

AIR YORKSHIRE



Aviation Society

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Paul Whincup

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Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport (Sunday 2.30pm)

7 July 2024	Mike Storey & Roger Fozzard – A photo extravaganza showing some of their favourite shots
4 August 2024	Martin Powell
1 September 2024	Yorkshire air ambulance talk
6 October 2024	Stephen Blee – “Brough and Blackburn Aircraft” A history of the Blackburn company at Brough and many of their products through to the present day.
10 November 2024 3pm at the Multflight Cafe	Air Yorkshire AGM and Afternoon Tea and a short DVD on The History of BKS (To be confirmed)
1 December 2024 @ 3pm at the Multflight Cafe	Annual Christmas “BASH”

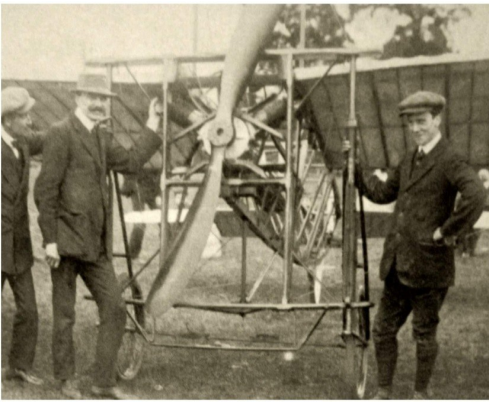
GORDON ARMSTRONG - BEVERLEY'S WOULD BE AVIATOR

In 1907 Gordon Armstrong converted the former Tiger Inn at Lairgate, Beverley into a garage with the intention of using the premises for the small scale manufacture of cars and aeroplanes. He was respected in the town as an engineer and inventor and in the late 1920's he designed and manufactured the Armstrong Shock Absorber. He had been inspired by Bleriot's Channel flight in 1909 and on a visit to London in 1910 he bought himself an aeroplane which was built mainly of Bleriot parts. He assembled the machine in his newly acquired garage and named the aeroplane "Armstrong No 1" which was painted on the rudder. It somewhat resembled a Bleriot XI, wingspan was 35ft, it was 20ft long, and was powered by a 35hp Anzani fan type engine.



Armstrong's No.1 aeroplane during assembly at Beverley Westwood for its first attempt at flight. Gordon Armstrong is at the controls while it's Anzani engine is about to be tested.

Armstrong was given permission to test his machine on an area of fields called Beverley Westwood just to the west of the town and close to the racecourse. On two occasions he wheeled his aeroplane to these fields from his workshop, to test whether it would fly. He had two attempts at flight on the evening of 26th August 1910 and on the second run that day he managed to raise the monoplane but only by a few feet. The event was witnessed by a large crowd of local citizens and a local reporter was present to record the event. Strong winds had prevented him flying any distance though there were exaggerated reports that it had been kept aloft for around an hour. On landing the tailwheel was "smashed off". The aeroplane was wheeled back to the workshop in Tiger Lane where it was quickly repaired and the damaged tailwheel was replaced by a skid.



Gordon Armstrong is pictured (centre) with his fully assembled aeroplane. The portrait of him was painted late in his life and now hangs in the Beverley Art Gallery.

On the evening of September 1st 1910 at precisely 5pm the Armstrong No1 was again wheeled to Beverley Westwood for an attempt at a second flight. This had been well publicised around the town in advance and again a large crowd gathered with great excitement to watch. Conditions could not have been better, it was calm with a clear sky. Unfortunately the owner/pilot injured his hand on the propeller just before he was to climb into the cockpit and this caused a small delay. Armstrong finally climbed into his seat amidst considerable applause and he "pulled the lever and let his aircraft go". When the aeroplane was released it set off along the ground for some distance followed by a crowd of around 100 spectators. When Armstrong was at the end of this first run he turned round to head back in the opposite direction but he was then faced with hundreds of people directly in his path. He managed to turn round to face the opposite direction away from the crowds but in doing so a front wheel buckled. There is no report of Armstrong becoming airborne that day. The aeroplane was pushed back to the Tiger Lane garage where it would be repaired and modified in good time to be ready for a further attempt at flight.



The circle to the left are the fields of Beverley Westwood with Armstrong's garage premises shown to the right of the picture. The picture to the right shows the workshop circled on the left with the less favourable Swinemoor circled to the right. It was a fair distance for Armstrong to push his aeroplane from his garage to Swinemoor.

On 10th September 1910 there was a report in the Beverley Independent that the Beverley Pasture Masters, who oversaw most of the fields around the town, had decided that in future all aviators should be restricted to the fields at Swinemoor Pasture, to the east of the town. The new site was put to use on 16th September when Armstrong off set at 6am from his Tiger Lane workshop pushing his monoplane. The operation extended into the evening and the large crowds, which once again gathered to watch, hampered the young aviator considerably. Also the ground was far too rough to permit a good speed to be attained for take off. Armstrong was having problems with the engine so had to restrict himself to taxiing his monoplane along the ground.

He was still confident that given a clear run and suitable ground, which to date had not been possible, his efforts would achieve success. However, there were no further reports of Armstrong attempting flight after 16th September 1910 and eventually the Monoplane was advertised for sale, complete with engine, in 1912. There are no records on the fate of the airframe but the engine, a 35hp Anzani, stood for many years until the 1950's in a corner of the car showroom of Armstrong's Garage in North Bar Within, Beverley. Armstrong himself continued to concentrate on car and motor cycle manufacturing and repair business and he would achieve success in hill climbing competitions.

On Wednesday 10 April. 17 members arrived at Elvington for a visit to the Museum. We were met at reception by Patricia Room who is the Front of House Supervisor and is the person who I have arranged all the details of our group visit. I duly paid the entrance fee for all the group and we were then taken into the Chapel building for a short talk on of RAF Elvington past and present. We were then introduced to Gary Hancock who is the Aircraft Conservation Manager. He then gave us a guided tour behind the scenes of the work being done to various aircraft to return them to a good condition suitable for viewing. In the Engineering hangar we were able to witness and learn about the restoration of a SEPCAT Jaguar Hawker XZ383, Hurricane, Jet Provost (ex Linton on Ouse) and a SE-5 1st World war fighter. This is a very crowded Hangar with very little available space, hence the future plan to build 2- more new large hangars to accommodate more Aircraft engineering and Museum space.



After this tour we were able to view all the Aircraft both inside and outside on the hard standings at our leisure and take as many photos as required. Later we all gathered for lunch in the temporary building as the Canteen was currently closed due to repair work on its roof. Sandwiches and cake and hot/cold drinks were available.

At 1.00 pm we had arranged a private visit to view XV250 the HS Nimrod MR2. We were introduced to Mick Whittaker who is the senior Engineer and his team. They are responsible for keeping this amazing Aircraft in tip top condition and the engines fully operable. We were shown around the Aircraft both externally. This Aircraft was nick named "Maid of Moray" and was based at RAF Kinloss and was delivered to Elvington in April-2010 Its primary role was as a Cold War Submarine hunter /killer and equipped with Sonar equipment for detection, and Torpedoes and Missiles for attack/defence. It operated with a crew of 12 personnel -2- pilots, 1-flight engineer, 2- navigators, 1- air electronics officer, 2-weapons system operator's, and 4- electronic warfare operators. This was to be a fascinating visit to a quite amazing Aircraft and was much applauded by all our members.



XV250 (50) HS Nimrod MR2



538 (3-QH0) Dassault Mirage 111E



WH846 EE Canberra T4

A very enjoyable day to a fascinating Airfield.

Shortly before our visit The Museum held its Thunder day when several Aircraft have their engines fired up -quite a sight.



XZ631 Panavia Tornado GR1



RAF Leeming 17 April 24....

David Thompson

A base visit gave me the opportunity to have a look at the current Tutor fleet which is used by four resident units ; Northumbrian UAS , Yorkshire UAS , 9 AEF and 11 AEF . There are 7 based aircraft and one visitor from Cosford ;

G-BYUD/UD	Tutor T1	
G-BYUM/UM		
G-BYUY/UY		
G-BYUZ/UZ		from Cosford for 150 hr service
G-BYVL/VL		only one to fly today as UAQ04
G-BYVW/VW		
G-BYWAWA		
G-BYWZ/WZ		

All aircraft carry their *last two* on their tail alongside the 6 FTS badge and babcock logo .

ZB137	Hawk T2A	under mtce in the same hangar
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<u>Flying</u>		
ZB131	Hawk T2A	11 Squadron QEAF
ZB132		
ZB133		
ZB135		
ZB136		
Using CAPTURE , JAVELIN and SARAB call-signs .		

ZM336	Phenom T1	circuit training as CWL43
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ZZ190	Hunter F58	returned from det. at Humberside Airport as
LEE92		

<u>Elsewhere</u>		
ZH552	Tornado F3	gate guard

XX306	Hawk T1A	on display at Exelby Services , Leeming Bar
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Notes

The airfield had a drone incursion on Wednesday 16 April . Service and North Yorkshire police attended but nothing found , consideration given to closing the airfield but was not .



Whats going on with our airfields?

Lets get close to home to start with as In Rufforth,

The existing McLean Aviation business premises are up for sale

However, the original planning agreement to build the house includes a restriction limiting its occupation to someone solely or mainly employed in the business on site. The dwelling must remain in the same ownership as the office workshop/store and hangar. The current business is not for sale.

Rufforth Airfield is effectively divided in two. Rufforth West comprises runway 17/35 and the airfield west of this runway. It's operated by York Gliding Centre. Resident aircraft include a number of touring motor gliders and tug aircraft, as well as gliders.

Rufforth East is home to a gyrocopter school and a variety of privately owned aircraft including gyrocopters, three-axis and weight-shift microlights and other light aircraft.

Now for Tollerton

A new planning application has been submitted for homes to be built at Nottingham City Airport in Tollerton. Developers, Vistry Homes applied to start the planning process last year, with the company at the time revealing an ambition to demolish the cafe and air traffic building at the airport, remove the runway and build up to 1600 houses.

Rushcliffe Borough Council has confirmed an application for the "first phase" of a residential development on the site has now been submitted. The plan seeks approval for 400 houses, with access from Tollerton Lane.

It seems that the owner has already sold the site and instead has bought the nearby Langar airfield with the objective of developing that for GA uses.

And Popham

Popham Airfield is under threat of being turned into a garden village with 3,000 homes being built on the Hampshire site.

The Airfield is included in the latest update to the local plan for Basingstoke & Deane Borough Council which is expected to be released for a six-week consultation period later this month.

The document describes Popham Garden Village as "a healthy and sustainable place with a strong, clearly defined and coherent village character, which maximises the opportunities presented by its attractive rural setting in a sensitive and positive manner".

There's no mention of Popham Airfield or aviation activities.

It appears a developer has already been approached, although the project is renamed Coxford Garden Village.

On the Alfred Strategic website, it says, “Alfred Homes has been chosen to act as promoter of the future Coxford Garden Village, located within Basingstoke & Deane Borough. The emerging masterplan for the new village includes a range of services, schools and a local centre to support a thriving and highly sustainable new community within Hampshire.”

In a general round up of airport news from around the UK, FTN takes a look at some of those airfields currently under threat and some which are living the high life. With apologies to those airfields that have been inadvertently left out from this report, here's the current UK airfield scene as FTN perceives it.

First on the threat list is Old Sarum airfield in Wiltshire, which has been very quiet for the last few years after the owners booted out all aircraft operators in 2019 except the skydiving company and associated flying school. The latest news from Old Sarum is that the owners have recently entered a new planning application with the local council to build up to 315 houses on the historic site.

The planning application, which is currently in the consultation phase, also includes provision for continued aviation activity, stating that in addition to the 315 new homes, the site will also be used for a “mixture of employment, commercial – leisure, and aviation uses, including a ‘flying hub’ comprising control tower, heritage centre, visitor centre, café – restaurant, parachute centre, aviation archives and aircraft hangars.”

There's a fair amount of scepticism over what actual aviation activity would be permitted to continue under this new proposal however, given the history surrounding the previous planning application.

When the previous planning application to build houses on Old Sarum airfield was rejected by Wiltshire Council, it was noted that the owner's fall back position was that even if planning permission wasn't granted, flying could continue at Old Sarum.

However, just two weeks after the decision, aircraft owners were given notice to quit. The only aviation activity that was permitted to continue was the skydiving operation and associated flying school, and allegedly only then because the company had an unbreakable contract to continue operating at the airfield.

The timing of this latest planning application is interesting in that it is understood that Wiltshire Council are in the process of removing a policy which currently allows redevelopment at the airfield, having now decided that the site holds historic importance and shouldn't be turned into a housing estate.

Also on the threat list is Coventry Airport, home to four flying schools. The ‘gigafactory’ proposal – a plan to turn the airport into a factory producing batteries for electric cars – has been ongoing for three years since the airport operators, the Rigby Group, in a joint venture with Coventry City Council, proposed the idea in February 2021.

While planning permission was granted last year, all has been quiet since then with no one apparently interested in investing in the gigafactory – including its nearest neighbour Jaguar Land Rover – but recently Coventry City Cllr Jim O'Boyle told the press that they were in “advanced discussions with leading Asian battery manufacturers who want to develop a presence in the UK” and that any such deal would be warmly welcomed by government, who would roll out the red carpet for an investor, providing them with an “unprecedented regional incentives package” to help secure the deal.

Not so much under threat this time, but rather apparently in somewhat of a shambolic state judging by comments from the airport's residents, is Swansea Airport, home to Cambrian Flying Club.

Back in January, FTN reported that Swansea Council had agreed to negotiate a new lease with the existing leaseholder, but after continued complaints from residents over how the airport was being run and maintained, and the subsequent suspension of the airport's operating licence towards the end of January by the CAA due to a "systematic failure of safety management", the Council instead commissioned a report to see what options were available to improve the situation.

Some seven months later and at the end of September, Swansea Council finally reached their decision, deciding to part ways with the current leaseholder, stating that it intended to go to court to take possession of the airport. While the legal process runs its course (and it's not predicted to be quick) the council said it would continue to explore a range of options for a viable airport future. It said its aim was to achieve a seamless transition of the occupancy and operational arrangements should the legal action to retake possession be successful. One final airfield potentially under threat is Thruxton Aerodrome. While there has been no official news yet, it's understood that property management company Xlb Property has been tasked to undertake an 'asset management programme' of the Hampshire airfield and racetrack. While no mention of sale for redevelopment has been mooted, Xlb do mention on their website that one of its objectives with Thruxton is to "promote strategic land through the planning process" which FTN understands could be developer speak for redevelopment on the airfield. There have been rumours of the airfield being redeveloped into warehousing for the likes of Amazon, but so far nothing concrete (excuse the pun) has emerged.

On the brighter side of this airfield round-up are Barton, Blackpool, Gloucestershire, Kemble, Oxford and Sherburn.

Barton Aerodrome in Greater Manchester recently became the first airfield in the UK to gain approval from the CAA for a new low-cost safety system providing real-time information to air traffic staff, working in the UK's oldest operational control tower.

The system, known as a Flight Information Display (FID), looks similar in appearance to a radar screen used at large airports, but uses a low-cost receiver aerial, from avionics manufacturer uAvionix, mounted on the control tower roof to receive data transmitted from aircraft providing their position twice a second using a system called Automatic Dependent Surveillance – Broadcast (ADS-B).

This data is then plotted on a map of the airspace around the airfield allowing the air traffic team to have increased situational awareness and to be able to warn pilots of other aircraft and airspace.

The project has taken six years to complete and is the brainchild of aviation consultant Steve Hutt who operated under the governance of Airspace4All funded by the CAA's Future Airspace Strategy Facilitation Fund. Key to the project was the development of a new CAA policy permitting the use of FIDs by Air Traffic Units. Blackpool Airport has recently unveiled new plans for five new hangars, claimed to be the first new major developments at the airport in more than 15 years.

