

AIR YORKSHIRE



Aviation Society

Volume 46 · Issue 2

February 2020



A7-BFR Boeing 777-200
Qatar Airways Cargo
Doncaster Airport
7 December 2019
Clive Featherstone

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Sunday 1 March @ 2.30pm

Pat Carty - Aviation historian, author and NATO accredited military journalist. "Russia - to spy or not to Spy"? Pat will cover his various "Observation" trips to Russia. What and how he gathers intelligence prior to going and what has happened whilst there. How he uses his own virtual radar to assist him on his trips.

Society news....

Alan Sinfield

Chairman - Unfortunately our Chairman Dave Senior decided to step down from the role and the Committee in December. Despite the best efforts to persuade him otherwise, he was adamant. At an extra Committee Meeting in January, Howard Griffin agreed to fill the role temporarily. A big thank you to Dave for his many years of service to the Society. He was a founder member in 1964 as Treasurer. He was Chairman twice; in the early 1970's for four years and more recently for 12 years from 2007. He also served as Assistant Editor and Membership Secretary. He remains an Air Yorkshire member. Thanks also to Howard for stepping-up. The Society moves on.
Jim Stanfield

Mugatroyds Fish & Chips Lunch - The following dates have been fixed. Please contact Geoff Ward to book your place 0113 270 998 g_ward76@hotmail.com
Friday 20 March 2020, Saturday 25 July 2020, Friday 27 November 2020

Magazine sponsorship - Don't forget you can sponsor one of our monthly magazines. All that is required is for you to provide a ream of A4 printing paper or the equivalent in cash!

Arty Photograph Competition – The winner was Rod Hudson who received £25 (April 2019), 2nd was Martin Zapletal (February 2019) and 3rd was Mike Storey (August 2019)

Future AYAS Presentation Dates -

3rd March 2020 - Burley in Wharfedale Probus Club 10:00 to 11:00

1st June 2020 – Blue Ribbon Lunch Club 12:00 to 14:00

4th November – Menston Retired Men's Forum 10:00 to 12:00

Please continue to promote the talk to any groups that have speakers to their meetings

Green Transport Event - Richard Amende is putting together a Green Transport event for RSPB at St Aidans Nature Park, east of Leeds, on the weekend Sept 12th & 13th, to run alongside the final open days at the giant walking dragline which resides there, it was a cable-fed fully electric machine. There will be a small heritage event by the machine, plus this new event. Is there an AY member or members who, like myself, are interested in hybrid and fully electric aircraft developments, who could bring along info about all the exciting stuff happening, and be able to talk to visitors about how aviation is working to drastically reduce its carbon footprint?

Annual Dinner 2020....

John Dale

Friday 3rd April 2020 - 7.30pm for 8.00pm

@

Horsforth Golf Club
Layton Rise, Horsforth
Leeds, LS18 5E

Easy access to level and ample Car Parking
Partners & Friends Welcome

3 course Carvery Meal
with Tea/Coffee & Mints

£5 deposit per person

To reserve your place see John Dale at monthly meetings or post a cheque
(Payable to "Air Yorkshire Aviation Society")

to

John Dale 13 Greenfield Avenue, Guiseley, Leeds, LS20 8HG
or telephone 01943 875315

The price per person is £22

Trips and Visits 2020....

Howard Griffin

Our first visit this year is to the Bristow's SAR facility at Humberside on Saturday 18th April at 10:00 am. Those booked so far include: S.Mahoney, P.Hall, C.M.Glover, D.Thompson, S. Coltman, M.Sutcliffe, R.Amende, M, Storey, G.Ward, P, Windsor and R.Preston. J.Heseltine, B&N Barrett, M Walker, D&A Chaplin and M Elliott. Transport may be arranged for those that need it and some places remain so please email me to reserve your place.

Our annual Amsterdam trip may be quite limited in flight choice as Jet2 seem to have cut the number of flights to AMS. Currently available at a price of about £95 is Monday May 4th or 18th (remember May 4th is NOT a bank holiday this year) or Monday September 21st, let me know ASAP which you prefer, KLM is available those dates as well. The viewing terrace is apparently open again.

The Annual balloon training weekend will be at Thornton-in-Craven easter week, afternoon lifts are at 6pm. Massive car park, wonderful café, If good weather enjoy a coffee and watch the balloons – a wonderful setting.

I have written to a few locations to see if we can arrange visits such as RR at Barnoldswick, DHL at EMA and if anyone interested in going down to RIAT for the Monday departure day, let me know, it does involve one nights stay (or maybe more if you want to include Farnborough),

Aviation Books....

Mike Storey

I have just received the following aviation books for disposal. They are all available for a small donation to - the Yorkshire Air Ambulance charity.

- 10 years of "warplane" in blue hard backed books(12- copies per book)
- 18-years of "history of aviation" in blue hard backed books (12-copies per book)
- 12 years of "take-off" In red hard backed books(12- copies per book)
- Modern military aviation - hard back
- The history of the RAF (1939- 990) - hard back
- The RAF in colour(1990) - hard back
- British air power in the 1980's - hard back
- The r a f in the 1990's - hard back
- The Falklands war (1990) - hard back(450 pages)
- The Falklands aftermath (2-books)
- The Gulf War (1990) - hard back
- Janes all the worlds aircraft(1986/7) edition
- The illustrated history of the RAF (battle of Britain 50th anniversary)
- The illustrated history of the RAF (1918- 1992) - hard back
- Carrier air wings(us navy) - hard back
- Strike aces(combat aircraft 1990) - hard back
- The cutting edge(us navy aircraft carrier)
- RAF phantom - hard back (black+white)
- RAF buccaneer -hard back (black+white)
- Swing wings(fighter aircraft) - soft back
- Wild weasels (usaf fighters) - soft back
- Jet combat-(hot+high- fast+low)- soft back
- Top gun-the USAF fighter weapons school

All available from Mike Storey (e-mail mikestorey8@gmail.com) 0113-25206913

Capital Airlines....

Peter Truman

Many years ago, I did a charter flight with them in one of their Bae146 and went in search of an oil rig in the North sea as I thought many people had not seen one close up!! . We departed Leeds with I think 98 pax on board. I was lucky enough to be in the flight deck. We had low cloud and what I had hoped would be an interesting low level flight following the M62 and over Spurn Point before heading out into the North Sea turned into being a bit boring, at least for the passengers. Over the sea we dropped lower to around 1000ft but were still in cloud.

I mentioned to the pilot that it was not very interesting for our passengers at which point he decided to reduce his altitude even further. The cockpit warning Claxtons sounded, "Pull Up, Terrain, gear" and these continued for a while and until the second officer asked what they should do. The Captain replied, "we will just turn them off" which he did!!

Therefore and according to the altimeter we were now flying at 200ft and below the clouds and yes, we could see an oil rig in the distance which we circled a few times, so low and close we could almost see the whites of the oil rig workers eyes. I tried not think what might happen if we had inducted a seabird at such a low level . Once the very tight turns had finished and with some relief we climbed to above the cloud and landed back at Leeds!!

A recent visit to Essex, gave me a chance to visit the following airfields:

Stansted

A visit to the viewing area, on the North side of the runway, was rewarding. This comprises a grassed area, perhaps a mile long, with woodland behind and affords a good view of aircraft movements and the distant terminal. Parking is easy, as the lane that passes this point is quite wide. The Essex Police recognise the benefits of spotters potentially reporting any suspicious activity and encourage the use of this area. On the day of my visit, there was an aircraft movement approximately every two minutes. Predominant were flights by Ryanair, Easyjet, Jet 2 and Pegasus Airlines plus one FedEx arrival. There are two ways to reach the viewing area. I found it easier to take the road from Stansted Mountfitchet to Burton End and then drive about one mile Northwards.

North Weald

Access to this airfield is clearly signposted, from the A414 Harlow-Chelmsford road. North Weald is a very large former RAF airfield. Many aircraft are based here, spread over different areas. From the entrance, a perimeter road runs to the airfield café. This is around two miles away, in view of the need to drive around the two runways. Spotting opportunities are quite good. It is however, necessary to change location several times, to maximise opportunities.

Stapleford

This airfield is on the A113 road from Abridge to Ongar and very easy to find. Stapleford has a large number of based aircraft. At the time of my visit, spotting and photographic opportunities were good. Many aircraft were parked close to the outdoor seating area, of the large café. This was a very pleasant airfield to visit.

Damyns Hall

This is located just South of Upminster, known for being at the end of the District Line ! Damyns Hall is not an easy place to find, as the route involves driving along a series of lanes. The airfield has ample parking and a small café, with outdoor area. Only a few aircraft were visible, mainly microlights. The Tiger Club have a hanger here, but it was closed and locked.

Stow Maries Great War Aerodrome Museum

This museum, near Maldon, Essex is being established on the most complete Great War airfield in Europe. The project started seven years ago. Already, much has been achieved. Around twenty buildings exist on the site. Several have been fully restored and others will follow, as resources permit. An excellent display, showing what life was like on the airfield in the 1914-18 period can be seen. Also impressive is the former mess, now the Museum tea room, the road transport building and the hangers. These contain a number of replica Great War aircraft, some in airworthy condition.

Stow Maries Great War Aerodrome Museum Airfields



Coney Park 16 September 2019

My annual stock-taking visit to Coney Park resulted in a superb *Brucie Bonus* with the Huey sunbathing outside on the grass in near perfect autumnal sunshine and the first time too that I had seen the beast outside of its hangar . My bonus was slightly tempered when I was told that I had missed it ground running in an attempt to find and fix an oil leak but I suspect that given her running and fuel costs , she only flies on rare occasions ?



Landing back at base was Longranger 'YR which was returning from some film work on a new Bollywood movie near Reading in Berkshire , the crew in full corporate uniform for the occasion . And very smart they looked too !

Situated within the Leeds Bradford Airport controlled airspace zone Heli-Jet Aviation the Leeds Heliport owners operate a full programme of charter , pleasure and training flights from their site next to the A658 Harrogate Road and opposite the former wartime aircraft factory of AV Roe which is now an industrial estate . The local historic aviation connection continues next door to the heliport were the former 'nuclear bunker' and headquarters of No18 Group Royal Observer Corps still stands though long abandoned and last used by the Royal Naval Reserve in 1995 . The bunker was built on what was originally the bus-park for the aircraft factory which brought in munitions workers from the greater Leeds area and the original wartimes gates can still be seen together with the concrete access roads , the whole area associated forever with the name Yeadon .

The heliport comprises an office cum control block with facilities for full rotary training , a shop and a viewing area whilst airside there are two hangars , the original and larger of the two houses the Yorkshire Helicopters fleet while the newer west one is a purpose built maintenance facility for Swift Helicopter Services who specialise in Robinson R22 and R44 overhauls .



G-CDYR Longranger

The landing area is 155 x 250 metres which is just short of 4 hectares in area , or nearly 10 acres in old money , and with trees around most of the boundary the advised approach is from the north or east to the white triangle in the middle of the field via Leeds Radar through a controlled area . There is also both Jet-A1 and Avgas fuel available on site .

Hangared

DU-103	B206B	ex-Dubai Air Wing , dismantled , stored
G-BRVI	R22 Beta	ARC Exp 5 January 2019 , minus rotors
G-CHPA	R22 Raven	NFD 7 August 2019 , dismantled , stored
G-HMPT	Jet Ranger II	NFD 19 March 2019 , stored
G-IBED	R22 Alpha	
G-LOLZ	R22 Beta	NFD 28 April 2017 , dismantled , stored and still carries previous identity of OH-HAF mtce , dismantled
G-OHJV	R44 Raven	
G-OTRT	R44 Raven II	
G-RAMI	Jet Ranger III	NFD 6 February 2018 , stored
G-ROKS	R44 Raven II	NFD 26 July 2018 , dismantled , stored
G-WIRL	R22	NFD 7 August 2019 , dismantled , stored
N153H	B222B	minus rotors , stored
N800HL	B222A	minus rotors , stored

Both R22's G-CHPA and G-WIRL and Jet Ranger G-GEZZ have recently arrived from Gloucester-Staverton with the Jet Ranger for a new heli-charter company , Lakeside Helicopters Ltd of Guiseley , Leeds . Interestingly Lakeside is owned by sixteen times Isle Of Man TT motorcyclist Ian Hutchinson who just happens to also live in Guiseley !

Parked out

G-CDYR	Longranger III	c/s TOPCAT31
G-GEZZ	Jet Ranger II	

With thanks as ever to both Trevor and TOPCAT31 for the access .



G-GEZZ Jet Ranger II

LBA

A quick call at the Multiflight café on the south side of LBA , 1 hour parking for £2 , found that Hields Aviation Training have taken over the flying school offices vacated by PTT Aviation in August of last year . With the main Hields base remaining at Sherburn-in-Elmet this new training facility operate two C172's both of which were flying during my visit and a single Jet Ranger X which wasn't but shares time with Sherburn !

(G-CLCP	Jet Ranger X)
G-FLKY	C172S Skyhawk change of ownership in progress to Hields
G-JKPF	C172S Skyhawk

I didn't note any of the airliner movements but another Jet Ranger X ,G-JRXV, departed to the north as I arrived .

Eastern Airways @ Teesside.... ch-aviation

Eastern Airways (T3, Humberside) will open a base at Teesside this summer season as part of plans to increase its presence at the airfield, located just east of Darlington in County Durham, north-east England.

According to press releases issued by Eastern and the airport, the flybe. (BE, Exeter) franchise operator will deploy three aircraft - one 50-seat Saab 2000 and two 29-seat Jetstream 41s - to Teesside to operate the following new routes:

- London City, 2x daily, launches April 27;
- Southampton, 2x daily, launches March 9;
- Dublin Int'l, 6x weekly, launches March 9;
- Belfast City, 6x weekly, launches March 9;
- Cardiff, 5x weekly, launches February 10;
- Isle of Man, seasonal service, launches May 30.

