

# AIR YORKSHIRE



Aviation Society

Volume 50 · Issue 4

April 2024



G-YORX  
Airbus H145  
Yorkshire Air Ambulance  
25 February 2024  
Ian Gratton

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

# Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport (Sunday 2.30pm)

7 April 2024	Rod Dean - "Flying and Displaying Vintage Jet Aircraft"
5 May 2024	Steve Cox – Air Traffic Controller "The Hijacking of LH 181 in October 1977"
2 June 2024	Lloyd Robinson – British Aircraft Preservation Council
7 July 2024	Mike Storey & Roger Fozzard – A photo extravaganza showing some of their favourite shots
4 August 2024	Martin Powell
1 September 2024	To Be Arranged
6 October 2024	Stephen Blee – "Brough and Blackburn Aircraft" A history of the Blackburn company at Brough and many of their products through to the present day.
10 November 2024 3pm at Multflight	Air Yorkshire AGM and Afternoon Tea and a short DVD on The History of BKS (To be confirmed)
1 December 2024 @ 3pm at the Multflight Cafe	Annual Christmas "BASH"

## Society news....

Howard Griffin

**Billy's Bash** - We get constant requests for a social event that is a lunch time meal with other like minded folk at Murgatroyds Fish and chip Emporium. So, we have booked Friday (as in Fish day) 19 April at 12 noon, In the conservatory with hopefully a fully happy and conversational group. You are responsible for your own costs so please make sure you keep track. Book direct with me [howard.griffin@zen.co.uk](mailto:howard.griffin@zen.co.uk)

**Elvington Visit** - THIS is coming up fast and we have a good group booked but if you fancy a visit to this excellent museum , plus lunch and guided tour. Then please put Weds 10 April in your diary and book direct with Mike Storey [mikestorey8@gmail.com](mailto:mikestorey8@gmail.com)

**RAF Fylingdales** - at the unusual time of 6pm on Tuesday 18 June, we do have some places available so book now please. Security is tight as you'd expect and \i will have to give all details well in advance. Email [howard.griffin@zen.co.uk](mailto:howard.griffin@zen.co.uk) to book your place.

We are working on a hangar visit to Sherburn and Church Fenton with lunch at the Fenton café on Wednesday 8 May. Sherburn have confirmed an 11:00 start, just awaiting the same from CF. again if interested, email me to book your place.

As the new spotting season has now arrived, please be careful when airside. I have put together a simple guide that I hope will focus your mind on safety. **Enjoy your Hobby**

With the new spotting season on us, I thought it wise to state some do's and don'ts when you are airside at airfields. They can be dangerous, moreover Air Yorkshire's insurance does not cover you for any aviation activity. Even on an arranged tour, you are there at your own risk, so please follow these guidelines when possible.

1. If you need to wear glasses to see correctly – then wear them.
2. Always obey your steward/escort and never stray too far or get out of sight or ear shot.
3. Never touch any part of any aircraft, especially propellers as they could move and may cause you serious injury
4. Wear high visibility vests if requested to do so, or if you wish.
5. Beware trailing edges on high wing monoplanes such as Cessna's . They are sharp. If writing down numbers, STOP, write them down and lift your head before moving forward.
6. Do not squeeze between aircraft if you are up against a prop. Find another way round.
7. Never step over a part of an aircraft such as a glider wing. It could be a very expensive mistake on your part.
8. Never walk In front of or behind an aircraft with a moving prop. The wash can be like a gale and you don't want to be anywhere near a moving prop.
9. Stick to identified walk ways where they exist. They are there for your safety.
10. If in a hangar, watch out for spilt liquids on the floor or tools or parts that can be trip hazards.
11. Only enter and exit the air side portion of an airfield through the nominated gates. Other gates may exist for pilots and emergency staff etc... but they are not for general use.
12. **Photographers** are particularly at risk as their vision is distorted and limited to what they see thru the viewfinder, avoid moving if the camera is in front of your eyes,
13. leave rucksacks and bags at the door. These can easily catch on delicate parts like pitot tubes etc, we know of one getting bent in this way. In a confined space this can happen when moving between aircraft.
14. A photographer has been seen walking backwards down an active taxiway with the camera to his eye, totally oblivious to what was going on behind him. Seen also have been cameras with long lenses swinging very close to aircraft in hangars when moving around in close proximity to airframes. Please try and save the long lenses for outside.

You may think that safety issues are killing our hobby but they are not. It is usually a small minority who disregard simple safety rules that cause us to lose access. If we follow some simple rules above then your visits should be much less riskier ( there is always some form of risk associated with an airfield), and we can all continue to enjoy our hobby.

## AIR YORKSHIRE VISIT TO YORKSHIRE AIR AMBULANCE BASE- NOSTELL

After several phone calls and emails I finally managed to secure a visit to the Air Ambulance base at Nostell near Wakefield. We were only allowed a maximum of 8- people and our donation record was checked before permission was given. Thursday 16 November turned out to be a grey day with low cloud, this turned out to be an advantage for us as the Helicopter was unable to fly in the conditions.



We were met in the reception room by Clare the senior fund raising organiser and taken to their recently built meeting room and given refreshments prior to meeting The senior Pilot /Director of Aviation, Steve Waudby, we then had a very interesting question and answer session with him and discovered the history and operation of the Organisation. It turned out that he was one of the original pilots when they first started operations at LBA and also flew for Multiflight in their Dauphin Helicopters.



We were then introduced to another of the pilots who whilst very experienced from the Royal Navy+New Zealand and Australian Air force and Oil rig operations was today on his very first duty with the Air Ambulance.

We were then taken outside onto the ramp and given a very detailed tour of G-YORX the very new Airbus H145 Helicopter and lots of photos taken.



Then it was back inside to visit the medical store room, the Paramedic training room and the 24 hour monitoring station where every 999 emergency call can be accessed and the Helicopter dispatched at as required.



A few facts- The scramble time to airborne is approx 3 minutes, they fly 7 days a week, 365 days a year, on average they attend 5 incidents each day, 1 in 10 missions are flown using night vision goggles. It costs £19,000 per day to keep both Helicopters flying.

Each mission has a Pilot, pilot/navigator- senior medical Consultant-2- Paramedics all highly trained. The 2- Helicopters at Nostell and Topcliffe cover the whole of Yorkshire and very often work with Mountain Rescue teams in difficult locations.

The Air Ambulance is our recognised charity and is always in need of our support, please donate regularly at our meetings



## Local Flying

G-BSPE/46

C172

t/f North Coates

## Northside

### The 'Pig Shed' Hangar

G-AKDN

Chipmunk

G-ARLR

Terrier II



G-BBMH

EAA Biplane



G-BUGZ

T61 Venture

G-CCZJ

X'Air Falcon 582

G-CIFK

X'Air Hawk

G-CSDJ

Jabiru

G-EFER

Super Cub

under rebuild  
ground engine runs

arrived 10-11-23 from Sutton Bank for  
storage

G-EVSW	Evektor SportStar	
G-GBUE	DR400 Dauphin	
N88NA	PA-32 Turbo Saratoga	stored dismantled
G-ANRF	Tiger Moth	
G-EMNN	Fw44	mtce , new exhaust collector ring being fitted

### **Parked out**

G-NTWK*	Squirrel II	PDG on inspection duty
G-PDGI*	Squirrel	ditto



### **Southside 'New' Hangar**

G-GEFF	PC-12	
N133KQ	Kodiak	
N517FD	Saratoga II	for sale

### **Storage Hangars**

G-AZKR	PA-24 Commanche	stored , NFD 30-9-21
G-BAKM	DR400 Major	ARC exp 19-12-23
G-BDUY	DR400 Major	dismantled , ARC exp 27-4-23
G-BGGM	Tomahawk	dismantled , De-reg 28-4-21
G-BSOK	Cherokee Warrior	dismantled , ARC exp 9-9-13
G-BXZA	Tomahawk	ex-Eshott , dismantled , NFD 17-12-21

### **Parked outside**

G-ASEP*	PA-23 Apache	ARC exp 9-2-24 .
G-BOER	Cherokee Warrior II	
G-CHER	Tomahawk	
G-RVND	Tomahawk	
G-TMHK	Tomahawk	

Notes ;

All aircraft are resident apart from those marked \* .

The runway remains very damp with the top-half , the 24 end the preferred choice with visitors being asked to PPR . Heli-ops remain unaffected !



The Arrow Active is an aeroplane we've all heard of and probably seen at an air display but it's likely we know very little about its history. Arrow Aircraft (Leeds) Ltd was formed in April 1930 working from a small workshop in Little Russell Street, off Whitehall Road, Wortley, Leeds. The two directors were S Oddy, who was the chief engineer, and designer AC Thornton, previously with Blackburn Aircraft. The Company's aim was to build a racing biplane to Thornton's design that would rival the Comper Swift but Thornton had another role in mind for the diminutive biplane - that of an advanced trainer for the RAF. After initial training he envisioned that the pilot would move onto the Active which would give experience in the handling of a high speed fighting machine at a low cost. The first Active, G-ABIX, was powered by a 115hp Cirrus-Hermes IIB and after it was completed, having been built in total secrecy, it was taken to RAF Martlesham Heath for evaluation and the Air Ministry granted its CofA on 21/5/31. It was a compact, all metal, fabric covered biplane with a wingspan of 24ft and length of 18ft 10, for comparison a Tiger Moth's span is 29ft 4" and it is 23ft 11" long. At that time it was one of the fastest aircraft of its type, capable of 140 mph and whilst the RAF held it in high regard for its performance and build quality no orders were forthcoming. Not to be deterred Arrow then turned their attention to marketing its Active as a sports aeroplane and on 31st May 1931 it was demonstrated at the Yorkshire Aeroplane Club's Pageant at Sherburn. The Leeds Mercury printed the following day described its first public appearance as "one of the more interesting events of the day" and "Fit Lt CB Wincott gave a thrilling show of speed and evolutions (sic)".



This 1906 map shows Little Russell St, highlighted pink, where Arrow Aircraft (Leeds) had their first premises and where both Actives were built. Whitehall Road is highlighted yellow and survives whilst the small streets have been lost to industrial units. Armley Gyratory was constructed later, it is just off the top left corner of the map.

To promote the Arrow Active its next appearance of note was on 25th July 1931 when it was entered into the King's Cup Air Race, an event established in 1922 by King George V as an incentive to the development of light aircraft and engine design. It was one of 42 entries, and was given the race number 42 with entrants taking off from Heston on a 983 mile race around the country. Due to the Active being given a handicap, as it was a scratch entry and one of the fastest aircraft to take part, it took off in deteriorating weather a full 2½ hours after the first starter, it departed Heston in a squall with a 200ft cloudbase. The pilot once again was Flt Lt Wincott and he was not to be deterred from taking off through the squalls which were heavy and extensive meaning that he was flying blind for most of the flight. He managed to reach the Derbyshire Hills at which point he decided he could go no further and put the biplane down on the first green patch he could find. This was a field 6 miles north of Derby and it turned out to be a mere 100yds long. In a feat of outstanding airmanship the plane was undamaged. With the help of some farm hands who dismantled a stone wall and with its wings folded, they pushed the aircraft into an adjacent field which was longer and more suitable for a take off. In the meantime it was then pushed into a large farmer's shed where Wincott, having retired from the race, went to sleep. He learned later that he had flown 50 miles too far north and had subsequently missed a checkpoint. As he had taken off later than the rest of the field he had met with the worst of the weather. Ironically the race was won by a Blackburn Bluebird, an aircraft Thornton helped to design. Despite not completing the race a great deal of interest had been shown in the Active and its designer and a number of invitations to enter 'BIX in some important races on the Continent were received.

The sole Active's next appearance of note in 1931 was the Grosvenor Cup Race at Cramlington, Northumberland on 22nd August with most interest being shown in Arrow's aircraft at the Sherburn control point. Whilst 'IX didn't win due to the handicaps applied it was still the fastest entry at 129mph flown again by Flt Lt Wincott. Then on 3rd October it was entered into the London to Cardiff air race in connection with the opening of the new Cardiff Aerodrome. There were 14 starters and the Arrow, flown this time by F/O Leech, overhauled 7 aircraft to cross the line just 20 seconds behind the leader to come second. The aircraft was due to take part in the official opening of Leeds/Bradford's Aerodrome on 17th October but fog prevented it from arriving and while F/O Leech arrived at Yeadon it was without his machine.

The Arrow had a busy time in 1932 promoting itself by appearing at flying events in England together with two visits to displays in Antwerp. Winthorpe near Skegness proved to be a popular venue with displays at each of the 3 separate pageants on 15th May, 31st July and 11th September with the Active being flown each time by F/O Leech who made quite an impression on the crowds. The local newspaper at the time reported that "The Arrow Active attracted much attention as it taxied to the start line" and "The aerobatic display provided the thrill of the day beside which all others paled. Leech threw the fast single seater about in a manner which almost beggars description. His display alone justified one's visit to the Pageant. When he made a perfect landing he was greeted with richly deserved cheers and applause". This was true of all 3 of his Skegness displays held that year. In the Flying Section of The Tatler, issued on 20th April 1932, there was a glowing account, "The single seater aircraft in general appeals to large numbers of amateur flyers, as recent sales statistics prove. In this class the Arrow Active is an outstanding example with a remarkable top speed of 140mph. The Active is the last word in sports aircraft and really is the civil counterpart of the single seat fighter. And its performance is fighter like in speed, climb and manoeuvrability". It was regarded as an exciting aircraft to fly but it had a fearsome reputation for being difficult to land. Alex Henshaw said it should be treated with respect.



A fine study of the second Arrow Active. (Picture via J. Wheatley)

A second Active, G-ABVE was built in 1932, powered this time by a 120hp DH Gipsy II, and designated as an Arrow Active 2 in view of the minor improvements made to the design. It was completed in a commendable 3 months and in time to take part in the King's Cup Air Race in July, for some weeks staff had been working overtime to ensure it would be ready. On 25th June F/O HH Leech, who was to fly the aircraft in the race, received an urgent message while he was at Hendon taking part in an Air Pageant, it advised him that the Active 2 must be tested without delay. He flew over to Yeading and the next day, according to the Leeds Mercury, "tested the plane with a display of aerial stunting, diving at over 200mph". The Active 2 was certified and piloted by F/O HH Leech in the Race, the other Arrow, 'BIX was entered to be flown by Flt Lt EA Healy. In all there were 53 entries for the Race which was over a distance of 205.6 miles and 12 heats decided the final order for which Healy didn't qualify whilst Leech was 5th out of the 8 participating in the final on 9th July.

In 1933 the Actives attended far fewer events but most noteworthy was their entry once again in the King's Cup Air Race held in glorious weather from 8th July from Hatfield. F/O Leech came 5th in the final, but Ft.Lt Healy in the second Arrow was not placed. Sherburn hosted The Yorkshire County Aviation Club's Air Pageant on 16th July and at the same time the airfield was also the finishing line for the Yorkshire Challenge Trophy with the start at Heston. This time Capt HV Worrall, instructor for the Yorkshire Aeroplane Club, flew one of the Actives whilst the second was flown by F/O Moody. Capt Worrall came 2nd with F/O Moody arriving 19 seconds behind him. After the race, also held in glorious weather and in front of a crowd of 2000 spectators, Worrall gave a spirited display of the Active with its "extraordinary climbing performance and manoeuvring power" shown to full effect. After Sherburn, and with the hoped for order from the RAF not materialising, the Arrow Actives adopted a lower profile. Indeed at the end of 1933 'BVE was placed into storage in Yeading, a few miles south of Northolt, West London.



