

AIR YORKSHIRE

Aviation Society

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G-MAKN

PC12

Leeds Bradford Airport

17 October 2020

Paul Whincup

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Monthly Meeting - Sunday 6 December @ 3pm on ZOOM

Christmas Bash. Lots of short games and quizzes. Don't forget your Mince pies!

Join Zoom Meeting

<https://zoom.us/j/96895321518?pwd=RVh0M0F2YWtyVXptc3MwTkMrWnd2QT09>

Meeting ID: 968 9532 1518

Passcode: 522734 (If Required)

Wednesday 6 January 2021 at 7.30pm via Zoom – Debbie Riley from Airport Solutions

Join Zoom Meeting

<https://zoom.us/j/97804468332>

Meeting ID: 978 0446 8332

Monday 1 February 2021 at 7.30pm via Zoom Aldon Ferguson

We welcome back Aldon Ferguson on ZOOM. 'The Cold War in Northern Europe and the Atlantic'. The topics covered will include anti-submarine work, BRIXMIS, Operation Ju-Jitsu and various overflights of Eastern Bloc territory.

Join Zoom Meeting

<https://zoom.us/j/95024599428>

Meeting ID: 950 2459 9428

2020 AGM - Synopsis

This year's AGM took place on Wednesday evening 4 November with twenty members signed-in. The Acting Chairman, Howard Griffin, welcomed those present and briefly outlined the challenges of the past year. He then introduced the Annual Report, which had been previously circulated. The report was accepted without comment. The Society's Auditor wanted members to know that he considered the accounts had been produced "assiduously".

The Committee recommended that subscription for 2021 should remain unchanged at £25 for the printed magazine, £12 for the e-magazine and £5 for additional social member. This recommendation was accepted.

Howard Griffin was appointed as Chairman for 2021 and the rest of the Committee was re-appointed for the coming year. The role of Trips/Visits Organiser remains vacant.

The Committee for 2021 will be as follows: - Chairman – **Howard Griffin**; General Secretary - **Jim Stanfield**; Treasurer - **Paul Armitage**; ; Magazine Managing Editor - **Alan Sinfield**; Membership/Distribution - **Pauline Valentine**; Trips Organiser - **Vacant**; Dinner Organiser - **John Dale**; Meetings Arranger – **Mark Elliot**; Entry/Security - **Reynell Preston**; Welcome/Signing-in - **Paul Windsor**; plus members without portfolio **Paula Denby** and **Geoff Ward**.

Helpful suggestions and comments were forthcoming from the floor in a shortened open forum. The Committee will consider these as the year progresses.

Finally the Chairman outlined the plans for the coming Zoom Christmas Bash and the target to recommence Media Centre meetings in May 2021 if the pandemic allows.

Jim Stanfield
Secretary

Book Review....

Keith Manning

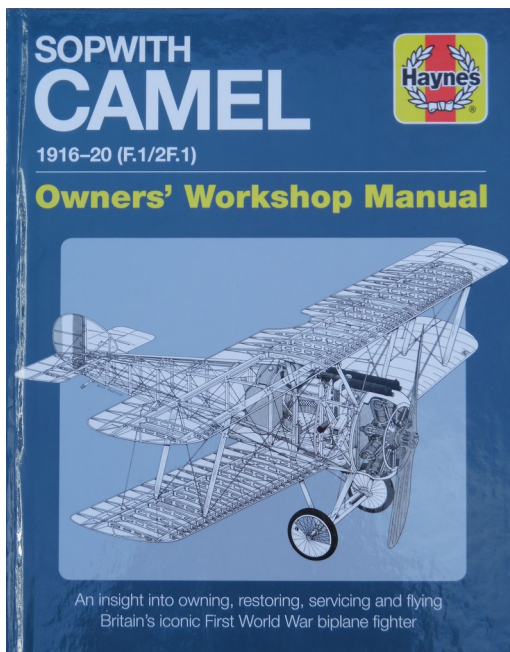
Sopwith Camel Owner's Workshop Manual Published by Haynes Publishing 156 pages Hardback

The above title is another in the large range of Owner's Workshop Manuals and provides "an insight into owning, restoring, servicing and flying Britain's First World War biplane fighter". It does this very well indeed. The book covers all aspects of this aircraft's construction and operation.

The Sopwith Camel was this country's first fighting aircraft to have two machine guns, that were synchronised. It was highly regarded, by those who flew it and has sometimes been likened, in terms of iconic status, to the Spitfire.

It almost goes without saying, that this publication is very well illustrated. Particularly impressive are the photographs and plans showing the aircraft construction techniques.

It is difficult to think of any significant improvements that could be made to this book, which I thoroughly recommend.



Yorkshire's Forgotten Airline.... Jim Stanfield

It's a wet day as I write this. We are still on Cv19 lock-down and the wet garden, my “green-gym”, is not an attractive proposition. So I am browsing my aviation log books, which go back many decades. I have reached the time when, as a schoolboy, I had an enforced move to Leeds with my parents and started to record my early visits to Yeadon Airport. So for completeness, let me tell you I am looking at June 1961 onwards. I think that means I have lived in Yorkshire longer than most Yorkshiremen – now there's a thought!

In this log book, I have spotted a number of references to an airline I had forgotten and maybe time has forgotten. The airline in question was a Yeadon based Yorkshire airline. Its prime equipment of first choice was the De Havilland DH.114 Heron Srs 1. The Heron operated its services from Yeadon. However, as you will read later it was forced to use other aircraft to fulfil schedules, often in some unusual circumstances.

Having been reminded of this airline, my first thought was to source some further information to find out what happened. In the 21st century where do you turn to first for information and of course the obvious answer is the world wide web. So with enthusiasm I “googled”, but was quickly disappointed to find little. Yes, there was the odd hit with passing reference to it, but nothing of substance to excite an aviation historian.

Those of you who have managed to stay with this article so far, will no doubt be saying to yourselves, why doesn't he tell us what this airline is called? Your patience will be rewarded and all will be revealed. First of all some clues for you to consider.

The first logging I have recorded was on a visit to Yeadon on an summer evening in 1961. There I have recorded a Heron Srs1 in the airlines full colour scheme. The top half of the fuselage was white and the lower half silver finish with a broad and bright red cheat line over

the windows. The airline titling was in red above the windows. It was a pretty eye catching and “edgy” colour scheme in those austere times.

Access to Yeadon Airport in 1961 was much more open than today, so you were largely free to look around, as long as you did not interfere with airport operations. This Heron was parked-up in an easily accessible location for spotters, just a short stroll from the Terminal building and definitely not airside. There was none of this high-wire fence that we have all come to know and love. So I strolled over with my beloved Kodak Retinette camera in hand and took a photograph, little realising that this photo would become a collectors item.

I was to learn later that the Airport Commandant, as the top man was called at the time, did not suffer spotters gladly and the local spotters would keep well clear of this man, when he appeared in his “military” uniform. Don't forget, we are talking about only sixteen years after the end of WW II and Yeadon had been RAF Yeadon and the secret Avro factory. So if you were a plane spotter in the early 1960s, you could be a spy from the KGB hell bent on winning the Cold War for the USSR. I had become used to the Airport Commandant at Newcastle (Woolsington) Airport, who was encouraging to spotters and was President of the local spotters group. Yeadon was very different.

So getting back to the clues. This Heron Srs 1 was registered G-APKU. This could be a big clue to the airline's name. The unusual thing about the Heron Srs1 was its fixed undercarriage. It had four Gypsy Queen two bladed prop engines and carried only 14 passengers in a two abreast configuration. The contrast between this and today's diet of A320s and the dreadful B.737 could not be starker. How delightful it must have been to board an aircraft with so few other passengers and without the challenges of today.

In 1961, the “big-beast” airline operating from Yeadon was BKS, an airline you will all remember. They operated, again you will all remember, the then giant of the local skies, the Douglas Dakota. The Dakota dwarfed the Heron in size and passengers carried, but was an ancient aircraft compared with the Heron. The “Dak” was a late 1930s tail-dragger, whereas the Heron had a very modern tricycle undercarriage and was altogether more elegant from the outside. It dated from 1950 and was a development of the DH Dove. It is almost unbelievable, looking back from the 21st century, that passengers travelled on a “tail-dragger”.

Anyway, time for another clue. This airline operated the Heron on routes out of Yeadon. One destination in particular was the Isle of Wight flying into Sandown Airport often via Hurn. Apparently, with its a poor weather record and light-weight 1960s navigational equipment, many passengers found themselves being diverted from Sandown to other airports. Not a lot of use if you wanted to be on the Isle of Wight and not good for customer relations. Other routes on the Airline's schedule were also taking passenger from the north to airports in a southerly direction (a gigantic clue) including Hurn, Bristol, and Cardiff. This could be the give-away clue.

Here is one final clue: the airline owner was Lord Calthorpe. As a schoolboy spotter this was completely unknown to me and really of no interest. It was the aeroplanes and the registrations that mattered, not some “old posh geezer” with “loads a money”. I understand that Lord Calthorpe would fly some of the airlines schedules, so a real hands-on owner and main man.

So that is all the clues, I don't want to make it too easy for you! Have you “googled” and established the name of this airline? all will be revealed over the page.

..... the airline was called **North South Airlines**. If you have arrived at that name then you are correct.

North South Airlines was a Yorkshire airline that operated out of Yeadon from 1959 to 1962. Scheduled services started from Yeadon in June 1959 using a leased Heron. Many charter flights were also flown during the first year, to some of the nearer cross channel destinations. 1960 was a consolidation year during which additional Heron capacity was used plus a Bristol Freighter to an increasing list of destinations.

The only photograph I have of a North South aircraft is that shown below, looking splendid on that summer evening in 1961. I repeat, at the time the colour scheme was definitely “edgy”, it was just a shame that my pocket money did not stretch to colour film. But I had to photograph it, even on b&w film.



Heron Srs.1 G-APKU at Yeadon in Summer 1961. Photo Credit: Jim Stanfield

During my first summer in Leeds, I have recorded many sightings, over my new home in Headingley, of North South aircraft approaching or departing from Yeadon, It was obviously a busy airline during that summer, but all that busy-ness turned out to be bad as the year progressed and seat capacity became ever more problematic.

The passenger demand for North South's increasing summer schedules saw their fleet stretched and they turned to various sources for replacement aircraft during 1961. None of which helped with finance, leading to the inevitable result. At the height of the summer season passengers found themselves flying on a Bristol Freighter Mk.21 of which they used two; G-AGPV and G-AHJD and also Dakotas G-ALXK and G-ALYF, the former purchased in 1961 and the latter on lease from Westpoint . Two other Heron Srs.1 were also used during 1960: G-ANCI and G-AOZN.



G-AHJD Bristol Freighter Mk.21. Photo Credit: Air-Britain

During summer 1961 there were many complaints from passengers, to the Air Transport Licensing Board (ATLB), about the unreliable service and the aircraft used going on holiday on a Bristol Freighter Mk.21, can you imagine! This plus the lack of aircraft and the leasing of replacements from other sources, meant that by the beginning of 1962 the end was looming. In March of that year, creditors eventually forced a winding-up and that was that. North South Airlines was no more.

Was it really another forty years before another airline came along to make Yeadon its home base?

Kemble Visit....

John Gibbon

I flew down to Kemble to see the Jumbos, though there are plenty other aircraft there including Jet2 in various stages of dismantling. I reckon there are 30+ airliners of various types. I also stopped off at Turweston as well





Taken at Turweston



Birmingham
Airport

Brighton 29 Aug....