Eastern's existing service from Teesside to Aberdeen Dyce, flown for the last 20 years, will also see an increase in weekly frequency. To help ensure reliability, an engineering base will be created at the airport to serve the aircraft operating the new Eastern routes.

Overall, Eastern's commitment will add 185,000 seats each year, more than doubling the number of available seats through Teesside.

Tony Burgess, Managing Director of Eastern Airways, said: "Eastern Airways is one of the longest-serving airlines to fly from Teesside International serving the critical corporate oil and gas market with flights to Aberdeen. We're delighted to now be strengthening our ties with the airport and branching out to bring enhanced connectivity to some new city destinations for business and leisure travellers. I'm sure these flights will be popular and we are continuing to look at how we can further develop our network for all regions."

"Ever since we brought the airport back into public ownership, one of the biggest and most frequent questions we've been asked from businesses and local people has been when will direct flights to London return," said Tees Valley Mayor Ben Houchen. "For too long, we've lacked this most basic connection, which is why I'm delighted to announce today's new services which will bring the Tees Valley even closer to the capital with a twice-daily service."

This isn't job done, this is the next stage in our 10-year rescue plan to secure the future of Teesside International. In fact, it's only the first phase of Eastern's multi-year commitment, with plenty of opportunity to expand and increase flights in the future."

In addition to summer season charter flights to Palma de Mallorca and Burgas, the airport's only other scheduled flights alongside the Aberdeen operation is an 18x weekly KLM Royal Dutch Airlines (KL, Amsterdam Schiphol) service to Amsterdam Schiphol, according to the ch-aviation schedules module.

<https://www.ch-aviation.com/>



D-AICH Airbus S320 Hamburg



OE-LDA Airbus A320 Palma



Thomas Cook Airbus A321 Palma

January 2020

Airline	Date	Reg	Type	MSN	Remarks
Stobart Air	02 Jan	EIFMK	ATR 72-600	1297	WFU 19 Dec 19 Onward to Voepass Linhas Aéreas as PRPDO
Flybe	02 Jan	GFBXC	ATR 72-600	1300	Op on behalf of SAS on the Flybe AOC, bsd Arlanda comm 07 Jan 16 WFU 15 Dec 19 Stockholm - Toulouse 20 Dec 19 Onward to Stobart Air as EIGPN Toulouse - DUB 02 Jan 20
Flybe	05 Jan	GFBEJ	Embraer ERJ 190-200LR	19000155	WFU 05 Jan 20 BHX - BOH 05 Jan 20
Aurigny	08 Jan	SEMDA	ATR 72-212A	778	Lsd fm Danish Air Transport 08 Jan 20 - Cover fr GNSEY
Stobart Air	10 Jan	EIGPP	ATR 72-600	1322	Op fr Flybe 05 Jan 20 - Bsd IOM
Ryanair	10 Jan	(EIFOY)	Boeing B738-8AS-W	44728/5830	Regd to Malta Air as 9HQCG 08 Jan 20
Ryanair	10 Jan	(EIFIV)	Boeing B738-8AS-W	44704/5605	Regd to Malta Air as 9HQBI 08 Jan 20
Virgin Atlantic	10 Jan	(GVBIG)	Boeing B744-4Q8	26255/1081	WFU 10 Nov 19 LGW - DGX 22 Nov 19 Canx as PWFU 09 Jan 20
Stobart Air	10 Jan	EIGPN	ATR 72-600	1300	DIvd DUB as GFBXC 02 Jan 20 Regd 09 Jan 20
Ryanair	11 Jan	(EIFRK)	Boeing B738-8AS-W	44735/5885	Regd to Malta Air as 9HQCC 09 Jan 20
Aurigny	11 Jan	GORAI	ATR 72-600	1599	DIvd GCI 10 Jan 20
Norwegian	13 Jan	(GCLJN)	Boeing B789-9	63347/955	On order. Due
Eastern Airways	13 Jan	G	Embraer ERJ 190		03 a/c Acquired. Due 20
British Airways	13 Jan	GZZZC	Boeing B772-236	27107/15	WFU 12 Jan 20 LHR - DGX 13 Jan 20
Ryanair	14 Jan	(EIFTT)	Boeing B738-8AS-W	44769/6264	Regd to Malta Air as 9HQDT 13 Jan 20
Ryanair	14 Jan	(EIFIW)	Boeing B738-8AS-W	44706/5625	Regd to Malta Air as 9HQBJ 13 Jan 20
Norwegian	14 Jan	(EIFJO)	Boeing B738-8JP-W	42076/5912	Regd to Norwegian Air Sweden as SERPF 13 Jan 20
Norwegian	15 Jan	(EIFJP)	Boeing B738-8JP-W	42077/5937	Regd to Norwegian Air Sweden as SERPG 15 Jan 20
Ryanair	16 Jan	(EIFRI)	Boeing	44733/	Regd to Malta Air as 9HQCO 14 Jan

			B738-8AS-W	5874	20
Ryanair	16 Jan	EIDAG	Boeing B738-8AS-W	29940/ 1265	WFU 07 Jan 20 DUB - PIK 07 Jan 20
Ryanair	16 Jan	EIDAF	Boeing B738-8AS-W	29939/ 1262	WFU 06 Jan 20 Currently at PIK
Eastern Airways	16 Jan	(GCFLU)	SAAB 2000	055	WFU 24 May 19 HUY - Bydgoszcz 27 May 19 Bydgoszcz - Orebro 18 Jun 19 Strd Canx by CAA 15 Jan 20
Titan Airways	17 Jan	G	Airbus A321LR		On order. Due 3Q20 To replace Boeing B757 GZAPX
Titan Airways	17 Jan	G	Airbus A321LR		On order. Due 3Q20 To replace Boeing B757 GPOWH
Ryanair	17 Jan	(EIFRJ)	Boeing B738-8AS-W	44734/ 5876	Regd to Malta Air as 9HQCP 15 Jan 20
Ryanair	17 Jan	(EIFOS)	Boeing B738-8AS-W	44727/ 5801	Regd to Malta Air as 9HQCD 15 Jan 20
Loganair	17 Jan	GLMRA	ATR 42-500	490	Divd ABZ as FGPYD 14 Jan 20 Regd 16 Jan 20 Due I/S wc 20 Jan 20
Aer Lingus	18 Jan	(EIEIK)	Airbus A330-302	789	Acquired. Ex A7AEH Due Apr 20
TUI Airways	19 Jan	GOOBD	Boeing B757-28A-W	33099/ 1028	WFU 17 Jan 20 LGW - Baku - Xiemen 18/19 Jan 20 EoL checks To be lsd back for 6mths
Ryanair	19 Jan	(EIGJD)	Boeing B738-8AS-W	44821/ 6829	Regd to Malta Air as 9HQEG 17 Jan 20
Norwegian	19 Jan	(EIFJT)	Boeing B738-8JP-W	42079/ 6026	Regd to Norwegian Air Sweden as SERPH 17 Jan 20
Ryanair	21 Jan	(EIGDZ)	Boeing B738-800-W	44820/ 6809	Regd to Malta Air as 9HQED 20 Jan 20
Ryanair	21 Jan	(EIFRR)	Boeing B738-8AS-W	44739/ 5918	Regd to Malta Air as 9HQCV 20 Jan 20
British Airways	21 Jan	(GEUOI)	Airbus A319-131	1606	WFU 02 Nov 19 LHR - DGX 04 Nov 19 Canx as PWFU 20 Jan 20
Norwegian	22 Jan	(EIFJS)	Boeing B738-8JP-W	41153/ 5959	Regd to Norwegian Air Sweden as SERPJ 20 Jan 20
Jet2	22 Jan	GDRTL	Boeing B738-8AL-W	39059/ 4487	Regd 10 Jan 20. Ex 2TJFJ SNN - MAN 22 Jan 20
Aurigny	22 Jan	SEMDA	ATR 72-212A	778	Rtnd EoL 21 Jan 20
Aurigny	22 Jan	GVZON	ATR 72-212A	853	WFU 10 Jan 20 GCI - Gran Canaria 21 Jan 20
Ryanair	23 Jan	(EIFOV)	Boeing B738-8AS-W	44725/ 5817	Regd to Malta Air as 9HQCF 21 Jan 20

Norwegian	23 Jan	(EIFJV)	Boeing B738-8JP-W	42080/ 6071	Regd to Norwegian Air Sweden as SERPL 22 Jan 20
ASL Airlines	23 Jan	EILBT	Boeing B757-2Q8-W	28170/ 801	Op fr Aer Lingus WFU 05 Jan 20 DUB - SNN 06 Jan 20 SNN - Bangor - Marana 23 Jan 20 Fr frt conv
Flybe	24 Jan	GFBGJ	Embraer ERJ 170- 200STD	170003 44	WFU 04 Nov 19 BHX - BOH 04 Nov 19 BOH - EXT 11 Nov 19 Regd to Tiradentes Portfolio 17 Jan 20 EXT - Bydgoszcz 24 Jan 20
Ryanair	25 Jan	(EIFTM)	Boeing B738-800-W	44763/ 6240	Regd to Malta Air as 9HQDN 22 Jan 20
Ryanair	25 Jan	(EIFOK)	Boeing B738-800-W	44719/ 5779	Regd to Malta Air as 9HQBW 22 Jan 20
Ryanair	25 Jan	(EIFOE)	Boeing B738-8AS-W	44713/ 5744	Regd to Malta Air as 9HQBQ 23 Jan 20
Norwegian	25 Jan	(EIFJL)	Boeing B738-8JP-W	42073/ 5835	Regd to Norwegian Air Sweden as SERPK 24 Jan 20
Ryanair	26 Jan	(EIGJJ)	Boeing B738-800-W	44831/ 6870	Regd to Malta Air as 9HQEL 23 Jan 20
Norwegian	27 Jan	(EIFJB)	Boeing B738-8JP-W	42081/ 5714	Regd to Norwegian Air Sweden as SERPR 27 Jan 20
Norwegian	28 Jan	(EIFJD)	Boeing B738-8JP-W	41143/ 5737	Regd to Norwegian Air Sweden as SERPS 28 Jan 20
Norwegian	28 Jan	(EIFJA)	Boeing B738-8JP-W	39419/ 3878	WFU 19 Oct 19 Oslo - Rzeszow 20 Oct 19 Rzeszow - BOH 05 Dec 19 BOH - Rzeszow 12 Dec 19 Divd Rzeszow - Nursultan - Yangyang fr FlyGangwon as HL8380 28/29 Jan 20
Ryanair	30 Jan	(EIGJK)	Boeing B738-800-W	44825/ 6873	Regd to Malta Air as 9HQEM 27 Jan 20
Ryanair	30 Jan	(EIFIC)	Boeing B738-8AS-W	44693/ 5289	Regd to Malta Air as 9HQAS 27 Jan 20
Ryanair	31 Jan	(EIFTR)	Boeing B738-800-W	44767/ 6255	Regd to Malta Air as 9HQDR 29 Jan 20
Ryanair	31 Jan	(EIFRS)	Boeing B738-8AS-W	44745/ 5927	Regd to Malta Air as 9HQCW 29 Jan 20
Ryanair	31 Jan	(EIFIO)	Boeing B738-800-W	61579/ 5448	Regd to Malta Air as 9HQBD 28 Jan 20
Norwegian	31 Jan	(EIFHM)	Boeing B738-8JP-W	42050/ 5583	Regd to Norwegian Air Sweden as SERPT 30 Jan 20
Norwegian	31 Jan	(EIFHL)	Boeing B738-8JP-W	42078/ 5575	Regd to Norwegian Air Sweden as SERPU 31 Jan 20

LEEDS/BRADFORD NEWS

News this month is dominated by the announcement by LBA of its plans to spend £150 million on a brand new terminal building, to totally replace the existing terminal. Leeds Bradford Airport is submitting fresh plans to build a state-of-the-art terminal, which aims to dramatically improve passenger experience, deliver one of the UK's most environmentally efficient airport buildings, and support greater economic prosperity for the Leeds City Region, Yorkshire and the North. These new plans, to be submitted in spring 2020, replace the recently consented scheme and the existing terminal building, with a more efficient and sustainable development. The plans propose the construction of a three floor, 34,000 sq. mt. terminal on an alternative site within the airport's boundary, located in the area currently occupied by stands 19 and 20 at the Eastern end of the apron. The fuel farm and long stay car park. If approved, this upgrade would create a modern airport terminal, classified as 'excellent' by the BREEAM sustainability standard, which is awarded only to the most environmentally efficient buildings internationally. Completion of the terminal would also enable LBA to meet its target of net zero carbon emissions from airport operations by 2023. The scheme would deliver significantly enhanced facilities, allowing LBA to meet its expected passenger demand, with improved level of service and efficiency. Features to enhance the passenger experience include better surface access, with the site located nearer to the proposed rail link, clean and airy interiors, improved shopping, restaurants and bars and excellent access and comfort through from arrival to boarding. LBA's existing terminal, built in 1965, is 15th busiest in the UK by passenger numbers. LBA contributed £475m to the local economy in 2018, employing around 2,500 people and supporting over 7,200 jobs. LBA received consent to expand its existing terminal in January 2019 and the airport's current roadmap signposts a target of seven million passengers by 2030.

