

AIR YORKSHIRE



Aviation Society

Volume 50 · Issue 3

March 2024



2-CLRK
Eclipse 500
Channel Jets
26 January 2024
Stewart Robertshaw

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

7 April 2024	Rod Dean - "Flying and Displaying Vintage Jet Aircraft"
5 May 2024	Steve Cox – Air Traffic Controller. "The Hijacking of LH 181 in October 1977"
2 June 2024	Lloyd Robinson – British Aircraft Preservation Council
07 Jul 2024	To be arranged
04 Aug 2024	Martin Powell
1 Sept 2024	To be arranged

Society news....

Howard Griffin

We apologise for the late printing of this months magazine but we have been trying to get the movements for January from the airport without success. Therefore this magazine is void of LBA movements. We hope normal service will resume next month.

In terms of parking, the temporary arrangement seemed to work well, so we park for now in the free 1 hour car park. I suggest you turn left after entering and go towards the exit. There are loads of spare places there and the bus stop is right alongside. Allow at least 30 minutes as the bus seems to be infrequent. On exit, again say Air Yorkshire and the car park staff will change it from a nasty £54 to just £3.00. Wait for the screen to change or you will pay what is on the screen.

Rachel gives us a heads up as in:

I am still working through the plan for when the car parks reopen, but I suspect we will move you to the new premium short stay which is what was the short stay car park. It is unlikely that this car park will be open by your next meeting so you and your members may need to hop on the long stay bus again to the terminal.

So we await developments at the airport but at least things are changing..

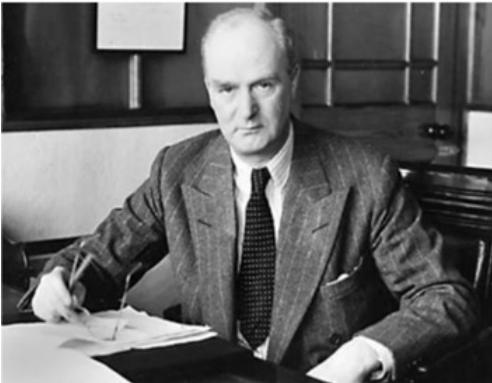
Billy's Bash - April 19th at 12:00 pm noon please contact Howard Griffin

Elvington Trip - 10th April. Please contact Mike Storey mikestorey8@gmail.com

North Sea Aerial Navigation Co Ltd....

Steve Langfield

Civil flying during the First World War had, not surprisingly, been banned but this ban was to be lifted on 1st May 1919. After the Great War the British Government welcomed new airlines and were keen to assist in any scheme which possessed commercial potential. In anticipation Robert Blackburn and his brother Captain Norman Blackburn formed the North Sea Aerial Navigation Company (NSANC). This new company was a subsidiary of Blackburn Aircraft and its formation was announced by Stuart Hirst, chairman of the Blackburn Aeroplane Company, at a dinner he was presiding over at The Savoy Hotel on 7th April 1919. He stated that the new airline would shortly operate between Hull (using Brough) and Denmark. The airline's first movement, however, was recorded on 10th May when pilot Reginald Kenworthy flew a Blackburn Kangaroo loaded with freight from Gosport to Roundhay Park, Leeds. During the war the aircraft had been used as a reconnaissance torpedo biplane, only 20 were built. Using the Park made sense as Blackburn's Olympia Works were just a mile or so away and Yeadon Aerodrome was not yet on the map. The aircraft used was G-EAIT and it would soon be rapidly fitted with a large 7 seat cabin plus an 8th seat in the nose where the gun port had been modified. Passenger areas were 'glazed for comfort' while the pilots were still in an open cockpit and two other Kangaroos were to be similarly converted, G-EAKQ and G-EAUI. With the first modified Kangaroo Reginald Kenworthy inaugurated a short lived West Hartlepool - Brough service on 26th May.



The picture above shows Robert Blackburn whilst the picture to the right is the Blackburn Kangaroo, a rather ungainly looking aeroplane. The location is not known. It has the 7 seat passenger conversion aft of the aircraft's trailing edge with the additional 8th seat in the nose.

Previously, in the Sheffield Daily Telegraph of 8th April 1919, it was reported that the NSANC had entered an agreement with Scarborough Corporation and would shortly dispatch a pair of "passenger flight machines" to the racecourse where they would be based. The aircraft were Avro 504K 3 seaters and they would provide pleasure flights from Whitsuntide onwards over the summer season. The Kangaroos would also provide pleasure flights from their Roundhay base when they were not otherwise engaged. Later in the year in September the Avros were used on routes between Scarborough and Middlesbrough, and also from Scarborough to Hull then onto Harrogate. They must have been interesting flights to say the least.

Subsequent scheduled routes in 1919 were to be from Brough, to Esbjerg and Copenhagen, both destinations were in Denmark and it was expected the routes would be attractive to both passenger and parcel traffic. Another Sheffield newspaper, this time the Independent, carried an account in its issue of 19th July about impending Rail Strikes. Though they lasted only 9 days one effect of these widespread hold-ups was a boom in taxi business and motor car hiring whilst for longer distances there was an increase in traffic by air. NSANC commenced flying more routes to the continent from Hull together with inaugurating flights from Leeds, using Soldiers' Field at Roundhay, to Scarborough. The Leeds base was soon to be abandoned as it was deemed too small and operations would be moved to Brough. It was generally thought that as Hull had developed into a thriving seaport, it could also be developed into one of the country's leading international airports. Initially it was envisioned that the airline would operate flying boats, each carrying around 20 passengers though 8 seat Blackburn Kangaroos were used instead.

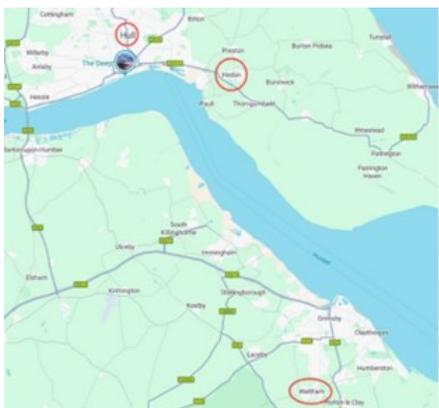
During the Rail Strike the NSANC also started a regular 2 aircraft service between Leeds and Hounslow, using Kangaroos G-EAIT and G-EAKQ. The Hull Daily Mail reported that there were 3 Kangaroos on the service commencing on 30th September 1919. An aircraft left Roundhay Park at 10am and arrived in Hounslow at 12.30pm, a distance of about 180 miles. A second machine would depart from London at 11.30am arriving in Leeds at 2pm. The aircraft carried passengers, parcels and mail. The charge one way was £15, return £30 (£1280 today). The airline also acquired a pair of Avro 504K's, G-EAIT G-EAGW which were converted to 3-seaters. The Avros till now had been used for joy riding flights and were now to be used during the rail strikes on a short lived Harrogate - Brough - Scarborough service while the Kangaroos flew out of Roundhay.



The gentleman standing on the right is Reginald Kenworthy. The sleek aircraft G-ABFR is a Blackburn Segrave, used from the summer of 1933 on the service over the Humber between Hedon and Waltham

On 21st July 1920 the airline lost an aircraft, Avro 504 G-EAGW, when it crashed into the sea at Scarborough a short distance from the shore. The Avro was being used for pleasure flights from the beach. While none of its 3 occupants were injured the aircraft was a write off. Also on 21st July 1920 Robert Blackburn introduced a short scheduled service between Leeds and Thornbury, Bradford using an Avro 504K. Because of the short distance it was regarded more as a pleasure flight rather than a scheduled route.

These were pioneering days for commercial services and all airlines were feeling their way. You will have noted the common theme where routes did not last very long. Flight International in their issue dated 22nd April 1920 mentioned a further route set up by the airline between Leeds and Amsterdam. The route proved popular though on 20th October 1920 the airline's operator's licence was suspended. NSANC then remained dormant for 5 years until November 1926 when the company was reformed as North Sea Aerial and General Transport Co. Ltd. It would then be run more as an ad hoc charter company and the remaining Kangaroos, modified to dual control, were used as training aircraft and the company managed a Reserve Flying School which had been set up at Brough. This service continued until 1929 when the two remaining aircraft were scrapped. The airline was dormant again until summer 1933 when a Blackburn Segrave, G-ABFR, and a Fox Moth ran a thrice daily Humber service between Hedon and Waltham until 1935 when the Segrave was sold. The airline then revived and lay dormant on and off until it finally called it a day in March 1967.



The map shows the service over the Humber Estuary between Hedon and Waltham. The Kangaroo looking smart after it was converted to dual control at Brough where it flew from 1926 with the RAF Reserve School until 1929.

A propeller from a Kangaroo was uncovered at Yeadon airport by a contractor's bulldozer in 1965. It had lain there under an immense pile of sand once used as ballast during test flights of Yeadon built Lancasters more than 20 years previously. It was refurbished for the Yorkshire Aeroplane Club and displayed in their clubhouse. In 2011 the propeller was refurbished again, this time by Multiflight and it is believed to be on display at their premises at Yeadon Airport.

Sandtoft 80th Anniversary Fly-in....

Michael Hanks

The Build Up

Back in late 2023 discussions began between the small volunteer airfield events team, fire crew and radio operator about the upcoming 80th anniversary of Sandtoft opening on the 18th February. The team wanted to do something to celebrate the history of the airfield and remember those who had served there during the Second World War. During World War Two Sandtoft was home to the No. 1667 Heavy Conversion Unit of RAF Bomber Command. Handley Page Halifaxes and later Avro Lancasters were flown from Sandtoft to train RAF heavy bombers crews from opening until after the end of hostilities.