Mike Storey



G-AKBO Miles M38 Messenger



G-BIYU (E15) Fokker S11-Instructor



G-BPUU Cessna 140



G-CIUE (A44) Bucker Jungman



G-CCEZ Eay Raider J2



G-ATLM Cessna 150



G-EJRS PA-2



G-LORD PA-34 Seneca



G-CHVS Jabiru



G-WLGC PA-28

November 2020

Airline	Date	Reg	Type	MSN	Remarks
ASL Airlines Ireland	02 Nov	EIFXJ	ATR 72-202F	292	WFU 15 Oct 20 Paris ORY - SNN 16 Oct 20 SNN - Edmonton 02-03 Nov 20 Onward to Morningstar Air Express as C----
Cityjet	03 Nov	EIRJF	BAe RJ85	E2337	WFU 07 Mar 20 DUB - NWI 08 Mar 19 NWI - DUB 18 May 20 DUB - Reykjavik - 02-03 Nov 20 Onward to AeroFlite as N-----
West Atlantic	03 Nov	GCLNK	ATR 72-211F	147	Regd 02 Nov 20. Ex ECJQF
Aer Lingus	05 Nov	EIDEC	Airbus A320-214	2217	WFU 26 Oct 20 DUB - Tarbes 05 Nov 20 Fr part-out
British Airways	06 Nov	GCIVC	Boeing B744-436	25812/1022	WFU 28 Mar 20 LHR - BOH 31 Mar 20 Strd BOH - CWL 09 Jun 20 Strd CWL - DGX 06 Nov 20 Fr part-out
British Airways	06 Nov	GSTBN	Boeing B777-336ER	2217	Regd 05 Nov 20 Divd LHR 06 Nov 20
ASL Airlines Ireland	12 Nov	EIDLR	Boeing B738-8AS-W	33596/2057	Regd 05 Oct 20 PIK - Novosibirsk 06 Oct 20 Fr frt conv
Ryanair	12 Nov	(EIDLR)	Boeing B738-8AS-W	33596/2057	WFU 29 Aug 20 Onward to ASL Airlines Ireland
Emerald Airlines	14 Nov				Proposed To op fr Aer Lingus Regional comm 23
TUI Airways	16 Nov	(GBYAY)	Boeing B757-204-W	28836/861	WFU 07 Oct 20 BHX (STS) for EoL mx BHX - Bangor - Marana 10 Nov Fr frt conv Rgd to Bank of Utah as N28836 13 Nov 20
Loganair	18 Nov	GLGNF	SAAB 340B	192	WFU 05 Aug 20 GLA - EMA 21 Oct 20 EMA - GLA 29 Oct 20 GLA - Orebro 18 Nov 20 Rtn to lessor

Eastern Airways	19 Nov	GCGMC	Embraer ERJ 135ER	145.198	Regd 12 Jul 10 Regd to Bristow Helicopters Nigeria as 5NBSN 21 May 15 Re-regd 18 Nov 20
Jet2	19 Nov	(GHLA)	Airbus A321-211-S	6038	Due QLA as OEIOV 18 Nov 20 Fr storage
TAG Aviation	19 Nov	(GHEVI)	Boeing B733-3MB	24020/1614	WFU (Date?) Regd to ? as 9Q--- 17 Nov 20
British Airways	24 Nov	GCIVF	Boeing B744-436	25814/1058	WFU 06 Apr 20 LHR - CWL 06 Jun 20 Strd CWL - NQY 25 Oct 20 Fr part-out Canx 23 Nov as PWFU
Virgin Atlantic	24 Nov	GVGAL	Boeing B744-443	22337/1272	WFU 18 Mar 20 PWFU Effective 05 May 20 MAN - Ciudad Real 02 Jun 20 Ciudad Real - LHR 18 Nov 20 LHR - Las Vegas LAS - Marana 24/25 Nov 20 Onward to Atlas Air
British Airways	24 Nov	GCIVZ	Boeing B744-436	28854/1183	WFU 17 Mar 20 LHR - CWL 17 Mar 20 Strd CWL - NQY 18 Oct 20 Fr part-out Canx 23 Nov as PWFU
British Airways	24 Nov	GCIVY	Boeing B744-436	28853/1178	WFU 05 Apr 20 LHR - DGX 08 Oct 20 Fr part-out Canx 23 Nov as PWFU
Ryanair	24 Nov	(EI-DAK)	Boeing B738-8AS-W	33717/1310	WFU 24 Oct 20 PIK - Novosibirsk - Jinan 18/19 Nov 20 Regd to GECAS as N239GE 21 Nov 20 Fr frt conv
Norwegian Air UK	25 Nov	GCKWB	Boeing B789-9	38788/675	WFU 16 Mar 20 LGW - Stavanger 18 Mar 20 Strd Stavanger - SNN 26 Nov 20 Rtn to lessor
Ryanair	25 Nov	(EI-DAH)	Boeing B738-8AS-W	33546/1269	WFU 25 Oct 20 Due PIK - Novosibirsk - Jinan 26/28 Nov 20 Fr frt conv
ASL Airlines Ireland	27 Nov	(EIFXJ)	ATR 72-202F	292	WFU 15 Oct 20 Paris ORY - SNN 16 Oct 20 SNN - Edmonton 02-03 Nov 20

					Regd to Morningstar Air Express as CFTMY 27 Nov 20
British Airways	27 Nov	GBYGD	Boeing B744-436	25814/1058	WFO 16 Mar 20 LHR - CWL 16 Mar 20 Strd CWL - DGX 27 Nov 20 Fr part-out
TUI Airways	27 Nov	GTUKG	Boeing B738-8KN-W	29636/3197	Bratislava - SNN 09 Jan 20 as A6FDG Regd 26 Nov 20

Commercial news....

David Wooler

Well what a year. Who would have thought 12 months ago a virus from China, would cause so much havoc, and hit aviation (as well of course many other industry's) in such a dramatic way. Once again a big thanks to all members, particularly those who make it such a pleasure to attend the Multiflight Café during 2020 when we could. I wish you all a happy Christmas, and I've never typed this with such sincere meaning, may you all have a very healthy 2021.

LEEDS/BRADFORD NEWS

November ended on another disaster as far as scheduled flights from LBA were concerned. Most days featured just two scheduled arrivals and departures, that been Aer Lingus to and from Belfast City, and KLM to and from Amsterdam. More details by airline given below, I just hope things improved in the coming months.

Eastern Airways, cancelled all flights from LBA up to December 7th, and positioned Jetstream 41, G-MAJB back to Humberside on 5th November.

Jet2 announced on the 4th of November they were cancelling all flights from England, until December 2nd, other than repatriation flights. By mid November, not one Jet2 flight appeared on the airport departure and arrival screens. Flights to the Canary Islands are expected to resume from December 2nd, Cyprus 13th February and Greece 30th March. All of course subject to change !!

Jet2 have flown out several Boeing 737-300's for storage to Murcia. G-GDFM was the 1st to leave LBA on the 2nd November. G-GDFK followed on 4th November, and G-GDFG on the 13th.,and G-GDFT on the 21st. Boeing 757's were also despatched here from Manchester. G-LSAA on 17th November. G-LSAB on the 13th, G-LSAI on the 11th, G-LSAC and E, J and N on unknown dates. The worrying thing to me here, is if the current situation does not improve, will these now elderly airlines ever return to service ?

Ryanair announced on the 3rd of November, operations from Leeds/Bradford would be downgraded to just 2 flights a week until December 4th due to the "2nd Lockdown". The two remaining flights are a Saturday Alicante and a Sunday Tenerife. As we close for press operations are expected to ramp up from November 4th, giving flights to the following destinations Dublin, Riga, Vilnius, Gdansk, Krakow, Warsaw, Wroclaw, Alicante, Arrecife, Malaga and Tenerife.

AIRPORT NEWS

On 31 October, Berlin's new Brandenburger Airport was finally opened. For the occasion Lufthansa and easyJet carried out a parallel landing at the airport. To commemorate this highlight, Lufthansa has renamed A320neo D-AINZ into the "Hauptstadtfliieger" and gave it additional large "BER"-stickers at the rear of the fuselage. Brandenburger Airport is located at the old Schönefeld Airport. It uses one of the old runways, which was extended, and a newly constructed runway. The old SXF-terminal is now Terminal 5 of the new airport. Originally Brandenburger was scheduled to open in November 2011, but severe setbacks during its construction prevented it. Issues with fire safety, automatic doors, air circulation and neighboring housing noise-isolation proved to be big challenges to overcome. It took billions of euros and nine years extra to solve the problems and finish the airport. The new airport has a capacity of 30 million passengers per year, which could be increased to 50 million in the coming years if needed.

Manchester Airport is moving all its operations into terminal one in response to the drop in passenger numbers. Karen Smart, managing director at Manchester Airport, said: "The coronavirus pandemic poses an unprecedented challenge to our airport and to our wider industry, but we are determined to provide passengers with the best possible service in the circumstances, ensuring both their safety and comfort." "When it became clear that England would enter a second national lockdown, we moved quickly to put an appropriate plan of action in place, which will safeguard the continued operation of our airport during these uncertain times." She added: "Changing our operation like this is not straightforward and I would like to thank our dedicated teams for their hard work in preparing for this scenario." "We will keep this decision under constant review and communicate any further changes to our customers."

Paris Charles de Gaulle has now surpassed London Heathrow as Europe's busiest airport. Heathrow management blames the UK government's response to the COVID-19 pandemic for lowering passenger traffic. London Heathrow said it was no longer Europe's busiest airport, having been overtaken by Paris Charles de Gaulle, a development it blamed on the slow introduction of COVID-19 testing as it reported a widening loss for the first nine months of the year and cut its passenger forecast for 2020 and 2021.

LHR said it now expected 22.6 million passengers in 2020 and 37.1 million in 2021, a reduction compared with its June forecast of 29.2 million in 2020 and 62.8 million in 2021. Actual passenger numbers reached 81 million in 2019, before the pandemic wiped out demand. LHR blamed slow progress on the part of the UK government on the introduction of airport testing that would allow for the reopening of borders with high-risk countries. LHR CEO John Holland-Kaye said: "Britain is falling behind because we've been too slow to embrace passenger testing. European leaders acted quicker and now their economies are reaping the benefits. Paris has overtaken Heathrow as Europe's largest airport for the first time ever, and Frankfurt and Amsterdam are quickly gaining ground." He added: "Bringing in pre-departure COVID tests and partnering with our US allies to open a pilot air bridge to America will kick start our economic recovery and put the UK back ahead of our European rivals." The UK government has said it intends to introduce testing for passengers from high-risk countries by December 1 to help restart the UK economy. Heathrow's pre-tax loss for the first nine months widened to £1.5 billion (\$1.94 billion), from £76 million in the same period a year earlier, with passenger numbers in the third quarter down over 84%.

Tees-side has received a boost, on news Loganair is to return to the airport after a near three-year absence and launch routes to five destinations. The Scottish carrier will recommence

operations from the UK airport on Feb. 1, 2021, initially with Embraer 145 services to Aberdeen and Belfast City. Routes to Dublin, Jersey and Cornwall Newquay are set to begin during the summer 2021 season. Loganair will operate up to 7 weekly flights to DUB and BHD, 6 weekly to ABZ, 3X weekly to NQY and 2-weekly to JER. Teesside was last served by Loganair in March 2018. "We're confident the news will be most welcome from businesses in the region which depend on connectivity more so than ever as the recovery commences, and also to those looking to get away for a much-needed break in 2021," Loganair CEO Jonathan Hinkles said as a commitment to the new routes from Tees-side, Loganair has named one of its aircraft the Spirit of Teesside. The announcement comes just a week after it was revealed that TUI will be returning to the airport after nine years from summer 2022. Flights, to Palma will begin on May 10, 2022. According to data Eastern Airways will in February 2021 be operating four of the five routes being launched by Loganair. Only MME-JER is unserved—and has been without an operator since Flybe suspended the route in September 2019. However, the schedules data shows that Eastern's service DUB will end on Mar. 26, two days before Loganair starts operating the route. Eastern began flights to DUB and BHD in March 2020 following Flybe's failure, as well as a resuming service to ABZ. The NQY service launched in July.

