

AIR YORKSHIRE



Aviation Society

Volume 49 · Issue 3

March 2023



2-CAMP
Eclipse 500
Leeds Bradford Airport
23 January 2023
Paul Whincup

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

See PAGE 3 for the next meeting

02 April 2023	Nick Anderson- Flying Aussie FA18 Hornets
14 May 2023	Damian Ives – Leeds Bradford Airport Chief Operating officer
4 June 2023	Rod Dean - Flying and displaying old prop aircraft
2 July 2023	Debbie Riley, Airport Solutions. A Trip down Memory Lane
6 August 2023	Stuart Reid – “The Sepecat Jaguar GR.1”
3 September 2023	David Cockburn - “Chipmonks over East Germany”
1 October 2023	Lloyd Robinson - The UK historic aircraft register
05 November 2023	Annual A.G.M.
3 December 2023 @ 3pm	Christmas Party at Multiflight cafe

2 APRIL – Nick Anderson

Flying Aussie FA18 Hornets

Nick worked as a pilot with the RAAF on the F/A18 Hornet at RAAF Williamtown, New South Wales for three years before returning to the RAF, becoming an F3 Tornado pilot and Flight Commander with 111(F) Sqn at RAF Leuchars. After 3 years on the Tornado he retired as a Squadron Leader in 1993.

Since then he was gainfully employed with Virgin Atlantic Airways on the Airbus A340-300, A340-600, A330-300 and A330-200 since 1994 to his retirement in 2019. At the time of his retirement he had been flying for 48 years, professionally for 44 years.

Air Yorkshire Annual Dinner

You are very welcome to bring your wife, husband, partner or friend

The next Air Yorkshire Annual Dinner will take place on **Friday 28th April 2023** at the Horsforth Golf Club.

The 3 course menu has yet to be finalised but the format will be the same as last year with food being pre-ordered and served at your table.

We've managed to keep the cost down to £22 per person (same as last year) which represents excellent value for money.

To reserve your place(s) just email or call (contact details in the back of the magazine) and let me know the names of the people attending. Food choices will be made much nearer the time. If you'd like to pay either in full or by instalments you can do so by any of the following methods:

- *By Paypal, to treasurer@airyorkshire.org.uk*
- *By bank transfer, let me know if you need account details.*
- *By cash, at any AYAS monthly meeting.*
- *By cheque, at any AYAS monthly meeting or send to my address in the magazine.*

Paul Armitage

Kirkbride Airfield Open Day & Fly-In....

We are looking into make this an Air Yorkshire trip trip out with visits to other airfields such as Carlisle as well

Sunday 28th May

Kirkbride Airfield in association with Solway Light Aviation will be holding an Open Day and Fly In on Sunday 28th May 2023.

Following recent years and having to cancel our plans thanks to the Covid pandemic we are delighted to be able to open the doors and subject to weather and serviceability hope to be able to bring a feast of aviation to Kirkbride.

Plans are still taking shape but we are hoping to bring an eclectic mix of aircraft and helicopters to the airfield. Already confirmed is Bob Davy who will be bringing his Yak-3 from White Waltham along with several friends in interesting radial engine types.

Subject to the weather we have a wide range of aircraft coming from multiple airfields in the UK, including Sleaford, Coventry, Aberdeen, Perth, Blackpool, Beverly, Barton, Staverton, Tatenhill, and many more in between.

Though sadly we are no longer able to have flying displays we hope to have plenty to see in the air. Participation from the RAF has been applied for and we hope to have some flypasts on the day, though as of yet we have not heard from the RAF Events team.

Whilst obviously we don't want to give too much away, we intend to have warbirds, military trainers, classic jets, aerobatic types, vintage taildraggers as well as those types you would usually see in the skies over Cumbria.

As a side note this will be John Plasketts last event at Kirkbride after 32 years as the Airfield Co-ordinator due to Parkinsons. We hope to be able to give him a send off to remember and weather permitting a spectacular turn out of aircraft!

KIRKBRIDE AIRFIELD OPEN DAY & FLY IN

FEATURING...

- HAWKER HURRICANE R4118
- YAKOVLEV YAK-3 WHITE 27
- HARVARD FE511

SUNDAY 28TH MAY 2023

CONTACT JOHN PLASKETT ON 07710 672087

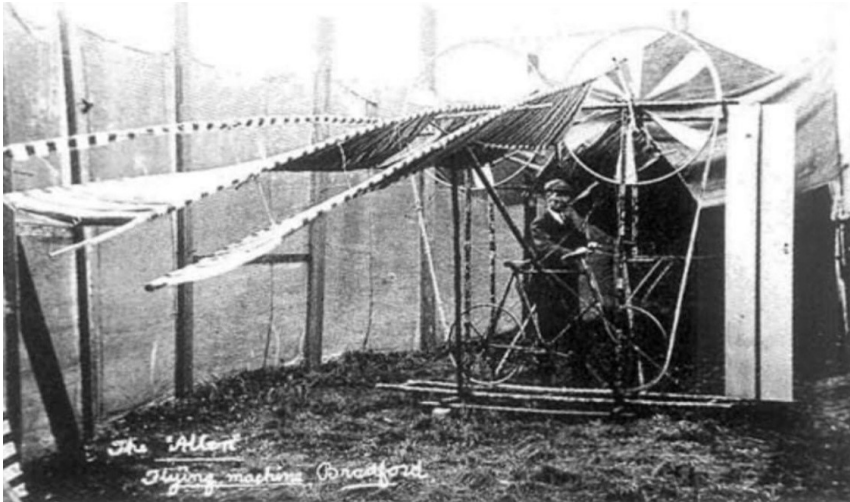
10 MILES WEST OF CARLISLE / 4000 FT RUNWAY / AVGAS / JET-A1 / HOT FOOD / STUNNING SCENERY

ALL AIRCRAFT APPEARANCES SUBJECT TO WEATHER, SERVICEABILITY AND OPERATIONAL COMMITMENTS

Bradford's flying Policeman...Steve Langfield

RICHARD 'BOBBY' ALLEN, BRADFORD'S FLYING POLICEMAN

Following the Wrights' first flight in December 1903 there were many would be aviators with their own ideas on how to take to the air. Whilst we may now look back on some early attempts at flight as somewhat comical it has to be remembered that in most cases the hopeful aeronauts were risking life and limb. Such a pioneer was Bradford's own modest Richard Allen, at the time a serving policeman. He was convinced that if he pedalled fast enough on his own bicycle fitted with bamboo and canvas wings then it would fly. The machine became known optimistically as the 'Bobby' Allen Flying Bicycle, it was described as an ornithopter, an aircraft intended to fly by means of flapping wings. The 33ft wingspan comprised three pairs of narrow chord, beating wings which were driven by a belt passing over the rims of the cycle wheels. There were additional pulleys at the top of the machine's structure whilst cranks converted the drive from the pedals into a reciprocating motion to actuate the wings. For directional control there was a tall rectangular fin and rudder which were mounted at the front, the latter controlled by the cycle's handlebars. He made several early attempts to become airborne in the fields near his home in Stoney Bridge near Bradford and also on open roads nearby but it refused to fly or even move along the ground.



What would turn out to be the aviator's last try at flight was made at the Bradford Charity Gala held in June 1908 at Peel Park a mile or so to the north of the city. For this event he teamed up with Reuben Bramhall, 'The Bradford Aeronaut' and a celebrated amateur balloonist who was a popular figure. At the time he was in demand at local carnivals and galas. He was at first somewhat reluctant to help but agreed to lift Allen and his 'flying' cycle to a height of around 200 feet to give him a good start. As the balloon started to rise the fearless Allen pedalled for all he was worth but at a height of only about 6 feet a tethering rope caught a wing which came off and he fell to the ground. Had his fall been any greater he would, of course, not have come off as lightly so it can be said that luck was with him on this day.

Surprisingly this was not the end of the flying cycle as, somewhat bizarrely, the contraption was sold to an American and shipped to Massachusetts but there are no accounts of its subsequent fate.

Peterlee/Shotton 17 Jan.... David Thompson

Parked outside

G-CEKD CTSW just returned from local flying

Hangar

G-AZOF	Airtourer Super 150
G-CCWM	Robin Regent
G-CGBM	CTSW
G-CGDM	Sonex
G-KMRV	RV-9A
N208UP C	208B

The long time resident Flight Aerosports Dragonfly G-DGFY , which I never saw fly ! , has been sold and has moved on to a new owner in Sleaford .

The seven (7) aircraft listed above are all and the only residents and the hangar is full , chokka !



Hangared

G-ATVW D62B Condor

G-AVOD Husky

G-BNME C152 , bare metal finish ready for new paintwork

G-BTDF Luscombe 8A Silvaire , dismantled in store

G-CBAR Glastar

G-CLKH Air Camper

G-DAVE Jodel D112 , restoration to flight

G-RATC RV-4

G-SWCT CTSW

N737CN C172 , dismantled

Visitor

G-BRPV C152 f/t Sturgate



After booking a 4 star hotel deal in Shrewsbury(first visit) I naturally looked on Google maps to find the nearest Airfields I could visit.

So, Sleep and RAF Shawbury were the obvious ones nearby.

On our journey down in the car my wife if asked if we were stopping off at some places of interest, "Of course dear "was my reply and one of them has a nice cafe, but its a surprise. You can imagine her comments when I turned off a country lane and onto a very bumpy old runway track to arrive at Sleep Airfield. Fortunately my long suffering wife is an Aviation Widow and has become accustomed to sitting in the car with her I Pad whilst I go hunting for Aircraft photo opportunities.



The Airfield is a 2nd World War base opened in 1943 with Armstrong Whitley Aircraft towing Airspeed Horsa troop carrying Gliders on training missions and then Vickers Wellingtons. The Airfield is still a relief landing ground for RAF Shawbury Helicopters. On the Airfield is a building housing a small Museum of the Wartime Aircraft Recovery Group which investigates crash sites and recovers artefacts from the Shropshire area. Unfortunately this only opens on weekends from May to October.

I made my way to the operations cabin to ask permission to visit the Hangars, the answer was a very firm NO! Even a couple of Air Yorkshire Mags didn't work this time, very disappointing.

On the plus side there is a large viewing area behind a low fence which is fine for photos.



Having completed my photo session we visited the cafe which is situated up a flight of steps beneath the Control Tower with fine views of the runways and parking areas. The Airfield has many hangars which are scattered at various points around the runways. N95VB Beech king Air had just arrived and then disappeared to one of the distant hangars. Most of the Aircraft seen appeared to visit to use the cafe and then depart. I am sure this would be a very busy Airfield to visit on a weekend.

Aircraft logged- G-BHAV+ G-BILR+ G-BOIR+ G-LAMS all CESSNA 152
 G-CLYI PIPER PA18 SUPER CUB(AVIAT)
 G-CTED RANS RV-7 G-DAYF AUGUSTA
 A109SP GRAND NEW
 G-LORR PA28 ARCHER G-OMNI PA28
 CHEROKEE ARROW
 G-OOTC PA28 TURBO ARROW
 N182GC CESSNA 182 N6632L BEECH SUNDOWNER N95VB BEECH KINGAIR



Next stop was RAF Shawbury approx 5 miles away. We drove past the main gate which is the home of number 1 Flying Training School with Airbus H135 Juno Helicopters. The Gate Guardian is Wessex HC2 XR516. As Usual at RAF bases it is all double yellow lines, so no stopping. I drove on and turned a country lane to a crash gate with views of the flight line. 5 Helicopters were operating on the day but at a fair distance for good photos. ZM512-ZM518 -ZM527- ZM529-ZM532 Approx 30 Helicopters are normally based here along with various stored fixed wing Aircraft. Base visits were available on a regular basis by pre booking only,



THE STATION

RAF Shawbury in Shropshire trains around 1,000 students a year from across the UK Armed Services and international partners to be robust, resilient military personnel, technically second to none.

No. 1 Flying Training School (1 FTS) trains aircrew for the Royal Navy, British Army and the Royal Air Force. Previously the Defence Helicopter Flying School, the school was rebadged to 1 FTS by the Chief of the Air Staff, Air Chief Marshal Sir Mike Wigston KCB CBE ADC at a formal ceremony on 28 February 2020. The Central Flying School (Helicopter) delivers the next generation of helicopter instructors.

The Defence College of Air and Space Operations (DCASO) trains the next generation of Air Traffic Controllers, Weapons Controllers, Identification Officers, Flight Operations personnel, Air and Space Operations Specialists, and is a worldwide centre of excellence on leading-edge battlespace management training and education. In addition, it delivers pre-deployment training to those about to deploy on operations as well as training selected personnel as instructors.

There are approximately 1,200 personnel working at RAF Shawbury, around 500 Service personnel supported by MOD civilian and contractor colleagues.

