

AIR YORKSHIRE

Aviation Society

Volume 51 · Issue 1

January 2025



N3131X
Cirrus SF50 Vision
Leeds Bradford
22 November 2024
Adrian Meaburn

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

02 February 2025	Martin Powell - 'West & North - A Drive from San Francisco to Seattle in 2013' .Places of Aeronautical interest visited include several museums, a day at the races (Reno), and the Boeing wide body factory at Paine Field, along with some scenery.
02 March 2025	Richard Howard - DHL during the Gulf war
6 April 2025	To be arranged
4 May 2025	To be arranged
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”

Society news....

Alan Sinfield

Sponsored by “Mr Anonymous”

Unfortunately due to the SNOW, the January meeting with Debbie Riley had to be postponed.

HAPPY NEW YEAR!

Flying from Harrogate Stray....

Steve Langfield

The Stray is level grassland, a common, and is also known as The Two Hundred Acres, it can be found along the southern edge of Harrogate. In aviation terms The Stray first rose to fame, it would seem, with the Daily Mail Circuit of Britain race covering 1010 miles held on 22nd July 1911, Harrogate would be the first check in point along the way. It was a circular route starting and ending at Brooklands in Surrey and there were 11 compulsory stops along the way. Hotels overlooking The Stray were naturally keen to advertise their rooms. The Race gave many of the public their first real look at flying and crowds gathered along the route but there were mishaps of course. The exact position of the check in point is not known for certain but is believed to be on South Stray between Oatlands Drive and Wedderburn House, almost 1/2 mile square. This was billed modestly as "The World's Greatest Air Race" by the press.



On the left is The Stray, flying tended to take place in the field to the right. In The Circuit of Britain Race 1911 Alan Cobham ran out of fuel and landed near WL Ingle Ltd, Millshaw Leather Works at Churwell.

There were plenty of open fields nearby.

Cody's aeroplane was the first to have a problem when he suffered a shortage of fuel, he touched down safely shortly before 9am in an open field near the Millshaw Leather Works in Churwell, Morley. A crowd quickly gathered and Alderman WL Ingle, owner of the Leather Works, supplied Mr Cody with petrol. Charles T Weyman in his Nieuport Monoplane landed in a field at the top of Harehills Lane, Leeds in order to ask the way. A French Aviator landed on Wetherby racecourse having mistaken it for The Stray and broke his propeller in the process. Harold Pinxton became lost and he flew low over Spofforth, a village between Wetherby and Harrogate, he shouted down from his cockpit for directions before bizarrely coming to grief by crashing on their cricket ground. The Harrogate Stray check in proved to be the most popular spectator point of the race where there was a huge grandstand 450 yards long with seating for 50,000. Cody, coming in to Harrogate from the wrong direction just missed hitting the roof of the Royal Hotel. Out of 21 aeroplanes departing Brooklands only 5 reached the Harrogate check in. In addition entry number 25, a Howard Wright 1910 Biplane flown by Lt Reynolds was damaged at Harrogate and withdrawn from the race. Strangely an appeal from the Mayor of Harrogate had been made on the 3rd July 1911, it was made in connection with the forthcoming air race due on 22nd. He was asking for funds to meet the expenses of providing hangars, and repairing fencing on The Stray. They were asking for at least £250 (£25k today) due to Bye-Laws they were unable to charge spectators, though there are contradictory reports in the newspapers that charges were made. The Mayor said that unless more money came in it would be necessary to inform the Aero Club that Harrogate Council could not undertake to help receive the aviators. Presumably the necessary funds were raised as the check in went ahead.

On 22nd April 1913 Harold Blackburn left the Yorkshire Aerodrome field at Lofthouse Park near Wakefield. His destination was Harrogate Stray, a distance of 24 miles which he completed in 18 minutes. He arrived over The Stray at 3000ft, descended over 5 minutes in a slow spiral dive landing in front of the Queen's Hotel. Shortly after 5pm he took off to return to Lofthouse Park. He flew about ¼ mile then turned, and much to the consternation of the large crowd the Monoplane crashed to the ground. Immediately there was a rush of people to the spot and to everyone's relief Harold Blackburn was able to climb out of the wreckage. His only visible injury was a cut to his nose. Explaining how it happened he said when 40/50ft high he realised he would be unable to clear some trees, he attempted to perform a downward turn but the controls were unresponsive.



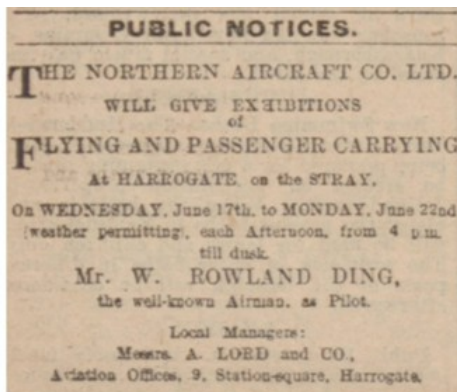
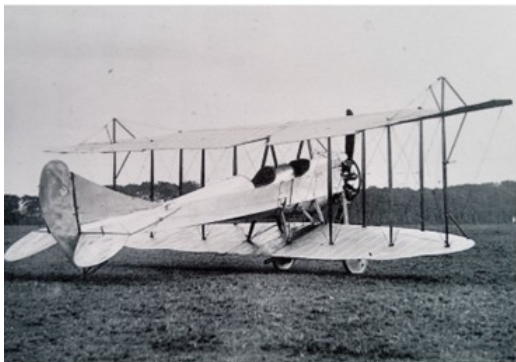
The picture to the left is an Avro 504 on The Stray, it was purchased by Harold Blackburn who had plans to form a Flying Circus around it but the Great War intervened. On the right is Harold Blackburn flying over The Stray in his more familiar Blackburn Monoplane.

Flight magazine reported as early as 13th February 1913 that The Aircraft Transport and Travel Company were making arrangements for an air service between Harrogate and London, whilst another concern was making enquiries to the same end. A twin engined Handley Page recently made a trial trip from London to Harrogate in 2¼ hours. It was intended to use the Southern Stray as a landing ground. It see that the potential route was not developed.

Harold Blackburn was again busy when, in September 1913, he flew his 80hp Blackburn Monoplane from The Stray, 'passenger carrying' as Flight Magazine reported. He made several trips with passengers over The Stray and the town's outskirts, after which he made a final flight of half an hour with his friend Dr Christie as passenger. In this last flight he made some 'clever evolutions' before a large crowd of spectators on The Stray. He turned and banked his machine very steeply. On the Wednesday he took a lady passenger to Ripon where he landed on the racecourse and remained for 30 minutes. He returned to Harrogate later in the afternoon and landed back at The Stray. During a trip on the following day, Thursday, he was at about 3000ft when his engine began to backfire. He cut off the petrol supply so stopping the engine and gently spiralled safely back onto The Stray.

Flight Magazine of 25th April 1914 reported on Harold Blackburn, with the weather being 'very favourable' the previous week he made numerous passenger flights in his Monoplane including many with lady passengers. On the Saturday he flew again with Dr Christie as a passenger, to Ripon and in the evening he flew on to Saltburn for the weekend.

Rowland Ding's company, The Northern Aircraft Company Ltd, made a temporary aerodrome on The Stray for pleasure flights. At this time Ding was a renowned Yorkshire aviator. The company had an office in the town at 9 Station Square and their advert was placed in the Leeds Mercury newspaper on 18th June 1914 to advertise there would be "exhibitions of flying and passenger carrying". It was reported in the Newcastle Journal of 22nd July 1914 that Rowland Ding made a successful flight from Harrogate to Gosport Park yesterday afternoon, passing over Newcastle shortly before 5pm. The following day he gave a series of exhibition flights at The Park. 'He made several pretty flights over The Park grounds in the presence of a large number of spectators, his handling of the machine being much admired'. He was flying a 110hp Handley Page biplane.

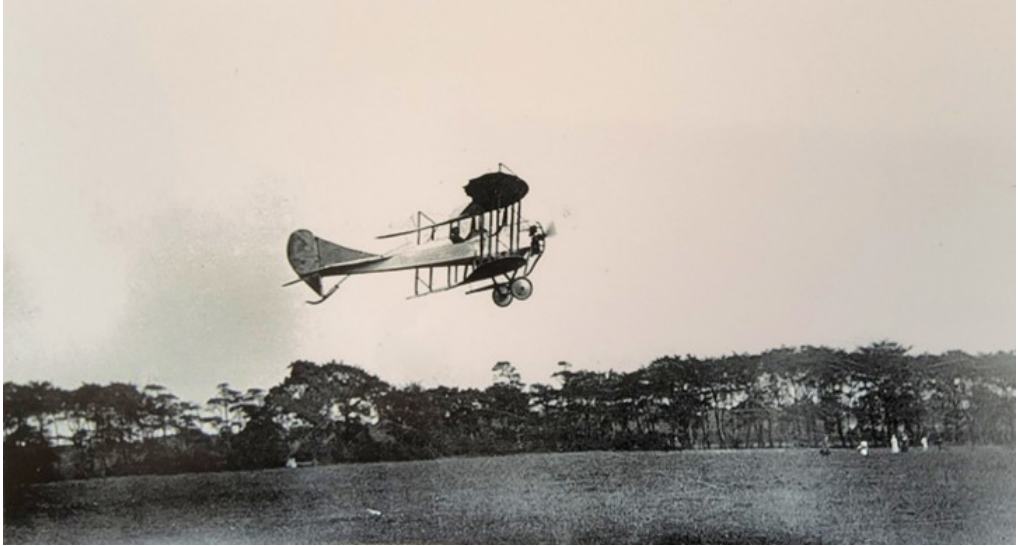


Rowland Ding's trusty Handley Page Biplane Type G HP7 pictured at rest on The Stray. The advertisement advertised his services and appeared in the Leeds Mercury on 18th June 1914.

On 13th July 1914 a deputation of residents waited on Harrogate Town Council to protest against flying from The Stray. The Town Clerk, Mr Holden, read a letter from the Empire Theatre who were also protesting against The Stray being used for flying. It stated that since flying was allowed the attendances at the Empire had decreased. The Town Clerk read out another letter to the effect that if the flying was not stopped he would instruct his solicitor to apply for an injunction. Other representatives against the flying asserted that aviation had become a nuisance with aircraft constantly flying at all hours. There were two 'resident aviators' there occupying hangars erected with permission of the Council and hardly a day passes without aeroplanes being seen in the air. More letters against the aerodrome were read out from the people objecting to the flying. A Dr Hind said together with Mr JW Wilson they represented a number of ratepayers on the north side of The Stray. The aeroplanes were constantly flying at all hours. Then there were the crowds, on Sundays this part of The Stray was like a beer garden.

Not everyone in Harrogate was opposed to the flying. There were strong feelings in certain Harrogate wards caused by the restrictions imposed on flying from The Stray. These strong feelings were manifested around midnight of 14th July 1914 when 2 large plate glass windows belonging to one of the objectors were smashed. A special meeting of the Town Council was held on 17th July to discuss the rent charge on aeroplanes using the Stray. It was eventually decided to reduce the rent charge to 10/- (50p), previously it had been £5 weekly (the equivalent today of a hefty £500). The mood of the meeting had been to cancel the charge altogether but at least the reduced 10/- charge was much more reasonable. The Council also looked into the consideration of Sunday flying, having previously prohibited it. Whilst Sunday flying would not be allowed machines may arrive and depart so long as aviators avoided

Church service hours. Another question was the location of the hangars. A special committee was appointed to negotiate for a piece of land bordering up to the South Stray on the south side for the permanent erection of hangars. The existing hangars were occupied by aircraft belonging to Harold Blackburn and Rowland Ding. This was to get over the difficulty of putting hangars on The Stray in view of existing bye laws. There was also to be a discussion on moving the aerodrome a few miles east to Starbeck. The Mayor said that owing to the personal feelings aroused the Council had endeavoured to arrive at decisions favourable both to the aviators and the people of Harrogate.



Rowland Ding airborne from The Stray in his HP 7.

The Stray's flying activities were then, of course, much reduced during WW1 and it's 1919 before we pick up the story again. On 10th June 1919 the town had many visitors, the chief attraction was the flying from The Stray where the Air Travel and Transport Co were busy all afternoon carrying and showing passengers Harrogate and it's Districts from the air. Later in the year The Skyrack Courier reported that Lt Tebbitt and Lt Lindley had joined Capt Stuart who is in charge of the Flying on The Stray and there were plans for half day trips to the seaside at Redcar. This was to be a new stage of air flights for Harrogate but it doesn't appear to have been successful. The Harrogate flying season was usually brought to an end at the beginning of October when the aircraft hangared on The Stray departed to London where they were employed to carry mail.

Harrogate was once more involved in a national air race, this time it was the King's Cup Air Race held between 3rd, 4th and 5th July 1925 over 1608 miles. The Town Council held a meeting on 22nd June to consider local arrangements to meet the vast number of spectators expected to attend. When the Circuit of Britain race had previously been held in 1911 the town had great difficulty feeding the spectators. For the King's Cup The Stray was the first control point and also the last as a reverse course was flown on the Sunday. At the Harrogate control point on 4th by 7pm there were some 14000 spectators gathered behind the boundary ropes. It was not until 11.17pm that the competing aircraft began to arrive from Newcastle, in first position was Franklyn L Barnard who was given a rousing reception. The final competitor landed around 2.47am and they all spent only 30 minutes on the ground before departing for the finish line at Croydon.

A rather bizarre letter from Erik TW Addyman, then well known in local gliding circles, appeared in Flight magazine on 8th September 1927. He exclaimed that "this afternoon we have been treated to a particularly stupid aeroplane performance at Harrogate". The writer stated that he had seen a paragraph in a local newspaper to the effect that a band would fly to Harrogate in an Imperial Airways airliner and would fly around the town for 15 minutes and play to the public from the air before landing. The writer, to check the report's validity went up to The Stray at the appointed time and found 2000 people waiting. He walked round the groups and mentioned the possible dangers as the machine was a large one, most of them replied that as the aircraft was to fly round for 15 minutes there would be plenty of time to walk to the side of The Stray. In the event the aircraft didn't arrive until 2½ hours after it was expected when it completed two circuits and then flew off to Sherburn. It was in Flight so it must be true!