Commercial airports across England and ground handlers serving them will benefit from up to £8million each under a new government finance package. Chancellor Rishi Sunak has said the £100million package will from next year provide support for 24 airports which have been hit by travel restrictions placed as a result of the coronavirus pandemic. It will be used to address fixed costs and be the equivalent to the business rates liabilities of each airport in 2020/21, capped at £8million per site and subject to certain conditions. It comes as a new Covid-19 testing regime is being introduced for passengers returning to English airports which could see them avoid having to quarantine for the full 14-day obligatory period. Mr Sunak said: "The aviation industry is vital to our economy - creating jobs and driving growth - which is why we have supported them throughout this crisis through the Job Retention Scheme, loans and tax deferrals." This new package of support for airports, alongside a new testing regime for international arrivals, will help the sector take off once again as we build back better from the pandemic." Leeds/Bradford is amongst those airports set to benefit from this initiative.

AIRLINE NEWS

Aer Lingus has obtained slots at Manchester Int'l for unspecified long-haul routes and plans to base one A330 and three A321-200NX(LR)s out of the English airport, according to Airport Coordination Limited. The Irish airline received 13 weekly slots during the week starting on April 26, 2020, and 58 weekly slots from the following week. The destinations were not revealed in the report. Aer Lingus has reportedly been studying opportunities for launching services to North America from the United Kingdom with Manchester primed to be the airport of origin. The airline is involved in discussions with authorities about securing traffic rights under the UK-US bilateral air services agreement, since the UK will no longer be covered by the European Union agreement as of January 1, 2021. Aer Lingus already operates two British bases, at London Heathrow and Belfast City, although both are only used to operate high-frequency cross-Irish Sea services. The airline operates transatlantic services from (using A330-200s, A330-300s, and A321-200NX(LR)s) and Shannon (exclusively using A321-200NX(LR)s). The latter will, however, remain suspended through at least mid-January 2021.

EasyJet has reported pre-tax losses of £1.27 billion for the year to September 30, marking the first loss in the company's 25-year history. The Group's pre-tax loss for the year to September 30 comes after passenger numbers halved to 48.1 million as the pandemic crippled the aviation industry. It warned it expects to fly no more than around 20% of planned services in the first quarter of its year to next September as a relentless second wave of the pandemic

batters demand. EasyJet chief executive Johan Lundgren said: "I am immensely proud of the performance of the EasyJet team in facing the challenges of 2020. "We responded robustly and decisively, minimizing losses, reducing cash burn, and launching the largest Cost Out and restructuring program in our history - all while raising more than £3.1 billion in liquidity to date."

Emirates has retired a first A380. The aircraft involved is A6-EDB, which has been delivered to the airline on 24 October 2008. It was ferried from Dubai to Tarbes-Lourdes on 27 October. The airline has said a few years ago that they would retire their A380s after twelve years of service. A6-EDB flew its last commercial flight on 23 February, flying back home from Muscat. It was ferried to Dubai-World Central on 28 February for storage, but returned to Dubai on 25 March. It made two test-flights on 14 May and 21 October.
6 days ago

Jet2 has reported a loss after tax of £69 million for the six months to the end of September, down from a profit of £279 million for the same period last year. The airline and saw revenue fall by nearly 90 per cent over the half year, down from £2.5 billion to £300 million. Jet2 flew a total of one million single sector passengers in the period, down from 11 million last year. The "uncertainty created by the several changes in UK government quarantine guidance" resulted in the group achieving an average load factor of 69 per cent, down from 93 per cent last year. After grounding its aircraft fleet in mid-March, the company resumed operations on July 15th as the government lifted quarantine restrictions for an approved list of countries. While the group said the recent positive news about a potential vaccine was "welcome", Jet2 added it remained "cautious" over its approach to next summer. However, current seat capacity will be close to summer 2019 levels. "We have taken many actions to improve our available liquidity over the period and will continue to do so, to ensure that we are best placed to respond swiftly as travel restrictions are modified and customer confidence recovers," explained a statement. "Despite these difficult decisions, we will continue to take every step necessary to preserve cash and enhance liquidity to ensure both Jet2.com and Jet2holidays are equipped to deal with this most challenging of trading environments and also best positioned for a return to operations in a stable financial position, to the benefit of all stakeholders."

Jet2 is opening a new year-round base at Bristol Airport next year, which will become its 10th in the UK. The airline will station three aircraft at the airport for summer 2021, operating up to 56 flights a week to destinations across Spain, Portugal, Greece, Turkey and Italy. A total of 29 routes will be served during the summer season, including four new and exclusive services from Bristol to Almeria (LEI) in Spain; Kalamata (KLX) and Lesvos (MJT) in Greece; and Izmir (ADB) in Turkey. During the winter 2021/22 season, flights to 11 destinations will be offered. "We know how much demand there is, because we have been listening to customers and independent travel agents in the region for some time," Jet2.com CEO Steve Heapy said. "The announcement of our 10th UK base reflects our long-term strategy to continue growing our successful business and become the UK's leading leisure travel business. It also represents a significant investment in the region, including the creation of at least 200 new jobs." In total, 450,000 Jet2.com seats at Bristol are now on sale for summer 2021, with the airline's inaugural flight scheduled to depart for Lanzarote (ACE) on April 1. Bristol CEO Dave Lees said: "Never has the time been more important for the region to look to the future in a post-COVID world, and Jet2.com and Jet2holidays have shown the confidence in the strength of the region to open up their tenth UK operating base at Bristol Airport. "This exciting news is a major step towards the future by creating job opportunities, providing significant investment and

an increase in the choice of destinations and holidays available to customers in the region.” KLM said goodbye to the B747-400 on the 25th October, ending of 49 years of passenger-flights with this iconic aircraft. The last two Jumbos arrived from Shanghai-Pudong. The first to land was PH-BFV, which arrived at Schiphol at 17:06 as KL894. The second and last KLM B747-400 landing took place at 21:09 when PH-BFW arrived as KL896. However it's not the real end of B747-operations in KLM-colours as the airline continues to fly three B747-400Fs that are operated by subsidiary Martinair. In total KLM operated 42 passenger B747s; seventeen B747-200s, three B747-300s and 22 B747-400s.

Ryanair made a statement to its staff on 28 October, announcing it expects to take delivery of their first B737-8200s (The rebranded name for Boeing 737MAX) early next year and start commercial operations with the type in February. Ryanair has a total of 135 MAXs on order and is said to be close to a deal with Boeing for an additional 100-150 MAXs.

AIRCRAFT NEWS

The United States Federal Aviation Administration (FAA) has rescinded the order halting commercial operation of the Boeing 737 Max. The move will allow airlines that are under the jurisdiction of the regulator to take the steps necessary to resume service. Boeing will also be able to begin making deliveries. Over the past 20 months, FAA employees have worked to identify and address the safety issues that played a role in the loss of Lion Air Flight 610 and Ethiopian Airlines Flight 302, a statement from the body said. Throughout the process, the FAA said it has cooperated closely with foreign counterparts on every aspect of the return to service. “We will never forget the lives lost in the two tragic accidents that led to the decision to suspend operations,” said David Calhoun, chief executive officer Boeing. “These events and the lessons we have learned as a result have reshaped our company and further focused our attention on our core values of safety, quality and integrity.” Throughout the past year and a half, Boeing has worked closely with airlines, providing them with detailed recommendations regarding long-term storage and ensuring their input was part of the effort to safely return the airplanes to service. An airworthiness directive issued by the FAA spells out the requirements that must be met before United States-based carriers can resume service. Changes include installing software enhancements, completing wire separation modifications, conducting pilot training and accomplishing thorough de-preservation activities that will ensure the airplanes are ready for service.

“The FAA’s directive is an important milestone,” said Stan Deal, president and chief executive officer of Boeing Commercial Airplanes. “We will continue to work with regulators around the world and our customers to return the airplane back into service worldwide.” Commenting on the news, Rob Morris, global head of consultancy Ascend by Cirium, said: “While there is no demand for the Boeing 737 Max in the context of fleet growth at present, once the aircraft is returned to service later this week there are a couple of drivers for demand for new aircraft which will ensure that Boeing are able to start deliveries again. “The first point is that the aircraft will, of course, be around 15 per cent more fuel efficient than the 737-800s that it will be replacing. “Even though fuel prices are low today and utilisation is also reduced over 2019 levels, that fuel saving could still account for something like \$750-\$1,000 per aircraft per day. “For an operator like Southwest or United, that would soon multiply up to savings in excess of \$1 million per month which in today’s environment where airlines want to preserve as much cash as possible is very welcome.” Cirium data suggests there are currently 383 Boeing 737 Max planes waiting to return to service – though not all are based with US carriers and may thus have to wait for further regulatory approval. There are also around 450 planes that have been built, but have not been delivered to airlines

Morris added: “Airlines taking delivery of a new Boeing 737 Max will be able to offer the aircraft

in the sale and leaseback market immediately. "We have already seen appetite for Max sale and leaseback with several lessors and thus those airlines will be able to liberate the cash they have paid for the aircraft (deposit, PDP, final payments) and even potentially book an immediate profit on the sale." "There are some airlines, Spicejet for example, whose business model depends upon sale and leaseback at delivery and such airlines, will be very pleased to see the Max back in service and deliveries available again." "So while at face value there is limited demand for the Boeing 737 Max at present, once it is returned to service we expect to see a handful of new deliveries this year and then something like 360 or so next year, which would include around 200 of the pre-built aircraft." "We expect these to effectively replace 737-800 on a one-for-one basis." American Airlines, quickly announced they will return the '737MAX into service on December 29, with two flights a day — or one round trip from Miami to La Guardia — through to January 4. After that, they stated they will gradually phase more B737 MAX aircraft into revenue service throughout January, with up to 36 departures from the Miami hub depending on the day of the week

Embraer has unveiled the first details of the new turboprop its developing and also showed first renderings of what that aircraft could look like. As the manufacturer expects air traffic to return to a more normal form from 2022 onwards in China, Europe and the US and a year later in other markets, Embraer starts plotting the new aircraft now so it can enter service in 2027. The idea is to form a joint-venture with a partner to co-develop the new aircraft, which will then be produced in Brazil. It's currently unknown which potential partners the manufacturer has their eye on. Embraer envisions that the aircraft will feature a T-tail, low wings and able to carry between 70 and 100 passengers in the same comfort as the E2-jets.

On 28 October the last civil flight with a Tu-154 was carried out in Russia. It was performed by Alrosa Avia's RA-85757, which flew with 141 passengers from Mirny to Novosibirsk, a flight of three hours. It will be permanently withdrawn from use at Novosibirsk as the certificate of airworthiness is to expire in a few days. Alrosa Avia was the last airline operating the Tu-154 in Russia and this particular plane entered the fleet in 2002.

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CREDITS Aircraft Illustrated, Airliner Watch, Airliner News, CH Aviation, UK Airline News, LBA Aviation Enthusiasts Facebook page, and all their contributors, Yorkshire Post, Telegraph and Arqus. TTG.

Scene around Yorkshire... Andy Wood (HAR)

BAGBY (NY) A new resident is G-AAUP Klemm L.25-1A, arriving 11.10 (mentioned under general notes last month), it has the same owner as D-EMNN Fw.44 and G-ASPV DH.82A. From the Resident Review delete G-EEJE PA-31 now sold in Hungary.