Humberside in November..Clive Featherstone



TC-MKS Corendon Boeing 737 MAX Hull City Fans



9H-CXG Correndon Boeing 737-800



G-BAVL PA23 Aztec



G-FLAV PA28



G-SKYV PA28

February 2023

Airline	Date	Reg	Type	MSN	Remarks
Flybe Ltd	02 Feb	GECOE	Bombardier DASH 8- Q402	4212	Parked LHR 26 Jan 23 LHR - Saarbrucken 02 Feb 23 Rtn to lessor
BA Euroflyer	03 Feb	GGATM	Airbus A320- 232	1892	Regd 02 Feb 23 Trans fm British Airways
TUI Airways	04 Feb	LNFNC	Boeing B789- 9	38790/ 698	Lsd fm Norse 04/05 Feb 23 Bsd LGW
Jet2	05 Feb	OKTVH	Boeing B738- 8Q8-W	35275/ 2604	Lsd fm Smartwings Sum 23 Bsd BHX
Jet2	05 Feb	OM	Boeing B738		Lsd fm AirExplore Sum 23 Bsd EMA
Jet2	05 Feb	OKTSR	Boeing B738- 82R-W	40875/ 3325	Lsd fm Smartwings Sum 23 Bsd BHX
Jet2	05 Feb	OM	Boeing B738		Lsd fm AirExplore Sum 23 Bsd EMA
Aer Lingus	06 Feb	EIDVJ	Airbus A320- 214	3857	WFU 27 Jan 23 DUB - SNN 28 Jan 23 (Paint - All white) SNN - DUB 05 Feb 23 To rtn to lessor
Flybe Ltd	07 Feb				Ceased ops 28 Jan 23 Applied fr a Temporary Operating Licence 28 Jan 23
BA Euroflyer	08 Feb	GGATU	Airbus A320- 232	3089	Regd 07 Feb 23 Trans fm British Airways
DHL Air	16 Feb	GDHLK	Boeing B763- 3JH-F	37810/ 1041	Regd 21 Nov 12 Regd to Atlas Air as N644GT 21 Jan 13 Re-regd 15 Feb 23
Emerald Airlines UK	17 Feb	EIHDJ	ATR 72-600	1324	Noted as G-CMJJ EXT 13 Feb 23 (Believed on trans to Emerald Airlines UK) Reverted back to EIHDJ 16 Feb 23 (Never officially regd) EXT - BHD 16 Feb 23
Ryanair	18 Feb	EIIGF	Boeing B38M MAX 8-200	67074/ 8505	Dlvd DUB 18 Feb 23

British Airways	21 Feb	GPOWT	Airbus A21N-251NX	8830	Lsd fm Titan Airways 26 Feb 23 - 05 Mar 23 Bsd LHR
British Airways	21 Feb	GPOWU	Airbus A321-211	3708	Lsd fm Titan Airways 24 Feb 23 - ? Bsd LHR
British Airways	21 Feb	OH---	Airbus A320-200		04 a/c to be lsd fm Finnair Mar 23 - Mar 24 Bsd LHR
British Airways	21 Feb	GPOWM	Airbus A320-232	2564	Lsd fm Titan Airways 20 Feb 23 - 23 Feb 23 Bsd LHR
Ryanair	22 Feb	EIIFZ	Boeing B38M MAX 8-200	67072/ 8497	Dlvd DUB 22 Feb 23
British Airways	23 Feb	GPOWU	Airbus A321-211	3708	Lsd fm Titan Airways 23 Feb 23 - 26 Feb 23 Bsd LHR
Eastern Airways	24 Feb	G	Embraer ERJ 170-100LR	170000 93	Acquired. Ex OELOC Ljubljana – Francazal 20 Feb (Paint)
BA Euroflyer	25 Feb	9HMLR	Airbus A320-232	4246	Lsd fm Avion Express Malta 01 May 23 - Sum 23 Bsd LGW
BA Euroflyer	25 Feb	9H	Airbus A320-232	3734	Lsd fm Avion Express Malta 01 Jun 23 - Sum 23 Bsd LGW
BA Euroflyer	25 Feb	9H	Airbus A320-232	3384	Lsd fm Avion Express Malta 01 May 23 - Sum 23 Bsd LGW
Ryanair	26 Feb	EIEVX	Boeing B738-8AS-W	40317/ 4211	Dlvd 13 Dec 12 WFU 27 Nov 20 ? - PIK 29 Nov 20 Strd Regd to Orix Aviation 12 Mar 21 PIK - Ostrava 12 Mar 21 Strd Regd to SMBC Aviation Capital 10 Dec 21 Ostrava - EMA 11 Mar 22 EMA - NWI 20 May 22 NWI - Ostrava 11 Nov 22 Strd Ostrava - Kaunas 16 Dec 22 Onward to Air Europa as ECNVO canx Regd 21 Dec 22 Kaunas - STN 08 Feb 23 I/S 09 Feb 23

ASL Airlines Ireland	28 Feb	EIHAA	Boeing B734-4Y0	25177/2176	WFU 07 Feb 23 Paris CDG - SNN 10 Feb 23 SNN - Keflavik 28 Feb 23 Onward to ?
DHL Air	30 Dec	GDHLJ	Boeing B763-3JH-F	37809/1039	Regd 30 Oct 12 Regd to Atlas Air as N643GT 11 Jan 13 Re-regd 07 Feb 23
Emerald Airlines UK	30 Dec	GCMJL	ATR 72-600	1326	Noted as such EXT 26 Jan 23. Ex EIFSK Regd 02 Feb 23 Trans fm Emerald Airlines Ireland
Jet2	30 Dec	GJZBU	Boeing B738-85P-W	35706/2586	Acquired Oslo - LBA as LNRRE 23 Feb 23 Regd 24 Feb 23
Jet2	30 Dec	(GJZBU)	Boeing B738-85P-W	35706/2586	Acquired Oslo - LBA as LNRRE 23 Feb 23
Loganair	30 Dec	(GLMRW)	ATR 72-500F	541	Ex OYYBU Proposed acquisition canx
Norse Atlantic UK	30 Dec	GCKWN	Boeing B789-9	63317/755	Strd Oslo as GCKWN 22 Mar 20 Oslo - SNN 22 Mar 21 Strd SNN - BHX 10 Dec 21 Reg to Wilmington Trust as OELNN 31 Mar 21 SNN - BHX 10 Dec 21 Strd Regd to Norse Atlantic as LNFNI -- Feb 22 BHX - Oslo 24 Feb 22 Regd 01 Feb 23
Ryanair	30 Dec	EIIGE	Boeing B38M MAX 8-200	67071/8501	Divd DUB 25 Feb 23
Ryanair UK	30 Dec	GRUKJ	Boeing B738-8AS-W	36576/2637	Regd 21 Feb 23. Ex EIDYN
Ryanair UK	30 Dec	GRUKK	Boeing B738-8AS-W	37526/2797	Regd 15 Feb 23. Ex EIEBH
SAS Connect	30 Dec	EISYI	Airbus A20N-251N	11319	Regd -- Feb 23 Divd Arlanda 21 Feb 23
TUI Airways	30 Dec	GFDZT	Boeing B38-8K5-SW	37248/3532	WFU 11 Jan 23 MAN - SNN 13 Jan 23 Onward to Transavia France as FHUYS

LEEDS/BRADFORD NEWS

LEEDS Bradford Airport has appointed David Noyes as chair, effective April 1, 2023, to support its focus on development of the airport and improving passenger experience. The appointment comes as former Asda-chief Andy Clarke steps down this Spring at the end of his planned four-year tenure. During his time as chair, Andy has used his expertise to support the transformation of LBA's commercial and customer strategy, as well as the navigation of the COVID-19 pandemic and subsequent recovery, leaving the airport well positioned to develop its future vision as an outstanding regional airport. Andy Clarke, said: "I am delighted to have been associated with the airport for the last four years, Yorkshire is an important part of my heritage and I have been proud to work towards creating the airport that Yorkshire deserves. We now have a strong management team in place to continue that journey as the focus turns more towards infrastructure development and sustainable growth."

Vincent Hodder, CEO of Leeds Bradford Airport, said: "We thank Andy Clarke for his services to Leeds Bradford Airport and for the legacy he leaves, delivering a strong commercial outlook and returning the airport to pre-pandemic levels. LBA is embarking on an exciting period of development as we look to enhance our passenger experience and move towards a net zero future. David will be crucial in supporting us to achieve those ambitions. We look forward to welcoming him and collaborating to make LBA the outstanding, modern, regional airport our passengers deserve." David Noyes joins with many years of industry expertise from across the leisure and transport sectors and will oversee the execution of LBA's infrastructure and growth strategy. In addition to his roles as CEO of Gray Dawes Travel, Cunard and P&O cruises between 2008 and 2018, David previously held multiple senior positions at British Airways focussed on airport operations. This led to David becoming Managing Director for British Airways at Heathrow Airport and Director of Customer Services, with responsibility for BA's airport operations worldwide. Since stepping down from his CEO role in 2018, he has been appointed to several boards as a non-executive director or chair, including as Non-Executive Director at London Luton Airport. David Noyes, incoming chair of LBA, said: "I am very happy to be joining the Board of Leeds Bradford Airport and returning to Yorkshire where I was brought up, schooled and learned my cricket. The airport has an exciting development agenda and I look forward to leading the creation of an outstanding airport, connecting Yorkshire to the world."

Aer Lingus and Easyjet have both responded to the demise of FlyBE and loss of their LBA to Belfast City by increasing their frequency on their own LBA to Belfast services. Aer Lingus have increased their Belfast City to LBA service with the addition on an extra mid afternoon flight on a weekday and Sundays. Easyjet have also introduced an extra service on their Belfast International service, from March 27th the service will increase to 4 times weekly, operating Monday, Tuesday, Friday and Sunday.

Jet2 received the 1st of the 6 "pre owned" Boeing 737-800's they have acquired, LN-RRE arrived on Friday 24th February. The aircraft is painted in Star Alliance colours, and has been allocated U.K. registration G-JZBU. Jet2.com has been awarded with the prestigious accolade of Airline Market Leader at the ATW Airline Industry Achievement Awards. The ATW Airline Industry Achievement Awards recognise excellence across a broad range of airline operations globally and are widely considered the most coveted in the air transport industry. Jet2.com was praised for developing a network of leisure services across Europe, holding the number one position in many markets. The award also recognises the increasing number of sales accounted for by Jet2holidays, as well as Jet2.com's focus on profitability, operational reliability, customer service and a net zero strategy that is committed to addressing sustainability at every

stage of the journey. The 49th ATW Awards, sponsored by CFM International, will be presented at a gala dinner on Friday 2nd June, ahead of the 79th IATA AGM and World Air Transport Summit.

Ryanair are to axe its LBA to Vilnius service, from March 21st. This is in response to "Vilnius Airport's illogical decision to increase its charges by 28% from 1st Jan 2023." The airline has also axed its flight from Birmingham, and reduced services from other European Destinations. Ryanair commented "We regret these which are caused solely by Vilnius Airport's illogical decision to increase its charges by a whopping 28%, which makes flying to/from Vilnius more expensive and less competitive compared to the many other EU airports that are lowering prices to recover traffic lost during Covid or are freezing charges to stimulate passenger growth. Instead, Vilnius Airport has decided to increase its charges and damage local tourism, connectivity, traffic and jobs as evidenced by these cuts for summer 2023. We call on the Lithuanian Regulator to review its decision and reject this illogical and excessive price increase or otherwise risk further damage to Lithuania's connectivity." Good news is the latest version of the summer services by Ryanair looks very strong, the height of summer sees 99 flights a week, serving 24 destinations. The schedule still shows one of the three based Boeing 737's been a MAX. In fact Mondays and Thursdays will see three visiting Boeing 737 MAX's in addition to our own based machine.

AIRPORT NEWS

Bristol Airport expansion will be allowed to go ahead, the High Court has ruled on the 31st January. Campaigners have been appealing against the Planning Inspectorate's decision to allow the expansion. North Somerset Council rejected the expansion in 2020 on environmental grounds but that decision was later overruled by the government agency. Expansion would see the airport increase its capacity from ten million to 12 million passengers per year. Campaigners have said they are "extremely disappointed" after hearing the result but have said they are already planning on challenging the ruling. A spokesperson for the airport said: "Bristol Airport welcomes the High Court Judge's decision to dismiss the claim and uphold the planning permission to increase Bristol Airport's capacity". They added the decision will create 5,000 new jobs and will see millions of pounds invested in improving customer experience. The hearing which has been held at Bristol's Civil Justice Centre has been examining whether the Planning Inspectorate acted correctly when granting planning permission last year. The appeal has been mounted by the Bristol Airport Action Network (BAAN), which has been arguing planning inspectors were wrong to ignore the impact a bigger airport would have on climate change. But the inspectorate, which is an agency of the Department for Levelling Up, Housing and Communities, says a local planning decision cannot overturn national government policy. In his decision Lord Justice Lane said expanding the airport would impact the environment but that the decision is for central government not local. Stephen Clarke from BAAN said: "This is not going to be the end, we are hoping and planning to appeal this decision because it simply cannot be allowed to stand." He continued: "It's got national significance for all the airports coming up behind us and we think the decision is wrong – we think the interpretation of the law is wrong. Bristol is not the only British airport looking to expand; half a dozen others have similar ambitions, so they are among many who have watched this five-year planning battle with interest. The bottom line is that the inspectors followed the planning rules as laid down by the government.

In its Jet Zero strategy announced in July 2022, ministers pin their hopes on zero or low-emission flying, and state "we will continue to support sustainable airport growth". But their own expert advisers see it differently. The Climate Change Committee say that holds "significant risks", and recommend that "there should be no net expansion of airport capacity". The campaigning against airport expansions will continue; but what may matter more ultimately is the cutting-edge research by aerospace firms to develop planes that do less damage to the planet.

Manston has a similar outcome to Bristol, after here too, Anti-development campaigners were dealt a blow when on the 26th January, a judge dismissed a plea for a judicial review of plans for the UK's Manston Airport, and an appeal of the decision has already been lodged.

Mr Justice Lane refused the application for a judicial review of government approval of Riveroak Strategic Partners' (RSP) plans to redevelop the former airport into a cargo terminal, rejecting claims of procedural unfairness, climate considerations and need for a freight hub. Now, RSP appears increasingly bullish that, after years of delays and efforts to block the plan, it may finally be in a position to push ahead. A spokesperson said: "We look forward to getting the process of turning Manston into a state-of-the-art freight hub under way. And we look forward to working to support the long-term economic development of East Kent, through the reopening of Manston." Local MP Craig MacKinlay said despite "nine years of ups and down" there was still widespread support for the proposed redevelopment of the airport. He tweeted: "No impediments remain. Jobs, investment and a positive future. Thank you."

But campaigners struck back swiftly. Ramsgate resident Jenny Dawes has lodged a fresh legal bid that again hinges on the economic arguments used to justify the development and the climate cost of a new airport. Ms Dawes, who has been crowd funding her legal efforts, and is liable for the costs of the first request, has called for a planning judge to review the decision. She claims there would be "irreparable harm to the people, environment and economy of East Kent" from the redevelopment, adding that the judge's decision was significant to the "process of decision making" by politicians. "This is particularly the case, when experts, including independent examining authority and the government's own advisers, recognised there is no need for Manston Airport," she added. Ms Dawes' action has received support from the Aviation Environment Federation (AEF), which slammed the Department for Transport's approval and subsequent reaffirmation of the development consent order last August. AEF director Tim Johnson said: "The original decision by the examining authority recommended refusal, and that the environmental impacts couldn't be justified. Local campaigners believe this is still the case and have vowed not to give up." However, Mr MacKinlay said: "Our legal system allows for judicial review when process is not followed, but attempts to use it as a means of overturning decisions not liked by a disgruntled few is not what it is for."