The question of a permanent aerodrome for Harrogate was raised many times by the Council and also Sir Alan Cobham. Whilst they hoped to use The Stray they would have no power to do so against the wishes of the ratepayers. That the townspeople are very jealous of their rights has been demonstrated over and over again. There is practically no other suitable site in the borough. The Town Council are themselves wishful to discover a piece of level land in order to provide a parking ground for motor cars, but up to the present they have been unsuccessful in their search. It is felt, however, that the last has not been heard of applications from one source or another for facilities to convert Harrogate into a 'flying station'. Sir Alan Cobham voiced his opinion in an interview at Harrogate where he had been lecturing. He said a permanent aerodrome was a very big investment but it would prove the soundest there could be. He did say that making The Stray into a flying centre would not be practical but added that there were some suitable sites just outside the town.

In the Leeds Mercury of 12th August 1927 they reported that the question of providing an 'aviation ground' at Harrogate had again come before the Town Council. This had arisen owing to the receipt of a letter from Alan Cobham Aviation regarding the provision of a Municipal Aerodrome by purchasing or hiring a level piece of ground. The Company stated that the only necessary maintenance would be to keep it clear of obstructions. To the laymen of Harrogate The Stray would appear to be an ideal centre for aviation, but actually this was not the case. There are 200 acres of level parkland adjoining the Town but no portion of The Stray can be enclosed as it was stipulated upon acquisition that ratepayers should have access to it at all times.

The question of an aerodrome for Harrogate was to be considered at a special meeting of the Town Council on the evening of 24th October 1929 at which Sir Alan Cobham was to address the members. He forecast that in order to minimise the effects aeroplanes would be silent within 2 years. Not his finest prediction it has to be said. He once again addressed a special meeting of the Town Council.

Little was then to happen on The Stray until 13th March 1936 when Sir Michael Robertson was refused permission to land his aircraft there. He was to preside over the jubilee conference of the Incorporated Sales Managers Association which was being held at the Hotel Majestic. Sir Michael had proposed to fly to Harrogate with his wife, Lady Robertson. So by this time the Town Council's love affair with aircraft on The Stray seemed to be over.

Saltby Airfield Leicestershire 4 September 2024

My last visit to this part of the country was on the 21 June when I visited RAF Syerston , Nottingham Heliport and Tollerton – Nottingham City Airport when I managed to gain airside access at both of the first two airfields but not Tollerton , nearly but not quite as the flying club QFI was too busy to escort me – close but no cigar or even a look inside the hangars !

On this occasion thanks to contacts at two of my local airfields of Fishburn and Peterlee I had managed to PPR airside access to both Tollerton as well as Langar and with a suggestion of a visit to Saltby Airfield I had emailed the Buckminster Gliding Club asking for a visit which was speedily granted and it became my first stop and on a very busy and long day , actually my second stop after McDonalds at Newark for breakfast !

Access to the gliding club is signed off the Sproxton Road to the south of the airfield and along a private road which takes in part of the wartime perimeter track leading to the clubhouse at the eastern end of this former USAF Station 538 and a C-47 base and previously 14 OTU with Hampdens , both of which are remembered on a memorial stone near the clubhouse as well as a preserved air raid shelter and memorial garden .

Clubhouse hangar

G-CFTH/FTH SZD-50-3

G-CGDB/GDB K 8B

G-EEBZ/EBZ AS-K 13

OM-0973/LF-107/V.C. 22 Lunak

BGA4970 , suspended from the ceiling



Outside

G-BIXZ

G109

G-CKNL/KNL

ASK 21



G-CMWK/MWK	G102 Astir CS
G-PRKZ/S8Y	SZD-54-2
G-TUGZ	DR400 Remorqueur

Captain Cook's Hangar

Named after long serving club member Mike Cook and not a well know global navigator .

WT900	Cadet TX3	BGA3272
BGA801/AZX	T.41 Skylark 2	
BGA4098	Grasshopper TX1	XA230 , dismantled
G-BXXI	G109B	
G-CIKD/W17	Silent 2 Targa	
G-CJVS/24Z	ASW 28	
G-CKFT	Duo Discus T	
G-DDWN/BGA2440	K7	
G-MSKY	C42 FB	
G-RFSB	RF5B	
G-SEXE	SF25C Falke	
PH-VDK	Sonex Onex	re-registered as G-ZIPX , one of 2 on the UK register

plus 3 rigged and 'bagged' modern gliders , unknown ID .

Airfield

G-CFLF/Z4	LS4-A
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plus 4 rigged and bagged gliders and 3 glider boxes , one was marked G-CLGR – Club Libelle 205 .

OTT

G-HPIN	B429	from Bagby , east abeam and south at 10:45
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With thanks to Carol , Bruce and John for their help during my visit .

HOLIDAY IN NORFOLK-SEPTEMBER-2024

I love visiting Norfolk as I can engage in two of my main hobbies-Aircraft and Bird watching. With little in the way of Motorways, a more gentler drive was called for on the long haul to North Norfolk.

First stop was Frampton Marsh just outside of Boston in Lincs. Some great sightings of up to 40 Spoonbill waders and Avocets and Black tailed Godwits then some lunch in their excellent Cafe. As we were staying in Heacham just outside Hunstanton this was a good base for both of my outings. Unfortunately the bird photography was more successful than the Aviation side.

Little Snoring was to be first on the list- A second World War Bomber base opened in 1943 hosting Lancaster and Mosquito Aircraft and now operated by Macully Flying Group with general Aviation light Aircraft and using a grass runway. Permission was reluctantly given to explore the Hangar with just 10 Aircraft Logged. Like many of the disused Military Airfields they now compete with Agriculture business with big tractors zooming in and out.





G-CGGO Robin Dr400 Regent Little Snoring



G-FIZZ PA28 Warrier Little Snoring



G-PTTE Cessna 152 Little Snoring

Next was to RAF Marham- really looking forward to photographing some F35 Fighters. Sadly no luck-I parked the car in a field lay by at the end of the runway and waited for some action. The Security van ran up and down the runway then the landing lights came on and I got the camera ready for action. No such luck! The lights were turned off and zero movements so me and two other cars left disappointed. The only compensation was that they were doing night flying and kept us awake for 2- nights flying over the coast and our property whilst doing training flights.

After a few day sight seeing various parts of the county and more bird photography I tried again, this time towards the coast. A pleasant surprise was to see a Spitfire mounted on a pole, again an old RAF Station, RAF Langham, just 3.3 miles inland from Blakeney and a former Coastal Command base which flew Bristol Beaufighters. The Aircraft is a model and stands next to the "Langham Dome" which was built as a training facility for Anti Aircraft Gunners and is now open as a museum. The base was eventually bought by Bernard Matthews of the famous Turkey business.



Next was to find Southrepps Airfield for a first ever visit. I promised my wife it had a nice cafe, but on arrival no aircraft on the field, no hangars open and the cafe was locked and bolted- another failure. The best part was to spend the rest of the day at Mundesley a lovely little seaside village with a beautiful beach and an excellent Crazy Golf course and a smashing pub lunch with views out to sea.

Despite the Aviation disappointments we still had a nice holiday.

West Rufforth....

Adrian Meaburn

13th November 2024 visit to West Rufforth yielded the following. The East Rufforth aircraft overflowed. I visited McLean Aviation while at the airfield, making the obligatory donation to the air ambulance. Talking to Mr McLean it transpires that he is retiring early 2025 and McLean's will be closing its doors.

G-CBMR	Medway Eclipser	Private	East Rufforth	Overflight from East Rufforth
G-CEEO	Flight Design CTSW	Private	East Rufforth	Overflight from East Rufforth
G-CETU	Skyranger Swift 912S(1)	Private	East Rufforth	Overflight from East Rufforth
G-CIZB	Magni M24C Orion	Private	East Rufforth	Overflight from East Rufforth
G-CKIX	Eurofox 3K	Private	East Rufforth	Overflight from East Rufforth
G-CKLE	Rotorsport MTOSport 2017	Private	East Rufforth	Overflight from East Rufforth
G-CRED	Eurofox 3K	Private	East Rufforth	Overflight from East Rufforth
G-IBBJ	Rotorsport Cavalon	Private	East Rufforth	Overflight from East Rufforth
G-AZHD	Slingsby T61A Falke	Private	McLean Aviation Hangar	Sauer 1835cc engine fitted - a/c for sale £16K
BGA2278/DPT	Sheibe Leistung-Spatz (01)	Private	McLean Aviation Hangar	Fuselage only
G-KOKL	Hoffman H36 Dimona	Private	McLean Aviation Hangar	Fuselage
WZ761	Slingsby T38 Grasshopper	Private	McLean Aviation Hangar	Wings/fuselage scattered in hangar; Serial no 757
G-KMBB	Scheibe SF25D Falke	R.L.McLean	McLean Aviation Hangar	Frame
G-LIBY	Standard Libelle 201 B	Russel Paul Hardcastle	McLean Aviation Trailer	Delux Glider!
BGA1050	Slingsby T50 Skylark 4	Private	McLean Aviation Workshop	
BGA922	Slingsby T43 Skylark 3F	Private	McLean Aviation Workshop	
G-DCMO	Standard Libelle 201 B	Private	McLean Aviation Workshop	Severed tail section being repaired
G-DDXF	Slingsby T65A Vega	Private	McLean Aviation Workshop	

G-IBOO	DG Flugzeugbau DG-808C	Private	McLean Aviation Workshop	
G-CGCO	Cirrus	R.L.McLean	McLean Aviation Workshop	
G-CFYR	Let L-23	Private	West Rufforth	
G-CHKZ	CARMAM JP 15- 36AR Aiglon	Private	West Rufforth	
G-DEHU	Glasflugel 304	Private	West Rufforth	
G-JTPC	Aeromot AMT- 200 Super Ximango	Private	West Rufforth	
G-BTWD	Slingsby T61F Venture T Mk2	York Gliding Centre	West Rufforth	
G-CJVC	PZL-Bielsko SZD- 51-1 Junior	York Gliding Centre	West Rufforth	
G-CKFJ	Schleicher AS- K13	York Gliding Centre	West Rufforth	
G-CLVM	Schleicher AS- K21	York Gliding Centre	West Rufforth	
G-DCWH / BGA1861	Schleicher AS- K13	York Gliding Centre	West Rufforth	
G-DDYF	Grob G102 Astir CS77	York Gliding Centre	West Rufforth	
G-KIAB	Slingsby T61F Venture T Mk2	York Gliding Centre	West Rufforth	
G-LYND	Piper PA-25-235 Pawnee	York Gliding Centre	West Rufforth	
G-OYGC	Eurofox 912(IS)	York Gliding Centre	West Rufforth	



G-BTWD Slingsby T61F Venture T Mk2



G-JTPV Aeromotamt 200 Super XI Mango



G-LYND Piper PA25 235 Pawnee



G-OYGC Eurofox 912IS



2-TESK Diamond DA40



G-BAFG DH82A Tiger Moth



G-BNZZ PA28 Warrior

Tollerton – Nottingham City Airport....

David Thompson

Tollerton – Nottingham City Airport 4 September 2024

Lots of online and paper-talk of the impending closure of the airfield hastened my second visit of the year especially with an airside visit although I learnt on the day that the airport are not 'spotter friendly' and discourage airside access although I didn't have any problems during my visit and the owners and operators that I spoke to were happy to chat and allow access and photography , perhaps the locals may know more ?

Flying

G-AZLY	C150	circuits , Langar based
G-BOMY	Cherokee Warrior II	
G-BPGU	Cherokee Archer II	
G-BYSI	PZL-Koliber 160A	
G-CBFJ	R44 Raven	
G-CKIO	Cherokee Warrior	
G-JROO	Jet Ranger II	

Parked out near control tower/café

G-BZGT	Jabiru SPL-450	was parked there on my visit of 21 June !
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Old (Flying Club) Hangar

G-ATWA	Jodel DR1050	
G-AZLH	C150	stored minus engine and parts , CoA exp 30-11-03
G-BDSH	Cherokee	
G-BEZF	AA-5 Traveller	
G-BGGF	PA-38 Tomahawk	dismantled , stored
G-BKJB	Super Cub	
G-BOYB	C152 Aerobat	
G-BSYU	Robin Regent	
G-BUUE	T67M Firefly	
G-BXEX	Cherokee Archer II	
G-CDAI	Robin DR400	
G-CMFD	NG5 Speed Wing	
G-CTCL	TB10 Tobago	
G-OSLD	Europa XS	
G-RMMT	Europa XS	
G-RUBB	AA-5B Tiger	
G-SPVI	TB20 Trinidad	
N152WB	DA40 NG Diamond Star	previously HZ-XF4 OxfordSaudi Flight A'my
N182GC	F182Q Skylane	

Outside

HGK-11	T67M200 Firefly	c/n plate gives G-LDGU and originally G-BYRY , wreck
G-BFLU	C152	
G-BPEO	C152	ARC exp 5-4-24
G-BPKF	Grob G115	
G-BSSP	Robin Remorqueur	mtce , based at Syerston

G-BUSW	Commander 114	
G-BWXT	T67M260 Firefly	
G-CGSX	Foxbat	had been local flying
G-ICRM	T67M200 Firefly	
G-WARW	Cherokee Warrior III	
PH-SGH	T67C Firefly	open store

New Hangar

At the north end of the hangar , the C150 'UN and Warrior II 'NRL are on the opposite side of the main door , there is a small engineering area which is fenced off and contained ;

G-BDPA	Cherokee Warrior	ARC exp 11-7-22
G-BOXA	Cherokee Warrior II	dismantled , stored , ARC exp 1-1-19
G-CLCK	Turbo Cherokee Arrow	no 'Approved Mtce programme' ?
G-GKUE	TB9 Tampico	
?	Cherokee 140	all white , no registration applied

The wings from Warrior II 9M-NRL are also stored in here .

