

AIR YORKSHIRE



Aviation Society

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G-MKVB – BM597
Supermarine Spitfire Vb
Pocklington
22 August 2010
Andy Coverdale

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

WEDS 7 April 2021 @ 7.30pm	Andrew Panton - Lincolnshire Aviation Heritage Centre. The History of "Just Jane" and it's restoration to possible flight.
ZOOM https://zoom.us/j/93063647532	
WEDS 5 May 2021 @ 7.30pm	Ian Lomax, Trustee, Avro Heritage Museum. "The history of the Avro company and the Heritage Museum itself".
ZOOM https://zoom.us/j/92936239410	
WEDS 9 June 2021 @ 7.30pm	Peter Buckroyd - FAST Museum Trustee. "Farnborough - Cody to Concorde and beyond".
ZOOM https://zoom.us/j/93136674460	
Sun 11 July @ 2.30pm	Nick Anderson Ex, Virgin Atlantic A330/340 Captain + Flying Phantoms, + F/A18 Hornet. "Chasing Russian Bears".
ZOOM https://zoom.us/j/95472937525	

Society news....

Alan Sinfield

Starways by Patsy Leigh – Following Keith Mannings review of this book, Stuart Lines purchased a copy. Stuart is happy to pass it onto any other member free of charge. Please contact Stuart at stuartlines@gmail.com if you are interested.

Articles – I don't have many articles left, so please can you have a think about your aviation past and write me an article.

Impact of the Defence review on the RAF

I have tried to collate from several sources, the impact of this major review, many details are not specified in full but here goes:

Previously, reports appeared in the UK press that plans to establish a fleet of 138 F-35B Lightning aircraft were to be abandoned to forty-eight examples only. This would free-up funds which will be invested in the Tempest proposed fighter concept under the Future Combat Air System (FCAS) programme. The MoD document indeed hints that fewer than the planned 138 F-35Bs are to be purchased, but it is also stated that the fleet should be expanded beyond the current forty-eight aircraft on order. A definitive decision on the number of F-35Bs to be ordered is however postponed until a later point in time.

Another cost cutting measure, is the retirement of twenty-four Tranche 1 Typhoon jets by 2025. The jets will be stripped for spares (Return To Produce = RTP), and the funds which become available will be invested in further upgrades on the remaining Typhoon fleet. Despite a reduction in number of aircraft, the MoD did announce to maintain a strength of seven operational Typhoon squadrons.



Typhoon

Based on the current order of battle these squadrons are:

<p>RAF Coningsby: 3(F) Squadron, XI(F) Squadron and 12(B) Squadron RAF Lossiemouth: 1(F) Squadron, II(AC) Squadron, 6 Squadron and IX(B) Squadron Next to the above units, the Operational Conversion Unit (29 Squadron) and test squadron (41(TES) Squadron) at RAF Coningsby plus the Flight at RAF Mount Pleasant, Falklands (1435 Flight) will remain.</p>
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Another aircraft which is deemed obsolete in the digital and future operating environment is the Hawk T1. Excluding the aircraft used by The Red Arrows, the remaining aircraft will be retired by 2025. Recently it was announced that 736NAS would cease to exist end-2021, which leaves 100sq as the sole user of this type at RAF Leeming. It is unclear what the future of this squadron will be after 2025.



Hawk T1

The four BAe146s, serials ZE700, ZE701, ZE707 and ZE708, in use with 32(TR) Squadron will be retired by 2022. They will be replaced by leased aircraft. Titan Airways has been contracted to deliver two Airbus 321neoLRs to the RAF on a wet-lease basis.



BAE146

The Defence in a Competitive Age document also finally provides clarity on the number of E-7A Wedgetail aircraft planned to be purchased.

Initially, it was planned to order five of these aircraft but this number has been reduced to three aircraft only. The first aircraft is planned to be delivered in 2023. As a cost cutting measure, the E-3D Sentry AEW1 fleet will be retired in 2021.



E-7A Wedgetail

Hidden under the details for the British Army, it was mentioned that the oldest Chinooks will be retired. No exact numbers were mentioned, but it was stated that investments would be made in new variants of this helicopter. The Puma HC2 fleet will be replaced by a new medium lift platform during the mid-2020s. No further details were mentioned like preferred helicopter types or number of helicopters planned to be purchased.



Puma

Also it announced its intention to withdraw the RAF's remaining 14 C-130Js from use more than a decade earlier than previously planned in 2023.

Introduced from 1999, the tactical transports have been worked hard through their operational lives, including while supporting UK military activities in Afghanistan and Iraq. The UK originally acquired 25 aircraft, but has previously withdrawn its short-fuselage examples from service, selling two each to the air forces of Bahrain and Bangladesh, and a single example to the US Navy. Marshalls prepared all these airframes at its Cambridge airport site prior to delivery to their new owners.

Marshall's relationship with the RAF on the Hercules dates back to the service's introduction of the type in 1966. The service retired its last K-model examples in late 2013, replacing these with the Airbus Defence & Space A400M. Cirium fleets data shows that the UK has so far received 20 of its eventually 22-strong fleet of the larger type.

As part of its defence planning for the period to 2025, detailed in a publication titled Defence in a competitive age, the MoD says retirement of the C-130Js will enable the A400M Atlas force to "increase its capacity and capability".

Overview of aircraft to be retired:

Typhoon: 24x Tranche 1 wfu by 2025
Hawk T1: 35x wfu in 2025
BAe146: 4x wfu in 2022
Hercules C4/C5: 14x wfu in 2023
Sentry AEW1: 3x wfu in 2021
Chinook: unknown number of older airframes to be wfu, date unknown (reported in UK press as 10 to be retired)
Puma HC2: 22x wfu, date unknown

Quote from MOD document:

The Army is retiring its oldest CH-47 Chinook helicopters and investing, alongside the US, in newer variants of this operationally proven aircraft, enhancing capability, efficiency and interoperability. Our AH-64 Apache Attack Helicopters will be upgraded to a state-of-the-art capability by 2025. Investment in a new medium lift helicopter in the mid-2020s will enable a consolidation of the Army's disparate fleet of medium lift helicopters from four platform types to one; including the replacement of Puma. (this could mean the replacement of the Bell 212, Dauphin and Bell 412).

Credits: Scramble, Marshall Aerospace, MOD review, Guardian

Hope that's as clear as mud. ! Howard Griffin

Britannia Airways – The World’s Largest Holiday Airline By Graham M. Simons Published by Pen & Sword Books 288 Pages Hardback

Published in 2020, this is another of Graham Simons’s epic airline histories. The story starts way back in the early post war years, explaining attempts to organise inclusive tour or “package holidays”. The airlines, tour companies and personalities involved in operating these pioneering trips are well described. It was a time of instability and frequent bankruptcies in the travel trade. Against this background Euravia was formed at Luton Airport in 1962, flying a small number of Lockheed Constellations, for the inclusive tour business.

Changing its name to Britannia Airways two years later, upon the entry into service of some ex. BOAC Bristol Britannias, the airline expanded rapidly. Over time, it probably became Britain’s most popular holiday airline, serving the public for over forty years.

Britannia was noted for being innovative. They were the first charter airline to fly the Boeing 737 in 1968, the first to serve hot meals on board, offer allocated seating and pioneered charter flights to Australia.

All this and more are vividly explained in Mr. Simons’s latest book. As with other Pen and Sword publications, it is very well illustrated and reflects the long history of the airline portrayed. A disappointment for me, is that quite a number of pictures in the book, have been published before in previous Britannia Airways histories – Flying to The Sun (1987) and A Chartered Success (2002). However their inclusion does make the story more complete.

Britannia was associated with flying a large number of Boeing 737s. They also had extensive operations with the Boeing 707, 757 and 767. These services are well documented.

