

AIR YORKSHIRE



Aviation Society

Volume 50 · Issue 11

November 2024



SX-RJB
Citation 560XLS
Panellenic Airlines
2 August 2024
Ian Gratton

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

1 December 2024 @ 3pm at the Multiflight Cafe	Annual Christmas "BASH"
05 January 2025	Debbie Riley, Airport Solutions Ltd - "Where am I now" from years gone by
02 February 2025	Martin Powell - 'West & North - A Drive from San Francisco to Seattle in 2013' .Places of Aeronautical interest visited include several museums, a day at the races (Reno), and the Boeing wide body factory at Paine Field, along with some scenery.
02 March 2025	Richard Howard - DHL during the Gulf war

Society news....

Howard Griffin

Our 2024 AGM was held in the Café on the 10th November with a great turn out. Thank you to all who attended. The event started with a short presentation by the airport Police unit who explained what they do and a new 'airport watch' scheme that they are just starting. They wish any member who sees criminal activity or something that is out of place (probably at viewing points or on the airport boundary) to report this to crime stoppers on 0800 555 111 and that info will be transferred to their unit. It's an anonymous service so no need to worry about it. More details in future magazine.

The AGM itself went very smoothly concluding with an open forum and suggestions for future visits including the revival of an Amsterdam day out via KLM. The café again put on coffee/tea scones and biscuits, I just need to know how they get their scones so light. The day concluded with a short video on BKS airlines that filled a few gaps in my knowledge of this airline that really was responsible for establishing scheduled services from LBA with only the daily Aer Lingus and maybe the Channel airways flights to add to the list.

You will see that again this month we do not have the monthly movements from the airport, we are trying to find out what is going on, and get back to normal. We hope they turn up on the 20th as expected. December 1st sees our xmas bash back at the café with mince pies and chocolate log as usual. It may be a bit different as Jonathan is on shift that day so we may not get an update from the airport. Bring a raffle prize please as that's how we pay for the food.

THE SHORT, BUT EVENTFUL, LIFE OF ARMTHORPE AERODROME, DONCASTER (1932-1934)

A Municipal Aerodrome for Doncaster had been in the making for several years but until the site was chosen and the infrastructure completed a temporary aerodrome was required. The temporary site chosen was at Armthorpe, 4 miles north east of Doncaster and ¼ mile north of Armthorpe village itself. Whilst it was officially called Armthorpe Aerodrome it was sometimes referred to as "Edenthorpe" Aerodrome in view of its proximity to the village of that name. There would be two key players at the Aerodrome, one was the Danum Aero Club (Danum was the Roman name for Doncaster) , the second, formed slightly later, the Doncaster Aviation Company. The object of both the clubs was to provide its members with cheaper flying and instruction than could be obtained at a commercial school.



JOIN THE DANUM AERO CLUB & LEARN TO FLY.
BUY YOUR MACHINE FROM US AND LEARN TO FLY FREE.
TUITION FOR "A" & "B" LICENCES.
AEROPLANE FOR SALE.
PUSS MOTH as used by MOLLISON ON HIS TRANSATLANTIC FLIGHT, recently Completely Reconditioned by Makers. Ten months Certificate of Airworthiness. Cabin 3-Seater Monoplane. FREE FLYING TUITION TO PURCHASER. Price £825, or near offer. Deferred terms arranged. Apply
DONCASTER AVIATION CO.,
219, WESTMINSTER BUILDINGS, DONCASTER.

This advertisement appeared on the front page of the Sheffield Daily Telegraph on 23rd September 1932.

Danum Aero Club opened this small airfield on 16th March 1932 constructing a small hangar in a far corner. Further building was undertaken and in its 3rd June 1932 issue Flight magazine reported that it was rapidly approaching completion. It was hoped that it would be fully ready for Sir Alan Cobham's National Aviation Day scheduled to be held at Armthorpe on 16th June. It was indeed ready and on 15th June Cobham brought with him his 'air circus' comprising some 3 airliners and 10 smaller light aircraft, this was the day before the official opening. The next day Sir Alan and Lady Cobham were entertained with a private luncheon at the Mansion House, in Doncaster High Street, by the acting Mayor, Mr RH Hepworth. They then travelled the short distance to the Aerodrome for the opening ceremony with the Mayor and party meeting at its entrance. In his speech to mark the occasion, Mr Hepworth congratulated Danum Aero Club for being the first to establish an aerodrome in the town, there had been a need of such for a long time. Large crowds were treated to two entertaining displays by Sir Alan Cobham's Flying Circus. Doncaster Aviation Company was formed early in 1932 at Armthorpe and by June the company was registered. They acquired the use of two aeroplanes from the London Aeroplane Club at Stag Lane, Hendon, Gipsy Moth G-AAEL and Puss Moth G-ABEC.



Up to date ordnance survey map and aerial photograph both showing the site of Armthorpe Aerodrome.

It would not be long before the Aerodrome suffered a tragic incident. It was on Bank Holiday Monday 1st August 1932 and a flying gala was being held. A De Havilland Gipsy Moth, G-AAEL, belonging to Doncaster Aviation Company was used to take up fare paying passengers. The Club's instructor, Mr Eric Swiss, was their fully qualified pilot licenced to take up paying passengers but at the time he was giving 2 competition winners a flight to Scarborough in Puss Moth G-ABEC. The pilot of 'AEL was a director of the Doncaster Aviation Company and whilst he was a qualified pilot he did not hold the correct licence to take fare paying passengers. What was clear was that other directors of the club knew he was not qualified in this area but nevertheless allowed him to make several flights with passengers during the gala. At the end of the day, with all flying completed, the bulk of the visitors had left the Aerodrome but the Puss Moth 'BEC had not returned from its trip to Scarborough. The organisers were about to end the gala when the director of the club and pilot of 'AEL, Mr Augustus Alderson, was informed that there was a 14 year old boy, a garage hand, particularly keen to have a flight. He had been given a ticket for the last joy ride of the evening by someone who decided not to make use of it. Not wishing to disappoint him, he decided he would give the boy a short flight in the Gipsy Moth. Another director of the Company, Harry Addy who was 21, decided he would also fly with the boy as he believed he would need a responsible person to fly with him. The DH 60 was a 2 seater but the child sat on the knee of the adult passenger in the front seat. By this time only around 100 spectators remained at the Aerodrome. The aircraft took off from Armthorpe at dusk around 20.30 hours and climbed to 1500 feet before descending when an eye witness stated that the aircraft entered a spin at 500 feet. Control was not regained by the time it crashed nose first into a cornfield, two fields away from the Aerodrome. The adult passenger in the front seat was killed outright whilst the child died of his injuries in hospital the next day. The pilot in the rear seat survived with less serious injuries but spent a short time in a Doncaster Nursing home suffering from fractured ribs, a neck injury and shock.

A lengthy inquest into the deaths was held as the Daily Independent of 13th October 1932 reported. A witness described the aeroplane as flying at around 1000ft when the pilot executed a loop at which point it started a right hand spin from which there was no recovery. The aircraft crashed into a corn field some two fields away from the Aerodrome. This account differed in detail from the eye witness report previously mentioned. The pilot, Augustus Alderson, though very experienced, was not licenced to carry passengers. The coroner stated that there was no possible excuse for the pilot to carry two passengers when he was not licenced to do so. The pilot of 'AEL', maintained that the aircraft's rudder had suddenly moved causing him to lose control. The jury nevertheless deemed Alderson to blame for the accident and his licence was suspended. Doncaster Aviation were adjudged negligent at the inquest because the company knew the pilot was not licenced to take passengers in such a manner but allowed him to do so. In addition the underwriters refused to accept liability for the crashed aircraft and consequently wouldn't pay for the repairs

(£60) citing the fact that the pilot wasn't licenced to carry passengers, that the aircraft was not designed for carrying three and that one of the company directors knew the pilot was not licenced.

The Sheffield Daily Telegraph of 14th September 1932 carried a few lines stating that Danum Aero Club members had decided to allow the control of the club to be taken over by the Doncaster Aviation Company. However it proved to be a case of jumping out of the frying pan into the fire as that company's finances were also on shaky ground. A meeting of creditors of Doncaster Aviation Co Ltd held on 19th December that year reported that their estimated total deficiency was £1258 (£73k today). The club had bought a Gipsy Moth which was considered more suited to instructional flying and not recreational and shortly afterwards was the crash of that aircraft for which the insurance company would not accept responsibility. A resolution was passed to wind up the company.



Not the Dragon involved in the following accident but it does illustrate the vulnerability of the pilot in the nose.

The 15th September 1933 was another dark day in the short life of Armthorpe Aerodrome with an incident which was reported nationwide. It was a calm day when six passengers boarded a 10 seat DH 84 Dragon, G-ACHX, late in the afternoon, it was piloted by Captain George A Pennington, an experienced pilot held in high regard, he was married with a young daughter. The aircraft, normally based at Heston and owned by Wrightson and Pearse Ltd, had been hired to take a group, who had attended the Doncaster September race meeting, to London. The passengers included two jockeys and other well known figures in the racing world. The Dragon had been flown in empty earlier in the day by a different pilot, who reported no issues with the aircraft. Later, taking off with passengers on board the pilot travelled the full length of the runway, the tail rose then fell back to the ground several times, clearly all was not well. The aeroplane reached a point some 20 yards from the edge of the boundary hedge. The Dragon managed to scrape over the hedge but struck a tree within it and overturned to lay inverted after it had careered for 100 yards or so. There was little protection for the pilot at the very front of the aircraft, Pennington received the full force of the crash and was thrown out of the cockpit. He had suffered terrible head injuries and died shortly after and before he could be taken to the hospital. Remarkably all the 7 passengers suffered only slight uninjuries and were able to exit the Dragon under their own steam. The underside of the fuselage had been torn away whilst the engines had been destroyed and lay in front of the aircraft. Witnesses had stated that there was more than sufficient room for the aircraft to take off. Pennington's body was taken to the nearby Colliery morgue in Armthorpe. Surprisingly the aircraft was repaired and it's CofA was renewed on 29th November the same year. It was not until 9th January 1934 that the results of the inquest into the accident were published. The Inspector of Accidents came to the conclusion that it was due to the the pilot omitting to fully open the engine throttles during take off and failing to realise his mistake in time to avert the accident.

There was little more activity on the Aerodrome following the demise of Doncaster Aviation. Worthy of note for the wrong reasons was a 3 line account on page 2 of The Daily Mirror of 18th September 1933 reporting on a fire at the airfield which damaged 40 acres of grassland, a considerable area. The fire threatened the hangars but men with spades and a barricade of corrugated iron saved the day. However, the fire didn't stop the only remaining event of note which took place just a week later on 25th September 1933 when Armthorpe Aerodrome participated in the British Hospitals Air Pageant, this was the 157th such display of the year held in the British Isles. Rain affected the crowd attendance at the airfield and due to the weather the programme was somewhat curtailed but there was an interesting display by 12 machines flying in formation, aerobatics and passenger flying.

The airfield closed in 1934 when the long awaited Doncaster Municipal Aerodrome was opened nearby whilst the site of Armthorpe Aerodrome was returned to farmland.

AIR YORKSHIRE AVIATION SOCIETY VISIT TO RAF LEEMING - WEDNESDAY 17 JULY

On a lovely sunny day 21 members and friends met at the Visitor car park for what turned out to be a 4-hour visit to the base. We were met by our host for the day Elizabeth Taylor who is part of the Media and Communications team and had organised our visits to several Squadrons around the base.