This proposal marks the start of an extensive consultative process and residents across Yorkshire are invited to submit their views on the plans in due course. If approved, it is anticipated that work could begin before the end of 2020, with the terminal completed in early-2023. The project will be privately funded by LBA's owners AMP Capital. Receiving less publicity is the fact permission is also being sought to operate flights during the day between 6 am and 11:30 P.M. Currently the restrictions for departures are between 7am and 11pm, but as part of early plans for a brand new £150m terminal, the airport also wishes to extend its operating times. According to a report from Leeds City Council officers, LBA wants to make the changes to 'accommodate new airline operators' and bring the airport in line with other facilities across the UK. LBA also claimed its current restrictions give it a 'competitive disadvantage' with other UK airports. The report listed 10 other airports across the UK, including Heathrow, Gatwick and Manchester, which all operated flights between 6am-11.30pm. It stated: "LBA wish to change the day time regime for flights at the airport by reducing the current restrictions during the night to one additional hour in the morning and 30 minutes in the evening. "LBA states that this is to accommodate new airline operators and designations including a greater emphasis on business flights. "LBA also states that this change in flight time regime will bring the airport in line with the large majority of the operations of other UK commercial airports and enable LBA to increase passenger numbers from the existing [four million passengers per annum] to [seven million passengers per annum] by 2030. "LBA considers that the current restriction on the flights outside of the hours of 7am and 11pm, places the airport at a competitive and economic disadvantage compared to almost every airport in the UK, particularly those with which LBA competes for airlines and passengers in the north of the country." "Pre-application" plans into the proposed rebuild of LBA's terminal are set to be discussed by Leeds City Council's city plans panel on Thursday, January 31, which of course is after the magazine closes for press. In last months A.Y.C.A.N. I reported unconfirmed reports that Ryanair were to reduced the

number of based Boeing 737's down from 3 to 1. Unfortunately these reports have now been confirmed. 10 routes will be withdrawn from Leeds/Bradford, these are Tenerife South , Arrecife, Las Palmas, Fuerteventura, Riga, Bratislava, Vilnius, Corfu, Crete-Chania & Murcia-Corvera . As reported below Ryanair have elected to totally close all 3 of their Canary Island bases. The number of routes operated from LBA this summer will now be 14, against 24 in Summer of 2019. Total number of return flights per week drops from 85 to 56. To accommodate the number of flights still operated there has been an increase in the number of flights now operated by non LBA based aircraft

On the Jet2 side of things, Boeing 737-800, G-DRTR, an ex Air China aircraft was delivered into Manchester way back on the 6th November last year. It left Manchester to Bournemouth on the 10th January, still in basic Air China colours. On the 21st January it was delivered from Bournemouth back into Manchester in the Jet2 red/silver colour scheme named Jet2 Chania. G-DRTL was delivered from Shannon to Manchester in basic Jet Airways colours on 22nd January, where it had been stored since the 8th September

AIRPORT NEWS

London Heathrow is to have an independent assessment of its development costs. The airport is expected to gain UK Civil Aviation Authority (CAA) approval to spend hundreds of millions of pounds on early construction costs. In a press release issued on December 18, IAG, the airline group, which owns British Airways and is Heathrow's biggest customer in terms of weekly capacity, with 44% of all weekly seats, urged expenditure caution before any planning permission is granted or indeed the full costs are known. The CAA decision was made before the recent election and without independent scrutiny as the regulator based its decision on estimates, which have risen by more than 250% in the last two years, provided by Heathrow Airport Limited (HAL). Its report indicates that in order to deliver the planned capacity expansion in a timely way, HAL will need to incur significant planning costs and certain early construction costs. HAL had said that in order to retain a target of 2026 for the opening of the new runway, it would need to bring forward the timing of certain spending, and total early costs would need to be about £2.9 billion in 2014 prices. This includes spending of over £500 million on planning costs and GBP2.4 billion pounds in 2014 prices on early construction costs before it obtains a Development Consent Order (DCO).

The latter figure has risen from £650 million pounds in April 2018, when the CAA published a consultation document on the project. Given the increases in its estimates of these costs, and the potentially greater consequences of this spending for airlines and passengers if a DCO were not to be granted, the CAA has now asked HAL to consider a range of options for this spending and for the target date for runway opening. As the CAA has delayed the project timetable by at least 12 months, HAL now expects to open the third runway between early 2028 and late 2029. At 2014 prices, HAL's masterplan cost estimate for the whole project is £14 billion including the new 3,500-metre-long runway, associated taxiways, aprons and terminal expansions. Willie Walsh, IAG chief executive, said: "We need a fresh look at the environmental viability and total cost of expanding Heathrow. The airport has a history of spending recklessly to gold-plate projects and paying guaranteed dividends to shareholders while minimising the environmental significance of expansion. Boris Johnson wants to make Britain more competitive. Allowing an expanded airport that is considerably more expensive than our European neighbours would be an own goal as we need to compete on the world stage. An independent study would ensure Heathrow expansion is cost-effective and stop the CAA, as regulator, allowing consumers to be taken for a ride. To ask customers to stump up vast sums in advance for a runway that may not get built, based only on Heathrow's cost proposals, is unacceptable".

Manchester will see another new carrier this summer. Canadian airline WestJet is to launch a

direct service between Halifax (Canada not West Yorkshire !) The route will be operated by a Boeing 737-700 and will operate from 5th June on a four times per week basis.

Plymouth City Heliport has been planed, with regular services to Exeter and Newquay, which will link the UK city to those airports' services to Europe and most critically to the global connectivity of London Heathrow, according to report in local newspaper Plymouth Herald. Halo Aviation, a charter helicopter firm based in Surrey, UK, intends to acquire land and a mansion, already with its own helipad, in the city, in order to launch the new services. It says it wants to launch a shuttle service to Exeter and link the city to Heathrow via Newquay, using flybe.'s 4 times a day operation to the UK's busiest airport. Between them, Newquay and Exeter airports currently offer direct flights to destinations in Ireland, Spain, France, Malta, the Netherlands and Switzerland, as well as numerous domestic connections. The plan would also include providing an alternative landing and refuelling site for the local air ambulance, coastguard and police helicopters. The last commercial flight from Plymouth City Airport, after about 90 years of services from the airfield, was Air Southwest's operation Glasgow in July 2011. Now defunct, the UK regional airline then moved all of its flights to nearby Newquay. If approved, the city's new heliport would look to evolve into a site for electric vertical takeoff and landing aircraft by 2030, according to documents submitted by Halo.

AIRLINE NEWS

British Airways has withdrawn it's first Boeing 777-200 from the fleet as it continues its fleet renewal program. Boeing 777-200 G-ZZZC left London's Heathrow airport at 10:07 on the 13TH January as BA9171 to make its short hop to South Wales where it will be parted out and broken up at St Athan airfield. 'Zulu Charlie' joined the British Airways fleet in November 1995 straight from Boeing and was the 15th Boeing 777-200 to come off the line in Seattle. This isn't the beginning of the end of the 777 with British Airways though as they are one of the biggest users of the type with 46 777-200 and 12 of the bigger 777-300 types in service. They are also expecting the next generation 777, the 777X to join the fleet in the next few years as its parent company, International Airlines Group has 42 on order.

Eastern Airways have resumed Embraer E170 operations and Embraer E190 operations later this year, taking delivery of two units of the former and three of the latter type. "The UK regional airline is seeing significant growth in the ad-hoc charter market for 70-100 seat jets, and the first of these E-170 will be delivered in late January," the airline said in a press release. Eastern Airways plans to reactivate two E170LRs which it used to operate until October and November 2018, G-CIXV (msn 17000111), since then re-registered as EI-GID, and G-CIXW (msn 17000230). Both aircraft are owned by GECAS and have been stored at Lourdes/Tarbes since their phase-out by Eastern Airways under the airline's previous ownership. The three E190s will be delivered at a later point in 2020. The airline never operated the type in the past. "We are pleased to see the return of the E-Jets to our fleet giving us an entry into new ad-hoc charter and ACMI markets, alongside an option to evolve our scheduled service network, especially as we expand this fleet through the year," General Manager (Commercial and Operations) Roger Hage said. Until May 2019, Eastern Airways was owned by Bristow Group. The US-based group sold the British airline to Orient Industrial Holdings Limited (OIHL), an entity affiliated with Richard Lake

Flybe were about to collapse during week commencing 13th January. Fortunately A deal was reached by the UK Government and Connect Airways, the owners of Flybe, to stave off an immediate collapse of the airline. The airline will get a tax holiday from the Air Passenger Duty-tax, which had a total bill of GBP 106 million for the airline. In the meantime Connect Airways will invest more money into the airline as well and continue to reshape and eventually rebrand the company into Virgin Connect. With this deal the jobs of around 2,400 co-workers have been

saved. Business secretary Andrea Leadsom confirmed the move, saying the government was “delighted” to have reached an agreement with shareholders to keep Flybe in the air. The deal was backed by transport secretary, Grant Shapps, and chancellor, Sajid Javid. The government said there would also be a review of the way the tax is applied to domestic flights in the March budget. A £26 charge is applied to all flights taking off from UK airports, with the cash ostensibly going to fight the environmental impact of aviation. Flybe was sold last year to a consortium led by Virgin Atlantic and Stobart Air for £2.2 million. They are understood to have promised to inject up to £20 million of fresh equity into the airline if the government agreed a plan to ease its immediate cashflow crisis.

Flybe will later this year be renamed Connect Airways. From a different angle, International Airlines Group chief executive, Willie Walsh, was also highly critical of the deal. The aviation leader argued the move was a misuse of public funds. In a letter to Shapps, Walsh said: “Prior to the acquisition of Flybe by the consortium which includes Virgin/Delta, Flybe argued for taxpayers to fund its operations by subsidising regional routes. “Virgin/Delta now wants the taxpayer to pick up the tab for their mismanagement of the airline. “This is a blatant misuse of public funds. “Flybe’s precarious situation makes a mockery of the promises the airline, its shareholders and Heathrow have made about the expansion of regional flights if a third runway is built.” Walsh argued Virgin Atlantic and partner Delta Air Lines – which yesterday posted its best ever results – had the funds to independently rescue Flybe. Green Party leader, Caroline Lucas, attacked the proposal to potentially cut passenger taxes on domestic flights. She said: “Addressing Flybe problems by reducing air passenger duty on all domestic flights is utterly inconsistent with any serious commitment to tackle the climate crisis.” Domestic flights need to be reduced, not made cheaper. In a further twist on the 20th January Andrew Tinkler, the former Chief Executive Officer (CEO) of the Stobart Group, which is part of the consortium flybe., sold all of his shares in the group, according to a stock exchange filing. Tinkler was the group’s fifth-largest shareholder, with a 5% stake valued at around GBP20 million. The ex-CEO was sacked from Stobart Group, which also owns UK airport Carlisle, two years ago in a heated boardroom battle which ended up in the UK’s High Court. The case was won by the group in February 2019. Following an unsuccessful appeal, Tinkler was forced to pay 55% of Stobart Group’s legal costs, reckoned to be around GBP1 million.

The former CEO was dismissed after he tried to oust then-chairman Iain Ferguson and because he acted in breach of his fiduciary duties. The presiding judge deemed that his sacking by the group was lawful as well as its resolution to re-elect Ferguson as Chairman. The Connect Airways consortium, which also includes Virgin Atlantic and Cyrus Capital Partners, bought flybe. Last year for GBP2.2 million as it ultimately became the only option left for shareholders to approve. This deal came despite Tinkler attempting to take control of the ailing regional carrier last year, first as an individual, then leading a group of investors. He acquired a 12.23% stake in flybe., which Tinkler claimed was an investment decision and nothing to do with his ongoing battle with the group. Loganair have taken delivery of its first ATR42-500, on January 13th. Loganair is planning to add twenty ATR42-500s to replace first its two remaining active Saab 2000s and then thirteen Saab 340Bs. The Scottish regional airline plans to debut the ATR42-500 in commercial operations on March 29, 2020, deploying the turboprop on its 6x weekly service between London City and Dundee

Ryanair has confirmed plans to close its three bases at Gran Canaria, Lanzarote, and Tenerife. in the Canary Islands. The airline is citing ongoing delays in delivery of its new Boeing 737 Max aircraft. The airline had been expecting to receive its first of the 200 seater aircraft in April last year, however, the grounding of the MAX has resulted in a significant delay. Ryanair is the launch customer of the Boeing 737 MAX 200, an aircraft that the carrier now appears to have rebranded the Boeing 737-8200. The airline has 135 of the aircraft on order. Ryanair had been

planning to expand its network with the Boeing 737 MAX and had already taken steps to make this happen. However, while the airline hired more pilots, it has not received the aircraft it needs to put these pilots to use. In fact, at the start of August last year, the group's CEO Michael O'Leary warned that the airline had a surplus of 900 staff. While it had been expecting to be flying 58 737 MAX aircraft in the summer of 2020, right now it still has none.

Titan Airways is preparing to add two Airbus A321LR to its fleet later this year. The new aircraft will replace two Boeing 757-200 aircraft in the airline's fleet, which are both 20 years old. Titan expects to take delivery of its Airbus A321LRs in late summer and begin the operations in the autumn. According to the carrier, the long-range variant of the Airbus' A320neo family is the best choice for Titan's long-haul operations.

AIRCRAFT NEWS

Boeing recorded net orders for just 54 planes in 2019, the lowest number in at least two decades. The figure compares with 893 orders in the previous year. At the same time, deliveries fell by 53 per cent to 380 planes, the lowest number since 2007. Deliveries were largely composed of the 787 Dreamliner, of which 158 were handed over. The company remains in crisis as the grounding of the 737 Max approaches its first anniversary. The aircraft type has been banned from commercial operation since March last year after two crashes in which 346 people were killed. Boeing said it would halt production of the 737 Max this month. David Calhoun has now taken over as chief executive of the struggling manufacturing giant as it battles to revive its fortunes. Taking up the job, he said: "Working together, we will strengthen our safety culture, improve transparency and rebuild trust with our customers, regulators, suppliers and the flying public." With the strength of our team, I'm confident in the future of Boeing, including the 737 Max. "The latest figures mean the United States-based company has lost its title as the largest plane maker in the world to bitter European rival Airbus. Airbus itself earlier reported record deliveries, sending 863 commercial aircraft to 99 customers in 2019. The European company also added 768 net orders.