In fact, it is difficult to think of anything that has been omitted. The detailed history of Luton Airport, both in writing and pictorially is an unexpected feature. The “borrowing” of staff from nearby Vauxhall Motors, to assist with aircraft evacuation tests paints an amusing picture. It even recalls the Campari T.V. advertisement in which model Lorraine Chase is asked by a suave gentleman if she had “wafted in from paradise” “No” She replies “Luton Airport” (It’s on You Tube)

This book is of a high standard, although as with previous titles from this publisher, there are too many typing, spelling and grammatical mistakes. These detract from the pleasure of reading the narrative. That said, it is a worthy addition to an airline enthusiast’s collection and represents many hours of careful research.



BRITANNIA AIRWAYS

THE WORLD'S LARGEST HOLIDAY AIRLINE



GRAHAM M. SIMONS





Peter Wheatley Archive....



G-AGYL Auster J-1 Autocrat Bembridge And Sandown Aero Club Light Planes (Lancashire) Ltd Yeadon 1956



G-AHXR M38 Messenger 2A Yeadon 1956



G-ANZX Agusta Bell 47G Helicopter Services Ltd Yeadon 1956

March 2021

Airline	Date	Reg	Type	MSN	Remarks
Gain Jet Ireland	02 Mar	EJREVA	Beechcraft Hawker 800-XP	258416	Regd 19 Feb 21 Op fr REVA Air Ambulance
Norwegian Air International	02 Mar	(EIFHP)	Boeing B738-8JP-W	40865/3410	WFU 20 Mar 20 Copenhagen - Stavanger 20 Mar 20 Strd Stavanger - Stockholm 02 Jun 20 Stockholm - Budapest 23 Sep 20 Regd to Wilmington Trust 17 Feb 20
Ryanair	02 Mar	(EIEPH)	Boeing B738-8AS-W	40311/3599	WFU 28 Dec 20 PIK - Ostrava 29 Jan 21 Regd to SMBC Aviation Capital 05 Feb 21
TUI Airways	02 Mar	GTUMO	Boeing B38M-MAX 8	44608/7879	Regd 01 Mar 21 Dlvd LGW 02 Mar 21
TUI Airways	02 Mar	(GTUK-)	Boeing B738-8KN-W	31765/3302	Ex A6FDI Proposed acquisition canx
TUI Airways	02 Mar	(GTUK-)	Boeing B738-8KN-W	31716/3270	Ex A6FDH Proposed acquisition canx
Ryanair	04 Mar	EIDPO	Boeing B738-8AS-W	33612/2207	WFU 05 Feb 21 STN - PIK 06 Feb 21 Onward to ASL Airlines Belgium as OEIWC
British Airways	05 Mar	(GCIVA)	Boeing B744-436	27092/967	WFU 28 Mar 20 LHR - Teruel 03 Apr 20 Strd Regd to ? as VP--- 04 Mar 21
British Airways	05 Mar	(GCIVS)	Boeing B744-436	28851/1148	WFU 29 Mar 20 LHR - Teruel 03 Apr 20 Strd Regd to ? as VP--- 04 Mar 21
British Airways	05 Mar	(GCIVT)	Boeing B744-436	25821/1149	WFU 28 Mar 20 LHR - Teruel 03 Apr 20 Strd Regd to ? as VP--- 04 Mar 21
British Airways	05 Mar	(GCIVX)	Boeing B744-436	28852/1172	WFU 19 Mar 20 LHR - Teruel 03 Apr 20 Strd Regd to ? as VP--- 04 Mar 21
Wizz Air UK	05 Mar	GWUKM	Airbus A21N-271NX	10283	Dlvd LTN 05 Mar 21

British Airways	06 Mar	GTTNO	Airbus A20N-251N	10388	Divd LHR 06 Mar 21
BA CityFlyer	09 Mar	G	ERJ 170-100STD		Fleet (Currently strd) onward to Envoy Air
Wizz Air UK	09 Mar	GWUKN	Airbus A21N-271NX	10333	Divd LTN 09 Mar 21
TUI Airways	10 Mar	GTUMK	Boeing B38M-MAX 8	44605/7541	Regd -- Mar 21 Divd LGW 10 Mar 21
easyJet UK	12 Mar	GEZiy	Airbus A319-111	2636	WFU 14 Mar 20 MAN - QLA 12 Mar 21 Onward to United as N3305U
Ryanair	13 Mar	EIEVW	Boeing B738-8AS-W	40318/4204	WFU 05 Dec 20 STN - PIK 08 Dec 20 PIK - Ostrava 12 Mar 21 Prior rtn to lessor
Ryanair	13 Mar	EIEVX	Boeing B738-8AS-W	40317/4211	WFU 27 Nov 20 DUB - PIK 29 Nov 20 PIK - Ostrava 12 Mar 21 Prior rtn to lessor
TUI Airways	13 Mar	GTUMH	Boeing B38M-MAX 8	44602/7439	Divd LGW 13 Mar 21
British Airways	15 Mar	(GCIVR)	Boeing B744-436	25620/1146	WFU 20 Mar 20 LHR - Teruel 03 Apr 20 Strd Regd to ? as VP--- 08 Mar 21
Ryanair UK	15 Mar	GRUKB	Boeing B738-8AS-W	44690/5147	Regd 10 Mar 21. Ex SPRKA
Virgin Atlantic	15 Mar		Airbus A339-900N		Reg allocations, msn and names updated
Virgin Atlantic	15 Mar		Airbus A350-1041		Reg allocations, msn and names updated
Aer Lingus	17 Mar	EI---	Airbus A330-302	893	Acquired Châteauroux - DUB 16 Mar 21 as ATAEM
Wizz Air UK	17 Mar	GWUKP	Airbus A21N-271NX	10357	Divd LTN 17 Mar 21
British Airways	18 Mar	(GEUNA)	Airbus A318-112	4007	WFU 18 Mar 20 LCY - LHR 18 Mar 20 LHR - Madrid 20 Mar 20 Strd PWFU 31 Jul 20 MAD - Enschede 17 Feb 21 Fr part-out Canx as PWFU 17 Mar 21
Norwegian Air International	18 Mar	EIFJY	Boeing B738-800-W	42272/6141	WFU 21 Mar 20 Alicante - Stavanger 21 Mar 20 20 Strd Stavanger - DUB 18 Mar 21

					Rtn to lessor Regd to SMBC Aviation Capital -- Mar 21
Norwegian Air International	18 Mar	EIFVY	Boeing B738- 800-W	42275/6257	WFU 21 Mar Hamburg - Stavanger 21 Mar 20 Strd Stavanger - DUB 18 Mar 21 Rtn to lessor Regd to SMBC Aviation Capital -- Mar 21
easyJet UK	20 Mar	(GEZWF)	Airbus A320- 214	5319	WFU 20 Mar 20 LGW - MAN 20 Jun 20 MAN - Madrid 24 Jul 20 Madrid - EMA 17 Nov 20 EMA - QLA 26 Nov 20 EoL mx Regd to ? as EIGUF 19 Mar 21
easyJet UK	20 Mar	(GEZWF)	Airbus A320- 214	5319	WFU 20 Mar 20 LGW - MAN 20 Jun 20 MAN - Madrid 24 Jul 20 Madrid - EMA 17 Nov 20 EMA - QLA 26 Nov 20 EoL mx Regd to ? as EIGUF 19 Mar 21
Norwegian Air UK	20 Mar	GCKWN	Boeing B789- 9	63317/755	WFU 22 Mar 20 LGW - Oslo 22 Mar 20 Strd Oslo - SNN 22 Mar 21 Rtn to lessor
easyJet UK	23 Mar	(GEZEY)	Airbus A319- 111	2353	WFU 22 Mar 20 LPL - QLA 10 Jul 20 EoL mx QLA - STN 22 Oct 20 STN - Lourdes 11 Feb 21 Regd to Symphonic Aircraft Leasing as OEITW 22 Mar 21
Norwegian Air UK	23 Mar	GCKWT	Boeing B789- 9	63320/827	WFU 19 Mar 20 LGW - Stavanger 20 Mar 20 Strd Stavanger - SNN 23 Mar 21 Rtn to lessor
Norwegian Air International	24 Mar	EIFHW	Boeing B738- 8JP-W	39007/3665	WFU 21 Mar 20 Keflavik - Oslo 21 Mar 20 Strd Oslo - Ostrava 24 Mar 21 Rtn to lessor
ASL Airlines Ireland	25 Mar	EIDLR	Boeing B738- 8AS-F-W	33596/2057	Regd 05 Oct 20 PIK - Novosibirsk - Jinan 06/07 Oct 20