As part of the Blackpool Airport Enterprise Zone, outline planning consent is being sought for three 20,000 sq. ft hangars suitable for general aviation aircraft, as well as two hangars for MRO activities on commercial aircraft.

Commenting on the proposals, Cllr Gillian Campbell, chair of the board at Blackpool Airport Operations, said: "This is a major step forward for our historic airport. For over 100 years Blackpool Airport has been a huge part of our local area and economy. It is a mammoth task to redevelop it while also keeping it open for our customers, but we will make it work.

"Our general aviation community is vitally important, along with our flight training operators, and these new hangars will create purpose-built facilities for them close to the runway. We can then explore further potential developments over the coming years.

Gloucestershire Airport has also announced development plans recently, confirming that it is joining the Project Heart initiative to create, store and distribute green hydrogen. Project Heart is a collaboration between Protium, a green hydrogen energy services company, Haskel, who manufacture hydrogen compression systems and Nel Hydrogen, a hydrogen generation and distribution specialist.

The new airport-based facility is expected to start producing hydrogen next summer and will initially be providing fuel to R&D projects such as ZeroAvia's hydrogen-electric aircraft development project over at nearby Kemble Airfield in the Cotswolds, which is gearing up to receive a hydrogen 'refuelling solution' for ZeroAvia's R&D project.

Oxford Airport has made it to this list following approval for its recently approved R&D Science Park. Comprising a 200,000+ sq. ft development at the airport, it will include up to seventeen units (ranging from 7,700 sq. ft to 56,300 sq. ft) marketed primarily for "start-ups and spin-outs from the University science ecosystem," these "laboratory enabled, Grade-A accommodation facilities" will nonetheless be open to any business, with airport business development manager James Dillon-Godfrey expressing a personal interest in attracting aviation technology companies.

In other developments at the airport, the owners are also investing heavily in additional infrastructure including a major new hangar complex, seven new helipads and the provision for additional electric charging solutions. A new fuel tender will also see SAF available from the airport as early as next year.

Sherburn Airfield, home to Sherburn Aero Club, is the final airfield on this brief list, here by virtue of having been granted approval by the CAA a couple of months ago to operate GNSS Instrument Approach Procedures (IAPs) to two runways.

The CAA has granted approval for GNSS approaches to runways 10 and 28 at the Yorkshire airfield, which are now up and running. No new volumes of controlled airspace have been introduced as the procedures are flown in open Class G airspace.

The only change imposed is a slot allocation system to ensure there's no possibility of aircraft being booked into Sherburn and neighbouring Leeds East Aerodrome concurrently.



YU-SAI Citationjet 525 12/03



G-CDSF DA40 16/03



ZM150 EC135 18/03

May 2024

Airline	Date	Reg	Type	MSN	Remarks
British Airways	30 Dec	(GEUPM)	Airbus A319-131	1258	WFU 29 Jan 24 LHR - DGX 30 Jan 24 Fr part-out Canx as PWFU 30 Apr 24
Hibernian Airlines	01 May	(EIHBC)	Bombardier CRJ 1000	19052	Regd 28 Apr 21 Op fr ITA Airways -- Jun 22 - 26 Nov 23 Linate - Valencia 01 Dec 23 Op fr Air Nostrum 05 Dec 23 - 13 Apr 24 WFU 13 Apr 24 Palma - Valencia 13 Apr 24 Regd to Air Nostrum as ECMNR 29 Apr 24
Hibernian Airlines	01 May	(EIHBB)	Bombardier CRJ 1000	19049	Regd 22 Nov 19 Op fr ITA Airways -- Jun 22 - 31 Dec 23 Linate - Madrid 31 Dec 23 Op fr Air Nostrum 02 Jan 24 - 13 Apr 24 WFU 13 Apr 24 Granada - Valencia 14 Apr 24 Regd to Air Nostrum as ECMLN 29 Apr 24
Hibernian Airlines	01 May				Ceased operations 13 Apr 24
West Atlantic	01 May	ECMKE	ATR 72-212-F	494	Lsd fm Swiftair 29 Apr 24 - 01 May 24 Cover fr GNPTF on MX
TUI Airways	30 Dec	GTUMA	Boeing B38M MAX 8	44593/7211	Brussels - Toronto 22 Nov 23 Lsd to Sunwing Win 23/24 Regd to Sunwing as CFDNA 23 Nov 23 Rtdn BRU 30 Apr Re-regd 02 May 24
Blue Islands	30 Dec	YLRAL	SAAB 340-A (QC)	100	Lsd fm RAF Avia 05 May 24 only Bsd JER
easyJet UK	04 May	ECOCT	Airbus A321	5350	Lsd fm Privilege Style 03 May 24 - ? Bsd LTN
easyJet UK	30 Dec	(GEZBE)	Airbus A319-111	2884	WFU 13 Nov 23 LGW - MME 14 Nov 23 Fr part-out (?) Regd to ? as LYCYM 03 May 24

Loganair	30 Dec	ESNTA	ATR 42-500	655	Lsd fm NyxAir 01 Apr 24 - 05 May 24 Bsd GLA Rtnd EoL 06 May 24
ASL Airlines Ireland	30 Dec	EISTI	Boeing B734-476-F	24435 /1939	WFU 07 May 24 Leipzig - GBA 09 May 24
Ryanair	30 Dec	EIIJM	Boeing B38M MAX 8-200	62375 /8904	DIvd DUB 10 May 24
Wizz Air UK	30 Dec	(GWUKC)	Airbus A321-231-S	8169	WFU 01 Feb 24 LTN - PIK 01 Feb 24 Strd Trans to Wizz Air as HALTL 10 May 24
Aurigny Air Services	30 Dec	ZSDHD	Bombardier DASH 8-Q402	4103	To be lsd fm CamAir ? - 31 Oct 24 Bsd GCI
Wizz Air UK	16 May	(GWUKG)	Airbus A321-231-S	8236	WFU 10 Mar 24 LTN - PIK 11 Mar 24 MX/Strd Trans to Wizz Air as HALTM 15 May 24
Wizz Air UK	30 Dec	GWUKO	Airbus A21N-271NX	10479	LTN - PIK 03 May 24 MX/Strd PIK - LTN 15 May 24
Jet2	30 Dec	GSUNJ	Airbus A21N-251NX	11943	DIvd MAN 17 May 24
Aurigny Air Services	30 Dec	9HLWB	Bombardier DASH 8	4332	Lsd fm Luxwing 03 Apr 24 - ? Bsd GCI Overran runway GCI 23 Apr 24 Lease contract terminated Ferried GCI - Mönchengladbach 18 May 24 MX
Aurigny Air Services	30 Dec	YL-	SAAB 340		Lsd fm RAF Avia Jun 24 Bsd GCI Cover until leased DASH 8 ZSDHD arrives
Blue Islands	22 May	GISLK	ATR 72-212A	634	JER - Mönchengladbach 22 May 24 (Div to EXT) MX
easyJet UK	30 Dec	GUZLY	Airbus A20N-251N	12189	DIvd LGW 23 May 24
Loganair	23 May	GLMRC	ATR 42-500	480	WFU 21 May 24 ABZ - Cranfield 23 May 24 Fr part-out
TUI Airways	23 May	(GOBYF)	Boeing B763-304ER-W	28208 /705	WFU 01 Nov 23 MAN - Sabiha Gökçen 01 Nov 23 EoL mx Sabiha Gökçen - MAN 22 Dec 23

					MAN - Brussels 08 Jan 24 Brussels - Lourdes 09 May 24 Canx as PWFU 22 May 24
BA Euroflyer	30 Dec	GOATW	Airbus A21N-251NX	10238	Lsd fm Titan Airways 24 May 24 - 27 May 24 Bsd LGW
Loganair	24 May	(GLMTF)	ATR 72-600	1054	Naples - EXT as PRAQB 07 Sep 23 EXT - Mönchengladbach 28 Sep 23 Commenced pre-acceptance mx 08 Jan 24 Regd to Falko as 2RAQB 15 May 24 Mönchengladbach - EXT 24 May 24
Ryanair	24 May	EIIJP	Boeing B38M MAX 8-200	67103/8922	Dlvd DUB 24 May 24
Virgin Atlantic	30 Dec	GVELJ	Airbus A350-1041	655	Regd 24 May 24 Dlvd LHR 25 May 24
Loganair	30 Dec	GSAJS	Embraer ERJ 145	145.390	Damaged in ground incident GLA 25 May 24 Wing hit by bus 'Serious damage - Poss w/o'TBC
Ryanair	30 Dec	EIIJS	Boeing B38M MAX 8-200	67104/8926	Dlvd DUB 29 May 24
TUI Airways	29 May	GTUKX	Boeing B738-8K5-SW	35142/2660	Regd 15 Apr 24 Trans fm TUI Airlines Belgium Warsaw - MAN 29 May 24
ASL Airlines Ireland	30 Dec	(EISTP)	Boeing B734-4Q8-F	26299/2602	WFU 01 Nov 23 Ostrava - SNN 08 Nov 23 MX SNN - Cologne - Sofia 12 Dec 23 Strd Sofia - SNN 05 Mar 24 MX/Strd Regd to Total Linhas Aereas as PSTLB -- May 24
easyJet UK	30 May	GEZPV	Airbus A320-214-S	7537	Dlvd 06 Feb 17 Regd to easyJet Europe as OEIVM 23 Nov 17 Re-regd 29 May 24
Ryanair	30 May	EIIJO	Boeing B38M MAX 8-200	62371/8909	Dlvd DUB 30 May 24
Aurigny Air Services	30 Dec	GNSEY	Embraer ERJ 195-STD	19000671	WFU 31 May 24 GCI - EXT 31 May 24

LEEDS/BRADFORD NEWS

Jet2 “new to them” Boeing 737-800’s continue to appear at LBA

G-JZDE arrived to LBA from Budapest on the 18th May. This is an ex Pegasus Airlines example.

G-JZDF, positioned into LBA from East Midlands on the 20th May. Again this was formally operated by Pegasus Airlines.

More Turkish airline happenings at LBA, as Freebird commence services on the 23rd May, with their twice weekly service to Dalaman. This will operate on Mondays and Thursdays through the summer season, Sun Express introduce their 3rd weekly Antalya service on Fridays, commencing May 25th.

Easyjet have increased their Belfast International service from 4 to 6 services a week, from the end of April until the end of June, when it is due to reduce back to a 4 times a week service

Both Jet2 and Ryanair are making substantial increases in their services over the summer period

AIRPORT NEWS

Dubai have revealed massive plans for the world’s busiest airport. It will be an expansion of Al Maktoum International airport, which opened 14 years ago. It was always envisaged for this brand new airport some 20 miles southwest of Dubai to become the biggest passenger-handler in the world. However, now the plan is for the megahub to eventually accommodate 260 million passengers per year. That’s a 100 million passengers more than previous projections for the airport and would dwarf pretty much every other airport’s operations on the planet.

“It will be five times the size of the current Dubai International Airport, and all operations at Dubai International Airport will be transferred to it in the coming years,” Sheikh Mohammed bin Rashid Al Maktoum, the ruler of Dubai, said when outlining Dubai Aviation Engineering Projects’ strategic plan. “The airport will accommodate 400 aircraft gates and feature five parallel runways,” he added. When completed, it’ll cover 70 square kilometers (27 square miles). The airport will be the centrepiece of a much larger scheme, called Dubai South, that envisages the creation of a whole new city in a 145-square-kilometer (56-square-mile) stretch of desert just south of Dubai. This entire new district, of which some pieces are already starting to take shape, will have eight districts each allocated to a specific industry or activity, with a mix of residential and commercial areas as well. “As we build an entire city around the airport in Dubai South, demand for housing for a million people will follow. It will host the world’s leading companies in the logistics and air transport sectors,” said Sheikh Mohammed bin Rashid Al Maktoum. “We are building a new project for future generations, ensuring continuous and stable development for our children and their children in turn. Dubai will be the world’s airport, its port, its urban hub, and its new global centre.”

Gatwick expansion inquiry has begun. The inquiry, by the Planning Inspectorate, into the DCO concerning Gatwick Airport’s plan to use its emergency runway for routine flights started with an open session, and many people – both in favour of the plan, and against, allowed a brief time to speak. All those in favour were businesses, or business groups – or people in some way linked to the airport, and hoping its expansion would be good for their business in the short to medium term, and perhaps provide more good jobs. Those against were local councils and local residents who – with passion – put forward the range of negative impacts that the

expansion would bring. Those would include the climate impacts of thousands more tonnes of CO2 per year; surface transport impacts; air pollution; noise pollution, especially at night; and social impacts of the pressure on local infrastructure, from many more workers at the airport, and many more air passengers. The inquiry is being held in Crawley, and is due to last six months.

Southend Airport is set to be easyJet's 10th U.K. base, next March. With three A320neo aircraft based at the airport, the expansion will create around 130 direct jobs and support additional indirect employment opportunities. The move underscores easyJet's strategy to capitalise on key growth opportunities, fuelled by strong consumer demand for flights and holidays. The airline's investment in London Southend strengthens its network, offering more routes and package holiday options to travellers in the region. Johan Lundgren, CEO of easyJet, highlights the significance of the UK market and the airline's trusted brand, while John Upton, CEO of London Southend Airport, emphasises the convenience and connectivity the new base will provide for passengers.

Tees-side Airport could see 49% of its ownership sold British billionaire Michael Flacks. Mr Flacks, who is CEO of US-based investment firm Flacks Group which specialises in buying distressed companies, told the Financial Times he was in talks with Tees Valley Combined Authority (TVCA) to buy a minority share in the regional airport. The authority bought the struggling airport in 2019 for £40m and has provided funding and loans to keep it open and increase passenger numbers. "They've been losing money for years," he told the FT. "The way to make it profitable is do differently to what they're doing." Mr Flacks appeared on the Sunday Times Rich List as the 141st richest person in the UK, with a personal wealth of £1.213bn. The airport has been politically valuable to Conservative mayor Ben Houchen, who led its purchase by TVCA. He pledged passenger flights to Tenerife and Malaga would take off from the airport if re-elected this month, despite TVCA having confirmed that he has "no operational role" at the airport.

Despite retaining a majority shareholding, TVCA would be a "silent partner" in the venture according to Mr Flacks. He has said his plan for the airport is to turn it into a cargo, repair and maintenance hub in a move away from passenger services. "It's not that they're not doing a good job, but running a passenger airport is a hopeless exercise," he said. In a statement, Lord Houchen said: "Over recent months we have had expressions of interest from a number of firms wanting to invest in our airport and take a share in the ownership. "This is a massive vote of confidence and officers have done the diligent thing in assessing these proposals. "I have always been clear that the public should own Teesside Airport. That is the mandate I have and that is how things should remain." So while it shows our ten-year plan is working, and private investors can see great value in the airport, it is not for sale and will remain in public ownership. "Our plan is working and our airport is staying as it is."