Consent had been granted to Arrow Aircraft Ltd in 1935 to erect buildings on half an acre of land near Moor Grange, to the centre right of the map. The Quarry to the bottom/right of the map is where Yeadon Stoops now stands and Victoria Avenue runs from the bottom to the top/right of this map.

The Leeds Mercury newspaper of 30th September 1932 announced that Arrow Aircraft had been given consent by the Leeds/Bradford Aerodrome committee to open an aircraft factory at Yeadon. It would be 1935 before the company acted on this consent when, in April, the Town Planning Committee, granted them an initial 20 year Licence to use Yeadon Aerodrome and to erect buildings on half an acre of land near Moor Grange, the current site of AE Turbines. Around this time the company dropped (Leeds) from its name to become Arrow Aircraft Ltd. The Company were hoping to complete the transfer of their business from the existing site in Little Russell Street to Yeadon within 10 weeks. Despite being well received there was still a total lack of orders for the Active and they were now to concentrate largely on work for the Air Ministry by producing a wide variety of engineering equipment for the RAF. They were, however, also hoping to produce a cheap training machine for aeroplane clubs but this never materialised.

The first Active to fly, 'BIX, had been purchased by Alex Henshaw in May 1935 apparently intended to satisfy his increasing involvement in competitive flying, but it met with a fiery end on 30th December that same year. He was flying from Waltham Grange Airfield, near Grimsby to Brough and at 3000ft during a series of violent aerobatics the carburettor overflowed, petrol spilled onto the hot exhaust causing a fire under the pilot's feet. Henshaw had no option but to jump immediately, especially as the fuel tank was mounted behind the instrument panel. He took to his parachute whilst over Covenham, South of Grimsby, and after drifting for 2 miles he landed safely near Louth, though unsurprisingly his flying boots had been burnt. He hadn't always worn a 'chute but luckily his father had persuaded him 2 weeks previously to start wearing one. The pilotless Active came down in a wide spiral and plunged nose first into a ploughed field at Marshchapel, again near Grimsby, and was destroyed when the petrol tank exploded.

With Active 'BVE in storage and 'BIX having been written off in a crash the story of the aircraft goes quiet for a few years. The Yorkshire Evening Post of 4th February 1952 reported that the factory of Arrow Aircraft at Yeadon had been taken over by Hepworth and Grandage, known for their Hepolite pistons. AE Turbines now occupy the site manufacturing turbine blades. The Advertiser newspaper of 14th March 1958 confirmed that 'BVE was now owned by NH Jones, after having been in storage since 1933. Jones was the managing director of Rollason and his Active was being rebuilt at their hangar in Croydon. Despite having been in storage for some 25 years it was reported to be in good condition and it was hoped that it would be flying with the newly formed Tiger Club. It was reported in The Advertiser again on 11th July 1958, but for the wrong reasons, when the aircraft, flown by Jones, had been damaged the previous weekend whilst landing at Fair Oaks when the wind suddenly changed direction. Fortunately it suffered only a damaged undercarriage. The Active came to be highly regarded by the Tiger Club, helped by the original 120hp Gipsy II engine having been replaced with a more powerful 145hp Gipsy III. Other small improvements were made with the addition of a new fin and rudder to improve handling. Over the years since its rebuild the aircraft has taken part in many displays and races throughout the country. In particular it has been a frequent visitor to the Shuttleworth displays at Old Warden.



The Active pictured at Brighton where, until recently, it remained 'stored' for a number of years

It can be regarded as good fortune that this 90 year old aeroplane has survived. Several times in its life 'VE has gone into hiding only to re-emerge years later and start a new chapter. For the last 10 years or so it has been dormant at Brighton but with a recent change of ownership it was flown out of the airfield to an unidentified strip somewhere in the south.

## British Airports TOP 20

	Airport	2023	2022	% change	Last year
1st	HEATHROW	79,149,042	61,596,618	28.50%	1st
2nd	GATWICK	40,894,242	32,831,088	24.56%	2nd
3rd	MANCHESTER	28,077,659	23,340,418	20.30%	3rd
4th	STANSTED	27,951,116	23,289,652	20.02%	4th
5th	LUTON	16,399,866	13,322,236	23.10%	5th
6th	EDINBURGH	14,395,463	11,248,549	27.98%	6th
7th	BIRMINGHAM	11,479,335	9,595,557	19.63%	7th
8th	BRISTOL	9,911,879	7,945,038	24.76%	8th
9th	GLASGOW	7,355,987	6,516,029	12.89%	9th
10th	BELFAST INTL	5,956,888	4,818,214	23.63%	10th
11th	NEWCASTLE	4,818,885	4,127,035	16.76%	11th
12th	LIVERPOOL	4,193,076	3,490,655	20.12%	12th
13th	LEEDS BRADFORD	3,989,405	3,287,968	21.33%	13th
14th	EAST MIDLANDS	3,932,497	3,186,367	23.42%	14th
15th	LONDON CITY	3,429,684	3,009,313	13.97%	15th
16th	ABERDEEN	2,229,918	1,959,883	13.78%	16th
17th	BELFAST CITY	2,115,153	1,655,156	27.79%	17th
18th	BOURNEMOUTH	950,028	734,344	29.37%	20th
19th	CARDIFF WALES	837,252	857,397	-2.35%	19th
20th	INVERNESS	801,338	699,982	114.48%	21st
Overall				20.20%	

In 2023 LBA had the **10th best performance in the UK** compared to 2022 [of the Top 20 Airports in 2023] **+21.33%** and was the UK's 13<sup>th</sup> busiest airport with 3,989,405 passengers. Inverness crept into the Top 20 at the Expense of Doncaster that closed in 2022

Five years ago LBA was the 15th busiest airport.

Aircraft Movements increased by 7.37% compared to 2022

There was a decrease in passenger movements of 4.1% in 2023 compared to 2022. The figure for 2023 was 24919

There were 170,051 Domestic and 3,818,853 International Passengers. The domestic passengers increased by 14.22% compared to 2022 and International increased by 21.8%.

In 2023 there were flights to 76 different international destinations (Over 200 Passengers), compared to 74 in 2022. Alicante was the most popular followed by Dublin, Palma, Malaga, Tenerife, Faro, Arrecife, Krakow, Amsterdam and Gdansk

In 2023 there were 5 different domestic destinations (over 200 passengers), with the most popular being Belfast City followed by Belfast international, Jersey, Guernsey, Glasgow and Edinburgh

The freight figure for 2023 was 0.593 Tonnes compared to 2021 which was 0.15 Tonnes

## March 2024

Airline	Date	Reg	Type	MSN	Remarks
Aurigny Air Services	02 Mar	GCMFI	ATR 72-600	1312	Lsd fm Eastern Airways 11 Jan 24 - 10mths Rotated with GCMEI Lse contract terminated 01 Mar 24
Gainjet Ireland	02 Mar				General update
Wizz Air UK	02 Mar	(GWUKI)	Airbus A321-231-S	8625	WFU 18 Feb 24 LTN - Katowice 18 Feb 24 Regd to Wizz Air as HALTK 01 Mar 24
ASL Airlines Ireland	05 Mar	EIHEA	Airbus A330-322F	116	WFU 17 Feb 24 Leipzig - DGX 05 Mar 24 Fr part-out
easyJet UK	06 Mar	GUZLV	Airbus A20N-251N	11617	Divd LGW 06 Mar 24
Aurigny Air Services	07 Mar	GPOWM	Airbus A320-232	2564	Lsd fm Titan Airways 06 Mar 24 - 08 Mar 24 Bsd GCI
Ryanair	07 Mar	EIIJD	Boeing B38M MAX 8-200	62368/ 8859	Divd DUB 07 Mar 24
Wizz Air UK	08 Mar	GWUNE	Airbus A21N-271NX	11983	Divd LTN 08 Mar 24
Ascend Airways	09 Mar	GWEAH	Boeing B38M-MAX 8	43340/ 8217	Antalya - EMA as TCMKF 02 Mar 24 (Paint) Regd 08 Mar 24 To be lsd to TUI Airways Sum 24 Bsd LGW
Wizz Air UK	10 Mar	GWUKN	Airbus A21N-271NX	10333	WFU 12 Dec 23 LGW - Katowice 12 Dec 23 MX/Strd Katowice - PIK 07 Mar 24 Strd
Aurigny Air Services	11 Mar	DAASG	Bombardier DASH 8-Q402	4087	Lsd fm Avanti Air 12 Mar 24 - ? Bsd GCI
Wizz Air UK	11 Mar	GWUKG	Airbus A321-231-S	8236	WFU 10 Mar 24 LTN - PIK 11 Mar 24 MX/Strd

Fly4 Airlines	14 Mar	EIFFB	Boeing B738-8K5-SW	37243/4299	BHX - Brussels as GTAWL 22 Feb 24 Brussels - SNN 27 Feb 24 (Paint) SNN - Brussels 06 Mar 24 Regd 13 Mar Trans fm TUI Airways
Ryanair UK	14 Mar	GRUKN	Boeing B738-8AS-W	8236	Regd 13 Mar 24. Ex EIEKZ Trans fm Ryanair
Jet2	15 Mar	(GLSAB)	Boeing B757-27B-W	24136/169	WFU 20 Jan 24 MAN - DGX 05 Feb 24 Fr part-out Canx 14 Mar 24 as PWFU
TUI Airways	15 Mar	GTUKW	Boeing B738-8K5-SW	40943/4407	Regd 14 Mar 24. Ex OOJAV Trans fm TUI Airlines Belgium
Virgin Atlantic	15 Mar	GVNVR	Airbus A35K-1041	647	Regd 14 Mar 24 Divd LHR 15 Mar 24
easyJet UK	19 Mar	GEJCL	Airbus A320-214	4861	Acquired. Ex RPC3625 Hyderabad - Riyadh - Larnaca 12/14 Mar 24 Regd 18 Mar 24
Jet2	19 Mar	(GJZDG)	Boeing B738-8H6-W	41769/5741	Divd LBA as TCCRA 18 Mar 24
Norse Atlantic UK	20 Mar	(GCKWT)	Boeing B789-9	63320/827	Trans to Norse as LNFNL 19 Mar24
Ryanair UK	20 Mar	GRUKO	Boeing B738-8AS-W	40284/3323	Trans fm Ryanair. Ex EIEMR
ASL Airlines Ireland	21 Mar	EILDC	Airbus A300-F4-605R	857	Regd -- Mar 24. Ex BLDC Divd Bordeaux - Leipzig 21 Mar 24
Jet2	21 Mar	GSUNH	Airbus A21N-251NX	11806	Divd MAN 21 Mar 24
TUI Airways	22 Mar	(GTAWN)	Boeing B738-8K5-SW	37251/4369	WFU 04 Mar 24 LGW - SNN 06 Mar 24 (Paint) SNN - Brussels 12 Mar 24 Regd to Fly4 Airlines as EIFFC 21 Mar 24 Trans fm TUI Airways
Cityjet	26 Mar	EIHIE	Bombardier CRJ 1000 EL	19010	Regd -- Mar 24 Maastricht - Copenhagen 25 Mar 24 Lsd to SAS 26 Mar 24 - ?
easyJet UK	27 Mar	GUZLX	Airbus A20N-251N	4861	Divd LGW 27 Mar 24
Jet2	27 Mar	GSUNG	Airbus A21N-251NX	11799	Divd MAN 27 Mar 24



TUI Airways	27 Mar	(GOBYK)	Boeing B767-38AER-W	29617/741	WFU 28 Oct 23 (AOG Palma) Palma - Teruel 10 Nov 23 Strd Regd to ? as N----- 26 Mar 24
Jet2	28 Mar	GJZDG	Boeing B738-8H6-W	41769/5741	Divd LBA as TCCRA 18 Mar 24 Regd 27 Mar 24
BA Euroflyer	29 Mar	GMEDK	Airbus A320-232	2441	LHR - LGW 17 Mar 24 I/S 21 Mar 24 Regd 27 Mar 24 Trans fm British Airways
BA Euroflyer	30 Mar	(GMIDO)	Airbus A320-232	1987	LHR - LGW 26 Mar 24 I/S 29 Mar 24 To trans fm British Airways
Eastern Airways	30 Mar	GCLYU	Embraer ERJ 190-100LR	19000310	HUY - Amsterdam 30 Mar 24 Lsd to KLM 31 Mar 24 - Sum 24
Eastern Airways	30 Mar	GCLSN	Embraer ERJ 190-100LR	19000130	HUY -Saarbrucken 08 Feb 24 MX Was due to be lsd to KLM comm 31 Mar 24
Eastern Airways	30 Mar	GCMPI	Embraer ERJ 170-100LR	17000029	HUY - Amsterdam 30 Mar 24 Lsd to KLM 31 Mar 24 - ? Covers late Embraer ERJ 190 GCLSN
Cityjet	31 Mar	EIHIE	Bombardier CRJ 1000 EL	19010	Copenhagen - Frankfurt 30 Mar 24 Lsd to Lufthansa 31 Mar 24 - Sum 24
Cityjet	31 Mar	EIHID	Bombardier CRJ 1000 EL	19024	Copenhagen - Frankfurt 31 Mar 24 Lsd to Lufthansa 31 Mar 24 - Sum 24
Cityjet	31 Mar	EIHIC	Bombardier CRJ 1000 EL	19017	Copenhagen - Frankfurt 31 Mar 24 Lsd to Lufthansa 31 Mar 24 - Sum 24
Cityjet	31 Mar	EIHIB	Bombardier CRJ 1000 EL	19012	Copenhagen - Frankfurt 30 Mar 24 Lsd to Lufthansa 31 Mar 24 - Sum 24
Cityjet	31 Mar	EIHIA	Bombardier CRJ 1000 EL	19006	Copenhagen - Frankfurt 30 Mar 24 Lsd to Lufthansa 31 Mar 24 - Sum 24
Loganair	31 Mar	ESNTA	ATR42-500	655	Lsd fm NyxAir 01 Apr 24 - ? Bsd GLA

## LEEDS/BRADFORD NEWS

As part of the planning permissions which govern the running of the LBA there is a condition which sets a quota for night time flights. This was put in place to protect the amenity of residents. In 2022 the City Council received a complaint that the airport had exceeded its summer quota - in effect there were more flights than there should have been. The complaint was upheld by the Council and the airport agreed to comply with their planning permission. In 2023 there was a further complaint that again the number of flights exceeded the summer night time quota. The City Council have investigated and found the quota was again exceeded. As we close for press, it seems the Council do not intend to take further action against the airport.

LBA has, as part of its planning permission, a quota on night time flights (there is no limitation on day time aircraft movements). Leeds have made a decision with regard to two of the applications. A decision on the other applications is still awaited.

