FLBE, 4/9 G-ECOE, 5/9 G-ECOE, 6/9 G-FLBE, 8/9 G-FLBE(9GH), 9/9 G-PRPI, 10/9 G-JECN, 11/9 G-PRPM, 12/9 G-PRPI, 13/9 G-PRPI, 15/9 G-JECL(9GH), 16/9 G-JEDP, 17/9 G-JEDM, 19/9 G-PRPE, 20/9 G-JECX, 22/9 G-PRPL(9GH), 23/9 G-ECOH, 24/9 G-PRPE, 26/9 G-PRPI, 27/9 G-PRPD, 29/9 G-ECOH(9GH), 30/9 G-PRPE.

Belfast City(735/736, "4AN/5PT"):-1/9 G-JEDU, 4/9 G-ECOE, 5/9 G-ECOE, 6/9 G-FLBE, 8/9 G-PRPB, 11/9 G-PRPB, 12/9 G-PRPI, 13/9 G-PRPI, 15/9 G-PRPN, 18/9 G-PRPE, 19/9 G-PRPE, 20/9 G-JECX, 22/9 G-JEDR, 25/9 G-PRPI, 26/9 G-PRPI, 27/9 G-PRPD, 29/9 G-ECOH.

Belfast City(737/738, "4CF/2AR"):-1/9 G-JEDU, 2/9 G-PRPH, 3/9 G-FLBE, 4/9 G-ECOE, 5/9 G-ECOE, 6/9 G-FLBE, 8/9 G-PRPB, 9/9 G-PRPI, 10/9 G-JECN, 11/9 G-JEDR(2AR), 12/9 G-PRPI, 13/9 G-PRPI, 15/9 G-PRPN, 16/9 G-JEDP, 17/9 G-JEDM, 18/9 G-PRPE, 19/9 G-PRPE, 20/9 G-JECX, 22/9 G-JEDR, 23/9 G-ECOH, 24/9 G-PRPE, 25/9 G-PRPI, 26/9 G-PRPI, 27/9 G-PRPD, 29/9 G-ECOH, 30/9 G-PRPE.

Cornwall/St Mawgan(753 or 755/754, "7ED or 5RH/8AD"):-1/9 G-PRPH, 3/9 G-JEDR, 6/9 G-JECX, 8/9 G-FLBE, 10/9 G-JECL, 13/9 G-JECM, 15/9 G-JECL, 17/9 G-ECOO, 20/9 G-ECOE, 22/9 G-PRPL, 27/9 G-JECM, 29/9 G-ECOH.

Dusseldorf(1494/1495, "8MP/1GV"):-1/9 G-FLBC, 2/9 G-PRPN, 3/9 G-FLBC, 4/9 G-ECOT(8MP), 5/9 G-ECOT, 6/9 G-PRPJ, 8/9 G-JECY, 9/9 G-JEDT, 10/9 G-PRPG, 11/9 G-JEDT, 12/9 G-PRPG, 13/9 G-ECOO, 15/9 G-ECOO, 16/9 G-ECOO, 17/9 G-PRPH, 18/9 G-JEDW, 19/9 G-JECM, 20/9 G-PRPH, 22/9 G-PRPH, 23/9 G-PRPM, 24/9 G-JEDW, 25/9 G-PRPM, 26/9 G-JEDW, 27/9 G-PRPO, 29/9 G-JECL, 30/9 G-JECL.

Innsbruck(9225/9226, "5UC/4RF"):-7/9 G-FBJK, 14/9 G-FBJK, 21/9 G-FBJK.

Other flights:-5/9 G-ECOT(41P) positioned out to Dusseldorf, 11/9 G-JEDR(042P) positioned in from Glasgow.