AIRLINE NEWS

Ascend Airways has embarked on commercial services, having flown a charter operation from London Southend. The carrier obtained its air operator's certificate and scheduled route licence from the UK Civil Aviation Authority on 9 April. Ascend states that it carried out its first service on 26 April, on behalf of Chapman Freeborn. Both companies are part of Avian Solutions Group. The carrier operated the service with a Boeing 737-800, G-HODL. Its 737-800 is a 2011 airframe, and the carrier says it has also acquired a 2022 737 Max 8. The airline has a new contract for the summer season operating flights for TUI Airways in the UK with the two Boeings' 737. The two jets will be based at London Gatwick for the summer and fly off to various key European and North African holiday destinations for the holiday giant TUI. Alistair Wilson, CEO of Ascend Airways said "We are excited to commence operations for TUI Airways. We are extremely grateful for the confidence that they have shown in Ascend Airways and we

are proud to have TUI Airways as our launch customer. We will be fully focused on repaying the faith TUI" "This is a landmark day for the company," says commercial director Tony Carder. "We are ready for a busy summer with our damp-lease operations

Aurigny has been forced to lease two new ATR 72-600 aircraft, following a drop in reliability to below the UK average. The airline, which is owned by the States of Guernsey, had previously been one of the UK's most punctual airlines but a recent run of "technical" events has seen the airlines cancellations and delays increase. Aurigny is in the process of changing to an all propeller fleet after deciding to ditch its Embraer E195 jet and has an optimistic network in place which is putting a stretch on its fleet meaning that technical issues such as unscheduled maintenance or failures can have a significant knock-on effect

Ryanair have announced their annual profits for year 2022-2023, reached €1.92bn, beating the previous record of €1.45bn in 2017-18. Record numbers of passengers helped offset a fuel bill which rose around a third to €5.1bn. Ryanair carried a record 183.7 million passengers over the year to March, with average fares up 21 per cent to €49.80 (£42.60). It said it had seen record trading last summer, and strong traffic over Easter in March. Ryanair said ticket price increases are easing and it was "cautiously optimistic" that summer peak fares may only be "modestly ahead" of last year. The carrier said it expects fares to be "flat to modestly higher" despite the post-pandemic boom in demand for travel continuing and seat capacity limited. Michael O'Leary, Ryanair chief executive suggested that a "recessionary feel around Europe" could be a factor in ticket prices easing. The airline, Europe's largest by passenger numbers, said it would be 23 jets short of the number Boeing was due to deliver by the end of July and there remained an "unlikely risk" deliveries could slip further. "It is a bit surprising that pricing hasn't been stronger and we're not quite sure whether that's just consumer sentiment or recessionary feel around Europe, but we still see peak travel demand certainly through July and August being strong," he told investors. Delays in new Boeing aircraft deliveries and a lack of spare parts has limited capacity in Europe, something airline executives expected would result in further fare increases during another busy summer. Mr O'Leary said Ryanair will receive "modest" compensation from Boeing for the delays but that the confidential amount does not reflect the quantum of losses suffered from having to cut the number of passengers it forecast it would carry to the end of March 2025 to 198 million – 200 million passengers down from 205 million. The airline said Amber Rudd, the former Conservative Home Secretary, would join its board as a non-executive director.

AIRCRAFT NEWS

Boeing marked a significant milestone by delivering its 1,500th 737 MAX aircraft to Ryanair, a budget carrier. The aircraft, a 737 MAX 8-200, was part of an order for one hundred units placed in 2014, with options for another hundred. This delivery comes seven years after the world's first 737 MAX flight for Lion Air. Despite production challenges stemming from past accidents, Boeing has steadily increased deliveries, albeit with inconsistencies. Ryanair, now operating 94 MAX 8-200s out of a fleet of 590 aircraft, has also ordered 150 MAX 10s.

Fokker Next Gen announced, on the 13th May, it has signed a Memorandum of Understanding (MoU) with airBaltic. In the agreement, both companies will work together in developing a clean-sheet hydrogen powered narrowbody aircraft. Fokker will use the insights and experience as a regional airline, while airBaltic will use the agreement to investigate how the aircraft can work in its network. Fokker Next Gen is the successor of Rekkof, owned by Panta Holdings. Previously, the company had been working on a revival of the Fokker-jetline but is now working on designing a new 120-150 seat narrowbody aircraft powered by liquid hydrogen combustion, able to fly up to 2,500 km. Next to hydrogen, the new aircraft will also feature a dual fuel tank system so that it can also fly on sustainable aviation fuel or kerosene when liquid hydrogen is unavailable. The manufacturer is currently busy with designing its new aircraft but

also convert a Fokker 100 into a testbed for flying on liquid hydrogen. The company is working together with Rolls-Royce on this under the EU Clean Aviation program. The conversion and development will take a while, with first flight planned for 2028. In 2030, Fokker Next Gen aims to finalize the design of its new aircraft and start production of the first components. Two years later, assembly of the prototype is planned with a first flight a year later, in 2033. The aim is to secure entry into commercial service with customers in 2035. Fokker Next Gen has given an architect the assignment to design its new manufacturing sites, which are now planned to be located in Groningen, the Netherlands, and Liepaja, Latvia.

OTHER NEWS

The newest Spirit AeroSystems whistleblower has dismissed conspiracy theories about two other whistleblowers who died shortly after coming forward with claims of safety issues at Boeing suppliers, but admitted he's remaining vigilant about his own safety. Santiago Paredes, 40, exclusively spoke to The Independent just before he attended the celebration of life for his former coworker, friend and fellow whistleblower Joshua Dean, who died 30 April at the age of 45 after battling a sudden illness. Dean's death came weeks after another Boeing whistleblower, John Barnett, died by suicide in March. When asked about wildfire rumours regarding whether something nefarious happened to the men after speaking out, Paredes said: "I don't think so. "But, you know, I'm always looking behind my mirror to make sure nobody's car's following me," he said. "I'm not saying that I'm scared, but at the same time, I can't put a blind eye to the reality of what could be. I have to prepare myself for that." Paredes spent more than a decade as an inspector and team leader at Boeing supplier Spirit AeroSystems before leaving in 2022 after repeatedly issuing warnings to superiors about quality control failings – which at one point resulted in his demotion, he says. Spirit AeroSystems — not to be confused with Spirit Airlines — manufactures plane components, including fuselages and wing parts, and Boeing is its largest customer.

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Scene around Yorkshire... Andy Wood (HAR)

BEVERLEY (EY) A visit **10.5** found the following **Residents Outside** G-BBFL GY.201, G-BPOS 150M, G-BTMR 172M, G-GGEM PA-28. **Front Hangars** G-BIDH 152, G-CDJK Ikarus C42 FB80, G-CDTY MXP.740, G-DEND F.150M, G-FLYO EV.97. **Rear Hangar** G-BZST Jabiru UL, G-CCLX Quik, G-CDRJ Tanarg 912S, G-CFPA Sportcruiser, G-CGCH Sportcruiser, G-CKDJ Sonex, G-GTRR Quik GTR, G-IHCI Europa TG, G-JLAT EV.97, G-MYNK Quantum 15, G-MZDV Quantum15, G-MZHF T.600N, G-SOOZ Rans S.6, G-TEZZ Sportcruiser, G-ZOMB Ikarus C42 FB100. **Visitors** G-AWJE T.66, G-BNOH PA-28, G-BRPY PA-15, G-CRED EuroFox 3K, G-HARN PA-28 all f&t Sherburn and G-DMCP P2008-JC f Peterhead t Headcorn. (Residents G-HULL F.150M and G-JADJ PA-28 were both away at Sherburn on maintenance).

BRIDLINGTON (EY) On 15.5 G-GMAH Bk.117D-2 (Helimed 99) landed at the Martongate School Playing Fields at 10.25hrs from Topcliffe, departing at 11.49hrs, routing back to Topcliffe. Then on 17.5 G-YAAA Bk.117D-3 (Helimed 98) attended a Charity Event at Bridlington Golf Club arriving at 16.30hrs f Nostell and departing 17.20hrs t Nostell via Brighton.

CHURCH FENTON (NY) **1.5** G-WKTO Beech E.90. **2.5** G-BIOB F.172P, G-BOVK PA-28, G-CMPA PA-28RT, G-HEDL EA.300/LC, G-KAIR PA-28, G-LOGI R.66, G-OFIT TB.10, G-OSRL LJ45 f Marrakesh t Biggin Hill, G-RVRY PA-38, G-VONY T.182T, G-ZEAA DA.62. **4.5** N302JG TBM.700 (302) f Humberside t Guernsey. **5.5** G-ILDA/SM520/LO-G Spitfire Tr.9 and G-IPPS GA-8 both f Goodwood for pleasure flying on 6-7.5, G-ORAE RV.7, G-RVJP RV.9A, OK-KOO PA-46-M600 (4698243) f&t Donaueschingen. **7.5** G-ILDA and G-IPPS returned to Goodwood. **9.5** G-AWWI D.117 f Full Sutton (the owner now works in the tower here and sometimes flies to work), G-LAUD 208 Floatplane f Little Staughton on route back to Scotland. **10.5** G-AWWI D.117, G-BOIG PA-28, G-NBCA PC.12/47E, G-TECA P2002-JF, G-UANT PA-28. **11.5** G-PHTG TB.10. **12.5** G-ILDA/SM520/LO-G Spitfire Tr.9 f Goodwood 2x n/s. **19.5** G-AWWI D.117, G-BXLT TB.200, G-DJET DA.42, G-OCRZ Sportcruiser, G-VONY T.182T. **21.5** G-KION Cessna 525, ZS-NDL Cessna 208B (208B-1051) f Luxembourg n/s, due to depart to Reykjavik 22.5, ZJ783 AS.365N3.

CONINGSBY (Lincs.) A quick visit on 8.5 noted Typhoons ZJ947, ZK313, ZK348, ZK381, ZK424, ZK431 & ZK433.

CROSLAND MOOR (WY) A Bacon Butty Fly-In was held on 18.5 with the following noted G-BHEG D.150, G-BZUL Jabiru UL, G-CEME EV.97, G-CEVS EV.97, G-CFYO QuikR, G-CHHJ EuroFox 912, G-CJDW M16C, G-CLDC EV.97, G-DONT CH.601XL, G-EFSD EuroFox 912, G-MWSM Gemini Flash IIA, G-PTFE Bristell NG5, G-RAFR Skyraider 912S, G-RSKY Skyraider 912, G-VALG EV.97. This is not a full list for the day, any additions welcome.

ELDROTH (NY) At around midday on 10.5 G-YAKJ Yak 18T made a forced landing in a field just west of here following engine failure. Unfortunately, it overturned but the pilot only received minor injuries. G-GMAH Bk.117D-2 (Helimed 99) arrived at 12.20hrs from Topcliffe, departing back there at 12.50hrs, its services not been required.

ELVINGTON (NY) **5.5** G-VOUS 172S. **9.5** A French Invasion F-GAUR CAP.10B (105), F-GEOR CAP.10B (77), F-GIZL CAP.10B (18), F-GKAM CAP.10B (114), F-GSCC CAP.10B (127), F-GUMI CAP.10B (126) and support aircraft F-GUXZ DR.500 (0034), all spending a few days touring in the UK.

FENLAND (Lincs.) A new resident is G-AZTA Bo.209.

FULL SUTTON (EY) **23.4** G-BSPE F.172P f&t Bagby. **26.4** G-BJOT D.117 f Cark t Brighton. **5.5** G-ATPV GY.20 f&t South Cave, G-CBEE PA-28R f&t Leicester, crew ferry for G-ARNK PA-20 which returned to Leicester today following maintenance. Noted new on 5.5 was G-FLAV PA-28 on lease to the Flying Club.

GAMSTON (Notts.) **8.5** G-RCHE 182T. **17.5** G-IIGL Eagle II, G-PTTS S.2A. **19.5** G-EFBP FR.172K, G-ELKE SR.20. A new resident is G-VONY T.182T.

HEPWORTH/LAW FARM (WY) Resident G-PKPK 269C has departed following sale.

LOW FULNEY (Lincs.) A visit 8.5 & the workshop was open, revealing G-CHXB G.102 within. Outside were the two derelict trailers plus one marked KKB(G-CKKB Centrair 101A) & one marked KY(G-CJCK Discus bT). Also noted was the rear fuselage & fin of a glider marked "82".

NAFFERTON (EY) Landing alongside the A614 just north of Nafferton at 13.00hrs on 10.5 was G-GMAH Bk.117D-2 (Helimed 99) from Topcliffe, following a road traffic accident. It departed to Hull Royal Infirmary at 13.52hrs.

NETHERTHORPE (Notts.) 19.5 G-CDTY MXP.740, G-CLMH Pipistrel Alpha, G-FLYO EV.97, G-IHCI Europa TG, G-TEZZ Sportcruiser. A new resident is G-BOOH D.112.

NEWBY WISKE (NY) The incomplete and stored G-CBRC D.18 has departed following sale.

NORTH COATES (Lincs.) Residents G-PPPP Kitfox had a take-off accident on 6.5, coming to rest, minus its undercarriage, on farmland at the end of the runway. A possible write off with damage to engine, propeller and underside of fuselage in addition to the landing gear.

Movements 7.4 HA-LFR SA.341B (2002) f&t Brighton. **12.4** G-BCRL PA-28 f&t Little Snoring. **13.4** G-BSYG PA-12 f&t Brighton, G-TGTT R.44 f&t Claxby, G-VRRV RV.12 f&t Popham, G-GRZZ R.44 f&t Waithe Top Farm. **14.4** G-CMRD Ikarus C42 FB100 f&t Strubby North. **18.4** G-CIHY Quik with G-CEGW Quik both f Beverley t Headon. **21.4** G-TGTT R.44 f Claxby t Cabourne G-GRZZ R.44 f&t Waithe Top Farm. **26.4** G-BYJS TB.20 f Shoreham, returned 28.4. **29.4** G-GALI AW.109SP f&t Frankton Heliport. **30.4** G-FRGP AW.109SP f Redhill t Frankton Heliport.

NORTH DALTON (EY) The construction of G-CLOB Aircamper continues with a new owner here, it was formally stored here following the death of its previous owner.

NORTH DUFFIELD/BIRCHWOOD (NY) New with Condor Engineering Group are G-CIMN CH.750 and G-IMEL RAF2000GTX-SE.

NORTH MOOR (Lincs.) G-HIBB Jabiru J430 has departed to take up residence at Sturgate.

RUFFORTH WEST (NY) New with York Gliding Centre is G-KIAB SF.25C.

SALTBY (Lincs.) A new resident is G-CGAN H.301 Libelle.