The BelugaXL has entered into service, providing Airbus with 30 per cent extra transport capacity in order to support the on-going production ramp-up of commercial aircraft programmes. The aircraft, which is an integral part of Airbus' industrial system, made its first operational flight on the January 9th. This is the first of six BelugaXL to begin work alongside the BelugaST predecessors, with the additional aircraft being introduced between 2020 and 2023. Launched just over five-years ago, in November 2014, the entry into service milestone marks another successful achievement for the internal aircraft programme. The plane which was awarded type certification by the European Aviation Safety Agency in November, following an intensive flight test campaign that saw the BelugaXL complete more than 200 flight tests, clocking over 700 flight hours. At 63 metres long and eight metres wide, the BelugaXL has the largest cargo bay cross-section of all existing cargo aircraft worldwide. The BelugaXL can carry two A350 XWB wings compared to the BelugaST, which can only carry one. With a maximum payload of 51 tonnes, the BelugaXL has a range of 4,000 kilometres. The BelugaXL is based on an A330-200 freighter, enabling the re-use of existing components and equipment and is powered by Rolls Royce Trent 700 engines. The lowered cockpit, the cargo bay structure and the rear-end and tail were newly developed jointly with partners, giving the aircraft its distinctive look.

OTHER NEWS

An Australian businessman is working to build one of the largest aircraft boneyards of the world at Australia's centre. Tom Vincent, the Australian entrepreneur is following his dream to establish one of the world's largest aircraft storage facilities at the heart of Australia known as "Red Center". It has low humidity, low rainfall, it's the ideal desert climate for asset preservation, said the former Deutsche Bank debt analyst, as he inspects one of eight Boeing 737 Max planes stored at its facility in Alice Springs. We can store up to 30 aircraft depending on the widebody, narrowbody combination. In our second stage, we will bring that up to about 70 aircraft, Mr. Vincent said. Asia Pacific Aircraft Storage is modelled on some of the large boneyards in California and Arizona, which refurbish and return aircraft to active service or break them up and sell their parts. It is based next to Alice Springs airport, which has a runway able to accommodate large aircraft, including the Airbus A380. The company's entire landholdings, when fully developed, could potentially store 250 aircraft. Apas aims to tap into booming aircraft orders in the Asia-Pacific region, where demand for aviation services is predicted to expand 5.1 percent or \$3.48tn over the next two decades, according to Boeing. About 40 percent of all new commercial airplane deliveries will go to the region, which analysts say should create demand for storage and salvage services, as airlines upgrade their fleets and phase out older planes. The collapse of Thomas Cook, XL Airways and Air Berlin has also created a demand for storage and now some MAX jets were already moved to storage facilities due to the ongoing flight ban for the type.

The grounding of Boeing's 737 Max in March has forced airlines to seek storage solutions that preserve these aircraft, which have a list price of just over \$120m each. In the Asia-Pacific region, Apas has won contracts from SilkAir, a subsidiary of Singapore Airlines, and Fiji Airways to store their Boeing 737 Max aircraft. Both airlines received special approval from Australia's civil aviation authorities to fly the jets into the country's airspace. "The ferry to Alice Springs is to allow the aircraft to be stored in a dry environment as the climate changes to the wet season in Fiji, with the heightened chance of corrosion and cyclone activity in the region," a Fiji Airways said. A dozen aircraft worth more than \$1bn are lined up at the Apas facility in Alice Springs, a desert town where temperatures regularly soar above 40 degrees Celsius in summer and rainfall is rare. Coming back to Alice Springs to set up this facility has definitely been quite a journey, very different from sitting behind a desk, but I'd always wanted to be involved in building a business from scratch, said Mr. Vincent, who got the idea for the business while studying for his pilot's license. When an aircraft arrives at Apas for storage, within the first 24 hours engineers preserve the oil and fuel systems and desiccants, or drying agents, are placed inside the engines to absorb any moisture before they are sealed. Lubricants are attached to the surfaces of the wings and vertical fins to protect them from the elements and windows are taped up to prevent the strong desert sun from damaging the internal furnishings. Every aircraft is checked at least once a week under a business model that can generate healthy margins. For example, a 13-month contract with global leasing company AerCap to maintain a single Boeing 777 derived A\$500,000 in revenues.

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

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

Scene around Yorkshire... Andy Wood (HAR)

AUBOURN (Lincs.) G-BZDF Streak Shadow SA has departed following onward sale, whilst new is G-MVXP Chaser.

BAGBY (NY) From the Resident Review delete G-MRPT 172S which has departed following sale.

BEVERLEY (EY) A new resident is G-CITX MTO Sport ex. Brighton. Visiting on 19.1 between 12.55 – 13.40hrs. were G-AWJE T.66, G-AYCP D.112, G-BRPY PA-15, G-CBEI PA-22, G-CYLL F.8L and G-EJG0 Z.226 all f&t Brighton plus G-BRBA PA-28 f Full Sutton. Otherwise all was much as expected.

BRIDLINGTON (EY) Following a serious road traffic accident virtually outside my house at 16.30hrs on 11.1, between a car and a motor cycle, G-YAAC BK.117D-2 of the Yorkshire Air Ambulance landed in Queensgate Park at 17.00hrs departing about 45mins later. The road was closed for some time with injuries to the motor cyclist thought to be life threatening.

CHURCH FENTON (NY) **16.12** G-HOTB EC.155B1. **21.12** G-BZLH PA-28. **23.12** G-JRER P.2006T. **28.12** G-WLGC PA-28. **29.12** G-CJJS PA-28 and by this date G-SEKR ISA.180 was noted hangared, it is here for initial test flying. **30.12** G-BXJD PA-28, G-OSJC PA-32R, N551NZ Cessna 551 (551-0574). **5.1** G-JKPF 172S. **8.1** G-JKPF 172S, G-KART PA-28, N121JF Beech F.33A (CE-1578) and G-SEKR was doing engine runs and taxi trials. **15.1** G-NETR AS.355F1 and 16.1. **18.1** G-CDUE R.44, G-DLMH P.2010. **19.1** G-ASMW 150D, G-RVUK RV.7, 2-MUST Cessna 510 (510-0213).

CONINGSBY (Lincs.) A quick visit 21.1 noted Typhoons ZK308, 317, 354 and 361 in the 11 Squadron Shelter Area, whilst on the Flight Line were ZJ928, ZK300, 308, 315, 317, 348, 354, 361, 363, 379, 382, 383, 428, 429, 432, 435, 436, 437 and 438. Elsewhere the Harrier was still in the same place but there was no sign on the Jaguar nose.

CROWLAND (Lincs.) Resident G-PSGC PA-25 was damaged on 12.10 when it landed in a field short of the runway on approach to land following engine failure.

DEIGHTON/CRAB TREE FARM (NY) Noted in store on 18.1 were G-CDNO SA.341B, new arrival XW863/TAD022 Gazelle HT.2, XW899 Gazelle AH.1 and XZ313 with the boom of ZA731 Gazelle AH.1. XW863 was due to depart to Bulgaria the following week. Visiting was HA-HSG SA.342M (3615) from Sherburn t Brighton.

GAMSTON (Notts.) A new resident is M-OWLS A.109S (22160).

HALIFAX/SWALES MOOR FARM (WY) A new resident is M-LEOG AW.109SP (22412).

LEEDS/BRADFORD AIRPORT (WY) G-CELI 737-330 has left the Jet 2 Fleet for Kemble and parting out/scrapping.

MARKET RASEN (Lincs.) Noted advertised for sale in this area recently is XP629/P Jet Provost T.4 with photos showing a set of wings marked 686, most likely from XP686.

NETHERTHORPE (Notts.) Updating the September magazine the accident date to G-OPYE 172S was 5.9.

NEWARK AIR MUSIUM (Notts.) The hulk of XW225 Puma HC.1 has arrived and is to be used as a spares force for XW208. Stored in a trailer is CDX/BGA.1470 SZD.30.

NEWARK ON TRENT (Notts.) On 29.6 G-OBSM R.44 was damaged when it landed heavily after loss of control at a private site here.

NORTH COATES (Lincs.) Movements 2.11 G-GDSO Cavalon with G-CCCJ HN.700 and G-RMAV Ikarus C42 FB80 all f&t Beverley. **6.11** G-TGTT R.44 f&t Cabourne, G-TERN Europa f&t North Thoresby by road for local flying. **10.11** G-KYLE T.600N f&t Beverley. **30.11** G-GTRR Quik f&t Beverley. **4.12** G-JAME CH.601UL f&t Bagby. **7.12** G-TGTT R.44 f&t Cabourne, G-WLDN R.44 f Eddsfield t Brighton. **31.12** G-CGMH D.150A f&t Fen Lane Farm.

NORTH DUFFIELD/BIRCHWOOD (NY) Condor Aviation are involved in converting G-AXDZ Cassutt to electric power to take part in the 2020 Air Race E.

RUFFORTH WEST (NY) G-KOKL H.36 has been deregistered as pwfu and has departed.

SALTBY (Lincs.) A new resident is G-AOTF DHC.1 (mod.)

SCAMPTON (Lincs.) A new resident at the History Centre is XL445 Vulcan B.2 (K) cockpit section.

SHERBURN (NY) Noted visiting on 30.12 were G-BIDH 152, G-BLRL CP.301-C1, G-BXEX PA-28, G-CHER PA-38, G-GALB PA-28, G-JAME CH.601UL, G-RIZZ PA-28 and temporary winter resident N359ST PC.12/47E (1359). An interesting visitor on 4.1 was HB-CQZ 182S (18280571). A visit at lunch time on 18.1 noted G-ASAU MS.880B parked up minus engine along with G-BIOC F.150L which does not seem to have moved for some time. G-LLOY Pioneer 300 was also present, as on several occasions recently and may be a new resident. Visiting between 12.55 and 13.50hrs. were G-ATDO Bo.208C, G-CHER PA-38, G-EPIM R.172K, G-GGRN PA-28R, G-OJWS PA-28 f&t Brighton, G-OPJK Europa, HA-HSG SA.342M (3615) f Brighton t Deighton and N359ST PC.12.47E still present. On 19.1 G-APIE Belfair and N3550D 170B (27093) were visiting at lunch time.

SOUTH CAVE (EY) The three 269's mentioned last month are not N Reg and are believed to comprise G-BAXE, G-BWZY and G-SHPP, they have all arrived but have initially gone into storage at a site near Hedon, pending a decision on their future. More details when I have spoken to the owner.

SUTTON BANK (NY) A new resident is G-DCFW Standard Libelle.

WICKENBY (Lincs.) The annual Turkey Curry Fly-in was held over three days 27–29.12. Poor weather on the 27.12 saw only G-CBAK R.44 visiting. On 28.12 G-AFGM J.4A, G-CCZD RV.7, G-CGWF RV.7, G-CJIC RV.12, G-GKUE TB.9, G-MPAA PA-28, G-ONUN RV.6A, G-RVEI RV.8 and G-WIGY S.1S were noted but this may not be a complete list. On 29.12, again an incomplete list G-AFGM J.4A, G-APUW J/5V, G-ASNC D5/180, G-AVRW GY.20, G-AZRA Bo.209, G-BLLO PA-18-95, G-BVFA Rans S.10, G-CCCJ HN.700, G-CCEM EV.97A, G-CFMI Sky Ranger 912, G-CLAL Ikarus C42 FB100, G-ERIC RC.112TC. G-KVAN CTSW, G-OBBO 182S and G-VMSO Cavalon.

Brighton....

Andy Wood (HAR)

RESIDENTS

I seem to have omitted to mention that G-CITX MTO Sport departed to Beverley a couple of months ago. G-ELWM DR.400 and G-ZVKO Edge 360 are both still away for the reasons stated a couple of months ago. The Spitfire Mk.26 mentioned in the September magazine is now registered G-CLKN and was noted unpainted but wearing its reg. on 21.12, it is yet to fly. Long term resident N458BG/WG458 DHC.1 which has been here for around 15 years unflown departed by road to Wickenby on 17.12 and was registered G-CLLI on 30.12. On Christmas Day G-AYUT, G-BJZN and G-CYLL flew. On Boxing Day G-CYLL flew. On New Years Day G-ATLV, G-AVMD, G-AWJE, G-AYCP, G-BRPY, G-BVEH, G-CEND and G-MASH all flew.

OUTSIDE PARKING

G-ASMW 150D, G-AVMD 150G, G-BEZI AA-5, G-HELA TB.10 and HB-CIU FR.172J have all been present throughout. G-BXJD PA-28 returned from maintenance at Blackpool on 16.12, whilst G-THIN FR.172E is still away for maintenance. G-BBJX F.150L departed to Sherburn just before Christmas for prop overhaul and has not yet returned. G-OJWS PA-28 was present with York Flying School on 27-29.12, 4-5.1, then 12.1 and still present 19.1.

