

AIR YORKSHIRE



Aviation Society

Volume 46 · Issue 4

April 2020



Leeds Bradford Airport
Sunday 22 March 2020
Matthew Roberts
Fields Aviation
Just look at the empty car parks

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Meetings have been suspended until further notice due to the Covid-19 Coronavirus emergency

Society news....

Howard Griffin

Sponsored by "No Publicity"

Dear AYAS member

We are currently in uncharted territory with the Covid19 virus and its impact on each of us. The members of the committee are having to make difficult decisions in order to protect the welfare of all members so together we have taken the following actions.

- There will be no organised trips until further notice, (all air-shows up to the end of May plus Major air-shows such as Farnborough, RIAT, Aero Expo – all cancelled)
- We have postponed March's committee meeting
- We have postponed the Annual Dinner – probably until September (we will process refunds when possible but would prefer members to allow us to keep the money in the pot as we hope to reschedule rather than cancel)
- All members will receive this by email but we hope to be able to at least print some copies for members who don't use email or prefer a printed magazine to read.
- We will not arrange a future "Billy's bash" until allowed to do so.
- We need to cancel the April and May society meetings and June does not look promising either but.... we are evaluating the use of technology so that we can hold a virtual meeting over the internet which will have the potential benefit of reaching more members but without the socialising that we enjoy at the airport.
- The Multiflight cafe is of course closed so we will let members know when it re-opens

We hope you understand the rationale for the above actions, we do hope to return to normality (whatever that is) as soon as permissible, Please take care of yourselves and your neighbours and loved ones. We are facing very challenging times and its going to get worse before it gets better. From a very depressed and jig-sawed out Howard, Acting Chairman

Please note the Green Transport event has morphed into a Sustainable Living Festival, and been moved to Sept 26th & 27th, still at RSPB St Aidans nature park, Astley Lane, Great Preston, LS26 8AL.
Richard Amende

My early spotting years at LBA....

Howard Griffin

Before I pass all my memories to someone above, I thought I'd put pen to paper to tell you how I got into spotting and a few adventures it caused. I do apologise for the quality of some of the photos that are taken as slides on a Kodak Instamatic, but that's all I had in those days.

First off we are back to 1969, I was 13 year old and had a paper round covering some of Menston (well 52 houses and the bag weighed a ton!) And my first stop was the Malt Shovel pub – once finding a half-crown on the steps - so back to the shop for 'supplies'. Tried it on the bike but no go.. got snagged in the wheels and I went arse over T's. Walked from then on. Anyway my bedroom window overlooked the approach to runway 15 and I had the fortune to fly on one of the last BKS Elizabethan flights to Jersey (I called it a rattle cage) and then in Leeds City Station I bought a much reduced (out-of-date) CAR (civil aircraft registration) book. I was hooked. So was my best mate Chris Beeston.

We both lived in Menston and we started cycling up to the airport every day we had available. Now don't get excited because we didn't, if we saw ten airliners per day we were lucky. BKS had a limited fleet but it took me 7 years to see Viscount 700 G-ATTA and that was in Jersey!, It started with the twice daily Channel Airways flights in from AMS/Stansted and out to somewhere north and back again plus the daily BKS flights to London and maybe Jersey. These were posted on the board outside the security office on the ground floor but never got past 20 per day. Traffic was light!

Every now and again something extra would turn up, usually USAF either a C47A Skytrain or a T29A/C-131 Samaritan on a postal flight from Mildenhall (never knew where the US base was they were supplying but now I would guess it was Menwith Hill). I turned up once to see what looked like an HS748 departing on runway 10 and asked at security as to what the 748 was that just departed to be told it was a Gulfstream 1 G-ASXT and belonged to Fords UK, Just 10 minutes later a DC-3 of Air Anglia arrived on a charter to round off a nice hour or so. We used to stand on the green metal plinth that was at the end of runway 15 to watch (especially) the B737 departure of Aer Lingus who at the time were the only jet operators into LBA with their B737-200 combi's when at least 3 full pallets of freight came off each flight. Didn't manage to blow me off it but certainly gave me a scare as debris went straight towards you at high speed.

I have lots of good memories of sitting up in the (as was then) new lounge at the left most seating area to keep out of the way of the one and only security person who would stop you listening in to the airwaves etc.. just for the hell of it, so we used ear plugs and got fed up due lack of activity. We played cards instead. Then out of the blue we were asked if we wanted to go up the tower, so both of us climbed the steps up to the top. Great views of the airport and then down the floor below was the radar operator with what looked like a WW2 green screen in a darkened room. Managed to do this visit 3 times - usually just as I was about to go home, but it would never happen today.

In those days we could cycle around to Yorkshire Light and roam the hangars at will, then round to Northair where the real gems were because at that time they were importing Cessna's by the half dozen a time. Then came the ex RAF Beagle Bassets ; three of them.



G-ATYW Beagle B206 Series 1 Basset

I was taking the above photo with Chris and suddenly this surly person turned up and demanded to know what we were doing ?? it was Ernest Crabtree (the owner). We humbly apologised etc.. and then he said did we want a short flight in his Beagle B206.. guess our response!! Unexpected flight ensued, turned out to be an air test with Ernest checking for leaks by lighting a cigarette and checking the smoke didn't get out or wafted in !!! don't think that will work nowadays. We loved it though.

Then there were the resident aircraft, G-APPA DHC-1 Chipmunk, always on the go, we could tell the radio signature of it straight away as the tone was different to all the others being ex RAF throat mike, Then G-ASYP Cessna 150 but with a square tail , a very early model and G-AYYN always referred to as Yankee Noddy, Unfortunately the pilot was killed when the aircraft crashed.



G-ASYP Cessna 150



G-AYYN Piper PA-28R Cherokee Arrow

Northair were always the supplier of surprises and one day Loganair Beech D18S G-ASUG turned up just two weeks after I had seen it at LHR! Sods law.



G-ASUG Beech D18S Loganair

Corporate mounts were very limited with Bass Charrington having a really noisy Piaggio P166 (very odd aeroplane with 2 pusher engines on a high gull-wing) eventually replaced by a Cessna 421C Golden Eagle. Then there were McAlpines two Riley Dove's (G-ATGI/J) that were always on the pan. Silver Cross prams had a Cessna 172 but I have little else 'corporate' recorded at that time, No bizjets at all were based.



G-AYOU Cessna 401B Bass Charrington Ltd

The most common jet visitor though was N3E Lockheed Jetstar of Cameron Ironworks whose occupants were visiting Kirkstall Forge. (anyone know how to clean a slide without damaging it?)



N3E Lockheed Jetstar of Cameron Ironworks

The best days to cycle (well I mean push) up the Chevin from Menston were when Leeds Utd were playing in a European/Inter City Fairs cup match. Never before or after have I seen 6 DC-6's in one go and we are allowed to go through the BKS maintenance hangar on to the apron to take photos! Brilliant. Can't be done today. Problem was I only had a Kodak instamatic camera, never mind, with a summer job at Silver Cross I bought a new Pentax camera.

BKS aero Surveys had a very early model BN-2A Islander (G-AWNT) fitted out for survey work that spent most of its quiet days in Yorkshire Light hangar whose back doors seemed glued shut. Very rare were they seen open and we learnt later that it was due to the prevailing wind direction. Apparently the hangar is prone to the roof flying off somewhere else if both front & back doors are open and a gust of wind happens to occur!

How many of you remember the Christmas shopping flights? Scandinavia, well Norway anyway, was very expensive compared to the UK so we regularly had Braathens Safe DC-6s and Starair CV340's in doing day trips just before Christmas. I watched one of the DC-6's start up and depart. First comes the smoke, Lots of it. Then the noise, followed by the vibration that we could feel in the terminal. On departure, it looked like it was going to hit the Chevin.. so slowly did it climb. Wish I had a video camera then.

The Viscount was the most often seen aircraft at the airport for many years, Channel Airways with its city-hopper service (only shut down two engines whilst pax got off & on) and the Tulip flights to Amsterdam, Aer Lingus with its elastic-band driven versions (before the 737's) but mostly BKS that then became Northeast and that was merged into BA and then BMA took over the routes again with viscounts, and promptly had two aircraft depart the runway and mowing the grass on landing in icy conditions.



G-AOYR Viscount Northeast

We sometimes had a nice surprise in a French constellation (F-BGNG) and then came the cod wars... Great. Two Icelandic DC-6s came in repeatedly to supply Harry Ramsdens with fish. TF-OAA (eventually b/u) and TF-OAB (fate:W/O) operated the flights. Harry's is of course the Wetherby Whaler now.

Don't forget our old Fire training Varsity (WL678) that was flown in and then unceremoniously dragged up onto the shrub land but was always explained as a radar 'boob' when asked how it got there.

Until I joined the air cadets at Nunroyd House, LBA took over my life and I spent almost every weekend in the terminal hoping my bike was still tied to the railings in the 'viewing area'. Enjoyed the trip back in time, hope you did, Howard

8 October 2019

An access all areas visit was too good to miss with the long term Tucano store in Hangar 1 the main aim and I'm glad to say , mission accomplished ! The wind down of both the fleet and on a more sombre note the Babcock support team continues with expected redundancies of the latter to take effect in November and afterwards only a skeleton staff being kept on through to next year to see the disposal of the Tucano itself .

Regardless of this the Linton rumour mill continues to grind on with the station main gates closing to the Royal Air Force on the 31 December 2020 only to be opened the day after by the Army Air Corps as an Apache base ? There were two Tucano End Of Service 'celebrations' , the first being a formal Officers Mess dining in night on Friday 9 August and then a more informal hangar bash on Saturday 28 September with Tucano ZF448 having been earmarked as the airframe to carry a special End Of Service colour scheme carrying all of the crests of former Tucano units on its port side fuselage .



Gate

ZF202/202 Tucano T1

Note ; all the Tucano's listed are resident aircraft and repeat their *last three* on the nose , flaps and tail . I have omitted these for ease of listing but have given shadow squadron allocations were noted .

HQ Flying Wing on display outside the CFS Cheshire Hall building on Hobby Gate
XN589/46 Jet Provost T3A carries 1 FTS markings

Flightline-flying

ZF139 Tucano T1
ZF140 72 Squadron
ZF142
ZF145

ZF172
 ZF205
 ZF239
 ZF287 72 Squadron
 ZF343 72 Squadron
 ZF347
 ZF407
 ZF448

RAF Tucano Display Team , Tucano user badges on fus.

G-BYUD/UD Tutor T1
 G-BYWAWA

1 Hangar (YUAS/72 Squadron/Tucano store)

ZF137 Tucano T1 207 Squadron , minus parts
 ZF169 *MAKESI* , 72 Squadron
 ZF170
 ZF204 minus parts
 ZF210 dismantled in transportable frame
 ZF244 72 Sqdn , minus parts
 ZF319
 ZF338 *WHIZZO* , 78 Squadron , minus parts
 ZF341 207 Squadron
 ZF512 *BASUTO* , 72 Squadron ,Wg Cdr RM LEES

G-BYXT/XT Tutor T1
 G-BYYB/YB



ZF374

3 Hangar (Tucano Rectification and dismantling)

ZF135 Tucano T1 engine change after birdstrike
 ZF143 minus parts
 ZF243 minus parts
 ZF264
 ZF293 72 Sqdn , minus parts
 ZF342

ZF140
ZF142
ZF145
ZF171
ZF172
ZF205
ZF239
ZF264
ZF269
ZF287

ZF343
ZF347
ZF348
ZF374
ZF407
ZF417
ZF448
ZF491
ZF515

Tucanos noted wfu ;

ZF137
ZF143
ZF144
ZF169
ZF170
ZF204
ZF210
ZF240
ZF243
ZF244
ZF290
ZF291

ZF292
ZF293
ZF294
ZF319
ZF338
ZF341
ZF377
ZF378
ZF379
ZF485
ZF489
ZF512

Notes ;

- 1) The two Vigilant T1's which were stored in H5 and last noted on the 11 July , ZH146/TT and ZH205/UL are no longer there but the recycling skip is !
- 2) ZF448 is presently in Hangar 1 at Teesside Airport after going tech while in the circuit there on the 9 October . Late news ; it eventually fled Teesside on the 22 October following a failed attempt the previous week . The crew ferrying aircraft were ZF140 and ZF171 , c/s BLAZER 1 and 2 with ZF448 departing at 13:43 as LOP28 .