Jet2(EXS/LS, "Channex")

Charter flights plus positioning flights will be detailed in this section:-2/9 G-LSAI(043A) positioned out to Manchester, 3/9 G-GSFB(032E) positioned out to Belfast, G-GDFT(033E) positioned in from Belfast, 6/9 G-CELE(050B) test flight, G-GDFP(039R) positioned in from Manchester, 12/9 G-JZHD(031E) positioned out to Manchester, 15/9 G-LSAB(042A/047A) positioned out to/in from Birmingham, G-DRTH(041A) position in from Manchester, G-JZHF(051B) test flight, 16/9 G-JZHF(059B) positioned out to Manchester, G-GDFS(031E) positioned in from Manchester, 17/9 G-GDFM(030E) positioned in from Belfast, 18/9 G-DRTH(031E) positioned out to Manchester, G-GDFM(032E) positioned out to Belfast, 20/9 G-GDFO(049A) positioned out to Rome, G-GDFO(048A) positioned in from Newcastle, 21/9 G-GDFN(050B) test flight, 22/9 G-GDFN(050B/010P) test flight then positioned to Newcastle, G-GDFM(059B) test flight, 23/9 G-LSAC(071W) positioned in from Manchester, G-LSAI(072W) positioned in from East Midlands, G-LSAB(073W) positioned in from Newcastle, G-GDFN(041A) positioned in from Newcastle, G-GDFZ(031E) positioned in from Manchester, 24/9 G-JZHV(032E) positioned in from Edinburgh, 25/9 G-JZHV(032E) positioned out to Edinburgh, 26/9 G-LSAB(021C/024C) positioned out to Zakynthos/in from Newcastle, G-DRTH(041A) positioned in from Manchester, 27/9 G-DRTH(044A) positioned out to Manchester, 28/9 G-GDFY(032E) positioned out to Manchester, G-LSAJ(049A) positioned in from Manchester, 29/9 G-GDFB(060J) positioned out to East Midlands, 30/9 G-GDFG(031F) test flight to Dublin, G-LSAJ(034F) positioned out to Lasham.

Jet2 are to lease a based SmartLynx A320 for the Summer, although will change regularly:-

ES-SAP 1/9 (251/252/247/248), 2/9 (251/044A positioned in from Faro), 3/9 (297/298/355/356), 4/9 (271/272/461/462), 5/9 (251/252/265/266), 6/9 (271/272/265/266), 7/9 (229/230/247/248), 8/9 (251/252/265/266), 9/9 (251/252/265/266), 10/9 (297/298/355/356), 11/9 (271/272/197/198), 12/9 (251/252/265/266), 13/9 (271/272/265/266), 14/9 (229/230/247/248), 15/9 (439/440/247/248), 16/9 (375/376/259/260), 17/9 (297/298/355/356), 18/9 (271/272/197/198), 19/9 (251/252), 20/9 (271/272/265/266), 21/9 (229/230/247/248), 22/9 (439/440/247/248), 24/9 (297/298/355/356), 30/9 (185/186).



G-DRTH Boeing 737-8BK Jet2holidays 27/09 Rod Hudson

KLM(KLM/KL, "KLM")

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

Amsterdam(1541/1542, "1541/1542):-1/9 PH-EZH, 2/9 PH-EXD(1542), 3/9 PH-EZT, 4/9 PH-EXB, 5/9 PH-EZY, 6/9 PH-EZI, 7/9 PH-EZW, 8/9 PH-EXU, 9/9 PH-EXD, 10/9 PH-EZC, 11/9 PH-EXF, 12/9 PH-EXA, 13/9 PH-EZP, 14/9 PH-EXY, 15/9 PH-EXK, 16/9 PH-EZE, 17/9 PH-EZP, 18/9 PH-EZX, 19/9 PH-EXB, 20/9 PH-EZO, 21/9 PH-EZB, 22/9 PH-EXH, 23/9 PH-EZW, 24/9 PH-EZD, 25/9 PH-EZZ, 26/9 PH-EZH, 27/9 PH-EXV, 28/9 PH-EZW, 29/9 PH-EZO, 30/9 PH-EZK.