XX534/B	Bulldog T1	really G-EDAV , ARC exp 30-6-22
51-15629	L-18C Super Cub	drab olive colour scheme with N7238X on tail
G-AMTA	J5F Aiglet Trainer	PTF exp 18-11-19 , NFD 30-10-23
G-BOBA	Cherokee Arrow III	
G-BUXI	Skybolt	engine rebuild , PTF exp 30-8-22
G-CMSW	Skyranger Nynja	
G-DSID	Seneca IV	
G-EGBJ	Cherokee Warrior II	
G-HEDL	Extra E300	
G-OTUM	Skyranger Nynja	
G-PODZ	TL30 Sirius	
G-PULR	Pitts S-2AE	
G-SLAY	DA40 Diamond Star	
G-STUA	Pitts S-2A	
N102CA	A-1B Husky	
N132WB	DA40 NG Diamond Star	previously HZ-XF2 OxfordSaudi Flight A'my
N136WB	ditto	previously HZ-XF3
N156WB	ditto	



Outside

G-AWUN C150
9M-NRL Cherokee Warrior II

open store minus prop , ARC exp 25-9-23
open store , fuselage only

Arcus Helicopters Hangar

G-BYIE R22 Beta
G-COPR R44 Raven II
G-DOVS R44 Raven II
G-GYRA Calidus
G-ITOR R44 Raven II
G-NELS R44 Raven
G-ROMK Magni M16C

Swiftair Maintenance Hangar

G-BHRC	Cherokee Warrior II	mtce
G-RADI	Cherokee Archer II	mtce
F-GRUT	Cherokee Turbo Arrow IV	mtce

On leaving I drove across to Colwick in east Nottingham to see Short 360-100 G-SSWO which was in use as a classroom at St John The Baptist Primary School on Vale Road only to find that it had *flown away* during the May half-term holiday – bugger !

Subsequent enquiries suggest that it has now joined the growing *Lost Village Festival* fleet near Swinderby rather than the 'south coast flying school' as noted in the local newspaper ;

<https://www.gedlingeye.co.uk/news/sadness-as-work-begins-to-remove-iconic-old-plane-from-colwick-school-playing-field/>

and on the BBC no less ;

<https://www.bbc.co.uk/news/articles/c0441x8ldz5o> .



December 2024

Airline	Date	Reg	Type	MSN	Remarks
ASL Airlines Ireland	02 Dec	(EISTU)	Boeing B734-4M0-F	29204/3051	WFU 01 Feb 24 Cologne - Sofia 02 Feb 24 Strd Sofia - GBA 17 Oct 24 Strd Regd to Royal Aero GmbH as 2RBFU 06 Nov 24
Aurigny Air Services	03 Dec	GPBOT	ATR 72-600	1151	Divd Billund - GCI as OYNZB 20 Nov 24 Regd 21 Nov 24 I/S 03 Dec 24
British Airways	03 Dec	GEUPT	Airbus A319-131	1380	WFU 02 Dec 24 LHR - DGX 03 Dec 24 Fr part-out
TUI Airways	03 Dec		Boeing B38M		TUI Group announced 03 Dec 24 an order for 14 additional a/c
Jet2	04 Dec		Boeing B752		Proposed retirement dates updated
Jet2	06 Dec	GSUNM	Airbus A21N-251NX	12127	Divd MAN 06 Dec 24
ASL Airlines Ireland	07 Dec	(EIJRD)	Boeing B734-4Y0-F	24917/2071	WFU 20 Jun 24 Paris - Sofia 21 Jun 24 Strd Regd to Africa Charter Airlines as C5JRD (Date?)
TUI Airways	08 Dec	GTAWS	Boeing B738-8K5-SW	37241/4842	LTN - Arlanda 08 Dec 24 Lsd to TUIfly Nordic 09 Dec only
TUI Airways	10 Dec	(GTAWK)	Boeing B738-8K5-SW	37239/4253	BHX - Toronto 08 Dec 24 Lsd to Sunwing Dec 24 - Win 24/25 Regd CFLWK 09 Dec 24
Jet2	12 Dec	GHLXI	Airbus A21N-251NX	12161	Regd 11 Dec 24 Divd MAN 12 Dec
Virgin Atlantic	17 Dec	GVCRU	Boeing B789-9	12161	WFU 14 Dec 24 LHR - Teruel 16 Dec 24 Strd (12mths) RR engine issues
Aer Lingus	18 Dec	EIXLR	Airbus A21N-253NY XLR	11348	Divd DUB 18 Dec 24
easyJet UK	18 Dec	GUZEE	Airbus A20N-251N	12357	Divd LGW 18 Dec 24

TUI Airways	18 Dec	GTUIE	Boeing B788-8	37227/191	MAN - Teruel 17 Dec 24 Fr paint
TUI Airways	18 Dec	GTUOB	Boeing B38M MAX 8	44636/8997	Divd LTN 18 Dec 24
Aer Lingus	19 Dec	EIXLT	Airbus A21N-253NY XLR	11590	Divd DUB 18 Dec 24
TUI Airways	19 Dec	GTUIH	Boeing B788-8	37229/291	MAN - Helsinki 13 Dec 24 Lsd to TUIfly Nordic 13 Dec 24 - Win 24/25
ASL Airlines Ireland	21 Dec	EISTN	Boeing B734-4Q8-SF	25106/2518	WFU 27 Jul 24 Liege - Sofia 06 Aug 24 Strd Offered fr sale/lse fm 01 Oct 24 Sofia - SNN 07 Dec 24 SNN - Iqaluit - Bangor 21 Dec 24 Bangor - Marana 22 Dec 24 Onward to ?
Cityjet	21 Dec	EIHSA	Canadair CRJ 900	15080	Regd (Date?) Ex DACKD Ljubljana - Copenhagen 21 Dec 24 To op fr SAS
Virgin Atlantic	21 Dec	GVPIE	Airbus A339-941	2077	Regd 20 Dec 24 Divd LHR 21 Dec 24
West Atlantic	21 Dec	(GJMCV)	Boeing B734-4K5-F	24128/1715	WFU 25 Oct 24 EMA - Keflavik - Gander 28 Oct 24 Gander - Opa Locka 29 Oct 24 Rgd to ? as N----- 20 Dec 24
Emerald Airlines UK	22 Dec	GCMMK	ATR 72-600	1297	Dmgd BHD 22 Dec 24 Nosewheel collapse on landing
easyJet UK	23 Dec	GUZED	Airbus A20N-251N	12193	Divd LGW 23 Dec 24
Ascend Airways	24 Dec	GHAGI	Boeing B38M MAX 8	42828/6408	Bydgoszcz - LGW as 9HERI 16 Dec 24 Regd 23 Dec 24. Ex 9HERI
Emerald Airlines (Ireland)	26 Dec	EIFSL	ATR 72-600	1339	Trans to Emerald Airlines UK (Aer Lingus Regional ops) 23 Dec 24 - 30 Dec (Specific a/c will vary) (Cover fr dmgd GCMMK)
Jet2	30 Dec	GLSAE	Boeing B752-27B-W	24135/165	WFU 27 Dec 24 Due MAN - DGX 02 Jan 25

LEEDS/BRADFORD NEWS

As we close for press on December 12th, news is coming through about possible industrial action by Swissport employees. At LBA they handle most of the airline flights, at LBA, with the exception of Jet2 who do their own handling. Swissport are planning to take 16 days of industrial action from December 19th to January 4th after their employer refused to make additional "de-icing" payments that Swissport workers in other airports receive. They are union members of Unite and are predominantly employed on Ryanair flights at the airport. The workers, whose starting pay is just £11.75 per hour, do vital tasks at the airport including moving airplanes around the terminals safely, baggage handling and operating specialised vehicles. The dispute centres around "de-icing" duties at all times of day and night (beginning at 3.30am) to ensure aircraft are safe to use. This has traditionally carried an additional £125 per month payment. Swissport has refused to make such payments to workers at Leeds-Bradford despite it being on offer to employees at other airports.

Unite general secretary Sharon Graham said: "Swissport is making millions off the backs of our members who work at all times of day and night, in all weathers, doing a tough and vital job ensuring planes are safe to use. That they are being denied this additional payment beggars belief. Unite regional officer Chris Muscroft said: "Our members literally sign paperwork that makes them accountable for all the lives on board a plane. Our de-icing trained members are out from very early in the morning and are expected to cover any delays beyond finish times. "The strike will cause enormous disruption to flights at the airport. But this dispute is entirely a result of Swissport's Scrooge like behaviour. This additional payment, a drop in the ocean for Swissport." A spokesperson for Leeds Bradford Airport said: "Leeds Bradford Airport remains committed to working closely with our business partners to minimise any potential disruption to our customers."

AIRPORT NEWS

Doncaster/Sheffield received it's 1st aircraft movement in over 2 years, when 2Excel aviation positioned a Piper Navajo into their facility for maintenance. 2excel have retained their facility at DSA since the airfield closed, to provided maintenance support. I am reliably informed until the ILS and other airfield facilities are up and running these movements will be a rare occurrence. While the announcement of who the new operator, continues to be delayed and drags on and on, it is expected to be finally announced in early 2025 who the new operator will be. Doncaster council remain hopeful of a return to commercial flights in the Spring of 2026.

Britain's biggest airports are joining the growing private sector backlash against Rachel Reeves's budget, warning that a £1bn business rates bill for the industry will trigger the cancellation of routes to and from the UK and higher costs for passengers. In a draft letter from Airports UK, which represents more than 50 airports across the country, which claims that business rates revaluations will result in the industry being forced to pay more than £1bn - a fivefold increase from the current level. It describes the impact as "catastrophic", and demands an urgent meeting with the chancellor to discuss the measures, which would affect the sector from April 2026. "Airports are already some of the largest rates payers in the country," it said. "These revaluations will increase average rates bills for airports in England by more than 450%, with some airports facing multiples of 12 times." Airports are already some of the largest rates payers in the country," it said. Airports UK also said that the tax changes announced in the budget would jeopardise the government's entire growth agenda. "Without our sector as a

major partner, the government's ambition to secure the highest growth rate in the G7 and unlock an investment-led approach to transforming the economy will be materially damaged," it said. "The [Valuation Office Agency's] revaluation [to determine future business rates liabilities] will threaten the UK's status as a leader in aviation and a hub for global connectivity and trade. "Airports cannot be expected to sustain increases of this magnitude without having to scale back investment or to cut routes. "These increases are punitive against all sizes of airports and threaten the very viability of several airports, without which critical regional connectivity would be lost." "This would imperil your growth mission before it even gets started, and we request an urgent meeting in December to resolve this matter."

AIRLINE NEWS

Norwegian airline is expanding its UK presence with three new direct routes for summer 2025, offering British travellers more connections to Scandinavia and the Baltics. The carrier will launch flights from between Newcastle and Copenhagen and London Gatwick to the Norwegian city of Ålesund and the Latvian capital Riga. These routes form part of Norwegian's broader expansion for the summer 2025 season, which will see the airline operating a total of 17 new routes across its network. The Newcastle to Copenhagen route will operate twice weekly, launching on May 2, 2025. All three routes will operate as part of Norwegian's summer programme, which runs from late March through to October. Norwegian currently operates 21 routes from the UK to 15 destinations across five countries. The expansion is part of Norwegian's extensive summer 2025 programme, which will feature a total of 344 routes connecting 128 destinations across Europe.

Pakistan International Airlines A has announced on 9 December 2024 that it will relaunch flights to Europe as of 10 January 2025. From this date, the airline will connect Islamabad with Paris-Charles de Gaulle with the Boeing B777. The flight will be, initially, conducted once per week. The announcement follows the European Union Aviation Safety Agency, EASA, lifting a ban on Pakistani airlines entering European airspace. With the EASA-ban lifted, PIA has asked the UK Civil Aviation Authority, CAA, to do the same. Once that hurdle is cleared as well, the airline is planning to again fly to Birmingham, London-Heathrow and Manchester. The EASA banned PIA from flying into European airspace in 2020 following the crash of one of its A320s on 22 May 2020. Investigations into the crash found that up to 25% of all pilots in Pakistan didn't have correct or even fake pilot licenses. For the EASA it was clear the Pakistan Civil Aviation Authority, PCAA, wasn't conducting correct and thorough oversight and therefore banned Pakistani airlines from operating into the EU. Now, after a long process, the EASA is convinced the PCAA has its affairs in order.

TUI Airways (UK) has announced it has signed a lease-agreement with BOC Aviation for additional Boeing 737MAX8s. Between 2025 and 2026, the airline is set to take delivery of fourteen more B737-8s. The additional MAXs are going to be used to replace older Boeing B737-800s in the fleet, of which the airline currently operates 32. Next to these, TUI Airways UK is flying with 21 B737-8s, eight B787-8s, and five B787-9s.

The UK Home Office will double its fleet of Dash 8 turboprops in maritime surveillance configuration to tighten the monitoring of small boats carrying irregular migrants across the English Channel. Telegraph reported. The second aircraft is expected to enter service in spring 2025. By doubling the fleet, the Home Office Small Boat Command will be able to provide round-the-clock monitoring for around 200 days when the weather is good enough to permit small boat crossings. The aircraft will be deployed with other government agencies for monitoring tasks whenever crossings are not possible.

The current fleet of the Small Boat Command comprises a single DHC-8-Q300(MPA) operated by PAL Aerospace. It has operated in the UK since July 2023 under an initial 18-month contract. It is based out of Lydd. While the single aircraft has successfully tracked the channel crossings, it is not sufficient to provide 24-hour monitoring due to operational limitations.

AIRCRAFT NEWS

Boeing's Renton factory has resumed the production of its best selling narrow body jets, the B737 MAX on Friday 6th December. Its other facility in Everett, for the 767, 777 and 777X wide body production, will resume in mid December. Both the production facilities were shut for more than seven weeks after around 33,000 workers with the International Association of Machinists and Aerospace Workers (IAM) District 751 did not accept an initial contract offer in September. Boeing disclosed that it completed 13 new aircraft deliveries in the month of November 2024, which included nine MAX jets produced before the strike. Boeing's aircraft deliveries have been lagging against its previous year's data sheet and reputation, affecting revenues. Reportedly, Boeing could deliver just 318 aircraft for 2024 up to November. Being needed to restart it as early as possible, Boeing has more than 4,000 orders for the 737 MAX aircraft, but production has been held back due to multiple factors, including supply chain issues and the infamous mid-air panel blowout on an Alaska Airlines flight in January. On the production side, Boeing itself is working towards a production rate of 56 units a month, though it is unclear when that target will be met. Back in year 2018, Boeing managed to deliver 806 planes, in the year 2023, Boeing had delivered 528 planes which shows a depressing state of transactions at Boeing compared to Airbus.

