

AIR YORKSHIRE



Aviation Society

Volume 47 · Issue 3

March 2021



G-BJIV
Piper PA18-150 Super Cub
Sutton Bank
25 August 2018
Howard Griffin

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Sun 7 March 2021 @ 2.30pm	Martin Powell - "The Canberra Story" – including the US B.57 version.
ZOOM https://zoom.us/j/97596524831	
WEDS 7 April 2021 @ 7.30pm	Andrew Panton - Lincolnshire Aviation Heritage Centre. The History of "Just Jane" and it's restoration to possible flight.
ZOOM https://zoom.us/j/93063647532	
WEDS 5 May 2021 @ 7.30pm	Ian Lomax, Trustee, Avro Heritage Museum. "The history of the Avro company and the Heritage Museum itself".
ZOOM https://zoom.us/j/92936239410	
WEDS 9 June 2021 @ 7.30pm	Peter Buckroyd - FAST Museum Trustee. "Farnborough - Cody to Concorde and beyond".
ZOOM https://zoom.us/j/93136674460	
Sun 11 July @ 2.30pm	Nick Anderson Ex, Virgin Atlantic A330/340 Captain + Flying Phantoms, + F/A18 Hornet. "Chasing Russian Bears".
ZOOM https://zoom.us/j/95472937525	

The lockdown tunnel is coming to an end, but not before major casualties are taken such as RIAT and Paris. However one of the air shows we selected as in Cosford has been re-scheduled for 11/12th September and wouldn't it be great to have a coach trip to this, the only RAF sponsored event in 2021? Normally Saturdays are preferred so watch out for more details when tickets finally come on sale.

The committee have been busy putting together a very attractive set of speakers over the coming months whilst we still have to use Zoom, From April onwards most are on a Wednesday evening so you don't need to interrupt your Sunday nap. Please support your club by attending these meetings, even though its remotely. We are so lucky to have booked these speakers, on Lancaster "Just Jane" return to flight, RAE Farnborough, Avro Woodford and chasing Russian Bears, Very educational - get your children to watch them as well.

In terms of getting back into the airport, at the moment we are planning on September and we have a key note speaker booked so watch for that. If it happens sooner - then we will let you know but it would be July at the earliest.

So one job done, second booked for May 5th, had the shivers for 24 hours but fine after that.

Please stay safe look after yourselves and think of others.

Robert Blackburn OBE....

Nigel Berry

Robert Blackburn OBE – Aviation Pioneer

In the world of aviation and the greats who built and flew different aircraft from the beginning, not a lot of people will know about a local man and how his aviation life started.

Robert Blackburn was born 26th March 1885 in Kirkstall, Leeds.

He attended Leeds Modern School then studied engineering at Leeds University.

He started work at Thomas Green and Sons Leeds.

While in Paris in 1908 on a European experience Robert decided to build his own aircraft, he moved back to Leeds and in 1909 he built his first aircraft where he flew it on the Yorkshire coast at Marske-by-the-sea for tests in 1910.

He continued with different designs of aircraft and started to build his second aircraft in 1911 which he named it the Mercury 1. He took the decision in 1914 to purchase the former ice rink on Roundhay Road, Leeds, which he named the Olympia Works. The site is now a Tesco superstore but can now find a plaque on the wall acknowledging the aviation pioneer. (See photo)

The second aircraft that he built had a 40-h.p engine from a local company Hunslet Engine Company of Leeds, this was an engine that was ahead of it time.

During his aircraft building Blackburn would use the aerodrome at Roundhay Park known as "Soldiers Field" this was an Aerodrome that closed in the late 1920's.

(See photos)

A friend of mine who lives in the village remembers as a young boy watching the aircraft being moved from the factory up the road to soldiers field on the back of a flat bed truck, fuselage first, then another carrying the wings, to be assembled for test flights.



Blackburn took his Mercury 1 to Filey where he built a hanger to test it on the beach. Here he met a gentleman called B C Hucks who persuaded Blackburn to let him test fly the Mercury 1. Hucks went on to become one of the county's most skilful pilots of the years preceding the Great War. He was the first English man to do the loop the loop. The partnership between Blackburn and Hucks proved to be a good one for the future. In the same year Blackburn established The Blackburn Aeroplane Company. 1912 Blackburn built what was the start of his aviation backbone a Type D single seat Monoplane (G-AANI) this aircraft is still around today and is part of the Shuttleworth Collection down at Old Warden and this is the oldest British aircraft still to fly to this date. This aircraft was built for a Mr Cyril Fogging. (See photo).



In 1913 Yorkshire Post announced a “War of the roses” air race and a trophy made for the winners. Yorkshire was of course Blackburn in a Blackburn monoplane 2 seater Type D, and Lancashire was an Avro 504 Biplane. Yorkshire won this race!!

1916 Blackburn wanted another site for a new factory, Brough in Humberside was the chosen site, it was beside the river Humber which was an ideal location as it allowed him to move supplies on the river. This factory would become the backbone of the Blackburn Aircraft Company until the name was absorbed into Hawker Siddeley in 1960 and 1963 the original name disappeared. The factory is still there and is owned by BAE Systems however the runway is now disused. The most 2 successful aircraft to come from the Blackburn production were the transporter plane the B101 Beverley and the Fast jet The Buccaneer. (See photo)



In 1919 he introduced the first scheduled air service offering flights between Leeds and Bradford and Leeds to London from the Roundhay Park Aerodrome using converted WW1 aircraft.

1937 Blackburn agreed with a local ship builder in Dumbarton called WM Denny Brothers to build a prototype flying boat unfortunate that crashed and didn't get produced in the end but it was named as the Blackburn B.20A. However under the licence of Shorts, Blackburn did build 250 Sunderland flying boats.

1940 Blackburn were asked to undertake the major share building of the Swordfish aircraft for WW2. A new factory was established at Sherburn in Elmet where there was already an aerodrome. By the end of WW2 Blackburn had produced over 1700 aircraft at this factory. After WW2 the Sherburn and Leeds factories closed and everything got moved to the Brough site.

Blackburn Aircraft Company designed and built many aircraft between 1932 and 1958 for the Navy, private owners and for himself. He had many other non-aviation companies throughout his life. He had an involvement with a Cirrus Engine Company which he moved over to the Brough factory, then changed its name to Blackburn Engine Limited.

He married his first wife Jessica and purchased Bowcliffe Hall, Bramham near Wetherby in 1917. Today Bowcliffe Hall is used for weddings, meetings and offices. Blackburn and his family were the last family to use the hall as residential home.

He lived there until 1950 and then retired to Devon with his second wife Peggy.

He died in 1955 aged 77. In 1918 he was awarded an OBE

Blackburn Aircraft Company built over 80 different types. Some of the better known aircraft Blackburn built are:

The Monoplane Type D 1912

B5 Baffin 1932

B26 Botha 1938

B48 Firebrand Mk 1 to 6 1947

B101 Beverley (47 Built) 1950

Buccaneer strike aircraft 1958 (See below)



Photo credit Nigel Berry for all, except photo of Monoplane Type D which is from Google.

