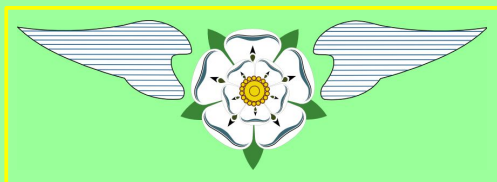


# Air Yorkshire Aviation Society



**Volume 42 Issue 11**

**November 2016**



**G-JZHF**  
**Boeing 737-800**  
**Jet2Holidays**  
**LBA 22 September 2016**  
**Mike Storey**

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

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<b>Code of Conduct</b>	Members should not commit any act which would bring the Society into disrepute in any way.	
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# SOCIETY ANNOUNCEMENTS

**Amsterdam Trip** – The Air Yorkshire day trip to Amsterdam with Jet2.com has been resurrected. The current cost is £90.90 (was initially £83.70) and the date is Monday 22 May 2017. Book a seat yourself and join us...

**Magazine Publishing Date** – Please be aware that the magazine won't always be available for the monthly meeting. We receive the movements from the Airport on the 20<sup>th</sup> of the month at the **earliest**. Howard and Andy then need two weekends to produce their reports before I include them in the magazine itself. Therefore you will see that we are on a very tight schedule if we are to produce it for the meeting date, and this doesn't include delays due to holidays!

**Murgatroyds Fish and Chips Lunch** (Friday 9 December) – Book your place now by contacting Geoff Ward on 0113 270 9980 or [g\\_ward76@hotmail.com](mailto:g_ward76@hotmail.com)

**AYAS Annual Dinner** – This will take place on Friday 7 April 2017 Contact John Dale to book your place 01943 875315 [john@gillianandjohn.plus.com](mailto:john@gillianandjohn.plus.com)

Alan Sinfield

# MEETINGS AT LBA, AIREDALE HOUSE @ 14:30HRS

The meetings are held in “The Media Centre, Airedale House”.  
A downloadable map can be obtained from the Air Yorkshire website

Please note that car parking at the monthly meetings is provided at a discounted rate. Please contact a committee member for details.

## Please park in the **SHORT STAY/Business Car park**

4 December 2016 @ 3pm	Air Yorkshire Xmas Bash – Multiflight Cafe
8 January 2017 @ 2.30pm	Debbie Riley/Peter Hampson Airport Solutions. “Where are we now”. Debbie/Peter will be presenting the usual fast paced presentation featuring different places the team have visited in 2016. 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?”.
5 February 2017 @ 2.30pm	Captain Mike Newall, Thomas Cook Airlines. Mike is one of Air Yorkshire's favourite speakers, who last came to a meeting in March 2010. He will no doubt give us an update on Thomas Cook Airlines current operations, but will also give a brief description of his aviation career. A Q&A session with Mike is always entertaining and very interesting. One not to be missed!
5 March 2017 @ 2.30pm	Rory McLoughlin – Manchester Airport Airfield Operational Manager. Rory will give us a presentation on the £1bn Manchester Airport Transformation Project, how the project is progressing and how it will fundamentally change the airport landscape for the future.
2 April 2017@ 2.30pm	Jonathan Hinkles – Managing Director Loganair Ltd. Jonathan came to Air Yorkshire in 2005 when he was the Commercial Director of Astraheus. He has a wealth of experience in the Airline industry and includes Virgin Atlantic, Zoom, and BA Cityflyer. We are very privileged that Jonathan has agreed to come and give us a presentation which I am sure will be extremely interesting and informative.
7 May 2017@ 2.30pm	Kris Smith – We welcome back Kris Smith, who gave a presentation in 2014 about his career in the RAF and his desire to become a commercial pilot. Kris is now a regular pilot on the Boeing 757 for Jet2.com flying from Leeds/Bradford. Kris will be giving us an insight into his training with Jet2.com and what it is like flying his dream.
4 June 2017	To be arranged
Thurs 6 July 2017 @ 7pm	Tony Hallwood - Commercial and Aviation Development Director, Leeds Bradford Airport. I am delighted to welcome back Tony Hallwood who will be talking about past and future developments at Leeds Bradford Airport
6 August 2017	To be arranged
3 September 2017	To be arranged
1 October 2017 @ 2.30pm	Ken Cothliff – Ken's talk will be an illustrated guide to the history of Leeds Bradford Airport (formerly Yeadon Aerodrome). The Airport actually opened on October 1931 and Ken will cover the development of the airport in terms of both routes and infrastructure from opening through to 2011; the airports 80 <sup>th</sup> anniversary.

## LBA STATISTICS MAY 2016

	May-15	May-16	% This month	% +/-
<b>Movements</b>				
Total	4,177	4,266		2.13%
<b>Passengers</b>				
Scheduled	330,322	332,731	95.43%	0.73%
Charter	16,670	15,897	4.56%	-4.64%
Transit	169	55	0.02%	N/A
TOTAL	347,161	348,683		0.44%
International	309,350	315,910	90.77%	2.12%
Domestic	37,642	32,133	9.23%	-14.64%
MOVING ANNUAL TOTAL	3,353,760	3,492,004		4.12%

The passenger figures this month are effectively the same as May 2015 with just a slight increase in numbers of 0.44%, though international passengers did increase by 2.12% offset by the continuing reduction of domestic passengers (down 14.64%)

Reference: CAA Statistics website

Produced by Alan Sinfield

## STRANDED BY A “CRASH” JIM STANFIELD

A recent “Flight Log” by Keith Manning referred to the demise of Clarksons and Court Line. It reminded me that I was on holiday with that grouping when the “crash” occurred.

Originally we had booked to go on holiday to Cambrils in Spain flying from Newcastle, but Clarksons Holidays cancelled that and we opted, at short notice, for Tossa de Mar from Luton as a replacement. It was obvious that Clarksons were in financial difficulty and we found out just how much as our holiday progressed.

The date was Tuesday 6 August, 1974 and our flight from Luton to Barcelona was to be on a Court Line Lockheed L.1011-385-1 Tri-star 1 Flight Number OU1029 departing at 1500hrs. We were requested to check-in one hour and fifteen minutes before departure. So a leisurely drive south on the M.1 ensured we were there in good time. We parked the car at the Airport for a charge was 30 pence per day.

Court Line had acquired the two Tri-stars the year before and I was looking forward to flying on one. Unfortunately for some inexplicable reason I did not make a note of which one. At the time they operated G-BAAA and G-BAAB. “A” was called “Halcyon Days” and was resplendent in a yellow/gold/orange colour scheme and “B” was called “Halcyon Breeze” and sported a pink/rose/magenta scheme. Court Line painted all their airliners, including the BAC1-11 fleet, in these overall pastel colour schemes and they all had “Halcyon” names. They were very eye-catching at the time and were definitely “edgy”.





## G-BAAA Tristar Court Line Graham Dives [airliners.net](http://airliners.net)

As I recall the seating on the Tri-star was twin aisle with mainly 3-4-3 across the cabin. Some seats were two abreast squeezed into corners of the cabin. There were 400 or so of us in total. The aircraft doors were wide and access was easy at three points in the cabin. I have much of the Court Line/Clarksons paper work from the flight and the holiday. The bar tariff makes interesting reading with some of the prices as follows: a packet of 20 Senior Service cigarettes £0.19, a miniature of whisky £0.20 and Chanel No.5 perfume £3.70 for 1/5 oz.

After an uneventful and smooth flight we arrived in Barcelona in the early evening. After landing and clearing customs we started to realise the extent of Clarksons' problems. They had obviously hugely overbooked during the earlier consolidation and the Clarksons' reps were in earnest conversation with many holiday makers, explaining that they were not going where they thought. We were lucky and arrived at our booked hotel in Tossa, the Hotel Terra Nova, at around 10 p.m. in darkness. I recall having to carry my suitcase the last 50 yards because the road to the Hotel was too narrow for the coach.

Our holiday was proceeding pleasantly, but as each new group arrived over the coming days there were crestfallen faces and angry exchanges. One couple ended up "camping" in Reception for thirty-six hours or so. Clarksons were struggling. Our courier was a young Spaniard called Manolo and he was doing a sterling job keeping the "ship" afloat.

We had been there just over a week when one evening, after a Cruceros boat trip up the coast to Playa d'Aro, we were walking back to the hotel and I decided to buy a British paper. In 1974 there was no satellite TV in the hotel rooms and no internet, so a newspaper was our only source of cricket scores etc. The paper had the continuing lurid headlines about the economic shambles the outgoing government had left after the three-day-week, the continuing oil crisis and the recent election, but to one side was a story about a British tour operator going bust – it was Court Line/Clarksons. I was speechless.

Back at the hotel, Manolo gathered his "flock" together and assured us we would be looked after and we should not worry. We took him at his word and continued to enjoy our holiday and the hospitality of the hotel. Each day we got an update. The unfolding story was that the in-coming Wilson government had decided that all the Clarksons' holiday makers should be brought home at no additional cost to them. A logistical challenge for the government, but it was a great relief to we tourists.

I had one lingering doubt. We had flown out on a wide-bodied Tri-star carrying 400 passengers. Court Line was the first operator of the type in Europe, so who in the UK/Europe had enough spare wide-bodies, at the height of the holiday season, to get 400 holiday makers home in one go?

The last day of an eventful, but delightful holiday, came and we signed a document to say that we had stayed at the hotel for two weeks, but we were not asked for money – well done and thank you Manolo. The coach arrived on time and we headed south to Barcelona Airport, but who was going to

fly us home? The only thought I had was that Freddie Laker had two DC-10s for his grounded transatlantic ambitions and they would be big enough. Many of you will re-call Laker's battle to get cheap air fares to the USA on his "Skytrain". The DC-10s were gathering "dust", awaiting an opportunity at Gatwick and the opportunity arrived in the shape of UK taxpayers, who were going to make him a rich man rescuing stranded taxpayers in the Med.

On arrival at Barcelona Airport there was nothing on the apron remotely big enough to carry the 400 or so passengers from a Court Line Tri-star e.g. EC-BQV Iberia DC-9 and F-BHRT Air-France Caraville. So the doubt remained. We positioned ourselves near the windows watching the comings and goings: British Caledonian and Laker 1-11s, Aviac DC-9s, Dan Air Comet IVs and so on but nothing big enough for us.. Suddenly a Laker DC-10 appeared over the threshold and landed to a relieved cheer from yours truly.



## G-AZZD DC-10 Laker Airways Jim Stanfield

We duly boarded the Laker Skytrain DC-10-10 G-AZZD (Western Belle) and departed ..... in a thunder storm. We were told our destination was Gatwick, the DC-10's base. But we had flown from Luton and my little MG was parked there. No worries, we were on our way back to "Blighty" and Gatwick was a lot closer to Luton than Barcelona; one step at a time. A cup of tea and a slice of fruit cake was served during the flight without charge. Good old Freddie.

We landed at Gatwick as the sun was setting, just relieved to be back in the UK, but our troubles were about to start again. Passport Control was closed as was Customs, they did not appear to be expecting us! So we were held air-side for a period. Time to do a bit of spotting – the other Skytrain DC-10 G-AZZC, G-APFO B707 British Airtours, G-ASJG BAC 1-11 B.Cal, G-AVBW BAC 1-11 Laker, G-AWYU BAC 1-11 British United, G-BAEF Dan Air B.727 and a Beagle 206 G-ATZO.

Eventually a guy appeared pulling on his uniform jacket and then another. We were then very slowly allowed back into the UK. But we had all flown out of Luton, where was the onward transport for the 400 passengers? Large groups of weary and perplexed travellers formed. To add to our woes the buffet/café was closed and apart from Freddie's snack we hadn't eaten since lunch-time.

There were queues for the phone booths (no mobiles in 1974). Taxis were filling and departing. But no onward transport. Time was passing and we still had a long journey ahead of us. Suddenly a guy appeared and stood on a chair to speak to us. He had two coaches that would take 100 or so of us to Luton, first come first served and it will cost you ££ (can't remember, but a significant sum at the time). We pushed our way to the front and gave him cash, while many others remonstrated. No charge at all while we were in Spain, but back in "Blighty" we were a business opportunity ..... even in 1974! After a lengthy wait we left Gatwick and headed north across London. I remember going round Marble Arch with no traffic (!) and on up to Luton Airport on the M.1. It was after midnight and we still had to drive to Leeds. No food and not enough petrol in the car to get us there, so some essential refuelling on two fronts was called for.

We picked up our car and noted a Court Line Tri-star parked on the apron with one or two Court Line 1-11s behind it. I guess they had been impounded. The Tri-star was pink and was therefore G-BAAB, but was it the one which had flown us to Spain fourteen days ago?



**G-BAAB Tristar Court Line John Hamlin Air-Britain**

In the small hours we awoke my brother in his flat in near-by Stevenage and swapped bacon and eggs for the duty-free he had asked for. It had been a long and exciting day, but feeling replete we headed for the nearest all-night petrol station and then started up the M.1 for Leeds. Fatigue was setting in as we headed north. We eventually arrived back in Leeds around 6.30 a.m. The last few miles we were singing to keep ourselves awake. It was going to be an interesting story to tell, but sleep was the priority.

#### **Aftermath**

1. We subsequently discovered that we were two of about 49,000 or so holiday makers stranded by the crash. Many returned with tales of poor treatment in resort, where some hotels had demanded additional payments up-front or expulsion. Manolo had certainly protected us from any of that, despite the fact that he was personally owed thousands of pesetas by Clarksons. One day over a café-con-leche he had explained to me that he wanted us to return to Spain in years to come. He realised that if we were well treated during this "storm" we would do so ..... and we have on many occasions in the subsequent forty years.

2. The government decided that dodgy holiday companies stranding holiday makers would have to stop and forced the holiday industry to clean-up its act, by introducing a larger bond that we now know as ABTA Bonding. So, in more recent years, when tour companies and airlines have crumbled, with British holiday makers stranded abroad, it is the holiday industry that has had to clear-up its own mess ..... and rightly so.

3. The two Court Line Tri-stars were leased and eventually sold to Cathay Pacific as VR-HHV (A) and VR-HHW (B).

4. A couple of years ago we returned to Tossa de Mar for the first time since 1974. We were only there for a few hours, so after a stroll round and a café-con-leche overlooking the beach, we decided to try and find the Hotel Terra Nova. I could remember only vaguely where it was, but while walking to the Correos for some stamps we stumbled upon it. Even in 1974 it was a small hotel, but by 21<sup>st</sup> century standards it would be way too small. So it proved. It was still called Terra Nova, with an unchanged facade, but it was now a block of apartments.

Jim Stanfield

## SUMMER HOLIDAY IN GURNSEY MIKE STOREY

When Aurigny first announced that they were to commence flights to Guernsey from LBA this year I immediately persuaded my wife that this was a great opportunity to visit a beautiful island that we had never been to before. There was also an offer of good value flights to help my case. I then started the search on-line for a suitable cottage on the Island for a weeks stay. We opted for a Saturday flight in September(after the Grand kids were back at School).



**G-OAUR Dornier 228NG Aurigny**

The outbound and return journey was on the ATR 42 - G- HUET which seems to have been the same aircraft used for most of the season. A very pleasant flight taking approx 1-hour 30 mins. A bonus on the flight was the great value duty free spirits which were on offer at 2 x 1-litre bottles for cost of £9.00 each.

On arrival we took a taxi to our holiday cottage which was 50 yards from the beach at Vazon. I had decided not to hire a car but to use the very efficient bus services which run all over the island for the cost of £1.00 for any journey (this includes a full island tour).

Our cottage was situated only a short bus ride to the airport, so on the Thursday I persuaded my wife that she would appreciate a quiet morning to herself at the cottage whilst I hopped on the 7.00 am bus to the Airport for a morning of spotting and photography.



**G-NSEY ERJ190 Aurigny**

The Airport terminal is quite new opened in 2004 and with a great cafe/coffee lounge overlooking the 4,800 feet runway and Aircraft parking areas. I settled down with a coffee in the lounge and spent the next hour logging everything that moved both in and out.



I noticed that over at the other side of the runway on the north side there were several cars parked which should give a better view of the approach and take offs. The walk was approx 20 minutes and easy to find with the bonus of a small fence approx 4ft high, so great for photos.

I spent the rest of the morning at this position and struck up a conversation with 2-off the local spotters who filled me in on all the comings and goings at this delightful Airport. I gave them some of my Air Yorkshire magazines which went down very well and also got me a lift in their car back to the terminal.

As most of you will know the new registration pre-fix for the Channel Islands is now (2) and several of the based light aircraft now carry this as you will see from my log. One bit of interesting info which I learned was that the Multi national company SPEC SAVERS is based next door to the airfield and base their fleet of aircraft in their own private hangar which are currently all(M) registered.



**M-SPEC Beech Kingair 350 Specsavers**

We had a great holiday with lots of sunshine good waking and bird watching I would definitely recommend a visit



**G-RLON BN Trilander Aurigny**

# FLIGHT REPORT - IKARUS C42 KEITH MANNING

Having taken trial flights before, I was keen to compare conventional aircraft, to one of the new generation of microlight designs.



The Ikarus C42 seemed like an ideal choice, so I booked an hour's flight with R.M. Aviation, at Beverley Airfield. This aircraft is broadly similar in appearance to conventional 2 seat aircraft, except that it is of lightweight construction, with fabric covered wings and other areas. Entry is by an upward lifting door, below the high wing. There is a surprisingly good amount of room inside. This is very useful for us taller people. After settling into my seat, I quickly scanned the instrument panel and saw that it contained only a small number of dials. The Artificial Horizon appeared to be replaced by a spirit level!

The Instructor started the engine. This seemed reasonably quiet. A taxi to the end of runway was followed by a very short take off run and an impressive rate of climb. We flew towards the coast and turned into a roughly North-Easterly direction towards Bridlington. The Instructor then handed over control to myself. This comprises a large stick between the two seats and is similar to a gear stick in a car. The aircraft was easy to control, responding immediately to the slightest movement of the control stick. The flight was in fact rock steady throughout. After flying to the end of Flamborough Head, we swung inland towards Driffield. A good view of Filey Bay was seen to the North. Beyond this, towards Scarborough, rain clouds hid the coastline. Luckily, we stayed out of them. After passing Driffield, we turned towards Beverley using a windfarm and the River Hull as guidance towards the airfield.