BARKSTON HEATH (Lincs.) From the Resident Review delete G-CSHB PS-28 which has moved to a strip at Helpringham Fen.

BIRDS EDGE (WY) Visiting 4.11 was G-STOD MXP.740.

BOSTON (Lincs.) New residents noted in September were G-ATXA PA-20 and G-BZWK Rans S.6.

BRADFORD (WY) Living on a pad at Model Farm, Toftshaw Lane is G-GRZZ R.44.

BURN (NY) Visiting on 4.11 was N517FD PA-32R-301T (3257263) from Gamston.

CHURCH FENTON (NY) 22.10 G-BPYR PA-31. 28.10 G-BOKA PA-28, G-BPYR PA-31, G-BWVG/XW324 Jet Provost T.5, G-CBAK R.44, G-NTWK AS.355F2, G-WIZR R.22. 30.10 G-CLIO R.44, G-NTWK AS.355F2. 2.11 2-MSTG Cessna 510 (510-0295). 3.11 G-BJAL

CASA1.131E overshoot, G-BOKA PA-28, G-EMHJ AW.109SP, G-NLSE AS.355F2, G-OCCX DA.42, G-PDGT AS.355F2, G-RIDA AS.355NP, G-ROLY F.172N, N928SK SR.22T (0928). **4.11** G-CLIO R.44, G-NJNH R.66, G-NLSE AS.355F2, G-NTWK AS.355F2, G-RIDA AS.355NP, HA-HSG SA.342M (1615), N909PH PA-23 (23-1800). **10.11** G-PDGT AS.355F2. **13.11** G-PDGT AS.355F2. **15.11** N305PC Beech 1900D (UE-397) f Reykjavik t Luqa (ferry flight).

CONINGSBY (Lincs.) 20.10 Flightlines ZJ920, ZJ931, ZJ937, ZJ946, ZK300, ZK318, ZK329, ZK330, ZK348, ZK361, ZK362, ZK363, ZK373, ZK375, ZK382, ZK383, ZK433, ZK436, ZK438, ZK439. **3 Squadron Shelters** ZK309, ZK311, ZK325, ZK357. **11 Squadron Shelters** ZK321, ZK364. **Wash Pan** ZK428. **28.10 Flightlines** ZJ920, ZJ937, ZJ946, ZK315, ZK339, ZK365, ZK375. **Z Shelters** ZK330, ZK360, ZK372, ZK373, ZK383. **Wash Pan** ZK311. **Near 11 Squadron Shelters** G-BYVE G.115E, G-BYVR G.115E, G-FPLD Beech B200. **Flyover** 13-5786 C.130J. **3.11 Flying/ASP** ZJ916, ZJ920, ZJ937, ZK318, ZK330, ZK348, ZK359, ZK372, ZK382, ZK436, ZK439. **3 Squadron Shelters** ZK309, ZK325. **11 Squadron Shelters** ZK313. **Z Shelters** ZK361, ZK363, ZK429. **BBMF** PA474 Lancaster was outside and due to depart for winter maintenance, WG486 DHC.1 was flying whilst WK518 DHC.1 was also noted.

CROSLAND MOOR (WY) From the Resident Review delete G-BUVM DR.250/160, on an unspecified date this was carrying out circuits at Walton Wood when it made a heavy landing, collapsing the port undercarriage leg and causing damage to the propeller and fuselage. It is now stored dismantled at Enstone.

CROWLAND (Lincs.) New with the Peterborough and Spalding Gliding Club is G-CGCU SZD.50-3 ex Darlton.

DARLTON (Notts.) From the Resident Review delete G-CGCU SZD.50-3 which has moved to Crowland.

EAGLE BARNSDALE (Lincs.) Is the correct site for G-ODHB R.44 not East Barnsdale as reported last month.

EDDSFIELD (EY) Visiting on 12.11 were two unidentified Puma HC.2 which landed and stayed for a few minutes.

FENLAND (Lincs.) New residents noted in September were G-BZPG Beech C.24R and G-CFGH Jabiru J160, whilst G-CISH Thatcher CX.4 has departed following sale.

GAMSTON (Notts.) G-AVYT PA-28R, G-BCKV FRA.150L and G-RVTB RV.7 are all reported to have moved in from Netherthorpe, possibly just for winter. Also noted as resident in September was G-LMLV MCR.01. From the Resident Review delete G-BKXF PA-28R now with Just Plane Trading at Top Farm. On 12.11 N211SG Beech E.90 (LW-235) was noted in use with DEA.

HARROGATE (NY) From the Resident Review delete G-OXIV RV.14, the project now sold to a new owner.

HEADON (Notts.) New residents are G-KASW Calidus, G-MWYV Gemini Flash IIA and G-MYWK Quantum 15 all noted 12.9.

HELPRINGHAM FEN/ SOUTH VIEW FARM (Lincs.) Reported as resident at this strip are G-CKZX GlaStar, G-CSHB PS-28 (ex Barkston Heath), G-MWIZ Shadow Srs.CD and G-MYZP Shadow Srs.DD.

LANGAR (Notts.) From the Resident Review delete G-TIGA DH.82A now moved to Netherthorpe.

LEEDS/ BRADFORD AIRPORT (WY) G-ZATG DA.42M arrived 3.9 and is believed to be a new resident.

LINTON ON OUSE (NY) Bashing the circuit on 15.11 were G-BYUD and G-BYXT both G.115E, the based Tutors are expected to move to Leeming in early December, as Linton closes permanently on 18.12.

NETHERTHORPE (Notts.) Additions to the Fly-in on 11.10, reported in last months magazine,

are G-CCTR Skyranger 912, G-TREK D.18 and N8225Y 177RG (177RG1247). New residents noted on that date were G-BBTB FRA.150L, G-CEDN Quik now with Sheffield Aero Club, G-CLID Skyranger 912S, G-MVST Gemini Flash IIA stored dismantled, G-OCDW Jabiru UL, G-SPED Pioneer 300 and G-TIGA DH.82A seemingly moved in from Langar. G-MSES 150L was noted on maintenance.

NEWARK AIR MUSEUM (Notts.) Following the recovery of all useful parts the hulk of XW225 Puma HC.1 was due to depart in early September to a nearby military facility for use as a training aid.

NEW YORK/ WHALEY FARM (Lincs.) G-AWEP GY.20 was noted flying in September, so its stored status in the Resident Review can be updated. A new resident is G-CFKA MT-03.

NORTHALLERTON (NY) G-GREG DR.220 has moved to Fishburn where it was noted stored with the museum aircraft on 17.9.

NORTH COATES (Lincs.) Resident News As of 5.11 G-CDJR EV.97 was still located at Eddsfild following its recent accident, with repairs complete, it is due to return here around 7-8.11, probably by road due to the lockdown. Locally G-COLF Bristell NG5 is under repair at a workshop in Cleethorpes following its accident at Birds Edge back in July. **Movements 1.10** G-TGTT R.44 f&t Cabourne. **4.10** G-CJNU Merlin 100UL with G-BPRD S.1C both f&t Manby. **6.10** G-MAKS SR.22f Wickenby n/s, t Bagby 7.10. **7.10** G-SKUA GlaStar f&t Elmsett. **10.10** G-SAPI PA-28 f Old Warden t East Kirkby. **11.10** G-TGTT R.44 f West Ravendale t Cabourne, G-BCPN AA-5 f&t Tollerton. **15.10** G-CHXF Cameron A-140 launched from here. **16.10** G-JLAT EV.97 with G-LYNI EV.97 both f&t Garton (twice). **17.10** G-BAEO F.172M with G-HOWI F.182Q both f&t Sherburn, G-CJNU Merlin 100UL with G-BPRD S.1C both f&t Manby. **18.10** G-MZIH Blade f&t Headon, G-CFFJ CTSW f&t Caunton, G-ATPV GY.20 f&t Full Sutton, G-OAHC Beech F33C f&t Orchard House, G-CJNU Merlin 100UL with G-CHJO Midget Mustang both f&t Manby. **25.10** G-CDDS CH.601HD f&t Tatenhill.

RUFFORTH WEST (NY) A new resident is G-CKHC DG.500/20.

SALTBY (Lincs.) A new resident is G-CKBV ASW28.

SHERBURN (NY) From the Resident Review delete G-EMJA CASA1.131E which has departed following sale. Expected shortly is new build G-OXIV RV.14.

STRUBBY NORTH (Lincs.) From the Resident Review delete G-BSRI Lancair 235 which has departed following sale.

SUTTON BANK (NY) Resident D-EFER PA-18-150 was reregistered G-EFER on 21.10.

TOLLERTON (Notts.) Updating last months notes N1054T Mx.7-260 (26004C) is actually based on a strip at Alfreton, it probably visits here regularly for fuel. Swiftair Maintenance have moved in from Leicester bringing with them G-BPBK 152, G-BPKF G.115, G-BUUC T.67M and G-GPSX G.115A. New residents noted in September were G-PBAT Sportcruiser and N182GC F.182Q (F18200068).

WATNALL (Notts.) A new resident is G-CGTR Skyranger 912S ex Haverfordwest.

WICKENBY (Lincs.) News on a couple of the Tiger Moth frames here is that G-ACDJ is being rebuilt, incorporating the fuselage of G-ANNN, whilst G-ANKV is in the process of being transformed into a Rumpier C Series lookalike !

October 2020

Commercial

- 3rd TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 6th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 6th A6-DDC Boeing 777-200 Etihad Cargo (F) (FV)
- 8th A6-DDF Boeing 777-200 Etihad Cargo (F) (FV)
- 10th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 10th A6-DDF Boeing 777-200 Etihad Cargo (F)
- 13th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 14th G-EZDK Airbus A-319 EasyJet (T)
- 16th G-SAJU Embraer 135 Logan Air Dep. 17th (FV)
- 17th G-WUKC Airbus A-321 Wizz Air UK Arr. from Luton to be based/stored at present
- 17th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 20th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 22nd G-WUKJ Airbus A-321 Wizz Air UK Arr. from Luton to be based & operated first Wizz Air UK service to TFS.
- 22nd HA-LJF Airbus A-320neo Wizz Air
- 23rd HA-LVO Airbus A-321neo Wizz Air
- 24th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 24th OE-IBL Boeing 737-400 ASL Airlines
- 24th OE-IBI Boeing 737-400 ASL Airlines (FV)
- 24th G-TUIH Boeing 787 TUI Dep. to Manchester from storage
- 26th G-VSXY Airbus A-330-300 Virgin Atlantic Returned for storage
- 27th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 27th VQ-BWS Boeing 747-400 Longtail Aviation ex Cathay Pacific (F) (FV) New Airline
- 29th VQ-BWS Boeing 747-400 Longtail Aviation (F)



VQ-BWS Boeing 747-400 Longtail Aviation 27/10

- 29th G-GDFJ Boeing 737-800 Jet2 Holidays (T) (FV)
- 29th G-VGEM Airbus A-330-300 Virgin Atlantic Fr. Ciudad Real Central Spain for storage (FV)
- 30th G-CHMR Embraer -145 Eastern Airways
- 31st TF-AAD Boeing 747-400 Air Atlanta Icelandic. Basic Saudi Airline Livery



TF-AAD Boeing 747-400 Air Atlanta Icelandic 31/10

Bizz Jets & Bizz Props

- 1st G-REXA Textron Aviation Inc. Beech 200GT Super King Air
- 3rd N91FX BD-700 Global Express (FV)
- 4th HB-JWC Bombardier Challenger 650 Swiss Air Ambulance (FV)



