

AIR YORKSHIRE



Aviation Society

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G-MAJB, Jetstream 41
Eastern Airways
Leeds Bradford Airport
21 December 2020
Paul Whincup

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Sun 7 March 2021 @ 2.30pm via
Zoom

Martin Powell - "The Canberra Story" – including the
US B.57 version.

Join Zoom Meeting

<https://zoom.us/j/97596524831>

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Meeting ID: 975 9652 4831

Society news....

Jim Stanfield

Welcome back to all of you who have renewed your subscription for 2021 and an even warmer welcome to our new members/subscribers. We thank you for your support during these strange times. The Society has a lot planned for 2021 and we hope you will enjoy the year ahead with Air Yorkshire Aviation Society.

Renewals have been good, and that is a great source of encouragement to the Committee. We want to forget the challenges that made 2020 so unusual, but use the innovations it brought to further develop the Society into the '20s. 1964 to 2021 is a good effort in any body's eyes and let's continue with an immediate target of our 60th anniversary in sight.

The Committee is meeting in February with a very full agenda in front of it. The annual Dinner is back on the agenda, along with some great ideas for trips and visits including one or two that are a little different. Of course, it is all dependent on how quickly we can overcome the restrictions forced on us by the pandemic. We are planning to be back in the Media Centre in May fingers crossed and are working with that in mind. It will be great to see you all face-to-face again and I bet there are plenty of stories to chin-wag. Not being able to see you all in that way, either in the M/F Café or the Media Centre, has proved to be a real challenge. That regular and vital in-person feed-back, has been missing and we look forward to its return.

An area we have developed further in 2020 is closer co-operation with our fellow aviation societies in the north of England. You will all have had invitations to Air Yorkshire meetings, but additionally to Rossendale Aviation Society and Manchester Branch of Air-Britain and we have welcomed some of their members to our Zoom meetings. Currently I am in contact with Humberside Aviation Society about how we can have closer relations, on a sharing basis.

In the mean time, we want to hear from you, about what you would like to experience in the aviation world in 2021 and perhaps Air Yorkshire might be able to help. So either get in-touch with our Chairman, Howard Griffin, or me. Mobile, telephone, text, e-mail or even the traditional letter in the post – whatever next!

Jim Stanfield - Secretary

Starways – When Liverpool Ruled the Skies by Patsy Leigh Published by Bramblewood Publishing 137 pages Paperback

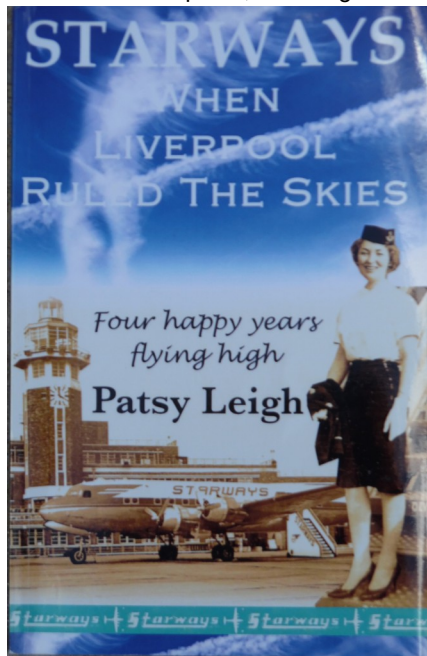
Starways, the Liverpool based airline, now largely forgotten, is the subject of this publication. The author, Patsy Leigh, is a former air hostess with the airline (yes, that's what they were called) who worked for them for four years from 1960.

The story is told through Patsy's eyes and recounts many unusual and at times amusing incidents. She also recalls the names of many former colleagues, their roles and working relationships.

The book is illustrated with black and white photographs, that are definitely from the pre-digital era. They are presumably the best that were available. They show the Viscounts, Douglas DC-4s and Dakotas, from the airline's fleet.

Starways was founded in the 1940's. One of its main aims was to provide air transport for entertainers, appearing at Blackpool and elsewhere, hence the name. The airlines "trunk" route from its scheduled operations, was that from Liverpool to London Heathrow. Amazingly 5 flights per day were provided. There were also charter flights, operating throughout Europe. Changing times saw the airline taken over by British Eagle from 1 January 1964.

In my view, the book devotes too much space to the author's personal memories and anecdotes and does not give enough detail about the Starways operation. However, this does not detract too much from the interest that this publication provides, about one of our long lost airlines. By and large, it is an interesting read. For those wanting more, a detailed history of the airline's operations may be found on Wikipedia, including some colour photographs.



Unbelievably I have never visited the Yorkshire Air Museum at Elvington, so on Thursday 20 August 2020 I set off to make my first visit. In these strange times a lot of visitor attractions require you to book online beforehand. I paid my £12 online the night before but it isn't an actual requirement to do so and in fact most people didn't. I arrived at around 10:30 on a glorious sunny day.

Normally you pay your entry fee as you drive in, but at the moment you park up and go to the entrance which is at the Restoration Hangar. There was a queue of about 10 in front of me, all standing 2m apart and most people at this point had their masks on. Masks are required in all indoor spaces but not when in the open air. I had hoped that there would be a separate entrance for people who had paid online beforehand, but no there was just one queue. My ticket was scanned and I was then given a proper ticket that had to be signed immediately and can be used for the next 12 months.

We were immediately into the restoration hanger which was a one way system out into the rest of the park area. The Restoration Hangar contained an Avro Anson which is in mid restoration. There we also cockpits of two Jet Provosts as well as a number of bombs and missiles on display. Rather strangely there then was a mini exhibition of Concorde which included an Olympus Engine.



VV901 Avro Anson T.21

On such a sunny day it was great to see the outdoor exhibits which included a Tornado, Lightning, Buccaneer and Canberra



XN974 Buccaneer S.2

Next was the Canadian Memorial Hangar, which is dedicated to the honour and courage of all who served in the Allied Air Forces 1939-1945. The pride of place goes to the Halifax Bomber which is actually a reconstruction based on a section of the fuselage of Halifax II, HR792, which carried out an emergency landing on the Isle of Lewis in 1945. Another, Mr McKenzie, purchased the fuselage section for use as a hencoop. The wings came from Hastings, TG536, at RAF Catterick. The reconstruction is named "Friday the 13th" in honour of Halifax, LV907, which completed 128 operations with 158 Squadron, and is representative of all examples built.



Halifax Bomber

There were plenty of exhibits, and again on this occasion there was a one way system. I was taken by the Thompson Brothers MK VC Aircraft Refueller which is in excellent condition. There was a Vampire, Harrier, Jet Provost, Hadrian, Motor Vehicles, Helicopters and a Messerschmitt Bf-109G-6. There is also a replica of the Wright Flyer from 1903 hanging from the roof. There is also an interesting exhibition titled "The First Steps and the Giant Leaps" in aviation.

Around the back of the Hangar are a number of other aircraft in various degrees of refurbishment, including a Hunter and a Gloster Javelin.

I then went towards the runway where there were a number of excellent aircraft standing in the lovely sunshine. The first was a De Havilland Devon VP967 in Royal Air Force Colours, which I learnt was the military version of the de Havilland Dove and it has been restored to ground taxiing condition.

Then onto the Douglas Dakota IV C-47B which has been extensively restored by the Museum's Aircraft Engineering Department since it has been at the Museum. It has had two new radial engines fitted and is now "operational" and regularly used at the Museum's "Thunder Days" and special events.



Douglas Dakota IV C-47B

Next were the Cold War Aircraft which were magnificent in the sunshine. I had a fascinating look at their Handley Page Victor Painted up a "Lusty Lindy" and 16 petrol pump symbols painted on to represent successful in-flight refuelling missions in the Gulf War of 1991. Their Nimrod MR2 XV250 was next up and is kept in full working condition by the museum. There are also two Dassault Mirage's, one a Mirage IVA and the other a Mirage IIIE, both of which look amazing...



Mirage IIIe

The next aircraft took me by surprise as I don't remember seeing anything like it. It was the Fairey Gannett AEW.3 XL502. The folding wings look amazing and it was retired from Royal Naval Air Service in 1978.



Fairey Gannett AEW.3 XL502.

In normal times the next exhibit would have been the Control Tower but that is currently closed, presumably due to the limited space inside. Also closed is the NAAFI, so the only food option was a sandwich shop in one of the areas where farm type machine is stored.

I then visited the "Against All Odds" exhibition which is the Story of Bomber Command in the Second World War, which was excellent and very well presented. Another exhibition titled "Pioneers of Aviation" which tell the story of Sir George Cayley, Amy Johnson, Neville Shute, Sir Barnes Wallis and Robert Blackburn. Next up was the "Air Gunners Collection" which shows an array of weapons, turrets and air gunnery techniques used by these aircrew who played such an important part in the achievements of the RAF effort.

Next to visit were the memorial garden and the women's memorial which were very moving as well as a visit to the extremely well presented Station Chapel. Located in the same vicinity were examples of an Hawker Hurricane and a replica Supermarine Spitfire 1 which were before very well displayed and in excellent condition



Replica Supermarine Spitfire

A really enjoyable few hours and I will probably go back within the year. Just one disappointment was not finding G-AFFI Mignet HM.14 Pou-du-Ciel replica which was built by three Air Yorkshire members, Steve Langfield, Dave Allen and Pete Barber

Many thanks to the website of the Yorkshire Air Museum for some of the words above!



WG458 (N458BG) DHC1 Chipmunk



G-BDAD Taylor JT-1 Monoplane

Peter Wheatley Archive....