We joined the circuit around the airfield. The first two turns were made by myself, before the Instructor took over, as there was another aircraft just above us. Landing on the grass runway produced a bump, followed by a short landing run. After parking, I was shown the compartment behind the seats. This contains the fuel tank. This is a large, of the transparent barrel type, with fuel level markings. There is the ability to carry about 20kgs. of luggage in this area. Apparently hourly fuel consumption of the Ikarus is about 12-14 litres, compared to 18-20 litres, in some conventional 2 seat aircraft.



All in all an impressive aircraft and a big advance on previous microlight designs. Treat yourself to a trial lesson one day. As a bonus, you'll be able to sit in the left hand seat !

# UK FLEET CHANGES COURTESY OF [jethros.org.uk](http://jethros.org.uk)

October 2016					
Airline	Date	Reg	Type	C/N	Remarks
<a href="#">Atlantic Airlines</a>	01 Oct	GLOFB	Lockheed L188 Electra	1131	WFU (Date?), Parked Coventry W/O during maintenance incident Canx as PWFU 29 Sep 16
<a href="#">Atlantic Airlines</a>	01 Oct	GFIJV	Lockheed L188 Electra	1129	WFU (Date?), B/U Coventry Jan 13 Canx as PWFU 29 Sep 16
<a href="#">Jet2</a>	01 Oct	GCELS	Boeing B733-377	23660 / 1294	WFU 18 Sep 16 Leeds - Norwich 21 Sep 16 To KLM Engineering as instructional airframe
<a href="#">British Airways</a>	04 Oct	GBNLJ	Boeing B744-436	24052 / 789	WFU 01 Oct 16 Heathrow - Cardiff 01 Oct 16
<a href="#">Ryanair</a>	05 Oct	EIFTA	Boeing B738-8AS-W	44751 / 6097	Divd Dublin 05 Oct 16
<a href="#">Norwegian Air</a>	07 Oct	(EIFJY)	Boeing B738-8JP-W	42272 / 6141	On order. Due
<a href="#">Blue Islands</a>	11 Oct	OYRUG	ATR 72-202	509	Rtnd EoL 07 Oct 16
<a href="#">Blue Islands</a>	11 Oct	GISLK	ATR 72-212A	634	Regd as 2XAQJ -- Sep 16. Ex XYAJQ Divd Guernsey 18 Sep 16 Re-regd 06 Oct 16, I/S 09 Oct 16
<a href="#">Thomas Cook</a>	12 Oct	GTCDG	Airbus A321-211-S	6122	Lsd to Thomas Cook Scandinavia / Thomas Cook Belgium 12 Oct 16 - Win 16/17, Bsd Las Palmas
<a href="#">Ryanair</a>	12 Oct	EIFTB	Boeing B738-8AS-W	44752 / 6101	Divd Dublin 12 Oct 16
<a href="#">Ryanair</a>	13 Oct	EIFTD	Boeing B738-8AS-W	44754 / 6112	Divd Dublin 13 Oct 16
<a href="#">Aurigny</a>	13 Oct	(GLERE)	ATR 72-212A	891	Acquired. Ex OYYBO Due Nov 16
<a href="#">Ryanair</a>	14 Oct	EIFTE	Boeing B738-8AS-W	44755 / 6115	Divd Dublin 14 Oct 16
<a href="#">Flybe</a>	14 Oct	GPRPH	Bombardier DASH 8-Q402	4323	Reg 04 Oct 16. Ex N323NG Divd Exeter 14 Oct 16
<a href="#">DHL Air</a>	14 Oct	(GBIKC)	Boeing B757-236SF	22174 / 11	WFU 29 Jan 16, To Madrid 29 Jan 16 Canx as PWFU 13 Oct 16
<a href="#">British Airways</a>	15 Oct	GBNWY	Boeing B767-336ER	25834 / 608	WFU 27 Aug 16 Heathrow - Cardiff 27 Aug 16 Cardiff - St Athan 02 Sep 16 Canx as PWFU 14 Oct 16
<a href="#">Thomson Airways</a>	16 Oct	CFWGH	Boeing B738-86J-SW	37752 / 3835	Rtnd EoL 03 Oct 16
<a href="#">Thomson Airways</a>	16 Oct	CFEAK	Boeing B738-86Q-SW	30292 / 1451	Rtnd EoL 14 Oct 16
<a href="#">Flybe</a>	16 Oct	(GFBXF)	ATR 72-600	1343	On order. Due. Ex FWWEC Also being quoted as msn 1359 FWWET To be op on behalf of SAS on the Flybe AOC, bsd Arlanda
<a href="#">Atlantic Airlines</a>	16 Oct	GJMCX	Boeing B734-406	24959 / 1949	Regd 10 Oct 16. Ex N116WF Divd Coventry 15 Oct 16
<a href="#">Norwegian Air</a>	18 Oct	EIFJX	Boeing B738-8JP-W	42271 / 6118	Divd Oslo 18 Oct 16
<a href="#">Aurigny</a>	20 Oct	(GJOEY)	Britten-Norman Trislander 2A-2	1016	WFU 28 Jun 15, Canx as PWFU 19 Oct To be preserved Guernsey



<a href="#">Ryanair</a>	20 Oct	EIEFS	Boeing B738-8AS-W	37542 / 3021	WFU 01 Oct 16 Stansted - Prestwick 01 Oct 16 Prestwick - Dublin 20 Oct 16
<a href="#">Eastern Airways</a>	21 Oct	GCIXV	Embraer ERJ 170-100LR	17000111	Arr Southend as 5YKYK 10 Mar 16 Southend - Exeter 07 Apr 16 Regd to Celestial Aviation Trading 18 May 16, Regd 18 Oct 16 Dlvd Humberside 21 Oct 16
<a href="#">Ryanair</a>	22 Oct	EIEFW	Boeing B738-8AS-W	35018 / 3078	WFU 14 Oct 16, Currently at Prestwick
<a href="#">DHL Air</a>	24 Oct	GDHKE	Boeing B757-23N-W	27976 / 814	Regd 18 Oct 16. Ex N796DH Dlvd East Midlands 24 Oct 16
<a href="#">Thomas Cook</a>	26 Oct	YLLCK	Airbus A320-214	936	Rtnd EoL 25 Oct 16
<a href="#">Jet2</a>	26 Oct	ECLTM	Boeing B738-85P-W	36591 / 4305	Rtnd EoL 24 Oct 16
<a href="#">Jet2</a>	26 Oct	GCELZ	Boeing B733-377-QC	23658 / 1281	WFU 26 Oct 16, Leeds - Kemble 28 Oct 16
<a href="#">Blue Islands</a>	26 Oct	GZEBS	ATR 42-320	066	Currently being offered fr sale
<a href="#">Ryanair</a>	29 Oct	EIFTF	Boeing B738-8AS-W	44756 / 6137	Dlvd Dublin 29 Oct 16
<a href="#">British Airways</a>	29 Oct	OYJTY	Boeing B737-7Q8-W	30727 / 1005	Rtnd EoL 29 Oct 16
<a href="#">British Airways</a>	29 Oct	OYJTT	Boeing B737-73S-W	29079 / 194	Rtnd EoL 29 Oct 16
<a href="#">Thomas Cook</a>	31 Oct	GTCCA	Boeing B76731KER-W	27205 / 528	Lsd to Condor 01 Nov 16 - Short term prior lse rtn
<a href="#">Thomas Cook</a>	31 Oct	OYVKF	Airbus A330-243	309	Rtnd EoL 31 Oct 16
<a href="#">Jet2</a>	31 Oct	GPOWH	Boeing B757-256	29308 / 935	Rtnd EoL 30 Oct 16
<a href="#">Jet2</a>	31 Oct	OYPSA	Boeing B738-8Q8-W	30688 / 2280	Rtnd EoL 30 Oct 16
<a href="#">Jet2</a>	31 Oct	GJZHL	Boeing B738-8MG-W	63568 / 6138	Reg 29 Oct 16 Dlvd Manchester 29 Oct 16 Manchester - Bournemouth 30 Oct 16

## COMMERCIAL AVIATION NEWS - DAVID WOOLER

### LEEDS/BRADFORD NEWS

Leeds Bradford Airport has recorded its busiest ever 12-month period. More than 3.5million passengers have used the terminal in the past year, with an increase of 50,000 travellers in the summer season alone compared to 2015. Airlines attribute the growth to extra routes and flight frequencies, with the roster now numbering 75 direct flights to 23 countries. There are also four popular services to the international hubs of Heathrow, Amsterdam, Dublin and Barcelona. In 2017, 17 carriers and tour operators will operate from the airport. Aviation development director Tony Hallwood said: Demand for air travel to and from the Leeds City Region and across Yorkshire is high and we continue to be committed to widening the choice of leisure and business routes in 2017. Meanwhile, our terminal team look forward to delivering the very best customer service to ensure everybody's journey is pleasant as we continue to invest in our facilities over the winter period." This winter will see the highest ever number of flights available during the low season, with new destinations including Berlin, Warsaw, Bratislava, Guernsey and Newquay operating. Easyjet ski flights to Geneva will also return as well as special charters to New York, Lapland and the European Christmas markets.

Significant investment is being made to the terminal building at Leeds Bradford Airport to enhance passenger experiences, with building and installation work taking place over the winter period. Work

is now underway at LBA, which will see a number of elements open in time for next summer's peak season. Around £1m is being spent on the upcoming work, including:

- Terminal front works, which will incorporate a glass frontage; creating more light and space in the landside walkway and check-in area;
- Changes to the departure and arrival gates, which will help to improve passenger journeys through the building;
- Improved toilet facilities;
- New flooring throughout the landside and airside areas.

Tony Hallwood, Aviation Development Director at Leeds Bradford Airport, said: We have just recorded our busiest year yet, with 3.5m passengers travelling through LBA in 12 months. With passenger growth expected next year, we are now further investing in our facilities across the terminal building to enhance the journey through the airport. Passengers travelling through LBA while work is underway this winter will not experience disruption to their journey and we expect much of this phase of work to be complete by summer 2017. This is an exciting time in the development of Leeds Bradford Airport, as we continually strive to deliver a much improved customer experience alongside an increased choice of destinations for business and leisure passengers.

Jet2's second brand new Boeing 737-800, G-JZHK was delivered on 8th October, but arrived at East Midlands, to have the sunburst Jet2 holidays logo and titles applied. The aircraft flew into LBA later. Its 1st revenue service was on October 19th, operating the LS271 / 272 rotation to Alicante and back.

## **AIRPORT NEWS**

Blackpool Airport owners Balfour Beatty, confirmed the company was in talks to sell the site as part of an investments portfolio review. Balfour Beatty, who bought the Squires Gate site eight years ago, [closed the airport](#) in October 2014 with the loss of 100 jobs. Daily passenger flights to the Isle of Man and Belfast [resumed](#) in April 2015. "We have begun very early discussions with a number of organisations regarding the potential sale of Balfour Beatty's 95% share in Blackpool Airport," a spokesman said. He added that Blackpool Council, which owns the other 5%, "are aware of these early discussions". When Blackpool Airport closed two years ago, Balfour Beatty said it had made a loss for several years.

Doncaster/Sheffield has passed the 10 million passenger figure, since it 1st opened in 2006. Doncaster is the UK's newest airport and is enjoying a record year for passengers. During 2016 Doncaster Sheffield Airport has welcomed Flybe to its roster with ten new routes including Paris, Amsterdam and Berlin, seen growth with Thomson adding Larnaca and Heraklion and WizzAir adding Sofia and Cluj meaning that the airport now serves over 40 destinations. The airport has also benefited from improved accessibility from the Sheffield City Region with the opening of Great Yorkshire Way, the new motorway link road from junction 3 of the M18 to the airport and a new express bus service from Doncaster railway station. Sue Ellis, from Rawmarsh, Rotherham was announced officially as the 10 millionth passenger to travel from Doncaster Sheffield Airport. Sue along with her husband Neil and friends Jill Small and Andrew Thomson were heading out to Malaga on the Flybe service. Sue said: "I can't believe I am the 10 millionth passenger. We fly from Doncaster Sheffield Airport a lot and this is our first time with Flybe from here. The airports next new routes will be to Dublin and Dusseldorf which will take off at the end of October. Steve Gill, chief executive of Doncaster Sheffield Airport, said: "We are really delighted to welcome Sue, Neil and their friends to the airport today as we reach this major milestone. "We're so proud that 10 million passengers have chosen to fly from here, supporting their local airport and we are looking forward to welcoming even more now that the link road from the motorway has opened up our catchment area and for example made the journey from Sheffield to the airport just 30 minutes..

Dubai International Airport could become the world's busiest passenger airport within this decade. Dubai is already the busiest in terms of international passenger traffic, taking the top spot from London Heathrow in 2014 after it added 7.5 million passengers, according to Airports International Council. But now it's poised to be No. 1 in total passenger traffic, which is a combination of both international and domestic passengers. Passenger traffic in Dubai grew from 78 million last year to 83 million in 2015, and 90 million people are expected to use the airport into 2017, Bloomberg reports. An Emirates airline expansion has reportedly spurred the growth. Paul Griffiths, CEO of Dubai Airports, told Bloomberg that the airport's growth rates are more than double what high-traffic airports in Beijing and

Atlanta already experience. Dubai jumped from the sixth to third busiest spot in 2015, according to CNN. Atlanta Hartsfield-Jackson, the main hub for Delta [dal](#), is currently the world's busiest, processing 5.3 million additional passengers for a total of 101.5 million in 2015. And Beijing is a close second, adding 3.8 million passengers last year for a traffic total of 89.9 million. It may not be long before Dubai outpaces both airports.

EAST Midlands Airport will be holding a unique family sports event this November where the public can win their very own sporting medal, following Britain's biggest Olympic medal haul since 1908. The event coincides with the closure of the airport for a runway refurbishment programme, in which the airport will be closed for seven consecutive weekends in November and December. These closures have paved the way for East Midlands Airport to team up with Derby-based HUUB Events - the company which organised this July's Jenson Button Trust Triathlon in the city - for a one-off opportunity to take part in a 10km and 2km Family Run on Sunday, November 27 around the airport site. Runners will register in the main airport terminal and then, starting at 10am, the 10km runners will set off around the airport perimeter and around areas such as the airport fire station. At 11.30am the 2km race will start outside the terminal building and runners will run up to and around the fire station before returning back to the finish line. Teams of up to six people can also enter the 10k distance with the fastest four times combined together to find the fastest team for the Team Challenge trophy. The event's official charity is CLIC Sargent – the UK's leading charity for helping children and young people with cancer.

Heathrow will see a third runway built to the north-east of the airport After years of delay, the UK government announced On October 25th its support for a new runway at London Heathrow. If finalised, the development will see the first full length runway built in the south-east of England since the Second World War. The scheme will now be taken forward in the form of a draft 'National policy statement' for consultation. This process is expected to take upward of a year. "The government's decision on its preferred location, which will be consulted on in the new year, underlines its commitment to keeping the UK open for business now and in the future and as a hub for tourism and trade," read a statement. A new runway at Heathrow will bring economic benefits to passengers and the wider economy worth up to £61 billion, argued the government. Up to 77,000 additional local jobs are expected to be created over the next 14 years and the airport has committed to create 5,000 new apprenticeships over the same period.

A second runway at Gatwick was also on the table, but has been rejected by ministers. Transport secretary Chris Grayling said: "I am proud that after years of discussion and delay this government is taking decisive action to secure the UK's place in the global aviation market – securing jobs and business opportunities for the next decade and beyond. "A new runway at Heathrow will improve connectivity in the UK itself and crucially boost our connections with the rest of the world, supporting exports, trade and job opportunities. "This isn't just a great deal for business; it's a great deal for passengers who will also benefit from access to more airlines, destinations and flights." Heathrow currently handles more freight by value than all other UK airports combined, accounting for 31 per cent of the UK's non-EU trade. It is hoped passengers will also benefit from a greater choice of airlines, destinations and flight times. The Airports Commission, chaired by Sir Howard Davies, anticipated that a new runway would bring in new capacity to meet demand and allow greater levels of competition, lowering fares even after taking into account the costs of construction. Expansion costs will be paid for by the private sector. However, the taxpayer will meet the costs of developing corresponding infrastructure. It will be for the Civil Aviation Authority, as the independent industry regulator, to work with Heathrow Airport and airlines operating at the airport, on the detailed design and costs to ensure the scheme remains affordable. Despite the increase in flights, Heathrow has made firm commitments to noise reduction, a prime concern for those opposed to the development. The government will propose that a six-and-a-half hour ban on scheduled night flights will be introduced for the first time at Heathrow and will make more stringent night noise restrictions a requirement of expansion. The timing of this ban will be determined through consultation.

Prestwick airport that was bailed out with a £1 Scottish Government buyout is costing taxpayers £750,000 a month and is now over £21m in debt. The latest Scottish Government accounts show Prestwick received £21.3m from Holyrood up to March 31, up 24 per cent increase on the figure of £17m revealed in August. Prestwick Airport is being run on a commercial basis by an arms-length organisation, TS Prestwick Holdco

## **AIRLINE NEWS**

**Blue Air**, a Rumanian carrier have announced the launch of its overall 8<sup>th</sup> base at Liverpool, at the start of Summer 2017 season. Boeing 737-800 aircraft will be operating following routes:

Liverpool – Alicante 3 weekly

Liverpool – Hamburg 4 weekly

Liverpool – Milan Bergamo 4 weekly

Liverpool – Rome Fiumicino 1 daily

**British Airways** is destroying its own brand, according to travel agents, who believe it is in danger from becoming indistinguishable from the low-cost airlines since the revelation that it will no longer serve food on short-haul flights. The majority believe that the airline's decision to phase out free meals and snacks from next January, starting with flights from Heathrow and Gatwick, is a mistake.

