

AIR YORKSHIRE

Aviation Society

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G-LMTA
ATR42-500
Loganair
09 January 2025
Paul Whincup

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

6 April 2025	David Ward - History of Warton and Samlesbury
04 May 2025	Paul Armitage – Camera/Photo tips and Keith Manning – showing a selection of slides, covering roughly the period 1970-2010, taken around Britain and abroad.
1 June 2025	Roger Fozzard – Trip to Brazil + ???????
06 July 2025	Damian Ives (Chief Operating Officer & Accountable Manager, Leeds Bradford Airport) will give us an update.
3 August 2025	Iain Roberton – Our own Air Yorkshire Member will show us a selection of his photographs over the years.
07 September 2025	Rod Dean - The Wooden Wonder – Development of the de Havilland Mosquito”
5 October 2025	Stephen Blee - Buccaneer through the archive - the Buccaneer story through photographs and documents from the site archive, many of which haven't been published before.

Society news....

Alan Sinfield

Sponsored by the Invisible Man

Billy's Bash - This has been arranged for Friday 9 May 2025. To book a place contact Howard Griffin. Why is it Billy's Bash? Because Murgatroyds Fish and Chips restaurant is named after Billy Murgatroyd, owner of Moorfield Mills, which stood on the site of the present building and helped put Yeadon on the map in the 1870s.

Free Prize draw - Now that we are settled into the Aviation Academy for our meetings we will be having a prize draw each month with different types of prizes being given away for free!

Air Yorkshire Survey - Don't forget to complete the survey by 31 March to be in with a chance of winning a £50 voucher

Lofthouse Park Aerodrome....Steve Langfield

LOFTHOUSE PARK AERODROME, WAKEFIELD 1908 - 1914

Lofthouse Park was a private estate and the Electric Tramway Company decided to open an amusement park there in 1908 by leasing 60 acres of land, it was the first of its kind in the country, the Lightwater Valley of its day. It was officially opened on 3rd June 1908 and lies between Leeds and Wakefield. The Park drew on Wakefield and Leeds for its visitors who were transported there mainly by tramway. There were many attractions available to the visiting public - bands, dancing, singing, sports, skating, treasure hunts and fireworks displays. In the early years there was no regular flying but when Harold Blackburn based his monoplane there from March 1913 daily flying was advertised in local newspapers - weather permitting. By 1913 the site was being referred to as the 'Yorkshire Aerodrome'.

On 12th November 1909 The Leeds Mercury announced a "flying week" at the Park for British Aviators commencing on 15th November. Flights were intended to be daily. Both monoplanes and biplanes had been entered, but in the event there were only two entries on the day, Alex Craig of Liverpool and EC Mines of West Kirby. On 16th November "Whilst attempting to work the propeller" on his monoplane during the morning, Alex Craig had the misfortune to have the third finger on his left hand smashed by kick back from the engine. Later in the day his co-entrant E Mines succeeded in getting his biplane going along the drive of the Park, but just as he was getting up to speed it collided with a post. The two back wheels were buckled and the tyre of right wheel was torn off. The pilot was unhurt and with the aid of a sympathetic crowd the damaged aircraft was taken back to the Aerodrome for repairs.



The location of Lofthouse Park Aerodrome on a 1908 map, to the left running north to south is Wakefield Road. The coupon on the right was in the Wakefield Advertiser.

The following year on Monday 1st August 1910 a holiday crowd of some 15k people assembled at the Park. George Barnes was the main attraction, and he managed some very successful flights in his Humber Monoplane (looking very much like a Bleriot machine) though he did declare the landing field to be very rough ground. His first 3 flights were about $\frac{1}{4}$ mile each and for the last flight of the day he flew a good three quarters of the distance round the park enclosure. The performance was greeted with loud cheering and applause by the large crowd. There was also a balloon ascent to entertain the crowds. There was a short piece in the Wakefield Herald stating that owing to bad weather Mr George Barnes had been unable to make his intended flights the previous week. To make up for this he had been engaged to fly on the coming weekend, 5th and 6th August. The weather again interfered with Barnes's flying demonstrations at Lofthouse Park. His aeroplane was not brought out of its shed at any time so strong was the wind. A small crowd of 200 visited the Park but it was obvious there would be no flying.



George A Barnes sat in his Humber Monoplane in 1910. The location is unknown.

The Bradford Daily Telegraph issued on 9th February 1911 reported "Airman Arrives, Flies in a Mist". Harold Blackburn was expected to land at The Bierley Lane, Bradford, Aerodrome from Lofthouse shortly after 10am. He had been expected a few days previously but was prevented by winds. His arrival today had been delayed by mist at Lofthouse though otherwise conditions were considered perfect. Before noon a slight breeze sprang up and the mist was dissipated. But after noon the mist thickened again, nevertheless Harold Blackburn took off from Lofthouse at 12.45pm and was accompanied by the Leeds Lord Mayoress's sister, Miss Pauline Clough. After circling the Park two or three times they set off for Bierley Lane Aerodrome, east of Bradford, and they were soon lost to sight in the heavy mist. When they arrived over Bradford there was also a mist but finally Blackburn managed to land at 2.25pm for what should have been a flight lasting a mere 12 minutes.

In 1911 ownership of the Park changed hands. Things then seem to have gone quiet until there was a brief report in Flight magazine in their issue of 31st August 1912 when it was reported that famed aviator Bentfield Hucks had given demonstration flights at Lofthouse Park. In the First World War Hucks would become known for his method of providing initial power to start up a piston engine, it was an auxiliary power unit almost always mounted on a truck and called the Hucks Starter. The following year was much busier, mainly due to the activities of Harold Blackburn. The Leeds Mercury edition of 26th March 1913 reported that Harold Blackburn was again the main attraction at Lofthouse Park when he gave flying exhibitions. His first flight that day was made at about 3pm and after circling around the buildings he climbed to 800ft in spite of a strong wind. A Blackburn Monoplane was purchased by Cyril Foggin and in his first few days of ownership he had made 18 short flights. Harold Blackburn made frequent trips to the Stray at Harrogate, one such was made on 22nd April 1913 when the weather conditions were ideal with scarcely a breeze stirring. He 'mounted' his monoplane at Lofthouse Park shortly after 1.30pm and disappeared in the direction of Leeds flying over Hunslet at 60mph and 1500ft. His aircraft was flying beautifully. The appearance of his machine caused considerable excitement in the neighbourhood, he then turned and flying very steadily passed over Pepper Road in the direction of Harrogate. Arriving at the Stray after a flight of just 18 minutes he told the crowds after landing that it was his intention to leave on the return journey at 5pm. According to The Sheffield Daily Telegraph on 24th April 1913 Harold Blackburn had a 'thrilling escape' when on a return flight from Harrogate to Lofthouse. He had just started back on the return journey when, after a quarter of a mile the machine was seen to make a turn to the left. The crowds 'consternation was great' when the aeroplane 'gave a tilt' and then crashed nose first to the ground. There was relief when the only injury the pilot suffered was a cut nose.



Bentfield Charles Hucks seated in his aeroplane. Unknown location.

The Yorkshire Post on 13th May 1913 reported that between 2 to 3 thousand people, mainly from Leeds and Wakefield, spent an afternoon at Lofthouse Park attracted largely by the prospect of flying taking place. Although it was warm and mostly sunny it was not until early evening that the aviators on the ground, Harold Blackburn and Cyril Foggin, were able to prepare a machine ready for flight. This was a Blackburn Monoplane, a new Type D which had been built over the previous fortnight to the order of Cyril Foggin, this aeroplane is still airworthy and is based at Shuttleworths, Old Warden. Shortly after 6pm Harold Blackburn made a graceful ascent rising to a height of over 1000ft 'and then making several fine circles'. There was rain in the air and a tricky wind prevailed but the aviator had his machine under perfect control and landed after a short flight of just 6 minutes. As usual the spectators warmly cheered the achievement.

At this time flying was still very much a novelty and newspapers were keen to report on any aircraft flight. The Leeds Mercury reported on 17th May 1913 that Harold Blackburn 'made 2 splendid flights yesterday'. The first departure was a short 9 minute flight from Lofthouse over Wakefield and in the afternoon he left Lofthouse Park at 4.30pm to fly over Normanton and Castleford for a 10 minute flight. In the Wakefield Herald of 24th May there was an article concerning the sale of lots at Lofthouse Park. In the meantime the Park carried on trading, on 22nd May Cyril Foggin, who a few days previously had purchased a new Blackburn Monoplane Type D, was making flights from Lofthouse Park. He then intended to fly his machine to Newcastle where it would be based and whilst conditions were far from favourable with very strong winds he took off from the Park. He then wisely decided rather than pressing on against the winds that he would land back but the ground was soft, the wheels sank into the ground, his aeroplane did a somersault and while Foggin ended up with his newly purchased Monoplane on top of him he was unhurt.



The Blackburn Monoplane Type D purchased by Cyril Foggin is kept airworthy today by the Shuttleworth Trust, Old Warden.

Harold Blackburn was by now more active at the Park and on 31 May 1913 he continued to give 'fine flights at the Yorkshire Aerodrome'. He gave an exhibition of figure 8's, circles and banked turns, remaining over Wakefield for 15 minutes or so. On his return to the Park he gave several pleasure flights taking a passenger weighing 14 stone to a height of 2000ft.

From June 1913 the Park advertised that daily flights would take place - weather permitting July of 1913 was particularly busy with Harold Blackburn at the centre of activity. As a trial he was asked to make three flights to York on consecutive days carrying 'buff' copies of the late edition of the Yorkshire Evening Post, his first flight was made on 23rd July. His start was delayed by half an hour until 5.10pm due to strong winds and he took off within 300yds, he was determined not to disappoint the crowd at the Park. An encouraging shout went up from the assembled large crowd and in the next moment he was seen to be battling against a terrific head wind which was estimated to be blowing directly into the Monoplane at around 30 mph. It's true to say that Harold Blackburn didn't wish to disappoint the crowd and took risks he should not have taken on the flight. He landed on the Knavesmire (the site of York Racecourse) at 6.16pm, a trip of 65 minutes. The newspapers were immediately distributed, there was great demand for souvenirs of the flight.

Blackburn's second flight to York was made the following day, 24th July. Through the afternoon the sightseers gathered at Lofthouse Park and it was estimated the crowd was 30,000 strong. Due to the previous day's bad weather Blackburn had returned with his aeroplane by rail and from 2pm onwards together with his mechanics they were busy fitting the aeroplane together. An hour before the scheduled departure time there was hardly any wind. At 16.35 Blackburn brought his machine to the starting point and at 16.43 the bundles of the Buff Yorkshire Evening Post were stowed away in the fuselage. The engine was started and the aviator gave the signal for his men to let go. He ran along the ground for a few hundred yards and then, amidst loud cheers, rose gracefully into the air. All the way along the Wakefield Road from Lofthouse Park to Stourton a long line of people stood, hoping to catch a glance of the aviator as he sped to York. The crowd gathered at the Knavesmire was also estimated at 30,000 and their great cheers showed how Blackburn had won their respect with his 'plucky flight' the previous evening and by his speedy trip today. He landed at 5.22pm after circling the ground. The Yorkshire Evening Posts were unloaded after a flight of 37 minutes and he was inundated with congratulations. Then, on 25th July 1913, Harold Blackburn wound up his series of flights to York with a third trip, again carrying copies of the Buff Yorkshire Evening Post. This time flying conditions were ideal as he took off from Lofthouse Park and landed at the Knavesmire 35 minutes later to be greeted again by a large enthusiastic crowd.

L OFTHOUSE PARK, midway between Leeds and Wakefield.—Owing to bad weather Mr. BARNES was unable to make his intended flights on Tuesday last, and he has therefore been engaged at great expense to give FLYING EXHIBITIONS on FRIDAY and SATURDAY, August 5th and 6th, at intervals during the day. Balloon ascents. Full holiday programme. Return tram fare from Thwaite Gate, Sandal, Ossett, Horbury, Agbrigg, 6d. Admission to Park, 6d. Children, 3d.

DON'T FAIL TO VISIT
YORKSHIRE AERODROME,
 LOFTHOUSE PARK.
 BANK HOLIDAY MONDAY, TUESDAY, and WEDNESDAY.
MR. HAROLD BLACKBURN
 will make EXHIBITION FLIGHTS
 at intervals (weather permitting)
 AFTERNOON and EVENING.
 GRAND MILITARY TOURNAMENT by
 YORKSHIRE HUSSARS.
 Dancing, Skating, Varieties, Pictures. TWO BANDS.
 Admission Sixpence. Children Half-price.