F-BGVN SIPA 200 No.04 Minijet Yeadon 1956



G-ADGP M2L Hawk Speed Six Ron Paine Cream Overall, Red Registrations and Fuselage Flash 'Throttle benders' Badge on Nose Yeadon 1956



G-ADTD M3B Falcon Yeadon 1956

January 2021

Airline	Date	Reg	Type	MSN	Remarks
Aer Lingus	06 Jan	(EIDEC)	Airbus A320-214	2217	WFU 26 Oct 20 DUB - Tarbes 05 Nov 20 Fr part-out Canx 17 Dec 20
British Airways	06 Jan	(GBYGD)	Boeing B744-436	28857/1196	WFU 16 Mar 20 LHR - CWL 16 Mar 20 Strd CWL - DGX 27 Nov 20 Fr part-out Canx 05 Jan 21
British Airways	06 Jan	(GBYGC)	Boeing B744-436	25823/1195	WFU 05 Apr 20 LHR - CWL 20 Jun 20 Strd CWL - DGX 11 Dec 20 (Last B744 flt fr BA) Fr preservation at the Bro Tathan Business Park, Wales Canx 06 Jan 21
Ryanair	06 Jan	(EIDPD)	Boeing B738-8AS-W	33623/2123	WFU 05 Nov 20 Onward to ASL Airlines Belgium
Stobart Air	06 Jan	(EIGPP)	ATR 72-600	1322	WFU 28 Feb 20 Arlanda - DUB 16 Jun 20 DUB - Toulouse 03 Dec 20 Regd to Commuter Aircraft Leasing 2017 Ltd 03 Dec 20
Stobart Air	06 Jan	(EIGPO)	ATR 72-600	1315	WFU 20 Mar 20 DUB - KIR 21 Jun 20 KIR - DUB 05 Jun 20 DUB - Toulouse 01 Dec 20 Regd to Commuter Aircraft Leasing 2017 Ltd 01 Dec 20
British Airways	07 Jan	GSTBO	Boeing B777-336ER	66584/1675	Regd 24 Dec 20 Divd LHR 07 Jan 21
RVL Aviation	07 Jan	GRVVE	SAAB 340-B	223	Regd 06 Jan 21. Ex ESNSG
TUI Airways	07 Jan	GTUKM	Boeing B738-8K5-SW	38097/3548	Arr LTN as DATYH 04 Jan 21 Regd 06 Jan 21 Trans fm TUIfly
Virgin Atlantic	07 Jan	G	Airbus A350-1041		Remaining on order a/c updated
West Atlantic	07 Jan	ECJRP	ATR 72-212F	446	Lsd fm Swiftair 04 Jan 21 - ? Ops MAN-STN-MAN
Titan Airways	08 Jan	(GPOWY)	Airbus A321-211-P2F	1238	Divd STN as GDHJH 08 Jan 21
Aer Lingus	09 Jan	(EIDEA)	Airbus A320-214	2191	WFU 26 Mar 20 Currently at DUB Regd to Allegiant as N290NV 08 Jan 21
British	09 Jan	GSTBP	Boeing B777-	66633/	Regd 29 Dec 20

Airways			336ER	1678	Divd LHR 09 Jan 21
Titan Airways	12 Jan	G-VYGK	Airbus A330-243	1498	Lsd fm Air Tanker 13 Jan 21
TUI Airways	17 Jan	(GTUMO)	Boeing B38M MAX 8	44608/7879	On order. Due (D-AMAD fr TUIfly NTU)
Norwegian Air International	18 Jan	(EIFVU)	Boeing B738-800-W	42279/6382	WFU 21 Mar 20 Gatwick-Stavanger 21 Mar Strd Regd to Willmington Trust 11 Jan
Norwegian Air International	18 Jan	EIFVM	Boeing B738-800-W	42277/6320	WFU 21 Mar 20 Munich - Stavanger 21 Mar Strd Stavanger - Budapest 18 Jan 21 Rtn to lessor
TUI Airways	18 Jan	(GTUMP)	Boeing B38M MAX 8	44612/7994	On order. Due
West Atlantic	19 Jan	GJMCY	Boeing B734-4Q8-F	25114/2666	W/O 19 Jan 21 EXT, hard landing
Loganair	20 Jan	(GLGNF)	SAAB 340B	192	WFU 05 Aug 20 GLA - EMA 21 Oct 20 EMA - GLA 29 Oct 20 GLA - Orebro 18 Nov 20 Rtn to lessor Onward to RVL Aviation as GRVGB 19 Jan 21
RVL Aviation	20 Jan	GRVGB	SAAB 340B	192	Regd 19 Jan 21. Ex GLGNF
ASL Airlines Ireland	21 Jan	EIDPC	Boeing B738-8AS-W	33604/2120	Regd -- Jan 21
Ryanair	21 Jan	(EIDPC)	Boeing B738-8AS-W	33604/2120	WFU 16 Nov 20 Regd to ASL Airlines Ireland Jan 21
TUI Airways	21 Jan	(GTUKN)	Boeing B738-8K5-SW	37252/3554	Due LTN as DATUI 05 Feb 21 Trans fm TUIfly
Virgin Atlantic	21 Jan	(GVROY)	Boeing B744-443	32340/1277	WFU 30 Mar 20 PWFU Effective 05 May 20 LHR - GLA 07 May 20 GLA - MAN 20 May 20 MAN - Ciudad Real 24 Jun 20 Ciudad Real - LHR 12 Nov 20 LHR - Las Vegas LAS - Marana 21/22 Dec 20 Regd to Atlas Air as N482MC 20 Jan 21 (Pax config)
British Airways	22 Jan	(GCIVO)	Boeing B744-436	28849/1135	WFU 03 Jun 20 LHR - CWL 03 Jun 20 CWL - GBA 11 Sep 20 Fr part-out Canx 21 Jan 21
British Airways	22 Jan	(GCIVN)	Boeing B744-436	28848/1129	WFU 26 Mar 20 LHR - GBA 16 Apr 20 Fr part-out Canx 21 Jan 21
British	22 Jan	(GCIVL)	Boeing B744-	27478/	WFU 26 Mar 20

Airways			436	1108	LHR - GBA 14 Apr 20 Fr part-out Canx 21 Jan 21
British Airways	22 Jan	(GBYGF)	Boeing B744-436	25824/1200	WFU 09 Apr 20 LHR - GBA 26 Aug 20 Fr part-out Canx 21 Jan 21
British Airways	22 Jan	(GBYGA)	Boeing B744-436	28855/1190	WFU 21 Mar 20 LHR - CWL 23 Mar 20 CWL - GBA 08 Sep 20 Fr part-out Canx 21 Jan 21
Norwegian Air International	22 Jan	EIFVN	Boeing B738-800-W	42277/6320	WFU 21 Mar 20 Arlanda - Budapest 22 Jan 21 Rtn to lessor
Thyme Opco Ltd	22 Jan	GCLXC	Bombardier DASH 8-Q402	4014	Regd 20 Jan 21 Currently at Zagreb
Norwegian Air International	27 Jan	EIFVR	Boeing B738-800-W	42279/6382	WFU 21 Mar 20 Malaga-Stavanger 21 Mar 20 Strd Stavanger - Budapest 27 Jan 21 Rtn to lessor
TUI Airways	27 Jan	G	Boeing B738-8K5-SW	37259/3673	Ex DATYC To trans fm TUIfly Feb 21
TUI Airways	27 Jan	(GTAWR)	Boeing B738-8K5-SW	37256/4416	Ex DATYA To trans fm TUIfly Apr 21
TUI Airways	27 Jan	(GTAWP)	Boeing B738-8K5-SW	37257/4412	Ex DATYB To trans fm TUIfly Mar 21
TUI Airways	27 Jan	(GFDZR)	Boeing B738-8K5-SW	35145/2849	WFU 10 Nov 20 LGW-Abu Dhabi 02 Dec EoL mx Abu Dhabi - LGW 09 Jan 21 LGW - Brussels 10 Jan 20 Regd to DAE Capital as LZDAZ 26 Jan 21
easyJet UK	29 Jan	(GEZIM)	Airbus A319-111	2495	WFU 20 Mar 20 BRS - LTN 17 Apr 20 LTN - STN 01 Jul 20 STN - SEN 29 Jul 20 SEN - LTN 12 Aug 20 LTN - QLA 17 Aug 20 EoL mx QLA - STN 19 Jan 21 Regd to United as N2301U 28 Jan
Ryanair	29 Jan	(EIDPD)	Boeing B738-8AS-W	33623/2123	WFU 05 Nov 20 Regd to ASL Airlines Belgium 28 Jan 21 Due PIK - Novosibirsk - Jinan Fr frt conv
TUI Airways	29 Jan		Boeing B38M-MAX 8		Divry dates added
Ryanair	31 Jan	(EIEPF)	Boeing B738-8AS-W	40309/3593	WFU 27 Dec 20 Regd to SMBC Aviation Capital 29 Jan 21 PIK - Ostrava 29 Jan 21

LEEDS/BRADFORD NEWS

Just as we close for press, a surprise announcement was made by LBA regarding a new CEO. The press release was as follows: - Leeds Bradford Airport (LBA) has announced the appointment of Vincent Hodder as its new CEO, bringing a wealth of global aviation expertise to the role. Mr Hodder, most recently CEO of airline group IAG's low-cost brand LEVEL, will take over the post on February 1, focusing on developing passenger experience, short term recovery from the global pandemic and the longer-term vision for the airport, including the terminal replacement planning application. As a consultant and an operator, Mr Hodder has worked across Asia, Africa, the Americas, Europe and Australasia and across all different models of airline from regional and low cost to long haul and network operations.