Application 3 - Regardless of the cap on movements in condition 7, it is lawful for aircraft to take off and land at Leeds Bradford Airport during the hours of 2300-0700 where they fall within the definition of 'exempt aircraft' in NOTAM S45/1993 i.e. (a) those aircraft with a maximum certified weight not exceeding 11,600 kg and (b) those propeller aircraft which on the basis of their noise data are classed as less than 87 EPNdB and which are indicated as exempt in part 2 of the schedule of NOTAM S45/1993 notice - Leeds And Bradford Airport Victoria Avenue Yeadon Leeds LS19 7TU

Ref. No: 23/07491/CLE | Received date: Thu 14 Dec 2023 | Status: Application Refused

Application 4 - It is lawful for any aircraft, regardless of quota count and regardless of the cap on movements in condition 7 to land at the airport in the following circumstances: (a) delayed landings up to 0100 hours by aircraft scheduled to land at Leeds Bradford Airport between 0700 hours and 23 hours; and (b) any emergency flights, i.e a flight where there is an immediate danger to life or health, whether human or animal are permitted - Leeds And Bradford Airport Victoria Avenue Yeadon Leeds LS19 7TU

Ref. No: 23/07493/CLE | Received date: Thu 14 Dec 2023 | Status: Application Refused

Jet2 received ex Pegasus Boeing 737-800, TC-CRA on the 19<sup>th</sup> March. It was delivered from arriving at 17:32, using callsign "Sun Turk 094". The aircraft is allocated British registration G-JZDG. G-JZDD arrived back from paint at East Midlands on Tuesday 12<sup>th</sup> March. It is painted in Jet2 holidays scheme. The aircraft entered revenue service on March 21<sup>st</sup>, operating a Leeds – Faro – Leeds rotation

Ryanair have once again decided to operate some of the LBA to Palma flights with Lauda Airbus A.320's this summer. The flights on Mondays, Fridays and Saturdays are due to change. The Saturday Zadan flight is also scheduled to be operated by Lauda. From the 1<sup>st</sup> April a Boeing 737MAX will replace one of the based 800 series aircraft, so the based fleet will consist of one Boeing 737-800 and two, Boeing 737MAX's.

Sun Express commenced services at Leeds/Bradford on Sunday 24<sup>th</sup> March. TC-SNT operated the 1<sup>st</sup> service, to and from Antalya.

## AIRPORT NEWS

Doncaster Sheffield Airport has become one step closer to reopening. Doncaster Council says it has agreed a 125 year lease with Peel Group for the site of Doncaster Sheffield Airport closed in November 2022 after the owners said it was no longer commercially viable as an airport and produced plans to turn the site into a business park. A report in 2023 said that the airport was commercially viable and as a result Doncaster Council along with South Yorkshire Mayor committed to negotiate with investors and stakeholders to come up with a plan to reopen it under the South Yorkshire Airport City programme. As well as the airport, the plan also includes retail parks, leisure complexes and other facilities in a cluster around the site. Doncaster Mayor Ros Jones said: "This is a significant day in our ambition to reopen the airport as the lease has been signed. I was determined to find a way to secure the future of aviation in Doncaster and this agreement helps us along the way to reopening our airport and seeing planes taking off once again. "This is a major step in the reopening process. The next is appointing an operator and investor who will manage and develop the airport. This process is well underway and I am optimistic that I can announce a partnership later in the spring. "I would like to personally thank council officers who have worked tirelessly with great dedication, insight, determination and skill to get us to where we are today. This has been no mean feat. Let's look forward to the future with an airport that will help boost the economic and growth fortunes of our city, South Yorkshire and the north. "I would also like to thank my fellow South Yorkshire Leaders for backing the efforts of me and this council to save and reopen our airport. This airport is for the whole of South Yorkshire." Conservative MP Nick Fletcher called it "Great news". The name of the airport will be determined at a later date.

Dublin Airport is under threat of losing several U.S. carriers services, as Airlines for America (A4A), an industry group featuring United Airlines, Delta Air Lines, and American Airlines, is threatening to leave Dublin International unless the current cap of 32 million passengers per year is raised. The group's members also include cargo carriers FedEx Express, which has a crew base in the Irish capital, and S Airlines. "Failure to cater to US-Ireland passenger demand will have a significant negative impact on the Irish economy. Three US companies - Apple, Microsoft, and Google - are responsible for one-third of Ireland's corporation tax," A4A said in a filing to Fingal County Council, which is currently deciding on the cap expansion. The US group added that the limit needs to be lifted "if Ireland is to sustain and grow current levels of US tourism and foreign direct investment" and noted that passenger growth between the US and Ireland grew by 76% from 2013 to 2023, emphasising that it expects a similar increase in the coming years. The pressure on regulators in Ireland comes following similar complaints made by Ryanair and Aer Lingus. Ryanair actually reallocated three of its aircraft, 16 new routes and 200 jobs to southern Italy over the cap. Dublin Airport's passenger cap has been set at 32 million in order not to overburden local infrastructure as well as to ease carbon and noise pollution. Now, airlines and the airport administrator, daa, are seeking to increase that number to 40 million per year. Fingal City Council has asked daa to submit additional documents to prove the expansion is needed. Dublin Airport hosted 31.9 million passengers in 2023, which is 60% more than 10 years ago, official figures published by daa show.

Manchester will receive a twice weekly service by Royal Jordanian. Starting from March 6h , 2024. The flights are operated by Airbus A.320's Turkish Airlines has also announced it is increasing the number of flights between Istanbul Airport and Manchester from 19th May 2024. A fourth flight will be added on the route bringing the total number of flights per week to 25. The additional flight will operate on Monday, Wednesday, Friday and Sunday

Southend Airport, owners, Esken, have announced that they have gone into administration. This comes following an agreement made with Carlyle Global Infrastructure Fund to take a majority stake, just two weeks before the company went into administration. Such a majority stake was a result of a whopping £193m debt being owed to Carlyle. Esken was aiming to operate a restructuring plan that would take a few months to achieve. In a statement, the company that owns Southend Airport said the following on this: "Further to the announcement on March 6, the company has concluded (following detailed advice from advisers) that implementation of the proposed restructuring plan in relation to the company has ceased to be commercially viable." This is concerning news for Southend Airport, as its future will now be unclear following this news. It is unclear whether the airport will have to close at this present moment, as administrators begin their work. More news will no doubt follow regarding Southend Airport in the coming weeks ahead.

## **AIRLINE NEWS**

Ascend Airways the UK-based start-up ACMI carrier has received its second aircraft, a Boeing 737 MAX 8, and having already taken delivery of its first aircraft earlier in 2024, is now finalizing its plans to begin services during the IATA summer scheduling season of 2024. The carrier's second aircraft, registered G-WEAH, joined the Ascend fleet in March 2024 and is being prepared for entry into service with the carrier.

Eastern Airways has applied to the US Department of Transportation) for permission to codeshare with Delta Air Lines (and add its designator code to wet-lease flights it operates for KLM Royal Dutch Airlines and KLM cityhopper To do so, it asked the DOT for an exemption permitting it to engage in scheduled flights between the United Kingdom and the Netherlands under a codeshare arrangement with Delta or any duly authorised US carrier. However, US carrier Eastern Airlines, based at, Miami International) objected to the British carrier's use of the word "Eastern". "Use of the trade name 'Eastern Airways' may cause confusion to the travelling and shipping public," the US carrier protested to the DOT. Eastern Airways' legal name is Air Kilroe Limited. The US carrier's parent company, Eastern Air Holdings, owns the trademarks for 'Eastern' and 'Eastern Air Lines', among other branded intellectual property, it said, and is worried about the impact Eastern Airways' entrance into the US market could have on its business since, under the rules for codeshares and charters, the operating airline's name must be listed on the flights, extending "the reach of potential markets for public confusion resulting from the holding out of air transportation under the name Eastern Airways." It therefore asked the Department to defer any action on Eastern Airways' application for at least 45 days while the issues are reviewed and addressed privately.

Jet2 have topped Which?'s annual survey of short-haul airlines yet again, after travelling customers gave Jet2.com the highest customer score out of all the short-haul airlines surveyed. Which?'s survey of airlines is based on the insights of travellers who have flown in the past year, and who were then asked to rate their experiences against a range of criteria. This included customer service, value for money, punctuality, boarding experience, seat comfort, food and drink, cabin cleanliness and last-minute cancellations. In total, responses were received based on the traveller experiences on 10,775 flights. Jet2.com is the only UK airline to be named as a Which Recommended Provider The leading leisure airline topped Which?'s annual survey of short-haul airlines yet again, after travelling customers gave Jet2.com the highest customer score out of all the short-haul airlines surveyed. Which?'s survey of airlines is based on the insights of travellers who have flown in the past year, and who were then asked to rate their experiences against a range of criteria. This included customer service, value for money, punctuality, boarding experience, seat comfort, food and drink, cabin cleanliness and last-minute cancellations. In total, responses were received based on the traveller experiences on 10,775 flights.

Jet2.com was recognised for its customer service, receiving an impressive five stars out of five. Multiple respondents praised the company's commitment to delivering exceptional customer service and the airline's helpful and friendly staff, with one respondent noting: "I have always found Jet2 staff, on the phone or in person, to be exceptional in all respects. They set the benchmark against which I judge all other companies." In the categories for value for money, cabin cleanliness, cabin environment and boarding, Jet2.com received a score of four stars. Jet2.com also has among the lowest rate of last-minute cancellations of any airlines in the survey. This latest accolade continues Jet2.com's and Jet2holidays' track record of achieving recognition from the consumer champion. Today's announcement means that the companies are named as a Which? Recommended Provider in every single category it is possible for them to be included in – seven categories in total.

Ryanair, C.E.O., Michael O'Leary doesn't understand TikTok. He isn't on X, and you definitely won't find him sharing his vacation snaps on Instagram. Yet the Ryanair CEO is proud to describe himself as "one of the original creators of social media." O'Leary describes the online platforms as a "way to reach lots of people at no cost," but that's only half the story. The real social media magic comes with the addition of a second ingredient. "All you have to do is make noise. I've been making noise whether it's charging for toilets, standing-only cabins, or whatever. Social media kind of accentuates that nonsensical rubbish." His stunts have generated social media buzz and coverage at top-tier outlets: From Time Magazine concerned about paying to pee on the plane to ABC News grappling with the concept of vertical seating. Courting controversy and the associated free publicity has been a calling card of Ryanair since the early 2000s. However, more recently the airline has fine-tuned its social media strategy. In what O'Leary describes as a "clever move," the budget carrier has invested heavily in its social media team to create original content. "We hired a group of kids under the age of 25 and sent them forth and said 'Look, write whatever you want on Twitter, Facebook, Instagram, TikTok.'"

"I don't understand TikTok, don't follow it, never gone on it. To me, it is mindless rubbish, but millions of people around the world follow Ryanair's account. I think we are now by far one of the biggest corporate entities on TikTok." Ryanair's social media team has been able to turn previously negative commentary into cult crazes. Inundated by passengers complaining that the 11A 'window seat' doesn't actually have a window, the airline's social media team spied an opportunity. In the space of a few tweets and clips, they were able to turn around the narrative and give the once-derided 11A cult status through the birth of the #11AClub. Ryanair has even claimed that savvy social media types now go out of their way to pay for the windowless wonder. It's not just dodgy seating. O'Leary confirmed that the airline's social media gurus have almost complete autonomy to do and say what they like. Asked if the lack of boundaries could ultimately prove counterproductive, the Ryanair CEO was pragmatic: "There's always a risk in being controversial, that some of it may backfire." Yet, for all of the laissez-faire attitude, O'Leary reveals two restrictions that are enforced on the social media team. The first is to "stay away from safety," a subject deemed just too sensitive for an airline that can proudly lay claim to being one of the world's safest. While safety has been non-negotiable since the airline's inception, O'Leary says the second rule only emerged in September 2022. "When the Queen died we jumped in and said 'Do not slag off the Queen – do not try to come up with something funny about it'. But other than that, they have carte blanche to say and do what they like."

Wizz Air received a one star rating for boarding, cabin environment and seat comfort. Combined with Civil Aviation Authority (CAA) data revealing it as one of the least punctual airlines it isn't surprising that Which? ranked it lower than British Airways, easyJet and Ryanair, the latter being the recipient of the worst airline for many of the previous surveys. Which? also criticised the airline for seemingly opening new routes and bases only to close them shortly afterwards as happened Cardiff Airport and Doncaster Sheffield Airport, although Doncaster Airport actually closed completely. Wizz Air has also cancelled more flights over the last year

than any other UK airline with 1.8% of flights during the survey period being cancelled with less than 24 hours notice. Wizz Air recently came under fire from the CAA after it was found to be failing to meet its obligations to passengers when flights were cancelled. In this survey, last years worst airline Ryanair came in at 58% overall with Wizz Air at 48%.

## **AIRCRAFT NEWS**

Boeing has announced plans to gradually increase the production of the 737 MAX to 38 aircraft per month. This of course will be under close monitoring by the FAA who has increased their oversight into the manufacturer. Their CFO Brian West said that they plan to increase up to 38 per month in the second half of this year: "In the first half [of 2024] the [production] rates will be lower", he said. "In the second half, they're going to be higher as we get towards that 38 per month. Beyond 38 per month will be up to the FAA". With a significant backlog for Boeing 737 MAX aircraft, the planemaker is doing all it can to meet the requirements of oversight. Concerns over safety and quality standards remains a big concern at the FAA. The regulator has given the planemaker 90 days to come up with a comprehensive review into these topics. This action follows a concerning incident in January 2024, where a panel detached from a Boeing 737 Max 9 aircraft mid-flight, raising serious safety concerns. "Boeing must commit to real and profound improvements," Administrator Whitaker said in February following the meeting with Boeing Chief Executive Officer and President Dave Calhoun and his senior safety team. Once these improvements have been made, then the FAA will satisfy the wishes of the planemaker. However, in the meantime, the focus needs to be on production improvements and not sales. It is unclear whether this will mean less sales momentum this year, but all eyes will be on this.

Boeing has confirmed it is in talks to reacquire Spirit AeroSystems, the sole manufacturer of B737 MAX fuselages and one of Boeing's most critical suppliers, in a bid to address serious quality issues. "We believe that the reintegration of Boeing and Spirit AeroSystems' manufacturing operations would further strengthen aviation safety, improve quality and serve the interests of our customers, employees, and shareholders," the US manufacturer said after the talks were first reported by the Wall Street Journal. The Wichita-based supplier confirmed that talks were ongoing, although neither party disclosed any details. Some of the many quality issues affecting the B737 MAX family have originated at Spirit AeroSystems, including the recent incorrect hole-boring incident. While more than 60% of Spirit AeroSystems' revenue comes from various Boeing contracts - which also include components for the B767, B777, and B787 programmes - it also has extensive contracts with its main rival, Airbus. Reuters reported that the Europeans have explored a potential buyout of Spirit's plant in Belfast, Northern Ireland, where the company builds A220 wings. Boeing sold Spirit AeroSystems to Onex Corp. for around USD1.2 billion in 2005. Since then, the supplier has listed on the New York Stock Exchange and is currently owned by a diversified pool of small shareholders, with no single entity holding more than 10% of its shares.