BA announced last month that instead of including refreshments in its fares, it will sell a range of M&S sandwiches and snacks onboard. It claimed prices would be competitive and in many cases lower than rivals' inflight fare. However, in a TravelMole poll, almost 56% of agents agreed with BA was 'becoming just another low-cost carrier' and 'destroying the brand'

**Easyjet** has been crowned the best budget airline in Europe, beating rivals Ryanair and Norwegian. The British low-cost carrier topped the table of Europe's most preferred cheap airlines in a poll of 16,000 travellers, with more than six in ten UK passengers (63%) backing Easyjet, based on customer service and overall flying experience. Ryanair was left behind with four in ten (44%) of the UK travellers' votes, while British discount airline Monarch came in third place in the UK table, with a fifth (21%) of the votes. One traveller commented: "My favourite airline is Easyjet and I don't think they need to improve. I have been traveling with them for 18 years and never had a problem - and hardly a delay." Another added: "Best low cost airline is Easyjet. Once you know the rules all goes smoothly." Online travel agent [eDreams.co.uk](http://eDreams.co.uk) polled travellers across ten countries (UK, Spain, Germany, Italy, France, Portugal, Sweden, Denmark, Finland and Norway) and found that in addition to being voted the UK's number one low-cost airline, EasyJet was also the favoured no-frills airline across the continent, taking more than a fifth (22%) of the votes across Europe and leaving Ryanair (18%), Norwegian (12%), Vueling (8%) and EuroWings (4%) in its trail. But not all travellers are satisfied with low-cost airlines as only 17% of UK respondents say that the prices are fair, with four in ten (42%) claiming airlines are becoming more and more costly. Almost a third (32%) said that they find low-cost airlines as expensive as full service airlines, especially when travelling at peak times, such as the summer holidays, or when taking into consideration unexpected additional fees.

**Jet2.com** has provided details of the routes that it plans to operate at the new London Stansted base that had been already announced by the LCC's parent Dart Group. From the start of the summer 2017 schedule Jet2.com will serve 21 European leisure destinations from Stansted. This will continue the airline's strong dependence on the summer season. The 21 new routes from London Stansted announced by Jet2.com will be operated by six new Boeing 737-800s in all-economy 189-seat configuration. The airline will serve the routes with frequencies varying between twice weekly (Fuerteventura, Girona, Kos, Madeira, Paphos, Pula and Zakynthos) and daily (Alicante, Faro, Ibiza, Malaga and Palma de Mallorca). Across the summer 2017 schedule the new Stansted routes will account for more than 800,000 seats (according to the airline). By comparison with the approximately six million seats deployed by Jet2.com in summer 2016, the Stansted operation represents more than 13% of the airline's capacity. To put this further into perspective, its total network growth in summer 2016 compared with summer 2015 was around 750,000 seats – an increase of 14% year-on-year. In summer 2016 it launched 19 new routes from six of its seven bases. The airline has not yet announced its full schedule for summer 2017, and so it is not possible to determine to what extent the new Stansted routes will be replacing capacity that is reduced elsewhere. Nevertheless, the scale of its planned operation at Stansted is bigger than the net increase in its entire operation in summer 2016. This highlights the significance to Jet2.com of its new routes at Stansted. Jet2.com's plans look set to make it the number three airline at Stansted, albeit a long way behind the leader Ryanair and even a fair way behind the number two airline easyJet.

**Monarch** has settled worries over its immediate future by agreeing a £165m investment from Greybull Capital. The fresh financing has allowed the airline to renew its membership of the Air Travel Organisers' Licensing (Atol) scheme - the scheme that refunds customers if a travel firm collapses. It also means the airline can invest in new aircraft. Greybull Capital is Monarch's majority shareholder

and is also known for its [investment in Scunthorpe's](#) steelworks. It bought a majority stake in Monarch in 2014, with an investment of £125m. "It is testament to the extensive effort by all parties, over the past weeks and months, that we are able to announce the largest investment in our 48-year history, as well as the renewal of our Atol licences," said Andrew Swaffield, chief executive of the Monarch Group. In October 2014, Monarch announced an order for 30 Boeing 737's, with an option to buy 15 more. It expects to take delivery of the first of those in 2018.

**Qatar Airways** has ordered 40 Boeing twin-aisle aircraft and intends to add 60 more to its fleet in deals worth nearly US \$20 billion combined. The airline, which already owns 84 Boeing aircraft, has ordered 30 Boeing 787-9 Dreamliners and ten 777-300ERs, valued at US \$11.7 billion at list prices. It has also signed a Letter of Intent for up to 60 737 MAX 8s, valued at US \$6.9 billion. With the new order, Qatar Airways has increased its backlog of Boeing "widebody" aircraft from 65 to 105, including 60 777Xs.

## **AIRCRAFT NEWS**

Boeing has predicted a huge rise in demand by European airlines for smaller, low-cost carriers. The company has estimated that European airlines will need more than 7,500 new aircraft by 2035, which would likely total a cost of \$1.1 trillion. Last year European airlines acquired more than 240 new planes, 67% of which were single aisle or narrow-body planes. By 2035, Boeing believes almost 80% of new aircraft entering the European market will be smaller carriers. The aircraft maker said that the number of narrow-body planes subsequently carrying European passengers would rise from just over 3,300 in 2015 to almost 6,000 by 2035. The industry is also facing a "replacement cycle" from the end of this decade, as a number of aircraft reach the end of their 25 year lifespan. Boeing said by 2035, aircraft replacement would account for 43% of European aircraft purchases. The company has now reportedly revised its annual figures higher after its previous forecasts underestimated the growth of low-cost carriers.

## **OTHER NEWS**

A small road near Heathrow frequented by Aviation Enthusiasts has generated more than £7,000 in parking fines in just five months. Cains Lane in Bedfont is a narrow street, running for about 300 metres between Hatton Road and the A30 Great South West Road. Perhaps the most remarkable thing about this otherwise ordinary road is the number of drivers fined for stopping there. In the three years to the end of March 2016, just under 300 parking tickets were doled out, boosting Hounslow Council's coffers to the tune of almost £16,600. And in just five months to the end of August this year, a Freedom of Information revealed, 128 drivers have amassed £7,015 in fines. That huge volume could be explained by its location, a stone's throw from Heathrow Terminal 4 and the airport's southern perimeter, which makes it a popular choice with aircraft enthusiasts seeking a good vantage point. A complete ban on people not ticketed to fly from entering airports could be the answer to ongoing security issues in the wake of recent terrorist attacks.

Speaking at a World Routes 2016 Strategy Summit panel session considering the state of the industry in Chengdu, China, Malaysia Airlines chief executive Peter Bellew said he had observed the practice first hand in northern Ireland in the last century when terrorism was a major problem. He believed allowing only those ticketed to fly, which was a standard safety issue as well as making cars park 400 metres from the terminal, could be reintroduced as a solution to today's terrorist attacks. Bellew said: "Most of the problems in the last couple of years have been landside, they haven't been airside. Growing up within Ireland you needed a ticket to get into the airport. "Maybe the trend we have to see going forward is if you haven't got a ticket, you can't get into the terminal. Maybe people saying bye-bye have no business hanging around the terminal and maybe it would bring the costs down for airports if it brought down the size of the terminal."

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## SCENE AROUND YORKSHIRE - ANDY WOOD(HAR)

**BAGBY (NY)** A visit on 22.10 found G-AWJE T.66 and G-BRPY PA-15 both f&t Brighton, G-BZBF 172M and G-CDVD EV.97A visiting between 12.40-14.10hrs. Parked on the far side were G-BCXB Rallye 100ST, G-BDUY DR.400, G-FAVS PA-32, G-PAWS AA-5A and N370WC PA-32-300 (32-7840196) sporting a smart new colour scheme. Outside the Maintenance Hangar were G-AVVC F.172H minus engine, G-BDWP PA-32R looking very sorry for itself with the port undercarriage ripped off and propeller blades bent following a landing in the runway 06 undershoot here recently, G-BSOK PA-28 unmarked and wfu, G-BTMR 172M from Beverley minus prop, and the all black G-MRPT again unmarked and with a potential change of ownership showing on G-info. Some of the hangars were locked but a wander round the open ones revealed G-AYTR CP.301A now rebuilt, G-AZHH SA.102.5 new resident on rebuild, G-BPGK 7AC new resident, G-BYPR CH.601HD new resident and interestingly G-WHOO RotorWay Exec 162F which has a Glenrothes owner. G-ASPV/T7794 DH.82A was also noted in from Brighton and awaiting its new permit to fly.

**BARKSTON HEATH (Lincs.)** Recent new residents noted on 3.9 were G-AKUW CH.3 Srs.2 ex. Temple Bruer. G-ASMW 150D on lease from Dukeries Aviation, G-BAMR PA-16, G-BODD PA-28 on lease and G-CIKS T.67M.

**CHURCH FENTON (NY) 2.10** G-CILR Cabri G2, G-MFLM F.152. **5.10** M-POWR Beech C.90A (LJ-1229). **19.10** G-TOP1 Bell 407GX.

**CONEY PARK (WY)** Noted on 13.10 were G-JETX B.206B, G-NELS R.44 and G-RAMI B.206B.

**COSTOCK (Notts.)** The wreck of G-EFON R.22B, damaged at Gamston on 25.2, is currently in store here.

**CROWLAND (Lincs.)** A new resident is G-DCHL SZD.30 ex. Rufforth West.

**DONCASTER / SOUTH YORKSHIRE AIR MUSEUM (SY)** A recent new arrival is XZ246/434/EE Lynx HAS.3S (ICE). Other additions noted when visiting late August were G-ASWF A.109 fuselage, G-AVHT/WZ711 Beagle E.3, G-BRJC Cessna 120 fuselage, G-BUHO Cessna 140, G-BUUV LBL.77A basket only, HB-XMO Enstrom 280C (1213) cabin only (crashed Buttwil, Switzerland 23.5.97), VF560 Auster 6A frame only, identity unconfirmed and ZH655 Harrier T.10 cockpit section.

**EDEN CAMP (NY)** BAPC.236 and BAPC.399 Hurricane 1 FSM's are both displayed here marked as P2793/SD-M. 236 was damaged when blown off its pole during gales in 1998 and the replacement aircraft was obtained and pole mounted with exactly the same markings and code. Pole mounting the replacement aircraft, which has recently been allocated 399, enabled the original aircraft still wearing the same markings to be mounted on a Queen Mary trailer, both aircraft having been displayed in this manner for several years.

**ELVINGTON (NY)** BAPC.270/"G-AAAH" DH.60G FSM has moved to the Dumfries and Galloway Aviation Museum but is currently in store. It is due to be lent to the City of Hull for display as part of their City of Culture Events in 2017, before returning here for display.

**FOSTON (Lincs.)** New with Foston Hornet Group is G-MWBP Hornet R-ZA.

**FULL SUTTON (EY)** Following on from last month a full list for the fly-in weekend has now arrived. Visitors on 13.8 were G-CITX MTO Sport, G-BTWf/WK549 DHC.1, G-CGCH Sportcruiser, G-ADYS Aeronca C.3, G-KKKK /XX513 Bulldog Srs. 120/121, G-ZGZG 182T. G-MOYR EuroFox 912S, G-AWVA F.172H, G-CBEF/XX621 Bulldog Srs.120/121, G-BADC Beta B2A, G-BOHV W.8, G-GKEV Pioneer 300, G-DHAH Aeronca 7BCM and G-TSOG Sherwood Ranger XP (by road). Additional visitors for 14.8 were G-MYJD Rans S.6, G-CHLZ Skyranger 912, G-MESH Sportcruiser, G-CDLK Skyranger 912S, G-BGAX PA-28 and G-CGEV/CG+EV Gomhouria Mk.6.

**GAMSTON (Notts.)** After a short stay G-BIUP NC.854S has now moved to Temple Bruer, whilst G-AWTL PA-28 is now reported resident at Tollerton. A confirmed new resident is N101VV 172N (17272921) currently with shares for sale.

**HULL (EY)** Overflying the city centre as part of the Amy Johnson Festival on 30.9 were G-AKAT/T9738 M.14A, G-AKBO M.38 and G-TAFF CASA 1.131E operating out of Brighton.

**LEEDS /BRADFORD AIRPORT (WY)** M-HPIN EMB.505 (50500276) has been re registered M-HNPN with Flair Jet of Birmingham. New for Jet 2 is G-JZJH 737-8MG.

**LEVEN (EY)** Noted over flying on 29.9 was all white I-LCIB Aw.189.

**NETHERTHORPE (Notts.)** The owners of G-APAP/R5136 DH.82A and G-BYTN/N6720 DH.82A have moved their operations to Darley Moor Airfield and the aircraft have now relocated there.

**NORTH COATES (Lincs.) Resident News** G-YAKG Yak 18T has departed and has taken up residence at Oaksey Park. **Movements 1.9** G-IANN Twinstar Mk.3 f&t Brookfield Farm. **2.9** G-TERN

Europa f North Thoresby by road t Sywell. **3.9** G-CHJO Midget Mustang f&t Manby, G-CCZD RV.7 f&t Rectory Farm, G-TGTT R.44 f Sywell t Cabourne. **4.9** G-CHJO Midget Mustang f&t Manby twice, G-TGTT R.44 f Cabourne t Claxby then f Claxby t Cabourne, G-FBWH PA-28R f New York t Fenland, G-RIVT RV.6 f Grove Moor Farm t Brighton, N59VT Beech K35 (D-5897) f Gamston t Sturgate, G-RVRT PA-28 f&t Full Sutton, G-SELL DR.400 f&t Grassthorpe, G-CFFJ CTSW with G-CENA MCR.01 both f&t Cauntton, G-CFMI with G-CHLZ both Skyranger 912 f Brookfield Farm t Cauntton, G-ATLV D.120 f "Belgium" t Conisholme. **7.9** G-TGTT R.44 f&t Cabourne, G-ATVX Bo.208C f Sturgate t Manby. **11.9** G-TGTT R.44 f&t Cabourne, G-ATPV GY.20 f&t Fenland, G-JAME CH.601UL f Bagby t Cromer, G-BDIH D.117 with G-ASZD Bo.208A2 both f&t Full Sutton, G-CHJO Midget Mustang f&t Manby, G-OCDW Jabiru UL with G-BTHE 150L both f Skegness t Cauntton, G-BKWD JT.2 f&t Sturgate. **13.9** G-TGTT R.44 f East Ravendale t Cabourne, G-IANN Twinstar Mk.3 f Skegness t Brookfield Farm. **14.9** G-BZBF 172M f&t Ashleys Field. **18.9** G-CILL Bristell NG5 with G-JWCM Bulldog Srs.120/121 both f&t Fishburn, G-TGTT R.44 f Cabourne t Whitby then f Whitby t Cabourne, G-CBKf Easy Raider f&t Manby, G-BWZG R.2160 f&t Sherburn, G-CGSH EV.97 f&t Bagby, G-EGEN CP.301A f Croft t Bagby, G-CSAV T.600N f Fenland t Beverley, G-BVAM VP.1 f&t Brighton, G-GRVE RV.6 f Sherburn t Brighton, G-CCSR EV.97A f&t Netherthorpe. **21.9** G-CCPF with G-CGWT both Skyranger 912 f&t Beverley. **22.9** G-AXOZ B.121 f East Kirkby t Beverley. **23.9** G-AVJK DR.1050M f Sackville Lodge t Halfpenny Green, G-AJJS Cessna 120 f&t Temple Bruer. **24.9** G-BTRY PA-28 f Enstone t Skegness. **30.9** G-NDPA Ikarus C42 FB UK f&t Boston.

**NORH DUFFIELD / BIRCHWOOD HOUSE (NY)** I was able to visit here a couple of weeks ago and see the many and varied airframes stored on site, a lot of which do not carry any identification. I am still gathering information and should be able to give a full run down next month. A significant arrival on 8.10 was SP-KTS Antonov An.2 (1G167-13) which is here for a repaint before departing in early November to take part in the Vintage Air Rally from Crete to Cape Town. It arrived via Brighton and is due back there again for a refuel before departing these shores.

**NORTH MOOR (Lincs.)** From the Resident Review delete G-MYYS MiniMax which has moved to Fishburn following sale.

**OXENHOPE (WY)** A recent new resident is G-MPAC Ultravia Pelican PL.

**POCKLINGTON (EY)** On 30.9 resident G-CJVV/J50 Janus C overshot on landing ending up on the road adjacent to the airfield. There were no serious injuries but the glider was wrecked.

**ROAD RUNNER (Notts.)** On 21.10 G-CTRL R.22B was noted on the A46 just north of its base at Widmerpool/ Nottingham Heliport.

**RUFFORTH WEST (NY)** On 21.10 Bob McLeans Workshop held G-CKOT ASK21, G-DSOO DG.500M and G-SOOM DG.500M, whilst in the hangar were G-LLEW AMT.200S for sale and G-XYTZ AMT.200S for C of A renewal. From the Resident Review delete G-DCHL SZD.30 which has moved to Crowland following sale.

**SCAMPTON (Lincs.)** From the Resident Review delete G-ASYG/VX927 A.61 which has moved to Dunkeswell with a new owner.

**SHERBURN (NY)** A brief visit on 15.10 noted between 14.20 – 15.15hrs were visitors G-AWJE T.66, G-BGAX PA-28 and G-BRPY PA-15 all f&t Brighton, G-CIUH 152, N464LB PA-46-350P (4622139), N2136E PA-28RT-201 (28R-7918002) and N5647S M.5-235C (7345C). Having been parked here for some months despite its sale G-GUMS 182P has now departed following a further sale to the Scottish Parachute Club and is now G-SPCI at Strathallen. Noted hangared on 21.10 was G-SUET B.206B.

**STRUBBY NORTH (Lincs.)** A new resident is G-ARXU/VF526 Auster 6A.

**STRUBBY SOUTH (Lincs.)** A new resident with Lincolnshire Gliding Club is G-DCZJ SZD.30.

**TEMPLE BRUER (Lincs.)** From the Resident Review delete G-AKUW CH.3 Srs.2 which has moved to Barkston Heath, whilst G-BIUP NC.854S has now moved in here following a short spell at Gamston.

**TOLLERTON (Notts.)** New residents noted on a visit on 25.9 were G-AWTL PA-28 ex. Gamston and G-BMXB 152.

**TRESWELL / GROVE MOOR FARM (Notts.)** From the Resident Review delete G-BLXI CB.1310-C3 sold to a new owner in Essex.

**WADDINGTON (Lincs.)** The new mount for the Lincolnshire and Nottinghamshire Air Ambulance is G-LNAC Aw.169.

**WOODHALL SPA (Lincs.)** The DH.82A replica under construction at Thorpe Camp now has the identity BAPC.409.



## BREIGHTON - ANDY WOOD(HAR)

### RESIDENTS

G-BUJJ Avid which arrived by road on 25.9 was still present on its trailer in hangar 5 on 23.10. G-CGVJ Europa XS returned from the owners home on 9.10 following repairs. G-TSOG Sherwood Ranger XP had returned to Doncaster by the end of September to continue its test flying schedule.