Colours in the Sky The History of Autair & Court Line Aviation
By Graham M. Simmons
Published by Pen and Sword Books 318 pages Hardback

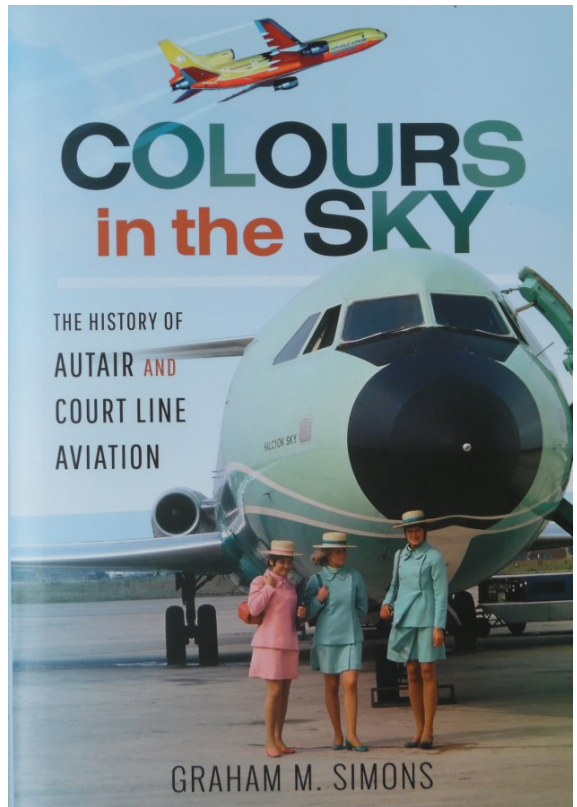
This book is a revised edition of one first published in 1997. It charts the history of one of Britain's long defunct airlines, remembered for its flair and individuality.

Although principally a scheduled airline, the growing amount of holiday charter work, led the airline's management to rename Autair, Court Line Aviation. The Autair name was derived from the first three letters of automobiles and aircraft, the business interests of its founders. The Court Line Group had been in existence for most of the 20th. Century and had other businesses, including those involving helicopter and coach operations and Leeward Islands Air Transport, in the Caribbean, with which some aircraft swapping took place.

The story covers Autair/Court Line's operations in depth. Its changing fleet mainly comprising Dakota, Vikings, Ambassadors, H.S. 748s, BAC 1-11s and Lockheed Tristars, is given good coverage, both in text and illustration. The well remembered policy of painting its 1-11s and Tristars in different bright colours, is a joy to see once more in pictorial form. Cabin staff uniforms were similarly striking and I believe, usually matched the external colour of the aircraft.

Clarksons Tours form an integral part of the Court Line story. Clarksons rapid expansion in the 1960s and 70s, is well documented, as is their close association with the airline. The infamous collapse of both operations in 1974 is covered in detail. It may seem surprising today, as it took place, at a time of a rapidly increasing inclusive tour demand, for foreign holidays.

As with other publications in the Pen & Sword Aviation series, the quality of this book is first class. It gives a great deal of the airline's history and is comprehensively illustrated. Frankly, this publication is a must for an enthusiasts' bookshelf.



Peter Wheatley Archive....



G-AEXF P6 Mew Gull F. Dunkerley Yeadon 1956



G-AHKY Miles M18 Series 2 H.B Iles Yeadon 1956



G-AKAV M38 Messenger 2A Yeadon 1956

Air Yorkshire Looking back....

Mike Storey



February 2021

Airline	Date	Reg	Type	MSN	Remarks
European Cargo	02 Feb				Type 'A' AOC licence applied for 29 Jan 21
Jet2	03 Feb	(GLSAG)	Boeing B757-21B	24014/144	MAN - Tenerife 11 Nov 19 (AOG) Posn Tenerife - MAN 15 Nov 19 MAN - GBA 20 Nov 19 Fr part-out Canx 01 Feb 21 as PWFU
Titan Airways	04 Feb	(GPOWZ)	Airbus A321-211-P2F	1250	Acquired. Ex GNIKO
Wizz Air UK	04 Feb	(GWUKM)	Airbus A21N-271NX	10283	On order. Due Mar/Apr 21
European Cargo	05 Feb	GECLA	Airbus A340-642	933	Regd 04 Feb 21. Ex ECNFP
easyJet UK	06 Feb	(GEZIO)	Airbus A319-111	2512	WFU 20 Mar 20 LTN - LPL 26 May 20 LPL - LTN 18 Jun 20 LTN - LPL 23 Jun 20 LPL - QLA 14 Jul 20 EoL mx QLA - EMA 10 Nov 20 EMA - QLA 19 Nov 20 (All white) Regd to Banc of America Leasing as EIGUD 05 Feb 21 Due QLA - Woensdrecht
European Cargo	06 Feb	GECLB	Airbus A340-642	753	Regd as GVFIT 11 Jun 20 Re-regd 05 Feb 21.
British Airways	09 Feb	(GZBLD)	Boeing B78X-10	60640/1040	On order. Due 21 Charleston-Victorville 09 Feb 21 Strd
Norwegian Air International	10 Feb	EIFVT	Boeing B738-800-W	42280/6402	WFU 21 Mar 20 Helsinki - Arlanda 21 Mar 20 Arlanda - Budapest 10 Feb 21 To rtn to lessor
Ryanair	10 Feb	(EIDLN)	Boeing B738-8AS-W	33595/1926	WFU 16 Nov 20 EDI - PIK 22 Nov 20 Rgd to ASL Belgium 08 Feb 21 Fr frt Conv
DHL Air	13 Feb	GDHKZ	Boeing B757-236PCF	1238	Dmgd Leipzig 13 Feb 21 Cargo door opened after t/o 'Substantial damage'
Titan Airways	13 Feb	GDHJH	Airbus A321-211-P2F	1238	STN-Keflavik-Halifax-Miami 11/12 Feb 21 Lsd to Amerijet 6 mths
Norwegian Air International	14 Feb	(EIFVM)	Boeing B738-800-W	42277/6320	WFU 21 Mar 20 Munich - Stavanger 21 Mar 20 Strd Stavanger - Budapest 18 Jan 21 Regd to Sky High Leasing -- Feb 21

TUI Airways	14 Feb	GTUKN	Boeing B738-8K5-SW	37252/3554	Arr LTN as DATUI 08 Feb 21 Regd 10 Feb 21
Wizz Air UK	15 Feb	(GWUKP)	Airbus A21N-271NX	10357	On order. Due
British Airways	17 Feb	GEUNA	Airbus A318-112	4007	WFU 18 Mar 20 LCY - LHR 18 Mar 20 LHR - Madrid 20 Mar 20 Strd PWFU 31 Jul 20 MAD - Enschede 17 Feb 21 Fr part-out
Thyme Opco	18 Feb	GCLXC	Bombardier DASH 8-Q402	4014	Regd 20 Jan 21 Divd Zagreb - EXT 18 Feb 21
TUI Airways	18 Feb	GTUKO	Boeing B738-8K5-SW	37259/3673	Arr LTN as DATYC 15 Feb 21 Regd 17 Feb 21
Cityjet	19 Feb	EIFPX	Bombardier CRJ 900	15444	Op fr SAS WFU 14 Feb 21 Copenhagen - DUB 16 Feb 21 DUB - Maastricht 19 Feb 21
Virgin Atlantic	21 Feb		Airbus A330-900N		On order allocations updated
	23 Feb	(GWUKO)	Airbus A21N-271NX	10336	On order. Due
easyJet UK	23 Feb	(GEZIW)	Airbus A319-111	2578	WFU 23 Mar 20 LPL - LGW 10 Apr 20 LGW - Sofia 17 Jul 20 EoL mx SOF - QLA 23 Sep 20 (Div LGW due wx) LGW - QLA 24 Dec 20 Regd to United as N3303U 22/2
Wizz Air UK	23 Feb	(GWUKN)	Airbus A21N-271NX	10333	On order. Due
Norwegian Air UK	25 Feb	(GCKWC)	Boeing B789-9	38893/680	WFU 21 Mar 20 LGW - Oslo 22 Mar 20 Strd Oslo - San Bernardino 12 Feb 21 Regd to Avolon Aerospace as OEITO 24 Feb 21
British Airways	26 Feb	(GEUPE)	Airbus A319-131	1193	WFU 08 Mar 20 LHR - DGX 11 Mar 20 Canx 25 Feb 21 as PWFU
Aer Lingus	27 Feb	(EIDEB)	Airbus A320-214	2206	WFU 29 Mar 20 Regd to Allegiant as N291NV 25/2 21
Eastern Airways	27 Feb	(GCDEB)	SAAB 2000	036	WFU (Date?) HUY - Orebro 23 Apr 19 Strd Orebro - HUY 22 Feb 20 WFU 12 Oct 20 HUY- Orebro 29/10 Regd to ? as 2---- 26 Feb 21