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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)

BAGBY (NY) Resident G-GEFF PC.12/47E has been reregistered N359VF and is showing a Potential Change of Ownership on G-info.

BURN (NY) New here is G-CKOU LAK-19T.

CHURCH FENTON (NY) Resident N799JH PA-28RT-201T (28R-8231051) has now moved to Little Gransden. **28.11** G-BPGU PA-28, G-BXWB HR.100/200B, G-EFSM T.67M, G-LOGI R.66, G-NBCA PC.12/47E, G-OOUK SR.22, N719SR SR.22 (2269) f Sylt, 2 x n/s t Sylt 30.11. **3.12** G-BXWB HR.100/200B, G-OMAS A.150M. **7.12** N90093 208B (208B5830) f Reykjavik 3 x n/s t Oxford 10.12. **8.12** D-FZZZ PC.12/47E (2400) f Trebbin n/s. **9.12** G-BZGO R.44A, G-CPTZ AW.169, G-LACB PA-28, G-PDGI AS.350B2, G-REXA B.200GT f Jersey t Teesside, N9010B 208B (208B5831) f Reykjavik n/s, t Oxford 10.12, OO-ABK AS.350B3 (91120). **13.12** G-HCNX EC.155B1, G-JANN PA-34 2 x n/s, G-NLSE AS.355F2, G-WKTG DA.42M NG. **15.12** G-JANN PA-34 t Cardiff, G-NBCA PC.12/47E, G-SEEK T.210N f&t Cambridge, N725EL SR.22GTS G7 (9985) f&t Oxford. **16.12** G-DKEY PA-28, G-JSUE RV.7A. **18.12** G-REXB B200GT. **19.12** G-HPIN Bell 429.

CONINGSBY (Lincs.) With the BBMF PM631 Spitfire PR.XIX returned to the air on 3.10 and is due to go to Biggin Hill for maintenance work over winter.

CROSLAND MOOR (WY) A very brief visit **14.12** noted in the Hangar G-AYKK D.117 fuselage, G-CEDZ Skyranger 912 dismantled, G-CFUE Pioneer 300, G-CGWF RV.7, G-EGCA Rans S.6, G-GAVV CTSL, G-IROB TB.10, G-MRVP RV.6, G-SNXA Sonex, G-XLNT CH.601XL and G-XWEB Skyranger 912. Resident outside was G-VLTT DA.42, whilst visiting 12.35 to 12.50hrs was G-BRPY PA-15 f&t Sherburn.

DONCASTER/SHEFFIELD AIRPORT (SY) G-SCIR PA-31 of 2Excel arrived here 6.12, the first of their fleet to return, pending reopening of the Airport. Flying overhead on 19.12 I noted G-GAVA Jetstream 31 (accident 15.8.14), had gone from its long-term position, apparently it was dismantled a few days previously and removed on a low loader. It has reportedly been saved by The Civil Aviation Trust from Eastbourne, East Sussex.

ELVINGTON (NY) ZF448 Tucano T.1 arrived from Shawbury on 3.12 for Yorkshire Air Museum.

EVERINGHAM (EY) G-BSXT J-5A which was on rebuild at The Barn is now offered for sale due to lack of time to complete the project. Also undergoing construction at Woodland Grange is G-GBXL Just SuperSTOL XL which is nearing completion and then will move to Brighton.

FENLAND (Lincs.) A new resident is G-VORN EV.97 following the closure of the White Fen Farm strip, also believed to be new are G-NIPS T.66 and G-SDOZ P.92-EA.

FULL SUTTON (EY) Several long-term residents have departed recently following sale, these are G-BPEM 150K, G-BVST D.150 and G-FLYA M.20J.

GAMSTON (Notts.) **3.12** G-CGLC Sportcruiser. **4.12** G-HSTI R.44, G-WLDN R.44.

GILBERDYKE (EY) WK124 Canberra TT.18 nose section has been rebuilt to B.6 (mod) configuration and has gone to Scotland's Stoneykirk Aviation Museum, Stranraer, on long term loan.

LEEDS/BRADFORD AIRPORT (WY) New with Jet2 is G-HLYH A.321-251NX registered on 28.11.

NETHERTHORPE (Notts.) G-IBBJ Cavalon is reported as a new resident. Long term resident SE-IIV PA-24-260 (24-4970) was transferred to the N register on 7.10. I'm not sure if it is still here?

NORTH COATES (Lincs.) Movements 2.11 G-TGTT R.44 f&t Claxby, G-GRZZ R.44 f&t Waithe Top Farm. **3.11** G-TGTT R.44 f&t Claxby, G-MZIH Blade 912 f&t Headon. **9.12** G-BYJS TB.20 f Goodwood, 2 x n/s t Goodwood 11.11, G-GRZZ R.44 f Waithe Top Farm t Louth. **17.11** G-TGTT R.44 f Claxby t Wickenby, G-CBWP Europa f&t Full Sutton. **18.11** G-FRGP AW.109SP f Redhill t Frankton. **25.11** G-FRGP AW.109SP f Frankton t Redhill.

NOSTELL (WY) On 19.12 G-YAIR Bk.117D-3 arrived from Oxford on delivery to YAA, it then departed to Topcliffe later in the day, with G-YAAA Bk.117D-3 returning to Nostell to join G-YORX Bk.117D-3.

RUFFORTH EAST (NY) Visiting on 6.12 was G-ASIT Cessna 180.

RUFFORTH WEST (NY) A new resident is G-CGCO Cirrus VTC. Long term tug G-BLDG PA-25 was cancelled by the CAA on 18.11 and is showing as Potential Change of Ownership, also with York Gliding Centre G-BUJX T.61F was cancelled 11.11 as pwf.

SALTBY (Lincs.) New residents noted here are G-CJKB PW-5 and G-CMAY FRED Srs.II.

SHERBURN (NY) Movements 25.11 G-HOMA F.172H. **26.11** G-BPOM PA-28 returned to Humberside following maintenance and visitors were G-AJJS 120, G-AVRS GY.80, G-AXCA PA-28R, G-BVUZ 120, G-CIBZ EuroFox 912S, G-CMWT Pipistrel Alpha, G-FOXV A.22LS, G-HFCT F.152, G-IHCI Europa TG, G-RVIT RV.6, G-SHUG PA-28R, N182GC F.182Q (F18200068).

27.11 G-AYMK PA-28, G-BYTI PA-24, N1350J RC.112B (516). **28.11** G-ARHZ D.62A, G-BFXW AA-5B, G-BOMP PA-28, G-CMJU C42 FB100, G-ELWK RV.12, G-YAKG Yak 18T. **29.11** G-AYYU Beech C23, G-BXEX PA-28 f Tollerton (ground incident when it hit the payment terminal at the fuel pumps, damage to port wing, propeller, spinner and cowling, retired hurt to Hangar 3), G-CHOE DR.400, G-CLFG TL.3000, G-DAND TB.10, G-JVBP EV.97, G-OMUM RC.114, T7-960 TBM.960 (1414) f&t Tollerton. **30.11** G-BBKA F.150L, G-GAVV CTSL, G-STVT Sportcruiser. **1.12** G-BJAL CASA1.131E, G-BZBF 172M. **3.12** With AFT G-OCCF DA.40D returned to Oxford with 2-TESH DA.40D (D4.309) returning here to take its place. Visitors were G-AJJS 120, G-BHVR 172N, G-BZRV RV.6, G-CENO WT9 UK, G-CEVS EV.97, G-CKGJ HN.700, G-CMWT Pipistrel Alpha, G-DYNA WT9 UK, G-EGCD 172S, G-FKNH PA-15, G-GLUC RV.6, G-JIMM Europa XS-TG, G-MLXP Europa TW, G-SCPI Sportcruiser, G-ZGZG 182T. **4.12** G-BCKV FRA.150L, G-RMAV C42 FB80, G-YORX Bk.117D-3 (Helimed 98) o/s 13.30hrs training f Nostell t LBA. G-BAEO F.172M arrived for maintenance. **5.12** G-BPOS 150M arrived from Beverley for maintenance, with G-GGEM PA-28 acting as crew ferry and G-ROLY F.172N (still minus tailplane) moved from storage in Hangar 3 back into the Engineering Hangar. **6.12** G-BAEO F.172M returned to LBA following maintenance and G-TESM DA.42 departed to Oxford for maintenance. Visitors were G-BPGU PA-28, G-CEMY Pioneer 300, G-JAEE RV.6A and G-SPED Pioneer 300. **7.12** G-BBKA F.150L. **10.12** 2-TESK DA.40D (D4.307) departed to Oxford, the pilot returning with G-TESM DA.42, visitors were G-BBDP DR.400 and G-KKKK/XX513 Bulldog Srs.120/121. **11.12** G-BEPY RC.112B, N84VK PA-24-180 (24-1492). **13.12** G-BPGU PA-28. **14.12** G-BBKB F.150L, G-BIPN RF.3, G-CEND EV.97, G-CHXL RV.6, G-CIFL RV.6, G-CKYF EuroFox, G-CYLL F.8L, G-DVMI RV.7, G-EJRS PA-28, G-FBRN PA-28, G-HFCB F.150L, G-PFLY SR.22T, G-PODZ TL.3000, G-RKID RV.6A, G-WLGC PA-28. **16.12** G-CKIO PA-28, G-OOCP TB.10, G-TYER DR.500. **17.12** G-DEND F.150M arrived for maintenance, G-GGEM PA-28 was the crew ferry. **18.12** G-OKEN PA-28R departed following maintenance (arrived 28.9), G-TALP 172N was the crew ferry. **19.12** G-DEND F.150M departed following maintenance, the crew ferry was again G-GGEM PA-28. G-JADJ PA-28 (arrived 18.11) moved from Hangar 1 to take its turn in Engineering. Resident G-SKYL 182S departed early morning direct to EHSE Breda/Sepe on a business trip. Visitors were G-CCZD RV.7, G-KKKK/XX513 Bulldog Srs.120/121, G-MLXP Europa TW and G-MRVP RV.6. As we close on 19.12 the following were still present G-BXEX PA-28 damaged, in Hangar 3, G-CGPY/671 A.75L300 in Hangar 3, G-JADJ PA-28 and G-KLAW Eagle in Hangar 5. Fields had just G-JBKA R.44 in use all month, whilst AFT were using G-LORC PA-28, G-TESM DA.42 and 2-TESH DA.40D (D4.309).

SOUTH CAVE (EY) G-ATVW D.62B which has been away on maintenance at Fishburn for a couple of years has now been sold to a Fishburn based owner.

STRUBBY NORTH (Lincs.) A new resident is G-BMZN Everett Gyroplane Srs.1.

STURGATE (Lincs.) Resident G-RIVE D.153 has departed following sale.

TOLLERTON (Notts.) On 29.11 resident G-BXEX PA-28 was involved in an incident at Sherburn, where it is now hangared pending insurance assessment. Another resident G-FAZT Glasair IIS RG is currently for sale on Plane Check, in a damaged state, following a belly landing somewhere. I don't have any accident details but believe the aircraft is currently located at Midden Zeeland. Visiting on 28.11 was T7-960 TBM.960 (1414) from Gloucester, n/s, then on 29.11 it flew to and from Sherburn and n/s again.

TOPCLIFFE (NY) Arriving on 19.12 was G-YAIR Bk.117D-3 for YAA. See also Nostell.

WICKENBY (Lincs.) A brief visit **6.12** found G-BRPY PA-15 and G-IVII RV.7 visiting between 11.15 and 12.00hrs both f&t Sherburn. Only residents noted were G-JAEE RV.6A and N113BP PA-46-350P (4636363).

WIDMERPOOL/NOTTINGHAM HELIPORT (Notts.) G-DENY R.44 has departed following sale.

Brighton....

Andy Wood (HAR)

RESIDENTS

G-IIIRI XA.41 is a new resident arriving 30.11 from Oxford to replace G-ZVKO Edge 360.

OUTSIDE PARKING

G-BEZI AA-5, G-HELA TB.10, G-ICDP F.150L and HB-CIU have all been present throughout. With the Flying School G-OMAS A.150M had gone by late November, back to Teesside, whilst by 11.12 G-BNPY 152 was in use and still present 15.12, however by 19.12 it had gone, and replaced by G-OCPC FA.152! With 17 aircraft in their fleet, I think this situation is going to be difficult to keep track of.

MOVEMENTS

18.11 G-CMVK EuroFox 2K f Athey's Moor t Lukes Field. **20.11** N617CE Bell 407GX (54967) f&t Garrowby Hall (fuel stop). **21.11** G-CCOV Europa XS f&t Abbots Bromley, G-CDTP Skyranger 912S f&t Oxenhope, HA-LFR SA.341B (2002) f Deighton/Crab Tree Farm t Garford/Landmead Farm. **26.11** G-AZOF Airtourer T.5 t Peterlee (here since going u/s 16.11), G-BSKA 150M f&t Sandtoft, G-CTSL CT f&t Peterlee (crew ferry for 'OF). **27.11** G-TJPK AW.109SP f&t Humberside Country Park (fuel stop). **28.11** G-LXXV/75 E.75N1 f Duxford (fuel stop) heading to Scotland, G-ROZZ C.42 FB80 f Netherthorpe t Fishburn, N3957S 172E (17251157) f&t Felthorpe. **29.11** G-BBKA F.150L f&t Sandtoft, G-BGHM R.1180T f&t Blackpool, G-MLXP Europa TW f&t Sturgate. **30.11** G-CBWP Europa f&t Full Sutton. **1.12** G-BBKA F.150L f&t Sandtoft. **3.12** G-SAAA CTSW f&t Sherburn. **4.12** G-JONL Sportcruiser f&t Rufforth East. **11.12** G-RAFR Skyranger 912S f&t North Moor. **14.12** G-SCPI Sportcruiser f&t Barton. **15.12** G-IHCI Europa TG f&t Beverley, G-OOCF TB.10 f&t North Coates. **17.12** G-AXBF D5/180 f&t Full Sutton.

Coney Park....