### OUTSIDE PARKING

G-AVMD 150G, G-BBJX F.150L, G-BGAX PA-28, G-BSDO 152, G-CIIK Yak 55 and G-HELA TB.10 have all been present throughout. G-BXJD PA-28 departed to Blackpool 8.10 for its annual and had not returned as of 23.10.

### MOVEMENTS

**27.9** G-FAVS PA-32 f&t ?. **29.9** G-ZIPE A.109E f Burythorpe Hall t Raisthorpe Manor. **30.9** G-AWUN F.150H f&t Beverley, G-BAIW F.172M f&t Humberside, G-CGPY/671 A.75L300 f Gloucester n/s, G-CIFN Ikarus C42 FB80 f&t Sandtoft. **1.10** G-BSWL T.61F f&t Kirtan in Lindsey, G-BUDW MB.2 f&t Mavis Enderby, G-BXCG DR.250 f&t Cambridge, G-CGPY/671 A.75L300 wing walking flights n/s, G-DKNY R.44 f White Waltham t private site Leyburn, G-FOLY S.2A with G-IIIP S.1D and G-PIII S.1D all f Fife t Sywell, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-KYLE T.600N f&t Beverley, G-OAYJ PA-28 f&t Crosland Moor, G-OJLD RV.7 f&t Sherburn, G-ZIPE A.109E "Topcat 15" f Bicester t Willerby/Mercure Hotel. **2.10** G-ATDO Bo.208C f&t Crosland Moor, G-AYGA D.117 f Beverley t Oxenhope, G-BKAO D.112 f&t Bagby, G-BRDO 177B f&t Teesside, G-BTBY PA-17 f&t Dishforth, G-BVOS Europa f&t Fishburn, G-CCDX EV.97 f&t Barton, G-CCMS Quik f&t Barton, G-CDSK Escapade f Wickenby t Husthwaite, G-CDYD Ikarus C42 FB80 f&t Husthwaite, G-CFCK Skyranger 912S f&t Barton, G-CFMI Skyranger 912 f&t Crosland Moor, G-CGPY/671 A.75L300 wing walking flights then t Gloucester, G-CIKI Quik f&t Barton, G-CINL Skyranger 912S f&t Fishburn, G-CLUX F.172N f&t Bagby, G-MESH Sportcruiser f Beverley t Oxenhope, G-MZEN Rans S.6 f&t South Cave, G-OJLD RV.7 f&t Sherburn, G-RVCL RV.6 f&t Sherburn, G-SKYO T.67M f&t Wombledon. **3.10** G-BIWN D.112 f&t Yedingham, G-KYLE T.600N f&t Beverley. **4.10** G-SFTZ T.67M f&t Sherburn. **5.10** G-BMZP Everett Gyroplane Srs.1 f Birchwood by road t Stockport by road, G-CIUU F.152 f&t Doncaster, G-GIBB R.44 f private site Saltburn t Sywell. **6.10** G-BHZV D.120A f&t Brook Farm. **8.10** G-ANRP/TW439 Auster 5 f&t Full Sutton, G-ATJN D.119 f Sherburn t Rufforth, G-AWUN F.150H f&t Beverley, G-BAPX DR.400 f&t Sherburn, G-BIUP NC.854S f&t Temple Bruer, G-BODE PA-28 f Fishburn t Sherburn, G-CEAK Ikarus C42 FB80 f Sherburn t Barton, G-CGCH Sportcruiser f South Cave t Full Sutton, G-PROW EV.97A f&t Rufforth, G-RMAV Ikarus C42 FB80 f&t Beverley, SP-KTS Antonov An.2 (1G167-13) f ? t Birchwood. **9.10** G-AVXD T.66 f&t Beverley, G-BADC Beta B2A f&t Warrington, G-BTBY PA-17 f&t Dishforth, G-BTFK BC.12D f Willow Farm t Beverley, G-CCCN R.3000/160 f&t Abbots Bromley, G-CFSK MCR.01 f Gamston t Beverley, G-DONT CH.601XL f&t Coal Aston, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-GOBD PA-32R f Bagby t Sherburn then f Sherburn t Bagby, G-LONE B.206L-1 f Widmerpool helicopter pleasure flights all day then t Widmerpool, G-MPAC Ultravia Pelican PL (first visit of type) f&t Oxenhope, G-ORAY F.182Q f&t Gamston, G-PDOG/24550/GP O-1E Bird Dog (first visit of type) f&t Anwick, G-PITZ S.2A f&t Warrington, G-WIGS WT9 UK f&t Bagby. **15.10** G-CCCJ HN.700 f&t Beverley. **16.10** G-BYPN MS.880B f North Moor t Forwood Farm , G-BYZR Sky Arrow 650TC f&t Gamston. **19.10** G-AYFV BA.4B f Leicester t Carlisle, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-OBMS F.172N f Netherthorpe t Sherburn. **21.10** G-CHJG EV.97 f&t Bagby. **22.10** G-ALOD Cessna 140 f&t South Cave, G-AVUG F.150H f Sherburn t Netherthorpe, G-AYFV BA.4B f Carlisle t Lee on Solent, G-AYMK PA-28 f&t Blackpool, G-BIDH 152 f&t Beverley, G-BIWN D.112 f Yedingham t Gypsy Wood, G-BMLK G.109B f Kirkbride t Rufforth, G-CGCH Sportcruiser f&t South Cave, G-CLUX F.172N f&t Bagby, G-DISO D.150 f Eddsfield t Gypsy Wood, G-OJAZ R.44 f&t Beverley, G-PROW EV.97A f&t Rufforth, G-TGTT R.44 f Belvoir Castle t North Coates, N901B SA.341G (1410) f&t Deighton Crab Tree Farm, N909PH PA-23 (23-1800) f&t South Cave. **23.10** G-AJXV/NJ695 Auster 4 f&t Carr Farm, G-ATDO Bo.208C f&t Crosland Moor, G-BADC Beta B2A f&t Warrington, G-BRZS 172P f&t Blackpool, G-CCEM EV.97A f Oxenhope t Rufforth, G-CFMI Skyranger 912 f Beverley t Crosland Moor, G-CHJG EV.97 f&t Bagby, G-NPKJ RV.6 f Gamston t Shobdon, G-PLAN

# CONEY PARK

03/09	G-MSPT	EUROCOPTER EC135T2
06/09	G-MSPT	EUROCOPTER EC135T2
06/09	G-ZIPE	AUGUSTA 109E-POWER
06/09	G-GIBI	AUGUSTA 109E-POWER
07/09	G-HRDB	AUGUSTA 109S-GRAND
08/09	G-GRZZ	ROBINSON R44
09/09	G-WDCL	AUGUSTA 109E-POWER
13/09	G-ZIPE	AUGUSTA 109E-POWER
13/09	G-DATR	JET RANGER-3
14/09	G-ZIPE	AUGUSTA 109E-POWER
14/09	N901B	SA-341G GAZELLE
16/09	G-SELY	JET RANGER-3
20/09	G-EMHL	AUGUSTA 109E-POWER
21/09	G-LOYN	ROBINSON R44 RAVEN
21/09	G-ZIPE	AUGUSTA 109E-POWER
23/09	G-MSPT	EUROCOPTER EC135T2
25/09	G-EMHE	AUGUSTA 109E-POWER
28/09	G-ZIPE	AUGUSTA 109E-POWER

# DONCASTER - CLIVE FEATHERSTONE

## Interesting Movements September 2016

### Commercial

- 1st F-GZTK Boeing 737-400 ASL Airlines operated two of the regular 5x weekly cargo flights; then F-GIXN operated from the 5th to the month end.
- 1st G-OSRB Boeing 727 Oil Spill Response Arrived home
- 1st G-OSRA Boeing 727 Oil Spill Response Dep for a short (T) sortie
- 1st EC-LXV Boeing 737-800 Air Europa
- 1st LZ-BHK Airbus A-321 BH Air
- 1st TC-CPL Boeing 737-800 Pegasus Airlines
- 2nd EC-IDT Boeing 737-800 Air Europa
- 2nd UR-82009 Antonov AN-124 Antonov Design Bureau. Dep 4th early morning.
- 3rd G-CELP Boeing 737-300 Jet2 on an airtest from L.B.A.
- 3rd G-JEDW Dash 8D Flybe (T)
- 4th EI-FCZ A.T.R. 72 Aer Lingus Regional/Stobart Air
- 6th OK-TVU Boeing 737-800 Travel Service/Smart Wings +13th
- 8th EC-JBj Boeing 737-800 Air Europa (FV)
- 8th TC-CPD Boeing 737-800 Pegasus Airlines
- 9th EC-LUT Boeing 737-800 Air Europa
- 10th EC-LMR BAe-146-300 Panair Lineas Aereas/T.N.T. Race Horses for St Leger; here before as OO-TAA (FV)
- 10th EI-FSL Aer Lingus Regional/Stobart Air (FV)
- 12th G-CELP Boeing 737-300 Jet2 (T)
- 13th OM-ACG Boeing 747-400 Air Cargo Global Dep.
- 14th G-OSRB Boeing 727 Oil Spill Response Dep.

- 14th G-EZAL Airbus A-319 EasyJet (T)
- 14th YL-RAC Antonov AN-26 RAF-Avia Airlines (F) (FV)
- 15th EC-MKL Boeing 737-800 Air Europa. A new aircraft & the first in new livery (FV)
- 15th TC-AVP Boeing 737-800 Pegasus Airlines (FV)
- 15th G-MAJE Jetstream-41 Eastern Airways Diversion from HUY late-night Dep. 16th



**EC-MKL Boeing 737-800 Air Europa 15/09**

- 16th EC-LQX Boeing 737-800 Air Europa
- 17th EI-FCY Aer Lingus Regional/Stobart Air
- 17th G-DHLF Boeing 767-300 D.H.L. (F) from Cincinnati arr 19:10 Dep. 01:30 to Cincinnati (FV)
- 18th EI-FAW Aer Lingus Regional/Stobart Air
- 20th OK-TSE Boeing 737-800 Travel Service +27th
- 22nd EC-JNF Boeing 737-800 Air Europa (FV)
- 22nd LZ-AOA Airbus A-319 BH Air. (SV)



**HA-LXF Airbus A321 Wizz Air 23/09**

- 23rd HA-LXF Airbus A-321 Wizz Air. (The first A-321 of theirs; Dlvd 15/6/2016) (FV)
- 23rd N513SN McDonnell Douglas MD-11 Western Global Aviation. All White. (F) (SV)



**N513SN MD11F Western Global Airlines 23/09**

26th RA76950 Ilyushin IL-76 Volga Dnepr Dep 27th  
 28th HA-LXF Airbus A-321 Wizz Air  
 29th TC-CPF Boeing 737-800 Pegasus  
 30th G-JMCL Boeing 737-300 Atlantic Airlines (F)  
 30th HA-LXE Airbus A-321 Wizz Air (FV)

### **Bizz Jets & Bizz Props**

2nd M-CHEM Dassault Falcon 2000  
 2nd F-GMTJ Citation 510 Mustang Quest Participations (FV)  
 3rd T7-TAN Citation 750X Richstone Avia to (M)  
 3rd CS-PHJ Embraer 505 Phenom 300 Netjets Europe Ltd  
 4th D-CJOS CitationJet 525 CJ3 Starwings  
 4th N531EA Eclipse Aviation EA500 Eclipse Feggair Inc Trustee, Wilmington DE. (FV)  
 4th N453JE Hawker Beechcraft Corp. Hawker 4000. Hawker Acquisition LLC. New York (FV)  
 5th 9H-VCG Bombardier Challenger 350 Vista Jet (FV)  
 6th N613CL Textron Aviation Citation 680 Latitude. Textron Aviation Inc, Wichita KS (M) dep 7th (FV)



**N613CL Citation 680 Latitude Textron Aviation 07/09**

7th G-HARG Embraer 550 Legacy 500 Centreline Air Charter (FV)



**G-HARG Embraer 550 Legacy Centreline Air Charter 07/09**

8th F-HBIR Citation 510 Mustang Wijet (FV)  
 10th G-PULA Falcon 2000 Centreline Air Charter  
 10th 9H-ILZ Canadair Regional Jet 200 VistaJet Malta (FV)  
 12th CS-CHC Challenger 350 Netjets (FV)  
 12th G-GILB Citation 510 Mustang Flairjet diversion to (M) Dep after 2+ hours  
 14th G-SIRO Dassault Falcon 900EX Condor Aviation  
 14th HB-FOZ Pilatus PC-12 Swiss Flight Services (FV)

15th N902MZ CitationJet 525 M2 Textron Aviation (M) Dep 20th  
 17th 9H-VJM BD-700 Global Express VistaJet (FV)  
 18th 9H-ALL CitationJet 525 CJ2 Luxwing (FV)  
 18th CS-LAT Textron Aviation Citation 680 Latitude. Netjets (FV)  
 18th PH-VBG Falcon 2000EX JetNetherlands  
 23rd YU-RDA Textron Aviation Citation 560XLS+ Pink Air (Dlvd 18/12/2015) First Serbian registered aircraft (FV)  
 23rd G-CGMF Citation 560XL Multiflight Ltd (M)  
 24th 9H-VJU BD-700 Global Express VistaJet (FV)  
 26th F-HMBG CitationJet 525 CJ2 Speedfly SARL (FV)  
 26th G-LFBD CitationJet 525 CJ2+ Centreline Air Charter (FV)  
 27th G-IBZA Cessna 550 Citation II International Flight Referral (FV)  
 30th G-RAJJ BAe-146-200 Cello Aviation  
 30th G-SPRE Cessna 550 Citation Bravo Xclusive Jet Charter Ltd  
 30th D-CRON Citation 560XLS Silver Cloud Air (FV)

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

4th G-IWFC Agusta Westland A-109SP (FV)  
 6th EI-GJL AS-365N3 Dauphin 2 Anglo Beef Processors Ireland  
 10th G-EMHC Agusta A-109 Looporder Ltd  
 14th G-YRTE Agusta A-109 Galegrove Guernsey Dep.15th & returned later

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

6th G-TSOG Based aircraft Test Flight  
 7th G-CIKM Diamond DA-42 Twin Star  
 9th 2-FIFI Piper PA-46 Malibu  
 13th G-DJET Diamond DA-42 Twin Star  
 13th G-ZEXL Extra EA-300 2 Excel Aviation Ltd  
 18th G-OXFC Piper PA-34 Seneca V Oxford Aviation Academy Ltd (FV)  
 18th G-DMPP Diamond DA-42 Twin Star  
 27th G-OECM Commander Aircraft Co Commander 114B ECM (Vehicle Delivery Service) (FV)  
 28th G-MIND Cessna 404

### **Military**

5th 077 Embraer-121 Xingu French Air Force Marine (FV)  
 7th ZH001 Britten-Norman Islander. Army Air Corps  
 7th 082 Embraer-121 Xingu French Air Force (FV)  
 16th ZF537 Westland Lynx AH9 Army Air Corps (H) (FV)  
 16th ZF538 Westland Lynx AH9 Army Air Corps (H) (FV)  
 17th ZH536 Britten-Norman Islander CC-2 R.A.F  
 19th 108 Embraer-121 Xingu French Air Force (FV)  
 21st 078 Embraer-121 Xingu French Air Force (FV)  
 22nd ZG995 Pilatus Britten-Norman Islander CC-2 R.A.F  
 26th XX325 BAe-Hawk Red Arrows Red 1 (T) (FV)  
 26th 108 Embraer-121 Xingu French Air Force  
 29th 105 Embraer-121 Xingu French Air Force (FV)  
 29th ZZ176 C-17 Globemaster (T)  
 29th ZG917 Westland Lynx AH9 (H) (FV)  
 29th ZE380 Lynx Army Air Corps (H) (FV)  
 29th ZF537 Westland Lynx AH9 Army Air Corps (H)

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

# SANDTOFT - PETE HOBSON

## Credits

## General

The Airfield Manager, Engineering and CFI Sandtoft

Yet another busy month. Century Aviation have an office here now but their helicopters are still based at Gamston but are often seen in the circuit at Sandtoft. A hangar here is awaiting rework to enable the R.44 to be stored here, this could take time.

## Arrivals

-BYJL Pulsar 3 arrived in August.

## Departures

-DIAT PA-28 to IOM 19/09 also N200ZK 172H to Ireland 19/09 and G-RYAL

Jabiru UL wreck.

**Maintenance Hangar 1** (N131MP) to become G-BWDE PA-31P (fuselage only – wings and engines still at Fenland), N337UK F.337G is still awaiting a forward engine, Also N96JL 421C which was f/n 01/01 was still here at the end of the month for final service work on the port engine.

**Storage Hangar** Which held G-BULR PA-28 (dismantled), N2177G 182A (dismantled) and G-RYAL Jabiru UL (wreck) is now empty. The PA-28 and 182A going to the microlite hangar and the Jabiru to Chesterfield.

## **Wrecks & Relics**

G-BIFB PA-28 minus engine (outside and behind hangar 1 (on rebuild), G-DENE PA-28 pwfu and G-DIAT PA-28 pwfu (both outside this month until 19<sup>th</sup>)

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

G-BCGI PA-28, G-BHIB F.182Q, G-BOMP PA-28, G-BSER PA-28, G-BULR PA-28, G-BYJL Pulsar 3, G-CIFN C42 FB80, G-TAXI PA-23, G-WLGC PA-28, N96JL 421C, N131MP PA-31P (to be G-BWDE on rebuild), N2136E PA-28R, N2177G 182A, G-DIAT PA-28, G-RYAL Jabiru wreck (for sale), N200ZK 172H.