					Fr prt conv Jinan - Bangkok 24 Mar 21 Onward to K-Mile Air as HSKMD
easyJet UK	26 Mar	(GEZMK)	Airbus A320-214	2370	WFU 22 Mar 20 BRS - Berlin TXL 22 Mar 20 Berlin TXL - LGW 19 Apr 20 LGW - BRS 29 May 20 BRS - QLA 10 Jul 20 EoL mx QLA - STN 22 Oct 20 STN - Tarbes 18 Feb 21 Regd to Symphonic Aircraft Leasing as OEITY 25 Mar 21
easyJet UK	26 Mar	(GEZWG)	Airbus A320-214-S	5318	WFU 21 Mar 20 BFS - LTN 23 Mar 20 LTN - SEN 02 Jun 20 SEN - LTN 26 Jun 20 LTN - STN 11 Jul 20 STN - LTN 21 Jul 20 LTN - QLA 28 Jul 20 EoL mx QLA - EMA 22 Dec 20 EMA - QLA 05 Feb 21 Reg to ? as EIGUE 25 Mar 21
Aer Lingus	27 Mar	EILRH	Airbus A21N-253NX	10319	Divd DUB 26 Mar 21 To trans to Aer Lingus UK as GEILH
TUI Airways	28 Mar	(GTUKD)	Boeing B738-8FH-W	35105/2501	Ex DALAB Proposed acquisition canx
easyJet UK	30 Mar	(GEZBK)	Airbus A319-111	3041	WFU 20 Mar 20 LGW - SEN 05 Jun 20 SEN - LTN 03 Jul 20 LTN - BRS 17 Jul 20 BRS - LGW 14 Aug 20 LGW - MAD 24 Nov 20 MAD - EMA 02 Feb 21 EMA - QLA 13 Feb 21 Regd to ? as LZ--- 29 Mar 21
British Airways	31 Mar	(GEUOC)	Airbus A319-131	1537	WFU 08 Mar 20 Due LHR - DGX 11 Mar 20 Fr part-out Canx as PWFU 20 Mar 21
Titan Airways	31 Mar	GGBNI	Airbus A21N-251NX	10238	Divd STN 31 Mar 21, all white (United Kingdom Red, White and Blue)

LEEDS/BRADFORD NEWS

A new document has revealed Leeds Bradford Airport may not be able to demolish its old terminal building once a replacement is built, as it contains much of the site's crucial infrastructure. As part of a Leeds City Council plans panel's in-principle acceptance of the £150m rebuild last month, members wanted the ageing terminal building to be demolished as soon as possible once the new one was built. But a document set to go before the panel next week claims the airport is unable to do this, as it currently contains the air traffic control tower, fire station and computer systems. Leeds City Council planning officers say these are needed for the airport to maintain its aerodrome licence, but adds that the airport has committed to creating a "masterplan" to get rid of the site in the longer term. It also said the airport wanted to introduce extended flight times before the building of the new terminal was finished, despite the insistence of plans panel members to only allow extra flights once the new facility was built.

The report said: "The applicant has committed to all of the airport's operations being net zero by the time the new terminal building is open to passengers. This net zero carbon commitment does already include the existing terminal building and the existing terminal building has been included in the calculations." The applicant wishes to redevelop the existing terminal as soon as practicable upon completion of the replacement terminal. The existing terminal will not be used by passengers which is restricted in the proposed (planning) agreement." The existing terminal building houses some of the Airports critical operations and will need to remain operational, as they are not included in the new terminal building and are integral in order for LBA to operate safely and maintain its aerodrome licence." It listed the airport's air traffic control tower, fire station; and IT, communications, security, safety and mechanical infrastructure that would still serve the airport until such a masterplan was produced. The airport's management offices are also included in the terminal building, as well as Jet2's staff offices.

It added that the airport would still be prepared to commit to the demolition of the check in Hall B, the Jet2 baggage hall and passenger handling facilities within six months of the new terminal's opening – but this makes up only a fifth of the original terminal building." The remainder of the building was constructed as a single building unit, making it difficult for partial demolition, whilst retaining the above operations, utilities and uses." However, in order to address any future concerns, the applicant has committed to work closely with the City Council on a master planning exercise regarding the existing terminal building and the surrounding part of LBA's estate which may include a programme for the progressive de-commissioning and demolition for the remainder of the existing terminal." The airport also wants permission to increase flight times before the completion of the new terminal, despite councillors' insistence that the new times only be introduced once it had been finished. Members of the panel had been concerned that granting extended flight times straight away could lead to the airport taking advantage of them without building the new eco-friendly terminal.

As part of the building plans, new flight time controls were included to extend the daytime flight period, as well as a likely increase from five to 17 flights between 6am and 7am. The airport now appears to have offered a compromise to the council, agreeing to only introduce the new flight times one year into the two year building project. The report stated: "The applicant recognise and respect members request that they do not wish for the new flight controls to be introduced without the guarantee of the delivery of the benefits of the new terminal. "However, it is necessary for the flight regime to be introduced during the construction of the new terminal,

given that the construction is expected to take 24 months and the airport needs to negotiate and confirm new route contracts in advance of opening. "Developing and negotiating new routes is a complex process including evaluation of new routes, allocation of potential aircraft, marketing of routes and lead time for the new route to be marketed and on sale before it becomes operational. It is therefore important for the applicant to have some flexibility in the delivery of the new routes, as the replacement terminal is under construction." Council planning officers have recommended the proposals be accepted, provided the applicant was willing to fund off-site tree planting worth £30,000. The planning officer's report also recommends that a raft of further planning conditions attached to the development are approved. After planning permission was granted in principle subject to planning conditions being approved,

Andy Clarke, chairman of Leeds Bradford Airport, said: "We thank the Plans Panel for all their diligent considerations and we are delighted with their support in principle." If fully approved, our scheme would enable us to become a net zero airport, delivering a much-improved passenger experience and creating thousands of jobs, helping to support our region's recovery. "We look forward to working with officers and hearing the final decision of the committee in due course."

Aer Lingus/Stobart remain our only scheduled service, operating only twice weekly now to Belfast City. Services are on Monday and Friday only. Unless by special request these are the only two days per week the airport opens. Air Traffic are present, on a tower only basis, other days, as are the fire section to provide cover for Jet2 engine running.

KLM City Hopper have delayed the re-introduction of the Amsterdam - Leeds route by another 3 weeks.

The latest restart flight date is now April 24th with a once daily Embraer 190 service operating.

KLM1541 = AMS 09:20 - LBA 09:30

KLM1542 = LBA 10:05 - AMS 12:20

Ryanair have now put the return start date for its flights from LBA back to May 1st. Just as we close for press, Ryanair have announced a new service to Crete. Flights will be twice weekly, on Thursdays and Sundays commencing on June 3rd.

All above introduction changes are of course subject to change.

AIRPORT NEWS

Bournemouth will receive two new EasyJet domestic routes to Belfast and Edinburgh. These routes are designed to provide customers within the Dorset region more domestic connections and more choice this summer to book a UK summer break. Flights will operate up to twice a week on Wednesdays and Saturdays to Belfast from 26th May and on Thursdays and Sundays to Edinburgh, with flights scheduled to take off from 27 May 2021 and continue throughout the summer.

Teeside received news from Loganair on the day their new Tees-side to Heathrow launched, (Monday April 8th) that it is looking to increasing its schedules from Teesside to London following the news that the Treasury is set to create a base in Darlington. Unfortunately the inaugural service did not operate because of a lack of booked passengers.