SHERBURN (NY) Visiting on **30.4** was N5LL PA-31 (31-7812041) f Rufforth t Gamston. In Sherburn Engineering on **1.5** were G-BATV PA-28 f Full Sutton, G-BFTC PA-28R f Church Fenton, G-CCWM DR.400, G-HULL F.150M f Beverley, G-ROLY F.172N f LBA and G-SACR PA-28. In Hangar 3 were G-BAEO F.172M f LBA awaiting maintenance and G-JADJ PA-28 f Beverley (minus propeller), G-BPOM PA-28 f Humberside was still outside (minus engine). Visitors were G-ASMS 150A, G-BBKB F.150L x2, G-BGBI F.150L, G-CMAP RV.7 f Spanhoe, G-ELBE RV.7 f Spanhoe, G-IROB TB.10 and G-JPBA RV.6 f Spanhoe. A quiet day with poor weather on **3.5** when the only visitors were G-BZBF 172M, G-DEND F.150M and G-INXS R.22B. Much better on **4.5** with visitors G-AYTV MJ.2D, G-BXJD PA-28 f Brighton t Full Sutton, G-BBJX F.150L f&t Brighton, G-BBKB F.150L, G-CBEE PA-28R, G-CEOB S.1S, G-DWYP Skyranger 912S, G-HDEW PA-32R, G-IDII DR.107, G-INXS R.22B, G-ISCD Sportcruiser and G-PHOR FRA.150L. Very busy on **5.5** with visitors G-AKAT/T9738 M.14A f Brighton, G-APVS Cessna 170B f Brighton, G-BFPH F.172K, G-BGBI F.150L, G-BHVR 172N x2, G-BPGU PA-28, G-BSDH DR.400, G-BSKA 150M, G-BXJD PA-28 f Tatenhill t Full Sutton, G-CJDW M16C, G-CMGA T.18, G-EEKZ Quik GTR, G-GAVV CTSL, G-HAMS Quik, G-INXS R.22B, G-KEVJ Sling 4TSI, G-OPRC Europa XS-TG, G-SLIV Sling 4, G-STUY R.44, G-XXLH Bell 505 x2 and NC98712 J.3C-65 (18939) f Brighton. Quieter on Bank Holiday Monday **6.5** with G-AZHC D.112 f Brighton, G-BHLE DR.400, G-BRIV TB.9 f Sturgate, G-BXJD PA-28 f Brighton t Sturgate then f Sturgate t Full Sutton, G-CIFC TB.200 f Sturgate, G-CYLL F.8L f Brighton t Fenland then f Sturgate t Brighton, G-OWRT 182G, G-RASP A.32 and N955BE B.55 Baron (TC-1272) f Brighton t Sturgate. Visiting on **9.5** were G-ACUS DH.85, G-AWEX PA-28 possibly for maintenance, G-BJAL CASA1.131E f Brighton, G-IIGL Eagle II f Brighton, G-OPRC Europa XS-TG and G-TYER DR.500. On **10.5** G-JADJ PA-28 had moved from Hangar 3 to Engineering, taking the place of G-BFTC PA-28R, otherwise all were the same. G-BAEO F.172M was still waiting its turn with G-BPOM PA-28 still outside engineless. Visitors were G-AWEX PA-28 still present, G-BGBI F.150L, G-CMFD Bristell NG5, G-CMGA T.18, G-GALB PA-28, G-KEVJ Sling 4TSI, G-MRVP RV.6 and G-SHUG PA-28R. Good weather on **11.5** produced G-BLLS

T.67B, G-BPFH PA-28, G-BPYJ W.8, G-BSKA 150M, G-BTFO PA-28, G-BXJD PA-28 f Brighton t Full Sutton, G-BZBF 172M, G-CBEE PA-28R, G-CJNL DR.1050-M, G-CKLI PA-28R, G-EPIM R.172K, G-INXS R.22B, G-JAJB AA-5A, G-LMLV MCR-01, G-RMAV Ikarus C42 FB80, G-SACO PA-28 and G-TSGJ PA-28. Then on **12.5** G-AVLG PA-28, G-BXJD PA-28 f Full Sutton t Brighton, G-DWYP Skyranger 912S, G-ILDA/SM520/LO-G Spitfire Tr.9 low level fly-by at 12.00hrs f Goodwood t Church Fenton (flown by John Dixon, owner of Sherburn Engineering), G-OPRC Europa XS-TG, G-RVSR RV.8 and N4297A PA-39 (39-114) f Sutton Meadows t Aberdeen. On **17.5** G-BAEO was still in Hangar 3 and had been joined by G-AWEX PA-28. G-BPOM PA-28 was still outside. In Sherburn Engineering were G-BATV PA-28, G-BIDH 152 f Beverley, G-DEND F.150M f Beverley, G-HULL F.150M, G-JADJ PA-28 and G-ROLY F.172N. Hull Aero Club are now using here for maintenance following the closure of Eastern Air at Sturgate. Among the visitors today were the first arrivals for the weekends Air Races. G-BHVR 172N, G-BTMR 172M (crew ferry to pick up G-DEND), G-DAVM CAP.10B n/s, G-FELC SR.22 f Blackbushe n/s, G-GBVX DR.400 n/s, G-IIIM SA.100 n/s, G-OSAI PA-28 n/s, G-WLGC PA-28, N71CW Cessna 180E (18051093) n/s, N4956C Navion (NAV-4-344) n/s. Race Day **18.5** was very busy with G-CYLL F.8L f Brighton t Sturgate then f Sturgate n/s, G-DAVM n/s, G-ETOY CASA1.131E f Brighton t Sturgate, G-FELC n/s, G-GBVX n/s, G-GORD DR.400 resident Race participant, G-IIIM n/s, G-JAJB AA-5A n/s, G-MATT R.2160 n/s, G-NRRA/BF8431 SF.260W n/s, G-OSAI, G-RVBP RV.7 n/s, G-RVNM P.68B f&t Liverpool, G-RVPL RV.8 n/s, G-TNGO RV.6 n/s, N71CW n/s and N4956C n/s. The final Air Race was on **19.5** with the following noted G-BXJD PA-28 f Eddsfield t Full Sutton, G-CDON PA-28, G-CYLL F.8L t Brighton, G-DAVM, G-FELC t Blackbushe, G-GBVX, G-GORD, G-GOSL DR.400, G-IIIM, G-JAJB, G-MATT, G-NRRA, G-RMAV Ikarus C42 FB80, G-RVBP, G-RVPL, G-TNGO, N71CW and N4956C. G-DMND DA.42, G-FBRN PA-28 and G-MGWI R.44 are all still operating from here on lease as noted last month.

SOUTH CAVE/MOUNT AIREY (EY) A visit **12.5** revealed the following **Hangars** G-ATPV GY.20, G-AYUN T.61A dismantled, awaiting collection by its new owner, G-BPUU 140, G-BRTP 152, G-CCJL/PV303/ON-B Spitfire Mk.26, G-CHAW Fokker E.III Replica dismantled, G-CKFW Quaich, G-FLYG T.67C, G-GSAL Fokker E.III Replica new resident, dismantled, G-MZEN Rans S.6, G-OVFM 120 plus one other unidentified, dismantled, to be used in a composite rebuild, G-TGJH VP.1, N21UH UH.12C (UH-2001) dismantled, N909PH PA-23 (23-1800), N38763 UH.12B (497). **Visitors** G-BRPY PA-15 f Sherburn t Sturgate, HA-HSG SA.342M (1615) f Brighton t Beverley. The hulks of G-BAXE 269A, G-BWZY 269A and G-SHPP 269A have moved on following sale.

STRUBBY NORTH (Lincs) A visit 6.5 noted **Residents Outside** G-AVUH F.150H, G-BZIP B.8MR & G-BZOR Mini-Max 91. **Hangar 1** G-BHSB 172N, G-CBMO PA-28, G-CFKA MT-03, G-CGZM MTosport, G-MAGN M24C, G-TRIN TB.20. **Hangars 2&3** Locked. **Visiting** G-CRED EuroFox 3K f&t Sherburn. From a look at the airfield log, other residents would appear to be G-AWUB GY.201, G-CKZX GlaStar, G-IRAL T.600N, G-OMPW Quik and N7348P PA-24-250 (24-2526).

STURGATE (Lincs.) A new resident is G-CEYK Europa XS-TG arriving 4.5 from Popham.

SUTTON BANK (NY) A new resident is G-IANP ASK18.

TEMPLE BRUER (Lincs.) G-ARHZ D.62A has departed to take up residence at Sturgate and G-AYEB D.112 has departed following sale.

TOLLERTON (Notts.) Regarding the recent HZ- Diamond arrivals, these are expected to go on the N register before going Stateside. Two were at Gloucester in late April with N320WB ex HZ-XF35 returning to Tollerton after work and N158WB ex HZ-XF34 still with RGV at month end. I visited **4.5** with the following noted **Apron** G-AYFC D.62B f&t Sherburn, G-BHRC PA-28, G-BIZF F.172P, G-BOMY PA-28, G-CSIX PA-32, G-RADI PA-28, G-STFO TL.2000UK, G-WARW PA-28, N334WB DA.40NG (40.N523), N937BP M.20J (24-3046). **Front Hangar** G-APMH J/1U, G-ATWA DR.1050, G-AZLH F.150L (dismantled), G-BGGF PA-38 (dismantled), G-BKJB PA-18, G-BPGU PA-28, G-BSYU DR.400, G-BUUE T.67M, G-BXEX PA-28, G-CDAI DR.400, G-CGSX

A.22L, G-CTCL TB.10, G-FAZT Glasair IIS RG, G-OSLD Europa XS-TG, G-RMMT Europa XS-TG, G-SPVI TB.20, N136WB DA.40NG (40.N394), N158WB DA.40NG (40.N517). **Outside Hangar Area** G-BNGT PA-28, G-BPEO 152, G-BUSW RC.114, G-BYIE R.22B, G-CDGW PA-28, G-CKIO PA-28, G-CMFD Bristell NG5, G-GCRM T.67M, G-ICRM T.67M, G-ITAF SF.260AM, G-LDGU/HKG-11 T.67M, G-OCRM T.67M, N182GC F.182Q (F18200068), 9M-NRL PA-28-161 (28-7916291) (fuselage only). **Rear Hangar** G-AMTA J/5F, G-AWUN F.150H, G-BDPA PA-28 (no engine), G-BOBA PA-28R, G-BOXA PA-28 (dismantled), G-BUVR A-1, G-BUXI Skybolt, G-BWNI PA-24, G-BYSI PZL.110, G-CLCK PA-28RT (painted as P-CLCK !), G-DSID PA-34, G-EDAV/XX534 Bulldog Srs.120/121, G-EGBJ PA-28, G-OTUM Skyranger 912S, G-PODZ TL.3000, G-PULR S.2AE, G-RASP A.32, G-RRVX RV.10, G-SLAY DA.40NG, G-STUA S.2A, G-ZTWO Z-2 Flitzer, HZ-XF2 DA.40NG (40.N393), N2PD TBM.930 (1141), N124PD 369E (0502E), N152WB DA.40NG (40.N405), N201WB DA.42NG (42.N410), N336WB DA.40NG (40.N535), N7238X PA-18-95 (18-1629), plus an all-white PA-28 unidentified. The Maintenance Hangar and Arcus Helicopters Hangar were both locked. I was here again **5.5** 11.25 to 12.10hrs when on the **Apron** were G-BXJD PA-28 f Full Sutton t Leicester, G-CGPW X'Air Hawk, G-CKXC Skyranger 912, G-CLFA TL.2000UK, G-CMDY Ikarus C42C FB100, G-FOXA PA-28 and G-NIAC TL.2000UK. G-ASMS 150A has departed following sale.

TRESWELL/FORWOOD FARM (Notts.) A visit on **19.5** noted residents G-AGYU/DE208 DH.82A, G-BUNC PZL.104, G-CEBF EV.97A, G-IBUZ Sportcruiser, G-JAYZ Sportcruiser (dismantled) and G-NPKJ RV.6 hangared, whilst outside were G-BYPN MS.880B and G-MYVP Rans S.6. Visiting was G-BRPY PA-15 f&t Sherburn.

WICKENBY (Lincs.) Noted at the David Todd Memorial Fly-in on 12.5 were G-AIEK/RG333 M.38, G-AJJS Cessna 120, G-ASUB M.20E, G-AXTC PA-28, G-BLLO PA-18, G-BSPK Cessna 195A, G-CUBI PA-18, G-EJGO Z.226T and G-TPSY 8KCAB. I'm told that Gerry Cooper has retired, and the Vintage Skunk Works Hangar is being cleared, so we need to know where the contents have moved to.

WILSFORD (Lincs.) Resident here is G-CSHB PS-28.

Brighton....

Andy Wood (HAR)

RESIDENTS

G-IIAC 11AC is a new resident arriving on 12.5. G-RPAX CASA1.133 has remained based throughout.

OUTSIDE PARKING

G-BBJX F.150L, G-BEZI AA-5, G-HELA TB.10, G-PPFS FRA.150L and HB-CIU FR.172J have all been present throughout. G-ASEP PA-23 is still away at Bagby on maintenance and has been joined by G-PAWS AA-5A whose ARC expired on 28.3.

MOVEMENTS

29.4 G-WLDN R.44 f&t Church Fenton. **1.5** G-BIDH 152 f&t Beverley, G-GTRR Quik GTR f&t Beverley, N377C TB.21 (2222) f&t Cark. **4.5** G-ATPV GY.20 f&t South Cave, G-BXJD PA-28 f Full Sutton t Sherburn, G-CHHI RV.7 f Leicester t Gamston, G-HECK R.44 f Melbourne t Great Heck, G-RVUK RV.7 f North Coates t Sibson. **5.5** G-AYTV MJ.2D f&t Lambley, G-BIJB PA-18 f Beverley t Sherburn, G-BOWP D.120A f&t Full Sutton, G-CBXC Ikarus C42 FB UK with G-CCYM Skyranger 912 and G-TFOG Skyranger 912 all f Rossall Field t Tarn Farm, G-CEBF EV.97A f Sturgate t Beverley, G-CEMY Pioneer 300 f Fishburn t Oxenhope, G-CGMH D.150A f&t Shotton, G-CJDA Ikarus C42 FB80 f&t Barton, G-CKLE MTOSport f&t Rufforth East, G-FUZZ/51-15319 PA-18 f&t Gypsy Wood, G-GDAC AA-5A f&t Gamston, G-IDII DR.107 f&t

Lambley, G-JBUZ DR.400 f&t Pocklington, G-KEVJ Sling 4TSI f&t Fishburn, G-MEGG Europa XS f&t Coal Aston, G-MGFC EuroFox 912 f&t Rufforth East, G-RETA CASA1.131E f&t Gamston, G-SACS PA-28 f&t Sherburn, G-SCPI Sportcruiser f&t Barton, G-XTRA EA.230 f&t Netherthorpe. **6.5** G-BFTH F.172N f Eddsfield t Sandtoft, G-BPUU Cessna 140 f&t South Cave, G-BXJD PA-28 f Full Sutton t Sherburn, G-CBOY Quantum 15-912 f Beverley t Sandtoft, G-CGAK Acrosport II f Beverley t Fenland, G-DONT CH.601XL f&t Coal Aston, G-MEGG Europa XS f&t Coal Aston, G-MZDV Quantum 15 f&t Beverley, G-OOCP TB.10 f Wickenby t North Coates, G-SACT PA-28 f&t Sherburn, N955BE B.55 Baron (TC-1272) f Sherburn t Sturgate. **8.5** G-BCSA DHC.1 f&t ? (fuel stop), G-BUJJ T.67M f&t Full Sutton. **9.5** G-CEMY Pioneer 300 f Tollerton t Oxenhope, G-CMLL RV.12 f&t Fishburn, G-CMPM Skyranger 912 f Priory Farm t Elvington, G-JIMM Europa XS f&t Fishburn, N95VB Beech C.90GTx (LJ-2091) f Sleep t Cumbernauld. **10.5** G-BCKV FRA.150L f&t Gamston, G-HEDL EA.300/LC f&t Wombledon. **11.5** G-AKDN DHC.1 f&t Bagby, G-ATDO Bo.208C f Crosland Moor t Sherburn, G-ATPV GY.20 f&t South Cave, G-BAXS Bell 47G-5 f&t Garton on the Wolds, G-BCRL PA-28 f&t Humberside, G-BXJD PA-28 f Full Sutton t Sherburn, G-CBRD D.18 f&t Patrick Brompton, G-CDLL MCR.01 f&t Tholthorpe, G-CEJY WT9 UK f&t Sherburn, G-ORAE RV.7 f&t Netherthorpe, G-OSLD Europa XS-TG f&t Tollerton, G-RAFR Skyranger 912S f&t North Moor, G-XTRA EA.230 f&t Netherthorpe, G-YAAA Bk.117D-3 (Helimed 98) f Nostell t Mixenden. **12.5** G-AMVD J/5L f Elvington t Wickenby, G-AWWI D.117 f&t Full Sutton, G-BGMT Rallye 235E f Fishburn t Beverley, G-BHLE DR.400 f&t Hardwick, G-BWSI SA.102.5 f&t Rufforth East, G-BXJD PA-28 f Sherburn t Full Sutton, G-CEBF EV.97A f Forwood Farm t Sturgate, G-JBUZ DR.400 f&t Pocklington, G-SFTZ T.67M f&t Church Fenton. **13.5** G-SPTR R.44 f&t ? (fuel stop). **15.5** G-IVII RV.7 f&t Sherburn, G-YAAA Bk.117D-3 (Helimed 98) night circuit training at 22.00hrs. **17.5** G-YAAA Bk.117D-3 (Helimed98) f Bridlington (Golf Club) t Nostell. **18.5** **Moth Fly-in** G-AKDN DHC.1 f&t Bagby, G-ANLS DH.82A f&t Saltersgate, G-ARHZ D.62A f&t Sturgate, G-BEYZ DR.1050-M1 f&t Hexham/Loadman Farm, G-BMTU S.1E f&t Sherburn, G-BOID 7ECA f&t Birds Edge, G-BPAJ DH.82A f&t Hushwaite, G-BRPY PA-15 f&t Sherburn, G-BZBF 172M f&t Sandtoft, G-BZNY Europa XS-TG f&t Sherburn, G-CENO WT9 UK f Crosland Moor t Felixkirk, G-CEOB S.1S f&t Netherthorpe, G-CEVS EV.97 f Crosland Moor t Felixkirk, G-CFUE Pioneer 300 f&t Crosland Moor, G-COLF Bristell NG5 f&t Eddsfield, G-DPRV RV.7A f&t Woodvale, G-GORV RV.8 f&t Woodvale, G-KIMY DR.400 f&t Hardwick, G-RVUK RV.7 f Sibson t Castle Bytham, G-SAAA CTSW f&t Sherburn, HA-LFR SA.341B (2002) f&t Deighton/Crab Tree Farm.