ZF448



BSAA Yorks at Langley HFC & HFL BSAA via GM



One of the many Proctors Mk3 G-AKZG



Topsy Trainer

Leeds Bradford Residents April 2020

G-BFMH	Cessna 177B Cardinal	Aerofoil Aviation
G-BXWB	Robin HR200/100	Yorkshire Land Ltd
G-BZLH	PA-28-161 Warrior ii	Hields Aviation
G-CEYU	AS.365N Dauphin	Multiflight Aviation(pwfu)
G-CGGD	AS.365N Dauphin	Multiflight Aviation
G-CIFE	Be.200 Super King Air	ACH(Whitham) Ltd(See Note)
G-CLCP	Bell 505 Jet Ranger X	D.M. Hunter(Hields Aviation)
G-HDEW	PA-32RT Saratoga SP	Arrived March, reported resident(TBC)
G-HNPN	EMB-505 Phenom 300	Harpin Ltd(Operated by Centreline AV)
G-HOTB	Eurocopter EC-155 B1	Multiflight Aviation
G-IFIT	PA-31 Navajo 350	Dart Group (Jet2 company hack)
G-JKPF	Cessna 172S Skyhawk	Hields Aviation
G-NBCA	Pilatus PC-12/47E	Narm Aviation(IOM)
G-OCCH	Diamond DA-40D	Innovative Aviation
M-GZOO	Gulfstream G.200	Multiflight Aviation Charters
N89NB	Cirrus SR-22X	Strong Tower Services LLC
N347DC	Cirrus SR-22T	Cock Aviation Inc
N425ST	C.550 Citation 2	For sale, currently stored Bournemouth
N600LB	Cirrus SR.22	N600LB Inc, Trustee
N928SK	Cirrus SR.22T	O928 Aviation Inc, Trustee
N54105	Cirrus SR.22	G-OPUB Aviation Ic
N8105Z	PA-28RT Arrow 201T	Southern Aircraft Consultancy

The King Air 200 G-CIFE is operated by 2Excel Aviation of Doncaster and is used by Jet2 to fly crews/mechanics around their bases. The aircraft uses call-sign "Broadsword 22P" and is occasionally replaced by other King Air in the 2Excel fleet.

Hields other former resident Cessna 172S G-FLKY has been sold recently to new owners in Cork, however it is reported that another of the type will join the fleet soon.

The Great Northern Air Ambulance fleet of Dauphins G-NHAA/B/C/D are operated and maintained by Multiflight so are nominally based at Leeds.

Although still operated by Condor Aviation of Harrogate on behalf of Sir Robert Ogden, Falcon 900EX G-SIRO lives in the more sunnier climes of Europe spending very little time at Leeds.

On the fire ground are the remains of Shorts 360 EI-BPD(which crashed at Sheffield City in 2001) and Robinson R44 G-PROG(Written off at Carnforth in 2006). The former Multiflight Robin HR.200 G-MFLC(Written off in accident at Leeds 2014) is in the Multiflight/West hangar marked as G-OTAA and used by the Aviation Academy.

Please note that I have omitted any changes due to the Coronavirus where an aircraft as been stored

March 2020					
Airline	Date	Reg	Type	MSN	Remarks
TUI Airways	01 Mar	(GBYAW)	Boeing B757-204-W	27234/663	WFU 03 Nov 19 LGW - Lasham 11 Nov 19 Regd to ACH Excalibur Ltd 26 Feb 20 Onward to 2exel Aviation fr ops on behalf of Mod/RAF
TUI Airways	02 Mar	C	Boeing B738		The proposed acquisition of 02 a/c fm Sunwing canx. These will now form part of a larger number (TBA) of Sum 20 leases fm Sunwing.
TUI Airways	02 Mar	GTUK-	Boeing B738		Proposed acquisitions amended
Ryanair	02 Mar	(EIEKB)	Boeing B738-8AS-W	38494/3141	WFU 06 Jan 20 STN - PIK 07 Jan 20 Regd to Constitution Aircraft Leasing 27 Feb 20
Ryanair	02 Mar	(EIEKA)	Boeing B738-8AS-W	35022/3139	WFU 07 Jan 20 Currently at PIK Regd to Constitution Aircraft Leasing 27 Feb 20
Ryanair	03 Mar	(EIFTL)	Boeing B738-8AS-W	44762/6234	Regd to Malta Air as 9HQDM -- Mar 20
Ryanair	03 Mar	(EIFTE)	Boeing B738-8AS-W	44755/6115	Regd to Malta Air as 9HQDF -- Mar 20
Flybe	03 Mar	(GFBEI)	Embraer ERJ 190-200LR	19000143	WFU 17 Dec 19 BHX - EMA 17 Dec 19 EMA - EXT 28 Dec 19 Regd to Ravelin Jet Leasing 27 Feb 20
Aer Lingus	03 Mar	(EIEIK)	Airbus A333-302	789	Divd DUB as A7AEH 02 Mar 20
Ryanair	04 Mar	(EIGJG)	Boeing B738-800-W	44829/6854	Regd to Malta Air as 9HQEJ -- Mar 20
Ryanair	04 Mar	(EIFTG)	Boeing B738-800-W	44757/6142	Regd to Malta Air as 9HQDH -- Mar 20

Ryanair	04 Mar	(EIFIF)	Boeing B738-800-W	44696/5344	Regd to Malta Air as 9HQAV -- Mar 20
Norwegian	04 Mar	(EIFYF)	Boeing B38M-MAX 8	44829/6430	Regd to Norwegian Air Sweden as SERYF -- Mar 20
Flybe	05 Mar				Ceased operations 04 Mar 20 Entered administration 05 Mar 20 Current fleet locations added
Ryanair	05 Mar	(EIFTW)	Boeing B738-800-W	44771/6281	Regd to Malta Air as 9HQDV -- Mar 20
Ryanair	05 Mar	(EIFIP)	Boeing B738-800-W	61577/5474	Regd to Malta Air as 9HQBE -- Mar 20
Norwegian	06 Mar	(EIFYC)	Boeing B38M-MAX 8	42825/6396	Regd to Norwegian Air Sweden as SERYL -- Mar 20
Norwegian	06 Mar	(EIFYA)	Boeing B38M-MAX 8	42830/6360	Regd to Norwegian Air Sweden as SERYJ -- Mar 20
Ryanair	06 Mar	(EIFTO)	Boeing B738-800-W	44765/6249	Regd to Malta Air as 9HQDP -- Mar 20
Norwegian	08 Mar	(EIFYB)	Boeing B38M-MAX 8	42826/6372	Regd to Norwegian Air Sweden as SERYK -- Mar 20
Ryanair	09 Mar	(EIFTN)	Boeing B738-800-W	44764/6243	Regd to Malta Air as 9HQDO -- Mar 20
Ryanair	09 Mar	(EIFIY)	Boeing B738-8AS-W	44707/5638	Regd to Malta Air as 9HQBK -- Mar 20
Norwegian	09 Mar	(EIFYG)	Boeing B38M-MAX 8	42831/6920	Regd to Norwegian Air Sweden as SERYG -- Mar 20
British Airways	09 Mar	GTTNL	Airbus A20N-251N	9585	On order Due LHR 09 Mar 20
British Airways	09 Mar	GEUPE	Airbus A319-131	1193	WFU 08 Mar 20 Due LHR - DGX 11 Mar 20
British Airways	09 Mar	GEUOD	Airbus A319-131	1558	WFU 08 Mar 20 Due LHR - DGX 11 Mar 20
British Airways	09 Mar	GEUOC	Airbus A319-131	1537	WFU 08 Mar 20 Due LHR - DGX 11 Mar 20
Norwegian	11 Mar	(EIFYH)	Boeing B38M-MAX 8	64992/7000	Regd to Norwegian Air Sweden as SERYH -- Mar 20
Ryanair	12 Mar	(EIFTY)	Boeing B738-8AS-W	44772/6284	Regd to Malta Air as 9HQDW -- Mar 20
Norwegian	12 Mar	(EIFYI)	Boeing B38M-MAX 8	42834/7077	Regd to Norwegian Air Sweden as SERYI -- Mar 20
Loganair	12 Mar	ESNSB	SAAB 340A	112	Lsd fm NyxAir 12 Mar 20 -

Loganair	12 Mar	GLGNS	SAAB 2000	041	WFU 12 Mar 20 IOM - Orebro 12 Mar 20
Titan Airways	13 Mar	GPOWW	Airbus A321-211	2060	Regd 19 Feb 20. Ex GTCDA Montpellier - STN 13 Mar 20 Lsd to Jet2 26 Mar 20 - Sum 20 Bsd STN
Ryanair	13 Mar	(EIFTJ)	Boeing B738-800-W	44760/6182	Regd to Malta Air as 9HQDK -- Mar 20
Jet2	13 Mar	GVYGK	Airbus A330-243	1498	Proposed Sum 20 lse canx
TUI Airways	14 Mar	GTUKF	Boeing B738-8AS-W	33605/2140	Regd 13 Mar 20. Ex TCIZG Istanbul - DGX 27 Feb 20
BA CityFlyer	14 Mar	GLCYG	Embraer ERJ 170-100SR	19000300	WFU 13 Mar 20 LCY - NWI 14 Mar 20 Strd NWI - LCY 16 Mar 20 Rtn to svc
BA CityFlyer	16 Mar	(GLCAC)	Embraer ERJ 190-100LR	19000513	Acquired. Ex EIGSW
BA CityFlyer	16 Mar	GLCYG	Embraer ERJ 170-100STD	19000300	WFU 13 Mar 20 LCY - NWI 14 Mar 20 Strd NWI - LCY 16 Mar 20 Rtn to svc
British Airways	16 Mar	GCIVM	Boeing B744-436	28700/1116	WFU 16 Mar 20 LHR - DGX 16 Mar 20
British Airways	16 Mar	GEUOB	Airbus A319-131	1529	WFU 13 Mar 20 LHR - DGX 16 Mar 20
Aer Lingus	16 Mar	EIEWR	Airbus A330-202	330	WFU 10 Mar 20 DUB - SNN 11 Mar 20 SNN - DUB 11 Mar 20 DUB - Bangor - Marana 15/16 Mar 20
British Airways	17 Mar	GZZZC	Boeing B777-236	27107/15	WFU 12 Jan 20 LHR - DGX 13 Jan 20 Canx as PWFU 16 Mar 20
West Atlantic	18 Mar	(GNPTY)	Boeing B734-436F	25267/2131	WFU 29 Feb 20 EMA - Reykjavik - Bangor - Tampa 04/05 Mar Regd to Northern Air Cargo as N405YK 17 Mar 20
Titan Airways	18 Mar	GPOWW	Airbus A321-211	2060	WFU 17 Mar 20 LGW - SEN 17 Mar 20
Titan	18 Mar	GPOVV	Airbus A321-	3749	WFU 17 Mar 20

Airways			211		MAN - SEN 17 Mar 20
Thomas Cook	18 Mar				General update
Ryanair	18 Mar	(EIFRX)	Boeing B738-800-W	44746/6082	Regd to Ryanair Sun as SPRKH -- Mar 20
Ryanair	18 Mar	(EIFRE)	Boeing B738-8AS-W	62691/5854	Regd to Malta Air as 9HQCK -- Mar 20
British Airways	18 Mar	GNEOZ	Airbus A21N-251NX	9123	Divd LHR 17 Mar 20
Ryanair	20 Mar	(EIFRP)	Boeing B738-8AS-W	62692/5915	Regd to Malta Air as 9HQCU -- Mar 20
TUI Airways	20 Mar	(GFDZG)	Boeing B738-8K5-SW	35139/2538	WFU 26 Jan 20 LGW - Abu Dhabi 26 Jan 20 Abu Dhabi - Brussels 28 Feb 20 Regd to Belavia as EW544PA 19 Mar 20
Ryanair	20 Mar	(EIESP)	Boeing B738-8AS-W	34990/3789	WFU 18 Feb 20 Regd to Avolon Aerospace -- Mar 20 PIK - SNN 20 Mar 20
Loganair	20 Mar	GLMRB	ATR 42-500	484	Regd 19 Mar 20. Ex FGPYC Divd ABZ 20 Mar 20
Eastern Airways	20 Mar	(GCIYX)	Embraer ERJ 145LR	145601	Rtnd HUY as 5NBWQ 20 Mar 20
Ryanair	21 Mar	(EIFZO)	Boeing B738-800-W	44787/6376	Regd to Ryanair Sun as SPRKM -- Mar 20
ASL Airlines	21 Mar	EIHEE	Airbus A330-243F	1032	Regd -- Mar 20. Ex DALMC
Jet2	23 Mar				All proposed Sum 20 Ise's canx (Air Tanker, HiFly, SmartLynx, Titan)
Jet2	23 Mar	GCELY	Boeing B733-377QC	23662/1316	WFU 15 Mar 20 LBA - Kemble 23 Mar 20 Fr part-out
TUI Airways	24 Mar	(GTAWV)	Boeing B738-8K5-SW	41662/5340	Rtn BHX as CGAWV ex Sunwing Ise 24 Mar 20
TUI Airways	24 Mar	(GFDZZ)	Boeing B738-8K5-SW	37262/3876	Rtn BHX as CFHZZ ex Sunwing Ise 24 Mar 20
TUI Airways	24 Mar	LY-COB	Airbus A320-232	928	Rtnd EoL 21 Mar 20
Ryanair	24 Mar	(EIGJN)	Boeing B738-8AS-W	62692/5915	Regd to Malta Air as 9HQEO -- Mar 20
TUI Airways	25 Mar	GTAWB	Boeing B738-	928	Rtnd BHX as CGWVB ex

			8K5-SW		Sunwing Ise 24 Mar 20
Loganair	25 Mar	GLGNO	SAAB 2000	013	WFU 20 Mar 20 ABZ - Orebro 25 Mar 20
Jet2	25 Mar	GLSAD	Boeing B757-236	23662/1316	WFU 22 Mar 20 BHX - Kemble 25 Mar 20 Fr part-out
TUI Airways	26 Mar	GTAWA	Boeing B738-8K5-SW	37264/3907	Rtnd BHX as CFVWA ex Sunwing Ise 26 Mar 20
Ryanair	27 Mar	(EIFZN)	Boeing B738-8AS-W	44786/6373	Regd to Ryanair Sun as SPRKL -- Mar 20
Ryanair	27 Mar	(EIESN)	Boeing B738-8AS-W	34991/3780	WFU 27 Feb 20 Regd to Avolon Aerospace -- Mar 20 PIK - SNN 27 Mar 20
TUI Airways	28 Mar	(GTAWM)	Boeing B738-8K5-SW	37249/4360	Rtnd BHX as CGQWM ex Sunwing Ise 28 Mar 20
Loganair	28 Mar	ESNSB	SAAB 340	112	Rtnd EoL 27 Mar 20
TUI Airways	29 Mar				Current fleet locations updated
Loganair	30 Mar	ESNSD	SAAB 340	171	Rtnd EoL 30 Mar 20
TUI Airways	31 Mar	GTAWA	Boeing B738-8K5-SW	37264 / 3907	Rtnd BHX as CFVWA ex Sunwing Ise 26 Mar 20 Re-regd 30 Mar 20

Commercial news....

