

# AIR YORKSHIRE



Aviation Society

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OE-IGL  
Bombardier Global 6000  
Leeds Bradford Airport  
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Paul Whincup

[www.airyorkshire.org.uk](http://www.airyorkshire.org.uk)

# Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

8 May 2022 @ 2.30pm	Scott Myers – Heli-jet Aviation (Coney Park) – Held at the Media Centre as normal
12 June 2022 @ 2.30pm	Rod Dean - "Flying the Hunter and Other Things" - a light hearted look at his flying in the 60's and 70's
3 July 2022 @ 2.30pm	To be arranged
7 August 2022 @ 2.30pm	Frank Pleszak – The High Peak Dambusters. “A chance discussion with my neighbour turned into an incredible journey of discovery into what really happened during the most famous of all wartime stories – The Dambusters. Norma’s uncle, Jack Marriott was one of the Dambusters, a Flight Engineer, who was sadly, but mysteriously killed on his way home from the Dams”
4 September 2022 @ 2.30pm	Nigel MacKnight - The X15 Rocket Plane

## Society news....

Howard Griffin

Sponsored by “Air Yorkshire Supporter”

Unfortunately we were forced to cancel our March meeting at the media centre with short notice, this was due to the speaker testing positive for covid.

We did send out an email to all those registered with us but we do understand that some do not have access to email.

In these uncertain times, we recommend that if you do not have email then text one of the committee members to check the meeting is still going ahead or phone one of us if needed

**ARTICLES** - I have only enough material for the next 2 magazines or threrabouts - so please get your pen out!

**PHOTOGRAPHS** – Please more airliner/GA from Leeds Bradford

# Flying the Shuttle.... Jim Hanson via Ken Cothliff

My brother Bob and I got a chance to fly the NASA shuttle simulator in Houston. The guy that taught me to fly helicopters, (Bob Reuter—I in turn taught him to fly gliders, seaplanes, and balloons) has a brother that was in charge of the simulator. He not only gave us a tour, but said “If you want to come back about 2 a.m.—you can FLY it! He explained “We built the sim to what we THOUGHT the shuttle would fly like, and trained the astronauts in it. When they dropped the unpowered Enterprise shuttle from the 747, we ran the actual data back against the sim to correct it—Reality Systems Integration.” When they shot Columbia up, (JUST THE WEEK BEFORE!) we are in the process of upgrading again. THIS IS THE ACTUAL MISSION DATA (as well as film) FROM THE FIRST FLIGHT!

The cockpit was like an airliner—right down to the same gyro-driven Flight Director we used on business jets. Our instructor explained that there are FIVE computers—they “vote”—if one has an anomaly, the others “vote it out.” The only thing NOT used on the subsequent shuttles was another side-stick to control a “skeg” on the bottom (you can see it on the shuttle training photo below). Engineers were worried that with the delta wing, lateral control might be lost if the vehicle side slipped at low speeds and high angle of attack. The “skeg” had a movable camber that could create “sideways lift” to move the shuttle laterally in either direction without banking. Experience with Enterprise drops showed it not to be a concern, but it would take too long to remove it from Columbia.

The simulator couldn’t simulate liftoff—they started it just as we were about to go transonic. About the time we approached maximum aerodynamic pressure (“Max Q”—as we went higher, the pressure on the vehicle DECREASED as speed INCREASED, due to thinning of the atmosphere. About that time, (2-3 minutes) there would be no “return to the Cape” in the event of an engine failure—it would be easier and safer to go to our alternate—Rota, Spain. About the same time, there was a loud BANG—separation of the solid fuel boosters. In another 5 minutes, we received an ATO light —“Abort to Orbit”—we could lose a SECOND engine and still make orbit—going around the world to return to the Cape.

In orbit, I followed the cues from the mechanical Flight Director to achieve orbit. The simulator operator said “Look outside”—I hadn’t even noticed the Earth below and the blackness above. The sim operator asked “does that bother you—seeing a high deck angle on the Flight Director and the Earth below?” (It didn’t). He went on to say “It is a problem for some astronauts—they don’t get used to the high deck angle as the Earth “falls away” beneath them in orbit. Roll the vehicle inverted—the flight director will adjust—you COULD do a continuous “inside loop” around the Earth—but you can’t sustain that—the payload bay doors are heat collectors-dissipators, and it would overload the system. We have an elegant solution for that—roll back upright!” (and at that, he reached over and spun the flight director upside down, to make it seem “right” for those that were bothered by it. The operator asked “by any chance, are you a helicopter pilot? You have a good touch.” He went on to explain “The shuttle has neutral stability (like a helicopter). If you start a roll, you have to “null it out”—or you will roll for all eternity.” That’s like flying a helicopter—a continuous series of small corrections.

In the meantime, brother Bob had a task. Bob isn’t a pilot, but they made him Payload Bay Manager. Facing rearward and looking at the payload bay through the windows, his task was to use the Canadian Arm to grasp a satellite by its docking handles—lift it out of the payload bay, and release it into space. This COULD be automated, but that’s no fun! The first item was to unstow and extend the Canadian arm—then move it to the vicinity of the payload. The “arm” has an elbow about halfway out, a “wrist” near the end that rotates and makes small corrections, and “fingers” to grasp. “One task at a time” he was told. It took some maneuvering and repositioning to get it close, then extend and approach the payload, but it kept “slipping off the fingers.” The instructor showed him a small bowling ball-type object, with fingers in the “bowling ball”, he could grasp the satellite. (I asked if they were “touch sensitive” as far as giving feedback so they wouldn’t crush a delicate object—Not on this prototype—we will have them on the follow-on shuttles and simulators. The instructor showed us around the upper and lower “crew quarters”—the simulator had been used for qualifying the design.

“Open that drawer near the ceiling” he told Bob. When Bob opened it, the contents fell out. “It’s installed upside down to save space” the instructor explained. “There is no gravity in space, so no reason we can’t use those top 2 feet near the ceiling. We load the drawers on the ground upside down, with a sheet of cardboard when we install them—then pull the cardboard out.”

On the landing—we fired retro rockets over Guam for a landing at Edwards in California. As we lost altitude, the Mach meter came off the peg at Mach 28 at 360,000 feet—68 miles high—and there were some niggling little bumps. As we went lower, there were flashes in the windshield (like the old-fashioned flashbulbs on cameras)—THAT gets your attention! The instructor explained “atmospheric compression heating—as we get into denser air, the air compresses and heats.” The flight director started commanding a series of steep turns (scrubs speed—too steep, the vehicle burns up—too shallow, it skips off the atmosphere back toward space). In only a few minutes, we had crossed the Pacific, and were off the California coast at 70,000 feet and doing almost Mach 7. The flight director computed an attitude that would slow us to under Mach 2 and 50,000 feet over Edwards—only about 65 miles inland—a distance covered in about 2 minutes. Overhead Edwards, we made a turn of about 270 degrees and slowed to subsonic for the landing. The computers calculated the descent angle, speed and rate required. Upon lineup, I simply followed the flight director command bars as he Shuttle slowed. The simulator transitioned to a model of Edwards—right down to terrain, runways, and buildings. As the runway threshold slid by underneath us, the sim operator shut it down at 50 feet. “All you had to do is to hold that attitude and let the ground cushion build (the delta wing is good at that—but since the wide part of the delta wing is so far aft and much larger span, it tends to force the nose down—just “Hold what ‘ya got!’”) He explained that the simulator has a camera for the really close-in work—it flies over an actual recreation of the runway environment—if I had flown the aircraft into anything other than the runway, they would have to rebuild it—he showed us the model afterward.) “Great Job!” he said—you landed a Space Shuttle!” Wanna do it again?” Through the magic of computers, we repositioned back to Guam, and did another approach and landing—again with good results.

When people ask my impressions of flying the Shuttle, I tell them “It’s an amalgam of a lot of different types of aircraft. Everything is calculated by computer, so flying the flight director is not much different than flying a business jet—except the altimeter doesn’t even work above about 250,000’ and the mach meter goes to Mach 28. It’s obviously a glider, so that isn’t different. The sink rate is like the T-38 jet trainer—comes down like a rock. The handling in space is like a helicopter—as is the glide angle (about 5 to 1) OR, as I described it “Like a loaded Tri-pacer on a hot day!”

Years later, the Quiet Birdmen were able to arrange a private fly-in and tour of the Kennedy Space Center (several astronauts are QBs)—including landing on the 15,000’ Shuttle runway. I asked if I could do a Shuttle Landing—explaining that I’d flown the simulator. “OK, but you have to wait until the rest of the aircraft are down.” I recruited brother Bob to come with me. On receiving clearance from Kennedy, I asked if I could make a downwind approach—to achieve Shuttle performance, I’d have to have a groundspeed of about 200 nautical mph—and the King Air is limited by the gear/flap speed. “You’ve cleared as requested to any runway—all aircraft are down, the runway is yours!” We started the approach at 10,000 feet—bob filming with his camera from the right seat. It was rough with the thermals—I told him to put the camera alongside my headset so it would record what I was seeing—he got that position by 6000’ (see the video by Googling Space Shuttle King Air 2 —it’s short). At first, you can see the entire 3 mile long runway—then only half of it. 2500’ from the end are 2 black squares—the desired shuttle touch down point. Then you see only the end of the runway, then only the under-run. Rate of descent was 6600 feet per minute. Note our touchdown point—we hit the aiming point. Tower responded with “Congratulations, you just landed the Space Shuttle”—the exact words the sim instructor had mentioned more than 20 years before! “Say intentions.” I was feeling good about that time, and responded “we’d like the option” (full stop, tough and go, or another approach) “Cleared as requested”—so we did it again—THEN QUIT WHILE WE WERE AHEAD! We were greeted at the ramp by 80 QBs, several astronauts, the NASA people that had approved it—handshakes all around

Flying the NASA Shuttle Sim—and sticking the landing—two of the best times I’ve had in aviation!

The chance presented itself of a flight in a Diamond DV-40, organised through Wingly, during a visit to the South in late July. Flying in an aircraft type that is new to me is always interesting. The prospect of doing so in a Diamond was especially exciting. This manufacturer makes aircraft that are significantly more advanced, than most light aircraft, seen flying today.



Having met the pilot, in the airfield café, I was given a tour around both the inside and outside of the aircraft. The interior features two display screens for showing information and as a back-up traditional dial instruments for the compass, altimeter and artificial horizon.



The seats on the aircraft have a high back and the ability to recline. Access to the front is by an upward opening canopy. The rear seats being served by a door on each side that swings upwards. The aircraft had a quiet diesel engine. The T-tail and winglets gave a modern appearance.

The plan was to fly from Redhill across to Eastbourne, then along the coast past Beachy Head, the Seven Sisters and Brighton, before landing at Shoreham Airport for refreshment and of course spotting ! The weather intervened making a view of the coastline almost impossible and preventing us from landing at Shoreham. The pilot decided to give me a ride around Sussex and Kent instead. When the clouds beneath us cleared, it was possible to see Tunbridge Wells followed by Chartwell, Winston Churchill's home on the North Downs. On our way back to Redhill, the weather deteriorated once more. We circled 3 times near the M25, whilst deciding what to do.



Luckily, the sky was quite clear to the East, so we flew to Headcorn airfield in Kent. Our arrival marked exactly 2 hours in the air. The airfield café made a welcome sight, where we indulged in refreshments. Waiting for the weather to improve, gave me the opportunity for some more spotting. Headcorn proved to be a nice little airfield, with a museum and a regular sky diving operation. After 1 ½ hours, the skies around Surrey had cleared, allowing us to proceed back in Redhill, via a pleasant 20 minutes flight. A straight approach from the North and a landing on one of Redhill's grass runways, concluded a memorable trip.

The Diamond proved to be a wonderful aircraft, its level of equipment allowing us to minimise the inconveniences of the day's weather. It made the average light aircraft look outdated.

Reflecting on the day's events, whilst waiting to doze off to sleep that night, it suddenly struck me that I had enjoyed over an extra hour of flying, than planned and experienced my first ever diversion from two airfields, on the same flight. That was a definite bonus.

Footnote: I am always looking for people to go cost sharing flying with, via Wingly. Please get in touch if interested. [keith768@btinternet.com](mailto:keith768@btinternet.com)

This is the first of what I hope will be an occasional series, detailing the history of airline emblems or logos. Delta Air Lines is the first to be reviewed.

Delta have used a triangular emblem since starting passenger flights in 1928, having previously been a crop dusting operation, known as Duff Haland Dusters. The name was apparently suggested by the first Chief Executive's assistant, as it was short, memorable and reflected the fact that the new service was based in the Mississippi Delta region of Louisiana. The first emblem was a triangle. This represented the D of the Greek alphabet, which is Delta. The centre featured Mercury, the Roman God of travel and commerce.