AIRLINE NEWS

FlyBE, more details have now emerged about the failure to survive following its relaunch last April. The airline was incurring a loss of £5 million per month before its collapse. The airline was operating 21 routes to 17 destinations with a fleet of just 8 Dash 8 aircraft. One of the reasons the administrators has specified for the collapse, was a delay in delivery of a further 17 Dash 8's that would have helped to build its network and give it scale to complete. On many routes, the carrier found itself going "head to head" with competitors who had launched routes following the collapse of the original FlyBE. This was particularly true on its route network from Belfast City airport. "Despite significant interest from a number of credible parties, it has not been possible to develop a transaction in the available timeframe, and as such, the joint administrators will now commence the process of winding down the business and identifying options in relation to the sale of specific rights, interests and assets. As a result, a further 25 employees have been made redundant with immediate effect," the regional airline's joint administrators, David Pike and Mike Pink from Interpath Advisory, confirmed in a statement on February 15, 2023. Lufthansa Group and Air France-KLM reportedly were amongst the interested parties as they were keen to get their hands on flybe's slots at London Heathrow and Amsterdam Schiphol.

Hans Airways is now considering letting go of its first aircraft and approaching new investors, says Chief Executive Officer Nathan Burkitt. This follows confirmation from the UK CAA that it has opened a case for the deregistration of Hans Airways' first aircraft, an Airbus A330-200, registered G-KJAS, leased from Carlyle Aviation Partners, which is currently stored

at Birmingham, GB. A UK CAA spokesman confirmed, "We have a case open, but it does not mean it is de-registered yet." Mr Burkitt said the Birmingham-based startup remained solvent and had fulfilled all the technical requirements for starting long-haul operations to India. He was responding to a recent news report which suggested the impending deregistration of its aircraft indicated that Hans Airways' low-cost long-haul ambitions had been cut short. "Fulfilling the rightly stringent financial criteria required by the UK CAA to commence scheduled operations continues to hinder our launch plans. This is despite satisfying all technical (Air Operator's Certificate) aspects of long-haul airline operations and maintaining a solvent startup business since our inception in 2019. In light of this, we are pursuing a number of options. This includes relinquishing our first aircraft and stepped-up dialogue with prospective new investors and lessors," Burkitt said. In November, Hans Airways concluded an investment round-up, hoping to fulfil the UK CAA's financial viability requirements and subsequently secure an operating licence. The nascent airline, which wants to connect Birmingham with Amritsar in India, already postponed its debut once before to early 2022 while canvassing for more investors. Its business model targets the large Indian diaspora, estimated to be around 1.5 million people, in the United Kingdom.

Ryanair has installed Split Scimitar Winglets on the first of over 400 Boeing 737-800s in its fleet, with EI-DLY being the first of many. The Split Scimitar Winglets look similar to the AT-winglet design of the 737 MAX. The Scimitar Winglet was introduced by Aviation Partners Boeing (APB) in January 2013, as a retrofit for Boeing 737NG aircraft. By replacing an aluminium winglet tip cap or an existing blended winglet with a scimitar-shaped tip, plus a downward-pointing scimitar-tipped ventral stake near the base of the blended winglet, savings of up to 170,343 litres of jet fuel per aircraft per year are possible according to APB. With its large fleet of over 400 Boeing 737-800s, the installation of Split Scimitar Winglets will reduce Ryanair's annual fuel consumption by 65 million litres and carbon emissions by 165,000 tonnes, the Irish low-cost carrier says. Ryanair adds that the deal with equipment supplier Aviation Partners Boeing is worth \$175 million.

Virgin Atlantic has announced that it will join SkyTeam on 2 March 2023. It will become the first and only member airline of the alliance in the United Kingdom. It was confirmed in September 2022 that the carrier would join the alliance. CEO Shai Weiss confirmed the 2 March date. The move marks the first time a British airline has joined an alliance since the now-defunct British Midland International joined Star Alliance in 2002. Prior to that, British Airways was a founding member of oneworld in 1999. The carrier is already part of a joint venture with Delta Air Lines, Air France and KLM. This has notably boosted the airline's transatlantic operations. From now on, SkyTeam's presence will grow significantly at London Heathrow airport.

AIRCRAFT NEWS

Boeing and Atlas Air Worldwide joined thousands of people on the 1st February – including current and former employees as well as customers and suppliers – to celebrate the delivery of the final 747 to Atlas, bringing to a close more than a half century of production. Boeing employees who designed and built the first 747, known as the "Incredibles," returned to be honoured at the Everett factory where the journey of the 747 began in 1967. The factory produced 1,574 aeroplanes over the life of the programme. "This monumental day is a testament to the generations of Boeing employees who brought to life the aeroplane that 'shrank the world,' and revolutionised travel and air cargo as the first widebody," said Stan Deal, president and chief executive officer of Boeing Commercial Airplanes. "It is fitting to deliver this final 747-8 Freighter to the largest operator of the 747, Atlas Air, where the 'Queen' will continue to inspire and empower innovation in air cargo." "We are honoured to continue our long history of flying this iconic aircraft for our customers around the world," said John Dietrich, president and chief executive officer, Atlas Air Worldwide. "Atlas Air was founded over

30 years ago with a single 747-200 converted freighter, and since then, we have spanned the globe operating nearly every fleet type of the 747, including the Dreamlifter, Boeing's 747 Large Cargo Freighter, for the transport of 787 Dreamliner parts. We are grateful to Boeing for their shared commitment to safety, quality, innovation and the environment, and for their partnership to ensure the continued success of the 747 programme as we operate the aircraft for decades to come."As the first twin-aisle aeroplane and "jumbo jet," the "Queen of the Skies" enabled airlines to connect people across vast distances and provide non-stop trans-oceanic flights. Its development solidified Boeing's role as an industry leader in commercial aviation. The aeroplane's core design with its distinctive hump and seating in the upper deck has delighted generations of passengers and operators alike. Boeing continued to improve on the original design with models like the 747-400 in 1988 and the final 747-8 model that was launched in 2005; across all the models, the jet has delivered unmatched operating economics and efficiency to travel and air cargo markets.

A few key 747 facts

- 1,574 Boeing 747s have been built
- One 747 was not delivered and instead went to a museum, meaning that 1,573 have entered service
- The first flight of the Boeing 747 took place on February 9, 1969
- While four 747s were delivered in 1969 for crew training, entry into service with Pan Am took place in 1970.
- The aircraft first served the President of the United States of America as 'Air Force One' through the US Air Force's VC-25 programme in 1990.

Airbus and Qatar Airways have reached an out-of-court settlement over the A350 paint row which led to Airbus cancelling Qatar Airways' orders. The row centred around a paint issue on the Airbus A350 which led to degradation that, according to the Qatari regulator, was a safety issue leading to the affected aircraft being grounded. The grounding of the aircraft allowed Qatar Airways to seek compensation from Airbus, who denied that the problem caused a safety issue meaning that the matter ended up in the UK Courts. A repair program has now been agreed upon between the two parties with neither side admitting liability or being held responsible for the problems. The exact details of the agreement are confidential but Airbus says that it paves the way for Airbus and Qatar Airways to move forward and work together as partners.

OTHER NEWS

Wizz Air has been named as the worst short-haul airliner by UK passengers with experience amongst the lowest ever seen in the survey by Which? Wizz Air's seat pitch on its Airbus fleet is 2 inches less than budget airliner Ryanair prompting most passengers to give it just one out of 5 stars. The airline has also caught the attention of the UK Civil Aviation Authority (CAA) as it has continually failed to fulfil its obligations when flights are cancelled or delayed. The CAA said it had "significant concerns" about the airlines operation and found that in addition to failing in its obligations, it was also delaying compensation payments. The travel editor of Which?, Rory Boland, advised flying with the airline saying "If alternative carriers are available for your route, avoid Wizz Air, as its poor record on customer care means you're likely to be left high and dry in the event your flight is delayed or cancelled." Wizz Air's overall score was just 48% compared to the highest ranked airline Jet2 which scored 80%. Budget rival Ryanair scored 52% while British Airways also came in low at just 56% in the survey which had over 8,000 respondents.

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

Scene around Yorkshire... Andy Wood (HAR)

BAGBY (NY) A new resident at year end was G-GBUA A-32 Vixxen.

BEVERLEY (EY) A call in for lunch on 5.2 when our group consisted of G-APVS 170B f&t Brighton, G-AWJE T.66 f&t Sherburn, G-AYFC D.62B f Sherburn t Brighton, G-AYUT DR.1050 f Sherburn t Brighton, G-BJAL CASA 1.131E f&t Brighton, G-BRPY PA-15 f&t Sherburn, G-BXJD PA-28 f Sherburn t Brighton, G-CYLL F.8L f&t Sherburn, G-ETOY CASA 1.131E f&t Sherburn on our first Fly-out of the year. Other visitors between 13.00 and 14.50hrs were G-AZIJ DR.360, G-BZUL Jabiru UL, G-CBPI PA-28R, G-CDUT Jabiru J400, G-MIAN Skyranger 912S, G-MZBH Rans S.6 and G-RAFR Skyranger 912S. A new resident noted on 19.2 was G-SOOZ Rans S.6, whilst visiting between 14.20 & 15.00hrs were G-BWZG R.2160 f&t Sherburn, G-BXJD PA-28 f Sherburn t Full Sutton, G-CDTP Skyranger 912S, G-FLYO EV.97 f&t North Coates, G-GDSO Cavalon, G-JLAT EV.97 & G-TEZZ Sportcruiser all f Eddsfield t Garton.

BRIDLINGTON (EY) Attending an incident on the North Beach at lunchtime on 21.2 were G-LNCC AW.169 and G-MCGE S.92A. The S.92 departed to Hull Royal Infirmary, whilst the AW.169 circled Castle Hill Hospital a couple of times but then routed to Humberside.

BUBWITH (EY) Landing at The Oaks Golf Club on 28.1 was one of the Yorkshire Air Ambulance Bk.117D-2's.

CHURCH FENTON (NY) Back tracking to last month's notes the unidentified AS.350B on 13.1 was OO-ABK (9112). **26.1** G-NLSE AS.355F2, G-OSRL Learjet 45 n/s, 2-MSTG Cessna 510 (510-0295). **27.1** G-MADX AW.119. **29.1** G-YOAA Bk.117D-2, N5757 PA-46-350P (4636114). **1.2** G-NLSE AS.355F2. **2.2** G-NLSE AS.355F2, G-TYER DR.500. **3.2** G-PCIZ PC.12/47E. **5.2** G-BBZH PA-28R, G-BOPC PA-28, G-COMS DA.42, G-OSRL Learjet 45, G-PKHA PC.12/47E, G-TEMU SR.22T, G-UILT T.303. **6.2** G-PKHA PC.12/47E. **8.2** G-DJET DA.42. **9.2** 2-TEAM Cessna 525B (525B-0537) f Newcastle t Farnborough, 9H-DGB DA.42M-NG (42.M016). **11.2** G-BCBL/HB751 Fairchild 24R-46A, G-CLDK PA-28, G-COMS DA.42, G-NLSE AS.355F2, G-SRTW SR.22. **12.2** G-FLXI PC.12/47E, G-IDFE Bell 505. **13.2** G-EEEE EA.300/200 and G-URGH EA.300/LC for an Aerobatic Training Camp, both 2 x n/s. **19.2** G-CIFC TB.200, G-NLSE AS.355F2. **20.2** ZK558 Chinook HC.6 in for fuel twice. **21.2** G-NICU AW.169, EJ-VAIS PC.12/47E (2115). **23.2** G-BAVL PA-23, G-BMBB F.150L, G-FGRP A.109E, G-NLEE 182Q, G-PMCM PA-46, G-TAAC SR.20, G-TEBZ PA-28R.

CONINGSBY (Lincs.) A few Typhoon changes here, all during February are ZK319 to 3 Sqn ex TMF, ZK324 to 11 Sqn ex 3 Sqn, ZK347 to 3 Sqn ex TMF, ZK352 to 3 Sqn ex TMF, ZK357 to 3 Sqn ex 11 Sqn, ZK432 to 29 Sqn ex TMF. ZK309 to Lossiemouth 24.2 ex 29 Sqn and ZK377 to TMF ex 3 Sqn. Noted by Mark late afternoon, and in the dark, on 31.1 were ZK321, ZK368, ZK436 and G-ZAHS Falcon 900EX f Waddington t Northolt.

EAST KIRKBY (Lincs.) Visiting on 23.2 was G-ANHK/N9372 f&t Brighton.

EDDSFIELD (EY) Residents noted on 11.2 were G-BFTH F.172N, G-BUOB Streak Shadow and G-COLF Bristell NG5. In one of the hangars were the wings of locally owned G-AXSC B.121. Visiting 11.25 to 14.20hrs were G-ATJN D.119 f Wickenby t Brighton, G-ATLM F.172G f Sturgate t Brighton, G-BRPY PA-15 f&t Sherburn and G-BSYG PA-12 f&t Brighton.

FENLAND (Lincs.) New residents noted on 21.1 were G-BIEN D.120A, G-CDNG EV.97 and G-JBRD M.20K.

FISHLAKE (SY) The former Metheringham Jet Provost T.4 XS186 is now on display & owned by the Jet Provost Preservation Group. They hope to have engine running days in March.

FULL SUTTON (EY) A new resident is G-CBEI PA-22 arriving early in the New Year, ex Brighton. All was quiet on a late afternoon visit on 19.2, whilst putting 'JD away I noted that the rebuild of G-LAKE LA.250 was well advanced.