David Wooler

Well who would have thought a month ago, when I finished my section, what a changed country, in fact what a changed world we would be living in, and how aviation would be affected in such a dramatic way, in such a short period of time. I hope you are all staying safe and following the guidelines we are been given. I certainly am missing my Tuesday morning get together, with the rest of "The Last of The Summer Wine Club" at the Multiflight café. The café quite rightly shut on Wednesday 18th March, but many of elected not to visit on the Tuesday prior to that anyway. Again the "14 crew", who meet at the end of 14 by the cemetery, almost daily on an afternoon, are not meeting. I know quite a few of our members live alone, and I have tried to make contact with those I have contact details for. If you want to pass the time of day, and have a chat, drop me an E-Mail (address at end of this section) with your phone number, and when I pick it up, I'll give you a ring and we can have a natter. This offer is open to anybody who wants to chat, please do not hesitate to take me up on this offer.

LEEDS/BRADFORD NEWS

At LBA the effects of Coronavirus really hit home on the morning of 14th March, when reports on social media were received that 6 Jet2 flights heading to Spain and The Canaries had suddenly turned round and were heading back to the U.K. bases they had departed from. This included the LBA to Alicante LS272 flight which turned round over Southern France. On reaching LBA the passengers were off loaded, and the aircraft, Boeing 737-800, G-DRTN, launched again, returning to Alicante to bring home the inbound passengers. The following

week saw Jet2, flying out only passengers who lived in the destination country, but returning passengers (many of who were Jet2 Holiday customers) on many repatriation flights from all over the Jet2 network. Following this exercise all Jet2 flights were cancelled until at least May 1st, other than training flights. For many Spanish destinations Ryanair carried on, but limited outbound flights to nationals of that country where the destination country was only accepting its own nationals. Details of changes as we go to press by airline are as follows

Eastern Airways, reduced to a once a day service on the LBA to Southampton service until at least April 20th

EZE 7600 will be the outbound leaving at 10:00

EZE 7605 will be the inbound arriving LBA at 17:15

KLM, as we close for press KLM have also reduced their service to 1 a day, the morning KL1545 arriving at 09:30 and departing back to Amsterdam at 10:00

British Airways. Situation not very clear. The airline has cancelled 75% of its networks flights, but LBA does seem to get many of its scheduled flights still operating. I find this rather surprising, as I would have thought under the circumstances they would have just re booked those passengers still wishing to fly on the Manchester service.

Jet2, once repatriation flights are completed, no flights from LBA until at least 1st May

Ryanair, continued to operate a few services up to 23th March which ended with the Leeds-Dublin-Leeds service. All flights from LBA suspended until at least 1st May.

Aer Lingus/ Stobart Air. Stobart Air's holding company Connect Airways actually went into receivership on March 18th. (see below). However services continue, but generally reduced to a single return service each day

FlyBE, as most readers will be aware went into administration on the evening of March 4th. The airline served Belfast City (The airlines 13th most popular route in terms of passenger figures) and Newquay. The final flight from LBA was the inbound early evening BE 739 and return JE740 from and to Belfast City on the evening of the 4th March, which was operated by Dash 8, G-JEDT. Flybe passengers represented approximately 11% of Leeds/Bradford's total passenger figure. FlyBE (and in the guise of its predecessor airline names) certainly tried their hands at numerous destination's from LBA including Aberdeen, Exeter, Isle of Man, Southampton, London City.

Please bear in mind this is a "snap shot" of what was happening as I closed for press on the 23rd March. It is a very fluid situation, and by the time the magazine falls through your letter box, things may well of changed.

Jet2 Boeing 737-300, G-CELY, made its final flight to Kemble on the 23rd March. It is significant as this was the last serving aircraft in the G-CEL series of registrations, and the last combi '737 operated by Jet2.

AIRPORT NEWS

Berlin Brandenburg Airport could finally be close to opening. With construction beginning in 2006, the airport on the edge of the German capital was set to open in 2011. Designed to accommodate 30 million passengers a year, it has instead been beset by constant delays. Now, the wait could be over, subject to Coronavirus of course German flag-carrier Lufthansa

earlier confirmed it will begin its week-long move from Tegel Airport to the new Berlin airport on October 31st. The last scheduled departure from Tegel, LH1955 from Berlin to Munich, will take off on November 7th. The Berlin Brandenburg Airport premiere will then take place the next morning at 06:30, as flight LH173 to Frankfurt takes off from the new facility.

Manchester Airport has temporarily closed two of its terminals from March 25th following a sharp drop in traffic as the world battles an outbreak of Covid-19. From March 25th, only terminal one will remain fully operational. Anyone due to return to Manchester Airport will also arrive into terminal one, regardless of the terminal they originally departed from.

AIRLINE NEWS

Most airlines have cut their services drastically, or even grounded their entire fleet as a result of the Coronavirus epidemic. The closure of the European borders for 30 days is estimated to have led to 48,200 flights been cancelled or 10.2 million seats lost. Add to this the imposition of a ban on travel to the USA from Schengen countries on March 13th and from the UK and Ireland on Monday 16th, and the effects on the global airline industry start to become apparent..

FlyBE has ceased flight operations after it went into administration on the evening of Wednesday, March 4. The move follows the UK regional carrier's failure to secure a critical £100 million loan from the UK government needed to remain solvent. According to The Financial Times, executives reportedly told ministers flybe. could collapse imminently without state assistance. TV media reports indicate that lessors began repossessing their aircraft around mid-evening with administrators from EY having been positioned to various airports across the UK in preparation for a formal announcement. FlyBE operated fifty-four Dash 8-400s and nine E175s. The carrier is owned by Connect Airways whose shareholders include Virgin Atlantic, Stobart Group, and Cyrus Capital Partners. The consortium is said to have invested £30-40 million into the airline following its takeover last year. However, that sum is said to have been insufficient to oversee both its restructuring and relaunch.

Stobart Air's holding company Connect Airways actually went into receivership on March 18th. Administration means that the accountancy firm Ernst & Young Global Limited now controls Connect and 49% of Stobart Air, the remaining 51% of the airline is owned by its employees. As we close for press the airline is continuing to operate its Aer Lingus flights.

AIRCRAFT NEWS

Boeing is in talks with the U.S. for securing \$60 billion financial aid for itself and its suppliers. A liquidity injection is believed to help the group and its supply chain to survive if airlines delay or cancel plane deliveries. Shares in Boeing have fallen 70 per cent over the past month, with the disruption caused by coronavirus heaping uncertainty on a group that is already dealing with the costs of the grounding of its 737 Max aircraft after plane crashes off Indonesia and in Ethiopia. Even before the pandemic began to wreak havoc on the global aviation industry a key flight needed to recertify the 737 Max had been pushed back until April, putting under pressure a goal to return the grounded plane to service by the middle of the year. Investors were also increasingly concerned that the market is oversupplied with wide-body planes such as Boeing's 787 Dreamliner. Then the coronavirus struck in force, with Boeing's customers slashing capacity as passengers cancelled bookings and governments imposed travel restrictions. The impact of Covid-19 now meant government loans were likely needed to bridge payments to the supply chain and aid the lack of inflows from reduced deliveries. Analysts expect airlines to defer deliveries of jets as they seek to preserve cash. That ratchets up the pressure on Boeing,

which was already hurting because of the Max crisis. S&P Global Ratings forecasts the jet maker will see free cash outflows of more than \$11bn in 2020, against a previous expectation of a \$2bn inflow. As US airlines have called on Congress and the White House for a bailout their supplier has done the same.

Boeing's \$60bn request would include some loans directly from the US taxpayers and others from private institutions backed by the government, the company said. It did not immediately comment on whether the group was also asking for grants that did not need to be repaid. Boeing has said an unspecified portion of the \$60bn will flow to its supply chain. The commercial aerospace industry employs about 536,000 workers in the US, according to the Bureau of Labor Statistics. Some smaller suppliers will cease trading if work evaporates and President Donald Trump has said that "we have to help Boeing". But any package would swell Boeing's large debt pile even further. The group has slightly less than \$35bn in debt, a figure that is likely to rise to almost \$40bn by the end of the first quarter. It drew down a \$13.8bn loan this month. The best-case scenario for Boeing is if airlines simply defer deliveries until the second half of the year and government funds are used as a way to manage liquidity,

Airbus, in a rare bit of good news, has said it expects production and assembly work to partially resume in France and Spain on March 23rd. The manufacturer had stopped work for health and safety checks after the implementation of stringent measures to combat the spread of Covid-19. Airbus has carried out extensive work in coordination with its social partners to ensure the health and safety of its employees, while securing business continuity. The implementation of these measures required a temporary pause in production and assembly activities at the French and Spanish sites for a period of four days. Workstations will only re-open if they comply with the new health and safety measures in terms of hygiene, cleaning and self-distancing while improving the efficiency of operations under new working conditions. The same measures are being deployed across all other sites without full interruption. For other non-production activities globally, Airbus continues to support home-working where possible. Some employees will be asked to return to support business continuity following the implementation of these new measures. In February, the Airbus final assembly line in Tianjin, China, reopened following a temporary production stoppage related to the coronavirus outbreak and is now operating efficiently. "Health and safety is our number one priority at Airbus so the work stations at our sites in France and Spain will only re-open if they meet the required standards," said Airbus chief executive, Guillaume Faury. "I'd like to salute the strong commitment from our employees to ensure business continuity in close cooperation with our social partners and other stakeholders. "At the same time, we are doing all we can to support those on the frontline to fight the coronavirus and limit its spread. We try to live up to our values, humbled by the complexity of the situation, and contribute as much as we can to society in these very difficult times."

OTHER NEWS

The European Commission has published new guidelines to ensure passenger rights are "applied in a coherent manner" across the European Union during the coronavirus crisis. With national governments bringing in different measures such as travel restrictions and border controls, the purpose of the guidelines is "to reassure passengers that their rights are protected," a statement dated on March 18 accompanying the guidelines explained. "In case of cancellations, the transport provider must reimburse or re-route the passengers. If passengers themselves decide to cancel their journeys, reimbursement of the ticket depends on its type, and companies may offer vouchers for subsequent use," said Transport Commissioner Adina Vălean. If passengers face the cancellation of a journey, they should be able to choose between reimbursement of the ticket price or re-routing to reach their final destination at a later

stage, the statement said. But the current circumstances are “extraordinary”, it added, with the consequence that certain rights, such as compensation in case of a flight cancellation less than two weeks from departure date, may not be invoked.

The International Air Transport Association (IATA) and Airlines for Europe (A4E) reacted with dismay to the new guidelines, branding them in a joint statement “disappointing and unhelpful, falling far short of the simple and temporary alleviation airlines had requested.” They had been seeking recognition that no compensation is due in the event of cancellations due to Covid-19; limitations on the “extensive obligations” to provide care and assistance, and flexibility to allow carriers to offer rebooking or vouchers in place of refunds. They acknowledged that the guidelines recognise that cancellations caused by externally imposed measures - such as flight bans - or because of very low demand are to be considered an extraordinary circumstance, meaning that in most current cases compensation would not apply. But no flexibility was offered on the limitation of obligations during a period of crisis for the industry, they argued, neither on limitations to providing care and assistance nor on flexibility with refunds or vouchers. “This means airlines are potentially responsible for unlimited care to passengers who have been stranded as a result of government decisions to close borders,” the two trade bodies said. “The Commission appears to considerably underestimate the crisis afflicting airlines in Europe. Faced with a cashflow catastrophe, many airlines can only offer vouchers in lieu of immediate cash refunds for cancelled flights. The Commission must accept that this solution - which many people would regard as reasonable in the current extraordinary circumstances - should be facilitated,” said Rafael Schwartzman, IATA’s regional vice president for Europe.