MOVEMENTS

22.12 2-LOUD SA.318C (2138) f&t private site Thirlwell Viaduct. **27.12** G-MABE F.150L f&t Doncaster. **28.12** G-BBKA F.150L f&t Doncaster, G-CKIU SF.25C f&t Burn. **29.12** G-BBKA F.150L and G-BZBF 172M both f&t Doncaster. **30.12** G-AZBU/XR246 Auster AOP.9 f&t Sandcroft Farm, G-BTBY PA-17 f&t Dishforth, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, N525DB F.172H (F172-0484) f&t South Cave. **31.12** G-BIDH 152 f&t Beverley, G-BJOT D.117 f&t Rufforth, G-CCEJ EV.97 with G-CEVS EV.97, G-CHLZ Skyranger 912, G-CHMW EV.97 and G-MACI RV.7 all f Sherburn t Eddsfild, G-DISO D.150 f&t Yedingham, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-TEWS PA-28 f&t Beverley. **1.1.2020** G-GAVV CTSL f&t Crosland Moor, N525DB F.172H overhead at 12.40hrs. but diverted back to South Cave due to low cloud. **4.1** G-BHZU J.3C-65 f&t Sandtoft, G-BJOT D.117 f&t Rufforth, G-BOSM DR.253B f&t South Cave, N525DB f 172H f&t South Cave. **5.1** G-BOWP D.120A f&t Full Sutton, G-CBNL MCR-01 f Netherthorpe t Wickenby, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-UZUP EV.97A f Netherthorpe t Wickenby. **10.1** G-BMLK G.109B f&t Rufforth, G-DISO D.150 f Yedingham t Beverley, G-TEWS PA-28 f&t Beverley. **12.1** G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-OJLD RV.7 f&t Sherburn. **18.1** G-AYEB D.112 f&t Temple Bruer, G-BJOT D.117 f&t Rufforth, G-BTBY PA-17 f&t Dishforth, G-CCEM EV.97A f&t Oxenhope, G-CEKV Europa f&t Cark, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-OVFM Cessna 120 f&t South Cave. **19.1** A very busy day with perfect weather conditions however I left without writing all the details down ! Visiting were G-ATDO Bo.208C, G-ATPV GY.20, G-AZHH SA.102.5, G-BJOT D.117, G-BOWP D.120A, G-BRDO 177B, G-BVDR Cameron O-77 overhead at low level 09.35hrs. with one other unidentified, G-BYJL Pulsar 3, G-BYZR Sky Arrow 650TC, G-CCCJ HN.700, G-CCZM Skyranger 912S, G-CFMI Skyranger 912, G-CGCH Sportcruiser, G-CIKE A.22LS, G-CLHP Peabee x 2 and n/s, G-COLF Bristell NG5, G-CSDJ Jabiru UL, G-EGEN CP.301A, G-GDSO Cavalon, G-GTRR Quik, G-JLAT EV.97, G-KAYD A.75N1, G-LORC PA-28, G-LYNI EV.97, G-MHGS GlaStar , G-ODHB R.44, G-RDDM 182T, G-VOAR PA-28, G-WLDN R.44, G-ZAIR CH601HD.

Coney Park....

10th November	G-IPGL	AW109SP GRAND NEW	FAIROAKS/DEVONSHIRE ARMS
10th November	G-BPRI	AS355F1 TWIN SQUIRREL	STAPLEFORD/STAPLEFORD
11th November	G-ORCD	AUGUSTA A109S GRAND	EARLS COLNEY/CARLISLE
11th November	G-OFZY	AS355N ECUREUIL	LASHAM/HEATHROW
15th November	N166MG	ROBINSON R66	WATH/ILKLEY
20th November	G-JGXP	BELL 407GX	HARROGATE/YORK
30th November	G-JMBS	AUGUSTA A109S GRAND	ELSTREE/NEWCASTLE
30th November	G-JMBS	AUGUSTA A109S GRAND	NEWCASTLE/ELSTREE
1st December	G-SELY	BELL 206B JET RANGER	AS355F1 ECUREUIL
4th December	G-CCPX	EUROCOPTER EC155B1	DEWSBURY/HARTLEPOOL
10th December	G-OALI	AS355F1 ECUREUIL	BATTERSEA/BISHOP AUCKLAND

December 2019

Commercial

- 1st TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 3rd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 5th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F) Dep. 6th
- 5th VQ-BVB Boeing 747-800 Silkway Cargo Airlines (F)
- 7th A7-BFR Boeing 777-200F Qatar Airways Cargo. Aircraft delivered on 30-09-2019 (F) (FV)
- 7th G-SAJH Embraer-145 Loganair Football related (FV)
- 8th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 8th OY-CLY A.T.R. 72 Air Alsie Express Dep. 9th with Boris Johnson to DTVA (FV)



OY-CLY A.T.R. 72 Air Alsie Express 09/12

- 10th SP-ENL Boeing 737-800 Enter Air. Christmas Flights – on 13th+ (FV)
- 10th LX-FCL Boeing 747-400 Cargolux. EMA Diversion
- 10th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 10th SP-ENL Boeing 737-800 Enter Air. Christmas Flights (FV)
- 11th HA-LYL Airbus A-320 Wizz Air. Diversion from LPL
- 14th SP-ENV Boeing 737-800 Enter Air. Christmas Flights.
- 15th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 17th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 20th G-SAJO Embraer-145 Loganair Football related +21st (FV)
- 22nd TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 24th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 26th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 28th G-CHMR Embraer 145 Eastern Airways Football related
- 29th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 30th G-SAJB Embraer 135 Loganair (T)
- 31st TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 31st G-JZBK Boeing 737-800 Jet2 (T) (FV)

Bizz Jets & Bizz Props

- 1st OK-OBR Citation 510 Mustang (FV)
- 2nd OE-GBD I.A.I. 1125 Gulfstream G100 Astra Tyrol Air Ambulance
- 3rd D-CASH EMB-505 Phenom 300 (FV)



G-EUNB Airbus A-318 Elite. Titan Airways 04/12

- 4th G-EUNB Airbus A-318 Elite. Titan Airways. Second visit of type. First was BA's G-EUNA in 2009 both (T) (FV)
- 5th D-CROG EMB-505 Phenom 300 (FV)
- 5th CS-CHF BD-100-1A10 Challenger 350 (FV)
- 6th LX-JFA Pilatus PC-12 (FV)
- 7th N825CM Cessna 208B Grand Caravan In Transit night-stop (FV)
- 7th N632DM Cessna 208B Grand Caravan In Transit night-stop (FV)
- 7th LX-PCA Pilatus PC-24 Second visit of type (FV)
- 7th 2-FIFI Beech 200GT Super King Air. Divd July 2019 (M) (FV)
- 7th F-HIBF Citation 510 Mustang
- 9th M-RKAY Premier 1
- 10th D-CHMS EMB-505 Phenom 300 (FV)
- 11th N700EL Socata TBM 700B
- 11th M-CKSB Falcon 2000 (FV)
- 12th G-XATV Bombardier BD-100-1A10 Challenger 300 (FV)
- 12th LX-JFF Pilatus PC-12/47E NG (FV)
- 13th B-602V BD-700 Global Express 6000 Hebei Jingye Group – (Jingye Steel Group) Dep. 14th to Shijiazhuang Daguocun International – China. (FV)



B-602V BD-700 Global Express 6000 Hebei Jingye Group 14/12

- 16th M-LLMW Beech 350 King Air (M) (FV)
- 17th 2-MATO Challenger 601 (T)
- 18th G-JMBO EMB-505 Phenom 300
- 21st OM-LAT Citation 680 (M) (FV)
- 21st CS-DFF Falcon 2000 (FV)
- 22nd G-PULA Falcon 2000
- 23rd OE-HGS I.A.I. Gulfstream G-200 Galaxy (FV)

- 23rd 2-EMBR EMB-505 Phenom 300 (T) (FV)
- 30th D-CSCE Embraer EMB-505 Phenom 300 (FV)

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

- 1st G-BXOA Robinson R-22 New for Hummingbird Helicopters Replaces G-LYNC & G-IBED dep off lease (FV)
- 13th OY-HOW Agusta Westland AW169 Unifly (T) from HUY (FV) of Airline/Company
- 17th G-YOAA EC-145 Air Ambulance (T)
- 23rd G-XXED Sikorsky S-76 Royal Flight Refuelling stop after dropping Prince Charles at Thorne, for his visit to Fishlake (FV)

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

- 16th G-CTST Diamond DA-40 (FV)
- 23rd 2-ANLD Piper PA34 (FV)
- 31st G-NHRJ Europa (FV)

Note Piper PA-31 G-SCIR is now in Coastguard Livery. Not sure of date, of FV in these colours, but the first photo on Finningley Gallery was the 19th.

Military

- 2nd 99 Embraer 121 Xingu French Air Force
- 3rd ZJ128 Agusta Westland EH-101 Merlin HC.3 (H) (T) (FV)
- 5th 81 Embraer 121 Xingu French Air Force
- 9th 083 Embraer 121 Xingu French Air Force
- 11th ZM333 Embraer Phenom 100 R.A.F (T)
- 12th 108 Embraer 121 Xingu French Air Force
- 16th ZZ666 Boeing RC-135W Rivet Joint (T) (FV) & of type

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



G-POLX Vulcanair P68-NAPS 04/12

Sandtoft....

Pete Hobson

Credits	Airfield Managers Mike Butler and Anthony Stevens, Michael Hanks and the three Engineering guys
General	Another wet month
Arrivals	None
Departures	None

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

G-ATLM F.172G f/n 01/10 l/n 30/11
G-BEAC PA-28 from Humberside f/n 09/10 l/n 31/12
G-BPTL 172N from Fenland f/n 19/11 and l/n 29/12 on return
G-ECGC F.172N from Fenland f/n 30/09 l/n 21/12
G-FLYA M20A from Full Sutton f/n 22/11 l/n 02/12
G-MICK F.172N from Fenland f/n 29/12
N20UK M20F from Fenland f/n 01/10 l/n 31/12 still awaiting pickup

Resident aircraft seen were G-BCGI PA-28, G-BHZU J3C-65, G-BITE TB10, G-BOMP PA-28, G-BSYV 150M, G-BYJL Pulsar, G-CHVS Savannah XLS Jabiru, G-IBFF Be C23, G-MLXP Europa XS, G-TAYI G.115, G-WLGC PA-28, N2136E PA-28R (on rebuild in main hangar)

Movements

01.12 G-BOJI PA-28 f/t Blackbushe, G-BBKA F.150L circuits f/t RHADS, G-MABE F.150L circuits f/t RHADS,
02.12 G-JDBC PA-34 f/t Bristol, G-OCCH DA40D f/t LBA, G-HACS P2002 f/t Halton, G-BGBW PA-38 circuits f/t RHADS
03.12 G-SACT PA-28 f/t Sherburn, G-BBKA F.150L circuits f/t RHADS
04.12 G-EGDM Sonex f/t Wickenby
07.12 G-BZBF 172M circuits f/t RHADS, G-ZERO AA-5B f/t Turweston, G-CEKK Skyranger f/t East Kirkby, G-CJTA MTOSport f/t Rufforth East
11.12 G-CJZD Eurofox f Sherburn t Gamston, G-BZBF 172M circuits f/t RHADS
14.12 G-CDON PA-28 f/t EMA

Sturgate....

Pete Hobson

Credits	Eastern Air Executive Ltd (EAE), David Thompson
General	A very wet month again which reduced the movements
Arrivals	None
Departures	None

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

G-BOJZ PA-28 from Teesside for maintenance f/n 03/12,
G-BZGT Jabiru SPL-450 from Nottingham f/n 07/10 was noted again 1/12 in the LAC hangar minus engine
G-CGCM AA-5A f/n and l/n 14/12
G-GFIG 52 from Denham f/n 14/12
G-JESS PA-28RT f/n 31/12 l/n 04/01/2020
G-RICO AG-5B from Teesside 11/12 l/n 04/01/2020
G-TSGJ PA-28 f/n 24/11 l/n 11/12 on departure
G-ZEZE 182S f/n 18/11 l/n 04/01/2020
N761JU T.210 for maintenance 01/12 l/n 04/01/2020

N808CA PA-32R from Sandtoft f/n 11/08 l/n 04/01/2020

N10522 PA-46-350P Mirage from Sandtoft f/n 11/08 l/n 04/01/2020

Wrecks & Relics noted during the month

Still Parked up outside the old fire station is G-CCZA MS.894A, impounded since 2014, for sale as spares only l/n 31/12.