With the personnel, resources and finances available to us and other constraints with operations at the airfield it was decided the only and best way possible to mark the occasions was to hold a fly-in. Preparations then began for the airfield to hold its first event in the post covid world since a Christmas Market in 2019 and the first fly-in since the 1940s day in September 2019.

The fly-in and its operation was discussed and agreed upon with the airfield management and owner. Over late 2023 the preparation work continued from researching groups to invite and creating an advertising poster. Once Christmas was over and all the volunteers were back at the airfield in the new year it was time to start advertising the event to the public. The event went live on the airfields events Facebook page and the widespread social media advertising campaign began. In the background various groups, organisations, individuals and airfields/airports were contacted about the fly-in.

The team was initially expecting to receive around only around 30 aircraft over the whole weekend. As time progressed and interest in the fly-in grew, so did the number of responses for aircraft owners about attending the fly-in. This coupled with the heavy persistent rainfall leaving the grassed areas of the airfield unusable the team decided to implement an arrival slot booking system for the fly-in. As the slot booking system went live the times began to fill up quickly, especially on the Saturday. With a week to go to the fly-in all slots on the Saturday had been booked up by pilots wanting to visit Sandtoft and Sunday only having a few remaining. With the run up to the fly-in a few slots were cancelled due to pilot's personal circumstances and aircraft going tech but they were quickly rebooked.

The fly-in was heading towards a non-stop weekend of aircraft arrivals and departures with Sandtoft rivalling some of the largest airports in the country for aircraft movements. The great British weather had other plans though. In the week leading up to the fly-in the team was frequently checking the weather forecast. This seemed to be changing hourly from glorious sunshine to thick fog and everything in between. The team went to bed on Friday night checking the forecast one more time knowing no more planning could be done and the fortunes of the fly-in would be in the hands of the gods with the weather.

Day One 17th of February

As the team began arriving at the airfield in the early hours of Saturday morning to set up, so did the cancellation emails in the events inbox. The weather turned out to be significantly worse than what was forecast. Heavy rainfall, low visibility and a cloud base of only 200 ft left the hopes of a busy day of aviation hanging by a thread. A resident Piper Cub based at Sandtoft was generously taxied up from the hanger and parked at Echo by its owner to give the assembled public at least one aircraft to view.

The weather conditions improved to marginal at best as the morning went on with the first aircraft movements of the day from Yorkshire Aero Club and their students flying bad weather circuits. As the morning went on a few aircraft managed to make it to Sandtoft from Sherburn Airfield making use of their one tarmac runway which wasn't waterlogged. The only other aircraft able to make it to Sandtoft with the weather during the day arrived early afternoon from Brighton Airfield. With the weather not playing ball there were only 5 visiting aircraft able to attend on Saturday with another 37-cancelling due to the weather.



T66 Nipper Mk.III G-AWJE arriving at Sandtoft Airfield from Sherburn Airfield



Piper J-3C-65 Cub G-BHZU taxiing at Sandtoft Airfield



Piper PA-15 Vagabond G-BRPY arriving at Sandtoft Airfield from Sherburn Airfield

Day Two 18th of February

The Sunday brought the promise of better weather but as the team arrived for the second day a familiar pattern began to emerge. With heavy rainfall, low visibility and a low cloud base again resulting in many aircraft cancelling because of the weather. A glimmer of hope arrived with the first aircraft with the cloud base and visibility beginning to rise and rain disappearing. As the morning went on the weather conditions continued to improve until there was a clear blue sky by mid-day with a gentle breeze down the runway.

The prolonged rain in the build up and over the weekend had unfortunately taken its toll on the various grass strips around the country leaving them water logged and unsuitable for aircraft movements. This meant that despite the favourable flying conditions a large quantity of the aircraft due at Sandtoft were stuck at their bases and unable to leave. Despite this numerous aircraft did make it to Sandtoft from various places around the country throughout the course of the day.

The highlight of the weekend was courtesy of the Newcastle Jet Provost Group with their Jet Provost, XM479 (G-BVEZ) flying two missed approaches before departing back to base. Sunday saw 11 aircraft visiting with a further 23 weather related cancellations.

The weather had taken its toll on the fly-in with 60 out of the 76 aircraft planning to attend having to cancel. The rain didn't dampen the Sandtoft teams or visiting pilots spirits all of whom celebrated the 80th anniversary over the weekend.



Cessna 172E Skyhawk G-ASSS departing Sandtoft Airfield for RAF Cranwell



Jodel D119 G-ATJN arriving at Sandtoft Airfield from Wickenby Aerodrome



Piper PA-15 Vagabond G-BSWG arriving at Sandtoft Airfield from Oxford Airport



Hunting Percival Jet Provost T.3A XM479 (G-BVEZ) flying a missed approach at Sandtoft Airfield after arriving from Leeds East Airport



Nicollier HN.700 Menestrel II G-CKGJ arriving at Sandtoft Airfield from Griffins Farm Airstrip

AIR YORKSHIRE TRAVELS OVER THE BORDER

Wednesday the 25th October brought a lovely blue sky day for our visit to Barton Airfield and Hooton Trust Museum. A nice steady journey over the M62 until I arrived at Barton to find low cloud and mist, no flying taking place. After a nice Bacon Butty and a coffee at the cafe I joined David Thompson who had arrived just before me. The rest of the group arrived and we were met by our guide for a visit to all the hangars. Lots of aircraft to log and photograph. Steve Waite managed to find an old friend working in the Westair maintenance Hangar and we were welcomed to visit several Aircraft undergoing repairs. By the end of the tour the mist had lifted and flying had begun so more photo opportunities. Just time for a drink and a sandwich on the outside picnic tables and we were back on the road to the Wirral.



G-KLAW Aviat Christen Eagle



G-CTAB Bellanca 7GCAA CITABRIA



G-WOWI VANS RV-7

Hooton Park Hangars is now run as a trust by volunteers and is an amazing place hidden behind trees alongside the M53 near Ellesmere Port. Hangar 16 has been rescued from a pile of rubbish and is now home to a heritage Aircraft Museum with plenty of vintage Aircraft to view, some are complete and many others are in the process of major re-build. At the start of the visit we were given a detailed history of the site and of the many Aircraft that were based at this location, including Austers, Spitfires, Meteors, Vampires and Venoms. Our tour guides were very helpful and informative and also confirmed the other groups which are based on site including a Vintage bus group, a Amateur Radio Society and a Model boat club.

A very enjoyable day and thanks to Howard for organising it.



G-ADYO (BAPC-012) Migney HM14 Flying Flea



G-ADAH Dragon Rapid

Eshott Airfield 19 November.... David Thompson

I first made an early morning call at NELSAM as a museum volunteer to help put Chipmunk T10 WB685 and Auster Alpha G-APKM back into store to make room for work on Hurricane FSM BAPC521 before heading north to Eshott via Causey Park where I noted hangared ;

G-BSFX Kitfox 2 PTF exp 10 September 2021

G-MVOA Chaser

and what I thought was a mystery Jabiru I now believe to be Merlin G-CJTD which fled Wheatley Hill after the falling-out there over the past 18 months .

An early afternoon arrival at Eshott found the flying club C150 G-ASZU bashing the circuit and based C182 G-AYOW back in after a local flight , Eshott having the advantage of two tarmac runways whilst the runways of other north-east airfields are water-logged !

Tiger Flights hangar

G-EMSY Tiger Moth

G-AJRB Auster Autocrat

PTF exp 31 May 2021 , stored

G-ANEZ Tiger Moth

Communal hangar (all resident aircraft)

WG458/2 Chipmunk

G-CLLI



G-ATRM C150

G-AWUJ C150

minus engine

G-BDNX AA-1B

G-BDUL VP-1 Srs2

PTF exp 7 December 2021

G-BHMT VP-1

PTF exp 14 October 2019

G-BXZO Air-Camper

for sale/share ownership

G-CBIE CT2K

G-CCAK CH601HD

PTF exp 22 December 2021

G-CDAT Savannah Jabiru



G-HORK	P300 Hawk	
G-IFDA	RV-6A	
G-JEZZ	Skyranger	dismantled following accident at Lempitlaw
G-LUDM	RV-8	
G-MTNI	Gemini Flash IIA	PTF exp 19 July 2022
N112JA	Commander 112	

Private hangars

MT182	Auster Alpha	G-AJDY , PTF exp 30-9-2016 , dismantled
30140	P-2 Kraguj	G-RADA , NFD 30 May 2023 , dismantled
G-ANOK	91C Safir	NFD 20 July 2020 , dismantled
G-AKUL	Luscombe 8A	NFD 11 January 2021 , dismantled
G-AZTM	Airtourer	NFD 10 January 2022 , stored



G-BHXB	Bulldog	NFD 19 May 2023 , dismantled
G-CDET	Culver Cadet	ex YU-DLG , NFD 28 Oct 2019 , dismantled
G-CLJX	UTVA U-66	ex 91-254/SE-KUS-72 , NFD 28 Sept 2020 , dism.
G-CLSP	91B Safir	NFD 27 August 2020 , dismantled
G-EXES	Europa XS	PWPU 18 August 2023 , dismantled
G-RVEE	RV-6A	

Note ; for the private hangars dismantled = stored awaiting restoration to flight whilst the Airtourer is awaiting CAA approvals for flight .