Amsterdam(1549/1550, "73E/74F"):-1/9 PH-EZE, 2/9 PH-EZK, 3/9 PH-EXD, 4/9 PH-EXD, 5/9 PH-EZW, 6/9 PH-EZI, 7/9 PH-EXR(73E), 8/9 PH-EXD, 9/9 PH-EZP, 10/9 PH-EZR, 11/9 PH-EZT, 12/9 PH-EZH, 13/9 PH-EZX, 14/9 PH-EXL(73E), 15/9 PH-EZP, 16/9 PH-EZW, 17/9 PH-EXV, 18/9 PH-EXC, 19/9 PH-EXB, 20/9 PH-EZI, 21/9 PH-EXG(73E), 22/9 PH-EZC, 23/9 PH-EXY, 24/9 PH-EXA, 25/9 PH-EZY, 26/9 PH-EZI, 27/9 PH-EZD, 28/9 PH-EXU(73E), 29/9 PH-EZM, 30/9 PH-EZU.

Amsterdam(1551/1540, "69W/78E", aircraft night stops):-1/9 PH-EZY, 2/9 PH-EZK, 3/9 PH-EXY, 4/9 PH-EXA, 5/9 PH-EZO, 6/9 PH-EXA, 8/9 PH-EXR(78E) PH-EXB, 9/9 PH-EZL, 10/9 PH-EZU, 11/9 PH-EXY, 12/9 PH-EZW, 13/9 PH-EZW, 15/9 PH-EXL(78E) PH-EXC, 16/9 PH-EZZ, 17/9 PH-EXE, 18/9 PH-EZF, 19/9 PH-EZY, 20/9 PH-EZX, 22/9 PH-EXG(78E) PH-EXY, 23/9 PH-EZS, 24/9 PH-EXY, 25/9 PH-EZI, 26/9 PH-EZW, 27/9 PH-EZX, 29/9 PH-EXU(78E) PH-EZX, 30/9 PH-EZA.

Nouvelair(LBT/BJ, "Nouvelair")

Nouvelair operate a Saturday flight from/to Enfidha, using A320 aircraft.

Enfidha(8226/8227, "8226/8227"):-3/9 TS-INH, 10/9 TS-INQ, 17/9 TS-INU, 24/9 TS-INQ.

Ryanair(RYR/FR, "Ryanair")

Ryanair will base 3 aircraft operating routes to:- **Alicante**(9079/9078, "92CC/9RX" – Mon/Tue/Thu/Sat/Sun); **Bratislava**(5041/5042, "5041/12UX" –Mon/Fri), **Chania**(2476/2477, "4FR/2477", -Tue/Sat), **Corfu**(2496/2497, "22DL/2497", -Wed), **Dublin**(153/152, "153/47KV" – Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Dublin**(157/156, "9PH/5BZ", -Sat/Sun), **Faro**(2503/2504, "13LP/25VA" –Sat); **Fuerteventura**(1584/1585, "66VK/37TT" –Mon/Fri); **Gdansk**(1503/1504, "9LJ/29KH" –Wed/Thu); **Ibiza**(2487/2487, "4AT/1RW", -Thu/Sun), **Krakow**(2332/2333, "4DQ/7XZ" –Tue/Thu/Sat); **Limoges**(2328/2329, "1GA/17ET", -Thu/Sun), **Malaga**(2446/2447, "3PF/8P" –Tue/Wed/Thu/Fri/Sat/Sun); (2781/2480, "2781/4ZZ", -Tue), **Murcia**(2322/2323, "872M/2323" –Mon/Fri), **Palma**(2326/2327, "8UR/1JU", -Mon/Tue/Wed/Thu/Fri/Sat/Sun), **Riga**(2482/2483, "2QP/2483", -Wed/Sun); **Tenerife**(2492/2493, "5UR/3GC" –Mon/Wed); **Vilnius**(5043/5044, "339N/83LB", - Fri).