Meanwhile, Reuters says Boeing told its suppliers that it would not be increasing its B737 MAX production rate from the current 38 per month to 42 before June 2024. The rate hike was previously planned for February 2024. However, multiple reports indicate that Boeing is struggling to meet even the published rate of 38 MAX per month and, in any case, is barred from any further increases by the FAA until it addresses quality issues. According to the supplier master schedule, Boeing hopes to increase the rate to 47 MAX per month by January 2025, although previously, it planned this for August 2024. The move from 47 to 52 per month has been deferred from February 2025 to June 2025, and the return to the pre-pandemic rate of 57 units per month has slipped from August 2025 to February 2026.

Just as we close for press it has been announced that Boeing CEO and President Dave Calhoun will step down from his post at the end of the year. The company announced Monday. The decision follows months of tumult at the aircraft maker as it attempts to address manufacturing safety issues and immense public scrutiny in the wake of the Jan. 5 Alaska Airlines incident. The CEO change is part of broader management upheaval — Boeing Commercial Airplanes President and CEO Stan Deal will retire and be replaced by current COO Stephanie Pope, with immediate effect. Boeing Board Chair Larry Kellner also decided not to stand for re-election, with Steve Mollenkopf, the former CEO of chipmaker Qualcomm, elected as his successor. Mollenkopf and the board will oversee the selection of Boeing's new CEO, though no timeline was disclosed. In a letter to Boeing employees announcing the change, Calhoun called the Alaska Airlines incident a "watershed moment for Boeing." "We are going to fix what isn't working, and we are going to get our company back on the track towards recovery and stability," Calhoun said in the letter.

Calhoun became CEO of Boeing in 2020, taking the helm in the wake of two fatal 737 MAX crashes in 2018 and 2019 that killed a total of 346 people. Boeing's systemic safety and quality issues have been under growing pressure since January. In February, a Federal Aviation Administration expert panel report found significant organizational challenges at Boeing, including a disconnect between senior management and others in the company regarding safety culture. The audit also found multiple instances in which Boeing and its top supplier Spirit AeroSystems allegedly failed to comply with manufacturing quality control requirements. The ongoing quality issues at the company are heavily impacting its finances. Boeing's commercial aircraft business will be "negative 20%" for the first quarter due to the fallout of the Jan. 5 event, CFO Brian West said last Wednesday. West also noted Boeing's intent to spend more than \$4 billion to address safety and manufacturing issues. "The eyes of the world are on us, and I know we will come through this moment a better company, building on all the learnings we accumulated as we worked together to rebuild Boeing over the last number of years," Calhoun said.

## **OTHER NEWS**

A British Airways Concorde, one of only 20 ever built, embarked on a rare journey down New York's Hudson River, en route back to the Intrepid Museum after undergoing months of restoration. The iconic supersonic aircraft, was transported on a barge with an overnight stop in Jersey City before being unloaded at Pier 86. Intrepid Museum highlights the Concorde's world speed record for a passenger aircraft and its historical significance. The aircraft, G-BOAD, made its last flight in 2003 and has been a centrepiece of the museum since then. Tours of the Intrepid's Concorde will resume in April.

E-mail:- [DWooler@Hotmail.co.uk](mailto:DWooler@Hotmail.co.uk)

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)**

**BAINTON (EY)** A serious accident occurred at the crossroads on the B1248 between Bainton and Lund on 8.3. G-YAAA Bk.117D-3 (Helimed 99) arrived on scene at 10.41hrs from Topcliffe, departing back there at 11.44hrs. G-YORX Bk.117D-3 (Helimed 98) arrived at 10.42hrs from Nostell, departing to Hull Royal Infirmary at 11.26hrs.

**BRIDLINGTON (EY)** G-YAAA Bk.117D-3 (Helimed 99) landed at the Moorfield Road Car Park at 12.15hrs on 9.3 from Topcliffe, departing at 13.05hrs to Caldbergh, North Yorkshire. Then on 25.3 G-YORX Bk.117D-3 (Helimed 99) landed at a site between Bempton Lane and Marton Road at 09.50hrs from Nostell, departing to Scarborough General Hospital at 10.27hrs.

**CHURCH FENTON (NY) 20.2** G-ECET T.182T, G-RVCH RV.8A. **21.2** G-XXED S.76C++. **22.2** 2-MSTG Cessna 510 (510-0295) f Biggin Hill n/s t Shoreham 23.2. **23.2** G-CCWM DR.400, G-KNCG PA-32, T7-960 TBM.960 (1414) f Allendorf t Rotterdam. **24.2** G-OSRL LJ45 f Liverpool n/s, G-ZBEN Yak52. **25.2** G-OSRL LJ45 t Guernsey. **28.2** ZM417 A.400M (Jigsaw 98) low level flyby at 13.42hrs f&t Brize Norton, G-OSRL LJ45 f Seville t Biggin Hill. **5.3** G-TRNG A.109E. **6.3** G-OSRL LJ45 f Malaga t Guernsey, YU-SAI Cessna 525 (5250115) call sign NAD521 f Vilnius, n/s, t Anney 7.3. **8.3** G-CMTB DA.50C f Wiener Neustadt via Saarbrucken new resident. **9.3** G-BHGY PA-28R, G-NBCA PC.12/47E, G-RDDM 182T new resident, ex Gamston. **10.3** YU-SAI Cessna 525 "NAD521" f Anney, 3 x n/s, t Ljubljana 13.3. **11.3** 2-MSTG Cessna 510 f Manchester, n/s, t Shoreham 12.3. **12.3** G-OSRL LJ45 f Manchester n/s. **15.3** G-OSRL LJ45, G-TYER DR.400 f Little Snoring n/s. **16.3** G-ASSS 172E, G-BGHJ F.172N, G-BMIV PA-28R, G-BYZA AS.355F2, G-CDSF DA.40D temporary resident, G-JBRD M.20K, G-KTWO 182T, G-NGTC Extra NG, G-OSRL LJ45 t Lyon, G-TYER DR.400 t Little Snoring. **17.3** G-OSRL LJ45 f Lyon t Manchester. **18.3** ZM510 and ZM523 Juno HT.1 (SYS660) f Harrogate for fuel. **24.3** G-BPVK Varga 2150A with G-SOKO/30149 Soko P.2 both f Spanhoe t Perth. **26.3** G-OSRL LJ45 f Biggin Hill t Angouleme then f Angouleme t Guernsey.

**CONINGSBY (Lincs.)** TE311 Spitfire LF.XVIe of the BBMF has returned from major servicing at Biggin Hill, and is now painted to represent TD322 with code 3W-M of 322 (Dutch) Squadron.

**CRANWELL NORTH (Lincs.)** G-AAHI DH.60G is currently resident here, with its military serving owner based nearby.

**DRIFFIELD (EY)** G-YORX Bk.117D-3 (Helimed 98) landed at Driffield Town Cricket Club at 19.48hrs on 8.3, from Nostell, departing at 20.53hrs to Hull Royal Infirmary.

**EAST BARKWITH/GRANGE FARM (Lincs.)** Resident on a strip here is G-HMCD Ikarus C42 FB80.

**FENLAND (Lincs.)** G-CCOR F.8L is reported as a new resident.

**FULL SUTTON (EY)** A visit 3.3 noted G-ARNK PA-20 appearing to be on long term maintenance, it doesn't have local owners. The crew working on N250SP (70) LA.250 stated that it is virtually ready for a return to the air. Parked outside was N850KF 310Q (310Q0041). On 16.3 resident G-BYIK Europa departed the runway and cartwheeled before coming to rest upright with serious damage. The sole occupant was not seriously injured but the Yorkshire Air Ambulance attended anyway, with G-YORX Bk.117D-3 (Helimed 98) arriving at 13.11hrs, departing 13.48hrs f&t its Nostell base. Very rare to get a helicopter at Full Sutton, as they are normally banned due to the proximity of the prison. On 17.3 N250SP LA.250 (70) made its first flight following a lengthy rebuild.



**GAMSTON (Notts.) 23.2** G-BSLU PA-28, G-UKTV AS.355F2, N200RE Beech E.90 (LW-164). **24.2** G-BIZO PA-28R, G-BSAH BN.2T, G-BXVO RV.6A, G-CBEE PA-28R, G-CDDI T.600N, G-EOHL 182L, G-HIVE F.150M, G-LEXY RV.8, G-PTXC TBM.700C2, N781CD SR.20 (1423). **16.3** G-AJKB Luscombe 8E, G-ARYS 172C, G-BGBI F.150L, G-BUFY PA-28, G-HSTI R.44, G-TIMA RV.7, G-YEBO SR.22. Resident G-RDDM 182T has moved to Church Fenton and N61PS S.2B (5230) has moved to Netherthorpe.

**HUSTHWAITE/BAXBY MANOR (NY)** G-CBBO MW.5D has departed to Yearby following sale.

**HUSTHWAITE/PROVIDENCE HILL (NY)** G-EJBB/BB+EJ Fw.44J is reported to have arrived for completion of its rebuild.

**LEEDS/BRADFORD AIRPORT (WY)** Newly registered to Jet2 is G-JZDF 737-8H6.

**LEEMING (NY)** Seven Hawk Mk.167 of 11 Squadron/QEAF detached from Leeming to Leuchars 7.3 for the duration of the runway repairs here, which are due to start 8.3 until 8.4. They were ZB131, ZB132, ZB133, ZB134, ZB136, ZB137 and ZB139. The Hunters have gone to Humberside to continue operations from there.

**NETHERTHORPE (Notts.)** A new resident is N61PS S.2B (5230) ex Gamston.

**NORTH COATES (Lincs.)** A very quiet month **Movements 3.2** G-BSPE F.172P f Brighton t Bagby. **4.2** G-TGTT R.44 f&t Claxby. **7.2** G-TGTT R.44 f Claxby t Cabourne. **10.2** G-GRZZ R.44 f&t Waithe Top Farm. **17.2** G-GRZZ R.44 f&t Waithe Top Farm. **24.2** G-GRZZ R.44 f&t Waithe Top Farm, G-TGTT R.44 f&t Claxby, OK-LTM R.44 (1833) f&t Cabourne.

**SALTBY (Lincs.)** A new resident is G-OBOE Skyranger 912.

**SANDTOFT (Lincs.)** Resident G-BSYV 150M was badly damaged in a landing accident on 3.3, ending up inverted at the side of the runway, there were no reported injuries.

**SCAMPTON (Lincs.)** The four HHA airframes stored on farmland outside the airfield boundary have been here nearly a year now. 37+89 F.4F and 98+14 Su.22M are still wrapped, but the wind has ripped most of the wrapping off of XX885/G-HHAA Buccaneer S.2B. XF995/K Hunter T.8B remains unwrapped.

**SCARBOROUGH (NY)** At 10.17hrs on 23.3 G-YAAA Bk.117D-3 (Helimed 99) landed alongside the A170 Racecourse Road with the Stepney Road junction. It departed at 11.04hrs to Middlesborough/James Cook University Hospital.

**SHERBURN (NY)** Visiting on **23.2** were G-BPGU PA-28, G-CGWF RV.7, G-CISX 172M, G-CIXX Cavalon, G-DWYP Skyranger 912S and G-JAEE RV.6A. 2-PASC DA.40D (D4-286) arrived back from Oxford for a further stint with AFT. Busy on **24.2** with visitors G-BHWA F.152, G-BPOM PA-28 departed from maintenance, G-BXJD PA-28, G-BZBF 172M, G-CCTI EV.97, G-CEVS EV.97, G-CFGX EV.97, G-CFUE Pioneer 300, G-CIRY EV.97, G-DAKT PA-28, G-JAJB AA-5A, G-MAXD R.44, G-OSKY 172M, G-RVBP RV.7, G-STRV RV.14 and G-STVT Sportcruiser, plus G-AYFC D.62B arrived from Brighton as a new resident. On **25.2** the following visited G-BFTC PA-28R, G-CDTY MXP.740, G-CGDI EV.97A, G-GRZZ R.44, G-IHCI

Europa TG and G-OPRC Europa XS-TG. Following a few days of poor weather, there was a reasonable turnout on **3.3** with visitors G-BAHS PA-28R, G-BPUU Cessna 140, G-BSYV 150M, G-BXJD PA-28 f Full Sutton t South Cave then f South Cave t Full Sutton, G-BZBF 172M, G-CFUE Pioneer 300, G-COLF Bristell NG5, G-FLYO EV.97, G-GAVV CTSL, G-GDSO Cavalon, G-KCIN PA-28, G-MRVP RV.6, G-RVNV RV.9, G-SNXA Sonex (on a test flight out of Crosland Moor) and G-TEZZ Sportcruiser. A visit **8.3** produced just G-BPGU PA-28, G-OOCP TB.10 and G-WLGC PA-28 visiting, whilst updating last months notes G-CGLC Sportcruiser has not departed and was noted back in Hangar 1. Poor weather on **9.3** so a bit of maintenance on the Condor and a quick flight in the Vagabond and just G-BZBF performing a touch and go at 15.25hrs f&t Sandtoft. In Sherburn Engineering were G-BBDT 150H, G-BEXW PA-28, G-CCWM DR.400, G-ENIO S.2C and G-KNCG PA-32. A busy day on **16.3** with the following visitors G-AVYT PA-28R, G-BBKB F.150L, G-BGBI F.150L, G-BMIV PA-28R, G-BXJD PA-28, G-BZBF 172M, G-DWYP Skyranger 912S, G-EXLL CH.601XL, G-MAXD R.44, G-MLXP Europa TW, G-OJSD EuroFox 912S, G-OPJK Europa, G-RVBP RV.7, G-STRV RV.14 and G-WEFR Pioneer 200. Then only two on **17.3** G-BBKB F.150L and G-GAVV CTSL after the weather improved. On **22.3** G-ROLY F.172N f LBA was parked outside Engineering and G-GEZZ B.206B was visiting in the blustery conditions prevailing. Very windy on **23.3** with only one visitor G-ZOFG PA-28 f Cumbernauld t Calais/Marck. It was much improved on **24.3** when new resident G-BOSM DR.253B was noted in Hangar 6 (arrived 22.3). G-ENIO S.2C departed from Engineering today and returned to Turweston. Visitors noted were G-BBKB F.150L, G-BXJD PA-28, G-CGWF RV.7, G-CJDA Ikarus C42 FB80, G-EGCD 172S, G-HJDP Bell 505, G-IROB TB.10, G-OMUM RC.114, G-OOCP TB.10, G-RVJP RV.9A, G-SEJW PA-28, G-SPVI TB.20, G-TSGJ PA-28, G-WARW PA-28 and N61PS S.2B (5230) f Brighton t Netherthorpe. As we close G-AOIM/T7109 DH.82A, G-BEZG AA-5, G-DMND DA.42, G-FBRN PA-28, G-MGWI R.44 and 2-PASC DA.40D (D4.286) are all still present for the reasons stated last month. Late news: - On **27.3** resident G-BAFG DH.82A returned from rebuild at Audley End.

**SOUTH CAVE/MOUNT AIREY (EY)** Visiting on 25.2 was G-BRPY PA-15 f&t Sherburn, in conjunction with resident G-TGJH VP.1 making its first flight since rebuild today. On 3.3 G-BRPY PA-15 was back, along with G-BXJD both f&t Sherburn, and test flying on the VP.1 continued. Resident G-BOSM DR.253B departed 22.3 to take up residence at Sherburn.