L OFTHOUSE AMUSEMENT PARK,
 Between LEEDS and WAKEFIELD,
 THE FUN CITY OF YORKSHIRE.
GRAND OPENING DAY,
 WHIT-SATURDAY.
 AVIATION DISPLAYS
 by
 Famous HENDON AVIATORS,
 Under the Supervision
C. GRAHAME WHITE,
 MILITARY BANDS.
 FIREWORK DISPLAYS by JAS. PAIN and SONS.
 BIG ZOO and FUN CITY of NOVELTY.
 SPECIAL PARTIES CATERED FOR.
 OPEN on SUNDAYS.
**THE GREATEST AMUSEMENT PARK IN
 THE WORLD.**
 Under LONDON & CONTINENTAL MANAGEMENT.
 NEW TO ENGLAND AND ENTIRELY NOVEL
 12 HOURS' CONTINUOUS AMUSEMENT,
 10 a.m. to 10 p.m.
 ADMISSION 6d. ALL DAY.
 FULLY-LICENSED BARS. POPULAR PRICES.
 All communications to F. W. WILKINS,
 Lofthouse Park, Leeds.

Lofthouse Park was widely advertised in the local press. The top example dates back to 6/8/10, then the advert on the left appeared on 5/8/13 and to the right this appeared on 22/5/14. The Park was placed into Receivership on 16/7/14

Back to more mundane flying trips Blackburn flew to Harrogate Stray on 16th August, leaving the Park at 7pm. He took with him as a passenger Grahame Christie, a Doctor of Engineering. He left his return flight as late as possible to wait for better weather but in the event he had to return to Lofthouse the following day. Even pioneer pilots are entitled to a holiday break and Harold Blackburn left Lofthouse on 22nd August to fly to Harrogate, he would fly onto Bridlington on the east coast where he would spend a few days. The next we hear of Blackburn's exploits was on 9th February 1914 with a short piece in the Yorkshire Evening Post when he departed Lofthouse Park at noon heading to the Bierley Lane Aerodrome, Bradford which he had been to previously. On this occasion his passenger once again was Miss Pauline Clough, sister of the Lady Mayoress of Leeds, and the purpose of this trip was to carry a letter from the Lady Mayoress of Leeds to the Lady Mayoress of Bradford. The trip was originally scheduled for Saturday 7th but it was cancelled due to adverse weather. He was back in the local newspapers again on 9th April when he flew to Sheffield. He departed the Park at 6.30pm with a Mrs Hartley Bacon as a passenger and he arrived at his destination, a distance of 30 miles, 17 minutes later.

A front page advertisement in the Halifax Guardian editions of 22nd and 23rd of May 1914 announced 'Grand Opening Day Lofthouse Amusement Park'. 'Whit Saturday Aviation Displays by Famous Hendon Aviators Under the Supervision of Claude Grahame-White. The Greatest Amusement Park in the World'. But, Lofthouse Park had been struggling financially for several years and on 16th July 1914 the bubble burst when receivers were appointed, and then the Company owning the Park went into liquidation as mortgagees. Perhaps the

Park had been ahead of its time and the cost of travel and entry for the working man would have been prohibitive. In any event the First World War would have put paid to the Park and the area was soon converted to hold German and Italian prisoners of war. Today there are no reminders of the Park, the area has been built over.

G-CKOU	AB Sportine Aviacija	LAK-19T	Private	Being removed from trailer in front of hangars	Airfield
G-CKYF	Aeropro	Eurofox 912(S)	Private		Airfield
G-CJAX	Schleicher	AS-K21	Wolds Gliding Club Ltd	Winch launching	Airfield
G- DMBD	Schleicher	AS-K21B	Wolds Gliding Club Ltd	Winch launching	Airfield
G-BYJI	Shaw	Europa	Private		Hangar
G-JBUZ	Robin	DR400/180R Remorqueur	Private		Hangar
G-ARGV	Piper	PA-18-150 Super Cub	Wolds Gliding Club Ltd		Hangar
G-AVPY	Piper	PA-25-235 Pawnee	Wolds Gliding Club Ltd	Stripped down wings removed	Hangar
G-BUJA	Slingsby	T.61F Venture T2	Wolds Gliding Club Ltd		Hangar
G-CGBV	Schleicher	AS-K21	Wolds Gliding Club Ltd		Hangar
G-CJAT	Schleicher	K8B	Wolds Gliding Club Ltd	Disassembled, wings removed	Hangar
G-CJRF	PZL-Bielsko	SZD-50-3	Wolds Gliding Club Ltd		Hangar
G-CKHR	PZL-Bielsko	SZD-51-1 Junior	Wolds Gliding Club Ltd		Hangar
G-CKLS	Rolladen- Schneider	LS4	Wolds Gliding Club Ltd		Hangar





After around 10 days of very gloomy weather with lots of low thick cloud the weather forecast for Monday 11th November was for a mild day with plenty of sunshine. This was the day that the Swiss Air Force were due to arrive at RAF Leeming for the annual Yorknite exercise.

A search through the Internet and Facebook for information revealed that first arrival was expected to be a Helvetic Airways Embraer E190 at 0950 followed later by the Hornets, with the first one expected at 11.15am

The weather forecast was correct and I awoke to a clear bright mild sunny day so I quickly made some sandwiches, loaded the ladder into the car and headed off to RAF Leeming. I arrived around 0930 and managed to get a good spot in the viewing area which was already very busy. Approaching the airfield there were plenty of people armed with cameras and big lenses occupying various vantage spots by the airfield.

There was already plenty of action in the circuit from the based Hawks and Grobs with a couple of Hawk two ships departing as I arrived.

I soon heard that the Embraer was in the descent and it arrived at 0950 as expected. It was followed not long after by a Swiss Air Force Pilatus PC-12 Eagle which hadn't been expected and was a nice surprise. The Hornets had been spotted on Flight Rader24 and bang on 1115 the first two arrived, flying down the runway centreline and then braking right to land on runway 34. A total of 10 Hornets, 8 single seat and 2 twin seat arrived in total, all in pairs at around 15 minute intervals which gave plenty of time for photographs as they taxied in before the next two arrived. All made for the HAS shelters on the North side and disappeared from view.

If you fancy a trip up to Leeming Yorknite is held annually for 4 weeks each November and they usually do a number of sorties each day the first one being around 1430 hours. There is no flying on a weekend and the airfield viewing area will give you an excellent view but doesn't offer any facilities but these can be found nearby on the A1.

Log

HB-AZH Embraer E190-E2 Helvetic Airways

HB-fog Pilatus PC-12 Eagle Swiss Air Force

J-5011, J-5007, J-5008, J-5017, J-5015, J-5006, J-5020, J-5025, F/A-18C Hornet

J-5233, J-5238 F/A-18D Hornet

ZB139, ZB131, ZB132, ZB138, ZB134, ZB136 Hawk mk 167 Qatar Emiri Air Force

G-BYXE, G-BYYA, G-BYWZ Grob G.115 Tutor



J-5233 McDonnell Douglas F/A-18D-48 Swiss Air Force



J-5238 McDonnell Douglas F/A-18D-48 Swiss Air Force



HB-FOG PC-12 Eagle Swiss Air Force



J-5007 McDonnell Douglas F/A-18C Hornet Swiss Air Force



J5233 and J5238



J-5006 McDonnell Douglas F/A-18C Hornet Swiss Air Force

Pictures from the Air...

Keith Manning

Can you work out what castle has been taken in these photographs.
Email editor@airyorkshire.org.uk



Peterlee , Wheatley Hill and Fishburn Airfields - Saturday 28 December 2024

'Twas a misty day twixt Christmas and New Year when all through the UK flying was cancelled due to fog and lack of ground parking but suddenly late morning out came the sun , hangar doors opened and aeroplanes flew.....but not at Peterlee or Wheatley Hill only Fishburn !

Peterlee

The parachute school is closed until mid-February so hopefully lots of opportunity for the resident GA aircraft to get some unrestricted flying time in with no need to wait for 'jump windows' but sadly not today !

The C150 is a new resident and has been bought for some hours building whilst C208B N208UP flew down to Little Staughton for maintenance on the 22 November and is being made available for sale with N208AX being retained .

G-AZOF Airtourer

G-BPEM	C150	new resident
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G-CEKD	CTSW	
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G-CGDM	Sonex	mtce , PTF exp 24-11-23
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G-CGMH	Jodel D150A	mtce
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G-CTSL	CT-Supralight	
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G-TLNU	Sirius 600	
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The above are all of the resident aircraft plus RV-9A G-KMRV which is at Fishburn for a re-spray .





Wheatley Hill/Greenhills Farm/EDM

No changes to the residents list were noted ;

G-CCWV	Pegasus Quik
G-CFCD	Skyranger Swift
G-CKHO	CT-Supralight
G-MWBT	Hornet R-ZA
G-MWYI	Quasar IITC
	Pegasus XLse

PTF exp 27-11-24

de-rigged , stored
de-rigged , stored
pod only , stored



Fishburn

Two residents had flown and landed before I arrived but were noted on virtual radar , Europa G-CDEX and Vixxen G-VIXY , and both Kitfoxes were on finals as I began to put pen to paper ;

Parked out

G-BYHP	DR253B Regent	arrived from Fenland 28/9
G-MAKS	SR22	arrived from Bagby 3/9

Local flying

G-CFVF	Kiss 400
G-CLML	Kitfox Mk7
G-CMSS	Kitfox Mk7 Supersport
G-DRPK	Escapade
G-ROZZ	C42



Hangared

G-BZED	Pegasus Quantum	
G-CCOW	Pegasus Quik	
G-CCWO	Pegasus Quantum	
G-DAVE	Jodel D112	
G-MYMS	Rans S6-ESD	
G-MZDN	Pegasus Quantum	restoration to flight
G-RATC RV-4		
plus the mortal remains of Chaser G-MVGG .		



Airbus Helicopters H125



Honda HA-420-Honda Jet



Cirrus G2+ Vision Jet

February 2025

Airline	Date	Reg	Type	MSN	Remarks
Aer Lingus	04 Feb	(EICVC)	Airbus A320-214	1443	WFU 05 Nov 24 DUB - DGX 14 Nov 24 Fr part-out Reg canx 13 Jan 25
ASL Airlines Ireland	04 Feb	(EISTN)	Boeing B734-4Q8-SF	25106 / 2518	WFU 27 Jul 24 Liege - Sofia 06 Aug 24 Strd Offered fr sale/lse fm 01 Oct 24 Sofia - SNN 07 Dec 24 SNN - Iqaluit - Bangor 21 Dec 24 Bangor - Marana 22 Dec 24 Regd to Vx Capital Partners as N106YZ 13 Jan 25
European Cargo	07 Feb				General update
British Airways	13 Feb	GTTSC	Airbus A20N-251N	12441	Regd 12 Feb 25 Divd LHR 13 Feb 25
Jet2	13 Feb	GHLYJ	Airbus A21N-251NX	12355	Divd MAN 13 Feb 25
ASL Airlines Ireland	18 Feb	(EIHRG)	Boeing B738-86N (BCF)	34251 / 1817	Arr LGW as LZGNC 14 Dec 22 fr frt conv LGW - SNN 18 Feb 25 (Paint)
Virgin Atlantic	20 Feb	GVKSS	Airbus A333-343X	1201	WFU 14 Jan 25 LHR - Brussels 14 Jan 25 (MX) Brussels - DUB 05 Feb 25 (Paint) DUB - LHR 19 Feb 25 Onward to Wamos Air as ECOLG
Ascend Airways	26 Feb	GHODL	Boeing B738-82R-W	38175 / 3877	BHX - Algiers 16 Feb 25 Lsd to Air Algerie 18 Feb 25 - ?
Blue Islands	27 Feb	GISLM	ATR 72-212A	762	AoG GCI 10 Jan 24 (Electrical failure) GCI - JER 26 Feb 25 Rtn to svc 27 Feb 25
Maersk Air Cargo UK	27 Feb	GMACY	Boeing B762-204 (ER) (BDSF)	24457 / 256	Regd 26 Feb 25 Trans fm Maersk Air Cargo Currently at SNN

LEEDS/BRADFORD NEWS

Easyjet announced their Winter 2025/2026 programme as we close for press. The published routes, exactly mirrors the summer schedule, (and Geneva winter timetable) so could very well be subject to change. However for the record, Belfast International 4 times weekly, Paris, Palma and Malaga twice weekly, and Geneva once weekly.

Ryanair have made a few slight increases in flight schedules for February and March. Alicante increases from 8 to 10 flights a week, Malaga from 6 to 7, Krakow from 7 to 8 and Gdansk from 3 to 4. Some of these flights are using the Marrakech allocated aircraft, following the withdrawal of that destination by Ryanair from most U.K. airports. .

AIRPORT NEWS

Heathrow airport is set to announce a multibillion-pound investment as it prepares its proposal for a new runway. In a speech, chief executive Thomas Woldbye unveiled funding for upgrades and expansion, such as boosting the capacity of Terminals 2 and 5, reconfiguring the layout of the airfield, and boosting bus and coach. It comes after Chancellor Rachel Reeves used a speech on growth last month to give her support for a third runway at Heathrow. Mr Woldbye is expected to say: "This privately-funded programme will upgrade existing infrastructure while laying the groundwork for a third runway, boosting UK investment and economic growth, with tangible benefits felt this year. "Heathrow is proud to answer the Chancellor's call to get Britain building." The Government said the investment programme is expected to secure thousands of British steel jobs across the country by driving a significant increase in demand for UK-made steel. Mr Woldbye will add: "A third runway is critical for the country's future economic success, and I confirm we will submit our plans for a third runway to Government this summer.