With more than 20 years in the industry, his experience spans organisations including Flybe, Jetstar Airways and VivaAerobus. Current CEO Hywel Rees will leave his role after a transition period. Mr Hodder said: "Our success at delivering excellence in customer service will be crucial in giving passengers the confidence to travel and to choose LBA, as well as in attracting new airlines that operate the most modern and efficient aircraft. "I'm looking forward to leading the business as we face the short-term challenges of Covid and towards a sustainable long-term future, working collaboratively with businesses and stakeholders across the region, while continuing to progress the terminal replacement scheme through planning." Andy Clarke, chairman of Leeds Bradford Airport, said: "As we look ahead to a post-Covid world, we remain fundamentally committed to improving customer experience, continuing to develop the airport to deliver a wider economic impact in the region and ensuring a sustainable future for LBA. "I'm delighted to welcome Vincent into the role." His experience at low-cost players and network players, across business and leisure travel, brings a varied perspective as we seek to develop new relationships with airlines that share our vision for a responsible and efficient future, ensuring that we are ready for the return of demand in travel when the time is right. "Hywel has been instrumental in developing the longer-term vision for LBA and has helped the airport to navigate through a challenging year for the aviation sector." I know Vincent shares my aspirations for the future of LBA and I'm excited to see how he will shape this."

During his tenure, Mr Rees initiated the planning application for the development of a replacement terminal to support future demand for the airport, while overseeing a number of enhancements to the existing operation to improve customer service and offer. Mr Rees will be leaving to pursue other projects a spokesman for the airport said. The Covid pandemic is still having an adverse affect on operations. The week, as I am completing this section for the magazine (Week Commencing 18/1/21), the airport has reduced the opening hours. Depending on the day either does not open till 10:00 closing at 16:00, or opens at 12:00 and closed at 20:00. On January 23rd the airport will remain closed all day.

Aer Lingus, as we close for press are still operating the LBA to Belfast City service. Following the news that all UK to Holland flights are cancelled, from 23rd January, becomes the airports only scheduled flight.

BH Air will operate to Bourgas, commencing on 22nd May. The weekly Saturday service will be operated by A.320's, and runs until the 25th September.

Jet2.com has grounded all flights until the end of March as the number of COVID-19 cases in the UK continues to climb. The airline added that it would review the situation from March 26

onwards and update its schedule “as appropriate,” leaving open the possibility that its Easter holiday flights will still operate. Jet 2 have announced their 2022 Summer Programme, and from Leeds have increased the frequency of flights to many destinations. They will serve a total of 49 destinations from LBA next summer. However emphasis on the City Break destinations seems to be waning. Amsterdam will reduce to 4 flights a week, Paris to three flights a week, and Nice to two flights a week.

KLM, As reported below, the Dutch Government has, from January 23rd, banned all flights (and ferries) from the U.K. Consequently from that date all LBA to AMS KLM flights have been cancelled.

AIRPORT NEWS

The UK Government is set to open the Airport and Ground Operations Support Scheme for English Airports in response to desperate calls for help from the industry Aviation minister Robert Courts made the announcement saying that it was in response to the closure of air travel corridors from the 18th January. Mr Courts said:“Closing our travel corridors will help prevent the spread of new COVID variants in the UK. I know the impact this will have on the aviation sector, so to help limit this I am announcing our scheme to provide support to airports and ground operations will open this month.“The Airport and Ground Operations Support Scheme will help airports reduce their costs and we will be aiming to provide grants before the end of this financial year.”

The Airport Operators Association (AOA), which represents UK Airports, recently warned of airport closures if airports don't get help to get through the almost total loss of air travel due to the Coronavirus Pandemic travel restrictions. The scheme is only available to English airports with the devolved nations responsible for their countries travel restrictions. In Wales, the only commercial airport is Cardiff Airport which is owned by the Welsh Government and has already received millions of pounds in support from taxpayers both before and during the pandemic. Scottish airports which are privately owned currently have no formal support package from the Scottish Government.

Bristol Airport has begun an appeal into North Somerset Council's rejection of its planning expansion which would allow it to expand facilities at the airport. In February last year, the council voted 18-7 to reject Bristol Airports plans for expansion which would see Bristol Airport capable of handling up to 12m (million) passengers per year. A move which went against advice from the council's planners. The council faced protests on the evening of the vote from local community groups as well as paid civil disobedience groups such as Extinction Rebellion. Bristol Airport, which is owned by Ontario Teachers Pension Plan, can currently accommodate up to 9m passengers per year but new facilities would see the airport accommodate up to 12m. There is no application for expansion to the runway. The local economy would be one of the biggest beneficiaries of the expansion with the changes set to increase the value of goods and services produced in the local area by £1.4bn over the next 10 years as well as increase employment. Local action group Bristol Airport Action Network (BAAN) says that it is readying itself to fight the appeal. BAAN activist Stephen Clarke said:“It's a big slap in the face for the local communities who fought hard and overwhelmingly voiced their opinion on the airport's greedy expansion plans.” While the appeal process formally begins this month, the actual decision will not come until the end of a 4-week public inquiry scheduled for July 2021.

AIRLINE NEWS

Flybe 2, the sequel is edging closer to becoming a reality after its first aircraft has been registered by Thyme Opco earlier. A Dash 8 has been transferred to a UK registration, indicating the airline's owners are serious about a restart. But there's still a long way to go before Flybe is ready to fly. Just before Christmas, it was noted that the new owner/former regional carrier Flybehad applied for an Air Operators Certificate (AOC). Thyme Opco, a holding company created by Cyrus Capital last year, made an application to the UK's CAA on behalf of Flybe, signalling that the rumours of a resurrection of the airline were becoming a reality. Now, it seems that the new airline is a step further along the road to flying again, as a single Dash 8 has been registered in its name, a Dash 8-400, previously registered as OE-LGA, and was re-registered by Thyme Opco on January 20th as G-CLXC. The aircraft is currently parked at Zagreb Airport. When Thyme bought Flybe's assets, it got a few key items included in the sale. Notably, it has a stock of spare parts and equipment for maintaining the Dash 8's, as well as the Flybe brand and other operational assets. As previously mentioned, it now has the AOC, and apparently a single plane.

KLM have suspended all long haul flights from January 23, after the Dutch government tightened lockdown measures in response to concerns about new variants of COVID-19. In a statement issued on January 20, the government announced a ban on flights from, Argentina, Bolivia, Brazil, Cabo Verde, Chile, Colombia, Ecuador, French Guiana, Guyana, Panama, Paraguay, Peru, South Africa, Suriname, Uruguay, and Venezuela. The government has also issued a strict travel advisory to Dutch nationals not travel abroad until March 31, 2021. All passengers travelling to the Netherlands by air from high-risk areas must be able to produce a negative result of a rapid COVID-19 test performed shortly before their departure. The test must not have been performed more than four hours prior to boarding the aircraft. This is in addition to the existing mandatory negative test result for a PCR test performed no more than 72 hours before arrival in the Netherlands. These measures also apply to people travelling to the Caribbean parts of the Netherlands. The government has also decided to reduce the number of exemptions from an existing travel ban on travellers from countries outside of the EU. As a result, business travellers, students, highly-skilled migrants, professionals from the cultural and creative sectors, and people in long-distance romantic relationships wishing to travel to the Netherlands for a short period will no longer be granted entry.

Loganair have announced they are to commence a Tess-Side to Heathrow service, commencing from March 8th. The service will be operated by EMB-145, twice daily on weekdays, with a single flight on weekends. The carrier said the service will offer single ticket benefits with its partners, including British Airways, KLM, Air France, Emirates, Turkish Airlines, United and Qatar. Eastern Airways already operate flights on the same route, but as we close for press flights were suspended until January 31st.

Norwegian Air Shuttle will exit the low-cost long-haul market to focus on services within Norway and to "key European destinations." The carrier said ongoing COVID-19 travel restrictions mean that "future demand remains highly uncertain" for its flights to the US and Asia, making its long-haul operations no longer viable. The carrier has 2,160 pilots and crew working at subsidiaries in the UK, U.S., Italy, Spain and France whose jobs will go; 1,100 of those staff are at Norwegian's London Gatwick (LGW) base. "Our short-haul network has always been the backbone of Norwegian and will form the basis of a future resilient business model," Norwegian CEO Jacob Schram said. "By focusing our operation on a short-haul network, we aim to attract existing and new investors, serve our customers and support the wider infrastructure and travel industry in Norway and across the Nordics and Europe." Norwegian has been hit hard by the COVID-19 crisis but was already struggling before the pandemic after its rapid long-haul expansion left it with a huge debt burden. The worldwide

grounding of the Boeing 737 MAX jet also affected operations and a restructuring process was underway when coronavirus brought the airline to a standstill.

The carrier now plans to serve the Nordics and European destinations with around 50 narrowbody aircraft this year, increasing to about 70 in 2022. The business also hopes to raise as much as NOK5 billion (\$590 million) in new capital to finance its operations. Norwegian began offering low-cost long-haul services in May 2013, initially from Oslo and Stockholm Arlanda to New York John F Kennedy using Airbus A340-300s. Following the arrival of the carrier's first 787-8 aircraft later that year, further routes were added. Transatlantic service began from Copenhagen, while Fort Lauderdale became its second destination in the US. In the subsequent years, Norwegian became a disruptive force in the European aviation industry under the leadership of co-founder Bjørn Kjos, adding large amounts of capacity and rapidly increasing the number of routes, particularly to US destinations like Boston, Los Angeles, Newark and Oakland. The airline carved out a niche in finding big point-to-point markets with room to grow and stimulate new traffic, as well as targeting unserved routes to secondary cities.