**STURGATE (Lincs.)** G-BRCW 11BC has been sold and departed to its new home at Fishburn, via Brighton on 19.3.

**TOLLERTON (Notts.)** Newly resident with Arcus Helicopters Ltd is G-LYNC R.22B.

**UPPER HELMSLEY (NY)** Landing at the David O'Meara Racing premises at 11.50hrs on 5.3 was G-TRNG A.109E from a private site at Shifnal, departing to Church Fenton at 14.07hrs.

**YORK (NY)** Arriving at Imphal Barracks at 11.30hrs on 20.3 was ZM705 AH.64E (AAC301) from Wattisham.

# Brighton....

Andy Wood (HAR)

## RESIDENTS

G-AYFC D.62B resident at Brighton since 2001 departed 24.2 to take up residence at Sherburn. G-CDEV Escapade 912 is a new resident arriving early February.

## OUTSIDE PARKING

G-BBJX F.150L, G-BEZI AA-5, G-HELA TB.10, G-PAWS AA-5A, G-PPFS FRA.150L and HB-CIU FR.172J have all been present throughout. G-ASEP PA-23 is still away at Bagby on maintenance.

## MOVEMENTS

**1.2** G-BIPN RF.3 and G-BVUZ Cessna 120 both f&t Sturgate. **3.2** G-BSPE F.172P f Bagby t North Coates, G-CGCH Sportcruiser with G-GDSO Cavalon both f&t Beverley, G-CHJG EV.97 f&t Sherburn, G-MLXP Europa TW f&t Sturgate. **6.2** G-DOFY B.206B f&t ? (fuel stop). **7.2** G-CDAC EV.97 f&t Watnall. **9.2** Closed to fixed wing traffic due to waterlogged runway, reopened 16.2. **17.2** G-BXOI 172R f&t Sherburn. **18.2** Closed again to fixed wing traffic, reopening on 20.2. **21.2** G-YORX Bk.117D-3 (Helimed 98) f York/Bootham t Selby/Staynor Hall Community Primary Academy. **24.2** G-BHZU/3914 J.3C-65 f&t Sandtoft, G-BRDO 177B f&t Teesside, G-BRPY PA-15 f&t Sherburn (crew ferry for G-AYFC), G-IVII RV.7 2 x o/s f&t Sherburn. **25.2** G-CFMI Skyranger 912 f Oxenhope t Crosland Moor, G-DWYP Skyranger 912S f&t Rufforth East, G-FUZZ/51-15319 PA-18 f&t Gypsy Wood, G-ROZZ Ikarus C42 FB80 f&t Fishburn. **26.2** GZ100 AW.109SP (KFR51) f&t Northolt (with Prime Minister Rishi Sunak for a meeting in Goole). **29.2** G-CGDI EV.97A f Sandtoft t Netherthorpe. **2.3** G-MLXP Europa TW f&t Sturgate. **3.3** G-CIHW Cavalon f&t Eddsfeld, G-FLYO EV.97 with G-GDSO Cavalon and G-TEZZ Sportcruiser all f Sherburn t Beverley. **5.3** G-CBKA SA.341C f&t ? (fuel stop). **8.3** G-OOCP TB.10 f North Coates t Sherburn. **14.3** G-CLCP Bell 505 f LBA t Beverley, G-PGGY R.44 f&t private site Bury St Edmunds. **15.3** G-BKFC F.152 f Fenland t Leicester. **16.3** G-AJKB Luscombe 8A f Gamston t Crosland Moor, G-BOWP D.120A f&t Full Sutton, G-BSPE F.172P f&t Bagby, G-CGDI EV.97A f&t Netherthorpe, G-MLXP Europa TW f Sturgate t Sherburn, G-SPED Pioneer 300 f Fenland t Netherthorpe. **19.3** G-BRCW 11BC f Sturgate t Fishburn, G-BUTM Rans S.6 TW f&t Rufforth East. **22.3** G-XTRA EA.230 f&t Netherthorpe. **23.3** G-BZBF 172M f&t Sandtoft, G-HIGA 172P f&t Blackpool. **24.3** G-ATJN D.119 f&t Wickenby, G-BEZZ D.112 f&t Barton, G-CFMI Skyranger 912 f&t Oxenhope, G-CGCH Sportcruiser f&t Beverley, G-CLFG TL.3000 f&t Barton, G-CMCA Condor 137R f&t Birchwood, G-GDSO Cavalon with G-IHCI Europa TG both f&t Beverley, G-MESH Sportcruiser f&t Oxenhope, G-OOCP TB.10 f Sherburn t North Coates, G-REBB Rebel f&t Oxenhope, N61PS S.2B (5230) f Netherthorpe

# Coney Park....

Mike Storey

23 <sup>rd</sup> February	G-OATL	AW109SP GRAND NEW	ELSTREE/LONDON HELIPORT
---------------------------	--------	-------------------	-------------------------

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

A regular credit from my visits is my driver Mrs S Hobson (my boss).

Resident Aircraft noted during the month

		First noted	Last noted
G-AVIL	Alon A2 for sale	10/09/2022	18/03/2023
G-AZNO	C.182P	08/05/2018	06/08/2019
G-BBKA	F.150L	18/10/2020	18/03/2023
G-BBKB	F.150L	24/01/2024	03/02/2024
G-BBNI	PA-34 for sale	06/11/2021	25/03/2023
G-BCGI	PA-28	15/03/2018	25/03/2023
G-BCVG	F.150L	17/12/2022	11/03/2023
G-BDNW	AA-1 rebuild wfu	18/03/2023	18/03/2023
G-BFGL	FA.152M	08/03/2019	25/03/2023
G-BGBI	F.15L	23/04/2021	18/03/2023
G-BGBW	PA-38 wfu	25/05/2020	25/03/2023
G-BGTF	PA-44 wfu	31/07/2021	17/06//2023
G-BHVR	C.172N	11/03/2023	18/03/2023
G-BHZU	J-3C	15/04/2018	15/04/2018
G-BIFB	PA-28 rebuild	15/04/2018	25/03/2023
G-BIHI	C.172M on rebuild wfu	15/04/2018	25/03/2023
G-BLPP	F.172G	04/02/2023	18/03/2023
G-BLVS	C.150M wfu	08/05/2018	18/03/2023
G-BOMP	PA-28	20/04/2018	25/03/2023
G-BORY	C.150L wfu	15/04/2018	18/03/2023
G-BRJC	C.120	18/02/2023	18/02/2023
G-BRNC	C.150M	06/11/2021	03/12/2022
G-BSKA	C.150M	10/07/2021	11/02/2023
G-BSYV	C.150M	31/10/2020	18/03/2023
G-BSXI	M20E dismantled	18/03/2023	25/03/2023
G-BULR	PA-28 wfu	15/04/2018	09/05/2019
G-BYJL	Pulsar	14/12/2020	11/03/2023
G-BZBF	C.172M	15/12/2020	18/03/2023
G-CGTV	Savannah	14/01/2023	14/01/2023
G-CHVS	Savannah	09/10/2021	11/03/2023
G-CKXI	M.20E	13/09/2021	25/03/2023
G-IMIK	PA-28	24/10/2020	21/03/2023
G-LORD	PA-34	21/03/2023	15/03/2033
G-MABE	F.150L Away on rebuild		
G-MIAN	Skyranger	23/10/2021	18/03/2023
G-MICK	F.172N	02/05/2019	25/03/2023
G-MMMG	Quicksilver	18/03/2023	18/03/2023
G-MSFC	PA-38 wfu	05/06/2021	25/03/2023
G-MZOS	Quantum	17/11/2018	18/03/2023
G-TAXI	PA-23 on rebuild wfu	06/05/1996	25/03/2023
G-TAYI	G.115	08/05/2018	11/03/2023
G-TEFC	PA-8 engineless for sale	16/08/2021	04/01/2023
G-WLGC	PA-28	19/04/1996	13/11/2019
G-YBAA	F.172J	04/03/2023	04/03/2023
N20UK	M.20F for sale	29/03/2019	25/03/2023

N39TA	Be A24 wfu	12/03/2019	18/03/2023
(N131MP)	PA-31P dismantled wfu	18/05/2018	25/03/2023 to become G-BWDE,
N337UK	C.337 on rebuild	08/05/2018	25/03/2023
(N394RA)	C.210K wfu	19/02/2022	25/03/2023
N7954J	PA-28R	18/03/2023	25/03/2023



G-CDON PA28 10/02



G-BLLS T67 Firefly 10/02



G-AWJE Tipsey Nipper 17/02



G-BHZU Piper J3C-65 Cub 17/02



G-BRPY PA15 Vagabond 17/02



G-BSWG PA15 Vagabond 18/02



G-BVEZ (XM479) JP T3A 18/02

## Sturgate....

**Pete Hobson**

Credits Eastern Air Executive Ltd (EAE), Sturgate Flying Club, Andy Wood and a regular credit for my visits here is my driver Mrs S Hobson.

### Sturgate 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 Aircraft noted during the month

G-ATLM F.172G  
 G-AZTS F.172N  
 G-BBDP DR.400  
 G-BBHF PA-23  
 G-BDDG D.112 wfu  
 G-CIFC TB.200  
 G-EXLL CH601XL  
 G-FARY TRI-Q  
 G-GAME T.303  
 G-OMCB TL2000  
 G-OPAZ Pazmany PL2  
 G-SHMN Alpi Pioneer  
 N761 T.210M  
 N888BR PA-32  
 N955BE Be95 B55

FEBRUARY 2024

### HELICOPTER ACTIVITY

01/02 G-BIGB Bell 212, p/s Bolton Abbey – Oxford  
 06/02 G-OIPM A.109E, p/s Harrogate – Blackpool  
 06/02 ZD980 Chinook(Hades 10), Stafford – Claro Barracks, York  
 06/02 G-MCGE S-92(Coastguard 92), Humberside – Hull Royal Infirmary  
 07/02 G-DL DL R.22B, Connington – Elsecar(Local Survey - Leeds/East  
 07/02 G-CBFJ R.44, Nottingham – p/s 5/W of Lincoln  
 07/02 G-IPGL AW.109SP(Flexjet 27), Kemble – Grantley Hall, Ripon  
 11/02 G-CPTZ AW.139(Helimed 81A), Pinderfields – London  
 12/02 AW.109SP(Saxonair 18), Sheffield English – Mission Carr Nature Res.  
 12/02 G-LARD R.66, Bedford – p/s Ferrybridge  
 15/02 G-GMCM Squirrel, Great Missenden – p/s near Darlington  
 18/02 G-CIWO Squirrel, Halifax – Hornsea – Halifax  
 19/02 G-OHLI R.44, Wycombe – Martin Moor Golf Club – Gamston  
 19/02 M-PLGL Bell 407 GXi, p/s Beetham – Bridlington Links Golf Club  
 20/02 M-LEOG AW.109SP, Halifax – Skellingthorpe – Gamston  
 20/02 G-XXED S-76C(Rainbow 2R), Michinhampton – Otley – Cantley Hall Park  
 21/02 G-NEWB AW.109SP(Solway 01), Battersea – p/s Harrogate  
 23/02 G-LNCC AW.169(Helimed 29E), Gainsborough – Sheffield N/General  
 23/02 G-MSVI A.109S, Snetterton – Cadwell Park  
 24/02 OO-ABK Twin Squirrel, Ostend – Pateley Bridge(n/s until 28/2)  
 25/02 G-DENY R.44, Widmerpool – Riplingham House, Brough  
 26/02 G-MCGE S-92(Coastguard 912), Humberside – Skegness(Local ops)  
 27/02 G-EMSS BK-117(Helimed 88), Cambridge – p/s Ulceby  
 28/02 G-WSTO Twin Squirrel – Grantley Hall, Ripon – Knutsford  
 28/02 G-XITE Bell 505, Cheltnam – p/s near Newcastle  
 29/02 G-STUY R.44, Widmerpool – p/s Eggborough

**CARR GATE:-** EC-135 G-POLG took over operations as “Police 42” from mid-month. 23/2 G-POLA EC-135(Police 28)f. Newcastle;

**CONEY PARK:-** 7/3 G-MGWI R.44 f. Sherburn(Also 29/2); 23/2 G-OATLA.109S(Trident 10) f. Redhill; 24/2 G-HECK R.44 f. Great Heck; 29/2 G-YORK BK-117(Helimed 98) f. Nostell Priory(2230),

**WALTON WOOD:-** EC.120B G-IZOB was noted carrying out an Air Test on 1/2 and later in the day departed to a private site in Northern Ireland. The owners address in in Ballyclare, North Antrim. Later in the day Jet Ranger G-TTGV(Yellow 08) was also noted local flying. 10/2 G-CFNF R.44 f. Gamston; G-ONXS R.22B t. Gamston; 18/2 G-WLDN R.44 f. Leeds/East; 19/2 G-CJLL R.44 f. Barton;

### LOCAL AIRFIELDS

**BAGBY:-** 24/2 G-CBPD Ikarus C-42 f. Grindale; 29/2 G-CKYF Eurofoxf. Pocklington;

**BEVERLEY:-** 3/2 G-LINY R.44, G-BRBI R.44(Pipeline inspections); 24/2 G-HSTI R.44 f. Leeds/East t. Gamston;



**DENBY DALE/BIRDS EDGE:-** 7/2 G-BXWB Robin HR.100 f/t LBA;

**CRANWELL:-** On 24/2 Gypsy Moth G-AAHI was noted in the circuit here.

**CROSLAND MOOR:-** 1/2 G-OGBF R.44 t. Coney Park;

**DARLEY MOOR:-** 7/2 G-CFDO CTSW t. Atheys Moor;

**DISHFORTH:-** On 6/2 Apache ZM721(Viper 1) Arrived at lunchtime for a short visit and was back the following day accompanied by ZM709(Vipers). Both aircraft remained for most of the most, carrying out local sorties.