Parked out

G-AWCN	C172	
G-GBLP	C172	ARC exp 9 June 2023
G-LFSG	Cherokee	



The airfield café closed today and will reopen in the Spring although both hot and cold drinks and chocolate bars can be purchased from the flight office .

The possible move of Watkinson Dingbat G-AFJA to Eshott has fallen through and the aircraft remains stored elsewhere .



February 2024

Airline	Date	Reg	Type	MSN	Remarks
Jet2	01 Feb	G	Airbus A21N-251NX		On order updated
Ryanair	01 Feb	EIIJK	Boeing B38M MAX 8-200	67111/8898	Dlvd DUB 01 Feb
ASL Airlines Ireland	03 Feb	EISTU	Boeing B734-4M0-F	29204/3051	WFU 01 Feb 24 Cologne - Sofia 02 Feb 24 Strd Being offered fr sale/lse
Jet2	05 Feb	GLSAB	Boeing B757-27B-W	24136/169	WFU 20 Jan 24 MAN - DGX 05 Feb 24 Fr part-out
Loganair	05 Feb	GLGNJ	Saab 340-B	173	WFU 23 Jan 24 ABZ - GLA 25 Jan 24 Was due GLA - Orebro 02 Feb 24 - canx Regd to Jetstream Aviation Capital as N981ES 05 Feb 24 GLA - Orebro 05 Feb 24 Fr frt conv Onward to Ameriflight
ASL Airlines Ireland	06 Feb	EIHAE	ATR 72-600-F	1759	Regd 01 Feb 24 Dlvd SNN 05 Feb 24
easyJet UK	06 Feb	GEZFW	Airbus A319-111	4380	WFU 04 Feb 24 LGW - QLA 06 Feb 24 MX
easyJet UK	07 Feb	(GEJCL)	Airbus A320-214	4861	Acquired. Ex RPC3265 Currently at Hyderabad
Aurigny Air Services	08 Feb	GNSEY	Embraer ERJ 195-STD	19000 671	WFU 19 Jan 24 GCI - EXT 22 Jan 24 MX EXT - LGW 08 Feb 24 Rtn to svc
Fly4 Airlines	09 Feb	EIFFA	Boeing B738-8K5-SW	38097/3548	BHX - SNN 15 Jan 24 Paint SNN - Brussels 28 Jan 24 Regd 08 Feb 24 Trans fm TUI Airways
Jet2	09 Feb				Sum 24 leases updated

Jet2	09 Feb	GJZDF	Boeing B738-8H6-W	41768/5708	Dlvd Istanbul - MAN as TCCPZ 30 Jan 24 Regd 08 Feb 24
Wizz Air UK	09 Feb	GWUNC	Airbus A21N-271NX	11715	Dlvd LTN 09 Feb 24
easyJet UK	10 Feb	(GEZBF)	Airbus A319-111	2923	WFU 23 Oct 23 LGW - MME 23 Oct 23 Fr part-out Canx as PWFU 08 Feb 24
ASL Airlines Ireland	12 Feb	EIHAF	ATR 72-600-F	1760	Regd 07 Feb 24 Dlvd SNN 12 Feb 24
Wizz Air UK	12 Feb	GWUKH	Airbus A321-231-S	8600	WFU 30 Jan 24 LTN - Katowice 30 Jan 24 Trans to Wizz Air Abu Dhabi as A6 10 Feb 24
Wizz Air UK	12 Feb	GWUKC	Airbus A321-231-S	8169	WFU 01 Feb 24 LTN - PIK 01 Feb 24 Strd
Titan Airways	13 Feb	G	Cessna 408 SkyCourier QC		Announced an order for 02 a/c
ASL Airlines Ireland	15 Feb	(EISTK)	Boeing B734-448-SF	25052/2036	WFU 19 May 23 Bari - Sofia 19 May 23 Strd Sofia - Cologne 09 Nov 23 Cologne - Liège 01 Feb 24 Liège - Keflavik - Bangor - Laredo 09/10 Feb 24 Onward to Frontera Flight Holdings as N250FF 12 Feb 24 Onward to Aeronaves TSM as XA---
Ryanair	15 Feb	EIEKE	Boeing B738-8AS-W	35023/3148	Trans to Ryanair Buzz as SPRNE 14 Feb 24
Ryanair	15 Feb	EIEBM	Boeing B738-8AS-W	35002/2839	Trans to Ryanair Buzz as SPRND 07 Feb 24
easyJet UK	16 Feb	(GEZAY)	Airbus A319-111	2827	WFU 23 Sep 23 LGW - MME 23 Sep 23 Fr part-out Canx as PWFU 15 Feb 24
Ryanair	20 Feb	(EIDLH)	Boeing B738-8AS-W	33590/1886	Trans to Ryanair Buzz as SPRNK 21 Feb 24

Titan Airways	20 Feb	GPOVV	Airbus A321-211 (P2F)	3749	Regd to Titan Airways Malta as 9HZTA 29 Jul 21 Trans fm Titan Airways STN - Heraklion 20 Oct 21 Heraklion - Al Maktoum 21 Oct 21 Al Maktoum - Kolkata - Seletar 22 Oct 21 Fr frt conv Seletar - Chennai - Al Maktoum 06 Jun 22 Al Maktoum - Heraklion - EMA 07 Jun 22 (Paint) EMA - Leipzig -- Jun 22 Op fr European Air Transport unil 19 Jan 24 Leipzig - Malta 22 Jan 24 Malta - Cologne 26 Jan 24 Lsd to Cygnus Air Cologne - STN 17 Feb 24 Re-regd 19 Feb 24
British Airways	21 Feb	GXWBS	Airbus A350-1041	652	Regd 20 Feb 24 Dlvd LHR 21 Feb 24
Ryanair	21 Feb	EIILJ	Boeing B38M MAX 8-200	67110/8900	Dlvd DUB 21 Feb
Loganair	22 Feb	(GLGNA)	Saab 340-B	199	WFU 30 Jan 24 ABZ - GLA 31 Jan 24 Was due GLA - Orebro 09 Feb 24 - Canx GLA - Orebro 19 Feb 24 Regd to Jetstream Aviation Capital as N199JL 21 Feb 24 Fr frt conv Onward to Ameriflight
Ryanair	22 Feb	EIILJ	Boeing B38M MAX 8-200	62369/8884	Dlvd DUB 22 Feb
Wizz Air UK	24 Feb	GWUKI	Airbus A321-231-S	8625	WFU 18 Feb 24 LTN - Katowice 18 Feb 24 (Status?)
TUI Airways	27 Feb	GTAWL	Boeing B738-8K5-SW	37243/4299	WFU 18 Feb 24 BHX - Brussels 22 Feb 24 Due Brussels - SNN 27 Feb 24 (Paint) Onward to Fly4 Airlines as EIFFB
easyJet UK	28 Feb	GUZLW	Airbus A20N-251N	11994	Dlvd LGW 28 Feb 24
Aurigny Air Services	29 Feb	LYFJI	Airbus A320-232	2157	Lsd fm Heston Airlines 29 Feb 24 - 01 Mar 24 Covers lsd Eastern AT76 GCMFI (AOG)

LEEDS/BRADFORD NEWS

Slow news day at LBA this month. However I am pleased to report the airport commenced using two of the new security scanner during week commencing 5th February. I flew out on Sunday 11th February, and queues at security were non existence, despite it been the early departure peak time. Work is now ongoing to commission a further two machines. (see next article under Airport News)

AIRPORT NEWS

Major UK airports including London Heathrow (LHR/EGLL), London Gatwick (LGW/EGKK) and Manchester (MAN/EGCC) are likely to miss the deadline for lifting the 100ml liquid restriction for passengers due to delays with scanner upgrades. The limit is due to be lifted in June 2024 but airports say it is unlikely they will have the upgrades in place and online until 2025. The new computed tomography (CT) scans provide clear and accurate 3D images allowing for liquids to be seen and also reduces the need for electrical items to be removed from hand luggage for scanning. Some smaller airports including London City and Teesside along with Shannon and Donegal in Ireland have already got the new CT scanners online. Leeds/Bradford introduced two machines at the beginning of February. It is unlikely that the Department for Transport will lift the restriction until the scanners are available at all airports. Once they are in place liquids up to 2 litres will be able to be carried in hand luggage. Heathrow Airport has to upgrade 146 security lanes to meet the new specification at an estimated cost of around £1bn.

AIRLINE NEWS

Aer Lingus has been confirmed as the A321-200NY(XLR)'s launch operator, a variant that is now expected to enter into revenue service in the third quarter of 2024. Construction Number 11348, which is due to become EI-XLR on delivery, has been painted into the Irish carrier's livery, although with no engines installed just yet. Chief Commercial Officer Adrian Dunne said on social media that "preparations are well underway" for the type's induction. The Irish subsidiary of IAG International Airlines Group has six A321-200NY(XLR)s on order from Airbus and plans to deploy them on thinner transatlantic routes that cannot sustain widebody aircraft year-round.

Ascend Airways the new Gatwick based airline has taken delivery of its first B737-800, G-HODL, and began operating it in the first half of February

British Airways are to re commence flights from London Stansted for the first time since the pandemic, with flights to Florence, Ibiza, and Nice.

Finnair is conducting a trial at its Helsinki Airport hub, where volunteer passengers are being weighed at the departure gate along with their carry-on bags. The purpose is to refine weight estimates for planes before takeoff, ensuring accurate calculations for aircraft balance and performance. The trial, with 800 volunteers already participating, aims to collect data on average passenger weight and hand luggage for both winter and summer seasons. The airline emphasises that the weigh-ins are anonymous, with only the gate staff seeing the weight. The collected data will be sent to the Finnish Transport and Communications Agency for verification and will be used for loading calculations from 2025-30.

