

AIR YORKSHIRE

Aviation Society

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LX-PCC
PC24
Jetfly Aviation
26 December 2024

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Aviation Academy, Hangar 1, Southside Aviation Centre, Leeds Bradford Airport, Leeds, LS19 7UG

02 March 2025	Richard Howard - DHL during the Gulf war
6 April 2025	David Ward - History of Warton and Samlesbury
4 May 2025	Paul Armitage – Camera/Photo tips and Keith Manning – Old Yorkshire Photos
1 June 2025	To be arranged
06 July 2025	Damian Ives (Chief Operating Officer & Accountable Manager, Leeds Bradford Airport) will give us an update.
3 August 2025	Iain Robertson – Our own Air Yorkshire Member will show us a selection of his photographs over the years.
07 September 2025	Rod Dean - The Wooden Wonder – Development of the de Havilland Mosquito”
5 October 2025	Stephen Blee - Buccaneer through the archive - the Buccaneer story through photographs and documents from the site archive, many of which haven't been published before.

Society news....

Alan Sinfield

Member Survey – All Air Yorkshire members should have received an online survey to complete. It is vital that all members take time to complete it and don't forget you have the chance of winning a £50, £30 or a £10 voucher.

April Magazine – This edition will be the 60th anniversary of the Air Yorkshire Magazine. I would welcome any members to provide suitable articles for the occasion

PERCIVAL PROCTOR CRASH, BAILDON 19/8/49

The Percival Proctor was built in response to an RAF wartime requirement for a radio trainer and communications aircraft. In all 1143 were built and after the War many were sold into civilian hands.

It was a clear, bright and sunny Friday afternoon on the 19th of August 1949 when Proctor MkIV, G-AKLC, took off from Yeadon Aerodrome with four on board, with the pilot was an aircraft engineer, another employee of the company and a young man who had probably come along for the ride. This particular aircraft had been built in 1944 and served with the RAF as NP282, it had flown some 1300 hours. It was owned by Lancashire Aircraft Corporation who were based at Squires Gate, Blackpool, though this particular Proctor was based at Yeadon. The aircraft was on a test flight for two reasons. Firstly to check that a replacement gyro was functioning properly and secondly to check on the rear spar, which had been modified to accommodate an extra 5th seat in the rear of the aeroplane. When it was 22 minutes into the flight and over Baildon, which lies three miles north of Bradford and three miles west of Yeadon, the port wing fractured and broke away. Inevitably the Proctor spun into the ground, all four people on board perished. A few people nearby tried to help but there was nothing they could do. Fire engines rushed to the scene from Bradford and tenders were dispatched from the RAF station at Yeadon. The debris was spread in a cornfield between Tong Park and Gill Beck Farm, at the foot of Hollins Hill.

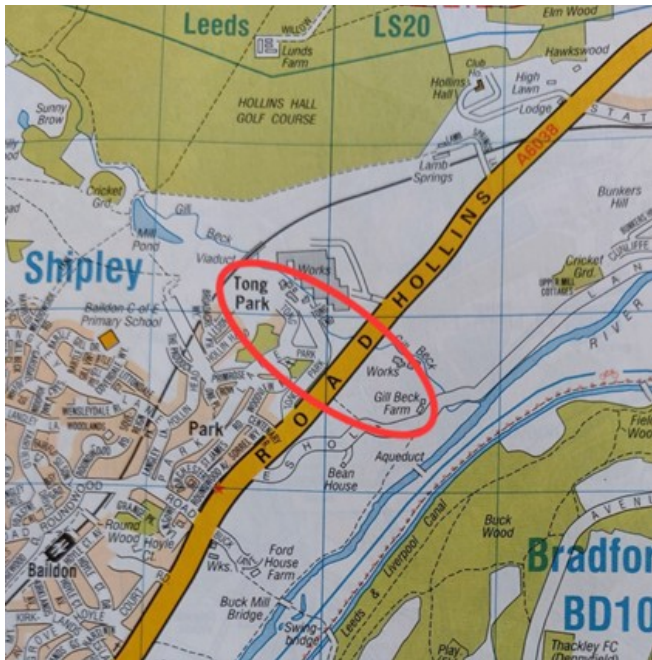


An undated photograph of the ill fated Proctor, location not known. The aircraft was painted light blue. (David Whitworth)

Different newspapers gave different accounts on the cause of the accident though in any event it was, of course, far too soon to speculate and their articles also differed on the sequence of events. All the following accounts were in newspapers which came out on 20th August, the day following the crash. The Yorkshire Post stated that after losing its port wing the aircraft spiralled to the ground, exploding just above the fields between Airedale Leather Co and Gill Beck Farm. They added that an official of the Ministry of Civil Aviation stated last night that a gyro compass was being tested on the flight but no mention of the spar was made. The front page of the Herald Express reported that the inquest had opened that day at Baildon Town Hall adding that Air Ministry officials examined the wreckage the same day. In the Dundee Courier it reported briefly that when the wing broke away the aircraft was flying low and close to its Yeadon base adding that as it spiralled earthwards it narrowly missed a detached house before hitting the ground. The report in the Yorkshire Observer stated that the Proctor had crashed between Wood View House and Gill Beck Farm adding that the engine had burst into flames, the fire was put out by people working nearby. The Scotsman reported the same day that it was the starboard wing which had failed and not the port as other newspapers had stated. It said the aircraft was flying low and within a mile of its base at Yeadon, a witness said he saw the aircraft flying in a dive of about 60° towards the ground whilst almost at the same time the plane started to roll when the wing broke away at its roots.

The Inquest, which had commenced in Baildon Town Hall on 20th August, was now adjourned on 25th and would not open again until 30th September. The Bradford Observer, attending the resumed Inquest reported that it was declared that there was nothing to indicate that the port wing had degenerated or deteriorated through age. The Coroner thought that fracture of the centre part of the mainplane, which caused the wing to come off, may have been due to an extraneous load. Evidence showed that the Proctor was just 4lbs under its AWW for this flight. There was no evidence to suggest inspections carried out at Yeadon Aerodrome, where the aircraft was based, had not been conducted properly. The Halifax Daily reported that evidence was given by several witnesses. Keith Davies, aircraft maintenance, said that 2/3 days before the crash he carried out an inspection of the centre section of the aircraft and the attachment of

the wings to the fuselage but there was nothing amiss. The Inquest concluded on 30th September.



The site of the crash, the wreckage was spread between Tong Park and Gill Beck Farm. Yeadon Aerodrome is 3 miles to the north east.

The outcome of the Inquest was published in detail by The Shipley Times & Express on 5th October 1949. A verdict of 'Death by Misadventure' was returned by the jury. Evidence that the timber of the wing spars had been tested and found to be substantially under the specified strength was given by a senior investigating officer of the Air Ministry. John Stanithorpe said he took the aircraft up on a 10 minute test flight on the morning of 19th August, the same day the aircraft crashed. He found the aircraft to be satisfactory though during the test flight two small defects occurred, one to the radio and one to the gyro. Frederick Clifton of the Civil Aviation department said he went to the crash site and found the port wing in a fairly complete state on one side of the road with the remaining parts of the aircraft on the other side. He had the wing spars and material from which they were made specially examined and tested. His opinion was that the quality of the wood in the spars was below density specification and in his opinion this is what caused the crash.

Percival, the manufacturer of the Proctor, issued a statement to those owners who may understandably be concerned about causes of the crash. It stated that during the War Douglas Fir was used as a substitute for spruce in the wing spars of the aircraft when supplies were unavailable. They stated that the density of the actual wood used in this particular aircraft was, however, 'below specification'. This was the first structural failure of a Proctor to have occurred in the air.

The four people on board the Proctor were:

Capt Valois Garcia-Salas (31), pilot, who was staying in Rawdon

Rowland Ransome (26), aircraft engineer, The Oval, Garforth

Clarence Allsop (33), employed at the airport as a labourer, Greenbank Hostel, Horsforth

Peter Hardman (18), student on holiday from school, Address given as Selworthy Road,

Langar Airfield Nottinghamshire 4 September 2024

The airfield is home to Skydive Langar and thanks to a contact via Sky-High Skydiving at Peterlee/Shotton Airfield in County Durham I had no problem getting permission to go airside although as I arrived a C206 departed and did not return during my visit .

The original wartime control tower still survives although much altered and is used by the parachute club and has a café and toilet facilities which are open to the public . The former technical site and now an industrial estate were two hangars still survive and is to the north while to the south west are the former A V Roe repair depot hangars both of which sites are still in use although sadly no longer aviation related ! Between the two on Harby Road is a memorial garden with a memorial cairn dedicated to 207 Squadron who flew Lancaster's from here together with a memorial to the later USAF operations from here and like Saltby , a C-47 base .

Large Hangar

G-FOXP

C208 Caravan 1



Small hangar

G-BMAO

Taylor Monoplane

dismantled , PTF exp 16-7-24 . Wings have new fabric , dope applied but still require painting .

Flying

G-FBPS

C208 Grand Caravan

Others

Resident C150 G-AZLY , and well known to me as a long time Teesside resident with the Cleveland Flying School back in the day , was circuit bashing at Tollerton were I saw it later .

A C206 departed as I arrived and didn't show on ADS-B and possibly resident G-BMOF ?

Resident C208B G-FLOH departed to Weston on the 2 September and returned on the 6th .



Humberside 8 February.... **Adrian Meaburn**

G-UNIA	AugustaWestland	AW169	Uni-Fly Helicopters	Terminal Apron
G-UNIB	AugustaWestland	AW169	Uni-Fly Helicopters	Terminal Apron
ZH850	AugustaWestland	EH1-101 Merlin HM2	RN No.824 Naval Air Squadron	Terminal Apron
G-CMLI	Embraer	ERJ-170LR	Eastern Airways	Terminal Apron
G-SELB	Piper	PA-28-161 Cherokee Warrior II	POM flying group	Grass
G-BXYM	Piper	PA-28-235 Cherokee Pathfinder	Private (Hull owner)	Grass
G-DKEY	Piper	PA-28-161 Cherokee Warrior II	Aeroschool	Grass
G-BPOM	Piper	PA-28-161 Warrior	POM flying group	Grass
G-PLAN	Cessna	F150L	Aeroschool	Grass
G-CHPA	Robinson	R22	Swift Helicopter Services Ltd	Grass
ZK531	BAe	Hawk T53	BAe	BAe Entrance
1129	BAe	Strikemaster Mk.80A	BAe - Saudi markings	BAe Entrance



G-UNIA AugustaWestland AW169 Uni-Fly Helicopters



ZH850 AugustaWestland EH101 Merlin HM2RN No.824 Naval Air



G-CMLI Embraer ERJ-170LR Eastern Airways



OE-UDW DA50 14/12 Paul Whincup

This aircraft arrived on the 14th December direct from the Diamond factory at Wiener Neustadt in Austria, I searched various databases for the aircraft but could not find a DA50 with this registration but I did find at least 3 x DA40'S and 8 DA42's that have also carried this registration, and realised that OE-UDW is a factory issued ferry registration used on new aircraft. I did find a DA50 displaying 'UDW on Jetphotos but as this this was taken on 13th Jan 2024 and was in a different colour scheme so it couldn't be the same aircraft, plus this aircraft is now registered N27KY C/N C.A.A. 044.

After departing LBA OE-UDW routed Inverness, Egilsstadir, Reykjavik, Nuuk, Goose Bay, and Montreal to London Ontario where it arrived on 17th December. On 19th December a new DA50 C/N C.A.A.069 was registered N986G to Diamond Aircraft Sales USA Inc.,and I believe that this is the new identity of OE-UDW,

Cobra Warrior 24 September 2024....



ZJ913 Typhoon FGR3 Mike Storey



CASA C-295C CC-3 Finish Air Force Michael Hanks



HN-457 FA18C Finnish Air Force Michael Hanks



4044 F16C-52 Fighting Falcon Polish Air Force Mike Storey



4050 F16C-52 Fighting Falcon Polish Air Force Mike Storey



HN-417-FA18C Finnish Air Force Michael Hanks

New Zealand McDonald's....

Brian Sunderland R.I.P.



#ZK-CAW DC-3 McDonald's in Taupo, New Zealand

Built in 1943 Long Beach California for General Transport in the Pacific Area – Sold off at the end of 1945

1947-61 Flew with many carriers in Australia

1961-66 Flew for South Pacific Airlines in New Zealand

1966-84 Use for Crop Spraying

1954 Retired

Nottingham Heliport – Widmerpool 4 September 2024

Situated next to the A46 and home to Central Helicopters and which I had also visited in June and received a friendly welcome at this new facility which is also home to one of the Lincs & Notts Air Ambulance fleet .

Previously based at Tollerton but seeing the writing was on the wall , the company moved here and have established a smart new base with clubhouse , hangars and a small grass strip but please PPR before visiting .