Qatar Airways has confirmed it will be retiring half of its fleet of 10 Airbus A380s, which have already been grounded since March last year. The Qatari flag carrier's CEO Akbar Al Baker said that the decision is motivated by concerns over environmental impact. "The A380, I think, is one of the worst aircraft when it comes to emissions that are flying around today. This is why we have decided that we will not operate them for the foreseeable future and even when we operate them, we will only operate half of the numbers we have." Al Baker said,

Ryanair said it would likely not operate flights to and from Ireland or the UK in the near future, citing new COVID-19 lockdown restrictions. The update came before the UK government's January 8th announcement that all international arrivals to England, including UK nationals, would soon be required to present a negative COVID-19 test taken up to 72 hours prior to departure. This includes those coming from countries on the UK's travel corridor list. Ireland and the UK have gone into another COVID-19 lockdown, joining other European countries. Ryanair said it expected January traffic to fall to under 1.25 million passengers, and that new COVID-19 restrictions could also reduce February and March traffic to as low as 500,000 monthly passengers. "In response, Ryanair will significantly cut its flight schedules from Jan. 21, which will result in few, if any, flights being operated to/from Ireland or the UK from the end of January until such time as these draconian travel restrictions are removed," the airline said. The new reductions will reduce full-year traffic from a previous estimate of "below 35 million" to between 26 million and 30 million passengers, the LCC said. The airline criticized the lockdowns and called for faster vaccine rollout in Ireland: "Ireland's COVID-19 travel restrictions are already the most stringent in Europe, and so these new flight restrictions are inexplicable and ineffective when Ireland continues to operate an open border between the Republic and the North of Ireland. Since Ireland's third lockdown will not get rid of the COVID virus, there is an onus on the Irish government to accelerate the rollout of vaccines."

AIRCRAFT NEWS

Fears that U.S. travellers would go out of their way to avoid the Boeing 737 Max appear unfounded a week after the jet returned to U.S. skies. American Airlines is ramping up service, and other carriers are due to follow over the next two months. The question of whether travellers would board a Boeing 737 Max again has plagued the planemaker and airlines since the jet was first grounded more than 21 months ago. Did Boeing need to rebrand the plane? Was a confidence-boosting ad blitz needed once the jet returned? All were posed during the nearly two years that the aircraft was idled, its problems identified, fixed and ultimately re-certified by the Federal Aviation Administration in November. The concerns were not unfounded. Numerous surveys found flyers weary of the jet whose systems were faulted in two crashes

that took the lives of 346 people. In December, a Reuters/Ipsos opinion poll found that as many as 57 percent of respondents were not likely to fly on a Max again. American Airlines put the question to the test when it returned the 737 Max to revenue service on December 29. During the week since, the Fort Worth, Texas-based carrier operated 14 flights with the 737 Max 8 between Miami and New York LaGuardia. Passengers were notified ahead of time that they were on the jet and everyone was given the option to change their travel plans — at no extra cost — to a flight operated by something other than a Max if they preferred. So what happened? “We aren’t seeing data to suggest customers don’t want to fly the aircraft,” American spokesperson Sarah Jantz told Skift. In fact, all but one of the flights flown between December 29 and January 4 were more than 90 percent full — an impressive number given the airline’s loads averaged just 65 percent during the first nine months of 2020. But the fact that American’s first Max flights were full may not tell the whole story. Flights on the first day of service carried numerous officials and aviation fans. And the days after covered the New Year’s holiday, including some of the busiest for U.S. airlines since the coronavirus pandemic began.

Few people are likely to make a significant change to their travel plans based solely on the type of jet once they are at the airport, Atmosphere Research Group president Henry Hartevelde told Skift. Where people may opt for a non-Max operated flight is during booking, he added. “The truth is that far fewer people will actively avoid flying on the Max than claim they will do so in a research study,” said Hartevelde. American has expanded its Max operations to eight flights a day including ones between its Miami hub and New York JFK, Orlando and Washington Reagan National. Operations will expand to as many as 38 daily flights by February and up to 91 a day by the beginning of March. American joined Aeromexico and Brazilian carrier Gol to resume 737 Max flights in December. Other operators plan to resume operations this year. In the U.S., United Airlines plans to reintroduce the jet on February 11; Alaska Airlines will debut it on March 1; and Southwest plans to bring it back sometime later in March. Despite the grounding, the Max stands to make up a significant portion of airline fleets in the years ahead. The coronavirus pandemic allowed many carriers, including American and Alaska, to accelerate the retirement of older, less efficient jets in favour of newer and most efficient models. The Max is the newest and most efficient variant of Boeing’s workhorse 737 family that already makes up a large proportion of the global narrowbody fleet.

Many experts expect the Max to follow the trajectory of other jets that were grounded. For example, once the McDonnell Douglas DC-10 returned to service after a fatal crash and 37-day grounding in 1979, it continued to fly in U.S. fleets into the 21st century. Barring any further incident, the Max will likely do the same. “After this first couple of weeks of operations, we won’t hear much about the MAX if all goes well,” said Hartevelde. “And that’s a good thing.”

Airbus delivered 566 commercial aircraft to 87 customers last year, down by a third from 2019. However, the manufacturer said the figure represented the “resilience” of its business model. The European giant also received a net of 268 plane orders, with 383 new requests and 115 cancellations. The Airbus A320 family made up the bulk of deliveries, with 446 planes rolling off production lines, while carriers also took 38 A320 models. A total of 19 A330s, 59 A350s and four A380s completed the numbers. In order to overcome international travel restrictions, the Airbus team developed an innovative e-delivery solution which represented more than 25 percent of the 2020 deliveries, allowing customers to receive their aircraft while minimising the need for their teams to travel. “Working hand-in-hand with our customers allowed us to navigate a difficult year. “The Airbus teams, customers and suppliers truly pulled together in the face of adversity to deliver this result.” We also thank our partners and governments for their strong support to the sector,” said Guillaume Faury, Airbus chief executive. “Based on our 2020 deliveries we are cautiously optimistic as we look into 2021, although challenges and uncertainties remain high in the short term.” In 2020, the A220 won 64 new orders, confirming

it as the leading aircraft in its category. The A320 family won 296 new orders including 37 A321XLR. In the widebody segment, Airbus won 23 new orders including two A330s and 21 A350s. After 115 cancellations by the end of 2020, Airbus' backlog stood at 7,184 aircraft.

Boeing delivered 157 commercial jets in 2020, a 59 per cent drop on the 320 deliveries made in 2019. Boeing saw demand for its planes, especially wide-body jets used in long-haul flights, plummet with the Covid-19 pandemic. The grounding of the Boeing 737 Max also took a toll, with production rates cut last year. However, the plane has now returned to commercial service, leaving Boeing to argue 2021 will be a year of recovery. "Through the global pandemic, we took meaningful steps to adapt to our new market, transform our business and deliver for our commercial, defence, space and services customers in 2020," said Greg Smith, Boeing executive vice president of enterprise operations and chief financial officer. "The resumption of 737 MAX deliveries in December was a key milestone as we strengthen safety and quality across our enterprise. "We also continued comprehensive inspections of our 787 airplanes to ensure they meet our highest quality standards prior to delivery. "While limiting our 787 deliveries for the quarter, these comprehensive inspections represent our focus on safety, quality and transparency." He added: "As we continue navigating through the pandemic, we're working closely with our global customers and monitoring the slow international traffic recovery to align supply with market demand across our widebody programs. "In 2021, we'll continue taking the right actions to enhance our safety culture, preserve liquidity and transform our business for the future."

Boeing has secured a customer for its final four 747-8 aircraft due to roll off the production line in 2022. New York-based Atlas Air Worldwide signed an agreement to purchase the -8 Freighters, which it will use to meet growing cargo demand around the globe. Atlas Air Worldwide Holdings – which owns six subsidiaries including Polar Air Cargo, Southern Air and Atlas Air – currently boasts a fleet of 51 jumbos, comprising 41 -400s and ten -8s. It first took delivery of the next-generation variant on May 29, 2012. Boeing's 747 programme has produced 1,560 aircraft since launching the jumbo jet more than 50 years ago. In July 2020, the firm announced its decision to complete production of the 747-8 in 2022.

OTHER NEWS

According to a report by Aviation Consultants To70, commercial aviation accidents in 2020 fell from 86 in 2019 to just 40 but the number of fatalities rose from 257 to 299. The increase in fatalities comes despite a significant decrease in air global air travel due to the Coronavirus Pandemic with the skies seeing less than half of the normal annual traffic. One reason for the rise is the number includes two accidents where large loss of life occurred. In January 176 people died when Iran shot down a Ukrainian Boeing 737 as it was taking off from Tehran International Airport whilst in May 98 people were killed when a Pakistan International Airlines Airbus crashed after a failed go-around attempt in Karachi. Of the 40 commercial aviation accidents in 2020, only five were fatal.

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

Scene around Yorkshire... Andy Wood (HAR)

BOURNE/GROVE HOUSE (Lincs.) Based on a strip here is G-DYNA WT9 UK.