Ryanair has announced a new collaboration with travel giant TUI, allowing TUI to include Ryanair flights, seats, and bags in their holiday packages. A key condition of the deal is that TUI must not overcharge customers for Ryanair products, ensuring full price transparency. Furthermore, TUI customers will benefit from accurate contact and payment information provided to Ryanair, granting direct access to their my Ryanair accounts and receiving essential flight details via email. This partnership distinguishes TUI from unauthorised online travel agency (OTA) pirates, known for deceptive practices and hidden mark-ups. TUI customers can now access Ryanair's real low prices without additional charges, enjoy flexible payment plans, and ATOL protection. Additionally, they are exempt from Ryanair's customer verification process, contrasting with unapproved OTA pirates' customers. TUI joins loveholidays and Kiwi as Ryanair's approved OTA partners, emphasising the potential for transparent collaboration between airlines and OTAs. The partnership aligns with Ryanair's commitment to combat scams and deceptive practices within the industry. Ryanair has informed Boeing that it would consider purchasing any 737 MAX 10 aircraft orders that U.S. customers might reject. The Irish airline, which holds 150 firm orders for the MAX 10 and options for 150 more, expects the jet to be certified by year-end and flying in early 2025. This announcement follows comments from United Airlines' CEO, Scott Kirby, expressing intentions to build a new fleet plan excluding the MAX 10. Ryanair sees the MAX 10 as "transformational" and is open to acquiring additional aircraft if offered at the right price, with a fleet expansion plan aiming for 210 MAX 8s and up to 300 MAX 10s.

Titan Airways has placed an order for two Cessna C408 SkyCouriers from Textron Aviation. Titan has selected a quick-change configuration that allows an operator to switch between cargo and passenger layouts in about an hour. The SkyCourier is a twin-turboprop, high-wing, utility aircraft. It is available in a 19-passenger variant with large cabin windows and separate crew and passenger doors, or in a cargo variant with a 2,700kg payload, featuring a "large cargo door and a flat floor cabin". It will cruise up to 230mph, with a maximum range of; 1,000miles.

TUI Group shareholders resoundingly approved a plan to delist from the London Stock Exchange and focus on the Frankfurt bourse. The transfer will be completed by June 2024. The German leisure group said it would begin trading on the Frankfurt Prime Standard from the beginning of April. It expects to be admitted to the MDAX index on June 24, 2024, which would coincide with the delisting from London. Currently, around 77% of all share transactions in TUI Group stock are handled through the Frankfurt Stock Exchange, with the remainder traded in the UK. 98.35% of all shareholders voted in favour of the move. The group stressed that it is majority-owned by EU citizens and expects their share to gradually increase as trading shifts exclusively to Frankfurt. TUI Group has been dual-listed since 2014 due to its merger with UK-based TUI Travel.

Wizz Air has hit the milestone of 70 million passengers at London Luton (LTN/EGGW) airport with the 70 millionth passenger arriving into Luton from Tirana. Wizz Air is the largest operator at Luton with an 11 aircraft base (including Wizz Air UK) and operates 50 return flights per day at the Bedfordshire airport where it operates to 60 destinations in 28 countries.

AIRCRAFT NEWS

Britten-Norman is seeking to appoint an administrator, a spokesperson from the company confirmed... "In support of the company's future plans, especially with regard to the repatriation of aircraft manufacturing to the UK as announced last September, the board has appointed advisors to assist in exploring options to secure the necessary additional investment," explained business development director Lara Harrison. "While the board continues to engage in constructive discussions with the company's key stakeholders, it has taken a decision to file court documents that will protect the position of the business," The company's historic home is located at Bembridge on the Isle of Wight although airframes have been assembled under subcontract in Romania for more than 50 years. Romanian aircraft used to pass through to the UK for finalisation and certification. Nowadays aircraft are manufactured in the UK at the company's Lee-on-the-Solent manufacturing facility at Daedalus Airfield, a former Royal Naval Air Station. Spare parts production continues at the Bembridge site with sub assemblies also being supplied from the Romanian facility. The company manufactures such aircraft as the Islander and the militarised Defender. The three-engined Trislander is still operating but is not currently being manufactured.

The U.S. FAA has confirmed four bolts used to hold a door plug on a Boeing 737 MAX 9 jet belonging to Alaska Airlines were missing, allowing the door panel to fall off during a flight in January. The U.S. Safety Board investigating the incident said that evidence released this week shows bolts were missing from the door plug, which had been removed to fix rivets that were damaged in the production process. The NTSB had previously remained silent on the cause for the panel to rip off during a flight operated by Alaska Airlines, but now it has confirmed that "The investigation continues to determine what manufacturing documents were used to authorize the opening and closing" of the plug during the rivet rework." The troubled aircraft had recently experienced pressurisation warnings on previous flights had climbed to around 16,000 feet following departure from Portland, Oregon. The NTSB said it had been focused on how this panel or door plug which is fitted into a number of Boeing 737 MAX 9 models as a replacement for an optional emergency exit - detached from the Alaska Air plane. The report indicates that the plug is held down by four bolts, and then secured by "stop fittings" at 12 different locations along the side of the plug and the door frame. According to the report, the door plug was manufactured by Spirit AeroSystems, a former subsidiary of Boeing and had been installed in the fuselage before being delivered to Boeing. The preliminary report confirmed the door plug was later removed by Boeing staff in the factory due to damage that had occurred during the production process. Photographic evidence suggests that when the plug was reinstalled, at least three of the four locking bolts were not put back in place. The report highlights that damage to the door plug and its hinges, as well as a lack of damage to the areas where the bolts should have been, suggests that the bolts were missing before the door moved out of its normal position.

This is a further condemnation of production quality in Boeing's factories due to the ramping up of aircraft production, increased demands and pressure on staff, combined with a corporate culture focused on cutting costs and losses from previous groundings of the 737 MAX family of planes.

Inspections of other 737 MAX 9 jets were hastily ordered and those investigations found loose/missing bolts and fixings on a number of other aircraft of the same specification. Many in the industry have raised questions about the way the planes are put together and the safety of various components now that the supply lines have been pressurized to provide more items to keep up with production schedules.

OTHER NEWS

KLM flight KL601 from Amsterdam to Los Angeles on 12 February (Boeing 787-10 reg. PH-BKF), 318 passengers faced a peculiar ordeal when one toilet malfunctioned. The crew initially decided to return to Amsterdam after an hour but, as flight tracking data indicates, changed course when the faulty toilet appeared to work again. However, the relief was short-lived as all toilets eventually broke down, leading to a two-hour flight near Greenland without functional facilities. After 6.5 hours, the plane returned to Amsterdam, marking an unusual and inconvenient journey for the passengers. Data from 2023 shows there were six fatal airliner crashes in 2023 making it the safest year in commercial aviation in a decade. The number of crashes and passenger fatalities was almost half that of the previous year with 115 passenger deaths compared to 229 in 2022 according to data from Flight Global. The most notable accident in 2023 was the Yeti airlines crash which killed 68 passengers whilst trying to land at Pokhara Airport. The aircraft stalled on approach killing all onboard including the 4 crew. The second most serious fatal crash involved a Manuas Aerotaxi Embraer 110 with crashed trying to land at Barcelos Airport killing 14 passengers and 2 crew. There were no fatal accidents involving jet airliners or international flights in 2023. The figures prove a testament to the ever evolving world of air safety from the design and systems onboard airliners, their maintenance right through to the air traffic management systems employed by countries around the world. The US, Europe (including UK) and Oceania regions still continue to be the safest countries in the world for aviation with many of the top ranked airlines hailing from those regions. The worst continue to be countries such as Nepal, India, Pakistan and Russia.

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

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

AVERHAM/RECTORY FARM (Notts.) Visiting for a winch training exercise on 28.1 was G-UNIA AW.169 from Humberside.

BRIDLINGTON (EY) Visiting The Links Golf Course on 19.2 was M-PLGL Bell 407GX (56371), arriving 14.20hrs from Hale, Cumbria, and departing back there at 15.10hrs.

CHURCH FENTON (NY) 24.1 2-TEAM Cessna 525B (525B0537) f Biggin Hill (LBA diversion) t Lyon. **26.1** G-CYFR PA-46, 2-LAND RC.114B (14662). **3.2** G-BXEX PA-28, G-NBCA PC.12/47E, N8225Y 177RG (177RG1247). **7.2** G-BVEZ/XM479 Jet Provost T.3A returned from Coventry where it had been on maintenance. **8.2** G-GEFF PC.12/47E f Elstree (weather diversion from Bagby due to snow), N95VB Beech C.90GTx (LJ-2091) f Farnborough t Gloucester. **12.2** G-ICUT Mx.7-180A f&t Leicester. **14.2** 2-MSTG Cessna 510 (510-0295), ZM721 AH.64E o/s 14.50hrs f Sherburn t Dishforth. **15.2** G-OSRL LJ45 f Guernsey t Biggin Hill. **16.2** G-LFSJ PA-28, G-NBCA PC.12/47E. **17.2** N330FC Kodiak 100 (100-0332), N9002G 208B (208B5782) and N90088 208B (208B5781) all arrived from Reykjavik via Wick and night stopped. They departed at lunchtime on 18.2 to Luxembourg. The Kodiak is for the Thai military and the two Caravans are destined for Tanzania. **18.2** G-GJIM DA.62 arrived as a new resident. **21.2** G-XXED S.76C++. Resident G-CMNW DA.62 has departed following sale.