Hangar

G-BROX	R22 Beta
G-DENY	R44 Raven II
G-GHER	Squirrel II
G-HMEC	R22 Beta
G-STUY	R44 Raven II

G-DRLA AW109SP Grand New

Noted here on the 21 June 2024 were ;

G-BNYD	B206B Jet Ranger III
G-BROX	R22 Beta
G-DENY	R44 Raven II
G-HMEC	R22 Beta







G-KLAW Christian Eagle



G-BNZZ PA28 Cherokee



G-TESM DA42



Taken from G-BNZZ Cherokee

January 2025

Airline	Date	Reg	Type	MSN	Remarks
Jet2	05 Jan	GLSAK	Boeing B752-23N-W	27973/735	WFU 04 Jan 25 MAN - DGX 06 Jan 25
Jet2	05 Jan	GLSAI	Boeing B752-21B	24016/150	WFU 05 Jan 25 MAN - DGX 08 Jan 25
Ascend Airways	06 Jan	GWEAH	Boeing B38M MAX 8	43340/8217	LGW - Heraklion - Muscat 29 Dec 24 Lsd to Oman Air 31 Dec 24 - ? Bsd Muscat
Eastern Airways	06 Jan				General update
ASL Airlines Ireland	10 Jan	EISTH	Boeing B734-429-F	25729/2217	WFU 30 Dec 24 Rome - Cologne 31 Dec 24 Cologne - SNN 06 Jan 25 SNN - DGX 10 Jan 25 Fr part-out
ASL Airlines Ireland	11 Jan	(EISTC)	Boeing B734-476-F	24446/2569	WFU 04 Aug 24 Maastricht - Liege 05 Aug 24 Liege - Sofia 02 Sep 24 Regd to Africa Charter Airline as C5STC 06 Jan 25 Divd Sofia - Luxor - Nairobi - Johannesburg 10-11 Jan 25
Jet2	11 Jan	(GLSAE)	Boeing B752-27B-W	24135/165	WFU 27 Dec 24 MAN - DGX 02 Jan 25 Fr part-out Canx as PWFU 10 Jan 25
Ascend Airways	14 Jan	GHAGI	Boeing B38M MAX 8	42828/6408	LGW - Muscat 13 Jan 25 Lsd to Oman Air Bsd Muscat
easyJet UK	15 Jan	GUZEF	Airbus A20N-251N	12383	Regd 13 Jan 25 Tianjin - Astana 14 Jan 25 Astana - LGW 15 Jan 25
Jet2	16 Jan	(GLSAK)	Boeing B752-23N-W	27973/735	WFU 04 Jan 25 MAN - DGX 06 Jan 25 Fr part-out Canx as PWFU 15 Jan 25
Maersk Air Cargo UK	16 Jan	GMACZ	Boeing B762-25E-F	27195/535	Regd 15 Jan 25. Ex OYSRJ Trans fm Maersk Air Cargo Currently at SNN
Ryanair	16 Jan	EIIKP	Boeing B38M MAX 8-200	67113/9066	Divd DUB 16 Jan 25

West Atlantic	16 Jan	ECKJA	ATR 72-202-F	207	Lsd fm Swiftair 13 Jan 25 - ? Bsd EXT
West Atlantic	16 Jan	(GCLXT)	ATR 72-212-F	446	WFO 08 Jan 25 EMA - Madrid 14 Jan 25 Regd to Swiftair as ECJRP 15 Jan 25
Jet2	18 Jan	(GLSAI)	Boeing B752-21B	24016/150	WFO 05 Jan 25 MAN - DGX 08 Jan 25 Fr part-out Canx as PWFO 17 Jan 25
Cityjet	19 Jan	(EIHSE)	Bombardier CRJ 900	15088	Acquired. Ex OELOM (DACKI) Currently at Maastricht To op fr SAS
ASL Airlines Ireland	23 Jan	EIHRF	Boeing B738-86J (BCF)	30879/871	Francazal - SNN as VPCII 09 Jan 25 Regd 23 Jan 25 To op fr SolitAir
Cityjet	25 Jan	(EIFPB)	Bombardier CRJ 900	15399	WFO 30 May 24 Copenhagen - Valencia 31 May 24 Strd Valencia - Keflavik - Goose Bay - Toronto 21 Jan 25 Toronto - Dayton 22 Jan 25 Regd to American Airlines as N636NN 24 Jan 25 Op by PSA
TUI Airways	25 Jan	GTUOA	Boeing B38M MAX 8	44635/8994	Regd 24 Jan 25 Divd LGW 25 Jan 25
TUI Airways	25 Jan	GTUOA	Boeing B38M MAX 8	44635/8994	Regd 24 Jan 25 Divd LGW 25 Jan 25
Loganair	28 Jan	(GSAJO)	Embraer ERJ 145 MP	145.216	WFO 04 Jul 24 ABZ - BOH 06 Jul 24 Fr part-out Canx as destroyed 27 Jan 25
Loganair	28 Jan	(GSAJB)	Embraer ERJ 135 ER	145.473	WFO 20 Mar 20 Strd ABZ engineless Fr part-out Cockpit to Perth College Air Service Training 18 Oct 24 Canx as destroyed 27 Jan 25
Norse Atlantic UK	28 Jan	(GCKWD)	Boeing B789-9	38789/691	WFO 19 Jan 25 Trans to Norse Atlantic as LNFNE 27 Jan 25
Loganair	31 Jan	GSAJS	Embraer ERJ 145 EP	145.390	WFO 15 Dec 24 Strd ABZ Currently being offered fr sale

LEEDS/BRADFORD NEWS

LBA have a press release to summarising 2024 and giving a taste of what 2025 will bring. 2025 is set to be a big year for Leeds Bradford Airport (LBA) with phase 1 of the £100 million terminal regeneration on track to be complete, allowing even more customers to depart from Yorkshire's largest airport. This is welcome news for the region as LBA has today released figures that confirm both passenger numbers and flights continue to increase at a positive rate. 2024 saw a 5.8% rise in passengers travelling from LBA compared to 2023, with over 4.24 million people taking to the skies across almost 32,000 flights throughout the year (averaging 87 flights a day!), a 6.2% increase from 2023.

Alicante remained LBA's most popular destination in 2024, with over 50,000 more passengers flying to the lively Costa Blanca resort than in 2023. Dublin and Palma De Mallorca also made up the top three destinations for passenger numbers in 2024 from LBA, in a year that saw several new destinations added and more routes added to existing destinations, giving passengers more choice than ever before from Yorkshire. At the end of 2024, LBA released updated visuals of the ongoing regeneration project, providing consumers with a glimpse of the new space that will include new spacious baggage collection areas, enhanced security facilities as well as two new customer lounges for optimal passenger comfort. With expanded retail and dining options, alongside improved accessibility, the terminal is set to deliver an improved experience for all travellers in 2025. The new terminal extension, a cornerstone of LBA's commitment to sustainability and regional growth, will deliver a modern, efficient facility, setting new standards in passenger comfort. The expansion will also support increased capacity while aligning with LBA's ambition to be a leader in sustainable airport operations.

The first phase of the regeneration project is set to be complete in spring/summer 2025, where guests will be able to enjoy an elevated experience upon their return and welcomed into the new terminal extension before attention switches to phase two of the project, which involves redeveloping the existing terminal. January 2025 also sees the airport launch its Peaks campaign "Faff Less. Holiday more". The creative campaign will be seen and heard across various platforms from outdoor advertising to radio spots, showcasing the benefits and ease of travelling from Leeds Bradford Airport this year. Tom Holdsworth, Leeds Bradford's Aviation Development Manager commented: "It's been a remarkable year here at LBA and it's great to see numbers of both passengers and flights continue to increase at a good level. Our existing partners including easyJet, Jet2, KLM, Ryanair and Wizz Air have continuously increased the number of flights and destination offerings for customers travelling from LBA throughout the year, plus we've welcomed SunExpress as a new airline partner. "2025 is a really exciting year for us as the terminal regeneration really comes to life and we'll see customers enjoy a new travel experience from LBA in the Summer."

Leeds Bradford Airport has hit out at plans to provide a grant of almost £90m in public funds to reopen Doncaster Sheffield Airport. Doncaster Council has created a new special purpose vehicle company called FlyDoncaster to manage the latter airport and intends to provide £105m in loans. The low rate of the loans equates to an effective grant to the new company of £89.7m. (See article under Doncaster in Airport News) Vincent Hodder, chief executive of LBA, said: "Whilst we wholeheartedly support the sustainable growth of aviation in Yorkshire, we are concerned about the introduction of distortive public subsidies creating unfair competition." LBA's concerns were highlighted this week in a report by the Government's Subsidy Advice Unit on the council's plans. It noted that both LBA and the Regional & City Airport groups, which runs sites in locations including Norwich and Exeter, had questioned the "proportionality" of the subsidy. The report noted that LBA could potentially lose as much as 20.5 per cent of its air passenger traffic to a reopened DSA.

Mr Hodder said: "We submitted a comprehensive report to the CMA's Subsidy Advice Unit. The report considers the distortive effects on competition such a use of public funds could have as well the viability and costs of reopening DSA considering its commercial failure in November 2022. "We're pleased that the CMA's Subsidy Advice Unit has reflected our comments and concerns in its report. There are potentially less market-distorting investments to be made that could deliver the same or greater levels of benefits for the region. "In order to facilitate future regional growth in industry and avoid anti-competitive and detrimental effects, it's vital that the City of Doncaster Council takes action on the areas highlighted for improvement and engage with others to ensure sufficient safeguards are in place as to how public funds are used." While the council currently owns 100 per cent of FlyDoncaster, the SAU report notes that the idea of the authority running the airport itself has previously been ruled out due to a lack of "appropriate expertise and experience". It said the subsidy is required "to enable a sufficiently attractive internal rate of return to be achieved to a private investor".

Eastern Airways will be operating the Amsterdam services on behalf of KLM Cityhopper from the 31st March. The airline will base one of their Embraer ERJ-190's at LBA, to operate a 3 times daily service to Amsterdam. This arrangement, of Eastern operating KLM flights, is already in place at Bristol, Teesside and Humberside airports. Last year many LBA to Amsterdam flights were operated by German Airways ERJ-190's. Some reports suggest the reason for this is technical problems with the newly delivered ERJ-190N2's, other suggest a pilot shortage at KLM Cityhopper. The airlines has recently acquired former KLM Embraer PH-EXC, which has been re-registered G-CMWI, and is due to shortly receive another example, PH-EXD, which has been allocated British registration G-CMZI.

AIRPORT NEWS

Bristol Airport's ambitious masterplan consultation, envisioning developments up to 2040 to accommodate the region's surging demand, is at its halfway mark with locals urged to contribute before the deadline. Dave Lees, Bristol Airport's chief executive, has delved into the details of this blueprint, which aims to offer connections to far-flung destinations, such as the US east coast and the Middle East. Mr Lees said the airport was experiencing unprecedented passenger volumes, with an all-time high of 10 million people flying to over 115 places last year. He said: "Desire to fly from Bristol Airport is forecast to grow to around 15 million passengers by 2036. To meet this rising demand and to provide a local alternative to the millions who travel many miles to use London airports each year, it is essential we look to the future now. "An increase in passengers from the current cap of 12 million passengers per annum to 15 million passengers per annum, would see aircraft movements increase from 85,990 to 100,000 per year in the longer term to meet demand for air travel." "These new routes wouldn't require a new runway, just an extension by 150 metres - around the size of one and a half football pitches - within our existing boundary."

Other airfield improvements would include widening of taxiways so that two narrow body aircraft could travel safely in the opposite direction, or two aircraft could travel side by side, filtering into position just ahead of take-off. The proposals also include a larger terminal building, with walkways directly serving aircraft in a bid to reduce passenger transport to aircraft by bus; and more on-site facilities including retail, food and drink and an additional hotel; and more space for flight catering, engineering and other requirements for airport businesses. Mr Lees emphasised the significance of Bristol Airport to the regional economy, noting their ambitions to bolster its growth. "The airport contributes around £2bn of gross value added to the South West and South Wales economies. Our plans for growth to 2040 would increase this to £3bn," he added. "We are proud to be one of the largest employer sites in our area. The Airport provides over 5,000 jobs on-site, both through direct employment and via the 70 plus businesses that operate within the Airport. Around 70% of people working at the Airport live within 20 miles."

