

AIR YORKSHIRE



Aviation Society

Volume 50 · Issue 9

September 2024



D-ATWO
Challenger 604
Unicair
26 July 2024
Paul Whincup

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

6 October 2024	Stephen Blee – “Brough and Blackburn Aircraft” A history of the Blackburn company at Brough and many of their products through to the present day.
10 November 2024 3pm at the Multiflight Cafe	Air Yorkshire AGM and Afternoon Tea and a short DVD on The History of BKS (To be confirmed)
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

IMPORTANT – Only 5 members have booked the next “Billy's” Bash

The date for our next visit to Murgatroyds fish and chips emporium!! is Friday 18th October at 1pm. They asked if we would move it a bit later as they get overloaded at 12 pm with everyone arriving at once. BUT... we now have to provide a £5 per person deposit , so if you wish to book a place please bring the £5 with you to a meeting or pay by Bacs with your name as the reference. I would be grateful if you would also email me so I can keep tabs on numbers as only booked 20 places so far.

THE RAPID RISE AND RAPID FALL OF THE FLYING FLEA, 1935 - 1936

Most of us will have seen a Flying Flea, or Pou du Ciel, many aviation museums have one of these tiny homebuilt aircraft tucked away in a dark corner. Frenchman Henri Mignet was the designer and driving force behind it. One of his claims was that "if you can make a packing case you can build a Flea". When learning to fly Mignet found difficulty coordinating conventional controls so he designed the Flea with just a joystick, no rudder pedals. He published the plans in book form, aimed at the man in the street, it was stated that the aircraft could be built for £25 (£1500 today) minus engine.

Throughout the world from the mid 1930's Flying Fleas were being constructed in great numbers using Mignet's plans, they were being built in garages, garden sheds and spare rooms, mostly by people who had little if any knowledge of anything aeronautical. There was even a chapter showing builders how to fly their completed Flea so no previous experience was required. What could possibly go wrong? Builders must have been encouraged by Mignet declaring his Flea was almost crash proof. From 1935 Britain experienced what was "Flying Flea mania". Before the advent of the Flea in this country homebuilt aeroplanes were few and far between so there was no system of regulation. Mignet's book of plans, translated into English, sold out all 6000 copies in two weeks and a reprint was hastily organised. Most of the daily newspapers joined in the fun and were keen to include daily Flea articles or photographs. Completed Fleas were placed on display in cinema foyers, in department stores, car showrooms and they were demonstrated at air displays. Young men with no piloting skills were risking their lives charging round fields in their homemade Fleas trying to take to the air, fortunately most didn't. The Air Ministry was totally unprepared for this epidemic but the Air League championed Mignet and his crusade to encourage the ordinary man in the street to build his own aeroplane. Under pressure from the Air League the Air Ministry grudgingly agreed to issue Fleas with an Authorisation to Fly and whilst it placed restrictions among its 8 clauses though none were too onerous.



Henri Mignet pictured with his HM14 Pou Du Ciel

1935

The Yorkshire Post was the first newspaper in the region to make a mention of the Flying Flea when in March it called it "a sort of motorcycle of the air". So much interest was being shown that the Air League quickly gave its support, starting the Pou Club, to encourage builders of this diminutive aeroplane. On 13th August the Flea designer Henri Mignet flew across the Channel to England and his subsequent tour of the country did much to spark a Flea craze such was its effect on people. The Yorkshire Post headline of 9th July was "Flying Flea comes to Huddersfield". It reported that Cyril Brooke with the help of two other men, Arthur Morton and Frank Lawton, have constructed a Flea (this would become G-ADPP) and they were just waiting for a suitable engine. It also stated that Philip Priest and his cousin Allen Priest were building a Flea in a stable loft in Crosland Moor, Huddersfield (G-ADPZ) and they too were waiting for a suitable power plant. The engines they were both waiting for was being developed by Scott Motorcycles of Saltaire, Shipley and the first to be available would go to Cyril Brooke's team. Once assembled the Flea being built by the Priests was to be placed on display at Lewis's store in Leeds where it would remain for a week before commencing flight trials.

The Scott engine being developed for the Flea was the A2S Flying Squirrel, a 25hp air cooled 2 stroke which it planned to market at £50 a unit (£3000 today) . Scotts had been manufacturing 2 stroke engines for 37 years from their Hirstwood Works in Saltaire. The new engine expected to be in full production on a commercial basis sometime in August. Experts expected production of 1000's Fleas over the next 5 years in Britain alone. The Halifax Daily Courier of 30th August announced "A Yorkshire Flying Flea", the first completed aircraft to be built in the county in a warehouse on the premises of William Lawton Ltd, Paddock, Huddersfield. This was G-ADPP made by Cyril Brooke and 2 others. Their completed Flea had left for Liverpool on 28th August to be displayed in a store from where it would then depart for Sherburn to make it's first flight. It was estimated that 100,000 people had viewed the Flea during the time it was on display. In the letters section of the Halifax Courier in September a Flea builder wrote that he wished to hear from fellow builders with a view to forming a club in the Halifax area.



The Flea to the left was constructed by Cyril Brooke and his team in Huddersfield, the emblem on the rudder is that of the Air League. G-ADSC was a Mignet made Flea purchased by Scotts to use as a test bed for their Flying Squirrel engine though on this picture it had not yet been installed. It made several flights from Yeadon Aerodrome but I doubt this picture was taken there.

On 21st August the Yorkshire Post reported that a Flying Flea would be arriving at Yeadon Aerodrome that afternoon to give a demonstration flight, this was Mignet's own Flea which was touring the country at the time. The Flea would be piloted by George Robineau, Mignet's friend and right hand man. Despite unfavourable conditions and in a high wind the pilot took his machine up at 3pm. The Flea was buffeted, rolled considerably and was forced down by the wind onto Hunger Hills, Horsforth, the pilot was unhurt but part of the undercarriage was damaged in the landing. The Flea was dismantled and taken back to the Aerodrome in a van where it was quickly repaired. It was demonstrated a week later to the Hull Aero Club at Hedon by Mignet himself where he was besieged by amateur builders asking for advice. A suggestion was made that the Aero Club should build its own Flea during the winter.

By 7th September the first of the Huddersfield Fleas was completed by Cyril Brooke's team. With great interest being shown in this Flea it was placed on display to the public for a day, Sunday 8th from 2.30pm in a field at the end of Prospect Road, Longwood, Huddersfield to allow the crowds the opportunity of having a close up look. Thousands turned up from around the county to see the Flea and police had to regulate the traffic. The Sheffield Independent proudly announced that the paper had arranged a flying display at Norton, near Sheffield for 12th September. Sir Alan Cobham would take part and Mignet's own Flying Flea would also be there. This was a common pairing while Mignet was in the country with his aircraft and at Norton the public were guaranteed two display flights by the Flea. These aircraft were also at Rothwell, near Wakefield the following weekend of 14th and 15th where the Flea was the centre of attention. The field used was by Wood Lane/Wakefield Rd. It was very well attended with the crowd giving most attention to Mignet's Flea. Meanwhile Brooke's Flea was granted its Authorisation to fly by the Air Ministry on 25th September and became the first Flea in the country to be registered, G-ADPP.



The Famous "FLYING FLEA" Aeroplane

—the most talked-of machine in the world!

A FULL SIZE REPLICA

NOW SHOWING AT

LEWIS'S

THE famous Flying Flea is Mr. Everyman's aeroplane of the future! It costs about £75 to build, flies 50 miles on a gallon of petrol and has a speed of 75 miles an hour!

This replica was built by Mr. Philip Priest of Huddersfield—from the same plans as the




original, flown across the Channel on Aug. 12th, by Mr. Henri Mignet.

BE SURE YOU SEE THIS MARVELLOUS LITTLE AEROPLANE! There are only very few in the country, and Lewis's have secured one of the first to be built.

The map shows where the Flea flown from Yeadon Aerodrome by George Robineau came to grief at Hunger Hill, Horsforth (circled red). The advertisement on the right was to publicise the Flea built by Phillip Priest and team, once completed it was placed on display at Lewis's Leeds store for a week.

On 6th October, having now been officially registered, the Flea built by Cyril Brooke's team in Huddersfield began its flight trials at Sherburn. The headline in the Huddersfield Examiner on 12th reflected how it went, "The Flea Flies and Crashes". The three constructors of course had great hopes of making a successful first flight. It was a day of blue sky and sunshine with a little breeze and there was a gathering of just a dozen spectators to witness the events. In addition two observers were there from Scott Motorcycles to see how their engine performed, they were Mr RA Vinter, managing director and Mr W Cull its designer. The Flea managed two short hops with different pilots before it came to grief on the third.

From a height of only 6 feet it nose dived wrecking both propeller blades and its undercarriage. Its pilot Arthur Morton, a farmer, crawled from the wreckage unhurt. The pilot explained that as he was coming into land the Flea was caught by a crosswind pushing the nose down and when it nosed down too far the aircraft crashed and turned over. Surprisingly the two pilots, Messrs Lawton and Morton, were otherwise pleased with their Flea's performance and promised a resumption of flying once a new propeller had been made. Even children were taking part in Flying Flea mania when it was reported in the middle of October that the best selling toy in London was a miniature kit to construct a Flea.

On 13th October the Huddersfield Examiner reported that the second of the two Huddersfield Fleas, G-ADPZ, was at Yeadon Aerodrome with pilot Philip Priest, it was ready for its first flight. Unfortunately the aircraft was baulked by engine trouble with insufficient power developed for take off. On examining the engine Priest found that sand had made its way inside and it was decided it needed stripping down. This was a temporary engine, used whilst they were waiting for their Scott to be delivered. Quite a crowd had built up to watch the proceedings but left the Aerodrome naturally disappointed.

A letter from the Air League was published in the Yorkshire Post on 26th October. It explained that through the British Gliding Association it had set up a number of district inspectors who would inspect Fleas at various stages of construction. Once an amateur's aircraft is complete, is ready for flight, has obtained its Permit to Fly and is insured for third party risks the Air League will on request send an experienced Flea pilot to check rigging, make a short test flight and help the constructor with hints on piloting. Clearly The Air League was now beginning to feel a little uneasy about the Flea. They asked for wind tunnel tests to be carried out in Britain. Following several accidents in France, one fatal in September, they were already testing a Flea in a wind tunnel as there was some doubt on the pivoting front wing.



Remarkable pictures of the Flea G-ADSC bought from Mignet by Scotts and used to test their Flying Squirrel engine at Yeadon Aerodrome. The pilot next to the Flea would be Ambrose Cowell.

On 3rd November the Flea built by Messrs Brooke, Lawton and Morton "tried the air again". This aircraft had crashed at Sherburn a few weeks ago. This time it flew from a large field in Fixby near Huddersfield. Despite a 20mph wind it was considered a successful day when the Flea made several hops, this time no risks were taken. More successful on 17th was Scotts' trial at Yeadon Aerodrome of its Flying Squirrel engine using a Mignet built Flea and registered G-ADSC though weather conditions were poor with strong winds and heavy rain. Their pilot that day was Ambrose Cowell, we will learn more of him later. The weather was so bad at Yeadon that Cowell reported that he had great difficulty in seeing the Aerodrome from only a hundred feet. There was a short report in The Huddersfield Examiner on 30th November stating up until now Fleas had made only short hops but this had changed on 23rd when a Flea flew from Yeadon to Sherburn. The Flea was piloted by Ambrose Cowell and was the Scott 'testbed' G-ADSC.

The Flea built by Brook, Lawson and Morton which had previously been damaged during testing at Sherburn had since received some improvements. It was taken to a large field at Fixby, north of Huddersfield. While the weather was fine there was an unwelcome wind so Lawton was the first to fly the Flea but only managed some 6ft in the air. Cyril Brooke, without meaning to, made a longer flight. Attention towards the end of 1935 turned to Middlesbrough when the Daily Mirror of 30th November reported on a Flea built by Edward Kendrew. Unkindly they called it "A Flying Flea that would not fly" blaming heavy ground for holding the Flea back and keeping it from flying. Kendrew said he would make further attempts in a few days from a large field in the town.