Coney Park....

Mike Storey

12 th April	G-VIVE	AW109SP GRAND NEW	BICESTER/SCOTLAND
16 th April	G-FRYA	ROBINSON R44	LEEDS EAST/KIRKBRIDE
17 th April	G-GALI	AW109SP GRAND NEW	SYWELL/ NIGHT STOP
18 th April	G-GALI	AW109SP GRAND NEW	CONEY PARK/NEWCASTLE
23 rd April	G-FDHS	AW109SP GRAND NEW	HARROGATE/LAKE DISTRICT
23 rd April	G-SENS	EUROCOPTER EC135T2	OXFORD/LEEDS LS17
24 th April	G-GALI	AW109SP GRAND NEW	MIDDLESBOROUGH/ REDDITCH

Credits The Airfield Manager, the Coffee Team, and my driver.

Resident	Aircraft noted	First noted	Last noted
(G-ARKG)	Auster J5G *NAVY/931/NW*	02/04/2024	13/04/2024
G-AZNO	C.182P	08/05/2018	16/12/2023
G-BBKA	F.150L YAC	18/10/2020	06/04/2023
G-BBKB	F.150L YAC	12/04/2024	30/04/2024
G-BBNI	PA-34 for sale parked on grass	06/11/2021	27/04/2024
G-BCGI	PA-28	23/03/2018	13/04/2024
G-BCVG	FRA.150L	17/12/2022	11/03/2023
G-BDNW	AA-1 on rebuild wfu	18/03/2023	18/03/2023
G-BGBI	F.150L YAC	23/04/2021	29/04/2024
G-BGBW	PA-38 wfu	25/05/2020	13/04/2024
G-BGTF	PA-44 wfu	31/07/2021	17/06/2023
G-BHVR	C.172N YAC	11/03/2023	26/04/2024
G-BHZU	J-3C	15/04/2018	21/04/2024
G-BIFB	PA-28 on rebuild Engineering	16/11/2014	13/04/2024
G-BIHI	C.172M wfu Engineering	15/04/2018	13/04/2024
G-BLVS	C.150M wfu	04/02/2023	18/03/2023
G-BOMP	PA-28	30/11/2014	13/04/2024
G-BORY	C.150L wfu	15/04/2018	18/04/2023
G-BOVS	C.150N wings Engineering	15/04/2018	13/04/2024
G-BRNC	C.150M YAC on rebuild	06/11/2021	03/12/2022
G-BSKA	C.150M YAC	10/07/2021	03/02/2022
G-BSYV	C.150M YAC wfu	31/10/2020	27/04/2024
G-BSXI	M20E dismantled wfu	18/03/2023	25/03/2023
G-BULR	PA-28 wfu	15/04/2018	09/05/2019
G-BYJL	Pulsar	14/12/2020	11/03/2023
G-BZBF	C.172M YAC	15/12/2020	29/04/2024
G-CBOY	Quantum	16/03/2024	20/04/2024
G-CCLX	Quik	30/03/2024	30/03/2024
G-CGTV	Savannah	14/01/2023	14/01/2023
G-CHVS	Savannah	09/10/2021	11/11/2023
G-CIMI	G.115 Engineering	09/10/2021	13/04/2024
G-CKXI	M.20E	13/09/2021	25/03/2023
G-CMLA	TL.3000	27/02/2024	30/03/2024
G-CSAV	T.600N	13/04/2024	13/04/2024
G-DOZZ	Sky Ranger Swift	27/02/2024	27/02/2024
G-ECGC	F.172M For Maintenance	13/04/2024	13/04/2024
G-LORD	PA-34	21/03/2023	10/02/2024
G-MABE	F.150L YAC on rebuild	22/08/2022	06/04/2024
G-MIAN	Skyranger	23/10/2021	16/03/2024
G-MICK	F.172N on rebuild wfu	02/05/2019	06/04/2024
G-MMMA	Quicksilver	18/03/2023	18/03/2023
G-MSFC	PA-38 wfu	05/06/2021	13/04/2024
G-MZOS	Quantum	17/11/2018	18/03/2023
G-OWMC	T.600N	27/02/2024	27/02/2024
G-RMAV	C42	02/04/2024	27/04/2024
G-TAXI	PA-23 rebuild wfu Engineering	06/05/1996	06/04/2024

G-TAYI	G.115	08/05/2018	13/04/2024
G-TEFC	PA-28 for sale	16/08/2021	27/04/2024
G-WLGC	PA-28	19/04/1996	23/04/2024
G-YBAA	F.172J	04/03/2023	16/03/2023
N20UK	M.20F for sale, wfu	29/03/2019	27/04/2024
N39TA	Be A24 wfu	12/03/2019	12/02/2024
(N131MP)	PA-31P dismantled	18/05/2018	06/04/2024 to become G-BWDE
N337UK	C.337 on rebuild	Engineering 08/05/2018	13/04/2024
(N394RA)	C.210K wfu for sale	Engineering 19/02/2022	13/04/2024
N2136E	PA-28 wfu for sale	Engineering 15/03/2020	27/04/2024
N7954J	PA-28R	18/03/2023	27/04/2023
Still with engineering here is G-BCRR AA-5B		06/04/2024	13/04/2024

Visitors

- 02/04 N182GC f/t Nottingham, (G-ARKG) Auster J5G Cirrus Autocar "NAVY/931/NW A11-301" with engine problem, engineering will fix
- 05/04 G-BXEX PA-28 f Sherburn t Nottingham.
- 10/04 G-OXIV RV-14 f/t Sherburn.
- 11/04 G-CHRT EV-97 f/t North Coates.
- 13/04 G-AZFI PA-28.
- 14/04 G-BSED PA-22.
- 20/04 G-CIXX Cavalon f Rufforth t Sherburn, G-AZIJ DR.360 f/t Fenland, G-CDJK C42 f/t Beverley, G-MZAM Blade f/t Headon, G-BEAC PA-28, G-CDJK C42 FB80.
- 21/04 G-BRIV TB9 f/t Sturgate.
- 26/04 G-TSGJ PA-28' G-BYNA F.172H f-t Rufforth.
- 27/04 G-BDSH PA-28 f/t Nottingham, G-EKOS FR.182RG f/t Sherburn, G-EGCD C.172S f Tatenhill t Liverpool, G-AXNS Pup f Brighton t Gamston,



G-ARKG Auster J5G Cirrus Autocar 06/04



G-CDJK Ikarus C42 20/4



G-CIZZ Rotorsport UK Cavalon 20/04



G-AXNS Beagle Pup 27/04

Credits The Airfield Manger, a regular credit for my visits is my driver

Resident	Aircraft noted	First noted	Last noted
G-ARRS	CP.301A	30/03/2024	30/03/2024
G-ATLM	F.172G	21/09/2010	28/01/2024
G-AZTS	F.172N	22/01/2023	17/03/2024
G-BBDP	DR.400	25/02/2023	28/01/2024
G-BBHF	PA-23	08/11/2014	30/03/2024
G-BDDG	D.112 wfu	08/11/2014	26/11/2022
G-BGHJ	F.172N	30/03/2024	30/03/2024
G-BGVE	CP.1310-C3 minus engine wfu	08/11/2014	26/11/2022
G-BIPN	RF.3	13/11/2021	30/03/2024
G-BRIV	TB9	28/01/2024	24/04/2024
G-BRPV	C.152	25/02/2023	27/04/2024
G-CIFC	TB.200	29/05/2022	30/03/2024
G-EXLL	CH601XL	29/05/2022	30/03/2024
G-FARY	TRI-Q	14/01/2014	30/03/2024
G-GAME	T.303	25/02/2022	30/03/2024
G-HIBB	Jabiru J430	30/03/2024	30/03/2024
G-OMCB	TL2000	13/11/2021	20/11/2021
G-OPAZ	Pazmany PL2	08/11/2014	26/11/2022
N737CN	C.172	24/11/2020	27/11/2021
(N761JU)	T.210M	15/08/2022	26/11/2022
N888BR	PA-32	17/06/2023	17/06/2023
N955BE	Be95 B55	26/11/2022	30/03/2024

Visitors

02/04/2024 G-CCXX AA5 circuits

HELICOPTER ACTIVITY

01/04 G-OAHL Twin Squirrel(Trident 3), Harrogate – Hornsea – Battersea
 03/04 G-MCGF S-92(Coastguard 912A), Humberside – Grimwith Reservoir
 04/04 G-OFZY Twin Squirrel(Trident 10), Battersea – Harrogate
 05/04 G-LNCC AW.169(Helimed 29A), Hull Royal Infirmary – Pinderfields
 05/04 G-DCAM Twin Squirrel(Kingdom 07), Chelford – p/s near Cranwell
 06/04 G-UNIA AW.169(Ragnar 61), Humberside – Gilriding Grange
 06/04 G-NICU AW.169(Helimed 80A), Leicester – Leeds General Infirmary
 07/04 G-IWPI AW.109SP(Kingdom 01), p/s near Heathrow – Harrogate
 08/04 G-TJPK AW.109SP, p/s near Brough – p/s Chorley
 08/04 ZA711 Chinook(Vortex 384), operating at Donna Nook, pm
 08/04 G-YRTE A.109S, EMA – Doncaster Race Course – Battersea
 09/04 ZJ--- Dauphin(Hammer 11), LGI – Harrogate College – Halfpenny Green
 10/04 G-DL DL R.22B, Connington – Nunsthorpe(Lincs)
 10/04 G-XXED(Rainbow 1), Warton – Trawden Recreation Ground
 10/04 ZH904 Chinook(Vortex 384), operating at Donna Nook
 11/04 G-CIWO Squirrel, Halifax – Westfield Farm, Gatwick
 11/04 G-LXRY AW.139(Castle 06), Battersea – Newcastle Heliport
 11/04 M-PLGL Bell 407GX, Burton-in-Kendal – Bridlington Links G/C
 12/04 ZK668 Chinook(Vortex 384), operating at Donna Nook, pm
 12/04 G-SUMX R.22B, Coney Park – Devonshire Arms – Coney Park
 13/04 G-YRTE A.109S, Cantley Hall Park, Doncaster – Lake District
 13/04 G-DOVS R.44, Nottingham – Weston, near Tuxford
 14/04 G-EMHN A.109S(Costock 7), Hillsborough – Stoke-on-Trent
 14/05 GZ100 AW.109SP(Ascot 1795), Brize Norton – Messingham
 14/05 N500SY MD-500E, Carlton, Skipton – p/s Market Weighton
 16/04 G-LARD R.66, Bedford - Ferrybridge
 16/04 G-CPTZ AW.169(Helimed 81A), Pinderfields – Newcastle
 16/04 G-JKJA A.109E, Denham – p/s Harrogate
 16/04 N500SY MD-500E, Shoreham – Skipton(n/s) – Cumbernauld
 17/04 G-CIWO Squirrel, p/s Chorley – farm near Eagle, Retford
 17/04 2-DIVT AW.109S Trekker, Southampton – p/s Kirton-in-Lindsey
 17/04 M-ELIS Bell 407GX, Blackpool – Winkley, Ripon
 18/04 G-NOXY R.44, Coal Aston – Sherburn, Stream Farm
 19/04 G-MCGF(Coastguard 912), Humberside – Danes Dyke, Bridlington
 19/04 HA-HSG Gazelle, Air Test in York area, f/t Escrick
 20/04 G-XXEB S-76C(Rainbow 1R), Kensington – York, Bootham Junior School
 20/04 G-DENY R.44, Costock – p/s near Lingham
 21/04 G-NWAE EC-135T(Helimed 75A) Barton – Leeds General Infirmary
 23/04 G-FDHS AW.109SP, White Waltham – Rudding Park, Harrogate
 23/04 G-XXED S-76C(Rainbow 1R), Northolt – Bradford Grammar School
 23/04 G-SENS EC-135T(Woodstock 37), Oxford – Leeds Grammar School
 24/04 G-YARD R.44, Elstree – Doncaster Race Course
 24/04 G-OJDB Squirrel, Crosby - Doncaster, Astea Academy
 24/04 G-CIWO Squirrel, Easingwold – Westfield Farm, Gatwick
 26/04 G-DCAM Twin Squirrel(Kingdom 07), Sherburn – Leeds Grammar School
 26/04 G-THDR AW.109SP(Saxonair 21), Denham – Ripon, Grantley Hall

26/04 G-CPTZ(Helimed 81E), LGI – Scarborough General – LGI
27/04 G-GPOT AW.109SP(Castle 05), Biggin Hill – p/s Boston Spa
29/04 G-ZZEL Gazelle. Kidderminster – p/s Guiseley, Tranmere Park
29/04 G-EEZR R.44, Bicester – Eshott
29/04 G-CHOA Jet Ranger, Andover – Anwick – Darley Dale

CONEY PARK:- 12/4 G-HGRB R.44 f. Middlesbrough(Also 19/4); G-VIVE AW.109SP f. Battersea t. Edinburgh; 16/4 G-FRYAR.44(Pipeline 86) f. Leeds/East; 17/4 G-GALI AW.109SP f. Sywell; 21/4 G-ODHB R.44 f. Barton; 23/4 G-FDHS AW.109SP f. Rudding Park; 24/5 G-OLAU R.22B f. Welshpool; G-NELS R.44 f. Nottingham; G-GALI AW.109SP f. Teesside; 27/4 G-WLDN R.44 f. Leeds/East; G-HGRB R.44 f. Guisborough;

WALTON WOOD:- On 4/4 Squirrel G-SPVK was noted carrying out local test flights from here following maintenance. 11/4 G-OGJC R.44 f. Barton; 12/4 G-HWOW R.44 f/t Clitheroe; 17/4 G-EIZO EC.120B f. Alderley Edge; 17/4 G-INXS R.22B f. Gamston; 19/4 G-REYE R.44 f. Carlisle; 24/4 G-ODHB R.44 t. Barton; 26/4 G-KNYT R.44 f. Newton-in-the-Willows;