"Ahead of then, as part of a phased expansion programme and supported by the Government's clear backing, I am confirming multibillion-pound investment plans, 100% privately-funded, to upgrade our terminal buildings, enhance passenger experience, and improve resilience and sustainability. The airport said during January, it recorded the busiest January in its history. More than 6.3 million passengers travelled through its four terminals, that is up more than 5% from six million in January 2024. The airport said transatlantic travel was a "key contributor" to the growth. More than 1.2 million passengers travelled between Heathrow and the US in January, up 8% compared with a year earlier.

London City airport has applied for permission to allow Airbus A320neo aircraft to use its runway. The airport said the proposal made to regulator the Civil Aviation Authority would allow it to reach its permitted limit for passenger numbers with fewer flights. It would also increase the number of routes served, London City added. The Government approved London City's plan to increase its annual passenger cap from 6.5 million to nine million by 2031. It would broaden the range of leisure destinations for our passengers, enable growth without increasing the number of flight movements, deliver much-needed economic growth and accelerate re-fleeting to cleaner, quieter, new-generation aircraft. Sais Alison FitzGerald, of London City. This was on the basis of no rise in the limit on the number of flights, and no new infrastructure. London City's application seeks permission to reduce the angle of approaching flights, which would be necessary for it to safely accommodate the A320neo.

Stansted Airport owners Manchester Airports Group have announced a major investment package.. This will involve a £600 million extension to the passenger terminal, including extra seating areas and more shops, restaurants and bars. Extending the terminal rather than building another one means that Stansted will still be a single-terminal airport, which its owners believe is a point in its favour in terms of simplicity of travel. The security hall is also due to be enlarged, with additional check-in desks and new baggage reclaim carousels, and the airfield taxiway is to be upgraded. With an eye to sustainability, a new 14.3-megawatt solar farm will be constructed on site to manage Stansted's increasing electricity requirements. The airport already has a biomass boiler and holds a Carbon Trust Standard, and was awarded Level 3+ carbon neutral status by the Airports Council International. Once the development is completed, the annual passenger total is expected to be 43 million passengers per year, meaning Stansted would overtake Gatwick at 41 million and become the UK's second busiest airport after Heathrow. To those in the know this is unsurprising, as Stansted has broken its record for passenger numbers every month during 2024. On Friday 23rd August over 103,000 passengers passed through Stansted, a record for that month believed to have been boosted by legions of fans flying home from Taylor Swift's concerts, which had taken place at nearby Wembley Stadium earlier that week. The government believes that the new expansion will double the airport's yearly economic contribution to the UK to £2 billion. As a bonus, it's hoped that around 5,000 new jobs will be created as a result of the investment.

AIRLINE NEWS

British Airways, are going back to operating turbo props, schedules have indicated that the airline will swap the Airbus A.320 for Aerospatiale ATR 72 aircraft on flights between London-Gatwick and Glasgow. The published flight time will increase from 90 minutes to 120 minutes when the change comes into effect on March 30th. The aircraft will be wet leased Emerald Airlines.

ITA Airways has announced plans to revive the iconic Alitalia brand by the end of 2024, incorporating the tagline "inspired by Alitalia" at key touchpoints and eventually featuring it on the livery of its fleet. The move aims to enhance the legacy of Alitalia while maintaining ITA Airways' distinct identity. Chairman Antonino Turicchi emphasised that this strategy will reinforce the airline's values of excellence in air transport. This announcement follows ITA Airways' acquisition by the Lufthansa Group and coincides with the release of its 2024 half-year financial results. The airline reported €1.4 billion in revenue, a €300 million increase over 2023, with an EBITDA of €62 million. ITA Airways also saw a 26% rise in passenger numbers, carrying 8.3 million passengers with an improved load factor of 79%.

Ryanair's finance chief has said Rachel Reeves should cut taxes rather than back Heathrow expansion if she wants to boost the economy. Neil Sorahan said scrapping a planned increase in airline passenger tax would do far more to encourage short-term growth than building a new runway at Heathrow. Mr Sorahan said halting the increase in the departure tax would boost passenger numbers and bolster the argument for investment in airports. By contrast, capital-spending projects such as building a new runway at Heathrow would "take forever" to yield results. Planned increases in air passenger duty (APD) announced in the Budget mean Ryanair is cutting UK flights just as the Chancellor seeks to stimulate the economy. Mr Sorahan said: "It's a strange message to be sending out, that 'costs are going up but we're going to put more runways in place'. 'If they really want growth in the short term the easiest thing they can do is reduce APD. That will bring more flights into the UK that will back up their case for more runway capacity.'"

Wizz Air will launch the UK's only non-stop flights to the Saudi Arabian city of Medina later this year. From August 1, the budget airline will operate daily return flights between Gatwick and Medina – a holy city in the Islamic faith – using a new Airbus A321XLR aircraft. The enhanced fuel capacity of the Airbus A321XLRs means they will have a maximum range of up to 11 hours' flying time and burn up to 30 per cent less fuel per seat than previous generation aircraft, according to Airbus. Wizz Air will also use the type to fly between Gatwick and Jeddah, Saudi Arabia, from March 31, which will be the airline's longest UK route. Wizz Air already has an extensive network in the Middle East, with nearly 100 routes across the region. Marion Geoffroy, managing director of Wizz Air UK, said the announcement of the Gatwick-Medina route is "an important milestone for the airline, as we continue to widen our network from the UK beyond Europe". Flights will last up to nearly seven hours, with seats that do not recline. Ms Geoffroy told the PA news agency: "The ultra low-cost seat has evolved over time. "The comfort is the same (as other airlines' economy seats)." She said she was recently on an Emirates flight and found she "didn't have more space" compared with a Wizz Air plane. Ms Geoffroy added: "It's down to also how you feel on board. "We have an improved cabin with a different light. "It's also down to how the cabin crew make you feel when you're on board. "It's a matter of really looking at the fares because (between) economy on Emirates and economy on Wizz, I think there is not so much difference nowadays when it comes to the seat comfort."

AIRCRAFT NEWS

Boom Supersonic, the company building the world's fastest airliner, Overture, announced the successful first supersonic flight of its XB-1 demonstrator aircraft at the Mojave Air & Space Port in California, during late January. Boom designed, built, and flew the world's first independently developed supersonic jet—the first civil supersonic jet made in America. Flown by Boom Chief Test Pilot Tristan "Geppetto" Brandenburg, XB-1 entered the supersonic corridor and reached an altitude of 35,290 feet before accelerating to Mach 1.122 (652 KTAS or 750 mph) – breaking the sound barrier for the first time. Historically, supersonic aircraft have been the work of nation states, developed by militaries and governments. XB-1's supersonic flight marks the first time an independently developed jet has broken the sound barrier. "XB-1's supersonic flight demonstrates that the technology for passenger supersonic flight has arrived," said Boom Supersonic founder and CEO Blake Scholl. "A small band of talented and dedicated engineers has accomplished what previously took governments and billions of dollars. Next, we are scaling up the technology on XB-1 for the Overture supersonic airliner. Our ultimate goal is to bring the benefits of supersonic flight to everyone." The first supersonic jet built from airliner technology, XB-1 incorporates many of the key features found on Overture, such as carbon fibre composites, digital stability augmentation, and an augmented reality vision system for landing visibility. Following its inaugural flight in March 2024, XB-1 completed a rigorous series of 11 human-piloted test flights under increasingly challenging conditions to evaluate systems and aerodynamics. Over the course of the flight test campaign, the XB-1 team systematically expanded the flight envelope through subsonic, transonic, and supersonic speeds—while taking smart risks and maintaining safety as top priority.

OTHER NEWS

The Council of the European Union adopted a 16th package of sanctions against Russia on the third anniversary of its full-scale invasion of Ukraine, tightening already existing restrictions against the Russian aviation industry and adding new bans on dealings with selected airports. Simultaneously, the United Kingdom added new entities and individuals to its sanctions list.

Among the measures adopted on February 24, 2024, the member states of the EU agreed to prohibit any airline operating domestic flights within Russia from flying to, from, or over the European Union. So far, this ban only applied to Russian air carriers but has now been extended to cover all operators. Russia recently signalled its willingness to open the domestic market to foreign airlines to offset sanctions-caused aircraft shortages in the country. The amended Council decision 2014/512/CFSP also sanctions all international companies that provide aircraft or other sanctioned goods to airlines operating domestic flights in Russia. Meanwhile, Council Regulation (EU) 2025/395 designates six airports -Moscow Vnukovo, Zhukovsky, Perm Bolshoye Savino, Ekaterinburg, Nizhnekamsk, and Pskov- due to their allegedly outsized role as military bases and staging points for the transfer of weapons and military vehicles. This means that EU-based companies will not be able to enter into any transactions with the operators of these six airports. Until now, airport operators were not designated by the EU. EU ministers also added Vadim Badekha, CEO of UAC United Aircraft Corporation, to their list of designated individuals. It is the first time the head of Russia's state-owned aircraft manufacturing holding was sanctioned. In turn, the UK government added S7 Airlines and its founder Vladislav Filev to its own list of sanctions. The airline has thus far not been under specific sanctions anywhere outside Ukraine, although it is covered by the EU's industry-wide designation. The United States Office of Foreign Affairs Control (OFAC) previously designated S7's MRO subsidiary, S7 Technics. Australia and New Zealand also imposed their own sanctions, but these did not include any aviation industry companies or executives.

Icelandic tour guide Alexander Valur Wium Brynjólfsson and his French fiancée, Kita, took their love to new heights—getting married aboard Play Airlines flight OG400 en route from Keflavik to Paris CDG. Unable to choose between Iceland or France for their wedding, they opted for a ceremony in the skies between the two countries, onboard Airbus A.321neo registered TF-PLC. Passengers were delighted as the aisle became a church floor, with a priest in full regalia leading the bride to the groom. The couple exchanged vows to their chosen songs, followed by an onboard celebration.

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

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

BAGBY (NY) A new resident is G-NFNF DR.400.

BEVERLEY (EY) G-CFPA Sportcruiser has departed following sale to a Kettering owner.

BINBROOK (Lincs.) Arriving 1.2 was ZF580/"XS935" Lightning F.53 ex Cornwall Aviation Heritage Centre.

CHURCH FENTON / LEEDS EAST (NY) The two stored Bell UH.1H's have been reregistered, N250DM to N750DM and N338CB to N538CB and will presumably be departing shortly. **29.1** ZM413 A.400M o/s only 10.43hrs f&t Brize Norton. **30.1** M-ZPGJ Cessna 525C (525C0144).

1.2 G-JKJA A.109E, G-REXA B200GT. **2.2** N9013B 182T (18283283) f Wick n/s, t Luxembourg 3.2. **3.2** 2-EMBR EMB.505 (50500544) f Jersey t Dundee. **5.2** M-ARIE Hawker 850XP (258600). **13.2** G-FHJT HA-420 f&t Cardiff. **14.2** G-ELCH Commander 114B f&t Blackbushe, 2-ANJA B200 (BB-1244) f EMA t Humberside. **19.2** G-ATRM F.150F. **22.2** G-BBEO FRA.150L, G-BTAW PA-28, G-CORI 369E, G-EHMJ Beech S.35, G-JBBH AS.350B3, G-NGTC Extra NG, G-PFLY SR.22T, G-TAAB SR.22, G-TSDE AT-01, G-YAKG Yak 18T, T7-HGW Cirrus G2 (0106) f&t Kortrijk/Wevelgem, N7NP 369E (0260E), N291AH Cirrus G2+ (0534) f&t Oxford, then f Oxford n/s,t Liverpool 24.2, N759AU 182Q (18265846). **23.2** G-USHA LJ45 f Biggin Hill t Seville.

CLAXBY (Lincs.) G-TGTT R.44 has been sold after nine years with its owner at his previous address at Cabourne and then more recently here.

CONEY PARK (WY) On 28.1 N66KN R.66 (0856) was noted on a local flight and was due to depart 29.1 on route to Greece.

CRANWELL (Lincs.) Reported based are G-ASSS 172E and G-TAZZ DR.107.

EDDSFIELD (EY) **5.2** G-CEFJ Sonex, G-CKGJ HN.700, G-CMWT Pipistrel Alpha, G-FOXO EuroFox 912S and G-JHKP Europa XS all f&t Temple Bruer.

ELVINGTON (NY) **6.2** G-CMRD C42 FB100 f&t Boston, G-JFER Commander 114B f Kemble.

FULL SUTTON (EY) G-TMHK PA-38 is currently on lease to the Flying Club here.

GAMSTON (Notts.) **5.2** G-BBEB PA-28R, G-BRBD PA-28, G-BSKA 150M, G-CBPI PA-28R, G-CHJK T.206H, G-HHDR 182T, G-PTSI Sling TSI, G-SCPI Sportcruiser. **6.2** G-WKTG DA.42M NG, G-ZATG DA.42M plus weather diversions G-CENO WT9 UK f&t Felixkirk and G-CEVS EV.97 f Eshott t Felixkirk. **7.2** G-TESG DA.42. **22.2** G-CMFZ RV.10, G-CTNG SR.20, G-TESM DA.42.