GAMSTON (Notts.) Resident 2-WKTK Beech 200T (BT-15) has gone back to the USA as N45D on 7.12. I visited on **28.1** and was able to have a comprehensive look round. Noted were **Hangars** G-AVYT PA-28R, G-BDOG Bulldog Srs.200, G-BDWM/"414673/LH-I" DB.1, G-BGXS PA-28, G-BOIG PA-28, G-BSXD/30146 P-2, G-BVUV Europa, G-BYFR PA-32R, G-BYTI PA-24, G-BYZR Sky Arrow 650TC, G-CCFS DA.40D (maintenance from Rufforth East), G-CHHI RV.7, G-GDAC AA-5A, G-HALL PA-22, G-HUMM Bell 407, G-ICRV RV.7, G-IRJE DA.62, G-LMLV MCR.01, G-MOOR TB.10, G-NPKJ RV.6, G-ODUD PA-28, G-RAMS PA-32R, G-RNER Cessna 510, G-SGFE XL.2, G-SIBK Beech A.36, G-USHI PA-28, G-ZOOB P2008-JC, M-EGGA Beech 200 (BB-1933),N120MX SR.20 (2281), N447NA Beech F.33C (CJ-130),N457GM 369E(0603E), N517FD PA-32R-301T (3257263), N648KM DA.42 (42.316), N686CS 172S (172S11704), N3549 DH.82A (86554), N7456P PA-24-250 (24-2646),2-COOK Cessna 525 (525-1077), 2-LOOK PA-46-350P (4622140).**Outside** G-AXNS B.121,G-BAPI FRA.150L, G-BBEO FRA.150L, G-BCKV FRA.150L, G-BFGG FRA.150M, G-BFPH F.172K, G-BFSA F.182Q, G-BHEV PA-28R, G-BHOZ TB.9, G-BHWA F.152, G-BKKN 182R, G-BLLO PA-18-95, G-BNOM PA-28, G-BOUE 172N, G-CFNF R.44, G-COBS DA.42M-NG, G-DJET DA.42, G-DMNG DA.42M-NG, G-DPAI DA.62, G-EMPP DA.42M-NG, G-INXS R.22B, G-JONT SR.22, G-PAPE DA.42, G-PHOR FRA.150L, G-PHUN FRA.150L, G-WKTG DA.42M-NG, G-WKTH DA.62, G-YDEA DA.42,M-ICRO Cessna 525C (525C0257),N61970 PA-24-250 (24-3364), 2-WKTN Beech 200 (BB-1528),9H-DGB DA.42M-NG (42.M016).**Visitors** 10.15 to 13.35 G-AVOM DR.221,G-BRYP PA-15 f&t Sherburn,G-BSXA PA-28,G-EGEG 172R & G-KEVB PA28.On 5.2 resident 2-WKTK Beech B300 (FL-470) departed to Malaga using call sign "White Knight 44".Visiting on 8.2 was N45KB SR.22T-GTS (1800) & on 13.2 N302MC T.310Q (310Q0909).

HATFIELD (SY) N7NP 369HE (0260E) has moved to Denham following sale.

HEADON (Notts.) Resident G-CCZW Blade came to grief on 8.5 with a heavy landing, on the second approach, leaving the runway and coming to rest in a hedge.

HORNSEA/BROCKHOLME FARM (EY) G-RHYS RotorWay Exec 90 was cancelled 21.12 with a Permit to Fly Expiry of 21.07.04, is it still stored here?

HULL/HULL ROYAL INFIRMARY (EY) G-LNCC AW.169 visited on 7.2 at 13.15hrs, staying about 30 minutes. On 21.2 G-MCGE S.92A visited at 12.50hrs.

MESSINGHAM/SANDCROFT FARM (Lincs.) Noted visiting at lunchtime on 12.2 were G-CEHR/XP241 AOP.9 and G-DKTA PA-28 both f Wickenby.

NORTH COATES (Lincs.) Residents G-CLIX A-1B departed to Dunkeswell on 15.2 following sale and on route to a new owner in Austria. **Movements 2.1** G-BHHE DR.1050-M1 f&t Fen Lane Farm, G-CFAR MT-03 f&t Rufforth. **8.1** G-TGTT R.44 with OK-LTM R.44 (1833) both f&t Cabourne, G-JBBB EC.120B f Cabourne t Sandy, G-IHCI Europa TG f&t Beverley. **15.1** G-ARRS CP.301A f&t Sturgate. **21.1** OK-LTM R.44 f&t Cabourne, G-BRSW Luscombe 8A f&t Fenland, G-BHHE DR.1050-M1 f&t Fen Lane Farm. **22.1** G-SVNH MXP.740 f Caunton t Calverton, G-CDDDS CH.601HD f&t Tatenhill. **28.1** G-TGTT R.44 f&t Cabourne, G-CIBZ EuroFox 912S f Sturgate t Temple Bruer, G-CDSK Escapade f&t Bucknall, G-GDSO Cavalon with G-TEZZ Sportcruiser both f Garton t Wickenby.

NORTH MOOR (Lincs.) G-GBRI Skyranger 912S has departed following sale. I visited for the Valentine Fly-in on 12.2, noted in various hangars were G-BYNP Rans S.6, G-CKZB SD-1 dismantled, G-HIBB Jabiru J430, G-MJRU Tiger Cub 440 dismantled frame, G-MZBH Rans S.6, G-MZEN Rans S.6, G-NEWA Rans S.6, G-OJAB Jabiru SK, G-TBLC Rans S.6, G-TSOG Sherwood Ranger XP and BGA.1890/508 YS-55 Consort stored in a trailer. Residents outside were G-BZUL Jabiru UL, G-CSAV T.600N, G-MYRS Quantum 15 and G-RAFR Skyranger 912S. Visitors throughout the day G-AYFC D.62B with G-BJAL CASA1.131E both f&t Brighton, G-CBMR EclipseR f&t Rufforth, G-CEKK Skyranger 912S f&t Mavis Enderby, G-CMJU Ikarus C42 FB100 f&t North Coates, G-DAZW CH.750 with G-IANZ Quik both f&t Rufforth, G-MIAN Skyranger 912S f&t Sandtoft, G-MROC Quantum 15-912 with G-PSMS EuroFox 912S both f&t Rufforth, HA-HSG SA.342M(1615) f Crab Tree Farm t Pool Bridge Farm.

NOSTELL ESTATE (WY) The second new helicopter for the Yorkshire Air Ambulance has now arrived at Oxford/Kidlington for fitting out with Airbus Helicopters, and now registered as G-YORX BK.117D-3.

RUFFORTH EAST (NY) A new resident is G-CITX MTOsport.

RUFFORTH WEST (NY) G-BIXZ G.109B has departed to Saltby following sale.

SALTBY(Lincs) New resident with Buckminster Gliding Club is G-BIXZ G.109B ex Rufforth W.

SHERBURN (NY) Visiting on 27.1 was N95VB Beech C.90GTx (LJ-2091). Noted in Hangar 6 on 28.1 was new resident G-BCVG FRA.150L, whilst in Hangar 2 G-DANL Beech 76 was new. Visitors noted between 09.00 and 16.00hrs were G-BNST 172N, G-CDTY MXP.740, G-EXLL CH.601XL, G-GDSO Cavalon, G-MAXD R.44 and G-TEZZ Sportcruiser. On 5.2 a group of us assembled here, before descending on Beverley for lunch with G-AWJE T.66 resident, G-AYFC D.62B f Brighton t Beverley, G-AYUT DR.1050 f Brighton t Beverley, G-BJZN T.67A only f&t Brighton, G-BRPP PA-15 resident, G-BXJD PA-28 f Full Sutton t Beverley, G-CYLL F.8L and G-ETOY CASA1.131E both f Brighton t Beverley. Other visitors between 11.35 and 12.25hrs were G-CPXC CAP.10B, G-GAVV CTSL, G-KNEK G.109B, G-OJSD EuroFox 912S, G-PHOR FRA.150L and G-PLAN F.150L. Then later in the day G-CYLL and G-ETOY were f Beverley t Brighton, with other visitors G-COLS RV.7A, G-RVCL RV.6 and N7954J PA-28R-200 (28R-7635125), this was between 15.30 and 16.05hrs. On this date G-MCLY 172P was noted with its engine installed, but still assumed to be here for maintenance. Visiting on 11.2 were G-BKKN 182R, G-CBPI PA-28R, G-CGDI EV.97A, G-FLAV PA-28 on lease to a local operator, G-JDRD Pioneer 300, G-NDPA Ikarus C42 FB UK, G-OPRC Europa XS-TG and HA-HSG SA.342M (1615), whilst noted in Hangar 3 was G-RAMS PA-32R probably just in from Gamston for maintenance. Only visitor noted on a visit 15.2 was 2-ZOOM RC.114B (14635) departing to Sleaf at 11.30hrs. Visitors noted on a blustery 18.2 between 13.10 and 14.25hrs were G-BXJD PA-28 f&t Brighton and N525RJ PA-32R-300 (32R-7780278). Visiting on 19.2 between 13.00 and 14.00 hrs were G-AXNS B.121, G-BJZN T.67A f&t Brighton, G-BXJD PA-28 f Brighton t Beverley, G-CDTY MXP.740, G-CKYB MTOsport, G-GDSO Cavalon, G-IHCI Europa TG, G-JLAT EV.97, G-STVT Sportcruiser, G-TEZZ Sportcruiser and G-VLTT DA.42.

SOUTH CAVE (EY) Another addition with Paul Harvie is G-BUJI T.61F reg. to him on 11.1.

STURGATE (Lincs.) A total of 64 visiting aircraft were reported on 5.2 including G-BAPX DR.400, G-BBEO FRA.150L, G-BSPE F.172P, G-CBMO PA-28, G-CCDX EV.97, G-CGJL Sportcruiser, G-CGVA A-22L, G-CHHJ EuroFox 912, G-CILA EuroFox 912, G-EFSD EuroFox 912, G-GVSL EV.97, G-LIFB A-32, G-LOUS EV.97, G-NIIX Skyranger 912S and G-VALG EV.97. From the following day 6.2, a £10 landing fee came in to effect, which will probably cut down on the amount of casual visitors popping in for lunch.

TOLLERTON (Notts.) Visiting on 5.2 was PH-KAT P.2006T (317), an aerial survey aircraft.

WHELDRAKE/POOL BRIDGE FARM CAFÉ (NY) Visiting for lunch on 12.2 at 13.30hrs was HA-HSG SA.342M (1615) f North Moor t Brighton (well it was my Birthday !).

RESIDENTS

G-AXDV B.121 to Bagby for maintenance on 25.1, returning on 18.2. G-CBEI PA-22 departed early in the New Year to take up residence at Full Sutton (i forgot to mention this last month). G-LWLW DA.40D was away on maintenance by 1.2 and has not yet returned.

OUTSIDE PARKING

G-BBJX F.150L, G-BEZI AA-5, G-HELA TB.10, G-PAWS AA-5A, 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.

MOVEMENTS

23.1 G-XLNT CH.601XL f&t Crosland Moor. **26.1** G-YAAC BK.117D-2 fuel stop. **27.1** G-WIZS Quik f&t Beverley. **28.1** G-BKKN 182R f Sherburn t Gamston, G-CIPL RV.9 f&t Netherthorpe, G-FION/"441968/VF-E T.51 f&t Netherthorpe, G-FOKX EuroFox 912S f Kirton in Lindsey t North Moor, G-GDSO Cavalon f Garton t Sherburn, G-ORAE RV.7 f&t Netherthorpe, G-RVTB RV.7 f&t Netherthorpe, G-SAAA CTSW f&t Sherburn, G-SEVN RV.7 f&t Netherthorpe, G-TEZZ Sportcruiser f Garton t Sherburn. **29.1** G-AXNJ D.120 f&t South Cave, G-AYTV MJ.2D f&t Lambley, G-BYJL Pulsar f&t Sandtoft. **3.2** G-CKGJ HN.700 f Temple Bruer t Sturgate. **4.2** G-BBKA F.150L, G-BGBI F.150L and G-BZBF 172M all f&t Sandtoft, G-CDON PA-28 f&t EMA, G-CGDI EV.97A f North Coates t Netherthorpe, G-CIHW Cavalon f&t Eddsfield, G-SPED Pioneer 300 f North Coates t Netherthorpe, N909PH PA-23 (23-1800) f&t South Cave. **5.2** G-AJJS 120 with G-BIUP NC.854S, G-CEFJ Sonex, G-GLUC RV.6, G-JHKP Europa XS, G-LOFM MX.7-180A and G-OBJM JT.1 all f&t Temple Bruer, G-AYGA D.117 with G-AYHX D.117A and G-CCEM EV.97A & G-MESH Sportcruiser all f Oxenhope t Bagby, G-AYMK PA-28 f&t Blackpool, G-BGBI F.150L f&t Sandtoft, G-BGMT Rallye 235E f&t Fishburn, G-BSYV 150M f&t Sandtoft, G-BXJD PA-28 f Beverley t Full Sutton, G-BYJL Pulsar f&t Sandtoft, G-CCXO CJ-1 with G-RVUK RV.7 both f Netherthorpe t Sibson, G-CDUT Jabiru J400 f&t Sherburn, G-CEIE CTSW with G-CFUE Pioneer 300, G-CGWF RV.7, G-MRVP RV.6 and G-XLNT CH.601XL all f&t Crosland Moor, G-ESGA Escapade f Yearby t Bagby, G-ICAS S.2B f&t Sherburn, G-IIRW RV.8 f&t Lambley, G-LEGY CTLS f&t Fishburn, G-LIFB A-32 f Sturgate t Nantwich, G-PAIG G.109B f Cranwell South t Cranwell North, G-XTRA EA.230 f&t Netherthorpe. **6.2** G-BSYV 150M f&t Sandtoft, G-BZRV RV.6 with G-CENO WT9 UK and G-CEVS EV.97 all f Sandtoft t Rufforth East. **7.2** G-BSYV 150M f&t Sandtoft, G-CBAR GlaStar f&t Fishburn, G-MIAN Skyranger 912S f&t Sandtoft, G-ROZZ Ikarus C42 FB80 f Sandtoft t Fishburn, G-TSAS PA-28 f Meppershall t Leicester, G-XLNT CH.601XL f&t Crosland Moor. **8.2** G-BHZU/3914 J.3C-65 f Sandtoft t Brandy Wharf, G-XLNT CH.601XL f&t Crosland Moor. **9.2** G-BEZZ D.112 f&t Barton. **11.2** G-ATDO Bo.208C f&t Crosland Moor, G-ATJN D.119 f Eddsfield t Wickenby, G-ATLM F.172G f Eddsfield t Sturgate, G-BKKN 182R f Sherburn t Gamston, G-BNST 172N f&t Netherthorpe, G-CDJK Ikarus C42 FB80 f&t Beverley, G-CGDM Sonex f Fishburn t Kirkbride, G-CMJU Ikarus C42 FB100 f&t North Coates, G-FOXV A-22LS f&t Fishburn, G-SFTZ T.67M f&t Church Fenton, G-VIXY A-32 f&t Fishburn. **12.2** G-BPUU 140 f&t South Cave, G-BSKA 150M f&t Sandtoft, G-CEBF EV.97A f Forwood Farm t North Coates, G-CEVS EV.97 f&t Eshott, G-CFMI Skyranger 912 f&t Crosland Moor, G-CGSH EV.97 f&t Bagby, G-CHHI RV.7 f Sleaf t Gamston, G-CKZX GlaStar f&t Fenland, G-GDAC AA-5A f Sleaf t Gamston, G-TALJ AA-5 f&t Sleaf, G-TSAS PA-28 f Cardiff t Old Buckenham, G-XLNT CH.601XL f&t Crosland Moor. **13.2** G-CVST D.140E with N60UK A-1C (3006) both f The Maltings, Essex t Glenswinton. **18.2** G-BNST 172N f&t Netherthorpe, G-BXJD PA-28 f Full Sutton t Bagby (crew ferry for returning G-AXDV) then f Bagby t Sherburn then f Sherburn t Full Sutton, G-YOAA BK.117D-2 fuel stop. **19.2** G-AKVM 120 f&t Wickenby, G-BVUZ 120 f&t Sturgate, G-BXJD PA-28 f Full Sutton t Sherburn, G-BYSI PZL.110 f&t Tollerton, G-CFUE Pioneer 300 f&t Crosland Moor, G-FOXV A-22LS f&t Fishburn, G-GDSO Cavalon f Sherburn t Eddsfield, G-IHCI Europa TG f Sherburn t Beverley, G-JLAT EV.97 f Sherburn t Eddsfield, G-MLXP Europa TW f&t Sturgate, G-NOXY R.44 f&t Coal Aston, G-TEZZ Sportcruiser f Sherburn t Eddsfield, G-XLNT CH.601XL f&t Crosland Moor.