Mike Storey

2 nd November	G-ROON	SIKORSKY S-76C	MARHAM/ NIGHT STOP
3 rd November	G-ROON	SIKORSKY S-76C	CONEY PARK/ ?
6 th November	G-GOES	ROBINSON R44	LEEDS EAST/CONEY PARK
11 th November	G-GPOT	AUGUSTA A109SP GRAND NEW	OUTWOOD/OUTWOOD
11 th November	G-HCNX	EUROCOPTER EC155-B1	DENHAM/BATTERSEA
13 th November	G-SENS	EUROCOPTER EC135T2+	OXFORD/HARROGATE
13 th November	M-BEEF	AIRBUS H135	STEETON/STEETON
15 th November	G-VIVE	LEONARDO AW109SP GRAND NEW	BICESTER/HALIFAX
18 th November	M-BEEF	AIRBUS H135	STEETON/STEETON
20 th November	G-FRYA	ROBINSON R44-11	TEESIDE/TEESIDE
28 th November	G-TJPK	LEONARDO AW109SP GRAND NEW	WOLVERHAMPTON/WOLVERHAMPTON
28 th November	G-TJPK	LEONARDO AW109SP GRAND NEWWOLVERHAMPTON/	WOLVERHAMPTON/WOLVERHAMPTON
28 th November	G-TMCF	LEONARDO AW109 TREKKER	BERKSHIRE/INGRAM

Sandtoft....

Michael Hanks

Resident Aircraft:

- | | | |
|------------------------------|---------------------------------|--------------------------------------|
| 1. G-AZNO C182P | 10. G-BGBW PA-38 wfu | 19. G-BRNC C150M YAC away on rebuild |
| 2. G-BBJX F150L YAC | 11. G-BGTF PA-44 | 20. G-BSKA C150M YAC |
| 3. G-BBKA F150L YAC | 12. G-BHVR C172N YAC | 21. G-BSXI M.20E wfu |
| 4. G-BBKB F150L YAC | 13. G-BHZU J-3C | 22. G-BSYV C150M YAC wfu |
| 5. G-BBNI PA-34 | 14. G-BIFB PA-28 on rebuild wfu | 23. G-BULR PA-28 wfu |
| 6. G-BCGI PA-28 wfu | 15. G-BIHI C172M wfu | 24. G-BYJL Pulsar |
| 7. G-BCVG FRA150L | 16. G-BLVS C150M wfu | 25. G-BZBF C172M YAC |
| 8. G-BDNW AA-1on rebuild wfu | 17. G-BOMP PA-28 | 26. G-CBOY Quantum |
| 9. G-BGBI F150L YAC | 18. G-BOVS F150M wings only | |

- | | | |
|--|------------------------------------|--|
| 27. G-CGTV
Savannah | 38. G-MICK F172N
on rebuild wfu | 48. G-TEFC PA-28
wfu |
| 28. G-CHVS
Savannah | 39. G-MJVU
Quicksilver | 49. G-WHEN P92 |
| 29. G-CIMIG.115 | 40. G-MMMG
Quicksilver wfu | 50. G-WLGC PA-28 |
| 30. G-CKXI M.20E | 41. G-MMNB
Quicksilver wfu | 51. G-YBAA F172J |
| 31. G-CMLA TL-
3000 | 42. G-MSFC PA-38
wfu | 52. N131MP PA-
31P to become
on rebuild G-
BWDE wfu |
| 32. G-CSAV T600N | 43. G-MZOS
Quantum | 53. N20UK M.20F |
| 33. G-DOZZ
SkyRanger | 44. G-OWMC
T600N | 54. N337UK F337G
on rebuild wfu |
| 34. G-KYLE T600N | 45. G-RMAV C42 | 55. N394RA C210K
wfu |
| 35. G-LORD PA-34 | 46. G-TAXI PA-23
on rebuild wfu | 56. N39TA Be A24
wfu |
| 36. G-MABE F150L
YAC away on
rebuild | 47. G-TAYI G.115 | 57. N7954J PA-28R |
| 37. G-MIAN
SkyRanger | | |

wfu – withdrawn from use

YAC – Yorkshire Aero Club

Changes to Resident Aircraft:

Now Based - None

No longer Based – N2136E PA-28R

None Residents in for Maintenance:

- | | | |
|--|---|---|
| 1. G-AYHA
AA-1 from
13/11 -
present | ??/04 -
present | 4. G-EKOS
FR182 from
10/10 –
02/11 |
| 2. G-BCRR
AA-5B from | 3. G-BFTH
F172N from
04/11
– ??/11 | |

Visitors November:

02/11 G-EKOS FR182 t Sherburn

03/11 G-OJSH T600 f/t Chatteris

04/11 G-BFTH F172N f Fenland

11/11 G-PLAN C150 f/t Humberside, G-CIBZ Eurofox f/t Temple Bruer and G-DWYP Skyranger f Rufforth East t Sherburn

12/11 G-RVCH RV-8 f/t Rufforth East and G-DMKK?? illegible C172 f/t Shenington

13/11 G-AYHA AA-1 f Rufforth West and G-CTCL TB-10 f/t Nottingham

14/11 G-BUJJ T67M f/t Full Sutton, G-EINI Europa f/t Husbands Bosworth, G-JONL sportcruiser f/t Rufforth West and G-CGDI EV-97A f Sherburn t Netherthorpe

16/11 G-BRPY PA-15 f/t Sherburn and G-BATV PA-28A f/t Full Sutton

21/11 G-KART PA-28A f Newcastle t Sherburn, G-SOBI PA-28A f/t Sherburn and G-BOSM DR253B f/t Sherburn

26/11 G-MZMT Quantum f Headon t Netherthorpe, G-CIBZ Eurofox f Griffins Farm t Sherburn and G-BRIV TB-9 f/t Sturgate

27/11 G-SFTZ T67M f/t Leeds East

28/11 G-CEON XAir f/t Wickenby, G-MLAW GT450 f/t Wickenby and G-CCWM DR400 f/t Sherburn

30/11 G-CFNF R44 f/t Gamston

November

Resident Aircraft noted	First noted	Last noted
G-ARHZ D.62	06/05/2024	17/11/2024
G-ARRS CP.301A	30/03/2024	17/11/2024
G-ATLM F.172G	21/09/2010	17/11/2024
G-AWGK F.150H	30/03/2024	17/11/2024
G-AYYU Beech C.23	22/01/2023	17/11/2024
G-BDDG D.112 wfu	30/03/2024	17/11/2024
G-AZTS F.172N	08/11/2014	17/11/2024
G-BGHJ F.172N	25/09/2024	17/11/2024
G-BBDP DR.400	25/02/2023	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	17/11/2024
G-CIFC TB.200	29/05/2022	17/11/2024
G-EOHL C.182L	20/07/2024	17/11/2024
G-EXLL CH601XL	29/05/2022	17/11/2024
G-FARY Tri-Q	14/01/2022	17/11/2024
G-HIBB Jabiru J430	30/03/2024	17/11/2024
G-MLXP Europa	20/07/2024	17/11/2024
G-MJVU CH601HDS	01/05/2024	17/11/2024
G-OMCB TL2000	22/03/2021	17/11/2024
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	17/11/2024
N40453 PA-23	08/11/2014	17/11/2024

The double decker bus noted here is registered BX54DHN

NOVEMBER 2024

HELICOPTER ACTIVITY(p/s Private landing site)

01/11 G-BIOA Hughes 369D, Sywell – Marsden(Lifting operations all day)
01/11 G-TLMI R.66, p/s Stanhope – Denham
02/11 G-GRZZ R.44, North Thoresby – Brighton
02/11 G-ROON S-76C, Knutsford – Grantley Hall, Ripon
03/11 G-JBBH Squirrel, p/s Goldington – p/s near Market Rasen
03/11 G-OSAF Jet Ranger, Newcastle – p/s Pateley Bridge
03/11 G-EMHF AW.109SP(Costock 20), Costock – p/s Westerdale
03/11 G-OFZY Twin Squirrel(Trident 5), Elstree – p/s Harrogate
08/11 G-EMHN A.109S(Costock 09), p/s Westerdale – Costock
09/11 G-OAHL Twin Squirrel(Trident 3), p/s Harrogate – Huddersfield – Ripon
09/11 G-TJPK AW.109SP, p/s Chorley – p/s Blanchland
10/11 G-PDPD EC-120B, Grantley Hall, Ripon – Nottingham
10/11 N641LB MD-600N, Gamston – Fishburn – Gamston
11/11 G-WOFT A.109E(Trident 11), Inverness – p/s Harrogate
11/11 G-GPOT AW.109SP(Castle 10), Battersea – Normanton Golf Club
11/11 G-CPTZ AW.169(Helimed 81A) East Midlands – Leeds General Infirmary
11/11 M-BEEF Airbus H-135, Isle of Man – p/s Silsden – LBA
11/11 N500TY MD-500E, Devonshire Arms – p/s near Manchester Airport
12/11 M-RBHF AW.139, Battersea – p/s Catterick
12/11 G-WECG Twin Squirrel, Darwen – Brinsworth, Sheffield – Darwen
13/11 G-SENS EC-135(Woodstock 37), Rudding Park, Harrogate – Oxford
13/11 G-DVIP A.109E(Castle 12), Tollerton – p/s Harrogate – p/s Scarborough
13/11 G-YRTE A.109S, p/s Doncaster – p/s Darlington
13/11 M-BEEF Airbus H-135, Isle of Man – p/s Silsden – p/s Sheffield
13/11 N902GB MD-902, Shoreham – p/s Skipton
14/11 G-VIVE AW.109SP(Saxonair 14), Battersea – p/s Halifax
14/11 G-OJDB Squirrel, Alderley Edge – p/s Doncaster
15/11 G-JBBH Squirrel, p/s Leyburn – Battersea
17/11 G-OFZY Twin Squirrel(Trident 6), p/s near Cranfield – p/s Harrogate
18/11 M-JCBE S-76C(JCB 3), East Midlands – Sandtoft
18/11 M-BEEF Airbus H-135, Isle of Man – p/s Steeton
19/11 G-CPTZ AW.169(Helimed 81A), Pinderfields Hospital – Newcastle
19/11 G-RDWN AW.109SP, Garlands Golf Club – Sports Direct, Shirebrook
20/11 G-FGRP A.109E, p/s Totteridge – Sports Direct, Shirebrook
24/11 G-EMHN A.109S, North Weald – p/s near Helmsley
25/11 G-ZZEL Gazelle, Skelmersdale – p/s Guiseley, Tranmere Park
25/11 M-DOGA Airbus H-135, Isle of Man – Staveley, Poolsbrook
25/11 M-LEOG AW.109SP, Halifax – Thorne, Trinity Academy
26/11 ZD982 Chinook(Vortex 550), Odiham – Catterick
26/11 M-JCBE S-76C(JCB 3), p/s Helmsley – East Midlands
27/11 G-TJPK AW.109SP, p/s Corley – Humber Bridge Country Park
28/11 G-PMXI A.109C, p/s Cowbridge – p/s near Durham
28/11 G-OFZY Twin Squirrel(Trident 8), Seaham Hall – p/s Harrogate
28/11 M-RBHF AW.139, Battersea – p/s Alnwick
28/11 M-HISA AW.139, Battersea – p/s Alnwick(n/s) – Oxford
28/11 G-WHST Squirrel, Winsford – p/s Carleton, Skipton
29/11 N500HW MD-500D, p/s Bedford – Alsby(Lincs) – East Ravendale

CONEY PARK:- On 3/11 Jet Ranger G-WIIZ arrived from Eire to collect R.44 G-OESP, which had been on maintenance. 2/11 G-ROON S-76C f. Grantley Hall; 6/11 G-HGRB R.44 f. Middlesboro'(Also 15/11, 24/11); 11/11 H-GPOT AW.109SP(Castle 10), f. Normanton; 11/11 G-HCNX EC-155, f. Battersea; 13/11 G-SENS EC-135(Woodstock 37) f. Oxford t. Rudding Park; 13/11 G-GEZZ Jet Ranger f. Humberside; M-BEEF Airbus H-135 f. Sheffield; 14/11 G-VIVE AW.109SP(Saxonair 14) f. Halifax; 18/11 M-BEEF Airbus H-135 f/t Steeton; 20/11 G-FRYA R.44(Pipeline 81); 28/11 G-TJPK AW.109SP f. Blunsden House Hotel, Swindon; G-TMCF A.109S(Castle 3) f. East Garston t. Newcastle;

WALTON WOOD:- Squirrel G-OJDB was noted carrying out a local air test from here on 19/11. 2/11 G-HWOW R.44 t. Clitheroe; 3/11 G-REYE R.44 f. Brompton; 5/11 G-RIDB Bell 429 f. Humberside; 11/11 G-ODHB R.44 f. Barton; G-OGJC R.44 t. Barton; 19/11 G-RIDC Bell 429(Grid 06) t. Fishburn; 20/11 G-JOZI Squirrel f. Louth; 29/11 G-CKRK Cabri G2 f. Redhill;

LOCAL AIRFIELDS

BAGBY: PC-12 G-GEFF has been sold in USA and is now registered N359VF. 11/11 G-HWOW R.44 t. Clitheroe; G-AZFI PA-28R f. Sherburn; 14/12 G-ONAV PA-31 Navajo f. Fowlmere(Also 27/11); 15/11 G-GPOT AW.109SP(Castle 10) f. Battersea; 17/11 G-DAYF AW.109SP(Solway 04) f. Carlisle; 21/11 G-ROCH Cessna 303 t. Oaksey Park;

BEVERLEY:- 14/11 G-ATJN Jodel D.119 f. Wickenby; G-IRPW Europa XS f. Sherburn;

CRANWELL:- 21/11 2233 Super Puma(Cotam 1360) f. East Midlands;

DEIGHTON:- On 21/11 Gazelle HA-LFR departed enroute to Kortrijk via Brighton. Recently registered to Mr Atherton here is Gazelle G-ZLLE, which was formerly N504KH.