## **MOVEMENTS**

- 1 G-CGZM MTOSPORT f/t Rufforth East, G-CIWU MD369E f/t Gamston
- 2 G-GRZZ R44 f/t Gamston, G-CIWU MD369E f/t Gamston
- 4 G-GDEF DR400 f/t Church Fenton, G-RVCL RV-6 f/t Sherburn, G-EISG A36 f/t Sherburn
- 5 G-VCJH R.22B f/t Gamston, G-CIWU MD369E f/t Gamston
- 6 G-BPTZ R.22 f/t Gamston, G-SELB PA-28-181 f/t Humberside, G-VCJH R.22B f/t Gamston
- 7 G-AXPC B121 f/t Bagby, G-CIWU MD369E f/t Gamston, G-GRZZ R44 f/t Gamston, G-EISG A36 f/t Sherburn
- 8 G-BCKV FRA150L f/t Gamston, G-GRZZ R44 f/t Gamston, G-BNPY 152 f/t Netherthorpe
- 10 G-XWEB Stryker 912S f Crosland Moor t Sherburn, G-CHJG EV-97 f/t Bagby
- 11 G-AVEH S.205, G-CSAV T600N f/t Beverley, G-JURG RC114A f/t Coventry, G-CCVN Jabiru SP-470 f/t Fishburn, G-BFTC PA-28RT f/t Sherburn
- 12 G-CIWU MD369E f/t Gamston
- 13 G-BAEP FRA.150L f/t Sibson
- 17 G-BHWA F152 f/t Wickenby, G-RVCL RV-6 f/t Sherburn
- 18 G-BGHJ F.172N f/t Humberside, G-ZEXL EA300L f/t Sywell, G-ZXEL EA300L f/t Sywell, G-ZXCL EA300L f/t Sywell, G-ZXLL EA300L f/t Sywell
- 21 G-VCJH R.22B f/t Gamston, G-CIWU MD369E f/t Gamston
- 22 G-VCJH R.22B f/t Gamston, G-CIWU MD369E f/t Gamston
- 23 G-BGXC TB10 f Bagby t Gamston, G-CITX MTOSPORT f/t Rufforth East, G-GRZZ R44 f/t Gamston
- 24 G-AVBH PA-28-180, G-CGZG MTOSport f/t Rufforth East, G-BEZF AA-5 f/t Gamston, N321W Cirrus SR20 f/t Fairoaks
- 25 G-EISG A36 f/t Sherburn
- 26 G-VCJH R.22B f/t Gamston, G-CIWU MD369E f/t Gamston
- 27 N2182K 182Q f/t IOM, G-CIWU MD369E f/t Gamston
- 30 G-AZOZ FRA.150L f/t Earls Colne, G-AVDV PA-22, G-CIWU MD369E f/t Gamston



# STURGATE - PETE HOBSON

<b><u>Credits</u></b>	Lincoln Aero Club (LAC)
<b><u>Arrivals</u></b>	Late news here is N59VT Be K35 had arrived by the end of August, this replaced N7S PA-28.
<b><u>Departures</u></b>	N7S PA-28,
<b><u>General</u></b>	The September fly-in on the 4 <sup>th</sup> was smaller than average due to the poor weather.
<b><u>For Sale</u></b>	G-BBHF PA-23 now in EAE hangar, G-CCZA MS.894A for spares only, G-OBLC Be76.

## **Parked outside during the month for maintenance and storage with EAE**

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

G-CALL PA-23 arrived from IOM on the 3<sup>rd</sup>, also on this date another arrival was G-TSGJ PA-28 from Durham,

Resident G-BHCP F.152 was noted back for attention 09/09 but departed to Gamston 10/09,

Resident G-BRNN 152 was noted back for attention from Netherthorpe fn 11<sup>th</sup> and flew back to

Netherthorpe 17<sup>th</sup>, G-BBNZ F.172M fn 10/09 and still here at end of month,

## **In the EAE Paint Hangar**

None.

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

G-ARRS CP.301A, G-AYYU C23, G-AZTS F.172L out on lease, G-BBHF PA-23-250, G-BDDG D.112 (wfu), G-BGVE CP.1310-C3, G-BHCP F.152 out on lease Gamston, G-BKWD JT.2Titch, G-BRNN 152 (from Netherthorpe) G-BROR J-3C-65, G-BWII 150G, G-CBFO 172S, G-CCXX AG-5B, G-CCZA MS.894A (impounded), G-CEBF EV-97A, G-CIFC TB200, G-CMED TB.9, G-EXLL CH601XL, G-FARY Quickie Tri-Q, G-IOJO PA-28RT-201T, G-MELV Rallye 235E (forward fuselage and 25% of wings), G-OBLC Beech 76, G-OPAZ/AZ Pazmany PL-2, G-RIVE D.153, G-RVSR RV-8, G-UAPO R90-230RG, N59VT Be K35, N200RE Beech E90.

## **Wrecks & Relics noted during the month:-**

In the door less WW2 built Search Light Building are some remains (forward fuselage and 25% of wings) of G-MELV Rallye 235E which has been set a fire yet again. Parked up outside is G-CCZA MS.894A impounded since 2014 and for sale as spares only. The Eastern Air Executive store in what was the WW2 fire station normally holds a stripped down EAE aircraft but none at present.

## **MOVEMENTS**

- 3** G-CALL PA-23 f IOM for maintenance with EAE, G-BSLT PA-28-161 f/t Scampton, G-TSGJ PA-28 f Durham for maintenance,
- 4** G-BGAX PA-28 f/t Brighton, G-BHEN FA.152 f/t Leicester, G-BMMK 182P f/t Lambley, G-CBCL Glastar f/t Fenland, G-CESW CTSW f Sywell t Bagby, G-CFMI Skyraanger Swift f Oxenhope t Brook Field Farm, G-CHLZ Skyraanger f Oxenhope t Brook Field Farm, G-KKKK/XX513/10 Bulldog Srs 120/121 f t Bagby, G-OEGL Christen Eagle II f/t Lambley, G-STVT Sportcruiser f/t Netherthorpe.
- 10** G-AYUT DR.1050 f/t Brighton, G-BHCP F.152 t Gamston, G-BNPY 152 f/t Gamston brought in pilot for CP,
- 11** G-BRNN 152 f/t Netherthorpe took pilot back of G-BRNN, G-BRNN 152 f Netherthorpe for attention by EAE x 6 n/s, G-BXLS Koliber 160A f/t Gamston, G-SOBI PA28-181 f/t Sherburn.
- 15** N2989M PA-32 f Bagby t ?,
- 17** G-BRPV 152 brought pilot for G-BRNN, G-EKOS FR182RG f/t Sherburn, G-OBMS F172N f/t Sherburn, G-OCZA Sportcruiser f Bourne t Eshott,
- 18** G-AVRW GY-20 f/t Hougham, G-AVUG F150H f/t Netherthorpe, G-BFDI PA-28 f/t Tollerton, G-BXLS Koliber 160A f/t Gamston, G-SACP AT-3 R100 f/t Sherburn.
- 24** G-DASH RC112 f/t Coventry, G-ROLY F172N f/t Netherthorpe.



# TEESSIDE COURTESY OF DTVMOVEMENTS.CO.UK

Collated by Alan Sinfield

## Glossary

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

- 01/09 D-IRUP Citation 550 II SP arrived 30/08 t Hamburg, N982CD Cirrus SR22 f Denham t Gloucestershire, G-RIDA AS355 Twin Squirrel arrived 30/08 t ? National Grid, G-MOSJ Beech C90GTx King Air arrived 28/08 t Leeds Moss Aviation, G-HOLM Eurocopter EC135 T2+ f ? t? Capital Air Services, PH-CTR Citation 680 Sovereign+ f Geneva t Le Bourget Cartier Europe, OO-DFG Falcon 2000LX arrived 30/08 t Luton Abelag Aviation, G-RIDB Bell 429 Global Ranger f ? n/s National Grid, G-FBKC Citation 510 Mustang f Amsterdam t Blackbushe Blink



## OO-DFG Falcom 2000LX 01/09

- 02/09 G-RIDB Bell 429 Global Ranger n/s Local Flight National Grid, [EC-LYL](#) arrived 31/08 t ? Gestair,
- 03/09 F-HLRA Diamond DA62 f Carn n/s SD Aviation, N4297A Piper PA-39 Twin Comanche f Nottingham t Kirkwall, N978PW Dassault Falcon 900EX arrived 28/08 t Carlisle TAS Corp LLC, OO-FPB Citation 550 Bravo f Antwerp t Leige Flying Group, F-GLPT Swearingen SA-226T Merlin 3B f Bordeaux t Le Bourget Airlec Air Espace
- 04/09 F-HLRA Diamond DA62 n/s t Caen SD Aviation, C-GZCZ IAI Gulfstream G150 arrived 23/08 t ? Sunwest Aviation, LX-JFZ Pilatus PC12 f Orleans t Oxford JetFly Aviation, F-GNOE Beech 300 Super King Air f Le Bourget n/s SA Union, OE-HCA BD100 Challenger 300 f Salzburg n/s, G-FLBK Citation 510 Mustang f Blackbushen/s Blink, D-INKY Piaggio P180 Avanti f Le Bourget n/s Airgo Flight Service, N450EE Gulfstream G450 f Chicago DuPage n/s Idaho Associates LLC
- 05/09 OH-RBX Citation 560XL Excel f Helsinki n/s River Aviation, G-FLBK Citation 510 Mustang n/s t Ronaldsway Blink, G-LEAC Citation 510 Mustang f Farnborough n/s London Exec Aviaon/Blink, OE-HCA BD100 Challenger 300 arrived 04/09 t Salzburg
- 06/09 OE-GKW IAI Gulfstream G100 Astra f Araxos t Bolzano Tyrol Air Ambulance, CS-DUF Hawker 750 f Antwerp n/s Netjets Europe, G-FBKB Citation 510 Mustang f Liverpool t Blackbushe Blink, G-KARE Pilatus PC-12 f Denham n/s Graham Aircraft Hire Ltd, OH-RBX Citation 560XL Excel n/s t Helsinki Vantaavier Aviation, F-GNOE Beech 300 Super King Air arrived 04/09 t Le Bourget SA Union, LX-TAI Pilatus PC-12 arrived 30/08 t Orleans JetFly Aviation
- 07/09 CS-DUF Hawker 750 n/s t Olbia Netjets Europe, G-MOSJ Beech C90GTx King Air f Leeds n/s NAL Asset Management, G-LEAC Citation 510 Mustang arrived 05/09 London Exec Aviation/Blink, D-INKY Piaggio P180 Avanti arrived 04/09 t Geneva Airgo Flight Service, M-JJTL Pilatus PC12/47E f Fairoaks n/s
- 08/09 G-MOSJ Beech C90GTx King Air n/s t Bristol f Bristol n/s NAL Asset Management, N937BP Mooney M20J f Elstree n/s, M-JJTL Pilatus PC-12 n/s t Fairoaks f Fairoaks n/s, G-SIRS

- Citation 560XL Excel f Farnborough n/s London Exec Aviation
- 09/09 M-JJTL Pilatus PC-12 n/s t Fairoaks, CS-DGR Citation 650 VII f Newcastle t Southampton AirJetSul, G-SIRS Citation 560XL Excel n/s t Farnborough London Exec Aviation.
- 10/09 None
- 11/09 HB-JGQ BD-100-1A10 Challenger 300 f Basel t Verona Premium Jet AG, G-CIFE Beech 200 Super King Air f Isle of Man T Birmingham London Exec Aviation, G-LEAC Citation 510 Mustang f Blackbushe n/s Blink/London Exec Aviation, G-XONE Canadair CL604 Challenger f Klagenfurt t Farnborough Gama Aviation, G-LCPL AS365N2 Dauphin II f ? t Pvt Site Teesdale f Pvt Site Teesdale tn/s Charterstyle Ltd, I-AVND Learjet 45 f Milan Linate n/s Avionord, OO-FPE Citation 525B CJ3 f Inverness t Brussels Flying Group
- 12/09 PH-RLG Citation 680 Sovereign+ f Paris Le Bourget n/s Cartier Europe, [D-IJET](#) Piaggio P-180 Avanti arrived 10/09 t Bologna Airgo Flugservice, G-BOOF PA28-181 Archer II f Blackbushe n/s Skyline Aviation Ltd, N888HJ Beech 200 Super King Air f Dublin t Gamston BB444 Inc
- 13/09 PH-RLG Citation 680 Sovereign+ n/s t Geneva Cartier Europe, G-XONE CL604 Challenger f Farnborough t Szczecin Gama Aviation, G-BOOF Piper PA-28 Archer II n/s t ? Skyline Aviation, G-LCPL AS365 Dauphin II arrived 11/09 t Pvt site Durham f Pvt site Durham t ? Charterstyle, OO-FPE Citation 525B CJ3 f/t Brussels Flying Group, D-IIVA Piaggio P180 Avanti f Farnborough t Geneva AirGo Flugservice, G-LEAC Citation 510 Mustang arrived 11/09 t Blackbushe Blink, I-AVND Learjet 45 arrived 11/09 t ? Avianord



### I-AVND Learjet 45 13/09

- 14/09 G-BSHP Piper PA-28 Warrior II f ? n/s PT & T, CS-DXI Citation 560XL XLS f Turin n/s Netjets Europe, N117EA Eclipse EA-500 f ? n/s
- 15/09 CS-DXI Citation 560XL XLS n/s t Jersey Netjets Europe
- 16/09 D-ABCD CL600 Challenger 604 f ? t Oberpfaffenhofen D C Aviation, F-HFRA Citation 501 f Bordeaux t Lisbon, N117EA Eclipse EA-500 arrived 14/09 t ?
- 17/09 G-TAMR Cessna 172S Skyhawk f/t ?/? Caledonian Air Surveys, Caledonian Air Surveys Diamond DA62 f La Roche sur Yon n/s Aerolease, N709EL Beech 400A Beechjet f East Midlands t Palma, G-XJET Learjet 45 f Krakow t Exeter Capital Air Trading, LX-JFQ Pilatus PC12/47 f/t Farnborough JetFly
- 18/09 F-HLRB Diamond DA62 n/s La Roche sur Yon SD Aviation, G-TAMR Cessna 172S Skyhawk n/s t ? Caledonian Air Surveys, G-BRBA Piper PA-28 Warrior II f Full Sutton o/s, CS-DXP Citation 560XL XLS f ? t Mönchengladbach Netjets Europe, N288Z Gulfstream G650 f Palermo n/s, G-FBKE Citation 510 Mustang f Blackbushe n/s Blink, EC-JYT CL-600 Challenger 604 f Madrid Barajas n/s TAG España, G-GPPI BD-700 Global 5000 f Palermo t Newcastle Skyservice Aviation, G-KVIP Beech 200 Super King Air f Naples t Exeter Capital Air Charter, OY-MGA Falcon 2000EX f Copenhagen t Luton Air Alsie, LX-TAI Pilatus PC12/47E f Geneva t Southampton JetFly Aviation, OO-FPC Citation 525B CJ3 f Liège t Antwerp Flying Group, G-LCPL Aerospatiale AS365N2 f ? n/s Charterstyle
- 19/09 CS-DXH Citation 560XL XLS f/t Rotterdam Netjets Europe, G-FBKE Citation 510 Mustang n/s t Leeds Blink, G-LCPL Aerospatiale AS365N2 n/s t ? Charterstyle, 9H-ALL Citation 525A CJ2 f Paris Le Bourget t Geneva Luxwing, CS-PHD Embraer Phenom 300 f Oxford n/s Netjets Europe, OO-PCK Pilatus PC-12 f Luxembourg t Charleroi, EC-JYT CL-600 Challenger 604 n/s t ? TAG España, M-GETS Pilatus PC-12 f Denham n/s
- 20/09 G-CZOS Cirrus SR20 f Shoreham t ?, OY-MGA Dassault Falcon 2000LXS f Tel Aviv t Copenhagen Air Alsie, G-FBNK Citation 510 Mustang f Humberside t Blackbushe Blink, CS-PHD Embraer Phenom 300 n/s t Oxford Netjets Europe, M-GETS Pilatus PC-12 n/s t

- Denham
- 21/09 SP-HAD Airbus A320-232 f Humberside t Verona Small Planet A/L Poland, LX-NEW Pilatus PC-12 f Denham n/s JetFly
- 22/09 G-CGOA Citation 550 II f ? t Southampton Xlusive Jet Charter, M-USHY Cessna 441 Conquest II f/t Gurnsey Flying Dogs Ltd, N83M Gulfstream G550 f Birmingham t Manchester, G-IPAX Citation 560XL Excel f Madrid t Glasgow Pacific Aviation, LX-NEW Pilatus PC-12 n/s t Denham Jetfly Aviation, G-FBLK G-FBLK f/t Blackbushe Blink, EC-JYT CL-600 Challenger 604 f Madrid n/s TAG España, G-LCPL AS365 Dauphin II f ? n/s Charterstyle, N370WC Piper PA-32 Cherokee Six f ? n/s Flying Fox Aviation, N810TD Embraer ERJ-135BJ Legacy 650 f Prestwick n/s Meadow Lane Air, M-OTOR Beech 200 Super King Air f Hamburg t ? Pektron Group
- 23/09 OH-GVI CL-600 Challenger 605 f Helsinki n/s JetFlite, N370WC Piper PA-32 Cherokee Sixn/s t ? Flying Fox Aviation, M-OTOR Beech 200 Super King Air n/s t Gamston Pektron Group, G-LAUD Cessna 208 Caravan Amphibian f ? t? Loch Lomond S/P, N497XP Hawker 400XP f Barcelona t East Midlands, G-RJXM Embraer ERJ-145 f Stansted t Aberdeen bmi regional (the transport for Tottenham Hotspur who are playing Middlesbrough on Saturday), G-GIBI Agusta A109E Power f ? n/s Sloane Helicopters



### OH-GVI CL-600 Challenger 605 23/09

- 24/09 G-GXLS Citation 560XL XLSf/t Luton London Exec Aviation, G-XONE CL-600 Challenger 604 f Farnborough t Nice Gama Aviation, G-GIBI Agusta A109E Power n/s t ? Sloane Helicopters, G-LCPL AS365 Dauphin II arrived 22/09 t/f Local Site t ?Charterstyle, OH-GVI CL-600 Challenger 605 t Stockholm Arlanda Jetflite, C-FALI BD-100 Challenger 350 f St Johns n/s Irving Oil, N810TD Embraer ERJ-135BJ Legacy 650 arrived 22/09 t Farnborough Meadow Lane Air, EC-JYT CL-600 Challenger 604 arrived 22/09 t Madrid TAG España, 9H-YES Boeing 737-5Q8 f Lyon n/s Air X Charter
- 25/09 9H-YES Boeing 737-5Q8 n/s t ? Air X Charter, G-HCOM Agusta A109 ?? Helicom / Apollo Air Serv., G-BHVP Cessna 182Q Skylane f Inverness t Cambridge, G-PORK Grumman AA-5B Tiger f Inverness t Cambridge Miss P. Flying Group, CS-DRY Hawker 800XPi f Farnborough t Hamburg Netjets Europe, G-FBNK Citation 510 Mustang f Blackbushe n/s Blink
- 26/09 G-FBNK Citation 510 Mustang n/s t ? Blink, D-FBRS Extra EA-500 f Charleroi n/s
- 27/09 G-ZENT Citation 560XL XLS f Biggin Hill t Palma Jet Aircraft Ltd, CS-PHE EMB-505 Phenom 300 f Paris Le Bourget t Farnborough Netjets Europe, G-FBNK Citation 510 Mustang f Biggin Hill t Farnborough Blink, D-FBRS Extra EA-500 arrived 26/09 t Charleroi, G-LUBB Citation 525 CJ1 f Dunsfold n/s Centreline Air Charter
- 28/09 F-GULY Beech C90B King Air f/t Exeter, SP-HAI Airbus A320-233 f Verona t Paris CDG Airbus A320-233
- 29/09 C-FALI BD-100 Challenger 350 arrived 24/09 t Saint John Irving Oil, N288Z Gulfstream G650 arrived 18/09 t Northolt, D-CBIN SA-227AT Merlin IVC f Münster Osnabrück t Birmingham BinAir Aero Service, G-LUBB Citation 525 CJ1 arrived 27/09 t Dunsfold Centreline Air Charter, CS-DRS Hawker 800XPi f Budapest n/s Netjets Europe
- 30/09 CS-DRS Hawker 800XPi n/s t Gurnsey Netjets Europe, G-JAEE Vans RV-6A ??, G-HDEF Robinson R44 f ? t Gamston Arena Aviation

## DAY BY DAY @ LBA - HOWARD GRIFFIN

ALL times quoted are in GMT - Including during the summer months

### September 2016

#### Regular Visitors:

Gama Aviation operated Cessna 560 Excels **G-OJER** on the 2<sup>nd</sup> 4<sup>th</sup> and 12<sup>th</sup> plus Cessna 510 Mustang **G-XAVB** on the 14<sup>th</sup> and 17<sup>th</sup>,

Jota Aviation operated Beech C90 **G-ORTH** on 4<sup>th</sup>, 7<sup>th</sup> and 27<sup>th</sup>

Air Ambulance flights inc. **G-NHAA** on the 27<sup>th</sup>, **G-NHAB** on the 28<sup>th</sup>, 29<sup>th</sup> and **G-NHAC** on the 11<sup>th</sup>, 12<sup>th</sup> and 22<sup>nd</sup> plus **G-SASH** on 1<sup>st</sup>, 15<sup>th</sup>, 22<sup>nd</sup> plus **G-NWAA** on the 8<sup>th</sup> (see below). **G-CEMS** operated on the 5<sup>th</sup>.