Credits

Eastern Air Executive Ltd (EAE), Sturgate Flying Club, Andy Wood and a regular credit for my visits here is my driver Mrs S Hobson.

Sturgate Wrecks & Relics

There are only two here, G-BDDG D.112 wfu it is in the LAC hangar and G-BGVE CP.1310-C3 minus engine in one of the SFC hangars._

Resident Aircraft noted during the month

G-ATLM F.172G,
G-AZTS F.172N,
G-BBDP DR.400,
G-BBHF PA-23,
G-BDDG D.112 wfu,
G-CIFC TB.200,
G-EXLL CH601XL,
G-FARY TRI-Q,
G-GAME T.303,
G-OMCB TL2000 Sting Carbon 84,
G-OPAZ Pazmany PL2,
G-SHMN Alpi Pioneer,
N761 T.210M,
N888BR PA-32,
N955BE Be95 B55.

Movements

04 G-BIDH 152.
09 G-CMJU C42 f/t North Coates.
12 G-BPOS 150M f/t Beverley.
14 G-EKOS FR.182RG f/t Sherburn, G-BIDH 152 f/t Beverley.
15 G-CYLL F.8L Falco, G-PKHA PC12 f Geneva t LBA, D-EABY PA-28, G-SACS PA-28 f/t Sherburn, G-BODB PA-28/t Sherburn, G-BWZG R.2160 f/t Sherburn, G-STVT Sportcruiser f/t Netherthorpe.
16 G-BPFS FRA.150L f/t Brighton.
17 G-SOBI PA-28 f/t Sherburn.
18 G-RADI PA-28 f/t Nottingham.
19 G-CiBZ Eurofox 912 f/t Temple Bruer, G-BGHJ F.172 f/t Turweston.
22 G-BAPX DR.400 f/t Sherburn, G-ODUD PA-28 f/t Gamston, G-TALE PA-28 f/t Tatenhill.



G-CCXX AA-5 28/01



G-CKZI Mononey M.20E 14/01



G-BEAC PA28 Cherokee 28/01

Credits The Airfield Manger, D & S Hobson, the Michael Hanks team, Andy Wood, the Sandtoft service team. A regular credit from my visits is my driver S Hobson (my boss) now I have got a brain problem (DLB) Dementia with Lewy bodies.

General The wind strength was back to normal but the rain has also come back, still thinking of our grass.

Arrivals None

Departures None

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

G-AVIL Alon A2 f/n 10/09/22 l/n 28/01/23

G-BBNI PA-34 f/n 06/11/21 l/n 28/01/23

G-BIFB PA-28 on rebuild f/n 17/04/21 l/n 28/01/23

G-BIHI C.172M f/n 05/06/21 l/n 28/01/23

G-BKJW PA-23 from Wolverhampton f/n 14/11/21 l/n 28/01/23 since has parked up near Service Hangar

G-TEFC PA-28 engineless f/n 16/08/21 l/n 28/01/23

Residents General

(EI-CDX) C.210K wfu parked outside on the grass. l/n 28/01/23.

G-BCGI PA-28 for sale, G-BHZU J-3C, G-BIFB PA-28 wfu, G-BOMP PA-28, G-TAYI G-TAYI

G.115A, G-CKXI M20E, N131MP PA-31P dismantled wfu, N20UK M.20F for sale, 14/01/23

Resident Yorkshire Aero Club aircraft seen were

G-BGBI F.150L, G-BHVR C.172N, G-BRNC C.150M, G-BSKA C.150M, G-BSYV C.150M, G-BZBF C.172M,

Resident AEROS Flight aircraft seen were

G-BGBW PA-38 wfu, G-MSFC PA-38 wfu dismantled, G-TEFC PA-28 wfu and engineless

Movements

02 G-PHOR FRA.150L f/t Gamston, G-LUEY S-7S f/t Wickenby, G-AWVA F.172H f/t Barton, G-PODZ M20 f Nottingham t Sherburn, G-TBDI C42 f Nottingham t Sherburn, G-CIBZ Eurofox 9121 f/t Temple Bruer.

11 G-JADJ PA-28 f/t Beverley.

17 G-CGZE Rotorsport UK f/t Rufforth, G-CITX MTOSport f/t Rufforth.

20 G-CIFC TB-200 f/t Sturgate, G-RVDJ RV-6 f/t Humberside, G-BCRL PA-28 f/t Humberside.

22 G-TBDI C42 f/t Boston, G-XRVX RV10.

23 G-SACS PA-28 f/t Sherburn, G-BBJX F.150L.

27 G-BPHI PA-38 f/t Fenland.

January 2023

HELICOPTER ACTIVITY

01/01 G-RBIL Gazelle, Halifax – p/s Baildon – Malham Cove
 01/01 G-MCGH S-92(Coastguard 912A), Humberside – Marsden, Huddersfield
 01/01 N-175, NH-90(Dutch Navy), operating near Whitby coast, 1810 at 675'
 02/01 G-IFBP Twin Squirrel, Humberside – Huggate
 02/01 G-CCYG R.44, p/s Clitheroe – p/s Masham
 04/01 G-EMHJ A.109S(Trident 08), Lasham – p/s Harrogate
 04/01 M-OWLS A.109S, p/s Sheffield – Thixendale
 05/01 N449C A.109S, Dublin – Burntwood Court Hotel, Barnsley
 06/01 G-MOAL A.109S, Redhill – Tollerton – Haylandswaine
 07/01 G-CFNF R.44, Derby – Epworth
 08/01 G-JBBB EC.120B, Cambridge – Caistor
 08/01 G-DAYF AW.109SP(Solway 04), p/s Harrogate – Battersea
 08/01 G-RAYN AW.109SP(Costock 09), Costock – p/s near Hartlepool
 09/01 M-OWLS A.109S, p/s Peak District – Edinburgh
 10/01 G-HITB A.109S, Elstree – Doncaster Race Course
 10/01 OO-ABK Twin Squirrel, Kortrijk – p/s Middleham
 11/01 M-OWLS A.109S, Sheffield – Barnsley – Kelso
 14/01 G-TPTP R.44, Grantley Hall, Ripon – Nottingham
 15/01 G-DAYF AW.109SP(Solway 04), Carlisle – Ripley, Harrogate
 17/01 G-IPGL AW.109SP, Skipton – Helmsley – Leeds/East – Leicester
 18/01 G-NELS R.44, Nottingham – Devonshire Arms
 18/01 G-GRZZ R.44, Bradford, Model Farm – Halifax – Barnoldswick
 18/01 G-DCAM Twin Squirrel(Kingdom 07), p/s Knutsford – p/s Hull
 19/01 M-JCBD(JCB 2), East Midlands – p/s Teesside
 19/01 N902EA MD-902(Bladerunner 003), Gloucester – Darlington
 19/01 ZJ221 Apache(Hydra 1), operating North Yorks Moos am
 20/01 G-VAZE R.44, Widmerpool – Holmfirth
 21/01 G-RANL AW.109SP, p/s near Heathrow – South Summercoates
 22/01 G-VOIP Gazelle, p/s north of Teesside – Wantage
 23/01 XZ335 Gazelle(Armyair 552), Bourne Park – Teesside
 24/01 G-BIGB Bell 212, p/s Masham – p/s Northallerton
 24/01 M-AWOL A.119 Koala, Elstree – p/s Robin Hoods Bay
 26/01 G-DAYF AW.109SP(Solway 04), Carnarvon – p/s Knaresborough
 26/01 G-SUMX R.22B, Coney Park – Devonshire Arms
 26/01 G-TSBY R.44, Denham – Eggborough Power Station
 26/01 G-YRTE A.109S, Battersea – Doncaster Race Course
 27/01 G-LUXX A.109E, Shifnall – Doncaster Race Course
 27/01 G-TSBY R.44, Burntwood Court Hotel – Eggborough
 27/01 G-MADX AW.119(Saxonair 25), Bishop Auckland – Denham
 27/01 G-JMBS A.109S, p/s Blackburn – Sheffield, Shirebrooke
 27/01 N902EA MD-902, Shoreham – p/s Skipton n/s – Shoreham
 27/01 G-DCAM Twin Squirrel(Kingdom 01), Chelford – Fulbeck Kart Club
 30/01 G-UNZZ Jet Ranger. Costock – Clay Cross
 31/01 G-DUNO Bell 505, p/s Margate – p/s Worksop
 31/01 G-WIZG A.109E, Wolverhampton – p/s East of Clitheroe

CARR GATE:- 31/1 G-XXED(Rainbow 1R) f. Windsor;
CONEY PARK:- 5/1 G-CBAK R.44 t. Sherburn; G-ILFF AW.109SP t. Anwick; 7/1 G-THDR AW.109SP(Saxonair 21) f. Denham; 9/1 G-NESH R.44(Pipeline 81), refuel; 14/1 G-THDR A.109SP(Saxonair 21)f. Denham; 18/1 G-LEXS A.109E f. Dundee t. Elstree; 20/1 G-CDGV Jet Ranger f. Stainsby Hall; 29/1 G-RYFF A.109S(Castle 21) f. Kidderminster;
WALTON WOOD:- 6/1 G-SPVK Squirrel t. Chorley; 12/1 G-IALC Twin Squirrel(London Eye 11) t. Coventry;

LOCAL AIRFIELDS

BAGBY:- A new resident, first noted on 2/1 is Vixxen G-GBUA, formerly based in Wales. G-BPXJ PA-28RT, G-FKOS PA-28 f. Glasgow; G-BDNX AA-1B f/t Eshott; 18/1 G-PDGT Twin Squirrel(Osprey 64) f. Cumbernauld; 19/1 G-KART PA-28 f. Newcastle t. Leeds/East(Also 26/1); 23/1 G-NTWK Twin Squirrel(Powerline 68) f. Whitby; 25/1 G-CYPM SR-22 f. Cark; G-AXDV Pup f. Brighton; G-AYUT DR.1050 f. Brighton;

BEVERLEY:- 2/1 G-SAAA CTSW f. Fishburn; 9/1 G-LINY R.44(Pipeline 59), local surveys; 18/1 G-PDGT Twin Squirrel(Osprey 64); 21/1 G-DODG Eurostar f. Eshott; G-CKHO CT Supralight f. Wheatley Hill; 22/1 G-TYRE F.172M f. Tatenhill; 25/1 G-WLDN R.44 f. Leeds/East t. Gamston;

CONISBOROUGH:- On 17/1 RV-14 G-OXIV was pinging on Flightradar at the owner's address here. The aircraft was originally a project of Mike Newall at his home in Harrogate, however was transferred to this new owner in 2020.