CHURCH FENTON (NY) 17.12 N928SK SR.22T (0928) diverted in from LBA due to an event on the runway there. **20.12** G-BXJD PA-28 f&t Brighton, N235LC Beech B200 (BB-1535) f Malta/Luqa. **24.12** G-MRMA 182S, M-YSPC Cessna 525 (525-0117) f Prestwick. **7.1** N95VB Beech C.90GTi (LJ-2091), N150KJ Beech 1900C (UC-150) f Malta/Luqa t Keflavik. **11.1** G-GOES R.44.

CONEY PARK (WY) Arriving for maintenance with Heliserve Ltd on 9.1 was G-WLDN R.44 from Eddsfield.

CONINGSBY (Lincs.) Noted flying on 15.12 were ZJ916, ZJ920, ZJ946, ZK300, ZK318, ZK329, ZK339, ZK365, ZK372, ZK381, ZK429, ZK436, ZK437, ZK438, ZK439. Lurking between the 11 Squadron Shelters was ZK344, this had diverted in whilst on route from Lossiemouth to Akrotiri. Both BBMF Chipmunks WG486 and WK518 were out, flying together. Also, with BBMF PZ865 Hurricane IIC is currently at Biggin Hill undergoing a major service from which it will emerge painted black to represent night fighter BZ634/ZY-V of 247 Squadron flying from Exeter in 1942, it is expected back at Coningsby in March.

CRANWELL (Lincs.) Arriving by road from Middle Wallop last August was ZE378 Lynx AH.7 for instructional use by 45 Squadron.

CROSLAND MOOR (WY) Updating and correcting the November magazine, the accident to G-BUVM DR.250/160 occurred at Crosland Moor on 11.8 at 19.00hrs, it is now at Enstone for rebuild. Resident G-POOL ARV.1 has been cancelled by the CAA, reason unknown, but it has been sold and is now resident at Beccles.

DONCASTER (SY) From the Resident Review delete G-JJFB EC.120B, sold in the Czech Republic as OK-ACE.

DONCASTER/SOUTH YORKSHIRE AIR MUSEUM (SY) From the Resident Review delete XM279 Canberra B(1)8 nose section which has returned to The Norfolk and Suffolk Aviation Museum at Flixton following refurbishment here.

DRIFFIELD/SCURF DYKE FARM (EY) A previously unreported accident to resident G-CGTV MXP.740 on 25.6 at 20.10hrs. On departure the aircraft struck a stack of hay bales and was destroyed, the pilot escaping with minor injuries.

EAST COWICK (EY) Operating in the vicinity of East and West Cowick on 22.12 was G-UHGB Bell 205A-1 involved in operations following the breach of the Aire and Calder Navigation on 20.12.

FENLAND (Lincs.) A new resident is G-CJWI Streak Shadow.

FULL SUTTON (EY) A new resident is G-CFPA Sportcruiser arriving 22.11 from Strathaven.

GAMSTON (Notts.) Both G-SXII Stemme S12 and G-TUKU Stemme S10-VT have been sold in Germany as D-KOVA and D-KAYD, respectively. Newly registered to Gemstone Aviation Ltd is G-OORB DA.40TDi on 15.12. A new resident is G-BBKI F.172M.

HUSTHWAITE (NY) Updating the October magazine the accident to G-CFIA Skyranger 912S occurred on 2.10 at 09.37hrs.

LAMBLEY (Notts.) From the Resident Review delete G-BTDT CASA 1.131E which has departed following sale, a replacement appears to be G-RIFY Christen Eagle II, which was reregistered G-IIGL on 13.1 but with another potential change of ownership showing, it may well be short lived.

NETHERTHORPE (Notts.) G-ARDS PA-22 has been sold to a new owner at West Knapton, Malton, I await confirmation of its new base. Semi resident G-BTDT CASA 1.131E has also departed following sale.

NORTH COATES (Lincs.) Movements 3.12 G-AIEK/"RG333" M.38 f&t Fen Lane Farm. **5.12** G-TGTT R.44 f&t Cabourne. **20.12** G-CJNU Merlin 100UL f&t Manby, G-TGTT R.44 f&t Cabourne.

NORTH MOOR (Lincs.) From the Resident Review delete G-MYGP Rans S.6 which has been sold in Poland.

SALTBY (Lincs.) A new resident with Buckminster Gliding Club is G-EEBZ ASK13.

SHERBURN (NY) A new resident noted in early November is G-KTEA DR.400.

SPILSBY/NORTHFIELD FARM (Lincs.) From the Resident review delete G-TCUB J.3C-65.

STURGATE (Lincs.) Calling in briefly on 13.1 was an unidentified Chinook, it also visited Skegness the same day.

TEMPLE BRUER (Lincs.) More details have come to light re the accident to N7348P PA-24-250 (24-2526) on 14.7 (updating the July magazine). The pilot failed to lower the undercarriage, causing damage to the fuselage and propeller on touchdown. A new resident is G-CKGJ HN.700 ex Wickenby.

THORPE WOOD (NY) A new arrival for JAA is XX116 Jaguar GR.3A ex DFTDC at Manston, work on restoration will commence early in 2021. The nose section of XZ385 Jaguar GR.3A has been sold to a collector in Biddulph, Staffordshire.

TOLLERTON (Notts.) On 23.8 G-BPKF G.115 bounced twice during landing with a solo student. The nose leg detached but the pilot was able to land safely.

WADDINGTON (Lincs) 10.1 05-1456 C.130J "Reach 522" arrived mid-afternoon from Reykjavik.

WICKENBY (Lincs.) G-CKGJ HN.700 has departed to take up residence at Temple Bruer.

WIDMERPOOL/NOTTINGHAM HELIPORT (Notts.) A new resident is G-BNYD B.206B.

Brighton....

Andy Wood (HAR)

RESIDENTS

G-CIHK Yak 55 is still away. OE-KTP/04 Saab 91D (91-464) made its first flight from here on 22.12 and was airborne again on 27.12.

On Christmas Day G-AWJE, G-AYUT, G-BJZN, G-BMYU, G-BRPY, G-CBEI, G-CYLL and G-PPFS all flew, whilst on New Year's Day G-AYUT, G-BRPY and G-PPFS flew. With good weather both days it would have been a shame to miss the opportunity!

OUTSIDE PARKING

G-BEZI AA-5, G-HELA TB.10, G-PPFS FRA.150L, G-THIN FR.172E and HB-CIU FR.172J have all been present throughout. G-BBJX F.150L returned from maintenance at Netherthorpe on 17.12 with G-BXJD PA-28 returning from maintenance at Blackpool on 15.12.

MOVEMENTS

15.12 G-CDNO SA.341B f Blackpool t Deighton/Crab Tree Farm. **17.12** G-DISO D.150 f&t Yedingham. **19.12** G-CDNO SA.341B f&t Deighton/Crab Tree Farm. **20.12** G-ARXG PA-24 f&t Church Fenton, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-SACT PA-28 f&t Sherburn. **27.12** G-MGWI R.44 f&t Sherburn. **28.12** G-CDNO SA.341B f&t Deighton/Crab Tree Farm. **30.12** N909PH PA-23 (23-1800) f&t South Cave. **01.01.2021** G-MGWI R.44 f&t Sherburn. **02.01** G-BSGF R.22B f Sandtoft t Humberside. **06.01** Lockdown 03 begins.

Coney Park....

Mike Storey

01/12/2020	G- LINZ	ROBINSON R44	From LEICESTER
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December 2020

Commercial

- 1st TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep.
- 1st TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 2nd TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep. 4th
- 3rd G-SAJD Embraer-145 Logan Air Dep. 4th
- 3rd UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 5th 4K-SW800 Boeing 747-400 Silkway Cargo (F)
- 5th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 5th TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep. 6th
- 5th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 7th TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep. 8th
- 7th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F) Dep. 8th
- 9th TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep. 10th
- 9th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 9th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 11th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 11th TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep. 12th
- 12th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 12th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 12th G-RJXH Embraer 145 Loganair ex bmi Regional +13th
- 13th TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep. 14th
- 13th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 15th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 15th TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) Dep. 17th
- 16th G-LUXE BAe-146-300 Atmospheric Research Aircraft (T)
- 16th HA-LYW Airbus A-320 Wizz Air (FV)
- 16th VP-BCR Boeing 747-400 Silway West Azerbaijan Cargo (F)
- 16th LX-GCL Boeing 747-400 Cargolux (F)
- 18th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 18th TF-AAD Boeing 747-400 Air Atlanta Icelandic (F) on ground until year-end
- 18th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 19th G-SAJD Embraer-145 Logan Air
- 19th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 20th G-SAJD Embraer-145 Logan Air
- 20th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 21st A6-DDB Boeing 777-200 Etihad Cargo (F) (FV)
- 22nd A6-DDC Boeing 777-200 Etihad Cargo (F)
- 22nd UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 23rd EW-505TR Ilyushin IL-62 Rada Airlines (F) just brought back into service Dep 24th (FV)
- 23rd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 23rd TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 23rd D-ALFH Boeing 777-200 Lufthansa Cargo. A new Airline (proper) at D.S.A. (FV)
(The only previous Lufthansa's, were 5 CitationJet 525s in 2014 (M), + a PA-42 on 26th February 2009, all from Lufthansa Flight Training)
- 24th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 26th TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 27th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)



D-ALFH Boeing 777-200F Lufthansa Cargo 23/12

- 27th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 28th OE-IAE Boeing 737-400 ASL Airlines/FedEx livery (F) (FV)
- 28th A6-DDC Boeing 777-200 Etihad Cargo (F)
- 29th UR-CSX Boeing 767-300 Ukrainian Wings/Kam Air (F)
- 29th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 29th A6-DDB Boeing 777-200 Etihad Cargo (F)
- 30th VP-BCV Boeing 747-400 Silkway Cargo (F)
- 30th OE-IBW Boeing 737-400 ASL Airlines/FedEx livery (F) (FV)