The new Treasury North campus, which was announced in last week's Spring Budget, will see 750 civil servants come to the town, just a ten-minute drive from Teesside International Airport. The news came as a new connection between the airport and Bristol was revealed. The Bristol service, which starts on 24 May, will operate a service in each direction Monday to Friday and on Sundays. The 70-minute flight will leave Teesside on weekdays at 14.25, with the return flight departing from Bristol 16.05. Loganair returned to Teesside on 1 February after an absence of over two years. In a short time, the airline is already well established on the key route to Aberdeen; has launched its London Heathrow flights and is introducing flights from Teesside to Belfast City, Dublin, Jersey and Cornwall Airport Newquay over the coming weeks, with Bristol its seventh route. As part of the renewed partnership with Teesside International, Loganair has named one of its Embraer 145 jets Spirit of Teesside.

AIRLINE NEWS

Ethiad Airways is unlikely to welcome the Airbus A380 back to its fleet in the wake of the Covid-19 shutdown, chief executive Tony Douglas has confirmed. In an interview with theNational, the aviation chief said the largest aircraft in the world was no longer profitable to operate." We have now taken the strategic decision to park the A380s, I am sure it is very likely that we will not see them operating with Ethiad again," Douglas explained. Airbus itself had previously said it expects to stop manufacturing the aircraft type this year, while only four were delivered last year. Air, Lufthansa and Qantas are among the other carriers to have outlined plans to curtail the use of the A380 following the Covid-19 pandemic.

Norse Atlantic Airways is the latest Norwegian airline to establish operations, with plans to launch as a low-cost operator by December 2021. The new carrier was founded by industry veterans, Bjorn Kljos, Bjorn Kise, and Bjorn Tore Larsen, who respectively held top positions at Norwegian Air Shuttle and OSM Aviation. Arsen, who will become the CEO of Norse Atlantic, is in talks with lessors to lease twelve of the former Norwegian B787s, which will be the sole aircraft type in the initial fleet of the new trans-Atlantic airline. Nine aircraft have already been secured, with three pending lease contracts. Norse Atlantic aims to establish several hubs throughout the US and Europe, with destinations including New York, Los Angeles, Miami, London, Paris, and Oslo. Plans also include collaboration with other Norwegian airlines, namely Norwegian Air Shuttle and newcomer Flyr.

Titan Airways have been contracted to operate at least two Airbus A.321's for the U.K. Government. G-XATW has been seen painted in "Boris Jet" colours, with a second example reported to follow been, G-UKNI. They will replace 32(The Royal) Squadron BAe 146's which are due to be retired on the 31st March 2022.

AIRCRAFT NEWS

The Boeing 737 Max is staging a strong comeback following its recertification to fly according to new research European carriers having been leading the way, lifting the in-service fleet above 100 for the first time since the resumption of revenue flights in early December. The latest-generation twinjet's 12 operators logged over 1,300 flights during the seven days to March 3rd. Leading the pack was American Airlines, with nearly 400 services using 27 aircraft out of 31 so far returned to operation, providing more than 107 million available seat kilometres (ASKs). Gol of Brazil – the first airline to resume commercial operations, from December 9th – set the pace in terms of per-aircraft utilisation. Flying its eight examples for an average of nearly 11 hours daily during the past week – compared with fewer than six hours for American – Gol's Max aircraft delivered more than 82 million ASKs over the seven-day period.

In Europe, TUI flies Belgium's two in-service aircraft registered six tracked flights, while Czech's Smartwings recorded the same number of flights with a single aircraft. The Max programme received a further shot in the arm on March 1st when United Airlines – currently operating 12 aircraft with 18 in storage – announced an order for an additional 25, taking its backlog to 188.

Meanwhile Saudi Arabia's regulator approved the Max to re-enter service on March 2nd, after Australia on February 26th became the first Asia Pacific nation to lift its ban on Max flights to and from the country. However, it remains unclear when the Max will return to flight status in the crucial Chinese market, with that country's regulator yet to agree a schedule for re-certification test flights. The in-service Max fleet previously peaked at 360 aircraft in early 2019, prior to the type's worldwide grounding following fatal crashes in Indonesia and Ethiopia.

Airbus has launched a new sustainable aviation fuel trial. A team of aerospace specialists has launched the first in-flight emissions study using 100 per cent sustainable aviation fuel (SAF) on a wide-body commercial passenger aircraft. Airbus, German research centre DLR, Rolls-Royce and SAF producer Nested have teamed up to start the pioneering 'Emission and Climate Impact of Alternative Fuels' (ECLIF3) project looking into the effects of sustainable aviation fuel (SAF) on aircraft emissions and performance. Findings from the study - to be carried out on the ground and in the air using an Airbus A350-900 aircraft powered by Rolls-Royce Trent XWB engines - will support efforts currently underway at Airbus and Rolls-Royce to ensure the aviation sector is ready for the large-scale use of SAF as part of the wider initiative to decarbonise the industry. Fuel-clearance engine tests, including a first flight to check operational compatibility of using 100 per cent SAF with the aircraft's systems, started at Airbus' facilities in Toulouse, France, this week.

These will be followed by the ground-breaking flight-emissions tests due to start in April and resuming in the Autumn, using Dorr's Falcon 20-E 'chase plane' to carry out measurements to investigate the emissions impact of using SAF. Meanwhile, further ground tests measuring particulate-matter emissions are set to indicate the environmental impact of SAF-use on airport operations. Both the flight and the ground tests will compare emissions from the use of 100 per cent SAF produced with HEFA (hydro processed esters and fatty acids) technology against those from fossil kerosene and low-sulphur fossil kerosene. The SAF will be provided by Nested, a leading worldwide supplier of sustainable aviation fuel. Additional measurement and analysis for the characterisation of the particulate-matter emissions during the ground testing will be delivered by the UK's University of Manchester and the National Research Council of Canada. "SAF is a vital part of Airbus' ambition to decarbonise the aviation industry and we are working closely with a number of partners to ensure a sustainable future for air travel," said Steven Le Mooing, new energy programme manager, Airbus. "Aircraft can currently only operate using a maximum 50 per cent blend of SAF and fossil kerosene; this exciting collaboration will not only provide insight into how gas-turbine engines function using 100 per cent SAF with a view to certification, but identify the potential emissions reductions and environmental benefits of using such fuels in flight on a commercial aircraft too."

On March 17, the final A380 to be assembled took off from Airbus' Jean-Luc Leader plant, a purpose-built facility at Toulouse-Blanca Airport in southern France. Its destination on this test flight was the Airbus manufacturing plant at Hamburg-Finkenwerder Airport in Germany. This is where the cabin will be fitted out and the aircraft painted. It will be wearing the livery of the customer airline, Emirates. Putting together an A380 is a gargantuan task, with 1,500

companies involved in manufacturing all the individual parts, from rivets to bolts, to seats and engines. Four million individual parts needed to be flown, driven, and shipped from 30 different countries. The last convoy to the Final Assembly Line (FAL) took place in February 2020, with hundreds turning out in the French village of Levignac to see the wings, fuselage sections, and horizontal tailplane transported by a truck -- just a month before the pandemic made mass gatherings impossible. Fuselage sections came from Hamburg, Germany, and Saint-Nazaire, France; the horizontal tailplane was manufactured in Cadiz, Spain; and the vertical tail fin was also made in Hamburg.

OTHER NEWS

Remember when local coach company's did evening mystery tours? Well Qantas have put an aeronautical twist on the idea in its latest attempt to entice travellers back to the skies with a series of mystery destination flights. Qantas has evolved the concept and will offer three dedicated Boeing 737 mystery flight experiences that will include not just the flight, but an entire day of activities in a mystery destination. Critics, including some within the government, have criticised the airline for the mystery flight service, not least on environmental grounds but also concerns over virus contamination issues, however, Qantas has said that all the destinations are outside major capital cities, so should be safe. The airline says all three flights will operate with net-zero emissions

Qantas Group Chief Customer Officer, Stephanie Tully, said "Our customers tell us that where they can and can't travel within Australia has been a bit of a mystery lately. The vaccine rollout is bringing a lot more certainty and domestic border restrictions should soon be a thing of the past. In the meantime, these flights turn that mystery into a positive by creating a unique experience for the many people keen to start travelling again." Qantas' Mystery Flight Experiences follow its Flight to Nowhere (when domestic border closures were at their peak) and Flight to Somewhere (when initial reopening began last year), which proved extremely popular. The limited mystery flight experiences will depart from Sydney, Brisbane and Melbourne to a destination within approximately two hours. As part of creating a unique onboard experience, the flights will include some high-risk low-level scenic flybys of key landmarks en route

Experiences on the ground could include anything from a winemaking course in a premier Australian wine region to a gourmet lunch with musical entertainment on the shores of one of Australia's tropical island wonders. At a time when most people have seen a negative effect on their incomes and disposable finances, the day trips are pretty expensive at the U.K. equivalent of £409 for Economy (with a Qantas Points earn of 2,400 points plus 40 Status Credits) and £878 for Business (5000 Qantas Points earn plus 80 Status Credits).