Doncaster Sheffield Airport are now to rely on over £100 million of public money after the council failed to secure a private operator. City of Doncaster Council has confirmed that an unnamed international airport operator is "waiting in the wings" to partner with a new council-owned company, FlyDoncaster, and run the airport. According to Subsidy Advice Unit (SAU) findings, the council would set up FlyDoncaster using £105.2 million of subsidised-interest loans. A South Yorkshire Mayoral Combined Authority board report in November about the airport noted the public money to support the costs of reinstating and operating the airport could come from Gainshare funding – a £900m settlement from Government given to South Yorkshire mayor Oliver Coppard as part of devolution arrangements. The report published by the SAU on 22 January said £60.6 million would cover start-up costs and a £44.6 million loan would be used for rent deferral to be repaid over 25 years. It also recommended that the council explain "more clearly" to taxpayers why it chose to create a new company to operate the airport rather than a private operator. Last March, the council signed a lease agreement with Peel, covering the site for 125 years. Doncaster mayor Ros Jones said last year that the first passenger flights could take off from Doncaster Sheffield Airport as soon as spring 2026.

She added: "This is set to be the largest single investment in Doncaster for more than a generation, hence the considerable level of due diligence and our rigorous and logical approach to accomplish this monumental challenge of saving and re-opening our airport. "This is a Team Doncaster and Team South Yorkshire effort, I would like to thank the residents and businesses of Doncaster for their patience, we are not over the line yet, but we are nearly there." Airport budget proposals and approval from SYMCA are scheduled over the next few weeks ahead of a full council meeting on 27 February.

London Heathrow has recorded its busiest-ever year in 2024 with 83.9 million passengers passing through its terminals which is around 4.7 million more than last year and 3 million more than that last pre-pandemic year of 2019. Not resting on its laurels, though, the airport expects 2025 to be even busier, with forecasts showing that up to 84.2 million passengers could use the airport. Heathrow chief executive Thomas Woldbye said: "I'm proud of all my colleagues and our partners who worked so hard to deliver great experiences for more passengers than ever before. "In 2025, our journey towards better value for our customers will continue by investing in the kind of facilities our passengers and airlines are looking for." The record figures come as Heathrow Airport is investing around £1bn in enhancing the airport and making it fit for the future.

AIRLINE NEWS

Airbus Industrie have announced it has decided to discontinue its Airbus Beluga Transport subsidiary. The airline, which received its Air Operator's Certificate (AOC) on 9 January 2024, was established by Airbus to offer outsized cargo flying capacity charters with three A300B4-600ST Beluga's. According to Airbus, the decision was made as operating the cargo-charters required very specific operational equipment for loading and off-loading the Beluga's, which proved to be a challenge.

IndiGo Airlines, India's largest low cost airline, is planning to enter the Europe market by launching non-stop flights from Delhi to Manchester. This marks an important milestone for IndiGo as the airline enters the European market for the first time in its operational history. The flights are planned to be operated daily. Subject to the successful execution of its plans, IndiGo will launch these flights starting from 1st July 2025. IndiGo has filed this route with the Boeing 787-9s. IndiGo has shown the intention to wet-lease the 787-9s from Norse Atlantic Airways,) The deal will likely be closed by February 2025.

Jet2 has now officially retired its Boeing 757-200 fleet, placing all three remaining aircraft into long-term storage. The three remaining airframes, G-LSAE (msn 24135), G-LSAI (msn 24016), and G-LSAK (msn 27973), were ferried to St. Athan between January 2 and 8th. G-LSAI was scheduled to leave Manchester on January 8th, and perform a flypast at LBA en route to St Athan, unfortunately this did not happen "Due to safety concerns following the heavy snow fall earlier in the week". Jet2, has opted to phase out the type as part of its transition to newer Airbus narrowbody jets. The retirement of these aircraft also marks the end of active passenger Boeing 757 operations by United Kingdom registered aircraft. Only four Boeing 757 freighter aircraft, operated by DHL Air, remain active on the U.K. register. Jet2's B757 fleet had an average age of 34 years. G-LSAE and G-LSAI joined the airline in 2006, while G-LSAK was added in 2010. Jet2's fleet now comprises 117 aircraft - three A321-200s, thirteen A321-200NX, seven B737-300s, and ninety-three B737-800s, plus one A330-200 wet leased from Air Tanker. The airline has 134 A321-200NX still to be delivered from an order placed by parent Jet2 plc.

Jet2 have entered into a long term agreement with Willis Aviation Services to carry out in-depth 'C-Checks' on its Boeing 737s at its Teesside base. Chris Hubbard, Director of Engineering & Maintenance at Jet2.com commented "At Jet2, safety and reliability are at the heart of everything we do," he added "We are confident that Willis Aviation Services' proven capability and commitment to quality will ensure our fleet continues to meet the highest standards, enabling us to continue delivering an exceptional experience to our customers." Jet2 have recently used another Teesside based company, Airbourne Colours for painting its Boeing 737s..

Lufthansa Technik has unveiled a fully restored Lockheed L-1649A Super Star, the flagship of Lufthansa's late-1950s fleet. The aircraft, restored to non-airworthy condition, rolled out in Hamburg on January 17, 2025, showcasing its original 1950s cockpit and engineering. The aircraft will be painted in its original 1950s Lufthansa livery at Münster/Osnabrück Airport. It will move to Frankfurt in October 2025, where it will be displayed alongside the Junkers Ju 52 D-AQUI at Lufthansa's new conference and visitor centre, opening in 2026 for the airline's 100th anniversary.

Ryanair have announced a record Summer schedule from Dublin with 123 routes, including 1 new route to Rabat (Morocco's sunny capital), as well as extra flights on 18 existing popular routes, like Faro, Ibiza, Malta, Milan, and Valencia. This comes after Ryanair drastically reduced services from Dublin last summer, and the redeployment elsewhere of 15 based aircraft, as a result of a traffic cap introduced in May 2024. As a result of Ryanair's successful appeal to the High Court, the artificial traffic cap has now been suspended for Summer 2025. The suspension of the traffic cap, coupled with reduced airport charges for next-gen aircraft, will enable Ryanair to grow traffic and tourism to Ireland this Summer. The based fleet will increase to 34 aircraft.

The move is as a result of the temporary suspension of the Dublin traffic cap for Summer 2025 while its legality has been referred to the EU Court of Justice. Ryanair have stated it believes that the EU Court of Justice will deem this artificial restriction on passengers' free movement at Ireland's main airport illegal, there is still no long-term certainty beyond Summer 2025. They went on to comment only long-term solution is for the Dublin traffic cap to be scrapped completely so it can properly utilise its 2 runways and 2 terminals which can cater for up to 60m passengers p.a.

London Heathrow has recorded its busiest-ever year in 2024 with 83.9 million passengers passing through its terminals which is around 4.7 million more than last year and 3 million more than that last pre-pandemic year of 2019. Not resting on its laurels, though, the airport expects 2025 to be even busier, with forecasts showing that up to 84.2 million passengers could use the airport. Heathrow chief executive Thomas Woldbye said: "I'm proud of all my colleagues and our partners who worked so hard to deliver great experiences for more passengers than ever before. "In 2025, our journey towards better value for our customers will continue by investing in the kind of facilities our passengers and airlines are looking for." The record figures come as Heathrow Airport is investing around £1bn in enhancing the airport and making it fit for the future.

AIRCRAFT NEWS

In December 2024, Boeing may have delivered the last 777-300ER, according to reports. The aircraft, originally intended for China Southern Airlines, made its maiden flight on January 21, 2020. That day, the first positive corona case was reported in the United States, leading to a difficult production environment for Boeing. One year after the first flight, Boeing stopped production of the model. The aircraft was originally scheduled to be delivered to China Southern Airlines, but it was instead delivered to lessor Altavair, which handed it over to Ethiopian Airlines. This move underscores the changes in Boeing's supply chain and order situation. The company had actually hoped to already deliver the successor to the 777-300ER, the 777X. But the 777X program is suffering from significant delays, and delivery of the first 777-9 is now expected in 2026 at the earliest. The cargo version, the 777-8, is also not expected to come to market until 2028. However, Boeing plans to begin test flights of the 777X soon. According to media reports, these flights will take place shortly, although the company has not yet officially confirmed this. The delays in the 777X program, especially the challenges in certification, have significantly delayed the market launch of the new model.

Boeing has announced it is committing to expanding its Charleston, South Carolina operation creating 500 new jobs. Charleston is home to the production of Dreamliners, where the complete cycle of fabrication and assembly through to delivery takes place for Boeing 787-8, Boeing 787-9 and Boeing 787-10 aircraft. Boeing's plans include expanding both of its North Charleston campuses, located at 5400 International Blvd. and 9775 Patriot Blvd., to allow it to support increased 787 Dreamliner production as well as future-proofing for potential rate increases. Boeing already plans to increase Dreamliner production to 10 aircraft per month by 2026. The Charleston operation employs 7,800 people across its Airport and North Campuses in North Charleston, and its West Campus in Orangeburg sites.

OTHER NEWS

EasyJet has found a new way to make its planes even lighter - less paint. The budget airline giant said it has become the world's first airline to use a lower-weight paint method to reduce its planes' fuel burn. The carrier is trialling a new approach which cuts the number of paint layers needed to create its orange and white livery. The innovative approach, developed in partnership with Mankiewicz Aviation Coatings, streamlines the painting process, requiring fewer layers to achieve the airline's signature orange and white livery. While the weight saving per aircraft is relatively modest at 27kg, EasyJet emphasizes that this is one of numerous small steps being taken to improve fuel efficiency across its fleet. Every kilogram saved translates to a reduction in fuel burn and, consequently, a smaller carbon footprint.

EasyJet predicted it will lead to an annual fuel saving of 1,296 tonnes once the fleet-wide rollout is completed by 2030.

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

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)

BEVERLEY (EY) An interesting visitor on the evening of 9.1 was ZK555 Chinook HC.6 arriving from Humberside and departing to Western Rough Wind Farm in the North Sea, it was here from 18.30 to 18.40hrs. A new resident is G-SIMM C42 FB100.

BRIDLINGTON (EY) On 23.1 at 09.08hrs G-YORX Bk.117D-3 (Helimed 98) landed in Dukes Park, departing at 10.19hrs f&t Nostell.

BURN (NY) G-DCCM ASK13 has departed to Kirton on Lindsey following sale and new is G-CFTL ASW20CL.

CARNABY (EY) On 3.1 G-YORX Bk.117D-3 (Helimed 98) landed at the western end of the old airfield at 14.19hrs from Nostell, departing at 15.01hrs to Hull Royal Infirmary.

CHURCH FENTON (NY) 21.12 G-OSRL LJ45. 30.12 G-BFTH F.172N, G-IFIT PA-31, G-IJIM Extra NG, G-NLSE AS.355F2, G-SUEO DA.40NG. 2.1 G-ELSE DA.42. 3.1 N365RE 340A (340A0459). 5.1 G-NETR AS.355F1, G-NLSE AS.355F2. 7.1 G-AWUJ F.150H, G-BOWY PA-28RT. 9.1 G-CDAB Glasair IIS RG f&t Seething, N877C SR.22 (0445). 10.1 D-FZZZ PC.12/47E (2400) f Trebbin t Newcastle, M-ELIS Bell 407GX (54315) f Coney Park. 16.1 G-EOJB R.44, G-LINZ R.44, G-XXED S.76C++. 20.1 OO-ZUN Cessna 525C (525C-0438) f Dundee t Farnborough. 26.1 G-KCMI PA-46.

CONEY PARK (WY) New resident is G-DHAM R.44 ex Sherburn (lease to Hields).

DEIGHTON/CRAB TREE FARM (NY) A new arrival is G-ZLLE SA.341G from Serbia.

DONCASTER/SHEFFIELD AIRPORT (SY) Updating last month's notes G-GAVA Jetstream 31 departed on 4.12.

DONCASTER/SOUTH YORKSHIRE AIR MUSEUM (SY) A new arrival noted 22.12 was G-ARYV PA-24, dismantled and still on a trailer (accident 17.3.24 near Leicester). Also new are BAPC.176/A4850 SE.5A Replica and the cockpit section of ZD486/A-533 IA.58A.

EDDSFIELD (EY) 29.12 G-WOFT A.109E f Oxford t Brighton.

ELVINGTON (NY) G-SKTN/WR963 Shackleton MR.2 arrived on several lorry loads from Coventry during early January, noted from the air on 10.1 in sections behind the main hangar. XH767 Javelin FAW.9 has now completed its move to East Midlands Aeropark.

FULL SUTTON (EY) A new resident first noted 12.1 is G-ZGAB Bristell NG5. Another new resident noted on a visit 26.1 was G-CLZO EV.97.

GAMSTON (Notts.) 20.1 G-TESG DA.42.

KIRTON IN LINDSEY (Lincs.) A new resident is G-DCCM ASK13 ex Burn.

LEEDS/BRADFORD AIRPORT (WY) More recent additions to the Jet2 fleet are G-HLYI and G-SUNM both A.321-251NX.

LEEMING (NY) XX317 Hawk T.1A has taken up Gate Guardian duties here.

NETHERTHORPE (Notts.) SE-IV PA-24-260 (24-4970) mentioned last month has been registered N9462P and is believed to be still resident?