1936

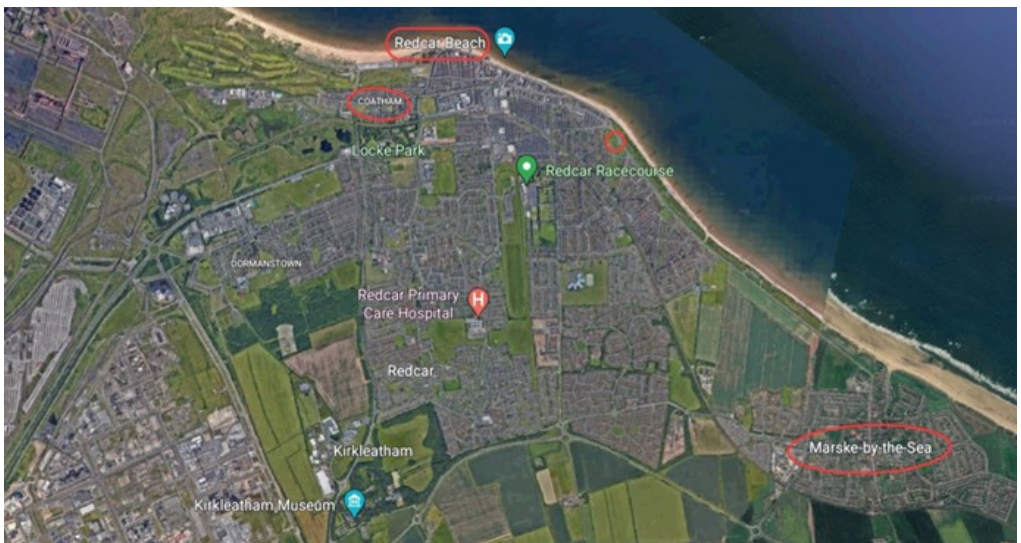
The headline in the Sunday Dispatch on 12th January was "Ending Flea Crashes". The Air League urged that the rear wing on Fleas must be set back by 50mm to improve control. It was a prophetic announcement in the light of future Flea mishaps. On 13th January the first hop made testing a Flea ended in a minor disaster, this was the Flea built in Middlesbrough by Edward Kendrew and team. It was taken to Leeming Bar, near Bedale and flown by an experienced airman and friend of the builder. On take off at a height of some 20ft the pilot banked the aircraft to avoid telegraph wires and the Flea crashed damaging the propeller and wing. The pilot was unhurt. There was an account in the Yorkshire Observer of a Flea movement being founded by the company WP Butterfield of Shipley. An Aero club was formed in the inaugural meeting held on 13th January, it was attended by a large number of employees. Their intention was to construct four Flying Fleas. At the meeting a talk was given by Superintendent Pearson of Bradford City police and together with his son they explained that they had two of their own Fleas under construction.



Another advert, this time for a Gala Week in Hull. Many events used the draw of a Flying Flea to pull the public in

On the 15th the Sheffield Independent revealed that Chesterfield maths teacher, Mr NL Woodhouse, was building a Flying Flea in his drawing room. It was his intention to fly the machine to and from school each day, his home being 7 miles away. He explained to the paper that he had never flown in an aeroplane before. A short piece in the Yorkshire Post that same day revealed that brothers Tom and Jack Eastwood were building a Flea in their garage in Seacroft, Leeds. They expected it to be finished by early summer and intended to use a Douglas engine, they'd been offered the use of a large field in Seacroft for their trials. Back to the Middlesbrough Flea it was reported on 26th that the aircraft crashed at Seamer in North Yorkshire during trials by its owner Edward Kendrew and his friend GR Codling. The Flea was performing a run down a field when it unexpectedly took off. On landing the Flea heeled over onto its side damaging the tailwheel and some fabric.

The Leeds Mercury of 31st January reported that an 'improved' Flea was being made behind a garage off the Leeds/Bradford Road in Pudsey. Its builders are a Mr Busfield, a Farsley electrician with a Mr W Ingham of Pudsey who was a dairyman. Instead of the usual 16ft wingspan this was 22ft 6ins. It was expected that it should be ready for its first flight in 3 weeks. Several Fleas were constructed in York. E Dutton's example was Anzani powered and whilst registered G-AEDR it never received an Authorisation to Fly. John Stubbs used a Scott engine on his example which was registered G-AECE and received it's Authorisation to Fly on 27/2/36. WH Wandby's Flea was registered G-AEDP and received an Authorisation to Fly on 24/2/36.



Map of the beaches on the east coast where Edward Kendrew tested his Flea G-AEAD. The site of Zetland Park is circled red.

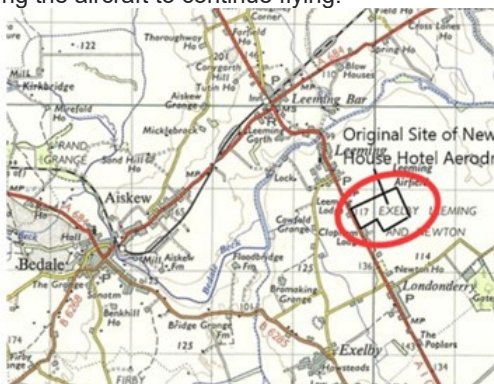
You have to admire Edward Kendrew and his team from Middlesbrough for persistence as they gathered again on 2nd February, this time trying the sands of Redcar and Marske. They had little success on these sands but later, moving to the nearby old Aerodrome at Marske, they managed some short flights. They were back on Redcar sands on 9th February when they were watched by about 160 people. During the morning pilot and builder Edward Kendrew, who in fact had only limited flying experience, achieved greater success than before with a number of flights. The Scott powered Flea made a run along the sands to the pier and on the next attempt he made a similar run but also managed to fly over the pier. His afternoon attempts were better still and he flew over the pier to land near Zetland Park, south of Redcar but still on the coast. The incoming tide put paid to any further attempts that day. On 16th they made a further six successful flights on the sands at Redcar and Coatham. The Yorkshire Observer of 28th February reported that there were some twelve Fleas being made in the West Riding of Yorkshire. William Falconer, a Bradford man with flying experience, launched a scheme for the formation of a Flying Flea club in Bradford and stated that at least a dozen enthusiasts had promised their membership. Mr Falconer was himself constructing a Flea in his garage. Meanwhile at the Halifax Motor Show the most interesting exhibit was reported on 10th February to be a Flying Flea, it was fitted with a Scott A2S Flying Squirrel engine.

The advert on the left is for Glovers who had been appointed sole distributors for the Flea. On the right an advert for the Halifax Motor Show where the Flying Flea and it's Scott engine drew the crowds in.

Messrs Glovers of Ripon and Harrogate had been appointed sole distributors of the Flea for Yorkshire though there is no mention of the manufacturer involved. An example was on display at the firm's showroom at Oatlands, Harrogate. Mr S Glover explained that when the fine weather comes they are to give demo flights in the Harrogate District and possibly Ripon where they had permission to use the racecourse. It was estimated by March 1936 that throughout the country some 1000 Fleas were under construction with 2000 more preparing. According to the Bradford Observer on 9th March an Eccleshill, Bradford man was trying to form a Flea club. He had received word of others in the District and there are a couple of enthusiasts in Stanningley who are reported to be building Fleas "in all sorts of makeshift workshops". Then in the Sheffield Independent on 11th April it was reported that a 21 year old man from Stainforth, near Doncaster, was building his own Flea. He is not an aviator having flown only once but it is his intention to fly the aircraft himself once completed, together with his father they are keenly interested in aviation.

In the local Halifax newspaper the Daily Courier of 1st April they proudly announced "Halifax to Build a Flying Flea". At a meeting the previous evening in the Boar's Head Hotel the Halifax Light Aero Club was formed with the intention of building a Flying Flea. A further meeting was held a week later when members were authorised to place orders for materials for Flying Flea construction and to inspect suitable premises where it could be made. Meanwhile Edward Kendrew showed that persistence does pay off as his Flea was belatedly granted its Authorisation to Fly on 2nd April and was registered G-AEAD. Then on 7th the Northern Daily Mail carried an account of Kendrew making his best flight to date. Flying from Leeming Bar again his Flea reached a height of 200ft in two flights each lasting 7 minutes. He said "it was a bumpy flight and my aeroplane and I was tossed about a good deal but it showed no tendency to stall".

There had been fatal accidents in France but on 20th April there was the first fatal crash in this country. It was Flying Flea, G-ADV, built by RH Paterson being test flown over Renfrew Aerodrome, it stalled and nose dived to the ground from 300ft killing its pilot Houston Anderson, a friend of the builder. A few days after this accident the Yorkshire Observer asked of the Air Ministry the latest position regarding Flea safety and were told by the Secretary for Air they had decided at present not to suspend Permits allowing the aircraft to continue flying.



On the left is a copy of the advert for Sir Alan Cobham's display in Rothwell with Mignet's Flea making an appearance. The map shows the site of the Newton House Hotel Aerodrome. This area is now within the boundary of RAF Leeming Airfield.

The next fatal crash of a Flying Flea in Britain was at Hereford on 1st May when Capt Walter Oliver Cadic, aged 27, was flying in an air display and at 500ft the aircraft seemed to stall then fell into an involuntary spin. An inquest was held in Hereford where a verdict of Accidental Death was returned. The identification of the Flea is not known.

Further trouble lay ahead for Edward Kendrew and his Flea G-AEAD on Sunday 3rd May. The pilot set off from Newton House Aerodrome near Leeming but soon after take off the pilot lost his bearings and erring on the side of caution he made a forced landing at Yafforth near Northallerton. He managed to land without damaging his aeroplane, asked locals where he was and returned to his Flea. On take off the engine did not supply enough power and his aircraft would not climb. The Flea lost height and struck the ground coming to rest with its tail in the air. The damaged machine was towed back to Newton House where the fuselage was repaired. There was a photograph in the Leeds Mercury on 5th May of local Adel resident Mr HF Bouskill testing his Scott powered Flea at Yeadon Aerodrome where he is a member of the Aero Club. This aeroplane had been granted an Authorisation to Fly on 24th April and registered G-AEIA.

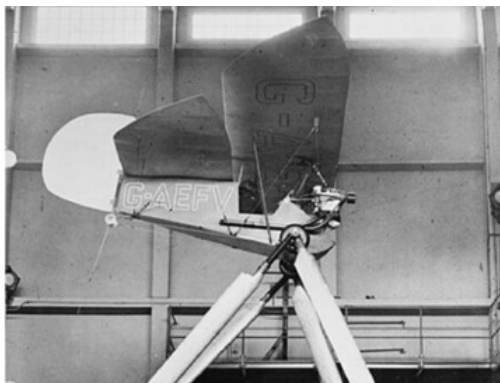
Then came another fatal crash of a Flying Flea in this country when, on 4th May 1936, Flt Lt Ambrose Cowell was testing G-AEEW, an aeroplane built by RG Doig, at Penshurst, Kent, he was 27. Cowell had successfully test flown the Scott powered Flea, G-ADSC at Yeadon the previous November. The inquest took place very quickly on 7th May and a verdict of Accidental Death was recorded with the jury adding that more control over the Flying Flea was required by the Air Ministry. On 4th May it had been a very windy day and an observer of the crash saw the Flea nosedive from 400ft. Cowell had been engaged by the Air League the previous October to test Flying Fleas for their owners and builders and had tested 7 Fleas before his crash.

Then another fatal crash on 21st May when Sqn Ldr Charles Davidson, aged 40, was killed testing his own Flea, G-AEBS, at Digby in Lincolnshire. The inquest into the accident was held the next day and the verdict was Death by Misadventure. The pilot's competence was not in question, he scored six victories in the First World War, but the coroner stated that he may have been a little over-enthusiastic, weather conditions on the day were far from favourable with gusty winds. Despite the four fatal Flea crashes within a month Fleas were still being made. The 28 members of the Halifax Light Aero Club announced they were to build a Flea. Club premises had been secured in Lister Lane, Halifax, and it was hoped the aircraft would be ready for trials in the coming July. The Yorkshire Post reported that Huddersfield's third Flying Flea was being constructed in a cellar in Trinity Street by Frank Broadbent plus 2 Armitage brothers. Completion was expected in 3 months.



This Flea made only 4 flights before it was stored in the rafters of a garage during the war. The Flea to the right is a copy of the original and is on display in the Newark Air Museum

Moving forward to June a Flying Flea had been built in a Doncaster workshop by Jack Ernest Claybourn, motor engineer, it was Anzani powered and registered G-AEKR. It was test flown by R Parker on 28th May from Doncaster Aerodrome but on 10th June when it had climbed to around 200ft the engine failed. The pilot managed to glide the aeroplane down and force land it on Doncaster Racecourse without damage. This Flea made only four flights, the last being 23rd June 1937. It was stored during the war in the roof trusses of a garage and subsequently it was gifted to RAF Finningley where it was destroyed in an accidentally hangar fire on 5th September 1970. The colour picture shows a rebuild by the RAF using the original Anzani engine which survived the fire, this aircraft is now on display at Newark Air Museum.



I have little details behind this accident but sadly many Fleas ended up in similar positions as a result of novice pilots overestimating their ability. Flea G-AEFV mounted in front of the 24ft wind tunnel at Farnborough. The results would show fatal flaws in its design.

On 15th June the French Air Minister placed a provisional ban on flights by Fleas whilst trials took place to effect modifications to prevent a recurrence of accidents. Meanwhile British Fleas were able to continue flying whilst investigations were under way. On 16th June the Air Ministry agreed in principal to the Air Leagues request for full scale wind tunnel tests to be held at Farnborough. The Air League having so strongly backed the Flea became concerned that there may be something seriously amiss with the aeroplane. By 25th August the Air League was still awaiting the official results of the wind tunnel tests which had been completed, a report was expected within two weeks. The Yorkshire Post on 9th September reported that nearly 100 Flying Fleas were registered in this country. After receiving the results the Air League on 7th September sent to all Flea owners known to them the results of the tests, they recommended builders pay particular attention to the 'truth of their wings and rigging'. The Air Ministry would not be as lenient.