LOCAL AIRFIELDS

BAGBY:- 2/4 G-AVNN PA-28 f/t Crosland Moor; 11/4 G-BAEO F.172M t. Sherburn; 16/4 G-ASIT Cessna 180 f. private strip near Birmingham; 17/4 G-PLAN F.150L f. Netherthorpe; G-AYAR PA-28 f. Prestwick; G-HWOW R.44 f. Clitheroe; 18/4 G-FLAV PA-28 f. Full Sutton; 27/4 G-SEMR T.206H f. Calais; 29/4 G-RVSA RV-6A f. Beverley; 30/4 N5LL PA-31 f. Leeds/East;

BEVERLEY:- An interesting arrival on 25/4 was Argon GTL.915IS Autogyro F-JLEK. It arrived from Calais via intermediate stops at Lydd and Headcorn, later seen heading North to Scotland. 1/4 G-LINJ R.44(Pipeline 80) f. Leicester; 10/4 G-DLDL R.22B f. Nunsthorpe; 21/4 G-CJRS NG-5 Sped Wing f. Colmar Houssen via Calais; G-AZIJ DR.360 t. Fenland;

CROSLAND MOOR:- 5/4 G-VAZE R.44 f. Coventry; 8/4 G-JAME CH-601UL f. Rufforth; 11/4 G-POLB(Police 42) f. Carr Gate; 24/03 G-HJDP Bell 505 f. Kilmarnock t. Sherburn;

ELVINGTON:- 8/4 G-VARG Katchina f. Cranwell; 18/4 G-MSOF C.172N f. Little Staughton; 20/4 G-BFIU FR.172K f. Temple Bruer; 21/4 G-BVEZ Jet Provost(circuits pm); 26/4 G-DOFY Jet Ranger(Northumbria 23) f. Buxton;

GAMSTON:- 2/4 G-CSGT PA-28 f. Cranfield; G-OTST DA-62 t. Warton; 3/4 G-DSID PA-34 f. Tollerton; 10/4 G-WPDD EC-135(Local line surveys); 11/4 G-BIBA TB-9, G-CBTT PA-28 f. Denham; 11/4 G-WACY F.172P f. Denham; 12/4 G-BYIE R.22B f/t Nottingham; 17/4 2-DIVT A.109S Trekker f. Kirtton-in-Lindsey; 18/4 G-BBEO F.172M f. Netherthorpe; M-ARKS DA-62 f. Isle of Man; PH-ZDZ King Air 200(SUZ 04) f. Liege; 20/4 N5737 PA-46T f/t Teesside; G-JUFS TB-9 Tampico; 21/4 G-BNOJ PA-28 t. Blackpool; G-AVJJ Twin Comanche f. Nottingham; 23/4 G-RGAL DA-40 f. Oxford; 24/4 G-CMBO A.32 Vixen f. Ashcroft; 26/4 N663CD SR-22 f. Blackpool; 30/4 G-TTGV Jet Ranger(Yellow 08) f. Nottingham; N5LL PA-31 t. Leeds/East; M-ARKS SR-22 t. Isle of Man;

LEEDS/EAST:- On 11/4 two people were seriously injured when Cessna T.210M N761JU flipped over as it was taking off. The aircraft was badly damaged and the two occupants were transferred to Leeds General Infirmary by Yorkshire Air Ambulance. Cessna T.182T N938CE passed through on 6/4, on delivery from Wick to Chester. On 8/4 DA-62 N62AZ was delivered from the Diamond factory at Wiener Neustadt. It left the next day on delivery to the USA. Another delivery at the end of the month was King Air 250 OE-FWN, which arrived from Vienna on 29/4 before routing onwards to Keflavik. 5/4 G-JRER Tecnam 2008 t. Gloucester; G-CORB TB-20 f. Gloucester; 7/4 G-OLCP Squirrel(Kingdom 08) f. Pear Tree Farm; 8/4 G-TYER

DR.400 f. Little Snoring; G-PFLY SR-22 f. Carlisle; 10/4 OK-WND Citation XLS(Dark Blue 57F) f. Malaga t. Prague; 2-OTOD Citationjet 4(Skywalker 04A) f. Jersey; G-BXYT PA-28RT f. Sleep; N920TT King Air 90 f. Little Staughton; 11/4 G-JDPB PA-28(Jaydee 56X) f. Liverpool; N120MX SR-22 f. Gamston t. Biggin Hill; G-KART PA-28 f. Newcastle; G-DOLS PA-28 f. Norwich; 15/4 G-FRYA R.44(Pipeline 86) f. Leicester; M-IKEY Dauphin f. Littlemore t. LBA; 16/4 G-BBRC FA-200 t. Cambridge(Arrived 14/4); G-ICUT Maule MX-7 f. Leicester; 18/4 G-GCVV SR.20 f. Birmingham; G-MUMY RV-4 f. Abbots Bromley; G-CTCL TB-10(Commodore 01) f. Nottingham; G-LORR PA-28(Jaydee 33X) f/t Sleep; 20/4 G-BRFM PA-28 f. Gamston; G-XXEB S-76C(Rainbow 1) f/t York; G-BXPI RV-4; 21/4 D-EABY M.20P f/t Teesside; N53LG SR-22 f/t LBA(Circuits); 23/4 G-ECET T.182T f. Liverpool; N3544M PA-31 f. Milton; 24/4 G-EGCD C.172S t. Liverpool; 25/4 N5LL PA-31 Navajo f. Sleep, n/s; 29/4 G-LRMJ SR-22 f. Woodvale; G-CLCP Bell 505; 30/4 G-PPLL RV-7A f. Blackbushe;

LEEMING:- On 4/4 DA-42 G-COBS(Calibrator 131) from Teesside was utilised for ILS checking prior to the return of the Hawks, now the runway has been resurfaced. The Hunters returned on 23/4 ZZ190(Duke 1) and XE688(Duke 2); 18/4 ZK303 Typhoon(Warton 16, go-around); 23/4 ZK027 Hawk(VYT 22) F. V alley(go-around); 2x Typhoons(go-around); 26/4 ZM323 T-6C Texan(Swift 1) f/t Valley; 30/4 GZ100 A.109 AW.109SP(Ascot 1241) f. High Wycombe;

NETHERTHORPE:- 9/4 G-TSDC Aquila AT-01 f/t Teesside(n/s until 17/4); 17/4 G-LFSJ PA-28 f. Teesside; G-PLAN F. 150L f. Teesside t. Bagby; 18/4 G-BBEO F.172M t. Gamston; G-HUEW Europa f. Wyton; G-TSDB Aquila AT-01 f/t Teesside; G-TSDE Aquila AT-01 f. Teesside; 21/4 G-BOOH Jodel 112 f. Sleep;

NORTH COATES:- 13/4 G-VRRV RV-12 f. Popham t. Sherburn; 29/4 G-GALI AW.109SP f. Swadlingcoats; 30/4 G-FGRP A.109E f. Denham;

PETERLEE:- 20/4 N3117J PA-46T Malibu f. Hinton-in-the-Hedges;

RUFFORTH:- G-ORVM RV-9 t. Sherburn; 17/4 G-CJDW Magni M-16C f. Caunton; 20/4 G-BJOT Jodel D.117 f. Cark;

SHERBURN:- DA-40 2-PASC returned from Oxford on 24/4 having been re-registered G-TESC. 2/4 G-VARK RV-7 f. Leicester; 11/4 G-BAEO F.172M f. Bagby; G-ZGZG C.182T f. Shobdon; G-BIZG C.152, N5073C Beech 36TC, Leeds/East diverts; 12/4 G-BSCS PA-28 f. Jersey; 13/4 G-VRRV RV-14 f. North Coates t. Popham; 16/4 G-CJRS NG5 Speed Wing f. Insch; 17/4 G-ATDO Bolkow Junior f/t Crosland Moor; 18/4 G-CKGJ Menestrel f. Temple Bruer; G-BZDA PA-28 f. Bicester; G-AXJX PA-28 f. Oxford; 19/4 N182GC F.182Q f. Nottingham; 20/4 G-BYSJ Chipmunk f. Eshott; 21/4 G-RKID RV-6A f/t Barton; G-BNKE C.172N f/t Derby; G-CKXM Eurofox t. Tarn Field; 22/4 G-NIPR Slingsby Nipper f. Burnt Ashes; 24/4 G-HJDP Bell 505 f. Crosland Moor; G-HULL F.150M f. Beverley; G-GGEM PA-28 f/t Beverley; 26/4 G-DCAM Twin Squirrel(Northumbria 07) f. Buxton; N61970 PA-24 f. LBA t. Gamston; G-MAKO Shark 600 f. Little Snoring; 30/4 G-JADJ PA-28 f. Beverley;

WADDINGTON:- 9/4 G-ZABH Falcon 900EX(Ascot 1324) f. Northolt; 11/4 G-GALI AW.109SP(Helimed 82) f. Coventry; 22/4 XE688 Hunter(LEE 92, circuits) 24/4 ZM416 A.400M f. Brize Norton;

WICKENBY:- 5/4 N141WF Maule M-7-235B f. Whelpstead; 8/4 G-BUUF T-67M f. St. Athan; 17/4 G-HARN PA-28 f/t Sherburn; 20/4 G-BNST C.172N t. Skegness;

LBA GA and military....

Howard Griffin

Abbreviations: arr – arrived, dep – departed, ret – returned, n/stop nightstop, f/t From and To, C/s is call sign. First visits are underlined

As usual I have removed the very common visitors including beech 200's G-IASM, G-IMEA & G-SASD Plus DA62 G-JAAM,

We have 1 new resident for Hields (G-CISX) as they've sold a couple of old cessnas. The Police wing P-68's have moved to EMA.

Monday April 1st

PC-12 G-LUSO arr 08:41 dep 12:16, Gulf G550 N613LF arr 09:48 n/stop, Cessna 680A CS-LUA arr 11:31 dep 13:42, C550 D-CELI arr 14:35 dep 15:50, BJ400 HA-YFJ arr 15:21 n/stop,

Tuesday April 2nd

BJ 400 HA-YFJ dep 06:15, Gulf G550 N613LF dep 07:25, Phenom 300 D-CMMP arr 09:06 dep 11:53, Cessna 560XL OK-XLS arr 09:13 dep 10:40, Global 6000 9H-VJU arr 09:57 n/stop, Cirrus Sr22 G-OMTM dep 12:10, BN-2B Islander G-SICB dep 16:12 ret LBA at 19:00 n/stop, Cessna 525A CJ2 D-IJOA arr 18:24 n/stop, Pilatus PC XII OH-IBZ arr 18:53 dep 22:31, Cessna 525A CJ2 9H-ALL arr 19:54 n/stop, Falcon 50EX N196KP arr 18:53 on 2 April n/stop



D-CMMP Phenom 300 02/04 Mike Storey



N916KP Dassult Falcon 5EX 02/04 Mike Storey

Wednesday April 3rd

Falcon 900LX LX-FMA arr 09:00 dep 10:15, Cessna 525A CJ2 D-IJOA dep 10:01, global 6000 9H-VJU dep 11:28



G-LUFC Bell 407XI 02/04 Mike Storey



OK-XLS Cessna Citation 560XL 02/04 Mike Storey

Thursday April 4th

Cessna 525A CJ2 D-IBLK arr 08:46 dep 11:05, PA-28 G-GALB ILS approach at 09:49, Cessna 525C CJ4 **M-JHCI** (msn 525C-134) arr 10:07 dep 14:12, BN-2B islander G-SICB dep 10:23, Falcon 900LX OO-VMV arr 10:29 dep 15:09, Cessna 550 D-CYKP arr 12:19 dep 15:58, eclipse Ea500 2-JSEG arr 12:23 dep 16:02, Cessna P210N D-ERMY arr 12:28 dep 16:57, Phenom 100 ZM336 ILS approach at 13:43. Cessna 525A CJ2 9H-ALL dep 14:38, Gulf G550 N613LF arr 18:00 dep 18:49,

Friday April 5th

Cessna 525 CJ1 D-ITRA arr 08:02 dep 09:31, Pilatus PC XII PH-SFF arr 09:45 dep 10:31, Cessna 525 CJ1 D-IHKW arr 11:37 dep 12:38, Hawker 400XP SP-OOK arr 11:59 dep 13:02, BN-2B Islander G-SICA arr 15:43 n/stop, Eurocopter Ec135 G-POLB low pass at 17:03, Pilatus PC-24 D-CMSL arr 19:04 dep 19:51.

Saturday April 6th

Pilatus PC-XII G-PKHA dep 08:16, Challenger 300 HB-JGQ arr 13:18 dep 14:12, Cessna 560XL D-CJMK arr 15:46 n/stop, Cessna 525A CJ2 D-IOHL arr 17:12 n/stop,

Sunday April 7th

Global XRS C-GLXM arr 08:13 until 18th, Cessna 560XL D-CJMK dep 08:40, Cessna 525A CJ2 D-IOHL dep 09:25, Falcon 50EX N916KP dep 10:00, Cessna 525 D-ITRA arr 12:17 dep 13:40, Cessna 525A CJ2 D-IBLK arr 15:51 dep 17:33. Phenom 300 CS-PHG arr 17:44 n/stop.

Monday April 8th

EMB E135LR PH-DWS arr 08:06 dep 09:54, Phenom 300 Cs-PHG dep 09:06, PA-28 G-BODE ILS approach at 11:23,

Tuesday April 9th

Phenom 300 CS-PHF arr 11:04 dep 12:58, Pilatus PC-24 **D-COPS** arr 13:01 dep 15:57, Diamond Da42 G-FFMV dep 13:11, Cessna 525A CJ2 D-IBLK arr 18:48 n/stop. Cessna 560XL G-NJAA arr 20:58 dep 22:39



N916KP Falcon 50EX 09/04 Paul Whincup

Wednesday April 10th

Falcon 2000EX G-NJAE arr 07:54 dep 09:29, Cessna 525A CJ2 D-IBLK dep 09:17, Praetor 600 9H-LFX arr 12:46 dep 14:24, Cessna 525 M2 G-SOLE arr 12:53 dep 14:49, Cessna 680A CS-LTK arr 12:57 dep 15:02,

Thursday April 11th

BN-2B Islander G_HEBS dep 11:20, PA-46 Malibu G-CYFR arr 13:59 dep 15:19, phenom 300 D-CBBS arr 14:21 until 15th, R/C F406 G-SMMB arr 14:48 n/stop, Falcon 2000EX G-NJAE arr 15:10 n/stop, Cirrus SR20 N203CD dep 15:35, Phenom 300 CS-PHI arr 16:01 n/stop

Friday April 12th

Phenom 300 CS-PHI dep 07:33, Gulf G550 N613LF arr 09:58 n/stop, Falcon 2000EX G-NJAE dep 11:54, Cessna 525 M2 G-SOLE arr 13:00 dep 13:34, Cessna 560XL OK-XLS arr 14:59 dep 15:56, Global XRS OE-IGG arr 15:44 n/stop,

Saturday April 13th

Cessna 525A CJ2 **D-IMHA** arr 08:55 dep 16:19, Global XRS OE-IGG dep 12:27. Cessna 560XL EJ-PRLN arr 12:39 dep 13:17, Gulf G550 N613LF dep 16:48,

Sunday April 14th

Phenom 300 OK-PHE arr 10:41 dep 11:47, Cessna 525A Cj2 D-ISJP arr 14:26 n/stop, Cessna 525 Cj1 D-ITRA arr 14:37 dep 15:13, EMB E135LR PH-DWS arr 18:03 dep 18:41, Cirrus Sr20 G-GXVV arr 18:11 n/stop.

Monday April 15th

Legacy 650 D-AERO arr 11:30 dep 13:05, Cessna 560XL G-NJAA arr 11:49 dep 13:34, Beech 200 G-FLYK arr 13:18 dep 16:13, Cessna 525A CJ2 D-ISJP DEP 14:54, Phenom 300 D-CBBS dep 15:13, Cessna 560XL CS-DXU arr 15:49 dep 17:12, AS365N3 M-IKEY arr 16:54 n/stop, Cessna 560XL D-CSMC arr 17:18 until 18th, gulfstream G650 **A7-CGI** arr 23:01 n/stop.