HB-JWC Bombardier Challenger 650 Swiss Air Ambulance 04/10

- 7th 9H-ART Canadair Challenger 601 (FV)
- 13th N93FX BD-700 Global Express (FV)
- 15th N940PS Compagnie DAHER TBM-700N (TBM-940) (T) (FV)
- 20th G-IFIT Piper PA-31 Navajo Chieftain Jet2 (T)
- 21st G-FITC Pilatus PC-12 (FV)
- 23rd G-ETET Piper PA-46-600TP Meridian (FV)
- 24th 9H-AMO Gulfstream IV (FV)
- 26th 2-DRDR Cirrus Vision Jet SF50 (FV) of type
- 27th CS-PHP EMB-505 Phenom 300 (FV)
- 27th A7-AKA Cessna 560 Citation 5. From (M) The last aircraft to leave Textron; which has now closed for business.
- 30th B-602V BD-700 Global Express
- 30th B-605D BD-700 Global Express
- 31st 9H-AGV Learjet 40

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

- 1st G-SUFG Eurocopter EC-135P2+
- 6th G-YAAC Airbus Helicopters EC-145T2 Yorkshire Air Ambulance Service
- 11th G-BYZA AS-355F2 Ecureuil 2
- 13th G-MFLT Eurocopter AS-365N3 Dauphin 2
- 13th G-MCGH Sikorsky S92 + other dates
- 14th G-HECK Robinson R-44 (FV)
- 22nd G-EMSS Airbus Helicopters EC-145 (FV)

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

- 7th M-ETAL Piaggio P-180 Avanti II
- 15th G-HAKA Diamond DA-42 Twin Star (T)
- 18th G-LOTE Piper PA-28 (FV)
- 19th G-TYER Robin Apex DR400/140 (T) (FV)
- 19th G-ZATG Diamond DA-42 Twin Star (T) (FV)
- 19th G-VLTT Diamond DA-42 Twin Star (T)
- 20th G-IFIT Piper PA-31 Navajo Chieftain Jet2 (T)
- 22nd OK-FAC Cirrus SR-22

Military

- 1st ZM322 Grob Prefect (T) (FV)
- 19th ZM336 Embraer Phenom 100 (T) +29th
- 22nd ZM335 Embraer Phenom 100 (T)
- 22nd ZM314 Grob Prefect (T)
- 23rd ZM321 Grob Prefect (T)
- 28th 1326 BD-700-1A10 Global 6000 United Arab Emirates Air Force. Dep. to Al Minhad Air Base United Arab Emirates.



1326 BD-700-1A10 Global 6000 UAE Air Force 28/10

- 29th ZM303 Grob Prefect (T)
- 31st XX261 BAe-Hawk (T) (FV)

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

Credits

Airfield Managers Mike Butler and Anthony Stevens, Michael Hanks and the four Engineering guys

General

The weather reduced the amount of movements again this year, we cannot blame Covid

Arrivals

G-BNCR PA-28 first noted 23/10

Departures

None

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

G-BCRR AA-5B f Sherburn f/n 11/08 l/n 31/10

G-BFGL FA.152 from Fenland f/n and l/n 24/10,

G-BFTH F.172N from Eddsfild f/n 01/10 l/n 03/10

G-BIFB PA-28 f/n 01/08 l/n 31/10,

G-BIHI 172M on rebuild f/n 31/05 l/n 11/07 but still onsite,

G-FLAV PA-28 from Thorpe Croft f/n 16/10 l/n 28/10,

G-IBFF Be A23 f/n 23/10 l/n 31/10

G-MICK F.172N from Fenland f/n and l/n 16/10,

N210UK P210N f/n in a storage hangar here at least 5 years ago l/n 31/10 under a black cover or is it a stealth?

N2136E f/n 01/08 l/n 31/10

Resident aircraft seen were G-ATLM F.172G, G-BCGI PA-28, G-BHZU J-3C, G-BIFB PA-28, G-BLVS 150M wfu outside, G-BNCR PA-28, G-BOMP PA-28, G-BORY 150L wfu outside, G-IBFF Be A23, G-IMIK PA-28, G-TAYI G.115, G-WLGC PA-28, N131MP PA-31P, N20UK M.20F, N210UK P210N parked outside, N337UK F.337G, N2136E PA-28R

Two derelict Cessna 150 airframes were moved out of one of the storage hangars and now lay behind it, they are G-BLVS 150M and G-BORY 150L

Resident Yorkshire Aero Club aircraft seen were G-BBKA F.150L, G-BGBW PA-38 wreck, G-BSKA 150M, G-BSYV 150M, G-BZBF 172M, G-MABE F.150L, G-MSFC PA-38 dismantled

Movements

1.10 G-RMAV C42 FB80 f/t Beverley

4.10 G-BFTH F.172N f/t Eddsfild

5.10 G-GDEF DR.4.00 f/t Church Fenton, N81188 PA-28-236 f/t Gamston

7.10 G-GOES R.44 f/t Manchester Barton

10.10 G-BFTC PA-28RT f/t Sherburn

11.10 G-OSAI PA-28 f/t Nottingham, G-BKEV F.172M f/t Staverton, N81188 PA-28-236 f Gamston t Sherburn, G-SACT PA-28 f/t Sherburn

15.10 G-RMAV C42 FB80 f/t Beverley, G-RVCL RV-6 f/t Rufforth East

16.10 G-MICK F.172N f/t Fenland, G-BFGL FA.152 f/t Fenland

17.10 G-FLAV PA-28 for maintenance, G-BGGE PA-38 f/t Tollerton

18.10 N81188 PA-28-236 f Sherburn t Gamston

20.10 G-BRPV 152 f/t Sturgate, G-OCCH DA 40D f LBA t Sturgate

23.10 G-BNCR PA-28 from Wycombe Air Park for residency

24.10 N81188 PA-28-236 f Gamston t Sherburn, G-MICK F.172N f/t Fenland

25.10 G-BOJZ PA-28 f/t Teesside

28.10 G-BLPF FR.172G f/t Fenland, G-GBRB PA-28 f/t Netherthorpe

30.10 G-CEND EV97 f Garton t Brighton

Credits

Eastern Air Executive Ltd (EAE), Andy Wood

General

With Gamston possibly closing I would imagine Sturgate could benefit, we will see

Arrivals

2-NOVA Be B55 arrived in the week of 5/10 with LAC

G-BGHJ F.172N was first noted with LAC 25/10

Departures None

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

G-BOCU PA-34 f Sherburn f/n 31/08 l/n 10/10

G-GCIY DR.400 f Full Sutton f/n 15/08 l/n 18/10

N761JU T.210M f/n 15/08 l/n 25/10

Wrecks & Relics noted during the month

Still Parked up outside and next to the old fire station is G-CCZA MS.894A, impounded since 2014, for sale as "spares" only l/n 25/10

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

(G-ANHK)/N9372 DH.82A on rebuild, G-BDTB VP1 for sale, G-BGVE CP.1310-C3 engineless, G-BKSE Quickie Q1 on rebuild, G-CDBX Europa XS, G-OPAZ/AZ Pazmany PL-2, G-SCZR Sportcruiser

Resident EAE aircraft seen during the month

G-AZTS F.172L, G-BBHF PA-23, G-BHCP F.152, G-BRNN 152, G-BRPV 152, N200RE Be E90

Resident (LAC) Lincoln Aero Club aircraft seen during the month

G-AYYU Be C23, G-BDDG D.112, G-BGHJ F.172N, G-BKWD JT.2, G-BROR J-3C, G-CIFC TB.200, G-EXLL CH601XL, G-FARY TRI-Q. G-GAME T.303, G-VTAL Be V35, N65PF PA-30, 2-NOVA Be B55

Movements

5.10 G-BOUE 172N f/t Gamston

7.10 G-CEIT RV-7A f/t Leicester

8.10 G-BNKC 152 f/t Shobdon

9.10 G-BORK PA-28 f/t Turweston, G-OAHC Be F33C f/t Orchard House, G-BNKC 152 f Fishburn t Shobdon

10.10 G-EFBP FR.172K

15.10 G-BHRC PA-28 f/t Nottingham,

16.10 G-EFCM PA-28 f/t Eddsfeld, G-BGHJ F.172N f/Humberside t Nottingham, G-STVT Sportcruiser f/t Netherthorpe, G-TAUT Pipistrel f/t Rossall,

18.10 G-AFGM J.4A f/t willow Farm, G-BBDE PA-28R f/t Elstree, G-BHZU J.3C f Sansdtoft t Brandy Wharf, G-BODE PA-28 f/t Sherburn, G-BSWL T61F f/t Kirtan in Lindsey, G-CBEI PA-22 f/t Brighton, G-CBEV Quantum 15 f/t Wickenby, G-CEBF EV-97A f/t Treswell, G-CIEF Eurofox f/t Darlton, G-CYLL F.8L f/t Brighton, G-RDDM 182T f/t Gamston, G-SIBK Be A36 f/t Gamston, N925CC SR22 f/t North Weald, G-CGDH Europa XS f/t Wickenby, G-BILU 172RG f/t Full Sutton, G-NPKJ RV-6 f/t Gamston, G-RVTB RV-7 f/t Gamston, G-RVEI RV-8 f/t Gamston

19.10 G-BFGG FRA.150M f/t Gamston

21.10 G-AFGM J.4A f/t willow Farm, G-RVEI RV-8 f/t Gamston

24.10 5Y-SLB C208B f Africa t Wick/1 night stop)

25.10 G-CKZX Glastar, G-CEBF EV-97A f/t Treswell, N517FD PA-32R f/t Gamston, G-BFTC PA-28RT f/t Sherburn

Collated by Alan Sinfield

Glossary

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

01/10 M-DMBP Learjet 40 f/t Dublin Ven Air, LX-JFA Pilatus PC-12 n/s t Biggin Hill Jetfly Aviation, G-EGCD Cessna 172S Skyhawk f Leeds Bradford t Private site, ZH002 BN-2T Defender R2 f Belfast Int o/s AAC - 651 Sqdn, ZJ186 Westland Apache AH.1 f Private site t Wattisham AAC - 673 Sqdn, G-BNOM PA28-161 Warrior II f Private site o/s



LX-JFA Pilatus PC-12 01/20

02/10 M-YMCM Bell 429 f/t Private Site, G-OCCX Diamond DA-42 Twin Star f Doncaster Sheffield c/t Aeros Global Ltd, ZE700 BAe 146-100 CC2 f/t Northolt RAF - 32 Sqdn (Crew Training), LX-JFA Pilatus PC-12 f Newcastle t Farnborough Jetfly Aviation, G-HRDB Agusta A109S Grand f Private site n/s V21 Ltd/ Helicopter Svs

03/10 G-HRDB Agusta A109S Grand n/s t Private site V21 Ltd/ Helicopter Svs

04/10 G-BNOM Piper PA28-161 Warrior II f/t Newcastle, SE-RIZ Ce560XL Citation XLS f Catania n/s Waltair, LX-JFC Pilatus PC-12 f Fairoaks n/s Jetfly Aviation

05/10 SE-RIZ Ce560XL Citation XLS n/s t Bristol Waltair, G-RIDA AS355 Twin Squirrel f Oxford Kidlington t/f Local flight n/s National Grid

06/10 G-BBNZ Cessna 172 Skyhawk f Newcastle o/s NAL Engineering Ltd, G-BNOM Piper PA-28 Warrior II f ? c/t JH Sandham Aviation, G-OUCP Piper PA-31 Navajo C f Doncaster Sheffield o/s 2Excel Charter, G-ATRM Cessna 150 f Eshott t Leeds East Purple Aviation, LX-JFC Pilatus PC-12 arrived 04/10 t Fairoaks Jetfly Aviation