LEEDS/BRADFORD NEWS

For once in what seems a long time, it is great to be able to start this month with some positive news. In February 12th planners at Leeds City Council approved the plans for the new Leeds/Bradford terminal building, with councillors voting to grant approval subject to further discussions on conditions. The approval was made, despite objections from environmentalists. Councillors voted nine votes to five in favour of the officers' recommendation to grant approval, subject to further discussions with the applicants over conditions. Following these discussions, a further report is to be presented to councillors on the updated plans. A total of 1,953 objections were received by the council to the application, with concerns including the impact on the environment as well as issues surrounding highways, health and noise. MPs Alex Sobel, Hilary Benn, Richard Burgon, Fabian Hamilton and Rachel Reeves also objected. There were also 1,281 letters of support, including backing from the West and North Yorkshire Chamber of Commerce and airline KLM. Construction of a new three-storey terminal building is now expected to commence later this year creating 850 construction jobs.

A Leeds City Council spokesperson said: "The council recognises that the Leeds Bradford Airport planning application has been the subject of much public debate and, from the moment it was first submitted, full and proper attention has been paid to the evidence and arguments put forward by supporters and opponents alike." There were a large number of matters for plans panel members to consider during this process, including the council's declaration of a climate emergency and the issue of increasing carbon emissions from flights. "Current Government policy points to these emissions being something that should be primarily tackled at a national level – and addressed through international agreements and protocols – rather than by suppressing growth at individual airports in a way that could simply export passengers to other nearby airports at a higher financial cost to them and increase surface transport emissions." In addition, the airport's plans showed that the proposed new terminal would replace the outdated and inefficient existing terminal and be built to a higher standard of environmental performance that would also provide an improved 'gateway' to Leeds, with an associated creation of new jobs. "The application has been approved by the city plans panel today taking into consideration all of these issues, subject to a change and tightening up of certain conditions being discussed and agreed with the applicant, a section 106 agreement and referral to the Secretary of State for Housing, Communities and Local Government. "The council is keen to continue working closely with local residents, businesses, community associations and the airport as the development begins to take shape." The proposals include an extension of the airport's daytime flying period to run from 6am to 11.30pm and an increase in the number of flights. Local group GALBA says there could still be a legal decision against the proposals.

Aer Lingus have once again cut back on the schedule of its flights from LBA to Belfast City. Flights now only operate 4 days a week Monday, Wednesday, Friday and Sunday. In general these are the only days the airport is now operational. However the airfield may open for other flights on an as requested basis.

Jet2 announced on the 23rd February, following the Road Map laid out by "Borris" all flights are now suspended until May 17th at the earliest. This superseded an earlier announcement on the 9th February that suspended all flights up to April 14th. The airline continues to receive much praise, for its prompt refunding of customers who have had their flights/holidays cancelled. The airline claims it has refunded over £1 billion to its customers since the start of the covid epidemic. The company has raised £422 million in fresh capital as it seeks to weather the

ongoing Covid-19 shutdown of travel. This was as a result of the above extension to the suspension having previously hoped to begin trips again in March. The company sold around 40 million shares at £11.80 each, representing around ten per cent of existing capital. Jet2 said it had consulted with a number of its major shareholders prior to the action in order to adhere to the principles of pre-emption as far as possible through the allocation process.

Philip Meeson, executive chairman of the group, commented: "Based on the indicative scenario planning undertaken by management, the board believes that the proceeds will provide sufficient liquidity on an extended and likely unpredictable shutdown basis to deal with this continually challenging trading environment. "Furthermore, the directors believe the fundraise will enable management to continue to adopt a decisive, but prudent, responsible financial management approach; take longer-term strategic decisions to support sustainable long term profit growth; and improve the ability for Jet2 to exit the pandemic in a stable commercial position so that it is well positioned to capitalise on the upturn opportunity when it arrives." The airline continues to engine run aircraft on the ground at LBA, carry out training flights, and reposition aircraft in and out of other bases.

Ryanair, and as we close for press are reporting resuming services on March 28th to Polish destinations of Gdansk, Warsaw and Wroclaw. March 29th sees the launch of Dublin, Malaga, Palma and Villnius. Other flights commence in May, June and July. Of course all these dates are subject, very much, to change.

AIRPORT NEWS

Teesside Airport is celebrating its 80th anniversary this year and it is doing so with what it describes as a "transformative" year. Originally known as RAF Middleton St George, the airfield started life in 1941 as a base for World War II bombers including Whitleys, Wellingtons and Lancasters. The conversion to a passenger airport began in 1957 when the runway was upgraded and passenger facilities were added. Works were completed in 1963 with the first commercial flight, a Mercury Airlines service to Manchester, operated on 18th April that year. The airport was in public ownership until it was bought by the Peel Group, who own Doncaster/Sheffield and Liverpool, in 2002. Peel Group oversaw a decline in the airport until eventually it was brought back into public ownership by the Tees Valley Mayor and the regions Combined Authority in 2018.

The last couple of years has seen the airport re-establish its connection with London Heathrow after more than a decade without it and has developed new routes to domestic and holiday destinations with airlines including Eastern Airways, Loganair, Balkan Holidays, TUI & JetsGo Holidays. Old airlines have backed it too with a new long-term deal signed with KLM providing important worldwide connectivity from the Northern airport. It has also Ryanair as its low-cost carrier, something which Mayor Ben Houchen promised. Mr Houchen said: "The airport has been an important part of Teesside, Darlington and Hartlepool for the past 80 years, much loved and well used by holidaymakers, business travellers, companies on-site and the RAF alike. "In this time, the airport has been central to our economy and social lives; it has welcomed famous faces including members of royalty, senior politicians and celebrities, and it is linked with incredible acts of bravery and heroism. This is not just down to Andrew Mynarski but all the members of Bomber Command, who night after night, month after month flew deep into German-occupied territory not knowing if the mission they were on would be their last.

"When we brought the airport back into public ownership to save it from closure, we pledged to turn it around and make it a success once again and that is exactly what we are doing." Despite

the coronavirus pandemic, we're ahead of the game in our 10-Year Rescue Plan, having secured a low-cost carrier and welcomed many other airlines. We're now pushing ahead with a transformational redevelopment of our terminal building to bring it up-to-date and make sure everyone who passes through our terminal has the best experience possible. "But the airport is much more than just flights. As part of my plan for jobs we're continuing to push ahead with the Southside development to create a business park, a plan that will deliver thousands of good-quality, well-paid jobs for local people. "If we hadn't bought our airport, 2021 would have been the year we commiserated the closure of our airport rather than celebrating 80 extraordinary years in operation."2021 is the year our airport takes off again and to mark this, we've created a new commemorative logo. I can't think of any more fitting a celebration than securing the airport for the next 80 years – and more."