NEWARK AIR MUSEUM (Notts.) WK277 Swift FR.5 is due to move to South Wales Aviation Museum at St.Athan, after been here since the early day of the museum, although it was only on loan to them. The date of the move is yet to be confirmed. Also due to depart shortly are two stored airframes, G-AXYZ and G-AXZB both WHE Airbuggy, the first is dismantled and the second semi complete, they are to move to the Ulster Aviation Society Heritage Collection at Long Kesh in Northern Ireland.

NORTH COATES (Lincs.) Residents A new resident is G-CFCX Rans S.6 arriving from Fishburn on 14.12. **Movements** 3.12 OK-LTM R.44 (1833) f&t Cabourne. 14.12 G-TGTT R.44 f&t Claxby, G-GRZZ R.44 f Waithe Top Farm t Fishburn (crew ferry for G-CFCX). 15.12 G-GRZZ R.44 f&t Waithe Top Farm. 18.12 G-FRGP AW.109SP f Frankton t Redhill. 23.12 G-TGTT R.44 f&t Claxby. 25.12 G-GRZZ R.44 f&t Fen Lane Farm, G-AIEK/RG333 M.38 f Fen Lane Farm, 4x n/s due to weather, t Fen Lane Farm 29.12. 29.12 G-CEBF EV.97A f&t Forwood Farm, G-TGTT R.44 f&t Claxby. Fast forward now to the **Brass Monkey Fly-in** 11.1 G-DCOE RV.6 f&t Cauntton, G-BBDP DR.400 f&t Sturgate, G-CMKV C42 FB100 f&t Felixkirk, G-COLF Bristell NG5 f&t Eddsfield, G-BRPY PA-15 with G-MPDF TL.2000 and G-OBMS F.172N all f&t

Sherburn, G-ATJN D.119 f&t Wickenby, G-CMSS Kitfox with G-CLML Kitfox, G-CDEX Europa TG, G-CMLL RV.12, G-ELWK RV.12 and G-ROZZ C42 FB80 all f&t Fishburn, OK-LTM R.44 f&t Cabourne, G-TBDI C42 FB100 f&t Wrangle, G-BXOI 172R with G-PHYL Kitfox both f Breighton t Sherburn, G-APVS 170B f&t Breighton, G-CIMT Cavalon f&t Boston, G-CHHI RV.7 f&t Gamston. **12.1** (a lot of fog around today, keeping the fixed wing visitors away) N500HJ 369E (0392E) f&t Bedford, N7NP 369HE (0260E) f&t London, OK-LTM R.44 f&t Cabourne, G-CORI 369E f&t Wickford, G-ORSM B.206B f&t Doncaster, G-JBBH AS.350B3 f&t Little Gransden, G-AIEK/RG333 M.38 f&t Fen Lane Farm, G-BEAH J/2 f&t Witchford, G-MLXP Europa TW f&t Sturgate.

NORTH DUFFIELD/BIRCHWOOD (NY) G-CMPT J/2 has departed following sale and is believed to have gone to Balado.

NORTH RESTON/HALL FARM (Lincs.) A new resident arriving 25.1 is G-CSAV T.600N ex Sandtoft.

SHERBURN (NY) A late addition for **19.12** was G-BSPE F.172P. **20.12** With AFT 2-TESH DA.40D (D4.309) departed to Oxford, with 2-TESK DA.40D (D4.307) returning here. Resident G-BEKO F.182Q departed to Kortrijk/ Wevelgem and is not due back until the new year. Visiting was G-DEND F.150M. **21.12** N5757 PA-46-350P (4636114) f Fishburn t Teesside. **23.12** G-BIDH 152, G-BNOM PA-28, G-BZBF 172M, G-CHHI RV.7, G-CIFC TB.200, G-CKYF EuroFox, G-HFCB F.150L, G-GDAC AA-5A, G-JBRD M.20K, G-MLXP Europa TW, G-PLAN F.150L, G-UANO/FAP1367 DHC.1. **24.12** G-OOCF TB.10. **25-28.12** No visitors. **29.12** In Engineering today were G-BPOS 150M, G-ICAS S.2B, G-ROLY F.172N and, when we had finished with it, G-CCWM DR.400 (Annual due 2.1). Visitors were G-ASIT Cessna 180, G-BFXW AA-5B, G-CJZW RV.12, G-IROB TB.10, G-JMKE 172S, G-MLXP Europa TW, G-TRIN TB.20, G-WLGC PA-28. **30.12** G-GGEM PA-28, G-IIJM Extra NG, G-KSHI Beech A.36, G-MYVP Rans S.6. **2.1.25** G-BGKY PA-38, G-BIZO PA-28R f&t Bristol, G-BNST 172N, G-BPGU PA-28, G-CDJK Ikarus C42 FB80, G-CDSB Pioneer 200, G-CGDI EV.97A, G-GAVV CTSL, G-GGEM PA-28, G-HFCB F.150L, G-WLGC PA-28, N182GC F.182Q (F18200068). Resident G-EISG Beech A.36, which is rarely seen, departed to Little Staughton for maintenance. **3.1** In Engineering today were G-BFTF AA-5B, G-BPOM PA-28 arrived from Humberside, G-BPOS 150M, G-CCWM DR.400, G-ICAS S.2B and G-ROLY F.172N. A busy day with visitors G-AYKW PA-28, G-BTVX 152, G-CCZD RV.7, G-CIBZ EuroFox 912S, G-CMKV Ikarus C42 FB100, G-COLF Bristell NG5, G-CTDH CT2K, G-GGEM PA-28, G-GPAG RV.6, G-JAJB AA-5A, G-KKKK/XX513 Bulldog Srs.120/121, G-SELB PA-28 (crew ferry for G-BPOM), G-SIMY PA-32, G-WLGC PA-28, N3600X SR.22T (0491) f&t Perth. **4.1** G-AXTC PA-28, G-BIPN RF.3, G-BXVO RV.6A, G-CMLL RV.12, G-DEND F.150M, G-FOXV A.22LS, G-GTRR Quik, G-IANZ Quik, G-ROZZ C42 FB80, G-RVJP RV.9A, N500TY 369E (0086E). **7.1** G-BAEO F.172M, G-CLEA PA-28. **9.1** G-BOWY PA-28RT, G-FOXV A.22LS, G-GGEM PA-28, G-LFSA PA-38. **10.1** G-CHHI RV.7, G-EHLE C.42 FB100, G-RVBP RV.7. **11.1** G-AYOW 182N, G-BRND 152, G-BXJD f Eshott t Full Sutton, G-DWYP Skyranger 912S, G-LUFC Bell 407, G-OPRC Europa XS-TG (still present 25.1), N525RJ PA-32R-300 (32R-7780278) f&t Elstree. **12.1** G-BXJD PA-28 f Full Sutton, 3 x n/s due fog, G-CLZO EV.97 2 x n/s due fog, G-DWYP Skyranger 912S. **13.1** G-CGPY/671 A.75L300 departed to Leicester on its way home (arrived 10.11), G-RAMS PA-32R arrived from Gamston for maintenance. Visitors were G-EMSA Sportcruiser and G-TBGO TB.10. **14.1** G-CEND EV.97 plus G-CLZO EV.97 departed. **15.1** Outside Engineering were G-BPOS 150M awaiting collection from maintenance and G-RAMS PA-32R. G-BXJD PA-28 returned to Full Sutton (with G-BRPY PA-15 as crew ferry). In Engineering were G-BFTF AA-5B, G-BPOM PA-28, G-ICAS S.2B and G-ROLY F.172N. Visitors were G-CJAM C42 FB80, G-DWYP Skyranger 912S and G-JONL Sportcruiser. **16.1** G-RAMS PA-32R departed to Gamston after maintenance. 2-TESH DA.40D (D4.309) arrived from Oxford for AFT with 2-TESK DA.40D (D4.307) as crew ferry. Visitors were G-BGHJ F.172N, G-BHEV PA-28R, G-BPGU PA-28, G-CGDI EV.97A, G-ELKE SR.20, G-OCCH DA.40D, G-RSMC SLA.100 and G-WLGC PA-28. **17.1** G-BPOS 150M departed to Beverley after maintenance and G-BPOM PA-28 from Humberside was still in Engineering, as were the others noted 15.1. **20.1** G-BIDH 152. **21.1** G-BPGU PA-28, G-TSDC AT01-100A. **23.1** G-ROMT R.44. **25.1** G-AXTC PA-28, G-BAPI FRA.150L, G-CCDX EV.97, G-CCTI EV.97, G-CDJK C42

FB80, G-CFNF R.44, G-CGCH Sportcruiser, G-CMKV C42 FB100, G-DPRV RV.7A, G-FLYO EV.97, G-GDAC AA-5A, G-GDSO Cavalon, G-GURU PA-28, G-IIJM Extra NG, G-JAEE RV.6A, G-JDRD Pioneer 300, G-JLAT EV.97, G-MCLK RV.10, G-SIMM C42 FB100, G-STVT Sportcruiser, G-WARW PA-28, G-WLGC PA-28. A few additional notes as we reach press date, G-BXEX PA-28 accident damaged and still present in Hangar 3, G-CGPY/671 A.75L300 departed for home 13.1 after a couple of months here, G-DHAM R.44 is now at Coney Park ex Hields lease, G-JADJ PA-28 departed back to Beverley 20.12, G-KLAW Eagle II is still in Hangar 5 and is for owner training, G-MZJI Rans S.6 accident damaged and has now departed following a change of owner, G-OPRC Europa XS-TG appears to be a new resident in Hangar 3. Hields have only had G-JBKA R.44 in use all month and AFT are currently using G-LORC PA-28, G-TESM DA.42, 2-TESH DA.40D and 2-TESE DA.40D.

SIGGLESTHORNE (EY) On 22.1 G-YORX Bk.117D-3 (Helimed 98) landed at 15.36hrs at Leas Lane on the A1035 between Sigglesworth and Seaton, attending a serious collision between a school bus and tractor. It departed at 16.25hrs and was f&t Nostell.

WICKENBY (Lincs.) G-DOIN Skyranger 912S is a new resident here. After a short spell of residency N1792R A.185F (18502508) is now to be found at Rendcomb.

WIDMERPOOL/NOTTINGHAM HELIPORT (Notts.)

Brighton....

Andy Wood (HAR)

RESIDENTS

G-EGSJ Jabiru J400 which got stranded here back in the summer shows no sign of returning home yet. G-OMIC Bu.133C has been carrying out engine runs and is due to make its first post rebuild flight in the near future. G-RPAX/35-23 CASA1.133 not sure exactly when this departed but it was at Sywell by December, it had been at Brighton for maintenance. G-ZVKO Edge 360 is still present awaiting better weather for ferrying to its new owner. HA-HSG SA.342M (1615) departed 30.12 to Deighton/Crab Tree Farm, ending a long association with Steve's Gazelles here.

OUTSIDE PARKING

G-BEZI AA-5, G-HELA TB.10 and HB-CIU FR.172J have been present throughout. At the Flying School they seem to have settled on G-ICDP F.150L and G-OCPC FA.152, with both present throughout.

MOVEMENTS

19.12 G-CDJK C42 FB80 f&t Beverley, G-JIMM Europa XS-TG f&t Fishburn, G-XLNT CH.601XL f Crosland Moor t Fishburn. **24.12** G-POLB EC.135T2+ (Police 42) fuel stop. **29.12** G-WOFT A.109E f Eddsfield t Oxford (fuel stop). **30.12** G-IIJM Extra NG operating in the overhead 09.50hrs f Church Fenton. **3.1** G-CDJK C42 FB80 f&t Beverley, G-RMAV C42 FB80 f&t Sandtoft, G-SAAA CTSW f&t Sherburn. **4.1** G-WIKI Europa XS-TG f&t Rufforth East. **10.1** G-LLWP A.32M f&t Kinross. **11.1** G-BXOI 172R with G-PHYL Kitfox both f Sherburn t North Coates, G-YAAA Bk.117D-3 (Helimed 99) f James Cook University Hospital t Nostell (fuel stop), G-ZGAB Bristell NG5 f&t Full Sutton. **13.1** G-DJSM AS.350B3 f private site Goole t Tarporley, G-NSYS EC.135T1 f ? night stop. **14.1** G-NSYS EC.135T1 circuit training then t private site Scunthorpe. **19.1** G-CEBF EV.97A f&t Forwood Farm. **25.1** G-AJJS Cessna 120 f&t Temple Bruer, G-BXOI 172R f&t Sherburn, G-BZRV RV.6 f Gamston t Hinton in the Hedges, G-CGCH Sportcruiser with G-FLYO EV.97, G-GDSO Cavalon, G-JLAT EV.97 and G-SIMM C42 FB100 all f Sherburn t Beverley, G-CHHI RV.7 f&t Gamston, G-CIRY EV.97 f Gamston t Leicester, G-CMKV C42 FB100 f Felixkirk t Sherburn, G-CMWT Pipistrel Alpha f&t Temple Bruer, G-DPRV RV.7A f Lambley t Sherburn, G-EXLL CH.601XL f&t Sturgate, G-ICRV RV.7 f&t Gamston, G-MYVP Rans S.6 f&t Forwood Farm, G-RIVT RV.6 f&t Grove Farm, G-SAAA CTSW f&t Sherburn, G-XTRA EA.230 f&t Netherthorpe, G-ZGZG 182T f Full Sutton t Tibenham.