We set off in our personal coach to drive around this huge base to the far side near to the Spectator viewing area which on this day was open. Our first port of call was to the little known 34 Squadron RAF Regiment which is part of the No 2 Counter-Uncrewed Aerial Systems Wing, part of Combat Readiness Force, a constituent element of Global Enablement. This was to be the most interesting and informative session with a senior instructor on the use of Drone technology and warfare which is now used to protect not only RAF bases but also high security events around the world. After this visit it was back in the bus to visit the Junior Ratings mess for an excellent lunch at a very reasonable price.



Next stop was the Control Tower for a guided tour of this very important building and detailed explanations of all the Radar and traffic screens used by the controllers. A special treat was to be invited to go outside onto the balcony which gave a great view of the Airfield and to watch the exercise taking part with Chinook and Merlin Helicopters and of course the resident Grob Tutors and Hawks. Then it was outside for an official photo of the group by the Leeming photography team. Now Back round to the main admin area for wonderful presentation of the history of 609 West Riding Auxiliary Squadron, This was of particular interest to many of the group as 609 was first formed and flew from RAF Yeadon Airfield in 1936 flying Hawker Hart Aircraft.



Last stop of the day was to 11 SQUADRON(Qatar) this is a joint Squadron flying the Hawk MK 167 and is a fast Jet unit teaching Qatari and RAF pilots. We were given an excellent presentation by a senior Instructor and introduced to trainee pilots who then showed us the complex pressure flying suits and helmets etc. Now it was into the hangar with 2- Hawks undergoing maintenance work and a chance to view one Aircraft up close via a gantry and another photo opportunity.



Then back to the car park in the bus which completed an excellent visit which from start to finish was organised and presented in a very professional manor as befits the RAF.

Aircraft seen on the day- Chinook-ZA705-ZH897-ZH903 MERLIN-ZJ134



ZB138 BAE Hawk MK167 (Qatar 11 Squadron)



ZJ134 Merlin EH101



ZH897 RAF Chinook

An early afternoon call at the Yorkshire Gliding Club and a request at the office just inside the clubhouse for a guided tour of the hangars brought a swift response with my host being Richard Coles , a retired RAF pilot with time on the Lightning , Phantom and Tornado plus of course the occasional glider !

Please note the café is closed on a Monday and Tuesday , a schoolboy error on my part for not checking , and please show your appreciation of a visit with a donation into the collection box near the office . They are a very friendly bunch of people – aviation enthusiasts too !

Outside

G-CHEF/HEF

DG-500 Elan Trainer

BGA 3880

G-OSUT

SF25 Falke

air ex flights available in this a/c



Hangars

G-BFEV	PA-25 Pawnee
G-BFRY	ditto
G-CFKW/DS2	Pioneer 200-M
G-CFSH/FSH	G102 Astir
G-CIOF	Eurofox 914
G-CKLW/KLW	ASK 21
G-DDPO/DPO	G102 Astir
G-DDSU/DSU	G102 Astir
G-HETY	Eurofox 914

de-reg 8-9-22 , spares source

I didn't investigate any of glider trailers parked out on the airfield .





Fishburn 25/29 October David Thompson

A 'two for one' bargain deal report on these two weekday visits to my local with very little happening during both visits !

Friday 25th ; a quick call in on my way home from Beamish Museum found the following but surprisingly nothing of aeronautical interest at Beamish !

Hangared

G-CMSS	Kitfox Mk7	
G-DAVE	Jodel D112	dismantled
G-RATC	RV-4	

Parked out

G-BYHP	DR253B Regent	arrived 28/9 from Fenland
G-ENTO	AA5 Tiger	first noted 28/9
G-MAKS	SR22	

Having been sold , work to dismantle the ARG Venom J-1790 continues ahead of its move south to be replaced , if all goes to plan , by Hunter F6 XF526 and possibly Vampire T11 WZ425 if all of the metaphorical ducks are aligned !

Tuesday 29th ; a short visit in decent weather saw the RV-8 arrive from its Eshott home base to discuss a possible new paint scheme whilst three residents made the most of the weather .

Hangared

G-AVOD	Husky	stored dismantled
G-BTDF	Luscombe 8A Silvaire	ditto
G-DAVE	Jodel D112	PTF exp 17-8-2017
G-DISO	Jodel D150	dismantled , wing restoration almost complete
G-HCUB	Cub Cruiser	stored
G-KMRV	RV-9A	stripped to bare metal for new paint scheme
G-UNNA	Jabiru	

Parked out

G-BYHP	DR253B Regent	arrived 28/9 from Fenland
G-ENTO	AA5 Tiger	first noted 28/9
G-MAKS	SR22	

Local flying

G-CEMA	Pioneer 200
G-FOXV	Foxbat
G-SMDH	Europa XS

Visitor

G-LUDM/8	RV-8	f/t Eshott to discuss new paint scheme
----------	------	--



October 2024

Airline	Date	Reg	Type	MSN	Remarks
ASL Airlines Ireland	01 Oct	EILDF	Airbus A300 F4-605R	860	Regd 20 Sep 24 Currently at Istanbul
ASL Airlines Ireland	01 Oct	EILDA	Airbus A300 F4-605R	857	Regd 27 Sep 24 Currently at Budapest
Loganair	01 Oct	GLMTH	ATR 72-600	1142	Rodez - Saint-Brieuc - JER - Billund 25/26 Jan 24 Billund - EMA 30 Aug 24 (Paint) EMA - Billund 10 Sep 24 Billund - GLA as MABPL 17 Sep 24 Regd 18 Sep 24 I/S 01 Oct 24
Jet2	02 Oct	GLSAN	Boeing B752-2K2-W	26635/608	To be WFU 10 Nov 24 Due MAN - DGX Fr part-out
Jet2	02 Oct	GLSAJ	Boeing B752-236	24793/292	To be WFU 06 Nov 24 Due MAN - DGX Fr part-out
Jet2	02 Oct	GLSAC	Boeing B752-23A-W	25488/471	To be WFU 04 Nov 24 Due MAN - DGX Fr part-out
British Airways	03 Oct	(GMEDL)	Airbus A321-231	2653	WFU (Date ?) Strd BOH 23 Mar 20 BOH - GLA 16 Jul 20 GLA - Madrid 11 Oct 20 Strd Madrid - Ostrava 13 Aug 24 Paint (All white) Ostrava - LHR 27 Aug 24 LHR - Madrid 30 Aug 24 Regd to BBAM Aircraft Leasing as VPCBX 02 Oct 24 Due Madrid - Prague Fr P2F conv
Blue Islands	05 Oct	G	ATR 72-600		Acquired. Due Mar 25
Virgin Atlantic	08 Oct	GVKSS	Airbus A333-343	1201	To be WFU Onward to Wamos Air as ECOLG
Jet2	11 Oct	GSUNO	Airbus A21N-251NX	12060	Dlvd MAN 11 Oct 24

DHL Air	15 Oct	(GDHMB)	Boeing B777-F	66080/1606	WFU 17 Sep 24 Brussels - Shanghai 17 Sep 24 Shanghai - Nagoya - Haikou 09/10 Oct 24 Regd to Central Airlines as B226Z 11 Oct 24
DHL Air	15 Oct	(GDHMA)	Boeing B777-F	66079/1599	WFU 29 Sep 24 EMA - MAN 29 Sep 24 Manchester - Shanghai PVG - Nagoya - Haikou 11/12 Oct 24 Regd to Central Airlines as B226Y 14 Oct 24
Virgin Atlantic	15 Oct	(GVNYC)	Airbus A333-343	1315	WFU 08 Aug 24 LHR - BHX 09 Aug MX BHX - LHR 31 Aug 24 LHR - Chateauroux 02 Sep 24 Chateauroux - NQY 17 Sep 24 NQY - LHR 18 Sep 24 Regd to Thai Airways as HSTEV 11 Oct 24
easyJet UK	16 Oct	GUZLZ	Airbus A20N-251N	12334	Divd LGW 16 Oct 24
One Air Aviation	16 Oct	(GONEG)	Boeing B777-F	68454/1779	On order. Due
Ryanair	17 Oct	EIIKO	Boeing B38M MAX 8-200	67116/9062	Divd DUB 17 Oct 24
Loganair	19 Oct	GLMSB	ATR 42-600	1004	ABZ - Billund - Sofia 28 Sep 24 MX
easyJet UK	25 Oct	GUZLZ	Airbus A21N-251N	12163	Divd LGW 25 Oct 24
Virgin Atlantic	25 Oct	GVEYR	Airbus A339-941	2078	Regd 24 Oct 24 Divd LHR 25 Oct 24
Virgin Atlantic	25 Oct	(GVGBR)	Airbus A333-343	1329	WFU 28 Aug 24 LHR - BHX 02 Sep MX BHX - Chateauroux 20 Sep 24 (Paint) Chateauroux - NQY 07 Oct 24 NQY - LHR 08 Oct 24 Regd to Thai Airways as HSTEW 24 Oct 24
British Airways	26 Oct	GZBLK	Boeing B78X-10	60632/1204	Regd 22 Oct 24 Divd CWL 23 Oct 24 CWL - LHR 26 Oct 24 I/S 26 Oct 24

British Airways	26 Oct	GMIDS	Airbus A320-232	1424	WFU 24 Sep 24 LHR - DGX 24 Sep 24 Canx as PWFU 25 Oct 24
Wizz Air UK	26 Oct	GWUKN	Airbus A21N-271NX	10333	LGW - Katowice 11 Dec 23 MX/Strd Katowice - PIK 07 Mar 24 Strd PIK - LTN 21 Oct 24 Rtn to svc 25 Oct 24
Eastern Airways	28 Oct	G	Embraer ERJ 190-STD	19000654	Acquired. Due. EX PHEZZ Amsterdam - Warsaw 14 Aug 24
Eastern Airways	28 Oct	G	Embraer ERJ 190-STD	19000661	Acquired. Due. EX PHEXD Amsterdam - Warsaw 22 Oct 24
Eastern Airways	28 Oct	(G--MI)	Embraer ERJ 190-STD	19000659	Acquired. Due. Ex PHEXC Amsterdam - Warsaw 21 Aug 24
West Atlantic	28 Oct	GJMVCV	Boeing B734-4K5-F	24128/1715	WFU 25 Oct 24 EMA - Keflavik - Gander 28 Oct 24 Gander - Opa Locka 29 Oct 24 Onward to ?
Aurigny Air Services	31 Oct	DAASH	Bombardier DASH 8-Q402	4187	Lsd fm Avanti Air 31 Oct 24 - 03 Nov 24 Bsd GCI
British Airways	31 Oct	(GEUPL)	Airbus A319-131	1239	WFU 22 Dec 22 LHR - Madrid 22 Dec 22 Strd Parted-out Oct 24 Canx as PWFU 30 Oct 24

LEEDS/BRADFORD NEWS

Leeds Bradford Airport has reported a return to pre-tax profit in its latest financial results, with passenger numbers surpassing pre-pandemic levels. Accounts recently filed with Companies House show a pre-tax profit of £202,000 was achieved in the year ending 31 March 2024, compared to a £2.3m loss in 2022/23. EBITDA was £16.7m, up from £11.7m. Turnover also increased to £54m from £43.8m the previous year. Passenger numbers increased by 14 per cent during 2023/24, rising to approximately 4.06 million from 3.57 million. The figure is now above pre-pandemic levels and on a par with LBA's historic peak in 2018/19.

Jet2 remained the largest airline operating at Leeds Bradford, accounting for 49 per cent of passengers - compared to 53 per cent the year before - with Ryanair the second largest at 32 per cent. Wizz Air began operations at the airport in October 2022 and is now its third largest airline, accounting for 7 per cent of passengers. KLM, Aer Lingus, Tui, EasyJet and Aurigny all continued to operate out of LBA, while Sun Express began operations at the end of the year, with flights to Turkey. The airport's capital expenditure more than doubled to £17m.