EAST KIRKBY:- 1/11 N473DC Douglas C-47 f. North Weald;

ELVINGTON:- 28/11 N20AG TB-20 f/t North Coates; G-OOCP TB-10; 29/11 D-GEOL DA-42 t. Liverpool

ESHOTT:- New resident here is Eurofox G-CMVK. 11/11 G-PODZ Sirius 600 f. Nottingham; G-CDCC Sportscruiser f. Castle Kennedy t. Baldo Park; 12/11 G-BGBG PA-28 f. Derby;

FULL SUTTON:- Just Superstol G-GBXL was registered to owners in York recently. Speed Wing G-ZGAB is also a new resident. 12/11 N3544M PA-31 f. Denham;

GAMSTON:- 6/11 G-WPDB EC-135 f. Nottingham; 10/11 OH-TFD Phenom t. Helsinki; 13/11 G-PACE Robin 1180T f. Turweston; 15/11 G-TEMU SR-22 f. Coventry; 16/11 G-HYPE Sling 4 f. Blackbushe; 17/11 G-TAAB SR-22 f/t Wickenby; N8PL Lancair 235 f. Fenland; 18/11 2-JEZA Eclipse Jet f. Guernsey; 20/11 G-IKBP PA-28 f. Liverpool; 21/11 G-OIMC Cessna 152 f. East Midlands; 28/11 G-ARYS C.172C f. Full Sutton; G-CEAK Ikarus C-42;

LEEDS/BRADFORD:- A new resident, first noted on 20/11 is R.44 G-DHAM owned by the same company as G-LUFC, VNE Group. Cessna 182T G-KAVI which has been with Multiflight for well over 12 months, finally was delivered to new owners on 27/11. The aircraft arrived as LN-TRF in 2023. Cessna P.210N G-SMBA, which arrived in July this year as re-registered on 17/10 as N210AM f0r for an owner is Carson City.

LEEDS/EAST:- Diamond DA-50 N163PS passed through on delivery on 8/11. From Weiner Neustadt to Reykjavik. A further delivery on 10/11 was Beech 1900C N250AC which arrived from Belgrade. The aircraft had begun its epic trip in Johannesburg. On 12/11 Cessna 208 Caravan N208MH arrived from Reykjavik for a short stay before continuing its delivery flight to Luxemburg. Another Caravan N270AC arrived on 15/11 before touting onwards to Reykjavik on 17/11. Continuing a busy month for deliveries, King Air 260 N260DW arrived from Reykjavik on 20/11 for an overnight stay then onwards to Heraklion. This aircraft is due to become 5H-AMT. 1/11 G-YYES SR-22 f. Biggin Hill; 3/11 G-CBEZ Robin DR.400 f. Turweston; 9/11 N3522 Twin Comanche f/t Jersey(n/s); 10/11 G-MDSZ PC-12 f. Biggin Hill; 11/11 G-EGPD PA-28 f. Aberdeen; G-IIJM Extra NG f. Wombledon; 2-FUNN PA-32R f. Blackpool; G-RVEM RV-7A t. Blackpool; 12/11 G-HMGA King Air 200 f. Humberside(Circuits); 13/11 F-HJFP Pilatus PC-12 f. Biggin Hill t. Marseilles; G-BNOJ PA-28 f/t Blackpool; G-BMTJ Cessna152 f. Denham; 14/11 F-HPJF PC-12 f. Marseilles; 16/11 G-THDR AW.109SP(Saxonair 25) f. Alnwick(n/s) t. Luton; G-PHOR FRA.150L f/t Gamston; 17/11 N5737 PA-46T f. Teesside; 18/11 G-DL DL R.22B(Local Survey Work); 20/11 G-BRBW PA-28 t. Blackpool; N95VB King Air 90 f. Sleaf(Also 27/11); 21/11 G-MSHP PA-46 Malibu f. High Wycombe; G-CBTT PA-28 f. Turweston; G-LOGN PA-28 f. Turweston; G-AXIO PA-28 f. Denham; G-NYKS C.182T f. Denham; G-DMPL RV-7A f. Beccles; G-HRND C.182T f. Denham; G-BIBA TB-9 f. Turweston; 24/11 M-POWR King Air 90 f. Exeter; G-BFSA F.182Q f/t Gamston; 25/11 N850BL TBM-850 f. Jersey; 26/11 N291AH Cirrus Vision Jet; 27/11 2-CYFR SR-22 f. Blackpool; N365RE Cessna 340A f/t Liverpool; N1149G Mooney M.20K f. Rennes(n/s); 28/11 N719SR SR-22 f. Westerland; G-LOGI R.66 f. Shoreham t. Helmsley; 29/11 T7-960 TBM-960; G-OMUM Commander 112; G-BXEX PA-28 f. Nottingham;

LEEMING:- The airfield played host to the Swiss Air Force F-18's once again from 11/11, with the following making the trip over – J-5006; J-5007; J-5008; J-5011 J5015; J-5017; J-5020; J-5025; J-5233; J-5238; 6/11 T-751 Challenger 604(SUI 541) f. Bern; ZH840 Merlin(Navy 501) f. Caernarfon; 8/11 T-784 Citation XL(SUI 544); 11/11 HB-AZH EMB.190E2(SUI 591) f. Bern t. Zurich; HB-FOG PC-12(SUI 521) f. Emmen; 14/11 T-752 Challenger 604(SUI 541) f. Dubendorf; 20/11 XX321 Hawk(Red 10) go-around; 21/11 T-751 Challenger 604(SUI 541) f. Zurich; 25/11 T-784 Citation XL(SUI 022, also 28/11); 27/11 ZK013 Hawk(VYT 509, Circuits);

NETHERTHORPE:- 12/11 G-CISX Cessna 172M f/t Teesside; G-AYSB Twin Comanche t. East Winch; 14/11 G-TSDA Aquila AT-01 f/t Teesside; 27/11 G-OCPC FA.152 f/t Teesside; 28/11 G-LFSJ PA-28;

NOSTELL PRIORITY:- A late night visitor on 14/11 was EC-135T G-POLB(Police 42). Both he and the Yorkshire Air Ambulance were returning from missions when fog suddenly engulfed Carr Gate. Police 42 tried to get permission the land at LBA but was refused as work had already started on the runway. Hearing all this the pilot of "Helimed 98" invited him to come and spend the night with them.

PETERLEE:- 8/11 G-TAJB BK-117(Woodstock 45) f/t LBA;

RUFFORTH:- 13/11 G-KASW Calidus f. Gamston; G-CEEO CTSW f/t Fishburn; 14/11 G-LEGY CTLS f. Fishburn;

SHERBURN:- 2/11 G-BYFR PA-32R f. Halfpenny Green; 11/11 G-DUNK F.172M f. Dunkeswell; G-IFDA RV-6A f. Eshott; G-JIMC RV-7 f. Shoreham; G-CHOE Robin DR-400 t. Blackpool; 12/11 G-UZUP Eurostar t. Netherthorpe; 13/11 2-LOOK PA-46T Malibu f. Gamston; 15/11 G-CCNG CT-2K f. Eshott; G-CFDO CTSW; G-CMVK Eurofox; 17/11 G-GURU PA-28 f/t Barton; N182GC F.182Q f. Nottingham; N1182P Cessna 182P f. Newcastle; G-HFCB F.150L f. Fenland; 18/11 G-BWCT Nipper f. Leicester; 19/11 G-RIDC Bell 429 f. Gamston; 21/11 G-ZEZE C.182S f. Leicester; G-CTCL TB-10(Commodore 01) f. Tollerton; G-BDSH PA-28 f. Nottingham; 24/11 G-CFCX Rans S-6 f. Kelso; 26/11 G-AXCA PA-28R f/t North Weald; G-CMWT Pipistrel Alpha f. Temple Bruer; 27/11 G-AYMK PA-28 f. Blackpool; N1352J Commander 112A f. Sleep; 29/11 G-JVBP Eurostar f. Connington; G-AYYU Sundowner f/t Sturgate;

SOUTH YORKSHIRE AIR MUSEUM:- A new arrival here on 25/11 was former Linton-on-Ouse based Tucano ZF167.

STRUBBY:- 17/11 G-ICUT Maule MXT-7 f. Pitsford;

WADDINGTON:- 11/11 G-BEZL PA-31 Navajo(Broadsword 042); 13/11 A97-465 C-17B(Aussie 678) f. Brize Norton;

WICKENBY:- New resident is Cirrus SR.22 G-TAAB. 3/11 G-SCCZ Sportsruiser, G-EDDS Sportsruiser f. Sittles; G-BYDV RV-4; 4/11 G-LINZ R.44 f. Little Staughton; 11/11 EI-SYM RV-7 f. private strip near Dublin; G-IIAI CAP 232 f. Kilrush; 13/11 G-FLAV PA-28 f. Full Sutton; 17/11 G-RODJ Ikarus C-42 f. Buckminster; G-BOUE Cessna 172N f/t Gamston; G-AYFC Condor; 21/11 G-CWDW C.182T f. Andrewsfield; G-OLEW RV-7 f. White Waltham;

November 2024 GA and Military Movements

We actually received the file early this month and the number of movements has stayed constant at the near 300 mark, so GA is definitely not just back to normal but growing. German Biz still dominate along with netjets. We have a few new aircraft types as new models start to appear on the UK register, but the number of military aircraft seems very low. The Diamond 50 and Cirrus SF50 are still quite rare as is the hondajet but the PC-24 continues to sell like hot cakes.

Hope you had a great break over xmas and is your new year's resolution still intact ?

Friday November 1st

G550 N613LF arr 09:59 n/stop, Be 200 G-CDZT arr 10:18 dep 11:19, DA42 G-GJIM arr 10:29 n/stop, Grob G120TP ZM320 arr 11:27 dep 14:11, Grob G120TP ZM321 arr 11:48 dep 14:19, EMB E135 PH-DWC arr 14:09 dep 14:58, Bell 505 G-XXLH arr 14:17 dep 14:41, Bell407 G-LUFC dep 14:39, LJ60 D-CFAZ arr 15:45 n/stop.

Saturday November 2nd

LJ60 D-CFAZ dep 10:00, DA42 G- CTCE 2 x ILS at 11:26, H400XP SP-TTA dep 17:20, G550 N613LF dep 19:22, EMB 135 PH-DWS arr 19:24 dep 20:09.

Sunday November 3rd

GLEX N394WJ dep 10:02, PX XII 9H-WIT arr 13:27 dep 14:04, AB206 J/R G-WIIZ arr 13:33 dep 13:55, Be 200 G-REXB arr 15:22 dep 16:55, LJ 35 D-CAPO arr 18:14 n/stop

Monday November 4th

DA-42 G-CMNW arr 10:20 n/stop, DA-42 G-DJET 2x ILS approach at 10:29, LJ 35 D-CAPO dep 11:18, Robinson R44 G-MGWI arr 13:47 dep 14:51 ret 15:25 & dep at 15:44, G280 SE-RKN arr 14:24 n/stop

Tuesday November 5th

G550 N613LF arr 13:32 dep 14:35, Partenavia P68 G-POLW arr 13:41 dep 17:12, R/C F406 G-SMMB dep 14:46 ret at 15:36 n/stop, DA62 G_JAAM arr 15:54 dep 16:38, SR20 N781CD arr 16:07 n/stop,

Wednesday November 6th

CL604 D-AFAB arr 08:36 n/stop, LJ60 D-CFAZ arr 15:53 n/stop, Westwind PS-MVC arr 17:59 until 8th, G280 SE-RKN dep 18:16.

Thursday November 7th

CL604 D-AFAB dep 09:16, LJ60 D-CFAZ dep 10:18, Ce680A CS-LTC arr 11:41 dep 13:04, DA62 G-JAAM arr 13:49 dep 15:10, Ce 252C EC-NQS arr 15:32 dep 19:21, EA500 2-JEZA arr 16:07 n/stop.

Friday November 8th

Westwind PS-MVC dep 08:57, MBK117 G-TAJB arr 09:54 dep 10:12 ret at 14:55 & dep again at 15:03, PA-28 G-GALB 3 x ILS approach at 11:25, Gulf G550 N613LF arr 12:41 n/stop, Ce 680A CS-LTV arr 13:03 dep 14:57, GLEX C-GLXM dep 14:37, H400XP SP-OOK arr 14:42 dep 15:59, DA42 G-CMNW dep 15:18, PC XII G-MDSZ arr 16:07 dep 17:08, LJ45 D-CUNI arr 19:02 n/stop.



PS-MVC IAI1124 Westwind 08/11 Paul Whincup



PS-MVC IAI Westwind 08/11 Multiflight

Saturday November 9th

LJ45 D-CUNI dep 10:00, PA-28 G-GALB 3 x ILS approach at 10:16, Falc2000 **N88DD** arr 10:46 dep 11:30 ret LBA at 17:37 n/stop Ce 680A CS-LTV arr 11:15 dep 15:03, EA500 2-JEZA dep 12:32, SR22 G-MCLE dep 13:14, Ce 525A D-IOHL arr 15:51 n/stop, Ce 510 OE-FZB arr 18:51 dep 19:48.

Sunday November 10th

Phenom 300 CS-PHQ arr 10:08 dep 10:58, Falc 2000 N88DD dep 10:55, Ce 182 G-SKYL arr 16:14 n/stop, Agusta A109 G-TMCF arr 17:22 dep 17:35. LJ60 D-CFAX arr 17:54 n/stop. PC XII F-HGET arr 18:53 n/stop.

Monday November 11th

Phenom 300 CS-PHW arr 07:32 dep 08:50, PC XII F-HGET dep 09:28, LJ60 D-CFAX dep 10:38, SR20 N203CD arr 11:10 n/stop, Gulf G550 N613LF arr 11:58 dep 15:57, PA-28 G-FBRN 2 x ILS approach at 13:00, EC135 M-BEEF arr 13:46 dep 14:00, SR20 N781CD dep 15:02, Ce 525A D-IOHL dep 16:00, Ce 550 D-CELI arr 16:35 dep 19:09, EC155 G-HCNX arr 18:00 n/stop.



G-GJIM Diamond DA62 09/11 Mike Storey

Tuesday November 12th

Falc2000EX PH-VBG arr 10:34 dep 15:19, SIK S76 G-MJBE arr 10:38 dep 10:52 ret LBA at 15:26 & dep again at 15:37, PA-28 G-GGEM 2 ILS approach at 11:05, DA42 G-CDXK 2 x ILS approach at 11:08, DA62 **G-ZEAB** arr 15:26 n/stop

Wednesday November 13th

SR22 G-YEBO arr 10:18 dep 14:04, SR22 N771SR arr 10:21 n/stop, AA5B G-GAJB arr 12:29 n/stop, BAE HawkT1 XX242 overshoot at 14:10 c/s RED10, R/C F406 G-MAFA arr 15:08 n/stop

Thursday November 14th

Ce 680A CS-LTC arr 10:32 dep 12:36, Ce 525 SP-CIT arr 10:54 until 17th, Be 200 G-REXB arr 10:58 dep 11:45, DA42 **G-TESM** arr 11:40 n/stop (regd 5 sep24), Be 350 Shadow ZZ416 overshoot at 12:33 c/s snake46, R/C F406 G-SMMB dep 13:42, Ce 182 G-ORDM arr 13:44 dep 15:04, PA-28 G-BNZZ ILS approach at 13:56, Da42 G-FFMV arr 17:19 n/stop.