AIRLINE NEWS

British Airways says it will operate transatlantic flights partially powered by sustainable fuels as early as next year. The airline will invest in a new US plant to be built in Georgia by LanzaJet that producing sustainable aviation fuel made from ethanol derived from agricultural and other waste. BA said the fuel would create 70% fewer carbon emissions than conventional jet fuel. However, it is likely to only provide a tiny fraction of BA's overall fuel needs at first. SAF can be used to substitute for up to 50% of conventional jet fuel but so far demonstration flights – such as one conducted in 2018 by Virgin Atlantic with LanzaTech (from which LanzaJet was spun off) – have blended only about 5% of the greener fuel. BA's owner, IAG, which has pledged to invest almost £300m in SAF as part of its pledge to decarbonize by 2050, said it would investigate building a refinery with LanzaTech in the UK, as well as a waste-to-fuel plant in partnership with Velocys. The announcement came as the Dutch airline KLM claimed a world first in using sustainable synthetic kerosene on a commercial flight from Amsterdam to Madrid. Shell made 500 litres – just over 5% of the flight's overall fuel burn – synthesized from CO2 and water using renewable energy sources. Pieter Elbers, the chief executive of KLM, said: "The transition from fossil fuel to sustainable alternatives is one of the largest challenges in aviation. This first flight on synthetic kerosene shows that it is possible in practice and that we can move forward."

Easyjet are to add a Manchester to Newquay service, starting June 21st 2021, Easyjet will operate the service 5 times a week: While I know we are been told it may be a sataycation year this year, this announcement now means this service is now operated by 3 carriers, Easyjet, Eastern and Loganair.

KLM Cityhopper has received its first Embraer E195-E2 in a ceremony in Brazil. This first E2 delivery to the carrier, and lessor ICBC Aviation Leasing, brings the total number of Embraer jets in the KLM Cityhopper fleet to 50. The total order for 35 jets, 25 firm orders with options for ten more. Royal Dutch Airlines recently exercised four options increasing the firm order from 21 to 25 jets, with the further four aircraft coming from the Aircraft order-book. "The new E2 is really going to make a difference," said Warner Rootliep, managing director of KLM Cityhopper. "The addition of the E195-E2 to our fleet is a vital part of our plan to reduce our carbon footprint at least 50 per cent per pax/km by 2030. "The 195-E2 is not only an economically attractive aircraft, it also fits perfectly within our sustainability initiative – Fly Responsibly. "We are now more than ever committed to reducing the impact of our environmental and ecological footprint. "Fleet renewal is currently the largest contributor to CO2 reduction." The E195-E2 is the fiftieth E-Jet to join the KLM Cityhopper fleet of 17 first-generation E175s and 32 E190s. The new E195-E2 is configured with 132 seats - 20 in business, eight in economy comfort, and 104 in economy.

Ryanair has said it will appeal a European Union court ruling granting approval for state aid to carriers in France and Sweden. The low-cost carrier said the cash favours Air France and SAS over rival airlines. Ryanair argued, during the Covid-19 pandemic, over €30 billion in “discriminatory state subsidies” has been offered flag-carriers across the EU. If this money is allowed to stand, it will “distort the level playing field in EU aviation for decades to come, giving chronically inefficient national airlines a leg up on their efficient low-fare competitors,” the carrier said. A Ryanair spokesperson said: “One of the European Union’s greatest achievements is the creation of a true single market for air transport, underpinned by the principle of a common EU airline licence – one for each airline. “A nationality condition in a state aid scheme is plainly incompatible with the single market. “Ryanair is a truly European airline. “We have no rich and powerful ‘home country’ to subsidise us in times of trouble. “Nor do we want discriminatory aid.” A French airport tax deferral and the Swedish loan guarantee were introduced at the beginning of the Covid-19 crisis with nationality conditions. The French scheme was reserved for French registered airlines and the Swedish scheme to Swedish registered airlines, while excluding all other EU airlines, which were also damaged by Covid-19. Ryanair appealed the European Commission’s approvals of these schemes to the EU General Court in May 2020.

Following rulings, Ryanair will now refer these matters to the Court of Justice of the EU. A statement added: “We hope that the Court of Justice will overturn the European Commission’s approvals of the French and Swedish schemes, to give airlines and consumers a glimmer of hope that national politicians obsessed with their flag carriers will be sent back to the drawing board and required to use state aid wisely to assist the recovery of traffic in the post-Covid world instead of bailing out their favoured airline at the expense of fair competition and consumers. “Now is the time for the European Commission to stop caving in to national governments’ inefficient bail-out policies and start protecting the single market, Europe’s greatest asset for future economic recovery.”

AIRCRAFT NEWS

The Federal Aviation Administration (FAA) has confirmed it will be stepping up Boeing 777 inspections following an incident involving a United Airlines Boeing 777 on February 20th. An engine onboard United Airlines flight 328 failed on as it was flying from Denver to Honolulu, showering the suburbs of the Colorado city with debris. The plane landed safely, and nobody aboard or on the ground was reported hurt, authorities said. However, planes that contain the same Pratt & Whitney PW4000 engines are now being removed from service. United Airlines, Japan Airlines and All Nippon Airways have stopped using 62 planes, while Korean Air added it will ground six. In total, Boeing said 128 aircraft with the same engine as the Denver plane should be grounded. “After consulting with my team of aviation safety experts about yesterday’s engine failure aboard a Boeing 777 airplane in Denver, I have directed them to issue an Emergency Airworthiness Directive that would require immediate or stepped-up inspections of Boeing 777 airplanes equipped with certain Pratt & Whitney PW4000 engines,”

Steve Dickson, FAA Administrator said in a statement posted on Twitter. "We reviewed all available safety data following [Saturday's] incident," "Based on the initial information, we concluded that the inspection interval should be stepped up for the hollow fan blades that are unique to this model of engine, used solely on Boeing 777 airplanes," Dickson added. "The FAA is working closely with other civil aviation authorities to make this information available to affected operators in their jurisdictions." The initial finding of the National Transportation Safety Board (NTSB) state that most of the damage occurred in the right engine, where two fan blades were fractured. The main body of the aeroplane suffered only minor damage. In a separate statement Boeing said it was "actively monitoring recent events related to United Airlines flight 328". The company added: "While the NTSB investigation is ongoing, we recommended suspending operations of the 69 in-service and 59 in-storage 777s powered by Pratt & Whitney 4000-112 engines until the FAA identifies the appropriate inspection protocol. "We are working with these regulators as they take actions while these planes are on the ground and further inspections are conducted by Pratt & Whitney."

De Havilland Aircraft of Canada has confirmed earlier reports that it will suspend its DHC-8-Q400 production line, located at Toronto Downsview, beyond the aircraft currently on firm order. It did, however, vow to resume assembly in the future, albeit at another site. "We fully expect worldwide demand for the Dash 8 to return once the industry has recovered from the pandemic, and the aircraft's characteristics - including low operating costs, low emissions impact, and performance capabilities that support efficient regional operations - will make the Dash 8 an important part of the aviation industry's post-pandemic recovery," the Executive Chairman of De Havilland's parent company, Longview Aviation Capital, David Curtis said. The manufacturer also confirmed that its Toronto Downsview facility would close once the lease expires at the end of this year. De Havilland Aircraft of Canada acquired the lease from Bombardier Aerospace in 2018 and will not seek to extend the contract. "De Havilland Canada has begun preparing to leave the site over the latter part of the year. There are a number of excellent production site options in Canada, and the company will be ready to meet new aircraft demand as the industry recovers," it said.

The Boeing 737 MAX has returned to airline service in Europe. 1st revenue flight was operated by TUI's aptly registered OO-MAX, which flew from Brussels to Malaga on February 16th. Departing Brussels at 09:30 and arriving Malaga at 12:14, cruising at 39'000 feet. Next European operator to re enter the type into service will be Smartwings, who are planning to operate a Prague to Palma flight on February 25th. March 1st will see Norwegian start operations with flights between Oslo and Hamburg and Stockholm operated by the '737 MAX. Icelandair plan to start MAX operations on March 8th. Finally Ryanair are reportedly keen to enter the aircraft into service, but are still awaiting their 1st delivery as we close for press.