Coney Park....

Mike Storey

1 st December	G-VIVE	LEONARDO AW109SP GRAND NEW	BICESTER/BARNARD CASTLE
2 nd December	G-KLNH	LEONARDO AW109SP GRAND NEW	MUSSELBURGH/BATTERSEA
2 nd December	G-RDWN	LEONARDO AW109SP GRAND NEW	DARLINGTON/ELSTREE
3 rd December	G-GOES	ROBINSON R44	LEEDS EAST/CARLISLE
12 th December	G-FRGP	AUGUSTA AW109SP GRAND NEW	GOTTS PARK/GOTTS PARK

Sandtoft....

Michael Hanks

Changes to Resident Aircraft:

Now Based - None

No longer Based – None

None Residents in for Maintenance:

- | | |
|--------------------------------------|---------------------------------------|
| 1. G-AYHA
AA-1 from
13/11 - ?? | 2. G-BCRR
AA-5B from
??/04 - ?? |
|--------------------------------------|---------------------------------------|

Visitors in December:

03/12 G-BOSM DR253B f/t Sherburn, G-CGZE MTOsport f/t Rufforth East, G-CFAR MT-03 f/t Crosland Moor and G-FLIS M-16C f/t Crosland Moor
10/12 PA-28 G-AYMK f/t Blackpool and G-OSUT SF-25C f/t Sutton Bank
14/12 G-CJRZ C42 f/t Griffins Farm and G-DWYP Skyranger f/t Rufforth East
16/12 G-CKIO PA-28A f Nottingham t Sherburn
19/12 G-CTCL TB-10 f/t Nottingham
20/12 G-PRDH AS355 f/t Gloucestershire
29/12 G-CDLL MCR-01 f/t Tholthorpe

December

Resident Aircraft noted	First noted	Last noted
G-ARHZ D.62	06/05/2024	15/12/2024
G-ARRS CP.301A	30/03/2024	15/12/2024
G-ATLM F.172G	21/09/2010	15/12/2024
G-AWGK F.150H	30/03/2024	17/11/2024
G-AYYU Beech C.23	22/01/2023	15/12/2024
G-AZTS F.172N	08/11/2014	15/12/2024
G-BBDP DR.400	25/02/2023	11/12/2024
G-BDDG D.112 wfu	30/03/2024	17/11/2024
G-BGHJ F.172N	25/09/2024	17/11/2024
G-BRPV C.152	25/02/2023	17/11/2024
G-BRPY PA-15	11/05/2024	17/11/2024
G-BRIV TB9	13/11/2021	17/11/2024
G-BROR J-3C	06/05/2024	17/11/2024
G-CEYK Europa XS	04/05/2024	15/12/2024
G-CIFC TB.200	29/05/2022	15/12/2024
G-EOHL C.182L	20/07/2024	15/12/2024
G-EXLL CH601XL	29/05/2022	15/12/2024
G-FARY Tri-Q	14/01/2022	15/12/2024
G-GAME T303	14/12/2024	15/12/2024
G-HIBB Jabiru J430	30/03/2024	15/12/2024
G-MLXP Europa	20/07/2024	17/11/2024
G-MJVU CH601HDS	01/05/2024	17/11/2024
G-OMCB TL2000	22/03/2021	15/12/2024
G-OPAZ Pazmany PL2	08/11/2014	17/11/2024
G-TAAB SR.22	13/10/2024	17/11/2024
N955BE B55 Be95	26/11/2022	15/12/2024
N40453 PA-23	08/11/2014	17/11/2024

The double decker bus noted here is registered BX54DHN, last noted 15/12/2024

DECEMBER 2024

HELICOPTER ACTIVITY(p/s – Private Site)

01/12 G-RDWN AW.109SP, p/s near Coventry – p/s Barnard Castle
 02/12 G-KGRP A.109E, f. Great Missenden – p/s North Allerton
 02/12 G-RDWN AW.109SP, Cross Chandlers - Rockcliffe Hall Golf Club
 03/12 G-TAJB BK-117(Woodstock 45). Ampleforth College – p/s Chester
 03/12 G-UHGB Bell 205A, f. Penrith, Lifting Duties Ilkley Moor all day
 03/12 G-WECG Twin Squirrel, Darwen – p/s near Sheffield
 05/12 G-YRTE A.109S, East Midlands – Cantley Hall, Doncaster
 06/12 G-LARD R.66, Ferrybridge – p/s Bedford(Also 16/12)
 06/12 G-CPTZ AW.169(Helimed 81A), Pinderfields, Wakefield – Newcastle
 08/12 G-OAHL Twin Squirrel(Trident 3), Elstree – p/s Harrogate – Graythwaites
 10/12 G-FOWR Long Ranger(Topcat 31), Coney Park – Rudding Park – Coney Park
 10/12 ZZ383 Wildcat, plus 1(Helicat Formation), Harrogate Hospital Landing Site
 11/12 G-FGRP A.109E, Shirebrooke – Gotts Park Golf Club, Amrley
 11/12 ZJ998 Merlin(Jungly 12), Yeovilton – Harrogate Hospital Land Site
 11/12 G-HCNX EC-155, p/s New Arlsford – p/s Norton-on-Derwent
 13/12 M-ONTY S-76C, p/s near Leyland – p/s Skelmanthorpe
 14/12 OO-ABK Twin Squirrel, p/s Pateley Bridge – Manston
 14/12 G-CIKX R.66, Battersea – p/s Market Rasen
 14/12 G-MSVI A.109S, EMA – p/s Harrogate – p/s Radnall, Kent
 16/12 G-OJDB Squirrel, Nether Audley – p/s Barlby, Doncaster
 16/12 G-SUFK EC-135(Helimed 22), Husbands Bodsworth – p/s Hagworthingham
 17/12 G-OFZY Twin Squirrel(Trident 6), Nottingham – Hymers College, Hull
 18/12 G-FGRP A.109E, p/s Frankton – North Coates
 19/12 G-TJPK AW.109SP, p/s Leyland – Humber Bridge Country Park
 19/12 G-HGRB R.44, p/s Guisborough – p/s Masham
 23/12 G-PDPD EC-120B, p/s Oakham – Ripon, Grantley Hall
 24/12 G-JOZI Squirrel, Louth – p/s Staveley – Louth
 24/12 G-MAXD p/s near Eastoft – p/s near Royston
 29/12 G-WOFT A.109E(Trident 11), Oxford – Edsfield
 30/12 G-PDPD EC.120B, Ripon, Grantley Hall – p/s Lake District

CARR GATE:- 16/12 G-POLB EC-135(Police 151) f. Barton;

CONEY PARK:- 1/12 G-VIVE AW.109SP(Saxonair 14) f. Bicester; 2/12 G-KLNH AW.109SP(Saxonair 18) f. Edinburgh; G-RDWN AW.109SP f. Rockcliffe Hall Golf Club; 3/12 G-GOES R.44(Pipeline 81) f. Leeds/East; 11/12 G-FGRP A.109E, F/T Gotts Park Golf Club; 14/12 G-MCLA R.44 f. Prestwick; 16/12 G-LINZ R.44(Pipeline 86); 19/12 G-JBKA R.44 f/t Sherburn;

WALTON WOOD:- On 19/12 EC-12B G-ETIM was noted carrying out a local air test, having been on long term maintenance. 6/12 EC-135 G-POLB(Police 42) f/t Carr Gate(training); 19/12 N500TY MD-500E to p/s near Manchester Airport; 23/12 G-OJDB Squirrel f. Chelford;

R.44 G-DKNY was recently purchased by an owner in the Nottingham area and appears to operating from a site near Staveley.

LOCAL AIRFIELDS

BAGBY:- 1/1 G-KGRP A.109E f. Coventry; 14/12 G-CEND Eurostar f. Brighton; 19/12 G-RIDB Bell 429(Grid 03, local survey work);

BEVERLEY:- 5/1 G-WLDN R.44 f. Leeds/East t. Gamston; 11/12 G-OMAS A.150M f. Teesside; 14/12 G-CFCX Rans S6-ES f. Fishburn; N218SA PA-24 Comanche f. Fadmoor; 29/12 G-LINZ R.44(Pipeline 87) f. Leeds/East;

CROSLAND MOOR:- 9/12 G-BDFR Fuji FA-200 f. Sherburn t. Netherthorpe; 19/12 G-YORX BK-117(Helimed 99A) t. Leeds General Infirmary;

ELVINGTON:- 14/12 G-OOSH Zenair CH-601UL f. Chatteris;

FISHLAKE, DONCASTER:- Jet Provost XS186, which has languished here for some time has now been sold to new owners in Lithuania.

GAMSTON:- 2/1 G-OTST DA-62 f. Warton; 5/1 G-WLDN R.44 f. Beverley t. Leeds/East; 14/12 G-BCCK AA-5 f. Sleaf; 16/12 G-VLTT DA-42 f/t Crosland Moor;

LEEDS/EAST:- A pair of Cessna 208 Caravans passed through on delivery 7/12. N9010B and N9009B routed from Reykjavik to Oxford and were on delivery to Africair. 3/12 G-GOES R.44(Pipeline 81) t. Coney Park; 4/12 N322JR SR-22 f/t Blackpool; 5/12 LN-LJE Super Cub f. Ashourne; 6/12 G-SEEK Cessna T.210N f. Little Shelford; 8/12 D-FZZZ Pilatus PC-12 f. Schonhagen; G-PDGT Twin Squirrel(Osprey 64); 9/12 G-REXA King Air 250(Endurance 967) f. Jersey t. East Midlands; G-BZGO R.44 f/t Bolton; 10/12 G-BSKW PA-28 f/t Blackpool; 10/12 OO-ABK Twin Squirrel f/t Pateley Bridge(refuel); 11/12 G-BIEY PA-28 f. Beverley; 15/12 N725EL Cirrus SR-22 f. Oxford; 16/12 G-JSUE RV-7A f/t Barton; 16/12 G-REXB King Air 200(Endurance 991) f. Jersey t. Le Bourget; 19/12 G-PMCM PA-46T Malibu(Sky Europe 72) f. Wycombe Air Park; 19/12 G-HIGA Cessna 172P f/t Blackpool; 19/12 G-SLAY DA-40 f/t Nottingham; 29/12 G-WLGC PA-28 f. Sandtoft; 29/12 G-LINZ R.44(Pipeline 87) f. Wellesbourne Mountford; 30/12 G-IFIT PA-31 Navajo f/t LBA; G-KSHI Beech A.36

LEEMING:- 3/12 T-754 Challenger(SUI 541, also 5/12) f. Bern; 5/12 GZ100 AW.109SP(Ascot 1030) f. Northolt; 6/12 HB-AZH EMB.190E2(SUI 398) t. Payerne; 18/12 Typhoon(Psycho 31) go-around;

NETHERTHORPE:- 4/1 G-TSDB Aquila 01 t. Teesside; 9/12 G-HTFU Airvan f/t Grindale(n/s until 19/12); G-GGRN PA-28R Arrow; 16/12 G-BCRL PA-28 f. Teesside; G-CISX Cessna 172M t. Teesside; G-ASWX PA-28 f. Connington; 17/12 G-TSDE Aquila 01 f/t Teesside; 19/12 G-TSDC Aquila 01 f/t Teesside;

RUFFORTH:- 14/12 G-BNST Cessna 172N f. Tollerton;

SHERBURN:- 3/12 G-FKNH PA-15 f. Woodvale; 11/12 N84VK PA-24 Comanche f. Tatenhill; 14/12 G-EJRS PA-28 f. Carlisle, G-CIPL RV-9; G-DVMI RV-7; G-RKID RV-6A; G-VANS RV-9; G-HFCB F.150L f. Saffron Walden; 18/12 G-TALP Cessna 172N f/t Tatenhill; 23/12 G-JBRD Mooney M20K f. Little Staughton; 29/12 G-ASIT Cessna 180 f. Stoney Lane airstrip; G-BFXW AA-5B f. Derby;

TOPCLIFFE:- The new Yorkshire Air Ambulance, BK-117 G-YAIR was delivered, via a stop at Nostell Priory and will initially be used as a "spear" aircraft and also for some training flights.