Earlier in 2024, LBA began construction work on the regeneration of its terminal. The privately funded £100m development, known as LBA:REGEN, is set to transform LBA's existing terminal building, with additional aircraft stands, more seating, faster security, new shops and eateries, a larger baggage reclaim area and immigration hall, and improved access for passengers with restricted mobility. The extension of the terminal is planned to open spring 2025. The refurbishment of the existing terminal is planned for 2026. In August, the airport launched a new strategy, backed by £200m of private investment, that it said could support the creation of 5,500 jobs and inject about £1bn into the region's economy.

Alex Tong, chief financial officer at Leeds Bradford Airport, said: "It is pleasing to see the hard work of our colleagues and business partners deliver our best ever set of financial results. As well as delivering robust financial performance, the airport has performed strongly operationally. We were one of the first airports in the UK to fully roll out the latest next generation security equipment and our passenger assistance team was recently given the top rating of 'very good' in the Civil Aviation Authority (CAA) Accessibility Audit. "These results enable us to continue to invest in the airport, with the commencement of LBA: REGEN in November last year. This £100m investment delivers a newly extended and fully refurbished terminal building which will transform the airport experience for LBA customers, facilitate future sustainable growth which benefits the region, whilst also enabling a reduction in carbon emissions from the terminal operation in line with our commitments to Net Zero by 2030. "The first phase of LBA:REGEN is the terminal extension which will see the creation of a new arrivals and baggage reclaim area is on track to open in spring next year."

Jet2 has announced the launch of two new city break destinations from Leeds/Bradford for Winter 2024/25. However not is all it seems. The two destinations are Bratislava and Malmo. However the customers going to Bratislava, will actually be flown into Vienna airport, and those selecting Malmo as their destination will be flown into Copenhagen. Bratislava trips will be available from October 2024 to May 2025, with flights to nearby Vienna Airport across the border in Austria. Flights will operate on Mondays and Fridays from 22nd November to 6th January. Malmö, in southern Sweden, is the second new addition. Visitors will fly into Copenhagen, in Denmark and cross the Oresund Bridge to reach the city. Flights will again operate on Mondays and Fridays from November 29th to December 23rd.

An announcement which is sure to upset most aviation enthusiasts is that Jet2 have released the withdrawal plans, for the much loved Boeing 757 from service. The entire Boeing 757 fleet is currently Manchester based, and the final service will be on the 5th January 2025, on a Geneva to Manchester service. Most 757 operated services will cease during December, with only Alicante and Antalya having services into 2025, both of which will cease on January 4th.

The AAIB have completed their investigations to the runway excursion by the TUI, Boeing 737 that happened at LBA during October 2023. A very abridged version of the report is produced below. For those who would like to read the full report it can be found by following the following link. https://assets.publishing.service.gov.uk/media/671612399cd657734653d84f/Boeing_737-8K5_G-TAWD_12-24.pdf

After touching down at Leeds Bradford Airport (LBA) in stormy weather, the aircraft began to yaw left of the runway centreline. When the pilot flying increased the right rudder input to correct the deviation, both pilots reported feeling a significant judder from the nose gear. This prompted the pilot flying to reduce the right rudder input and, although there were repeated brief right pedal inputs, the aircraft continued to deviate from the centreline and left the runway. The aircraft sustained minor damage and there were no injuries. The investigation found that one of the aircraft's nosewheel bearings had suffered a catastrophic failure, likely during the rollout at LBA. The resultant juddering was unexpected, and the crew were uncertain as to its impact. However, the investigation found that there was in fact no mechanical impediment to the use of additional rudder and braking to prevent the runway excursion.

AIRPORT NEWS

A decision will be made in the next few months, on whether Heathrow will receive a decision on its plans to revive its efforts to secure a controversial third runway. The £14 billion proposal, which has been bitterly opposed by environmental campaigners and west London residents, was mothballed during the pandemic and is still officially "under review." However, with passenger numbers bouncing back far faster than forecast after travel restrictions were lifted in 2022, airport bosses are thought increasingly likely to give the third runway clearance for take-off once again. Heathrow's CFO Sally Ding said the leadership team had to be sure it was "the right plan that supports economic growth and meets the four tests" set by the new Labour administration. These relate to economic growth, climate change obligations and noise and air pollution targets. But she added the government had been "very supportive of the aviation industry and positive about airport expansion in general." She was speaking as Heathrow revealed it is on course for its busiest ever year as it upgraded its forecast number of passengers for 2024 to a record 83.8 million, up from 82.8 million at the half year stage.

Britain's biggest airport also reported a strong return to profits in the first nine months of the year and said it was "probable" that it would start paying a dividend again for the first time since before the pandemic. For the first nine months of the year revenue fell slightly to £2.65 billion, reflecting the lower charges that Heathrow is allowed to levy on airlines under a CAA ruling. However, pre-tax profits rose to £350 million compared with a loss of £19 million for the same period last year. CEO Thomas Woldbye said: "This summer has tested our colleagues, infrastructure and airlines to cooperate harder than ever before, with record numbers of passengers travelling through the busiest two-runway airport in the world. We have risen to this challenge, delivering excellent service with over 91% of passengers waiting at security for less than 5 minutes.

Teesside Airport's future has been questioned amid concerns about its viability and whether it is good value for money. The airport recently announced its first profit in more than a decade during an August announcement, but the accuracy of that claim has since been questioned. Darlington Borough Council has now been asked whether it will ever see a return on the money it invested into the facility. Teesside Airport said it made a pre-tax profit of £308,555 in the year to March 2024 but that claim was questioned by critics who argued its earnings were calculated before interest. At a full council meeting Matthew Snedker, Green Party leader, said: "[Will the] airport ever be in a position to return a real profit, bearing in mind that no airport with fewer than two million passengers a year does?" Council leader Stephen Harker said he was initially cautious about the site's future but is committed to supporting its 10-year plan. He told the meeting: "I have had long-term scepticism about where the airport might end up. When the airport was bought back in 2019 questions were raised about whether the airport would be sustainable in the long term. "There's an ongoing saga with what information the cabinet sees about the airport, and it is at times difficult to understand the finances of the airport. I suspect the report about the airport hitting profit was technically true but didn't tell the full story about the finances, and it wasn't quite as good as presented. "But in fairness, it did suggest there were improvements." Cllr Harker mentioned how advice from two independent aviation experts at the time identified several ways in which the airport could thrive.

Tees Valley mayor Ben Houchen said he hopes the airport can continue to grow in the future. Speaking in August, he said: "We're not necessarily there yet, there are still some issues down the road. It's a difficult industry to be in with aviation – there's issues around delivery of aircraft and we're trying to get more carriers in so there's still a way to go. "But this is the thing everybody was saying – you're getting more stuff, you're spending more money, but at what stage does it become sustainable and start to stand on its own two feet? So today is a really important day on that journey."

AIRLINE NEWS

British Airways has been forced to cancel a number of long-haul flights this winter, due to delays in the delivery of engine parts from Rolls-Royce. The delays have primarily affected the airline's fleet of 787 Dreamliner aircraft, which are powered by Rolls-Royce Trent 1000 engines. The delays in engine part delivery have been attributed to a variety of factors. This includes supply chain disruptions, manufacturing challenges, and quality control issues. Rolls-Royce has acknowledged the problems and has been working to address them. Despite this, the delays have continued to impact British Airways' operations. The issue has reportedly affected hundreds of flights, with the British national carrier making route changes and axing flights. Up to 11 routes have been scrapped as a result. Five of the carrier's Boeing 787 fleet have been grounded as a result of the Rolls-Royce engine parts supply issue. In response to the challenges, British Airways has been taking steps to mitigate the impact of the cancellations. The airline has been working to accelerate the delivery of spare engine parts, and used its Boeing 777 aircraft to replace the grounded 787s.

Global Airlines flew their Airbus A.380, 9H-GLOBL, from Prestwick to Dresden on Friday 4th of October. At Dresden it was handed over to the team at Elbe Flugzeugwerke (EFW) who will perform maintenance across the aircraft, this being the first of many to the Global Airlines fleet. EFW are to perform the base maintenance inspection that will enable return to commercial service for our first fully acquired aircraft. 9H-GLOBL will now undergo all necessary maintenance, including mandatory inspections and component replacements, before repositioning within Europe for an interior overhaul, ahead of starting operations in 2025. Global Airlines CEO James Asquith commented The support EFW have already provided has been amazing and there is a long future ahead for our two organisations.

Unsurprisingly, delivering this overhaul requires nothing short of coordination of an exponential matrix of specialist partners from livery to landing gear, seating to soft pillows, and flight planning to crewing, all with an intense shared dedication. The list of organisations we work with is almost endless – PIK, Storm, BCA, Hi Fly, Airbus, Rolls Royce, Mojave, legal, regulators (in at least three jurisdictions), ground ops, Montreal, ATC, decals, catering, flight planning, and more. Whenever you plan to fly an aircraft, there are a great deal of tasks and requirements that need to be managed before the doors close and it can head off to its destination. We have now flown our first A380 five times. Every step of our journey so far has come with its own set of unique challenges, but each time we have overcome them all to get to where we need to be. While I can't explain just how complex it all is, I also can't explain the emotion and the excitement of seeing her in the sky each time. I don't think I will ever get over seeing 'GLOBAL' in the sky, and from the crowds that gathered at both PIK and DRS, it appears that I am not the only one.

Play, the Icelandic low-cost carrier has announced a shift of strategy. Play has become known for low cost Trans Atlantic flights. These flights operate from Europe to Reykjavík, then connect to on going flights into the United States. Coming next year, the airline is set to "significantly" reduce its number of destinations in Northern America and increase its flights to destinations around the Mediterranean. It has also unfold plans to establish a new Maltese subsidiary with its own Air Operator's Certificate (AOC). According to Play's CEO the reason to partially withdraw from the transatlantic-market is due to increased competition and a reduction in yields. Play Malta is expected to receive its AOC just before the start of the summer season of 2025. It will have a fleet of three or four aircraft that will be transferred from the mother company and based at Tenerife. From there, it will connect Southern Europe with Iceland. Play launched its operations in June 2021. It currently has a fleet that is made-up of six Airbus A.320neos and four A.321neos.

Ryanair has announced on that it will slash its German flight offerings for summer 2025 by an additional 12%. The move, announced on 10 October 2024, will mean a reduction of 1.8 million seats and 22 routes. The airline has cited German government shortcomings for the network cuts. It says the ongoing failure to lower air traffic tax, security, and air traffic control fees is hampering recovery and growth. The airline plans to shut down its bases in Dortmund, Dresden, and Leipzig while reducing its Hamburg operations by 60%. This will result in cutting 22 routes for summer 2025. The loss of 1.8 million seats will significantly impact jobs, tourism, and connectivity. Germany now ranks as the worst-performing aviation market post-Covid, with only 82% of 2019 traffic levels restored. German travellers now face the highest airfares in Europe, following Lufthansa's €6 billion bailout. Germany's performance contrasts sharply with other EU countries like Sweden, Italy, Hungary, and Poland. These nations are reducing costs to boost post-Covid aviation recovery and growth. Ryanair has urged Transport Minister Volker

Wissing and the entire government to take immediate action. The airline called for lowering costs and fixing Germany's struggling aviation system by abolishing air traffic tax, cutting air traffic control fees (+100% since 2019). It has also urged postponing the 50% increase in security fee caps (from January 2025) to prevent further cuts in summer 2025.