GRAINSBY / WAITHE TOP FARM (Lincs.) Resident G-GRZZ R.44 came to grief in early January whilst landing on black ice on the pad outside the hangar. The rear end swung into the hangar door, wrecking the tail rotor, gear box and drive shaft.

HULL (EY) Visiting Hymers College on 1.2 was G-EMHN A.109S arriving 13.29hrs from Stoke on Trent, departing 14.03hrs to Humberside, then back from Humberside at 16.43hrs and to Stoke at 17.58hrs.

KIRTON IN LINDSEY (Lincs.) A new resident is G-CLIJ Ka.6E.

LEEDS / BRADFORD AIRPORT (WY) The VNE Group Ltd have ordered and registered G-VNEA and G-VNEB both Tecnam P-Mentors for fixed wing flight training. G-VNEB arrived from the Tecnam factory, via multiple stops, on 17.2.

NAVENBY / VINE HOUSE FARM (Lincs.) G-BFIU FR.172K is based on a strip here.

NORTH COATES (Lincs.) Movements **2.1** OK-LTM R.44 (1833) f&t Cabourne, G-TGTT R.44 f&t Claxby. **3.1** G-GRZZ R.44 f&t Waithe Top Farm. **4.1** G-GRZZ R.44 f&t Waithe Top Farm, G-CDJK C42 FB80 f Wickenby t Beverley. **8.1** OK-LTM R.44 f&t Cabourne. **10.1** G-GRZZ R.44 f&t Waithe Top Farm. **11-12.1 Brass Monkey Fly-in** covered last month. **13.1** G-FRGP AW.109SP f Frankton t Redhill. **29.1** OK-LTM R.44 f&t Cabourne.

NORTH RESTON / HALL FARM (Lincs.) The strip here is now closed, following some issues regarding the lease. The workshop will continue for the time being until the lease expires.

SHERBURN (NY) **26.1** G-BFTC PA-28R arrived from Church Fenton for maintenance, and visiting was G-IROB TB.10. **27.1** G-SELB PA-28 arrived from Humberside for maintenance, the pilot returning to Humberside in G-BPOM PA-28 following maintenance. **29.1** G-BFTC PA-28R departed to Church Fenton following maintenance and G-TESM DA.42 departed to Oxford for maintenance. Visiting were G-ASZU 150E, G-BBJX F.150L, G-BUFG T.61F and G-CGVT

EV.97. **30.1** very busy for a Thursday with 28 visitors G-AJJS Cessna 120, G-ARHZ D.62A, G-AVRS GY.80, G-BAEO F.172M (still present 22.2), G-BGVV AA-5A, G-BONR 172N, G-BSKW PA-28, G-CFTZ EV.97, G-CIFC TB.200, G-CIPT Bristol NG5, G-CIRB EV.97, G-CMJU C42 FB100, G-CMWT Pipistrel Alpha, G-CPXC CAP.10B, G-DPAZ DA.40NG, G-DWYP Skyranger 912S, G-HJDP Bell 505, G-JIMM Europa XS-TG, G-JMKE 172S, G-LASR Glasair IIS RG, G-LEGY CTLS, G-PHOR FRA.150L, G-RVIT RV.6, G-SROY PA-28, G-WLGC PA-28, N182GC F.182Q (F18200068), N377C TB.21 (2222), OK-LTM R.44 (1833). **1.2** G-MGWI R.44A returned to Hields from maintenance at Coney Park, and visiting was G-AYOW 182N. **2.2** G-BBJX F.150L, G-BCRL PA-28, G-BHVR 172N, G-CLDA M108, G-DKEY PA-28, G-MRVP RV.6, G-PHUN FRA.150L, M-MANX PA-34 (3449240) f&t Ronaldsway, N500TY 369E (0086E). **3.2** G-GGEM PA-28 arrived from Beverley for maintenance, G-HULL F.150M was the crew ferry. Visiting were G-DPAZ DA.40NG, G-IFII RV.8, G-MEGG Europa XS, G-NHRJ Europa XS-TG, G-NOXY R.44. **4.2** G-BBKA F.150L, G-BZBF 172M. **5.2** G-GGEM PA-28 departed back to Beverley following maintenance with G-JADJ PA-28 as crew ferry. Visiting were G-CBPI PA-28R, G-DHAM R.44, G-YOGA RC.114B f&t Earls Colne, N95VB Beech C.90GTx (LJ-2091) f&t Denham. **6.2** G-BEKO F.182Q returned from Kortrijk/Wevelgem(departed 20.12) and G-EISG Beech A.36 returned from maintenance at Little Staughton (departed 2.1). Visiting was G-AYMK PA-28. **7.2** G-HOWI F.182Q arrived from Church Fenton for maintenance. Visiting were G-BALJ DR.400, G-RVSA RV.6A. **10.2** G-BTMR 172M arrived from Beverley for maintenance, G-JADJ PA-28 was the crew ferry. **13.2** G-TESM DA.42 returned from maintenance at Oxford. Visiting were G-BBJX F.150L, G-BSPE F.172P, G-DEND F.150M, G-INXS R.22B, G-RACY 182S, G-TYER DR.500. **14.2** G-AVYT PA-28R, G-BHEV PA-28R, G-BOIG PA-28, G-CBPI PA-28R, G-CGDI EV.97A, G-EMSA Sportcruiser, G-SELB PA-28. In Engineering were G-ASMJ F.172E, G-BFTF AA-5B, G-BMHT PA-28RT, G-BTMR 172M, G-HOWI F.182Q and G-ROLY F.172N. **16.2** G-CGCH Sportcruiser, G-FLYO EV.97, G-GDSO Cavalon, G-IHCI Europa TG, G-SIMM C42 FB100. **17.2** G-AVYT PA-28R, G-TYRE F.172M. **18.2** G-BNOM PA-28, G-BNST 172N, G-BPGU PA-28, G-CCVL CH.601XL, G-CCZD RV.7, G-CMKV C42 FB100, G-MLXP Europa TW, G-TMHK PA-38. **19.2** G-BZBF 172M. **22.2** Both G-BFTF AA-5B and G-ROLY F.172N were out of maintenance today. G-AVOZ PA-28, G-BAXY F.172M, G-BFIU FR.172K, G-BMHS F.172M, G-BRAA S.1S f Perth t Damyns Hall, G-CEND EV.97, G-COLF Bristol NG5, G-DWYP Skyranger 912S, G-JDRD Pioneer 300, G-LFSJ PA-28, G-MAXD R.44, G-SCPI Sportcruiser, G-STVT Sportcruiser. As we close, G-BAEO F.172M is confirmed as a new resident, as Hields have moved out of LBA, with their other aircraft G-ROLY F.172N also here after long term maintenance. The accident damaged G-BXEX PA-28 is still stored in Hangar 3. G-CGLC Sportcruiser has departed following sale. G-KLAW Eagle II is still present for owner training and is in Hangar 5. G-OPRC Europa XS-TG is confirmed as a new resident.Hields have been using G-JBKA R.44 and G-MGWI R.44 all month,whilst AFT currently have G-TESM DA.42, 2-TESH & 2-TESK both DA.40D.

WICKENBY (Lincs.) A new resident is G-BALJ DR.400. A visit for the **Winter Warmer Fly-in on 22.2** produced the following **Microlight Hangar** G-BZRR Quantum 15-912, G-CBEV Quantum 15-912, G-CEON X'Air Hawk, G-EGLK PS-28, G-MLAW Quik, G-MTMX Shadow Srs.CD, G-MVIR Thruster TST.1, G-ROWL AA-5B. **Green Poly Hangars** G-CBIX CH.601UL, G-CCLS C42 FB UK, G-CHZS CH.601HDS, G-EVIG EV.97, G-GKKI CAP231EX, G-OBRO Pioneer 200M, G-VGVG MXP.740. **Wickenby Aviation Hangar** G-AHAL J/1N, G-BTUK S.2A, G-XRED S.1C. **Residents Outside** G-ATJN D.119, G-BSVS DR.400, N113BP PA-46-350P (4636363), XE624 Hunter FGA.9, XE685/VL-861/(G-GAIL) Hunter GA.II. **Visitors up to 14.00hrs Next to Clubhouse** G-CFAR MT-03, G-CMRJ M24C. **Eastern Apron** G-AXNS B.121, G-BBDP DR.400, G-BXJD PA-28, G-BZRV RV.6, G-CENO WT9 UK, G-CEVS EV.97, G-CEYK Europa XS-TG, G-CLAL C42 FB100, G-COLF Bristol NG5, G-CUBW Wag Aero Acro Trainer, G-DYNA WT9 UK, G-KKKK/XX513 Bulldog Srs.120/121, G-ROZZ C42 FB80, G-YAKG Yak 18T. **Runway 33 Threshold** G-BVUZ Cessna 120, G-CCWM DR.400, G-CDJR EV.97, G-CDZB CH.601UL, G-CFUE Pioneer 300, G-CHRT EV.97, G-CKVF A.22LS, G-EXLL CH.601XL, G-JTPC AMT.200, G-MSKY C42 FB UK, G-OTME/BG+KS Nord 1002, G-RVFT RV.8, G-RVUK RV.7, G-STRV RV.14, G-TBDI C42 FB100, G-A2-002 TLAC Bobcat 600.

RESIDENTS

G-ATCN LA.4A carried out a forced landing at around 15.30hrs on 1/2 in a field north of the A163, just east of Bubwith. The aircraft flipped inverted, but damage was slight, and the pilot was not injured. The aircraft was recovered by road the following morning. As far as I know G-EGSJ Jabiru J400 is still present, as is G-ZVKO Edge 360 which flew an air test on 14.2. On 18.2 G-JWJW CASA1.131E arrived from Henstridge to have work carried out for its new owner, crew ferry was G-EKTP SAAB 91D.

OUTSIDE PARKING

G-BEZI AA-5, G-HELA TB.10, G-ICDP F.150L, G-OCPC FA.152 and HB-CIU FR.172J have all been present throughout.

MOVEMENTS

27.1 G-POLB EC.135T2+ (Police 42) fuel stop. **29.1** G-CBAK R.44 f LBA t Humberside, G-CGVT EV.97 f Sherburn t Barton, G-LFSJ PA-28 f&t Teesside. **30.1** G-CEGW Quik with G-CIHY Quik both f&t Headon, G-DHAM R.44 f&t LBA, G-XTRA EA.230 f&t Netherthorpe. **1.2** G-ZGAB Bristell NG5 f&t Full Sutton. **2.2** G-CBRD D.18 f&t Patrick Brompton, G-CHHI RV.7 f&t Gamston, G-CKGJ HN.700 f&t Temple Bruer, G-FLYO EV.97 with G-GDSO Cavalon, G-JLAT EV.97 and G-SIMM C42 FB100 all f Netherthorpe t Beverley, G-MYVP Rans S.6 f&t Forwood Farm. **6.2** G-GGEM PA-28 f&t Beverley, G-PTFE Bristell NG5 f&t Shotteswell. **7.2** G-BALJ DR.400 f Wickenby t Sherburn. **14.2** G-CGDI EV.97A f Netherthorpe t Sherburn, G-COLF Bristell NG5 f&t Eddsfild, G-DPRV RV.7A f&t Lambley, G-JIMM Europa XS-TG f&t Fishburn, G-XTRA EA.230 f&t Netherthorpe. **16.2** G-BBKA F.150L, G-BBKB F.150L and G-BHVR 172N x2 all f&t Sandtoft for fuel. **17.2** G-BSKA 150M f&t Sandtoft, G-CBAK R.44 f&t Humberside. **18.2** G-BSKA 150M with G-BZBF 172M both f&t Sandtoft, G-CDZB CH.601UL f&t ?, G-TSAS PA-28 f&t Cardiff. **22.2** G-BBDP DR.400 f Wickenby t Sturgate, G-BBKA F.150L f&t Sandtoft, G-BEZZ D.112 f&t Barton, G-BHVR 172N f&t Sandtoft, G-BXOI 172R f&t Sherburn, G-CDJK C42 FB80 f&t Beverley, G-CENO WT9 UK f Wickenby t Felixkirk, G-CEVS EV.97 f Wickenby t Eshott, G-CEYK Europa XS-TG f Wickenby t Sturgate, G-CFTZ EV.97 f&t Hawksview, G-CHHI RV.7 f&t Gamston, G-EXLL CH.601XL f Sturgate t Wickenby, G-LLWP A.32M f&t Balado.

Coney Park....