CROSLAND MOOR:- 18/1 G-CGZE MTOSPORT f. Sandtoft; 30/1 G-CDPV PA-34 f. Derby n/s, t. Sandtoft;

EAST KIRKBY:- 21/1 G-CBVY Ikarus C-42 f. Boston;

EDDSFIELD:- 4/1 G-EMHJ A.109S(Trident 08) f. Harrogate; 18/1 G-ATHR PA-28 f. Cranfield; 21/1 G-YOAA BK-117(Helimed 98) Divert in due fog; 26/1 N449C A.109S f. Barton t. Oulton Golf Club; 28/1 G-BRTP C.152 f. South Cave;

ELVINGTON:- 2/1 G-CLSC Sportstar SLM f/t North Wales; 17/1 G-CGDI Eurostar f. Netherthorpe t. Sherburn; 19/1 G-GFLY F.150L f/t Little Staughton; G-BNKE PA-28 f/t Tatenhill; 23/1 N302JG TBM-700 f. Guernsey;

ESHOTT:- 2/1 G-JAME CH-601UL f. Rufforth; G-ORCC Calidus t. Dundee; G-CGHL MTOSPORT; G-OLED Eurofox f. Penrith; 19/1 G-MFLT Dauphin f. Birmingham; 21/1 G-BFID Taylor Titch f. Longside; 24/1 G-CGNE R.44(Pipeline 49) t, Gamston;

FISHBURN:- 2/1 G-REBB Rebel, G-CCEM Eurostar, G-MESH Sports cruiser, G-AYGA D.117 all f/t Oxenhope;

GAMSTON:- DA-42 N642KM was noted carrying out a local air test on 9/1. 4/1 G-BRTX PA-28 f. Cranfield; 5/1 G-HAZA DA-42 f. Fair Oaks; 6/1 G-TYER DR.400 f. Little Snoring; 18/1 N266EA Baron f. Fair Oaks; 19/1 G-CKYJ PA-28RT f. Goodwood; 21/1 F-GITZ AA-5B f. Sturgate t. Turweston; 23/1 G-COBS DA-42(Calibrator 02) f. Teesside; G-BOXA PA-28 f. Cranfield; 24/1 G-CGNE R.44(Pipeline 49) f. Eshott; 25/1 G-CDPV PA-34 f. Bagby; G-WLDN R.44 f. Beverley – Leeds/East; 26/1 G-JRHH DA-42 f. Southend; 27/1 G-RVRT PA-28 t. Full Sutton; 28/1 G-BSXA PA-38 f. Cranfield, G-KEVB PA-28; G-AVOM DR-221 f. Full Sutton; G-EGEG C.172R f. Elstree; 29/1 G-BCRL PA-28 f. Humberside; 31/1 G-UKTV Twin Squirrel f. Redhill;

LEEDS/EAST:- In 6/1 Citation Mustang 2-MSTG arrived to carry out some practice INS approaches. On 12/1 DA-42 G-OCCX arrived from Coventry for use by Airways Aero. PA-28 G-WARU acted as crew ferry, f/t Coventry. 2/1 G-RBIL Gazelle f. Halifax; G-TSAS PA-28 f. Cardiff; 4/1 N199MW PA-32 f. Jersey; 7/1 G-OTPL PC-12 F. Cuercheval via Le Touquet; 9/1 G-SPTR R.44(Pipeline 48) f. Liverpool; 11/1 OO-PCN PC-12 f/t Brussels; G-FITC PC-12(Also 16/1); 21/1 G-MOFO F.172M t. Newcastle; 13/1 G-FITC PC-12 f. Biggin Hill; 14/1 G-TPTP R.44 f. Nottingham; 15/1 G-CBPI PA-28R f. Bagby; N57DG SR.22 f/t Denham; 16/1 N617KH SR-22 f. Liverpool; 17/1 G-ZEZE C.182S f. Leicester; G-SUEG DA-40 f. Gloucester; 18/1 G-SUMX R.22B f/t Coney Park; 19/1 G-TSDE Aquila AT-01 f/t Dundee; G-KART PA-28 f. Bagby t. Newcastle; 20/1 G-VVMC SR-22 f/t Blackpool; G-OTPL PC-12; 22/1 G-SKYO T-67M f. Wombledon; G-CIFL RV-6, G-CTAB Citabria f. Barton; N124PD Hughes 500 f. Nottingham; G-EMCA Commander 114 f. Tatenhill; 23/1 G-BGGO PA-38(Donnair 04) f. Derby; G-PKHA PC-12 f. Liverpool; G-SPEN PC-12 f. LBA; G-BTMA C.172N f. Blackbushe; 26/1 G-OSRL Lear Jet 45(Saxonair 45) f. Biggin Hill; 2-MSTG Citation Mustang f. Cambridge; G-BRBW PA-28 f/t Blackpool; G-GCVV SR-22 t. Coventry; N3492F C.182J f. Bicester; 27/1 G-PHVM RV-8 f. Elmsett; G-MADX AW.119(Saxonair 25) f. Denham; G-BHVR C.172N; 29/1 G-CBVU PA-28 f. White Waltham t. Inverness; N5757 PA-46T f/t Teesside; G-SEEK T.210N f. Little Shelford; 31/1 G-NLSE Twin Squirrel(Osprey 66);

LANGAR:- Mid-month long term resident Cessna 208B Caravan D-FLOH was re-registered G-FLOH.

MARHAM:- 3/1 G-ZAHS Falcon 900EX(Kittyhawk 11A) t. Aberdeen;

NETHERTHORPE:- 16/1 G-BMKR PA-28 t. Leeds/East; 17/1 G-BOYI PA-28 f. Leeds/East; 22/1 G-FLYO Eurostar f. Barton t. North Coates;

NORTH COATES:- 2/1 G-CGMH Jodel D.150A f. Little Staughton; 8/1 G-JBBB EC.102B f. Caistor; 15/1 G-ARRS Emeraude f. Sturgate;

NORTH MOOR/LOW HILL FARM:- G-CRED Eurofox f. Sherburn;

RUFFORTH:- 15/1 G-CIMT Cavalon f. Boston; 26/1 G-FLAX Eurofox f. Rhyden, Coch Farm; 27/1 G-FFFF Zenair CH-750 f/t Blackpool;

SHERBURN:- On 2/1 PA-31 Navajo G-ILZZ arrived from Biggin Hill and spent the whole day carrying out what appeared to be instrument patterns into the airfield. 2/1 G-SCIP TB-20 f/t Barton; G-RVTB RV-7 t. Netherthorpe; G-MAXD R.44; G-FLYO Eurostar f. Sturgate; G-PODZ TL-3000 Sirius f. Sandtoft t. Tollerton; G-ZGZG C.182T f/t Shobdon; G-TBDI Ikarus C-42 f. Tollerton; 12/1 G-MLXP Europa f. Sturgate; 15/1 G-OGAL RV-14 f. Sleaf; 16/1 G-WIFE R.182 t. Edinburgh; 17/1 G-CCOV Europa f. Sleaf; G-SPED Pioneer 300 f. Netherthorpe; G-CGDI Eurostar; 18/1 N4297A PA-39 Twin Comanche f. Derby t. Dundee; G-PJCC PA-28 f. Stapleford; 2-SALE DA-62 f. Blackpool; G-TALH PA-28 f. Tatenhill; 23/1 G-INDX R.44 f. Coventry; 26/1 G-BBJX F.150L f/t Brighton; 27/1 G-BPGU PA-28 f/t Tollerton; G-RVSE RV-6 f. Dundee; N95VB King Air 90 f. Denham t. Sleaf; 29/1 G-BHVR C.172N t. Sandtoft; G-VOAR PA-28 f/t Carlisle; 29/1 G-CLJU Wassmer WA.40 f. North Coates; 30/1 G-KSHI Beech A.36 f. North Weald;

STRUBBY:- 23/1 G-CYPM SR-22 t. private strip near Lancaster; 29/1 G-AWUB Minicab(Local flight)

WICKENBY:- 15/1 G-CLIX A-1B Husky f. North Coates; 19/1 G-BIDH C.152 f. Beverley; 20/1 M-JCBD S-76C(JCB 2) f. East Midlands; 27/1 G-COXI XA-42; 29/1 G-CDJK Ikarus C-42 f. Beverley;

WOMBLETON:- 2/1 G-KARE PC-12 f. Duxford; M-YMCM Bell 429 f. Liverpool(Also 27/1);

January 2023

Movements have levelled off at the 215 mark, Another one of the Police P68's has been swapped with one from Bournemouth and G-SPEN Pilatus PC XII arrives. A full residents list should appear elsewhere in the mag.

Sunday 1st January – no movements

Monday 2nd January

Cessna 680 Sovereign **SE-RFL** arr 10:35 fr Farnborough 12:04 to Geneva, Cessna 525A CJ2 **G-ILBG** arr 12:32 fr Geneva dep 12:57 to EMA, Cessna 680 Latitude **CS-LTI** arr 13:00 fr Cork dep 14:01 to Nice, Pilatus PC XII **F-HJFP** arr 13:58 fr Chambéry-Savoie n/stop.

Tuesday 3rd January

Pilatus PCXII **F-HJFP** dep 08:47 to Deauville, Learjet 45XR **G-OSRL** arr 10:07 fr Biggin Hill dep 11:22 to Rome, Diamond DA62 **G-IRJE** 2x ILS approaches at 11:53 fr Gamston, Phenom 300 **D-CAGA** arr 13:29 fr Verona dep 14:34 to Manchester, Boeing 737-3L9 **G-SWRD** arr 16:36 fr Stansted n/stop.

Wednesday 4th January

Beech 200 Kingair **G-WVIP** arr 08:58 dep 09:51 f/t Exeter, Beech 200 Kingair **G-CEGP** arr 13:42 f/t IOM, Cessna 560 Excel **OK-CAA** arr 15:23 fr Ivalo n/stop, Cessna 560 Excel **D-CCVD** arr 17:02 fr Chambéry-Savoie dep 18:08 to Stansted, Cessna 525A CJ2 **G-NOCM** arr 17:45 dep 23:04 f/t Stansted ,Pilatus PCXII **G-MDSI** arr 21:24 fr Belfast dep 21:35 to Manchester, Boeing 737-3L9 **G-SWRD** dep 23:57 to Stansted.

Thursday 5th January

Cessna 560 Excel **OK-CAA** dep 09:50 to Rovaniemi, Pilatus PC XII **IRL282** arr 12:20 fr EDI dep 13:24 to IOM, Phenom 100 **ZM337** ILS approach at 16:05 c.s Cranwell46, Beech 200 Kingair **G-FLYK** arr 17:04 fr Inverness n/stop.

Friday 6th January

Pilatus PC XII **G-OTPL** arr 10:12 fr Fairoaks dep 11:41 to Elstree, Cirrus SR22 **N262DB** dep 13:52 to Duxford, TRI-R Tri Kis **G-BZDR** arr 14:39 fr Perth n/stop, Beech 200 Kingair **G-FLYK** dep 15:24 to Haverfordwest, Gulfstream G550 **9H-JANE** arr 20:33 fr Barbados dep 21:26 to Le Bourget.

Saturday 7th January

Challenger 350 **9H-VCT** arr 12:43 fr Faro dep 14:08 to Chambéry-Savoie, Cessna 560 Excel **D-CSMC** arr 15:27 fr Geneva n/stop, Global 6000 **9H-VTD** arr 21:39 fr Barbados dep 22:42 to Luton.

Sunday 8th January

Phenom 300 **CS-PHT** arr 12:22 fr Dusseldorf dep 15:32 to Altenrhein, Cessna 680 Latitude **CS-LTH** arr 12:34 fr Geneva dep 14:00 to Rotterdam, Cessna 560 Excel **D-CSMC** dep 13:04 to Manchester, Gulfstream G200 **M-GZOO** dep 13:09 to Grenoble, Cessna 208 Caravan II **G-DLAD** arr 14:36 fr IOM dep 16:31 to Staverton,



CS-LTH Citation 680 Latitude 08/01 Mike Storey



G-HDEW Piper PA32R Sartoga SP 08/01 Mike Storey

Monday 9th January

Falcon 900 **G-ZABH** arr 08:24 dep 11:49 f/t Northolt, Diamond Da62 **G-JAAM** arr 08:52 dep 14:03 f/t IOM, Diamond Da62 **M-ARKS** arr 08:56 fr IOM n/stop, Phenom 300 **M-YAIC** arr 09:08 dep 15:08 f/t Gdansk, Reims Cessna F152 **G-BIZG** 2x ILS approaches at 11:11 f/t Church Fenton, Hawker 400XT **OK-DJB** arr 12:52 dep 14:07 f/t Palma, Diamond Da40 **G-CCLW** arr 13:28 n/stop, Praetor 600 **D-BOSS** arr 18:51 fr Frankfurt n/stop, Pilatus PC XII **OY-EUR** arr 20:50 fr Copenhagen n/stop.

Tuesday 10th January

BAE Hawk T1A **XX202** overshoot at 10:19 fr Waddington c/s V ulcan81, Beech 200 Kingair **G-IASM** ILS approach at 12:28 fr Humberside, Learjet 45 **M-ABRB** arr 14:18 dep 16:01 f/t Stansted, Pilatus PC XII **OY-EUR** dep 15:38 to Copenhagen, Praetor 600 **D-BOSS** dep 17:13 to Baden-Baden,

Wednesday 11th January

Global Express **C-GLXM** arr 08:36 fr Toronto until 20th, Diamond Da62 **G-JAAM** arr 08:59 fr IOM n/stop, Diamond Da62 **M-ARKS** dep 09:50 to Newquay, Learjet 45 **TC-RSE** arr 12:44 dep 14:01 f/t Istanbul, Phenom 100 **D-ICSH** arr 17:42 fr Hamburg n.stop.



TC-RSE Learjet 45 11/01 Ian Gratton

Thursday 12th January

Phenom 300 **D-CMMP** arr 08:29 fr Amsterdam dep 10:06 to Annecy, Cessna 550 Citation Bravo **G-JHEX** arr 11:10 fr Luton dep 12:01 to Alicante, Sikorsky S92A **G-MCGE** ILS approach at 15:29 fr Humberside, Phenom 100 **D-ICSH** dep 15:53 to Hamburg, Phenom 300 **D-CROG** arr 17:20 fr Frankfurt n/stop,

Friday 13th January

Gulfstream G200 **M-GZOO** arr 14:39 fr Grenoble n/stop, Learjet 45XR **G-OSRL** arr 16:48 fr Rome dep 17:44 to Biggin Hill,

Saturday 14th January

Falcon 2000LX **N279SW** arr 18:22 fr Cleveland n/stop, Phenom 300 **D-CROG** dep 19:45 to Frankfurt.

Sunday 15th January

Cirrus Sr22 **N220AD** arr 11:37 fr Wellesbourne-Mountford n/stop, Learjet 45 **LX-RSQ** arr 14:57 fr Ponta-Delgada dep 17:06 to Seville, Diamond Da42 **G-HAZA** arr 15:01 fr Fair Oaks n/stp, Cessna 560 Excel **CS-DXG** arr 15:22 fr Aberdeen dep 16:05 to Biggin Hill, Eclipse EA500 **2-CLRK** arr 15:37 fr Bristol n/stop, Hawker 400XT **SP-EAK** arr 16:18 fr Humberside n/stop,

Monday 16th January

Diamond DA62 **M-ARKS** arr 09:19 dep 10:45 f/t IOM, Hawker 400XT **SP-EAK** dep 09:53 to Palma, Eclipse EA500 **2-CLRK** dep 10:38 to Aalborg, Diamond Da62 **G-JAAM** dep 10:42 to Blackbushe, Phenom 300 **D-CMMP** arr 12:19 fr Geneva until 18th, Beech 200 Kingair **G-REXB** arr 13:46 fr Jersey dep 15:26 to EMA, PA-28 Cherokee Warrior **G-BODB** touch and go at 14:30 fr Sherburn, Partenavia P68 **G-POLZ** local flight dep 18:48 ret at 21:31, Hawker 400XP **SP-TTA** arr 20:04 fr Alicante n/stop.