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

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

Scene around Yorkshire... **Andy Wood (HAR)**

CHURCH FENTON (NY) **22.1** G-BOCU PA-34 circuits. **27.1** G-BOCU PA-34, G-OUCP PA-31. **29.1** 2-SALE DA.62 (62-069). **1.2** G-THDR AW.109SP. **2.2** ZH798/DD-98 Sea Harrier FA.2 arrived by road for storage, from Culdrose, on behalf of Jet Art Aviation, it was reassembled on 5.2. **8.2** G-NBCA PC.12/47E also 9.2 and 12.2. **10.2** G-JRER P.2006T, N60JM PA-46-500TP (4697660). **11.2** N909PH PA-23 (23-1800) and an unidentified Chinook landed at 14.29, departing 14.36hrs.

CONEY PARK (WY) Arriving 22.1 from Ireland was G-ONYX B.206B for a 100hr/12month inspection with Heliserve Ltd.

COSTOCK (Notts.) A new resident is G-FRYA R.44.

CROSLAND MOOR (WY) Stored here are the frames of G-BIIZ Great Lakes 2T-1A (w/o 8.8.98 at Upper Harford, Glos.) for rebuild and an unidentified new build Great Lakes 2T-1A-1 for use as a donor airframe, they were previously stored in the back of Hangar 8 at Blackpool.

DRIFFIELD (EY) On 25.1 at around 13.00hrs G-YAAC Bk.117D-2 landed at Driffield Town Cricket and Recreation Club following an accident on nearby George Street when a pedestrian was hit by a vehicle.

ELVINGTON (NY) Tethered at a Night Glow event on the evening of 17.12 were G-BNRW Colt 69A, G-BTZY Colt 56A, G-CJWH LTL Series 1-90, G-CLNY Kubicek BB26Z, G-OATV Cameron V-77, G-OKEW Ultramagic M-65C and G-RNDE Kubicek BB-S Grenade.

GAMSTON (Notts.) A new resident is G-AVTP F.172H ex Netherthorpe. G-USHI PA-28 is reported operating from here, possibly on lease.

HARROGATE (NY) With Helicompany Ltd G-EMHJ AW.109SP was reregistered G-OATL on 2.2.

MELBOURNE (EY) From the Resident Review delete G-YIRO Campbell Cricket Mk.4 which has departed following sale.

MESSINGHAM/SANDCROFT FARM (Lincs.) On 12.2 the wings of G-BUCI/XP242 Auster AOP.9 arrived from Middle Wallop, the fuselage was due to arrive the following week.

NETHERTHORPE (Notts.) From the Resident Review delete G-AVTP F.172H which has been sold, following the death of its owner, and has moved to Gamston. G-BABE JT.2 which is stored with Dukeries Aviation was cancelled from the register 20.1 by the CAA.

NEW YORK/WHALEY FARM (Lincs.) ZA362 Tornado GR.1 departed from the now closed Highland Aviation Museum on 14.12 and moved south to a farm close to RAF Coningsby where it is now stored inside. This site springs to mind but confirmation is required.

THORPE WOOD (NY) Delivered on 2.12 on a convoy of low loaders from the DFTDC at Manston were XW922 Harrier GR.3 (fuselage, less cockpit section), XW870/F Gazelle HT.3 and the fuselage of XX116 Jaguar GR.3A along with a set of Jaguar wings. Further acquisitions in early February were ZH798/DD-98 Sea Harrier FA.2 which was delivered direct to Church Fenton, ZH804/003 and ZH811/002 both Sea Harrier FA.2 which came directly here, all are from storage at Culdrose.

TOLLERTON (Notts.) G-OSAI PA-28 is currently operating out of here, on lease from Falcon Flying Services Ltd at Biggin Hill.

WOODHALL SPA/THORPE CAMP VISITOR CENTRE (Lincs.) The fuselage frame of G-ANFU Auster 5 (pwfu 3.8.76) was acquired via SYAM at Doncaster during November.

January 2021

Commercial

1st TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F) Dep.
 1st G-SAJL Embraer ERJ-145EP Logan Air (S.U.F.C.) Return 2nd.
 2nd TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 3rd TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 3rd VP-BOP Airbus A-321neo Ural Airlines. pax a/c used as (F) (FV) New Airline at D.S.A.
 4th VP-BIH Airbus A-321 Ural Airlines. pax a/c used as (F) (FV)
 4th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 4th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 4th A6-DDF Boeing 777-200 Etihad Cargo (F)
 6th HA-LVJ Airbus A-321-neo Wizz Air (FV)
 6th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 6th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 6th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 7th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 8th VP-BOP Airbus A-321neo Ural Airlines. pax a/c used as (F)
 8th VP-BIH Airbus A-321 Ural Airlines. pax a/c used as (F)
 8th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 9th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 10th VP-BOP Airbus A-321neo Ural Airlines. pax a/c used as (F)
 10th VP-BIH Airbus A-321 Ural Airlines. pax a/c used as (F)
 10th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 10th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 11th A6-DDB Boeing 777-200 Etihad Cargo (F) Arr. just before midnight Dep 12th early hours
 12th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 12th TF-AAD Boeing 747-400 Air Atlanta Icelandic Ex Saudi Basic Livery (F) Dep. storage on
 it final flight to Cotswold Airport (formerly Kemble Airfield).
 15th TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F) via a Diversion to
 EMA
 15th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 15th G-CHMR Embraer ERJ-145MP Eastern Airways. Football related. Rtn 16th
 16th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 16th G-JOTR British Aerospace Avro RJ-85 Jota Aviation Football related. Rtn 17th
 17th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 19th A6-DDC Boeing 777-200 Etihad Cargo (F)
 19th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 20th LX-ECV Boeing 747-400 Cargolux (F)
 20th 4K-SW800 Boeing 747-400 Silkway Cargo (F)
 20th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F) 2 visits Ar-Dp-Ar.
 21st TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F) Dep.
 21st TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 22nd VP-BHM Boeing 757 E-Cargo (F) (SV)
 22nd G-EZDV Airbus A-319 EasyJet (T) (FV)
 ??nd G-SA.IC Embraer FR.I-145 Logan Air Rtn 23rd
 09/01/21 G-WLDN ROBINSON R44 RAVEN FROM EDDESFIELD FOR MAINTENANCE
 22/01/21 G-ONYX BELL JET RANGER FROM LONGFORD FOR MAINTENANCE

- 26th G-VKSS Airbus A-330-300 Virgin Atlantic Dep. storage to DRS/EDDC
- 26th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 26th 4K-SW800 Boeing 747-400 Silkway Cargo (F) Dep. early hours 27th
- 27th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 27th LX-OCV Boeing 747-400 Cargolux (F)
- 27th G-GDFW Boeing 737-800 Jet2 (T)
- 28th G-VWAG Airbus A-330-300 Virgin Atlantic Dep. storage to LHR
- 28th TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 28th LY-LEO Airbus A-330-300 GetJet Airlines. New Airline (F) pax ac/as cargo Dep.29th (FV)
- 29th VP-BHM Boeing 757-200 E-Cargo (F)
- 29th G-CHMR Embraer ERJ-145MP Eastern Airways. Football related. Rtn 30th.
- 30th VP-BCV Boeing 747-400 Silkway Cargo (F)
- 30th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 31st LY-LEO Airbus A-330-300 GetJet Airlines. Dep. 1st February

Bizz Jets & Bizz Props

- 5th G-WLKR Embraer EMB-550 Legacy 500
- 11th CS-GLC Bombardier BD-700-1A10 Global 6000 Dep. 13th
- 21st G-LAMO Bombardier BD-700-1A11 Global 5000 (FV)
- 26th P4-VIP Gulfstream V (T) (FV)
- 27th 2-DRDR Cirrus Design Corp. Cirrus Vision Jet SF50 (SV)
- 28th G-GEFF Pilatus PC-12 Diversion from Sandtoft (FV)
- 31st CS-DLF Dassault Falcon 2000EX

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

- 6th G-LNAC Agusta Westland AW-169 Air Ambulance (T) +12th
- 12th G-TVHB Eurocopter Deutschland EC-135P2+ (FV)
- 25th G-MGPS Leonardo spa AW-169 Air Ambulance (FV)
- 28th G-HPIN Bell 429 Global Ranger
- 29th G-FCUM Robinson R-44 ex Hummingbird Helicopters, left D.S.A. for Sandown I.O.W.
- 31st G-MCGH Sikorsky S-92 HM Coastguard (T) from HUY

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

- 7th G-VNAV Diamond Aircraft DA-62 arrived then I.L.S. check 8th
- 20th G-MAFA Cessna 406 +26th
- 22nd G-DPAI Diamond Aircraft DA-62 (T) (FV)
- 24th G-NOSE Cessna 402 EMA Diversion.