Airbus has assigned an A330-800 test aircraft to transport some 2 million face masks from Tianjin in China to France and Spain. Airbus said that it donated thousands of virus protection masks to the European states and has started operating an A330-800 test aircraft to transport more from Chinese suppliers. Additional flights will take place in the coming days, the manufacturer added. “We try to live up to our values, humbled by the complexity of the situation, and contribute as much as we can to society in these very difficult times,” said Airbus’ CEO Guillaume Faury.

Samaritan’s Purse, a US evangelical aid organization has sent a field hospital and medical personnel to Verona on 17th March in a 1969 vintage McDonnell-Douglas DC-8-72. This real veteran was built as a freighter and joined Finnair in January 1969. The plane served with Finnair until 1981. It was then used by the French Air Force until 1984. The DC-8 later flew for Air Transport International - and finally ended up with the US aid organization Samaritan’s Purse in 2015. It is also one of only ten flying DC-8s worldwide. Its most recent operation was to transport a special ventilation machine from North Carolina for coronavirus patients in northern Italy. On board, there were 32 disaster relief workers, including doctors and nursing staff, as well as a US field hospital including a specially developed ventilation station. The mobile hospital has 68 beds, eight of which are intensive care beds. According to information from the Italian Air Force, it will be built in the city of Cremona in the next few days and will be in operation for three months. The medical staff that Samaritan’s Purse sent across the Atlantic are said to remain in the country for at least one month.

E-mail:- DWooler@Hotmail.co.uk

CREDITS Aircraft Illustrated, Airliner News, LBA-EGNM Facebook page, and all their contributors, Yorkshire Post, Telegraph and Argus, TTG, .

Scene around Yorkshire... Andy Wood (HAR)

BAGBY (NY)G-MRPT 172S which was noted as sold a couple of months ago has been replaced by recent import HB-CQZ 182S which was noted @ Sherburn 4.1, it was subsequently registered G-MRMA on 7.1. From the resident review delete G-BAXV F.150L recently sold in the Republic of Ireland. On 21.2 G-HOLA PA-28 which was visiting for maintenance came to grief whilst transiting from the grass area to the concrete apron outside the hangar, the nose wheel collapsed after entering a hole and the prop struck the concrete, shock loading the engine. Rather a lot more maintenance is now needed than was originally planned !

BEVERLEY (EY) From the Resident Review delete G-BPJW A.150K permanently withdrawn from use and believed now scrapped.

CHURCH FENTON (NY) **13.2** G-HOTB EC.155, G-NESH R.44, G-PDGT AS.355F2. **14.2** G-PDGT AS.355F2. **18.2** G-BEYL PA-31, G-SGRP AW.109SP. **19.2** G-PDGT AS.355F2. **20.2** G-PDGT AS.355F2, 2-MSTG Cessna 510 (510-0295). **24.2** G-CGNE R.44, G-LINZ R.44. **25.2** G-CGGD AS.365N2. **27.2** G-CLIO R.44, N242CV DA.42NG (42.N174). **28.2** G-OCCX DA.42, G-RICO AG.5B. **2.3** G-BNOP PA-28, G-BRDO 177B, G-GORD DR.401, G-TSAS PA-28. **4.3** G-FLKY 172S. **5.3** G-GORD DR.401. **6.3** G-BNOH PA-28, G-BTII AA-5B, G-HOWI F.182Q, G-SACX AT.3, G-SFTZ T.67M all for fuel. **11.3** 2-MUST Cessna 510 (510-0213). **16.3** G-BFKB F.172N, G-BYVG G.115E. **17.3** ? Apache AH.1 (fuel stop).

CONINGSBY (Lincs.) A visit on 25.2 noted **Flightline** ZJ916, ZK300, 301, 307, 318, 335, 339, 348, 358, 372, 382, 383, 429, 432, 436, 438 and 439. **11 Squadron Shelters** ZK312, 313, 319, 342, 343, 359, 366 and 369.

COSTOCK (Notts.) A visit 18.1 found G-VCJH R.22B in residence, whilst G-JOZI AS.350BA and G-ROVY R.22B were in for work with EMH Engineering.

CROSLAND MOOR (WY) A new resident is G-XLNT CH.601XL.

DONCASTER / SOUTH YORKSHIRE AIR MUSEUM (SY) From the Resident Review delete XX477 Jetstream T.1 fuselage which moved to the Solway Aviation Museum at Carlisle on 27.11.19. G-ARHX DH.104 dismantled here for some time is to be used as a spares ship for the rebuild of G-DDCD/G-ARUM and then sold. Also present are the wings from a Devon C.1 also to be used for spares in the rebuild. G-AHHP J/1N is currently undergoing restoration. Arriving on 29.2 was a K.8B cockpit section for restoration, it came from Shropshire and is reported with the code "522". A bit of research leads me to believe it is ex RAFGGA.522 which later became FCQ/BGA.3157.

EDDSFIELD (EY) **6.3** G-AZBU/XR246 Auster AOP.9.

FENLAND (Lincs) From the Resident Review delete G-CAPI CAP.10B which has moved to Leicester following sale.

FULL SUTTON (EY) A new resident is G-AWBS PA-28 which arrived 21.2 from Top Farm. From the Resident Review delete G-ARYK 172C which has been sold, G-AZHH SA.102.5 which has moved to Rufforth East and G-BPKK Kitfox which has moved to Eshott following the owner completing his tail wheel conversion here. All quiet on a visit on 14.3 with G-BXJD PA-28 visiting from Sherburn to Brighton mid-afternoon.

GAMSTON (Notts.) An interesting arrival on 19.2 was LX-FPP Beech 200T (BT-11) for DEA to use on a contract. This is a specialised model for survey / mapping of which only 38 were built. A new resident is G-BRNC 150M ex. Sandtoft. **26.2** G-XXED S.76C. **27.2** 2-PASC DA.40TDI (D4.286). **4.3** G-SCIR PA-31.

HAXEY (Lincs) From the Resident Review delete G-RSSF Kitfox which departed following sale.

HELPRINGHAM (Lincs.) Making an emergency landing with technical problems in a field here on 8.2 was ZJ230 Apache AH.1, it was still present on 11.2 awaiting recovery.

HUCKNALL (Notts.) The RRHT Hucknall Flight Test Museum have taken XV798 Harrier GR.1 on charge for three years for restoration and display. It is on loan from The Helicopter Museum who have held it in storage since 2012. It is fitted with the wings from XW264 and is allocated BAPC.450.

HUSTHWAITE (NY) From the Resident Review delete G-CDLL MCR.01 which as mentioned

last month now lives on a strip@Tholthorpe & G-CDUS Skyranger 912S sold & moved to Eshott. **KIRTON IN LINDSEY (Lincs.)** A new resident is G-CLKF Cirrus.

LEEDS / BRADFORD AIRPORT (WY) G-BZLH PA-28 has been acquired by Hields Aviation and has joined the rest of their fixed wing fleet comprising G-FLKY and G-JKPF here for training. Jet 2 have added G-DRTL 737-8AL to their fleet, along with their first Airbus, G-HLYF A.321-211 on 3.2 and noted crew training by early March. G-HLYA to G-HLYG are all reserved for further Airbus additions.

LINTON ON OUSE (NY) ZF202 Tucano T.1 was removed from its position on the gate, by crane, on 2.3 and is due to go to Syerston.

MARKET RASEN FIR PARK (Lincs.) The trailer mounted Rallye fuselage here has been identified as G-FOSY MS.880B whose C of A expired 17.5.04.

NETHERTHORPE (Notts.) From the Resident Review delete G-OPYE 172S now sold in the Republic of Ireland.

NEWBY WISKE (NY) G-BWSI SA.102.5 which has languished at this site for several years since its owner passed away has now been acquired by the owner of G-AZHH at Rufforth, so I would imagine it will be moving in the near future. Interestingly 'HH is a nosewheel whilst 'SI is a tailwheel version.

NORTH COATES (Lincs.) Resident News G-ARXN T.66 is a new resident arriving 6.3.

Movements 2.2 G-CJNU Merlin100UL f&t Manby. **5.2** G-MAKS SR.22 f&t Manby, G-CIJK CH.750 f&t Abbots Bromley. **6.2** G-MZEN Rans S.6 f&t South Cave. **8.2** G-CJNU Merlin 100UL f&t Manby, G-RMAV Ikarus C42 FB80 f&t Beverley, G-CEBF EV.97A f Fenland t Forwood Farm.

NORTH DUFFIELD / BIRCHWOOD (NY) A new resident is G-CCFJ Twinstar Mk.III.

PAULL / FORT PAULL (EY) With the museum closed, the whole site is to be auctioned in May. If no acceptable offer is received the exhibits will be offered individually at a public auction on 20.6. This must put the future of the only surviving complete Blackburn Beverley in extreme danger.

PONTEFRACT / WALTON WOOD (WY) New resident here is G-CLIO R.44.

RUFFORTH EAST (NY) New residents are G-AXDV B.121 ex. Bagby and G-AZHH SA.102.5 ex. Full Sutton.

SALTBY (Lincs.) A new resident is G-LSIO LS10-ST.

SHEFFIELD (SY) Living at the laboratory for Verification and Validation at Sheffield University are XX184 Hawk T.1 and ZE376 Lynx AH.9A.

SHERBURN (NY) From the Resident Review delete G-BCCK AA-5 which has been sold and G-BIOC F.150L sold in Hungary. G-HOWI F.182Q has been sold but remains based, it replaces G-RVCL RV.6 which is now up for sale. A quick visit on 14.3 noted G-BGGM PA-38 & G-CHER PA-38 from Bagby and possibly on lease as noted several times recently. Visiting between 13.40 – 14.25hrs. were G-BXJD PA-28 from Brighton to Full Sutton and G-CEFV 182T from Wombledon, whilst parked up in winter residency was N359ST PC.12/47E (1359), other than that all was very quiet. An interesting visitor on 17.3 was an unidentified Apache AH.1.

SKEGNESS (Lincs.) From the Resident Review delete G-ARJU PA-23 which has departed following sale.

SOUTH CAVE (EY) A visit was made on 13.3 when I was able to make a fairly comprehensive list of residents. There are eleven individual hangars of which nine were checked. **Hangar 1** G-BTRG Aeronca 65C. **Hangar 2** G-RINS Rans S.6, and usually home to G-OVFM Cessna 120 but this had moved to Brighton 6.3. **Hangar 3** No access. **Hangar 4** G-XCRI MC.15 (in trailer), N525DB F.172H. **Hangar 5** G-CHAW Fokker E.III replica (wings only, fuselage at owners home), N909PH PA-23, N38763 UH.12B (497) dismantled. **Hangar 6** G-ATVW D.62B. **Hangar 7** G-BRTP 152. **Hangar 8** G-FLYG T.67C. **Hangar 9** G-AXNJ D.120, G-KEVA Magic/Cyclone. **Hangar 10** G-BGPM VP.2, G-BLPI T.67C, G-BXOC VP.2 and G-PREY Osprey all dismantled. **Hangar 11** No access. One of the closed hangars should house G-BOSM DR.253B. Unaccounted for were G-MNFL and G-MVIP both Chevreron. The following all appear to have gone G-BFCT, G-BLDD, G-BXIG, G-BYOU, G-MVPJ, G-MYDO and G-MZEN.

SOUTH SCARLE (Notts.) G-CCDL X'Air Falcon which has been parked outside here for some time with a suspended permit to fly was destroyed when blown over by high winds in early

March

SUTTON BANK (NY) New with Yorkshire Gliding Club is G-HETY EuroFox 912, whilst also new is G-DCTT/873 Standard Cirrus which arrived from Lasham on 9.3.

SYERSTON (Notts.) Due to arrive by the time these words are read is ZF202 Tucano T.1 ex. Linton on Ouse.

THORPE WOOD (NY) A late February arrival with Jet Art Aviation was the hulk of G-REDU EC.225LP ex. Cranfield.

TICKTON (EY) G-CTFS SA.341C has been sold to Beverley Polo Club Ltd at Tickton Hall, I think this is only a paperwork exercise as the owners address is the same as previously. It was living at Garton, but I have not seen it anywhere for a long time, although it is currently at Bourne Park on maintenance.

TOLLERTON (Notts.) Noted with Arcus Helicopters on 18.1 was G-NELS R.44. The damaged G-DDAY PA-28R was noted stored behind the hangars, it crashed on take off on 22.10.19.

WADDINGTON (Lincs.) The Lincs and Notts Air Ambulance were using G-HMDX MD.900 in February whilst their machine was away on maintenance.

WICKENBY (Lincs.) I now have lists for all the visitors at the Turkey Curry Fly-in and can add **28.12** G-BAEO F.172M and G-CKVF A.22LS. **29.12** G-BNME 152, G-CDTY MXP.740, G-GDAC AA-5A and G-TYRE F.172M. From the Resident Review delete G-CDDH X'Air Falcon which was sold some time ago.

YORK (NY) From the Resident Review delete G-BCZH DHC.1 and WB555 DHC.1 which were on rebuild to make one airworthy airframe. This project was registered as G-CLKX on 7.1 and has now left the area for completion.

Breighton....