When the wind tunnel results at Farnborough were finally released they were damning in the extreme. The Flea was unstable in normal flight. In certain circumstances if the pilot pushed the stick forward the rear wing would gain lift and pitch the nose further downward from which it could not recover. The British Air Ministry was 'fed up with home made aeroplanes'. They would not issue any more Authorisations to Fly and neither would it renew any existing ones. Effectively the Flying Flea was banned but Henri Mignet did sow the seeds for amateur aviation at a time when it did not exist. It turned out that Mignet's Flying Flea was an aircraft with a narrow margin of safety.

Saturday 27 April

Sadly I was elsewhere so thanks to Derek Wright for the attached Tiger Moth photographs as G-ADJJ finally flew off north to its new home near Strathallan in Scotland having been at Eshott since its unfortunate first attempt and take-off accident on the 25 November 2023 which resulted in an extended stay and a repair to its lower starboard wing .

G-ADJJ	Tiger Moth	finally left for home !
G-ANEZ		local flying
G-EMSY		
T7109		really G-AOIM , arrived via Sherburn on the 20 April

Other resident activity ;

WB569	Chipmunk	really G-BYSJ , local flying
G-BHXB	Bulldog	local flying

Sunday 28 April

I called in on the way to the ANZAC Day Memorial Service at nearby Chevington Cemetery , near the former RAF Acklington – now HMP Northumberland , and of course it rained all day !

Parked out were ;

G-ATRM	C150	
G-AWCN	C172	
G-AWUJ	C150	
G-BGBG	PA-28	ARC exp 28-4-24
G-BOXC	PA-28	ARC exp 20-4-24 , arrived 17 April
G-LFSG	PA-28	ARC exp 1-3-24

And at the Northumberland Woodland Burial & Crematorium ;

R6762//PW-E Spitfire 1a FSM







Why not send in yours!



Early afternoon and I noticed Chipmunk G-BXGM northbound passing Thirsk on ADS-B and then NW towards Barnard Castle before disappearing and my attention went elsewhere until it popped back up , now south and headed for Bagby as was I !

The Chippy had left Dunkeswell on Tuesday , 21st and had night-stopped at Netherthorpe before losing any progress on Wednesday due to the heavy storms which swept through the north of England . With the eventual aim of a tour of north-west Scotland , to include a beach landing at Barra and a possible landing at Twatt – that's an airfield and not a euphemism , the Chippy had left Netherthorpe for Kirkbride and was looking to follow the A66 through the Pennines when luckily for me the weather intervened and enforced another night-stop !

Visitors

WP928/D	Chipmunk T10	really G-BXGM returned due WX
G-GEFF	PC-12	

Northside

The 'Pig Shed' Hangar

G-AKDN	Chipmunk	
G-ARLR	Terrier II	NFD 31-7-23
G-BBMH	EAA Biplane	
G-BUGZ	T61 Venture	
G-CCZJ	X'Air Falcon 582	under rebuild
G-CIFK	X'Air Hawk	
G-CSDJ	Jabiru	mtce
G-EVSW	Evektor SportStar	
G-GBUA	Vixxen	back from its repair with a new Annual too
G-GBUE	DR400 Dauphin	
N88NA	PA-32 Turbo Saratoga	stored dismantled

Southside

Fox Aircraft Engineering Hangar

G-AVWL	Cherokee	ARC exp 11-8-23
G-AXOZ	Pup	Annual renewal
G-AZPA	Pawnee	Borders GC , Milfield , dismantled
G-BIEY	Cherokee Arrow	Annual renewal , arrived 13-5 from Full Sutton
G-BPHI	Tomahawk	
G-EFER	Super Cub	Annual renewal , former resident aircraft
G-FLAV	Cherokee Warrior II	arrived this morning from Full Sutton
G-RBEL	Rebel	under construction , engine and wings fitted now
G-TMHK	Tomahawk	rebuild , ARC exp 17-3-23
N112WM	Cherokee Six D	

Outside of engineering hangar

G-AZFI	Cherokee Arrow	
G-PAWS	AA-5A Cheetah	ARC exp 28-3-24

'New' Hangar

G-ARGV	Super Cub	Wolds Gliding Club , Pocklington
G-CCRC	TU206	ditto , De-reg 11-23 to N-reg and remain in UK

G-JAFS	Saratoga II	
G-MAKS	SR22	arrived back from Guernsey on Monday , 20th
N5LL	Navajo	new resident , arrived from Sleep
ZS-ZJT	Cherokee Arrow III	dismantled , first noted by me 10-11-23

Storage Hangars

G-AZKR	PA-24 Commanche	stored , NFD 30-9-21
G-BDUY	DR400 Major	dismantled , ARC exp 27-4-23
G-BFEV	Pawnee	YGC , Sutton Bank
G-BGGM	Tomahawk	dismantled , De-reg 28-4-21
G-BSOK	Cherokee Warrior	dismantled , ARC exp 9-9-13
G-BXZA	Tomahawk	ex-Eshott , dismantled , NFD 17-12-21
G-CBEI	PA-22 Colt	based at Full Sutton , ARC exp 18-3-23

Open Store

G-ASEP	PA-23 Aztec	ARC exp 9-2-24
G-AXZO	C180	ARC exp 23-4-23
G-BCJM	Cherokee	
G-BOER	Cherokee Warrior II	ARC exp 8-8-23
G-CHER	Tomahawk	ARC exp 14-7-23
G-RVND	Tomahawk	

Notes ;

Super Cub G-EFER was a previous resident , also ex-Sutton Bank , and left in March for a new home but has returned for its Annual .

Cherokee Warrior II G-FLAV had arrived from Full Sutton earlier this morning with Cherokee G-AWBS acting as crew ferry .

Reported new resident T206 G-SEMR wasn't seen today but is hangered here forcing Tiger Moth G-ANRF to move to a private strip near Easingwold with either Tiger Moth T7794/G-ASPV or Fw44 G-EMNN as all 3 cannot fit into the hangar ?

Navajo N5LL is to become a new resident and will take up a G-registration .





AYAS Trip to Sherburn and Leeds East....

Ian Gratton





TURKISH AIRLINES TK 1982 LONDON GATWICK – ISTANBUL 14/5/24
Airbus A321 TC-LPC

This flight was due to depart at 10.50. I arrived at the Gate at 10.10, to discover that boarding was already underway. In fact we pushed back 12 minutes early. An Easterly departure from Gatwick's runway, saw us cross the River Thames and the Essex coast near Clacton.

The Southern part of the Netherlands came clearly into view, followed by Germany. By now a late breakfast had been served, comprising an omlette, spinach, salad and yogurt. It was really quite tasty. Shortly afterwards the bar opened, so I indulged in a Turkish beer, just to be sociable of course.

The inflight entertainment system is excellent on this airline . There is a vast choice, almost too much in fact. My own headphones worked well. A smooth descent saw us arrive at the Gate just on time, following a taxiing time of nearly 20 minutes, around Istanbul's huge airport.

The flight was a pleasant experience overall. The cabin crew and 1st. Officer lined up, at the front door, to bid us goodbye. Total time in the air was 3 hours 22 minutes.

Score 8/10

TURKISH AIRLINES TK 1997 ISTANBUL-LONDON-GATWICK 21/5/24
Airbus A321 TC-LTG

Departing from Istanbul was an experience not seen elsewhere. Luggage was X-Rayed at two different locations and my passport examined 7 times. There were also hand baggage searches at the departure gate and pat down searches, or frisking if you prefer. After that, I think everyone felt safe.

A departure about 15 minutes late, marked the start of a 1,531 miles leap across Europe, flying over 7 countries on the way. It was quite exciting to follow on the seat back moving map.

A pasta meal was served, with the usual accompanying bits and pieces. The last can of Turkish beer I could see on the trolley looked lonely, so I felt forced to drink it.

Afterwards I donned my headphones and listened to some Pavorotti, until I discovered there were no less than 3 Nat King Cole albums available. These provided ideal relaxation, until we were over Belgium and about to start our descent. A fellow passenger remarked on how smart the cabin crew looked. I had to agree. They were immaculate.

The pre-landing cabin checks were carried out meticulously. Everyone was soon in the upright position and had their window blind up. Apart from some slight turbulence over Germany, the flight was really smooth. We flew over the English Channel and Sussex, before turning right and making an Easterly approach, onto Gatwick's runway.

After 3 hours 28 minutes in the air, our flight ended. As I was sitting near the rear of the aircraft, I deplaned by the back door and enjoyed a walk across the apron.

Score 8/10

August 2024

Airline	Date	Reg	Type	MSN	Remarks
ASL Airlines Ireland	01 Aug	(EIHRB)	Boeing B738- 86N (BCF)	32686/2175	Acquired. Ex OEIWP (B5317) Currently at Jinan
ASL Airlines Ireland	01 Aug	(EISTI)	Boeing B734-476-F	24435/1959	WFU 07 May 24 Leipzig - GBA 09 May 24 Fr part-out Canx as PWFU 05 Jul 24
Aurigny Air Services	01 Aug	YLRAL	SAAB 340-A (QC)	100	Rtnd EoL 16 Jul 24 Rtnd 19 Jul 24 - 30 Jul 24
Ryanair	01 Aug	EIIJZ	Boeing B38M MAX 8-200	62381/8975	Dlvd DUB 01 Aug 24
Loganair	03 Aug	ESNSM	SAAB 340-AF	113	Rtnd EoL 03 Aug 24
Virgin Atlantic	06 Aug		Airbus A35K-1041		Have canx the remaining 02 a/c on order
West Atlantic	09 Aug	GJMCT	Boeing B734-3Y0-F	24546/1811	WFU 08 Aug 24 EMA - GBA 09 Aug 24 Fr part-out
Aurigny Air Services	12 Aug	DAASH	Bombardier DASH 8-Q402	4187	Lsd fm Avanti Air 12 Aug 24 - 14 Aug 24 (Cover fr DAASG) Bsd GCI
Aurigny Air Services	12 Aug	DAASG	Bombardier DASH 8-Q402	4087	Lsd fm Avanti Air 12 Aug 24 - 14 Aug 24 (AOG 13 Aug 24) Bsd GCI
DHL Air	12 Aug	GDHMC	Boeing B777-FZB	37986/844	Cincinnati - LGW as N774SA 15 Jul 24 Regd 29 Jul 24 LGW - EMA 12 Aug 24
Titan Airways	13 Aug	GPOWV	Airbus A321-211-P2F	3749	WFU 26 Jul 24 Leipzig - STN 27 Jul 24 Onward to Lufthansa Customer acceptance flight STN - STN 13 Aug 24
West Atlantic	14 Aug	(GJMCZ)	Boeing B734-4K5-F	24126/1697	WFU 15 Jun 24 EDI - Keflavik - St John's 15 Jun 24 St John's - Opa Locka 16 Jun 24 Strd Regd to Xtreme Aviation as N560XG 13 Aug 24
Aurigny Air Services	15 Aug	LYJUP	ATR 72-500	747	Lsd fm Jump Air GCI - Franczal 12 Aug 24 MX fr 1 wk then was due to rtn However, now requires new landing gear Contract canx

Aurigny Air Services	19 Aug	(GNSEY)	Embraer ERJ 195-STD	19000 671	WFU 31 May 24 GCI - EXT 31 May 24 EXT - GCI 09 Jul 24 GCI - EXT 11 Jul 24 Regd to Wilmington Trust 01 Aug 24
Titan Airways	19 Aug	GPOWW	Airbus A321-211-P2F	2060	Lsd to Icelandair 16 Aug 24 - 27 Aug 24 Bsd Keflavik
Ryanair	20 Aug	EIIKD	Boeing B38M MAX 8-200	67109/ 9001	Dlvd DUB 20 Aug 24
DHL Air	21 Aug	GDHMD	Boeing B777-F	37987/ 852	Acquired Arr LGW as N775SA 14 Aug 24 MX Regd 20 Aug 24
Jet2	21 Aug	GSUNL	Airbus A21N-251NX	12126	Dlvd MAN 21 Aug 24
Ascend Airways	23 Aug	G	Boeing B738		01 A/C to be acquired Jan 25 To be lsd to TUI Bsd LGW
Ascend Airways	23 Aug	G	Boeing B38M MAX 8		01 A/C to be acquired Nov 24 02 A/C to be acquired Mar 25 To be lsd to TUI Bsd LGW
British Airways	23 Aug	GT TSA	Airbus A20N-251N	12227	Regd 22 Aug 24 Dlvd LHR 23 Aug 24
Ryanair	24 Aug	EIIKH	Boeing B38M MAX 8-200	62384/ 9010	Dlvd DUB 24 Aug 24
Aurigny Air Services	27 Aug	ECKKQ	ATR 72-500	763	Lsd fm Swift Air 27 Aug 24 - mid Oct 24 Bsd GCI
Ryanair	27 Aug	EIIKC	Boeing B38M MAX 8-200	62378/ 8998	Dlvd DUB 27 Aug 24
Virgin Atlantic	29 Aug	GVRIF	Airbus A339-941N	2070	Regd 28 Aug 24 Dlvd LHR 29 Aug 24
Blue Islands	30 Aug	(GISLK)	ATR 72-212A	634	WFU 22 May 24 JER - Mönchengladbach 22 May 24 - MX (Div to EXT - Cracked windscreen) EXT - Cranfield 30 Jun 24 Regd to Executive Jet Support 21 Aug 24 Fr part out
Ryanair	30 Aug	EIIKK	Boeing B38M MAX 8-200	62382/ ?	Dlvd DUB 30 Aug 24
Ryanair	30 Aug	EIIKJ	Boeing B38M MAX 8-200	67120/ 9037	Dlvd DUB 30 Aug 24

Scene around Yorkshire... Andy Wood (HAR)

BEVERLEY (EY) G-MZHF T.600N has departed following sale.