Also noted 14/12 in a lockup which is not normally closed were G-AWYB FR.172F, G-BIUM F.152, G-BWEU F.152 plus one other 150 or 152 all pwfu

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

G-BDTB VP1, G-CDBX Europa XS, G-OPAZ/AZ Pazmany PL-2

Resident EAE aircraft seen during the month

G-AWYB FR.172F pwfu, G-AZTS F.172L, G-BBHF PA-23, G-BIUM F.152 pwfu, G-BRNN 152, G-BRPV 152, G-BWEU F.152 pwfu, G-CBFO 172S, G-CCZA MS.894A (impounded), N200RE Beech E90

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

G-AYYU C23, G-BDDG D.112 minus canopy wind screens and wfu, G-BKWD JT.2 Titch, G-CCXX AG-5B, G-CIFC TB200, G-EXLL CH601XL, G-FARY Quickie Tri-Q, G-RVSR RV-8

Movements

01.12 N761JU T.210M for Maintenance, G-CCJW Skyranger f/t Felixkirk, G-CTDH CT2K f/t Felixkirk, G-FOKX Eurofox f/t Kirton in Lindsey, G-CCEJ EV-97 f/t Felixkirk, G-AFGM J.4A f/t Willow Farm, G-BPOS 150M f/t Beverley, G-CHMW EV-97, G-CEIE CTSW, G-EKOS FR.182 f/t Sherburn, G-SACT PA-28 f/t Sherburn, G-BLLO PA-18 f/t Gamston

02.12 G-RIZZ PA-28, G-ATJN D.119 f Tatenhill t Wickenby

03.12 G-BIDH 152 f/t Beverley, G-BOJZ PA-28 f/t Teesside for maintenance, G-BOIG PA-28 f/t Gamston

07.12 G-AYKW PA-28 f Gamston t Sherburn, G-BFPH F.172K f/t Gamston, G-HOSS F33A f/t Sleaf, G-CKZD Eurofox f/t Sherburn, G-BBDT 150H f/t Sherburn, G-EKOS FR.182 f/t Sherburn, G-BTII AA-5B f/f Sherburn, G-AFGM J.4A f Leicester t Willow Farm

09.12 G-NESH R.44 f Leicester t 1/2 Green

11.12 G-RICO AG-5B f/t Teesside with pilot for G-TSGJ PA-28, G-TSGJ PA-28 t Teesside after service,

G-AFGM J.4A f Willow Farm t Sandcroft Farm

14.12 N4728N 182Q f/t Gamston

16.12 G-BNRG PA-28 f/t Brize Norton, G-BOTG 152 f/t EMIA, G-BITE TB.10 f/t Sandtoft, G-BDSH PA-28 f/t Nottingham, G-GYRO Cricket f/t Nottingham

21.12 G-BBDT 150H f/t Sherburn, G-EKOS FR.182 f/t Sherburn

22.12 G-AFGM J.4A f Willow Farm t Sherburn

29.12 G-PATN TB10 f/t Gamston

30.12 G-TEZZ Sportcruiser f/t Sherburn, G-BIZG F.152 f/t Netherthorpe, G-AJJS 120 f/t Wickenby,

G-BDFR FA.200 f/t Sherburn, G-AVEX D.62 f/t Netherthorpe

31.12 G-GALB PA-28 f Sherburn t Gamston, G-UIII EA300 f/t Wickenby, G-GORV RV.8 f/t Woodvale



G-HACS P2002 f/t Halton



G-BGBW PA-38 doing circuits f/t RAHADS



G-BCGI PA-28 back home and needing maintenance

Collated by Alan Sinfield

Glossary

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

01/12 None

02/12 G-FLAV Piper PA-28 Warrior II f/t Bagby Flying Fox Aviation, SE-RIL Ce560XL Citation XLS f Newcastle t Paris Le Bourget Waltair Europe



G-FLAV Piper PA-28 Warrior II 02/12

03/12 G-KOKO Cirrus SR-22T f/t Oxford Kidlington, G-RIGH PA32R Saratoga 301 f Newcastle o/s, ZM149 Lockheed F35B Lightning II f Marham o/s RAF - 617 Sqdn



G-KOKO Cirrus SR-22T 03/12

04/12 2-COOK Piper PA-46 Malibu Meridian f Lausanne t Hamburg William Cook Aviation, CS-PHB Embraer Phenom 300 f Geneva t Biggin Hill NetJets Europe, 9H-ILZ Canadair CRJ-850 f Farnborough n/s Vistajet Malta

05/12 9H-ILZ Canadair CRJ-850 n/s t Moscow Vnukovo Vistajet Malta, 2-COOK Piper PA-46 Malibu Meridian f Kiel/Hottenau t Gamston

06/12 N359ST Pilatus PC-12 f Sherburn in Elmet t Shoreham, 9H-VJV BD700 Global 6000 f Linz t Farnborough Vistajet Malta

07/12 N177CK Eclipse EA-500 f Southend t Cardiff

08/12 N359ST Pilatus PC-12 f Shoreham ty Sherburn in Elmet, G-IPGL AW109SP Grand New f Sywell t Private Site Castle Air, OO-PCM Pilatus PC-12 f Antwerp t Fairoaks

09/12 N101DW Piper PA-32R Cherokee Lance n/s t Cambridge, M-SPEC Beech 350i King Air f/t Guernsey Specsavers Aviation, OY-CLY ATR-7-212A f Doncaster t Birmingham Air Alsie (political flight with Boris Johnson)



OY-CLY ATR-7-212 09/12

- 10/12 OE-LTF Gulfstream G650 f Farnborough n/s Avcon Jet, OO-PCN Pilatus PC-12 f Charleroi t Antwerp European A/C Private Club
- 11/12 D-ISCH Ce525A CitationJet CJ2 f/t Schwabish Hall, ZE708 BAe 146-200 C3 f/t Northolt RAF - 32 Sqdn, G-AWOT f/t Eshott Purple Aviation, N620JH Gulfstream G550 f Dusseldorf n/s, OE-LTF Gulfstream G650 n/s t Krakow Avcon Jet, N177CK Eclipse EA-500 f Doncaster Sheffield t Biggin Hill



D-ISCH Ce525A CitationJet CJ2 11/12

- 12/12 G-RHYM Piper PA-31-350 Navajo B f Doncaster Sheffield o/s 2Excel Aviation, N177CK Eclipse EA-500 f Biggin Hill n/s
- 13/12 N620JH Gulfstream G550 arrived 11/12 t North Houston, TX, N177CK Eclipse EA-500 n/s t Oxford, G-CERZ Saab 2000 f Aberdeen t Cardiff Flybe (Eastern Airways) (taking Middlesbrough FC to Cardiff to face Swansea City) SP-ESA Boeing 737-8Q8 f London Gatwick ns/s Enter Air (Santa flight to Enontekiö)
- 14/12 SP-ESA Boeing 737-8Q8 n/s t/f Enontekiö t Leeds Bradford Enter Air, M-JCBB Gulfstream G650 f/t Farnborough J.C. Bamford Excavators,
- 15/12 OE-FWF Ce510 Citation Mustang f Biggin Hill t Birmingham Globe Air

16/12 G-AWOT Cessna F150 f/t Eshott, G-ZERO AA-5B Tiger f/t Turweston
 17/12 None
 18/12 None
 19/12 None
 20/12 CS-DXF Ce560XL Citation XLS f/t Farnborough NetJets Europe, G-MEGN Beech 200
 Super King Air f Blackpool t Newcastle KLM Cityhopper
 21/12 D-CSKY Beech 350 Super King Air f Dundee t East Midlands FAI Aviation Group
 22/12 None
 23/12 G-AWOT Cessna F150H f/t Eshott
 24/12 None
 25/12 OE-GBE IAI 1125SPX Astra f Gran Canaria n/s Tyrol Air Ambulance
 26/12 OE-GBE IAI 1125SPX Astra n/s t Innsbruck Tyrol Air Ambulance
 27/12 OE-HWM Gulfstream G280 f Oslo Sandefjord t Zurich AFS Alpine Flightservice



OE-HWM Gulfstream G280 27/12

28/12 F-HSFJ Ce680A Citation Latitude f Paris Le Bourget t Grenoble Grenoble
 29/12 G-FAIT AS350B-3 Ecureuil f Denham t Private site
 30/12 G-IASM Beech 200 Super King Air f Doncaster Sheffield t/f Norwich t Doncaster
 Sheffield BroadSword A/P
 31/12 D-CSCE Embraer Phenom 300 f Doncaster n/s Luxaviation Germany



D-CSCE Embraer Phenom 300 31/12

December 2019

The final moth of 2019 brought in the lowest number of visitors. Again I have removed the common visitors e.g. Gama (**G-OJER/G-SCCA/G-SNJS/G-XAVB**), Flairjet (**G-FXCR/G-FXKR**), Excel **G-CIFE**, Cobham flight inspection (**G-FFMV**), Flywales **G-FLYW** and Synergy **G-DXTR** plus regular light visitors eg **G-EGAG**. If anyone wants these I can email them separately but they take up time and valuable magazine space. The RAF brought in BAE146, Prefect Phenom, Hercules, Hawk and A400M Atlas but the Swiss Airforce brought their relatively new CL604 **T-751**. A much better 15 Netjets but only 7 German visitors plus one Luxembourg PCXII performing demo flights on the 7th. Once the residents and regulars are removed, there was a very lowly 150 movements and 10 of those were demo flights versus 160 last month.. Two new airports in New Delhi and Helsinborg.

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

Sunday 1st December

Cessna 172 Skyhawk **G-MRPT** arr 08:57 fr Bagby until 23rd, Diamond DA40 **G-SUEO** arr 10:40 fr North Weald until 3rd, Vans RV-8 **G-HPWA** dep 11:31, Piper PA-28 Warrior **G-EGBJ** f/t Oxford (12;00/15:46),

Monday 2nd December

Cessna 421C Golden Eagle **G-TREC** arr 10:37 fr Southampton dep 11:40 to EMA, Socata TBM850 **N850BL** dep 11:30 to Jersey, Cessna 525A CJ2 **D-IAKN** dep 15:17 to Dortmund, Falcon900 **N780SP** arr 17:33 f Francis Gabreski airport until 8th, Cessna F182Q Skylane **N90DJ** arr 17:36 fr Dunkswell until 18th, Piper PA-32R Saratoga **G-RIGH** dep 20:06 to Full Sutton.

Tuesday 3rd December

Diamond DA40 **G-SUEO** dep 10:08 to Staverton, Grob G115 Tutor **G-BYVW** f/t Wittering (11:17/13:16), Global 6000 **CS-GLE** arr 12:26 fr Nice as NJE734E dep 13:35 to Farnborough as NJE597U, Cessna 680 Latitude **CS-LTB** arr 15:56 fr Farnborough as NJE428C n/stop. Robin DR400 **G-GDEF** overshoot at 16:22 fr Church Fenton.

Wednesday 4th December

Cessna 680 Latitude **CS-LTB** dep 10:13 to Berlin Tegel as NJE872A, Grob G120TP Prefect **ZM317** f/t Cranwell (12:36/14:23), Cessna 525B CJ3 **D-CHIP** arr 13:12 fr Biggin Hill dep 18:05 to Dusseldorf, Cirrus SR22 **N220AD** dep 14:48,

Thursday 5th December

Cirrus SR22 **N222ED** dep 14:11 to Sherburn, Cessna 680 Latitude **CS-LTB** arr 19:16 fr London City n/stop.

Friday 6th December

Learjet 45 **M-ABEU** f/t Stansted (05:50/06:42), Cessna 680 Latitude **CS-LTB** dep 10:23 to Cork as NJE799F, BAE 146-200 **ZE708** f/t Coningsby (10:33/14:42) c/s Northolt14, BAE Hawk T1 **XX246** overshoot at 14:34 c/s Pirate24,

Saturday 7th December

Piper PA-23 Aztec **G-CALL** f/t IOM (09:23/16:52), Pilatus PC 24 **LX-PCA** arr 14:12 fr Farnborough and performed several demo flights during day finally departing at 16:32, Bell 505 Jetranger X **G-CLCP** dep 14:24 ret at 14:55, Challenger 350 **CS-CHF** arr 17:54 fr Farnborough n/stop.



LX-PCA Pilatus PC-24 07/12 Paul Whincup

Sunday 8th December

Gulfstream G650ER **N762MS** arr 05:52 fr Rogers USA dep 07:14 to New Delhi, Challenger 350 **CS-CHF** dep 10:43 to Bordeaux as NJE058W, Falcon 900 **N780SP** dep 11:22 to Westchester County, Global 6000 **CS-GLG** arr 14:24 fr Luton as NJE377W dep 15:39 to Nice as NJE781W,



N780SP Falcon 900 08/12 Rod Hudson

Monday 9th December

Phenom 300 **CS-PHJ** arr 08:27 fr Liverpool as NJE357G dep 09:53 to Palma As NJE867C, Falcone 2000EX **CS-DLG** arr 11:38 fr Berlin Tegel as NJE800T dep 13:07 to Helsingborg as NJE557E. Cessna 680 Latitude **CS-LTE** arr 16:55 fr Cork as NJE440L n/stop

Tuesday 10th December

Cessna 680 Latitude **CS-LTE** dep 08:39 to Farnborough, Pilatus PC XII **M-IRTH** arr 09:30 fr Kerry dep 16:36 to Hurn, Falcon 2000S **LX-MIC** arr 10:50 fr Bordeaux dep 11:32 to Le Bourget, Cessna 680 Latitude CS-LTD f/t Palma (16:28/17:44),

Wednesday 11th December

Phenom 100 **ZM333** ILS approach at 11:52 c/s CWL42, Falcon 2000 **M-CKSB** arr 15:11 fr Doncaster dep 18:35 to Farnborough, Phenom 300 **G-WLKR** arr 16:29 fr Stansted ret at 00:10,



CS-CHF Challenger 350 08/12 Rod Hudson

Thursday 12th December – nothing of note

Friday 13th December

AS365 Dauphin **G-LCPL** arr 10:02 dep 15:17, Phenom 100 **ZM337** ILS approach at 11:11 c/s CWL36, Cessna 680 Latitude **CS-LTH** arr 14:52 fr Le Bourget as NJE175N dep 17:35 to Nuremberg as NJE918Q, Cessna 525C CJ4 **F-GLUX** arr 14:59 fr Lyon dep 16:01 to Luxembourg,

Saturday 14th December

Beechjet 400 **G-FXAP** arr 09:04 fr Manchester dep 10:10 to Innsbruck.

Sunday 15th December

Cessna 340A **N789MD** arr 13:49 fr Hawarden dep 15:19 to Cranfield, Challenger 350 **CS-CHE** arr 15:39 fr Nuremberg dep 17:00 to Guernsey, Learjet 35A **D-CYES** arr 16:52 fr Funchal dep 17:23 to Birmingham, Learjet 31 **D-CURT** f/t Cologne (17:35/20:17),

Monday 16th December

Global 6000 **9H-VJC** arr 07:50 fr Stansted dep 09:27 to Barbados, Piper Pa-34 Seneca **F-HSYS** f/t La Rochelle (08:10/12:52), Phenom 100 **ZM334** ILS approach at 09:19 c/s CWL37, Piper PA-46 Jetprop **D-EOPG** arr 11:11 fr Grenchen n.stop, Lockheed C130J Hercules **ZH874** ILS approach at 13:58 fr Teesside c/s Ascot132, BAE 125-800 **LY-LTA** arr 18:42 fr Vnukovo n/stop,

Tuesday 17th December

Piper PA-46 Jetprop **D-EOPG** dep 08:14 to Luxembourg, Cessna 680 Latitude **CS-LTE** arr 10:16 fr Farnborough dep 12:12 to Le Bourget, Challenger CL604 **T-751** of Swiss A/F f/t Bern (10:19/10:49), Airbus A400M Atlas **ZM418** 2*ILS approach at 11:10 c/s Ascot 480 f/t Brize Norton, Cessna 525 CJ1 **G-KION** arr 15:03 fr Belfast dep 16:58 to Newcastle, Agusta A109S **G-RMBH** arr 18:34 fr Prestwick dep 19:07 to Carlisle.