Andy Wood (HAR)

RESIDENTS

G-ATLV D.120 departed to Headcorn 19.2 following sale. G-BJZN T.67A to Bagby 23.2 for maintenance and has not yet returned. G-ELWM DR.400 returned from maintenance at Sherburn in early March. G-OVFM Cessna 120 is a new resident arriving 6.3 from South Cave. G-ZVKO Edge 360 is still in the Czech Republic on repair.

OUTSIDE PARKING

G-ASMW 150D, G-AVMD 150G, G-BBJX F.150L, G-BEZI AA-5, G-BXJD PA-28, G-HELA TB.10 and HB-CIU FR.172J have all been present throughout. G-THIN FR.172E is still away at Tatenhill on maintenance and avionics upgrade. G-OJWS PA-28 was present with York Flying School from 5.3 onwards, still present on 15.3.

STORED OFF THE AIRFIELD

On 14.2 RA848 Cadet TX.1, XA293 T.31B forward fuselage and XN247/(CHQ)/BGA.1559 T.31B all departed from storage here and moved to Hooton Park.

MOVEMENTS

14.2 G-RDDM 182T f&t Gamston. **26.2** G-IIBB Bell 505 from private site Saltburn t private site Lowestoft. **29.2** G-CLIO R.44 f&t Walton Wood (weather diversion whilst filming local flooding for the Environment Agency). **2.3** G-AZHH SA.102.5 f&t Rufforth. **5.3** G-BSKA 150M f&t Doncaster. **6.3** G-ARAN PA-18 f&t Leicester, G-ATUGD.62B f&t Full Sutton, G-AZEF D.120 f&t Temple Bruer, G-BWZG R.2160 f&t Sherburn, G-CCEM EV.97A f Fishburn t Sherburn, G-MHGS GlaStar f&t Fishburn, N525DB F.172H f&t South Cave. **7.3** G-AZHH SA.102.5f&t Rufforth, G-BTBY PA-17 f&t Dishforth, G-CCTG RV.3B f&t Netherthorpe, G-IIRW RV.8 f&t Lambley. **11.3** G-POLB EC.135T2+ f&t ? (fuel stop). **13.3** G-BBKA F.150L f&t Doncaster, G-BIZG F.152 f Netherthorpe t Sturgate, G-BNST 172N f&t Netherthorpe, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, N909PH PA-23 f&t South Cave. **14.3** G-CFMI Skyranger 912 f&t Crosland Moor, G-CHJG EV.97 f&t Sherburn. **15.3** G-AFGMJ.4A Temple Bruer t Willow Farm, G-HOWI F.182Q f&t

Coney Park...

1st February	G-IGPL	AUGUSTA A109SP Grand New	CONEY PARK/SKIPTON
2nd February	G-KLNH	AUGUSTA A109SP Grand New	HALFPENNYGREEN/BATTERSEA
3rd February	G-VIVE	AUGUSTA A109SP Grand New	KINGSEY/EDINBURGH
5th February	G-CIWU	MD369E	NEWCASTLE/GAMSTON
14th February	G-TIJL	AS355 ECUREUIL	CUMBERNAULD/ DENHAM

Doncaster...

Clive Featherstone

February 2020

Commercial

- 1st G-SAJF Embraer 145 Loganair. Returning SUFC home
- 2nd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F) Dep.3rd
- 4th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 6th 4K-SW888 Boeing 747-400 Silway In/Out Baku, early hours (SV) (F)
- 9th SP-ESD Boeing 737-800 Enter Air Northern lights flight
- 8th G-SAJF Embraer 145 Loganair. Football related
- 9th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 9th G-WUKG A-321 Wizz Air UK. Luton diversion made a missed approach then went to Newcastle (windy conditions) Would have been the first UK registered Wizz Air.
- 9th HA-LXR A-320 Wizz Air Luton diversion
- 9th SP-ESD Boeing 737-800 Enter Air (Enontio Northern Lights)
- 10th EC-MTY Airbus A-330-200 Evelop Airlines (FV)
- 11th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 12th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)



EC-MQH Airbus A-320 Gowair 15/02

13th G-JEDW Dash 8D Flybe (T)
 15th EC-MQH Airbus A-320 Gowair Covering for TUI. New Airline (FV)
 15th G-TAWU Boeing 737-800 E.M.A. Diversion
 15th G-UZHK Airbus A-320 EasyJet Luton diversion (FV)
 15th G-WUKL Airbus A-321 Wizz Air UK. Luton diversion New Airline (FV)
 15th HA-LYJ Airbus A320 Wizz Air Diversion from Southend
 16th SP-ESG 737-800 Enter Air (Return flight from 9th) (FV)
 16th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 18th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F) Dep.20th
 19th EC-JIP Fairchild Swearingen SA226-TC Metro II (F)
 20th G-CIXW Embraer 170 Eastern Airways Airtest from HUY (T)
 21st G-SAJF Embraer 145 Loganair. Brought Brighton FC v Sheffield Utd FC
 21st EI-ENF Boeing 737-800 Ryanair (T)
 22nd HA-LVC Airbus A-321neo Wizz Air (FV)
 22nd N545JN McDonnell Douglas MD-11 (F)
 23rd TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 23rd SP-ESC Boeing 737-800 Enter Air Dep 25th.
 24th G-POWU Airbus A-321 Titan Airways. Ops for TUI (FV)
 25th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 27th SP-ESC Boeing 737-800 Enter Air A/D
 28th G-FLBB Dash 8D Flybe (T)

Bizz Jets & Bizz Props

1st 9H-BOO Canadair Regional Jet 200
 1st N116MZ CitationJet 525 M2 (M) (FV)
 1st CS-LTL Citation 680 Latitude (M) (FV)
 4th N274SW Falcon 2000EX
 7th M-FRZN Challenger 605
 7th 2-TRVL Challenger 650 (FV)
 15th 9H-VJS BD-700 Global Express 6000 Luton diversion (FV)
 15th G-FXAP Beechjet 400XP Luton diversion (FV)
 15th CS-GLC BD-700 Global Express 6000 Diversion from Farnborough
 19th YU-FNR CitationJet 525 CJ1 (FV)
 20th N192NC Gulfstream IV
 21st N23CR Citation 680 Sovereign (M) (FV) Reregistered G-LATO not yet flown
 22nd EC-KRN I.A.I. Gulfstream G200 Galaxy (FV)
 22nd OE-EJP Cessna 208 Caravan (FV)
 26th OM-FLY Citation 560XLS+ (M) (FV)
 27th SE-RFL Citation 680 Sovereign (FV)
 27th D-CFAQ Learjet 60 (FV)
 27th G-HMGB Beech 200 King Air HM Coastguard (FV)
 29th D-CAGA Embraer -505 Phenom 300 (FV)

Civil Helicopter (Aircraft in this list marked as (FV) are to my knowledge correct).

5th? G-XXED Sikorsky S-76-C. The Queens Helicopter Flight. Fuel stop
 6th G-OALC AS-355 Twin Squirrel (FV)
 24th G-NESH Robinson R-44
 26th EI-GJL AS-365 Dauphin

Miscellaneous Aircraft (Aircraft marked as (FV) are to my knowledge correct).

3rd G-DOSC Diamond DA-42 Twin Star (FV)
4th G-HAZA Diamond DA-42 Twin Star (FV)
4th 2-ROCK Cirrus SR22 (FV)
5th G-OFFO Extra 300L. 2 Excel Aviation-The Blades Aerobatic Team
6th G-ZANY DA-40D Diamond Star (FV)
8th 2-EGJB Cirrus SR22 (FV)
13th G-CCLW DA-40D Diamond Star
17th G-DOSC Diamond DA-42 Twin Star
19th G-CTCE Diamond DA-42 Twin Star (FV)

Military

3rd ZM335 Embraer EMB-505 Phenom 100
3rd 65 Embraer 121 Xingu French Air Force
6th 098 Embraer 121 Xingu French Air Force
7th ZM317 Grob G-120TP-A Prefect T.1 (FV)

(FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter. (M) Maintenance/Textron.

Sandtoft....

Pete Hobson

Credits

Airfield Managers Mike Butler and Anthony Stevens, Michael Hanks and the three Engineering guys

General

The shortest month of the year which endured not 1 but 3 storms, reducing the movements somewhat. The new hangar has been painted offsite in light blue and is ready for shipment to here when the weather improves. G-BGBW PA-38 came to grief here on the 5th see movements below

Arrivals

Both G-IBFF A23 and N20UK M20F were sold but money is still to change hands so are still both residents. G-BIHI 172M arrived sometime before 28/02 from Fenland by road for rebuild.

Departures

It is now known during the last six months the following four aircraft departed.
G-BRNC 150M moved to Gamston, BVRA Europa, CGTV Savannah VG and
PHYS Jabiru SP

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

G-ATLM F.172G f/n 01/10/2019 for rebuild l/n 28/02
G-BEAC PA-28 from Humberside f/n 09/10/2019 l/n 28/02
G-BIHI 172M from Fenland by road for rebuild f/n 28/02
G-BUMP PA-28 from Humberside 09/01 l/n 21/02
G-FLYA M20J from Full Sutton f/n 08/02
G-ECGC F.172N from Fenland f/n 08/02

Resident aircraft seen were G-ATLM F.172G (on rebuild in main hangar), G-AZNO 182P, G-BCGI PA-28, G-BGTF PA-44, G-BHZU J3C-65, G-BIFB PA-28 (on rebuild in main hangar), G-BITE TB10, G-BLVS 150M fuselage wfu, G-BOMP PA-28, G-BORY 150L fuselage wfu, G-BSYV 150M, G-BULR PA-28 fuselage dumped outside South East hangar wings stored in nearby hangar, G-BYJL Pulsar, G-CCJO Savannah VG Jabiru shares time with Barton, G-

CGYX Rotorsport UK Cavalon, G-CHVS Savannah XLS Jabiru, G-BIHI 172M, G-IBFF Be C23, G-MIAN Skyranger, G-MLXP Europa XS, G-MZOS Quantum, G-TAXI PA-23 wfu, G-TAYI G.115, G-WLGC PA-28, N20UK M20F, N39TA Beech C24R wreck, N131MP PA-31P (to be G-BWDE on rebuild), N210UK P210N, N337UK F.337G (on rebuild in main hangar), N2136E PA-28R (on rebuild in main hangar).

Movements

- 05.02 G-OJWS PA-28 f/t Sherburn, G-BODE PA-28 f/t Sherburn, G-GIAN C42 f Brookfield t Sturgate, N65JF PA-28 f/t Tollerton, G-ATVW D.62B f/t Mount Airey, G-CBEI PA-22 f/t Brighton, G-BRFM PA-28 f/t RHADS, G-BGBW PA-38 f RHADS collided with earth banking whilst in a taxi currently parked on NE part of airfield next to Hangar 1
- 06.02 G-BRNN 152 f/t Sturgate, G-BKCE F.172P f/t Leicester
- 07.02 N220AM SR22 f Gamston t Sherburn,
- 08.02 F-HDMD DA62 f/t Oxford
- 09.02 G-MABE F.150L circuits f/t RHADS
- 20.02 G-MABE F.150L circuits f/t RHADS
- 25.02 G-MABE F.150L circuits f/t RHADS
- 26.02 G-MABE F.150L circuits f/t RHADS
- 28.02 G-MABE F.150L circuits f/t RHADS



F-HDMD DA62 f/t Oxford on 08/02 on take-off at Sandtoft

Credits Eastern Air Executive Ltd (EAE)

General The shortest month of the year and it endured not 1 but 3 storms, reducing the movements somewhat.