BRIDLINGTON (EY) Landing on the south beach at 13.58hrs on 2.8 was G-YORX Bk.117D-3 (Helimed 98) from Topcliffe, departing 14.37hrs to Hull Royal Infirmary with a casualty. Then on 16.8 M-PLGL Bell 407 (56371) visited the Bridlington Links Golf Club, from Tydd St. Giles to LBA. On 27.8 we had two visits from G-YORX Bk.117D-3 (Helimed 99), landing at the Coastguard Station at 11.30hrs, departing 12.30hrs and in the afternoon landing close to the Lifeboat Station at 16.00hrs, departing 16.34hrs, both times from Topcliffe to Scarborough General Hospital.

BURN (NY) New residents with Burn Gliding Club Ltd are G-CJMY SZD.51-1 and G-ONGC DR.400.

CHURCH FENTON (NY) 23.7 G-SAZY Jabiru J400, G-VALK Beech 200. 27.7 G-OSRL LJ45 f Beziers n/s, OE-FOU P.2006T (125). 28.7 G-CMRR PA-18, G-NLSE AS.355F2, G-OSRL LJ45 t Malaga, PH-RVX RV.10 (40550). 29.7 SP-KLN Cessna 550 (550-1102) f Lelystad t Reykjavik, G-CLJR R.44, G-COPR R.44, G-DJET DA-42, G-PDGI AS.350B2, G-RVCH RV.8A. 4.8 G-CMRR PA-18, G-GODV CAP.232, G-NGTC Extra NG, G-OFRO CAP.232, G-XVAX P.2006T, G-ZVKO Edge 360. 6.8 G-BFTC PA-28R arrived back from maintenance at Sherburn, G-BJHB M.20J, G-BLLS T.67B, G-IPPS GA.8 for sorties with the Spitfire, G-OBSR P.68, G-PDGI AS.350B2, G-RVNP P.68B, 2-MSTG Cessna 510 (510-0295), ZK553 Chinook HC.6 for fuel. 7.8 G-CLXB/ML296/DB-M Spitfire T.IX t Goodwood for maintenance, G-OSRL LJ45 f Palma de Mallorca n/s. 10.8 N34935 177B (17702101), G-NBCA PC.12/47E. 11.8 evening arrivals G-ILDA/SM520/LO-G Spitfire Tr.9 with G-IPPS GA.8 both f Goodwood. 12.8 G-OSRL LJ45 t Exeter. 13.8 G-BUUJ T.67M, G-ROCH T.303 new resident. 14.8 G-IIGL Eagle II, G-IIJM Extra NG n/s, G-MOGS Sportcruiser, G-REXB B.200GT. 15.8 OE-GLB PC.24 (121). 18.8 G-LOGI R.66. 20.8 N26NZ T.206H Floatplane (T20608401) f South Cave t Perth. 21.8 D-FEBJ PC.12/47E (2005), M-RBHF AW.139 (31750), M-SHRM AW.139 (31716), N24CA SR.22 (9318), 9H-ILI Challenger 850 (8048) f Cork n/s. 22.8 9H-ILI Challenger 850 t EMA. 23.8 C-FPSH D.228 f Brize Norton for para drops at York Racecourse, returned 24.8. 25.8 G-ATRM F.150F, G-NOCM Cessna 525A, G-OSRL LJ45. A new resident is G-JBIB DA.62.

CONCY PARK (WY) New with Swift Helicopter Services Ltd is G-BSGF R.22B.

DONCASTER/SOUTH YORKSHIRE AIR MUSEUM (SY) A new arrival is the cockpit section of WH887/847 Canberra TT.18 from Bruntingthorpe.

EDDSFIELD (EY) The wreck of G-AWJE T.66 departed on 14.8 to a site in Lincolnshire for eventual rebuild.

ELVINGTON (NY) Visiting 12.8 was T7-SLXP PC.12/47 (864) arriving from Isles of Scilly and departing to Bournemouth.

FENLAND (Lincs.) N345TB TB.20 (1914) which was in storage here has departed to take up residency at South Cave.

GAMSTON (Notts.) 26.7 PH-TAX DA.50RG (50.C.A.A.009). 2.8 D-EEHA AA-5 (AA5-0031) f Wick n/s t Denham 3.8. 6.8 G-BOUK PA-34, G-OAJS PA-39, N1792R A.185F (18502508). 7.8 G-LSCM 172S. 8.8 G-RDWN AW.109SP. 11.8 G-MDAM FA.200, G-OFDR PA-28, 2-SING SR.22 (3148). 14.8 G-BPKF G.115, G-KTWO 182T, G-LIZI PA-28, G-RIDC Bell 429. 15.8 G-LDSA Sling 4. 16.8 G-RTNA B.300C. 19.8 N3544M PA-31 (31-8012005). 20.8 G-BULL/HKG-5 Bulldog Srs.120/128. 21.8 G-KIMZ PA-28, G-PJWW EC.130T2.

GRINDALE (EY) Present for heli jumping on 8.8 was G-GEZZ B.206B.

KIRTON IN LINDSET (Lincs.) A new resident is G-CHMM Glasflugel 304B.

LEEDS/BRADFORD AIRPORT (WY) Another addition to the Jet2 fleet is G-JZDH 737-8AL.

NETHERTHORPE (Notts.) Correcting last month's notes, the accident to G-KDHI PA-28 actually occurred on 30.3. A visit for lunch on 2.8 noted **Residents Outside** G-APXJ PA-24, G-ARJT PA-23, G-AVUG F.150H, G-BFHU F.152, G-BFPH F.172K (tied down, was Gamston

based), G-BMCV F.152, G-BRKN 152, G-BUUX PA-28, G-CLMH Pipistrel Alpha, G-FION/"441968/VF-E" T.51 (wreck removed by road today, to be rebuilt for static display), G-GBRB PA-28, G-HOMA F.172H (new resident). **Dukeries Aviation Hangar** G-BBKY F.150L, G-GDAC AA-5A. **Outside Dukeries** G-ANHK/N9372 DH.82A f Brighton for maintenance, arrived 28.7 departed 4.8, G-BIZG F.152 minus engine, G-JAGS FRA.150L minus tailplane and G-TSDC AT01 minus propeller. **Hangars** (not all open) G-AZUZ FRA.150L, G-BBKI F.172M, G-BBTB FRA.150L, G-BDOG Bulldog Srs.200, G-BNST 172N, G-BPXA PA-28, G-CEOB S.1S, G-CIPL RV.9, G-CJWW/MH526/LO-D Spitfire Mk.26, G-IRW RV.8, G-JAJB AA-5A, G-ORAE RV.7, G-RVTB RV.7, G-SEVN RV.7, G-SGFE XL.2, G-STVT Sportcruiser, SE-IIV PA-24-260 (24-4970). **Visitor** G-BRPY PA-15 f&t Sherburn. On **7.8** M-SKTO H.160B (1023) visited from a private site Teesside to Halfpenny Green.

NEWTON ON RAWCLIFFE (NY) A Europa Club Fly-in at this strip on 24.8 produced the following visitors G-CCOV Europa XS, G-CGVJ Europa XS, G-MEGG Europa XS, G-MLXP Europa TW, G-NHRJ Europa XS-TG and G-NICX Europa XS-TG.

NORTH COATES (Lincs.) Movements 2.7 G-AMVD J/5L f&t Wickenby. **5.7** G-BUUV T.67M f Full Sutton t Brighton. **12.7** G-RDWN AW.109SP f&t Frankton Heliport. **17.7** G-AMVD J/5L f Wickenby t Old Warden. **18.7** G-BPGU PA-28 f&t Tollerton. **19.7** G-LUSK Luscombe 8F f Cromer, 2x n/s t Earls Colne 21.7, G-BUDE PA-20 f&t Sherburn, G-BCRX/WD292 DHC.1 f Fenland, 2x n/s t Fenland 21.7. **20.7 Wings and Wheels Weekend** G-DCOE RV.6 f&t Caunton, G-BRSW Luscombe 8A f&t Fenland, G-INES CH.650B f&t Caunton, G-CBJP CH.601UL f&t Caunton, G-COLF Bristell NG5 f&t Eddesfield, G-BIPN RF.3 f&t Sturgate, G-CBEI PA-22 f&t Sandtoft, G-CBCP RV.6A f&t Elmsett, G-CCZD RV.7 f&t Rectory Farm, G-ARHZ D.62A f&t Sturgate, G-JAFS PA-32R f Bagby t Glasgow, G-BRTP 152 f Sturgate t South Cave, G-BMMK 182P f&t Lambley, G-CMPM Skyraider 912 f&t Priory Farm, G-DWCB DW.1A f&t Priory Farm, G-MZLE Maverick f&t Saltby, G-TBDI Ikarus C42 FB100 f&t Wrangle, G-CILL Bristell NG5 f&t Deandland, G-CEYK Europa XT-TG f&t Sturgate, G-SPED Pioneer 300, G-UZUP EV.97A and G-JDRD Pioneer 300 all f Brighton t Netherthorpe, G-ATJN D.119 f&t Wickenby, G-DUST SA.300 f&t Manby, G-MWUK Rans S.6 f&t ? **21.7 Wings and Wheels Weekend** G-BBEB PA-28R f&t Stapleford, G-KIMY DR.400 f&t Hardwick, G-BOJZ PA-28 f&t Humberside, G-TEZZ Sportcruiser f&t Beverley, G-BFVS AA-5B f&t Denham, G-APIE Belfair f Witchford t Langham, G-BRFM PA-28 f&t Gamston, G-TGTT R.44 f&t Claxby, OK-LTM R.44 (1833) f Claxby t Cabourne, G-CHLZ Skyraider 912 f&t Huthwaite, G-JLAT EV.97 f&t Beverley, G-PODZ TL.3000 f&t Tollerton, G-CEBF EV.97A f Beverley t Forwood Farm, G-BZMJ Rans S.6 f&t Huthwaite, G-GTRR QuikR with G-CCLX Quik, G-FLYO EV.97 and G-GDSO Cavalon all f&t Beverley, G-BRDD CAP.10B f&t Goodwood, G-RRVV RV.8 f&t Enstone, G-ATLB DR.1050-M f&t Great Oakley, G-XLNT CH.601XL f&t Crosland Moor, G-CDBY MCR.01 f&t Ince, G-GAVV CTSL f&t Crosland Moor, G-LARA DR.400 f Temple Bruer t Lee on Solent, G-SMRS 172F f&t North Weald, G-CJDW M16C f&t Caunton, G-GBSD TL.2000UK f&t Fowlmere, G-BIJB PA-18 f&t Sherburn, G-CGVZ CH.601XL f&t Leicester, G-XWEB Skyraider 912 f Sherburn t Crosland Moor, G-CGGO DR.400 f&t Little Snoring, G-JAFS PA-32R f Glasgow t Bagby, G-MRVP RV.6 f&t Crosland Moor, G-GDAC AA-5A f&t Gamston, G-SNXA Sonex f&t Crosland Moor. **22.7** G-BZBF 172M with G-BGBI F.150L both f Leicester t Sandtoft. **23.7** G-BZWZ RV.6 f&t White Waltham. **24.7** G-HALC PA-28R f&t Barton. **27.7** G-TGTT R.44 f Claxby t Wickenby, OK-LTM R.44 f Cabourne t Wickenby, G-CDNG EV.97 f&t Fenland. **28.7** N59SD 369E (0019E) f&t Faldingworth, G-AXPC B.121 f&t Bagby. **29.7** G-LUDM RV.8 f&t Eshott.

NORTON DISNEY/LOST VILLAGE FESTIVAL (Lincs.) Hopefully more info on the aviation element of this event over the August Bank holiday weekend will be included next month.

POCKLINGTON (EY) Helping out with tugging duties on 18.8 were G-BFEV PA-25 and G-BJCI PA-18. Long term resident G-AXED PA-25 has departed, following sale to The Borders Gliding Club at Milfield.

ROADRUNNER (EY) Noted on 20.8 at 19.20hrs between Holme on Spalding Moor and Shiptonthorpe was G-DCNM SZD.9bis, on route back to Pocklington.