**ELVINGTON:-** 12/2 G-TYER Robin DR.400 f. Little Snoring; 19/2 G-ORAY F.182Q f. Leicester; 23/2 G-BTZE Beech F.33A f/t Kirknewton;

**ESHOTT:-** 7/2 G-TKHE PA-28RT t. Newquay; 27/2 G-EINI Europa;

**GAMSTON:-** 1/2 I-VICC P-68B(Flight Cal 03) f. Shoreham; G-BNME C.152 f. Teesside t. Leeds/East; N322JR SR-22 f/t Blackpool; G-OARA PA-28R f. Fair Oaks; 2/2 G-CMCG Tecnam P.2010 f. Oxford; 7/2 G-CIRI SR-20 t. Turweston; G-ELUE PA-28 f. Kemble; G-TOOO Cabri G2 f. Nottingham; 10/2 N13243 Cessna 172M f. Denham; 12/2 G-SIIX PA-32 f. Fair Oaks; 15/2 N777MD PA-28RT f. Cambridge; 16/2 G-WPDD EC-135(Electricity 11); 16/2 N363KC SR-22 f. Leeds/East; 18/2 G-BNPO PA-28 f. Halfpenny Green; EI-BUF Cessna 210N f. Abbeysrhule; 19/2 G-OHLI R.44 f/t Martin Moor Golf Club; G-OTST R.66 f. Warton; N113BP PA-46T t. Wickenby; 20/2 M-LEOG AW.109SP f. Skellingthorpe; 24/2 G-BIZO PA-28R f. Bristol; G-HSTI R.44 f. Beverley t. Leeds/East; G-CBEE PA-28R f. Derby; N781CD SR.20 f. Leeds/East; 25/2 G-EZZE Sports Cruiser t. Heapham;

**HEAPHAM:-** 10/2 G-CLGG Cavalon, G-CGTR Skyranger f. Deenethorpe

**HIBALDSTOW:-** Cessna 208 Caravan D-FNDA was utilised for para-dropping from the middle of the month.

**LEEDS/EAST:-** On 17/2 a pair of Cessna 208's N9002G and N90088 arrived from Reykjavik on delivery to Kenya. They were accompanied by Kodiak N330KC heading for use by the Thai Army. After an overnight stay they route via Crete. Beech B.36TC N5073C is confirmed as a new resident and was quite active at the beginning of the month. 1/2 G-BNME C.162 f. Gamston t. Teesside; G-BOBA PA-28R f. Nottingham;; PA-28 G-KART f. Newcastle; 2/2 G-SIMY PA-32 f. Carlisle; G-BXEX PA-28 f/t Nottingham; N8225Y Cessna 177RG f. Sleaf; 7/2 G-EMCA Commander 114B f. Kemble; 8/2 N95VB King Air 90 f. Farnborough; G-GEFF PC-12 f. Elstree; 12/2 G-BHWA C.152 f. Gamston; 13/2 G-ICUT Maule MX-7 f. Leicester; 14/2 2-MSTG Citation Mustang f. Stansted; 16/2 G-TPTP R.44 f. Langham t. Grange-over-Sands; 17/2 G-PFLY SR-22, G-VOAR PA-28 f. Carlisle; G-SPTR R.44(Pipeline 44); 20/2 G-ECET T.182T f. Liverpool t. Tollerton; 21/2 G-XXED S-76C(Rainbow 2R) f. Doncaster t. Northolt; 23/2 2-MSTG Citation Mustang f. Shoreham; T7-960 TBM.960 f. Rotterdam n/s; G-BASP Pup; 24/2 G-ZBEN YAK 52; G-BTAW PA-28 f. Eshott; F-GITZ AA-5 f. Turweston; OK-LTM R.44 f/t Caistor; D-EABY Mooney M.20P; 28/2 OO-ABK Twin Squirrel f. Pateley Bridge t. Ostend; 29/2 G-NETER Twin Squirrel(Osprey 62) t. Cumbernauld;

**LEEMING:-** The airfield will be closed from 11/3 until 5/4 for runways re-surfacing. During this time the Qatari Hawks will move to Lossiemouth while the Hunter will operate out of Humberside. 1/2 G-CGKD Tutor(Cranwell 34) f. Wittering; 2/2 XX232 Hawk(Red 10), f/t Waddington(go-around); 16/2 ZM301/ZM320 Prefects(Lincoln 1/2); ZH840 Merlin(Navy 501) t. Ship in North Sea; ZM336 Phenom(Cranwell 44) go-around; 19/2 ZZ399 Wildcat(CZYHS 40) f. Ship in North Sea; 19/2 ZH846 Merlin(Navy 502) f. Yeovilton; G-BYUW Tutor(UAT 80) f. Wittering; G-BYUV Tutor(Cranwell 24) f. Wittering; ZH854 Merlin(Osprey 99) t. North Sea ship; 20/2 ZH843 Merlin(Dolphin 18) f. Humberside; 22/2 ZH840 Merlin(Surfer 21) f. North Sea ship; 26/2 ZZ399 Wildcat(CZYHSE 18) f. Teesside; 28/2 G-BYVW Tutor(Armyair 762) f. Wittering; G-ZAHB Falcon 900EX(Kittyhawk 25) f. Coningsby;

**NETHERTHORPE:-** 7/2 G-PLAN F.150L f. Teesside; 13/2 G-ICDP F.150L f. Teesside; 15/2 G-DKEY PA-28 f/t Teesside; G-CLUH PA-28 t. Leeds/East; 20/2 G-BOYI PA-28 f. Leeds/East; 25/2 N1054T Maule M-7 f. Kirkby-in-Ashfield; 29/2 G-OCPC FA.152 t. Teesside;

**NORTH COATES:-** 2/2 G-BSPE F.172P f. Brighton t. Teesside; 25/2 G-CCJI RV-6 f. Halfpenny Green;

**PETERLEE:-** 13/2 N208UP Cessna 208 Caravan t. Cark

**POCKLINGTON;** Confirmed as a new resident is PA-25 Pawnee G-AVPY.

**RUFFORTH:-** Although being registered to a company in Blackpool A.109E G-FGRP spends a lot of time here and also at Harrogate/Oakwood. New resident is Swift 912S G-CERB, recently registered to owner in Ilkley. 2/2 G-JKJA A.109E f. Denham; 7/2 G-SWYF Swift 912 f. Deenethorpe;

**SHERBURN:-** 1/2 N425SL Cessna 435 f. Isle Man(LBA div as Multiflight too busy to handle); G-PODZ TL-3000 Sirius f. Nottingham; G-CENE CTSW f/t Barton; G-ORZA DA-42 f. Perth; 7/2 G-CGDI Eurostar; G-AVDV PA-22 f. Derby; N377C TB-21 f. Cark; G-BJOT Jodel D.117 f. Cark; G-CEKV Europa f. Cark; G-AJJS Cessna 120, G-GLUC RV-6 f. Griffins farm; 10/2 G-CFUE Pioneer 300 f. Crosland Moor; 14/2 ZM721(Viper 2) f. Dishforth; 16/2 G-TSDC Aquila AT-01 f. Teesside; 18/2 G-CKZH RV-12 f/t Longside; G-EJRS PA-28 f/t Carlisle; G-RIVE Jodel D.153 f/t Church Farm; 19/2 N95VB King Air 90 f. Denham; G-BPGU PA-28 f. Nottingham; 23/2 G-AVLG PA-28 f. Leicester; G-JAEE RV-6A t. Wickenby; G-CIFC TB-200, BRIV TB-9 f. Wickenby; 24/2 G-CFGX Eurostar f. High Wycombe; G-BXVO RV-6A, G-STRV RV-14 f. Sleaf; G-OSKY C.172M f. Wellesbourne Mountford; G-RVBP RV-7 f/t Cranwell; G-DAKT PA-28 f. Kirknewton; G-CGDI Eurostar f. Netherthorpe; 26/2 N955BE Baron t. Sturgate;

**STRUBBY:-** 1/2 G-ZGZG C.182T f. Fenland; 7/2 G-CMRD Ikarus C-42 f. Boston; 18/2 G-CKGJ Menestrel f. Sandtoft t. Griffins Farm;

**TOPCLIFFE:-** BK-117 G-GMAH(Helmed 97) arrived from Glasgow as a temporary replacement for G-YORX which was having rectification of an engine fault.

**WICKENBY:-** 7/2 G-BRBI R.44(Pipeline 86) f. Leeds/East; 24/2 G-GORD DR.400 f. Humberside; 28/2 G-FLIS Magni M-16C, G-CFAR Rotorsport MT-03 f. Rufforth;

**WADDINGTON:-** 12/2 089/F-TEYJ Xingu(Cotam 1734); 16/2 ZH840 Merlin(Navy 501); 20/2 ZZ524 Wildcat(CRZYHS 11); 26/2 No81 Xingu(Cotam 1723) f. Bourges;

**WOMBLETON:-** 2/2 G-SKYL C.182S f. Sherburn; 7/2 G-IIJM Extra NG t. Little Gransden

February 2024

Abbreviations: arr – arrived, dep – departed, ret – returned, n/stop nightstop, f/t From and To, C/s is call sign. First visits are underlined

Normal service has resumed, we might even be early with the mag this month. A few first visits and a couple of unusual types, netjets are back in force and seem to be receiving new models at a speedy rate so we will have to watch out for them. What is obvious is that the weather was very poor for the first two weeks that kept the number of movements very low and then after the 16<sup>th</sup> it picks up somewhat. A new type is the Tomark Viper SD-4, a Slovak 2 seat low wing monoplane.

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

C680 Latitude CS-LTU arr 08:11 fr Amsterdam dep 09:33 to Liverpool, Learjet45 G-SOVB arr 08:59 fr Biggin Hill dep 10:00 to Newquay ret LBA at 18:03 & dep again to Biggin Hill at 18:46, Falcon 2000EX G-NJAE arr 11:26 fr Aberdeen dep 13:05 to Haverfordwest, Pilatus PCXII LX-JFE arr 13:28 fr Chambéry-Savoie dep 15:30 to Brussels, DA42 G-FFMV arr 13:36 fr Wick n/stop, Cirrus Sr22 N363KC dep 16:44 to Church Fenton, Challenger 350 9H-VCT arr 17:23 fr Baden-Baden until 4<sup>th</sup>, Phenom 300 CS-PHX arr 17:37 fr Sion n/stop,

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

C680A Latitude F-HSFJ arr 09:30 fr Manchester dep 10:59 to Annecy, Phenom 300 CS-PHX dep 11:30 to Rotterdam, Cessna 208 Caravan G-DLAD arr 15:46 fr Staverton dep 16:13 to IOM, Cessna 510 Mustang OE-FFFB arr 15:57 fr Zurich n/stop, Global Express C-GLXM dep 17:17 to Toronto,

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

Cessna 510 Mustang OE-FFB dep 09:52 to Toulouse.

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

Challenger 350 9H-VCT dep 14:25 to Hamburg.

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

Hawker 400XP SP-ATT arr 09:33 fr Oslo dep 10:04 to Biggin Hill, Phenom 300 OK-PHA f/t Oxford (10:45/11:25), Pilatus PC XII G-MDSZ arr 16:52 fr Biggin Hill dep 18:06 to Jersey,

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

Glufstream G550 N550WW arr 08:23 fr Palma Springs, C525 CJ1 M-OLLY arr 09:59 fr Memmingen.Allgau n/stop, C525A CJ2 D-IQQQ arr 10:19 fr Hamburg dep 11:06 to Palma, AS365 Dauphin **G-HNAE** ILS approach at 12:33 c/s HLE58, C560 Excel G-NJAC arr 14:97 fr Manchester n/stop, Hawk Mk167 ZB139 overshoot at 15:06 c/s Leeming16, Pilatus PC 24 **D-CSCR** arr 16:15 fr Spyer n/stop.

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

Pilatus PC 24 D-CSCR dep 08:33 to Salzburg, TBM850 **N500RW** arr 08:51 fr Antwerp ret at 16:33. Gulfstream G550 N550WW dep 09:40 to Skopje, Phenom 300 D-CMMP arr 10:34 fr Geneva ret at 14:51, Cirrus Sr20 N203CD arr 10:51 fr Liverpool ret 1t 14:57, C560 Excel G-NJAC dep 11:08 to Bern, BN-2T Islander **G-BSAH** arr 1:31 dep 13:10 to Northolt C/s Metric 03, Viper SD-4 **EI-HME** arr 11:55 fr Kildare dep 14:04 & ret LBA at 14:15 & ret Kildare at 15:03, EMB 550 Praetor G-FHFX arr 13:08 fr Chambéry-Savoie dep 13:58 to Luton, B200 Kingair G-IASC arr 16:56 fr EMA n/stop, C525 Cj1 M-OLLY dep 17:47 to Memmingen-Allgau, B200 Kingair G-GMAF f/t Glasgow (18:08/19:55),



D-CSCR PC-24 Silver Cloud 06/02 Paul Whincup



N550WW Gulfstream G550 06/02 Mike Storey

**Thursday 8<sup>th</sup> February**

Cessna 525C CJ4 EC-NCL arr 08:27 fr Santiago dep 12:19 to Dublin, Pilatus PC 24 D-CSCR arr 09:21 fr Salzburg n/stop,

**Friday 9<sup>th</sup> February**

Cessna 525A CJ2 D-IQQQ arr 13:01 fr Palma n/stop, Challenger 350 CS-CHF arr 15:21 fr Le Bourget n/stop, Phenom 300 CS-PHU arr 16:02 fr Zurich dep 17:38 to Geneva, Pilatus PC XII G-MDSZ arr 18:07 fr Luton dep 18:45 to Blackpool, Learjet 45 M-ABEU arr 18:31 fr Stansted ret at 1900,

**Saturday 10<sup>th</sup> February**

Pilatus PC 24 D-CSCR dep 09:12 to Salzburg, Cessna 560 Excel CS-DXM arr 09:53 fr Geneva dep 12:00 to Grenoble, Challenger 350 CS-CHF dep 09:57 to Grenoble, Cessna 525A CJ2 D-IQQQ dep 10.12 to Aalborg, C560 Excel **SP-UMA** arr 15:24 fr Faro until 12<sup>th</sup>, C560 Excel CS-DQA arr 15:55 fr Copenhagen n/stop, Falcon 2000EX PH\_VBG arr 17:29 fr Rome n/stop.

**Sunday 11<sup>th</sup> February**

Phenom 300 OK-PHM arr 08:20 fr Prague dep 09:35 to Malaga, C560 Excel CS-DQA dep 09:55 to Lyon, Falcon 2000EX PH-VBG dep 10:15 to Tenerife,



PH-VBG Falcon 2000EX Jet netherlands 11/02 Paul Whincup

**Monday 12<sup>th</sup> February**

C560 Excel SP-UMA dep 09:07 to Sion, Grumman AA5B G-BTII arr 10:47 fr Church Fenton n/stop, PA-28 Warrior G-GALB 2 x ILJS approaches at 11:52 fr Gamston, Cirrus Sr20 G-GCDA arr 12:33 fr Sywell n/stop, C560 Excel D-CANG arr 16:34 fr Palma dep 17:27 to Luton,

**Thursday 13<sup>th</sup> February**

Cessna T206H G-NIME arr 13:04 n/stop, Phenom 300 CS-PHH arr 13:36 fr Farnborough dep 15:25 to Cannes. DA42 G-CDXK ILS approach at 14:00 fr Church Fenton, Falcon 8X LX-LXL arr 10:14 fr Geneva n/stop.