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

Scene around Yorkshire... Andy Wood (HAR)

BAGBY (NY) A new resident with Matthew Fox is G-SELL DR.400 ex Grassthorpe Grange, probably for onward sale.

BECKINGHAM (Notts.) A recent arrival at Beckingham Training Camp is the hulk of XW225 Puma HC.1 ex Newark Air Museum.

BEVERLEY (EY) A new resident is G-RVSA RV.6A with a local Leconfield owner, it replaces G-OMHC PA-28RT, which is also still based with its new owner.

BRIDLINGTON (EY) On 23.2, and unusual for this area, G-LNAC AW.169 the Lincs and Notts Air Ambulance, landed on a grassed area off Brett Street/Britannia Road at around 11.30hrs, staying for around 20 minutes.

CHURCH FENTON (NY) From the Resident Review delete HA-LFH SA.342J (1775) which has departed. **16.2** G-NBCA PC.12/47E, G-OUCP PA-31. **17.2** G-BPRJ AS.355F1, G-BWGY DV.20, G-WIZR R.22B, ZZ392 Wildcat AH.1 rotors running refuel. **18.2** G-NBCA PC.12/47E, G-NLSE AS.355F2 n/s, G-PDGF AS.350B2. **19.2** G-NLSE AS.355F2 departed. **20.2** G-ISAR 421C. **23.2** G-PDGI AS.350B2. **24.2** G-NBCA PC.12/47E confirmed as resident due to restricted operating hours at LBA. **25.2** G-BOCU PA-34 circuits. **26.2** G-BGHM R.1180T, G-MOUT 182T also appears to be a temporary resident, noted hangared, probably for the winter, from North Rigton strip. **27.2** G-MFAB PA-46, G-OUCP PA-31, G-YAAC Bk.117D-2. **28.2** N920TT Beech C.90A (LJ-1300). **4.3** N147JT 172S (172S9978). **5.3** G-MRMA 182S. **6.3** G-BDAD JT.1, G-BDAG JT.1, G-BZNK MS.315E all f Eshott for air-to-air filming with G-DCAM AS.355NP (Kingdom 07), G-MRMA 182S, G-PDGI AS.350B2, N663CD SR.22 (1847). **9.3** G-NJNH R.66, G-PDGI AS.350B2. **10.3** u/i AH.64 arrived 17.30 depart 18.00hrs f&t the North. **12.3** 2x u/i Wildcat call signs Carbon 09 and Carbon 10, afternoon visit for fuel. **14.3** G-DJET DA.42, G-MRMA 182S. **15.3** G-ENE A 182P, G-IFIT PA-31, G-TAAC SR.20, N89NB SR.22-GTS (3680), N95VB Beech C.90GTi (LJ-2091), ZZ388 and ZZ524 both Wildcat AH.1. **16.3** G-CDNO SA.341B. **17.3** G-RVNG P.68B, N60UK A.1C-180 (3006), N95VB Beech C.90GTi. **18.3** G-IFIT PA-31, G-MFAB PA-46, G-OVFM Cessna120, G-WIZR R.22B, ZZ388 and ZZ524 both Wildcat AH.1. **19.3** A hangar reshuffle occurred today with the stored Harrier, Huey's and Tornado moving from Hangar 3 into the new Hangar 4, connected with this was a visit by G-CDYR B.206L-3 with the owner of the Huey's to oversee the move. **20.3** G-PMCM PA-46-600TP.

CONEY PARK (WY) The stored G-ROKS R.44 is to be brought back to life, and to this end was reregistered G-OGBF on 17.2 to GBF Aviation Ltd of Ilkley.

DONCASTER/ROBIN HOOD AIRPORT (SY) Resident G-FCUM R.44 departed 29.1 on delivery to a new owner at Sandown.

ELVINGTON (NY) YAM have acquired the cockpit section of G-BWUV/WK640 DHC.1 from The Aeroplane Collection at Hooton Park. It was substantially damaged following engine failure after take-off at Wombledon on 20.2.09.

GAMSTON (Notts.) A new resident is G-WKTO Beech E.90 (LW-235) ex N211SG registered 23.2 to DEA Ltd, it arrived in early November. **18.2** N42LR DA.42NG (42.N407).

GRASSTHORPE GRANGE (Notts.) From the Resident Review delete G-SELL DR.400 which has been sold to Matthew Fox at Bagby.

GREAT PONTON (Lincs.) From the Resident Review delete G-RNDD DR.500, now sold to a Bracknell owner.

HELPRINGHAM FEN/SOUTH VIEW FARM (Lincs.) A new resident is G-CKVF A.22LS which previously lived at Anwick/Old Manor Farm some time ago.

LEEDS (WY) It is reported that ZD613/127/R Sea Harrier FA.2 left the Hesco Bastion premises at the Cross Green Industrial Estate on a low loader on 18.3, another acquisition by Jet Art Aviation at Thorpe Wood.

LEEDS/BRADFORD AIRPORT (WY) N8105Z PA-28RT-201T (28R-8031007) has departed to AT Aviation at Dunkeswell for onward sale.

LINTON ON OUSE (NY) Updating and correcting the December magazine the four G.115E's

departing to Leeming were G-BYUD, G-BYWA, G-BYXT and G-BYYB.

MESSINGHAM/SANDCROFT FARM (Lincs.) G-BUCI/XP242 Auster AOP.9 as mentioned last month is here for rebuild, having been sold by The Historic Army Aircraft Flight, to fund the operations of the rest of its fleet.

NEWARK AIR MUSEUM (Notts.) Are set to acquire A92-708 Jindivik 103BL, currently stored at Aerospace Bristol's site at Patchway. It will arrive when Covid restrictions allow. Once spares had been recovered the hulk of XW225 Puma HC.1 departed to Beckingham Training Camp in Lincolnshire.

NORTH DUFFIELD/BIRCHWOOD (NY) A new resident with Condor Aviation is G-EVPI VP.1, its permit expired 16.4.20.

RUFFORTH EAST (NY) The Gyrocopter Experience Museum has closed with G-ARTJ B.8M, G-BXCJ Campbell Cricket Replica and G-CDBE B.8M all departing by road on 3.2 to the Inverness area.

STURGATE (Lincs.) Visiting on 27.2 on its way to the USA was 5H-BAD Cessna 208B (208B-0586). It was showing as N5265N on FR24 and departed to Prestwick.

TEMPLE BRUER (Lincs.) Arriving to take up residency is G-AJJS Cessna 120 ex Wickenby.

THORPE WOOD (NY) Arriving on a low loader from Leeds on 18.3 was ZD613/127/R Sea Harrier FA.2, another acquisition by Jet Art Aviation, for restoration.

WICKENBY (Lincs.) From the Resident Review delete G-AJJS Cessna 120 which has departed to take up residency at Temple Bruer.

WOMBLETON (NY) From the Resident Review delete G-IITC CAP.232 which has been sold and moved to Barton.

YORK (NY) Noted lifting off from the Race Course on the morning of 30.12 were G-CIUA Ultramagic B-70, G-CLNY Kubicek BB26Z and G-SMIL Lindstrand LBL.105A.

Brighton...