Wednesday 18th December

Cessna F182Q **N90DJ** dep 08:24 to Hurn.

Thursday 19th December

Diamond DA-42 Twin Star **G-ZATG** arr 10:17 fr Cranfield. Cessna F406 **G-MAFB** f/t Cranfield (10:22/14:37), Cessna 560 Excel **CS-DXN** arr 16:56 fr Le Bourget n/stop

Friday 20th December

Cessna 560 excel **CS-DXN** dep 07:02 to Newcastle, Falcon 2000EX **CS-DLH** arr 10:24 fr

Linate dep 12:14 to Innsbruk, Diamond DA-42 Twin Star **G-HAKA** ILS approach at 14:42 fr Coventry, Cessna 680 Latitude **CS-LTM** arr 14:49 fr Guernsey n/stop, Cessna 525A CJ2 **D-INOB** arr 16:05 fr Geneva ret at 19:07, Piper PA_32R Saratoga **G-HDEW** arr 19:03 fr Fairoaks n/stop, IAI Galaxy G-200 **OE-HGS** f/t Altenrhein (20:50/21:50).

Saturday 21st December

Cessna 680 latitude **CS-LTM** dep 09:06 to Grenoble, Beech 200 S.Kingair **G-MEGN** arr 14:02 fr Oban dep 17:27 to Biggin Hill, Piper PA_32R Saratoga **G-HDEW** dep 16:54 to Fairoaks, Beechjet 400 **SP-TAT** arr 17:57 fr Blackpool n/stop.

Sunday 22nd December

Beechjet 400 **SP-TAT** dep 10:40 to Malaga.

Monday 23rd December

Cessna 525A Cj2 **G-LFBD** arr 10:33 fr IOM dep 11:49 to Bristol, Cessna 172 **G-MRPT** dep 12:13 TO Waterford, Cessna 680 Latitude **CS-LTD** arr 12:58 fr Innsbruk dep 14:32 to Dublin.

24th/25th/26th December – no movements

Friday 27th December

Cessna 680 Latitude **G-SHUI** arr 08:25 fr Stansted dep 10:03 to Chambéry-Savoie, Cessna 560 Excel **D-CXLS** arr 11:30 fr Luton dep 12:48 to Geneva, Pilatus PC XII **LX-FLG** arr 11:49 fr Le Bourget (csn1912) until 30th, Global Express **9H-VJN** arr 21:28 fr Barbados n/stop.

Saturday 28th December

Global Express **9H-VJN** dep 06:58 to Faro, Cessna 560 Excel **CS-DXQ** arr 15:12 fr Sylt n/stop.

Sunday 29th December

Cessna 560 Excel **CS-DXQ** dep 07:58 to Geneva, Cessna 680 Latitude **CS-LTI** arr 12:54 fr Chambéry-Savoie n/stop, Beechjet 400 **SP-TTA** arr 13:17 fr Malaga n/stop.

Monday 30th December

Cessna 680 Latitude **CS-LTI** dep 11:41 to Cork, Pilatus PC XII **LX-FLG** dep 14:30 to Le Bourget, AeroCommander AC114 **2-LAND** arr 15:33 fr Guernsey n/stop, Beechjet 400 **SP-TTA** dep 16:04 to Derry.



SP-TTA Beechjet 400 30/12 Mike Storey

Tuesday 31st December – no movements



G-NBCA Pilatus PC12 16/12 Mike Storey



G-SIRO Falcon 900EX Condor 23/12 Ian Gratton



LX-FLG Pilatus PC-12 30/12 Rod Hudson

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

December 2019 movements

British Airways(SHT/BA, “Shuttle”)

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

Heathrow(1344/1345, “20C/21X”):-2/12 G-EUPS, 5/12 G-EUPH, 6/12 G-EUOC, 9/12 G-EUPW, 12/12 G-EUOB, 13/12 G-EUPO, 16/12 G-EUPO, 19/12 G-EUPF, 20/12 G-EUOG, 23/12 G-EUPS, 26/12 G-EUPU, 27/12 G-EUPZ.

Heathrow(1346/1347, “20D/21V”):-1/12 G-EUOE, 2/12 G-EUPS, 3/12 G-EUPE, 4/12 G-EUOA, 5/12 G-EUOB, 6/12 G-EUPS, 7/12 G-EUOB, 8/12 G-EUPR, 9/12 G-EUPJ, 10/12 G-EUPK, 11/12 G-EUPR, 12/12 G-EUPJ, 13/12 G-EUPZ, 14/12 G-EUPD, 15/12 G-EUPD, 16/12 G-EUPY, 17/12 G-EUOG, 18/12 G-EUPJ, 19/12 G-EUPW, 20/12 G-EUPO, 21/12 G-EUPW, 22/12 G-EUPM, 23/12 G-EUPD, 24/12 G-EUPL, 26/12 G-EUPE, 27/12 G-EUPA, 28/12 G-EUPG, 29/12 G-EUPU, 30/12 G-EUPC, 31/12 G-EUOA.



G-EUPY Airbus A319 British Airways 16/12 Mike Storey

Eastern Airways(EZE/T3, “Eastflight”)

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

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

1/12 G-MAJB(66Y/67Y), 2/12 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 3/12 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 4/12 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 5/12 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 6/12 G-MAJB(60Y/61Y/66Y/67Y), 8/12 G-MAJB(66Y/67Y), 9/12 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 10/12 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 11/12 G-MAJB(60Y/61Y/64Y/65Y/66Y/67Y), 12/12 G-MAJB(60Y/61Y) G-MAJY(64Y/65Y/66Y/67Y), 13/12 G-CERZ(66Y/67Y), 15/12 G-MAJB(66Y/67Y), 16/12 G-MAJB(60Y/61Y/64Y/65Y), 17/12 G-MAJB(60Y/61Y/66Y/67Y), 18/12 G-MAJB(60Y/67Y), 19/12 G-MAJB(64Y/65Y/66Y/67Y), 20/12 G-MAJB(60Y/61Y/66Y/67Y), 22/12 G-MAJB(66Y/67Y), 23/12 G-MAJB(66Y/67Y), 27/12 G-MAJB(60Y/61Y/66Y/67Y), 29/12 G-MAJB(66Y/67Y), 30/12 G-MAJB(66Y/67Y), 31/12 G-MAJB(64Y/65Y).

Other flights:-4/12 G-MAJA(031P/9673) positioned in from Teesside then operated to Biggin

Hill, 5/12 G-MAJB(041P/9678) positioned out to Exeter then operated back from Biggin Hill, 12/12 G-MAJY(043P) positioned in from Humberside, G-MAJB(042P) positioned out to Humberside, 13/12 G-CERZ(9523/523P) operated in from/out to Cardiff, 15/12 G-MAJB(071P) positioned in from Humberside, 16/12 G-MAJY(012P) positioned out to Aberdeen.

Enterair(ENT, “Enterair”)

The company operates charters using Boeing 737/400 aircraft.

2/12 SP-ENL(3112) positioned in from Enontekio, 6/12 SP-ENL(3113) operated out to Enontekio, 7/12 SP-ENM(3202) positioned in from Liverpool, 8/12 SP-ENM(3203) operated out to Enontekio, SP-ENL(3118) operated in from Enontekio, SP-ENM(3204) operated in from Enontekio then positioned out to Belfast, 9/12 SP-ENL(3118) positioned out to Gatwick, 14/12 SP-ESA(3304) positioned in from Teesside 15/12 SP-ESA(611/612) operated out to/in from Pajala, 16/12 SP-ESA(612) positioned out to Birmingham, 21/12 SP-ENL(3224) positioned in from Enontekio, 22/12 SP-ENL(3225) operated out to Enontekio, SP-ESC(3226) operated in from Enontekio, 23/12 SP-ESC(3227/3228) operated out to/in from Enontekio then operated



SP-ENL Boeing 737-800 Enter Air 09/12 John Arundel
out to Gatwick.

Flybe(BEE/BE, “Jersey”)

Flybe use Dash-8-400Q (and occasional E195) aircraft to operate flights from and to **Belfast City, Cornwall & Dusseldorf**. Limited use also being seen of Eastern Airways aircraft E170s.

Belfast City(729/730, “729/2BF”):-2/12 G-PRPO, 3/12 G-PRPL, 4/12 G-JEDV, 5/12 G-PRPA, 6/12 G-PRPI(729), 9/12 G-PRPI, 10/12 G-ECOI, 11/12 G-ECOK, 12/12 G-ECOA, 13/12 G-PRPJ(729), 16/12 G-JEDM, 17/12 G-JEDM, 18/12 G-JEDM, 19/12 G-JECR, 20/12 G-ECOI(729), 23/12 G-PRPK, 27/12 G-PRPL(729), 28/12 G-PRPK, 30/12 G-PRPC.

Belfast City(731/732, “6EH/1KG”):-2/12 G-PRPO, 3/12 G-PRPL, 4/12 G-JEDV, 5/12 G-PRPA, 6/12 G-PRPI(1KG), 9/12 G-PRPI, 10/12 G-ECOI, 11/12 G-ECOK, 12/12 G-ECOA, 13/12 G-

PRPJ(1KG), 16/12 G-JEDM, 17/12 G-JEDM, 19/12 G-JECP, 20/12 G-PRPG(1KG), 23/12 G-PRPK, 24/12 G-PRPG, 27/12 G-PRPL(1KG), 30/12 G-PRPC, 31/12 G-PRPC.

Belfast City(735/736, "1PB/2LG"):-1/12 G-PRPL, 4/12 G-PRPA, 5/12 G-JECP, 6/12 G-JEDW, 7/12 **EI-GHK(E190)**, 8/12 G-FLBB, 11/12 G-FLBA, 12/12 G-JEDT, 13/12 G-ECOK, 14/12 G-JEDR, 15/12 G-JEDM, 19/12 G-PRPJ, 20/12 G-PRPA, 21/12 G-ECOF, 22/12 G-ECOI, 24/12 G-PRPG, 26/12 G-PRPF, 27/12 G-PRPC, 28/12 G-ECOG, 29/12 G-PRPL, 31/12 G-PRPC.

Belfast City(737/738, "7EC/4ED"):-1/12 G-PRPL, 2/12 G-PRPO(7EC), 3/12 G-PRPL, 4/12 G-JECP, 5/12 G-FLBB, 6/12 G-JECL, 8/12 G-PRPI, 9/12 G-JEDT(7EC), 10/12 G-ECOI, 11/12 G-EOCA, 12/12 G-PRPE, 13/12 G-PRPI, 15/12 G-PRPJ, 16/12 G-PRPM(7EC), 17/12 G-JEDR, 19/12 G-JECP, 20/12 G-ECOG, 22/12 G-PRPA, 23/12 G-PRPK(7EC), 26/12 G-PRPK, 27/12 G-JEDW, 29/12 G-PRPL, 30/12 G-JEDW(7EC).

Belfast City(739/740, "4PL/740"):-1/12 G-PRPJ, 2/12 G-PRPO(740), 3/12 G-PRPO, 4/12 G-PRPO, 5/12 G-PRPA, 6/12 G-PRPI, 8/12 G-FLBB, 9/12 G-JEDT(740), 10/12 G-JEDT, 11/12 **EI-GHK(E190)**, 12/12 G-PRPJ, 13/12 G-PRPJ, 15/12 G-PRPJ, 16/12 G-PRPM(740), 17/12 G-PRPM, 18/12 G-JEDR, 19/12 G-PRPG, 20/12 G-PRPK, 22/12 G-ECOI, 23/12 G-PRPK(740), 26/12 G-PRPJ, 27/12 G-PRPL, 29/12 G-PRPC, 30/12 G-PRPA(740).

Cornwall/St Mawgan(753 or 755/754, "71K/2VR"):-2/12 G-PRPO, 6/12 G-PRPI, 9/12 G-JEDT, 13/12 G-PRPJ, 16/12 G-PRPM, 20/12 G-ECOI, 23/12 G-PRPK, 27/12 G-PRPL, 30/12 G-JEDW(2VR) G-PRPA(71K).