Mike Storey

1 st January	G-RANL	AW169 GRAND NEW	BURNLEY/BURNLEY
2 nd January	G-FRYA	ROBINSON R44	LEICESTER/LEEDS
13 th January	G-LINZ	ROBINSON R44	LEICESTER/FISHBURN
16 th January	G-LINZ	ROBINSON R44	BARTON/LEEDS EAST
19 th January	G-GETU	LEONARDO AW169	WATH/CONEY PARK
21 st January	G-GETU	LEONARDO AW169	CONEY PARK/WATH
26 th January	G-THDR	AW109SP GRAND NEW	BURTON CONSTABLE/BATTERSEA
26 th January	G-VIVE	AW109SP GRAND NEW	BURTON CONSTABLE/BATTERSEA
27 th January	G-LINY	ROBINSON R44	LEICESTER/LEEDS
27 th January	G-LINY	ROBINSON R44	CONEY PARK/CARLISLE



M-ELIS BJR 10/01



Changes to Resident Aircraft:

Now Based - None

No longer Based – None

None Residents in for Maintenance:

- | | | |
|--------------------------------------|--|--|
| 1. G-AYHA
AA-1 13/11
– Present | 5B ??/04 –
Present | 4. G-BLPF
FR172G
23/01/25 -
Present |
| 2. GG-BCRR
AA- | 3. G-BEAC
PA-28A
23/01/25 -
Present | |

Visitors in January:

02/01 G-CEON XAir f/t Wickenby and G-BRIV TB-9 f/t Sturgate

03/01 G-HULL F150 f/t Beverley and G-SOBI PA-28A f/t Sherburn

04/01 G-HULL F150 f/t Beverley, G-SACT PA-28A f/t Sherburn, G-BNZZ PA-28A f/t Sherburn and G-SOBI PA-28A f/t Sherburn

10/01 G-CIBZ Eurofox f/t Temple Bruer and

11/01 G-DAZW CH.750 f/t Rufforth East, G-MROC Quantum f/t Rufforth East and G-CBMR EclipseR f/t Rufforth

14/01 G-CGZE MTOsport f/t Rufforth East

23/01 G-BLPF FR172G f Fenland and G-BEAC PA-28A f Teesside

25/01 G-CEKK SkyRanger f/t Northfield Farm, G-BIDH C152 f/t Beverley, G-AYKW PA-28A f Nottingham t Fishburn and G-CDLL MCR-01 f/t Thorpefield

30/01 G-FLXI PC-12/47E f Nottingham t Fairoaks



N7954J PA28 Arrow 11/01



G-BIDH Cessna 152 Hull Aero Club 25/01



G-BEAC PA-25 25/01



G-DAZW Zenair Cruiser 11/01

JANUARY 2025(p/s means private site)

HELICOPTER ACTIVITY

02/01 G-HFLW BK-117, Oxford – Newcastle – Berwick
 02/01 M-PLGL Bell 407GX, p/s near Kendal – Sewerby Park Golf Club
 02/01 OK-LTM R.44, Caistor – p/s Humbleton – North Coates
 03/01 G-STUY R.44, Ripon, Gantley Hall – Nottingham
 06/01 G-RBIL Gazelle, p/s Leyburn – p/s Halifax
 06/01 G-ZZLE Gazelle, p/s Leyburn – p/s Halifax
 09/01 G-SCOF Twin Squirrel(Trident 08), Harrogate, Oakwood – p/s Kemble
 09/01 G-FGRP A.109E, p/s Edelsborough – Shirebrook, Brook Park East
 09/01 N505H Bell 505, p/s Hemel Hempstead – p/s Old Brampton
 09/01 G-NULL Twin Squirrel, p/s Uxbridge – Humberside
 10/01 G-VGMC Twin Squirrel(Kingdom 06), Bicester –p/s near Caistor
 10/01 G-LARD R.66, p/s Ferrybridge – p/s Bedford
 11/01 G-JBKA R.44, Sherburn – p/s Halifax
 11/01 G-IICP Hughes 369E, p/s Congleton – Devonshire Arms
 11/01 G-OAHL Twin Squirrel(Trident 03), Harrogate – p/s Barnsley – Harrogate
 12/01 G-NICU AW.169(Helimed 80), Alderhey Hosplital – Leeds General Infirmary
 13/01 G-LNCC AW.169(Helimed 29A), Immingham – Pinderfields Hospital
 13/01 G-RIDB Bell 429(Grid 02), Turweston – p/s Ferrybridge
 14/01 G-NSYS EC-135T, Brighton – p/s Scunthorpe – Gamston
 16/01 N500TY MD-500, p/s near Manchester Airport – Devonshire Arms
 17/01 G-DKNY R.44, Nottingham – p/s near Ollerton
 19/01 G-HECK R.44, Coney Park – Devonshire Arms
 20/01 G-HPIN Bell 429(Kingdom 08), Bagby – p/s Clitheroe
 20/01 G-WIZG A.109E, Gamston – p/s Newcastle
 21/01 G-GETU AW.169, p/s Pateley Bridge – Denham
 21/01 G-OATL AW.109SP(Trident 5), Elstree – p/s North Yorks Moors
 23/01 G-ROMT R.44, p/s near Stoke – p/s Eggborough
 26/01 G-VIVE AW.109SP(Saxonair 14), Battersea – Constaple Burton
 26/01 G-NICU AW.169SP(Saxonair 21), Battersea – Constaple Burton
 27/01 G-EMHN A.109S, East Midlands – p/s Stocksbridge
 27/01 G-NULL Squirrel, North Weald – p/s Humberside – Coney Park
 28/01 G-YRTE A.109S, East Midlands – Cantley Hall, Doncaster
 29/01 G-JROO Jet Ranger, Codnor Gate Industrial Estate, Ripley – Nottingham
 30/01 G-DAYD A.109S(Solway 03), Carlisle – Harrogate(refuel) – Battersea
 30/01 G-UNNS Gazelle, p/s Darwen – p/s Sheffield, Tinsley
 30/01 G-NICU AW.169(Helimed 80A), Sheffield Northern General – Newcastle
 30/01 G-HEMN EC-135(Helimed 72), Barton – p/s Brierfield
 30/01 N500TY Devonshire Arms – p/s near Manchester Airport

CARR GATE:- 2/1 G-CPTZ AW.169(Helimed 81E) f. Gamston; 14/1 G-POLJ EC-135(Police 41) f. Oxford; 29/1 G-POLA EC-135(Police 28) f. Oxford t. Newcastle

CONEY PARK:- On 28/1 Robinson R.66 N66KN was noted carrying out an Air Test from here, the following day it departed and went South. 10/1 M-ELIS Bell 407GX f. Blackpool t. Leeds/East; 12/1 G-JBKA R.44 f. Sherburn; 13/1 G-LINZ R.44(Pipeline 81) f. Leicester; 16/1 G-

HBRG f. Middlesborough; G-HECK R.44; G-CHPA R.22B f. Humberside; 19/1 G-GETU AW.169(n/s); 25/1 G-OSAF Jet Ranger(Northumbria 03) f. Loughborough; 26/1 G-VIVE AW.109SP(Saxonair 14) f. Constaple Burton; G-THDR AW.109SP(Saxonair 21) f. Constaple Burton; 27/1 G-NULS Squirrel f. Humberside; 29/1 G-CBAK R.44 f. Sutton-on-Sea;

WALTON WOOD:- 8/1 G-CJLL R.44 f/t Barton(n/s until 27/1); 10/1 G-SPVK Squirrel t. Liverpool; 17/1 G-CFNF R.44 f. Gamston;

LOCAL AIRFIELDS

BAGBY:- 27/1 G-PDGR Squirrel(Osprey 54) f. Cumbernauld;

BEVERLEY:- 3/1 G-PIXL R.44 f. Denham t. Spurn Head; 8/1 ZK555 Chinook(Vortex 495) f. Humberside; 14/1 G-BDRD FRA.150M f. Biggin Hill; 25/1 G-GDAC AA.5A f. Sherburn t. Gamston;

ELVINGTON:- Shackleton WR963/G-SKTN arrived by road at the beginning of the year from Coventry and is a long term restoration project. 13/1 G-CHAJ SR-22 f/t Liverpool:

ESHOTT:- A new resident is Aeronca Chief G-BTRI, registered to Northeast Aero Engineering is December 2024. 10/1 G-HOMA F.172H f. Netherthorpe;

FULL SUTTON:- 11/1 G-BXJD PA-28 f. Sherburn; 23/1 G-YORX BK-117(Helimed 98) f/t Nostell Priory;

GAMSTON:- 3/1 G-YYES SR.20 f. Biggin Hill; 9/1 G-DECO MCR-01 Club f. Cambridge; 10/1 G-OTST DA-62 f/t Warton; 13/1 N916CD SR-22 f. Biggin Hill; 25/1 G-CCDX Eurostar f/t Barton; N13243 Cessna 172M f. Denham; G-BSDH DR.400 f/t Leicester; G-BNTP f. Barton; G-BONR Cessna 172N f/t Norwich; 29/1 G-DL DL R.22B t. Leeds/East; N322JR SR-22 f/t Blackpool; G-BTBC PA-28 f/t Elstree;

HIBALDSTOW:- On 14/1 Cessna 208B G-CKSE returned from secondment at Santander.

LEEDS/BRADFORD:- Big news is that we have a new Flying School opening in February, VNE Aviation. Equipment will include 2 brand new Tecnam P-Mentor training aircraft G-VNEA/G-VNEB(G-VNEB was delivered from the factory in Italy on 18/2). Two Cessna 172's will also be utilised for "the first Cessna Pilot Centre in the UK". R.44 G-DHAM is already in the hangar at LBA along with Bell 407 G-LUFC, with a Bell 505 expected to join then soon. State of the art simulators are also going to be used for an all-round training experience. More details can be found on the company's website - <https://www.vneaviation.uk/about>
Other news is PC-12 G-NBCA is now resident here again, having moved back from Leeds/East. One of the Northern Air Ambulance Dauphin G-NHAC has reported to have been sold and will depart shortly, probably by road. The two other long term "resident" Dauphins G-MFLT and EI-GJL are still being worked on and G-MFLT expected to be back in service soon. Dauphin EI-XHI is still on long-term re-build.

LEEDS/EAST:- On 29/1 A.400M Atlas ZM417(Plumtree 37) carried out a visual low approach and go-around. 2/1 G-ELSE DA-42 f. Oxford; 3/1 N3600X SR.22 f. Perth; 4/1 N182GC F.182Q f. Tolletrou; G-GCVV SR-22 f. Birmingham; 6/1 G-REXB King Air 250(Endurance 985B) f. Cambridge; 8/1 G-REXA King Air 200(Endurance 985C) f. Cambridge; G-CDAB Glassair IIS RG f. Seething; 10/1 G-FZZZ PC-12 t. Newcastle; G-SYFW Replica FW.190 f/t Full Sutton; 13/1 G-SHUG PA-28 f. High Wycombe; G-AWUJ F.150H f. Eshott; 16/1 G-BSKW PA-28 f/t Blackpool; 16/1 G-XXED S-76C(Rainbow 1) t. Odiham; 17/1 G-TSDE Aquila 01 f/t Teesside;

20/1 OO-ZUN Citationjet 4 f. Inverness t. Farnborough; G-SEJW PA-28 f. Norwich; 24/1 G-KCMI PA-46T Malibu(Whisper 72) f. High Wycombe t. Gloucester(Also 26/1); G-BMHS F.172M f. Connington; G-BZDR Tri-Kis f/t Cranwell; 27/1 G-NETR Twin Squirrel(Osprey 62) t. Halfpenny Green; 29/1 G-DLDR R.22B f. Gamston; 30/1 M-ZGPJ Citationjet 4(AFX 777) f. Cork; G-NGTC Extra NG f. Wombleton; G-TYER Robin DR.400 f. Little Snoring; G-ECGC F.172N f. Connington; G-BTAW PA-28 f. Eddsfield t. Newcastle; G-AWUJ F.150H f/t Eshott; G-KART PA-28 f. Carlisle;

LEEMING:- 17/1 ZJ121 Merlin(Jngly 46) f. Yeovilton; ZJ130 Merlin(Navy 752) f. Yeovilton; 21/1 ZM333 Phenom(Circuits); ZK001 Merlin(Vortex 458); 23/1 G-GAAL Citation XL(Sparrowhawk 66R) f/t Farnborough; 29/1 ZH532 Merlin(Tiger 69) f. ship in North Sea;

NETHERTHORPE:- Long term resident PA-24 Comanche SE-IIIV has been re-registered N9462P but still remains based. 3/1 G-IIRW RV-8 f. Butterfield Farm; 9/1 G-TSDA Aquila AT-01 t. Teesside; 14/1 LN-LJE PA-18 t. Alfreton; 16/1 G-BNME C.152 f. Leeds/East; 29/1 G-LFSJ PA-28 t. Teesside;

NORTH COATES:- On 11/1. 12/1 the airfield held its annual Winter Fly-in and was blessed with reasonable weather among the numerous visitors were the following:- G-APVS Cessna 170B, G-ATJN Jodel D.119, G-BBDP DR.400, G-CDEX Europa, G-CMLL RV-12, G-CMSS Kitfox, G-COLF Speed Wing, G-CORI Hughes 369E, G-ELWK RV-12, G-MPDF Sting S.4, G-OBMS F.172H, G-PHYL Kitfox, G-ROZZ Ikarus C-42, G-TBDI Ikarus C-42, G-YAKG YAK 18T, N7NP MD.500E, N500HJ MD.500E, OK-LTM R.44. 13/1 G-FGRP A.109E f. Frankton;

NOTTINGHAM/TOLLERTON:- An interesting arrival on 26/1 was Cessna 404 Titan N404GT, which has crossed the Atlantic and routed in via Wick.