**Friday 14<sup>th</sup> February**

Falcon 8X LX-LXL dep 10:42 to Luton, Hawk MK167 ZB133 overshoot at 11:21 c/s Leeming16, PA-28 Warrior G-GALB 2 X ILS approach at 12:43 fr Gamston, Grob G115E G-BYUY ILS approach at 13:40 c/s UAX71, DA42 G-CDXK ILS approach at 13:53 fr Church Fenton,

**Friday 15<sup>th</sup> February**

Phenom 300 OK-PHA arr 08:04 fr Prague dep 09:10 to Stockholm, EMB 550 Legacy 500 G-HARG arr 08:27 fr Bristol dep 09:58 to Le Bourget, DA42 G-FFMV dep 09:23 to Hurn, Pilatus PC XII G-OTPL arr 09:47 fr Fairoaks dep 10@44 to Norwich ret LBA at 17:23 & dep 17:54 back to Fairoaks, Grob G115E G-BYWR ILS approach at 10:09 c/s UAQ13,



G-LUKA Beech Baron G58 15/02 Mike Storey

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

DA42 G-CTCE ils approach at 11:23 fr Gamston, c525A CJ2 D-IQQQ arr 11:40 fr Aalborg dep 12:23 to Monchengladbach, Hawk T1 XX219 over16:10shoot at 12:15 c/s RED11, DA42 G-CDXK ils approach at 13:31 fr Church Fenton & again at , C560 Excel CS-DXS arr 14:23 fr Grenoble dep 15:56 to Groningen, Cirrus Sr22 N363KC arr 16:17 fr Gamston dep 16:41 to Birmingham, Cirrus Sr20 G-GXVV arr 16:20 fr Gamston n/stop, Pilatus PC XII G-GEFF arr 16:28 fr Geneva dep 16:28 to Bagby, Eclipse EA500 2-JSEG arr 17:16 fr Hurn dep 18:11 to Jersey, E550 Legacy 500 G-HARG arr 18:04 fr Le Bourget dep 18:55 to Bristol,

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

C560 Excel G-GAAL arr 09:37 fr Manchester dep 16:04 to Luton, C550 Citation Bravo G-CMBC arr 09:46 fr Hurn ret at 12:51, Falcon 2000EX CS-DLH arr 14:55 fr Grenoble n/stop, Pilatus PC 24 D-CSCR arr 15:30 fr Salzburg dep 16:11 to Biggin Hill, Falcon 2000EX PH-VBG arr 16:28 fr Tenerife dep 17:07 to Rotterdam, Beechjet 400A SP-TAT arr 16:40 fr Teesside dep 18:51 to Oslo, Phenom 300 D-CROG arr 17:05 fr Innsbruk dep 19:05 to Lyon. Boeing 737-76N G-NEWG arr 17:47 fr Exter dep 18:30 to Stansted,

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

Falcon 2000EX CS-DLH dep 08@37 to Hamburg, Phenom 300 D-CAGA dep 09:59 to Lyon, C550 Bravo OE-GPS arr 11:54 fr Torino dep 12:50 to Innsbruk, Phenom 300 OK-PHM arr 13:27 fr Malaga n/stop, EMB 550 Praetor 600 **OE-HPL** arr 13:32 fr |Le Bourget ret at 14:04, Cirrus Sr22 N57DG arr 13:43 fr Elstree ret at 16:476, Phenom 300 CS-PHX CS-PHX arr 15:24 fr Cannes n/stop, Phenom 300 CS-PHR arr 18:02 fr Geneva n/stop, C560 Excel SP-UMA arr 18:17 fr Sion n/stop.

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

Global Express C-GLXM arr 07:52 fr ST Maarten n/stop, Phenom 300 CS-PHX dep 09:49 to Nimes Phenom 300 OK-PHM dep 10:10 to Faro, Phenom 300 CS-PHR dep 10:12 to Le bourget, BN-2B-20 Islander G-SICA dep 11:27 ret at 12:03 & dep 13:00 to Inverness, C680A Latitude CS-LTF arr 13:27 fr Bern n/stop, Phenom 100 ZM335 ILS approach at 14:03 c/s CWL49, DA42 G-CDXK ILS approach at 16:50 fr Church Fenton, B200GT Kingair G-REXB arr 17:56 fr Jersey dep 18:30 to EMA.

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

Gulfstream G200 M-GZOO dep 08:066 ret at 08:42 & dep 12:03 to Palma, C650 **OY-NLA** arr 09:45 fr Odense dep 12:56 to Speyer, C680A Latitude CS-LTF dep 13:04 to Oslo, Pa-28 Warrior G-CMEP arr 13:12 fr Staverton ret at 14:34, C680A Latitude CS-LTM arr 16:54 fr Oxford n/stop.

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

C680AQ Latitude CS-LTM dep 11:32 to Vilhemia, BN-2B-20 Islander G-SICA arr 16:19 fr Inverness n/stop,.

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

BN-2B-20 Islander G-SICA dep 08:03 to inverness, DA42 G-SUEM 2 X ILS approaches at 10:05 fr Staverton, C560 Excel SP-UMA dep 11:42 to EMA, C525 cJ1 SP-IZU arr 18:04 fr Baden-Baden n/stop.

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

C525 cJ1 SP-IZU dep 09:06 to Le Bourget, Grob G120TP ZM318 arr r 10:13 dep 12:07 c/s CWL92, Cirrus Sr22 G-GXVV dep 11:08 to Church Fenton, Beechjet 400A SP-TAT arr 11:36 fr Toulouse until 26th, C680-A Latitude CS-LTT ARR 14:21 fr Northolt n/stop.

### Monday 24<sup>th</sup> February

C560 Excel CS-DXM arr 09:38 fr Farnborough dep 10:57 to Dublin, C680A Latitude CS-LTT dep 11:04 to Newquay, Phenom 300 D-CAGA arr 15:36 fr Lyon n/stop, Gulfstream G200 M-GZOO arr 17:52 fr palma n/stop.

### Tuesday 25<sup>th</sup> February

Phenom 300 CS-PHI arr 10:58 fr Rotterdam dep 12:20 to Palma, Learjet 45 M-ABRB arr 11:13 fr Stansted ret at 16:42, C680A Latitude CS-LTJ arr 12:56 fr Dublin dep 14:33 to Copenhagen, DA42 G-CDXK ILS approach at 14:19 fr Church Fenton, C560 Excel CS-DQB arr 16:21 fr Vilhemia dep 17:55 to Farnborough, C525 CJ1 SP-CIT arr 16:58 fr Le Bourget dep 17:40 to Liverpool,



CS-LTJ Citation 680A Netjets 25/02 Ian Gratton

### Wednesday 26<sup>th</sup> February

Grob G120TP ZM318 f/t Cranwell (10:28/11:06) & ret at 12:41 & dep again at 12:57. DA42 G-CDXK ILS approach at 11:02 fr Church Fenton, Beechjet 400A SP-TAT dep 14:14 to Biggin Hill, Diamond DA50 G-OUTY dep 14:36 to Church Fenton. Phenom 300 OK-PHE arr 17:56 fr Faro n/stop

### Thursday 27<sup>th</sup> February

Phenom 300 D-CAGA dep 09:29 to Farnborough, Grob G120TP ZM309 f/t Cranwell (09:58/11:42), PA-28 Archer G-CLUH f/t Church Fenton (10:05/10:05), C680A Latitude **D-CAWN** arr 13:30 fr Rotterdam dep 15:05 to Geneva, Phenom 300 OK-PHE dep 15:11 to Prague, B737-3L9 G-SWRD arr 15:36 fr Stansted dep 17:54 to Luton.

### Friday 28<sup>th</sup> February

Phenom 300 D-CDAS arr 10:56 fr Mengen dep 12:30 to Palma, Sikorsky S-76C G-XXEB arr 14:52 fr Newcastle dep 17:06,

### Saturday 29<sup>th</sup> February

B737-3L9 G-SWRD arr 01:05 fr Luton dep 14:22 to Stansted, C560 Excel CS-DXR arr 08:30 fr Farnborough dep 10:06 to Valencia, Phenom 300 CS-PHI arr 09:06 fr Helsinki dep 10:20 to Faro, AS355 Ecureuil G-DCAM arr 09:09 fr Barton dep 10:07 to Staverton ret LBA at 18:19 & dep 18:45 to Barton, Phenom 300 CS-PHH arr 11:38 fr Adolf-Wurth ret at 17:52, PA-28 Warrior G-GALB 3 x ILS approaches at 19:06 fr Gamston.



CS-PHH Phenom 300 Netjets 29/02 Ian Gratton



G-DCAM AS355 GB Helicopters 29/02 Paul Whincup

That's it for this month

Did you see the rare new type as in the Viper SD-4?



# LBA Airline movements... Andy Coverdale

**February 2024**

Two months of 2024 already gone, and with the Super League season about to restart, we should start to see some rugby charters in addition to the few football charters passing through over the winter. Enter Air continued appearances with charters to Finland, and Wizz reduced their flights during February down to four destinations. And whilst the weather hasn't been great, at least we have seen little disruption from snow over the winter compared to previous years. On with the movements...

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

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

**Belfast**(049/050, "21QF/406C", Sun/Mon/Fri):-2/2 G-EZBH, 4/2 G-EZUA, 5/2 G-EZDL, 7/2 G-EZBH, 9/2 G-EZDL, 10/2 G-EZBH, 11/2 G-EZUA, 12/2 G-EZBH, 16/2 G-EZUA, 17/2 G-EZDL, 18/2 G-UZLR, 19/2 G-EZBH, 23/2 G-EZDL, 24/2 G-EZDL, 25/2 G-EZFR, 26/2 G-EZFR.

**Other flights**:-12/2 G-EZTT(051/052) arrived from/departed to Belfast.

## Emerald Airlines(EAI/EA, "Gemstone") & Emerald Airlines UK(EAG/EI, "Greenstone")

Emerald operates to Belfast City and Dublin, operating five return flights per day most days by the end of May, using ATR72 aircraft. The Dublin route is allocated to Emerald and the Belfast route to Emerald UK, although there do appear to be occasional instances of the other operators aircraft being used.

**Dublin**(3390/3391, "35ZB/91NM", Daily):-1/2 EI-GPN, 2/2 EI-GPN, 3/2 EI-FAV, 4/2 EI-FAV, 6/2 EI-GPO, 7/2 EI-GPP, 8/2 EI-FAT, 9/2 EI-HDI, 10/2 EI-FAV, 11/2 EI-FAV, 12/2 EI-GZV, 13/2 EI-GPP, 14/2 EI-HDK, 15/2 EI-HDI, 16/2 EI-GPO, 17/2 EI-FAT, 18/2 EI-GPN, 19/2 EI-HDH, 20/2 EI-GPP, 21/2 EI-FAT, 22/2 EI-GPO, 23/2 EI-GPP, 24/2 EI-FAV, 25/2 EI-GPP, 26/2 EI-GZV, 27/2 EI-GPP, 28/2 EI-HDK, 29/2 EI-GPO.

**Dublin**(3392/3393, "92RP/93BP", Sun/Thu/Fri):-2/2 EI-HDH, 8/2 EI-HDI, 9/2 EI-HDI, 11/2 EI-GZV, 15/2 EI-HDH, 16/2 EI-HDH, 18/2 EI-HDK, 22/2 EI-FAT, 29/2 EI-FAV.

**Dublin**(3394/395, "94LB/95NA", Sun/Mon/Tue/Wed/Thu/Fri):-1/2 EI-HDI, 2/2 EI-GPP, 5/2 EI-HDI, 6/2 EI-FAV, 7/2 EI-GPP, 9/2 EI-FAT, 11/2 EI-HDI, 12/2 EI-HDH, 13/2 EI-HDH, 14/2 EI-GZV, 15/2 EI-GPN, 16/2 EI-HDI, 18/2 EI-FAV, 19/2 EI-HDH, 20/2 EI-GPP, 21/2 EI-FAT, 22/2 EI-FAV, 23/2 EI-GZV, 25/2 EI-HDK, 26/2 EI-HDK, 27/2 EI-GPP, 28/2 EI-GPP, 29/2 EI-HDK.

**Belfast City**(3670/3671, "7LN/71LD", Daily):-1/2 G-CMJL, 2/2 EI-FAT, 3/2 EI-FAT, 4/2 G-CMJN, 5/2 G-CMMK, 6/2 G-CMMK, 7/2 G-CMMK, 8/2 G-CMMT, 11/2 G-CMJM, 12/2 G-CMJL, 13/2 G-CMMN, 14/2 G-CMJL, 15/2 G-CMMT, 16/2 G-CMMN, 17/2 G-CMMK, 18/2 G-CMJL, 19/2 G-CMJM, 20/2 G-CMMN, 21/2 G-CMMT, 22/2 G-CMMN, 23/2 G-CMJM, 24/2 G-CMMT, 25/2 G-CMJM, 26/2 G-CMJJ, 27/2 G-CMJL, 28/2 G-CMJL, 29/2 G-CMJL.

**Belfast City**(3676/3677, "76LG/67FT", Daily):-2/2 G-CMJN, 8/2 G-CMJM, 9/2 G-CMMN, 15/2 G-CMJL, 16/2 G-CMJL, 20/2 G-CMJM, 21/2 G-CMJL, 22/2 G-CMMN, 23/2 G-CMJM, 27/2 G-CMMK, 28/2 G-CMMK, 29/2 G-CMJL.

**Belfast City**(3678/3679, "78XT/79PW", Sun/Mon/Tue/Wed/Thu/Fri):-1/2 G-CMNN, 2/2 G-CMJN, 5/2 G-CMJM, 6/2 G-CMJM, 7/2 G-CMJM, 8/2 G-CMMK, 11/2 G-CMJN, 12/2 G-CMMN, 13/2 G-CMMK, 14/2 G-CMMT, 15/2 G-CMMN, 16/2 G-CMMT, 18/2 EI-GZV, 19/2 G-CMMT, 20/2 G-CMMT, 21/2 G-CMJL, 22/2 G-CMMT, 23/2 G-CMMT, 25/2 G-CMJJ, 26/2 G-CMMT, 27/2 G-CMMK, 28/2 G-CMMK, 29/2 G-CMMT.



G-CMMT ATR72-600 Aer Lingus 15/02 Mike Storey

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

Only positioning /test/training flights shown:-1/2 G-GDFL(001C) positioned out to Manchester, 2/2 G-GDFN(007C) positioned out to Dublin, 4/2 G-GDFN(008C) positioned in from Dublin, 5/2 G-GDFL(071W) positioned in from East Midlands, G-JZHW(024C) positioned in from Bristol, 6/2 G-GDFR(069J) positioned out to Prestwick, 7/2 G-GDFR(070J) positioned in from Prestwick, 8/2 G-JZBB(071W) positioned in from Birmingham, 9/2 G-JZDB(072W) positioned in from East Midlands, G-DRTO(071W) positioned in from Newcastle, G-GDFK(074W) positioned in from East Midlands, G-DRTY(073W) positioned in from Birmingham, 10/2 G-JZHT(049A) positioned out to Stansted, G-DRTC(041A) positioned in from Stansted, 11/2 G-JZBI(060J) positioned in from Newcastle, 14/2 G-JZBI(060J) positioned out to Newcastle, 16/2 G-GDFT(011C) positioned in from Exeter, 17/2 G-JZDB(049A) positioned out to Grenoble, G-DRTB(046A) positioned out to Stansted, G-DRTA(045A) positioned in from Stansted, 18/2 G-JZHV(060J) positioned in from Newcastle, G-DRTH(049A) positioned in from Grenoble, 19/2 G-GDFT(050B) training flight, 21/2 G-JZBI(060J) positioned out to Newcastle, 23/2 G-JZHT(031E) positioned out to Birmingham, G-JZBC(032E) positioned in from Birmingham, 25/2 G-DRTH(060J) positioned in from Newcastle, 26/2 G-GDFY(050B) positioned in from Birmingham, G-JZBP(068J) positioned in from Manchester, 28/2 G-GDFY(050B) positioned out to Birmingham, G-JZDB(060J) positioned out to Newcastle, 29/2 G-JZDD(045D) training flight to East Midlands, G-DRTB(214) positioned in from Antalya.