Tuesday April 16th

Cessna 210 EI-BUF arr 09:29 dep 11:03, AS365N3 M-IKEY dep 10:39 ret at 14:26 n/stop, Phenom 300 CS-PHJ arr 16:04 dep 17:19, Gulfstream G650 A7-CGI dep 16:25



A7-CGI Gulfstream G650 Qatar Exec 16/04 Multiflight

Wednesday April 17th

Cirrus Sr22 N322JR arr 08:26 dep 14:38, AS365N3 M-IKEY dep 09:41 ret at 14:44 & dep again at 15:27 & ret LBA at 16:17 n/stop, Phenom 300 D-CASH arr 10:14 dep 11:29, Cirrus Sr20 N120MX arr 11:01 dep 11:58, Hawk 167 ZB131 overshoot at 12:14. Mooney M20 G-OONE arr 15:30 n/stop, Cessna 510 OE-FHK arr 20:30 n/stop.

Thursday April 18th

Beechjet 400 HA-YFJ arr 08:25 dep 09:26, Cessna 510 OE-FHK dep 08:58, Cessna 560XL D-CSMC dep 09:08, AS365N3 M-IKEY dep 10:21, Hawker 800XP EJ-REVA arr 10:53 dep 23rd, Diamond Da42 G-CMNW 3 x ILS approach at 11:53, Cessna 525 Cj1 D-ITRA arr 12:39 until 20th, Cessna 560XL 9H-XOA arr 13:53 dep 14:43, Global XRS C-GLXM dep 17:48, Phenom 300 CS-PHM arr 20:37 n/stop.



M-KEY AS365 Dauphin 16/04 Ian Gratton

Friday April 19th

Mooney M20 G-OONE dep 09:32, Phenom 300 CS-PHM dep 09:54, Cessna 560XL OK-AST arr 13:48 dep 15:16. Cessna 210 EI-BUF arr 14:12 dep 15:23, Phenom 300 D-CAAF arr 14:48 until 24th, Cessna 172 C-CLSX (new resident for Hields), arr 16:40, Cessna 525 G-POYA aqr 17:10 n/stop, Airbus A319CJ 9H-LIV arr 21:25 until 22nd.



9H-LIV Airbus A319 Comlux Danny Jones via FB

Saturday April 20th

Cessna 525 CJ1 D-ITRA dep 08:40, Extra NG G-NGSA dep 09:57 ret at 15:44, Pilatus PC XII G-ISJE arr 10:25 dep 18:37, Phenom 300 D-CAAF dep 11:04, Cessna 525 CJ1 G-POYA dep 16:06, Phenom 300 CS-PHM arr 17:41 n/stop,

Sunday April 21st

Phenom 300 CS-PHM dep 10:46 , Bell 407GX **M-ELIS** arr 10:48 dep 17:02, Pilatus PC_24 D-CSCR arr 12:06 dep 14:55, Global XRS C-GLXM arr 14:40 n/stop, Phenom 300 D-CROG arr 16:10 n/stop, BJ400A SP-TAT arr 16:24 n/stop, Hawker 400XP SP-EAK arr 20:57 n/stop.

Monday April 22nd

Hawker 400XP SP-EAK dep 09:41, BJ400A SP-TAT dep 11:50, Phenom 300 D-CROG dep 13:03, Airbus A319CJ 9H-LIV dep 17:06, Beechjet 400 HA-YFK arr 19:10 n/stop,

Tuesday April 23rd.

BJ400A HA-YFK dep 08:58, Sikorsky S-60 G-XXED arr 11:09 dep 14:43, Cessna 172 N688CS dep 14:35, Cirrus SR22 G-GCVV arr 15:01 n/stop, Hawker 800XP EJ-REVA dep 16:08, EC135T3 Juno T1 ZM524 overshoot at 16:09,



EJ-REVA Hawker 800SP 23/04 Mike Storey

Wednesday April 24th

Cessna 560XK D-CSUN arr 10:40 dep 11:49, Phenom 300 D-CAAF arr 10:44 dep 11:52, Pilatus PC XII OO-PCK arr 10:57 dep 11:29, BN-2T Islander G-BJEC arr 12:50 dep 13:53 c/s Rocket4, Cessna 525A CJ2 D-IFRT arr 12:55 n/stop, Phenom 300 OK-PHA arr 13:51 dep 15:11, Cessna 550 Citation Bravo F-HMXL arr 15:05 dep 19:35,

Thursday April 25th

Cessna 525A CJ2 D-IFRT dep 08:03, PA-28 G-GALB 2 x ILS approaches at 10:06, Bell 206L Longranger G-DSUEY arr 10:30 dep 11:20, Boeing 737-76N G-NEWG arr 13:36 dep 17:41, Learjet 40 G-UXLA arr 14:05 dep 14:41, Phenom 300 CS-PHR arr 18:58 n/stop.

Friday April 26th

Phenom 300 CS-PHR dep 08:19, Cessna 560XL CS-DXR arr 09:44 dep 11:04, BN-2T Islander G-BSAH arr 10:27 dep 12:04 c/s Bandit2, Diamond Da40 G-DPAZ ILS approach at 11:09, PA-24 Comanche N61970 ILS approach at 11:13, Mooney M20 **N665AG** arr 11:18 n/stop, Phenom 300 D-CAAF arr 12:02 dep 12:57, Phenom 100 D-IAAW arr 12:33 n/stop, Diamond Da62 G-KMTE arr 12:54 n/stop, Cessna 560XL CS-DXG arr 13:42 dep 15:20, Legacy 500 G-HAPA dep 14:10, Cessna S550 EC-LQF arr 15:49 dep 18:32, Global XRS C-GLXM dep 17:12, Phenom 300 CS-PHV arr 17:47 n/stop,

Saturday April 27th

Boeing 737-76N G-NEWG arr 01:38 dep 14:25, Cessna 560XL G-GAAL arr 07:58 dep 14:20, Phenom 100 D-IAAW dep 08:18, Phenom 300 CS-PHV dep 12:36, Partenavia P68 G-POLW arr 14:15 dep 16:32, Phenom 300 D-CAAF arr 14:49 n/stop, Phenom 300 CS-PHP arr 17:21 dep 18:52,

Sunday April 28th

Global XRS OE-IGG arr 07:54 dep 08:34, Beech 200GT 2-FIFI arr 12:20 dep 18:22, Cessna 680A CS-LTU arr 12:50 dep 15:36, Mooney M20 N665AG dep 13:56, Phenom 300 CS-PHF arr 15:33 dep 16:46, Challenger 350 9H-VCR arr 16:46 n/stop, Phenom 300 D-CAAF dep 16:52, SOCATA TBM930 N2PD arr 17:32 dep 18:08, Cessna 680A CS-LTX arr 20:54 n/stop.

Monday April 29th

Phenom 300 CS-PHG arr 07:49 dep 09:05, Cessna 510 Mustang OE-FBD arr 10:20 dep 11:36, Challenger 350 9H-VCR dep 11:29, Cessna 680A CS-LTX dep 12:05, Pilatus PC-24 D-COPI arr 17:45 n/stop.

Tuesday April 30th

Phenom 300 OK-PHE arr 09:16 dep 10:18, Pilatus PC-24 D-COPI dep 09:53, BN-2T Islander G-BSAH arr 11:29 dep 12:51 ret LBA at 16:28 & dep again at 17:33 c/s bandit2, Cirrus Sr22 G-YEBO arr 13:36 n/stop,



G-BSAH BN2A Islander Gama Aviation 30/04 Ian Gratton

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

April 2024

So April arrives, but looking at the weather you wouldn't think so. Maybe that will encourage folk to fly abroad from LBA for sun and to escape the rain. Ryanair have swapped things around a bit as the Summer timetable moves into place, so look out next month for the updated based aircraft schedules...but looks like just two aircraft based this Summer (so more visiting aircraft). Wizz also seem to have contracted their schedule a bit, with reduced frequencies and dropping down to just three destinations. EasyJet move back to their two flight operation split across four days. And KLM have changed all their flight numbers so we've lost the old numbers everyone is familiar with.

easyJet(EZY/U2, "Easy")

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

Belfast(047/048, "047/162B", Mon /Fri):-1/4 G-UZLR, 5/4 G-EZRY, 8/4 G-UZLR, 12/4 G-UZLR, 15/4 G-EZDM, 19/4 G-EZPE, 22/4 G-EZIY, 26/4 G-EZPD, 29/4 G-EZDK.

Belfast(049/050, "96FJ/627F", Sun/Tue):-2/4 G-EZDH, 7/4 G-EZDH, 9/4 G-EZDF, 14/4 G-EZDM, 16/4 G-EZDM, 21/4 G-EZDD, 23/4 G-EZIY, 28/4 G-EZFU, 30/4 G-EZDK.



G-EZDF Airbus A319 Easyjet 09/04 Mike Storey

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, "90L/91M", Daily):-1/4 EI-HDK, 2/4 EI-HDK, 3/4 EI-GZV, 4/4 EI-HDH, 5/4 EI-HDI, 7/4 EI-HDH, 8/4 EI-HDK, 9/4 EI-HDK, 10/4 EI-HDH, 11/4 EI-FAV, 12/4 EI-GZV, 13/4 EI-HDK, 14/4 EI-HDK, 15/4 EI-HDK, 16/4 EI-HDK, 17/4 EI-HDH, 18/4 EI-GPP, 19/4 EI-HDI, 20/4 EI-HDK, 21/4 EI-HDH, 22/4 EI-HDI, 23/4 EI-FAT, 24/4 EI-GZV, 25/4 EI-HDH, 26/4 EI-HDK, 27/4 EI-HDH, 28/4 EI-FAV, 29/4 EI-GPN, 30/4 EI-HDI.

Dublin(3392/3393, "92B/93D", Sun/Mon/Thu/Fri):-1/4 EI-FAV, 4/4 EI-FAT, 5/4 EI-GZV, 7/4 EI-HDI, 8/4 EI-GZV, 11/4 EI-HDK, 12/4 EI-GZV, 14/4 EI-HDK, 15/4 EI-GPO, 18/4 EI-FAT, 19/4 EI-GPP, 21/4 EI-HDH, 22/4 EI-FAV, 25/4 EI-GPO. 26/4 EI-FAT, 28/4 EI-HDI, 29/4 EI-HDH.

Dublin(3394/395, "94S/95C", Sun/Mon/Tue/Wed/Thu/Fri):-1/4 EI-FAV, 2/4 EI-HDI, 3/4 EI-HDK, 4/4 EI-FAT, 5/4 EI-GZV, 7/4 EI-HDI, 8/4 EI-GZV, 9/4 EI-GZV, 10/4 EI-HDH, 11/4 EI-HDK, 12/4 EI-GZV, 14/4 EI-HDK, 15/4 EI-GPP, 16/4 EI-GPO, 17/4 EI-HDI, 18/4 EI-FAT, 19/4 EI-HDI, 21/4 EI-HDH, 22/4 EI-FAV, 23/4 EI-HDI, 24/4 EI-HDI, 25/4 EI-GPO, 26/4 EI-FAT, 28/4 EI-HDI, 29/4 EI-HDH, 30/4 EI-FAV.

Belfast City(3670/3671, "70L/71B", Daily):-1/4 G-CMJN, 2/4 G-CMJN, 3/4 G-CMJN, 4/4 G-CMMN, 5/4 G-CMMT, 7/4 G-CMMN, 8/4 EI-FAT, 9/4 G-CMJJ, 10/4 G-CMMK, 11/4 G-CMMT, 12/4 G-CMMN, 13/4 G-CMMT, 14/4 G-CMMT, 15/4 G-CMJJ, 16/4 G-CMJN, 17/4 G-CMJM, 18/4 G-CMJN, 19/4 G-CMMT, 20/4 G-CMJM, 21/4 G-CMMN, 22/4 G-CMJL, 23/4 G-CMJM, 24/4 G-CMJL, 25/4 G-CMMT, 26/4 G-CMMN, 27/4 G-CMJM, 28/4 G-CMJM, 29/4 G-CMMK, 30/4 G-CMMN.

Belfast City(3672/3673, "72F/73D", Daily):-1/4 G-CMMT, 2/4 G-CMMN, 3/4 G-CMJJ, 4/4 G-CMJN, 7/4 EI-FAT, 8/4 G-CMJJ, 9/4 G-CMJN, 10/4 G-CMJN, 11/4 G-CMJN, 12/4 G-CMJN, 13/4 G-CMMK, 14/4 G-CMMN, 15/4 G-CMMT, 16/4 G-CMMN, 17/4 G-CMMK, 18/4 G-CMMK, 19/4 G-CMMK, 20/4 G-CMMK, 21/4 G-CMMT, 22/4 G-CMMN, 23/4 G-CMJJ, 24/4 G-CMJJ, 25/4 G-CMJJ, 26/4 G-CMJJ, 27/4 G-CMMT, 28/4 G-CMMT, 29/4 G-CMMT, 30/4 G-CMJL.

Belfast City(3676/3677, "76M/77R", Daily):-1/4 G-CMMN, 2/4 G-CMMN, 3/4 G-CMJJ, 4/4 G-CMJN, 5/4 G-CMJJ, 8/4 G-CMMN, 9/4 G-CMJN, 10/4 G-CMMK, 11/4 G-CMJN, 12/4 G-CMJN, 13/4 G-CMMK, 14/4 G-CMMT, 15/4 G-CMMT, 16/4 G-CMMN, 17/4 G-CMMT, 18/4 G-CMJJ, 19/4 G-CMJM, 20/4 G-CMMK, 21/4 G-CMMN, 22/4 G-CMMT, 23/4 G-CMJJ, 24/4 G-CMJJ, 25/4 G-CMJJ, 26/4 G-CMJJ, 27/4 G-CMMT, 28/4 G-CMJJ, 29/4 G-CMMN, 30/4 G-CMJL.

Belfast City(3678/3679, "78H/79A", Sun/Mon/Tue/Wed/Thu/Fri):-1/4 G-CMMT, 2/4 G-CMJM, 3/4 G-CMJJ, 4/4 EI-GPN, 8/4 G-CMMK, 9/4 G-CMJJ, 10/4 EI-FAT, 11/4 G-CMMT, 12/4 G-CMJM, 15/4 G-CMMN, 16/4 G-CMJM, 17/4 G-CMMK, 18/4 1-CMMK, 19/4 G-CMMT, 21/4 G-CMJL, 22/4 G-CMMN, 23/4 EI-GPP, 24/4 G-CMMT, 25/4 G-CMJM, 26/4 G-CMJM, 28/4 G-CMMT, 29/4 G-CMJL, 30/4 EI-GPP.