Other versions of this design followed, throughout the 1930's, 40's and 50's. Some reflect the age they were in use and are quite nostalgic. They can all be found on the Delta Museum website, as shown below. The triangle seems to have not been used between 1951 and 1958, when designs that were basically an ellipse was in use.

1959 saw the appearance of the well known blue, white and red triangle, or widget as it is often referred to by the airline. This coincided with Delta's first jet service, by Douglas DC-8's, in that year. The design incorporated the words Delta Royal Jet Service. I have heard it said that the blue and red colours of the widget represent the waters of the Mississippi River flowing over the red soil of Louisiana, but I have been unable to find written evidence of this.

Modifications to the widget appeared regularly, to give it a fresh and more modern appearance. There was a special design used in 1976, to mark the United States Bi-Centennial. In 2007, to mark Delta's emergence from Chapter 11 bankruptcy protection, a widget with red replacing the blue, on the upper part was introduced. This is still in use to this day.

The survival of a style of airline emblem for several decades is unusual. In Delta's case, it is remarkable that the triangular design goes back to its formation as a passenger airline 94 years ago.

For those wishing to learn more, extra information is available on the Delta Flight Museum website: [www.deltamuseum.org](http://www.deltamuseum.org)

Do have a look, as there is lots to interest the airline enthusiast there. I had hoped to reproduce some of the logos for this article, but two e-mails to the Delta Headquarters in Atlanta, requesting permission to do this, resulted in no reply.





### British Airports TOP 20

	Airport	2021	2020	% change	Last year
1st	HEATHROW	19,392,178	22,109,550	-12.29%	1st
2nd	STANSTED	7,145,802	7,536,869	-5.19%	3rd
3rd	GATWICK	6,260,072	10,171,867	-38.46%	2nd
4th	MANCHESTER	6,082,905	7,029,384	-13.46%	4th
5th	LUTON	4,673,656	5,550,401	-15.80%	5th
6th	EDINBURGH	3,023,614	3,473,652	-12.96%	6th
7th	BIRMINGHAM	2,476,584	2,865,845	-13.58%	7th
8th	BELFAST INTERNATIONAL	2,327,139	1,746,951	33.21%	10th
9th	BRISTOL	2,085,745	2,192,725	-4.88%	8th
10th	GLASGOW	2,071,008	1,944,981	6.48%	9th
11th	LIVERPOOL	1,165,508	1,337,669	-12.87%	11th
12th	ABERDEEN	1,075,639	994,076	8.20%	13th
13th	NEWCASTLE	1,022,540	1,061,146	-3.64%	12th
14th	EAST MIDLANDS	828,224	900,832	-8.06%	15th
15th	BELFAST CITY	812,397	542,523	49.74%	17th
16th	LEEDS BRADFORD	734,830	751,048	-2.16%	16th
17th	LONDON CITY	720,580	908,105	-20.65%	14th
18th	INVERNESS	357,141	239,987	48.82%	21st
19th	DONCASTER SHEFFIELD	309,326	338,586	-8.64%	19th
20th	SOUTHAMPTON	263,131	296,094	-11.13%	20th
			Overall	-12.73%	

### Interesting facts

- In 2021 LBA had the **6<sup>th</sup> best performance in the UK compared to 2020** [of the Top 20 Airports in 2021] **-2.16%** and was the UK's 16<sup>th</sup> busiest airport **with** 734,830 passengers.
- Five years ago LBA was the 16th busiest airport.
- Aircraft Movements decreased by 18.3% compared to 2020
- There was an increase in passenger movements of 4.39% in 2021 compared to 2020. The figure for 2020 was 8480
- There were 76990 Domestic and 657,840 International Passengers. The domestic passengers increased by 37.38% compared to 2020 and International decreased by 5.35%.
- In 2021 there were flights to 47 different international destinations (Over 200 Passengers), compared to 54 in 2020. Alicante was the most popular followed by Palma, Malaga, Tenerife, Faro, Dublin, Amsterdam and Arrecife
- In 2021 there were 6 different domestic destinations, with the most popular being Belfast City followed by Belfast international, Jersey, Newquay and Southampton.
- The freight figure for 2021 was 0.002 Tonnes compared to 2020 which was 0.41 Tonnes

# RAF Leeming August 2021....



84-0044 F15 USAF 24/08 Paul Whincup



XX332 HS Hawk T1A 26/08 Mike Storey



NC98712 Piper Cub



G-AJJS Cessna 120



G-BJAL CASA Jungman 1000



G-GDSO Auto Gyro Cavalon

## March 2022

Airline	Date	Reg	Type	MSN	Remarks
ASL Airlines Ireland	01 Mar	(EIFXI)	ATR 72-212F	294	WFU 10 Feb 22 Paris CDG - SNN 11 Feb 22 SNN - Keflavik 16 Feb 22 Keflavik - Iqaluit 17 Feb 22 Iqaluit - Bangor 17 Feb 22 Bangor - Kinston NC 18 Feb 22 Regd to Morningstar Air Express as N----- 28 Feb 22 Fr part-out
British Airways	01 Mar	GXWBJ	Airbus A350	490	Regd 25 Feb 22 Dlvd LHR 01 Mar 22
CityJet	01 Mar	EIFPG	Bombardier CRJ 900	15406	Dlvd Trondheim 18 May 16 Op fr SAS Regd to Commuter Aircraft Leasing 2017 VIII Ltd (Date?) Re-regd 15 Feb 22 Op fr SAS
DHL Air	01 Mar	(GDHKS)	Boeing B757-223SF-W	29427/828	Trans to DHL Austria as OELNL 28 Feb 22
easyJet UK	01 Mar	GEZAO	Airbus A319-111	2769	WFU 19 Aug 21 LGW - STN 20 Aug 21 STN - QLA 17 Nov 21 QLA - EMA 10 Feb 22 ('Bandana' livery) EMA - LGW 22 Feb 22 Onward to United as N3314U canx
GainJet Ireland	01 Mar	EJGABJ	BAe 125-800A	2588153	Regd 02 Feb 22. Ex MADDS Dlvd BOH - SNN 07 Feb 22
Ryanair	01 Mar	(EIDCG)	Boeing B738-8AS-W	33805/1530	WFU PIK 08 Jan 22 PIK - QLA 07 Feb 22 Regd to Incline II B Shannon 11 Ltd 08 Feb 22
Ryanair	01 Mar	(EIDCF)	Boeing B738-8AS-W	33804/1529	WFU 01 Jan 22 Madrid - PIK 02 Jan PIK - QLA 04 Feb 22 Regd to Incline II B Shannon 11 Ltd 08 Feb 22
TUI Airways	01 Mar	GTAWZ	Boeing B738-8K5-SW	37256/4416	Brussels - LGW 25 Feb 22 as OOSRO Regd 28 Feb 22 Trans fm TUI Airlines Belgium
Ryanair	02 Mar	EIHEW	Boeing B38M MAX 8-200	62308/7810	Dlvd DUB 02 Mar 22
TUI Airways	02 Mar	(GOBYH)	Boeing B767-	28883/	Parked BHX 21 Aug 21

			304ER-W	737	BHX - DGX 29 Nov 21 DGX - Bangor 23 Jan 22 Bangor - Goodyear 24 Jan 22 Regd to AerCap as N28883 1 Mar 22 Fr freight conv
Wizz Air UK	02 Mar	G	Airbus A21N-271NX		On order updated
TUI Airways	04 Mar	GTUIL	Boeing B789-9	64053/ 676	Trans to TUIfly Nordic as SERFF 06 Dec 21 Cover fr dmgd SERFZ Restored 03 Mar 22
Virgin Atlantic	04 Mar	(GVMIK)	Airbus A330-223	432	WFU 16 Mar 20 LGW - GLA 20 Mar 20 Strd GLA - MAN 16 Jun 21 Strd MAN - LHR 10 Mar 21 MX LHR - MAN 16 Mar 21 Strd MAN - Dresden 15 Jul 21 Dresden - LHR 06 Sep 21 LHR - NOC 17 Sep 21 Fr part-out Canx as PWFU 03 Mar 22
Ryanair	09 Mar	(EIDCH)	Boeing B738-8AS-W	33566/ 1546	WFU PIK 28 Jan 22 PIK - QLA 22 Feb 22 QLA - Lleida 09 Mar 22 Onward fr frt conv
British Airways	10 Mar	GXWBK	Airbus A350-1041	495	Regd 09 Mar 22 Dlvd LHR 10 Mar 22
ASL Airlines Ireland	14 Mar	EI---	Boeing B738-86Q-F	30291/ 1435	Miami - Dothan 26 Oct 21 Dothan - Bangor 16 Feb 22 Bangor - SNN 14 Mar 22
Wizz Air UK	16 Mar	GWUKR	Airbus A21N-271NX	10871	Dlvd LTN 16 Mar 22
ASL Airlines Ireland	17 Mar	EISOO	ATR 72-212AF	577	WFU 30 Dec 21 Paris CDG - Sofia 31 Dec 21 Onward to Loganair as (GLMRX)
Emerald Airlines Ireland	17 Mar	EIGZV	ATR 72-600	1107	Regd -- Mar 22 . Ex 2CGCA (VHVPI)
Jet2	17 Mar	GDRTK	Boeing B738-8KN-W	40260/ 4648	Dlvd SNN as A6FEH 29 Aug 21 Regd to JPL Stratos Leasing Ltd as EIGYE 17 Dec 22 Regd 16 Mar 22 Due SNN - MAN -- Mar 22
Loganair	17 Mar	GLGNN	SAAB 340AF	197	Fr disp Jun 22
Loganair	17 Mar	GLGNM	SAAB 340AF	187	Fr disp Jun 22
Loganair	17 Mar	(GLMRX)	ATR 72-212AF	577	Acquired. Due end Apr 22 Ex EISOO
Ryanair	17 Mar	EIHGN	Boeing B38M MAX 8-200	62327/ 8063	Dlvd DUB 17 Mar 22

Jet2	18 Mar	GDRTK	Boeing B738-8KN-W	40260/4648	Divd SNN as A6FEH 29 Aug 21 Regd to JPL Stratos Leasing Ltd as EIGYE 17 Dec 22 Regd 16 Mar 22 SNN - MAN 18 Mar 22
Flybe Ltd	23 Mar	(GECOR)	Bombardier DASH 8-Q400	4248	Regd to NAC 18 May 20 BHX - Maastricht 03 Jul 20 Onward to Aurora as RA67266 ntu Acquired Maastricht - EMA 22 Mar 22 (Paint)
BAe Systems Corporate	24 Mar	GSHRS	Boeing B738-8BS-F-W	29984/848	Xiaman - Manas 03 Mar 22 as N299AS Manas - Larnaca - SNN 04 Mar 22 Regd 23 Mar 22
Jota Aviation	24 Mar	GJOTF	BAe 146-300QT	E3186	WFU 10 Feb 22 Strd BQH BQH - Cranfield 11 Feb 22 Strd (Currently fr sale)
Jota Aviation	24 Mar	GJOTE	BAe 146-300QT	E3182	WFU 27 Jul 21 Strd BQH BQH - Cranfield 27 Sep 21 Strd (Currently fr sale)
Jota Aviation	24 Mar	GJOTD	BAe 146-300QT	E3168	WFU 19 Mar 21 Strd BQH BQH - Cranfield 19 Apr 21 Strd (Currently fr sale)
Loganair	24 Mar	(GLMTD)	ATR 72-600	1237	Divd ABZ as 2HOPY 18 Mar 22 Regd 23 Mar 22
West Atlantic	24 Mar	(GJMCP)	Boeing B733-3T0-SF	23578/1358	WFU 21 Jan 22 EMA - Keflavik 13 Mar 22 Keflavik - Bangor 18 Mar 22 Bangor - Toledo 21 Mar 22 Regd to Interjet West as N578TR 23 Mar 22
West Atlantic	24 Mar	(GJMCO)	Boeing B733-3T0-SF	23569/1258	WFU 18 Feb 22 EMA - Keflavik 13 Mar 22 Keflavik - Bangor 18 Mar 22 Bangor - Toledo 21 Mar 22 Regd to Interjet West as N569TR 23 Mar 22
DHL Air	25 Mar	GDHLA	Boeing B767-323F-W	29603/828	Regd 24 Mar 22 Divd Wilmington Air Park - EMA 25 Mar 22
British Airways	27 Mar	GXWBI	Airbus A350-1041	473	Toulouse - Lourdes as FWZNC 22 Jul 21 Strd Regd 25 Mar 22 Lourdes - LHR 26 Mar 22
CargoLogic Air	27 Mar	GCLAA	Boeing B744-446F-SCD	33749/1352	WFU 11 Mar 22 Los Angeles - Marana 24 Mar 22 Strd
easyJet UK	27 Mar	GEZAU	Airbus A319-	2795	WFU 12 Sep 21