Ryanair CEO Eddie Wilson stated, "Germany has only recovered 82% of its pre-Covid traffic, making it by far the worst performing aviation market in Europe." "Due to high government taxes and charges (the highest in Europe) and Lufthansa's high-price monopoly, German citizens and visitors now pay the highest airfares in Europe."

United Airlines have announced its most extensive international expansion to date, serving eight new cities next year. Starting in May 2025, United will launch five new nonstop flights from its hub in Newark/New York to destinations "no other U.S. airline serves," including Nuuk, Greenland; Palermo, Italy; Bilbao, Spain; Madeira Island, Portugal, and Faro, Portugal. The airline also adds three new nonstop routes from Washington D.C./Dulles, including its first-ever flight to Dakar, Senegal, operating year-round and new seasonal nonstop flights to Nice, France, and Venice, Italy.

AIRCRAFT NEWS

Boeing has announced it is cutting 17,000 jobs, accounting for 10% of the workforce, delaying the 777X to 2026, and terminating the 767 commercial. The terminations comes almost a month after Boeing announced a series of extensive cost-cutting measures in response to the 33,000-strong International Machinist Association (IAM) District 751 and District W24 strike. At the time, Boeing said it might temporarily terminate certain employees, including managers and executives. The company reduced the workforce of dozens of engineering contractors, the majority of whom were experienced retirees who had returned to assist Boeing in resolving issues with aircraft still in development. The cost-cutting measures also included substantial restrictions on the procurement of aircraft parts from suppliers, which would significantly impact the smaller aerospace companies in the region. A week later, IAM union leaders refused to hold a vote on Boeing's "Best and Final Offer" to meet the manufacturer's deadline, citing logistical reasons for being unable to arrange a vote. Aside the Boeing 767F program termination and other non-commercial program losses, the extent to which the manufacturer can postpone the Boeing 777X without incurring a significant risk of losing critical customers remains to be seen.

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, TTTG,

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

BEVERLEY (EY) A visit **27.10** noted **Front Hangars** G-BIDH 152, G-BPOS 150M, G-CDTY MXP.740, G-FLYO EV.97, G-JADJ PA-28, G-RVSA RV.6A, LY-CCP Yak 18T (22202044623).

Rear Hangar G-BBFL Gy.20, G-BZST Jabiru UL, G-CDRJ Tanarg 912S, G-CFPA Sportcruiser, G-CKDJ Sonex, G-GTRR Quik GTR, G-JLAT EV.97, G-MYNK Quantum 15, G-MZDV Quantum 15, G-ZOMB C42 FB100. **Residents on Field** G-BTMR 172M, G-CDJK C42 FB80, G-CGCH Sportcruiser, G-DEND F.150M, G-GDSO Cavalon, G-GGEM PA-28, G-HULL F.150M, G-IHCI Europa TG, G-SOOZ Rans S.6. **Visitors** 11.20 to 14.05hrs G-AYFC D.62B, G-AZHC D.112, G-BRPY PA-15, G-CEBF EV.97A, G-CYLL F.8L, G-GRZZ R.44, G-MYVP Rans S.6.

BLOXHOLM (Lincs.) Reported based at The Cottage Farm are G-BKDR S.1S and G-BOXH S.1S.

CAUNTON (Notts.) New here is G-TBLB Quik.

CHURCH FENTON (NY) G-BXWB HR.100/200B has departed following sale, having been replaced by G-ROCH T.303, noted as a new resident last month. **27.9** G-YYES SR.20. **28.9** G-DJET DA.42, G-BPRJ AS.355F1, G-PDGF AS.350B2, N363KC SR.22T (2457). **30.9** G-VGMC AS.355N, 2-MSTG Cessna 510 (510-0295). **5.10** N195AM PA-46R (4692148). **7.10** G-NLSE AS.355F2, D-FIPS PC.6/B2-H4 (874), M-SHRM AW.139 (31716). **11.10** HB-KKM SR.22T (1246) f Chester t Isle of Man. **13.10** G-ASYP 150E, G-MDSZ PC.12/47E f Chateauroux n/s. **14.10** G-MDSZ t Stornoway. **17.10** N5LL PA-31 (31-7812041) new resident. **19.10** G-JKJA A.109E. **23.10** and I paid a visit, allowing a full check to be made. **Hangar 3** G-BFTC PA-28R, G-BTII AA-5B, G-CFXT/4445 N3N-3, G-CLWO Pipistrel Virus, G-GDEF DR.400, G-HOWI F.182Q, G-JOHA SR.20, G-OPVM RV.9A, G-OSJC PA-32R, G-RICO AG-5B, G-SEKR ISA.180, G-SFTZ T.67M, G-VONY T.182T, HA-LFH SA.342J (1775), N39TA Beech B24R (MC-230), N250DM UH-1H (5808), N338CB UH-1H (5812) (last two reported as sold), N363KC SR.22T (2457) (the recently arrived N265KC is a replacement for this), N5073C Beech B36TC (EA-667), N34935 Cessna 177B (177-02101) (for sale). **New Hangar** G-BHIB F.182Q, G-BJMR 310R, G-BVEZ/XM479 Jet Provost T.3A, G-CMTB DA.50C, G-GJIM DA.62, G-JBIB DA.62, G-PDOC PA-44, N5LL PA-31 (31-7812041), N265KC TBM.960 (1560) new resident, M-OLOT CL.600 (5382), ZH798 Sea Harrier FA.2. **Residents on Apron** G-AZSF PA-28R, G-BAVL PA-23, G-BHWA F.152, G-BIZG F.152, G-BMKR PA-28, G-BNME 152, G-BOVK PA-28, G-BOYI PA-28, G-DJET DA.42, G-HSTI R.44, G-OUTY DA.50C out to Leipzig, G-PMCM PA-46, G-RDDM 182T, G-WLDN R.44. **Visitors** F-HHBA PA-32-301T (32-8124010), G-BGHM R.1180T, G-BRPY PA-15 f&t Sherburn, G-PFLY SR.22T. **Car Park** CS-TTJ A.319 (979) two small fuselage sections, converted to office/storage space. **Far Side** G-BOCU PA-34 wfu. **26.10** G-BKKN 182R. **27.10** very busy with wing walking using G-CGPY/671 A.75L300 and experience flights in G-CLXB/ML295 Spitfire T.IX plus visitors G-BPFI PA-28, G-GCIY DR.400, G-GCVV SR.22, G-GDKR DR.400 and G-PFLY SR.22T. **28.10** T7-DAT P.180 (1194) f Bournemouth n/s. **29.10** 2-OTOD Cessna 525B (525B0696) f Farnborough t Jersey.

CONINGSBY (Lincs.) Noted 15.10 were **11 Squadron Shelters** ZK340, ZK364, ZK371. **Ramp Area** ZJ913, ZK309, ZK319, ZK321, ZK325, ZK362, ZK382, ZK424 and ZK425 all Typhoon FGR.4

CRANWELL NORTH (Lincs.) Noted 28.8 were G-CGAV SF.27A, G-CHEE Discus b, G-CJKJ ASK21, G-CKEV Duo Discus, G-CKMW ASK21, G-DDRN Mosquito and G-NUGC G.103A.

CROWLAND (Lincs.) Noted 1.9 were G-BLMW T.66, G-BDZA SF.25A, G-CGCU SZD.50-3, G-CHAC SZD.50-3, G-CHEP SZD.50-3, G-CJXX Pilatus B4-PC11AF, G-CLSR G.103, G-DCNM SZD.9bis, G-DECP LS3-17, G-DHCJ G.103, G-PSGC PA-25, G-SORA DG.500/22 and BPK/BGA.1124 T.50.

DONCASTER/SOUTH YORKSHIRE AIR MUSEUM (SY) Newly reported is BAPC.176 RAF SE.5A FSM.

ELVINGTON (NY) Visiting for YAM's Thunder Day on 12.10 were G-AKAT/T9738 M.14A, G-BAVO/26 A.75N1, G-IGL Eagle II and G-UANO /FAP1367 DHC.1 all f&t Brighton. G-REMH B.206B was giving pleasure flights over York. YAM have repainted BAPC.265 Hurricane FSM to represent BN292/SW-H a 253 Squadron aircraft. YAM have gifted XH767 Javelin FAW.9 to Aeropark at East Midlands Airport, following 24 years here. A lorry arrived 23.10 with three Griffon engines from the Shackleton at Coventry, pending its move North, and then took the first parts of the Javelin South to Aeropark.

FULL SUTTON (EY) Reported as a new resident is G-CCSF Quik.

GAMSTON (Notts.) N517FD PA-32R-301T (3257263) which lived between here and Bagby, departed back to the States 26.8, routing Gamston-Wick-Reykjavik. **24.9** G-NALC AS.355NP. **28.9** G-BGGO F.152, G-CISX 172M, G-ITOR R.44. **29.9** G-BTAW PA-28, G-IMIK PA-28, G-RVNA PA-38, G-SELB PA-28, G-UFLY F.150H. **2.10** G-NSYS EC.137T1, G-SLPC Sling TSi, GZ100 AW.109SP. **3.10** G-BMKR PA-28, G-BOBA PA-28R, G-LAMS F.152. **4.10** G-BNOJ PA-28, G-FOKX EuroFox 912S, G-PCJS DA.42NG. **5.10** G-BOJI PA-28RT, G-BPAY PA-28, G-CDMF RV.9A, G-KBEB 182P, G-OAWM SR.20, G-RVRN PA-28, N322JR SR.22T (0374), N622RC SR.22T (1610), N1407J RC.112A (407). **6.10** G-DKEY PA-28, G-GALB PA-28, N500SY 369E (0007E). **9.10** N302JG TBM.700C1 (302) f Guernsey n/s. **10.10** N641LB MD.600N (RN041). **11.10** G-EFBP FR.172K. **13.10** G-BFTC PA-28R, G-PTSI Sling TSi. **14.10** G-OCOV R.22B. **17.10** G-BKCE F.172P and resident G-BKKN 182R arrived back from Gloucester with a new paint job and avionics fit. **22.10** G-GIMT DA.62. **24.10** G-UNAC PA-32R. **26.10** G-SACT PA-28, G-UFLY F.150H, N781CD SR.20 (1423).

HEADON (Notts.) The trike of G-MZNC Blade 912 was noted in store on 10.8 (Permit expired 28.9.21).

LEEMING (NY) On 22.10 ZZ190 Hunter F.58 was unable to stop on landing, due to brake issues and safely took the barrier at the end of runway 34.

MANSFIELD (Notts.) On 12.10 Mark noted YL-LCL A.320-214 (533) forward fuselage, still in the grounds of Nottingham Trent University Vision West Campus, Mansfield Hub.

NEWARK AIR MUSEUM (Notts.) A new arrival on 23.10 was ZF372 Tucano T.1 acquired from Everett Aero.