OE-IBW Boeing 737-400 ASL Airlines/FedEx 30/12

- 31st D-ALFF Boeing 777-200 Lufthansa Cargo (F) (FV)
- 31st TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F) Dep 1/1/21



D-ALFF Boeing 777-200 Lufthansa Cargo 31/12

Bizz Jets & Bizz Props

- 2nd CS-DGR Cessna 650 Citation 7 Dep. 3rd (FV)
- 3rd G-FABO Bombardier Challenger 604 (T) (FV)
- 11th OO-PCM Pilatus PC-12 (FV)
- 15th N211SG Beech E90 King Air (T) (FV)
- 15th D-ITRA CitationJet 525 CJ1 (FV)
- 16th G-WLKR Embraer EMB-550 Legacy 500
- 17th M-DAWN Beech 200 Super King Air (FV)
- 21st EI-JIA Beech 200 Super King Air (FV)
- 26th CS-GLZ BD-700 Global Express Global 5000 (FV)

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

- 7th G-DCII Agusta AW-139 Executive Jet Charter (FV)
- 12th G-PICU Agusta AW-169 Children's Air Ambulance

Miscellaneous Aircraft

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

- 3rd 5Y-SLA Cessna 208 Grand Caravan. Safarilink. Ferry Flight to U.S.A. (night stop) (FV)

Military

- 1st XX242 BAe Hawk Red Arrow/Red 11 (T)
- 8th ZZ507 Hawker Beechcraft King Air 350 (T)
- 14th ZM304 Grob Prefect (T)
- 17th ZZ504 Beech 350 King Air Shadow R.1
- 18th ZM404 Airbus A-400 (T)

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

Credits Airfield Managers Mike Butler and Anthony Stevens, Michael Hanks (my right hand man at Sandtoft) and the four Engineering guys

Arrivals G-KNCG PA-32 f/n 07/12, N81188 PA-28-236,

Departures G-BNCR PA-28 has been sold and should depart around the festive season

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

G-BKJW PA-23 f/n 14/11 l/n 31/12
G-BPTL 172N from Fenland f/n 09/12 l/n 27/12
G-BUMP PA-28 from Humberside f/n 05/12 l/n 31/12
G-GBRB PA-28 from Netherthorpe f/n 13/11 l/n 05/12
G-LFSI PA-28 f/n 14/11 l/n 31/12

Resident aircraft seen were

G-ATLM F.172G, G-AZNO 182P, G-BCGI PA-28, G-BFGL FA.152, G-BGTF PA-44, G-BHZU J-3C, G-BIFB PA-28, G-BIHI 172M, G-BITE TB.10, G-BLVS 150M wfu outside, G-BNCR PA-28, G-BOMP PA-28, G-BORY 150L wfu outside, G-BULR PA-28, G-CGYX Cavalon, G-DTPC RV-9A, G-IBFF Be A23, G-IMIK PA-28, G-KNCG PA-32, G-MZOS Quantum, G-TAXI PA-23, G-TAYI G.115, G-WLGC PA-28, N131MP PA-31P, N20UK M.20F, N39TA Be C24R, N210UK P210N parked outside, N337UK F.337G, N2136E PA-28R (for sale), N81188 PA-28

Resident Yorkshire Aero Club aircraft seen were

G-BBKA F.150L, G-BSKA 150M, G-BSYV 150M, G-BZBF 172M, G-MABE F.150L

Resident AEROS Flight Training aircraft seen were

G-BGBW PA-38 wreck, G-MSFC PA-38 dismantled

Movements

5.12 G-MLXP Europa f/t Sherburn
7.12 G-KNCG PA-32 f Sherburn
9.12 G-BPTL 172N f Fenland
17.12 G-BFPF F.172K f Gamston t Tollerton
19.12 G-BSPE/46 F.172P f/t Bagby
20.12 G-CRED Eurofox 3k f/t Sherburn,
22.12 G-BXEX PA-28 f/t Tollerton
30.12 G-BXEX PA-28 f/t Tollerton

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 N2923N Piper PA-32 Cherokee Six f/t Jersey, ZM331/ZM326 Raytheon T-6C Texan II f/t Valley RAF - 4FTS/72 Sqdn, G-BILU Cessna 172RG Cutlass f Full Sutton c/t Full Sutton Flying Centre



ZM331 Raytheon T-6C Texan II 01/12

02/12 G-PHUN Cessna FRA150L Aerobat f Netherthorpe n/s Scenic Air Tours, ZH867 Lockheed C130J Hercules C4 f Brize Norton c/t RAF - 206 Sqdn, G-DJET Diamond DA-42 Twin Star f/t Blackpool DEA Aviation



G-PHUN Cessna FRA150L Aerobat 02/12

03/12 None

04/12 M-TSRI Beech C90GTi King Air f/t Chester Hawarden Timpson Ltd, G-DJET Diamond DA-42 Twin Star f Blackpool t Gamston DEA Aviation



ZH867 Lockheed C130J Hercules C4 01/12

- 05/12 None
- 06/12 None
- 07/12 G-BGBG Piper PA-28 Archer II f Newcastle c/t N E Flight Academy, G-BBNZ Cessna 172 Skyhawk f Newcastle o/s NAL Engineering
- 08/12 G-UKCS Piper PA-31 Turbo Navajo f/t Doncaster Sheffield 2Excel Aviation
- 09/12 G-BTAW Piper PA-28 Warrior II ??/? O/S Piper Flying Group, 2-COOK Piper PA-46 Malibu Meridian f Retford Gamston t Brussels William Cook Aviation
- 10/12 G-EMHN Agusta A109 f Private site n/s East Midlands Helicopters
- 11/12 G-EMHN Agusta A109 n/s t Private Site East Midlands Helicopters



G-EMHN Agusta A109 11/12

- 12/12 None
- 13/12 None
- 14/12 G-ATRM Cessna F150F f Eshott o/s North East Aviation
- 15/12 G-EZDF Airbus A319-111 f/t London Gatwick EasyJet, ZM522 Airbus H135 Juno HT1 f/t Shawbury RAF - 1 FTS (60 Sqdn), G-AYAW Piper PA-28 Cherokee E f/t Eshott NE Flyers Group, G-BBNZ Cessna F172M Skyhawk f/t Newcastle NAL Engineering, G-BAEO Cessna F172M Skyhawk f Leeds Bradford t/g, G-KION Ce525 CitationJet CJ1 f Glasgow n/s Bookajet
- 16/12 N288Z Gulfstream G650 f North Eleuthera n/s, LX-PCB Pilatus PC-24 f Biggin Hill n/s Jetfly Aviation, G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 17/12 G-KION Ce525 CitationJet CJ1 arrived 15/12 t Warsaw Bookajet, LX-PCB Pilatus PC-24 n/s t Brussels Jetfly Aviation, N288Z Gulfstream G650 n/s t Paris Le Bourget, 2-RIDE Socata TBM 850 f/t Sywell Gazelle Properties Ltd, G-THIN Cessna FR172E Rocket f Netherthorpe c/t



2-RIDE Socata TBM 850 17/12

- 18/12 LX-PCD Pilatus PC-24 f Farnborough t Biggin Hill Jetfly Aviation, G-KION Ce525 CitationJet f Warsaw n/s Bookajet
- 19/12 None
- 20/12 G-KION Ce525 CitationJet arrived 18/12 t Gloucestershire Bookajet, N288Z Gulfstream G650 f Paris Le Bourget n/s Solairus Aviation, G-OZZT Cirrus SR22T f Leeds Bradford t Newcastle
- 21/12 M-TSRI Beech C90GTi King Air f Chester Hawarden t Leeds Bradford Timpson Ltd, G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical, G-MCGE Sikorsky S92A f James Cook t Humberside UK Coastguard



G-IASC Beech 200 Super King Air 21/12

- 22/12 N288Z Gulfstream G650 ARRIVED 26/12 t Luton Solairus Aviation, N939SR Cirrus SR-20 f Leeds East c/t
- 23/12 None
- 24/12 G-IASC Beech 200 Super King Air f Isle of Man n/s IAS Medical
- 25/12 None
- 26/12 G-IASC Beech 200 Super King Air arrived 24/12 t/f Isle of Man n/s IAS Medical
- 27/12 G-IASC Beech 200 Super King Air n/s t Isle of Man IAS Medical
- 28/12 None
- 29/12 None
- 30/12 G-EVIB Cirrus SR22 f Leeds East o/s, N215BT Cessna 208A Caravan 1 f Middleham c/t, G-BBNZ Cessna 172 Skyhawk f Newcastle c/t NAL Engineering
- 31/12 G-IASC Beech 200 Super King Air f/t Isle of Man AS Medical

December 2020

LBA news:

Aerospatiale AS365N3 Dauphin **G-NHAE** (ex G-DOLF) has joined the fleet of Great North Air Ambulance and registered to Multiflight. .

Tuesday 1st December

Robinson R44 **G-MGWI** dep 10:46, Cirrus DR20 **N677CD** arr 13:17 fr Fair Oaks n/stop, R/C F406 Caravan II **G-BVJT** arr 13:29 dep 14:33,



G-BAEO Cessna 172 01/12 Mike Storey



G-MGWI Robinson R44 Hields Aviation 01/12 Mike Storey

Wednesday 2nd December

Cessna 525 CJ1 **M-OLLY** arr 10:21 fr Memmingen-Allgau n/stop.