07/10 G-KOKO Cirrus SR-22T f/t Oxford Kidlington, N854BC Cirrus SR-22 f/t Fife Glenrothes, OE-FZA Ce510 Citation Mustang f Blackbushe n/s Globeair

08/10 None

09/10 G-RSXP Ce560XL Citation XLS+ f Biggin Hill n/s Catreus, G-BNOM PA28-161 Warrior II f/t Newcastle NE Aviation Academy, OE-FZA Ce510 Citation Mustang arrived 07/10 t Blackbushe Globeair

- 10/10 G-GAAL Ce560XL Citation XLS+ f London Luton t Newcastle Luxaviation UK, LX-LMD Pilatus PC-24 f Farnborough t Geneva Jetfly Aviation, G-BGTF Piper PA44-180 Seminole f Sandtoft t/f local Flight t Sandtoft, G-PIFZ AW109SP Grand New f Denham t Private site SaxonAir
- 11/10 LX-JFR Pilatus PC12/47E f/t Fairoaks JetFly, G-RSXP Ce560XL Citation XLS+ arrived 09/10 t Biggin Hill Catreus
- 12/10 G-XXED Sikorsky S76C f Private site f Odiham The Queens Helicopter Flt
- 13/10 D-CHIC Embraer Phenom 300 f Liverpool t Rome Ciampino Air Hamburg
- 14/10 G-AWPJ Cessna 150 f/t Humberside Global Aviation, D-AUKE CL-600 Challenger 604 f Heraklion n/s Jetcall
- 15/10 D-AUKE CL-600 Challenger 604 n/s t Cologne Bonn Jetcall, G-LDGD DA40D Diamond Star f Enstone t Private site Leading Edge Aviation, G-BUJJ Slingsby T67M f Full Sutton o/s Blue Skies Aviation, G-KOKO Cirrus SR22T f/t Oxford Kidlington, LX-JFE Pilatus PC-12 f Islay t Kemble Jetfly Aviation



G-KOKO Cirrus SR22T 15/10

- 16/10 N2445V Cessna 182S Skylane f Redhill t Private site, G-CIFE Beech 200 Super King Air f Doncaster Sheffield t Bristol 2Excel Aviation
- 17/10 G-OCCX Diamond DA42 Twinstar f Doncaster Sheffield c/t (Twice) Aeros Global Ltd
- 18/10 D-COWB Ce525B Citation CJ3 f/t Hamburg, G-BHZR BAe Bulldog 1210 f/t Private site Archdog Group, G-BNOM Piper PA-28 Warrior II f/t Newcastle JH Sandham Aviation, LX-JFE Pilatus PC-12 f Gloucestershire n/s JetFly Aviation



G-BHZR BAe Bulldog 1210 18/10

- 19/10 ZE708 BAe 146-200QC C3 f/t Northolt RAF - 32 Sqdn, G-OSRB Boeing 727-2S2AF(RE) f/t Doncaster Sheffield T2 Aviation, G-XXEB Sikorsky S-76C f/t Private Site Queen's Helicopter Flight, G-CEFV Cessna 182T Skylane f Private Site o/s, LX-JFE Pilatus PC-12 n/s JetFly Aviation, G-RVND Piper PA-38 Tomahawk f Brighton City n/s Flying Fox Aviation



ZE708 BAe 146-200QC C3 19/10

- 20/10 G-GEFF Pilatus PC-12 f Bagby t/f Oxford Kidlington t Bagby GT Aviation, G-RVND Piper PA-38 Tomahawk n/s t Bagby Flying Fox Aviation
- 21/10 D-COWB Ce525B CitationJet CJ3 f/t Hamburg Arcas Aviation, 07-0033 Bell-Boeing CV-22B Osprey f/t Mildenhall USAF - 7th SOS/ 352nd SOW, G-LCPX Eurocopter EC155 f Private site n/s CharterStyle Ltd
- 22/10 G-LCPX Eurocopter EC155 n/s t Private Site CharterStyle, G-BPYR Piper PA-31-350 Navajo f Doncaster Sheffield c/t 2Excel Aviation
- 23/10 G-BPYR Piper PA-31 Navajof Doncaster Sheffield c/t 2Excel Aviation
- 24/10 None
- 25/10 G-EGLS Piper PA-28 Archer III f/t Private Site, G-BBNZ Cessna F172M Skyhawk f Newcastle t/f Local flying t NewcastleNorthumbria Aerospace, G-BAGG Piper PA-32 Cherokee Six f/t Earls Colne Aero Rentals, G-WAVV Robin HR200 f/t Carlisle Carlisle Flight Training, G-BJHB Mooney M20J f Wycombe Air Park t/f Local flying Zitair Flying Club
- 26/10 G-FLYK Beech 200 Super King Air f Dundee n/s Fly Wales, G-OSRB Boeing 727-2S2FRE f/t Doncaster Sheffield 2 Excel Aviation
- 27/10 G-FLYK Beech 200 Super King Air n/s t/f Biggin Hill t Haverfordwest Fly Wales, G-GCVV Cirrus SR22 f East Midlands t/f Local flight t East Midlands Daedalus Aviation Services, TC-KJA Beech 400XP Beechjet f/t Bratislava Skyline Aviation
- 28/10 G-PCOP Beech 200 Super King Air f Glasgow n/s Gama Aviation, G-RVND Piper PA-38 Tomahawk f Oxford n/s Flying Fox Aviation
- 29/10 G-PCOP Beech 200 Super King Air n/s t Glasgow Gama Aviation
- 30/10 G-FLYK Beech 200 Super King Air f Haverfordwest t/f Waddington t Haverfordwest FlyWales, G-RVND Piper PA-38 Tomahawk arrived 28/10 t Bagby Flying Fox Aviation, G-OCCX Diamond DA-42 Twin Star f Doncaster Sheffield c/t Aeros Global
- 31/10 None

October 2020

Residents **N700CS** TBM 700 is a new resident.

Thursday 1st October

Cirrus SR20 **N369AL** arr 09:52 fr Great Massingham dep at 13:27, Hawker 750XP **G-STWB** dep 10:02 to Farnborough, EMB 550 Legacy 500 **G-TULI** dep 10:07 to Istanbul, AW109SP Grandnew **G-FDHS** dep 10:11 to Church Fenton, Falcon 2000EX **CS-DLL** arr 15:02 fr EMA n/stop, Learjet 35A **D-CTIL** arr 15:06 fr Southend dep 15:42 to Birmingham, Phenom 300 **D-CASH** arr 16:44 fr Sylt dep 18:17 to Munich, TBM 700 **N700CS** arr 17:17 fr Belfast n/stop. TBM 700C **2-PLAY** arr 19:27 fr Guernsey n/stop.

Friday 2nd October

TBM 700C **2_PLAY** dep 10:40, AW109SP Grandnew **G-FDHS** arr 11:17 fr Church Fenton dep 11:59, EMB 550 Legacy 500 **G-TULI** arr 11:39 dep 12:25 to Bristol, Falcon 2000EX **CS-DLL** dep 11:43 to Vienna, Challenger 350 **CS-CHJ** arr 12:33 fr Inverness dep 13:30 to Farnborough,

Saturday 3rd October

Cessna 525A CJ2 **D-ISUN** arr 15:28 fr Olbia dep 15:59 to Klagenfurt, Cessna 525A CJ2 **F-HEMI** arr 10:06 fr Le Bourget dep 10:49 to Madrid.



9H-LEO Ciration 3/10 Mike Storey

Sunday 4th October

Beechjet 400 **SP-TTA** arr 15:36 fr Valencia n/stop, Cessna 550 Citation **9H-LEO** dep 15:44 to Manchester, Piaggio P180 Avanti **D-IZZY** arr 23:20 fr Nantes n/stop.

Monday 5th October

Beechjet 400 **SP-TTA** dep 09:38 to Jersey, Beech 200 S.Kingair **G-SASC** f/t Glasgow (10:25/14:01), Bell 505 Jetranger X **G-JRXV** dep 15:45 ret at 16:34 & dep 17:22 to Cumbernauld.

Tuesday 6th October

Bell 505 Jetranger X **2-BELL** dep 15:40, Beechjet 400XT **OK-JFA** f/t fr Farnborough (16:04/16:54), Diamond DA-62 **G-TACN** arr 16:17 fr Blackpool dep 16:50 ret at 18:04 n/stop, Cessna 404 Titan **G-BWLF** dep 18:11 to EMA,

Wednesday 7th October

Beech 200 S.Kingair **G-CEGP** arr 03:16 fr Cork n/stop, Cessna 560 Excel **OO-VMF** arr 09:48 fr Brussels dep 10:25 to Palma, Diamond Da-62 **G-TACN** dep 10:20 ret at 12:05 dep 13:53 to Cardiff, Piaggio P180 Avanti **D-IZZY** dep 10:50 to Northolt, Cessna 510 Mustang **OE-FZA** arr 12:42 fr Avignon dep 13:31 to Blackbushe, Beechjet 400 **SP-TTA** arr 12:57 fr Alicante dep 14:54 to Newcastle, Grob G120TP Prefect **ZM313** f/t Barkston Heath (13:00/16:27), Cirrus SR22 **N986DT** arr 15:23 fr Elstree n/stop. Cirrus SR22 **N677CD** arr 15:34 fr Fairoaks n/stop.

Thursday 8th October

Grob G120TP Prefect **ZM315** f/t Cranwell (12:30/14:41), Beech 200 S.Kingair **G-CEGP** dep 14:14 to Shoreham, Pilatus PC XII **G-PCTW** arr 14:32 fr Oaksey Park dep 15:06 to Catania, agusta A109S **G-HRDB** f/t Newcastle (14:33/15:22), Cessna 525A CJ2 **9H-ALL** arr 18:13 fr Biggin Hill n/stop, Piaggio P180 Avanti **M-GFGC** f/t Hawarden (18:51/19:10),.

Friday 9th October

Cessna 525A CJ2 **9H-ALL** dep 07:00 to Linate, Cirrus SR22 **N986DT** dep 09:33 to Elstree but returned to LBA at 09:58 and dep again to Elstree at 11:19. Aerospatiale AS365n **EI-GJL** arr 10:34 fr Biggin Hill n/stop, Piper PA-44 Seminole **G-BGTF** arr 11:08 fr Sandtoft dep 13:01 to Sywell, Cessna 210N Centurion **D-EJDK** f/t Newcastle (11:56/17:40), Pilatus PC XII **F-HJFP** arr 12:42 fr Le Bourget dep 14:26 to Nice, Cessna 525A CJ2 **D-IAKN** arr 15:32 fr Bremen n/stop, Cirrus SR22 **G-OZZT** arr 16:28 fr Sywell n/stop, EMB 550 Legacy 500 **G-MSFX** arr 16:42 fr Lanzarote n/stop, Learjet 35A **D-CTWO** arr 21:54 fr Rhodes n/stop.

Saturday 10th October

EMB 550 Legacy 500 **G-MSFX** dep 08:40 to Madrid, Challenger 350 **9H-VCN** arr 09:14 fr Newcastle dep 11:22 to Malaga, Beechjet 400XT **OK-EAS** arr 09:47 fr Prague dep 10:45 to Rome,

Sunday 11th October

Cessna182 Skylane **N759AU** arr 11:59 fr Barton n/stop, Bell 505 Jetranger X **2-BELL** arr 13:53 n/stop, Cessna 525A CJ2 **9H-ALL** arr 18:25 fr Linate n/stop, Learjet 31A **D-CGGG** arr 18:47 fr Zagreb n/atop.