NORTH COATES (Lincs.) Residents I visited on 29.9 and undertook a full check on the resident situation. G-ASUB M.20E, G-AXTC PA-28, G-CHRT EV.97, G-CGDV Sportcruiser (temporary resident), G-CLJU WA.40, G-CMJU C42 FB100, G-EHZT Z.526F, G-ENID Escapade, G-HELL Sonex, G-MNXX Shadow Srs.CD, G-MWUK Rans S.6, G-MYSL Mistral, G-OOCP TB.10, G-PPPP Kiffox (on trailer, awaiting collection by new owner), G-PTAR Skyranger 912S, G-TMRL CH.750 (damaged), G-VICA T.66, G-ZBEN Yak 52 (currently at St Athan on Annual), N20AG TB.20 (2003), 86-AI Albatros (24, dismantled), (CEK)/BGA.1482 T.21B(T) (stored dismantled) plus some parts of G-BILZ JT.1 (stored in an outbuilding). **Movements 3.9** G-CIHY and G-CFDY both Quik f&t Headon. **6.9** G-FRGP AW.109SP f Elstree t Frankton, G-CMRD C42 FB100 f Boston t Sandtoft. **8.9** G-CHHI RV.7 f&t Gamston, G-GDSO Cavalon with

G-IHCI Europa TG both f&t Beverley, G-GRZZ R.44 f&t Waithe Top Farm, G-TGTT R.44 f&t Claxby, OK-LTM R.44 (1833) f&t Cabourne. **12.9** G-RDWN AW.109SP f Gamston t Redhill. **14.9** G-BFTH F.172N f Sturgate t Eddsfield, G-GRZZ R.44 f&t Waithe Top Farm. **18.9** G-PHYL Kitfox f&t Sherburn. **21.9** G-GRZZ R.44 f&t Waithe Top Farm, G-BSPE F.172P f&t Brighton. **28.9** G-GRZZ R.44 f&t Waithe Top Farm, G-BCRX/WD292 DHC.1 f&t Fenland, G-KKKK/XX513 Bulldog Srs.120/121 f Brighton t Hardwick, G-BVUZ Cessna 120 f Brighton t Hardwick, G-LAIR Glasair IIS FT f&t Hardwick, G-BJZN T.67A f&t Brighton. **29.9** G-BPGU PA-28 f&t Tollerton, G-AYFC D.62B with G-BRPY PA-15 and G-CGVJ Europa XS all f&t Sherburn, G-CEBF EV.97A f Beverley t Forwood Farm, G-GRZZ R.44 f&t Waithe Top Farm.

NOSTELL AIRBASE (WY) The third Yorkshire Air Ambulance was registered G-YAIR Bk.117D-3 on 25.9 and is currently at the fitting out stage with Airbus Helicopters UK.

POCKLINGTON (EY) A new resident is G-DMBT AS.33ME.

RIBY (Lincs.) This strip is now permanently closed, the only resident G-PTAR Skyranger 912S having moved to North Coates.

SALTBY (Lincs.) Noted undergoing taxi trials recently was G-MMGF Tiger Cub 440.

SCAMPTON (Lincs.) Former HHA resident G-CGHU/XF994 Hunter T.8C is now to be found at Brunthorpe.

SHERBURN (NY) Starting with a foreign visitor **27.9** with F-JTCR/64-VT C.42C night stopping. Then on **28.9** F-JTCR departed and visitors were G-AVUG F.150H, G-AYGC F.150K, G-BNYP PA-28, G-BUTZ PA-28, G-BYSI PZL.110, G-BZBF 172M, G-CDBY MCR.01, G-CFUE Pioneer 300, G-CGWF RV.7, G-CIFC TB.200, G-DTFF T.182T, G-GAVV CTSL, G-GHST C42 FB100, G-IIDY S.2B arrived for maintenance, G-MRVP RV.6, G-NBDD DR.400, G-OGAL RV.14, G-OKEN PA-28R arrived for maintenance, G-RAFB G.115A, G-SNXA Sonex, G-STVT Sportcruiser and G-TALE PA-28. Much quieter on **29.9** with G-AVLG PA-28, G-BPGU PA-28, G-OMNI PA-28R, G-VOAR PA-28 and N725EL SR.22GTS-G7 (9985) f Halfpenny Green t Birmingham. The only visitor on **2.10** was G-AXNS B.121. Excellent weather on **3.10** brought in G-BGKV PA-28R, G-BKLO F.172M, G-BNST 172N, G-CENO WT9 UK, G-CEVS EV.97, G-CFUE Pioneer 300, G-DEND F.150M, G-DWYP Skyranger 912S, G-DYNA WT9 UK, G-EINI Europa XS-TG, G-JFDI WT9 UK, G-WECG AS.355NP, N95VB Beech C.90GTx (LJ-2091) f&t Denham, N1350J RC.112B (516). On **4.10** G-ATJN D.119, G-BBJX F.150L, G-BGMR GY-20, G-BGPJ PA-28, G-BPGU PA-28, G-KHRE Rallye 150SV, G-OSLD Europa XS-TG, G-WKDB C42 FB80, G-WLGC PA-28, whilst Engineering contained G-AYRT F.172K, G-BAEO F.172M from LBA, G-IIDY S.2B from Leicester, G-OBMS F.172N and G-OKEN PA-28R from Tatenhill. Moving on to **5.10** and a busy day G-BAEO F.172M departed from maintenance, and G-DMND DA.42 departed to Oxford for maintenance, with G-TESM DA.42 returning to take its place. G-BERY AA-1B, G-BFTC PA-28R, G-BHVR 172N, G-BXJD PA-28 f Full Sutton (to pick me up) t Oxford, then f Oxford to Full Sutton, G-CBEE PA-28R, G-CDOA EV.97, G-CIFC TB.200, G-MYVP Rans S.6, G-OTUM Skyranger 912S, G-STVT Sportcruiser, G-XLNT CH.601XL, N9LS SR.22T (9164) flown by Lord Sugar, N24CA SR.22GTS (9318), N89GH SR.22 G2 (1178) last three all f Stapleford to visit "The Motorist", a couple of minutes' walk away, N377C TB.21 (2222) f Cark and N500TY 369E (0086E). Poor weather on **6.10** with only G-AZHC D.112 and G-CIFC TB.200 visiting. A bit of variety on **7.10** with G-BAEO F.172M, G-CCFS DA.40D, G-FLXI PC.12/47E, G-MLHI Mx.7-180, G-OGGY A-1B and G-XIII RV.7 visiting. The **8.10** only brought in G-DEND F.150M f Beverley for maintenance and G-OOCP TB.10 and on **9.10** only N95VB Beech C.90GTx f Cardiff t Sleep. On **10.10** 2-PASD DA.40D (D4.293) arrived from Oxford for use by AFT, and others were G-BGVV AA-5A, G-BPGU PA-28, G-LASR Glasair IIS RG and N95VB Beech C.90GTx f Sleep t Cumbernauld. A good weather day **11.10** brought in G-AWSL PA-28, G-AYYU Beech C.23, G-BJZN T.67A, G-BRFM PA-28, G-BXEX PA-28, G-GGEM PA-28, G-HULL F.150M, G-IBUZ Sportcruiser, G-ICDP F.150L, G-IHCI Europa TG, G-KLAW Eagle II f Barton and in to Hangar 5, G-NBDD DR.400, G-OCCN DA.40D, G-PHUN FRA.150L, N648KM DA.42 (42.316) and resident G-CMFZ RV.10 made its first flight following completion. A check on the Engineering Hangar produced G-AYRT F.172K, G-BODE PA-28 (this received wing damage on the ground at

Leicester on 10.10, and following assessment was flown back today for repair), G-CCWM DR.400, G-DEND F.150M, G-IIDY S.2B and G-OKEN PA-28R. Only two in on **12.10** G-BOJI PA-28RT and G-SUNN R.44 Clipper, then on **13.10** G-BXJD PA-28, G-CCTI EV.97, G-CENO WT9 UK, G-CEVS EV.97, G-CGMM Sportcruiser, G-CIRY EV.97, G-CJTE EuroFox 3K, G-COLF Bristell NG5, G-IIDY S.2B departed back to Leicester, G-STVT Sportcruiser and G-TALH PA-28. Starting the new week **14.10** brought in G-AYGC F.150K, G-BSKA 150M, G-IBBJ Cavalon, G-MOOR TB.10, G-MRVP RV.6, G-OCCH DA.40D and G-SFTZ T.67M. After a couple of poor weather days **17.10** was much improved G-BBEO FRA.150L, G-CEMY Pioneer 300, G-CENE CTSW, G-CIPT Bristell NG5, G-DUDI MTOsport, G-HULL F.150M and G-SFTZ T.67M. Not much change in Engineering with G-AYRT, G-BODE, G-DEND, G-OKEN and G-SACT, plus G-KLAW Eagle II had been moved in from Hangar 5. On the **18.10** just G-BOID 7ECA, G-BPGU PA-28, G-CFKA MT-03 and G-IBUZ Sportcruiser plus a flyover at 14.55hrs G-CLXB/ML295 Spitfire T.IX f Church Fenton t Lee on Solent. A little better on **19.10** with G-AZHC D.112, G-BAEO F.172M, G-CFUE Pioneer 300, G-DWYP Skyranger 912S, G-GAVV CTSL, G-IROB TB.10, G-MOUT 182T, G-RRCU DR.221B and G-SNXA Sonex. After a none flyable Sunday, **21.10** produced just G-AXNS B.121 and G-CPTM PA-28 with things looking up on **22.10** with G-AJJS Cessna 120, G-AZHC D.112, G-BSKA 150M, G-CENE CTSW, G-CFLM Quik, G-CGDI EV.97A, G-CMLL RV.12, G-CTDH CT2K, G-FOXV A.22LS and N95VB Beech C.90GTx (LJ-2091) f&t Denham. After a foggy start **23.10** we had the following visit G-BIDG D.150, G-BPYJ W.8, G-CGCH Sportcruiser, G-CGLY Calidus, G-CKIO PA-28, G-GDSO Cavalon, G-JLAT EV.97, whilst G-DEND F.150M was outside Engineering awaiting collection. A few changes noted on **24.10** when G-DEND F.150M returned to Beverley with G-JADJ PA-28 acting as crew ferry. Then 2-TESK DA.40D (D4.307) returned to Oxford with G-OCCF DA.40D arriving to take its place. Visitors noted were G-CHHI RV.7, G-CLDK PA-28, G-VLTT DA.42 and G-ZEZE 182S. After a poor weather day, all was good on **26.10** with G-ARHZ D.62A, G-BBJX F.150L, G-BGBI F.150L, G-BPGU PA-28, G-CJAM C42 FB80, G-DWYP Skyranger 912S, G-HIGA 172P, G-HULL F.150M, G-INXS R.22B, G-MRVP RV.6, G-OPRC Europa XS-TG and G-RMAV C42 FB80 visiting. Another great flying day **27.10** when visiting were F-GITZ AG-5B (10140), G-ATXA PA-20, G-BJTP/MM51-15302 PA-18, G-BMMK 182P, G-BNKE 172N, G-BRIV TB.9, G-BSED PA-20, G-BSFD J.3C-65, G-CCJA Skyranger 912, G-CDAC EV.97, G-CDNE Skyranger 912S, G-CFYS WT9 UK, G-CYLL F.8L f Brighton t Beverley then f Beverley t Brighton, G-JAEE RV.6A, G-KKKK/XX513 Bulldog Srs.120/121, G-PHOR FRA.150L, G-RSKY Skyranger 912, G-STRV RV.14, G-WINO EuroFox 912S, G-WLSN Skyranger 912S, N20TB TB.20 (2008). Throughout the month Hiolds have been using G-MGWI R.44A, with at times G-JBKA R.44 and G-CLCP Bell 505. As we close for press AFT were using G-LORC PA-28, G-OCCF DA.40D, G-TESM DA.42 and 2-PASD DA.40D (D4.293).

SKEGNESS (Lincs.) G-PKUP C42 FB100 has been sold and has departed to Henstridge.

STRUBBY NORTH (Lincs.) G-CBMO PA-28 has departed following sale.

STURGATE (Lincs.) A new resident is G-TAAB SR.22.

SUTTON BANK (NY) A new resident with Yorkshire Gliding Club is G-CKFV LS8-t.

SUTTON ON SEATHE HALL (Lincs.) G-BCUF F.172M has departed following sale.

THORPE WOOD (NY) XZ343 SA.341B was advertised for sale from here in early October.