Aerospatiale AS350 **G-OGUN** operated on 5<sup>th</sup>, 9<sup>th</sup>, 25<sup>th</sup>,

Excel Aviation operated PA-31s **G-BFIB** on 7<sup>th</sup> and 11<sup>th</sup> as Jasper 2 and **G-UMMI** as Jasper 1 on 12<sup>th</sup> and 13<sup>th</sup> usually to/from Northolt

Cirrus SR22 **N89NB** mostly fr/to Denham 4<sup>th</sup>, 6<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, 15<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup>, 26<sup>th</sup> & 28<sup>th</sup>

Beech 90 Kingair **N95VB** operated on 13<sup>th</sup>, 19<sup>th</sup>, 21<sup>st</sup> and 22<sup>nd</sup> usually between Sleaf and Cardiff.

#### Summary

September proves to be a different month with very few Netjets (**CS-LAT** making first visit) but the Germans arrive in force (10), a large number of air ambulance movements, one Hungarian Cessna 650 **HA-KAP** but you may have seen it as YU-BTM or CS-DNF, 3 Pilatus PC-12s from Luxembourg and six IOM registered aircraft plus a South African Beech 200 and a Bulgarian Avanti!. Also look out for the 3 Czech and 1 Aruban registered bizjet. The MOD sent us no Grobs but made up with a C130J to pick up those paratroops camping out at the multiflight café, one Tucano and a C17 which does not appear in the movement data but I'm sure I saw it climbing out over Ilkley. The USAF sent one C-37A. Once the residents and regulars are removed, there were 257 movements to report on versus 270 last month. Top O & D's (Origin and Destination) were Exeter, Farnborough, Guernsey, IOM, Le Bourget (11) and Northolt with some unusual ones appearing such as Volkel air base, Zemunik, Wroclaw, Pamplona and Denver.

#### Thursday 1<sup>st</sup> September

Cessna 510 Mustang **G-FLBK** dep 06:07 to Eindhoven returns 15:25 n/s, Cessna 525B CJ 3 **N90CZ** dep 07:13 to Guernsey return 15:59 and dep again 16:21, Beech C90 Kingair **G-MOSJ** arr 12:08 from Teeside until 7<sup>th</sup>, Cirrus SR22 **N174MW** arr 13:18 from Le Touquet, Saxonair Phenom 300 **G-POWO** arr 15:55 from Le Touquet dep 17:16 to Dublin,

#### Friday 2<sup>nd</sup> September

Falcon 2000LX **M-CHEM** dep 07:54 to Doncaster Cessna 510 Mustang **G-FLBK** dep 08:54 to Albert-Bray (FR), Falcon 7X **M-LJGI** arr 10:45 from Farnborough dep 11:23 to Linate, Cessna 525A CJ2 **9H-ALL** arr 12:48 from Cannes dep 13:48 to Manchester.

#### Saturday 3<sup>rd</sup> September

Falcon 2000EX **CS-DLH** arr 09:10 from Barcelona as NJE990C dep 10:23 to Glasgow as NJE296T, Beech 200 Kingair **G-IASM** arr 10:51 from Cannes dep 11:28 to Doncaster, Cessna 525A CJ2 **D-INOB** arr 11:43 from Cannes dep 12:43 to Farnborough. Piaggio P180 Avanti **LZ-ASP** arr 16:51 from Palma dep 18:01 to Bordeaux.

#### Sunday 4<sup>th</sup> September

Aerospatiale As355N **G-VGMC** arr 08:01 dep 08:14 (fuel) plus f/t Silverstone (17:10/17:31), Pilatus PC-12 **LX-NEW** f/t Le Bourget (11:34/13:37), Lockheed C130J Hercules **ZH878** arr 11:51 from Brize Norton dep 13:34 to Esbjerg, Robinson R44 **G-CBFJ** f/t Prestwick (13:28/14:12),



ZH878  
Lockheed  
C130J  
04/09 Mike  
Storey

### Monday 5<sup>th</sup> September

Beech 200 Kingair **G-CEGP** arr 08:40 from Teeside dep 09:15 to Northolt return at 14:43 and back to Teeside at 15:14. Cessna 525B CJ3 **D-COWB** arr 10:17 from Hamburg n/s, Phenom 100 **D-IAAT** dep 11:08 to Sion, Cessna 560XLS **CS-DXE** arr 13:21 from Manchester as NJE275G dep 15:39 to Wroclaw as NJE114C, Cessna 510 Mustang **OE-FZE** arr 13:27 from Le Bourget dep 14:53 to Teuge, Cessna 525B CJ3 **OO-FPE** arr 18:09 from Antwerp dep 18:50 to Brussels, Falcon 2000LX arr 18:33 fr Northolt n/s.

### Tuesday 6<sup>th</sup> September

Cessna 560XLS **D-CAHO** arr 06:06 fr Belfast City dep 06:25 to Paderborn, Cessna 525B CJ3 **D-COWB** dep 10:07 to Hamburg, Cessna 680 Sovereign **D-CEIS** f/t Firenze (12:18/13:14), Beechjet 400 **OK-BII** (ex HB-VNE) arr 13:35 fr Zurich n/s, Pilatus PC-12 **LX-JFQ** f/t Le Bourget (16:11/18:01), Shorts Tucano **ZF140** f/t Northolt (21:10/21:10) c/s LOP54,

### Wednesday 7<sup>th</sup> September

Eclipse 500 N531EA f/t Guernsey (07:35/08:27), Beechjet 400 OK-BII dep 09:13 to Zurich, Socata TB.20 Trinidad G-EGAG arr 12:54 from Sherburn until 30<sup>th</sup>, SA Bulldog G-CBBT arr 14:42, Beech C90 G-MOSJ dep 15:56 to Teeside, Phenom 300 CS-PHE arr 16:17 fr Warsaw as NJE130Q n/s, Eclipse 500 N531EA arr 16:35 fr Southend dep 17:10 to Exeter, Cessna 560XLS D-CAHO arr 18:35 from Debrecen (Hungary) dep 19:05 to Belfast City.

### Thursday 8<sup>th</sup> September

Phenom 300 **CS-PHE** dep 07:05 to EMA as NJE304A, Piper PA-28RT T.Arrow **G-SKYV** f/t IOM (07:48/12:46), Beech 200 Kingair **G-CEGP** arr 13:22 fr Northolt dep 14:01 to Gamston, Eurocopter EC135 **G-NWAA** arr 15:54 dep 15:58 as HLE 08,

### Friday 9<sup>th</sup> September

Global Express **N801PN** arr 07:55 fr Luton until 17<sup>th</sup>, Eurocopter EC135 **F-GOPG** c/n 062 arr 09:30 Fr Newcastle dep 09:55 to Gamston, TBM 850 **N989PR** f/t Cranfield (11:28/14:16), Cessna 560XLS **G-ZENT** arr 11:31 from Carcassonne dep 12:20 to Farnborough, Augusta A109 **G-WDCL** arr 19:23 dep 19:34,

### Saturday 10<sup>th</sup> September

Pilatus PC-12 **G-KARE** arr 07:43 fr Exeter dep 09:39 to Weston, DH104 Dove **G-OPLC** arr 09:16 from Seething n/s, Beech 200 Kingair **M-OTOR** arr 13:54 from Hamburg dep 14:53 to Gamston, Cessna 550 Citation 2 **G-CGOA** arr 18:37 fr Southampton n/s.

### Sunday 11<sup>th</sup> September

Cessna 550 Citation 2 **G-CGOA** dep 07:33 to IOM, Robinson R44 **G-JBKA** arr 10:18 dep 10:46, Challenger 605 **9H-VFF** arr 12:03 fr EMA n/s, DH104 Dove **G-OPLC** dep 12:09, Pilatus PC12 **G-KARE** arr 12:12 fr Weston dep 15:43 to Biggin Hill, Phenom 300 **D-CHIC** arr 17:27 fr Farnborough n/s, Cessna 680 Latitude **CS-LAT** arr 19:13 fr Madrid as NJE845R n/s



### Monday 12<sup>th</sup> September

Phenom 300 **D-CHIC** dep 07:27 to Firenze, Falcon 50 **F-HALM** f/t Le Bourget (09:19/15:53), Cessna 680 Latitude **CS-LAT** dep 10:13 to Bern as NJE667L, Challenger 605 **9H-VFF** dep 10:32 to Biarritz, Gulfstream V **N555GV** arr 12:37 f/t Stansted (12:37/20:31),

### Tuesday 13<sup>th</sup> September

Beech 200 Kingair **G-NIAA** f/t Belfast (08:59/09:47), Partenavia P68 **G-RVNM** f/t Liverpool (11:08/12:29), Cessna 560XLS **G-CHUI** (named after star wars – get it ?) arr 17:12 fr Glasgow n/s.

### Wednesday 14<sup>th</sup> September.

Diamond DA-42 Twin Star **G-DGPS** arr 10:16 from Humberside and goes out at 12:26 returning at 16:40 before departing to Shoreham at 17:06. Beech 200 Kingair **ZS-DEX** f/t Exeter (12:22/16:11), Cessna 560 XLS **G-CHUI** dep 15:08 to Liverpool, Mooney M20J **N226RL** (csn 24-3427) arr 15:31 from Wevelgem (until 16<sup>th</sup>), Robinson R44 **G-CBFJ** arr 15:53 fr Blackpool dep 16:39 to Prestwick,

### Thursday 15<sup>th</sup> September

Aero Commander 114 **G-OECM** f/t Southend (10:26/16:49), Jet2 Boeing 737-800 **G-JZJH** arr 14:26 from Gander, Cessna 560XLS **N75TP** arr 17:24 fr Jersey dep 17:04 to Oxford, Agusta A109 **G-ZIPE** arr 17:07 fr Battersea n/s.

### Friday 16<sup>th</sup> September

Agusta A109 **G-ZIPE** dep 05:32 ( too early for me) , Cessna 550 Citation **G-IPLY** f/t Staverton (08:27/08:51) and f/t IOM (17:15/17:47), Mooney M20J **N226RL** dep 09:35 to Wevelgem, 53 years old Piper PA-28 **G-ASFL** arr 10:12 from Thruxton, Piper Pa-28RT **G-SKYV** f/t IOM (10:30/14:41), Reims Cessna F172K **G-AYRT** not showing its 45 years f/t Sherburn (10:39/13:18), Cessna 510 Mustang **G-LEAC** arr 14:08 fr EDI n/s, SA Bulldog **G-CBBT** dep 14:37 to Perth, Cessna 525A CJ2 **M-ICRO** arr 14:46 fr Aberdeen dep 15:45 to Gamston, and finally..BAe 146 **ZE701** arr 17:54 from Volkel Air Base dep 18:27 to Northolt.

### Saturday 17<sup>th</sup> September

Cessna 510 Mustang **G-LEAC** dep 09:48 to London City, Global express **N801PN** dep 10:14 to Bedford (USA), Cessna 550 **OE-GPS** arr 10:20 from Zemunik – Croatia, dep 12:05 to Innsbruck, Cessna 750 X **P4-AND** arr 11:29 from Domodedovo n/s, Cessna 560 XLS **G-OMEA** arr 13:47 from Hawarden n/s, Hawker 800 **CS-DRO** arr 15:16 from Bern as NJE684W n/s,

### Sunday 18<sup>th</sup> September

Learjet 55 **D-CAAE** arr at an ungodly hour of 01:01 fr Dalaman dep 15:28 to Neurenberg, Cessna 525B CJ3 **D-CJET** arr 11:46 fr Palma dep 12:43 to Exeter, Hawker 800 **CS-DRO** dep 12:15 to London City as NJE697H, , Cessna 750 X **P4-AND** dep 12:24 to Farnborough, Cessna 510 Mustang **G-LEAC** arr fr London City 12:26 dep 13:35 to Cork, Cessna 182S **N464MA** f/t Cardiff (but based at East Winch) (12:29/16:44), Cessna 650 **HA-KAP** f/to Biggin Hill (16:18/16:59), Cessna 525B CJ3 **D-CHIO** arr 16:31 fr Dusseldorf n/s,



D-CAEE Learjet 55 SAI Air Service 18/09 Ian Gratton

### Monday 19<sup>th</sup> September

Cessna 560XLS **G-OMEA** dep 07:40 to Birmingham, Cessna 510 Mustang **G-FBKE** arr 09:12 fr Teeside dep 10:10 to Eindhoven, piper Pa-28 Warrior **G-VICC** f/t Kemble (09:42/16:12), Piper Pa-28 Warrior **G-BTRY** arr 10:36 fr Turweston dep 17:00. Cessna 182T Skylane **G-NYKS** f/t its Denham Base (11:03/12:58),

### Tuesday 20<sup>th</sup> September

Beech 200 Kingair **M-WATJ** f/t Glasgow (10:04/12:43), Challenger 605 **9H-VFF** arr 10:36 fr Pamplona until 24<sup>th</sup>, Reims Cessna F172K **G-AYRT** f/t Sherburn (11:07/14:54), Aerospatiale AS355F **G-OALI** arr 2:00 dep 13:21, Pilatus PC-12 **LX-JFY** arr 14:13 fr Cork dep 17:29 to Farnborough, Glufstream G550 **VP-BLW** arr 15:15 fr Cambridge n/s, Cessna 525B CJ3 **D-CHIO** dep 16:31 to Dusseldorf,

### Wednesday 21<sup>st</sup> September

Piaggio P180 Avanti **M-ONTE** arr 06:49 fr Glasgow dep 15:43 to Helsinki. Cessna 510 Mustang **G-FBKE** arr 09:28 fr Eindhoven n/s, Cessna 750 X **OE-HUB** arr 12:10 fr Palma until 23rd, Glufstream G550 **VP-BLW** dep 13:14 to EDI, Cessna 550 **G-SPRE** arr 13:20 fr Farnborough dep 14:03 to Valencia, Cessna 525A CJ2 **9H-ALL** arr 15:03 fr Geneva dep 16:32 to Dublin, Cessna 525A CJ2 **D-IFDN** arr 15:42 fr Neurenberg n/s, Cirrus SR22 **N174MW** t/f Leeds East (16:40/17:23),

### Thursday 22<sup>nd</sup> September

Cessna 525 M2 **N902MZ** arr 06:31 fr Oxford dep 07:22 to Guernsey, Cessna 510 Mustang **G-FBKE** dep 08:04 to Norwich, Cirrus SR22 **G-VBCA** arr 08:49 dep 11:01 and return 11:25 then dep again 13:42 Eurocopter EC120 **G-VIPR** arr 11:15 fr Sywell n/s, Partenavia P68 **G-RVRX** f/t Liverpool (11:18/13:39), Beech C90 Kingair **G-MOSJ** arr 17:06 fr Teeside until 26<sup>th</sup>, Cessna 525A CJ2 **D-IFDN** dep 17:35 to Neurenberg.

### Friday 23<sup>rd</sup> September

Eurocopter EC120 **G-VIPR** dep 08:02, Cessna 750 X **OE-HUB** dep 10:38 to Munich, Cessna 525 M2 **N902MZ** arr 10:39 fr Guernsey dep 11:18 to Jersey, Robinson R44 **G-HALS** arr 12:54 dep 14:35, Cessna 310 **N315P** arr 16:01 fr Full Sutton dep 16:47 to oxford.



OE-HUB Cessna Citation X 23/09 David Blaker

### Saturday 24<sup>th</sup> September

Challenger 605 **9H-VFF** dep 14:23 to Luton,

### Sunday 25<sup>th</sup> September

USAF Gulfstream 5 (C-37A) **01-10029** arr 13:20 from Grand Junction (Denver) dep 14:20 to Stansted c/s SPAR34, Cessna 680 Sovereign **OK-UGJ** arr 16:37 from Thessaloniki n/s,

### Monday 26<sup>th</sup> September

Learjet 60 **M-DMDP** f/t Dublin (08:07/11:59), Cessna 680 Sovereign **OK-UGJ** dep 09:48 to Zurich, Beech C90 **G-MOSJ** dep 18:30 to Teeside.