Thursday 3rd December

Beechjet 400 **SP-ATT** dep 07:57 to Hamburg, Cessna 525 CJ1 **M-OLLY** dep 10:35 to Belfast City ret LBA at 16:57 & dep 17:37 to Augsburg, Pilatus PC XII **G-KARE** arr 11:58 fr Fair Oaks dep 13:01 to Elstree, Cessna 560 Excel **CS-DXU** arr 17:08 fr EDI n/stop, Diamond DA42 **G-ZATG** arr 17:32 fr Inverness (based),

Friday 4th December

Learjet 60 **M-DMBP** arr 08:04 fr Manchester ret at 16:09, Phenom 300 **2-EMBR** arr 10:49 fr Exeter ret at 15:02, Cessna 560 Excel **CS-DXU** dep 11:30 to Newquay, Beech 200 S.Kingair **G-FLYW** arr 12:05 fr Newquay dep 12:38 to Exeter,

Saturday 5th December

R/C FRA150L **G-PPFS** arr 11:52 n/stop, Pilatus PC XII **G-KARE** arr 1&:30 fr Elstree dep 19:19 to Biggin Hill,

Sunday 6th December

BN-2B-26 Islander **G-SICB** arr 14:09 fr North Connel n/stop, Cessna 525 CJ1 **G-KION** arr 16:39 fr Prestwick n/stop.

Monday 7th December

Cirrus SR20 **N203CD** arr 13:03 fr Liverpool n/stop, Cessna 510 Mustang **OE-FWF** arr 14:55 fr Geneva dep 15:57 to Brussels, Cessna 560 Excel **CS-DXV** arr 16:43 fr Newquay dep 17:50 to Dublin, Cessna 525 CJ1 **G-KION** dep 18:05 to Prestwick.

Tuesday 8th December

Diamond DA42 **G-HAKA** arr dep 10:19 to Southampton but return LBA early at 10:37 n/stop, Phenom 100 **ZM336** ILS approach at 15:22 c/s CWL36, Learjet 45 **CS-TFQ** arr 17:26 fr Basle-Mulhouse dep 18:43 to Santiago.

Wednesday 9th December

Piper Pa-28-181 **G-VOAR** f/t Carlisle (09:36/10:56) with pilot for : Cirrus Sr22 **2-FFLY** dep 11:09 to Carlisle, Phenom 100 **ZM337** ILS approach 13:13 c/s CWL36, Cirrus Sr20 **N203CD** dep 13:41 to Liverpool, Ikarus C42 **G-ZOMB** dep 14:04 to Barton, Diamond Da42 **G-HAKA** local flight dep 15:08 ret at 15:28, Bae Hawk T2 **ZK011** ILS approach at 17:28 c/s Valley 04, Cirrus SR22 **D-ELUR** arr 18:41 fr Paderborn n/stop.



ZM337 Phenom 100 RAF 09/12 Paul Whincup

Thursday 10th December

Beech 200 S.Kingair **G-SASD** f/t Glasgow (09:36/12:26), Piaggio P180 Avanti **M-GFGC** arr 13:20 fr Biggin Hill dep 13:32 to Liverpool, Cirrus SR22 **D-ELUR** dep 17:03 to Paderborn.

Friday 11th December – no movements

Saturday 12th December

Cessna 560 Excel **G-GAAL** arr 08:36 fr Luton ret at 17:20, Cessna 680 Latitude **CS-LTM** arr 10:12 fr Le Bourget dep 12:28 to Southampton ret LBA at 14:39 n/stop, Cessna 414 **N44NE** arr 10:44 fr Turweston dep 11:33 to Lydd, Cessna 182S **G-SKYL** f/t Sherburn (14:07/15:09), Eurocopter EC155 **EI-XHI** arr 16:55 fr Caen-carpiquet n/stop.



G-SWRD Boeing 737 Excel 12/12 Paul Whincup

Sunday 13th December

Eurocopter Ec155 **EI-XHI** local flight dep 09:35 ret at 10:06, Cessna 680 Latitude **CS-LTM** dep 11:21 to Farnborough, Agusta Westland AW109SP **G-FDHS** arr 15:35 fr Kildare n/stop.

Monday 14th December

Diamond DA42 **G-HAKA** dep 08:39 to Southampton ret at 15:31, Cessna 510 Mustang **OE-FPP** arr 09:48 fr Helsingborg dep 11:14 to Samedan, Diamond DA42 **G-FFMV** arr 10:22 fr Bournemouth n/stop, AW109SP **G-FDHS** dep 10:44 to Church Fenton, Cessna 510 Mustang **OE-FOG** arr 11:46 fr Angers-Loire dep 13:28 to Zurich, Lockheed C130J Hercules **ZH875** ILS approach at 16:27 c/s ascot 146,

Tuesday 15th December

Cessna 525B CJ3 **N264CE** f/t Lyon (08:35/16:04), Cirrus SR22 **N482CD** f/t Sleep (10:46/15:11), R/C F406 Cravan II **G-MAFB** arr 10:59 fr Cranfield n/stop, Cessna 177B cardinal **G-BFMH** dep 11:11 to Church Fenton ret at 14:22, Piper Pa-28RT Turbo Arrow **G-TKHE** arr 12:40 fr North Weald n/stop, Cessna 510 Mustang **OE-FNP** arr 13:35 fr Farnborough ret at 17:05, Diamond Da40 **G-SADK** arr 14:20 fr Staverton n/stop, Beechjet 400 **I-TOPD** f/t Linate (17:30/18:12), Falcon 8X **OY-SKK** f/t Billund (17:34/18:09),

Wednesday 16th December

Cessna 525A CJ2 **G-TWOP** arr 08:00 fr Bristol dep 09:01 to Genova & ret LBA at 18:40 n/stop, Bell 429 **M-YMCM** arr 08:54 dep 10:45 to Newcastle, Piper PA-28RT Turbo arrow **G-TKHE** dep 13:01 to North Weald, AW109SP Grand **G-MOAL** arr 16:32 fr Staverton dep 20:40, Beechjet 400 **OK-ESC** arr 17:45 fr Prague n/stop,

Thursday 17th December

Beechjet 400 **OK-ESC** dep 08:06 to Geneva ret LBA at 18:22 n/stop, Diamond DA42 **G-ZATG** dep 08:47 to Cranfield , Cessna 525A **CJ2 G-TWOP** dep 10:03 to Farnborough, Cessna 525 CJ1 **M-OLLY** f/t Memmingen-Allgau (10:40/16:30), R/C FR172E **G-THIN** arr 11:40 n/stop, Piper Pa-46-600TP Malibu **G-ETET** arr 13:17 fr Guernsey dep 13:52 to Booker, Cirrus SR22 **N222ED** dep 15:09 to Sherburn .



G-NHAB AS365N-2 Dauphin Great North Air Ambulance 13/12 Mike Storey

Friday 18th December

Cessna 750 X **N299CX** arr 06:32 fr Goose bay until 21st, Beechjet 400 **OK-ESC** dep 08:22 to Reykjavik, Phenom 300 **CS-PHE** arr 11:15 fr Aberdeen dep 13:18 to Southampton Piper PA-46 500TP Malibu **N60JM** arr 16:12 fr Cannes dep 17:54 to Le Touquet, Diamond Da42 **G-ZATG** arr 17:16 fr Lerwick (based),

Saturday 19th December

Cessna 560 Excel **CS-DXN** arr 09:27 fr Copenhagen dep 11:11 to Zurich, Piper Pa-34 Seneca **G-BOCU** ILS approaches at 10:45 & 10:49 fr Sherburn, Cessna 525A CJ2 **9H-ALL** f/t Biggin Hill (13:27/18:01).

Sunday 20th December

Cessna 182S **G-ZINC** local flight dep 11:38 ret at 13:41, Beech 200 S.Kingair **G-SASD** f/t Glasgow (12:14/14:20), Diamond DA40 **G-LWLW** arr 12:27 n/stop, Cessna 525 CJ1 **G-KION** arr 17:09 fr Staverton n/stop until 24th, Cirrus **SR22 G-OZZT** dep 18:06 to Teesside.

Monday 21st December

Cessna 750 X **N299CX** dep 17:14 to Goose Bay,

Tuesday 22nd December

Global Express **9H-AYS** arr 09:05 fr Biggin Hill dep 10:40 to Antigua, Cessna 182S **G-ZINC** t/f Blackpool (10:06/12:44) & dep again 13:08, Cessna 182T **G-RDDM** arr 15:59 dep 16:52 to Gamston, Beechjet 400 **I-TOPD** arr 16:43 fr Le Bourget dep 17:05 to Linate,



N299CX Citation X 20/12 Mark Dobson



9H-AYS Global Express 21/12 Paul Whincup

Wednesday 23rd December

Eclipse EA500 **2-TAKA** arr 11:18 fr Guernsey dep 12:06 to Bournemouth, Learjet 31 **D-CGGG** arr 19:40 fr Vigo dep 10:55 to Hahn.

Thursday 24th December

Cirrus Sr22 **G-OZZT** arr 11:39 fr Newcastle n/stop, Cessna 525 CJ1 **G-KION** dep 12:08 to Newcastle.

Friday 25th December – no movements

Saturday 26th December

Cessna 525A CJ2 **G-TWOP** arr 09:22 fr Bristol dep 10:00 to Brest, Phenom 300 **OE-GDF** arr 11:00 fr Orly dep 13:16 to Le Bourget.