On the 1st of March the airfield here had been opened some 76 years ago, back in 1944. "Time flies"

A list of known events this year, the rest of the dates will follow when known

VE day 08/05

VJ day 14/08

BoB wings and wheels

Macmillan Cancer Support event

Arrivals None

Departures None

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

G-AWVA F.172H for maintenance from Barton f/n 18/01 l/n 29/02

G-BBSA AA-5 for maintenance from Teesside Airport f/n 18/01 l/n 08/02

G-BDRD FRA.150M for maintenance from Beverley f/n 27/02 l/n 29/02

G-OSEA BN2B-26 for maintenance from Crosland Moor arrived 20/01 l/n 29/02

N112WM PA-32 for maintenance from Sheriff Hutton f/n 18/01 l/n 08/02

N761JU T.210 for maintenance 01/12 l/n 29/02

Wrecks & Relics noted during the month

Still Parked up outside and next to the old fire station is G-CCZA MS.894A, impounded since 2014, for sale as "spares" only l/n 29/02

Resident private owned aircraft of the (SFC) Sturgate Flying Club seen during the month

(G-ANHK)/N9382 DH.82A, G-BDTB VP1, G-CDBX Europa XS, G-OPAZ/AZ Pazmany PL-2, G-SCZR Sportcruiser

Resident EAE aircraft seen during the month

G-AZTS F.172L, G-BBHF PA-23, G-BHCP F.152 out on lease Gamston, G-BRNN 152, G-BRPV 152, G-CBFO 172S, N200RE Beech E90

Resident (LAC) Lincoln Aero Club aircraft seen during the month

G-AYYU C23, G-BKWD JT.2Titch, (G-BROR)"/"329594" J-3C-65, G-CIFC TB200, G-EXLL CH601XL, G-FARY Quickie Tri-Q

Movements

03.02 G-LINZ R.44 f Leicester t Walton Wood

04.02 G-BHCP F.152 f/t Gamston

05.02 G-CIPL RV-9 f/t Fishburn, G-DISO D.150 f Yedingham t Eddsfild, G-CENB EV-97 f/t Caunton, G-CGDH Europa XS f/t Wickenby, G-CSDJ Jabiru UL f/t North Coates, G-ZAIR CH.601HD f/t North Coates, G-BTII AA-5 f/t Sherburn

08.02 G-TRIN TB.20 f/t Strubby South

12.02 G-BPOS 150M f/t Beverley

14.02 G-POWL 182R f/t Oxford

17.02 G-NESH R.44 f Leicester t Half Penny Green

26.02 G-DCVL Standard Libelle f/t Kirton in Lindsey, G-BPXA PA-28 f/t Netherthorpe, G-BCRR AA.5B f/t Sherburn, G-BGTF PA-44 f/t Sandtoft

27.02 G-BDRD FRA.150M f Beverley

Collated by Alan Sinfield

Glossary

n/s	Night Stop	o/s	Overshoot	t/g	/Touch & Go
c/t	Crew Training	?/?	Unknown to/from		

- 01/02 G-MCGK Sikorsky S-92A f/t Private site Bristow / HM Coastguard, G-BOYH Piper PA-28 Warrior f Bristol n/s
- 02/02 G-BOYH Piper PA-28-151 Warrior n/s t Bristol Lulsgate
- 03/02 T-786 T-786 f/t Bern Swiss Air Force
- 04/02 None
- 05/02 G-OCCX Diamond DA-42 Twin Star f Doncaster c/t Aeros Global Ltd, N120MX Cirrus SR-20 f/t Gamston, ZE708 BAe 146 C3 f/t Northolt RAF - 32 Sqdn, G-GCVV Cirrus SR-22 f ? c/t



ZE708 BAe 146 C3 05/02



G-GCVV Cirrus SR-22 05/02

- 06/02 T-786 Pilatus PC-24 f/t Bern Swiss Air Force, G-GCVV Cirrus SR-22 f East Midlands c/t, G-WVIP Beech 200 Super King Air f/t Exeter Capital Air Ambulance, G-MAKN Pilatus PC-12 f Leeds East c/t, N590CD Cirrus SR-22 f/t Sherburn in Elmet, G-BELT Cessna F150J f/t Blackpool ANTC Ltd
- 07/02 C-GEJD Learjet 45 f Keflavik n/s Skyservice Aviation



C-GEJD Learjet 45 07/02

- 08/02 G-KOKO Cirrus SR22T f/t Oxford, C-GEJD Learjet 45 n/s t Keflavik Skyservice Aviation
- 09/02 None
- 10/02 None
- 11/02 2-RNWL Ce525 Citation M2 f Jersey n/s Ortac AOC Ltd
- 12/02 None
- 13/02 N359ST Pilatus PC-12 f Sherburn in Elmet t/f Memmingen t Sherburn in Elmet Flying Fox Aviation
- 14/02 None
- 15/02 D-HOAE Airbus H145 f Dundee t Humberside Wiking Helicopter Service, OE-HRS BD-100 Challenger 350 f Milan Linate t Madeira Intl Avcon Jet
- 16/02 2-RNWL Ce525 Citation M2 arrived 11/02 t Jersey Ortac AOC Ltd



2-RNWL Ce525 Citation 16/02

- 17/02 None
- 18/02 G-KRBN Embraer Phenom 300 f London Stansted t Rome Ciampino SaxonAir, G-SONE Ce525A CitationJet CJ2 f Biggin Hill t Annecy Centreline, N129EW Piper PA-28R Arrow II f n/s
- 19/02 G-OCCX Diamond DA-42 Twin Star f Doncaster c/t Aeros Global
- 20/02 N359ST Pilatus PC-12 f Sherburn in Elmet t/f Memmingen t Sherburn in Elmet

Corporate / Flying Fox Avn, N129EW Piper PA-28R Arrow II arrived 18/02 t Kortrijk/Wevelgem,

21/02 G-KRBN Embraer Phenom 300 f Rome Ciampino n/s Saxonair

22/02 D-CTIL Learjet 35A f Málaga t Birmingham Air Alliance, OE-HRS Bombardier Challenger 350 f Funchal t Milan Linate Avcon Jet

23/02 G-KRBN Embraer Phenom 300 arrived 21/02 t Warsaw Saxonair

24/02 None

25/02 G-BGBG Piper PA28R Archer II f/t Newcastle NE Flight Academy, G-YDEA Diamond DA42 Twinstar f/t Gamston Diamond Aviation, G-XXEB Sikorsky S76 C-2 f Edinburgh n/s The Queens Helicopter Flt

26/02 G-XXEB Sikorsky S76 C-2 n/s t Private site The Queens Helicopter Flt, G-BGKS Piper PA28-161 Warrior II f Dundee t Glenrothes Fife Fly with the Best Ltd, G-CGGD AS365 Dauphin II f Leeds Bradford t Private site Multiflight,



G-BGKS Piper PA28-161 Warrior II 26/02

27/02 G-ATRM Cessna F150F f Private site o/s North East Aviation, G-FCSL Piper PA31-350 Chieftain f Shoreham n/s Culross Aerospace

28/02 G-FCSL Piper PA31-350 Chieftain n/s t/f Local flight n/s Culross Aerospace

29/02 None



G-FCSL Piper PA31-350 Chieftain 28/02

February 2020

Well, February saw the return of the downward trend and of course we expect March to be much worse due to the closure of many borders. We did get some interesting visitors in the Irish AW139 and the French Navale TBM700 and a couple of typhoons trying to frighten the residents of Leeds, but the actual volume of movements was down at the 140 level again versus 195 in January. Only a few first visits and only 2 new airports as in the French air base and a small airfield near Budapest. This time I've removed only those considered to be based or semi-based to keep the content up a bit. The RAF brought in Typhoon, Prefect and a rare Beech Shadow, The Irish sent an AW 139 and the French a TBM700 .**Ten Netjets** - but only 6 German.

Times are in local and first visits are underlined if I can identify them as such.

Saturday 1st February

Learjet 35 **D-CFIV** dep 01:30 to Cologne, Cessna 525 CJ1 **G-KION** arr 15:53 fr Faro dep 16:47 to Newcastle,

Sunday 2nd February

Pilatus PC XII **LX-JFW** arr 10:47 fr Geneva dep 11:59 to EDI ret at 18:20 & n/stop. Challenger 350 **CS-CHF** arr 15:35 fr Bern dep 16:45 to Frankfurt.



LX-JFW Pilatus PC XII 02/02 Mike Storey

Monday 3rd February

Cessna 560 Excel **D-CFLY** dep 09:02 to Salzburg.

Tuesday 4th February

Beech 200 S.Kingair **G-NYCO** f/t Waterford (09:13/16:13), Learjet 45 **C-GEJD** arr 09:18 fr Keflavik on ambulance flight n/stop, Aerospatiale AS350B G-PDGI f/t Leeds East (13:05/14:24), Cirrus SR22 N222ED f/t Sherburn (14:05/15:35), Cessna 560 Excel D-CFLY arr 15:22 fr Salzburg n/stop, Diamond DA40 G-EMDM arr 17:52 fr Oxford n/stop.

Wednesday 5th February

Cessna 560 Excel **D-CFLY** dep 08:42 to Northolt, Learjet 45 **C-GEJD** dep 09:06 to Keflavik, Beechcraft Shadow R1 **ZZ418** performed 2 ILS approaches at 09:25 fr Waddington c/s

SERPENT48, Phenom 300 **D-CHLR** arr 10:13 fr Luton dep 11:08 to Chambéry-Savoie, Beech 200 S.Kingair **G-FSEU** arr 11:48 fr Cranfield dep 12:26 to Stansted ret to LBA at 15:11 n/stop, Cessna 172 **N688CS** arr 12:37 fr Blackpool n/stop,

Thursday 6th February

Pilatus PC XII **LX-JFW** dep 07:53 to Denham, AW139 **IAC277** f/t Baldonnel (10:50/12:49), Bell 505 Jetranger X **G-JRXV** arr 11:51 n/stop, Aerospatiale AS350B2 **G-PDGI** f/t Leeds East (12:07/14:04), beech 200 S.Kingair **G-FSEU** dep 13:00 to Cranfield, Diamond DA40 **G-EMDM** dep 13:55 to Oxford, agusta A109S **G-JMBS** arr 15:26 fr Battersea dep 19:29.



G-PDGI AS350B2 Ecureuil-PDG Helis 06/02 Rod Hudson



G-FSEU Beech 200 S.Kingair 06/02 Rod Hudson

Friday 7th February.

Beech 200 S.Kingair **G-IMEA** arr 12:37 fr Doncaster dep 13:05 to Dublin, Bell 505 Jetranger X **G-CLCP** arr 14:03 dep 17:02 to Sherburn.

Saturday 8th February

Cirrus SR20 **N369AL** arr 10:20 n/stop, Beech 200 S.Kingair **G-SASC** f/t Inverness (11:03/13:20),



G-JMBS Agusta A109S 06/02 Rod Hudson



G-JRXV Bell 505 Jetranger X

Sunday 9th February.

Cessna 525A CJ2 **D-IEKU** arr 13:21 fr Chambéry-Savoie dep 14:20 to Newcastle.

Monday 10th February – nothing to report due high winds.

Tuesday 11th February – nothing to report due high winds.

Wednesday 12th February

Challenger 350 **CS-CHA** arr 08:36 fr Nuremberg dep 10:43 to Sion, Diamond DA42 **G-DOSC**
ILS approach at 14:13 fr Cranfield, Agusta A109 **M-LEOG** arr 16:11 dep 16:42.

Thursday 13th February

Phenom 300 **D-CROG** arr 08:38 fr Klagenfurt ret at 16:56, Aerospatiale AS350B2 **G-PDGT** f/t
Leeds east (14:48/15:27), Cessna 680 Latitude **CS-LTE** arr 16:48 fr Exeter n/stop, Phenom
100 **D-IAAB** arr 18:20 fr EMA dep 18:55 to Le Bourget.

Friday 14th February

Pilatus PC XII **G-OMSL** arr 09:47 fr Belfast City ret at 16:42, Cessna 680 Latitude **CS-LTE** dep 12:30 to Sion, Cessna 560 Excel **CS_DXO** arr 12:49 fr Le Bourget dep 15:16 to Barcelona. Cessna 560 Excel **CS-DQB** arr 17:28 fr Anglesey n/stop.

Saturday 15th February.

Legacy 650 **D-AZUR** arr 07:50 fr Geneva dep 11:05 to Lyon, Cessna 525 CJ1 **G-KION** dep 08:27 to Doncaster, Cessna 680 Latitude **CS-LTI** arr 10:03 fr Chambéry-Savoie ret at 11:51, Cessna 560 Excel **CS-DQB** dep 10:08 to Bern, Falcon 2000LX **G-PULA** arr 12:37 fr Guernsey dep 18:26 to Nice. Challenger 350 **CS-CHF** arr 14:03 fr Copenhagen n/stop.



G-HAKA Diamond DA-42 Twin Star 15/02 Paul Whincup

Sunday 16th February

Challenger 350 **CS-CHF** dep 10:02 to Grenoble.

Monday 17th February

Cessna 525A CJ2 **9H-ALL** arr 09:32 fr Exeter ret at 16:46, Beech 200 S.Kingair **G-FLYK** arr 16:19 fr Bristol dep 16:56 to Haverfordwest.

Tuesday 18th February

Cessna 172 **G-THYB** arr 09:39 fr Cork n/stop, AS350B2 **G-PDGT** f/t Leeds-east (12:33/12:56), Cessna 680 Latitude **CS-CHI** arr 16:39 fr Sion n/stop.

Wednesday 19th February

Learjet 45 **M-ABEU** f/t Stansted (09:08/11:04) ret to LBA at 12:54 and dep again to Stansted at 14:33. Cessna 680 Latitude **CS-CHI** dep 11:54 to Northolt, Eurofighter Typhoon FGR4 **ZK342** (as reported by the tower, : note, there is some confusion over the actual serial) low pass at 14:27 from Conningsby c/s Typhoon20, Cessna 172 **G-THYB** dep 14:55 to Cork.

Thursday 20th February

Cirrus SR22 **N590CD** arr 14:50 fr Sherburn n/stop

Friday 21st February – nothing to report

Saturday 22nd February

Cessna 680 Latitude **CS-LTD** arr 20:08 fr Geneva n/stop.

Sunday 23rd February

Cessna 680 Latitude **CS-LTD** dep 09:49 to Anney, Challenger 350 **CS-CHE** arr 13:47 fr Farnborough dep 15:02 to Vienna, Phenom 300 **G-WZAP** arr 13:56 fr Sion dep 14:49 to Norwich, Beechjet 400 **OK-EAS** arr 14:41 fr Birmingham n/stop, Learjet 45 **LX-RSQ** arr 15:40 fr Innsbruck dep 18:44 to Luxembourg, Cessna 560 Excel **CS-DQB** arr 17:25 fr Cannes dep 18:05 to Valencia.