Tuesday 17th January

PA-28R Cherokee Arrow **G-AZFM** arr 09:02 fr Thruxton, Beech 200 Kingair **G-FLYW** arr arr 10:38 fr Cardiff dep 10:59 to Haverfordwest, Diamond DA42 **G-FFMV** dep 10:49 to Bournemouth, Falcon 2000LX **N279SW** dep 11:38 to Dusseldorf, Cessna 182S Skylane **G-ZINC** arr 13:27 fr Blackpool n/stop, Beech 200 Kingair **G-NIAB** arr 13:52 fr Belfast dep 17:35 to Stansted, Pilatus PC XII **G-LUSO** f/t Belfast (13:59/14:09), Diamond DA62 **2-SALE** arr 14:35 fr Henstridge dep 14:46 to Blackpool, Diamond DA62 **G-DPAI** 2 x ILS approaches at 14:58 fr Gamston, Cirrus SR20 **G-JOHA** dep 15:01 to Church fenton, Cessna 525A CJ2 **D-IOHL** arr 15:27 fr Palma n/stop, BN-2B-20 Islander **G-SICB** arr 15:54 fr Aberdeen n/stop, Piper PA-46-500TP Malibu **D-EPGW** arr 16:51 fr altenrhein n/stop, PA-28 Cherokee Archer **G-TIMK** arr 17:00 fr Coventry n/stop, Hawker 400XT **SP-TTA** dep 17:17 to Geneva.



Illustration 1: N279SW Falcon 2000LX 17/01 Dave Wooler

Wednesday 18th January

BN-2B-20 Islander **G-SICB** flight test dep 10:53 to Blackpool ret at 12:29 & dep 12:37 ret at 12:49 n/stop, PA-28 Cherokee Archer **G-TIMK** dep 11:08 to Coventry, Phenom 300 **D-CMMP** dep 13:56 to Amsterdam, PA-46-500TP Malibu **G-EPGW** dep 14:15 to Hamburg, Phenom 300 **CS-PHG** arr 14:18 fr Manchester n/stop, AS365 **EI-GJL** arr 14:59 n/stop,

Thursday 19th January

Phenom 300 **CS-PHG** dep 08:17 to Palma, Phenom 300 **CS-PHM** arr 09:33 fr Munich dep 10:34 to Northolt, Cirrus SR20 **N222ED** dep 10:37 to Sherburn, Cirrus SR22 **N939SR** arr 11:12 fr Newcastle n/stop, PA-28 Cherokee Warrior **G-BMKR** 2 ILS approaches at 12:08 fr Church Fenton, PA-28 Cherokee Warrior **G-BCRL** 2x ILS approaches at 12:59 fr Gamston, PA28R Cherokee Arrow **G-AZFM** dep 13:03 to Thrupton, Cessna 525A CJ2 **D-IOHL** dep 15:49 to Le Bourget, Pilatus PC XII **F-HPIL** arr 15:01 fr Maastricht dep 16:35 to EDI, Phenom 300 **CS-PHD** arr 16:07 fr Stansted n/stop,

Friday 20th January

Eclipse EA500 **2-TABS** arr 08:56 fr Biggin Hill dep 11:10 to Aalborg, Global Express **C-GLXM** dep 13:57 to Humberside, Learjet 75 **G-ZENJ** arr 14:10 fr Palma dep 15:32 to Biggin Hill.

Saturday 21st January

Cessna 680 Sovereign **9H-SNB** arr 14:47 fr Cologne n/stop, beech 200 Kingair **G-FLYW** arr 15:42 fr Jersey n/stop.

Sunday 22nd January

Beech 200 Kingair **G-FLYW** dep 08:51 to Bristol, Pilatus PC XII **G-SPEN** arr 11:31 fr Faro (new resident) dep 14:09 to Humberside & ret at 15:36 n/stop, Cessna 525B CJ3 **D-CSCA** arr 11:54 fr Baden-Baden, Cessna 680 Sovereign **9H-SNB** dep 11:58 to Baden-Baden

Monday 23rd January

Cessna 525B CJ3 **D-CSCA** dep 09:31 to Palma, Pilatus PC XII **G-SPEN** dep 12:07 to Church Fenton ret LBA at 13:17 & dep 14:24 to CF ret LBA at 15:17 n/stop, Eclipse Ea500 **2-CAMP** arr 13:25 fr Aalborg dep 14:49 to Stansted, Beech 200 Kingair **G-REXA** arr 15:20 fr EMA dep 16:52 to Jersey, Cessna 680 Sovereign **9H-SNB** arr 16:11 fr Baden-Baden dep 16:48 to Zurich, Pilatus PC XII **F-HPIL** arr 17:12 fr EDI dep 17:39 to Maastricht.

Tuesday 24th January

Cessna 560 Excel **D-CPMI** arr 09:52 fr Oberpfaffenhofen dep 14:45 to Munich, Phenom 300 **M-NREN** arr 12:55 fr Belfast dep 15:53 to Kerry, Cirrus Sr22 **N965RM** arr 13:50 fr Wick n/stop, Cessna 650 **HA-JEV** arr 15:58 fr Nantes dep 17:16 to Faro. Airbus A400M Atlas **ZM419** 3 ILS approaches at 19:27 fr Brize Norton.



D-CPMI Cessna 560 Excel 24/01 Mike Storey



M-NREN Phenom 300 24/01 Dave Wooler

Wednesday 25th January

Phenom 300 **F-HEGA** f/t Le Bourget (08:04/16:14), Pilatus PC XII **F-HPIL** arr 16:56 fr Farnborough dep 18:01 to Geneva, Challenger CL650 **CS-CLA** arr 17:47 fr Humberside n/stop.

Thursday 26th January

Challenger 650 **CS-CLA** dep 11:11 to Sian, Diamond Da62 **G-VNAV** arr 11:49 fr Blackpool dep 13:09 to Shoreham, Cirrus Sr20 **N203CD** arr 12:37 fr Liverpool n/stop, Cessna 560 Excel **D-CANG** arr 13:45 fr Lisbon n/stop, Diamond Da42 **G-OCCX** 2 x ILS approaches at 15:43 fr Church fenton, Cirrus SR22 **N76DW** arr 15:48 fr Staverton dep 16:25 to Kidlington, Cessna 550 Bravo **G-IPLY** arr 16:23 fr Kidlington dep 17:22 to Birmingham, Cirrus SR222 **N965RM** dep 16:31 to Staverton,



D-CANG Cessna 560 Excel 26/01 Mike Storey



G-VNAV Diamond Da62 26/01 Ian Gratton



N928SK Cirrus SR22T 26/01 Mike Storey

Friday 27th January

Cessna 560 Excel **D-CANG** dep 08:55 to Kiruna, Partenavia P68 **G-POLW** dep 11:34 to Bournemouth, Cirrus Sr20 **N203CD** dep 13:57 to Liverpool, Cessna 525B CJ3 **D-CSCA** arr 14:41 fr Palma n/stop, Agusta A109S Grand **G-RYFF** arr 14:49 fr Biggin Hill dep 15:15, Cessna 550 Bravo **G-JHEX** arr 15:11 fr Blackpool n/stop, Partenavia P68 **G-POLZ** arr 16:51 fr Bournemouth.

Saturday 28th January

Bell 505 Jetranger X **G-REWS** arr 12:11 fr High Wycombe n/stop, Cessna 525B CJ3 **D-CSCA** dep 13:56 to Dusseldorf, Cessna 550 Citation Bravo **G-JHEX** dep 15:47 to Jersey,

Sunday 29th January

Socata TBM950 **N11MA** arr 11:29 fr Sconhagen n/stop, Agusta A109S Grand **G-RYFF** arr 12:44 dep 13:43, Phenom 300 **CS-PHR** arr 14:50 fr Bremen n/stop, Global 6000 **CS-GLA** arr 17:41 fr Inverness dep 18:24 to Amsterdam, Hawker 400XT **SP-TTA** arr 18:02 fr Torino n/stop.

Monday 30th January

Phenom 300 **CS-PHR** dep 08:24 to Le Bourget, Cessna 525C CJ4 **EC-NCL** arr 09:22 fr Santiago ret at 12:17, Cessna 525B CJ3 **CS-DGW** arr 09:48 fr Faro dep 20:25 to Oporto, Phenom 300 **CS-PHK** arr 13:04 fr Geneva n/stop, Eclipse Ea500 **2-MINI** arr 13:08 fr Aalborg n/stop, Learjet 35 **D-CCCB** arr 15:18 fr Lanzerote dep 16:52 to Baden-Baden, Hawker 400XT **SP-TTA** dep 16:19 to Lyon. Cessna 560 Excel **D-CJMK** arr 18:10 fr Malaga dep 18:50 to Northolt.



EC-NCL Cessna 525C CJ4 30/01 Paul Whincup

Tuesday 31st January

Phenom 300 **CS-PHK** dep 08:45 to Kemble, Eclipse EA500 **2-MINI** dep 12:35 to Bristol, Phenom 300 **D-CKVI** arr 12:39 fr Dundee dep 14:09 to Barcelona, Cessna 560 Excel **YU-RDA** arr 15:42 fr Manchester n/stop.



2-MINI Eclipse EA500 31/01 Mike Storey

January 2023

So, into 2023 and I'll start with an apology to everyone concerned, especially those connected to Flybe. Within 24 hours of me writing my last report and saying that Flybe had settled on their Belfast operation, they went into administration. Final operations out of LBA were on January 26th. So I'll refrain from too much personal thoughts in future, and try to stick to a more factual review. The winter timetable is firmly in place, and on some days LBA movements are few and far between, so if anyone is venturing out for photography etc, check out the temperature and the timetable....the two go hand in hand. Very little if any one off charters of any description with no rugby league, and no big teams flying into Leeds for any big games.

Aurigny(AUR/GR, "Aylene")

The company operates an occasional service from Guernsey using ATR aircraft.

Guernsey(664/665, "66V/66W", various):-3/1 G-OATR.

easyJet(EZY/U2, "Easy")

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

Belfast(289/290, "289/254Z", Sun/Fri):-1/1 G-EZPB, 2/1 G-EZBZ, 4/1 G-EZAW, 6/1 G-EZBZ, 8/1 G-EZBT, 9/1 G-EZBT, 13/1 G-EZBZ, 15/1 G-EZBZ, 16/1 G-EZBZ, 20/1 G-EZBT, 22/1 G-EZBZ, 23/1 G-EZBZ, 27/1 G-EZBT, 29/1 G-EZBT, 30/1 G-EZBZ.

Emerald Airlines(EAI/EA, "Gemstone")

Emerald operates to Belfast City and Dublin, operating five return flights per day most days by the end of May, using ATR72 aircraft.

Dublin(3390/3391, "35ZB/91NM", Daily except Sunday):-1/1 EI-FAT, 2/1 EI-FAV, 3/1 EI-FAT, 4/1 EI-FAT, 5/1 EI-HDI, 6/1 EI-HDH, 7/1 EI-HDK, 8/1 EI-FSL, 9/1 EI-HDH, 10/1 EI-HDK, 11/1 EI-HDH, 12/1 EI-FSL, 13/1 EI-FAV, 14/1 EI-HDJ(35ZB) EI-FSK(91NM), 15/1 EI-FSL, 16/1 EI-FSL, 17/1 EI-GZV, 18/1 EI-GZV, 19/1 EI-HDK, 20/1 EI-FSL, 21/1 EI-GZV, 22/1 EI-GZV, 23/1 EI-HDK, 24/1 EI-HDH, 25/1 EI-HDH, 26/1 EI-GZV, 27/1 EI-GZV, 28/1 EI-FAT, 29/1 EI-FAT, 30/1 EI-FAV(35ZB) G-CMJM(91NM), 31/1 EI-FAV.

Dublin(3394/395, "94LB/95NA", Various):-1/1 EI-GZW, 2/1 EI-GZW, 3/1 EI-FAT, 4/1 EI-FAT, 5/1 EI-FAT, 6/1 EI-FAV, 8/1 EI-HDH, 9/1 EI-HDJ, 11/1 EI-HDK, 12/1 EI-FSL, 13/1 EI-HDH, 15/1 EI-GZV, 16/1 EI-FAV, 17/1 EI-HDI, 18/1 EI-FSL, 19/1 EI-HDK, 20/1 EI-HDI, 22/1 EI-FSL, 23/1 EI-FSL, 24/1 EI-HDH, 25/1 EI-FAT, 26/1 EI-FSL, 27/1 EI-HDI, 29/1 EI-FSL, 30/1 EI-GZW, 31/1 EI-FSL.

Belfast City(3670/3671, "7LN/71LD", Daily):-2/1 EI-GPN, 3/1 EI-GPO, 4/1 EI-GPO, 5/1 EI-GPN, 6/1 EI-GPO, 7/1 G-CMJN, 9/1 EI-GPO, 10/1 EI-GPO, 11/1 EI-GPN, 12/1 G-CMJN, 13/1 G-CMJN, 14/1 EI-FSK(7LN) EI-HDJ(71LD), 16/1 G-CMJN, 17/1 EI-GPO, 18/1 G-CMJN, 19/1 G-CMJN, 20/1 G-CMJN, 21/1 G-CMJN, 23/1 EI-FSK, 24/1 G-CMJM, 25/1 G-CMJN, 26/1 G-CMJM, 27/1 G-CMJM, 28/1 G-CMJM, 30/1 G-CMJM(7LN) EI-FAV(71LD), 31/1 G-CMJN.

Belfast City(3676/3677, "76LG/77LD", Various):-1/1 EI-GPO, 2/1 EI-GPN, 5/1 G-CMJN, 6/1 G-CMJN, 8/1 EI-GPN, 9/1 G-CMJN, 12/1 G-CMJN, 13/1 G-CMJN, 16/1 EI-HDJ, 19/1 G-CMJN, 20/1 G-CMJM, 22/1 G-CMJN, 23/1 G-CMJM, 26/1 G-CMJN, 27/1 G-CMJM, 29/1 G-CMJM, 30/1 G-CMJM,

Belfast City(3678/3679, "78XT/79PW", Daily except Saturday):-1/1 EI-GPO, 2/1 EI-GPN, 3/1 EI-GPO, 4/1 EI-GPO, 5/1 G-CMJN, 6/1 G-CMJN, 8/1 EI-GPN, 9/1 G-CMJN, 10/1 EI-GPO, 11/1 EI-GPN, 12/1 G-CMJN, 13/1 G-CMJN, 15/1 EI-HDJ, 16/1 EI-HDJ, 17/1 EI-GPO, 18/1 G-CMJN,

19/1 G-CMJN, 20/1 G-CMJM, 22/1 G-CMJN, 23/1 G-CMJM, 24/1 G-CMJN, 25/1 G-CMJM, 26/1 G-CMJN, 27/1 G-CMJM, 29/1 G-CMJM, 30/1 G-CMJM, 31/1 G-CMJM.