OE-GDF Phenom 300 Speedwing Exec 26/12 Paul Whincup

Sunday 27th December

Falcon 2000LX **PH-CTH** arr 07:08 fr Antwerp dep 08:22 to Le Bourget, Falcon 7X **D-AGBI** arr 10:25 fr Braunschweig-Wolfsburg dep 12:22 to Antigua, Diamond DA40 **G-LWLW** arr 10:46 dep 10:46 ! Elcipse **EA500 2-TAKA** f/t Bournemouth (10:59/12:03),



2-TAKA Eclipse EA500 27/12 Paul Whincup



D-AGBI Falcon VW 27/12 Paul Whincup

Monday 28th December

Beech 200 Super Kingair **G-REXA** f/t Jersey (12:14/12:48),

Tuesday 29th December

Diamond DA42 **G-HAKA** dep 10:17 to Bournemouth, Cessa 525A CJ2 **D-ISJP** arr 12:16 fr Memmingen-Allgau dep 13:55 to Geneva,

Wednesday 30th December

Cessna 560 Excel **CS-DQB** arr 12:36 fr Zurich dep 13:23 to Le Bourget, Diamond DA42 **G-HAKA** ret fr Bournemouth at 13:13, Cessna 208 Caravan **N215BT** arr 13:43 n/stop, Phenom 300 **D-CBBS** arr 16:51 fr Alicante dep 17:53 to Le Bourget.



N215BT Cessna 208 Caravan Richard Johnson Racing Middleham
30/12 Paul Whincup

Thursday 31st December

Pilatus PC XII **G-OMSL** f/t newtownards (14:42/15:45).

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

December 2020

With the pandemic continuing to impact on aviation around the world, flights have again reduced as Covid-19 levels have increased across Europe.

Eastern Airways(EZE/T3, “Eastflight”)

Jetstream 41 and S2000 aircraft are utilized on most flights to **Southampton** (7660-7667, “60Y-67Y”). Also flights to **Newquay** (7692/7693, “82G/83G or 693”) operate. Sometimes EMB135, EMB170 and ATR72 aircraft are used.

18/12 G-MAJB(82G/83G), 20/12 G-MAJB(82G/83G), 21/12 G-MAJD(82G/693), 27/12 G-MAJD(82G/693), 28/12 G-MAJD(82G/83G).

Additional flights:-12/12 G-CIXW(9728/728P) operated charter in from Bournemouth/positioned out to Humberside, 18/12 G-MAJB(051P) positioned in from Southampton, 20/12 G-MAJD(031P) positioned in from Tees Valley, G-MAJB(032P) positioned out to Humberside, 30/12 G-MAJB(033P) positioned in from Humberside, G-MAJD(034P) positioned out to Humberside.

Jet2(EXS/LS, “Channex”)

Only positioning/test flights shown:-1/12 G-GDFO(059B) test flight to Dublin, G-DRTH(051B) test flight, 2/12 G-JZHP(036E) test flight from Stansted, 3/12 G-JZBK(031F) test flight, G-DRTB(031E) positioned out to Birmingham, G-DRTL(051B) positioned in from Birmingham, 10/12 G-GDFN(050B) test flight, 12/12 G-JZBN(030F) test flight, 20/12 G-GDFU(030F) test flight, 22/12 G-GDFN(050B) test flight, G-GDFU(477) positioned out to Gran Canaria, G-JZHR(217) positioned out to Lanzarote, 27/12 G-GDFV(223) positioned out to Tenerife, G-JZHM(217) positioned out to Lanzarote, 28/12 G-DRTL(223) positioned out to Tenerife, G-JZHE(217) positioned out to Lanzarote, 30/12 G-GDFN(051B) positioned out to Almeria, G-GDFJ(055B) test flight.



G-DRTH Boeing 737 Jet2.com 01/12 Mike Storey

KLM(KLM/KL, “KLM”)

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

Amsterdam (1549/1540, “73E/78E” Daily/aircraft stops overnight):-1/12 PH-EZH, 3/12 PH-EXK, 4/12 PH-EZD, 6/12 PH-EXL, 7/12 PH-EXW, 9/12 PH-EXT, 10/12 PH-EXU, 11/12 PH-EZL,

12/12 PH-EXK, 13/12 PH-EXJ, 14/12 PH-EZE, 15/12 PH-EXN, 16/12 PH-EXR, 17/12 PH-EZH, 18/12 PH-EZR, 19/12 PH-EXP, 20/12 PH-EXD(73E only), 21/12 PH-EZD(73E only), 22/12 PH-EXM(73E only), 23/12 PH-EZA(73E only), 26/12 PH-EZT(73E only), 27/12 PH-EXK(73E only), 28/12 PH-EZN, 29/12 PH-EZO, 30/12 PH-EZZ, 31/12 PH-EXI.

Other flights:-KL9958 (positional flights back to Amsterdam) 20/12 PH-EXD, 21/12 PH-EZD, 22/12 PH-EXM, 23/12 PH-EZA, 26/12 PH-EZT, 27/12 PH-EXK.

Ryanair(RYR/FR, "Ryanair")

Two based aircraft operated, with other flights by non-based frames.

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

Based aircraft:- EI-EVJ(1/12-31/12), EI-ENH(1/12-18/12), EI-GXM(18/12-31/12).

Non-based

Alicante (9078/9079, "38LJ/907A") :-17/12 EI-DPF, 18/12 EI-EBV, 20/12 EI-DPG, 22/12 EI-EME, 27/12 EI-DCN, 29/12 EI-DWI.

Dublin (152/152, "152/153"):-17/12 EI-EXF.

Gdansk (1504/1503, "36J/1503") :-18/12 SP-RSK.

Krakow (2333/2332, "1EL/2332") :-18/12 SP-RKG.

Warsaw (2204/2203, "9QU/55LH") :-18/12 SP-RSX, 21/12 SP-RSE.

Wroclaw (4108/4107, "4108/7JQ") :-14/12 SP-RKS, 18/12 SP-RSC, 21/12 SP-RKS.

Stobart Air (STK/RE "Stobart")

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

Belfast(3670/3671, "8G/1Q", Mon/Tue/Wed/Thu/Fri):-1/12 EI-FAW, 2/12 EI-FAX, 3/12 EI-FAU, 4/12 EI-FAX, 5/12 EI-FCY, 7/12 EI-FAW, 8/12 EI-FAU, 9/12 EI-FAX, 10/12 EI-FCY, 12/12 EI-FAU, 14/12 EI-FCY, 15/12 EI-FAU, 16/12 EI-FAU, 17/12 EI-FCZ, 18/12 EI-FCY, 19/12 EI-FCZ, 21/12 EI-FCZ, 22/12 EI-FCZ, 23/12 EI-FCZ, 24/12 EI-FAU, 28/12 EI-FSL, 29/12 EI-FCY, 30/12 EI-FSL, 31/12 EI-FAU.

Belfast(3678/3679, "9BN/8WP", Various):-3/12 EI-FCY, 4/12 EI-FAX, 13/12 EI-FAU, 17/12 EI-FCY, 18/12 EI-FCY, 20/12 EI-FAU, 27/12 EI-FCY.



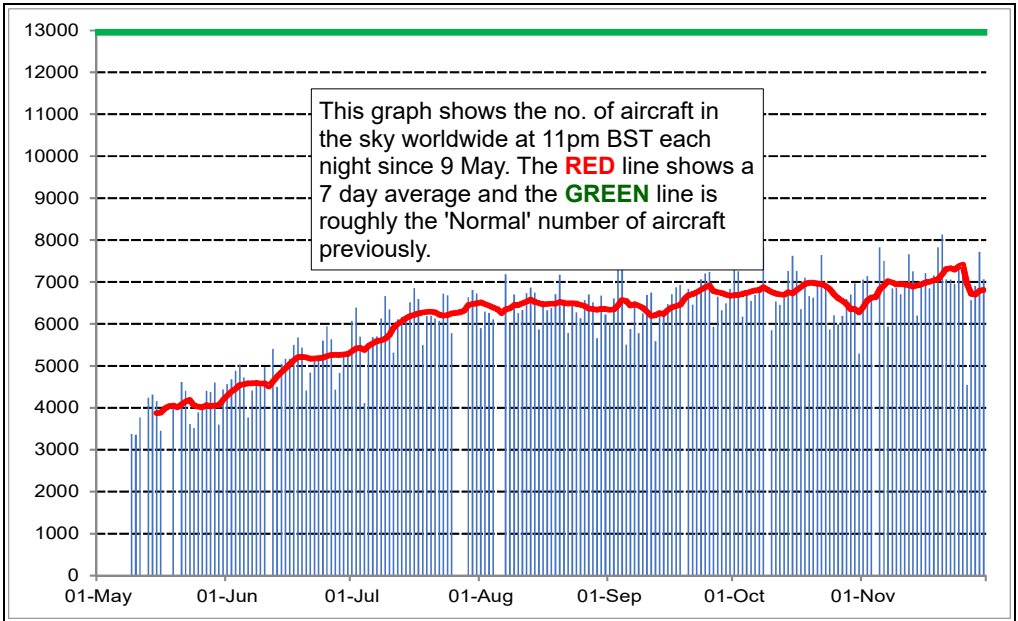
EI-FAW ATR Aer Lingus Regional 01/12 Mike Storey



G-CDZN Boeing 737-800 Thomson 14/01/2006



G-BVJD Fokker 100 BMI 28/12/2003 Departing to the Channel Islands



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

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LBA Remember When



G-ASUG Beech 18 Loganair Howard Griffin



G-AAPJ First Dh60 (AHS) via Ken Cothliff