Based aircraft:- EI-EFN(1/9-6/9), EI-EKL(1/9-2/9), EI-ESY(1/9-6/9), EI-EML(2/9-15/9), EI-EFH(6/9-9/9), EI-EKI(6/9-17/9), EI-DYA(9/9-11/9), EI-DPC(11/9-16/9), EI-EBX(15/9-17/9), EI-DYC(16/9-30/9), EI-GJI(17/9-30/9), EI-EKR(17/9-30/9).

Flights operated by non-based aircraft:-

Alicante(9078/9079, "9RX/92CC", - Wed/Fri):-4/9 EI-DYW, 6/9 EI-DYW, 11/9 EI-DPK, 13/9 EI-DPK, 18/9 EI-FTR, 20/9 EI-DLF, 25/9 EI-ENI, 27/9 EI-ENH.

Dublin(156/157, "5BZ/9PH", Mon/Tue/Wed/Thu/Fri):-2/9 EI-FOD, 3/9 EI-FEI, 4/9 EI-EVG, 5/9 EI-FRC, 6/9 EI-EKM, 10/9 EI-DAD, 11/9 EI-EKE, 12/9 EI-FIH, 13/9 EI-DLF, 16/9 EI-FOL, 18/9 EI-FRI, 19/9 EI-FOL, 20/9 EI-DAI, 23/9 EI-DAD, 24/9 EI-DAI, 25/9 EI-EVY, 26/9 EI-ESW, 27/9 EI-ENY, 30/9 EI-DHC.

Faro(2504/2503, "25VA/13LP", Mon/Wed/Thu/Fri/Sun):-1/9 EI-DAC, 2/9 EI-EMA, 4/9 EI-FIF, 5/9 EI-FIF, 6/9 EI-GXL, 8/9 EI-FRT, 9/9 EI-DLJ, 11/9 EI-GXL, 12/9 EI-FRV, 13/9 EI-GXL, 15/9 EI-DLJ, 16/9 EI-EKX, 18/9 EI-FTW, 19/9 EI-FIO, 20/9 EI-FTW, 22/9 EI-DLJ, 23/9 EI-GXL, 25/9 EI-EVJ, 26/9 EI-DYM, 29/9 EI-DYY, 30/9 EI-DPG.

Gdansk(1504/1503, “29KH/9LJ”, Tue/Sat):-3/9 SP-RSP, 7/9 SP-RST, 10/9 SP-RST, 14/9 SP-RSB, 17/9 SP-RSC, 21/9 SP-RST, 24/9 SP-RSB, 28/9 SP-RSC.

Girona(2324/2325, “2324/6ZU”, Mon/Fri):-2/9 EI-FOL, 6/9 EI-EKD, 9/9 EI-DPJ, 13/9 EI-DPV, 16/9 EI-FTV, 20/9 EI-GJK, 23/9 EI-DYL, 27/9 EI-DYL, 30/9 EI-DHY.

Gran Canaria(2535/2536, “687L/6KP”, -Sun/Thu):-1/9 EI-GJD, 5/9 EI-EVJ, 8/9 EI-EVM, 12/9 EI-ENE, 15/9 EI-EVT, 19/9 EI-GXM, 22/9 EI-GXM, 26/9 EI-GXM, 29/9 EI-EKV.

Krakow(2333/2332, “7XZ/4DQ”, Sun):-1/9 SP-RSI, 8/9 SP-RSI, 15/9 SP-RSL, 22/9 SP-RSI, 29/9 SP-RSI.

Lanzarote(2047/2048, “91TT/52KA”, -Sat/Tue/Thu):-3/9 EI-EGB(2047) EI-EVE(2048), 5/9 EI-GDH, 7/9 EI-GDH, 10/9 EI-GDD, 12/9 EI-GDD, 14/9 EI-GDD, 17/9 EI-GJN, 19/9 EI-GJN, 21/9 EI-GJN, 24/9 EI-EME, 26/9 EI-EME, 28/9 EI-EME(2047) 29/9 EI-EME(2048).