Monday 12th October

Beech 200 S.Kingair **M-CDJC** f/t Barrow-in-Furness (08:49/14:44), Cessna 525 CJ1 **G-KION** arr 08:59 fr Newcastle dep 10:11 to Stornoway ret LBA at 16:00 & dep 17:04 to Newcastle, Learjet 31A **D-CGGG** dep 10:15 to Cologne, Cessna 525A CJ2 **D-IAKN** dep 10:57 to Bremen, Cessna 510 Mustang **OE-FZA** arr 11:35 fr Nice dep 12:26 to Southampton, Grob G120TP **ZM314** f/t Cranwell(11:41/13:47) , Sikorsky S76C **G-XXED** arr 13:43 dep 16:19, Cessna 525A CJ2 **9H-ALL** dep 14:29 to Glasgow,

Tuesday 13th October

Agusta A109S Grand **G-LITO** arr 11:26 fr Battersea dep 14:55 to Gamston, Learjet 45 **M-ABEU** f/t Stansted (19:02/20:23),

Wednesday 14th October (military day !!)

Grob G120TP Prefect **ZM310** f/t Cranwell (11:38/13:51), Grob G120TP Prefect **ZM321** f/t Cranwell (12:06/15:00), AS365 **EI-GJL** dep 12:10 ret at 12:40 dep again at 14:08 & ret at 14:15

n/stop. Grob G120TP Prefect **ZM315** f/t Cranwell (12:39/15:10), Phenom 100 **ZM316** ILS approach at 14:02 , Beech B36TC Bonanza **D-ELRO** arr 14:03 fr Leutkirch n/stop, Boeing Chinook HC5 **ZH902** f/t Odiham (16:40/18:04), Cessna 525 CJ1 **SP-AST** arr 22:21 fr Alicante n/stop.

Thursday 15th October

Robinson R44 Clipper **G-SKFY** arr 10:06 dep 11:33, Diamond DA42 **G-HAKA** dep 11:03 ret at 11:41 & dep again at 15:02 ret at 16:34 dep again 18:39 and ret at 19:29 n/stop. Pilatus PC XII **G-KARE** arr 11:37 fr Fairoaks dep 13:02 to Elstree, AS365 **EI-GJL** dep 11:52 ret at 12:16 dep again 15:04, Piper PA-28 Warrior **G-EOLD** f/t Halfpenny Green (12:57/16:22), Beechjet 400 **SP-TTA** arr 14:29 fr Palma dep 15:56 to Bari, Piper PA-28 Cherokee **G-VLRS** dep 16:27 to Elstree, Piper PA-28R Cherokee Arrow **G-AVYT** arr 16:37 fr Gamston n/stop, Piper PA-28RT Turbo Arrow **G-TKHE** arr 17:03 fr North Weald n/stop, Gulfstream 650ER **M-SOZO** arr 19:17 fr Biggin Hill dep 19:45 to LPL,



PA474 Lancaster BOBMF 15/10 Nigel Berry

Friday 16th October

Cessna 560 Excel **CS-DXM** arr 09:24 fr Dublin dep 10:49 to Palma, Diamond DA42 **G-HAKA** dep 10:21 to Gamston, Cirrus SR22 **N53LG** dep 11:03 to Denham, Boeing C17A Gloemaster III **ZZ173** 3xILS approaches starting at 13:09, PA-28 Warrior **G-BNOH** arr 13:29 fr Sherburn n/stop, Piper PA-28RT Turbo Arrow **G-TKHE** dep 14:46, Diamond DA-62 **G-VNAV** arr 16:13 fr Manchester dep 16:26 ret at 16:39 dep 17:19 to EDI,

Saturday 17th October

Cessna 560 Excel **G-GAAL** arr 07:59 fr Luton dep 08:40 to Doncaster, Cessna 525 CJ1 **SP-AST** dep 11:10 to Palma, Beech B36TC Bonanza **D-ELRO** dep 12:34 to Leutkirch, Pilatus PC XII **G-MAKN** arr 12:49 fr Church Fenton n/stop. Cessna 182S Skylane **G-MRMA** arr 16:39 fr Bagby n/stop, Cessna 560 Excel **CS-DQB** arr 17:57 fr Palma dep 18:37 to Biggin Hill.

Sunday 18th October

Yakovlev YAK18T **LY-CCP** arr 13:28 fr Beverley dep 13:45 and ret at 14:20 and ret to Beverley at 14:32, (30 minute experience flight?), Diamond DA40 Diamond Star **G-LWLW** arr 13:36 n/stop, Cessna 560 Excel **CS-DXX** arr 16:31 fr Le Bourget n/stop, Cirrus SR22 **N53LG** arr 17:04 fr Denham n/stop, Pilatus PC XII **G-FLXI** arr 19:13 fr Elstree dep 19:36 to Biggin Hill.

Monday 19th October

Cessna 560 Excel **CS-DXX** dep 07:45 to Altenrhein, Airbus A400M Atlas C1 **ZM405** 2 x ILS approaches start at 10:14, Cessna 680A Latitude **CS-LTJ** arr 15:54 fr Amsterdam n/stop, Beechjet 400 **SP-TTA** arr 17:37 fr Biggin Hill n/stop.

Tuesday 20th October

Beechjet 400 **SP-TTA** dep 08:50 to Brescia, Cessna 680A Latitude **CS-LTJ** dep 08:57 to Glasgow ret at 16:08 fr Belfast city n/stop, Global 6000 **CS-GLI** arr 12:32 fr Guernsey n/stop, Cirrus SR22 **N53LG** dep 12:50 to Denham, Global 6000 **CS-GLG** arr 13:46 fr Zurich n/stop. Cessna

Wednesday 21st October

Cessna 680A Latitude **CS-LTJ** dep 08:20 to Biggin Hill, Cirrus Sr22 **N53LG** arr 09:29 fr Denham, Phenom 300 **CS-PHJ** arr 12:35 fr Farnborough dep 14:29 to Kemble, AeroCommander AC114 **G-OECM** arr 12:42 fr Carlisle n/stop, Global 6000 **CS-GLI** dep 14:37 to Rome,

Thursday 22nd October

Beechjet 400 **SP-TAT** arr 08:45 fr Southampton dep 09:43 to Alicante, Challenger 350 **9H-VCG** arr 09:35 fr Dublin dep 10:08 to Faro, Global 6000 **CS-GLG** dep 09:38 to Saint Vincent, Cessna 560 Excel **G-OJER** f/t Jersey (09:48/19:30), Cirrus Sr22 **N222ED** dep 09:53 to Sherburn, Cessna 525A CJ2 **D-IAKN** f/t Bremen (10:20/10:53), Cessna 560 Excel **CS-DXV** arr 16:10 fr Dublin n/stop, Phenom 100 **ZM335** ILS approach at 16:33,

Friday 23rd October

Cessna 560 Excel **CS-DXV** dep 10:20 to Farnborough, Beech 200 S.Kingair **G-OLIV** arr 10:53 fr Jersey dep 11:35 to Blackbushe, Beechjet 400XT **OK-EAS** arr 15:01 fr Bologna dep 16:17 to Birmingham, Phenom 300 **CS-PHC** arr 15:55 fr Altenrhein dep 16:42 to Luton.

Saturday 24th October

Cirrus SR22 **N220AM** arr 09:46 fr Sherburn n/stop.



CS-DXV Citation 560XL 24/10 Mike Storey

Sunday 25th October

No movements to report

Monday 26th October

BN-2B-26 Islander **G-HEBS** arr 09:53 fr North Connell n/stop, Challenger 350 **9H-VCO** arr 16:01 fr Faro dep 16:33 to Dublin, Beechjet 400 **SP-TAT** arr 19:03 fr Brescia n/stop

Tuesday 27th October

SOCATA TB-20 Trinidad **G-SCIP** f/t Haverfordwest (07:55/13:36), Cessna 560 Excel **D-CNOC** arr 08:52 fr Nice dep 09:50 to Barcelona, EMB 145 **G-TAJB** f/t Liverpool (16:07/17:12),

Wednesday 28th October

Beechjet 400 **SP-TAT** dep 08:59 to Biggin Hill, Beechjet 400XT **OK-EAS** arr 15:12 fr Faro dep 16:10 to Dublin Eurofighter Typhoon **ZK330** overshoot at 15:51 fr Conningsby c/s Typhoon314, Challenger 850 **9H-YOU** arr 16:19 fr Malaga dep 17:12 to Stansted.

Thursday 29th October

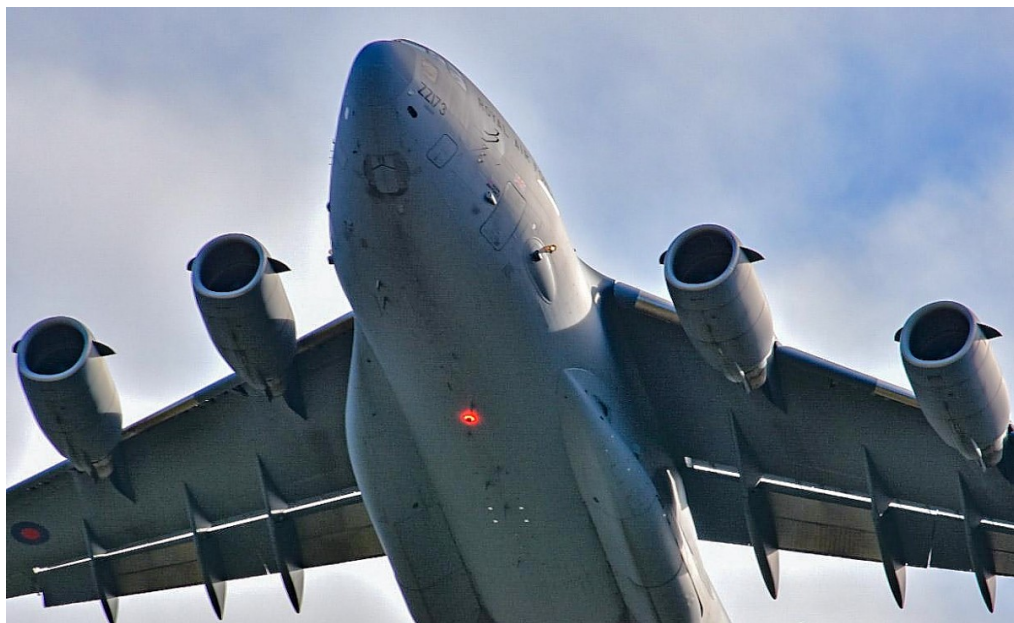
Cessna 560 Excel **CS-DQA** arr 09:10 fr Jersey dep 10:46 to Biggin Hill, Learjet 45 **CS-TFQ** arr 15:22 fr Bristol n/stop.

Friday 30th October

Learjet 45 **CS-TFQ** dep 08:58 to Faro, BN-2B-26 Islander **G-HEBS** dep 14:17 to North Connell, PA-28 Warrior **G-BODE** f/t Sherburn (17:45/18:02).

Saturday 31st October

No movements to report



ZZ173 C17 RAF 16/10 Claire Issott



Nigel Berry



Caire Issott

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

October 2020

With the pandemic continuing to impact on aviation around the world, some flights have restarted on a regular basis through LBA, albeit well below pre-Covid levels. Time will tell whether these continue to grow in the short term, or whether increased restrictions through Winter see these reduce to some destinations.

Eastern Airways(EZE/T3, “Eastflight”)

Jetstream 41 and S2000 aircraft are utilized on most flights to **Southampton** (7660-7667, “60Y-67Y”). Also flights to **Newquay** (7682/7683, “82G/83G”) operate. Sometimes EMB135, EMB170 and ATR72 aircraft are used.