WADDINGTON (Lincs.) Noted still present on 10.10 were HN-434 and HN-452 F/A18C and 188770 with 188796 CF.188 plus lowly G-CLDK PA-28.

WICKENBY (Lincs.) A new resident is G-EGLK PS-28.

WOODHALL SPA (Lincs.) Noted visiting The Petwood Hotel on 28.9 was G-ZZEL SA.341B.

RESIDENTS

Nothing to report.

OUTSIDE PARKING

G-BEZI AA-5, G-HELA TB.10 and HB-CIU FR.172J have all been present throughout. G-ICDP F.150L arrived from Teesside 18.10 for the new flying school here, Aeroschool Flight Academy. G-PAWS AA-5A is still away at Bagby on maintenance.

MOVEMENTS

24.9 G-BHVR 172N f&t Sandtoft x2. **25.9** G-OEKS C42 FB80 f&t Husthwaite. **28.9** G-AKDN DHC.1 f&t Bagby, G-ARHZ D.62A f&t Sturgate, G-BDWM/"414673/LH-I" DB.1 f&t Gamston, G-BVUZ Cessna 120 f Sturgate t North Coates, G-BZRO PA-30 f&t Gamston, G-CCDX EV.97 f&t Barton, G-CDYD C42 FB80 f&t Husthwaite, G-CMJU C42 FB100 f&t North Coates, G-DPRV RV.7A f&t Lambley, G-GRZZ R.44 f&t North Coates, G-JEJH DR.1050 f Defford t Sturgate, G-RETA CASA1.131E f&t Gamston. **29.9** G-OJSD EuroFox 912S f&t Eshott. **3.10** G-AYGA D.117 f&t Oxenhope, G-CCOV Europa XS f&t Abbots Bromley, G-CDUS Skyranger 912S f&t Fishburn, G-CENO WT9 UK with G-CEVS EV.97 both f Sherburn t Eddsfield, G-CMLL RV.12 with G-ELWK RV.12, G-JIMM Europa XS-TG and G-KEVJ Sling TSi all f&t Fishburn, G-NSYS EC.135T1 f Gamston, numerous local flights, t Gamston, G-OOCP TB.10 f&t North Coates. **4.10** G-BEZZ D.112 f&t Barton, G-BHZU/3914 J.3C-65 f&t Sandtoft, G-BSPE F.172P f&t Bagby, G-OCPC FA.152 f&t Teesside. **5.10** G-BXOI 172R f&t Sherburn, G-BZRO PA-30 f Teesside t Gamston, G-CCZD RV.7 f&t Rectory Farm, G-CKZX GlaStar f&t Strubby North, G-GDSO Cavalon f&t Beverley, G-TSDE AT01 f&t Teesside, N345TB TB.20 (1914) f&t Beverley, **8.10** G-ATJV PA-32 f Hibaldstow n/s. **9.10** G-ATJV PA-32 t Hibaldstow, G-YORX Bk.117D-3 (Helimed 98) f Topcliffe t Nostell. **11.10** G-BAXS Bell 47G-5 f&t Gembling, G-BSXD/30146 P.2 Kraguj f&t Gamston, G-CEMY Pioneer 300 f&t Oxenhope, G-CFIZ Skyranger 912 f&t Halfpenny Green, G-CGVJ Europa XS f&t Sherburn, G-CHHI RV.7 f&t Gamston, G-CMLX Skyranger Nynja f&t Landmead Farm, G-GDAC AA-5A f Gamston t Netherthorpe, G-HUEW Europa XS-TG f&t Glebe Farm, G-KEVJ Sling TSi f&t Fishburn, G-SCPI Sportcruiser f Barton t Netherthorpe. **12.10** G-ATPV GY.20 f&t South Cave, G-MLXP Europa TW f&t Sturgate. **13.10** G-APAF/TW511 Auster 5 f&t Spanhoe, G-ARHZ D.62A f Beverley t Sturgate, G-AVLG PA-28 f&t Leicester, G-BWSI SA.102.5 f&t Rufforth East, G-COLF Bristell NG5 f Sherburn t Eddsfield, G-DRPK Escapade f&t Fishburn, G-EGEN CP.301A f&t Croft, G-GDSO Cavalon f&t Beverley, G-ITAF/MM54532 SF.260AM f&t Spanhoe, G-JHKP Europa XS f&t Temple Bruer, G-JLAT EV.97 f&t Beverley, G-OSUT SF.25C f&t Sutton Bank, G-SAAA CTSW f&t Sherburn, G-TSAS PA-28 f Tibenham t Cardiff, N345TB TB.20 f&t South Cave. **14.10** G-TSDB AT01 f&t Teesside, G-YORX Bk.117D-3 (Helimed 98) f Nostell, night circuits at 20.45hrs. **17.10** G-ATJN D.119 f&t Wickenby, G-ATVF DHC.1 f&t Turweston, G-CGMH D.150A f Barton t Fishburn, G-CKGJ HN.700 f&t Temple Bruer, G-MAXV RV.4 f Shotteswell t Sleaf. **19.10** G-DPRV RV.7A f&t Lambley, G-SLNT CTSW f&t Sywell, G-TSDB AT01 f&t Teesside, N345TB TB.20 f&t South Cave, N7238X PA-18 (18-1629) f&t Tollerton.

Coney Park....

Mike Storey

1 st September	G-LAWA	AUGUSTA AW139		SKIPTON/CONEY PARK
2 nd September	G-LAWA	AUGUSTA AW139		CONEY PARK/MULTIFLIGHT
3 rd September	G-FRYA	ROBINSON R44		LEICESTER/?
4 th September	G-PIXL	ROBINSON R44		BAGBY/HEXHAM
11 th September	G-RDWN	AW109SP GRAND NEW		MAYS HELI/BATTERSEA
12 th September	G-EMHN	AUGUSTA A109S GRAND		N Y MOORS/STOKE ON TRENT
13 th September	G-PRDH	AS355F2 ECUREUIL		WOODHALL HOTEL/GLOUCESTER
16 th September	G-LINJ	ROBINSON R44		FISHBURN/CONEY PARK
17 th September	G-LINJ	ROBINSON R44		CONEY PARK/FISHBURN
18 th September	G-LINJ	ROBINSON R44		CARLISLE/LEICESTER
18 th September	G-SENS	EUROCOPTER EC135T2+		LEEDS/OXFORD

Credits The Airfield Manger, the Coffee Team, the Sandtoft fire team and my driver.

Resident Aircraft noted	First noted	Last noted
D-EABY M20J for Eng	27/07/2024	21/09/2024
G-BBJX F.150L	14/09/2024	14/09/2024
G-BBKA F.150L YAC	28/10/2020	28/09/2024
G-BBKB F.150L YAC	12/04/2024	11/09/2024
G-BBNI PA-34 for sale	06/11/2021	28/09/2024
G-BCGI PA-28	23/03/2018	10/08/2024
G-BCVG FRA.150L	07/12/2022	11/03/2023
G-BDNW AA-1 on rebuild wfu	18/03/2023	18/03/2023
G-BGBI F.150L YAC	23/04/2021	15/09/2024
G-BGBW PA-38 wfu	25/05/2020	14/09/2024
G-BGTF PA-44	31/07/2021	09/08/2023
G-BHVR C.172R	03/06/2023	28/09/2024
G-BHZU J-3C	15/04/2018	04/08/2024
G-BIFB PA-28 on rebuild Eng	16/11/2014	07/09/2024
G-BIHI C.172M on rebuild Eng	15/04/2018	14/09/2024
G-BLVS C.150M wfu	04/02/2023	14/09/2024
G-BOMP PA-28	30/11/2014	14/09/2024
G-BOVS C.150N wings Eng	15/04/2018	14/09/2024
G-BRNC C.150M YAC on rebuild	06/11/2021	03/08/2024
G-BSKA C.150M YAC	21/07/2021	10/08/2024
G-BSYV C.150M YAC write off	16/07/2024	28/09/2024
G-BSXI M20E dismantled wfu	18/03/2023	25/03/2023
G-BULR PA-28 wfu	15/04/2018	09/05/2019
G-BYJL Pulsar	14/12/2020	11/03/2023
G-BZBF C.172M YAC	15/12/2020	14/09/2024
G-CBOY Quantum	16/03/2024	14/09/2024
G-CCLX Quik	01/03/2024	30/03/2024
G-CGTV Savannah	14/01/2023	14/01/2023
G-CHVS Savannah	09/10/2021	11/11/2023
G-CIMI G.115	09/10/1021	14/09/2024
G-CKXI M.20E	13/09/2021	07/03/2023
G-CMLA TL.3000	27/02/2024	30/03/2024
G-CSAV T.600N	13/04/2024	14/09/2024
G-DOZZ Sky Ranger Swift	27/02/2024	27/02/2024
G-ECGC F.172M with Eng	03/08/2024	19/09/2024
G-LORD PA-34 with Eng	21/03/2023	31/08/2024
G-MABE F.150LYAC on rebuild	22/08/2022	14/09/2024
G-MIAN Skyranger	23/10/2021	15/06/2024
G-MICK F.172N on rebuild wfu	02/05/2010	14/09/2024
G-MJVU Quicksilver	03/08/2024	14/09/2024
G-MMMA Quicksilver	18/03/2023	08/06/2023
G-MSFC PA-38 wfu	05/06/2021	14/09/2024
G-MZOS Quantum	17/11//2011	18/03/2023
G-OWMC T.600N	27/02/2024	14/08/2024
G-RMAV C42	02/04/2024	28/09/2024
G-TAXI PA-23 rebuild Eng	06/05/1996	14/0/9/2024

G-TAYI	G.115	08/05/2017	03/08/2024
G-TEFC	PA-28 wfc	21/09/2024	21/09/2004
G-WHEN	P92-EM	27/07/2024	14/09/2024
G-WLGC	PA-28	19/04/1996	12/09/2024
G-YBAA	F.172J	04/03/2023	16/03/2023
N20UK	M.20F for sale. wfu	29/03/2023	03/08/2024
N39TA	Be A24 wfu	12/03/2011	06/07/2024
(N131MP)	PA-31P dismantled	18/05/2018	28/09/2024 to become G-BWDE
N337UK	C.337 on rebuild Eng	10/05/2018	14/09/2024
(N394RA)	C.210K wfu for sale	19/02/2022	14/09/2024
N2136E	PA-28	15/03/2019	14/09/2024
N7954J	PA-28R	08/03/2023	14/09/2024

Visitors

- 04/09 G-AVLB PA-28 f/t Cottage Farm.
- 06/09 G-CTCL TB10 f/t Nottingham, G-CIBZ Eurofox f/t Temple Bruer, G-CMRD C42 f/t Wickenby.
- 07/09 G-BOSM DR.253B here for Eng, noted parked in side.
- 12/09 G-BKIT TB9 f/t North Weald..
- 13/09 G-NBDD DR.400/180.
- 14/09 G-BOSM DR.253B ready for collection from Eng Visitors from G-CBEF(XX621/H) Bulldog f/t Little Gransden with G-ATWA DR.1050 and G-AVLB PA-28.
- 15/09 G-ClAZ Eurofox f/t Rufforth, G-BONR C.172N.
- 16/09 G-OSUT SF-25C.
- 17/09 G-CMLA TL3000 Sirius 600.
- 19/09 G-BFTH C.172N.
- 21/09 G-CBOY Quantum local flight, G-RMAV C42 local flight, G-BOMP PA-28 test flight, G-CSAV T.600N.
- 25/09 G-GTRR P&M Quik GTR f Rufforth t Beverley
- 28/28 G-CBOY Quantum local flight, G-BDSH PA-28 f/t Nottingham, .