LX-RSQ Learjet 45 23/02 Luxembourg Air Ambulance Paul Whincup

Monday 24th February

Beechjet 400 **OK-EAS** dep 11:47 to IOM, Reims Cessna F406 **G-SMMA** arr 13:28 fr Inverness n/stop.

Tuesday 25th February

EA500 Eclipse **N177CK** fr/to IOM (09:50/14:25), Cessna 525 CJ1 **M-OLLY** arr 10:19 fr Mmmeingen-Allgau n/stop, Diamond DA42 **G-OCCX** ILS approach at 14:02 fr Doncaster , Falcon 2000LX **G-PULA** arr 17:35 fr Nice dep 23:58 to Bristol, Socata TBM930 **M-ATTI** arr 18:27 fr Tokol (Budapest), n/stop,

Wednesday 26th February

Eurofighter Typhoon FGR4 **ZK379** low pass at 10:28 fr Coningsby c/s REBEL59, Reims Cessna F406 **G-SMMA** dep 11:01 to Inverness, Cessna 525 CJ1 **M-OLLY** dep 15:01 to Memmingem-Allgau, Beechjet 400 **G-FXDT** arr 16:17 fr Liverpool dep 17:15 to Faro, Socata TBM930 **M-ATTI** dep 16:23 to Budapest,

Thursday 27th February

Socata TBM700 **'160' / F-MABV** French Navale arr 10:05 fr Besacon base dep 10:53 to Staverton, Eurocopter EC155 **EI-XHI** arr 12:21 n/stop, Piper PA-28-161 **G-EJRS** arr 12:33 fr Carlisle ret at 14:16, Grob G120T Prefect **ZM318** f/t Cranwell (13:26/15:43) c/s CWL71, Grob G120T Prefect **ZM312** f/t Cranwell (13:29/15:50) c/s CWL59, Falcon 2000EX **CS-DLE** arr 14:24 fr Le Bourget dep 15:57, Diamond DA42 **N242CV** ILS approach at 14:33 fr Leeds-East, Aero Commander 114B **G-OECM** dep 14:34 to Carlisle after maint,

Friday 28th February

Eurofighter Typhoon FGR4 **ZK335** low pass at 10:11 fr Coningsby c/s REBEL57, Cessna 560 Excel **G-SNJS** f/t jersey (13:03/15:15), Beech 200 S.Kingair **G-PCOP** arr 16:55 fr Inverness dep 17:06 to Humberside, Learjet 45 **M-ABJA** f/t Stansted (17:19/19:28).

Saturday 29th February, nothing to report

LBA Airline movements... Andy Coverdale

February 2020

British Airways(SHT/BA, "Shuttle")

The company has operates its **Heathrow** flights up to two times daily, operated by A.319 aircraft.

Heathrow(1344/1345, "20C/21X"):-3/2 G-EUOF, 7/2 G-EUPJ, 10/2 G-EUPR, 13/2 G-EUPJ, 14/2 G-EUOD, 17/2 G-EUOG, 20/2 G-EUPU, 21/2 G-EUPE, 24/2 G-EUPD, 27/2 G-EUPR, 28/2 G-EUOB.

Heathrow(1346/1347, "20D/21V"):-1/2 G-EUPA, 2/2 G-EUPT, 3/2 G-EUOD, 4/2 G-EUOD, 5/2 G-EUOB, 6/2 G-DBCG, 7/2 G-EUPZ, 8/2 G-EUPW, 10/2 G-EUPK, 11/2 G-EUPK, 12/2 G-EUPJ, 13/2 G-EUPB, 14/2 G-EUPH, 15/2 G-EUPK, 16/2 G-EUPS, 18/2 G-EUOG, 19/2 G-EUOC, 20/2 G-EUPN, 21/2 G-EUOB, 22/2 G-EUPM, 24/2 G-EUPS, 25/2 G-EUPS, 26/2 G-EUOD, 27/2 G-EUPK, 28/2 G-EUPM, 29/2 G-EUPP.

Other flights:-



G-DBCG Airbus A319 British Airways 06/02 Rod Hudson

Eastern Airways(EZE/T3, "Eastflight")

Jetstream 41 and S2000 aircraft are utilized on most flights to **Southampton**. Sometimes EMB135, EMB170 and ATR72 aircraft used.

One diagram (with four digit Flybe flight numbers), although frequent aircraft swaps take place, and certain legs are not always operated. Mon-Fri normally two return flights operate but sometimes three, with none on Saturday and one on Sunday (but this can vary).

2/2 G-MAJU(66Y/67Y), 3/2 G-MAJU(60Y/61Y/64Y/65Y/66Y/67Y), 4/2 G-MAJU(60Y/61Y/64Y/65Y/66Y/67Y), 5/2 G-MAJU(60Y/61Y/64Y/65Y/66Y/67Y), 6/2 G-MAJU(60Y/61Y/64Y/65Y/66Y/67Y), 7/2 G-MAJU(60Y/61Y/66Y/67Y), 10/2 G-MAJU(60Y/61Y/64Y), 11/2 G-MAJU(61Y/64Y/65Y/66Y/67Y), 12/2 G-MAJU(60Y/61Y/64Y/65Y/66Y/67Y), 13/2 G-MAJU(60Y/61Y/64Y/65Y/66Y/67Y), 14/2 G-MAJU(60Y/61Y/66Y/67Y), 16/2 G-MAJU(66Y/67Y), 17/2 G-MAJU(60Y/61Y) G-MAJT(64Y/65Y), 18/2 G-MAJT(60Y/61Y/66Y/67Y), 20/2 G-CISK(60Y/61Y) G-MAJT(66Y/67Y), 21/2 G-MAJT(60Y/61Y/66Y/67Y), 23/2 G-MAJT(66Y/67Y), 24/2 G-MAJT(60Y/61Y/64Y/65Y/66Y/67Y), 25/2 G-MAJT(60Y/61Y/64Y/65Y/66Y/67Y), 26/2 G-MAJT(60Y/61Y/64Y/65Y/66Y/67Y), 27/2 G-MAJT(60Y/61Y/64Y/65Y/66Y/67Y), 28/2 G-MAJT(60Y/61Y/66Y/67Y).

Other flights:-17/2 G-MAJU9011P) positioned out to Warton, G-MAJT(013P) positioned in from Southampton, 20/2 G-CISK(041P/042P) positioned in from/out to Humberside, 21/2 G-CISK(930P/9730) positioned in from Humberside then departed to Cardiff, 22/2 G-CISK(9731)

arrived back from Cardiff, 23/2 G-CISK(960P) positioned out to Manchester, 25/2 G-CIXW(005/006) test flight in from/out to Humberside.

Enterair(ENT, "Enterair")

The company operates charters using Boeing 737/400 aircraft.

3/2 SP-ESB(585P) positioned in from Oslo, 6/2 SP-ESB(3163) departed to Enontekio, 9/2 SP-ESD(3166) arrived from Enontekio, 14/2 SP-ESD(585P) positioned out to Stansted.

Flybe(BEE/BE, "Jersey")

Flybe use Dash-8-400Q (and occasional E195) aircraft to operate flights from and to **Belfast City, Cornwall & Dusseldorf**. Limited use also being seen of Eastern Airways aircraft E170s.

Belfast City(729/730, "729/2BF"):-3/2 G-PRPE, 4/2 G-FLBE, 5/2 G-PRPE, 6/2 G-PRPC, 7/2 G-PRPI(729), 10/2 G-JECK, 11/2 G-ECOR, 12/2 G-PRPL, 13/2 G-FLBE, 14/2 G-PRPO(729), 17/2 G-PRPL, 18/2 G-PRPL, 19/2 G-PRPB, 20/2 G-PRPB, 21/2 G-PRPN(729), 24/2 G-FLBE, 25/2 G-PRPG, 26/2 G-JECZ, 27/2 G-FLBE, 28/2 G-PRPB(729).

Belfast City(731/732, "6EH/1KG"):-3/2 G-PRPE, 4/2 G-FLBE, 5/2 G-PRPE, 6/2 G-PRPC, 7/2 G-PRPI(1KG), 10/2 G-JECK, 11/2 G-ECOR, 12/2 G-PRPL, 13/2 G-FLBE, 14/2 G-PRPO(1KG), 17/2 G-PRPL, 18/2 G-PRPL, 19/2 G-PRPB, 20/2 G-PRPB, 21/2 G-PRPN(1KG), 24/2 G-FLBE, 25/2 G-PRPG, 26/2 G-JECZ, 27/2 G-FLBE, 28/2 G-PRPB(1KG).

Belfast City(735/736, "1PB/2LG"):-1/2 G-FLBE, 2/2 G-PRPE, 5/2 G-PRPB, 7/2 G-JEDT, 8/2 G-PRPL, 12/2 G-PRPI, 14/2 G-JEDU, 15/2 G-ECOP, 16/2 G-PRPB, 19/2 G-FLBE, 20/2 G-FLBE, 21/2 G-FLBB, 22/2 G-PRPB, 23/2 G-PRPN, 26/2 G-PRPB, 27/2 G-FLBD, 28/2 G-PRPG, 29/2 G-JECN.

Belfast City(737/738, "7EC/4ED"):-2/2 G-FLBE, 3/2 G-PRPL(7EC), 4/2 G-JECY, 5/2 G-PRPL, 6/2 G-PRPO, 7/2 G-PRPB, 10/2 G-PRPL(7EC), 11/2 G-ECOR, 12/2 G-FLBE, 13/2 G-PRPB, 14/2 G-PRPN, 16/2 G-JEDT, 17/2 G-PRPB(7EC), 18/2 G-PRPB, 19/2 G-PRPA, 20/2 G-PRPC, 21/2 G-PRPB, 23/2 G-PRPC, 24/2 G-PRPC(7EC), 25/2 G-FLBE, 26/2 G-ECOG, 27/2 G-ECOG, 28/2 G-KKEV.

Belfast City(739/740, "4PL/740"):-2/2 G-PRPB, 3/2 G-PRPL(740), 4/2 G-PRPL, 5/2 G-PRPO, 6/2 G-PRPL, 7/2 G-FLBE, 9/2 G-PRPL, 11/2 G-PRPL, 12/2 G-PRPO, 13/2 G-PRPL, 14/2 G-PRPO, 16/2 G-PRPB, 17/2 G-PRPB(740) 18/2 G-PRPN, 19/2 G-PRPN, 20/2 G-PRPB, 21/2 G-PRPN, 23/2 G-ECOF, 24/2 G-PRPC(740), 25/2 G-PRPG, 26/2 G-FLBE, 27/2 G-JEDT, 28/2 G-FLBD.

Cornwall/St Mawgan(753 or 755/754, "71K/2VR"):-3/2 G-PRPL, 7/2 G-PRPI, 10/2 G-PRPL(753), 14/2 G-PRPO, 17/2 G-PRPB, 21/2 G-PRPN, 24/2 G-PRPC, 28/2 G-PRPB.

Jet2(EXS/LS, "Channex")

Charter flights plus positioning flights will be detailed in this section:-1/2 G-DRTO(041A) positioned out to Stansted, 2/2 G-LSAB(031E) positioned out to Stansted, G-DRTO(049A) positioned in from Stansted, G-GDFP(030E) positioned in from Manchester, 4/2 G-GDFP(301T) test flight to/from Shannon, 4/2 G-LSAC(039E) positioned out to Manchester, 5/2 G-LSAB(032E) positioned in from Manchester, 6/2 G-GDFT(059B) test flight, G-DRTM(051B) test flight, 7/2 G-GDFP(010P) positioned out to Manchester, G-LSAA(034E) positioned in from Manchester, G-JZBK(033E) positioned out to Stansted, 8/2 G-DRTM(052B & 053B) test flights, 10/2 G-JZBM(041A) positioned in from Manchester, G-DRTM(045D) positioned out to Bournemouth, G-GDFY(031E) positioned in from Birmingham, 12/2 G-GDFJ(035E) positioned in from Manchester, 13/2 G-GDFY(031E) positioned out to Birmingham, G-JZHZ(301T/302T) test flight, 14/2 G-JZBL(061J) positioned out to Stansted, G-JZHH(031R) positioned in from Manchester, 15/2 G-JZBR(032E) positioned out to Stansted, G-GDFO(049A) positioned out to Manchester, G-GDFO(048A) positioned in from Manchester, 16/2 G-JZHL(033E) positioned in from Manchester, G-GDFL(049A/047A) positioned out to/in from Palma, 17/2 G-JZBS(049A) positioned in from Glasgow, 18/2 G-DRTM(049D) positioned in from Bournemouth, G-GDFL(031F) test flight to Dublin, 19/2 G-JZBS(049A) positioned out to Glasgow, 20/2 G-JZBJ(061J) positioned in from Newcastle, G-JZBJ(66UN) operated out to Keflavik, G-

GDFK(031K) positioned in from Dublin, G-JZHH(050B) positioned in from Manchester, 21/2 G-GDFW(051B) positioned in from Manchester, G-DRTB(042A) positioned out to Manchester, G-JZHE(030K) positioned in from Prague, G-GDFW(036E) positioned out to Manchester, 22/2 G-LSAH(049A) positioned in from Manchester, G-DRTH(041A) positioned out to Manchester, G-LSAH(041A) positioned out to Manchester, 23/2 G-GDFT(050B) test flight, G-JZBO(035E) positioned in from Stansted then operated out to Keflavik(66UN), 24/2 G-JZBO(3DH) operated in from Keflavik, G-DRTR(077W) positioned out to Tenerife, G-JZBI(035E) positioned in from Stansted, G-DRTI(030E) positioned in from Birmingham, G-JZHH(072W) positioned in from Manchester, G-JZBB(075W) positioned in from Stansted, G-LSAK(079W) positioned in from Manchester, 25/2 G-GDFK(301T/302T) test flight, G-DRTE(021V) positioned out to Manchester, G-LSAK(026V) positioned out to Manchester, 26/2 G-DRTF(072W) positioned out to Birmingham, 27/2 G-JZBL(3DH) operated in from Keflavik, G-JZBI(080C) positioned out to Hannover, G-DRTY(030K) positioned out to Manchester, 28/2 G-JZBN(038E) positioned out to Stansted, 29/2 G-JZHR(036E) positioned out to Stansted.