			111		LGW - Madrid 13 Sep 21 Madrid - QLA 09 Dec 21 QLA - EMA 08 Mar 22 ('Bandana' livery) EMA - LGW 20 Mar 22 Onward to United as N6318U canx
Emerald Airlines Ireland	27 Mar	EIFSL	ATR 72-600	1339	Regd -- Mar 22 Francazal - DUB 27 Mar 22
Ryanair	27 Mar	EIHEY	Boeing B38M MAX 8-200	62307/ 7814	Divd DUB 26 Mar 22
TUI Airways	28 Mar	(GFDZF)	Boeing B738- 8K5-SW	35138/ 2499	WFU 05 Dec 21 MAN - SNN 05 Dec 21 Regd to Aircastle Ltd 14 Mar 22
Flybe Ltd	29 Mar	(GECOE)	Bombardier DASH 8-Q400	4212	SOU - Saarbrucken 23 Jun 20 Regd to Norddeutsche Landesbank Girozentrale Friedrichswall 10 25 Jun 20 Regd to Wellington Leasing No 33 Ltd 15 Jul 21 Acquired
Ryanair	29 Mar	(EIDAO)	Boeing B738- 8AS-W	33550/ 1366	WFU 15 Jan 22 Madrid - PIK 03 Feb 22 PIK - QLA 07 Mar 22 Regd to Incline -- Mar 22 QLA - Lleida 25 Mar 22 Fr frt conv
Wizz Air UK	29 Mar	GWUKS	Airbus A21N- 271NX	10891	Divd LTN 28 Mar 22
Ryanair	30 Mar	EIHGS	Boeing B38M MAX 8-200	65880/ 8094	Divd DUB 30 Mar 22
BA CityFlyer	31 Mar	DAWSI	Embraer ERJ 190-100LR	19000 074	Lsd fm German Airways 27 Mar 22 - 30 Apr 22 Ops LCY - Dusseldorf - LCY
Emerald Airlines (Ireland)	31 Mar	EIGZW	ATR 72-600	1464	Regd -- Mar 22. Ex OYYCM Francazal - EXT 30 Mar 22 EXT - DUB 31 Mar 22
Jet2	31 Mar	CSTRJ	Airbus A321- 231	01004	Lsd fm HiFly 29 Mar 22 - Sum 22 Bsd STN
Loganair	31 Mar	(GLGND)	SAAB 340B	169	WFU 01 Feb 22 GLA - Orebro 18 Feb 22 Regd to SAAB as SE--- 04 Mar 22 Onward to NyxAir as ESNSK
SAS Ireland	31 Mar	EISIM	Airbus A20N- 251N	10761	Divd Copenhagen 31 Mar 22
SAS Ireland	31 Mar	EISIL	Airbus A20N- 251N	10764	Divd Copenhagen 17 Mar 22



## LEEDS/BRADFORD NEWS

Leeds Bradford Airport is withdrawing its planning application for a replacement terminal building following “excessive delays” and a decision to call in plans by the secretary of state for levelling up, housing and communities. With large investment in the scheme so far, airport bosses say they are not prepared to commit a further uncapped sum over an indefinite timeframe into a public inquiry process. The airport will instead turn its attention to developing the extension to the existing terminal, originally approved by Leeds City Council in 2019. Owners hope this will enable the airport to meet the rapidly increasing passenger demand as the aviation sector recovers from the pandemic. The replacement terminal plans were about meeting demand already approved under the 2019 consent in a more sustainable way, allowing the airport to achieve its environmental targets more quickly within an ambitious new development.

Vincent Hodder, chief executive of Leeds Bradford Airport, said: “It is with regret that we have made the decision to withdraw LBA’s application for the development of a new replacement terminal.” As the travel and aviation industry continues to recover from the impacts of the pandemic, LBA needs to be able to respond to rapidly increasing demand within the next few years. “I would like to thank everyone who has supported us in the planning process, from the general public to the business community and councils across Yorkshire. “While this is a setback for our airport and region, we remain committed to investing in LBA to be an outstanding, decarbonised, modern airport for the future.” Further details of the extension scheme will be released in the coming months, explained a statement.

Eastern Airways have now removed the based Jetstream from Leeds/Bradford. They still operate a Monday and Friday Newquay service, with the aircraft positioning in to LBA from Humberside to operate the service.

Flybe (The reinvented version!!) graced us with one of their Dash 8’s, G-JECX on the 15th March. Then on the 22nd March things really started happening. The aircraft returned to LBA, and did a Newcastle and back flight, before departing to Liverpool. This was the date they announced their new services which will commence on April 28th. Destinations, from LBA, with up to 3 flights a day are Belfast City and Heathrow. Monday to Friday will see 3 return flights to both destinations, while Saturday and Sunday will see a single Heathrow and two Belfast City rotations. The scheduling suggests a Dash 8 to cover the Heathrow service will night stop at LBA. The based aircraft will also operate a midday Belfast service giving an opportunity for aircraft changes without positioning flights. As we close for press there is no indication if Flybe have formed an agreement with any of the airline alliances, to offer a feeder service for those airlines into flights from Heathrow.

Jet2 have received another pre-owned Boeing 737-800. ex Fly Dubai aircraft, G-DRTK arrived at Manchester on the 18th March, still in Fly Dubai colours. The aircraft is construction number 40260 and served with Fly Dubai as A6-FEH.

KLM again increased the scheduled Amsterdam service to 3 flights per day from Monday 28<sup>th</sup> March. Hopefully this is now a permanent change.

Ryanair continue to up frequencies on flights from LBA, the latest announced in early March are Dublin, 1 additional flight to 15 per week, Alicante up to 10 per week from 7, Girona doubles to 4 a week, Malaga Up to 7 per week from 5 and Palma increases to 10 from 7 per week. The 3rd based LBA aircraft is due to enter service from its LBA base on the 27th March.

## AIRPORT NEWS

Heathrow passengers are no longer be required to wear a face mask after the airport announced it would change the ruling on the 16th March. In recognition that the pandemic is not over, however, Heathrow said it still strongly encourages those at the airport to continue wearing a face covering – particularly when coming into close contact with others. This, though, will no longer be a firm requirement. The change mirrors steps taken by other transport organisations in the UK, and applies across all terminals, bus and railway stations and office spaces. Commenting on the change, Heathrow chief operating officer, Emma Gilthorpe, said: “We have worked hard to keep our passengers and colleagues safe during the pandemic. “We acted quickly to institute face coverings as one of our first lines of defence, and we’re pleased that we’re now able to move away from a mandatory requirement as society learns to live with Covid-19 longer term. “While we still recommend wearing them, we can be confident the investments we’ve made in Covid-19-secure measures – some of which aren’t always visible – combined with the fantastic protection provided by the vaccine will continue to keep people safe while travelling. “We’re gearing up for a busy summer travel season, and this change means we can look forward to welcoming our passengers back with a smile as we get them safely away on their journeys.”

Heathrow’s home carriers, British Airways and Virgin Atlantic, welcomed the move, signalling that they were preparing to follow suit by dropping the face covering requirement onboard their aircraft as soon as regulatory requirements for their destinations allow. Corneel Koster, chief operating officer at Virgin Atlantic, said: “Throughout the pandemic we’ve reviewed our Covid-19 measures, with the health and safety of our customers and people remaining Virgin Atlantic’s number one priority. “As we learn to live with Covid and with the legal requirement to wear a face mask now removed in England, we believe our customers should have the personal choice whether to wear a mask onboard, on routes where international regulations around mask-wearing do not apply. “This policy will be introduced gradually, beginning with our Caribbean services from Heathrow and Manchester airports and we encourage everyone to be respectful of fellow passengers’ mask preferences.” Masks will still be required on many routes, including flights operating to or from the United States until April 18th at the earliest.

## AIRLINE NEWS

easyJet has said it will fast-track cabin crew applications from P&O Ferries Staff. The airline took to social media and said: “Following the sad news about redundancies at P&O Ferries, we’ll fast-track applications for UK Cabin Crew roles from P&O Ferries employees and reach out to impacted employees” The ferry company has drawn anger from across the political spectrum after it employed security staff to ensure the sacked staff were removed from their ships as soon as they had seen the video message telling them that today was their last day. P&O Ferries is replacing its directly employed staff with outsourced crew in order to save costs. easyJet says it has cabin-crew vacancies across the UK and also roles available at their London Luton headquarters.

Flybe announced its new routes on the 22nd March (see also LBA news section), more than two years after the regional carrier filed for bankruptcy at the start of the Covid-19 pandemic. Flights will recommence from April 13th. A release said the “new and improved” Flybe will offer up to 530 flights per week across 23 routes with more to be announced in the months ahead. Key UK regional routes for the new airline will include Birmingham to Edinburgh, Belfast City to Birmingham, Belfast City to East Midlands, Belfast City to Leeds Bradford, Belfast City to London-Heathrow, Belfast City to Glasgow and Belfast City to Manchester. Also on offer will be Leeds Bradford to London-Heathrow. Flybe chief executive, Dave Pflieger, said: “We are delighted to now be out for sale and starting service next month. “We think our new flights will

benefit everyone who wants low fares and more flights to go on holiday and visit loved ones. "Our new network will also ensure better regional connectivity inside the UK and between various UK and EU regions." Flybe will also offer international flights from Amsterdam to Belfast City, Birmingham, East Midlands and London-Heathrow in addition to summer flights from Birmingham to Avignon and Brest, as well as Southampton to Avignon and Toulon.

Pflieder added: "Our goal is to create an airline that people love, and we aim to do that by making air travel on Flybe an easy and enjoyable experience so you will fly with us again in the future." The new Flybe team has worked tirelessly over the past year to create an airline that delivers on price, schedule and choice."

Jet2 has suspended all of its flights to Kraków, its only Polish destination, from March 24, 2022, through May 26 due to the ongoing Russian invasion of Ukraine. The airline said in a statement the move was "due to current circumstances" without explicitly referring to the war. It did not explain why the conflict had impacted its operations to Poland. The carrier served Kraków from Birmingham, Glasgow and Leeds/Bradford,...

Ryanair has released its largest ever summer schedule for its three London bases – Gatwick, Luton and Stansted. The carrier will add 14 new routes to a total 181 to be operated over the coming months. On offer are destinations across Europe, including Naples, Madeira and Stockholm. Ryanair chief executive, Michael O'Leary, said: "We are pleased to announce 14 new routes from our three London airports, Stansted, Luton and Gatwick, as all Covid-19 travel restrictions have now been lifted, UK citizens and visitors can book a well-deserved summer getaway to exciting destinations such as Helsinki, Madeira and Naples." Ryanair is driving London's post Covid-19 recovery as we grow across Europe, with new aircraft and new routes." The carrier is offering new flights to Burgas, Catania, Orebro, Helsinki, Lublin, Tampere, Maastricht, Tangier, Trapani, Menorca and Växjö from the capital this summer.

Ukraine International Airlines has offered its aircraft to the ACMI and charter market to secure some cash flow as its operations remain grounded due to the ongoing Russian invasion on Ukraine. The privately-owned carrier said its aircraft are available for charter and wet-lease services and can also operate cargo-only flights, including humanitarian relief. It is believed 14 out of its fleet of 18 Boeing 737's have escaped from Ukraine, along with 2 ERJ-190's. : The remaining aircraft, including all four Boeing 767's and a single Boeing 777, are parked in Ukraine at Kyiv Boryspil except for a single E190 at Odessa, and are thus unable to fly out for commercial contracts. The airspace over Ukraine has been closed since February 24 due to ongoing air and missile strikes. "Using our aircraft, you support UIA operations during the war and help pay taxes to the state budget of Ukraine," the airline stressed, adding that it would not deal with airlines either from or even doing business in Russia or Belarus, the two countries responsible for the invasion.

## **AIRCRAFT NEWS**

Airbus and Boeing are seeing aircraft production been held up by Supply Chain Issues as both manufacturers strive to increase production numbers drastically. Air Lease Corp.'s Executive Chairman Steven Udvar-Hazy is frustrated with Airbus and Boeing. The lessor faces delivery delays for "every one of our single-aisle" aircraft from the two major aircraft manufacturers, as supply chain issues mount. "The supply chain, starting with the engine manufacturers, the people that make landing gear ... the people that make bits and pieces, are not equipped today to meet the production goals," Udvar-Hazy said in a wide-ranging conversation at the ISTAT Americas conference on Tuesday. He added that he only found out "this morning", March 8, that all of ALC's 2022 Max deliveries are delayed. The delays average a month. The lessor is scheduled to take delivery of 27 Airbus A320neo-family and 33 Boeing 737-Max family aircraft this year, according to its 2021 annual report released in February. All of the aircraft are already

placed with customers. The latest narrowbody delays raise serious questions about the manufacturer's plans to raise production rates. Airbus aims to deliver 720 commercial aircraft, and Boeing as many as 500 aircraft in 2022. Both represent double-digit increases over last year. And both companies have ambitious goals to ramp production to a combined 110-120 A320neo and 737 Max monthly over the next few years. Executives for neither plane maker have said the increases will be easy, but see the targets as achievable.