COSTOCK (Notts.) G-EMHE A.109S has departed following sale to Castle Air at Liskeard.

DEIGHTON/CRAB TREE FARM (NY) G-CMKS/ZB683 SA.341B was reregistered HA-LFZ(2) 16.10 for return to airworthiness.

DISHFORTH (NY) In for a refuel on 12.2 were ZM709 and ZM721 both AH.64E.

DYKELANDS (Lincs.) This strip is now believed closed following the death of the owner and the departure late last year of the only resident G-EDTO FR.172F.

FELIXKIRK (NY) G-CFLD Ikarus C42 FB80 has departed following sale and replaced by G-CMKV Ikarus C42 FB100.

FULL SUTTON (EY) Noted hangared on 27.1 was new resident G-BYTI PA-24.

GAMSTON (Notts.) A new resident is G-EZZE Sportcruiser. **27.1** PH-GLK SR.22T (9029). **4.2** G-CPTZ AW.169, G-NOCK FR.182RG. **7.2** G-BHVP 182Q, G-BTWD T.61F, G-BXWB HR.100/200B, G-BYIE R.22B, G-ELUE PA-28, G-OMAS A.150M. **10.2** N13243 172M (17262604). **11.2** G-AVNN PA-28. **12.2** G-OFFC AW.109SP, G-SIIX PA-32. **15.2** G-GMCM AS.350B3, N777MD PA-28RT (28R-8131117). **16.2** G-EOLD PA-28, N363KC SR.22T (2457).

HEPWORTH/LAW FARM (WY) Based at this site near Holmfirth is G-PPKP 269C.

HIBALDSTOW (Lincs.) An interesting visit 18.2 when noted were D-FNDA Cessna 208 (20800079) active on para dropping, EC-KTC Do.28G92 (4125) not currently in use, EC-MSP Do.28G92 (4331) arrived from Santander 12.2, G-ASDK/VF631 A.61, G-CKSE Cessna 208B on maintenance, HA-HIB Do.28G92 (4328) not currently in use. The other resident Cessna 208B G-CLIW departed to Santander 13.2 for para dropping duties in Portugal.

HULL (EY) Visiting the HRI helipad at 15.13hrs on 3.2 was G-LNCC AW.169 arriving from Grasby and departing 15.45hrs to Torworth. Then on 6.2 at 14.07hrs G-YORX Bk.117D-3 (Helimed 98) arrived from Welton and departed 15.03hrs to Nostell, followed at 15.50hrs by G-MCGE S.92A departing 16.15hrs from and to Humberside (training). Then on 20.2 G-LNCC AW.169 was back at 11.46hrs from Redbourne, departing 12.22hrs to Waddington.

HUSTHWAITE/PROVIDENCE HILL (NY) Based at this private strip just south of the main Husthwaite/Baxby Manor site is G-AAUP Klemm L.25-1A.

LAMBLEY (Notts.) The accident damaged G-RJAM F.8L has departed following sale.

LEEDS/BRADFORD AIRPORT (WY) Newly registered to Jet2 are G-JZBZ 737-86J and G-JZDE 737-8H6.

LEEDS/CONEY PARK (WY) Registered to VNE Aviation Training Ltd on 24.1 was G-LUFC Bell 407GX.

LEEMING (NY) Present on 12.2 were ZB132, ZB133, ZB135, ZB137, ZB138 & ZB139 all Hawk Mk 167 of QEAF/RAF. With the UAS were G-BYUD, G-BYUY, G-BYWK and G-BYWR all G.115E.

LOW FULNEY (Lincs.) After the sighting of a glider trailer marked DTX last October, on 5.2 at the same place, were two anonymous trailers in poor condition with a newer one marked KKB, possibly containing G-CKKB Centrair 101A.

MANSFIELD (Notts.) The 384 Squadron ATC Canberra PR.7 cockpit section WT507 moved to Dallachy, Spey Bay, Moray in February 2023.

NETHERTHORPE (Notts.) Resident G-FION/"441968/VF-E" T.51 sadly came to grief on 27.1 following a catastrophic engine failure shortly after taking off from Netherthorpe. A gear up forced landing was carried out with no major injuries to the two on board, but unfortunately the aircraft suffered severe damage. G-EXTR EA.260 has departed following sale and is now based at Little Gransden.

NORTH COATES (Lincs.) Mvmts 1.1.24 G-TGTT R.44 f&t Claxby, G-GRZZ R.44 f Brighton t Waithe Top Farm, G-TIMC R.44 f&t Little Gransden, N55BN B.55 Baron (TC-1572) f&t Stutgate. **6.1** G-GRZZ R.44 f&t Waithe Top Farm. **7.1** G-GRZZ R.44 f Waithe Top Farm t Sturgate then f Sturgate t Waithe Top Farm, OK-LTM R.44 (1833) f&t Cabourne via Claxby, G-HWKW 369E f&t Bedford, G-DIGZ 369D f&t Norwich, HA-HSG SA.342M(1615) f&t Brighton. **13.1** OK-LTM R.44 f&t Cabourne, G-TGTT R.44 f&t Claxby, G-BRSW Luscombe 8A f&t Fenland. **14.1** G-GRZZ R.44 f&t Waithe Top Farm(3 visits), G-AYMK PA-28 f&t Blackpool, G-KHRE Rallye150SV f&t Leicester **17.1** G-IKON RV.4 f Great Oakley t Sherburn then f Sherburn t Great Oakley. **19.1** G-IKON RV.4 f&t Great Oakley. **26.1** G-BSYG PA-12 f&t Brighton. **27.1** G-BSYG PA-12 f&t Brighton, G-GRZZ R.44 f&t Waithe Top Farm, G-TGTT R.44 f&t Claxby.

PAULL/FORT PAULL (EY) The end of January brings an update on the future of XB259 Beverley C.1. Solway Aviation Museum at Carlisle are hoping to raise funds in excess of £60,000 to transport this aircraft to their site and secure its future. The airframe is already partially dismantled at the Fort Paull site.

RILLINGTON/LOW MOOR FARM (NY) Believed stored here are G-BZUH Rans S.6 and G-BWRO Europa TG both long out of Permit.

SHERBURN (NY) The only visitors on **26.1** were G-CETS RV.7 f&t Bidford and G-RVBP RV.7 f&t Cranwell. It was busier on **27.1** with G-AZTS F.172L, G-BGPJ PA-28, G-BKCE F.172P, G-BNOM PA-28, G-BTII AA-5B, G-BVUV Europa, G-BXJD PA-28 f Coventry t Full Sutton, G-GORV RV.8, G-GRZZ R.44, G-LMLV MCR.01, G-RKID RV.6A and N500TY 369E (0086E) all noted. Visitors on **28.1** were G-AZHC D.112, G-BRCW 11BC and G-MLXP Europa TW. On **31.1** G-BEZG AA-5 was noted in Hangar 3 now with its engine removed following its landing incident, and visiting for fuel was G-DVIP A.109E. On the resident front G-CGLC Sportcruiser has recently departed, as has one of the Cirrus, but not sure which one yet. Visiting on **1.2** was N425TT Cessna 425 (425-0044) f&t Ronaldsway. **2.2** noted G-OOCP TB.10 visiting and **3.2** G-LFSJ PA-28. Then on **7.2** a reasonable day with G-AJJS Cessna 120 f&t Temple Bruer, G-AVDV PA-20 f&t Derby, G-BJOT D.117 f&t Cark, G-BJZN T.67A f Brighton t Sandtoft, G-CEAK Ikarus C42 FB80 f&t Barton, G-CEKV Europa f&t Cark, G-CGDI EV.97A f&t Netherthorpe, G-GLUC RV.6 f&t Temple Bruer, G-HOWI F.182Q f Church Fenton for maintenance, G-LOFM Mx.7-180A f&t Temple Bruer, G-WKDB Ikarus C42 FB80 f&t Barton and N377C TB.21 (2222) f&t Cark. Resident G-CKZD EuroFOX 3K arrived back by air today following repair (having departed 10.1 by road). On **10.2** visitors were G-BPOM PA-28 f Humberside for maintenance, G-BXJD PA-28 f&t Full Sutton, G-CFUE Pioneer 300 with G-GAVV CTSL both f&t Crosland Moor and G-SELB PA-28 t Humberside following maintenance. On **11.2** it was flyable, but there were no visitors and G-BPOM PA-28 was parked outside the Engineering hangar. Here again **14.2** and a surprise arrival in Hangar 6 was F-GGYD CAP.10B (234), this arrived 13.2 from France via Cambridge and is a new resident. Visitors were G-BGBI F.150L, G-FBRN PA-28 and ZM721 AH.64E (Viper 1) which arrived from Dishforth at 14.38hrs and manoeuvred around the airfield for five minutes before departing back to Dishforth via an o/s at Church Fenton. On **16.2** visitors were G-BAPI FRA.150L, G-BCJO PA-28R, G-BXJD PA-28 which arrived from Full Sutton after dark for us to do some night flying, and night stopped, G-FOXV A.22LS and G-TSDC AT.01. G-BPOM PA-28 was still parked outside Engineering, and still present 18.2. Quiet on **17.2** with G-BXJD PA-28 departing to the Fly-in at Sandtoft and the only visitors G-PFLY SR.22T and G-VOAR PA-28 both f Carlisle t Teesside. It was a little better **18.2** with visitors G-

BGBI F.150L, G-BRCW 11BC, G-CKZH RV.12, G-EJRS PA-28, G-RIVE D.153, G-ROLY F.172N and G-VLTT DA.42. Sherburn Engineering contained G-BKKO 182R, G-CCWM DR.400, G-ENIO S.2C, G-OBMS F.172N and G-SACW AT.3. Only one noted on **19.2** G-MLXP Europa TW. An unusual visitor on **20.2** was GZ100 AW.109SP (c/s NOH21) f&t Northolt, staying just over an hour and departing as c/s NOH25. A few resident/temporary resident/lease updates G-AOIM/T7109 DH.82A still present awaiting suitable weather conditions to ferry to Eshott, G-BEZX AA-5 still present with engine removed following its landing incident, G-DMND DA.42 still present on lease to AFT, G-FBRN PA-28 new on lease to AFT, G-FLAV PA-28 has departed ex AFT, G-MGWI R.44 still present with Hields, 2-PASC DA.40D returned to Oxford by 10.2 ex AFT and also one of the N reg Cirrus has departed due to owner relocation to Portugal, but not sure which one of the three it is yet! (not N590CD).