Flybe(BEE/BE, "Jersey")

Flybe operate a Belfast service using DHC8 aircraft, mainly one a day, but with occasional changes.

Belfast(731/732, "9YE/7AZ", various):-2/1 G-JECY, 3/1 G-FLBA, 4/1 G-JECY, 5/1 G-JECY, 6/1 G-JECY, 7/1 G-FLBA, 9/1 G-FLBB, 10/1 G-JECY, 11/1 G-FLBB, 12/1 G-FLBB, 13/1 G-FLBB, 14/1 G-JECX, 16/1 G-FLBB, 17/1 G-FLBB, 18/1 G-JECY, 19/1 G-EXTB, 20/1 G-EXTB, 21/1 G-JECY, 24/1 G-ECOR, 25/1 G-ECOR, 26/1 G-ECOR.

Belfast(735/736 "735/9JU", various):-1/1 G-JECX, 15/1 G-JECX, 22/1 G-EXTA.

Jet2(EXS/LS, "Channex")

Only positioning/test/training flights shown:-5/1 G-GDFS(071W) positioned in from Manchester, G-JZBE(011C) positioned in from Alicante, 8/1 G-JZBE(034E) positioned out to Birmingham, 9/1 G-GDFT(071W) positioned in from Manchester, 14/1 G-GDFN(089C) positioned out to Edinburgh, 15/1 G-GDFN(090C) positioned in from Edinburgh, 17/1 G-GDFD(030F) training flight, 18/1 G-JZBN(030E) positioned in from Manchester, 20/1 G-GDFL(089C) positioned out to Cardiff, 21/1 G-JZBN(031E) positioned out to Manchester, G-JZBD(079W) positioned in from Manchester, G-GDFL(090C) positioned in from Cardiff, 24/1 G-DRTT(051B/059B) training flights, 25/1 G-JZHC(051B/059B) training flights, G-JZBJ(031R) positioned in from East Midlands, 27/1 G-DRTY(031F) training flight, 28/1 G-DRTT(050B) training flight, 29/1 G-DRTT(050B) training flight, G-DRTF(031E) positioned in from Stansted, 30/1 G-GDFP(39E) positioned in from Birmingham, G-DRTF(030E) positioned out to Stansted, G-JZBN(030E) positioned in from Bristol.

KLM(KLM/KL, "KLM")

Two flights most days from/to **Amsterdam** using Embraer 170/190/195 aircraft, one flight stopping overnight. B737s making appearances on a regular basis on some services.

Amsterdam(1545/1546, "72K/90B", Sat):-7/1 PH-EXZ, 14/1 PH-EXB, 21/2 PH-EZR, 28/1 PH-EZY.

Amsterdam(1549/1550, "73E/74F", Sun/Mon/Tue/Wed/Thu/Fri):-1/1 PH-EZW, 2/1 PH-EZS, 3/1 PH-EXT, 4/1 PH-EXO, 5/1 PH-EZO, 6/1 PH-EXX, 8/1 PH-EZE, 9/1 PH-EZA, 10/1 PH-EZO, 11/1 PH-EXI, 12/1 PH-EXW, 13/1 PH-EXA, 15/1 PH-EXA, 16/1 PH-EXL, 17/1 PH-EXB, 18/1 PH-EXZ, 19/1 PH-EXA, 20/1 PH-EZE, 22/1 PH-EZY, 23/1 PH-EZE, 24/1 PH-EXB, 25/1 PH-EZO, 26/1 PH-EZY, 27/1 PH-EXV, 29/1 PH-EZO, 30/1 PH-EZP, 31/1 PH-EXE.

Amsterdam(1551/1540 overnight stop, "31F/78E", Daily):-1/1 PH-EZO, 2/1 PH-EZB, 3/1 PH-EXX, 4/1 PH-EXI, 5/1 PH-EZH, 6/1 PH-EXR, 7/1 PH-EXJ, 8/1 PH-EZX, 9/1 PH-EXO, 10/1 PH-EXG, 11/1 PH-EXT, 12/1 PH-EZP, 13/1 PH-EXK, 14/1 PH-EXW, 15/1 PH-EZN, 16/1 PH-EXS, 17/1 PH-EZP, 18/1 PH-EZD, 20/1 PH-EXI, 21/1 PH-EXX, 22/1 PH-EZF, 23/1 PH-EXE, 24/1 PH-EZD, 25/1 PH-EXA, 26/1 PH-EZA, 27/1 PH-EXF, 28/1 PH-EXU, 29/1 PH-EXZ, 30/1 PH-EXZ, 31/1 PH-EXK.

Ryanair(RYR/FR, "Ryanair")

Ryanair base 3 aircraft operating routes to:-**Alicante**(9089/9088, "7WN/7NX", Mon/Tue/Fri/Sat/Sun), **Bratislava**(5041/5042, "5041/60QJ", Fri/Sun), **Dublin**(157/156, "157/2FE", Wed/Thu/Sat/Sun), **Dublin**(456/457, "6DJ/4CT", Tue/Fri/Sat/Sun), **Dublin**(5392/5391, "8QQ/25WJ" Mon/Tue/Fri/Sat), **Faro**(6453/2505, "53NW/99DE" Mon/Fri), **Fuerteventura**(6441/6448, "95JT/593Y, Wed/Sat), **Krakow**(2332/2333, "96YF/8BA", Tue/Wed/Thu/Sat), **Lanzarote**(6449/6450, "458A/3VC", Thu/Fri/Sun), **Malaga**(6454/6455, "65WA/4HW", Wed/Fri/Sun), **Riga**(6439/6440, "92F/3AU", Wed/Sun), **Tenerife**(6433/6438,

"5KZ/8KN", Mon/Thu/Sat), **Vilnius**(6462/6463, "6WQ/3ZQ", Tue/Sun), **Warsaw**(1933/1932, "1933/749M" Thu), **Wroclaw**(4107/4108, "6KH/8AE", Tue/Sat).

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

Based Aircraft:- EI-EXE(1/1-11/1), EI-EXD(1/1), EI-ESV(1/1-10/1), EI-EBW(1/1-5/1), EI-EKR(5/1-13/1), EI-EKY(10/1-14/1), EI-EVI(11/1-22/1), EI-EKZ(13/1), EI-EKN(13/1-14/1), EI-ENG(14/1-15/1), EI-ENL(14/1-17/1), EI-ENE(15/1-21/1), EI-ENO(17/1-23/1), EI-EKS(21/1-27/1), EI-EKZ(22/1-24/1), EI-ENC(23/1-24/1), EI-EXE(24/1-28/1), EI-ENR(24/1-31/1), EI-EVH(27/1-31/1), EI-EMF(28/1-31/1), EI-EKX(29/1), EI-EVC(31/1), EI-EKG(31/1).

Non-based Aircraft flights

Alicante(9078/9079), "9078/4BR", Wed):-4/1 EI-DYW, 11/1 EI-DPN, 18/1 EI-EPA, 25/1 EI-DYV.

Dublin(5391/5392, "25WJ/8QQ", various):-8/1 EI-EKT, 15/1 EI-DLF, 21/1 EI-DWH, 22/1 EI-DCL, 29/1 EI-DWR.

Gdansk(3283/3286, "92EA/38ST", Tue/Fri/Sun):-1/1 SP-RKI, 3/1 SP-RSC, 6/1 SP-RSU, 8/1 SP-RKM, 10/1 SP-RSW, 13/1 SP-RKQ, 15/1 SP-RSO, 17/1 SP-RKC, 20/1 SP-RSW, 22/1 SP-RKQ, 24/1 SP-RSW, 27/1 SP-RKQ, 29/1 SP-RKQ, 31/1 SP-RKC.

Krakow(2333/2332, "8BA/96YF", Mon):-6/1 SP-RKO, 9/1 SP-RZH, 16/1 SP-RZF, 23/1 SP-RZK, 30/1 SP-RZC.

Poznan(7944/7945, "269Q/339M", Fri/Sun):-1/1 SP-RSM, 2/1 SP-RZD, 6/1 SP-RKR, 8/1 SP-RSX, 13/1 SP-RSX, 15/1 SP-RKR, 20/1 SP-RSM, 22/1 SP-RKB, 27/1 SP-RSM, 29/1 SP-RST.

Warsaw(1932/1933, "749M/1933", Mon):-2/1 SP-RZC, 9/1 SP-RKL, 16/1 SP-RZG, 23/1 SP-RZH, 30/1 SP-RZO.



EI-EKR Boeing 737-800 Ryanair 08/01 Mike Storey

Wizz Air(WZZ/W6, "Wizz Air")

Charter flights operate in/out of LBA using A320/321 aircraft, following the airline moving away from Doncaster Airport, flights starting from the end of October 2022.

Bucharest(3015/3016, "1700/6827", Tue/Thu/Fri/Sat):-1/1 HA-LZR, 3/1 HA-LZD, 7/1 HA-LZM, 10/1 HA-LZX, 14/1 HA-LZV, 17/1 HA-LVC, 19/1 HA-LGA, 21/1 HA-LXZ, 24/1 HA-LZW, 26/1 HA-LVB, 28/1 HA-LGA, 31/1 HA-LZU.

Cluj(3313/3314, "1683/8454", Tue/Fri):-4/1 HA-LTD, 6/1 HA-LXQ, 9/1 HA-LWQ, 13/1 HA-LVP, 16/1 HA-LSB, 20/1 HA-LVP, 23/1 HA-LXM, 27/1 HA-LZV.

Gdansk(1615/1616, "88/53", Sun/Wed):-2/1 HA-LXL, 4/1 HA-LYH, 6/1 HA-LZK, 9/1 HA-LXL, 13/1 HZ-LXL, 16/1 9H-WBU, 20/1 HA-LWR, 23/1 HA-LYW, 27/1 HA-LXM, 30/1 HA-LXM.

Katowice(1015/1016, "6SR/4CR", Tue/Sat):-3/1 HA-LYK, 5/1 HA-LXE, 7/1 HA-LXP, 10/1 HA-LXD, 14/1 HA-LZF, 17/1 HA-LZI, 21/1 9H-WBW, 24/1 HA-LXC, 28/1 HA-LXC, 31/1 9H-WAJ.
Krakow(5013/5014, "526/2BV", Sun/Wed):-2/1 HA-LZI, 4/1 HA-LZI, 6/1 HA-LZI, 9/1 HA-LVO, 13/1 HA-LXO, 16/1 HA-LZI, 20/1 HA-LVG, 23/1 HA-LVG, 27/1 HA-LXO, 30/1 9H-WAD.
Warsaw(1315/1316, "6947/80ND", Sun/Wed):-2/1 HA-LXG, 6/1 HA-LXN, 9/1 HA-LVE, 11/1 HA-LZE, 13/1 HA-LXG, 16/1 HA-LVE, 20/1 HA-LZI, 23/1 HA-LVE, 27/1 HA-LXP, 30/1 HA-LXE.
Wroclaw(1815/1816, "4676/9737", Sun/Wed):-2/1 HA-LXE, 6/1 HA-LTF, 9/1 HA-LTF, 13/1 HA-LTF, 16/1 HA-LXA, 20/1 HA-LTI, 23/1 HA-LTB, 27/1 HA-LTF, 30/1 HA-LXC.



Apron View 21/01 Nigel Berry



HA-LTB Airbus A321 Wizz Air 23/01 Stewart Robertshaw

Other flights

Air Portugal(TAP/TP, "Air Portugal"):-28/1 CS-TNK A320 (1318) arrived from Lisbon, 29/1 CS-TNK(9560) positioned back to Lisbon.

Eastern Airways(EZE/T3, "Eastflight"):-7/1 G-CLSN E190(9721) departed to Cardiff, 22/1 G-CMEI(423P/9554) positioned in from Southampton/departed to Luton.

Enter Air (ENT/E4, "Enter Air"):-8/1 SP-ENG(3051/3051) positioned in from Gatwick, departed to Enontekio, 12/1 SP-ENG(3054/3054P) arrived from Enontekio then positioned out to Exeter, 29/1 SP-ENO(3063/3063) positioned in from Bournemouth then departed to Enontekio.



OH-WBW Airbus A320Neo Wizz Air 21/01 Nigel Berry



CS-TNK Airbus A320 TAP 28/01 Stephen Webb

	Dec-21	Dec-22	% This month	% +/-
Movements				
Total	1,462	2,024		38.44%
Passengers				
Scheduled	74,693	185,000	98.04%	147.68%
Charter	1,402	3,537	1.87%	152.28%
Transit	54	169	0.09%	N/A
TOTAL	76,149	188,706		147.81%
International	66,503	176,949	93.85%	166.08%
Domestic	8,136	11,588	6.15%	42.43%
MOVING ANNUAL TOTAL	734,830	3,287,968		347.45%

Compared to December 2019, Movements were 102% and Passenger numbers are at 99.6%. Wow. We are back to the same level as 2019....

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.

Disclaimer The views expressed in articles in the magazine are not necessarily those of the editor & the committee.

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G-BYAS B.757 200 of Britannia Airways. LBA 20 November 1999. Well wrapped up passengers boarding on a cold/grey morning for a day trip to Madrid. The 757 was a regular sight at LBA, usually carrying passengers on charters to the sun with Thomson Holidays



G-OEAB Embraer EMB110 Bandeirante of Knight Air. Taken on finals to R.14 on 10 March 1995. Knight Air was an LBA based airline and operated some schedules previously fulfilled by Yorkshire European. "Bravo" was first delivered in 1978 and served with various operators, including Yorkshire European as G-BKWB, before joining Knight Air in 1994. It operated as a fifteen seater before leaving Knight Air in 1996, on their demise, and was subsequently scrapped in 2001.