G-DRTY Boeing 737-800 Jet2.com 15/02 Mike Storey



**G-DRTR Boeing 737-800 Jet2.com 25/02 Ian Gratton**

**KLM(KLM/KL, "KLM")**

Three or four flights most days from/to **Amsterdam** using Embraer 170/190/195 aircraft, one flight stopping overnight. B737s making occasional appearances on some services, and airframes leased from Eurowings also appear on regularly.



**D-APRI Embraer 190SR German Airways 20/02 Mike Storey**

**Amsterdam**(1545/1546, "72K/90B", Daily):-1/2 PH-EZW, 2/2 PH-EZY, 3/2 PH-EZW, 4/2 PH-EXZ, 5/2 PH-EXT, 6/2 PH-EXZ, 7/2 PH-EZH, 8/2 PH-EZC(72K), 9/2 PH-EXF, 10/2 PH-EXD, 11/2 PH-EZG, 12/2 PH-EXD, 13/2 PH-EXC, 14/2 PH-EZG, 15/2 PH-EXG, 16/2 PH-EZG, 17/2 PH-EZH, 19/2 PH-EZL, 19/2 D-AJHW, 20/2 D-APRI, 21/2 D-AKJC, 22/2 D-APRI, 23/2 D-AKJC, 24/2 D-APRI, 25/2 D-AKJC, 26/2 PH-EXI, 27/2 D-AJHW, 28/2 D-APRI, 29/2 D-AKJC.

**Amsterdam**(1547/1548, "1547/1548", Daily):-1/2 PH-EXO, 2/2 PH-EXP, 3/2 PH-EXU, 5/2 PH-EXL, 6/2 PH-EXZ, 7/2 PH-EZC, 8/2 PH-EXO, 9/2 PH-EXH, 10/2 PH-EXD, 11/2 PH-EXR, 12/2 PH-EXJ, 13/2 PH-EZP, 14/2 PH-EXX, 15/2 PH-EZO, 16/2 PH-EXL, 17/2 PH-EXJ, 18/2 PH-EXB, 19/2 PH-EZZ, 20/2 PH-EXR, 21/2 PH-EXE, 22/2 PH-EXA, 23/2 PH-EXR, 24/2 PH-EXA, 25/2 PH-EZW, 26/2 PH-EXX, 27/2 PH-EXZ, 28/2 PH-EXC, 29/2 PH-EZE.

**Amsterdam**(1549/1550, "73E/74F", Daily):-1/2 D-AMWO, 2/2 D-AMWO, 3/2 PH-EXO, 4/2 D-AMWO, 5/2 D-AMWO, 6/2 D-AMWO, 7/2 D-AMWO, 9/2 D-AMWO, 10/2 PH-EZO, 11/2 D-AMWO, 12/2 D-AMWO, 13/2 D-AMWO, 14/2 D-AMWO, 15/2 D-AMWO, 16/2 D-AMWO, 17/2 PH-EXJ, 18/2 PH-EZA, 19/2 D-AMWO, 20/2 D-AMWO, 21/2 D-AKJC, 22/2 D-AMWO, 23/2 D-AMWO, 24/2 PH-EXT, 25/2 D-AMWO, 26/2 PH-EXU, 27/2 PH-EXU, 28/2 PH-EXL, 29/2 PH-EXT.

**Amsterdam**(1551/1540 overnight stop, "31F/78E", Daily):-1/2 PH-EZR, 2/2 PH-EZX, 3/2 PH-EXP, 4/2 PH-EZS, 5/2 PH-EZS, 6/2 PH-EZZ, 7/2 PH-EXO, 8/2 PH-EZC, 9/2 PH-EXB, 10/2 PH-EZX, 11/2 PH-EXG, 12/2 PH-EZV(31F), 13/2 PH-EZV, 14/2 PH-EZE, 15/2 PH-EZA, 16/2 PH-EZH, 17/2 PH-EZY, 18/2 PH-EZH, 19/2

PH-EZH, 20/2 PH-EXO, 21/2 PH-EXF, 22/2 PH-EZH, 23/2 PH-EZB, 24/2 PH-EXV, 25/2 PH-EZF, 26/2 PH-EXE, 27/2 PH-EXR, 28/2 PH-EXZF, 29/2 PH-EZZ.

**Other flights:**-9/2 PH-EZC(9955) positioned back to Amsterdam/10/2 PH-EXJ(1533/9956P) arrived from Amsterdam/positioned back to Amsterdam, 13/2 PH-EZV(78E) positioned back to Amsterdam.



## PH-EZW Embraer 190 KLM Ian Gratton

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

Ryanair base 3 aircraft operating routes to:-**Alicante**(9079/9078, "92YY/72GR", Sun/Tue/Thu/Fri/Sat), **Dublin**(153/152, "4GT/9PY", Sun/Tue/Thu/Fri/Sat), **Dublin**(157/156, "2K/804L", Sun), **Faro**(2503/2504, "41TR/60XF", Mon/Sat), **Fuerteventura**(475/474, "66GV/66ZP", Mon/Thu), **Gdansk**(1503/1504, "425D/4FB", Sun/Thu, **Krakow**(2332/2333, "3GH/778W", Sun/Mon/Sat), **Lanzarote**(2048/2047, "5BW/3TX", Mon/Fri/Sat), **Malaga**(2446/2447, "38GF/9JQ", Sun/Mon/Thu/Fri/Sat), **Porto**(2399/2400, "2399/39DA", Sun/Fri), **Riga**(2482/2483, "7JE/2LW", Mon/Fri), **Tenerife**(2492/2493, "6BH/24PN", Tue/Wed/Fri), **Wroclaw**(4107/4108, "3TZ/26VZ" Sun).

All flights (based/non-based) operated by B737 aircraft.

**Based Aircraft:**- EI-EBY(1/2-2/2), EI-IFY(1/2-9/2), EI-ENN(1/2), EI-DCO(1/2-3/2), EI-EXE(2/2-13/2), EI-EVA(3/2), EI-DPH(3/2-4/2), EI-DLY(4/2-6/2), EI-EXF(6/2-8/2), EI-EKG(8/2-10/2), 9H-QBU(8/2-9/2), EI-DWY(9/2-11/2), EI-EFG(10/2-16/2), EI-IGK(11/2-13/2), EI-EFY(12/2-19/2), EI-HGH(13/2- ), EI-EKS(16/2), EI-EXF(16/2-20/2), EI-EKW(19/2-25/2), EI-EPB(20/2-29/2), EI-IJL(24/2-29/2), EI-HMZ(25/2), EI-EKS(25/2-29/2), EI-EMI(29/2).

**Non-based Aircraft** flights (occasional A320 aircraft used)

**Alicante**(9078/9079, "9078/4BR", Mon/Wed):-7/2 EI-IHS, 12/2 EI-IFR, 14/2 EI-EFH, 19/2 EI-IFR, 21/2 EI-HMT, 26/2 EI-IFS, 28/2 EI-IHO.

**Dublin**(152/153, "1NR/4J", Mon/Wed):-5/2 EI-EKK, 7/2 EI-ENG, 12/2 EI-EXF, 14/2 EI-DPH, 19/2 EI-EBZ, 21/2 EI-DWY, 26/2 EI-EME, 28/2 EI-EGC.

**Dublin**(156/157, "2FX/5TC", various):-2/2 EI-ENV, 3/2 EI-ENA, 5/2 EI-DYA, 10/2 EI-EMJ, 16/2 EI-EGC, 17/2 9H-QCL, 23/2 EI-EBY, 24/2 EI-EBN, 26/2 EI-DHZ.

**Dublin**(457/456, "31HH/2CP, Sun/Sat):-2/2 EI-DPL, 3/2 EI-DHG, 4/2 EI-DLB, 9/2 EI-EKV, 10/2 EI-DPR, 11/2 EI-DWT, 16/2 EI-EXF, 17/2 EI-EVX, 18/2 EI-EKH, 23/2 EI-DYW, 24/2 EI-DWX, 25/2 EI-EST.

**Gdansk**(1504/1503, "60ZK/7BA", Mon):-5/2 SP-RSY, 12/2 SP-RKY, 19/2 SP-RKV, 26/2 SP-RKB.

**Krakow**(2333/2332, "8BA/96YF", Tue/Fri):-2/2 SP-RZD, 6/2 SP-RZI, 9/2 SP-RZO, 13/2 SP-RKZ, 16/2 SP-RKX, 20/2 SP-RSP, 23/2 SP-RKD, 27/2 SP-RZD.

**Malaga**(2447/2446, "9JQ/38GF, various):-10/2 EI-ENJ.

**Poznan**(5607/5606, "56UV/3JJ", Mon/Sat):-3/2 SP-RZL, 5/2 SP-RSX, 10/2 SP-RSB, 12/2 SP-RSB, 17/2 SP-RZL, 19/2 SP-RSB, 24/2 SP-RZM, 26/2 SP-RSN.

**Warsaw**(1932/1933, "749M/1933", Mon/Fri):-2/2 SP-RZH, 5/2 SP-RZG, 9/2 SP-RZI, 12/2 SP-RSX, 16/2 SP-RZD, 19/2 SP-RZM, 23/2 SP-RZA, 26/2 SP-RKW.

**Wroclaw**(4108/4107, "6RT/4G", Fri):-2/2 SP-RZO, 9/2 SP-RZK, 16/2 SP-RZK, 23/2 SP-RZE.

**Other flights:**-5/2 EI-IFR(9076P/9079) positioned in from Liverpool/departed to Alicante, 25/2 EI-EVS(570/571) positioned in from/positioned out to Stansted.



EI-HGH Boeing 737-8MAX 15/02 Mike Storey

**Wizz Air(WZZ/W6, “Wizz Air”) & Wizz Air Malta (WMT/W4, “Wizz Air Malta”)**

Charter flights operate in/out of LBA using A320/321 aircraft

**Bucharest**(3015/3016, “74LB/87GC”, Mon/Wed/Fri):-2/2 HA-LXH, 7/2 9H-WDW, 9/2 9H-WDN, 12/2 HA-LXF, 14/2 9H-WAA, 16/2 9H-WDU, 19/2 9H-WAY, 21/2 9H-WDT, 23/2 9H-WAQ, 26/2 9H-WDO, 28/2 9H-WDZ.

**Cluj**(3313/3314, “525/123”, Mon/Fri):-3/2 9H-WDJ, 6/2 9H-WDJ, 10/2 HA-LVK, 13/2 9H-WZV, 17/2 9H-WZV, 20/2 9H-WDC, 24/2 9H-WZV, 27/2 9H-WBV.

**Krakow**(5013/5014, “4211/1925”, Sun/Thu):-3/2 9H-WDW, 6/2 9H-WDU, 10/2 HA-LTD, 13/2 9H-WDZ, 17/2 HA-LXJ, 20/2 9H-WAB, 24/2 9H-WAW, 27/2 9H-WDR.

**Warsaw**(1315/1316, “65TL/39FQ”, Mon/Fri):-2/2 HA-LXJ, 5/2 9H-WDO, 8/2 HA-LVJ, 12/2 HA-LTB, 16/2 9H-WAG, 19/2 HA-LZV, 23/2 9H-WDN, 26/2 HA-LZU.



9H-WDW Airbus A321-271NX Wizz Air Paul Whincup

**Other flights:-**

**Eastern(T3/EZE, "Eastflight"):-**1/2 G-CMPI(740P/9877) positioned in from Gatwick/departed to Bristol, 12/2 G-CMPI(987P/9879) positioned in from Humberside/operated charter to Cardiff, 14/2 G-CMPI(9880/880P) operated charter in from Cardiff/positioned out to Humberside.

**Enter Air (ENT/E4, "Enter Air"):-**9/2 SP-ENR(3688) positioned in from Edinburgh, 10/2 SP-ENR(3081) operated charter to Enontekio, 14/2 SP-ENR(3086) operated charter in from Enontekio, 15/2 SP-ENR(3087) operated charter to Enontekio, 18/2 SP-ENR(3092) operated charter in from Enontekio, 21/2 SP-ENR(3094) positioned out to Enontekio.



SP-ENR Boeing 737-8WL Enter Air Paul Whincup

	Jan-23	Jan-24	% This month	% +/-
<b>Movements</b>				
Total	1,946	1,901		-2.31%
<b>Passengers</b>				
Scheduled	173,819	183,476	99.96%	5.56%
Charter	89	72	0.04%	-19.10%
Transit	0	0	0.00%	N/A
TOTAL	173,908	183,548		5.54%
International	163,156	175,388	95.55%	7.50%
Domestic	11,011	8,160	4.45%	-25.89%
MOVING ANNUAL TOTAL	3,399,852	3,998,786		17.62%

Compared to January 2023, movements are very slightly down, Passengers are up by 5.54%. though within that the domestic numbers are down by 25.89%. The Annual total is just over 1000 less than 4 million.

Reference: CAA Statistics website

Produced by Alan Sinfield

## Society contacts...

**Chairman** Howard Griffin  
6 Acre Fold, Addingham, Ilkley LS29 0TH  
01943 839126, 07946 506451  
[howard.griffin@airyorkshire.org.uk](mailto:howard.griffin@airyorkshire.org.uk)

**Secretary** Jim Stanfield  
8 Westbrook Close, Leeds, LS18 5RQ  
0113 258 9968 [jim.stanfield@airyorkshire.org.uk](mailto:jim.stanfield@airyorkshire.org.uk)

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

**Treasurer** Paul Armitage  
58 Eaton Hill, Leeds, LS16 6SE  
07970 260417 [paul.armitage@airyorkshire.org.uk](mailto:paul.armitage@airyorkshire.org.uk)

**Dinner Organiser** Alan Sinfield  
6 The Stray, Bradford, BD10 8TL  
01274 014185 [alan.sinfield@airyorkshire.org.uk](mailto:alan.sinfield@airyorkshire.org.uk)

**Managing Editor** Howard Griffin  
and Scott Mahoney, Keith Manning

**Meetings/Visits** Ian Gratton  
[photos@airyorkshire.org.uk](mailto:photos@airyorkshire.org.uk)

**Photographic Editor** Paul Windsor (Reception/Registration), Keith Manning, Scott Mahoney & Roman Krol

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

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

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



May 1990. A view of the exterior of the then Yorkshire Aeroplane Club. It is now the Multiflight Café and Hield's Aviation. At the time Air Yorkshire held its Sunday afternoon meetings in the Aero Club function room, which is now where the Café is located. There have subsequently been many structural changes to the inside of the building. The most obvious external change is the addition of the Café conservatory. Judging by the number of parked cars it was a very popular venue.



G-UKLC Boeing 737 of Air UK Leisure. Awaiting boarding for a package holiday flight LBA to Palma on 13 August 1991. Delivered in June 1990 it remained with Air UK Leisure until June 1996. Subsequently served with various operators and is now with Aeronaves in Mexico. Air UK Leisure was formed in 1988 and eventually operated seven B.737/400s. Renamed Leisure International in 1993.