## OTHER NEWS

Russian airlines are having major issues, mainly due to the fact most aircraft are leased from overseas companies, and of Boeing and Airbus manufacture. The Russia's invasion of Ukraine, may lead to the Russian government may soon find itself "between a rock and a hard place" in terms of internal connectivity due to its airlines' reliance on Airbus and Boeing jets. Nearly three-quarters of the 861 in-service aircraft in Russia were Airbus or Boeing models — specifically, 304 Airbus and 332 Boeing planes — in February. Both manufacturers, as well as the web of suppliers and lessors around them, are barred from delivering new aircraft or providing maintenance support for existing planes under the Western economic sanctions on Russia. This has prompted Aeroflot to suspend all international flights to protect its foreign-owned fleet from repossession, and talk of potentially cannibalizing select aircraft for their parts to support other planes in the fleet. Russia relies heavily on airlines to connect Russian cities," some sectors to the country's Far East are longer than transatlantic flights between Europe and the U.S. There is no in-production Russian commercial aircraft that operate those routes.

International lessors have broadly accepted that they are unlikely to recover any more aircraft leased to Russian airlines, as the Russian Government looks to Seize Hundreds of Planes Before Air Lessors Can Repossess "The door is closing," AirCastele Chief Legal Officer Christopher Beers said of lessors' ability to repossess aircraft at the ISTAT Americas conference as Russian President Vladimir Putin has signed a law allowing Russian airlines to keep foreign aircraft for use on domestic flights, according to state news agency TASS. Moscow had signalled it could take such action in response to far-reaching Western sanctions. The new law, TASS said, would allow Russian airlines to retain and operate planes rented from foreign aircraft lessors that have pulled out of the market and cancelled contracts because of the sanctions. Since the EU imposed sanctions on Russia on February 25, lessors have succeeded in recovering some aircraft. But Russia has moved quickly to protect its aviation assets, including allowing airlines to re-register foreign-registered planes in Russia, which violates international law if an aircraft is registered in more than one jurisdiction. The Russian government has recommended that carriers do not fly foreign-owned jets outside of the country to avoid the risk of repossession. And, in what is in part a move to protect its assets, Aeroflot and its subsidiaries suspended flights to destinations outside of Russia on March 8. The financial exposure of those aircraft for lessors and lenders is roughly \$10 billion, said Airbus Head of Trading Francois Collet. And lessors likely face losses even on the aircraft they have recovered. Without an aircraft's records — most of which are still kept on paper rather than electronically — an aircraft "has very little value," said Clifford Chance Partner Emily Wicker. The lack of documentation poses real safety and airworthiness questions for an aircraft. Insurance claims for aircraft held in Russia are also likely to take "years," said Beers. The silver lining for lessors is that Russia is a relatively small market globally. For comparison, China Southern Airlines — China's largest airline — operated 878 aircraft, or 17 more than the entire in-service Russian fleet, at the end of December. Still, the economic and industry implications of Russia's invasion of Ukraine will spread far and wide.

The closure of Russian airspace to most major global carriers has disrupted many long-haul flights to Asia. Finnair, which relied on overflying Russia for much of its long-haul network, will operate flights to Shanghai, Seoul, and Tokyo with at least three hours of additional flight time when they resume later in March. That additional flight time burns more fuel, requires additional

aircraft, and — if the ban on overflights endures — puts Finnair's very business connecting European and Asia in jeopardy. Other carriers, including Nippon Cargo Airlines and United Airlines, have suspended select flights. Lufthansa Group CEO Carsten Spohr he had identified one benefit from avoiding Russian airspace: No overflight fees. He did not specify how much it paid Russia, but said the savings could offset the added fuel expenses from longer flights. But the broader fallout is already evident. Oil and other energy prices have skyrocketed since the invasion. Brent crude closed at \$118.11 per barrel on March 4 — and has trading as high as \$125 per barrel — up 51 percent since the beginning of the year, according to Bloomberg and U.S. Energy Information Administration data. "It will act as a serious brake on global GDP [gross domestic product] if we sustain oil prices at this level," said Geoff van Klaveren, managing director of advisory at aviation advisor IBA Group. This could force airlines to cut capacity and raise fares to adapt, and, more broadly, slow the travel recovery from the Covid-19 pandemic, he added.

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

**BAGBY (NY)** An interesting visit to Bagby on 9.3, to find PA-38 G-BZXA nestled up alongside PA-28 G-BSOK in the 'temporary' hangar. Also in there are the remains of PA-38 G-BGGM and Aztec G-BAVL which fled Teesside last November. PA-38 G-TMHK should fly for the first time after rebuild this Friday and Cherokee Six G-PECK was in for maintenance having once been based here. The only change in the Pig-shed Hangar is a new arrival in Skyranger G-HABI and the lack of Rans S6S Super 6 G-XALZ which has moved to Yearby. Long term non-flyer AA-5A G-PAWS has moved across to the maintenance hangar since a Change of Ownership and is being prepared for flight. New resident Kodiak N133KQ departed to Spanhoe via Humberside and returned via Doncaster and Elvington.

**BARNESLEY (SY)** At the FlyMe premises at the Shortwood Business Park G-CELG 737-377 forward fuselage had arrived by September 2020 joining a 737 simulator.

**BEVERLEY (EY) 24.2** G-SPTR R.44 n/s.

**BINBROOK (Lincs.)** From the Resident Review delete G-BZRC/WZ584/K Vampire T.11 which departed to a location in Grimsby as long ago as mid 2020.

**CARTHORPE (NY)** From the Resident Review delete G-BHXJ Nord 1203, it had departed by June 2019.

**CAUNTON (Notts.)** From the Resident Review delete G-CFFJ CTSW which has departed following sale.

**CHURCH FENTON (NY) 15.2** M-POWR Beech C.90A (LJ-1229). **17.2** G-NHAD AS.365N3, N83VK PA-32R-300 (32R-7780226). **22.2** G-NBCA PC.12/47E, G-PKHA PC.12/47E. **23.2** G-IIBB Bell 505 n/s. **24.2** G-IIBB departed, HA-HSG SA.342M (1615). **25.2** G-AVYT PA-28R, G-BAEO F.172M, G-BOCU PA-34, G-ECET T.182T, G-GPOT AW.109SP, G-JAFS PA-32R new resident. **27.2** G-DOLS PA-28, N285DK Kodiak 100 (100-0285) routed from Illinois-Canada-Iceland-Teesside to here, n/s, departed 28.2 at 06.45hrs bound for Thailand. **28.2** G-MDSI PC.12/47E, G-PKHA PC.12/47E. **1.3** G-BXJD PA-28, G-ODUD PA-28, 2-NGUS DA.42NG (42.N116), ZZ389 Wildcat AH.1 "Carbon 09" plus one other unidentified. **2.3** D-FIPS PC.6/B2-H4 (874) temporary resident for survey work over the North Sea for two weeks. **4.3** G-NBCA PC.12/47E, G-ROLY F.172N, G-SNDZ SR.22T-GTS (ex N228UK) new resident arrived this afternoon, N45KB SR.22T (1800). **5.3** G-ROLY F.172N. **7.3** N133KQ Kodiak 100 (100-0133). **8.3** G-CYLL F.8L new resident ex Brighton, G-MFAB PA-46 n/s, G-PCIZ PC.12/47E, G-SMBA

P.210N, N1724D SR.22T (2322). **9.3** G-LINJ R.44, G-NBCA PC.12/47E. **10.3** N133KQ Kodiak100. **11.3** OO-ACC Cessna 525A (525A-0431). **14.3** G-BUUJ T.67M. **15.3** G-BXCT/WB697 DHC.1 f Wickenby t Eshott with G-AYAW PA-28 as crew ferry, ZZ408 Wildcat AH.1 "Carbon 09". **17.3** G-ARXG PA-24, G-BXJD PA-28, G-JDPB PA-28R, G-PCIZ PC.12/47E. **18.3** G-PBIX/RW382/WZ-RR Spitfire LF.XVIe. **19.3** N147GT SR.22 (1069). **20.3** G-BAEO F.172M, G-BAVL PA-23, G-PBIX Spitfire LF.XVIe ground looped on landing due to a brake problem, n/s. **21.3** G-CSPT GA.8 arrived from Biggin hill with an engineer to check the Spitfire out, they both later departed to Biggin Hill, G-SPTR R.44, G-WLDN R.44 new resident with Yorkshire Helicopters, plus an unidentified Wildcat AH.1 for fuel.

**CONINGSBY (Lincs.)** Believed to be in use with the Typhoon Training Flight is "DJ666" Typhoon FGR.4 ex ZJ940.

**CRANWELL (Lincs.)** New here is (XW838)/TAD009 Lynx 1-03 first noted February 2021 for ground instructional use, whilst XZ138 Harrier GR.3 cockpit section had moved to Scampton by September 2021.

**CROSLAND MOOR (WY)** A new resident is G-MRVP RV.6.

**CROWLAND (Lincs.)** G-BAYV Nord 1101 had moved on by April 2021.

**DONCASTER/SOUTH YORKSHIRE AIRCRAFT MUSEUM (SY)** From the Resident Review delete XS887/403-FI Wessex HAS.1 which moved to Woodhall Spa/Thorpe Camp as noted in the February magazine.

**EASBY/WOODHOUSE FARM (NY)** Arriving for rebuild recently is G-ASMT Fairtravel Linnet 2.

**FREISTON (Lincs.)** Arriving at a private site on 2.6.21 was XZ337 Gazelle AH.1 ex Colsterworth.

**GAMSTON (Notts.)** **25.2** G-BPRY PA-28, G-CBNG R.2112, G-GYAV 172N, G-OIMC 152. **26.2** 9H-DGB DA.42M (ex G-DMPP, first noted today). **12.3** G-XXED S.76C++. From the Resident Review delete 9M-NRX DA.42 (42.033) which is now 2-PASE.

**GRANTHAM (Lincs.)** Kept at a private location is ALZ/BGA.492 Hawkridge Dagling.

**GRIMSBY (Lincs.)** Arriving at a private location in mid 2020 was G-BZRC/WZ584/K Vampire T.11 ex Binbrook.

**HARROGATE (NY)** Arriving at the helipad here on 21.2 was LN-OBW AS.355N (5540) for The Helicopter Company Ltd, it departed 24.2 to Gloucester to become G-OAHL.

**HAXEY (Lincs.)** XR759 Lightning F.6 moved to North Weald as long ago as 16.9.20.

**HIBALDSTOW (Lincs.)** D-FNDA Cessna 208 (208-00079) arrived on 10.2 from Santander.

**HOLME ON SPALDING MOOR (EY)** Under construction locally is G-ZDCL CH.650B registered on 4.2.

**HULL (EY)** Landing at Hull Royal Infirmary at 10.10hrs on 15.3 was G-LNCC AW.169.

**LANGAR (Notts.)** Arriving at a private workshop on 20.12.20 was G-BKRN D.18S ex Bruntingthorpe.

**LEEMING (NY)** Three 495FS F.35A's diverted in to here on 4.3 having attempted to go in to Lakenheath just after 11.00hrs but overshot due to poor visibility. They were 19-5474, 19-5484 and 19-5485, call signs "Castle 11-13", order unknown.

**NETHERTHORPE (Notts.)** From the Resident Review delete the wreck of G-ASIB F.172D which is now to be found at Eshott. It was blown over in strong winds at Brighton in January 2013.

**NORTH DUFFIELD/BIRCHWOOD (NY)** From the Resident Review delete G-TGJH VP.1 which has moved to South Cave with a new owner.

**NORTHORPE FEN (Lincs.)** G-DGAL Ikarus C42 FB80 is reported as a new resident.

**RUFFORTH EAST (NY)** New residents noted on a recent visit were G-CBMR EclipseR, G-CFGC Dragonlite/Discus 15T and G-PUGZ Quik.

**RUFFORTH WEST (NY)** **28.2** M-JJTL PC.12/47E.

**SCAMPTON (Lincs.)** New at the Heritage Centre are XX320 Hawk T.1A cockpit section ex Walcott and XZ138 Harrier GR.3 cockpit section ex Cranwell.