G-CBEF XX621 SA Bulldog 14/09



G-ATWA DR1050N Ambassadeur 14/09



G-AVLB PA25 14/09



G-AZNO Cessna 180 Skylane 28/09

The Airfield Manager a regular credit for my visits is my driver.

Resident Aircraft noted	First noted	Last noted
G-ARHZ D.62	06/05/2024	25/08/2024
G-ARRS CP.301A	30/03/2024	21/09/2024
G-ATLM F.172G	21/09/2010	21/09/2024
G-AWGK F.150H	30/03/2024	21/09/2024
G-AYYU Beech C.23	30/03/2024	21/09/2024
G-AZTS F.172N	22/01/2023	21/09/2024
G-BBDP DR.400	25/02/2023	21/09/2024
G-BDDG D.112 wfu	08/11/2014	21/09/2024
G-BGHJ F.172N	25/09/2024	21/09/2024
G-BGVE CP.1310 engineless wfu	08/11/2014	25/08/2024
G-BIPN RF.3	13/11/2021	25/08/2024
G-BRIV TB9	30/05/2024	01/06/2024
G-BRPV C.152	25/02/2023	21/09/2024
G-BRPY PA-15	11/05/2024	25/05/2024
G-CEYK Europa 200 XS	04/05/2024	20/07/2024
G-CEZS CH601HDS	01/05/2024	25/08/2024
G-BROR J-3C	06/05/2024	01/06/2024
G-CIFC TB.200	29/05/2022	21/09/2024
G-EOHL C.182L	20/07/2024	21/09/2024
G-EXLL CH601XL	29/05/2022	21/09/2024
G-FARY TRI-Q	14/01/2014	21/09/2024
G-GAME T.303	25/02/2022	21/09/2024
G-HIBB Jabiru J430	30/03/2024	21/09/2024
G-MLXP Europa	20/07/2024	21/09/2024
G-MJVU CH601HDS	01/05/2024	15/08/2024
G-OMCB TL2000	22/03/2021	21/09/2024
G-OPAZ Pazmany PL2	08/11/2014	21/09/2024
N955BE B55 Be95	26/11/2022	21/09/2024
N40453 PA-23	08/11/2014	21/09/2024

Bus noted today was still here as BX54DH4

Visitors

19/09	G-CEZS CH.601HDS
21/09	G-SACT PA-28, G-GGTR GTR f/t Deenethorpe with G-RSAM GTR,

SEPTEMBER 2024

HELICOPTER ACTIVITY(p/s – private site)

01/09 G-PDPD EC-120B, Ripon, Grantley Hall – p/s Oakham
 01/09 G-LZZI BK-117, p/s Richmond – Wycombe Air Park
 01/09 G-HOLM EC-135, p/s Richmond – Turweston
 01/09 G-LAWA AW.169(Castle 28), Battersea – Yarnbury, Skipton
 01/09 G-TTGV Jet Ranger(Yellow 8), East Midlands – p/s Southwell
 03/09 M-ELIS Bell 407GX, Oatlands, Harrogate – p/s Leventry
 03/09 G-EDWAA.109E(Trident 11), Kemble – p/s Harrogate
 03/09 G-IICP Hughes 369E, Dundee – Teesside – Gloucester
 03/09 G-JFPG AW.109SP(Solway 04), Carlisle – Hermitage Farm, York
 03/09 G-VIVE AW.109SP Bicester – p/s near Helmsley
 04/09 G-LARD R.66 p/s Bedford – p/s Ferrybridge
 04/09 G-NICU AW.169(Helimed 80), Barnsley, Silkstone CC – Hull Royal Infirmary
 04/09 G-MRKS R.44, Little Staughton – Skydock Lincs, Scampton
 05/09 G-RMBH A.109S(Trident 09), Carlisle – Harrogate – p/s Helmsley
 06/09 G-CMUV A.109S, Hawarden – p/s Selby
 06/09 G-FGRP A.109S, Coventry – Humber Bridge Country Park
 06/09 G-OAHL Twin Squirrel(Trident 3), Woburn – Harrogate, Oakwood
 08/09 G-OHAS R.66, Fenton, Lincs – Norton-on-Derwent - p/s Harrogate
 09/09 G-ZZZS EC-120B, p/s near Newcastle – Brighton
 10/09 G-LBRR Squirrel, New Under Roseberry, lifting duties all day
 11/09 G-LNCC AW.169(Helimed 29A), Boston – Hull Royal Infirmary
 11/09 G-OAHL Twin Squirrel(Trident 3), Kemble – p/s near Leeming
 12/09 G-RDWN A.109SP, Chichester – Fulbeck Park Karting Centre
 12/09 G-SENS EC-135(Woodstock 37), Channel Golf Club – Doncaster Race Course
 12/09 G-YRTE A.109S, East Midlands – Cantley Hall, Doncaster
 12/09 G-OAHL Twin Squirrel(Trident 3), Alwoodley Golf Club – p/s near Heathrow
 12/09 G-OATL AW.109SP(Trident 4), Battersea – p/s near Ripon
 12/09 G-GRUN AW.109SP, Leighton Buzzard – Doncaster Race Course
 13/09 G-HECK R.44, Coney Park – Devonshire Arms – Coney Park
 13/09 G-OFZY Twin Squirrel(Trident 17), p/s West of Topcliffe – Battersea
 13/09 G-ICER AW.169, Norwich – Aldfield, Ripon – Hawarden
 14/09 G-ILFF AW.109SP(Flexjet 20), How Farm – Gotts Park, Leeds
 14/09 G-LUFC Bell 407, LBA – Scarcroft Cricket Club – Bridlington
 15/09 G-FGRP A.109S, Alderley Edge – Fulbeck Kart Track
 15/09 N641LB MD-600N, Gamston – p/s near Durham
 15/09 G-LODZ Squirrel(re-reg G-JBBH, 30/9), Little Gransden – p/s Claxby
 16/09 G-SENS EC-135(Woodstock 24), Richings Park – Alwoodley Golf Club
 18/09 G-INDX R.44, Coventry – Elloughton
 18/09 G-RDWN A.109SP, Chandlers Cross – p/s near Kirkbymoorside
 19/09 G-EDWAA.109E(Trident 11), Kemble – Harrogate, Oakwood
 19/09 G-YRTE A.109S, p/s Doncaster - p/s North of Barrow
 19/09 G-WSTO Twin Squirrel(Kingdom 14), Grantley Hall, Ripon – Knutsford

20/09 G-OFZY Twin Squirrel(Trident 3), p/s Stevenage – p/s near Pickering
21/09 G-LODZ Squirrel, p/s Lake District – p/s Caistor
21/09 G-PDPD EC-120B, Burley-on-the-Hill – Ripon, Grantley Hall
24/09 G-LAWA AW.169(Castle 6), Grassington – Battersea
24/09 G-TMCF A.109S(Castle 7), Grassington – Battersea
25/09 G-ICER AW.169, Hawarden – Hedon, Hull
27/09 G-NICU AW.169(Helimed 80A), Leicester – Leeds General – Newcastle
27/09 G-FXVA S.76C(Flexair 10), Biggin Hill – p/s Scampton
28/09 G-XXIV Jet Ranger, Gloucester – Totley(Lifting)
28/09 G-HGRD R.44, p/s Guisborough – Devonshire Arms
28/09 3A-MJM EC-155, Newcastle – Battersea
30/09 G-VGMC Twin Squirrel(Kingdom 06), Cardiff – Pocklington

CARR GATE:- 6/9 G-POLG EC-135(Police 151) f/t Barton, also 8/9. 12/9;

CONY PARK:- Following maintenance R.22B G-OIIO was noted carrying out an Air Test on 13/9. R.44 G-DHAM was air tested this month following maintenance and is now resident with VNE Aviation Training. 2/9 G-LAWA AW.169(Castle 208) t. LBA; 3/9 G-FRYA R.44(Pipeline 87) f. Leicester; M-ELIS Bell 407GX t. Lake District; 4/9 G-HECK R.44 f. Great Heck; 4/9 G-PIXL R.44 f. Bagby t. Walton WOOD; 6/9 G-HOLM EC-135 f. Oxford; 11/9 G-RDWN AW.109SP f. Dundee; 13/9 OK-LTM R.44 f. Caistor; 12/9 G-EMHN A.109S(Costock 07) f. North Yorks Moors; 13/9 G-PRDH Twin Squirrel f. Collingham; 16/9 G-JBKA R.44 f/t Sherburn(Also 19/9); 17/9 G-HGRB R.44 f. Middlesboro'(Also 29/9); 19/9 G-ILFF AW.109SP(Flexair 18) f. Battersea; 26/9 G-RANL AW.109SP(Costock 9) landed 2200 for refuel;

WALTON WOOD:- 4/9 G-DGFD R.44 f. Barton; G-PIXL R.44 f. Coney Park; 10/9 G-TTGV Jet Ranger t. East Midlands; 11/9 G-WADD EC-120B f. Haddenham; G-JOZI Squirrel t. Louth; 13/9 G-JRCR Long Ranger f. White Waltham; 27/9 G-CJLL R.44 f. Barton;

On 20/9 Robinson R.66 N166H routed through the Leeds Zone(1655) routing Vagar – Wick – Denham

LOCAL AIRFIELDS

BAGBY:- 4/9 G-PIXL R.44(Refuel); 4/9 G-CLUX F.172N f. Mona; 18/9 G-RDWN AW.109SP f. Kirkbymoorside; 28/9 N123CA Dornier Do-28 f. Old Warden; 30/9 G-KARE PC-12 f. Islay;

BEVERLEY:- 1/9 G-EBGJ PA-28 f. Waddington; 6/9 G-OAHC Beech F.33 f. Orchard House near Littleport; 12/9 G-FLAV PA-28 f. Nottingham; 13/9 G-LOIS Jabiru UL f. Headon; G-BEUU Super Cub f. Brighton t. Blackpool; 14/9 G-REMH Jet Ranger f. Elvington; 16/9 N26NZ T.206H Floatplane f. Perth; 28/9 G-KFLY CTSW f. Audley End; 29/9 G-CEBF Eurostar f. Bsopton;

BURN:- On 8/9 Discus 2-CT G-SAOC of the RAF Gliding and Soaring Association was operating from here and was noted for the next few days.

COAL ASTON:- SportStar SLM G-CMBG crashed at an industrial estate in Chesterfield, Derbyshire on 1/9. ADS-B data show the aircraft in a spiralling descent at a high rate of decent, eight minutes after takeoff from Coal Aston Airfield. The pilot perished and the aircraft was written off. 6/9 G-NIKX Europa f. Barling Air Strip; 12/9 G-HUEW Europa f. Wyton;

CROSLAND MOOR:- 4/9 G-GHST Ikarus C-42 f. Barton; 13/9 G-GEFF PC-12 f. Bagby; 16/9 G-CIPG Speed Wing f. Wadswick; 28/9 G-EGBW PA-28 f. Middle Wallop;

EAST KIRKBY:- 14/9 G-IIXF RV-7 f. Rendcomb; 18/9 G-RONA Europa f. Goodwood; G-CGDI Eurostar f. Netherthorpe; G-BVHS Rebel f. Wood Walton; 19/9 G-ARNJ PA-22 Colt f. Derby;

EDDSFIELD:- 13/9 G-SMDH Europa XS f/t Fishburn; 19/9 G-FKNH PA-15 f/t Woodvale;

ELVINGTON:- 4/9 M-JCBE S-76C(JCB 3), f. Battersea; 6/9 T7-SLXP PC-12(Power Blade 27V) t. Sherburn; 13/9 G-REMH Jet Ranger(Local flights);

ESHOTT:- 1/9 F-GBRZ HR-200, OE-CIC DA-40, D-FSN DA-40 f. Skegness; 28/9 G-PHUM C.152 Gamston;

FADMOOR:- 12/9 G-VXGC Vixen f. Ripley;

FULL SUTTON:- 13/9 N65PF Twin Comanche f. Newquay;

GAMSTON:- 1/9 G-SLPC Sling 4 f. Cranwell(Circuits); 3/9 G-JCBE S-76C(JCB 3) f. Uttoxeter; 4/9 G-NWFG C.172P f. North Weald; 7/9 N449C A.109S f. Munster; 10/9 G-TTGV Jet Ranger f. Walton Wood; 12/9 G-RDWN A.109SP f. Fulbeck(refuel); G-BONO C.172N; N781CD SR-20 f. Leeds/East; 13/9 G-TYER DR.400 f/t Little Snoring; G-BSKW PA-28 f. Blackpool; G-JOZI Squirrel f. Louth; G-EZZE Sports cruiser f. Heapham; G-AZCN Pup t. Tatenhill; 19/9 N201YK Mooney 201 f. Jersey; 23/9 G-NALC Twin Squirrel f. Lympe; 28/9 G-BGGO PA-38 f. Derby; 29/9 G-BTAW PA-28 f. Eshott;

GARFORTH:- On 17/9 SR-22 N771SR landed at the strip here as the weather was too bad for him at Leeds/East.