SHERBURN (NY) Starting with **25.7** and a quiet day with only G-ATLM F.172G, G-BHEV PA-28R, G-MPRL 210M and NC98712 J.3C-65 (18939) visiting and G-VONY T.172T parked outside Engineering (present until 7.8, when it departed back to Church Fenton. A little busier **26.7** with G-AVUS PA-28, G-BFHU F.152, G-NGCC Bristell NG5, G-OKDM TL.3000, G-STVT Sportcruiser and G-TSGJ PA-28 noted. On **27.7** it was the Clubs annual Candlelighters Charity Day, very busy on the airfield, but not all aviation related, visitors were G-BTII AA-5B, G-BXJD PA-28, G-CCTI EV.97, G-CDOA EV.97, G-CLDK PA-28, G-DWYP Skyranger 912S, G-TSGJ PA-28, G-TSHO Ikarus C42 FB80 and NC98712 J.3C-65. Not a full list for **28.7** but known visitors were G-CDTY MXP.740, G-IHCI Europa TG and G-JUFS TB.9. Into August and **2.8** produced visitors G-BRFM PA-28, G-BTVX 152, G-DIKY Rebel, G-FELC SR.22 (arrived 1.8 from Blackbushe and put into Hangar 3, departed 3.8) and G-OHAC F.182Q. A look into Engineering noted G-BATV PA-28 f Full Sutton, G-BIDH 152 f Beverley, G-BMHT PA-28RT, G-BXOI 172R, G-SACS PA-28, G-VONY T.172T and G-ZOOB P2008-JC, outside was G-SELB PA-28 which returned to Humberside today (arrived 1.8). Then on **3.8** G-ATRX PA-32, G-BBKB F.150L, G-BPYJ W.8, G-BXJD PA-28 f Full Sutton t Sandtoft then f Brighton t Full Sutton, G-BZBF 172M, G-CDSB Pioneer 200, G-FELC SR.22 t Blackbushe, G-FLAV PA-28, G-GGEM PA-28 f Beverley for maintenance, still present 9.8, G-JADJ PA-28 crew ferry for G-GGEM, G-OCCH DA.40D and G-TALH PA-28 night stop. On **4.8** it was quiet with G-CFMX PA-28, G-MGFC EuroFox 912, G-MRVP RV.6, G-SNXA Sonex and G-TALH PA-28 departed back to Tatenhill. Only visitors on **5.8** were G-OEFT PA-38 and N508RA SR.22 (4458) f&t Cambridge. **6.8** saw resident F-GGYD CAP.10B (234) arrive back following six weeks away at Tollerton and G-BFTC PA-28R departed back to Church Fenton following maintenance. Visitors were G-AVUG F.150H, G-CRZA Sportcruiser, G-EGCD 172S and G-LEGY CTLS. On **7.8** G-GGEM PA-28 was still waiting its turn to go into Engineering whilst outside their hangar were G-VONY T.182T and G-ZOOB P2008-JC, otherwise no changes. G-SACS PA-28 has now moved into storage in Hangar 3 following its recent accident, its replacement arrived today in the form of G-BNZZ PA-28 from Dunkseswell. Visitors were G-BZBF 172M, G-IMAB Europa XS and G-WWAL PA-28R f&t White Waltham, an interesting flyover was G-CLXB/ML295/DB-M Spitfire T.9 at 12.54hrs f Church Fenton t Goodwood. Quiet day on **9.8** with only G-BPGU PA-28, G-LAVN Cabri G2 and G-OFIT TB.10 n/s visiting. A bit better on **10.8** with G-ATPV GY.20, G-BJZN T.67A, G-CJZW RV.12, G-CMFD Bristell NG5, G-GRZZ R.44, G-HDEW PA-32R, G-OFIT TB.10 n/s, G-STVT Sportcruiser and G-URMS Europa TG n/s visiting. Then on **11.8** G-ATPV GY.20 f South Cave t Brighton, G-BBKB F.150L, G-BJTP/MM51-15302/EI-51 PA-18, G-BRBM DR.400, G-BSED PA-20, G-BSFD/16037 J.3C-65, G-BVUZ Cessna 120, G-CYLL F.8L f Brighton t Sturgate then f Sturgate 4 x n/s, G-DWYP Skyranger 912S, G-GAVV CTSL, G-KKKK/XX513 Bulldog Srs.120/121, G-OFIT TB.10 n/s, G-OMUM RC.114, G-RVBI RV.8, G-SNXA Sonex, G-STRV RV.14 and G-URMS Europa TG all noted. Then another accident to report as resident G-BNOH PA-28 departed the runway on landing at Beccles and ended up in the adjacent crop field. There was no airframe damage and after a change of engine in situ it was back here a few days later. Only G-BBKB F.150L recorded on **13.8** then on **14.8** G-CGCH Sportcruiser, G-CRZA Sportcruiser, G-GDSO Cavalon, G-JLAT EV.97 and N7348P PA-24 (24-2526) visited. Then on **16.8** G-BBJX F.150L, G-BRNE 152, G-BSPN PA-28R and G-BXJD PA-28 f Full Sutton t Headcorn, at the start of our trip to Belgium. On **17.8** G-BBKA F.150L, G-BRIV TB.9, G-BTRS PA-28, G-CGCH Sportcruiser, G-GAVV CTSL, G-GDSO Cavalon, G-PROW EV.97 and G-VIXY A-32 all visited. In on the **18.8** were G-BNOP PA-28, G-BXIA/WB615 DHC.1, G-BXJD PA-28 on return, f Headcorn t Full Sutton, G-BZBF 172M, G-CFUE Pioneer 300, G-CJRZ Ikarus C42 FB80, G-CMGA T-18, G-GTNA R.66 and G-TRIN TB.20. The **19.8** only brought D-EVIM DV.20 (20033), G-BTVX 152, G-CLDK PA-28, G-EMID EC.135P2+ and G-RODW EuroFox 2K with **20.8** only providing G-BPGU PA-28, G-CBJG/FAP1373 DHC.1, G-CCZY RV.9A and G-RVIT RV.6. Then a couple of days poor weather with only G-HOWI F.182Q arriving for maintenance on **21.8** and N500TY 369E (0086E) in for fuel on **22.8**. Very breezy on **23.8** whilst setting up for the Community Day, but still a few of interest, G-BGBI F.150L, G-BIDH 152 departed back to Beverley following maintenance, whilst

in the opposite direction G-BPOS 150M arrived and still present 26.8, G-BMGC/W5856 Swordfish n/s, G-HOWI F.182Q departed back to Church Fenton following maintenance and M-POWR Beech C.90A (LJ-1229) f Sleaf t Dunkeswell. Community Day **24.8** a large event on the airfield but not really aviation orientated, a free day out for the local villages, G-BMGC/W5856 Swordfish displayed and departed, G-BXEX PA-28, G-CDSB Pioneer 200, G-CGWF RV.7, G-DPRV RV.7A, G-IROB TB.10, G-KNEK G.109B and G-NGTC Extra NG displayed. Very windy again on **25.8** with only G-BRIV TB.9 visiting. Much better on **26.8** with G-BATV PA-28 departing back to Full Sutton from maintenance, and visitors G-ARYS 172C, G-BAIS F.177RG, G-BBKA F.150L, G-BFTC PA-28R, G-BXJD PA-28, G-CBJG/FAP1373 DHC.1, G-CMGA T-18, G-ETOY CASA1.131E, G-SHSP 172S and G-TSGJ PA-28. As I close, G-BPOM PA-28 is still in for long term maintenance, G-CLCP Bell 505 is still here and the leased in AFT fleet remains unchanged.

SOUTH CAVE (EY) A new resident with Paul Harvie is N345TB TB.20 (1914) ex Fenland, noted on a visit 11.8. Also on this date G-TGJH VP.1 carried out some more test flying and visiting was G-BRPY PA-15 f Brighton t Sherburn. An interesting visitor on 19.8 was N26NZ T.206H Floatplane (T20608401) f Perth and n/s, routing to Church Fenton on 20.8.

STURGATE (Lincs.) Long term resident G-BBHF PA-23 was reregistered N40453 on 15.7 and was noted here as such on 17.8, so may well be staying. Also noted hangared was G-EOHL 182L which may have moved in from Church Fenton? (owner has a Doncaster address).

SYERSTON (Notts.) A full report for the National Air and Space Camp and Families Day on 21.8 will be included next month.

THORGANBY (NY) See Brighton report for news on the tragic accident to G-PPFS FRA.150L here on 28.7. Attending the scene was G-YAAA Bk.117D-3 (Helimed 98) which, sadly, was not needed and a Coastguard S.92A also circled the scene.

TOLLERTON (Notts.) Resident F-BOXT PA-28 has now been reregistered G-ROXT.

WICKENBY (Lincs.) **Vintage and Classic Fly-in 27.7 Vintage Skunk Works** G-CILD Pruett-Curtiss Pusher JP-1, G-CRNL/FJ662 M.62A-4, G-STOO SA.300. **Outside Vintage Skunk**

Works G-ANKV/"C8500/16" DH.82A/Rumpler Replica, G-BFVH/5964 DH.2 Replica.

Residents on Field G-AHAL J/1N, G-AKVM Cessna 120, G-ATJN D.119, G-GAII/XE685/816/VL Hunter GA.11, XE624/G Hunter FGA.9 dismantled, BAPC.152/"XX227" Hawk T.1A FSM. **Visitors** G-APAL/N6847 DH.82A, G-ARHZ D.62A, G-AWVN 7AC, G-AXDI F.172H, G-BJTP/ MM51-15302/EI-51 PA-18, G-BPYJ W.8, G-BRPY PA-15, G-BUFG T.61F, G-BVUZ Cessna 120, G-BYYX MiniMax 91, G-BYZR Sky Arrow 650TC, G-CBEF/XX621/H Bulldog Srs.120/121, G-CBJP CH.601UL, G-CEHR/XP241 Auster AOP.9, G-CIRV RV.7, G-CLAL Ikarus C42 FB100, G-HELL Sonex, G-IIHX Midget Mustang, G-IIRW RV.8, G-JTPC AMT.200, G-OJLH MiniMax 91, G-OTME/BG+KS Nord 1002, G-RIHN DR.107, G-RVTB RV.7, G-RVUK RV.7, G-STRV RV.14, G-TGTT R.44, N74DC S.2A (2228), N137CM F.33A (CE-1054), OK-LTM R.44 (1833). The two IL.2 airframes G-BZVW and G-BZVX have been reregistered N707CF and N576CF respectively and have reportedly been exported to Czechia.

WITHERNSEA (EY) Displaying at the Blue Light Weekend on the afternoon of 11.8 were G-ANHK/N9372 DH.82A, G-LIIZ/44 D.75N1 and G-OKAY S.1E all operating out of Brighton, G-IIJM Extra NG with G-NGTC Extra NG of The Starlings team and ZJ917 Typhoon FG

RESIDENTS

G-BAVO/26 A.75N1 is a new resident arriving from Dunkeswell 20.8. G-CYLL F.8L spent a few days away at Sherburn from 11.8 to 15.8. G-LEOD Air Camper is a new resident arriving mid-August from Farthing Corner.

OUTSIDE PARKING

G-BBJX F.150L, G-BEZI AA-5, G-HELA TB.10 and HB-CIU FR.172J have all been present throughout. G-ASEP PA-23 and G-PAWS AA-5A are both still away at Bagby on long term maintenance. Sadly, York Flying School lost G-PPFS FRA.150L in a tragic double fatal accident at Thorganby, a few miles northwest of Brighton on the morning of 28.7. The two males on board, aged 21 and 24, died instantly on impact.