**SHERBURN (NY)** On 27.2 G-AWJE T.66 moved in from Brighton, noted visiting between 10.20 and 12.20hrs were G-AZIJ DR.360, G-EXLL CH.601XL and G-TBGO TB.10. A visit on 6.3 between 10.55 and 12.40hrs noted visitors G-AVRS GY.80, G-BHVR 172N, G-BLRL CP.301-C1, G-BRPY PA-15 f Brighton t Sturgate, G-BXJD PA-28 f Full Sutton t Sturgate and later f Sturgate t Church Fenton, G-FOXV A.22LS, G-GAVV CTSL, G-LFSJ PA-28 to Sherburn Engineering, G-MRVP RV.6, G-ONTV AB.206B, G-OZIE Jabiru J400 and G-XRVX RV.10. It was very quiet on 9.3 with a challenging 20 knot crosswind on the Runway 10 hard in use, only visitors noted were G-MSOF 172N and N909PH PA-23 f&t Brighton. From the Resident Review delete G-BFOJ AA-1 and G-GIBP Z.526 which have both moved on. Visitors noted on 18.3 were G-BBEO FRA.150L, G-BNOM PA-28, G-CIYL EuroFox 912S, G-CKDD EuroFox 2K, G-PIXL R.44, G-PPFS FRA.150L, G-RVSR RV.8. On 19.3 visitors at midday were G-BCBL/HB751 Fairchild 24R-46A and G-BRPY PA-15 both f&t Brighton plus G-BDKW RC.112A. On 20.3 there was a bit of an invasion when many of us met up for lunch, visitors between 11.55 and 15.55hrs were G-AXDI F.172H, G-BDLT RC.112A, G-BIDH 152, G-BJZN T.67A, G-BKMA M.20J, G-BRPY PA-15, G-BTGZ PA-28, G-BYBD F.172H, G-BYTI PA-24, G-CBCP RV.6A, G-CDDI T.600N, G-CDJR EV.97, G-CDOA EV.97, G-CEZS CH.601HDS, G-CIFC TB.200, G-CKZP TL.2000UK, G-CLVB 172R, G-CYLL F.8L, G-DJJA PA-28, G-DOGG/XX638 Bulldog Srs.120/121, G-HELL Sonex, G-LARK Helton Lark, G-MLXP Europa TW and G-OPRC Europa XS-TG.

**SOUTH CAVE (EY)** A new resident is G-TGJH VP.1 ex North Duffield.

**SOUTH CLIFTON (Notts.)** Arriving with a private collector here in July 2021 was XT640 Scout AH.1, joining XZ694 Lynx HAS.3GMS.

**SPILSBY/MAVIS ENDERBY (Lincs.)** From the Resident Review delete G-AMYD J/5L now with Coopers at Wickenby.

**STAMFORD (Lincs.)** WP978 DHC.1 cockpit section has joined the L.18C at a location in the town.

**SWINDERBY (Lincs.)** Further to the January magazine a more precise location for G-JXTA Jetstream 31 is Norton Disney/Oakhill Farm.

**TOLLERTON (Notts.)** G-CDNG EV.97 and G-CENB EV.97 previously reported as new residents were actually only visiting from Mapperley/Park Hall Farm.

**WADDINGTON (Lincs.)** XE606/"XE620" Hunter F.6A has been dismantled and moved into storage, pending an eventual move to Lossiemouth when 8 Squadron have reformed there. Nominally based with the RAF Rapid Capabilities Office is travelling exhibit BAPC.529 Tempest FSM ex Warton, and noted mid 2021.

**WAINFLEET (Lincs.)** Previously missed by us, with The Aerial Application Collection are two fuselages, G-NRDC Fieldmaster and a Fieldmaster EMU, both here since at least 2018.

**WALCOTT (Lincs.)** From the Resident Review delete XX320 Hawk T.1A cockpit section which had moved to Scampton Heritage Centre by September 2021.

**WHITBY (NY)** Landing at a site by the Abbey on 20.3 was G-TGTT R.44 from Cabourne.

**WICKENBY (Lincs.)** From the Resident Review delete G-BXCT/WB697 DHC.1 which departed to Eshott via Church Fenton on 15.3 with G-AYAW PA-28 acting as crew ferry. A arrival is G-AMYD J/5L ex Spilsby/Mavis Enderby.

**WOODHALL SPATHORPE CAMP (Lincs.)** Additions here are "B7270" a locally built Sopwith Camel Replica completed in 2020 and a Tornado F.3 simulator.

**RESIDENTS**

G-AWJE T.66 departed 27.2 to take up residence at Sherburn. G-CJIN/582 A.75L300 is a new resident, first noted 19.3. G-CYLL F.8L departed 8.3 to take up residence at Church Fenton. By 26.2 N909PH PA-23 (23-1800) had departed back to South Cave and was replaced here by N38763 UH.12B (497) from South Cave, both with the same owner.

**OUTSIDE PARKING**

G-BBJX F.150L, G-BEZI AA-5, G-HELA TB.10, G-PPFS FRA.150L and HB-CIU FR.172J (FR17200437) have all been present throughout.

**MOVEMENTS**

**23.2** HA-HSG SA.342M (1615) f&t Deighton/Crab Tree Farm. **25.2** G-BPOM PA-28 f&t Humberside. **27.2** G-ATDO Bo.208C f Crosland Moor t Sherburn, G-AXNJ D.120 f&t South Cave, G-BSGF R.22B f&t Humberside, G-BYJL Pulsar 3 f Beverley t Sandtoft, G-CLFG TL.3000 f Beverley t Sherburn, G-FUZZ/51-15319 PA-18-95 o/s only 14.10hrs f&t Gypsy Wood, G-SVNP Bell 429 f private site Kelso t Denham. **1.3** G-EGCA Rans S.6 f&t Crosland Moor, G-FOXV A.22LS f&t Fishburn, G-RVAT RV.8 f&t Fishburn. **6.3** D-EGDC AA-5B (AA5B-0728) f Leicester t Inverness, G-AXNJ D.120 f&t South Cave, G-BXJD PA-28 f Church Fenton t Full Sutton, G-CGDI EV.97A f&t Netherthorpe, G-DISO D.150 f&t Yedingham, G-TSGJ PA-28 f&t Teesside, N525DB F.172H (F172-0484) f&t South Cave, OK-LTM R.44 (1833) f&t Cabourne. **7.3** G-ARXG PA-24 f&t Full Sutton. **9.3** N909PH PA-23 f South Cave t Sherburn then f Sherburn t South Cave. **14.3** G-DPAZ DA.40NG f Blackpool t Enstone. **15.3** G-GMAH Bk.117D-2 "Helimed 98" fuel stop, G-NGTC Extra NG f&t Wombledon, N95VB Beech C.90GTx (LJ-2091) f Sleaf t ? **17.3** G-ARXG PA-24 with G-BXJD PA-28 both f Church Fenton t Full Sutton, N95VB Beech C.90GTx f Cardiff t Sleaf. **18.3** G-BHJN RF.4D f&t Enstone, G-BUTM Rans S.6 f&t Rufforth East. **19.3** G-BSPE F.172P f Sturgate t Eddsfield, G-CDSB Pioneer 200 f&t Dishforth, G-CFMI Skyranger 912 f Rufforth t Crosland Moor, G-CGCH Sportcruiser f&t Beverley, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-FOXV A.22LS with G-VIXY A.32 both f&t Fishburn, G-WAVA HR.200/120B f&t Carlisle. **20.3** G-BEZZ D.112 f&t Barton, G-BIZG F.152 f&t Church Fenton, G-BMBB F.150L f&t Fishburn, G-BPUU Cessna 140 f&t South Cave, G-CBOY Quantum 15-912 f&t Beverley, G-CCBM EV.97 f&t Barton, G-CDTY MXP.740 f Netherthorpe t Beverley, G-CHLZ Skyranger912 f&t Crosland Moor, G-FLYO EV.97f Netherthorpe t North Coates, G-GDSO Cavalon f Netherthorpe t Garton, G-HELL Sonex f Sherburn t Beverley, G-IHCI Europa TG f Netherthorpe t Beverley, G-JLAT EV.97 f Netherthorpe t Garton, G-TEZZ Sportcruiser f Netherthorpe t Garton.



1st February	G-PACO	SIKORSKY S76C	YORK/GAMSTON
4th February	G-PACO	SIKORSKY S76C	CITY AIRPORT/CITY AIRPORT MANCHESTER
8th February	G-EMHN	AUGUSTA A109S GRAND	GREAT HECK/GREAT HECK
8th February	G-JMBS	AUGUSTA A109S GRAND	LONDON/NEWCASTLE
8th February	G-SPTR	ROBINSON R44	ESHOTT/PETERBORO
8th February	G-JMBS	AUGUSTA A109S GRAND	NEWCASTLE/LONDON
10th February	G-HSTI	ROBINSON R44 RAVEN	WALTON WOOD/WALTON WOOD
11 th February	G-TGTT	ROBINSON R44	CABOURNE/BURNSALL
11 th February	G-TGTT	ROBINSON R44	BURNSALL/CABOURNE
11 th February	G-BSGF	ROBINSON R22 BETA	LEEDS EAST/NIGHT STOP
11 th February	G-OGUN	AS350B2 ECUREUIL	DEVONSHIRE ARMS/DEVONSHIRE ARMS
23rd February	G-MADX	AUGUSTA A119 KOALA	LONDON/?



G-MADX AW119 KOALA

**February 2022**

**Commercial**

1st TC-MCG Airbus A-300 MNG Cargo Airlines (F)



**TC-MCG Airbus A-300 MNG Cargo Airlines 01/02**

- 1st TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 2nd VP-BCH Boeing 747-400F Sky Gates (F) Here before as Silkway 24/4/2017
- 2nd RA-82047 Antonov AN-124 Volga Dnepr (F) D.3rd
- 3rd A6-DDE Boeing 777-200F Etihad Cargo (F) (FV)
- 3rd G-TUML Boeing 737 Max-8 TUI (FV)
- 4th 4K-SW800 Boeing 747-400 Silkway Cargo (F)
- 5th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 6th G-TAWX Boeing 737-800 TUI
- 8th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 10th EI-GCU Airbus A-330-200 I-Fly (F)



**EI-GCU Airbus A-330-200 I-Fly 10/02**

- 10th EI-GVH Airbus A-330-200 I-Fly (F) (FV)
- 11th EI-GOT Airbus A-330-300 I-Fly (F)
- 11th SP-ESA Boeing 737-800 Enter Air D.13th (FV)
- 13th G-TUMA Boeing 737-Max 8 TUI (FV)
- 14th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 15th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 17th SP-ESA Boeing 737-800 Enter Air
- 19th JY-JVB Airbus A-330-200 Jordanian Aviation (pax/F) New Airline, still in old Shaheen Air livery (FV)



G-TUMA Boeing 737 8 MAX TUI Michael Hanks 19/02



JY-JVB Airbus A-330-200 Jordanian Aviation

- 19<sup>th</sup> TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 19<sup>th</sup> TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 22<sup>nd</sup> TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 22<sup>nd</sup> TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 24<sup>th</sup> EC-HEK Canadair Regional Jet 200 Air Nostrum Rugby Related Catalan Dragons (FV)
- 26<sup>th</sup> TF-AMC Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)

### Bizz Jets & Bizz Props

- 1st N1967M Gulfstream V. McDonald's (FV)
- 3rd D-CYES Learjet 35
- 3rd G-NJAD Dassault Falcon 2000-EX (FV)
- 7th D-IIVA Piaggio P-180 Avanti
- 8th G-FTFX Embraer EMB-550 Praetor 600 (T) (FV)
- 10th M-JPEB Learjet 75 (FV)
- 19th M-POWR Beech 90 King Air
- 19th G-SPCY Embraer 135BJ Legacy 650 (FV)
- 22<sup>nd</sup> G-PKHA Pilatus PC-12 (T) (FV)
- 27th D-IFRT CitationJet 525 CJ2+ (FV)



### N1967M Gulfstream V. McDonald's 01/02

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

- 7th G-YOAA EC145 Air Ambulance (T)
- 25th G-ODSA Bell 429 Global Ranger
- 26th G-LNCC Leonardo AW-169 Air Ambulance (T)

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

- 10th G-EMPP Diamond DA-42 Twin Star (T)
- 11th 2-ROCK Cirrus SR-22
- 11th N222ED Cirrus SR-22 (T) (FV)
- 15th 9H-DGB Diamond DA-42 Twin Star (T) (FV)
- 15th N47494 Piper PA-28
- 19th G-JAAM Diamond DA62 IAS Medical
- 24th N64717 Piper PA-60 Aerostar (FV)

### Military

- 2nd XX303 BAe- Hawk (T)
- 3rd ZZ176 Boeing C-17 Globemaster (T)
- 7th ZZ390 Westland Wildcat AH1/Lynx. Army Air Corps (T)
- 7th ZZ395 Westland Wildcat AH1/Lynx. Army Air Corps (T) (FV)
- 8th ZM319 Grob Prefect T.1 (T)
- 9th ZM334 Embraer EMB-500 Phenom 100 +15th (T)
- 21st ZZ416 Beech 350 King Air (T)
- 28th G-BYUX Grob Tutor (T)

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

<b>Credits</b>	The Airfield Manger, Andy Wood, the service team & the Michael Hanks team
<b>General</b>	The wind strength increased but the rain was something else
<b>Arrivals</b>	None
<b>Departures</b>	None
<b>Update</b>	A new section and probably a one off

The unmarked C210 here which was covered over with a black plastic sheet is now visible. I was informed by a member here years ago it was a P210 the reg being N210UK, actually a visit from Andy Wood with the black plastic removed by a storm the id was realized to be a C210K and a PIN of 21059329 which was registered as N394RA back in 2011 but was not taken up. The registration at the time was and is (EI-CDX). G-CKXI M20E from Dartford was recently had an owner change from Dartford to Doncaster so this maybe based here I will investigate on my next visit.