Jet2(EXS/LS, "Channex")

Only positioning /test/training flights shown:-1/4 G-GDFK(232) positioned in from Barcelona, G-GDFT(061C/062C) positioned out to Liverpool/positioned in from Newcastle, 2/4 G-JZBX(069J) positioned out to Prestwick, 3/4 G-JZBX(070J) positioned in from Prestwick, G-JZBU(031R) positioned in from Manchester, 4/4 G-JZDB(050B) training flight, G-JZBU(032R) positioned out to Manchester, 6/4 G-JZDB(050B/072W) training flight then positioned out to Edinburgh, 7/4 G-GDFL(071W) position in from Newcastle, 8/4 G-JZHB(031R) positioned in from Stansted, 9/4 G-JZBX(069J) positioned out to Prestwick, 10/4 G-JZBX(061J) positioned in from Prestwick, 11/4 G-JZHA(063J) positioned out to Stansted, 15/4 G-JZBF(043F) positioned out to Edinburgh, 16/4 G-JZBF(049A) positioned in from Edinburgh, 17/4 G-JZHM(034F) training flight, G-JZBS(030E) positioned in from Manchester, 19/4 G-DRTX(031R/032R) positioned out to/in from Birmingham, 20/4 G-GDFX(061J) positioned out to Stansted, G-JZDB(062J) positioned in from Stansted, 21/4 G-JZBF(065J) positioned out to Stansted, 22/4 G-JZDC(041A) positioned out to Malaga, G-GDFZ(069J) positioned in from East Midlands, 23/4 G-GDFZ(071J) positioned out to Prestwick, G-DRTG(044A) positioned in from Malaga, G-JZBA(045A) positioned out to East Midlands, 24/4 G-GDFZ(072J) positioned in from Prestwick, G-GDFM(045A) positioned in from Malaga, 26/4 G-GDFG(044K/059B) positioned in from Dublin, then training flight, 27/4 G-GDFG(058B) training flight, G-GDFZ(064J) positioned out to East Midlands, 29/4 G-GDFG(059B) training flight.



G-JZDG Boeing 737-800 Jet2 12/04 Mike Storey

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, "55K/34D", Daily):-1/4 D-AJHW, 2/4 D-AJHW, 3/4 D-AJHW, 4/4 D-AJHW, 5/4 PH-EZH, 6/4 D-APRI, 7/4 D-AJHW, 8/4 PH-EXS, 9/4 D-AJHW, 10/4 D-AWSI, 11/4 D-AWSI, 12/4 D-AWSI, 13/4 D-AWSI, 14/4 D-AGMP, 15/4 D-AWSI, A6/4 D-AWSI, 17/4 D-AWSI, 18/4 D-AWSI, 19/4 D-APRI, 20/4 D-APRI, 21/4 D-APRI, 22/4 D-APRI, 23/4 D-AMWO, 24/4 D-AGMP, 25/4 D-AGMP, 26/4 D-AGMP, 27/4 PH-EXK, 28/4 PH-EXL, 29/4 D-AGMP, 30/4 D-AGMP.

Amsterdam(1023/1024, "57Y/92Z", Daily):-1/4 PH-EZF, 2/4 PH-EXB, 3/4 PH-EZM, 5/4 PH-EZY, 6/4 D-APRI, 7/4 PH-EZE, 8/4 PH-EZO, 9/4 PH-EXB, 10/4 PH-EZL, 11/4 PH-EZE, 12/4 PH-EZG, 13/4 D-ACJJ, 16/4 PH-EZG, 17/4 PH-EXF, 18/4 PH-EXE, 20/4 D-ACJJ, 21/4 PH-EZH, 22/4 PH-EZB, 24/4 PH-EZF, 25/4 PH-EZG, 26/4 PH-EXF, 27/4 D-ACJJ, 28/4 PH-EZP, 29/4 PH-EZL, 30/4 PH-EXC.

Amsterdam(1025/1018 overnight stop, "43E/90X", Daily):-1/4 PH-EZO, 2/4 PH-EZO, 3/4 PH-EXD, 4/4 PH-EXD, 5/4 PH-EZO, 6/4 PH-EZP, 7/4 PH-EXY, 8/4 PH-EZY, 9/4 PH-EZX, 10/4 PH-EZH, 11/4 PH-EXD, 12/4 PH-EXC, 13/4 PH-EXB, 14/4 PH-EXC, 15/4 PH-EXP, 16/4 PH-EZD, 17/4 PH-EXV, 18/4 PH-EXB, 19/4 PH-EXF, 20/4 PH-EZA, 21/4 PH-EXC, 22/4 PH-EZX, 23/4 PH-EZL, 24/4 PH-EZD, 25/4 PH-EZH, 26/4 PH-EXB, 27/4 PH-EZV, 28/4 PH-EZM, 29/4 PH-EZP, 30/4 PH-EXD.

Ryanair(RYR/FR, "Ryanair")

Ryanair base 2 aircraft operating routes to:-**Alicante**(9079/9078, "92YY/72GR", Sun/Tue/Thu/Fri/Sat), **Dublin**(153/152, "4GT/9PY", Sun/Tue/Thu/Fri/Sat), **Dublin**(157/156, "2K/804L", Sun), **Faro**(2503/2504, "41TR/60XF", Mon/Sat), **Fuerteventura**(475/474, "66GV/66ZP", Mon/Thu), **Gdansk**(1503/1504, "425D/4FB", Sun/Thu, **Krakow**(2332/2333, "3GH/778W", Sun/Mon/Sat), **Lanzarote**(2048/2047, "5BW/3TX", Mon/Fri/Sat), **Malaga**(2446/2447, "38GF/9JQ", Sun/Mon/Thu/Fri/Sat), **Porto**(2399/2400, "2399/39DA", Sun/Fri), **Riga**(2482/2483, "7JE/2LW", Mon/Fri), **Tenerife**(2492/2493, "6BH/24PN", Tue/Wed/Fri), **Wroclaw**(4107/4108, "3TZ/26VZ" Sun). Occasional Lauda Europe A320s used to cover shortage of airframes.

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

Based Aircraft:-EI-IHI(1/4-4/4), EI-HMX(1/4-10/4), EI-IHZ(4/4-5/4), EI-HMT(5/4-6/4), EI-IFY(6/4-9/4), 9H-VUJ(9/4-12/4), EI-IHG(10/4-28/4), EI-HEY(12/4-21/4), EI-IGJ(21/4-27/4), EI-ENA(22/4), EI-EBF(27/4-29/4), EI-HAT(28/4-30/4), EI-IGK(29/4-30/4), EI-HGL(30/4).

Non-based Aircraft flights (occasional A320 aircraft used)

Alicante(9078/9079, "2WX/88MB", Tue/Wed/Thu/Fri):-2/4 EI-IGL, 3/4 EI-EBE, 4/4 EI-DYW, 5/4 EI-IGL, 9/4 EI-IGZ, 10/4 EI-ENC, 11/4 EI-EFC, 12/4 EI-IJK, 16/4 EI-IJH, 17/4 EI-ENA, 18/4 EI-DLX, 19/4 EI-EFC, 23/4 EI-HGV, 24/4 EI-ESV, 25/4 EI-EVK, 26/4 EI-HEV, 30/4 EI-IHG.

Alicante(9088/9089, "3AJ/8VT", Sun/Mon/Tue/Wed/Thu/Sat):-1/4 EI-DYW, 2/4 EI-HMZ, 3/4 EI-IGZ, 4/4 EI-HMZ, 6/4 EI-HAX, 7/4 EI-IHS, 8/4 EI-IGZ, 9/4 EI-IHI, 11/4 HGV, 13/4 EI-IFP, 14/4 EI-HAX, 15/4 EI-DLY, 16/4 EI-HGV, 17/4 EI-DLX, 18/4 EI-IGH, 20/4 EI-IGJ, 21/4 EI-IGJ, 23/4 EI-IGH, 24/4 EI-HGV, 25/4 EI-IHA, 27/4 EI-HGV, 29/4 EI-DPI.

Beauvais(3580/3579, "59XD/765P", Mon):-1/4 9H-VVC, 8/4 9H-VUX, 15/4 9H-VVS, 22/4 9H-VUY, 29/4 9H-VVS.

Bratislava(5042/5041, "782F/7KE", Tue/Sat):-2/4 SP-RKK, 6/4 SP-RSF, 9/4 SP-RSD, 13/4 SP-RNC, 16/4 SP-RKK, 20/4 SP-RNC, 23/4 SP-RSG, 27/4 SP-RKL, 30/4 SP-RSG.

Dublin(152/153, "83NK/88UN", Mon/Tue/Thu/Fri):-1/4 EI-EBD, 2/4 EI-GJS, 4/4 EI-DLV, 5/4 EI-DYL, 8/4 EI-GSG, 9/4 EI-EMA, 11/4 EI-EKO, 15/4 EI-DWF, 16/4 EI-EKR, 18/4 EI-EKJ, 19/4 EI-EKR, 22/4 EI-EKS, 23/4 EI-GSI, 25/4 EI-EKW, 26/4 EI-DPR, 29/4 EI-DWT, 30/4 EI-EVM.

Dublin(156/157, "3WD/24ET", Sun/Mon/Thu/Fri):-1/4 EI-EVS, 4/4 EI-ENV, 5/4 EI-ENN, 7/4 EI-GSK, 8/4 EI-EMA, 11/4 EI-DPN, 12/4 EI-DLV, 14/4 EI-DYV, 15/4 EI-EKS, 18/4 EI-DYL, 19/4 EI-EBL, 21/4 EI-DPY, 22/4 EI-DPY, 25/4 EI-ENH, 26/4 EI-EPC, 28/4 EI-DWR, 29/4 EI-EVP.

Dublin(457/456, "9MN/10RQ", Sun/Tue/Thu/Fri/Sat):-2/4 EI-GSJ, 4/4 EI-EVT, 5/4 EI-EMF, 7/4 EI-DWF, 9/4 EI-GXK, 11/4 EI-EVL, 12/4 EI-EKL, 13/4 EI-DWT, 14/4 EI-EMO, 16/4 EI-DWF, 18/4 EI-GXI, 19/4 EI-DHD, 20/4 EI-DHD, 21/4 EI-EML, 23/4 EI-EMO, 25/4 EI-DYL, 26/4 EI-DHO, 27/4 EI-EKS, 28/4 EI-EBR, 30/4 EI-EMB.

Faro(2504/2503, "2504/2503", Sat):-6/4 EI-IHG, 13/4 EI-HEW, 20/4 EI-DWF, 27/4 EI-IGL.

Gdansk(1504/1503, "1RR/61ZK", Mon/Sat):-1/4 SP-RKO, 8/4 SP-RKT, 13/4 SP-RKO, 15/4 SP-RKC, 20/4 SP-RKO, 22/4 SP-RKT, 27/4 SP-RKI, 29/4 SP-RSK.

Krakow(2333/2332, "8BA/96YF", Sun/Tue/Thu/Sat):-2/4 SP-RZA, 4/4 SP-RZH, 7/4 SP-RZO(2332 only), 7/4 SP-RSN, 9/4 SP-RZK, 11/4 SP-RZM, 13/4 SP-RZI, 14/4 SP-RNA, 16/4 SP-RZD, 18/4 SP-RZI, 20/4 SP-RZD, 21/4 SP-RKY, 23/4 SP-RZL, 25/4 SP-RZH, 27/4 SP-RZE, 28/4 SP-RKY, 30/4 SP-RZF.

Palma(2311/2310, "2311/6EQ", Sun/Mon/Tue/Wed/Thu/Sat):-1/4 EI-IGH, 2/4 EI-HMY, 3/4 EI-DYC, 4/4 9H-LMI, 6/4 9H-LMI, 8/4 EI-IGH, 9/4 EI-HMT, 10/4 EI-DPF, 12/4 9H-IBJ, 13/4 9H-IBJ, 15/4 EI-IHX, 16/4 EI-IHN, 17/4 EI-DCL, 19/4 9H-LOB, 20/4 9H-LOB, 22/4 EI-HEW, 23/4 EI-IJC, 24/4 EI-ENK, 26/4 9H-LOU, 27/4 9H-IHL, 29/4 EI-HEY, 30/4 EI-HMV.

Palma(2327/2326, "2327/2326", Sat):-13/4 EI-IJN, 20/4 EI-DLB, 27/4 EI-IHZ.

Poznan(5607/5606, "73TZ/20YL", Sun/Wed):-3/4 SP-RZF, 7/4 SP-RZF, 10/4 SP-RNI, 14/4 SP-RZF, 17/4 SP-RSX, 21/4 SP-RNK, 24/4 SP-RZB, 28/4 SP-RKO.

Warsaw(1932/1933, "1932/1933", Sat):-6/4 SP-RSC, 13/4 SP-RKB, 20/4 SP-RKR, 27/4 SP-RSU.

Wroclaw(4108/4107, "3UE/4AA", Wed/Sat):-3/4 SP-RKM, 6/4 SP-RZD, 10/4 SP-RKY, 13/4 SP-RZO, 17/4 SP-RSO, 20/4 SP-RKX, 24/4 SP-RZE, 27/4 SP-RZD.

Other flights:-7/4 SP-RZO(positioned in from Manchester).

SunExpress(SXS/XQ, "SunExpress")

Operates a weekly charter flight using B737 aircraft.

Antalya(560/561, "9JZ/2NB", Sun/Wed):-3/4 TC-SOD, 7/4 TC-SEJ, 10/4 TC-SOC, 14/4 TC-SPH, 17/4 TC-SEP, 21/4 TC-NSU, 24/4 TC-SEI, 28/4 TC-SPI.



TC-SOC Boeing 737-800 SunExpress 14/04 Stewart Robertshaw

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, “846/8717”, Tue/Thu/Sat):-2/4 9H-WNA, 6/4 9H-WDU, 9/4 HA-LXH, 13/4 HA-LXA, 16/4 HA-LXH, 18/4 HA-LXD, 20/4 HA-LXA, 23/4 HA-LXP, 25/4 9H-WDL, 27/4 HA-LXA, 30/4 HA-LXH.

Cluj(3313/3314, “1A/5858”, Sun/Thu):-4/4 9H-WDA, 7/4 9H-WBQ, 11/4 9H-WNA, 14/4 9H-WNA, 18/4 HA-LYQ, 21/4 9H-WBJ, 25/4 9H-WBV, 28/4 9H-WZT.

Warsaw(1315/1316, “65TL/39FQ”, Sun/Thu):-4/4 HA-LTA, 7/4 HA-LTB, 11/4 HA-LXG, 14/4 HA-LTF, 18/4 HA-LVT, 21/4 HA-LXJ, 25/4 9H-WDH, 28/4 HA-LXW.

Other flights:-

British Airways(BAW/BA, “Speedbird”):-15/4 G-GATH(8646/8647) operated charter in from Gatwick/out to Edinburgh.



G-GATH Airbus A320 British Airways Mark Dobson via FB

TUI(TOM/BY, “TUI Air”):-18/4 G-TAWS(5431P) positioned in from Stansted, 19/4 G-TAWS(5552) operated charter to Tenerife, 29/4 G-TAWM(7101P) positioned in from East Midlands, 30/4 G-TAWM(7280) operated charter to Palma.

	Mar-23	Mar-24	% This month	% +/-
Movements				
Total	2,421	2,424		0.12%
Passengers				
Scheduled	235,278	264,967	99.71%	12.62%
Charter	680	613	0.23%	-9.85%
Transit	0	147	0.06%	N/A
TOTAL	235,958	265,727		12.62%
International	222,687	250,760	94.42%	12.61%
Domestic	13,271	14,820	5.58%	11.67%
MOVING ANNUAL TOTAL	3,553,358	4,042,479		13.77%

Compared to March 2023, International passengers increased by 12.61% and domestic by an impressive 11.67%. Movements are the same as a year ago

Reference: CAA Statistics website

Produced by Alan Sinfield

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

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G-DBAC Embraer EMB-110P1 Bandeirante of ATS Vulcan on 26 March 1995 parked on what is now the M/F apron. The "Bandit" was a quick change passenger/cargo aircraft carrying typically 20. ATS Vulcan formed in 1992 from a merger of Aviation Technical Services and Vulcan Aviation. It operated services from Southampton to mainly



G-ASOF Beagle 206 Srs1. Shown here in Northair Air Taxi colours in June 1973. Built at Shoreham in 1964 it had many and various owners before it was acquired by Ernest Crabtree in Dec 1972. Based at LBA on the Southside it was operated by Northair until Nov 1977. It subsequently had various and many operators before going to the USA as N163 in 1980. Eventually expired in 2013.