Friday November 15th

Phenom 300 CS-PHI arr 09:00 dep 09:44, Ce 680A CS-LTU arr 10:33 dep 14:16, PA-28 G-GGEM ILS approach at 12:28, AA5B G-GAJB dep 13:06, AW109 G-VIVE overfly at 13:59, DA42 G-TESM dep 14:06, Ce 525A **D-IALI** arr 14:42 until 17th, LJ45 D-COMA arr 19:14 n/stop.

Saturday November 16th

LJ45 D-COMA dep 09:11, Ce 510 OE-FBD arr 13:11 n/stop, Ce 560XL CS-DQA arr 15:03 n/stop, Extra NG G-NGSA arr 16:00 n/stop.

Sunday November 17th

PA-28 G-BNOH ILS approach at 11:29, Ce 525 SP-CIT dep 11:47, Ce 510 OE-FBD dep 12:10, Ce 560XL CS-DQA dep 12:23, LJ45 D-CAAE arr 15:29 dep 17:49, Ce 525A D-IALI dep 16:21, Phenom 300 CS-PHP arr 17:58 n/stop, EA500 2-JEZA arr 18:01 N/stop, CL605 LX-RHC arr 18:59 n/stop. Phenom 300 OK-PHA arr 19:18 dep 19:59.



SP-CIT Citation 525 Bartolini 15/11 Ian Gratton

Monday November 18th

Eclipse EA500 2-JEZA dep 08:18, Phenom 300 CS-PHP dep 08:21, CL605 LPA-46 Malibu G-MSHP X-RHC dep 11:28, Phenom 100 ZM334 overshoot at 16:55,

Tuesday November 19th

PA-31 Navajo G-OUCP ILS approach at 14:44, LJ45 D-CSOS arr 15:44 n/stop.

Wednesday November 20th

Praetor 500 D-BOSS arr 08:07 dep 09:02, LJ45 D-CSOS dep 08:12, Robinson R44 G-DHAM dep 11:37 ret at 12:09 & dep 12:52 & ret at 13:28 & dep again at 13:37, PA-46 Malibu G-CYFR arr 13:07 dep 13:59, SR20 N203CD dep 14:23. Ce 200 G-KVIP arr 14:40 dep 17:25, BAE Hawk Mk167 ZB137 overshoot at 17:18, PA-28 G-BNZZ touch and go at 17:40.

Thursday November 21st

PA-46 G-MSHP arr 10:33 n/stop, Phenom 300 CS-PHI arr 10:49 dep 12:27, H400XP SP-ATT arr 11:36 dep 14:13, DA50 G-OUTY arr 12:51 dep 16:13, DA42 G-CDXK 2x ILS approach at 13:20, SR20 N246FA arr 13:26 dep 15:33, LJ45 D-CAAE arr 16:29 n/stop,



N246FA Cirrus SR22 21/11 Mike Storey

Friday November 22nd

LJ45 D-CAAE dep 09:19, Ce 525 G-POYA arr 10:18 dep 14:45, Be 200 G-IASM arr 10:30 dep 12:02, DA42 G-CDXK 2 x ILS approach at 10:52 SR22 2-CYFR arr 10:55 dep 11:24, Cirrus SF50 N3131X arr 11:47 dep 13:37, DA42 G-TESM 2 ILS approach at 11:59, SR22 N100DG arr 13:08 dep 14:03, DA42 G-WKTG ILS approach at 13:40 and again at 15:51, SR20 G-GXVV arr 13:43 dep 15:03, Be 200 G-HMGA arr 15:53 dep 16:54, AS355 G-PRDH arr 16:15 dep 17:33,



N3131X Cirrus SR50 Vision 22/11 Paul Whincup

Saturday 23rd November – nothing to report

Sunday 24th November

CH350 9H-VCQ arr 09:22 dep 11:24, Ce 560XL CS-DXT arr 13:59 dep 15:53, As355 G-PRDH arr 16:33 dep 17:09,

Monday November 25th

GLEC C-GLXM arr 09:02 n/stop, Phenom 300 OK-PHE arr 09:46 dep 10:54, Ce 525A D-ICMD arr 13:41 n/stop, Be 200 G-REXB arr 18:20 dep 18:55

Tuesday November 26th

H400XP SP-OOK arr 09:50 dep 11:02, Ce 525A D-ICMD dep 09:56, H400XP SP-ATT arr 10:26 dep 14:58, PA-28 G-BODE ILS approach at 10:34, CH350 **9H-VCK** arr 15:18 n/stop.

Wednesday November 27th

CH350 9H-VCK dep 08:04, Be 200 G-REXA arr 10:20 dep 11:30, Be 200 G-FLYK arr 10:56 n/stop, Be 350 G-RANN arr 11:42 dep 20:22, CL3500 **G-RRPJ** arr 11:44 dep 13:02, PA-31 G-OUCP arr 12:48 n/stop, Ce 182 G-KAVI dep 12:59 ret at 15:09, BN-2B G-SICA arr 13:12 n/stop, DA42 G-WKTG 2 x ILS approach at 1 *:30

Thursday November 28th

Phenom 300 D-CAAG arr 08:05 dep 17:14, Be 200 G-FLYK dep 11:07, PA-28 G-GGEM 2 x ILS approach at 11:36, Be 350 M-SPEK arr 11:41 dep 15:37, be 200 G-VALK arr 11:47 dep 15:30, DA42 G-CDXK ILS approach at 14:08,

Friday November 29th

Ce 560XL D-CHDJ arr 07:58 dep 09:11, Ce 560XL G-NJAB arr 11:25 dep 12:22, Falc 8X TC-RMK arr 11:59 dep 12:51, PC XII G-FITC arr 12:03 dep 13:36, Phenom 300 CS-PHE arr 15:18 dep 17:28, SR22 N842VV arr 17:01 dep 18:11. SR22 G-GCVV arr 17:22 n/stop, EC 155 EI-XHB arr 18:40 n/stop.

Saturday November 30th

Ce 560XL G-GAAL arr 08:14 dep 16:38, PC XII **OH-DBM** arr 10:07 n/stop, Eclipse Ea500 2-JEZA arr 12:02 n/stop, PA-28 G-SACT touch and go at 14:26, Ce 525B D-CHAT arr 17:08 dep 17:24.



EI-PRO AS65 Dauphin 30/11 Paul Whicup



OH-DBM PC12NG 30/11 Paul Whicup

That's it for November, lets hope the movements keep coming on time. As this will appear in our January mag, hope you all had a fantastic Christmas and New Year. Howard

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

November 2024 movements

November arrives with the usual damp/low cloud, darker nights, likelihood of fog...and all thoughts of Summer are gone. So we see the end of the Summer charters with the last of Tui and Sun Express for the time being. But a welcome new appearance is that of easyJet Europe....not new colours as they are similar to easyJet but new frames for everyone to look out for. And Ryanair have moved to basing four aircraft over winter, so below I've revamped the scheduled flights for based aircraft to bring this up to date. Emerald/KLM continue their schedules pretty much as per the Summer.

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):-1/11 G-EZBV, 2/11 G-EZAO, 3/11 G-EZDH, 4/11 G-UZLY, 6/11 G-EZDH, 7/11 G-EZFI, 8/11 G-EZGE, 9/11 G-EZAO, 10/11 G-EZAN, 11/11 G-EZGE, 14/11 G-EZGE, 15/11 G-EZFI, 17/11 G-EZFI, 18/11 G-EZFI, 21/11 G-EZGE, 22/11 G-EZFI, 24/11 G-EZFI, 25/11 G-EZAN, 28/11 G-EZGE, 29/11 G-EZGE.

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):-1/11 OE-ICM, 4/11 OE-LQJ, 8/11 OE-IJA, 11/11 OE-IZL, 15/11 OE-IZH, 18/11 OE-IVL, 22/1 OE-ING, 25/11 OE-INP, 29/11 OE-INP.

Emerald Airlines(EAI/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):-1/11 EI-GPN, 2/11 EI-HDK, 3/11 EI-HNA, 4/11 EI-HDH, 5/11 EI-HNA, 6/11 EI-GZV, 7/11 EI-GPP, 8/11 EI-FSL, 9/11 EI-GPO, 10/11 EI-HDH, 11/11 EI-HDI, 12/11 EI-HDK, 13/11 EI-FSL, 14/11 EI-FAT, 15/11 EI-FAT, 16/11 EI-GPO, 17/11 EI-GZV, 18/11 EI-FSL, 19/11 EI-FAT, 20/11 EI-HDI, 21/11 EI-HDI, 22/11 EI-HDK, 24/11 EI-GPO, 25/11 EI-GPP, 26/11 EI-HNA, 27/11 EI-HNA, 28/11 EI-GPN, 29/11 EI-GPN, 30/11 EI-GZV.

Dublin(3392/3393, "92B/93D", Sun/Mon/Thu/Fri):-1/11 EI-GPN, 3/11 EI-FSL, 4/11 EI-GZV, 7/11 EI-FSL, 8/11 EI-HDH, 10/11 EI-GPO, 11/11 EI-HNA, 14/11 EI-GZV, 15/11 EI-GZV, 17/11 EI-HDH, 21/11 EI-HDH, 22/11 EI-FSL, 24/11 EI-HDH, 25/11 EI-GPO, 28/11 EI-HDH, 29/11 EI-GPO.

Dublin(3394/395, "94S/95C", Sun/Mon/Tue/Wed/Thu/Fri):-1/11 EI-GPN, 3/11 EI-FAT, 4/11 EI-FAT, 5/11 EI-HDK, 6/11 EI-HDH, 7/11 EI-FSL, 8/11 EI-HDH, 10/11 EI-HHDK, 11/11 EI-GZV, 12/11 EI-HDI, 13/11 EI-HDI, 14/11 EI-GZV, 15/11 EI-GZV, 17/11 EI-GPN, 18/11 EI-GPN, 19/11 EI-HDI, 20/11 EI-HDK, 21/11 EI-FSL, 22/11 EI-FSL, 24/11 EI-HDI, 25/11 EI-HDI, 26/11 EI-GPN, 27/11 EI-HDI, 28/11 EI-HDH, 29/11 EI-GPO.

Belfast City(3670/3671, "7LB/67VM", Daily):-1/11 G-CMMK, 2/11 G-CMMT, 3/11 G-CMJJ, 4/11 G-CMJN, 5/11 G-CMJN, 6/11 G-CMJM, 7/11 G-CMJN, 8/11 G-CMJM, 9/11 G-CMMT, 10/11 G-CMJL, 11/11 G-CMJN, 12/11 G-CMJJ, 13/11 G-CMMK, 14/11 G-CMJN, 15/11 G-CMMK, 16/11 G-CMJJ, 17/11 G-CMJJ, 18/11 G-CMJN, 19/11 G-CMJN, 20/11 G-CMJM, 21/11 G-CMJN, 22/11 G-CMJM, 24/11 G-CMJJ, 25/11 G-CMJN, 26/11 G-CMJN, 27/11 G-CMMK, 28/11 G-CMJN, 29/11 G-CMMK, 30/11 G-CMJJ.

Belfast City(3672/3673, "72F/73D", Daily):-1/11 G-CMMT, 2/11 G-CMMT, 3/11 G-CMMK, 4/11 G-CMJM, 5/11 G-CMJN, 6/11 G-CMJM, 7/11 G-CMJN, 8/11 G-CMJM, 9/11 G-CMMT, 10/11 G-

CMJM, 11/11 G-CMMK, 12/11 G-CMJJ, 13/11 G-CMMK, 14/11 G-CMJN, 15/11 G-CMMK, 16/11 G-CMJJ, 17/11 G-CMMK, 18/11 G-CMJM, 19/11 G-CMJN, 20/11 G-CMJM, 21/11 G-CMJN, 22/11 G-CMJM, 25/11 G-CMMT, 26/11 G-CMJN, 28/11 G-CMJN, 29/11 G-CMMK, 30/11 G-CMJJ.

Belfast City(3676/3677, "76L/677R", Daily):-1/11 G-CMMK, 2/11 G-CMJM, 3/11 G-CMJN, 4/11 G-CMJM, 5/11 G-CMJN, 6/11 G-CMJM, 7/11 G-CMJN, 8/11 G-CMJJ, 9/11 G-CMJJ, 10/11 G-CMMK, 11/11 G-CMMK, 12/11 G-CMJM, 13/11 G-CMJL, 14/11 G-CMJN, 15/11 G-CMMN, 16/11 G-CMJM, 17/11 G-CMJN, 18/11 G-CMJM, 19/11 G-CMJL, 20/11 G-CMJJ, 21/11 G-CMJN, 22/11 G-CMJJ, 23/11 G-CMMN, 24/11 G-CMMK, 25/11 G-CMMK, 26/11 G-CMJL, 28/11 G-CMMK, 29/11 G-CMMN, 30/11 G-CMJM.

Belfast City(3678/3679, "78H/79A", Sun/Mon/Tue/Wed/Thu/Fri):-1/11 G-CMMN, 3/11 G-CMMK, 4/11 G-CMMT, 5/11 G-CMJN, 6/11 G-CMJM, 7/11 G-CMMN, 8/11 G-CMJM, 10/11 G-CMJM, 11/11 G-CMMN, 12/11 G-CMJN, 13/11 G-CMMK, 14/11 G-CMJJ, 15/11 G-CMMK, 17/11 G-CMMK, 18/11 G-CMMT, 19/11 G-CMJN, 20/11 G-CMJM, 21/11 G-CMMN, 22/11 G-CMJJ, 24/11 G-CMJM, 25/11 G-CMMN, 26/11 G-CMJN, 28/11 G-CMJM, 29/11 G-CMMK.

Other flights:-28/11 G-CMJN(702P) positioned in from Dublin, G-CMMK(75P) positioned in from Dublin.