OXENHOPE:- 30/1 G-KTTY Kitfox f. Higher Barn Farm;

RUFFORTH:- 4/1 G-IBBJ Cavalon f. Netherthorpe; 8/1 G-GTFB Magni M.24C f. Caernarfon;

SHERBURN:- Sportstar SLM G-CLZO arrived from Gloucester on 14/1 and later departed to Full Sutton. On 10/2 it was registered to new owners with a Brighthouse address, so not sure where it is based. 2/1 N182GC F.182Q f. Tollerton; G-SYWL Aero AT-03 f. Deenethorpe; 3/1 G-SIMYPA-32R; G-CCMI/XX513 Bulldog; G-AYKW PA-28; 4/1 G-BXVO RV-6A t. Sleep; N500TY MD-500E f. p/s near Manchester Airport; G-CMLL RV-12, G-FOKV Foxbat, G-ROZZ Ikarus C-42 all f. Fishburn; 9/1 G-LFSA PA-28 f/t Liverpool; 11/1 N525RJ PA-32R Lance f. Elstree; G-LUFC Bell 407; 13/1 G-EMSA Sportsruiser f. Audley End; 16/1 G-CJAM Ikarus C-42 f. Brighton; 16/1 G-KSMC Ikarus C-42 f/t Barton; 21/1 G-TSDC Aquila 01 f/t Teesside; 25/1 G-GURU PA-28 f/t Barton; G-GDAC AA.5A f. Gamston t. Beverley; G-JAEE RV-6 t. Wickenby; G-WARW PA.28 f/t Tollerton; 29/1 G-ASZU Cessna 150E; 30/1 G-HJDP Bell 505 f. Prestwick; G-JIMM Europa XS f. Fishburn; N377C TB-21 Trinidad f. Cark; N182GC F.182Q f/t Nottingham;

SOUTH YORKSHIRE AIR MUSEUM:- A new arrival here is PA-24 Comanche G-ARYV which was delivered late December last year.

STRUBBY:- 2/01 N5632R Maule M5 f. Nottingham;

WICKENBY:- 2/1 F-GITZ AA-5B f. Turweston; 3/1 G-DSKI Eurostar f. Fenland; G-CMRD Ikarus C-42; 25/1 G-AVLG PA-28 f. Leicester; 30/1 G-BHVR Cessna 172N f. Sandtoft; G-BKEV F.172M; G-BBEP-28R; G-AKDN Chipmunk f. Bag

January 2025 GA and Military Movements

How to start, well movements have remained well up on last year, first visits are increasing, and more modern types are appearing so all's well except... Hields have ceased trading apparently due to the owners retirement. Both G-BAEO and G-ROLY are at Sherburn, Roly has corrosion problems in the tail, in its place we have VNE aviation with Tecnams G-VNEA and B , but B turned up first routing (data from David Thompson), Capua on the 11 Feb – Pescara 13th – Albenga 15th – Chalon 16th – Le Touquet 16th – and arriving LBA on the 17th and all thanks to FR24 but no sign as yet of G-VNEA . So on to the movements. Training ILS approaches are included but military jets are shown as overshoots as the don't have ILS capability

Wednesday January 1st

Phenom CS-PHI arr 09:01 dep 10:43, Gulfstream 700 N720LE Arr 12:10 ep 18:42, Phenom D-CSCE arr 18:17 dep 19:54,

Thursday January 2nd

Diamond Da42 G-TESG 2 x ILS approaches at 11:31, Cessna 680A latitude CS-LAS arr 1340 dep 1519, Hawker 400XP SP-OOK arr 17:18 n/stop, Ce560XL D-CHDJ arr 17:18 n/stop,

Friday January 3rd

Cirrus Sr20 G-GXVV, arr 08:21 n/stop, Hawker 400XP SP-OOK dep 10:01, Ce560XL D-CHDJ dep 11:12, Cirrus SR22 N100DG arr 11:29 dep 14:06, PA28 G-VOAR arr 12:11 dep 13:58, Phenom D-CKVI arr 1321 dep 1436, Phenom OK-PHE arr 1401 dep 1457, Diamond Da62 G-CMNW dep 1607, PA28 G-BODB ILS approach at 1754. CE560XL CS-DXQ arr 1814 nstop.

Saturday January 4th

Ce560XP CS-DXQ dep 0935, Falcon 2000EX G-NJAE arr 0939 dep 1144, Ce560XL D-CRON arr 1345 until 6th, Phenom 300 **LX-PCJ** arr 1701 dep 1819, phenom CS-PHL arr 2049 until 7th.

Sunday January 5th – no movements

Monday January 6th

Ce560XL D-CRON dep 1133, Cirrus SR22 2-FFLY arr 14:37 N/stop, Pilatus PCXII **OH-PBL** arr 1453 dep 1550, phenom OK-PHM arr 1503 n/stop, Ce560XL D-CANG arr 1517 n/stop,



OH-PBL PC12 NG 06/01 Paul Whincup

Tuesday January 7th

Phenom CS-PHI arr 0856 dep 1016, Diamond DA62 G-CMNW arr 1114 dep 1224, Phenom CS-PHL dep 1243, Gulfstream 650 9H-649FX arr 1321 until 10th, Phenom CS-PHM dep 1511, Learjet 45 LX-TWO arr 1805 dep 2111.

Wednesday January 8th

Cirrus Sr22 N100DG arr 1136 dep 1453, PA28 G-BMKR 2 x ILS approach at 1230, Hawk MK167 ZB137 overshoot at 1309, Phenom D-CAAG arr 1326 n/stop, Cirrus SR20 N939SR arr 1531 n/stop, Diamond Da42 G-DJET 2 x ILS approach at 1634.

Thursday 9th January

Learjet36 N81GJ arr 0730 n/stop, Ce560XL G-GAAL arr 0759 dep 1520, CE560XK G-NJAI arr 0936 dep 17:49, Phenom D=CAAG dep 10:11, BJ400 SP_TAT arr 1105 dep 1212, Ce525B OE-GSF arr 1315 dep 1535, Pilatus PC-24 D-COPS arr 121 1347 dep 14:31, Cirrus SR22 N590CD arr 1350 n/stop, Partenavia P68 G-POLV arr 1554 dep 1718, Diamond Da62 EI-TCN arr 1633 n/stop.

Friday 10th January

CE525A D-ICMD arr 0928 dep 1027, EC155 G-HCNX arr 1100 dep 1217, Gulfstream 650 9H-649FX dep 1108, Learjet 36 N81BG dep 1112, Diamond Da62 EI-TCN dep 1222, Phenom 100 ZM337 ILS approach at 1237, Cirrus sr20 G-GXVV dep 1304, BAE Hawk T1 XX321 overshoot at 1344 c/s Vulcan84, Ce680A CS-LTS arr 1443 dep 1613, CE560XL CS-DQA arr 1604 n/stop.

Saturday 11th January

Cessna 208 G-DLAD arr 1338 dep 1405, Ce510 OE-FIT arr 1526 dep 2128, Phenom CS-PHS arr 17:21 n/stop,

Sunday 12th January

PA-28 G-BODE ILS approach at 11:14, Phenom CS-PHS dep 11:50, Ce560XL CS-DQA dep 12:03, CE560XL D-CANG dep 15:07, Gulfstream 650 **A7-CGE** arr 20:36 n/stop.

Monday 13th January

Ce525A CJ2 G-ILBG arr 07:01 dep 08:13 ret LBA at 16:56 & dep again at 17:15, Global 6500 **C-GZLM** arr 08:51 until 24th, Diamond DA42 G-TEG 2 x ILS approach at 10:28, Robinson R44 G-DHAM Gulfstream 550 dep 11:29 ret at 12:19, Phenom ZM337 ILS approach at 14:04, R/Ce 182 G-HOWI ILS approach at 14:09, Phenom D-CAAF arr 15:03 dep 15:46, Gulfstream 650 A7-CGE dep 16:01,

Tuesday 14th January

Cessna 206 G-NIME arr 09:43 n/stop, PA-31 Navajo G-OUCP ILS approach at 11:42, Diamond Da62 G-ZEAB 3 x ILS approach at 15:25, Hawker 400 SP-OOK rr 15:46 dep 16:34, Phenom ZM335 ILS approach at 15:50, Diamond D62 G-CMNW arr 16:14 n/stop, Phenom D-CBBS arr arr 18:12 n/stop.

Wednesday 15th January

Ce525 M2 **2-COOK** arr 10:25 dep 12:04, Diamond Da42 G-OCCX 2 x ILS approach at 10:35, Phenom D-CBBS dep 11:43, AW109SP G-DAYF arr 12:22 dep 15:57, CE510 OE-FBD arr 14:23 dep 15:35, Learjet 45 OO-MED arr 17:27 n/stop, Beech 200 Kingair PH-ZDZ arr 20:15 n/stop,



C-GZLM Bombardier Global 6500 14/01 Mike Storey

Thursday 16th January

Learjet 45 OO-MED dep 09:26, Beech 200 Kingair PH-ZDZ dep 10:48, Robinson R44 G-DHAM dep 12:51 ret at 14:48, R/C F406 G-MAFB arr 13:12 n/stop, Cessna 560XL OK-XLS arr 16:12 dep 17:58, CE 560XL G-NJAC arr 17:33 n/stop, Diamond DA62 G-CMWG arr 17:39 n/stop,

Friday 17th January

Gulfstream 550 N613LF arr 07:02 n/stop, CE560XL G-NJAC dep 11:05, Cessna 340 N340YP arr 11:20 dep 11:47, Phenom ZM334 ILS approach at 12:35, Cirrus SR22 G-KMTE arr 15:18 dep 15:59, Diamond Da62 G-CMWG dep 15:41, Cirrus Sr22 N575PW dep 16:03.

Saturday 18th January

Tecnam P2010 **G-JACL** arr 10:59 dep 12:12, Ce560XL OE-GMJ arr 12:04 dep 13:58,



G-JACL Tecnam P2010 Jersey Jet Centre 18/01 Ian Gratton

Sunday January 19th

Gulfstream 550 N613LF dep 16:41.

Monday January 20th

Ce172 G-BZBF arr 10:40 n/stop, Diamond Da42 G-TESG 2 x ILS approach 11:42, Bae Hawk 167 ZB133 overshoot at 13:42, Phenom OE-GBH arr 13:18 n/stop, Phenom CS-PHY arr 13:28 dep 15:02, Diamond Da62 2 x ILS approach at 16:41, Hawker 900 F-HICU arr 16:41 dep 17:19, Poseidon P-8A **ZP807** ILS approach at 19:01 c/s thunderbolt3



OE-GMJ Citation 560XLS Pink Sparrow 18/01 Ian Gratton

Tuesday January 21st

Phenom M-NREN arr 07:48 dep 14:47, Pilatus PC-12 PH-CCV arr 10:29 n/stop, Bae Hawk 167 ZB139 overshoot at 10:33, Cirrus Sr22 2-FFLY dep 11:54, Ce560XL CS-DXG arr 13:05 dep 14:18, Phenom OE-GBH dep 13:16, Diamond DA62 G-JAAM arr 13:29 dep 14:49, Bae Hawk 167 ZB138 overshoot at 14:15, Cirrus SR22 **G-LRMJ** arr 15:11 dep 17:57. Cec 560 **OE-GDM** arr 1904 n/stop



M-BREN Phenom 300 21/01 Mike Storey

Wednesday January 22nd

Pilatus PC XII PH-CCV dep 10:01, Gulfstream 550 N613LF arr 10:52 n/stop, CL605 **9H-VFO** arr 13:20 dep 14:47, Praetor 600 9H-LFX arr 15:07 n/stop, phenom CS-PHG arr 16:55 dep 17:41

Thursday January 23rd

Ce560 OE-GDM dep 09:29, Cirrus Sr22 N22ED arr 09:41 n/stop, Grob G115 tutor G-BYXE ILS approach at 10:01, Diamond Da62 G-LDNG arr 11:36 dep 15:01, Grob G115 Tutor G-BYWZ ILS approach at 11:58, Gulfstream 550 N613LF dep 12:51. Praetor 600 9H-LFX dep 14:02, CE525B CJ3 SP-MDD arr 14:27 n/stop,



PH-CCV Pilatus PC12 21/01 Mike Storey



ZB139 BAE Hawk MK 167 RAF 21/01 Mike Storey

Friday January 24th

EC135 G-POLB arr 12:32 dep 15:36 (emergency exercise with airport staff), Global 6500 C-GZLM arr 15:13 n/stop, Phenom D-CAAG arr 15:15 n/stop,