Andy Wood (HAR)

RESIDENTS

A brief update on a few resident changes...G-BJZN T.67A to Bagby 17.3 for annual. G-CIIK Yak 55 is now known to have departed to Little Gransden on 4.11 and not yet returned. G-ELWM DR.400 has been sold to a new owner in France and departed earlier this year on delivery. G-JUNG CASA1.131E has moved into the workshop for rebuild, with the fuselage now recovered.

G-LWLW DA.40D has gone to Perth for maintenance and has not yet returned. HB-MIC Bu.133C was re-registered G-OMIC on 16.2 and is in the workshop awaiting rebuild.

MOVEMENTS (airfield still closed but...)

12.2 G-ARXG PA-24 f&t Church Fenton. **20.2** G-YAAC Bk.117D-2 (Helimed 98) circuit training.

Coney Park....

Mike Storey

9th January 2021	G-WLDN	ROBINSON R44 RAVEN	FROM EDDSFIELD FOR MAINTENANCE
22nd January 2021	G-ONYX	BELL JET RANGER	FROM LONGFORD FOR MAINTENANCE
26th February 2021	N500SY	HUGHES 369E	SHOREHAM/SHOREHAM
27th February 2021	G-LEXS	AW109E POWER	ELSTREE/ST ANDREWS
27th February 2021	G-NELS	ROBINSON R44	NOTTINGHAM/NOTTINGHAM
28th February 2021	G-LEXS	AW109E POWER	ST ANDREWS/ELSTREE

February 2021

Commercial

- 1st LY-LEO Airbus A-330-300 GetJet Airlines. (F) pax ac/as cargo Dep.
 2nd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 3rd 4K-SW888 Boeing 747-400 Silkway Cargo (F)
 3rd TF-AMP Boeing 747-400 Air Atlanta Magma Aviation (F) Diverted to Stansted & unloaded there.
 3rd LY-LEO Airbus A-330-300 GetJet Airlines. (F) pax ac/as cargo. D.4th.
 4th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 5th VP-BHM Boeing 757-200 E-Cargo (F)
 5th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 6th VP-BCV Boeing 747-400 Silkway Cargo (F)
 6th LY-LEO Airbus A-330-300 GetJet Airlines. (F) pax ac/as cargo D.7th
 6th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 7th G-JOTS BAe-Avro 146-RJ100 Jota Aviation
 9th HA-KAN A.T.R. 42 Fleet Air (F) (FV)
 9th LY-LEO Airbus A-330-300 GetJet Airlines. (F) D.11th
 9th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 10th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 10th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)x2. A-D-A-D.11th
 10th HA-LVN Airbus A-321neo Wizz Air (FV)
 11th G-JOTS BAe-Avro 146-RJ100 Jota Aviation
 11th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 11th G-LUXE BAe-146 300 FAAM (Facility for Airborne Atmospheric Measurements) (T)
 12th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 12th VP-BHM Boeing 757-200 E-Cargo (F)
 12th 4K-SW800 Boeing 747-400 Silkway Cargo (F)
 13th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 13th LY-LEO Airbus A-330-300 GetJet Airlines. (F) D.15th
 16th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 17th G-GDFJ Boeing 737-800 Jet2 (T)
 17th LY-LEO Airbus A-330-300 GetJet Airlines. (F) D.19th
 18th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F) 2 visits.
 20th EC-NIV Boeing 757 Swift Air. New Airline (F) (FV)
 20th TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 21st LY-LEO Airbus A-330-300 GetJet Airlines. (F) D.22nd
 23rd 4K-SW888 Boeing 747-400 Silkway Cargo (F)
 23rd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
 24th LY-LEO Airbus A-330-300 GetJet Airlines. (F) D.26th
 24th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
 24th VP-BCV Boeing 747-400 Silkway Cargo (F)

- 25th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 25th G-JZBG Boeing 737-800 Jet2 Holidays (T) (FV)
- 25th G-VGEM Airbus A330-300 Virgin Atlantic. Last one to Depart from storage. To Dresden
- 25th 4K-SW800 Boeing 747-400 Silkway Cargo (F) D.26th
- 27th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 27th G-FDZX Boeing 737-800 TUI (T)
- 28th LY-LEO Airbus A-330-300 GetJet Airlines. (F) D. 1st March

Bizz Jets & Bizz Props

- 5th February 2021 OY-EKC Dassault Falcon 7X (FV)
- 5th M-ABCC BD-700 Global Express Global 6000
- 5th N95VB Beech 90 King Air
- 6th G-SWRD Boeing 737-BBJ 2 Excel
- 11th G-HNPN Embraer 505 Phenom 300
- 12th G-FPLD Beech 200 King Air
- 27th OK-FTR Cessna 510 Citation Mustang D. 28th (FV)

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

- 4th G-GOSP Agusta Westland Spa A-109SP (FV)
- 5th G-FDHS Leonardo Spa A-109 Grand New
- 11th G-MFLT Eurocopter AS-365N3 Dauphin 2
- 17th G-MCGH Sikorsky S92 Coastguard (T)
- 19th G-MGPS Leonardo spa AW-169 Helimed
- 25th EI-GJL Eurocopter AS-365N3 Dauphin 2

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

- 4th G-YDEA Diamond DA-42 Twin Star
- 8th G-MIND Cessna 404 (T)
- 12th G-MAFB Cessna 406 (T) (FV)
- 13th G-UKAL Cessna 406
- 19th G-TACN Diamond Aircraft DA-62
- 26th G-OVMC Cessna 152 Arrived to be based with Aeros
- 26th G-DPAI Diamond Aircraft DA-62 (T)
- 26th N101DW Piper PA-32 (T)
- 28th G-CTSP Diamond DA-40NG (FV)

Military

- 9th ZZ174 C-17 Globemaster (T)
- 16th ZZ504 Beech 350 King Air +17th & 18th
- 19th ZM335 Embraer EMB-500 Phenom 100 (T)
- 24th ZZ416 Beech 350 King Air

(FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter.

Sandtoft....

Pete Hobson

Credits Michael Hanks and self

General Due to Covid 19 the office that holds the movements log is out of bounds. I have dropped into the Cafe Car park where the Yorkshire Aero Club aircraft can be seen flying most days. I think it will be June before normality resumes, fingers crossed

Arrivals None

Departures None

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

G-BKJW PA-23 f/n 14/11 l/n 28/02

G-BUMP PA-28 from Humberside f/n 05/12 l/n 28/02

G-FLYA M.20J from Full Sutton f/n 28/02

G-LFSI PA-28 f/n 14/11 l/n 28/02

Resident aircraft seen were

G-ATLM F.172G, G-BCGI PA-28, G-GEFF PC12/47E, N20UK M.20F, N210UK P210N parked outside and under wraps, N2136E PA-28R (for sale)

Resident Yorkshire Aero Club aircraft seen were

G-BBKA F.150L, G-BSKA 150M, G-BSYV 150M, G-BZBF 172M, G-MABE F.150L

Resident AEROS Flight Training aircraft seen were

G-BGBW PA-38 wreck

Movements

02.01 to end of month None seen

Sturgate....