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

G-BBNI PA-34 f/n 06/11/21 l/n 28/02/22  
 G-BCGI PA.28 f/n 05/02/2022  
 G-BDTX F.150M f/n 20/11/21 l/n 07/02/22  
 G-BIFB PA-28 on rebuild f/n 17/04/21 l/n 24/01/22  
 G-BIHI 172M f/n 05/06/21 l/n 22/01/22  
 G-BKJW PA-23 from Wolverhampton f/n 14/11/2021 l/n 28/02/22  
 G-BOMP PA-28 on rebuild f/n 01/10/21 l/n 28/02/2021  
 G-CKXI M20E from Dartford f/n 12/09/2021 l/n 28/02/22  
 G-GROE G.115 f/n 16/11/2021 l/n 28/02/22  
 G-MICK F.172N f/n 22/01/2022 l/n 28/02/2022  
 G-OJWS PA-28 f Seething f/n 23/10/21 l/n 28/02/22  
 G-TEFC PA-28 engineless f/n 16/08/21 l/n 28//02/22

**Residents General**

Seen in February EI-CDX C210K wfu parked outside now without plastic bag G-AVSD PA-28, G-AZNO 182P,  
 G-BIFB PA-28 wfu, G-BOMP PA-28, N131MP PA-31P wfu, N248LT PA-34-200T, N337UK on rebuild, N2136E  
 PA-28R for sale, N81188 PA-28.

**Resident Yorkshire Aero Club aircraft seen were**

G-BBKA F.150L wfu, G-BGBI F.150L, G-BHVR 172N, G-BRNC 150M, G-BSKA 150M, G-BSYV 150M,  
 G-BZBF 172M, G-MABE F.150L,

**Resident AEROS Flight Training aircraft seen were**

G-BGBW PA-38 wfu, G-TEFC PA-28 wfu

**Movements**

3.02 G-HARN PA-28 f/t Sherburn  
 7.02 G-BRFM PA-28 f/t Robin Hood, G-VOAR PA-28 f/t Crosland Moor  
 11.02 G-TSAS PA-28 f Cardiff International Airport t Stronsay Airport  
 15.02 G-JAFS PA-32R f Blackpool t Edinburgh, f Edinburgh t Blackpool  
 19.02 G-GBRI Skyranger f/t North Moor  
 23.02 G-ORVS RV-9  
 26.02 G-MLXP Europa f/t Sturgate  
 27.02 G-AYKW PA.28, G-EJRS PA-28 f Carlisle t Coventry, G-SACT PA-28 f/t Sherburn.



N248LT PA34 Seneca 19/02



N81188 PA28 Dakota 26/2

<b>Credits</b>	Eastern Air Executive Ltd (EAE). Andy Wood
<b>General</b>	The wind strength increased but the rain was something else
<b>Arrivals</b>	G-ATLM F.172G is now parked up on the grass close to the Sturgate Flying Club hangars
<b>Departures</b>	(G-ANHK)/N9372 DH.82A sold awaiting collection still?

### **Aircraft awaiting and on maintenance during the month were**

G-AWEX PA-28 f/t Llanbedr Airport f/n 06/08/21 l/n 26/02/22

G-BGCM AA-5A f/n 12/02 l/n 26/02

G-BOJZ PA-28 f/n 05/02 l/n 26/02/22

N761JU T.210M f/n 15/08/2020 l/n 26/02/22

### **Wrecks & Relics**

There are only two here, G-BDDG D.112 wfu it is in the LAC hangar and G-BGVE CP.1310-C3 minus engine in one of the SFC hangars

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

(G-ANHK)/N9372 DH.82A l/n 22/01/2022 G-ATLM F.172G, G-AWGX F.150H, G-BGHJ F.172N, G-CDBX Europa XS, G-MLXP Europa TW, G-OMCB TL.2000UK, G-OPAZ/AZ Pazmany PL-2, N147GT SR22-G2

### **Resident EAE aircraft seen during the month**

N200RE Be E90.

### **Resident MPS aircraft seen during the month**

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

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

G-ARRS CP.301A, G-ASMS C.150A, G-BDDG D.112 wfu, G-CIFC TB.200, G-EXLL CH601XL, G-FARY TRI-Q, N65PF PA-30. Recent arrival is G-ASMS C.150A.

### **Movements**

9.02 G-BHOZ TB9 f/t Netherthorpe, G-ARAN PA-18

10.02 G-BIOK F.152 f/t Netherthorpe, G-RBRI R44 f Humberside t Leicester, G-LINJ R44 f Leeds East t Leicester

11.02 G-AYEB D112 f/t Temple Bruer, G-AXTC PA-28 f/t North Coates, G-LOIS Jabiru UL f/t Wickenby, G-EZZY EV97A f/t Hawksview, G-GVSL EV97 f/t Hawksview, G-EFSD Eurofox 912(S) f/t Sherburn, G-CRED Eurofox 3K f/t Sherburn, G-JVBP EV97 f Gamston t Deenthorpe, G-BTII AA-5B f/t Leeds East G-VOAR PA-28 f Welshpool t Carlisle, G-CLMA RV-12 f Leeds East Airport t Fowlmere, G-CGDI EV97A f Wickenby t Bagby

16.02 G-BSEU PA28 f/t Staverton,

23.02 G-AZUZ FRA.150L f/t Bagby,

24.02 G-LINY R44 f Leeds East Airport t Leicester

25.02 G-SACS PA-28 f/t Sherburn, G-CDDI T600N f Willow Farm t Strubby, G-BEAC PA-28 f/t North Coates, G-PPFS FRA.150L f/t Brighton, G-AWBS PA-28 f/t Full Sutton, G-BBIF PA-23, G-RVEI RV-8 f/t Netherthorpe, G-CDDI T600N f Strubby t Willow Farm

26.02 G-RICO AG-5B f/t Teeside

Stop press Sturgate Airfield are having a Fly-in on Friday 15/07/2022.

Entrance fee is £10.00 but kids go free

Gates open at 10 AM Overnight camping available

### HELICOPTER ACTIVITY

01/02 G-LCPX EC-155(Starspeed 22), Battersea – Calverley Golf Club  
 01/02 G-PACO S-76C, Peterborough – p/s York  
 02/02 G-JBKA R.44 Emeley Moor – Sherburn  
 02/02 G-IWPI AW.109SP(Kingdom 01), Wolverhampton – York – Manchester  
 03/02 G-DRLA AW.109SP(Helimed 54), Nottingham – Worksop  
 05/02 G-DCAM Twin Squirrel(Kingdom 01), Spaldington – p/s Manchester  
 06/02 G-TPTP R.44, Nottingham – p/s Harrogate – Nottingham  
 07/02 G-OLCP Twin Squirrel(Kingdom 03), Grantham – Lake District  
 07/02 M-ERRY S-76B, Sywell – Bridlington – Blackpool  
 07/02 ZH900 Chinook(Vortex 396), operating at Donna Nook all day  
 08/02 G-NBPL Twin Squirrel, Barnsley – Emley Moor, operating all day  
 10/02 ZZ524(Carbon 10), Leeming – Leeds General Infirmary  
 11/02 G-CLJR R.44, High Wycombe – p/s 5mile N/W of Harrogate  
 12/02 G-OGUN(Fusion 45), Coney Park – Devonshire Arms  
 17/02 XW231 Puma(Vortex 235), Benson – Harrogate Army College  
 20/02 G-GHER Twin Squirrel(London Eye 11), Shoreham – Emely Moor  
 20/02 G-TVHD Twin Squirrel, Redhill – York(Local filming of floods)  
 24/02 G-HPIN Bell 429, Bagby – Nun Monkton – LBA  
 25/02 G-CLCP Bell 505, Sherburn – Halifax  
 25/02 G-GOSP AW.109SP(Castle 06), Northallerton – Isle of Dogs  
 25/02 G-LARD Bell 505, Ferrybridge – Bedford  
 27/02 G-LNCC AW.169(Helimed 29A), Louth – Hull Royal Infirmary

**CONEY PARK:-** 2/2 G-EMHN A.109S(Costock o7) f. Morpeth; 2/2 G-NELS t. Nottingham; 4/2 G-PACO S-76C f. Barton; 9/2 G-BXOA R.22B f. Doncaster; 10/2 G-HSTI R.44 f. Walton Wood; 11/2 G-TGTT R.44; G-OGUN Squirrel(Fusion 45); 23/2 G-MADX AW.119; 27/2 G-NELS R.44 f. Nottingham; G-WMSM R.44 f. Maidenhead;

**TOPCLIFFE:-** On 27/2 YAA BK-117 G-YAAC went to Oxford for maintenance, with A.09S G-GMAH again arriving to act as substitute.

**WALTON WOOD:-** 17/2 G-OGUN Squirrel f. Chorley;

### LOCAL AIRFIELDS

**BAGBY:-** 10/2 G-HENT Rallye f. Navan; G-BBCN HR.100 t. Hay Farm, near Biggin Hill; 15/2 G-BDFR Fuji 200 f. Sherburn;

**BEVERLEY:-** 9/2 G-ROVA Aviat A.1B f."Scotland", n/s; 26/2 G-WLDN R.44 f. Walton Wood; 27/2 G-HDEW PA-28R f. LBA;

**CROSLAND MOOR:-** 27/2 G-CGVT Eurostar f. Barton;

**EDDSFIELD:-** 1/2 G-COPR R.44 f. Southend

**ELVINGTON:-** 6/2 G-BSPN PA-28R f. Wellesbourne Mountford; 10/2 G-BORK PA-28 f. Turweston;



**ESHOTT:-** 3/1 G-OOWS Twin Squirrel t. Denham; G-SCAP AW.109SP(Solway 03) t. Carlisle; 27/2 G-IFAB F.182Q t. Burleigh;

**FULL SUTTON:-** 10/2 N65PF Twin Comanche t. Sturgate;

**GAMSTON:-** On 11/2 DA-42NMG 9H-DGB(Blue Knight 44) arrived from Malta via Le Touquet. 2/1 N242CV DA-42 t. Blackpool; 7/1 N6039X Commander 114B f. Guernsey; G-TLMI R.66 f. Denham; 10/2 N56AH SR-22T f. Newcastle; 11/2 G-HDEW PA-32R f. LBA; 12/2 N224CE SR-22 f. North Weald; F-HBTT King Air 350 f. Luxemburg; 25/2 N222ED SR.22 f/t Sherburn; 26/2 N781CD SR.20 f. Leeds/East; 27/2 N1724D SR-22 f. LBA;

**LEEDS/EAST:-** A new residents are PA-32R G-JAFS and PA-28 G-BOYI. Passing through on delivery from the USA on 27/2 was Kodiak N285DK, which arrived from Reykjavik. 3/1 OO-RKS Citation Mustang f. Amsterdam; 7/2 G-RANN King Air 200(Little Jet 6) f. Bournemouth t. Manchester; 7/2 G-HDEW PA-32R f. LBA(Practice INS approaches); G-BUUJ T-67M f. Full Sutton; G-OUCP PA-31; G-ROLY F.172M; G-SPTR(Pipeline 49); 8/2 G-WKTG DA-42; 10/2 G-CLMA RV-12 f. Finmere; G-HIGB R.2120 f/t Blackpool; G-BWVG/XW324 Jet Provost; G-ISAR Cessna 421C(Solace 99T, training); 12/2 M-POWR King Air 90 f. Exeter; 17/2 N83VK PA-32R f. North Weald; 20/2 G-PKHA PC-12(Ravenair 12T) f. Blackpool; 23/2 G-IIBB Bell 505 f. Denham, n/s t. Gloucester; 25/2 G-GOSP AW.109SP(Castle 06) f. Biggin Hill; G-DOLS PA-28 f/t Tibenham; G-ECET T.182T; G-GPOT A.109S; 26/2 G-BSKW PA-28 t. Blackpool; 27/2 G-DZKY DA-40 f. Oxford; G-CLFG TL-3000 f. Barton; G-TTEA SR-20 t. Biggin Hill; G-BOBA PA-28R t. Nottingham;