LEEDS/BRADFORD:- Cessna P.210N G-SMBA which arrived from Newcastle on 2/10 has now been sold and re-registered in America as N811WW.

LEEDS/EAST:- First noted this month, Cessna 177B N34953 is a new resident. 1/9 G-LOGI PA-28 f. Shoreham; 3/9 G-CGFG C.152 f/t Barton; 4/9 G-BXIA Chipmunk f. Blackpool; N66HG SR-22T f. Earls Colne; 6/9 G-ROON S-76C f. Headcorn t. Jedburgh; 11/9 M-GETS PC-12 f. Middleham; 12/9 G-KART PA-28 f. Newcastle; 13/9 2-OTOD Citationjet 3(Skywalker 4A) f. Jersey; G-TLMI R.66 f. Battersea t. Stanhope; 14/9 G-PDGT Twin Squirrel(Powerline 64) f. Cumbernauld; CS-DXO Citation XLS(Fraction 416H) f/t Cork; G-NGSA Extra NG f. LBA; G-ILFF AW.109SP(Flex Jet 20) t. Gotts Park; D-CAGA Phenom(Pad Aviation 88K) f. Manchester t. Geneva; N53LG SR-22 f. LBA; 16/9 N141KJ SR-22 f. Halfpenny Green; G-CEEU PA-28 f. White Waltham; G-CMOM PA-28 f. Wellesbourne; 17/9 G-CBTB Sky Arrow f. Tarn Farm; G-HAMR PA-28 f. Perth; 2-FUNN PA-32R f. Wroot t. Blackpool; 18/9 G-XXED S-76C(Rainbow 1) f. Kensington; 19/9 N669MA SR-22 f/t Blackpool; 20/9 G-TYER DR.400 f. Fenland; 22/9 N24CA SR-22GTS f. Islay; N52LG SR-22 f. Denham(LBA div); 25/9 G-GOES R.44(Pipeline 47) f. Fishburn; 26/9 G-KLNH AW.109SP(Saxonair 10) f. Parkham; 27/4 G-YYES SR-20 f/t Biggin Hill; 27/9 G-PDGF Squirrel(Osprey 55) f. Cumbernauld; 28/9 G-EJRS PA-28 f. Carlisle; 30/9 2-MSTG Citation Mustang f. Bournemouth.

LEEMING:- 3/9 C-FARA Skyvan f. Brize Norton(Para-Dropping); 4/9 ZZ175 C-17(BCT 839) t. Brize Norton; 6/9 G-ZABH Falcon 900(Kittyhawk 24R) f. Northolt; 24/9 ZK358 Typhoon(Chaos 23, go-around); ZM710 Apache(Juggernaut1) f. Leuchars; 25/9 ZM729 Apache(Juggernaut 9); ZZ428 Apache(Villain 61); ZM713 Apache; ZM714 Apache; ZM 729 Apache; T-752 Challenger(Swiss Air Force 537); 26/9 2-FPLF King Air 200 f. Bournemouth t. Amsterdam; ZM724 Apache(Armyair 313) f. Balado Park; ZZ511 Apache(Valiant 62) f. Perth;27/9 ZM734 Apache(Hunter 1);

MIDDLEHAM(Kingsley Park Farm); 11/9 M-GETS PC-12 f. Denham t. Leeds/East(Also 13/9);

NETHERTHORPE:- 4/9 G-TSDA Aquila 02 f. Teesside; 16/9 G-TSDA Aquila 02 f. Teesside; G-BOVK PA-28 f. Leeds/East;

NORTH COATES:- 14/9 G-RTMY Ikarus C-42 f. Fenland; 28/9 G-LAIR Glassair IIS f. Hardwick

PETERLEE:- Resident Cessna 208 Caravan N208AX positioned down to Grindale on 29/9 and was utilised for parachute jumping from there for the day. 16/9 D-EDAS DA-20 Katana f. Wellesbourne Mountford;

RUFFORTH:- South Yorkshire owned Cavalon G-IBBJ has been noted operating from here during the month. 4/9 G-UNNA Jabiru UL f. Fishburn; 6/9 D-EURL DR-400 f. Carlisle(n/s); 12/9 G-ROMK Magni M.16C t. Nottingham; 16/9 G-CIKG Calidus f. Hook Norton; 28/9 G-GHST C-42 f. Oxenhope;

SHERBURN:- DA-40 2-TESK arrived from Oxford on 2/9 and is now resident here. 3/9 G-IDOL Eurostar f. Leicester; 4/9 G-NGCC Speed Wing f. Perth t. Oxford; G-AXTC PA-28 t. Nottingham; 6/9 OE-CIC DA-40 f. Carlisle; N500TY MD-500N f/t p/s near Manchester Airport; G-UNAC PA-32R f/t Cambridge; T7-SLXP PC-12(Power Blade 37A) f. Elvington t. Cannes; G-BAKJ PA-30 f. Derby; 11/9 G-ATAS PA-28 t. Stapleford; 12/9 G-BIOB F.172P f. Fair Oaks; G-CFMX PA-28 f. Stapleford; G-MOUT C.182T f. North Rigton; G-SCPI Sportscruiser f/t Barton; 14/9 G-BRNU DR.400 f. White Waltham; G-KTOM Europa XS f. Popham; 16/9 G-AZRL Super Cub, G-TUGY DR.400 f. Langar; 17/9 G-CIDW Eurostar f. Pounds Green; G-GHST C-42 f/t Barton; 20/9 G-JUDY AA-5A f. Guernsey; 25/8 Flying Farmers Fly-in – G-BYBP Cessna A.185F, G-CHIX DR.400, G-CLDG Vixxen, G-CMTY Speed Wing, G-GOSL DR.400; G-RMAV C-42 f. Beverley; G-TALG PA-28 f/t Tatenhill; 27/9 F-JTCR/64-VT Ikarus C-42 f. Tarn Farm, n/s t. Lydd; 28/9 G-BTAW PA-28 f. Eshott; 29/9 G-AVLG PA-28 f. Leicester; G-OMNI PA-28R; N725EL SR-22 f. Sywell;

STRUBBY:- 16/9 G-SWYF Skyranger f. Deenethorpe;

TEMPLE BRUER:- Pipistrel Alpha G-CMWT, with an owner in Sleaford is confirmed resident.

WADDINGTON:- 2/9 177702 C-17(Canforce 4042) f. Cold Lake; 4/9 C-GHLU Boeing 767(Air Canada 7132) f. Toronto; 4/9 ZZ190 Hunter(Javelin 91) f. Leeming; 6/9 G-ZAHS Falcon 900(Kitty 74) f. Ramstein; 9/9 CC-3 CASA.295M(Finish Air Farce 396) f/t Tampere(Also 10/9 f. Rovaniemi); 10/9 130325 C-130J(Canforce 4211) f. St Johns; 18/9 ZM234 Apache(Armyair 234); 20/9 "Irish Air Corps 264/267" PC-9's; 24/9 ZM419 A.400M(Ascot 4211) f. Keflavik; 25/9 130339 C-130J(Oiler 25, refuelling sorties over North Sea);

WICKENBY:- 4/9 G-CMAJ C.152 f. Cromer; 12/9 N7180V Mooney M.20E f. private strip in Kent; 19/9 OO-VCK C.172S f. Midden Zeeland; 22/9 G-CFET RV-7 f. Glen Forsa;

WROOT:- On 17/9 PA-32R 2-FUNN arrived at this airstrip near Finningley and carried out some circuits before heading to Leeds/East.

LBA Traffic Statistics...

August 2024

	Aug-23	Aug-24	% This month	% +/-
Movements				
Total	4,180	4,206		0.62%
Passengers				
Scheduled	491,273	507,843	97.95%	3.37%
Charter	14,966	10,610	2.05%	-29.11%
Transit	0	0	0.00%	N/A
TOTAL	506,239	518,453		2.41%
International	487,798	496,284	95.72%	1.74%
Domestic	18,441	22,169	4.28%	20.22%
MOVING ANNUAL TOTAL	3,825,766	4,134,088		8.06%

Compared to August 2023, International passengers increased by 1.74% and domestic by 20.22%. Movements were up 0.62% compared to a year ago. The Moving Annual passenger total is +8.06%

Reference: CAA Statistics website

Produced by Alan Sinfield

Society contacts...

Chairman Howard Griffin 6 Acre Fold, Addingham, Ilkley LS29 0TH
01943 839126, 07946 506451
howard.griffin@airyorkshire.org.uk

Secretary Jim Stanfield 8 Westbrook Close, Leeds, LS18 5RQ
0113 258 9968 jim.stanfield@airyorkshire.org.uk

Distribution/Membership Pauline Valentine 8 St Margaret's Avenue, Horsforth, Leeds, LS18 5RY
0113 228 8143

Treasurer Paul Armitage 58 Eaton Hill, Leeds, LS16 6SE
Dinner Organiser 07970 260417 paul.armitage@airyorkshire.org.uk

Managing Editor Alan Sinfield 6 The Stray, Bradford, BD10 8TL
01274 014185 alan.sinfield@airyorkshire.org.uk

Meetings/Visits Howard Griffin and Keith Manning

Photographic Editor Ian Gratton photos@airyorkshire.org.uk

Plus Paul Windsor (Reception/Registration), Keith Manning, & Roman Krol

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

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

Copyright The photographs & articles in this magazine may not be reproduced in any form without the permission of the Editor/Photograph owner.



G-ARMW Avro (HS) 748 Srs 1/101 of Skyways International. Taken at LBA in 1971. Skyways International was the final "fling" of Skyways. MW is an aircraft with much history. Built by Avro in Manchester in 1961 it was initially Avro's demonstrator in Skyways of London colours. It was on short leases from Skyways to BKS during the 1960s and operated from Leeds mainly on the Heathrow route. Skyways International was taken over by Dan Air in 1972. After many subsequent operators/registrations, MW ended its days in Kathmandu in 2003.



G-AZNB Vickers V.813 Viscount of British Midland. Taxi-ing from the Heathrow - LBA run on 19 September, 1981. Initially served with South African Airways from 1959 to 1972. Entered service with BMA in 1972. Short lease to Cyprus Airways in 1975. Withdrawn from BMA service in Nov '81, but returned in '82 for a short period before storage at Teesside in 1983. Sold for spares in 1986 and eventually scrapped in '87. A lovely aeroplane to fly-on.