1/10 G-MAJB(82G/83G/66Y/67Y), 2/10 G-MAJB(82G/83G/66Y/67Y), 5/10 G-MAJB(82G/83G, 6/10 G-MAJB(82G/83G, 8/10 G-MAJB(82G/83G), 9/10 G-MAJB(82G/83G), 12/10 G-MAJB(82G/83G), 13/10 G-MAJB(82G/83G), 15/10 G-MAJB(82G/83G), 16/10 G-MAJB(82G/83G), 19/10 G-MAJB(82G/83G), 20/10 G-MAJB(82G/83G), 23/10 G-MAJB(82G/83G), 25/10 G-MAJB(82G/83G), 26/10 G-MAJB(82G/83G), 29/10 G-MAJB(82G/83G), 30/10 G-MAJB(82G/83G). Additional flights:-2/10 G-MAJB(051P) positioned out to Humberside, 4/10 G-MAJB(071P) positioned in from Humberside.

Jet2(EXS/LS, “Channex”)

Only positioning/test flights shown:-1/10 G-DRTG(051B) test flight, 2/10 G-DRTF(030K) positioned in from Dublin, 6/10 G-DRTX(301T/302T) test flight, G-DRTB(050B) test flight, 10/10 G-JZHW(215) positioned out to Bodrum, G-JZBC(213) positioned out to Antalya, G-JZBJ(475) positioned out to Dalaman, 11/10 G-JZBA(475) positioned out to Dalaman, G-GSFD(215) positioned out to Bodrum, G-GDFO(059B) test flight, G-GDFM(050B) test flight, 12/10 G-JZBA(475) positioned out to Dalaman, G-JZHV(213) positioned out to Thessaloniki, 13/10 G-JZHX(475) positioned out to Dalaman, 14/10 G-JZHK(301T) test flight, 18/10 G-JZHH(050B) test flight, 21/10 G-JZBA(301/302T) test flight to/from Prestwick, 22/10 G-GDFO(050B) test flight, G-GDFM(051B) test flight, G-GDFK(052B) test flight, 28/10 G-GDFK(050B) test flight, 29/10 G-GDFJ(301T) test flight, 30/10 G-JZHD(050B) test flight.

KLM(KLM/KL, “KLM”)

Two flights daily from/to Amsterdam using Embraer 170/190 aircraft, including the overnight stopping aircraft.



PH-EXW Embraer 175 KLM 24/10 Paul Whincup

Amsterdam (1541/1542, “1541/1542”, Daily):-1/10 PH-EZV, 2/10 PH-EXV, 3/10 PH-EXR, 4/10 PH-EZU, 5/10 PH-EZG, 6/10 PH-EZT, 9/10 PH-EZM, 10/10 PH-EXZ, 12/10 PH-EZT, 13/10 PH-EZU, 14/10 PH-EXC, 15/10 PH-EZX, 16/10 PH-EZK, 17/10 PH-EZB, 18/10 PH-EZF, 19/10 PH-EXF, 20/10 PH-EZX, 21/10 PH-EXR, 22/10 PH-EXB, 23/10 PH-EXU, 24/10 PH-EXW.

Amsterdam (1549/1540, "73E/78E" Daily/aircraft stops overnight):-25/10 PH-EXH, 26/10 PH-EZM, 27/10 PH-EZW, 28/10 PH-EXO, 29/10 PH-EXG, 30/10 PH-EXL, 31/10 PH-EZO.

Amsterdam (1551/1540, "31F/78E", Daily/aircraft stops overnight):-1/10 PH-EZG, 2/10 PH-EXR, 3/10 PH-EZU, 4/10 PH-EZP, 5/10 PH-EZE, 6/10 PH-EXX, 7/10 PH-EZN, 8/10 PH-EZA, 9/10 PH-EZB, 10/10 PH-EZR, 11/10 PH-EXE.

Other flights:-3/10 PH-EZI(954/954) positioned in from Newcastle/departed to Amsterdam.

Ryanair(RYR/FR, "Ryanair")

One based aircraft operated (two from winter timetable) with other flights by non-based frames.

Based aircraft flights Dublin (153/152, "153/529P", Sun/Mon/Wed/Fri/Sat), Limoges (2328/2329, "695A/64XC", Sun/Thu), Ibiza (2486/2487, "27GD/3EV", Sun/Thu), Malaga (2446/2447, "6VL/7FG", Wed/Fri), Palma (2326/2327, "70CE/69KH", Mon/Tue/Fri/Sat), Alicante(9079/9078, "7VH/38LJ", Mon/Tue), Krakow (2332/2333, "2332/1EL" Sat),

Based aircraft:- EI-DAL(1/10-31/10), EI-EKK(25/10-29/10), EI-DPK(29/10-30/10), EI-EBO(30/10-31/10), EI-EFH(31/10)

Non-based

Alicante (9078/9079, "38LJ/907A", Fri/Sat) :-2/10 EI-DCW, 9/10 EI-DCW, 16/10 EI-DYB, 23/10 EI-DHX, 25/10 EI-DYZ, 29/10 EI-DYD.

Faro (2504/2503, "141C/867C", Sun/Mon/Thu/Fri) :-1/10 EI-EKN, 2/10 EI-DWB, 4/10 EI-EKY, 5/10 EI-EKY, 8/10 EI-EVA, 9/10 EI-DCF, 11/10 EI-EKK, 12/10 EI-EKK, 15/10 EI-EBR, 16/10 EI-EBR, 18/10 EI-DYA, 19/10 EI-DYA, 22/10 EI-ENO, 23/10 EI-ENO.

Gdansk (1504/1503, "36J/1503", Sun/Thu) :-1/10 SP-RKL, 4/10 SP-RKR, 8/10 SP-RSK, 11/10 SP-RKL, 15/10 SP-RKM, 18/10 SP-RKM, 22/10 SP-RSK, 30/10 SP-RKM.

Krakow (2333/2332, "1EL/2332", Sun/Tue) :4/10 SP-RKW,6/10 SP-RSR,11/10 SP-RKM, 13/10 SP-RKR(2333) EI-DYP(2332),18/10 SP-RKK,20/10 SP-RKC,27/10 SP-RSH,30/10 SP-RKG.

Malaga (2447/2446, "7FG/6VL", Mon) :-5/10 EI-EFF, 12/10 EI-DWG, 19/10 EI-EBG.

Malta (2449/2448, "39AK/23RA", Mon/Fri) :-2/10 9H-QBQ, 5/10 9H-QDO, 9/10 9H-QEK, 12/10 9H-QAP, 16/10 9H-QAP, 19/10 9H-QAP, 23/10 9H-QDR.

Warsaw (2204/2203, "9QU/55LH", Sun/Thu) :-1/10 SP-RKG, 4/10 SP-RKG, 8/10 SP-RSN, 11/10 SP-RSF, 15/10 SP-RSN, 18/10 SP-RKW, 21/10 SP-RSN, 26/10 SP-RSE, 30/10 SP-RSE.

Wroclaw (4108/4107, "4108/7JQ", Sun/Wed) :-4/10 SP-RKI, 7/10 SP-RKI, 11/10 SP-RKD, 14/10 SP-RSM, 18/10 SP-RKN, 21/10 SP-RSG, 26/10 SP-RKD, 30/10 SP-RKA.

Other Flights:-13/10 EI-DYP(80) positioned in from Dublin, SP-RKR(23) positioned back to Krakow, 25/10 EI-EKK(044) positioned in from Dublin.

Stobart Air (STK/RE "Stobart")

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

Belfast(3670/3671, "8G/1Q", Moving to Daily):-1/10 EI-FAW, 2/10 EI-FAW, 3/10 EI-FAU, 5/10 EI-FCZ, 8/10 EI-FAU, 9/10 EI-FAT, 10/10 EI-FCY, 12/10 EI-FAW, 15/10 EI-FAW, 16/10 EI-FAT, 17/10 EI-FCY, 22/10 EI-FCZ, 24/10 EI-FAT, 26/10 EI-FAT, 27/10 EI-FCY, 28/10 EI-FAX, 29/10 EI-FAU, 30/10 EI-FAU, 31/10 EI-FCY.

Belfast(3676/2677, "3676/7WA", Sun):-4/10 EI-FAT, 11/10 EI-FAU, 18/10 EI-FAU.

Belfast(3678/3679, "38L/77L", Various):-1/10 EI-FAW, 2/10 EI-FAW, 4/10 EI-FAT, 5/10 EI-FAX, 6/10 EI-FAW, 7/10 EI-FCY, 8/10 EI-FCZ, 9/10 EI-FAU, 11/10 EI-FAU, 12/10 EI-FAW, 13/10 EI-FAU, 14/10 EI-FAX(3678) EI-FCY(3679), 15/10 EI-FAX, 16/10 EI-FAW, 18/10 EI-FAU, 19/10 EI-FAU, 20/10 EI-FAU, 21/10 EI-FCY, 22/10 EI-FAS, 23/10 EI-FAT, 25/10 EI-FAT, 29/10 EI-FAT, 30/10 EI-FAU.

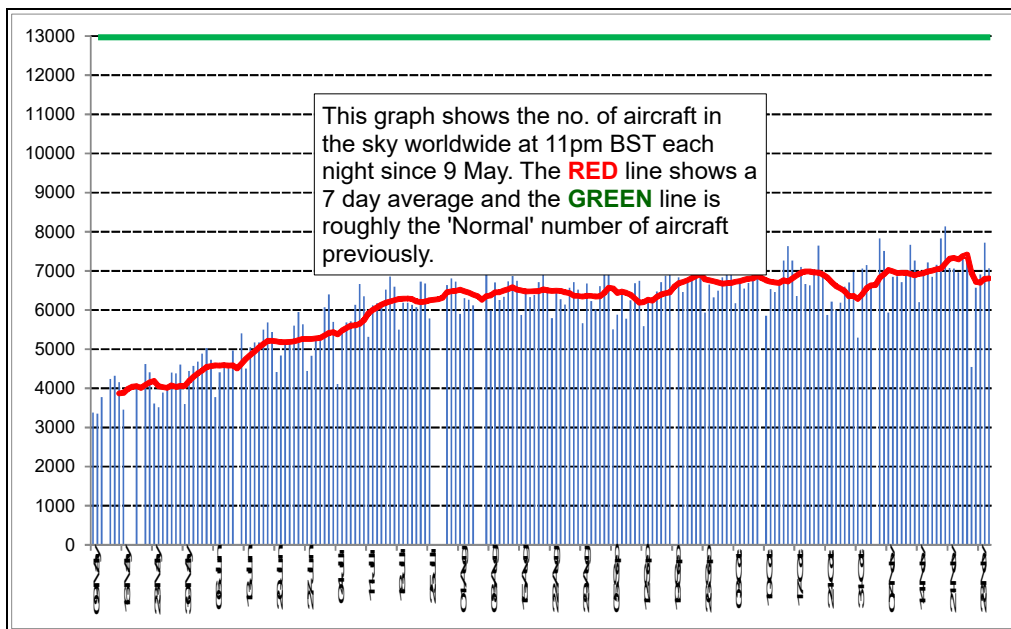
Other flights:-14/10 EI-FCY(32P) positioned in from Belfast, 15/10 EI-FAX(31P) positioned out to Belfast.

Other Flights

Loganair (LOG/LM, "Logan"):-3/10 G-SAJO(840P) positioned in from Glasgow, 4/10 G-SAJO(840/841/841P) operated charter to/from Perpignan, then positioned out to Glasgow.

Worldwide Traffic....

Alan Sinfield



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Code of Conduct

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

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LBA Remember When



O-17899/51-7899 Contair VT-29B USAF David Blaker



G-ADWT Miles M-2W Hawk. Carrying its racing and taken at the National Air Races at Yeadon on 30 May 1955. This photograph arrived anonymous through the post some years ago. I have been unable to ascertain who sent it. Credit: Unknown via Jim Stanfield