SHERBURN/BISHOP WOOD (NY) Landing at Scalm Park at 11.57hrs from Topcliffe was G-GMAH Bk.117D-2 (Helimed 99), a maintenance stand in helicopter with Yorkshire Air Ambulance. It was attending the scene of a missing man from Selby who had been found seriously injured within the wood, after his car had been found by Police nearby. The helicopter departed to Nostell at 12.59hrs, and sadly the man later died in hospital.

SOUTH CAVE/MOUNT AIREY (EY) A visit on 18.2 noted residents G-CKFW Quaich, G-FLYG T.67C and G-TGJH VP.1, visiting was G-BRPY PA-15 f&t Sherburn. The majority of the hangars were closed but talking to one of the locals confirmed the following residents G-ATVW D.62B currently away at Fishburn, G-BOSM DR.253B, G-BPUU Cessna 140, G-BRTP 152, G-CCJL Spitfire Mk.26, G-CHAW Fokker E.III Replica plus one other kit, G-OVFM Cessna 120 wreck plus one other unidentified to assist with rebuild, N909PH PA-23 (23-1800) and N38763 UH.12B (497) plus one other on rebuild. So, a bit of work to do here to identify the unknowns.

STURGATE (Lincs.) Resident G-CDBX Europa XS-TG had a nose gear collapse on landing at Isle of Man/Ronaldsway on 3.9.

TOLLERTON (Notts.) Arriving on 25.1 was HZ-XF35 and HZ-XF36 both DA.40D which went to the hangar. On the apron were HZ-XF2, HZ-XF3 and HZ-XF4 all DA.40D. It is thought that HZ-XF5 DA.40D was also hangared. The other two are thought to have departed. Also transiting through here on an unspecified date was HZ-XF73 DA.40NG.

WADDINGTON (Lincs.) The Islander fuselage mentioned last month, which arrived for a crash exercise, is believed to be G-BCWR BN.2A, known to be with JARTS, which supplied the Hawk

WICKENBY (Lincs.) A new resident is G-CLJS PA-32R moving in from Humberside on 25.10, whilst a departure is G-ORAY F.182Q to Leicester early February following sale.

WIDMERPOOL/NOTTINGHAM HELIPORT (Notts.) Currently operating from here is G-VAZE R.44, possibly just on lease.

Brighton...

Andy Wood (HAR)

RESIDENTS

A new resident is G-CDEV Escapade 912 arriving early February.

OUTSIDE PARKING

G-BBJX F.150L, G-BEZX 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

26.1 G-BRPY PA-15 f&t Sherburn. **27.1** G-BSPE F.172P f&t Bagby, G-CMCA Condor 137R f&t Birchwood, G-IVII RV.7 f&t Sherburn, G-RKID RV.6A f Sherburn t Barton, G-XTRA EA.230 f&t Netherthorpe. **28.1** G-BPUU Cessna 140 f&t South Cave, G-FLYO EV.97 with G-GDSO Cavalon and G-IHCI Europa TG all f&t Beverley. **1.2** G-BIPN RF.3 f&t Sturgate. **3.2** G-BSPE F.172P f Bagby t North Coates, G-CGCH Sportcruiser with G-GDSO Cavalon both f&t Beverley, G-CHJG EV.97 f&t Sherburn, G-MLXP Europa TW f&t Sturgate. **6.2** G-DOFY B.206B f&t ? (fuel stop). **9.2** Closed to fixed wing traffic again due to water logged runway, reopened **16.2**, but this was short lived, closing again **18.2** and reopening **20.2**. **17.2** G-BXOI 172R f&t Sherburn

Coney Park....

Mike Storey

5 th January	G-EMHN AUGUSTA A109S GRAND	AS355N ECUREUIL	PRESTON/NORFOLK
9 th January	G-IPGL	A109SP GRAND NEW	LONDON HELIPORT/LONDON HELIPORT
10 th January	G-OATL	AW109SP GRAND NEW	ELSTREE/LONDON HELIPORT
17 th January	G-LZZI	AIRBUS H145	HIGH WYCOMBE/LONDON HELIPORT
18 th January	G-LZZI	AIRBUS H145	LONDON HELIPORT/WYCOMBE AIR PARK



G-LZZI Eurocopter H145

Best place to spot aircraft is from the gate or and there is a cost at the Happy Café for a tea or coffee but a free loo. Credits to the Sandtoft Manager and the Fire Crew, A regular credit for my visits is my drivers Mrs S Hobson and family.

Aircraft based		First noted	noted again	noted last
G-AZNOC.	182P	08/05/2018	16/12/2023	16/12/2023
G-BBKA	F.150L YAC	30/10/2020	20/12/2023	26/01/2024
G-BBKB	F.150L YAC	26/08/2023	04/01/2024	28/01/2024
G-BBNI	PA-34 for sale	06/11/2021	04/01/2024	28/01/2024
G-BCGI	PA-28 on rebuild	15/03/2018	04/01/2024	13/01/2024
G-BCVG	FRA.150L	20/01/2024	20/01/2024	20/01/2024
G-BDNW	AA-1 on rebuild	18/03/2023	18/03/2023	13/01/2024
G-BGBI	F.150L YAC	31/04/2021	28/10/2023	28/01/2024
G-BGBW	PA-38 wfu	25/05/2020	25/11/2023	13/01/2024
G-BGTF	PA-44	31/07/2021	17/03/2023	
G-BHVR	C.172N YAC	11/03/2023	28/10/2023	27/01/2024
G-BHZU	J-3C	15/04/2018	16/10/2023	
G-BIFB	PA-28 on rebuild	15/04/2018	28/10/2023	13/01/2024
G-BIHI	C.172M wing	05/06/2021	28/10/2023	13/01/2024
G-BLVS	C.150M wfu	21/10/2035	21/10/2023	13/01/2024
G-BOMP	PA-28	20/04/2018	25/11/2023	27/01/2024
G-BOVS	F.150M wing only	09/09/2023	28/10/2023	13/01/2024
G-BRNC	C.150M YAC	06/11/2021	03/12/2022	
G-BSKA	C.150M YAC	10/07/2021	28/10/2023	27/01/2024
G-BSXI	M20E rebuild	18/03/2023	26/07/2023	
G-BSYV	C.150M YAC	31/10/2020	25/09/2023	27/01/2024
G-BULR	PA-28 wfu	15/04/2018	09/05/2019	
G-BYJL	Pulsar	14/12/2023	28/05/2023	15/12/2023
G-BZBF	C.172M YAC	15/12/2020	04/01/2024	28/01/2024
G-CGTV	Savannah	14/01/2021	14/01/2023	
G-CHVS	Savannah	09/10/2021	11/03/2023	
G-CIMI	G.115	13/05/2023	04/01/2024	13/01/2024
G-CKXI	M.20E	13/09/2021	15/11/2023	
G-CSAV	T.600N	26/08/2023	28/10/2023	
G-DOZZ	Skyranger	14/10/2023	14/10/2023	
G-LORD	PA-34-200T	13/01/2024	13/01/2024	27/01/2024
G-MABE	F.150L Away on rebuild			
G-MIAN	Skyranger	23/10/2021	10/08/2023	
G-MICK	F.172N on rebuild	02/05/2019	28/10/2023	13/01/2024
G-MMMG	Quicksilver	18/03/2023	06/05/2023	
G-MSFC	PA-38 Awaiting	05/06/2021	28/10/2023	13/01/2024
G-MZOS	Quantum	17/11/2018	18/03/2023	
G-TAXI	PA-23 on rebuild	06/05/1996	28/10/2023	13/01/2024
G-TAYI	G.115	08/05/2018	28/10/2023	13/01/2024
G-TEFC	PA-28 for sale	16/08/2021	04/01/2024	27/01/2024
G-WLGC	PA-28	19/04/1996	04/01/2024	27/01/2024
G-YBAA	F.172J	04/03/2023	20/05/2023	
N20UK	M.20F for sale	29/03/2018	04/01/2024	27/01/2024

(N131MP)	PA-31P	18/05/2018	28/10/2023	13/01/2024	Awaiting rebuild to become G-BWDE
N337UK	F.337G on rebuild	08/05/2018	28/10/2023	13/01/2024	
(N394RA)	C.210K x EI-CDX	22/10/2023	25/11/2023	27/01/2024	
N2136E	PA-28R for sale	14/07/2018	04/01/2024	13/01/2024	
N7954J	PA-28R	22/10/2035	22/10/2035	14/01/2024	

YAC=Yorkshire Aero Club

Movements 2024

06/01 G-SACT PA-28 f/t Sherburn.
08/01 G-TALP C.172N f/t Tatenhill.
09/01 G-CIBZ Eurofox f/t Temple Bruer, G-BYHJ PA-28R f/t White Waltham
12/01 G-BYND B206 f/t Notts HP
13/01 G-CIRY EV-97 f Leicester t Sherburn, G-CIFC TB10 f/t Sturgate.
14/01 N7954J PA-28 f/t Sandtoft.
17/01 G-CMLA TL3000 f/t Sandtoft, G-CIBV Skyranger f/t Sherburn.
18/01 G-OCCH DA40D f/t Leeds.
20/01 G-BOOB PA-28 f/t Sherburn
27/01 G-PROW EV-97A

Noted in Engineering on 13/01/2024 was G-BFTH F.172N, G-CIMI G.115 and N2136E PA-28R
By 20/01 G-BFTH F.172N, G-CIMI G.115 and N2136E PA-28R had been removed.