Saturday January 25th

Phenom D-CAAG dep 09:37, Diamond Da40 G-OORB arr 11:07 n/stop, Hawker 400 SP-ATT arr 12:16 dep 13:28, CE525B CJ3 SP-MDD dep 14:23, Diamond Da62 G-JAAM arr 14:54 dep 15:25, PA-28 G-BNOH ILS approach at 15:44,

Sunday January 26th -- Phenom CS-PHM arr 14:51

Monday January 27th

Phenom CS-PHM dep 07:55, Ce650 OY-JPJ arr 09:02 dep 09:54, CE 525A D-ICMD arr 12:48 n/stop

Tuesday January 28th

Ce 680A CS-LAS arr 07:56 dep 09:20 , Ce 525A CJ2 D-ICMD dep 08:57, Phenom CS-PHU Arr 14:39 dep 16:04, Beech 200 Kingair G-PCOP arr 15:48 n/stop, Gulfstream 550 **N2291R** arr 16:00 n/stop, eclipse Ea500 2-JEZA arr 16_44 dep 17:32, Phenom D-CFHZ arr 18:17 dep 18:43,



9H-LFX praeter Flex Jet 25/01 Ian Gratton

Wednesday January 29th

Ce560xl G-NJAC arr 07:16 dep 08:56, Gulfstream 550 N2291R dep 11:50, Bae Hawk T1 XX239 c/s WAD84 overshoot at 12:22, Gulfstream G100 OE-GKW arr 13:59 dep 16:53, Beech 200 Kingair G-PCOP dep 14:06, PA-28 G-BMKR ILS approach at 15:11, PA-32 Cherokee Arrow G-NEON arr 15:51 n/stop, Learjet 35 D-CDRF arr 18:29 n/stop

Thursday January 30th

PA-28 G-TWEL arr 10:29 dep 14:07, BAE Hawk 167 ZB137 overshoot at 10:40 and again at 14:38, learjet 35 D-CDRF dep 10:47, Cirrus SR22 N222ED Dep 12:40, Hawker 400 SP-TTA arr 13:06 n/stop, Robinson R44 G-DHAM dep 13:09 ret at 15:40, Ce560XL OK-WND arr 13:22 dep 14:54, Bae Hawk 167 ZB135 overshoot at 13:56, Hawker 400 SP-EAK arr 15:54 n/stop, R/C 172 G-BAEO dep 16:28 to Sherburn (No longer resident).



G-NEON Piper PA32 Cherokee SIX 31/01 Mike Storey

Friday January 31st

Gulfstream G550 N631LF arr 10:38 n/stop, Hawker 400 SP-EAK dep 11:36, Hawker 400 SP-TTA dep 11:02, Diamond D|a62 G-CMWG arr 13:26, Phenom C|S-PHK arr 14:22 dep 15|:33, BJ400 SP-ATT arr 15:24 n/stop, PA-32 G-NEON dep 15:36, Pilatus |PC XII F-HPIL arr 16:55 n/stop, Gulfstream V N996GA arr 19:19 n/stop, Phenom CS-PHI arr 19:38 n/stop, Praetor 600 9H-LFX arr 20:44 n/stop

That's it for January, bit late receiving them from the airport that held us up.



N613LF Gulfstream G550 31/01 Mike Storey



SP-TTA + SP-EAK Hawker Beechcraft 400XP 31/01 Mike Storey

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

January 2025 movements

Well 2025 arrived at Leeds Bradford and quickly brought the winter weather in with impact, with significant snow hitting the airport in the early hours of the 5th, resulting in limited operations on the 5th, and then a reshuffling of aircraft back into position on the 6th as schedules were brought back to normal. The cold weather hung around for much of the month as piles of snow around NorthWest Leeds hung around for weeks... Other items of note during January was the start of a Geneva service by easyJet Swiss toward the end of the month, but quite possibly only until the end of the winter timetable. And Jet2 produced an A321 on a training flight from Newcastle toward the end of the month – hopefully we will start to see a few more of these flights as they become more numerous in the fleet. And lastly we shouldn't miss mentioning here the retirement of the last Boeing 757 from the Jet2 fleet. This was due to visit LBA on it's final flight down to St Athan but for operational reasons the flight ending up going direct. We will miss these airframes as they did LBA and Jet2 proud for many years.

easyJet(EZY/U2, “Easy”)

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

Belfast(049/050, “68MK/823V”, Sun/Mon/Thu/Fri):-1/1 G-EZUN, 2/1 G-EZAO, 3/1 G-EZGE, 4/1 G-EZAO, 6/1 G-EZAO, 10/1 G-EZFU, 12/1 G-EZAO, 17/1 G-EZUN, 19/1 G-EZDX, 24/1 G-EZAN, 26/1 G-EZAN, 31/1 G-EZFT.

easyJet Europe(EC/EJU, “Alpine”)

easyJet Europe are operating scheduled flights from/to Paris twice a week over the winter period using A 319/320 aircraft.

Paris(4637/4638, “4637/17LX, Mon/Fri):-3/1 OE-LKO, 6/1 OE-ICP, 10/1 OE-LVK, 13/1 OE-IVW, 17/1 OE-LKY, 20/1 OE-LKO, 24/1 OE-IVU(positioned in as 9044), 27/1 OE-LVK, 31/1 OE-LQJ.

easyJet Switzerland(DS/EZS, “Topswiss”)

A new service starting up from January with a once a week service from/to Geneva using A320s.

Geneva(1369/1370, Sat):-18/1 HB-JXU, 25/1 HB-JXR.

Emerald Airlines(EAI/EA, “Gemstone”) & Emerald Airlines UK(EAG/EI, “Greenstone”)

Emerald operates to Belfast City and Dublin, operating five return flights per day most days by the end of May, using ATR72 aircraft. The Dublin route is allocated to Emerald and the Belfast route to Emerald UK, although there do appear to be occasional instances of the other operators aircraft being used.

Dublin(3390/3391, “9L/91M”, Daily):-1/1 EI-GPN, 2/1 EI-HDI, 3/1 EI-GPN, 4/1 EI-GPP, 6/1 EI-GPO, 7/1 EI-FAV, 8/1 EI-FSL, 9/1 EI-HDK, 10/1 EI-HDK, 11/1 EI-GPN, 12/1 EI-HDH, 13/1 EI-GPO, 14/1 EI-FSL, 15/1 EI-HDK, 16/1 EI-HDK, 17/1 EI-HDH, 18/1 EI-HDI, 19/1 EI-FSL, 20/1 EI-GPP, 21/1 EI-GPN, 22/1 EI-GZV, 23/1 EI-HDK, 25/1 EI-FSL, 26/1 EI-FSL, 27/1 EI-HDH, 28/1 EI-HNA, 29/1 EI-HDH, 30/1 EI-FSL, 31/1 EI-HDH.

Dublin(3392/3393, “92B/93D”, Sun/Mon/Thu/Fri):-2/1 EI-GPP, 3/1 EI-GPP.

Dublin(3394/395, “94S/95C”, Sun/Mon/Tue/Wed/Thu/Fri):-1/1 EI-GPN, 2/1 EI-GPP, 3/1 EI-GPP, 6/1 EI-FAV, 7/1 EI-GPO, 8/1 EI-GZV, 9/1 EI-GPN, 10/1 EI-GPO, 12/1 EI-GPN, 13/1 EI-GPO, 14/1 EI-HDK, 15/1 EI-GPP, 16/1 EI-HDH, 17/1 EI-HNA, 19/1 EI-FAV, 20/1 EI-GPN, 21/1 EI-GPN, 22/1 EI-FAV, 23/1 EI-GPN, 24/1 EI-FSL, 26/1 EI-GPP, 27/1 EI-HDH, 28/1 EI-GPO, 29/1 EI-FSL, 30/1 EI-GPN, 31/1 EI-GPO.

Belfast City(3670/3671, “7LB/67VM”, Daily):-2/1 G-CMJN, 3/1 G-CMJL, 4/1 G-CMJL, 6/1 G-CMJJ, 7/1 G-CMJN, 8/1 G-CMJN, 9/1 G-CMMT, 10/1 G-CMJM, 11/1 G-CMJL, 12/1 EI-FSL,

13/1 G-CMJN, 14/1 G-CMJN, 15/1 G-CMJM, 16/1 G-CMJN, 17/1 G-CMJM, 18/1 G-CMMN, 19/1 G-CMJM, 20/1 G-CMJN, 21/1 G-CMJN, 22/1 G-CMJL, 23/1 G-CMJM, 25/1 G-CMMT, 26/1 G-CMMT, 27/1 G-CMJM, 28/1 G-CMJM, 29/1 G-CMJN, 30/1 G-CMJM, 31/1 G-CMJN.

Belfast City(3672/3673, "72F/73D", Daily):-2/1 G-CMJN, 3/1 G-CMJL, 4/1 G-CMJL, 6/1 G-CMJM, 10/1 G-CMJM, 11/1 G-CMJL, 13/1 EI-GZV, 16/1 G-CMJN, 17/1 G-CMJM, 18/1 G-CMMN, 19/1 G-CMJN, 20/1 G-CMJL, 23/1 G-CMJM, 25/1 G-CMMT, 26/1 G-CMJL.

Belfast City(3676/3677, "76L/677R", Daily):-1/1 G-CMJN, 2/1 G-CMJM, 3/1 G-CMJN, 4/1 G-CMJL, 6/1 G-CMMT, 7/1 G-CMJJ, 8/1 G-CMMT, 9/1 G-CMJN, 10/1 G-CMJN, 11/1 G-CMJM, 12/1 G-CMJM, 13/1 G-CMMT, 14/1 G-CMMT, 15/1 G-CMJJ, 16/1 G-CMJN, 17/1 G-CMJM, 18/1 G-CMMN, 19/1 G-CMJL, 20/1 G-CMJL, 21/1 G-CMMN, 22/1 G-CMMT, 23/1 G-CMJJ, 25/1 G-CMJM, 27/1 G-CMMT, 28/1 G-CMMN, 29/1 G-CMMN, 31/1 G-CMJN.

Belfast City(3678/3679, "78H/79A", Sun/Mon/Tue/Wed/Thu/Fri):-1/1 G-CMMN, 2/1 G-CMJM, 3/1 G-CMMN, 6/1 G-CMJM, 7/1 G-CMMT, 8/1 G-CMJL, 9/1 EI-GPP, 10/1 G-CMJJ, 12/1 EI-GZV, 13/1 EI-GZV, 14/1 G-CMJN, 15/1 EI-GZV, 16/1 G-CMJL, 17/1 G-CMJJ, 19/1 G-CMJN, 20/1 G-CMMT, 21/1 G-CMJN, 22/1 EI-FSL, 23/1 G-CMJM, 26/1 G-CMJL, 27/1 G-CMJN, 28/1 G-CMJM, 29/1 G-CMJN, 30/1 G-CMJL, 31/1 G-CMMN.

Other flights:-4/1 G-CMJM(4PC) positioned out to Belfast, 9/1 G-CMJL(3610/70P) arrived from Belfast/positioned back to Belfast, 25/1 EI-FSL(3166/3167) operated in from/back to Dublin.



G-DRTX Boeing 737-800 Jet2.com 14/01 Mike Storey

Jet2(EXS/LS, "Channex")

Only positioning /test/training flights shown:-1/1 G-JZHS(041A) positioned in from Glasgow, G-JZHE(042A) positioned out to Glasgow, 6/1 G-DRTE(078W) positioned in from East Midlands, G-JZDG(029V) positioned in from Stansted, G-JZBU(077W) positioned in from Liverpool, G-GDFO(079W) positioned in from Birmingham, G-JZHW(076W) positioned in from Liverpool, 7/1 G-JZDG(074W) positioned out to Stansted, 10/1 G-GDFK(046C) positioned out to Edinburgh, 11/1 G-GDFK(047C) positioned in from Edinburgh, 12/1 G-JZBU(049A) positioned out to Alicante, 14/1 G-GDFG(035E) positioned in from East Midlands, G-GDFM(041A) positioned in from Alicante, 15/1 G-JZBU(041A) positioned in from Krakow, 17/1 G-GDFN(037C) positioned out to Bournemouth, 18/1 G-GDFV(041A) positioned in from Birmingham, G-GDFN(038C) positioned in from Bournemouth, G-DRTM(042A) positioned out to Birmingham, 20/1 G-GDFL(030K) positioned in from Dublin, 21/1 G-DRTC(078W) positioned in from Manchester, G-GDFF(049A) positioned out to Liverpool, G-GDFL(059B) training flight, 22/1 G-JZHZ(049A)

positioned in from Liverpool, G-DRTE(050B) training flight, G-GDFL(059) training flight, 23/1 G-DRTB(031R) positioned in from Manchester, G-GDFL(049C) positioned out to East Midlands, G-DRTE(059B) training flight, 24/1 G-DRTE(051B) training flight, 26/1 G-DRTB(073W) positioned in from Edinburgh, G-JZHM(044E) positioned in from Gatwick, 27/1 G-JZDB(010P) positioned in from Manchester, 29/1 G-SUNE(306T/307T) operating training flight in from/out to Newcastle, 30/1 G-JZHM(030E) positioned out to Gatwick.