G-CMJN ATR72 Emerald Airways 28/11 Mike Storey

Jet2(EXS/LS, "Channex")

Only positioning /test/training flights shown:-1/11 G-JZJH(034F) training flight, G-GDFN(011C) positioned out to Luton, 3/11 G-DRTB(048A) positioned out to Belfast, G-JZBR(059B) positioned in from Belfast, 5/11 G-JZJH(473) positioned out to Rhodes, G-DRT0(061J) positioned in from Stansted, G-JZHK(030K) positioned in from Dublin, 6/11 G-JZHL(032F) positioned out to Dublin, G-JZHM(086C) positioned out to Glasgow, G-DRTY(060J) positioned out to Birmingham, 7/11 G-JZHK(095C) positioned out to Inverness, G-DRT0(049A) positioned out to Birmingham, 8/11 G-JZBP(041A) positioned in from Manchester, G-JZBR(059B) training flight, 9/11 G-JZBR(050B) training flight, G-JZHX(061J) positioned in from Gatwick, 11/11 G-GDFN(033E) positioned in from East Midlands, G-JZHX(071J) positioned out to Newquay, 13/11 G-GDFY(030E) positioned in from Teesside, G-GDFP(031E) positioned out to Glasgow, 15/11 G-JZBC(007C/008C) positioned out to Antalya/positioned in from Newcastle, 16/11 G-JZHX(031J) positioned in from Gatwick, G-GDFN(001C) positioned out to Belfast, 18/11 G-DRTV(042A) positioned in from Manchester, G-JZHV(050B) positioned out to Manchester, G-

DRTB(041A) positioned in from Madeira, 19/11 G-GDFN(002C) positioned in from Belfast, 22/11 G-GDFS(039E) positioned in from Teesside, 24/11 G-JZBP(071) positioned in from Stansted, 26/11 G-DRTV(041C) positioned out to Belfast, G-JZBE(032J) positioned out to Gatwick, 27/11 G-JZHE(069C) positioned out to Glasgow, G-JZBI(084C) positioned in from Ivalo, 29/11 G-DRTV(042C) positioned in from Belfast, G-JZHF(041A) positioned out to Tenerife, G-JZHE(070C) positioned in from Glasgow, 30/11 G-JZHE(034E) positioned out to Teesside.

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 and German Airways also appear regularly.

Amsterdam(1019/1020, "92A/34D", Daily):-1/11 PH-EXI, 2/11 PH-EZW, 3/11 G-CLYU, 4/11 PH-EXF, 5/11 PH-EXI, 6/11 PH-EXM, 7/11 PH-EXL, 8/11 PH-EXR, 9/11 PH-EXU, 10/11 G-CLSN, 11/11 PH-EXZ, 12/11 PH-EZY, 13/11 PH-EXT, 14/11 PH-EZG, 15/11 PH-EXR, 16/11 PH-EXL, 17/11 G-CLYU, 18/11 PH-EXL, 19/11 PH-EXH, 20/11 PH-EXJ, 21/11 PH-EXK, 22/11 PH-EXP, 24/11 G-CLYU, 25/11 PH-EXI, 26/11 PH-EZZ, 27/11 PH-EXG, 28/11 PH-EXK, 29/11 PH-EXZ, 30/11 PH-EZS.

Amsterdam(1023/1024, "57Y/92Z", Daily):-1/11 PH-EXU, 3/11 PH-EZS, 4/11 PH-EXV, 5/11 PH-EXH, 6/11 PH-EXS, 7/11 PH-EXZ, 8/11 PH-EXI, 10/11 PH-EZB, 11/11 PH-EXJ, 12/11 PH-EZM, 13/11 PH-EZZ, 14/11 PH-EXS, 15/11 PH-EXI(57Y only), 17/11 PH-EZA, 18/11 PH-EXI, 19/11 PH-EXL, 20/11 PH-EZF, 21/11 PH-EXK, 22/11 PH-EXX, 24/11 PH-EZX, 25/11 PH-EXP, 26/11 PH-EXO, 27/11 PH-EZA, 28/11 PH-EXR, 29/11 PH-EXS.

Amsterdam(1025/1018 overnight stop, "43E/90X", Daily):-1/11 PH-EXV, 2/11 PH-EZB, 3/11 PH-EZB, 4/11 PH-EXM, 5/11 PH-EZB, 6/11 PH-EXX, 7/11 PH-EZM, 8/11 PH-EZG, 9/11 PH-EZZ, 10/11 PH-EXY, 11/11 PH-EZA, 12/11 PH-EZL, 13/11 PH-EZY, 14/11 PH-EZZ, 15/11 PH-EZA, 16/11 PH-EZC, 17/11 PH-EXB, 18/11 PH-EZG, 19/11 PH-EZS, 20/11 PH-EXB, 21/11 PH-EZC, 22/11 PH-EZF, 23/11 PH-EXJ, 24/11 PH-EZE, 25/11 PH-EXA, 26/11 PH-EZN, 27/11 PH-EZY, 28/11 PH-EZD, 29/11 PH-EZX, 30/11 PH-EXB.

Other flights:-16/11 PH-EXI(9935) positioned out 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-EXF(1/11-6/11), EI-HGE(1/11-9/11), EI-HMT(1/11-4/11), EI-IKO(4/11-14/11), EI-HGV(5/11), EI-HMT(6/11-8/11), EI-IJN(8/11-17/11), EI-EMN(9/11-12/11), EI-EFO(12/11-18/11), EI-DPL(13/11), EI-IKH(14/11-15/11), EI-DPL(15/11-16/11), EI-DLB(15/11-20/11), EI-EFF(16/11-17/11), 9H-VVS(17/11-23/11), EI-DHR(17/11-30/11), EI-EPD(18/11-24/11), EI-IKD(19/11-23/11), EI-EME(23/11-26/11), EI-EBZ(23/11-29/11), EI-IJE(24/11-29/11), EI-DPJ(26/11-30/11), EI-HEZ(29/11-30/11), EI-EKD(29/11-30/11).

Non-based Aircraft flights (occasional A320 aircraft used)

Alicante(9078/9079, "2WX/88MB", Wed/Thu):-13/11 EI-DYX, 20/11 EI-HMV, 21/11/24 EI-IHO, 27/11 EI-IKO, 28/11 EI-HES,

Alicante(9088/9079, "49MN/32JR", Sun):-2/11 EI-EKC, 3/11 EI-HGG, 10/11 EI-EBS, 17/11 EI-IOK, 24/11 EI-HMV,

Bratislava(5042/5041, "782F/7KE", Tue/Sat):-2/11 SP-RNA, 9/11 SP-RNA, 16/11 SP-RKK, 23/11 SP-RSK, 30/11 SP-RSB.

Dublin(152/153, "83NK/88UN", Mon/Wed/Thu/Sat):-2/11 EI-DWE, 4/11 EI-EMF, 5/11 EI-EBO, 6/11 EI-EME, 7/11 EI-EBX, 11/11 EI-DYA, 13/11 EI-EVI, 14/11 EI-DPY, 16/11 EI-EFX, 18/11 EI-EMM, 21/11 EI-EFO, 25/11 EI-DWS, 27/11 EI-DWT, 28/11 EI-EFJ, 30/11 EI-EKI.

Dublin(156/157, "3WD/24ET", Sun/Mon/Sat):-1/11 EI-DPN, 2/11 EI-GXH, 3/11 EI-EME, 4/11 EI-DHX, 8/11 EI-DHR, 9/11 EI-EGD, 10/11 EI-DYA, 11/11 EI-DYA, 15/11 EI-EKP, 16/11 9H-QEQ, 17/11 EI-DWW, 22/11 EI-DPJ, 23/11 EI-DYL, 24/11 EI-DHA, 25/11 9H-QAZ, 30/11 EI-DWP.

Dublin(457/456, "9MN/10RQ", Fri):-1/11 EI-EKV, 3/11 EI-DCN, 8/11 EI-ENV, 10/11 EI-DYA, 15/11 9H-QCU, 17/11 EI-EGD, 22/11 EI-DWG, 29/11 9H-VVF.

Faro(2504/2503, "2504/2503", Mon/Sat):-2/11 EI-DWA, 4/11 EI-DWA, 9/11 EI-DWA, 11/11 EI-ENI, 16/11 9H-QAQ, 18/11 EI-DHO, 23/11 EI-DCZ, 25/11 EI-EBS, 30/11 EI-IHA.

Gdansk(1504/1503, "1RR/61ZK", Thu/Fri):-1/11 SP-RSL, 7/11 SP-RKC, 8/11 SP-RKL, 14/11 SP-RKL, 15/11 SP-RKQ, 21/11 SP-RKD, 22/11 SP-RKT, 28/11 SP-RKT, 29/11 SP-RSL,

Krakow(2333/2332, "8BA/96YF", Sun/Tue/Thu):-3/11 SP-RKB, 5/11 SP-RZC, 10/11 SP-RSB, 12/11 SP-RZC, 14/11 SP-RZN, 17/11 SP-RNI, 19/11 SP-RZH, 21/11 SP-RZD, 24/11 SP-RZE, 26/11 SP-RKL, 28/11 SP-RZN,

Malaga(2447/2446, "2447/2446", Thu):-14/11 EI-IGJ, 21/11 EI-IHS, 28/11 EI-EVB,

Riga(2483/2482, "1HZ/4954", Thu):-7/11 SP-RSF, 14/11 SP-RKU, 21/11 SP-RKN, 28/11 SP-RKE,

Tenerife(2493/2492, "52TA/53AB", Mon):-4/11 EI-IFY, 11/11 EI-EBO, 18/11 EI-IJA, 25/11 EI-HGV.

Warsaw(1932/1933, "1932/1933", Fri/Sat):-1/11 SP-RZL, 3/11 SP-RZH, 8/11 SP-RZI, 10/11 SP-RSP, 15/11 SP-RZI, 17/11 SP-RZI, 22/11 SP-RZI, 23/11 SP-RZI, 29/11 SP-RZI,

Wroclaw(4108/4107, "3UE/4AA", Mon/Sat):-2/11 SP-RSB, 4/11 SP-RKG, 9/11 SP-RNK, 11/11 SP-RZF, 16/11 SP-RZK, 19/11 SP-RSY, 23/11 SP-RZK, 25/11 SP-RZK, 30/11 SP-RNK.



EI-IKD Boeing 737-8200 MAX Ryanair 19/11 Mike Storey



EI-IJE Boeing 737-8200 MAX 28/11 Mike Storey

SunExpress(SXS/XQ, "SunExpress")

Operates a weekly charter flight using B737 aircraft.

Antalya(560/561, "9JZ/2NB", Sun/Wed/Fri):-1/1 LY-MLK, 3/11 YR-HLB, 6/11 LY-MLG, 10/11 LY-MLJ.



LY-MLK A320 SunExpress 01/11 Paul Whincup

TUI(TOM/BY, "TUI Air")

Five weekly charter flights are being operated from May using B737 aircraft.

Corfu(3551/3550, "4DT/3DA", Fri):-1/11 G-TAWU.

Palma(3619/3618, "3AX/7KN", Sat):-2/11 G-TUKV.

Palma(3723/3722, "4KA/9723", Sun):-G-FDZY.



LY-MLJ Airbus A320 SunExpress 06/11 Mike Storey

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):-2/11 HA-LXP, 5/11 HA-LXP, 9/11 HA-LXH, 12/11 9H-WAF, 16/11 HA-LXP, 19/11 HA-LXQ, 23/11 HA-LXG, 26/11 HA-LXO, 30/11 HA-LXD.

Cluj(3313/3314, "346/5TB", Sun/Wed):-3/11 9H-WZX, 6/11 9H-WAU, 10/11 9H-WAV, 13/11 9H-WZV, 17/11 9H-WBQ, 20/11 9H-WBJ, 24/11 9H-WBV, 27/11 9H-WZS.

Gdansk(1615/1616, "46KF/66CM" Mon/Fri):-1/11 HA-LXV, 4/11 HA-LXV, 8/11 HA-LXA, 11/11 HA-LTC, 15/11 HA-LXJ, 18/11 HA-LTC, 22/11 HA-LTC, 25/11 HA-LTD, 29/11 9H-WAQ.

Warsaw(1315/1316, "41SM/8MG", Tue/Thu/Sat):-2/11 HA-LTF, 5/11 HA-LZU, 7/11 9H-WAQ, 9/11 HA-LXO, 12/11 HA-LTF, 14/11 HA-LXO, 16/11 HA-LZU, 19/11 HA-LXC, 21/11 HA-LTF, 26/11 HA-LTF, 28/11 HA-LTA, 30/11 HA-LXJ.



The Morning after the Big Snow 19/11 Mike Storey

LBA Traffic Statistics....

October 2024

	Oct-23	Oct-24	% This month	% +/-
Movements				
Total	3,284	3,455		5.21%
Passengers				
Scheduled	378,074	401,567	99.06%	6.21%
Charter	4,420	3,823	0.94%	-13.51%
Transit	0	0	0.00%	N/A
TOTAL	382,494	405,390		5.99%
International	370,254	389,717	96.13%	5.26%
Domestic	12,240	15,673	3.87%	28.05%
MOVING ANNUAL TOTAL	3,935,568	4,167,090		5.88%

Compared to October 2023, International passengers increased by 5.26% and domestic by 28.05%. Movements were up 5.21% compared to a year ago. The Moving Annual passenger total is +5.88%

Reference: CAA Statistics website

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G-ARXX Morane-Saulnier MS 880 B Rallye Club. Seen on a sunny afternoon at Yeadon on 2 June 1963. Cream overall with red cheat line. Developed in France in the late 1950s. Aimed at the affordable market with STOL capability. Two/three seater built in 1962. Registered to the Worcester Aero Group. Morane Saulnier went bankrupt in late 1962 and development was continued by SOCAT. De-registered in 1994



Caption G-BBAI Lockheed L-1011-1 Tri-star British Airtours. LBA 28 July 1985. The previous day Alpha India overshoot R.14 after a landing from Palma. Delivered to British Airways in 1975. Operated by British Airtours from 1984 to 88. Then various leases to Caledonian Airways (G-BBAI), Worldways of Canada (C-FCXJ) and latterly Air Algerie. Finally retired in 1999 after damage on landing in Greece.