## Tuesday 27<sup>th</sup> September

Agusta A109 **G-EMHC** arr 10:44 dep 11:04, Cessna 182 **G-MOUT** arr 13:49.

## Wednesday 28<sup>th</sup> September

Cessna 680 Sovereign **PH-RLG** arr 09:28 fr Le Bourget dep 14:30 to Northolt, Cessna 750 X **N950M** f/t IOM (10:19/10:45) and returns 16:32 n/s, This one is difficult as its reported as both **G-DOLI** and **G-DOLY** which is either a Cirrus SR20 or Cessna T303 Crusader f/t Staverton (11:18/12:05) but also linked to KW aviation therefore it should be the Cessna. Beech 200 Kingair **G-KVIP** arr 16:23 Fr Barcelona dep 19:10 to Exeter,

## Thursday 29<sup>th</sup> September

Cessna 680 Sovereign **PH-RLG** f/t Le Bourget (05:57/07:18), Cessna 750 X **N950M** to IOM 07:45 returning at 16:35, Cessna 525 Citation M2 **G-CMTO** arr from EMA base 11:02 dep 13:19 to Girona, Arospatiale AS355 **N766AM** dep 16:14,

## Friday 30<sup>th</sup> September

Aero Commander 114 **2-BEST** f/t Kemble (09:35/12:01), Cessna 510 Mustang **OE-FWD** (ex YU-SPM) arr 11:28 fr Le Bourget dep 12:07 to Bern, Beech 200 Kingair **G-WVIP** arr 12:18 fr Exeter dep 15:43 to Guernsey, socata TB.20 Trinidad **G-EGAG** returns to Sherburn at 12:38 after maint, Cessna 510 Mustang **G-FBKE** arr 15:45 from Luton n/s, Eurocopter EC120 **G-SKPP** arr 17:29 n/s.



ZZ175 Boeing C-17A Globemaster III 15/09 Rod Hudson



G-VIPR Eurocopter EC120B 11/09 Mike Storey

## AIRLINE BY AIRLINE @ LBA - ANDREW COVERDALE

**September 2016**

### **Air Europa(AEA/UX, "Europa")**

The company operates charters from/to Palma using B737 aircraft.

**Palma**(337/338):-2/9 EC-KCG, 9/9 EC-JBJ, 16/9 EC-LPR, 23/9 EC-JAP, 30/9 EC-JBL.

### **Aurigny(AUR/GR, "Ayline")**

The company operates a service from Guernsey using ATR aircraft.

**Guernsey**(664/665 "66V/66W"):-2/9 G-HUET, 3/9 G-HUET, 5/9 G-HUET, 7/9 G-HUET, 9/9 G-BWDB, 10/9 G-HUET, 12/9 G-HUET, 14/9 G-HUET, 16/9 G-HUET, 17/9 G-HUET, 19/9 G-HUET, 21/9 G-HUET, 23/9 G-HUET, 24/9 G-HUET, 26/9 G-HUET, 28/9 G-HUET, 30/9 G-HUET.



**G-HUET ATR42 Aurigny 10/09 Mike Storey**

### **Austrian Airlines(AUA/OS, "Austrian")**

Charters operated throughout the Summer using F70 aircraft.

**Innsbruck** "2587/2588":-3/9 OE-LFQ, 10/9 EC-LFQ, 17/9 OE-LFQ, 24/9 OE-LFQ.

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

This company operates weekly Saturday charter flight using A320/A319 aircraft through the Summer.

**Bourgas** "5569/5570" :-3/9 LZ-BHK, 10/9 LZ-BHK, 17/9 LZ-BHK, 24/9 LZ-BHK.



**LZ-BHK Airbus A321 Balkan 13/09 Roger Fozzard**

### **British Airways(SHT/BA, "Shuttle")**

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

**Heathrow**(1340/1341, "1340/21Z") :-1/9 G-EUPE, 2/9 G-EUOG, 3/9 G-EUPF, 4/9 G-EUPO, 5/9 G-EUPX, 6/9 G-EUPW, 7/9 G-EUOC, 8/9 G-EUPJ, 9/9 G-EUOI, 10/9 G-EUOD, 11/9 G-EUOF, 12/9 G-EUPX, 13/9 G-EUPY, 14/9 G-EUPX, 15/9 G-EUPP, 16/9 G-EUPF, 17/9 G-EUOF, 18/9 G-EUPW, 19/9 G-EUPH, 20/9 G-EUPE, 21/9 G-EUOG, 22/9 G-EUPH, 23/9 G-EUPJ, 24/9 G-EUOA, 25/9 G-EUPH, 26/9 G-EUOI, 27/9 G-EUPB, 28/9 G-EUOD, 29/9 G-EUOF, 30/9 G-EUOF.

**Heathrow**(1342/1343, "20B/21Y") :-1/9 G-EUOF, 2/9 G-EUOH, 3/9 G-EUPN, 4/9 G-EUPX, 5/9 G-EUPA, 6/9 G-EUOF, 7/9 G-EUPA, 8/9 G-EUPK, 9/9 G-EUPU, 10/9 G-EUPN, 11/9 G-EUOI, 12/9 G-EUPM, 13/9 G-EUPE, 14/9 G-EUOC, 15/9 G-EUOA, 17/9 G-EUPW, 18/9 G-EUOE, 19/9 G-EUOH, 20/9 G-EUPY, 21/9 G-EUPF, 22/9 G-EUOG, 23/9 G-EUPG, 24/9 G-EUPM, 25/9 G-EUPJ, 26/9 G-EUPJ, 27/9 G-EUPB, 28/9 G-EUOF, 29/9 G-EUPZ, 30/9 G-EUPJ.

**Heathrow**(1344/1345, "20C/21X") :-1/9 G-EUPP, 2/9 G-EUPF, 4/9 G-EUPW, 5/9 G-EUOI, 6/9 G-EUOE, 7/9 G-EUPX, 8/9 G-EUOB, 9/9 G-EUPF, 11/9 G-EUPZ, 12/9 G-EUPA, 13/9 G-EUPX, 14/9 G-EUOB, 15/9 G-EUPZ, 16/9 G-EUPN, 18/9 G-EUOI, 19/9 G-EUPD, 20/9 G-EUOH, 21/9 G-EUPC, 22/9 G-EUOD, 23/9 G-EUPV, 25/9 G-EUPF, 26/9 G-EUPR, 27/9 G-EUPO, 28/9 G-EUOF, 29/9 G-EUPZ, 30/9 G-EUPC.

### **Eastern Airways(EZE/T3, "Eastflight")**

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

**Aberdeen** "21LK/31LK" -5/9 G-MAJA, 6/9 G-MAJC(21LK) G-MAJW(31LK), 7/9 G-MAJY(21LK), 12/9 G-MAJY(21LK) G-MAJC(31LK), 13/9 G-MAJC(21LK) G-MAJL(31LK), 14/9 G-MAJL(21LK), 19/9 G-MAJC, 20/9 G-MAJT(21LK) G-MAJK(31LK), 21/9 G-MAJC(21LK), 26/9 G-CDKB, 27/9 G-MAJL, 28/9 G-MAJZ(21LK).

**Aberdeen** "4714/4717" -1/9 G-MAJA, 2/9 G-MAJK(4714) G-MAJU(4717), 5/9 G-MAJA(4714) G-MAJW(4717), 6/9 G-MAJW(4714) G-MAJY(4717), 7/9 G-MAJY(4717), 8/9 G-MAJL(4717), 9/9 G-MAJL(4714) G-MAJY(4717), 12/9 G-MAJC, 13/9 G-MAJL 15/9 G-MAJC, 16/9 G-MAJC(4714), 19/9 G-MAJC(4714), G-MAJT(4717), 20/9 G-MAJK(4714) G-MAJC(4717), 21/9 G-MAJC(4717), 22/9 G-MAJC(4714) G-MAJW(4717), 23/9 G-MAJW(4714) G-MAJZ(4717), 26/9 G-CDKB, 27/9 G-MAJL(4714) G-MAJZ(4717), 28/9 G-MAJL(4717), 29/9 G-MAJC(4714) G-MAJY(4717), 30/9 G-MAJU(4714) G-MAJA(4717).

**Aberdeen** "81LK/91LK" -1/9 G-MAJA, 2/9 G-MAJU(81LK) G-MAJA(91LK), 5/9 G-MAJW, 6/9 G-MAJY, 7/9 G-MAJY(81LK), 8/9 G-MAJL, 12/9 G-MAJC, 13/9 G-MAJE(81LK), 14/9 G-MAJC(4719), 15/9 G-MAJC, 16/9 G-MAJC(91LK), 19/9 G-MAJT, 20/9 G-MAJC, 21/9 G-MAJC, 26/9 G-MAJL, 27/9 G-MAJZ, 28/9 G-MAJL, 29/9 G-MAJY, 30/9 G-MAJA(81LK) -MAJC(91LK).

**Southampton** "70Y/71G" -1/9 G-CERZ, 5/9 G-CDKB, 6/9 G-CDKB, 7/9 G-CDKB, 8/9 G-CDKB, 12/9 G-CDKB, 14/9 G-CDKB(70Y), 15/9 G-CDEA, 19/9 G-CERZ, 20/9 G-CERZ, 21/9 G-CERZ, 22/9 G-CERZ, 26/9 MAJL, 27/9 G-CDKB, 28/9 G-CDKB, 29/9 G-CDKB.

**Southampton** "4702(72Y)/4703" -2/9 G-CERZ, 5/9 G-CDKB, 6/9 G-CDKB(72Y), 7/9 G-CDKB, 8/9 G-CDKB(72Y), 9/9 G-CDKB, 12/9 G-CDKB, 13/9 G-CDKB(72Y), 14/9 G-CISK, 15/9 G-CDEA(72Y), 16/9 G-CDEA, 19/9 G-CERZ, 20/9 G-CERZ(72Y), 21/9 G-CERZ, 22/9 G-CERZ(72Y), 23/9 G-CERZ, 26/9 G-MAJL, 27/9 G-CDKB(72Y), 28/9 G-CDKB, 29/9 G-CDKB(72Y), 30/9 G-CDKB.

**Southampton** "4704/4705" -2/9 G-CERZ, 5/9 G-CDKB, 6/9 G-CDKB(4705), 7/9 G-CDKB, 8/9 G-CDKB(4705), 9/9 G-CHMR, 12/9 G-CDKB, 13/9 G-CDKB(4705), 14/9 G-CDEA, 15/9 G-CDEA(4705), 16/9 G-CDEA, 19/9 G-CERZ, 20/9 G-CERZ(4705), 21/9 G-CERZ, 22/9 G-CERZ(4705), 23/9 G-CERZ, 26/9 G-CDKB, 27/9 G-CDKB(4705), 28/9 G-CDKB, 29/9 G-CDKB(4705), 30/9 G-CDKB.

**Southampton** "76Y/77G" -1/9 G-CERZ, 2/9 G-CERZ, 5/9 G-CDKB, 6/9 G-CDKB, 7/9 G-CDKB, 8/9 G-CDKB, 9/9 G-CDKB, 13/9 G-CDKB, 14/9 G-CDEA, 16/9 G-CDEA, 19/9 G-CERZ, 20/9 G-CERZ, 21/9 G-CERZ, 22/9 G-CERZ, 23/9 G-MAJZ, 26/9 G-CDKB, 27/9 G-CDKB, 28/9 G-CDKB, 29/9 G-CDKB, 30/9 G-CDKB.

Sunday diagram from Aberdeen(91LK) to Southampton(91Y) return from Southampton(81G) to Aberdeen(81LK):-4/9 G-CDKB(91LK) G-CERZ(91Y/81G/81LK), 11/9 G-CFLV, 18/9 G-CERZ(91LK/91Y/81G) G-CDEA(81LK), 25/9 G-CFLU(91LK/91Y) G-CDKB(81G) G-CERZ(81LK). Additional flights:- 2/9 G-MAJA(32Z) positioned out to East Midlands, G-MAJK(12W) positioned in from Humberside, 6/9 G-MAJW(012P) positioned out to Norwich, G-MAJC(30F) positioned in from Norwich, 9/9 G-CHMR(701P/056P) positioned in from Hawarden/out to Bournemouth, 13/9 G-MAJE(16W) positioned in from Humberside, 14/9 G-CISK(033P/034P) positioned in from/out to

Hawarden, G-CDEA(033P) positioned in from Aberdeen, 17/9 G-CDEA(9639/9640) charter to/from Perpignan, 23/9 G-CDEA(051P/052P) positioned in from/out to Newcastle.

### **Flybe(BEE/BE, "Jersey")**

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

**Belfast City**(729/730, "729/6HC") :-1/9 G-PRPB, 2/9 G-JEDM, 3/9 G-JECF, 5/9 G-ECOO, 6/9 G-JECF, 7/9 G-JECF, 8/9 G-JECF, 9/9 G-JEDW, 10/9 G-PRPA, 12/9 G-JEDV, 13/9 G-PRPC, 14/9 G-PRPC, 16/9 G-PRPC, 17/9 G-PRPA, 19/9 G-PRPB, 20/9 G-JEDM, 21/9 G-PRPB, 22/9 G-PRPC, 23/9 G-PRPC, 24/9 G-PRPA, 26/9 G-JEDW, 27/9 G-JECE, 28/9 G-ECOT, 29/9 G-JEDU, 30/9 G-FLBE.

**Belfast City**(731/732, "5RG/3PA") :-1/9 G-PRPD, 2/9 G-JECF, 3/9 G-PRPD, 4/9 G-JEDM, 5/9 G-JECF, 6/9 G-JEDM, 7/9 G-JECK, 8/9 G-ECOM, 9/9 G-JECF, 10/9 G-PRPC, 11/9 G-PRPC, 12/9 G-ECOM, 13/9 G-JEDV, 14/9 G-FLBA, 15/9 G-JEDM, 16/9 G-ECOH, 17/9 G-PRPB, 18/9 G-PRPB, 19/9 G-JEDM, 20/9 G-JEDW, 21/9 G-JEDT, 22/9 G-JEDT, 23/9 G-PRPA, 24/9 G-JEDM, 25/9 G-JECE, 26/9 G-PRPB, 27/9 G-JEDU, 28/9 G-JECF, 29/9 G-PRPB, 30/9 G-JECO.

**Belfast City**(733/734, "8QE/8CP") :-1/9 G-PRPE, 11/9 G-ECOM, 18/9 G-JEDW, 25/9 G-PRPA.

**Belfast City**(735/736, "4JQ/4DA") :-1/9 G-PRPD, 2/9 G-JECF, 5/9 G-JECF, 6/9 G-JEDM, 7/9 G-JECK, 8/9 G-ECOM, 9/9 G-ECOI, 12/9 G-JECL, 13/9 G-JEDW, 14/9 G-FLBA, 15/9 G-JEDM, 16/9 G-ECOH, 19/9 G-JEDM, 20/9 G-JEDW, 21/9 G-JEDT, 22/9 G-FLBB, 23/9 G-PRPA, 26/9 G-JECE, 27/9 G-JEDU, 28/9 G-JECP, 29/9 G-PRPB, 30/9 G-JEDU.

**Belfast City**(737/738, "1HM/4BQ") :-1/9 G-PRPD, 2/9 G-JECF, 4/9 G-ECOO, 5/9 G-JECF, 6/9 G-JEDM, 7/9 G-JECK, 8/9 G-ECOM, 9/9 G-ECOI, 11/9 G-JEDV, 12/9 G-JECL, 13/9 G-JEDW, 14/9 G-FLBA, 15/9 G-JEDM, 16/9 G-ECOH, 18/9 G-PRPD, 19/9 G-JEDM, 20/9 G-JEDW, 21/9 G-FLBB(4BQ), 22/9 G-JEDT, 23/9 G-PRPA, 25/9 G-PRPA, 26/9 G-JECE, 27/9 G-JEDU, 28/9 G-JECP, 29/9 G-PRPB, 30/9 G-JEDU.

Additional flights:-21/9 G-FLBB(041D) positioned in from Manchester.