G-CMWI Embraer 190SRD Eastern Airways for KLM 19/01 Paul Whincup

KLM(KLM/KL, "KLM")

Three flights most days from/to **Amsterdam** using Embraer 170/190/195 aircraft, one flight stopping overnight. B737s making only occasional appearances on some services, and airframes leased from Eurowings, German Airways and Eastern Airways also appear regularly.

Amsterdam(1019/1020, "92A/34D", Daily):-1/1 PH-EXA, 2/1 PH-EXG, 3/1 PH-EXM, 4/1 PH-EZR, 6/1 PH-EZE, 7/1 PH-EZO, 8/1 PH-EZE, 9/1 PH-EXI, 10/1 PH-EZZ, 11/1 PH-EXH, 12/1 G-CLSN, 13/1 PH-EXP, 14/1 PH-EXV, 17/1 PH-EXV, 18/1 PH-EZX, 19/1 G-CMWI, 20/1 PH-EZD, 21/1 PH-EXU, 22/1 PH-EZO, 23/1 PH-EZR, 25/1 PH-EXX, 26/1 G-CLSN, 27/1 PH-EZE, 28/1 PH-EXR, 29/1 PH-EXM, 30/1 PH-EZS, 31/1 PH-EXP.

Amsterdam(1023/1024, "57Y/92Z", Daily):-1/1 PH-EXJ, 2/1 PH-EXN, 3/1 PH-EXM, 6/1 PH-EXY, 7/1 PH-EXP, 8/1 PH-EZW, 9/1 PH-EXX, 10/1 PH-EXN, 12/1 PH-EZB, 13/1 PH-EXI, 14/1 PH-EXJ, 15/1 PH-EXU, 16/1 PH-EXU, 17/1 PH-EZX, 19/1 PH-EZE, 20/1 PH-EZP, 21/1 PH-EXJ, 22/1 PH-EZB, 23/1 PH-EXH, 24/1 PH-EXV, 26/1 PH-EXF, 27/1 PH-EZS, 28/1 PH-EXF, 29/1 PH-EXO, 30/1 PH-EXW, 31/1 PH-EZP.

Amsterdam(1025/1018 overnight stop, "43E/90X", Daily):-1/1 PH-EZL, 2/1 PH-EZE, 3/1 PH-EZO, 6/1 PH-EZZ, 7/1 PH-EXY, 8/1 PH-EXG, 9/1 PH-EZK, 10/1 PH-EXX, 11/1 PH-EXW, 12/1 PH-EZG, 13/1 PH-EZA, 14/1 PH-EZH, 15/1 PH-EXG, 16/1 PH-EZO, 18/1 PH-EZY, 19/1 PH-

EXD, 20/1 PH-EZE, 22/1 PH-EZH, 23/1 PH-EZE, 24/1 PH-EZE, 25/1 PH-EZG, 26/1 PH-EXX, 27/1 PH-EZV, 28/1 PH-EXG, 29/1 PH-EXB, 30/1 PH-EXK, 31/1 PH-EXX.

Other flights:-6/1 PH-EXY(9948) positioned in from Teesside, 13/1 PH-EZG(1018A) positioned out to Amsterdam.

Ryanair(RYR/FR, “Ryanair”) & Ryanair UK(RUK/RK, “Bluemax”)

Ryanair base 4 aircraft over winter operating routes to:-**Alicante**(9089/9092, “99QU/909Z”, Sun), **Alicante**(9079/9078, “32JR/51RR”, Mon/Tue/Fri/Sat), **Bratislava**(5041/5042, “9WN/622T”, Mon), **Bucharest**(5420/5421, “7VA/5421”, Sun/Tue/Wed/Fri), **Dublin**(153/152, “2BA/403H”, Sun/Fri), **Dublin**(7453/457, “7453/506T”, Sat), **Fuerteventura**(475/474, “9LZ/57NX”, Fri/Sat), **Gdansk**(1503/1504, “6VU/67NZ”, Mon), **Gdansk**(2343/2432, “48BU/56XV”, Mon), **Krakow**(2332/2333, “81CZ/1DN”, Mon/Wed/Sat), **Lanzarote**(2048/2047, “7WL/62AG”, Sun/Wed/Thu), **Malaga**(2446/2447, “29VU/3DE”, Sun/Tue/Fri/Sat), **Marrakesh**(RK5889/RK5890, “RUK533K/6HU”, Sun/Thu), **Riga**(2482/2483, “4954/1HZ”, Sun/Mon/Sat), **Tenerife**(2492/2493, “7901/52TA”, Tue/Wed/Thu/Sat), **Wroclaw**(4107/4108, “9AA/8KV”, Fri). Occasional Lauda Europe A320s used to cover shortage of airframes.

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

Based Aircraft:-9H-VUZ(1/1-6/1), EI-IHP(1/1-4/1), EI-ENR(1/1-4/1), EI-EGD(4/1-9/1), 9H-VVN(4/1-7/1), EI-EVC(6/1-14/1), EI-DPJ(7/1-8/1), EI-HGS(8/1-9/1), EI-HAX(9/1-31/1), EI-IHB(9/1-31/1), EI-EKF(14/1-18/1), EI-EKD(18/1-31/1).

Non-based Aircraft flights (occasional A320 aircraft used)

Alicante(9078/9079, “2WX/88MB”, Wed/Thu):-1/1 EI-HAW, 8/1 EI-HEN, 15/1 9H-VVE, 22/1 EI-HGY, 24/1 EI-HEV, 29/1 EI-IKN,

Alicante(9088/9079, “49MN/32JR”, Sun):-12/1 EI-HEN, 19/1 EI-IHZ, 26/1 EI-HGY.

Alicante(2660/2661, “9GT/43VK”, Thu/Sat):-2/1 9H-VVA, 4/1 EI-HGH.

Bratislava(5042/5041, “782F/7KE”, Sat):-4/1 SP-RKN, 11/1 SP-RKW, 18/1 SP-RKW, 25/1 SP-RKW.

Bucharest(5421/5420, “5421/7VA”, Sat):-25/1 EI-DHX.

Dublin(152/153, “83NK/88UN”, Mon/Wed/Thu/Sat):-1/1 EI-DCR, 2/1 EI-EMC, 4/1 9H-QES, 6/1 EI-EVI, 7/1 9H-QBG, 11/1 EI-DWV, 13/1 EI-EVI, 15/1 9H-QAI, 16/1 EI-ENG, 18/1 9H-QEP, 20/1 EI-GXJ, 21/1 EI-EKI, 22/1 EI-DWA, 23/1 EI-DCY, 25/1 EI-GXJ, 27/1 9H-QDS, 28/1 EI-DPY, 29/1 EI-DPP, 30/1 9H-QCL.

Dublin(156/157, “3WD/24ET”, Sun/Mon/Sat):-3/1 EI-EKN, 4/1 EI-EGD, 6/1 9H-QDS, 10/1 EI-EBC, 11/1 EI-EKY, 12/1 EI-DLX, 13/1 EI-DWE, 17/1 EI-GSI, 18/1 EI-DWK, 19/1 EI-EKF, 20/1 EI-EBG, 24/1 EI-ESS, 25/1 9H-QDS, 26/1 EI-DHN, 27/1 EI-DCK, 31/1 EI-DPP.

Dublin(457/456, “9MN/10RQ”, Sun/Fri):-3/1 EI-GSG, 10/1 EI-ENG, 12/1 EI-DHH, 17/1 EI-EVC, 19/1 9H-QCJ, 24/1 9H-QAV, 26/1 EI-EVC, 31/1 9H-QAG.

Faro(2504/2503, “2504/2503”, Mon/Sat):-1/1 EI-EBZ, 4/1 EI-DWH, 11/1 9H-QAD, 13/1 9H-QCC, 18/1 EI-EVI, 20/1 EI-ENC, 25/1 EI-DCR, 27/1 EI-DCR.

Gdansk(1504/1503, “1RR/61ZK”, Thu/Fri):-2/1 SP-RKT, 3/1 SP-RNB, 7/1 SP-RKZ, 9/1 SP-RKE, 10/1 SP-RKO, 16/1 SP-RKB, 17/1 SP-RKB, 23/1 SP-RKB, 24/1 SP-RKB, 30/1 SP-RKB, 31/1 SP-RKC.

Krakow(2333/2332, “8BA/96YF”, Sun/Tue/Thu):-7/1 SP-RZF, 12/1 SP-RKP, 19/1 SP-RKZ, 26/1 SP-RSC.

Malaga(2447/2446, “2447/2446”, Thu):-1/1 EI-IJT.

Riga(2483/2482, “1HZ/4954”, Thu):-2/1 SP-RND, 9/1 SP-RKK, 16/1 SP-RSS, 23/1 SP-RSS, 30/1 SP-RSS.

Tenerife(2493/2492, “52TA/53AB”, Mon):-6/1 EI-IGH, 13/1 EI-IFZ, 20/1 EI-IFZ, 27/1 EI-IFZ.

Warsaw(1932/1933, “1932/1933”, Fri/Sat):-3/1 SP-RZD, 10/1 SP-RZD, 12/1 SP-RZD, 17/1 SP-RZD, 19/1 SP-RZD, 26/1 SP-RZE, 31/1 SP-RZH.

Wroclaw(4108/4107, "3UE/4AA", Mon/Sat):-1/1 SP-RSI, 4/1 SP-RNE, 6/1 SP-RND, 7/1 SP-RZB, 13/1 SP-RZC, 20/1 SP-RZO, 25/1 SP-RZO, 27/1 SP-RKU.

Other flights:-6/1 EI-EFN(80P/150/1504/81P) positioned in from Bristol/operated to/from Gdansk/positioned out to Liverpool, EI-DYY(8035/2503) positioned in from Stansted/operated out to Faro.



SP-RSS Boeing 737 Ryanair 17/01 Stewart Robertshaw

Wizz Air(WZZ/W6, "Wizz Air") & Wizz Air Malta (WMT/W4, "Wizz Air Malta")

Charter flights operate in/out of LBA using A320/321 aircraft

Bucharest(3015/3016, "4007/1ZB", Tue /Sat):-2/1 HA-LGL, 4/1 9H-WDO, 7/1 9H-WDQ, 9/1 HA-LXG, 11/1 9H-WDM, 14/1 HA-LXM, 18/1 HA-LXF, 21/1 HA-LXM, 25/1 HA-LXD, 28/1 HA-LTJ.

Cluj(3313/3314, "346/5TB", Sun/Wed):-1/1 9H-WBO, 8/1 9H-WDA, 12/1 9H-WZU, 15/1 HA-LWN, 19/1 9H-WDA, 22/1 9H-WZX, 26/1 9H-WBY, 29/1 9H-WBO.

Gdansk(1615/1616, "46KF/66CM" Mon/Fri):-3/1 HA-LTC, 6/1 HA-LTB, 10/1 HA-LXO, 13/1 HA-LVD, 17/1 HA-LXE, 20/1 HA-LXO, 27/1 HA-LXO, 31/1 HA-LXO.

Warsaw(1315/1316, "41SM/8MG", Tue/Thu/Sat):-2/1 HA-LXC, 4/1 HA-LXV, 7/1 HA-LVI, 9/1 9H-WNC, 11/1 9H-WAF, 14/1 HA-LXL, 16/1 HA-LVT, 18/1 9H-WDP, 21/1 HA-LVT, 23/1 HA-LXS, 25/1 HA-LVT, 28/1 HA-LXW, 30/1 HA-LVP.

Other flights:-

Loganair(LM/LOG, "Logan"):-9/1 G-LMRA(591/944F) operated in from Inverness/positioned back to Inverness, 31/1 G-SAJG(814/815P) operated in from Cardiff/positioned out to Aberdeen.

LBA Traffic Statistics....

December 2024

	Dec-23	Dec-24	% This month	% +/-
Movements				
Total	2,037	2,223		9.13%
Passengers				
Scheduled	201,983	226,005	98.74%	11.89%
Charter	2,740	2,893	1.26%	5.58%
Transit	0	0	0.00%	N/A
TOTAL	204,723	228,898		11.81%
International	192,228	213,038	93.07%	10.83%
Domestic	12,495	15,860	6.93%	26.93%
MOVING ANNUAL TOTAL	3,989,405	4,222,256		5.84%

Compared to December 2023, International passengers increased by 10.83% and domestic by 26.93%. Movements were up 9.13% compared to a year ago. The Moving Annual passenger total is +5.84%

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-BOAE BAC Concorde British Airways 25th April 1987.. British Airways Concorde were a popular and expensive pleasure flight from LBA and attracted crowds to watch from the airfield perimeter. Alpha Echo first flew in 1977 and its final flight was to Barbados in 2003 where it is now on “museum” display.



G-BMAH Douglas DC-9 -10 of British Midland (BM Airways). Seen here on 12 May 1985. A regular on the LBA-Heathrow route with typically around 90 passengers. Initially delivered to Air Canada in 1966. Service with BMA was on lease from Finnair initially in the late '70s and again in the mid '80s. Wfu in 1997 and scrapped in 2003. British Midland had its roots in Derby Airways and was eventually absorbed into IAG .