MOVEMENTS

24.7 G-ATXA PA-20 f Rufforth East t Sherburn then f Sherburn t Rufforth East, G-BAPX DR.400 f&t Sherburn, G-BCKV FRA.150L f Gamston t Finningley Strip, G-CDOA EV.97 f Sherburn t Barton, G-SFTZ T.67M f&t Church Fenton, G-SPTR R.44 (Pipeline 44) f&t ? fuel stop. **26.7** G-BRPY PA-15 f Sherburn n/s, G-CGMG RV.9 f&t Pinchinthorpe, G-ENST Sportcruiser f&t Enstone. **27.7** G-ATJN D.119 f&t Wickenby, G-BRDO 177B f&t Teesside, G-BRPY PA-15 t Sherburn, G-DWYP Skyranger 912S f&t Rufforth East, G-HECK R.44 f Melbourne t Great Heck, G-TALG PA-28 f&t Tatenhill. **28.7** G-ALND DH.82A f Rendcomb t Whiterashes via Eshott, G-ATJN D.119 f&t Wickenby, G-BHZU/3914 J.3C-65 f Sandtoft t Eddsfild, G-BOYL PA-28 f Church Fenton t Sherburn, G-BWSI SA.102.5 f&t Rufforth East, G-BZUL Jabiru UL f&t North Moor, G-CBVR Skyranger 912 f&t Ince, G-CBXC Ikarus C42 FB UK f&t Rossall Field, G-CDDI T.600N f&t Grasby, G-CDJK Ikarus C42 FB80 f&t Beverley, G-CDSB Pioneer 200 f&t Dishforth Strip, G-CFMI Skyranger 912 f Netherthorpe t Crosland Moor, G-CIHW Cavalon f&t Eddsfild, G-FUZZ/51-15319 PA-18 f&t Gypsy Wood, G-GAVV CTLS f&t Crosland Moor, G-GTFO ??????? f&t Rossall Field, G-IIHX Midget Mustang f&t Sibson, G-IILL RV.7 f Kirkbride t Finmere, G-JUFS TB.9 f Sherburn t Sturgate, G-PICX QuikR f&t Rossall Field, G-RAFR Skyranger 912S f&t North Moor, G-RSSF Kitfox f&t Sherburn, G-RVNV RV.9 f Kirkbride t Finmere, G-RVUK RV.7 f&t Sibson, G-SELB PA-28 f&t Humberside, G-SKYC T.67M f&t Wombledon, G-SKYO T.67M f&t Wombledon, G-TFOG Skyranger 912 f&t Rossall Field, G-THIN FR.172E f Netherthorpe n/s, G-TSGJ PA-28 f&t Fishburn. **29.7** G-LUDM RV.8 f North Coates t Eshott, G-THIN FR.172E t Bodmin. **30.7** G-BAXS Bell 47G-5 f Eddsfild t Sherburn. **31.7** G-STVT Sportcruiser f&t Netherthorpe. **2.8** G-AVLG PA-28 f&t Leicester, G-BRBN S.1S f&t Staverton, G-BUDE PA-20 f&t Sherburn, G-DWYP Skyranger 912S f&t Rufforth East, G-OBJM JT.1 f&t Temple Bruer. **3.8** G-ATPV GY.20 f&t South Cave, G-BFTH F.172N f Rufforth t Sturgate, G-BMMK 182P f&t Lambley, G-CDDI T.600N f&t Grasby, G-CEOB S.1S f&t Netherthorpe, G-CHHI RV.7 f&t Gamston, G-DPRV RV.7A f&t Lambley, G-DWYP Skyranger 912S f&t Rufforth East, G-HECK R.44 f&t Great Heck, G-ICAS S.2B f&t Sherburn, G-JADJ PA-28 f Sherburn t Beverley, G-OXIV RV.14 f&t Sherburn, G-SKYL 182S f&t Sherburn, G-TIMA RV.7 f&t Sherburn. **4.8** G-AHBM DH.87B f&t Saltersgate, G-AJJS Cessna 120 f&t Temple Bruer, G-BODB PA-28 f&t Sherburn, G-CIAZ EuroFox 912 f&t Rufforth East, G-GDSO Cavalon f Skegness t Beverley, G-GLUC RV.6 f&t Temple Bruer, G-GTRR QuikR f&t

Beverley, G-IHCI Europa TG f Skegness t Beverley, G-TEZZ Sportcruiser f Skegness t Beverley. **6.8** G-XLNT CH.601XL f&t Crosland Moor. **7.8** G-BBKB F.150L f&t Sandtoft. **10.8** G-BBKA F.150L f&t Sandtoft, G-OJLD RV.7 f&t Sherburn. **11.8** G-AKDN DHC.1 f&t Bagby, G-ATPV GY.20 f Sherburn t South Cave, G-AVLB PA-28 f&t Little Gransden, G-AZIJ DR.360 f&t Fenland, G-BHZU/3914 J.3C-65 f&t Sandtoft, G-BMJD 152 f Beverley t EMA, G-BMMK 182P f&t Lambley, G-BRPY PA-15 f Sherburn t South Cave, G-BYDV RV.6 f&t Sittles Farm, G-BZAR Kitfox f&t Abbots Bromley, G-BZIW Quantum 15-912 f&t Hushwaite, G-CCZD RV.7 f&t Rectory Farm, G-CEIT RV.7A f&t Abbots Bromley, G-CEMA Pioneer 200 f&t Fishburn, G-CEOB S.1S f&t Netherthorpe, G-CFLM Quik f&t Hawksview, G-CHBZ TL.2000UK f&t Sittles Farm, G-EDDS Sportcruiser f&t Sittles Farm, G-EGCA Rans S.6 f&t Crosland Moor, G-FOZY RV.7 f&t Stoke Golding, G-GAVV CTLS f&t Crosland Moor, G-MUMY RV.4 f&t Abbots Bromley, G-OJSD EuroFox 912S f Headcorn t Eshott, G-OKAY S.1E f Cotswold t&f display at Withernsea t Cotswold, G-RVDJ RV.6 f Cark t Fishburn, G-SNXA Sonex f&t Crosland Moor, G-SOCK Quik f&t Hushwaite, G-SPCZ Sportcruiser f&t Abbots Bromley, G-YCMI Sonex f&t Abbots Bromley. **13.8** G-HARN PA-28 f&t Sherburn. **14.8** G-BIPN RF.3 f&t Sturgate, G-ESGA Escapade f Yearby t Bagby. **16.8** G-ARLG D4/108 f Thruxton t Popham, G-CITD RF.5 f&t Coal Aston, G-GRZZ R.44 f&t North Coates, G-TTRL RV.9A f&t Sittles Farm. **17.8** G-AMYD J/5L f Wickenby t North Coates, G-ARHZ D.62A f&t Sturgate, G-ATXA PA-20 f&t Rufforth East, G-CGCH Sportcruiser with G-GDSO Cavalon both f Sherburn t Beverley, G-GAVV CTLS f Sherburn t Crosland moor, G-RAFB G.115A f&t Cranwell. **18.8** G-ATJN D.119 f&t Wickenby, G-CDMF RV.9A f&t Deanland, G-CJRZ Ikarus C42 FB80 f Sherburn t Temple Bruer, G-DWYP Skyranger 912S f North Moor t Rufforth East, G-MLXP Europa TW f&t Sturgate, G-PHOR FRA.150L f&t Gamston, G-SIMY PA-32 f&t Carlisle. **19.8** G-EMID EC.135P2+ f&t ? **20.8** G-BNZZ PA-28 f&t Sherburn, G-BRPY PA-15 f Sherburn n/s, G-SKYL 182S f Dunkeswell t Sherburn (crew ferry for G-BAVO). **21.8** G-BRPY PA-15 t Syerston then in the evening f&t Sherburn (to pick my car up!) **23.8** G-BBKB F.150L and G-BGBI F.150L both f&t Sandtoft, G-PEKT TB.20 f&t Sherburn, N473DC/2100882/3X-P C.47A f North Weald n/s. **24.8** G-AKDN DHC.1 f&t Bagby, G-ANLS DH.82A f&t Saltersgate, G-BBKA F.150L and G-BGBI F.150L both f&t Sandtoft, G-BXEX PA-28 f Sherburn t Tollerton, G-CGMG RV.9 f&t Pinchinthorpe, G-CLYJ Ikarus C42 FB100 f Felixkirk t Rufforth East, G-DPRV RV.7A f Sherburn t Lambley, G-LEGD/MJ444/KH-D Spitfire LF.IX f&t Duxford, G-RVSA RV.6A f&t Beverley, G-YACC Yak 18T f&t Sherburn, N250SP Lake LA.250 (70) f&t Full Sutton, N473DC/2100882/3X-P C.47A (19345) t Humberside to pick up the Red Devils Parachute Display Team, then f Humberside t North Weald, ZK-BAZ PA-24-250 (24-3206) departed to Wick, to continue its Round The World Flight. **25.8** G-CCZD RV.7 f&t Rectory Farm

Coney Park....

Mike Storey

4 th July	G-DOUN	AUGUSTA A109S GRAND	LONDON HELIPORT/LONDON HELIPORT
6 th July	G-HPIN	BELL 429	SILVERSTONE/NOTTINGHAM
6 th July	G-DOUN	AUGUSTA A109S GRAND	TURWESTON/SILVERSTONE
7 th July	G-HPIN	BELL 429	NOTTINGHAM/BAGBY
7 th July	G-FGRR	A109E POWER	HARROGATE/SILVERSTONE
7 th July	G-FGRR	A109E POWER	SILVERSTONE/HARROGATE
8 th July	G-FRYA	ROBINSON R44	OXFORD/ESHOTT
9 th July	G-SENS	EUROCOPTER EC135T2	OXFORD/ECCUP
14 th July	G-RYFF	AUGUSTA A109S GRAND	WETHERBY/BIGGIN HILL
16 th July	G-HOLM	EUROCOPTER EC120B COLIBRI	LEEDS 17/ OXFORD
17 th July	G-TUNL	ROBINSON R44	WOODFORD/?
20 th July	G-NICU	LEONARDO AW169	YORK/OXFORD
21 st July	G-REMH	BELL 206B JET RANGER	TEESIDE/COSTOCK
22 nd July	G-TMCF	AUGUSTA A109S TREKKER	RAF BENSON/OXFORD
22 nd July	G-FRYA	ROBINSON R44	LEEDS EAST/BEVERLEY
25 th July	G-GOES	ROBINSON R44	LEEDS EAST/BARTON
26 th July	G-KLNH	AW109SP GRAND NEW	OXFORD/ESHOTT
26 th July	G-KLNH	AW109SP GRAND NEW	ESHOTT/OXFORD

The Airfield Manager, the Coffee Team and my driver.

Resident Aircraft noted	First noted	Last noted
D-EABY M20J	27/07/2024	27/07/2024
(G-ARKG) AJ5/G NAVY/931/NW	02/04/2024	27/07/2024
G-AZNO C.182P	08/05/2018	21/12/2023
G-BBKA F.150L YAC	18/10/2020	27/07/2024
G-BBKB F.150L YAC	12/04/2024	27/07/2024
G-BBNI PA-34 for sale	06/11/2021	27/07/2024
G-BCGI PA-28	23/03/2018	06/07/2024
G-BCRR AA-5B on rebuild wfu	02/03/2024	15/06/1024
G-BCVG FRA.150L	07/12/2022	11/03/2023
G-BDNW AA-1 on rebuild wfu	18/03/2023	18/03/2023
G-BEAC PA-28 with Eng	04/05/2024	27/07/2024
G-BGBI F.150L YAC	23/04/2021	25/07/2024
G-BGBW PA-38 wfu	25/05/2020	27/07/2024
G-BGTF PA-44 wfu	31/07/2021	17/06/2023
G-BHVR C.172R	03/06/2023	27/07/2024
G-BHZU J-3C	15/04/2018	06/07/2024
G-BIFB PA-28 on rebuild Eng	16/11/2014	27/07/2024
G-BIHI C.172M on rebuild Eng	15/04/2018	27/07/2024
G-BLVS C.150M wfu	04/02/2023	18/03/2023
G-BOMP PA-28	30/11/2014	27/06/2024
G-BORY C.150L wfu	15/04/2018	18/04/2023
G-BOSM DR.253B temporary base,		26/07/2024
G-BOVS C.150N wings Eng	15/04/2018	27/07/2024
G-BRNC C.150M YAC on rebuild	06/11/2021	03/12/2022
G-BSKA C.150M YAC	21/07/2021	27/07/2024
G-BSYV C.150M YAC write off	16/07/2024	27/07/2024
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	27/07/2024
G-CBOY Quantum	16/03/2024	27/07/2024
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	06/07/2024
G-CKXI M.20E	13/09/2021	25/03/2023
G-CMLA TL.3000	27/02/2024	30/03/2024
G-CSAV T.600N	13/04/2024	03/04/2024
G-DOZZ Sky Ranger Swift	27/02/2024	27/02/2024
G-LORD PA-34	21/03/2023	10/02/2024
G-MABE F.150LYAC on rebuild	22/08/2022	15/06/2024
G-MIAN Skyranger	23/10/2021	15/06/2024
G-MICK F.172N on rebuild wfu	02/05/2010	27/07/2024
G-MMMA Quicksilver	18/03/2023	08/06/2023
G-MSFC PA-38 wfu	05/06/2021	27/06/2024
G-MZOS Quantum	17/11//2011	18/03/2023

G-OWMC	T.600N	27/02/2024	06/07/2024
G-RMAV	C42	02/04/2024	07/07/2024
G-TAXI	PA-23 rebuild Eng	06/05/1996	27/07/2024
G-TAYI	G.115	08/05/2017	27/07/2024
G-WLGC	PA-28	19/04/1996	21/07/2024
G-YBAA	F.172J	04/03/2023	16/03/2023
N20UK	M.20F for sale, wfu	29/03/2023	27/07/2024
N39TA	Be A24 wfu	12/03/2011	06/07/2024
(N131MP)	PA-31P dismantled	18/05/2018	27/07/2024 to become G-BWDE
N337UK	C.337 on rebuild Eng	10/05/2018	27/07/2024
(N394RA)	C.210K wfu for sale	19/02/2022	27/07/2024
N2136E	PA-28	15/03/2019	25/07/2024
N7954J	PA-28R	08/03/2023	27/07/2024

Visitors and local flights micro flights, more than usual

01/07 G-RMAV C42 on a local flight and return.

04/07 G-WLGC PA-28 f Sandtoft t Sherburn and return. More than 2 years since last seen.

05/07 G-WLGC PA-28 f Sandtoft t Sherburn and return, G-OWMC T600N local and return
G-RMAV C42 on a local flight and return, G-CBOY Quantum local and return.

06/07 G-BOSM DR.253B with Eng, G-CFAR MT-03.

07/07 G-RMAV C42 on a local flight and return.

08/07 G-RKID RV-6A, G-CDTU EV-97 Team Eurostar, G-ZIZY TL2000UK Sting Carbon.