Pete Hobson

Credits Eastern Air Executive Ltd (EAE), Mark Hall

General Both the weather and airfield closure due to Covid 19 seriously reduced the aerial and Hyundai 30 traffic yet again, although Mark Hall managed a non-stop tour

Arrivals None

Departures None

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

G-JESS PA-28RT f/n and l/n 12/02 G-OSEA BN2B f Crosland Moor f/n and l/n 12/02

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 29/07

Resident EAE aircraft seen during the month

G-AZTS F.172L, G-BBHF PA-23, G-BHCP F.152, G-BRPV 152

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

Movements

Normality will return, just do not know when

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 None
- 02/02 G-CMOS Cessna T303 Crusader f/t Brighton City Stenball Holdings Ltd
- 03/02 2-CYFR Cirrus SR22T f Liverpool t/f Local flight t Gloucestershire,
- 04/02 G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 05/02 G-GCVV Cirrus SR22 f/t Birmingham Daedalus Aviation,
- 06/02 None
- 07/02 None
- 08/02 None
- 09/02 G-CMOS Cessna T303 Crusader f/t Brighton City Stenball Holdings Ltd, G-IASC Beech 200 Super King Air f Isle of Man n/s IAS Medical
- 10/02 ZZ504 Beech 350C Shadow R1 f Waddington c/t RAF - 14 Sqdn, G-IASC Beech 200 Super King Air n/s t Isle of Man IAS Medical, 2-NGUS Diamond DA42 Twin Star f Gamston c/t, OY-NDP Ce525A CitationJet CJ2+ f/t Bornholm/Ronne Damson A/S



2-NGUS Diamond DA42 Twin Star 10/2

- 11/02 G-FFMV Diamond DA-42 Twin Star f Bournemouth n/s Draken Europe
- 12/02 G-NHVF Airbus Helicopters EC175 f Aberdeen via Rig t/f Local flight t Aberdeen NHV Helicopters, G-FFMV Diamond DA-42 Twin Star n/s t Leeds Bradford Draken Europe
- 13/02 ZE701 BAe 146-100 CC2 f/t Northolt RAF - 32 Sqdn
- 14/02 G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 15/02 None
- 16/02 G-CMOS Cessna T303 Crusader f/t Brighton City



ZE701 BAe 146-100 CC2 13/02



G-CMOS Cessna T303 Crusader 13/02

- 17/02 None
- 18/02 None
- 19/02 G-OUCP PA31-310 Navajo f Doncaster Sheffield o/s 2Excel Aviation, G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 20/02 None
- 21/02 None
- 22/02 G-KION Ce525 Citation Jet f Bristol n/s Bookajet Ltd
- 23/02 G-KION Ce525 Citation Jet n/s t/f Warsaw Chopin t Newcastle Bookajet Ltd
- 24/02 OY-NDP Ce525A CitationJet CJ2+ f/t Bornholm/Rønne Blackbird Air Charter, G-IASC Beech 200 Super King Air f/t Isle of Man IAS Medical
- 25/02 G-GAAL Ce560XL Citation XLS+ f Newcastle t Luton Luxaviation UK
- 26/02 ZM525/25 Airbus Helicopters Juno HT.1 f/t Shawbury RAF – DHFS, XX323 BAe Hawk T.1A f Waddington c/t RAF - Red Arrows, G-RSXP Ce560XL Citation XLS+ f Biggin Hill t Newcastle Catreus
- 27/02 None
- 28/02 None



G-GAAL Ce560XL Citation XLS+ 25/02



G-RSXP Ce560XL Citation XLS+ 25/02



ZM525/25 Airbus Helicopters Juno HT.1 25/02

February 2021

As expected, volumes this month are way down on normal. Volumes are not expected to rise significantly until after April 12th and possibly later.

Monday 1st February

BAE 146-200 CC3 **ZE708** f/t Northolt (09:35/12:57). PA-46-500TP Malibu **N60JM** arr 15:55 fr Guernsey n/stop.

Tuesday 2nd February

None

Wednesday 3rd February

Beech 200 Super Kingair **G-REXA** f/t Jersey (11:24/12:38).

Thursday 4th February

Pilatus PC XII **G-MAKN** arr 15:55 fr Church Fenton dep 16:14 to Belfast City.

Friday 5th February

None

Saturday 6th February

None

Sunday 7th February

None

Monday 8th February

Pilatus PC XII **IRL 283** f/t Baldonnel (11:37/12:28), Diamond DA42 **G-ZATG** local flight (16:09/16:38).



Pilatus PC12 IRL-283 Irish Air Corps 08/02 Miles Beecham Multiflight via Facebook

Tuesday 9th February

None

Wednesday 10th February

MD-900 Explorer **N902GB** arr 11:17 fr Shoreham (ex G-HDMD) for poss export to USA, PA-46-500TP Malibu **N60JM** to/fr Church Fenton (12:09/13:20), Phenom 300 **2-EMBR** f/t Jersey (13:31/14:04).

Thursday 11th February

None

Friday 12th February

R/C F406 Caravan II **G-MAFB** dep 12:18 to Inverness, Diamond Da42 **G-FFMV** arr 12:16 fr Teesside n/stop, Cessna 525 CJ 1 **G-KION** arr 12:29 fr Angouleme-cognac dep 13:14 to Newcastle, Diamond DA42 **G-HAKA** arr 12:31 fr Gamston n/stop, R/C F172H Skyhawk **G-ZEVS** arr 12:34 fr Unst dep 13:31 to Blackpool, R/C F406 Caravan II **G-MAFA** arr 16:28 fr Inverness n/stop,

Saturday 13th February

None

Sunday 14th February

Learjet 31A **D-CGGG** arr 16:12 fr Mercia dep 17:00 to Hahn, Cessna 525 CJ1 **G-KION** arr 16:18 fr Newcastle dep 17:08 to Barcelona, Gulfstream V **G-LSCW** arr 17:21 fr EMA n/stop.

Monday 15th February

Gulfstream V **G-LSCW** dep 10:54 to Bermuda,



G-LSCW Gulfstream V 15/02 Ian Gratton - Shot from Sutton in Craven

Tuesday 16th February

None

Wednesday 17th February

PA-46-500TP Malibu N60JM dep 08:25 to Wick ret at 14:03, Cirrus SR20 **N203CD** arr 09:11 fr Liverpool n/stop, Diamond DA42 **G-ZATG** dep 09:32 to Saarbrucken, Diamond DA40 Diamond **Star G-CTSR** touch and go fr Cranfield at 15:18,

Thursday 18th February

None

Friday 19th February

Hondajet **F-HENE** arr 12:14 fr Stockholm dep 13:14 to Geneva, Diamond DA42 **G-FFMV** dep 1343 to Southampton, Cessna 550 Citation II **CS-DVZ** arr 14:12 fr Zurich dep 15:06 to Madrid,



F-HENE Hondajet 19/02 Mark Dobson Via Facebook

Saturday 20th February

None

Sunday 21st February

Cessna 560 Excel **G-OJER** f/t Jersey (16:09/16:36), Cessna 560 Excel **G-NJAC** arr 16:17 fr Manchester n/stop, AS365 **G-NHAD** arr 17:38 fr Teesside dep ?.

Monday 22nd February

Cessna 560 Excel **G-NJAC** dep 10:25 to Newquay ret at 16:52 fr Southampton n/stop, Pilatus PC XII **G-MAKN** arr 12:28 fr Church Fenton, EMB ERJ190 **G-LCYM** arr 16:39 fr Southampton n/stop.



G-LCYM EMB ERJ190 BA Cityflyer Miles Beecham, Multiflight via Facebook

Tuesday 23rd February
None

Wednesday 24th February
PA-46-500TP Malibu **N60JM** to/from Staverton (10:26/14:23) n/stop, Cessna 560 Excel **G-NJAC** dep 12:06 to Bournemouth, Diamond Da42 **G-HAKA** dep 12:30 to Gamston, AS365 **EI-GJL** arr 14:12 n/stop, AS365 **G-NHAD** arr 14:15 dep 14:48, Cirrus SR22 **N677CD** dep 15:01 to Fairoaks. Socata TB.10 Tobago **G-BITE** fr/to Sandtoft (15:30/15:50).

Thursday 25th February
None

Friday 26th February
Robin R.1180 Aiglou **G-BGHM** f/t Blackpool (12:21/13:14), Cessna 172S Skyhawk **N688CS** arr 12:49 fr Gamston n/stop, Pilatus PC XII **G-MAKN** dep 13:22, Cessna 421C Golden Eagle **G-ISAR** arr 18:13 fr Inverness dep 18:52 to EMA.
That's it for February. Howard Griffin

Saturday 27th February
None

Sunday 28th February
None

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

February 2021

With the UK back in full lockdown and no European travel, scheduled movements were limited to the Belfast run. Jet2 took advantage of the quiet days to keep pilots/aircraft current with many flights limited to ten or twenty minutes, and in some instances rotated airframes between bases.

Eastern Airways(EZE/T3, “Eastflight”)

Jetstream 41 and S2000 aircraft are utilized on most flights to **Southampton** (7660-7667, “60Y-67Y”). Also flights to **Newquay** (7692/7693, “82G/83G or 693”) operate. Sometimes EMB135, EMB170 and ATR72 aircraft are used.