Malaga(2447/2446, “8P/3PF”, Mon):-2/9 EI-FTG, 9/9 EI-DHW, 16/9 EI-EML, 23/9 EI-DYR, 30/9 EI-DWF.

Malta(2449/2448, “986J/96LQ”, Mon/Fri):-2/9 EI-GJI, 6/9 EI-EBI, 9/9 EI-GJI, 13/9 EI-EMM, 16/9 EI-EMD, 20/9 EI-FTA, 23/9 EI-GJD, 27/9 EI-EVC, 30/9 EI-EVC.

Pisa(2502/2501, “5HL/53FB”, Mon/Fri):-2/9 EI-DPW, 9/9 EI-DWY, 13/9 EI-DWY, 16/9 EI-GJP, 20/9 EI-ESX, 23/9 EI-FOR, 27/9 EI-DWE, 30/9 EI-DPF.

Tenerife(2493/2492, “3GC/5UR”, Sat):-7/9 EI-ESW, 14/9 EI-ENF, 21/9 EI-ENG, 28/9 EI-GDE.

Vilnius(5044/5043, “83LB/3339N”, Mon):-2/9 EI-FOS, 9/9 EI-EVH, 16/9 EI-ENK, 23/9 EI-ENK, 30/9 EI-GXL.

Warsaw(2204/2203, “936R/314N”, Thu/Sun):-1/9 SP-RSW, 5/9 SP-RSW, 8/9 SP-RSW, 12/9 SP-RSW, 15/9 SP-RSW, 19/9 SP-RSQ, 22/9 SP-RSM, 26/9 SP-RSQ, 29/9 SP-RSM.

Wroclaw(4108/4107, “4108/395Z”, -Fri/Sun):-1/9 SP-RST, 5/9 SP-RSU, 8/9 SP-RSE, 12/9 SP-RSP, 15/9 SP-RSV, 19/9 SP-RSL, 22/9 SP-RSC, 26/9 SP-RSR, 29/9 SP-RSS.

Other flights:-3/9 EI-EVE(27P) positioned in from Dublin, EI-EGB(20P) positioned out to Dublin, 17/9 EI-FZL(5UH/237) arrived from Newcastle, operated out to Palma.

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”):-1/9 EI-FSK, 2/9 EI-FMK, 3/9 EI-FCZ, 4/9 EI-FCY, 5/9 EI-FAU, 6/9 EI-FAU, 7/9 EI-FAW, 8/9 EI-FCZ, 9/9 EI-FAU, 10/9 EI-FMK, 11/9 EI-FCZ, 12/9 EI-FAW, 13/9 EI-FMK, 14/9 EI-FCZ, 15/9 EI-FNA, 16/9 EI-FMK, 17/9 EI-FMK, 18/9 EI-FCZ, 19/9 EI-FSK, 20/9 EI-FCY, 21/9 EI-FNA, 22/9 EI-FCY, 23/9 EI-FAX, 24/9 EI-FMK, 25/9 EI-FSK, 26/9 EI-FAX, 27/9 EI-FCY, 28/9 EI-FSK, 29/9 EI-FNA, 30/9 EI-FAX.

Dublin(EIN3394/3395, “STK49L/STK59L”):-1/9 EI-FNA, 2/9 EI-FAW, 3/9 EI-FAW, 4/9 EI-FCZ, 5/9 EI-FCZ, 6/9 EI-FCY, 8/9 EI-FSK, 9/9 EI-FAU, 10/9 EI-FAX, 11/9 EI-FAU, 12/9 EI-FAW, 13/9 EI-FMK, 15/9 EI-FAU, 16/9 EI-FCZ, 17/9 EI-FAX, 18/9 EI-FMK, 19/9 EI-FCZ, 20/9 EI-FCY, 22/9 EI-FCZ, 23/9 EI-FAX, 24/9 EI-FMK, 25/9 EI-FCY, 26/9 EI-FAU, 27/9 EI-FAX, 29/9 EI-FAW, 30/9 EI-FCY.