WICKENBY:- 11/12 G-CEND Eurostar f. Brighton; 14/12 SR-20 f. High Wycombe; 16/12 N2PD TBM.930 f/t Tollerton;

WADDINGTON:- 2/1 ZK001 Merlin(Pegasus 21) f. Boscombe Down; 3/1 ZM401 A.400M(Gold 11) f. Newcastle;

WROOT, FINNINGLEY:- 29/12 N90PV Cessna 310N, f/t

December 2024 GA and Military Movements

Hope you all had a great festive break, certainly little in the way of new visitors in December and a reduction in numbers close to 250. I've left in some of the more common visitors as I have the time to do so. January will be interesting with that cold spell plus high winds that must have impacted movements at the airport. What is startling is the number of bizjets etc that are not just night stopping but staying 2 or 3 days. Very unusual.

Sunday December 1st

Cessna 210 EI-BUF arr 12:35 n/stop, Eclipse EA500 2-JEZA dep 13:13, Cessna 525B D-CHAT arr 15:39 until 4th, MBB BK117 G-TAJB arr 15:56 until 3rd, PC XII OH-DBM dep 16:02, PC XII G-FITC arr 16:51 dep 17:06, Praetor 600 D-BOLT arr 17:48 until 4th, Phenom 300 CS-PHS arr 20:57 n/stop.

Monday December 2nd

Cessna 210 EI-BUF dep 08:50, EMB 135LR PH-DWS arr 14:15 until 4th, Praetor 600 9H-JFX arr 14:29 dep 15:09, Phenom 300 CS-PHS dep 14:48, Learjet 55 D-CGBR arr 17:07 n/stop.

Tuesday December 3rd

MBB BK117 G-TAJB dep 08:32, Cessna 525 M-OLLY arr 09:42 until 5th, Cessna 525A D-ICMD arr 11:24 n/stop, Learjet 55 D-CGBR dep 11:43, Diamond DA-42 G-CMWG arr 11:53 n/stop, Diamond DA-42 G-ZATG ILS approach at 13:03, AS365N EI-PRO dep 13:23 ret at 14:01, Cessna 560XL D-CHDJ arr 13:44 until 6th, EC135 G-HOLM arr 13:58 dep 14:37, EC135 G-POLB overshoot at 15:46 c/s UKP42, Praetor 600 D-BOSS arr 17:25 n/stop, Gulfstream 5 N703RK arr 19:52 until 6th.



D-BOLT Embraer 550 Praetor 600 Black Horse Aviation 03/12 Ian Gratton



G-CMWG DA62 247 Aviation 03/12 Ian Gratton



M-OLLY Citationjet CJ1 MBK Maschinenbau 03/12 Ian Gratton

Wednesday December 4th

AS365 EI-PRO dep 07:57 ret at 08:08 & dep again at 09:05, Diamond Da42 G-GJIM arr 09:29 n/stop, EMB 135LR PH-DWS dep 10:14, Beech 200 G-WVIP arr 11:25 n/stop, Cessna 525A D-ICMD dep 13:30, Praetor 600 D-BOSS dep 13:34, PA-28 G-CMEP arr 14:29 n/stop, PA-46 Malibu G-TFAM arr 15:14 n/stop, Cessna 560XL OE-GGG arr 15:30 dep 17:00, Praetor 600 D-BOLT dep 17:05, Cessna 525B D-CHAT dep 17:07. Phenom 300 CS-PHO arr 19:40 n/stop.

Thursday December 5th

Phenom 300 CS-PHO dep 09:05 ret at 18:25 n/stop, Beechjet 400 OK-BEE arr 09:20 dep 11:46, Cessna 560XL G-NJAC arr 10:11 dep 11:53, Diamond Da42 G-DJET arr 10:19 n/stop, PC XII LX-JFV arr 12:31 n/stop, Cessna 525A D-ICMD arr 15:13 until 11th, Cessna 525 M-OLLY dep 17:11,



G-TFAM Piper PA46 Malibu Matrix 06/12 Mike Storey



N703RK Gulfstream G-V 06/12 Mike Storey

Friday December 6th

Cessna 560XL D-CHDJ dep 09:17, Cessna 560XL CS-DXR arr 09:57 dep 10:49, Phenom 300 CS-PHO dep 10:52, PA-46 Malibu G-TFAM dep 12:02, PC XII LX-JF20:18V dep 12:43, Beech 200 G-WVIP dep 13:31, Gulfstream 5 N703RK dep 18:05. Phenom 300 D-CKVI arr 20:18 n/stop, Partenavia P68 G-POLV arr 20:18 n/stop.

Saturday December 7th

Ce 560XL D-CRON arr 11:04 dep 12:46, Challenger 350 9H-VCY arr 14:15 dep 15:21

Sunday December 8th

Phenom 300 D-CKVI dep 12:30, Cessna 560XL D-CRON arr 13:02 dep 13:30

Monday December 9th

AW109SP **G-NEWB** arr 10:33 dep 11:08, PA-28 G-CMEP arr 11:22 dep 12:15, Phenom 100 ZM335 ILS approach at 11:50, Cessna 182 G-KAVI dep 12:18, BAE Hawk T1 XX310 overshoot at 12:26 c/s WAD82, Partenavia P68 G-POLV dep 15:19, Cessna 525 G-SOLE arr 16:14 dep 17:25.

Tuesday December 10th

Cessna 210 EI-BUF arr 10:03 dep 11:26, Robinson R44 G-DHAM arr 10:26 dep 11:54 ret at 14:32 n/stop, Diamond Da42 G-DJET ILS approach at 12:42, PC XII G-LUSO arr 13:05 dep 13:49, Hawker 400XP SP-EAK arr 14:38 dep 15:43, Cirrus Sr22 N575PW arr 14:53 dep 15:20, Cirrus Sr22 G-KMTE arr 14:56 n/stop, Robin Dr400 G-CCWM ILS approach at 15:52.

Wednesday December 11th

Cessna 525A D-ICMD dep 09:25, Global Express C-GLXM dep 10:50, Grob G120TP ZM319 ILS approach at 11:15, Diamond DA42 G-TESM ILS approach at 14:11, Diamond Da42 G-DJET ILS approach at 14:43, EC155 G-HCNX arr 15:05 n/stop,

Thursday December 12th

Phenom 300 CS-PHJ arr 14:15 dep 16:32.

Friday December 13th

Grob G120TP ZM319 overshoot at 10:52, EC155 G-HCNX dep 12:38 ret at 13:30 n/stop, Cirrus Sr22 N575PW arr 12:41 n/stop, Cirrus SR22 G-KMTE dep 13:15, Phenom 300 D-CBBS arr 13:23 dep 14:32, Cessna 208B G-DLAD arr 13:32 dep 14:00, Challenger 850 9H-DOM arr 14:41 n/stop, Cessna 560XL CS-DXN arr 16:17 n/stop, Beech Premier 1 **OM-GLE** arr 16:57 n/stop, Global XP N394WJ arr 17:43 n/stop



D-CBBS Embraer Phenom 300 13/12 Mike Storey



G-BLNI BN-2B-26 Islander 13/12 Mike Storey

Saturday December 14th

Global 7500 C-GHSW arr 07:16 from Buenos Aeries dep 19:57 to Vancouver, Cessna 560XL OK-WND arr 07:44 dep 08:58, Cessna 560XL CS-DXN dep 09:00, challenger 850 9H-DOM dep 10:19, Cessna 560XL CS-DXP arr 10:38 dep 12:02. EMB 145LR PH-DWA arr 12:56 dep 13:46, Diamond Da50 OE-UDW (csn 044) arr 13:38 dep 14:18, EC 155 G-HCNX dep 14:30, Phenom 300 D-CBBS arr 14:59 dep 16:16, Global XP N394WJ dep 1700,



F-HCNX Eurocopter EC155B1 14/12 Mike Storey



N394WJ Bombardier Global 6000 14/12 Mike Storey



OE-UDW DA50 14/12 Paul Whincup



PH-DWA Embraer ERJ145LR 14/12 Mike Storey

Sunday 15th December

Phenom 300 9H-FLYIN arr 12:13 dep 14:57, Beech Premier 1 OM-GLE dep 12:22, Phenom 300 **OK-ELD** arr 13:05 dep 14:08,



9H-FLYIN Phenom 300 TAG Aviation Malta 15/12 Paul Whincup

Monday 16th December

Pilatus PC-24 D-COPI arr 09:51 dep 17:07, Legacy 500 9H-RFX arr 09:57 dep 10:56, Pilatus PC-24 D-CVMS arr 10:59 dep 11:37, Diamond Da-42 G-DJIM dep 13:48,

Tuesday 17th December

Cessna 560XL G-GAAL arr 08:35 dep 14:36, Cessna 525B **CS-DIY** arr 09:28 dep 11:05, Cirrus SR22 G-KMTE arr 10:38 dep 12:47, Phenom 300 OK-PHA arr 12:12 dep 13:12, Cessna 560XL OK-WND arr 12:32 dep 13:15, Legacy 500 9H-RFX arr 13:15 n/stop, Falcon 2000EX CS-DLM arr 13:40 dep 15:01, Diamond Da40 G-DPAZ ILS approach at 14:25, Cirrus SR22 G-GCVV dep 15:45.



CS-PHO Embraer Phenom 300 17/12 Mike Storey

Wednesday 18th December

Cessna 525B CS-DIY arr 12:58 nj/stop, Legacy 500 9H-RFX dep 15:16, Beech350 Shadow ZZ418 overshoot at 15:24, Diamond DA42 G-CMNW arr 15:42 dep 17:54, Beech 200GT S.Kingair G-REXA arr 16:16 dep 18:25, Phenom 300 D-CDAS arr 17:02 n/stop,

Thursday 19th December

Cessna 525B CS-DIY dep 08:21, R/C 182 G-CCYS arr 09:50 n/stop, Grob G120TP ZM310 arr 11:45 dep 14:55, Grob G120TP ZM305 arr 11:51 dep 14:36, BN-2B Islander G-BLNI dep 11:58 ret at 1455 dep again at 15:46 and ret at 16:53 n/stop, Grob G120TP ZM300 arr 12:06 dep 14:43, Pilatus PC-24 D-COPI arr 12:12 dep 13:30, Pilatus PC XII G-MDSE arr 12:34 dep 13:23, Diamond DA42 G-DJET ILS approach at 13:36, Phenom 300 D-CDAS dep 16:22

Friday 20th December

Phenom 300 CS-PHU arr 08:28 dep 09:17, BN-2B Islander G-SICA dep 09:30, Phenom 300 OK-PHE arr 11:11 dep 12:25, Phenom 100 ZM337 overshoot at 11:16, Phenom 100 ZM335 overshoot at 12:09, Cessna 340 N340YP arr 12:14 dep 12:51, Phenom 100 ZM334 overshoot at 13:56, Legacy 500 G-HAPA arr 17:03 n/stop.



G-MDSE Pilatus PC12 20/12 Mike Storey



The RAF Grobs ZM300,ZM305, ZM310 20/12 Mike Storey



ZM300 Grob G120 Prefect T1 20/12 Mike Storey

Saturday 21st December

Pilatus PC-24 D-CVMS arr 07:31 dep 0900,

Monday 22nd December

Phenom 300 CS-PHV arr 13:31 n/stop, Cessna 560XL CS-DXZ arr 1400 dep 15:50, Pilatus PC XII D-CJMS arr 17:36 n/stop

Tuesday 23rd December

Phenom 300 2-EMBR arr 08:55 dep 09:36 ret at 18:35 & dep again at 1900, Phenom 300 CS-PHV dep 09:25, Cessna 525A D-IQQQ arr 09:33 dep 10:01 ret at 1530 until 26th, Bell 407 G-LUFC arr 10:25 n/stop, bell 206Longranger G-SUEY arr 10:25 dep 10:52, Pilatus PC XII D-CJMS dep 12:05, Gulfstream G650 **A7-CGM** arr 15:27 dep 17:36, phenom 300 D-CKVI arr 17:07 dep 17:59,

Wednesday 24th December

Phenom 300 OK-PHE arr 09:04 dep 09:50, Cessna 560XL **G-NJAI** arr 14:58 n/stop.

Friday 26th December

Cessna 525A D-IQQQ dep 10:58, Pilatus PC-24 LX-PCC arr 12:49 dep 14:13,



LX-PCC PC24 Jetfly 26/12 Paul Whincup

Saturday 27th December

Legacy 500 G-HAPA dep 12:06, CL604 OY-INV arr 13:26 dep 14:16, Cessna 560XL G-NJAI dep 13:51, Pilatus PC-24 **T7-VITA** arr 14:21 dep 17:50.

Sunday 28th December

Legacy 500 G-HAPA arr 08:10 dep 09:48 & ret at 13:51 n/stop, Challenger 850 9H-AMY arr 11:31 dep 13:58, Cessna 560XL CS-DXQ arr 12:51 dep 13:54, Cessna 525 SP-IZU arr 12:55 n/stop, Cessna 560XL D-CSUN arr 13:12 dep 15:10, Phenom 300 CS-PHV arr 14:57 n/stop, phenom 300 OY-BBL arr 1500 dep 1546, Pilatus PC-24 D-CMSL arr 16:41 n/stop, Eclipse Ea500 2-JEZA arr 16:46 dep 17:40.