Other flights:-19/2 G-CISK(9687/688P) operated charter in from Cardiff, then positioned out to Humberside.

Jet2(EXS/LS, “Channex”)

Only positioning/test/training flights shown:-1/2 G-GDFX(051B) arrived from Manchester, 3/2 G-JZBE(1) training flight, G-JZHE(54) training flight, 5/2 G-DRTC(54L) training flight, G-JZHL(059B) arrived from Glasgow, G-DRTL(030F) training flight, G-JZHJ(060B) training flight, G-DRTH(061B) training flight, G-JZBF(062B) training flight, 8/2 G-GDFY(053B) training flight, 10/2 G-DRTO(053B) training flight, G-GDFW(060B) training flight, G-GDFU(059B) training flight, G-JZHG(052B) training flight, G-JZHM(061B) training flight, G-DRTM(058B) training flight, 12/2 G-GDFX(055B) training flight, 15/2 G-DRTL(055B) training flight, G-JZHJ(057B) training flight, G-JZBE(056B) training flight, G-JZHE(061B) training flight, G-JZHC(062B) training flight, 17/2 G-JZBF(065B) positioned out to Glasgow, G-DRTC(067B) positioned out to Glasgow, G-GDFJ(301T) training flight, G-JZHK(1) training flight, G-DRTH(068B) positioned out to Glasgow, 19/2 G-JZHX(057B) arrived from Edinburgh, G-GDFY(066B) departed to Glasgow, G-GDFW(069B) departed to Edinburgh, G-JZHN(058B) arrived from Glasgow, G-DRTD(059B) arrived from Edinburgh, G-JZHM(063B) training flight, 22/2 G-DRTO(068B) departed to Newcastle, G-DRTM(057B) training flight, G-GDFU(059B) training flight, G-JZHF(067B) arrived from Newcastle, 24/2 G-GDFX(057B) training flight, G-DRTA(058B) arrived from Stansted, G-JZHG(054B) training flight, 26/2 G-DRTL(059B) departed to Birmingham, G-JZBE(061B) training flight, G-GDFG(030F) arrived from Murcia, G-JZHJ(050B) training flight, G-JZHE(27) departed to Stansted, G-GDFO(031F0) arrived from Dublin.

Jota Aviation(ENZ/ENZO, “Enzo”)

Other flights:-G-LCYM(2302/2303) Emb190 leased from BA Cityflyer operated charter in from Southampton (22/2), then departed with return charter to Bournemouth (23/2).

Stobart Air (STK/RE “Stobart”)

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

Belfast(3670/3671, “8G/1Q”, Mon/Tue/Wed/Thu/Fri):-1/2 EI-FNA, 2/2 EI-FNA, 3/2 EI-FSL, 8/2 EI-FSL, 15/2 EI-FNA, 22/2 EI-FNA.

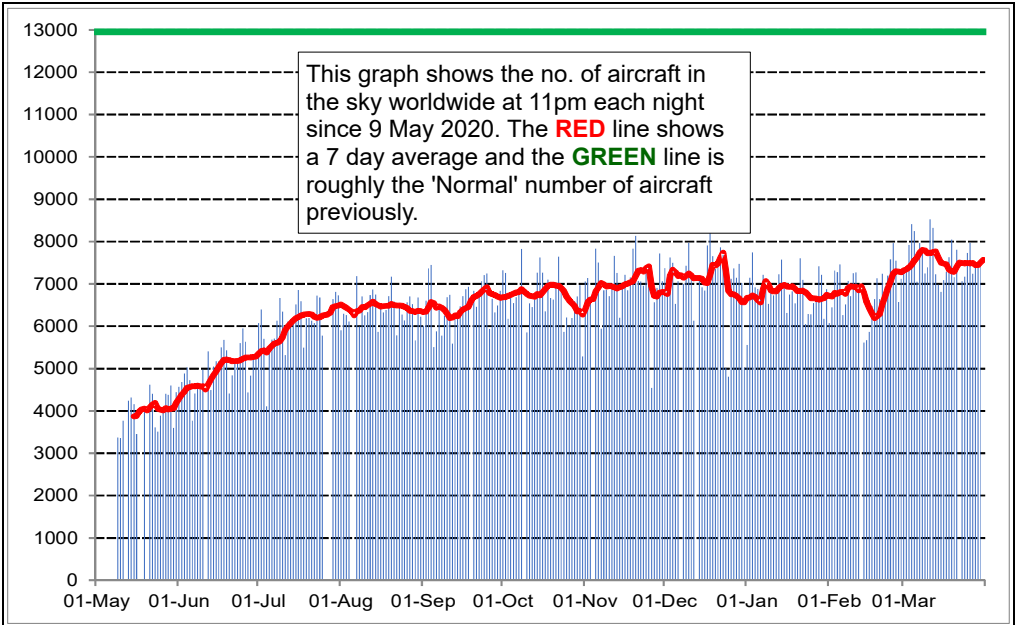
Belfast(3678/3679, “9BN/8WP”, Various):-4/2 EI-FNA, 5/2 EI-FSL, 7/2 EI-FMJ, 12/2 EI-FNA, 14/2 EI-FSL, 19/2 EI-FNA, 21/2 EI-FSL, 26/2 EI-FMJ, 28/2 EI-FMJ.

Pocklington 22 Aug 2010.... Andy Coverdale

I went to Pocklington on 22nd Aug 2010, to watch the glider meet that weekend, and got the shock of my life when I saw this beauty – it had been there overnight, and it buzzed the field a couple of times, before heading off home just after 9am.

G-MKVB BM597 Spitfire

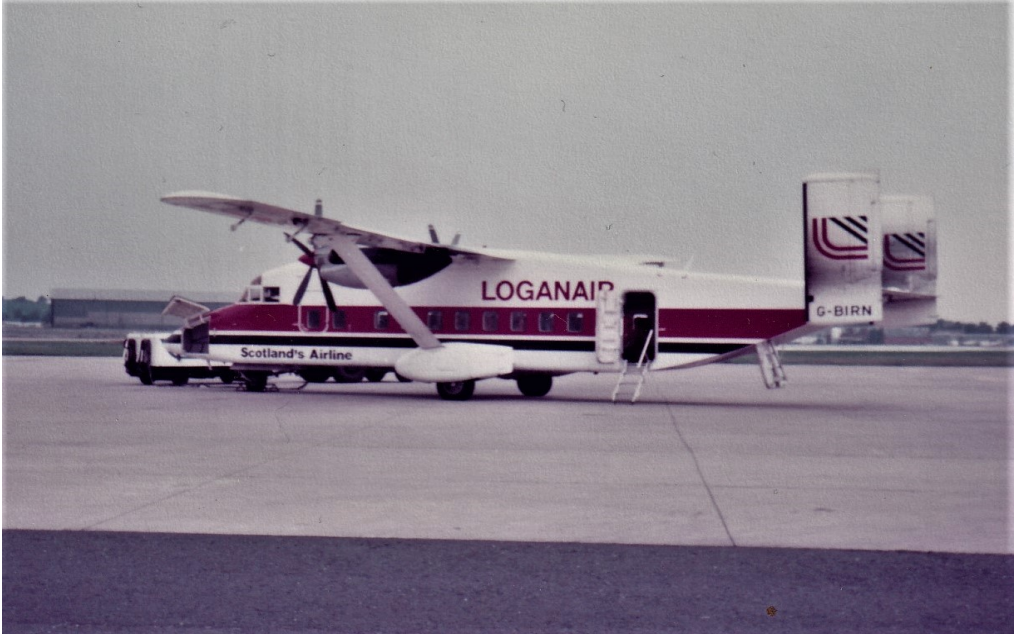




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LBA Remember When



Loganair Shorts SD 330 100. Awaiting passengers on Stand 3 LBA in August 1982. It operated on the Leeds to Glasgow flight and gave many bumpy rides to the passengers. Jim Stanfield



G-APPA Chipmonk - Mike Storey