12/07 G-CMLA TL3000 Sirius 600, G-BODB PA-28 f/t Sherburn, G-BGGO F.152 f/t East Midlands.

13/07 G-BFGG FRA.150M, G-CBOY Quantum local and return.

16/07 G-RMAV C42 on a local flight and return.

17/07 N922JC BE9L f Exeter t Blackbushe, G-DWYP Skyranger 912(S) f/t Rufforth, G-IRPW Europa f/t Sherburn, G-BOJZ PA-28 f/t Humberside.

20/07 G-CBEI PA-22 f Full Sutton t North Coates

21/07 G-RMAV C42 on a local flight and return.

22/07 G-RMAV C42 on a local flight and return.

23/07 G-RMAV C42 on a local flight and return. 7th flight this month, now operates from here.

27/07 G-CAAV PA-28, D-EABY M20J from Gamston to Sandtoft Engineering.



G-ARKG Auster J5 Autocar 06/07



G-CFAR Rotorsport 06/07



G-BFGG Cessna FRA150M 13/07

July 2024 Manger, a regular credit for my visits is my driver.

Resident Aircraft noted	First noted	Last noted
G-ARHZ D.62	06/05/2024	20/07/2024
G-ARRS CP.301A	30/03/2024	22/06/2024
G-ATLM F.172G	21/09/2010	20/07/2024
G-AWGK F.150H	30/03/2024	20/07/2024
G-AZTS F.172N	22/01/2023	20/07/2024
G-BBDP DR.400	25/02/2023	22/06/2024
(G-BBHF) PA-23	08/11/2014	20/06/2024
G-BDDG D.112 wfu	08/11/2014	20/07/2024
G-BGHJ F.172N	30/03/2024	22/06/2024
G-BGVE CP.1310 engineless wfu	08/11/2014	26/11/2022
G-BIPN RF.3	13/11/2021	23/06/2024
G-BRIV TB9	28/01/2024	31/07/2024
G-BROR J-3C	06/05/2024	01/06/2024
G-BRPV C.152	25/02/2023	20/07/2024
G-BRPY PA-15	11/05/2024	11/05/2024
G-CEYK Europa 200 XS	04/05/2024	20/07/2024
G-CIFC TB.200	29/05/2022	01/05/2024
G-EOHL C.182L	20/07/2024	20/07/2024
G-EXLL CH601XL	29/05/2022	20/07/2024
G-FARY TRI-Q	14/01/2014	20/07/2024
G-GAME T.303	25/02/2022	
20/07/2024		
G-HIBB Jabiru J430	30/03/2024	20/07/2024
G-MLXP Europa	20/07/2024	20/07/2024
G-OMCB TL2000	22/03/2021	20/07/2024
G-OPAZ Pazmany PL2	08/11/2014	22/05/2024
N955BE B55 Be95	26/11/2022	20/07/2024

Visitors

18/07 G-JRKN PA-28 f/t Sherburn, G-PPFS FRA.150L f/t Brighton.

19/07 G-BNOP PA-28 f/t Blackpool.

20/07 G-ATRX PA-32 f/t Halfpenny Green, G-CDTU EV-97 f/t Nottingham, G-BFRU PA28 f/t Gamston.

JULY 2024 LOCAL

HELICOPTER ACTIVITY

01/07 G-HCNX EC-155, Glastonbury – South Cave
01/07 G-NEWB AW.109SP(Solway 01), Glastonbury – Brantingham
01/07 G-PDPD EC-120B, Grantley Hall, Ripon – Nottingham
01/07 G-RMBH AW.109S(Jockey 54), Barton – Rudding Park – Glastonbury
01/07 G-JKJA A.109E, p/s Castle Cary – Outlane Golf Club, Huddersfield
01/07 G-DCAM Twin Squirrel(Kingdom 07), p/s near Seaham – Barton
03/07 G-OHAS R.66, Dunfirmline – p/s near Lincoln – Nottingham
04/07 G-CIWO Squirrel, Oakworth, Harrogate – Chorley
04/07 G-YRTE A.109S, East Midlands – Doncaster Race Course
04/07 G-DOUN A.109S(Flexjet 20), Battersea – Rudding Park, Harrogate
06/07 G-TPTP R.44, Oakham – Ripon, Grantley Hall
08/07 G-FGRP A.109E, Harewood, Harrogate – p/s Prestwich
08/07 ZH897 Chinook(Kratos 1), Waddington – Catterick – Leeming
08/07 OO-ABK Twin Squirrel, Kortrijk – p/s Pateley Bridge – Kortrijk(15/7)
10/07 M-DOGA Airbus H-135, p/s near Burry – Yorkshire Show Ground
10/07 G-LAWA AW.139(Castle 03), Battersea – Tinsley Golf Club, Sheffield
10/07 N505H Bell 505, p/s near Luton – Old Brampton
10/07 G-SENS EC-135(Woodstock 37), Leeds Grammar School – p/s Heathrow
11/07 G-OATL AW.109SP(Trident 14), Elstree – Harrogate
14/07 G-VOIP Gazelle. p/s near Teesside – p/s near Sherburn
15/07 G-FOWR Long Ranger, Coney Park – p/s Whitby – Coney Park
16/07 G-JKJA A.109E, Barton – p/s Harrogate – Newcastle
17/07 G-CPTZ AW.169(Helimed81E), Newcastle – Barnsley Hospital
18/07 2-CAMO A.109S, P/S Clitheroe – Rockcliffe Hall Golf Club, Darlington
19/07 G-JKJA A.109E, Poole – Rudding Park, Harrogate
20/07 G-NICU AW.169(Helimed 80E), Oxford – Pinderfields, Wakefield
24/07 G-EDWA A.109E, Gloucester – Cop Hewick, Ripon – Bath
24/07 G-TEGS Jet Ranger, p/s Preston – Devonshire Arms
25/07 G-VVBO Long Ranger, Fairoaks – p/s near Buxton
27/06 G-EDWA(Trident 11), Coventry – p/s Harrogate – p/s Seaham
27/06 G-PDPD EC-120B, p/s Oakham – Ripon, Grantley Hall n/s – Sandtoft
28/07 N340SM Gazelle(Venture 1), Swadlingcote – Pontefract Race Course
29/07 G-OHAS R.66, Nottingham – Fenton, Lincolnshire
31/07 G-CLJR R.44, Leeds/East – p/s 8N/E of Leeming

CARR GATE:- From 19/7 EC-135 G-EMID took over the mantle of “Police 42” for local operations. 23/7 G-POLJ EC-135T f. Birmingham; 24/7 G-TVHB EC-135(Police 04) f. Newcastle t. Oxford; 25/7 G-POLA EC-135(Police 22) f. Oxford t. Newcastle;

CONEY PARK:- From 10/7 until the of the Great Yorkshire Show, Long Ranger G-FOWR carried out a shuttle service between the two points morning and evening. 4/7 G-DOUN A.109S(Flexjet 20) f. Battersea t. Rudding Park; 6/7 G-HPIN Bell 429(Kingdom 8) f. Oxford n/s t. Silverstone; G-WOFT A.109E(Kingdom 11) f. Oxford, n/s t. Silverstone(Yellow 14); 7/6 G-FGRP A.109E(Trident 6) f. Harrogate t. Silverstone; 10/7 G-SENS EC-135(Woodstock 37) f. Oxford to Leeds G/S; 14/7 G-RYFF A.109S(Castle 26) f. Wetherby t. Battersea; 16/7 G-HGRB R.44 f/t Stainsby Hall; G-TUNL R.44 f. Denham; 20/7 G-MCLA R.44 f. Ayr, n/s; 21/7 G-REM H Jet Ranger(Costock 8) f. Middleton Tyas; 22/7 G-TMCF A.109S(Castle 07) f. Biggin Hill; 23/7 G-JBKA R.44 f. Sherburn; 24/7 G-NELSR.44 f/t Nottingham; 26/7 G-KLNH AW.109SP(Saxonair 12) f. Charlbury; 29/7 G-CHPA R.22B f. Humbersode;

WALTON WOOD:- 4/7 G-ICER AW.169 f. Hawarden; 8/7 G-ODHB R.44 t. Barton; 24/7 G-WADD EC-120B f. Cheshire Polo Club; 24/7 G-FOWR Long Ranger f/t Coney Park;

LOCAL AIRFIELDS

BAGBY:- On 14/7 DA-40 LX-AVD was inbound from Calais but after two unsuccessful attempts diverted to Teesside. 3/1 G-PDGI Squirrel(Powerline 54) for local survey; 4/7 G-PLPM Europa XS f. Croft Farm t. Perth; 5/7 G-REBB Rebel f/t Oxenhope; 15/7 G-AVPI PA-25 f. Shennington t. Pocklington; 16/7 G-HGRB R.44; 17/7 G-PDGT Twin Squirrel(Osprey 54, local surveys); 18/7 G-SACT PA-28 f. Sherburn; 24/7 G-CDUS Skyranger f. Fishburn; 28/7 G-CJNL DR.1050 f. Syerston; 29/7 G-WAIR PA-28R f. Wroot; 31/7 N7258 C.177RG f. Top Farm; N771SR SR-22 f. Leeds/East;

BURN:- On 12/7 Robin DR.400 G-ONGC arrived from Hinton-in-the-Hedges and for the next few days was utilised for glider towing duties. A new resident is SZD-51 G-CJMY, registered to the Gliding Club in early July.

BEVERLEY:- 5/7 G-BNOJ PA-28 f. Leeds/East t. Blackpool; 6/7 F-PSCZ Europa XS f. Mull; 7/7 G-CEBF Eurostar f. Foxwood Farm; 8/7 N759AU C.182Q f. Sherburn t. Barton; 11/7 OY-9302 Eurostar f. Eshott; 17/7 G-BZDH PA-28R f. Rochester; 24/7 G-LEGY CTLS f. Fishburn t. Sherburn; 27/7 G-HRND C.182T f. Denham; 28/7 G-CBZM Jabiru f. Tatenhill;

CONINGSBY:- 10/7 G-ANAF DC-3 f. North Weald;

COTTESMORE:- On 9/7, brightly coloured Skyvan OE-FDN was noted carrying out parachuting duties here.

CROSLAND MOOR:- 15/7 G-BSPN PA-28R f/t Blackpool; 16/7 G-FADF Super Cub f. p/s Lake District; 19/7 G-BJAL Jungmann f/t Brighton; 21/7 F-JHJP Microlight f. Norwich(was accompanied by others); G-BLDB Eurostar f. Fishburn; 29/7 G-JIMM Europa XS f. Fishburn;

EAST KIRKBY:- 6/7 G-DCOE RV-6 f. Caunton; G-RVAW RV-6; G-SKYO T-67M; G-CDTY Jabiru; 12/7 N20AG TB-20, G-OOCP TB-10 f. North Coates;

EDDSFIELD:- 8/7 G-CMBO Vixen f. Ashcroft Farm t. Full Sutton; 26/7 G-CDSA Quik, G-CLOZ KFA Explorer f. Popeswood, n/s;

ELVINGTON:- 4/7 N899JH C.182T f. White Waltham; 8/7 G-ZIZY Sting Carbon f. Sandtoft t. Leicester; 27/7 G-BZMF Long Eze f. Perth; 26/7 G-CDOA Teameurostar f. Barton;

ESHOTT:- New resident is QuikR G-WMBL, registered to owners in Morpeth in June. 5/7 G-JAKF R.44 t. p/s near Manchester; 8/7 OY-9302 Eurostar f. Headcorn n/s; 12/7 G-BITF F.152 f. Glenrothies; 17/7 G-CDVS Europa XS f. Tibenham; 17/7 G-NIPR Topsy Nipper f. Inverness t. Breighton;

FADMOOR:- 1/7 G-FADF Super Cub f. Eshott(2 circuits); 14/7 G-GEFF t. Liverpool;

FULL SUTTON:- On 11/7 Replica FW.109 G-SYFW was noted carrying out local flights here. This aircraft was registered to new owners in Northallerton in mid-June. 8/7 G-CMBO Vixen f. Beverley t. Ashcroft Farm; G-SCPI Sports cruiser f/t Barton; 18/7 N2245V C.182S f. p/s Scarborough; 24/7 G-TMHK PA-38 t. Bagby; 31/8 G-ARNE PA-22 f. Old Buckenham;

GRINDALE:- On 21/7 Cessna 208 G-SYLV arrived from Sleaf and carried out parachuting duties for a couple of days before departing to Gloucester.