Military

- 5th XX323 BAe-Hawk Red 11 (T)
- 11th XX318 BAe-Hawk (T)
- 13th ZM414 Airbus A-400M (T) (FV)
- 18th ZH867 C-130J Hercules (T) (FV)
- 20th ZK329 Eurofighter Typhoon (T) (FV)

(FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter.



VP-BIH Airbus A321 Ural Airlines 04/01



Sandtoft....

Pete Hobson

Credits Airfield Managers Mike Butler and Anthony Stevens, Michael Hanks and the four Engineering guys

General Due to Covid 19 the office that holds the movements log is out of bounds, so few movements seen I have dropped in the Cafe Car park where the Yorkshire Aero Club aircraft can be seen flying most Days. I think it will be a few months until normality resumes, fingers crossed

Arrivals G-GEFF PC12/47E first noted 23/01 will be based here for 4 months

Departures G-BNCR PA-28 has been sold and should have departed by now

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

G-BKJW PA-23 f/n 14/11 l/n 29/01

G-BUMP PA-28 from Humberside f/n 05/12 l/n 29/01

G-LFSI PA-28 f/n 14/11 l/n 01/01

G-MICK F.172N f/n 23/01 l/n 29/01

Resident aircraft seen were G-ATLM F.172G, G-BCGI PA-28, G-BFGL FA.152, G-BGTF PA-44, G-BIFB PA-28, G-GEFF PC12/47E, N20UK M.20F, N210UK P210N parked outside, N2136E PA-28R (for sale),

Resident Yorkshire Aero Club aircraft seen were G-BBKA F.150L, G-BSKA 150M, G-BSYV 150M, G-BZBF 172M, G-MABE F.150L

Resident AEROS Flight Training aircraft seen were G-BGBW PA-38 wreck

Movements

02.01 G-BSGF R.22 f/t Humberside weather diversion, G-ECGC F.172N t Fenland

12.01 G-ECGC F.172N f/t Fenland

23.01 G-GEFF PC12/47E first noted for a 4 month stay, G-MICK F.172N f Fenland

Sturgate....

Pete Hobson

Credits Eastern Air Executive Ltd (EAE)

General Both the weather and airfield closure due to Covid 19 seriously reduced the aerial and Hyundai 30 traffic yet again

Arrivals None

Departures None

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

G-BGXS PA-28 from Gamston f/n 11/07

G-BBSA AA-5 From Teesside Airport f/n 11/07

N761JU T.210M f/n 15/08 l/n 01/11

Wrecks & Relics noted during the month

Still Parked up outside and next to the old fire station is G-CCZA MS.894A, impounded since 2014, for sale as "spares" only l/n 29/07

Movements

Normality will return, just do not know when

Collated by Alan Sinfield

Glossary

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

01/01 None

02/01 None

03/01 2-JSEG Eclipse EA-500 f/t Bournemouth Channel Islands Jet Svs



2-JSEG Eclipse EA-500 03/01

04/01 None

05/01 14+02 BD700 Global 5000 f Cologne Bonn c/t German Air Force FBS, G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical

06/01 G-VALK Beech 200 Super King Air f Bristol t Bournemouth Alto Aerospace, ZM403 Airbus A400M Atlas C1 f Brize Norton c/t RAF - 24/70 Sqdn



G-VALK Beech 200 Super King Air 06/01

07/01 None

08/01 None

09/01 None



ZM403 Airbus A400M Atlas C1 06/01

- 10/01 G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 11/01 None
- 12/01 ZE701 BAe 146-100 CC2 f/t Northolt RAF - 32 Sqn
- 13/01 None
- 14/01 None
- 15/01 G-SAJG Embraer ERJ-145 f Glasgow t Norwich Loganair, G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical



G-SAJG Embraer ERJ-145 15/01

- 16/01 None
- 17/01 None
- 18/01 ZE708 BAe 146-200 C3 f Brize Norton t Northolt RAF - 32 Sqn
- 19/01 None
- 20/01 G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 21/01 None
- 22/01 XX242 Hawk T1A f Scampton o/s RAF - Red Arrows



XX242 Hawk T1A f Scampton 22/01

- 23/01 None
- 24/01 None
- 25/01 G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 26/01 G-FFMV Diamond DA42 Guardian f Topcliffe n/s Draken Europe, OY-NDP
Ce525A Citation CJ2+ f/t Bornholm/RonneBlackbird Air Charter, G-CGNE Robinson
R44 Raven II f Private site n/s Heli Air Ltd
- 27/01 G-FFMV Diamond DA42 Guardian n/s t/f Local flight t/f Topcliffe Draken Europe, G-
CGNE Robinson R44 Raven II n/s t Sandtoft Heli AirLtd, G-HPIN Bell 429 f Private site
c/t Harpin Ltd, G-POLX Vulcanair P68R f Doncaster Sheffield o/s NPAS



G-HPIN Bell 429 27/01

- 28/01 G-FFMV Diamond DA42 Guardian n/s t Bournemouth Draken Europe
- 29/01 G-OUCP Piper PA-31 Navajo 350 f Doncaster Sheffield c/t 2Excel Aviation, G-IASC
Beech 200 Super King Air f Newcastle n/s IAS Medical
- 30/01 G-IASC Beech 200 Super King Air n/s t Isle of Man IAS Medical,
- 31/01 None

January 2021

LBA news:

Can we believe it ? The new Terminal has been approved . ! You could knock me down with a feather. I still think it's in the wrong place but congratulations to LBIA, only good can come of it and perhaps a few new airlines.

Friday 1st January – too many hangovers, no movements

Saturday 2nd January (recovered!)

Socata TBM 850 **N989PR** arr 13:58 fr Oxford until Feb, Cessna 510 Mustang **OE-FHA** arr 16:57 fr Oxford dep 19:04 to Brussels.

Sunday 3rd January

Piper Pa-28-161 Dakota **G-GGEM** performed 2x ILS approaches starting at 12:54 fr Beverley, Piaggio P180 Avanti **M-GFGC** arr 12:57 fr Biggin Hill dep 13:19 to Liverpool ret to LBA at 20:10 and dep 20:50 to Biggin Hill, BN-2B-26 islander **G-HEBS** arr 16:52 fr Oban n/stop, Learjet 35A **D-CTWO** arr 16:52 fr Tenerife dep 17:43 to Cologne.



M-GFGC Piaggio P180 03/01 Paul Whincup

Monday 4th January

New falcon 8X **9H-GRC** arr 06:39 fr Barbados dep 07:22 to Le Bourget (did you miss it because I did), Cessna 525 CJ1 **M-OLLY** f/t Memmingen-Allgau (10:24:11:25), Piper Paa-46-600TP Malibu **G-ETET** arr 13:49 fr Booker dep 14:08 to Guernsey,

Tuesday 5th January.