G-DRTM Boeing 737-800WL Jet2.com 06/02 Mike Storey

KLM(KLM/KL, "KLM")

Amsterdam flights are operated 3x Daily Embraer 190/175 on all flights.

Amsterdam(1545/1546, "72K/1546"):-1/2 PH-EZT, 2/2 PH-EZK, 3/2 PH-EXB, 4/2 PH-EZZ, 5/2 PH-EZT, 6/2 PH-EXD, 8/2 PH-EZD, 12/2 PH-EZN, 13/2 PH-EZP, 14/2 PH-EZC, 15/2 PH-EZL, 17/2 PH-EZR, 18/2 PH-EXC, 19/2 PH-EXF, 20/2 PH-EXB, 23/2 PH-EXE, 25/2 PH-EZW, 26/2 PH-EZM, 27/2 PH-EXA, 28/2 PH-EZE, 29/2 PH-EXC.

Amsterdam(1549/1550, "73E/74F"):-2/2 PH-EZL, 3/2 PH-EZP, 4/2 PH-EZK, 5/2 PH-EZS, 6/2 PH-EZY, 7/2 PH-EZY, 10/2 PH-EZP, 12/2 PH-EXC, 13/2 PH-EZN, 14/2 PH-EZU, 16/2 PH-EZN, 17/2 PH-EZD, 18/2 PH-EXA, 19/2 PH-EZI, 20/2 PH-EXC, 21/2 PH-EZG, 23/2 PH-EZM, 24/2 PH-EZR, 25/2 PH-EXD, 26/2 PH-EZD, 27/2 PH-EZP, 28/2 PH-EXB.

Amsterdam(1551/1540, "31F/78E", aircraft night stops):-1/2 PH-EZF, 2/2 PH-EZI, 3/2 PH-EXF, 4/2 PH-EZD, 5/2 PH-EZP, 6/2 PH-EZO, 7/2 PH-EXA, 8/2 PH-EZY(31F) departed 10/2, 12/2 PH-EZF, 13/2 PH-EZW, 14/2 PH-EZL, 15/2 PH-EZU, 16/2 PH-EZF, 17/2 PH-EXY, 18/2 PH-EZU, 19/2 PH-EZH, 20/2 PH-EXE, 21/2 PH-EZU, 22/2 PH-EZR, 23/2 PH-EZI, 24/2 PH-EZW, 25/2 PH-EXF, 26/2 PH-EZL, 27/2 PH-EZS, 28/2 PH-EZL, 29/2 PH-EXE.

Loganair(LOG/LM, "Logan")

Occasional charter flights operated using Embraer 145 aircraft.

14/2 G-SAJF(832) operated in from Bristol, 15/2 G-SAJF(833) operated back to Bristol, 25/2 G-SAJC(841) operated in from Bristol, 26/2 G-SAJC(842) operated back to Bristol.

Ryanair(RYR/FR, "Ryanair")

Ryanair base 2 aircraft operating routes to:- **Alicante**(9079/9078, "7GHC/14DK" –Mon/Fri/Sat); **Bratislava**(5041/5042, "782W/614L" –Mon/Fri), **Dublin**(153/152, "153/5PT" –

Mon/Tue/Wed/Thu/Fri/Sat/Sun); **Dublin**(157/156, "2PJ/9ZN", -Mon/Tue/Wed/Thu/Fri/Sat/Sun), **Gdansk**(1503/1504, "95UV/36RL" -Sun); **Krakow**(2332/2333, "2XF/17CN" -Thu/Fri/Sun); **Malaga**(2446/2447, "38NX/625D" -Mon/ Wed//Fri); **Malta**(2448/2449, "8WH/86XJ", -Wed/Sat), **Riga**(2482/2483, "4RH/2HD", -Thu/Sat); **Tenerife**(2492/2493, "9BL/5DP" -Tue/Thu/Sat); **Warsaw**(2203/2204, "22GK/9BU", Wed/Sun).

Based aircraft:- EI-EPH(1/2-5/2), EI-EVB(1/2-11/2), EI-EXE(5/2-13/2), EI-ENI(11/2-12/2), EI-EVG(12/2-25/2), EI-EBR(13/2-17/2), EI-EKF(17/2-23/2), EI-EFY(23/2-29/2, EI-EKZ(25/2-27/2), EI-EMK(27/2-29/2), EI-EVC(29/2).

Flights operated by non-based aircraft:-

Alicante(9078/9079, "9RX/92CC", -Wed/Thu/Sun):-2/2 EI-EPF, 5/2 EI-EKO, 6/2 EI-EKK, 12/2 EI-DPI, 13/2 EI-DHR, 16/2 EI-EPC, 19/2 EI-EKE, 20/2 EI-EPD, 23/2 EI-DPD, 26/2 EI-DHR, 27/2 EI-EVE.

Dublin(156/157, "9ZN/2PJ" -various):-15/2 EI-GDM.

Gdansk(1504/1503, "29KH/9LJ", -Mon/Fri):-3/2 SP-RST, 7/2 SP-RSI, 10/2 SP-RSI, 14/2 SP-RSF, 17/2 SP-RSI(1503), 21/2 SP-RSF, 24/2 SP-RKD, 28/2 SP-RSI.

Krakow(2333/2332, "7XZ/4DQ", -Tue):-4/2 SP-RSZ, 11/2 SP-RSX, 18/2 SP-RSA, 25/2 SP-RSL, 27/2 SP-RSZ.

Malta(2449/2448, "86XJ/8WH", -various):-19/2 9H-QBM,

Wroclaw(4108/4107, "4108/395Z", -Mon/Fri):-3/2 SP-RSV, 7/2 SP-RSC, 14/2 SP-RST, 17/2 SP-RKD, 21/2 SP-RSS, 24/2 SP-RSX, 28/2 SP-RKK.

Other flights:-5/2 EI-EXE(90) positioned in from Manchester, 9H-QCN(2449/24P) arrived from Malta then positioned back to Malta, 17/2 SP-RSI(050P) positioned in from Liverpool, 27/2 EI-EMK(22P) positioned in from Stansted.

Stobart Air (STK/RE "Stobart")

Stobart Air operate a service between Leeds and Dublin (on behalf of Aer Lingus Commuter) using ATR72 aircraft.

Dublin(EIN3390/3391, "STK9LB/STK19L"):-1/2 EI-FAS, 3/2 EI-FSK, 4/2 EI-FAU, 5/2 EI-FCZ, 6/2 EI-FAU, 8/2 EI-GPN, 10/2 EI-GPN, 12/2 EI-FCZ, 13/2 EI-FCZ, 14/2 EI-FSK, 15/2 EI-FCZ, 17/2 EI-FCZ, 18/2 EI-FAU, 19/2 EI-FCZ, 20/2 EI-FAW, 21/2 EI-FAU, 22/2 EI-FCZ, 24/2 EI-FAV, 25/2 EI-FAT, 26/2 EI-FCY, 27/2 EI-FAT, 28/2 EI-FCZ, 29/2 EI-FAT.

Dublin(EIN3392/3393, "STK29L/STK39L"):-2/2 EI-GPN, 7/2 EI-GPN, 10/2 EI-FSK, 14/2 EI-FSK, 16/2 EI-GPN, 17/2 EI-FCZ, 23/2 EI-FAV, 24/2 EI-FAT, 28/2 EI-FCZ.

Dublin(EIN3394/3395, "STK49L/STK59L"):-3/2 EI-FAX, 6/2 EI-FNA, 13/2 EI-FAU, 14/2 EI-FNA, 16/2 EI-FSK, 17/2 EI-FCZ, 19/2 EI-FAV, 20/2 EI-FCZ, 21/2 EI-FAW, 23/2 EI-FAU, 24/2 EI-FAV, 26/2 EI-FCZ, 27/2 EI-FAT, 28/2 EI-FAT.

Dublin(EIN33964/3397, "STK96L/STK97L"):-2/2 EI-FAU, 16/2 EI-FAV, 23/2 EI-FAU.



G-JZBK Boeing 737-800 Jet2.com 06/02 Rod Hudson

	Dec-18	Dec-19	% This month	% +/-
Movements				
Total	1,961	1,990		1.48%
Passengers				
Scheduled	195,365	186,300	98.26%	-4.64%
Charter	2,356	3,307	1.74%	40.37%
Transit	0	0	0.00%	N/A
TOTAL	197,721	189,607		-4.10%
International	172,389	167,441	88.31%	-2.87%
Domestic	25,332	22,166	11.69%	-12.50%
MOVING ANNUAL TOTAL	4,037,686	3,992,209		-1.13%

A poor end to 2019 with a reduction in passenger numbers resulting in the annual total falling below 4 million , and knowing what we know now when will it ever get back up to 4 million.....

Reference:CAA Statistics website Produced by Alan Sinfield

Society contacts....

Chairman Howard Griffin 6 Acre Fold,Addingham,Ilkley LS29 0TH
Visits Organiser 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
 07970 260417 paul.armitage@airyorkshire.org.uk

Managing Editor Alan Sinfield 6 The Stray, Bradford,BD10 8TL
 01274 619679 alan.sinfield@airyorkshire.org.uk

Meetings coordinator Mark Elliot 07716 374402 mark.elliott@airyorkshire.org.uk

Photographic Editor Ian Gratton photos@airyorkshire.org.uk

Dinner Organiser John Dale 01943 875315

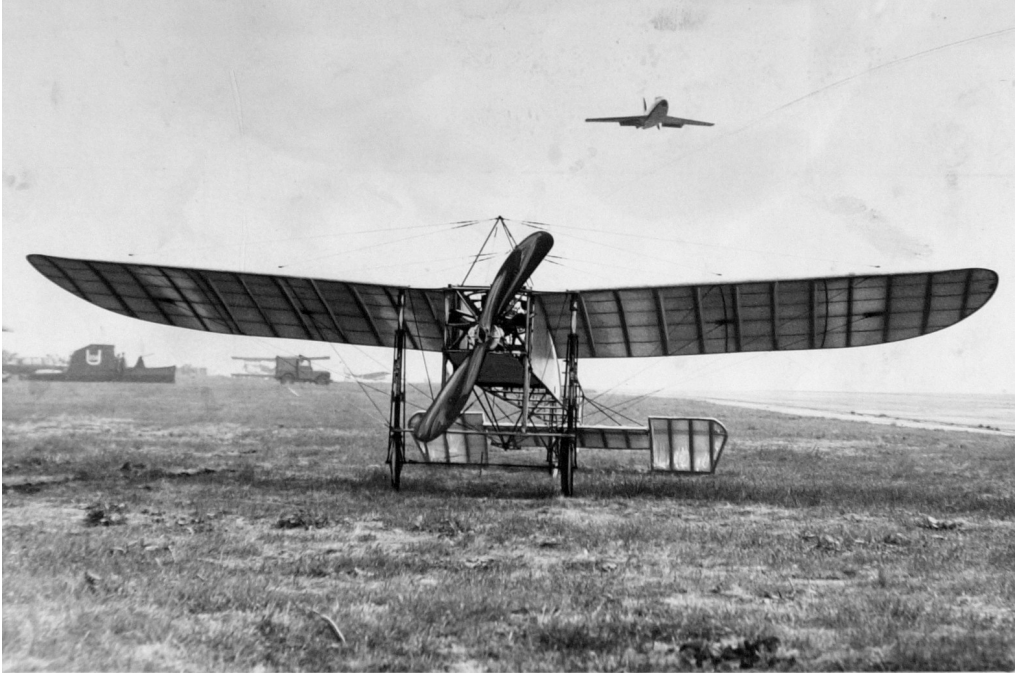
Plus Reynell Preston (Security),Paul Windsor (Reception/Registration)
 Geoff Ward (ward76@hotmail.com) & Paula Denby

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 and the committee.

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

LBA Remember When



Bleriot at Yeadon Ken Cothliff



HB-IBS DC-6B Balair c1970 David Blaker