**LEEMING:-** 7/2 Wildcats – ZZ390(Variant 61); ZZ399(Variant 62); ZZ385(Vanguard 64); ZZ391(Vanguard 68); ZZ389(Carbon 09); ZZ406(Polecat 07); ZZ524(Polecat 08); 11/2 ZZ408 Wildcat(Siren 05); 15/2 N542TP Falcon 2000(Twilight 542) f. Jersey; 17/2 XW231 Puma(Vortex 235) f. Harrogate Army College;

**MIDDLEHAM:-** 27/2 N218SA PA-24 f. Newmarket;

**RECTORY FARM:-** On 7/2 RV.6 G-RVAW was noted on local air test from here.

**RUFFORTH:-** 25/2 G-ASMJ C.172E f/t Sherburn;

**SHERBURN:-** 1/2 G-CLEZ R.44 f. Newark; G-COPR R.44 f. Eddsfield 03/02 G-AVUG F.150G f/t Netherthorpe; 4/2 G-CALL Aztec t. Isle of Man; 5/1 G-DCAM(Kingdom 01) f. p/s Manchester; 7/1 G-GIBP Zlin 526; G-HKPC R.66 f. Denham; 10/2 G-ASSS C.172E f. Cranwell; 11/2 G-SHUG PA-28; G-BYDV RV-6 f. Sleep; G-AWJE Nipper; 12/2 G-OART Aztec f. Norwich; 15/2 G-ZIOO A.109S(Northolt 22), f. Northolt; G-BKMB M.20J; 20/2 G-TVHD Twin Squirrel(Refuel); 25/2 G-BNST C.172N f. Netherthorpe; 27/2 G-TBGO TB.20 t. Tibenham; G-AZIJ DR.360 f. Fenland; G-RVJP RV-9A f. Stapleford; G-EXLL CH-601UL f/t Sturgate; G-STES Europa f. Crosland Moor; G-BKEV F.172M f. Derby; 27/2 G-GHER Twin Squirrel(London Eye 11)

**WADDINGTON:-** 7/2 ZH900(Vortex 396); 10/2 No.146 TBM-700(Cotam 1286);

**WOMBLETON:-** 4/1 G-HEDL EA.300 f/t Nottingham; 5/1 G-JOEL T-67M;

## February 2022

### Tuesday 1<sup>st</sup> February

Beech C90 Kingair **N95VB** arr 09:43 dep 10:36 ret LBA at 17:46 n/stop, Pilatus PC XII **G-LUSO** arr 11:55 dep 13:19, Hawker 400XP **SP-ATT** arr 12:40 dep 13:50, Beech 200 Kingair **G-WCCP** arr 17:57 n/stop.

### Wednesday 2<sup>nd</sup> February

.Beech C90 Kingair **N95VB** dep 07:45 ret at 18:47 & dep again at 19:22, Cirrus Sr22 **G-GCVV** arr 08:58 dep 15:33, Cessna 525B CJ2 **D-CUGF** arr 11:05 dep 11:27, Cirrus Sr22 **N774MW** arr 12:28 dep 14:26, Learjet 35A **D-CFIV** arr 14:25 dep 17:07, Eclipse EA500 **2-JEZA** arr 14:46 dep 15:58, Beech 200 Kingair **G-WCCP** dep 16:03,

### Thursday 3<sup>rd</sup> February

Cessna 182S Skylane **G-MOUT** arr 14:02 dep 15:29, Emb 550 Legacy 500 **G-MRFX** arr 17:50 n/stop,

### Friday 4<sup>th</sup> February

EMB 550 Legacy 500 **G-MRFX** dep 10:25, PA-46 Malibu **N392MA** arr 12:05 dep 12:54, Cessna 680 Latitude **CS-LTK** arr 17:16 dep 18:21

### Saturday 5<sup>th</sup> February

Cessna 525B CJ2 **D-CUGF** arr 14:59 dep 15:48

### Sunday 6<sup>th</sup> February

Global 7500 **9H-VIG** arr 09:04 dep 10:27, Falcon 2000LX **HB-IBJ** arr 11:58 dep 12:39, Cessna 680 Latitude **CS-LTC** arr 12:52 dep 13:09, Eclipse EA500 **2-MINI** arr 13:43 until 9<sup>th</sup>, Challenger 605 9H-VFF arr 14:52 dep 15:37,

### Monday 7<sup>th</sup> February

Phenom 300 **2-EMBR** arr 11:18 until 9<sup>th</sup>, Grob G120TP Perfect **ZM312** arr 11:30 dep 14:15, Grob G120TP prefect **ZM319** arr 11:35 dep 14:10, Cessna 182S Skylane **G-MOUT** dep 13:29 ret at 15:06.

### Tuesday 8<sup>th</sup> February

Cessna 560 Excel **D-CANG** arr 09:25 dep 11:03

### Wednesday 9<sup>th</sup> February

Falcon 8X **OO-SBO** arr 08:54 dep 10:53, Eclipse EA500 **2-MINI** dep 09:31, Beech 200 Kingair **G-VALK** arr 09:32 dep 12:31, Cirrus Sr22 **N322JR** arr 11:18 dep 15:32, PA-24 Comanche **G-ATJL** arr 12:33 dep 13:39, Phenom 300 **2-EMBR** dep 14:30,

### Thursday 10<sup>th</sup> February

Beech 200 Kingair **G-PCOP** arr 10:12 dep 13:15, Phenom 300 **2-EMBR** arr 12:50 dep 13:25,

### Friday 11<sup>th</sup> February

R/C F182Q Skylane **G-CCYS** arr 08:40 dep 16:32, Cessna 172 **N688CS** arr 10:01 n/stop, Cessna 172 Skyhawk **EI-GWY** dep 10:26 ret at 12:37 n/stop, Grob G120 TP Prefect **ZM312** arr 11:30 dep 13:45, EMB Praetor 600 **9H-IFX** arr 11:39 dep 12:46, Cessna 182S Skylane **G-ZINC** dep 12:51, Global 6000 **OE-IGL** arr 13:50 n/stop, EC120 Colibri **G-SKPP** arr 14:29 dep 15:16,

Cessna 525 CJ1 **M-OLLY** arr 14:33 dep 15:44, Eclipse EA500 **N117EA** arr 14:41 dep 17:17, PA-28 Warrior **G-GALB** 2 x ILS approaches at 15:48 ,

### **Saturday 12<sup>th</sup> February**

Global 6000 **OE-IGL** dep 10:15, Eclipse EA500 **2-JSEG** arr 18:43 n/stop

### **Sunday 13<sup>th</sup> February**

Beechjet 400 **OK-BII** arr 09:22 dep 10:57, falcon 8X **OO-SBO** arr 20:30 dep 21:55, Beechjet 400 **OK-NTD** arr 21:36 n/stop.

### **Monday 14<sup>th</sup> February**

Global Express **C-GLXM** dep 07:04, Agusta A109S Trekker arr 08:41 dep 08:58, Beechjet 400 **OK-NTD** dep 09:25, Hawker 400XP **SP-ATT** arr 15:36 n/stop, Eclipse Ea500 **2-JSEG** dep 16:10.

### **Tuesday 15<sup>th</sup> February**

Hawker 400XP **SP-ATT** dep 09:18, Cessna 172 Skyhawk **EI-GWY** dep 10:53, Beech 200 Kingair **D-IBAD** arr 15:40 n/stop, Bae Typhoons **ZK318 & ZK340** Overshoot at 1900 & 19:06, Falcon 2000EX **CS-DLH** arr 19:51 n/stop

### **Wednesday 16<sup>th</sup> February**

Falcon 2000EX **CS-DLH** dep 09:39

### **Thursday 17<sup>th</sup> February**

Cessna 525B CJ2 **D-CGER** arr 10:12 dep 11:25, Beech 200 Kingair **D-IBAD** dep 13:10, Cessna 750 Citation X **N797CX** arr 18:49 dep 19:35



D-IBAD Beech 200 Kingair 17/2 Mike Storey

### **Friday 18<sup>th</sup> February**

Hawker 400XP **SP-EAK** arr 08:29 dep 09:15.

### **Saturday 19<sup>th</sup> February**

Challenger 300 **G-KALS** arr 10:18 dep 11:21, Cessna 510 Mustang **OE-FCO** arr 11:54 dep 15:02, Phenom 300 **CS-PHH** arr 14:23 dep 15:56, Pilatus PC XII **G-NBCA** arr 17:22 n/stop, Cessna 680 Sovereign **SE\_RFL** arr 18:17 n/stop, Phenom 300 **D-CHMS** arr 19:04 dep 19:50, Beechjet 400 **OK-BII** arr 20:43 n/stop.

### **Sunday 20<sup>th</sup> February**

EMB 135BJ legacy 650 **LX-TRO** arr 07:49 dep 09:12, Cessna 680 Sovereign **SE-RFL** dep 09:50, Beechjet 400 **OK-BII** dep 14:54

### **Monday 21<sup>st</sup> February**

Pilatus PC XII **G-NBCA** dep 08:09, Beech 200 Kingair **G-IASB** arr 08:36 dep 09:41 ret LBA at 15:32 & dep 16:13, BN-2B-26 Islander **G-HEBS** arr 10:39 n/stop,

### **Tuesday 22<sup>nd</sup> February**

Global 6000 **9H-VJH** arr 09:36 n/stop, Diamond DA62 **G-JAAM** arr 09:40 n/stop, Hawker 400XP **SP-EAK** arr 14:44 dep 15:46, Cirrus Sr22 **N322JR** arr 15:52 n/stop, Robin R2120U **G-HIGB** arr 16:28 dep 16:43,

### **Wednesday 23<sup>rd</sup> February**

Global 6000 **9H-VJH** dep 07:46, EMB 135 Legacy 500 **G-HARG** arr 11:06 dep 16:21, Phenom 300 **CS-PHP** arr 14:48 n/stop, Cessna 560 Excel **D-CAHO** arr 18:46 n/stop

### **Thursday 24<sup>th</sup> February**

Phenom 300 **D-CSCE** arr 09:35 dep 11:16, Phenom 300 **CS-PHP** dep 09:41, Cessna 560 Excel **D-CAHO** dep 10:53, Cessna 210 Centurion **G-SMBA** dep 13:09, Hawker 400XP **SP-OOK** arr 16:21 n/stop.

### **Friday 25<sup>th</sup> February**

PA-46 Malibu **N195AM** arr 09:38 dep 10:47, Cessna 182S Skylane **G-MOUT** dep 10:45, Cirrus Sr20 **N369AL** dep 10:46 Hawker 400XP **SP-OOK** dep 11:02, Pilatus PC XII **G-OTPL** arr 12:21 dep 12:52, Beech 200 Kingair **G-OLIV** arr 13:08 dep 14:07, Phenom 300 **D-CHIC** arr 14:27 dep 16:09, Avro 146 RJ100 **G-JOTS** arr 19:07 n/stop

### **Saturday 26<sup>th</sup> February**

Gulfstream 550 **N613LF** arr 09:20 dep 15:45 ret LBA at 17:46 & dep 18:18, PA-28 Warrior **G-OOMA** ILS approach at 12:16, Cessna 525A CJ2 **G-ILBG** arr 13:34 dep 14:11, Beech 200 Kingair **G-CIFE** arr 13:39 dep 14:32, Cirrus Sr20 **N781CD** ILS approach at 15:34, Cessna 510 Mustang **OE-FNP** arr 15:41 dep 16:36, Avro 146 RJ-100 **G-JOTS** dep 16:33,

### **Sunday 27<sup>th</sup> February**

Global Express **C-GLXM** arr 07:17 n/stop, Beech 200 **G-CEGP** arr 12:13 dep 13:36, PA-28R Turbo arrow **G-BFTC** arr 13:08 n/stop, PA-28 Archer **G-JADJ** arr 13:20 n/stop, Flacon 2000EX **CS-DLF** arr 14:36 dep 16:40, PA-28 Warrior **G-OOMA** ILS approach 15:48, Hawker 400XP **SP\_ATT** arr 15:53 n/stop, Phenom 300 **CS-PHI** arr 18:30 n/stop. Cessna 525A CJ2 **D-IOHL** arr 18:33 n/stop

### **Monday 28<sup>th</sup> February**

Hawker 400XP **SP-ATT** dep 07:50 ret LBA at 14:22 & dep 15:05, Phenom 300 **CS-PHI** dep 08:58, Jabiru J400 **G-PUKA** dep 09:52 ret LBA at 15:44 n/stop, Cessna 525A CJ2 **D-IOHL** dep 11:03, PA-32R Saratoga **G-JAFS** arr 11:09 n/stop, Diamond DA42 **G-FCAC** arr 11:34 n/stop, BAE Hawk T2 **ZB135** overshoot at 14:11, Cessna 525 CJ1 **M-OLLY** arr 15:17 n/stop

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

## February 2022

February arrives, and more changes seen at Ryanair, albeit KLM seems a little more stable for now. Eastern only ran the Southampton service this month, and even the Jet2 training runs were much thinner than previous months. Loganair arrived back as the Super League season started back up and so we should see more of them over coming months. Other than that, not a lot to write about this month.