Monday 29th December

Cessna 525A D-IMFE arr 08:42 dep 11:05, Pilatus PC-24 D-CMSL dep 08:54, Pheno 300 CS-PHV dep 09:05, Cessna 680A Latitude D-CAWK arr 10:57 dep 11:56, Cessna 525 SP-IZU dep 11:08, Learjet 55 D-CGBR arr 14:17 n/stop, Cessna 560XL CS-DXZ arr 16:56 n/stop

Tuesday 30th December

Learjet 55 D-CGBR dep 09:19, Cessna 560XL D-CHDJ arr 10:29 dep 11:33, Cessna 560XL CS-DXZ dep 11:16, PA-28 2 x ILS approach at 11:23

And that's it. No movements on xmas day or new years eve .

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

December 2024 movements

So December arrives, and as should be expected this saw a few weather days at LBA with strong winds etc impacting on flights. However, whilst the Summer charters have gone, we saw Enter Air return with the usual Lapland flights, and one or two tweaks with Ryanair schedules. Other than that, a fairly quiet month. Let's all hope for some newcomers in 2025.

easyJet(EZY/U2, "Easy")

easyJet operate on the Belfast International route using a mix of A319/A320 and the newer A320N aircraft.

Belfast(049/050, "68MK/823V", Sun/Mon/Thu/Fri):-1/12 G-EZGE, 2/12 G-EZUS, 5/12 G-UZHJ, 6/12 G-EZFI, 8/12 G-EZFI, 9/12 G-EZFI, 11/12 G-EZAN, 12/12 G-EZAN, 13/12 G-EZGE, 14/12 G-EZWP, 15/12 G-EZFI, 16/12 G-EZWR, 18/12 G-EZBY, 19/12 G-EZBY, 20/12 G-EZFI, 21/12 G-EZBY, 22/12 G-EZGE, 23/12 G-UZHI, 26/12 G-EZUS, 27/12 G-EZGE, 28/12 G-EZGE, 29/12 G-EZAO, 30/12 G-UZLL.

easyJet Europe(EC/EJU, "Alpine")

easyJet Europe are operating scheduled flights from/to Paris twice a week over the winter period using A 319/320 aircraft.

Paris(4637/4638, "4637/17LX, Mon/Fri):-2/12 OE-INP, 6/12 OE-ICP, 9/12 OE-LVK, 13/12 OE-IVU, 16/12 OE-LKO, 20/12 OE-LKX, 23/12 OE-LKX, 27/12 OE-IVC, 30/12 OE-IJX.



OE-IVU Airbus A320 Easyjet Mike Storey 13/12

Emerald Airlines(EA/EA, "Gemstone") & Emerald Airlines UK(EAG/EI, "Greenstone")

Emerald operates to Belfast City and Dublin, operating five return flights per day most days by the end of May, using ATR72 aircraft. The Dublin route is allocated to Emerald and the Belfast route to Emerald UK, although there do appear to be occasional instances of the other operators aircraft being used.

Dublin(3390/3391, "9L/91M", Daily):-1/12 EI-HNA, 2/12 EI-FSL, 3/12 EI-FAV, 4/12 EI-GZV, 5/12 EI-GPP, 6/12 EI-GPP, 7/12 EI-GPO, 8/12 EI-GPP, 9/12 EI-GPP, 10/12 EI-HDI, 11/12 EI-GPN, 12/12 EI-GPN, 13/12 EI-HDI, 14/12 EI-GPO, 15/12 EI-FAV, 16/12 EI-GPP, 17/12 EI-GZV, 19/12 EI-FSL, 20/12 EI-GZV, 21/12 EI-HNA, 22/12 EI-FAV, 23/12 EI-GPN, 24/12 EI-GPP, 26/12 EI-HNA, 28/12 EI-HDH, 29/12 EI-HDH, 31/12 EI-GPP.

Dublin(3392/3393, "92B/93D", Sun/Mon/Thu/Fri):-1/12 EI-HDH, 2/12 EI-HDI, 5/12 EI-HDI, 6/12 EI-GPO, 8/12 EI-GPO, 9/12 EI-GPP, 12/12 EI-HDK, 13/12 EI-HDH, 15/12 EI-HDK, 16/12 EI-GPP, 19/12 EI-FSL, 20/12 EI-HDI, 22/12 EI-FAV, 26/12 EI-FAV, 29/12 EI-HDI, 30/12 EI-FAV.

Dublin(3394/395, "94S/95C", Sun/Mon/Tue/Wed/Thu/Fri):-1/12 EI-GPN, 2/12 EI-FAV, 3/12 EI-FAV, 4/12 EI-GPP, 5/12 EI-GZV, 6/12 EI-GPO, 8/12 EI-HDI, 9/12 EI-HDI, 10/12 EI-FSL, 11/12 EI-GPN, 12/12 EI-HDK, 13/12 EI-HDH, 15/12 EI-GPP, 16/12 EI-FAV, 17/12 EI-GPN, 18/12 EI-HDK, 19/12 EI-FSL, 20/12 EI-HDI, 22/12 EI-GPP, 23/12 EI-GPP, 29/12 EI-GPN, 30/12 EI-HDK.

Belfast City(3670/3671, "7LB/67VM", Daily):-1/12 G-CMMN, 2/12 G-CMJL, 3/12 G-CMJN, 4/12 G-CMJN, 5/12 G-CMJL, 6/12 G-CMJM, 8/12 G-CMJN, 9/12 G-CMJL, 11/12 G-CMMK, 12/12 G-CMJM, 13/12 G-CMMK, 14/12 G-CMJJ, 15/12 G-CMJJ, 16/12 G-CMJN, 17/12 G-CMJL, 18/12 G-CMJM, 19/12 G-CMJN, 20/12 G-CMJM, 21/12 EI-GPP, 22/12 G-CMJN, 23/12 G-CMMT, 24/12 G-CMJJ, 26/12 G-CMJL, 27/12 G-CMJJ, 28/12 G-CMJJ, 29/12 G-CMJJ, 30/12 G-CMJL, 31/12 G-CMJL.

Belfast City(3672/3673, "72F/73D", Daily):-1/12 G-CMMK, 2/12 G-CMJM, 3/12 G-CMJN, 4/12 G-CMJN, 5/12 G-CMJL, 6/12 G-CMJM, 8/12 G-CMJM, 9/12 G-CMJJ, 10/12 EI-GZV, 11/12 G-CMMK, 12/12 G-CMJM, 13/12 G-CMMK, 14/12 G-CMJJ, 15/12 G-CMMK, 16/12 G-CMJM, 17/12 G-CMJL, 19/12 G-CMJN, 20/12 G-CMJM, 22/12 G-CMJM, 24/12 G-CMJJ, 26/12 G-CMJL, 27/12 G-CMJJ, 28/12 G-CMJJ, 29/12 G-CMMT, 30/12 G-CMJN.

Belfast City(3676/3677, "76L/677R", Daily):-1/12 G-CMJN, 2/12 G-CMJM, 3/12 G-CMJN, 4/12 G-CMJJ, 5/12 G-CMJJ, 6/12 G-CMJJ, 8/12 G-CMJL, 9/12 G-CMJJ, 10/12 G-CMJN, 11/12 G-CMMK, 12/12 G-CMJL, 13/12 G-CMMK, 14/12 G-CMMT, 15/12 G-CMJL, 16/12 G-CMMT, 17/12 G-CMMK, 18/12 G-CMJM, 19/12 G-CMJJ, 20/12 G-CMJM, 23/12 G-CMJL, 26/12 G-CMJL, 27/12 G-CMMT, 28/12 G-CMJM, 29/12 G-CMJM, 30/12 G-CMMN, 31/12 G-CMMT.

Belfast City(3678/3679, "78H/79A", Sun/Mon/Tue/Wed/Thu/Fri):-1/12 G-CMMK, 2/12 G-CMMT, 3/12 G-CMJN, 4/12 G-CMMT, 5/12 G-CMJL, 6/12 G-CMJN(positioned in as EI702P), 8/12 G-CMJM, 9/12 G-CMJM, 10/12 G-CMJL, 11/12 G-CMJN, 12/12 G-CMJM, 13/12 G-CMJN, 15/12 G-CMMK, 16/12 G-CMJM, 17/12 G-CMJL, 18/12 G-CMMT, 19/12 G-CMJL, 20/12 G-CMJL, 23/12 EI-GZV, 29/12 G-CMMT, 30/12 G-CMJM.

Jet2(EXS/LS, "Channex")

Only positioning /test/training flights shown:-1/12 G-JZHH(039E) positioned in from Teesside, 3/12 G-DRTZ(049A) positioned in from Agadir-Al Massira, G-GDFT(048A) positioned in from Krakow, 6/12 G-GDFO(7EA & 050B) two training flights, 7/12 G-GDFM(077C) positioned out to Newcastle, G-GDFK(014C) positioned out to Bournemouth, G-GDFT(097C) positioned out to Belfast, 8/12 G-JZBH(041A) positioned out to Malaga, G-GDFK(015C) positioned in from Bournemouth, 9/12 G-GDFT(098C) positioned in from Belfast, 10/12 G-GDFG(042A) positioned in from Malaga, 11/12 G-JZBX(071J/072J) positioned out to/in from Prestwick, G-GDFT(065C) positioned out to Manchester, 12/12 G-JZBR(084C) positioned out to Gatwick, 13/12 G-GDFT(066C) positioned in from Manchester, 14/12 G-GDFG(031C) positioned out to Bristol, G-DRTH(031F) training flight, 15/12 G-GDFG(032C) positioned in from Bristol, G-GDFU(037F) training flight from Manchester, G-DRTH(050B) training flight to Manchester, 18/12 G-JZHE(071J/072J) positioned out to/in from Shannon, G-JZHD(030E) positioned in from Birmingham, 19/12 G-GDFM(039E) positioned in from East Midlands, G-JZHD(030E) positioned out to Birmingham, 20/12 G-JZBA(041A) positioned out to Belgrade, 21/12 G-DRTV(073W) positioned in from Manchester, G-GDFT(072W) positioned in from East Midlands, 22/12 G-JZHP(072W) positioned in from Birmingham, G-GDFK(071W) positioned in from East Midlands, G-GDFO(013P) positioned in from Grenoble, G-JZBA(045A) positioned out to Lyon, G-GDFM(035C) positioned out to Manchester, G-JZDF(074W) positioned in from Gatwick, G-GDFM(036C) positioned in from Bournemouth, G-JZBA(046A) positioned in from Gatwick, 23/12 G-GDFG(041A/042A) positioned out to/in from Paphos, 24/12 G-JZDF(050B) training flight, 28/12 G-DTRG(050B) training flight, 31/12 G-GDFG(038E) positioned out to East Midlands.

KLM(KLM/KL, "KLM")

Three flights most days from/to **Amsterdam** using Embraer 170/190/195 aircraft, one flight stopping overnight. B737s making only occasional appearances on some services, and airframes leased from Eurowings, German Airways and Eastern Airways also appear regularly. **Amsterdam**(1019/1020, "92A/34D", Daily):-1/12 G-CLYU, 2/12 PH-EXK, 3/12 PH-EXX, 4/12 PH-EXZ, 5/12 PH-EXP, 7/12 PH-EZS, 8/12 PH-EZL, 9/12 PH-EXS, 10/12 PH-EZN, 11/12 PH-EXZ, 12/12 PH-EXP, 13/12 PH-EXP, 14/12 PH-EZF, 15/12 G-CMLI, 16/12 PH-EXS, 17/12 PH-EXN, 18/12 PH-EXT, 19/12 PH-EXN, 20/12 PH-EXK, 22/12 G-CLYU, 23/12 PH-EXS, 24/12 PH-EXO, 26/12 PH-EXX, 27/12 PH-EZB, 28/12 PH-EXT, 29/12 G-CLSN, 30/12 PH-EXK, 31/12 PH-EXM.

Amsterdam(1023/1024, "57Y/92Z", Daily):-1/12 PH-EZA, 2/12 PH-EXJ, 3/12 PH-EXT, 4/12 PH-EXX, 5/12 PH-EXZ, 6/12 PH-EXN, 8/12 PH-EXW, 9/12 PH-EXS, 10/12 PH-EXR, 11/12 PH-EXR, 12/12 PH-EXH, 13/12 PH-NXH, 15/12 PH-EXZ, 16/12 PH-EXN, 17/12 PH-EXL, 18/12 PH-EXK, 19/12 PH-EXG, 20/12 PH-EXU, 22/12 PH-EXX, 23/12 PH-EXO, 24/12 PH-EXT, 26/12 PH-EXP, 27/12 PH-EXZ, 29/12 PH-EXP, 30/12 PH-EXO, 31/12 PH-EXL.