Global Express **9H-AYS** arr 06:42 fr Anitigua dep 07:55 to Biggin Hill, Pilatus PV XII **G-MAKN** ILS approach fr Church Fenton at 10:04, Learjet 35A **D-CTIL** arr 12:05 fr Siegerland dep 12:55 to Glasgow, Cessna 510 Mustang **OE-FBD** arr 18:36 fr Brussels dep 19:04 to Oxford.

Wednesday 6th January

Beech 200 S.Kingair **G-REXA** arr 10:11 fr EMA dep 11:18 to Jersey, BN-2B-26 **G-HEBS** dep 12:51 to Oban,

Thursday 7th January

Cessna 525 CJ1 **G-KION** arr 12:55 fr Newcastle dep 15:46 to Grenoble, Cessna 525 CJ1 **M-OLLY** f/t Memmingen-Allgau (16:52/17:49).

Friday 8th January – no movements

Saturday 9th January

Piper Pa-28-161 **G-GGEM** ILS approach at 10:26 fr Beverley and landing at 11:58. Piper Pa-28-161 **G-LORC** 2 x ILS approaches starting at 12:51 fr Sherburn . SAAB SF340B **G-RVVE** f/t EMA (13:38: 14:30 and again at 17:05/17:42), This aircraft is ex G-LGNU of Loganair.

Sunday 10th January

Falcon 7X **D-AGBI** arr 09:03 fr Antigua dep 09:37 to Wolfsburg, BAE146 CC2 **ZE701** arr 13:52 fr Inverness dep 14:40 to Northolt.

Monday 11th January

Cessna 404 Titan **G-BWLF** arr 13:58 fr EMA n/stop,

Tuesday 12th January

Diamond DA40 **2-PASD** f/y Staverton (13:22/14:01), Diamond DA40 **G-SADK** dep 14:09 to Staverton, Learjet 75 **G-ZENJ** arr 15:04 fr Biggin Hill n/stop.

Wednesday 13th January

Learjet 75 **G-ZENJ** dep 09:03 to Geneva, Bae 146 C2 **ZE701** f/t Northolt (15:28/16:33),

Thursday 14th January

Cessna 525B CJ2 **OE-GRA** arr 09:36 fr Altenrhein dep 18:27 to Stuttgart.

Friday 15th January

Avro 146-RJ100 **G-JOTS** arr 19:05 fr Gatwick (football charter) n/stop

Saturday 16th January

Avro 146-RJ100 **G-JOTS** dep 18:51 to Gatwick.

Sunday 17th January

SAAB SF340B **G-RVVE** f/t EMA (08:12/08:41), Cessna 560 Excel **G-NJAC** 1rr 11:14 fr Luton ret at 13:16, AW109SP Grande **G-FDHS** 2 x ILS approaches starting at 11:20 fr Church Fenton, Piper PA-46R-350T Malibu **N195AM** arr 11:29 dep 12:26, Cirrus SR20 **N369AL** arr 11:34 n/stop, Piper PA-28-161 Warrior **G-SACR** many ILS approaches 13:30 followed by arr 17:17 dep 17:26 f/t Sherburn.

Monday 18th January

Fairchild SA227 Merlin 3B **F-GGVG** arr 10:11 fr Bordeaux dep 10:56 to Lyon, Beech 200 Kingair **G-SASC** f/t Glasgow (13:01/15:00), BN-2B-20 islander **G-SICB** on airtest dep 15:06 ret at 15:18 n/stop,

Tuesday 19th January

BN-2B-20 islander **G-SICB** dep 14:22 to Aberdeen.

Wednesday 20th January

Cessna 560 Excel **D-CAHO** arr 10:17 fr Perugia dep 11:03 to Warsaw, R/C F406 Caravan II **G-MAFA** dep 14:17 to Doncaster ret LBA at 15:38, Cessna 550 Citation II **CS-DVZ** arr 15:21 fr Manchester n/stop.

Thursday 21st January.

Diamond Da42 **G-FFMV** dep 14:13 to Bournemouth, Cessna 550 Citation II **CS-DVZ** dep 14:58 to Castellon.

Friday 22nd January

Irish Air Corps Learjet **IAC258** arr 12:18 fr Baldonnel dep 12:57 to Bordeaux,

Saturday 23rd January – no movements

Sunday 24th January

Maule M5-235C Lunar Rocket **N5647S** arr 13:06 fr Carlisle n/stop.

Monday 25th January

Cessna 182T Skylane **G-CKCL** arr 12:37 fr Lee-on-Solent dep 13:35 to Staverton, Beech 200 S.Kingair **G-REXA** arr 13:21 fr EMA dep 14:01 to jersey.

Tuesday 26th January

Beech 200 S.Kingair **G-SASC** f/t Glasgow (11:35/14:36), R/C F406 Caravan II **G-MAFA** dep 12:08 ret at 12:20 dep again at 12:38 ret at 13:54 n/stop, Eclipse EA 500 **2-TABS** arr 12:49 fr Guernsey dep 13:23 to IOM. Beech 200 S.Kingair **G-IASA** f/t Birmingham (15:52/17:03),

Wednesday 27th January

Cirrus SR22 **N53LG** dep 13:33 ret at 14:12, R/C F406 caravan II **G-MAFA** dep 13:43 ret LBA at 14:00 & dep 15:43 to Doncaster (problem must have been solved),

Thursday 28th January

Cessna 525 CJ1 **M-OLLY** arr 12:18 fr Memmingen-Allgau dep 16:45 to Augsburg,

Friday 29th January

BN-2B-20 **G-SICB** dep 12:24 to Aberdeen but returned with a problem at 12:57 finally departed to Aberdeen at 16:04, R/C F406 caravan II **G-SMMB** arr 13:16 fr Inverness n/stop, BN-2B-20 **G-SICA** dep 15:10 ret LBA at 15:24, R/C F406 Caravan II **G-MAFA** at last dep 16:20 to Inverness, Cessna 525B CJ3 **D-CUGF** arr 18:04 fr Zurich dep 18:55 to Stuttgart.

Saturday 30th January – no movements

Sunday 31st January

Piper Pa-24 Comanche **N673SA** arr 12:09 dep 12:35, Diamond DA40 **G-OCCH** dep 12:36 ret at 13:18, Cirrus Sr20 N369AL dep 12:38 ret at ?, Cessna 510 Mustang **OE-FOE** arr 13:07 fr Zurich dep 14:08 to Birmingham.

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

December 2020

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

Eastern Airways(EZE/T3, “Eastflight”)

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

3/1 G-MAJB(82G), 4/1 G-MAJB(011P) positioned out to Southampton, 8/1 G-IACZ(561P) positioned in from Aberdeen, 9/1 G-IACZ(9693/9694) departed to/returned from Gatwick, 11/1 G-IACZ(694) positioned out to Teesside.