### **BA CityFlyer(CFE/CJ, "Flyer")**

BA CityFlyer operate the **Belfast City** route using E190 aircraft. This has increased to two flights per day on some days.

**Belfast City**(7313/7312, Mon/Tue/Wed/Sat):-2/2 G-LCYU, 5/2 G-LCYN, 7/2 G-LCYU, 8/2 G-LCYU, 9/2 G-LCYU, 12/2 G-LCYN, 14/2 G-LCYN, 15/2 G-LCYN, 19/2 G-LCYN, 22/2 G-LCYL, 23/2 G-LCAE, 26/2 G-LCYJ, 28/2 G-LCYV.

**Belfast City**(7317/7316, Thu/Fri/Sun):-4/2 G-LCYP, 6/2 G-LCYN, 10/2 G-LCYP, 11/2 G-LCYN, 13/2 G-LCYN, 17/2 G-LCYN. 20/2 G-LCAE, 24/2 G-LCYL, 25/2 G-LCAD, 27/2 G-LCYV.

### **Eastern Airways(EZE/T3, "Eastflight")**

Jetstream 41 are utilized on flights to **Newquay** (682/683/684/685, "682/683/684/685") and **Southampton**(600/601/606/607, "60Y/61Y/66Y/67Y"). Sometimes EMB135, EMB170 and ATR72 aircraft are used.

2/2 G-MAJA(66Y/67Y), 3/2 G-MAJA(66Y/67Y), 4/2 G-MAJA(66Y/67Y), 6/2 G-MAJA(66Y/67Y), 7/2 G-MAJA(66Y/67Y), 9/2 G-MAJA(66Y/67Y), 10/2 G-MJA(66Y/67Y), 11/2 G-MAJA(66Y/67Y), 13/2 G-MAJA(66Y/67Y), 14/2 G-MAJA(66Y/67Y), 16/2 G-MAJA(66Y/67Y), 17/2 G-MAJA(66Y/67Y), 20/2 G-MAJA(66Y/67Y), 21/2 G-MAJA(66Y/67Y), 23/2 G-MAJA(66Y/67Y), 24/2 G-MAJA(66Y/67Y), 25/2 G-MAJA(66Y/67Y), 27/2 G-MAJA(66Y/67Y), 28/2 G-MAJB(66Y/67Y).

**Other flights**:-28/2 G-MAJB(013P) positioned in from Humberside, G-MAJA(014P) positioned out to Humberside.

### **easyJet(EZY/U2, "Easy")**

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

**Belfast International**(EZY289/290, Sun/Mon/Wed/Fri):-2/2 G-UZHE, 4/2 G-EZBO, 6/2 G-UZHK, 7/2 G-UZHE, 9/2 G-UZHE, 11/2 G-EZTZ, 13/2 G-EZTJ, 14/2 G-EZTA, 20/2 G-EZTE, 21/2 G-EZBF, 23/2 G-UZLD, 25/2 G-EZOA, 27/2 G-EZTA, 28/2 G-EZBE.

### **Jet2(EXS/LS, "Channex")**

Only positioning/test/training flights shown:-1/2 G-JZHO(041A) positioned in from Bristol, 2/2 G-JZHE(071W) positioned in from East Midlands, G-GDFC(061J) positioned out to Birmingham, 4/2 G-JZHU(093C) positioned out to Cardiff, 5/2 G-GDFK(050B) positioned in from Amsterdam, G-JZBB(418) positioned in from Chambéry, 11/2 G-JZBB(056C/057C) positioned out to Birmingham/positioned in from Rome, 12/2 G-JZBE(418) positioned in from Chambéry, 14/2 G-JZHO(070C/071C) positioned out to Rome/positioned in from Manchester, G-GDFK(050B) training flight, 15/2 G-GDFK(051B & 059B) training flights, 16/2 G-GDFX(031F) training flight, 17/2 G-JZBP(061J) positioned in from Newcastle, G-GDFG(051B) training flight from Amsterdam, 18/2 G-DRTA(071W) positioned in from Newcastle, 19/2 G-GDFK(079W) positioned in from Edinburgh, G-JZHA(072W) positioned in from Manchester, G-JZBB(071W) positioned in from Stansted, 24/2 G-JZBP(061J) positioned out to Newcastle, 25/2 G-JZHA(071W) positioned out to Newcastle, 26/2 G-JZHA(072W) positioned in from Manchester, 28/2 G-GDFG(051B) training flight.

### KLM(KLM/KL, "KLM")

One or two flights each day from/to **Amsterdam** using Embraer 170/190 aircraft, one flight stopping overnight.

**Amsterdam**(1545/1546, "72K/90B", Various):-5/2 PH-EXO, 12/2 PH-EXX, 19/2 PH-EXS, 25/2 PH-EXL, 26/2 PH-EXM.

**Amsterdam**(1549/1550, "73E/74F", Various):-1/2 PH-EXD, 2/2 PH-EXZ, 3/2 PH-EXZ, 4/2 PH-EXN, 6/2 PH-EXL, 7/2 PH-EXR, 8/2 PH-EXJ, 9/2 PH-EXU, 10/2 PH-EXK, 11/2 PH-EXN, 13/2 PH-EXZ, 14/2 PH-EXT, 15/2 PH-EXH, 17/2 PH-EXD, 20/2 PH-EZE, 22/2 PH-EXW, 23/2 PH-EXL, 24/2 PH-EXH, 27/2 PH-EZH, 28/2 PH-EZB.

**Amsterdam**(1551/1540 overnight stop, "31F/78E", Daily):-1/2 PH-EXV, 2/2 PH-EZX, 3/2 PH-EZX, 4/2 PH-EZU, 6/2 PH-EZC, 7/2 PH-EZW, 8/2 PH-EZP, 9/2 PH-EZW, 10/2 PH-EXJ, 11/2 PH-EZM, 12/2 PH-EXT, 13/2 PH-EZT, 4/2 PH-EXU, 15/2 PH-EZX, 16/2 PH-EZC, 17/2 PH-EZA, 19/2 PH-EZP, 21/2 PH-EXS, 22/2 PH-EXK, 23/2 PH-EXH, 24/2 PH-EXW, 25/2 PH-EXM, 26/2 PH-EXM, 27/2 PH-EXT, 28/2 PH-EZF.

**Other flights**:-6/2 PH-EXF(9955P/78E) positioned in from East Midlands/depanded to Amsterdam.

### Ryanair(RYR/FR, "Ryanair")

Ryanair base 2 aircraft operating routes to:-**Alicante**(9079/9078, "86FF/56ER", Mon/Tue/Wed/Sat), **Bratislava**(5041/5042, "5041/98RL", Sat), **Chania**(2900/2901, "2900/2901", Thu/Sun), **Dublin**(153/152, "153/99LR", Mon/Tue/Wed/Fri/Sat), **Faro**(2503/2504, "2RW/77UW", Mon/Wed/Thu/Fri/Sun), **Gdansk**(1503/1504, "9TU/5RZ", Sun), **Ibiza**(2486/2487, "856W/4LY", Thu), **Krakow**(2332/2333, "2332/9XW" Tue/Sat), **Limoges**(2328/2329, "1EJ/2329", Thu/Sun), **Malaga**(2446/2447, "5FE/58KL", Wed/Fri), **Palma**(2326/2327, "05Y/20KC", Mon/Tue/Fri/Sat), **Vilnius**(5043/5044, "353R/883E", Mon/Fri),

**Warsaw**(2203/2204, "4RG/2204", Thu), **Wroclaw**(4107/4108, "98/105G", Wed/Sun). All flights (based/non-based) operated by B737 aircraft.

**Based Aircraft**:- EI-EMB(1/2-16/2), EI-EFJ(1/2-21/2), EI-EMH(17/2-28/2), EI-EBE(21/2-22/2), EI-EKT(22/2-28/2).

#### **Non-based Aircraft flights**

**Bratislava**(5042/5041, "7MK/5NN", Fri):-4/2 SP-RSR, 11/2 SP-RSR, 19/2 SP-RKU(arrived as 70P from Budapest), 25/2 SP-RSR.

**Dublin**(152/153, "340L/47SD", various):-1/2 EI-DLW, 2/2 EI-DPK, 3/2 EI-DWH, 5/2 EI-EKS, 6/2 EI-HGZ, 7/2 EI-EBL, 8/2 EI-EPA, 9/2 EI-EVR, 10/2 EI-EVK, 12/2 EI-DPV, 14/2 EI-EBD, 16/2 EI-EVO, 17/2 EI-EBD, 19/2 EI-EKL, 21/2 EI-DCY, 23/2 EI-EFG, 24/2 EI-DLX, 26/2 EI-GXI, 28/2 EI-DPP.

**Dublin**(156/157, "7B/72XD", various):-2/2 EI-EBF, 4/2 EI-DCN, 9/2 EI-DHD, 11/2 EI-EVK, 18/2 EI-DPR, 23/2 EI-DPH, 25/2 EI-DWT.

**Gdansk**(1504/1503, "5RZ/9TU", Mon/Fri):-4/2 SP-RSV, 7/2 SP-RSI, 11/2 SP-RKI, 14/2 SP-RSV, 18/2 SP-RST, 21/2 SP-RKI, 25/2 SP-RSW, 28/2 SP-RKQ.

**Krakow**(2333/2332, "9XW/2332", Thu):-3/2 SP-RKL, 10/2 SP-RSM, 17/2 SP-RSU, 24/2 SP-RKO.

**Riga**(2483/2482, "2483/2482", Tue):-1/2 SP-RKL, 8/2 SP-RSS, 15/2 SP-RSE, 22/2 SP-RSP.

**Vilnius**(5044/5043, "1GQ/8FJ", Tue):-1/2 SP-RSL, 8/2 SP-RKU, 15/2 SP-RSL, 22/2 SP-RSH.

**Warsaw**(2204/2203, "2204/4RG", Wed):-2/2 SP-RST, 9/2 SP-RSP, 23/2 SP-RSI.

**Wroclaw**(4108/4107, "1PV/1BR", Mon/Fri):-4/2 SP-RKK, 7/2 SP-RKH, 11/2 SP-RSB, 14/2 SP-RKH, 19/2 SP-RKK(arrived as 72P), 21/2 SP-RKH, 25/2 SP-RKC, 28/2 SP-RKV.

**Other flights**:-18/2 EI-GJS(2505) arrived from Faro, 19/2 EI-GJS(2504) departed to Faro.

#### **Other flights**

**Loganair(LOG/LM "Logan")**:-19/2 G-SAJG(840P/840/841) positioned in from Norwich/operated charter to/from Perpignan, 20/2 G-SAJG(841P) positioned out to Norwich,

	Jan-21	Jan-22	% This month	% +/-
<b>Movements</b>				
Total	399	1,439		260.65%
<b>Passengers</b>				
Scheduled	4,775	62,283	99.68%	1204.36%
Charter	0	0	0.00%	#DIV/0!
Transit	0	197	0.32%	N/A
<b>TOTAL</b>	<b>4,775</b>	<b>62,480</b>		<b>1208.48%</b>
International	3,590	55,535	89.17%	1446.94%
Domestic	1,185	6,748	10.83%	469.45%
<b>MOVING ANNUAL TOTAL</b>	<b>581,518</b>	<b>792,338</b>		<b>36.25%</b>

Another massive increase of 1208% for passenger numbers, 260% for movements and the Moving Annual total is now in positive territory

Reference: CAA Statistics website

Produced by Alan Sinfield

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## LBA Remember When



Way back Wednesday, 9th June 1979, and British Island Airways, Handley Page Herald 213, G-AYMG, self manoeuvres for parking on Stand 4 having just arrived from The Isle of Man. The aircraft was amalgamated into the Air U.K. fleet, following B.I.A.'s merger with Air Anglia one year later in 1980. The aircraft was sold in 1983, and transferred to cargo operations with Securicor Air. It was then sold again to Channel Express in 1989, who operated it, before finally been withdrawn from use at Bournemouth in July 1992. Dave Wooler



G-ASPL Avro 748 Srs.1 BKS Air Transport 18 April 1964. It had been delivered a few days earlier on lease to BKS from Hawker Siddeley. Replaced the Dakota (in the background) on the London-Heathrow and many other routes. My first ever flight was on this aeroplane the following year, commuting to Heathrow. It was a very nice aeroplane to travel on. Credit: Jim Stanfield