### **Jet2(EXS/LS, "Channex")**

Charter flights plus positioning flights will be detailed in this section:-1/9 G-POWH(223/224), G-CELS(041A) positioned out to Newcastle, G-JZHC(031E) positioned out to Manchester, 2/9 G-POWH(27QA/17HK/1VG/274), G-CELI(051B/043A) positioned in from/out to Manchester, G-CELS(041A) positioned in from Newcastle, 3/9 G-POWH(18DJ/2VC/477/478), G-CELP(051B) test flight to/from Doncaster, G-GDFV(041A) positioned out to East Midlands, G-CELJ(043A) positioned out to East Midlands, 4/9 G-GDFW(052B) positioned in from East Midlands, G-POWH(18DJ/2VC/1VG/274), G-GDFK(051B) positioned in from Newcastle, 5/9 G-POWH(271/17HK), G-GDFK(051B) test flight, G-JZHG(031E) positioned in from Manchester, 6/9 G-GDFN(042A) positioned in from Manchester, G-POWH(355/356), G-GDFK(051B) test flight, G-GDFZ(033E) positioned out to Edinburgh, G-JZHA(032E) positioned in from Edinburgh, 7/9 G-POWH(27QA/17HK/223/224Z), G-JZHG(041A) positioned out to Edinburgh, 8/9 G-POWH(18DJ/2VC), 9/9 G-POWH(27QA/17HK/1VG/274), G-CELS(041A) positioned out to East Midlands, 9/9 G-GDFH(052B) positioned in from East Midlands, G-GDFK(051B) test flight, 10/9 G-GDFN(041) positioned out, G-POWH(18DJ/2VC/297/29PL), G-CELG(044A) positioned out to Manchester, G-JZHH(042A) positioned in from Lanzarote, G-LSAG(049A) positioned in from Manchester, G-GDFE(062J) positioned in from Manchester, 11/9 G-POWH(18DJ/2VC/1VG/274), G-LSAG(044A) positioned out to Manchester, 12/9 G-POWH(27QA/17HK), G-CELP(051B) test flight to/from Doncaster, 13/9 G-CELJ(032E) positioned in from Newcastle, G-GDFK(033E) positioned out to Newcastle, G-POWH(355/356), G-GDFE(031E) positioned out to Edinburgh, G-LSAI(912W) positioned across to Manchester, G-JZHF(061J) positioned in from Newcastle, 14/9 G-POWH(27QA/17HK), G-JZHG(031E) positioned in from Manchester, 15/9 G-LSAN(072W) positioned in from Manchester, G-LSAD(071W) positioned in from Manchester, G-JZHH(delivery flight from Gander), G-GDFH(033E) positioned in from Manchester, G-GDFS(031E) positioned out to Manchester, 16/9 G-CELJ(034E) position out to Manchester, G-POWH(27QA/17HK/1VG/274), G-CELR(031E) positioned in from East Midlands, G-CELP(035E) positioned out to East Midlands, 17/9 G-GDFJ(031R) positioned out to Manchester, G-POWH(18DJ/2VC/477/47CE), 18/9 G-POWH(18DJ/2VC/1VG/274), 19/9 G-POWH(27QA/17HK), 20/9 G-POWH(355/356), G-CELE(033E) positioned in from Manchester, 21/9 G-POWH(27QA/17HK/223/224Z), G-CELS(051B) positioned out to Norwich, 22/9 G-POWH(18DJ/2VC), G-CELA(034E) positioned out to East Midlands, G-JZHF(036E) positioned out to Manchester, G-GDFM(033E) positioned in from East Midlands, 23/9 G-CELW(035E) positioned in from Belfast, G-POWH(27QA/17HK), G-GDFR(031E) positioned in from Glasgow, 24/9 G-GDFN(033E)

positioned in from Manchester, G-GDFM(034E) positioned out to East Midlands, G-POWH (18DJ/2VC/477/47CE), G-GDFR(032E) positioned out to Manchester, G-CELV(038E) positioned in from Newcastle, G-CELJ(061J) positioned out to Manchester, 25/9 G-POWH(18DJ/2VC), G-CELJ(062J) positioned in from Manchester, 26/9 G-POWH(27QA/17HK), G-LSAI(031E) positioned in from Manchester, 27/9 G-CELA(036E) positioned in from Newcastle, G-CELW(032E) positioned out to Belfast, G-POWH(27QA/17HK), G-LSAD(104C) positioned out to Glasgow, G-CELV(035E) positioned out to Newcastle, G-GDFY(037E) positioned in from Edinburgh, 28/9 G-JZHF(031E) positioned out to Manchester, G-GDFH(035E) positioned out to Manchester, 29/9 G-CELP(047A) positioned out to Alicante, G-GDFH(037E) positioned in from Manchester, G-GDFT(031E) positioned in from Belfast, 30/9 G-CELI(033E) positioned out to Manchester, G-POWH(27QA/17HK), G-GDFB(037E) positioned in from Belfast.



**G-JZJH Boeing 737-800 Jet2.com 15/09 Rod Hudson**

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

Amsterdam flights are operated 4x Daily Embraer 190 on all flights but Fokker 70 still turn up.

**Amsterdam**(1541/1542, "1541/1542") :-3/9 PH-EZR, 4/9 PH-EZE, 10/9 PH-EZY 11/9 PH-EXC, 17/9 PH-EZR, 18/9 PH-EXE, 24/9 PH-EZH, 25/9 PH-EZR.

**Amsterdam**(1545/1546, "1545/1546") :-1/9 PH-EZY, 2/9 PH-EZF, 5/9 PH-EZD, 6/9 PH-EXF, 7/9 PH-EXE, 8/9 PH-EZZ, 9/9 PH-EZF, 12/9 PH-EZY, 13/9 PH-EZA, 14/9 PH-EZI, 15/9 PH-EZI, 16/9 PH-EZW, 19/9 PH-EXF, 20/9 PH-EZZ, 21/9 PH-EZN, 22/9 PH-EZD, 23/9 PH-EXC, 26/9 PH-EZH, 27/9 PH-EZE, 28/9 PH-EZR, 29/9 PH-EXF, 30/9 PH-EZN.

**Amsterdam**(1547/1548, "1547/1548") :-1/9 PH-EZT, 2/9 PH-EZY, 5/9 PH-EZH, 6/9 PH-EZX, 7/9 PH-EZI, 8/9 PH-EZW, 9/9 PH-EZU, 12/9 PH-EZN, 13/9 PH-EZI, 14/9 PH-EZZ, 15/9 PH-EZV, 16/9 PH-EZO, 19/9 PH-EZK, 20/9 PH-EZO, 21/9 PH-EZM, 22/9 PH-EZA, 23/9 PH-EZD, 26/9 PH-EZO, 27/9 PH-EZH, 28/9 PH-EXE 29/9 PH-EZP, 30/9 PH-EZC.

**Amsterdam**(1549/1550, "73E/74F") :-1/9 PH-EXD, 2/9 PH-EZP, 3/9 PH-EZA, 4/9 PH-EZF, 5/9 PH-EXD, 6/9 PH-EXH, 7/9 PH-EZG, 8/9 PH-EZR, 9/9 PH-EZR, 10/9 PH-EZP, 11/9 PH-EZZ, 12/9 PH-EZY, 13/9 PH-EZE, 14/9 PH-EZC, 15/9 PH-EXC, 16/9 PH-EZL, 17/9 PH-EZR, 18/9 PH-EXA, 19/9 PH-EXF, 20/9 PH-EZE, 21/9 PH-EZI, 22/9 PH-EXF, 23/9 PH-EZT, 24/9 PH-EZV, 25/9 PH-EZT, 26/9 PH-EZH, 27/9 PH-EZZ, 28/9 PH-EZY, 29/9 PH-EZX, 30/9 PH-EZE.

**Amsterdam**(1551/1540, "69W/78E", aircraft night stops) :-1/9 PH-EZC, 2/9 PH-EZR, 3/9 PH-EZB, 4/9 PH-EZE, 5/9 PH-EZY, 6/9 PH-EZY, 7/9 PH-EXE, 8/9 PH-EZG, 9/9 PH-EZK, 10/9 PH-EZI, 11/9 PH-EZM, 12/9 PH-EZS, 13/9 PH-EZY, 14/9 PH-EZZ, 15/9 PH-EZY, 16/9 PH-EZB, 17/9 PH-EZP, 18/9 PH-EZT, 19/9 PH-EZV, 20/9 PH-EZC, 21/9 PH-EZC, 22/9 PH-EZK, 23/9 PH-EXF, 24/9 PH-EZS, 25/9 PH-EZN, 26/9 PH-EZM, 27/9 PH-EXF, 28/9 PH-EZK, 29/9 PH-EXE, 30/9 PH-EZH.

Additional flights:-15/9 PH-KZC(F70) diverted in from/positioned out to Amsterdam (1499/9955).

#### **Loganair(LOG/BE, "Loganair")**

Flights are scheduled to be operated from and to **Glasgow** using Dornier 328 & Saab 340/2000 aircraft.

**Glasgow**(6980/6981, "73JV/24PL") :-1/9 G-LGND, 5/9 G-LGNB, 6/9 G-LGNA, 7/9 G-LGNH, 8/9 G-LGNA, 12/9 G-LGNI, 13/9 G-LGNK, 14/9 G-LGNJ, 19/9 G-LGNK, 20/9 G-LGNJ, 21/9 G-LGNJ, 22/9 G-LGNB, 26/9 G-LGNM, 27/9 G-LGNM, 28/9 G-LGNE, 29/9 G-LGNK.

**Glasgow**(6984/6985, "26JL/12DC") :-1/9 G-LGNH, 2/9 G-LGNK, 5/9 G-LGNK, 7/9 G-LGNE, 8/9 G-

LGNK, 9/9 G-LGNK, 12/9 G-LGNK, 13/9 G-LGNJ, 14/9 G-LGNE, 15/9 G-LGNK, 16/9 G-LGNE, 19/9 G-LGNJ, 20/9 G-LGNK, 21/9 G-LGNE, 22/9 G-LGNE, 23/9 G-LGNH, 26/9 G-LGNJ, 27/9 G-LGNM, 28/9 G-LGNH, 29/9 G-LGNJ, 30/9 G-LGNJ.

### **Monarch(MON/ZB, “Monarch”)**

Schedules flights to be operated to the following destinations:-**Alicante**(1236/1237 “88XB/93UP” – Sun/Mon/Thu/Fri, 1238/1239 “1238/1239” –Tue/Thu/Sat), **Barcelona**(7554/5 “80TT/64PM” – Sun/Mon/Wed/Fri), **Faro**(1242/3 “37WQ/17NV” –Sun/Tue/Wed/Thu/Sat), **Larnaca**(7508/9 –Wed/Sat), **Menorca**(7584/5 “47TP/48NK” –Mon), **Napoli**(1276/7 “27LK/19EE” –Mon/Fri), **Palma**(7512/3 “94KJ/78PN –Sat, 7516/7 “86PW/78FJ” –Tue/Wed/Thu), **Tenerife**(7504/5 “22MQ/58BY” – Sun/Tues/Fri).

Two Airbus A.320 are based:- G-OZBW(1/9-6/9, 13/9-30/9), G-OZBX(1/9-13/9), G-ZBAT(6/9-11/9, 22/9-26/9), G-ZBAH(11/9-22/9), G-ZBAU(26/9-30/9).

### **Ryanair(RYR/FR, “Ryanair”)**

Ryanair will base 3x for the Summer, operating routes to:- **Alicante**(9079/8, “51XB/90QF” – Sun/Mon/Tue/Thu/Fri); **Chania**(2476/2477 “16VC/2477 –Tue/Sat); **Corfu**(2496/2497, “59SL/2497” – Wed); **Dublin**(153/2, “153/81QN” –Sun/Mon/Tue/Wed/Thu/Fri/Sat); **Dublin**(157/6, “39AU/70QB” – Sun/Sat); **Fuerteventura**(1584/5, “1584/17FE” –Mon/Fri); **Faro**(2503/2504 “10SW/30QW” –Fri); **Gdansk**(1503/1504 “59VP/23BP –Tue/Wed/Thu/sat); **Ibiza**(2486/2487 “66PQ/86X” –Sun/Thu); **Krakow**(2332/3, “23N/20GG” –Thu/Sat); **Limoges**(2328/2329 “34CA/37QU” –Sun/Thu); **Malaga**(2446/7, “75FT/19BV” –Sun/Mon/Tue/Wed/Thu/Fri/Sat); **Malta**(2448/49, “2448/57WP” – Mon/Fri); **Murcia**(2322/2323 “33GX/27SQ” –, -Mon/Fri); **Palma**(2326/2327 “48MX/26LQ” – Sun/Mon/Tue/Wed/Thu/Sat); **Riga**(2482/3, “88AV/2483” –, -Sun/Wed); **Tenerife**(2492/3, “47JH/56ZW” – Wed); **Treviso**(2484/2485 “16BB/50DH –Tue/Sat):

Based aircraft:- EI-EBK(1/9-17/9), EI-EGW(1/9-16/9), EI-EPF(1/9-6/9), EI-DWK(6/9-25/9), EI-FRV(16/9-23/9), EI-EVL(17/9-30/9), EI-DWJ(23/9-27/9), EI-DYA(25/9-30/9), EI-FID(27/9-30/9),

Flights operated by non-based aircraft:-

**Alicante** (9078/9079, “7PX/2KA” –, -Wed/Sat):-7/9 EI-DLK, 14/9 EI-DPX, 21/9 EI-FIM, 28/9 EI-DYP. **Dublin** (156/7, “89XA/39KP” –, -various):-1/9 EI-EPA, 2/9 EI-DCZ, 5/9 EI-DWB, 6/9 EI-DAD, 7/9 EI-DCF, 8/9 EI-EFW, 9/9 EI-DPJ, 12/9 EI-FIA, 13/9 EI-EMA, 14/9 EI-FOR, 15/9 EI-FIW, 16/9 EI-DPJ, 19/9 EI-ENT, 20/9 EI-EMI, 21/9 EI-DAJ, 22/9 EI-EKE, 23/9 EI-DAJ, 26/9 EI-ENJ, 27/9 EI-DAR, 28/9 EI-DAC, 29/9 EI-ENO, 30/9 EI-DPN.

**Faro** (2504/2503, “30QW/10SW” –, -various):-4/9 EI-EFH, 5/9 EI-DPN, 7/9 EI-EFH, 11/9 EI-EKC, 12/9 EI-EBS, 14/9 EI-DPN, 18/9 EI-EKC, 19/9 EI-DPN, 21/9 EI-DPN, 25/9 EI-EKC, 26/9 EI-DPN, 28/9 EI-EKC.

**Krakow** (2333/2332, “20GG/23N” –, -various):-6/9 EI-ENP, 13/9 EI-EFP, 20/9 EI-EMN, 27/9 EI-DLY.

**Lanzarote** (2047/2048, “29UW/24FV” –, -various):-1/9 EI-EFI, 3/9 EI-DHS, 6/9 EI-EFI, 8/9 EI-DYX, 10/9 EI-DYX, 13/9 EI-DHY, 15/9 EI-EKY, 17/9 EI-DHY, 20/9 EI-DHY, 22/9 EI-EKY, 24/9 EI-DHY, 27/9 EI-EFE, 29/9 EI-EFE.

**Malaga** (2480/2781 “2480/84HU” – Tue):-6/9 EI-FOE, 13/9 EI-FOE, 20/9 EI-FOO, 27/9 EI-FOS.

**Malaga** (2447/2446 “18DJ/77FT” –Mon/Thu):-1/9 EI-EVK, 5/9 EI-DPR, 8/9 EI-EMM, 12/9 EI-EKK, 15/9 EI-FOK, 19/9 EI-FOK, 26/9 EI-FOO, 29/9 EI-FOK.

**Pisa** (2502/2501 “98GQ/76UJ” –, -various):-2/9 EI-EDAM, 5/9 EI-ENS, 9/9 EI-DCJ, 12/9 EI-EBM, 16/9 EI-DCI, 19/9 EI-FRN, 23/9 EI-DLD, 26/9 EI-DWB, 30/9 EI-EVJ.

**Tenerife** (2493/2492 “56ZW/47JH” –, -various):-3/9 EI-DPD, 10/9 EI-EFD, 17/9 EI-EFD, 24/9 EI-EFD.

Additional flights:-13/9 EI-DPH(21TB/32) arrived from Bergamo/positioned out to Manchester.

### **Stobart Air (RE/STK “Stobart”)**

Stobart Air (formerly Air Arran) operate a service between Leeds and Dublin/Cork (on behalf of Aer Lingus Commuter) using ATR42/72 aircraft.

**Dublin** (EIN3390/3391, “STK9LB/STK19L”):-1/9 EI-FAV, 2/9 EI-FMJ, 3/9 EI-FAS, 5/9 EI-FAW, 6/9 EI-FCY, 7/9 EI-FAW, 8/9 EI-FCZ, 9/9 EI-FAS, 10/9 EI-FAX, 12/9 EI-FSL, 13/9 EI-FCY, 14/9 EI-FAS, 16/9 EI-FAU, 17/9 EI-FAW, 19/9 EI-FAV, 20/9 EI-FAX, 21/9 EI-FAU, 22/9 EI-FAS, 23/9 EI-FCZ, 24/9 EI-FAX, 26/9 EI-FSL, 27/9 EI-FAV, 28/9 EI-FNA, 29/9 EI-FSL, 30/9 EI-FSL.

**Dublin** (EIN3392/3393, “STK29L/STK39L”):-4/9 EI-FAW, 11/9 EI-FAU, 18/9 EI-FAT, 25/9 EI-FAT.

**Dublin** (EIN3394/3395, “STK49L/STK59L”):-1/9 EI-FAU, 2/9 EI-FAW, 4/9 EI-FAW, 5/9 EI-FAW, 6/9 EI-FCZ, 7/9 EI-FAX, 8/9 EI-FAX, 9/9 EI-FAU, 11/9 EI-FAU, 12/9 EI-FAW, 13/9 EI-FAV, 14/9 EI-FAS, 15/9 EI-FAV, 16/9 EI-FAW, 18/9 EI-FAX, 19/9 EI-FCZ, 20/9 EI-FAV, 21/9 EI-FAX, 22/9 EI-FAV, 23/9 EI-FAV,



25/9 EI-FAS, 26/9 EI-FAS, 27/9 EI-FAW, 28/9 EI-FAW, 29/9 EI-FCZ, 30/9 EI-FAX.

**Cork** (EIN3760/3761, "STK6EL/STK61EL"):-1/9 EI-FCY, 3/9 EI-FMJ, 6/9 EI-FMK(61EL), 8/9 EI-FMJ, 10/9 EI-FMJ, 13/9 EI-FNA, 15/9 EI-FNA, 17/9 EI-FMJ, 20/9 EI-FMK, 22/9 EI-FMJ, 24/9 EI-FMJ, 27/9 EI-FMJ, 29/9 EI-FNA.

Additional flights:-6/9 EI-FMK(102P) arrived from Shannon.

#### **Thomson Airways(TOM/BY, "Thomson")**

The company will operate a B737 for the Summer operating the following charters:-**Corfu**(3550/3551 "3WC/79T" Fri); **Ibiza**(3432/3433 "10H/4PD" Thu); **Menorca**(3172/3173 "34P/48W" Mon);

**Palma**(3710/3711 "8YL/9PV" Sun, 3250/3251 "14A/21X" Tue, 3316/3317 "8FB/6JH" Wed, 3618/3619 "4JL/3YC" Sat); **Paphos**(3338/3339 "98B/6MH" Wed); **Rhodes**(3646/3647 "4TY/99D" Sat);

**Tenerife**(3748/3749 "3GD/5YX" Sun).

Based aircraft:- G-TAWJ(1/9-11/9, 12/9-14/9), G-TAWP(11/9),G-TAWK(15/9), G-FDZE(15/9-29/9), G-FDZS(29/9-30/9).

#### **Vueling Airlines (VY/VLG "Vueling")**

The company operate a twice weekly (Fri/Mon) service from/to Barcelona using A319/320 aircraft.

**Barcelona** (8794/8795) :-2/9 LY-VEO, 5/9 EC-MER, 9/9 EC-LVX, 12/9 EC-HQL, 16/9 EC-MBY, 19/9 EC-MFL, 23/9 EC-JFF, 26/9 EC-LSA, 30/9 EC-LLJ.



G-JZHF Boeing 737-800 Jet2Holidays 22/09 Mike Storey



G-SASH MD900 Explorer 01/09 Mike Storey

## ART PHOTO COMPETITION



Steve Lord



Andy Coverdale