G-BSYV Cessna 150 13/01



G-CIRV EV-894 Eurostar 13/01



G-CIFC Tobago TB200 13/01

Café for a tea or coffee and a free loo
Credits ADS-B Exchange and Andy Wood.

	First noted	noted again	noted last
G-ARRS	CP.301A	14/09/2021	17/06/2023 07/01/2024
G-ATLM	F.172G	22/05/2021	16/09/2023 20/01/2024
G-AWGK	F.150H	04/09/2021	16/09/2023 20/01/2024
G-AZTS	F.172N	14/01/2020	06/01/2024 20/01/2024
G-BBHF	PA-23	14/01/2020	27/10/2023 20/01/2024
G-BBDP	DR.400	14/01/2020	07/01/2024 20/01/2024
G-BGHJ	F.172N	25/10/2020	17/09/2023 20/01/2024
G-BGVE	CP.1310-C3 wfu	04/01/2020	08/04/2023 08/04/2023
G-BIPN	RF.3	25/02/2023	09/09/2023 20/01/2024
G-BRCW	A.11AC	14/09/2021	17/06/2023 07/01/2024
G-BRIV	TB.9	17/06/2023	23/10/2023 20/01/2024
G-BRPV	C.152	18/02/2020	27/10/2023 20/01/2024
G-CIFC	TB.200	04/01/2020	17/09/2023 26/01/2024
G-EXLL	CH601XL	04/01/2020	15/10/2023 07/01/2024
G-FARY	TRI-Q	04/01/2020	17/06/2023 07/01/2024
G-GAME	T.303	29/07/2020	17/08/2023 20/01/2024
G-MLXP Europa	14/12/2021	16/09/2023	28/01/2024
G-OMCB	TL2000	20/11/2021	15/10/2023 07/01/2024
G-OPAZ	Pazmany PL2	14/01/2020	17/06/2023 20/01/2024
N39TA	Be A24 wfu	02/03/2019	10/10/2023 20/01/2024
N147GT	SR22	05/04/2010	15/06/2023 15/06/2023
(N737CN)	C.172N wfu	24/11/2023	02/12/2023 02/12/2023
N761JU	T.210M	18/01/2020	17/06/2023 17/06/2023
N888BR	PA-32R	19/03/2023	17/06/2023 07/01/2024
N955BE	Be95 B55	18/02/2023	17/06/2023 07/01/2024
N2125K	M20M	17/06/2023	17/06/2023 07/01/2024

Movements

07/01 G-BPOS C.150M and G-BRPY PA-15 for engineering. G-ODUD PA-18 f/t Sherburn.
20/01 G-SACT PA-28 f/t Sherburn.

Hopefully the LAC hangars will be open next month that or I will have to rejoin the club here again.

JANUARY 2024

HELICOPTER ACTIVITY

01/01 G-CPTZ AW.169(Helimed 81), f. Pinderfields – Alderhay, Liverpool
 02/01 G-LARD R.66, Ferrybridge – Bedford
 04/01 G-MSVO A.109S(Castle 10), Winsford – p/s Louth
 05/01 G-OFFC AW.109SP(Saxonair 18), Battersea – p/s near Newcastle
 06/01 G-SUMX R.22B, Coney Park – Devonshire Arms
 10/01 G-SHDF AW.169, Knaresborough – Newmarket
 12/01 G-BNYD Jet Ranger, p/s Nottingham – Sandtoft
 13/01 G-CPTZ AW.169(Helimed 81A), Pinderfields – Battersea
 13/01 G-NOXY R.44, Coal Aston – Ripon, Grantley Hall
 13/01 G-OGBF R.44, Coney Park – Devonshire Arms
 15/01 G-BIOA Hughes 369D, Peak District, lifting duties all day
 15/01 G-LBRR Squirrel, Peak District, lifting duties all day
 16/01 G-CHNS AW.139(Bristows 540), Birmingham – Rievaulx Abbey
 16/01 G-YRTE A.109S, Battersea – p/s Wetherby – East Midlands
 17/01 ZH904 Chinook(Vortex 530), Odiham – Catterick
 18/01 G-RMBH A.109S(Trident 09), Denham – p/s Harrogate
 20/01 G-KLNH AW.109SP(Saxonair 10) p/s Leominster – Ampleforth
 20/01 G-TPTP R.44, Nottingham – Ripon, Grantley Hall
 20/01 G-JKJA A.109E, Denham – Rufforth – Leeds/East
 21/01 N641LB MD-600N, Dunkeswell – p/s Skipton
 24/01 G-ROMT R.44, Chesterton – p/s Eggborough
 24/01 ZZ413 Wildcat(Scandal 02) operating at Donna Nook(am)
 24/01 G-YAAA(Helimed 98), Nostell Priory – Skegness – Nottingham General
 24/01 G-TAJB BK-117(Woodstock 45), Battersea – Grantley Hall, Ripon
 25/01 G-OALI Twin Squirrel, Battersea – p/s near East Kirkby
 25/01 M-ONTY S=76C, Battersea – p/s Scissett
 25/01 N902GB MBB.902(Bladerunner 03), p/s Skipton – Cumbernauld
 27/01 N340SM Gazelle, Swadlingcotes – Waltham Windmill Golf Club
 27/01 G-YRTE A.109S, East Midlands – Doncaster Race Course
 27/01 M-ONTY S-76C, Scissett – Doncaster Town Moor Golf Club
 27/01 G-TRNG A.109E, Halfpenny Green – Doncaster Town Moor Golf Club
 29/01 G-CFNF R.44, Gamston – Astwith – Beverley

CARR GATE:- 17/1 G-POLB EC-135(Police 42) t. Oxford; G-TVHB EC-135(Police 42) f. Oxford. EC-135 G-POLG had taken over the duties of "Police 42" by the end of the month.

CONEY PARK:- 9/1 G-IPGL AW.109S(Castle 20) f. Battersea; 13/1 G-MGWI R.44 f. Sherburn; 17/1 G-LZZI BK-117(Woodstock 25) t. Battersea; 19/1 G-NELS R.44 f. Nottingham t. Newcastle Heliport; 24/1 G-TAJB BK-117(Woodstock 45) f. Ripon; 25/1 G-NESH R.44(Pipeline 87) f. Teesside(div to Leeds/East); 27/1 G-TAJB BK-117(Woodstock 45) f. Liverpool t. Grantley Hall;

WALTON WOOD:- 4/1 G-OGJC R.44 f. Barton; G-ETIM EC.120B; 8/1 G-NIKL R.22B f/t Barton(n/s until 17/1);

LOCAL AIRFIELDS

BAGBY:- Former LBA resident PA-32R G-JAFS appears to have moved into here now. 6/1 G-VOIP Gazelle f. Adlington; 18/1 G-BXGA Twin Squirrel(Local patrols); 31/1 G-RIDC Bell 429(Grid 03) f. Barton; G-PDGI Squirrel(Osprey 53);

BEVERLEY:- 3/1 G-DLDR R.22B f. Connington;

CROSLAND MOOR:- 15/1 N78GG Beech F33 f. Blackbushe; 27/1 G-BOIL C.172N f. Barton; 27/1 G-OGBF R.44 f. Coney Park;

EDDSFIELD:- 13/1 G-BBJX F.150L f/t Brighton(Also 31/1);

ELVINGTON:- 14/1 G-FAZT Glassair II-SRG f. Nottingham

ESHOTT:- 3/1 G-DUDI Mtsport f. Chiltis Farm, via Tollerton; 17/1 N66XC CC-19 XCUB f. Strathallan;

FULL SUTTON:- 13/1 G-AVOM DR.221 f. Eddsfield; 17/1 N3544M PA-31 f. Peterborough;

GAMSTON:- 4/1 G-BYIE R.22B f. Nottingham; G-TSDC Aquila AT-01 f. Teesside; G-LFSJ PA-28; 6/1 PA-24 f. North Weald; G-BFMK FA.152 f. Leicester; G-TYRE F.172M f/t Derby; G-XLAM Skyranger f. Sywell; G-UKTV Twin Squirrel f. Shoreham; G-PGDG RV-10 f. Turweston; 10/1 G-COPR R.44 f. Nottingham; G-OTST DA.42NG f. Warton; G-HFCT F.152 f. Stapleford; 11/1 G-RIDC Bell 429(Grid 03) f. Bristol; 13/1 G-ROZZ C-42 f/t Fishburn; G-BHPS Jodel D.120A f. Leicester; G-HCEN Cabri G2(Helicentre 52) f. Leicester; 14/1 G-BSLU PA-28 f. Halfpenny Green; G-LAPL Scheibe SF-25C; 19/1 G-INAS PA-28 f. Hawarden; 20/1 G-GXVV SR-20 f. Birmingham; 24/1 G-YAAA BK-117(Helimed 98) t. Nostell Priory; 25/1 N71UK SR-22T f. Liverpool t. Humberside; N1054J Commander 112; N466AB PA-46TP t. Isle of Man; 27/1 PH-GLK SR-22T f. Rotterdam; N2943D PA-28RT f. Liverpool; 31/1 G-HYPE Sling 4 f. Blackbushe;

LEEDS/BRADFORD:- Resident Phenom G-HNPN, which was offered for sale, departed to Bremen on 29/1 as "Clifton 666" and has not returned.