GAMSTON:- On 3/7 Twin Comanche G-BZRO was noted carrying out local Air Tests. This aircraft was later delivered to Teesside, where it is a new resident. New resident, first noted this month is King Air 200T 2-WKTK. 1/7 G-HCNX EC.155 f. South Cave; G-NEWB AW.109SP(Solway 01) f. Brantingham; G-JKJAA.109S f. Huddersfield; 3/7 M-POWR King Air C.90 f. Dunkeswell; N641LB MD.600N f. Billingham t. Penistone; G-FLYA Mooney M.20J t. Full Sutton; 4/7 N377C TB-21 f. Cark; 5/7 G-TUNL R.44 f. Denham; 22/7 G-EFBP FR.172K f. Sherburn; 24/7 G-JAAM DA-62 f. Isle of Man; 16/7 G-ISAX PA-28 f. Blackpool; PH-TAX DA-50RG f. Lelystad t. Kirkwall; 28/7 G-CDMF RV-9A f. Rochester;

GRANGE FARM, EAST BARKWITH:- 13/7 G-YROL Cavalon f. Stoke Golding;

HIBALDSTOW: 1/7 G-AXCA PA-28R f. North Weald; 5/7 D-IAAI Dornier Do.28 f. Seville;

LEEDS/EAST:- 1/7 N616CM TBM-850 f. Blackpool t. Jersey; 2-TEAM Citationjet 3(Skywalker 03A) F. Jersey; G-RVCH RV-8A f. Rufforth; 3/7 M-POWR King Air C.90 f. Exeter; G-BYZA Twin Squirrel(Powerline 67); G-ORKY Squirrel(Powerline 53); G-GEFF PC-12 f. Guernsey; 4/7 G-OMAH C.182H f. Turweston; G-TOPM Jet Ranger f. Manston t. LBA; 5/7 G-GEFF PC-12 t. Hawarden; G-BYLS Bede BD.4 f. Welshpool; G-BNOJ PA-28 f. Blackpool t. Beverley; 5/7 N27RG SR-22 f. Liverpool; 7/7 G-HFAV PA-28 t. High Wycombe; G-REXA King Air 250(Endurance905) f. Jersey; 8/7 G-RVNP P-68B(Ravenair7NP) t. Liverpool; N122ZT SR-22 f. Norwich t. Newcastle; 9/7 G-FLYW King Air 200(Poston 01), f. Cardiff; 10/7 N925CC SR-22, N877C SR-22, N4874W Commander 114, N50AY Commander 114 all t. Sleaf; N291AH Vision Jet f. Birmingham; 11/7 N124PD MD-500E f. Denham; T7-DAT P.180 Avanti(Power Blade 53) f. Oxford; 12/7 D-FIPS Turbo Porter f. Carlisle; 13/7 G-CHAJ SR-22 f. Sleaf; 15/7 G-REBB Rebel f/t Oxenhope; 16/7 G-BRBW PA-28 f/t Blackpool; D-EUKG Bristell B.23 f. Norwich; 17/7 G-BELT F.150J f/t Blackpool; N260VM Beech Sierra f. Beccles; N326EE Phenom f. Faro; 19/7 G-BXOJ PA-28 f. Perth t. Blackpool; 21/7 G-HIGA C.172P f/t Blackpool; G-GZDO C.172N f. Elstree; 23/7 G-VALK King Air 200 f. Norwich; 24/7 2-OTOD Citationjet 4(Skywalker4B) f. Treviso; G-BZMF Long-Eze f. Elvington; 26/7 G-MCLE SR-22T f. Turweston; 27/7 N182GC F.182Q f. Tollerton; G-GAXC Robin R.2160 f. Kemble; OE-FOU Tecnam P-2006T f. Lelystad; 28/7 G-GHRW PA-28RT f. East Midlands; G-RVRX P-68B f/t Liverpool; N10CD SR-33 f. Fair Oaks; G-FMLY Commander 114B f. Biggin Hill; 29/7 G-CLJR R.44 f. Denham; G-COPR R.44; SP-KLV Citation Bravo f. Dusseldorf t. Reykjavik; 30/7 G-BELT F.150J f/t Blackpool; OO-ABK Twin Squirrel f. Pateley Bridge(Refuel); 31/7 G-WILN Tecnam P-2006T f. Coventry; 31/7 N34935 C.177RG f. Bagby;

LEEMING:- From 11/7 there was a helicopter/parachuting exercise, the following were noted- 11/7 ZJ131 Merlin, ZH903 Chinook, ZA684 Chinook; 15/7 ZA705 Chinook f. Odiham; 17/7 Chinooks ZA705, ZH897, ZH903 were noted along with Merlin ZJ134; 4/7 ZM721 Apache(Viper 2), ZM706 Apache(Viper 1), f. Waddington; Typhoons- ZK341, ZK349,ZK356, ZK376; 8/7 ZH897 Chinook(Kratos 1) f. Catterick

NETHERTHORPE:- First noted, arriving from Fife on 19/7 Cessna F.172H D-ENTC was re-registered G-HOMA on 23/7 for an owner in Chesterfield; 4/7 G-TSDB Aquila AT-01 t. Teesside; 10/7 G-AYSB Twin Comanche f. Great Massingham; G-AVCM PA-24 f. Stapleford; 12/7 G-ICDP F.150L t. Teesside; 17/7 N8829P Comanche t. Sleaf; 31/7 G-TSDE Aquila AT.01 t. Teesside;

NORMANTON:- On 1/7 Ikarus C-42 G-CJAM was pinging on Radar at the home of the owner/builder in the town. The aircraft was officially registered on 14/06/2024 and it will be interesting to see where the aircraft is eventually based.

NORTH COATES:- Fly-in 21/7, visitors included – G-ATLB Jodel DR.1050, G-BBEB PA-28R, G-BFVS AA-5B, G-BOJZ PA-28, G-BRDD CAP-10, G-CDBY MCR-01, G-CEBF Eurostar, G-

CGVZ Europa, G-CHLZ Skyranger, G-EXLL CH-601, G-GAVV CTSL, G-GBSD TL-2000UK. G-GDSO Cavalon, G-JLAT Eurostar, G-SKYO T-67M, G-XLNT CH-601; 20/7 G-CBEI PA-22 f. Sandtoft; G-MZLE Maverick 430 f. Barkminster Gliding Club;

OXENHOPE:- 19/7 G-WBRN R.66 f/t Denham(n/s until 21/7);

PETERLEE:- 8/7 G-ASMZ Beagle Terrier t. Connington;

POCKLINGTON:- 10/7 G-KARE PC-12 f. f. Newquay;

RUFFORTH:- New resident is Eurofox G-MGFC, which was registered to an owner from York in mid-July. 10/7 G-JKJA A.109E f. Southampton; 22/7 G-AEVS Aeronca f. Brighton;

SHERBURN:- 1/7 G-NOXY R.44 f. Clay Cross; 2/7 G-AYII PA-28R f. Upavan; 4/7 F-PSCZ Europa XS f. Elstree; G-BWJH Europa f. Bembridge; 6/7 G-AYOW C.182N f. Leicester; 8/7 N759AU C.182Q f. Barton t. Beverley; 8/7 G-POLZ P-68B(Police 152) f/t East Midlands; 10/7 G-BIOB F.172P f. Fairoaks; 13/7 G-CGVT Eurostar f/t Barton; 16/7 G-MICI C.182S f. Wick; 17/7 G-GGEM PA-28 f/t Beverley; G-BRBA PA-28 f. Blackpool; 18/7 G-WILC f. p/s Northern Ireland; 19/7 G-AZOF Airtourer f/t Peterlee; 22/7 G-BBKB f. Leicester; G-ISHA f. Barton t. Sleaf; 23/7 G-TALE PA/28 t. Tatenhill; 24/7 G-PTEK RV-9A f. Blackpool; G-LEGY CTLS f. Beverley t. Fishburn; 26/7 G-NGCC NG-5 Speedwing f. Perth; G-OKDM Sirius 600 f. Leicester; 28/7 G-RRCU Robin DR.221 f. Tatenhill; G-GCVV SR-20 f. Birmingham; G-JUFS TB-9 f. Thruxton; G-CLML Kitfox 7 f. Grangewood; G-SMRS C.172F f. North Weald; G-GVSL Eurostar f/t Barton; G-TALE PA-28 t. Tatenhill; 29/7 G-RWAY Rotorway 162F f. Fishburn; G-TSHO Ikarus C-42 f. Glenrothies; PH-ASN DA-50RG f. Cardiff(n/s) t. Inverness;

SKEGNESS:- 27/7 G-RRVV RV-8, G-RVFT RV-8 f. Tatenhill; 28/7 G-BMKR PA-28 f/t Leeds/East, G-CKLE Mtosport, G-CKLK Mtosport, G-CLDT Eurofox, G-CLFA Sting Carbon, G-CMJI Ikarus C-42, G-JENK C-42, G-NIAC Sting Carbon, G-OPSF PA-38. G-PATJ Ikarus C-42, G-PTFE Speed Wing,

STRUBBY:- 15/7 G-DKEY PA-28 f/t Teesside; 22/7 G-BZBF C.172M f/t Sandtoft;

SUTTON BANK:- On 4/7 G-TUGD Kitfox arrived from Llewenni Gliding Club. This was here to help out with a completion taking place here. On 6/7 the following gliders were noted operating from here – G-CHJF; G-CJKN; G-CJSL; G-CKJZ; G-DHET; G-IANM; G-IGLI; G-ILEL; G-MOEL; G-ODDZ; On 15/7 Kitfox G-FLAX arrived from Hood Grange Wood to collect G-TUGD and both aircraft headed home to North Wales. Midlands owned DG-400 G-BNXL was noted operating from hereon 22/7.

TEMPLE BRUER:- 19/7 G-LARA Robin DR.400 F. Stones Farm;

TOPCLIFFE:- Merlin ZJ121(Morb 5) was operating from here on 9th and 10th of the month.

WADDINGTON:- 2/7 ZM721 Apache(Viper 2); ZM706 Apache(Viper 1); 8/7 ZH897 Chinook(Kratos 1) t. Catterick; 17/7 484 Hercules(Saudi 1908) f. Fairford; 18/7 61-PJ(F-RAPJ) C-130H(Cotam 2026) f/t Rzeskou;

WICKENBY:- 2/7 G-AZJV F.172L f. Lee-on-Solent; 13/7 G-AZNL PA-28R f. Elmsett; 17/7 G-RVCH RV-8A t. Rufforth; 26/7 G-WAVE Grob 109B f. Enstone; 27/7 G-OJME Nord 1002 f. Little Gransden; N74DC Pitts S.2A f. Rush Green;

LBA GA and military....

Howard Griffin

The movements from LBA have not been received in time.



D-CAWK Citation 650A Latitude 02/07 Mike Storey



G-WNGM PC12 04/07 Ian Gratton



N532QS Citation Latitude 680 Netjets 07/07 Mike Storey



2-NITE Challenger 604 12/07 Paul Whincup



N1WW Global 6000 12/07 Mike Storey



F-HAJD Citation 525 16/07 Mike Storey



G-CMJX Tecnam P-Mentor 19/07 Mike Storey



CS-LTL Citation 680 Latitude 24/07 Mike Storey



D-ATWO Challenger 604 26/07 Mike Storey



G-SNDS Cirrus SR22 26/07 Ian Gratton



OK-SLX Citation 560 Silesia Air 26/07 Ian Gratton



EJ-SCOT Gulfstream 1V-X 29/07 Mike Storey

LBA Airline movements... Andy Coverdale

The movements from LBA have not been received in time.



G-TAWC Boeing 737-8 TUI 04/07 Ian Gratton



G-GDFG Boeing 737-300 07/07 Jet2.com Mike Storey



G-JZBR Boeing 737-800 Jet2.com 07/07 Mike Storey



TC-SPJ Boeing 737-8 Sun Express 07/07 Stewart Robersshaw



EI-HDH ATR72 Aer Lingus 19/07 Mike Storey



9H-WNM Airbus A321 Neo Wizz Paul Whincup



TC-CRB Boeing 737-8W Pegasus for Jet2.com 26/07 Ian Gratton



9H-QCV Boeing 737-800 Ryanair Malta 29/07 Mike Storey

LBA Traffic Statistics....

June 2024

	Jun-23	Jun-24	% This month	% +/-
Movements				
Total	3,964	4,018		1.36%
Passengers				
Scheduled	433,349	477,688	97.83%	10.23%
Charter	13,673	10,577	2.17%	-22.64%
Transit	0	0	0.00%	N/A
TOTAL	447,022	488,265		9.23%
International	429,606	467,526	95.75%	8.83%
Domestic	17,416	20,739	4.25%	19.08%
MOVING ANNUAL TOTAL	3,688,724	4,120,159		11.70%

Compared to June 2023, International passengers increased by 8.83% and domestic by 19.05%. Movements were up 1.36% compared to a year ago. The Moving Annual passenger total is +11.70

Reference: CAA Statistics website

Produced by Alan Sinfield

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

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

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G-AIJT Auster J/4. Credit Terry Sykes collection. An undated photo, but probably taken around 1990-ish. Seen here parked on the then Yorkshire Light apron in front of the Yorkshire Aeroplane Club. Operated by the Aberdeen Auster Group. Built in 1946 it is one of only 29 J/4 built by Auster. In 1946 you could buy one for £975.



G-BETI Pitts S1-D Special. LBA 6 July 1983. Built in Leicester c.1981. Owned/flown by Peter Metcalfe when the photo was taken. Damaged in a taxi-ing accident at Fishburn in 1999. Transferred to the On a Roll Flying Group in the early 2000s and rebuilt. Re-registered as G-PIII during this period, but then returned to TI before again reg as II. Currently flying in a striking black and yellow c/s. See Oct '21 magazine for more info on Pitts Special.