Amsterdam(1025/1018 overnight stop, "43E/90X", Daily):-1/12 PH-EZL, 2/12 PH-EZH, 3/12 PH-EXR, 4/12 PH-EZF, 5/12 PH-EXA, 6/12 PH-EXB, 7/12 PH-EXF, 8/12 PH-EZR, 9/12 PH-EXA, 10/12 PH-EZA, 11/12 PH-EZX, 12/12 PH-EXY, 13/12 PH-EZD, 14/12 PH-EXY, 15/12 PH-EXB, 16/12 PH-EXU, 17/12 PH-EXO, 18/12 PH-EZL, 19/12 PH-EZV, 20/12 PH-EZE, 21/12 PH-EZR, 22/12 PH-EZZ, 23/12 PH-EZW, 26/12 PH-EXE, 27/12 PH-EXV, 28/12 PH-EXF, 29/12 PH-EZA, 30/12 PH-EXY, 31/12 PH-EZX.

Other flights:-7/12 PH-NXM(959/960) arrived from Amsterdam/positioned back to Amsterdam.

Ryanair(RYR/FR, "Ryanair") & Ryanair UK(RUK/RK, "Bluemax")

Ryanair base 4 aircraft over winter operating routes to:-**Alicante**(9089/9092, "99QU/909Z", Sun), **Alicante**(9079/9078, "32JR/51RR", Mon/Tue/Fri/Sat), **Bratislava**(5041/5042, "9WN/622T", Mon), **Bucharest**(5420/5421, "7VA/5421", Sun/Tue/Wed/Fri), **Dublin**(153/152, "2BA/403H", Sun/Fri), **Dublin**(7453/457, "7453/506T", Sat), **Fuerteventura**(475/474, "9LZ/57NX", Fri/Sat), **Gdansk**(1503/1504, "6VU/67NZ", Mon), **Gdansk**(2343/2432, "48BU/56XV", Mon), **Krakow**(2332/2333, "81CZ/1DN", Mon/Wed/Sat), **Lanzarote**(2048/2047, "7WL/62AG", Sun/Wed/Thu), **Malaga**(2446/2447, "29VU/3DE", Sun/Tue/Fri/Sat), **Marrakesh**(RK5889/RK5890, "RUK533K/6HU", Sun/Thu), **Riga**(2482/2483, "4954/1HZ", Sun/Mon/Sat), **Tenerife**(2492/2493, "7901/52TA", Tue/Wed/Thu/Sat), **Wroclaw**(4107/4108, "9AA/8KV", Fri). Occasional Lauda Europe A320s used to cover shortage of airframes.

All flights (based/non-based) operated by B737 aircraft.

Based Aircraft:- EI-DHR(1/12-2/12), EI-DPJ(1/12-3/12), EI-HEZ(1/12), EI-EKD(1/12), 9H-VVG(1/12-5/12), EI-HET(1/12-5/12), EI-DWV(3/12), EI-ENL(3/12-4/12), EI-EFG(4/12-6/12), EI-ENV(5/12-23/12), EI-IJI(5/12-10/12), EI-HGM(6/12-8/12), EI-IFV(7/12-21/12), EI-IHW(10/12-12/12), EI-HAW(12/12-24/12), 9H-VUZ(21/12-), EI-DYX(22/12-23/12), EI-EBG(23/12-31/12), EI-IFP(24/12-26/12), EI-IHP(26/12-31/12), EI-EST(28/12-30/12), EI-ENR(30/12-31/12).

Non-based Aircraft flights (occasional A320 aircraft used)

Alicante(9078/9079, "2WX/88MB", Wed/Thu):-4/12 EI-IKO, 11/12 EI-IHI, 12/12 EI-IHY, 18/12 EI-ESV.

Alicante(9088/9079, "49MN/32JR", Sun):-1/12 EI-HGN, 8/12 EI-DYR, 15/12 9H-VVG, 22/12 EI-IHG, 29/12 EI-EPB.

Alicante(2660/2661, "9GT/43VK", Thu/Sat):-19/12 EI-HGW, 21/12 9H-QBK, 26/12 EI-IGW, 28/12 EI-IKH.

Bratislava(5042/5041, "782F/7KE", Sat):-7/12 SP-RSB, 14/12 SP-RSK, 21/12 SP-RSB, 28/12 SP-RKN.

Dublin(152/153, "83NK/88UN", Mon/Wed/Thu/Sat):-2/12 EI-EBF, 3/12 EI-EKL, 5/12 EI-EVF, 7/12 EI-EGA, 9/12 EI-DWF, 10/12 9H-QBQ, 11/12 EI-EKX, 12/12 EI-EMH, 14/12 EI-EFX, 16/12

EI-DPZ, 17/12 EI-DLW, 18/12 EI-DLW, 19/12 EI-DCO, 21/12 EI-ESS, 23/12 9H-QCJ, 24/12 EI-EKN, 26/12 9H-QCY, 28/12 EI-DYR, 30/12 EI-DWE, 31/12 EI-DCR.

Dublin(156/157, "3WD/24ET", Sun/Mon/Sat):-1/12 EI-DHO, 2/12 9H-QBE, 6/12 EI-EMO, 8/12 EI-DLI, 9/12 9H-QBQ, 13/12 EI-DHX, 14/12 9H-QDQ, 15/12 EI-EKT, 16/12 EI-EGD, 20/12 EI-DCO, 22/12 9H-QDS, 23/12 EI-DHH, 27/12 EI-ENR, 28/12 EI-DHF, 29/12 EI-DCR.

Dublin(457/456, "9MN/10RQ", Sun/Fri):-1/12 9H-QDP, 6/12 EI-DLI, 8/12 EI-DCW, 13/12 EI-DCZ, 15/12 EI-EKT, 20/12 EI-DCW, 22/12 9H-QDS, 27/12 EI-DYV, 29/12 EI-ENR.

Faro(2504/2503, "2504/2503", Mon/Sat):-2/12 EI-EBS, 7/12 EI-IJT, 9/12 EI-EBV, 14/12 EI-EBZ, 16/12 EI-DWH, 21/12 9H-QCO, 23/12 EI-DWH, 28/12 9H-QBN, 30/12 EI-DWH.

Gdansk(1504/1503, "1RR/61ZK", Thu/Fri):-5/12 SP-RNB, 6/12 SP-RNF, 12/12 SP-RKZ, 13/12 SP-RSV, 19/12 SP-RSE, 20/12 SP-RSE, 26/12 SP-RSE, 27/12 SP-RKZ, 31/12 SP-RSK.

Krakow(2333/2332, "8BA/96YF", Sun/Tue/Thu):-1/12 SP-RKL, 3/12 SP-RKD, 5/12 SP-RZN, 8/12 SP-RKD, 10/12 SP-RSQ, 12/12 SP-RZI, 14/12 SP-RSQ, 17/12 SP-RZI, 22/12 SP-RKV, 24/12 SP-RZE, 29/12 SP-RZI, 31/12 SP-RZE.

Malaga(2447/2446, "2447/2446", Thu):-12/12 EI-HGG.

Riga(2483/2482, "1HZ/4954", Thu):-5/12 SP-RKC, 12/12 SP-RSH, 19/12 SP-RND, 26/12 SP-RND.

Tenerife(2493/2492, "52TA/53AB", Mon):-2/12 EI-IHT, 9/12 EI-IJA, 16/12 EI-IGK, 23/12 EI-IJL, 30/12 EI-IJZ.

Warsaw(1932/1933, "1932/1933", Fri/Sat):-1/12 SP-RZA, 6/12 SP-RZA, 8/12 SP-RZA, 12/12 SP-RZO, 15/12 SP-RZO, 20/12 SP-RZB, 22/12 SP-RZO, 27/12 SP-RZD, 29/12 SP-RZD.

Wroclaw(4108/4107, "3UE/4AA", Mon/Sat):-2/12 SP-RKY, 7/12 SP-RSV, 9/12 SP-RSE, 14/12 SP-RNG, 16/12 SP-RSG, 21/12 SP-RSC, 23/12 SP-RKT, 24/12 SP-RKT, 28/12 SP-RKC, 30/12 SP-RSC, 31/12 SP-RSC.



EI-IFV Boeing 737-8200 MAX Ryanair Mike Storey 17/12

Wizz Air(WZZ/W6, "Wizz Air") & Wizz Air Malta (WMT/W4, "Wizz Air Malta")

Charter flights operate in/out of LBA using A320/321 aircraft

Bucharest(3015/3016, "4007/1ZB", Tue /Sat):-3/12 HA-LXG, 7/12 HA-LTK, 10/12 HA-LXM, 14/12 HA-LTJ, 17/12 HA-LXG, 19/12 HA-LTJ, 21/12 HA-LXH, 24/12 HA-LXH, 26/12 HA-LXF, 28/12 HA-LXD, 31/12 HA-LXD.

Cluj(3313/3314, "346/5TB", Sun/Wed):-1/12 HA-LWM, 4/12 9H-WZR, 8/12 9H-WDD, 11/12 9H-WZW, 15/12 9H-WZR, 18/12 9H-WZR, 22/12 9H-WZW, 29/12 9H-WZW.

Gdansk(1615/1616, "46KF/66CM" Mon/Fri):-2/12 HA-LTD, 6/12 9H-WAQ, 9/12 HA-LXO, 13/12 HA-LTF, 16/12 HA-LTB, 20/12 HA-LTF, 23/12 HA-LXA, 27/12 HA-LXA, 30/12 HA-LXO.

Warsaw(1315/1316, "41SM/8MG", Tue/Thu/Sat):-3/12 HA-LXC, 5/12 HA-LXC, 7/12 HA-LXV, 10/12 HA-LXW, 12/12 HA-LXI, 14/12 HA-LXO, 17/12 HA-LXJ, 19/12 HA-LXV, 21/12 HA-LGO, 24/12 HA-LXC, 26/12 HA-LXW, 28/12 HA-LXL, 31/12 HA-LXV.



HA-LXJ Airbus A321 Wizzair Mike Storey 17/12

Other flights:-

Enter Air (ENT/E4, "Enter Air"):-4/12 SP-ESA(3164) positioned in from Humberside, 6/12 SP-ESH(001F/3165) positioned in from Prague/departed to Enontekio, 8/12 SP-ESA(003F/3020) positioned out to Warsaw, SP-ENM(3020) operated in from Enontekio/positioned out to Manchester, 14/12 SP-ENX(612/613) positioned in from Glasgow/departed to Pajala, 15/12 SP-ESX(614/527P) operated in from Pajala/positioned out to Toulouse, 17/12 SP-ENM(3186/3187/3188) positioned in from Birmingham/departed to Enontekio, then arrived back from Enontekio and positioned to Gatwick, 22/12 SP-ENM(3196/3197) positioned in from Norwich/departed to Enontekio.



SP-ESA Boeing 737-800 Enter Air Mike Storey 06/12

LBA Traffic Statistics....

November 2024

	Nov-23	Nov-24	% This month	% +/-
Movements				
Total	2,229	2,416		8.39%
Passengers				
Scheduled	218,400	249,559	99.69%	14.27%
Charter	956	788	0.31%	-17.57%
Transit	0	0	0.00%	N/A
TOTAL	219,356	250,347		14.13%
International	206,683	233,374	93.22%	12.91%
Domestic	12,673	16,973	6.78%	33.93%
MOVING ANNUAL TOTAL	3,973,219	4,198,081		5.66%

Compared to November 2023, International passengers increased by 12.91% and domestic by 33.93%. Movements were up 8.39% compared to a year ago. The Moving Annual passenger total is +5.66%

Reference: CAA Statistics website

Produced by Alan Sinfield

Society contacts....

Chairman 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

Dinner Organiser
Managing Editor Alan Sinfield
6 The Stray, Bradford, BD10 8TL
01274 014185 alan.sinfield@airyorkshire.org.uk

Meetings/Visits Howard Griffin and Keith Manning

Photographic Editor Ian Gratton photos@airyorkshire.org.uk

Plus Paul Windsor (Reception/Registration), Keith Manning, Roman Krol and Michael Sutcliffe

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

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Sherburn Remember When.... Howard Griffin



Workshops Flight, Sherburn-in-Elmet. April, 1944.

These photos were sent to me by James Royce on behalf of Edith Jessop who was a sergeant mechanic at Sherburn during the war. She appears in these photos but not sure where. One is obviously of a Dakota probably acting as glider tug for the very large glider in the other photo. Sherburn was home to the Airborne Forces Experimental Establishment that built 3 huge gliders as test vehicles. My guess is that this one of them.. In June 1942 the AFEE moved to Sherburn from Ringway, now Manchester Airport. It was a branch of the Air Ministry that researched and developed the best means of delivering airborne forces into battle, such as gliders, rotary winged aircraft and parachutes for both personnel and their equipment. (credit Sherburn local history Soc.)