LEEDS/EAST:- Cessna 208 Caravan N9008R arrived from Keflavik on 19/1 for a fuel stop before heading onwards to Luxemburg. The aircraft was on delivery to Coastal Air and will be re-registered 5H-TFA. 1/1 N127MU King Air C.90A f. Dublin t. Shannon(Also 2/1); 3/1 G-OSRL Lear Jet 45(Saxonair 45) t. Rome; 5/1 N96VB King Air C.90 f. Le Bourget; 6/1 N663CD SR.22 f. Blackpool; G-SUEG DA.40NG; 6/1 N61970 PA-24 f. Gamston; 8/1 2-MSTG Citation Mustang f. Shoreham; G-WKTO King Air 90(White Knight 10) f/t Gamston; 8/1 N208GL Beech 1900D f. Belgrade(On delivery to USA); 9/1 G-ICUT Maule MX-7 f/t Leicester; G-GIMT DA-62 f/t Oxford; N831JW SR.22T f. Haverfordwest; 10/1 G-PDGI Squirrel(Osprey 54); 12/1 G-DJET DA-

42(White Knight 10) f/t Gamston(RMT approach); G-NGTC Extra NG f/t Wombledon; 13/1 G-BEBN C.177B f/t Norwich; 14/1 G-GOMC SR-22T f/t Blackpool; 15/1 G-SUEY Long Ranger t. Guisborough; 17/1 G-DPAZ DA-40 f/t Blackpool; 18/1 G-SBSB DA-40NG f. Redhill; 19/1 G-BOIC PA-28R f. Stapleford; 24/1 2-TEAM Citationjet 3(Skywalker 03A) f. Biggin Hill; 27/1 N39TA Musketeer f. Sandtoft;

LEEMING:- 9/1 N511XX Hawk f/t Lakenheath;

NETHERTHORPE:- 18/1 G-BWNI PA-24 Comanche f. Tollerton; G-AKVO Taylorcraft BC-12D f. Tatenhill; 19/1 G-TYRE F.172M f. Little Snoring; 27/1 G-CLYJ Ikarus C-42 f. Felixkirk;

NORTH COATES:- 1/1 G-TIMC R.44 f. Little Gransden; N55BN Baron f. Sturgate; 6/1 G-GRZZ R.44; 13/1 OK-LTM R.44 f/t Caistor; G-BRSW Luscombe 8A f. Fenland; 14/1 G-AYMK PA-28 f/t Blackpool; 17/1 G-IKON RV-4 f. Sherburn;

PETERLEE:- 7/1 N715BC Beech A.36 f. Denham;

RUFFORTH:-Agusta A.109E G-FGRP is a new resident here and makes regular trips to Skipton and Leyland. 4/1 G-AWCN FR.172E f/t Eshott; 14/1 G-CIHW Cavalon f. Heapham t. Eddsfild; 15/1 G-OPVM RV-9A f. Lee-on-Solent(Noted local flying from here on 30/1); 30/1 G-JONL Sportscruiser f. Sherburn;

SHERBURN:-A new resident, first noted visiting on 9/1 is Cessna 172R G-BXOI, owned by Aeroscene of Knaresborough. Officially registered to the company on 24/1. 4/1 G-ZGZG C.182T f. Shobdon; G-RIDC Bell 429(Grid 03) t. Gamston; 5/1 G-OCCH DA-40 f/t LBA; 6/1 G-GAVV CTSL f. Crosland Moor; 7/1 N182GC F.182Q f. Tollerton; 9/1 G-BNST C.172N f/t Netherthorpe; 12/1 G-AYPV PA-28 f. Isle of Man; G-BPGU PA-28 f. Nottingham; 13/1 G-URMS Europa f/t Membury; G-CBEE PA-28R f/t Leicester; 14/1 G-BAKJ Twin Comanche f. Shenstone; G-AJKB Luscombe 8E f. Barton; G-HDJP Bell 505 f. Dunfermline; G-CPMW PA-32R; G-KSMC C-42 f. Barton; N7954J PA-28R f. Sandtoft; 15/1 G-RAWM R.44 f. Denham; G-ATRX PA-32 f. Halfpenny Green; G-TOPP RV-10 f. Turweston; 17/1 G-DVIP(Castle 5) A.109E t. Barton; 17/1 G-IKON RV-4 f. Great Oaksey; 18/1 G-BDSH PA-28 f. Tollerton; 19/1 G-CEKI C.172P f. Derby; 19/1 G-CPMW PA-32R f/t Sywell; 25/1 G-RVBP RV-7 f. Cranwell; 27/1 G-LMLV MCR01 f. Gamston; G-GORV RV-8 f. Woodvale; G-BGPJ PA-28 f. Woodvale; N500TY Hughes 369E f. p/s near Manchester Airport; 28/1 G-AZHC Jodel D.112 f. Barton; G-EPIM R.172K f/t Anwick; G-OMAS A.150M f. Teesside; G-KSMC Ikarus C-42 f. Barton;

STRUBBY:- 1/1 G-FOFO R.44 f. Nottingham; G-WEAT R.44; 28/1 G-ICUT Maule MX-7 F. Leicester;

TOLLERTON:- On 15/1 a pair of Diamond DA-40NG aircraft HZ-XF3 and HZ-XF73 departed here for Wick on the first leg of a trans-Atlantic ferry flight.

WADDINGTON:- 10/1 ZH833 Merlin(Wolf 013) f. Boscombe Down; 21/1 No.87 Xingu(Cotam 1735);

WICKENBY:- 6/1 G-JAOC Skyranger f. Derby; G-XCAP CAP.232(Local flights); 13/1 G-LORR PA-28 f. Sleaf; G-BRPY PA-15; G-CGVJ Europa f. Sherburn; G-AMVD Auster J-5L f/t Leicester; 28/1 G-CMAI C.162 f. Fenland;



D-CHRF Citation 525B 02/01 Mike Storey



G-JASS Beech 200 Super Kingair 02/01 Mike Storey



G-IFIT Piper Navajo Chieftan 04/01 Mike Storey



LX-JFE Pilatus PC-12 04/01 Mike Storey



G-SASC Beech B200 Super Kingair 12/01



LX-JFE PC-12 14/01 Paul Whincup



9H-EHA PC12 15/01 Paul Whincup



N831JW Cirrus SR22T 16/01 Mike Storey



N425TT Cessna 425 Conquest 18/01 Mike Storey



G-ULFM Gulfstream G450 Pendley Aviation 19/01 Mark Dobson



YR-TRO Embraer Legacy 600 Toyo Motor Group 21/01 Paul Whincup



N14717 Gulfstream 450 25/01 Stewart Robertshaw



PS-FBL Phenom 300 Rio Grande Comercio De Carnes 25/01 Paul Whincup



PS-FBL Phenom 300 27/01 Mike Storey



F-HTSB Citation 525 CJ3 Valljet 30/01 Paul Whincup

LBA Airline movements... Andy Coverdale



D-ACJJ Embraer 190 German Airways 02/01 Mike Storey



EI-DPF Boeing 737-800 Ryanair 04/01 Mike Storey



G-DRTE Boeing 737-800 Jet2.com Why all the Yellow Tape??? It's Not a MAX 9



EI-EXD Boeing 737-800 Ryanair 16/01 Mike Storey



EI-FAT ATR72-600 Aer Lingus 18/01 Mike Storey



G-JZBN Boeing 737-8WL Jet2.com 26/01 Ian Gratton



G-SAJE Embraer 145 Loganair 26/01 Paul Whincup

LBA Traffic Statistics...

December 2023

	Dec-22	Dec-23	% This month	% +/-
Movements				
Total	2,024	2,037		0.64%
Passengers				
Scheduled	185,000	201,983	98.66%	9.18%
Charter	3,537	2,740	1.34%	-22.53%
Transit	169	0	0.00%	N/A
TOTAL	188,706	204,723		8.49%
International	176,949	192,228	93.90%	8.63%
Domestic	11,588	12,495	6.10%	7.83%
MOVING ANNUAL TOTAL	3,287,968	3,989,405		21.33%

Compared to December 2019, Movements were 102% and Passenger numbers are at 108%.

Reference: CAA Statistics website

Produced by Alan Sinfield

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

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G-ALXH Avro Anson II of BKS Air Survey. Photo credit unknown via David Thompson. Built as W1731 Anson I for the RAF. First came on the civil register in Jan 1950. Acquired by BKS in April 1954 from Air Navigation & Trading (Blackpool). Converted to an Anson II. On 9 April 1963 it crashed after take-off from Yeadon in a field near Carlton Lane, on a ferry flight to Aldergrove. The three occupants escaped unharmed. Aircraft scrapped.



G-BOPD Bede BD 4 on 27 June 1992 at the Yorkshire Aeroplane Club Fly-In. The BD.4 was an American home build. First introduced in 1968 it was claimed to be the first home build kit form. It is a four seater and was built in 1974. In July 2022 while landing at Fishburn one of the undercarriage legs collapsed.