Thomson Airways(TOM/BY, “Thomson”)

The company operate into Leeds Bradford on “W” diagrams using B737 aircraft, with no aircraft based this Summer.

Corfu (3551 “6HD”/3550 “5CX” -Fri):-6/9 G-TAWV, 13/9 G-FDZR, 20/9 G-FDZT, 27/9 G-TAWM.

Palma (3251 “5GB”/3250 “63H” -Tue):-3/9 G-TAWK, 10/9 G-TAWK, 17/9 G-TAWL, 24/9 G-FDZY.

Palma (3619 “4AT”/3618 “7DC” -Sat):-7/9 G-TAWV, 14/9 G-FDZE, 21/9 G-FDZE, 28/9 G-FDZE.



G-TAWL Boeing 737-8K5 TUI 17/09 Rod Hudson

Other flights

26/9 TUI Belgium OO-JVA(Emb190) operated a charter in from Antwerp, then positioned back to Antwerp (JAF3955/JAF395F), 29/9 TUI Belgium OO-JVA(Emb190) positioned in from Antwerp, then operated charter back to Antwerp (JAF396F/JAF3956).



G-OSRB Boeing 727-252F Overhead LBA Rod Hudson

	Jul-18	Jul-19	% This month	% +/-
Movements				
Total	4,483	4,001		-10.75%
Passengers				
Scheduled	475,749	473,536	98.37%	-0.47%
Charter	25,603	7,845	1.63%	-69.36%
Transit	0	0	0.00%	N/A
TOTAL	501,352	481,381		-3.98%
International	467,334	449,218	93.32%	-3.88%
Domestic	34,018	32,163	6.68%	-5.45%
MOVING ANNUAL TOTAL	4,012,760	4,048,678		0.90%

Another poor month with a reduction in passenger numbers of 3.98%. Again both International and domestic declined this month when compared to July 2018. It's not looking good to be above 4 million passengers for the calendar year 2019

Reference: CAA Statistics website

Produced by Alan Sinfield

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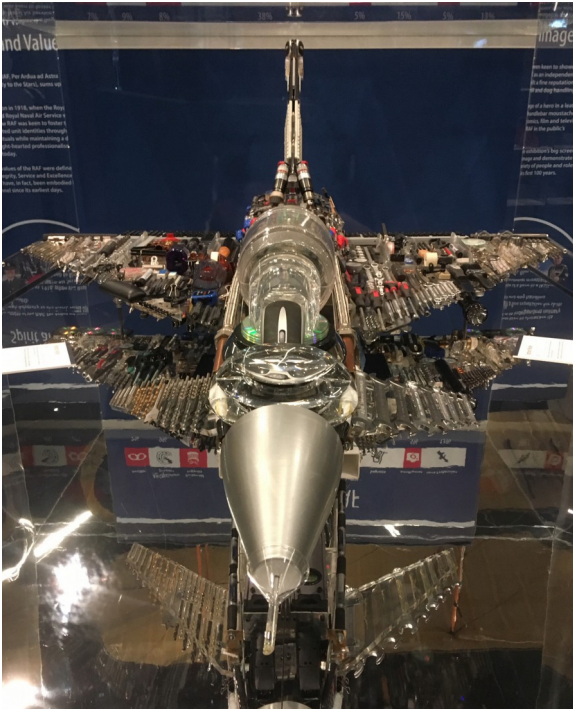
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Code of Conduct Members should not commit any act which would bring the Society into disrepute in any way.

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"Arty" photographic competition...



Paula Denby



Dave Senior