Jet2(EXS/LS, "Channex")



G-DRTZ Boeing 737-800 Jet2.com 15/12 Stewart Robertshaw

Charter flights plus positioning flights will be detailed in this section:-2/12 G-JZHF(048A) positioned in from Tenerife, 4/12 G-JZBB(041A) positioned out to Glasgow, 5/12 G-GDFF(030F) test flight, 6/12 G-GDFF(059B) test flight, 7/12 G-GDFN(031E) positioned out to East Midlands, G-DRTZ(**PVT738**) delivered from Nursultan Kazakhstan, G-GDFO(030E) positioned in from East Midlands, 8/12 G-DRTG(050B) test flight, G-GDFF(051B) test flight, G-DRTT(031E) positioned in from East Midlands, G-DRTN(032E) positioned out to East Midlands, 10/12 G-GDFF(050B) test flight, 11/12 G-JZHV(004C) positioned out to Glasgow, G-GDFX(031E) positioned in from Manchester, G-GDFF(056B) test flight, 12/12 G-JZHF(046A) positioned out to Amsterdam, G-GDFO(047A) positioned in from Amsterdam, 15/12 G-GDFF(031E) positioned out to Manchester, G-GDFX(049A) positioned out to Birmingham, 16/12 G-GDFS(301T) test flight to/from Shannon, G-GDFG(031K) positioned in from Dublin,

17/12 G-LSAB(049A) positioned out to Manchester, 19/12 G-LSAD(042A) positioned in from Manchester, G-GDFL(031E) positioned out to Belfast, G-JZBP(065J) positioned out to Stansted, G-GDFB(049A) positioned out to Belfast, 20/12 G-GDFL(041A) positioned in from Belfast, G-GDFG(050B) test flight, 21/12 G-GDFY(019P) positioned in from Manchester, G-CELY(049A) positioned in from Salzburg, G-JZBO(011C) positioned out to Manchester, 24/12 G-LSAB(031E) positioned in from Manchester, G-LSAD(032E) positioned out to Manchester, G-DRTY(**PVT738**) delivered from Nursultan Kazakhstan, 27/12 G-LSAC(071W) positioned in from Manchester, G-LSAE(072W) position in from Manchester, G-LSAI(051B) test flight in from Manchester, G-JZHO(061J) positioned in from Manchester, 28/12 G-GDFG(059B) test flight, 31/12 G-GDFG(031E) positioned out to Belfast, G-GDFB(035E) positioned in from Belfast, G-JZBK(301T) test flight.

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily Embraer 190/175 on all flights.

Amsterdam(1545/1546, "72K/1546"):-1/12 PH-EZL, 2/12 PH-EZW, 3/12 PH-EZY, 4/12 PH-EZT, 5/12 PH-EXV, 6/12 PH-EZG, 7/12 PH-EZD, 8/12 PH-EZI, 9/12 PH-EZK, 10/12 PH-EZN, 11/12 PH-EXF, 12/12 PH-EXD, 13/12 PH-EXA, 14/12 PH-EZB, 15/12 PH-EZS, 16/12 PH-EZN, 17/12 PH-EZS, 18/12 PH-EZD, 19/12 PH-EZB, 20/12 PH-EXD, 21/12 PH-EZU, 22/12 PH-EXD, 23/12 PH-EZN, 24/12 PH-EZE, 26/12 PH-EZC, 27/12 PH-EZD, 28/12 PH-EZR, 29/12 PH-EZI, 30/12 PH-EZU, 31/12 PH-EZO.

Amsterdam(1549/1550, "73E/74F"):-1/12 PH-EZT, 2/12 PH-EXE, 3/12 PH-EZE, 4/12 PH-EXV, 5/12 PH-EXB, 6/12 PH-EZP, 8/12 PH-EZT, 9/12 PH-EZN, 11/12 PH-EXB, 12/12 PH-EZV, 13/12 PH-EZS, 15/12 PH-EXY, 16/12 PH-EZU, 17/12 PH-EXE, 18/12 PH-EZE, 19/12 PH-EZO, 20/12 PH-EZR, 22/12 PH-EXD, 23/12 PH-EXF, 24/12 PH-EXC, 26/12 PH-EZE, 27/12 PH-EZB, 29/12 PH-EZK, 30/12 PH-EZE, 31/12 PH-EXF.

Amsterdam(1551/1540, "31F/78E", aircraft night stops):-1/12 PH-EXY, 2/12 PH-EXB, 3/12 PH-EZA, 4/12 PH-EZB, 5/12 PH-EXV, 6/12 PH-EZE, 7/12 PH-EZD, 8/12 PH-EZO, 9/12 PH-EZN, 10/12 PH-EXE, 11/12 PH-EXY, 12/12 PH-EXV, 13/12 PH-EXA, 14/12 PH-EZI, 15/12 PH-EXY, 16/12 PH-EXF, 17/12 PH-EZD, 18/12 PH-EZB, 19/12 PH-EZY, 20/12 PH-EZG, 21/12 PH-EZR, 22/12 PH-EZN, 23/12 PH-EZY, 26/12 PH-EZH, 27/12 PH-EZD, 28/12 PH-EZF, 29/12 PH-EXV, 30/12 PH-EZT.

Other flights:-1/12 PH-EZF(9960) positioned out to Amsterdam.



PH-EZS Embraer 190 KLM 15/12 Paul Whincup

Ryanair(RYR/FR, “Ryanair”)

Ryanair base 2 aircraft operating routes to:- **Alicante**(9079/9078, “7GHC/14DK” –Mon/Fri/Sat); **Bratislava**(5041/5042, “782W/614L” –Mon/Fri), **Dublin**(153/152, “153/5PT” – Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Dublin**(157/156, “2PJ/9ZN”, -Mon/Tue/Wed/Thu/Fri/Sat/Sun), **Gdansk**(1503/1504, “95UV/36RL” –Sun); **Krakow**(2332/2333, “2XF/17CN” –Thu/Fri/Sun); **Malaga**(2446/2447, “38NX/625D” –Mon/ Wed//Fri); **Malta**(2448/2449, “8WH/86XJ”, -Wed/Sat), **Riga**(2482/2483, “4RH/2HD”, -Thu/Sat); **Tenerife**(2492/2493, “9BL/5DP” –Tue/Thu/Sat); **Warsaw**(2203/2204, “22GK/9BU”, Wed/Sun).

Based aircraft:- EI-EMM(1/12-2/12), EI-EVW(1/12-3/12). EI-DPK(2/12-15/12), EI-EGC(3/12-4/12), EI-GXH(4/12-7/12), EI-EFX(7/12-10/12), EI-EKV(10/12-13/12), EI-EFN(13/12-16/12), EI-EBE(15/12-31/12), EI-ENX(16/12-20/12), EI-GDD(20/12-21/12), EI-EPF(21/12-23/12), EI-EKI(23/12-31/12).

Flights operated by non-based aircraft:-

Alicante(9078/9079, “9RX/92CC”, - Wed/Thu/Sun):-1/12 EI-EST, 4/12 EI-EFN, 5/12 EI-EBG, 8/12 EI-EFO, 11/12 EI-DHH, 12/12 EI-EKZ, 13/12 EI-EFN, 15/12 EI-EKZ, 16/12 EI-ENX, 18/12 EI-DHH, 19/12 EI-FTW, 22/12 EI-FOJ, 26/12 EI-DPH, 29/12 EI-DPJ.

Dublin(152/153, “5PT/153”, -various):-12/12 EI-EKH, 13/12 EI-DPC.

Gdansk(1504/1503, “29KH/9LJ”, Mon/Fri):-2/12 SP-RSW, 6/12 SP-RSC, 9/12 SP-RSD, 13/12 SP-RSC, 16/12 SP-RSD, 20/12 SP-RSD, 23/12 SP-RSC, 27/12 SP-RKC, 30/12 SP-RST.

Krakow(2333/2332, “7XZ/4DQ”, Tue):-3/12 SP-RSO, 10/12 SP-RSK, 17/12 SP-RSO, 24/12 SP-RSP, 31/12 SP-RSM.

Lanzarote(2047/2048, “91TT/52KA”, -Sun):-1/12 EI-EKC, 8/12 EI-EKC, 15/12 EI-GXN, 22/12 EI-GXG, 29/12 EI-EFG.

Wroclaw(4108/4107, “4108/395Z”, -Mon/Fri):-2/12 SP-RSX, 6/12 SP-RSS, 9/12 SP-RSQ, 13/12 SP-RSE, 16/12 SP-RSE, 20/12 SP-RST, 23/12 SP-RSE, 27/12 SP-RSE, 30/12 SP-RSE.

Other flights:-6/12 EI-FAI(590P/152/153591P) position in from/out to & in from Dublin/out to Stansted.

Stobart Air (STK/RE “Stobart”)

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

Dublin(EIN3390/3391, “STK9LB/STK19L”):-2/12 EI-FAV, 3/12 EI-FNA, 4/12 EI-FAW, 5/12 EI-FAV, 6/12 EI-FAX, 7/12 EI-FAV, 9/12 EI-FSL, 10/12 EI-FSL, 11/12 EI-FCZ, 12/12 EI-FCZ, 13/12 EI-GPP, 14/12 EI-FAV, 16/12 EI-FCZ, 17/12 EI-FAV, 18/12 EI-FSL, 19/12 EI-GPP, 20/12 EI-FSL, 21/12 EI-GPP, 23/12 EI-FAV, 24/12 EI-FCZ, 26/12 EI-FCZ, 27/12 EI-FAW, 28/12 EI-GPP, 30/12 EI-GPP, 31/12 EI-GPP.

Dublin(EIN3392/3393, “STK29L/STK39L”):-1/12 EI-FAV, 2/12 EI-FAV, 6/12 EI-FAU, 9/12 EI-FCY, 13/12 EI-FSL, 15/12 EI-FAV, 16/12 EI-FAX, 20/12 EI-FSL, 22/12 EI-GPP, 23/12 EI-FAV, 27/12 EI-FAW, 29/12 EI-FAV, 30/12 EI-FNA.

Dublin(EIN3394/3395, “STK49L/STK59L”):-1/12 EI-FNA, 2/12 EI-FAX, 3/12 EI-FAX, 4/12 EI-FCZ, 5/12 EI-FAW, 6/12 EI-FSL, 9/12 EI-FAX, 11/12 EI-FSL, 12/12 EI-FCY, 13/12 EI-FCY, 15/12 EI-GPP, 16/12 EI-GPP, 17/12 EI-FCZ, 18/12 EI-FCZ, 19/12 EI-FCY, 20/12 EI-FCZ, 22/12 EI-FAV, 23/12 EI-FAW, 27/12 EI-FAV, 29/12 EI-FAW, 30/12 EI-GPP, 31/12 EI-FAW.

Dublin(EIN33964/3397, “STK96L/STK97L”):-1/12 EI-FSL, 15/12 EI-FAW, 22/12 EI-FCY, 29/12 EI-GPP.

Titan Airways (AWC/ZT, “Zap”)

Company operates occasional charter flight using various aircraft.

2/12 G-POWN(409Y) positioned in from Gatwick, 3/12 G-POWN(4409) operated out to Ivalo, 5/12 G-POWN(4414/415Y) operated in from Ivalo then positioned to Aberdeen, 13/12 G-POWV(429Y) positioned in from Newcastle, 14/12 G-POWN(4429) operated out to Ivalo, 17/12 G-POWN(4434/435Y) operated in from Ivalo/positioned out to East Midlands, 18/12 G-POWN(437Y) positioned in from Edinburgh, 19/12 G-POWN(4437) operated out to Ivalo, 21/12 G-POWN(4442/443Y) operated in from Ivalo then positioned out to Birmingham,

LBA Traffic Statistics....

September 2019

	Oct-18	Oct-19	% This month	% +/-
Movements				
Total	3,253	3,317		1.97%
Passengers				
Scheduled	365,753	369,988	98.85%	1.16%
Charter	14,882	4,307	1.15%	-71.06%
Transit	0	0	0.00%	N/A
TOTAL	380,635	374,295		-1.67%
International	352,609	349,217	93.30%	-0.96%
Domestic	28,026	25,078	6.70%	-10.52%
MOVING ANNUAL TOTAL	4,032,256	4,007,586		-0.61%

Another disappointing month with a -1.67% reduction in passengers when compared to October 2018. Overall the moving Annual total is hovering JUST above the 4million mark. The number of charter passengers has plummeted again, I really don't understand why they are still logged separately Reference:CAA Statistics website Produced by Alan Sinfield

Society contacts....

Chairman Visits Organiser

Howard Griffin

6 Acre Fold, Addingham, Ilkley LS29 0TH
01943 839126, 07946 506451
howard.griffin@airyorkshire.org.uk

Secretary

Jim Stanfield

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

Distribution/Membership

Pauline Valentine

8 St Margaret's Avenue, Horsforth, Leeds, LS18 5RY
0113 228 8143

Treasurer

Paul Armitage

58 Eaton Hill, Leeds, LS16 6SE
07970 260417 paul.armitage@airyorkshire.org.uk

Managing Editor

Alan Sinfield

6 The Stray, Bradford, BD10 8TL
01274 619679 alan.sinfield@airyorkshire.org.uk

Meetings coordinator

Mark Elliot

07716 374402 mark.elliott@airyorkshire.org.uk

Photographic Editor

Ian Gratton

photos@airyorkshire.org.uk

Dinner Organiser

John Dale

01943 875315

Plus

Reynell Preston (Security), Paul Windsor (Reception/Registration)
Genff Ward (ward76@hotmail.com) & Paula Denby

Code of Conduct

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

Disclaimer

the views expressed in articles in the magazine are not necessarily those of the editor and the committee.

Copyright

The photographs and articles in this magazine may not be reproduced in any form without the permission of the Editor/Photograph owner.

LBA Remember When

I have decided, with the agreement of the committee, to end the “Arty” Photograph Competition.

The question is, what should appear on the back page in future? I have decided that it will consist of photographs, provided by members, of Leeds Bradford Airport from the History Books. It can be pictures of the terminal, airfield or aircraft taken at LBA over the years.

My only stipulation is that they must have been taken in the 20th Century (i.e. 1900-1999)

I hope to print at least two each month, so please send them in to photos@airyorkshire.org.uk Please provide as much information as you can. For example the year taken, aircraft type and registration. Make sure that on the email subject line it states “LBA Remember when”

Whilst I want a reasonable number please don't send in more than FOUR until I ask for more. This isn't a competition but please do send them in

As a first example see the photo below from Jim Stanfield



G-AOSU Chipmunk c.1959/60. It is taken near the Yorkshire Aero Club building at the time (one of the RAF huts from wartime Yeadon). It is a Chipmunk 22 and belonged to Whiteley (Rishworth) Ltd. I believe they made motor industry components and were based in Halifax
Jim Stanfield