Jet2(EXS/LS, “Channex”)

Only positioning/test flights shown:-2/1 G-GDFZ(058B) positioned out to Glasgow, 2/1 G-GDFZ(054B) positioned in from Glasgow, 3/1 G-JZBI(052B) test flight, 4/1 G-GDFW(054B) positioned in from Manchester, 5/1 G-DRTR(051B) positioned out to Stansted, 7/1 G-JZHR(053B) positioned out to Stansted, G-JZBR(054B) positioned in from Stansted, G-GDFU(058B) test flight, 9/1 G-JZHE(058B) test flight, G-DRTL(052B) test flight, G-GDFV(071B) test flight, G-JZHO(066B) positioned in from Newcastle, G-JZHJ(073B) positioned in from Stansted, 10/1 G-JZHK(030F) positioned in from Edinburgh, G-DRTA(050B) test flight, 11/1 G-GDFJ(055B) test flight, G-JZBC(052B) test flight, 13/1 G-GDFY(054B) test flight, 17/1 G-GDFW(056B) test flight, G-JZBI(066B) test flight, 18/1 G-DRTO(055B) test flight, G-GDFU(056B) test flight, G-JZBR(057B) test flight, 19/1 G-DRTM(055B) positioned in from Birmingham, 22/1 G-JZHO(062B) positioned out to Newcastle, G-JZBC(055B) positioned out to Newcastle, G-JZBE(053B) positioned in from Newcastle, G-JZHJ(1) test flight, G-DRTC(063B) positioned in from Newcastle, G-JZHK(066B) test flight, G-DRTL(09) test flight, 24/1 G-DRTA(050B) positioned out to Stansted, G-JZBF(055B) positioned in from Stansted, G-GDFJ(054B) test flight, 25/1 G-GDFY(052B) test flight, G-DRTH(030F) test flight, 27/1 G-JZBR(053B) positioned out to Birmingham, G-JZHM(059B) positioned in from Birmingham, G-GDFW(301T) test flight, 29/1 G-GDFU(061B) test flight, G-JZHG(050B) positioned in from Newcastle, G-DRTO(062B) test flight, G-JZBI(059B) positioned out to Manchester, G-DRTM(055B) test flight.

KLM(KLM/KL, “KLM”)

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

Amsterdam (1549/1540, “73E/78E” Daily/aircraft stops overnight):-1/1 PH-EXF, 2/1 PH-EZN, 3/1 PH-EXO, 4/1 PH-EZY, 5/1 PH-EZL, 6/1 PH-EZA, 7/1 PH-EXF, 8/1 PH-EZB, 9/1 PH-EXT 10/1 PH-EZF, 11/1 PH-EZF, 12/1 PH-EZL, 13/1 PH-EXN, 22/1 PH-EXK(1549).

Other flights:-6/1 PH-EZB(9975/1542) positioned in from Amsterdam/departed to Amsterdam, 4/1 PH-EZY(1545/1546) arrived from/departed to Amsterdam, 22/1 PH-EXK(9958) positioned out to Amsterdam.

Ryanair(RYR/FR, "Ryanair")

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

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

Based aircraft:- EI-EVJ(1/1-3/1), EI-GXM(1/1-9/1), EI-ENV(3/1-8/1), 8/1 EI-EBS(8/1-31/1), EI-EKG(8/1-31/1).

Non-based

Alicante (9078/9079, "65PW/9079") :-1/1 EI-DWI, 3/1 EI-DHA, 5/1 EI-DCN, 10/1 EI-DHE.

Dublin (156/157, "156/157"):-8/1 EI-GSK.

Krakow (2333/2332, "53HZ/2332") :-8/1 SP-RSR, 15/1 SP-RSM.

Warsaw (2204/2203, "3Q/3808") :-4/1 SP-RKQ, 8/1 SP-RKK.

Wroclaw (4108/4107, "2CJ/4107") :-4/1 SP-RSQ, 8/1 SP-RKS.

Stobart Air (STK/RE "Stobart")

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

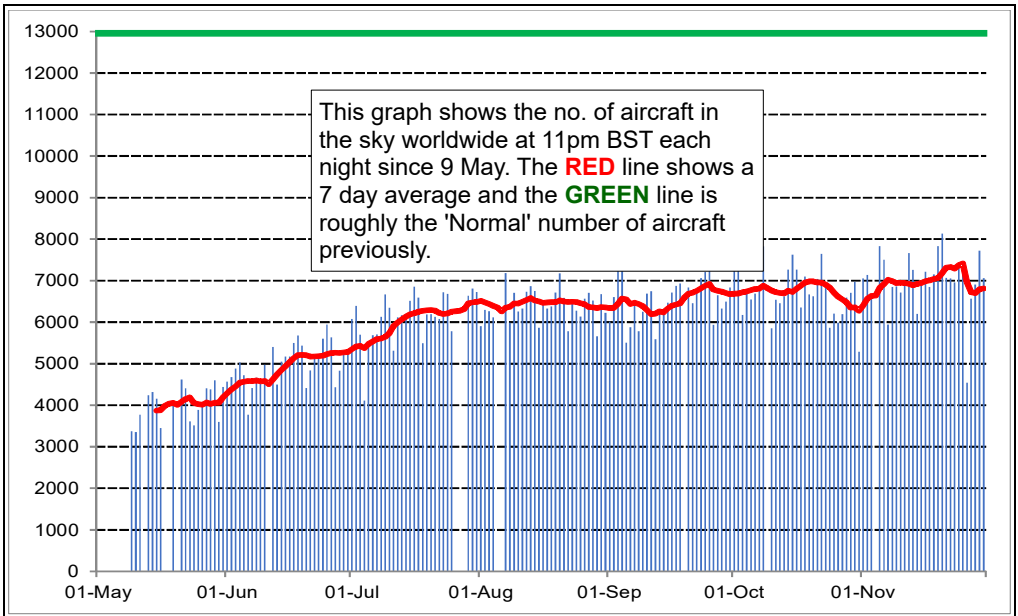
Belfast(3670/3671, "8G/1Q", Mon/Tue/Wed/Thu/Fri):-2/1 EI-FSL, 4/1 EI-FSL, 5/1 EI-FNA, 6/1 EI-FMJ, 11/1 EI-FSL, 12/1 EI-FNA, 13/1 EI-FSL, 18/1EI-FMJ, 19/1 EI-FNA, 20/1 EI-FSL, 25/1 EI-FNA, 26/1 EI-FNA, 27/1 EI-FMJ.

Belfast(3678/3679, "9BN/8WP", Various):-1/1 EI-FMJ, 3/1 EI-FMJ, 7/1 EI-FNA, 10/1 EI-FSL, 15/1 EI-FSL, 17/1 EI-FNA, 21/1 EI-FMJ, 22/1 EI-FMJ, 24/1 EI-FSL, 28/1 EI-FMJ, 29/1 EI-FNA, 31/1 EI-FNA.

Finningley Airshow 1978.... Andy Coverdale







Society contacts...

Chairman	Howard Griffin	6 Acre Fold, Addingham, Ilkley LS29 0TH 01943 839126, 07946 506451 howard.griffin@airyorkshire.org.uk
Visits Organiser		
Secretary	Jim Stanfield	8 Westbrook Close, Leeds, LS18 5RQ 0113 258 9968 jim.stanfield@airyorkshire.org.uk
Distribution/Membership	Pauline Valentine	8 St Margaret's Avenue, Horsforth, Leeds, LS18 5RY 0113 228 8143
Treasurer	Paul Armitage	58 Eaton Hill, Leeds, LS16 6SE 07970 260417 paul.armitage@airyorkshire.org.uk
Dinner Organiser		
Managing Editor	Alan Sinfield	6 The Stray, Bradford, BD10 8TL 01274 014185 alan.sinfield@airyorkshire.org.uk
Meetings coordinator	Mark Elliot	07716 374402 mark.elliott@airyorkshire.org.uk
Photographic Editor	Ian Gratton	photos@airyorkshire.org.uk
Plus	John Dale, Reynell Preston (Security), Paul Windsor (Reception/Registration) Geoff Ward (g_ward76@hotmail.com) & Paula Denby	
Code of Conduct	Members should not commit any act which would bring the Society into disrepute in any way.	
Disclaimer	The views expressed in articles in the magazine are not necessarily those of the editor & the committee.	
Copyright	The photographs & articles in this magazine may not be reproduced in any form without the permission of the Editor/Photograph owner.	

LBA Remember When



G-RVIP Embraer EMB-110P1 of Genair. Taken on 24 July 1982 from the Public Enclosure next to Stand 3. Operated the Gatwick schedule with three return flights Mon-Fri. Typical economy fare was £43. Genair parent company was General Relays(Crewe). The airline's home-base was Liverpool



G-ASTE Piper Aztec Northern Air Taxis Mike Storey