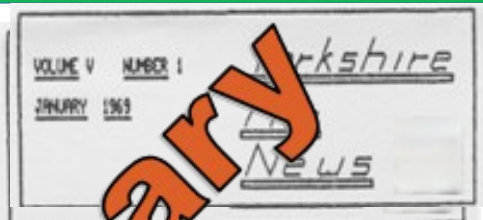


AIR YORKSHIRE

Aviation Society

Volume 51 · Issue 4

April 2025



www.airyorkshire.org.uk

Monthly meetings/presentations....

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

06 April 2025	David Ward - History of Warton and Samlesbury
04 May 2025	Paul Armitage – Camera/Photo tips and Keith Manning – showing a selection of slides, covering roughly the period 1970-2010, taken around Britain and abroad.
1 June 2025	Roger Fozzard – Trip to Brazil
06 July 2025	Damian Ives (Chief Operating Officer & Accountable Manager, Leeds Bradford Airport) will give us an update.
3 August 2025	Iain Robertson – Our own Air Yorkshire Member will show us a selection of his photographs over the years.
07 September 2025	Rod Dean - The Wooden Wonder – Development of the de Havilland Mosquito”
5 October 2025	Stephen Blee - Buccaneer through the archive - the Buccaneer story through photographs and documents from the site archive, many of which haven't been published before.

Society news....

Alan Sinfield

Sponsored by the Invisible Man

Welcome to the 60th Anniversary edition of the Air Yorkshire Magazine. Having been a member for only 20+ of those years it is difficult to comprehend how the magazine was produced all those years ago. Well done to ALL of those Editors. You will notice that the front cover is showing all the Logos and Fonts used throughout those years.

Upcoming fly ins/airshows 2025 close to us

Apart from your usual fly ins at North Coates, you may want to put these dates in your diary:

Eshott , Saturday June 21 to 22nd Great North fly in

Sherburn Saturday 24th May – Royal Aero Club Air Race weekend

Sherburn Wednesday 11th June – Vintage Air Tour

Sherburn – Saturday 23rd August, Open day and fly in

Leeds East – 27th – 28th June Private Flyer Fest North

The Editors

On the 60th Anniversary of the magazine it is fitting to record the names of all those who have filled this vital role for the Society. From April, 1965 to December, 1974 the magazine was called Yorkshire Air News, in January, 1975 it was retitled Air Yorkshire Magazine.

- Mick Stubbs* April 1965 to December 1966
- Martin Powell January 1967 to December 1967
- David Depledge January 1968 to December 1968
- Philip Jackson January 1969 to December 1971
- Ian Barber January 1972 to November 1972
- Steve Langfield December 1972 to June 1974
- Andy Barker July 1974 to September 1976
- Colin Hunter October 1976 to June 1977
- John Allen July 1977 to October 1977
- John Hunt November 1977 to October 1978
- Trevor Kinghorn **December 1978 to March 1993**
- Peter Lewis* April 1993 to September 1993
- Mike Willingale* October 1993 to November 2000
- Cliff Jayne December 2000 to August 2008
- Trevor Smith September 2008 to October 2015
- Alan Sinfield November 2015 to date

Some additional information about each of the past Editors appeared in the 50th Anniversary edition of the magazine.

* known to be deceased

Thank you to all the above for their service to the Society. Thank you also, to all those who supported and encouraged our Editors with articles, movements, photographs and ideas.

Sixty years of unbroken publication is an amazing effort.

AIR DISPLAY TRAGEDY, MIDDLETON PARK, LEEDS

Middleton Park Aerodrome, also known as The Clearings, does not feature a great deal in the history of aviation in Yorkshire but it had its moments. It was sited approximately 3 miles south of Leeds city centre. The site was first used between 1916 and 1918 by 33 (Home Defence) Squadron and 76 (Home Defence) Squadron. Aircraft used were the BE2, FE2, Bristol Fighter and Avro 504. The first RAF unit to use the Aerodrome was 33 Squadron when it was officially referred to as a Home Defence Landing Ground, the unit was transferred to Lincolnshire in the autumn of 1916. Then 76 Squadron used the base until 1918 when the Aerodrome closed. In June 1919 there were discussions between two local Councils with a view to identifying a suitable site for a 'joint aircraft station'. At this stage they had their own ideas as to where this site should be, Bradford favoured Farsley whilst Leeds put forward Middleton.



Middleton Park was also referred to as the Clearings as shown in the picture to the left. The site of the Aerodrome is circled in red in the map to the right.

The Aerodrome was resurrected in 1932 when Sir Alan Cobham was touring the country with his National Aviation Tour, with these displays he hoped to promote a stronger interest in civil aviation among the public. Up to 12 aircraft would be involved and public admission to the 'flying fields' was 1s 6d (£9 today). The programme included exhibitions of cars, aircraft towing gliders, air racing, parachute descents, aerial marksmanship, inverted flying and a demonstration of the autogyro. Noel Whiteside, local MP, took great interest in the display by the airliners as it demonstrated the value of commercial air travel.

Middleton Park hosted Cobham's Circus on Monday 20th June 1932 when his aircraft arrived from Sherburn despite misty and cloudy weather. As with most of his displays throughout the country Cobham was welcomed by civic dignitaries, they were later given flights in the two airliners available. During the afternoon the Circus took part in an 'imposing' formation in which the 2 airliners were escorted by various types of light aircraft. Flt Lt Turner Hughes gave a wonderful display of inverted flying in a Tiger Moth whilst another thrill for the crowd was the wing walking of Martin Hearne. A big crowd was expected at the Park in the evening and flying would continue till dusk. The 2 airliners were initially kept busy with pleasure flights though some people preferred to fly in the smaller aircraft although the 2-seaters stood mostly idle during the display. When demand for the flights diminished Sir Alan Cobham told the crowd that their response to the offers of flights over the city was very disappointing compared with responses from other towns. During the afternoon so few people were asking for flights in the 10-seater airliners that Cobham reduced the price considerably in an attempt to create more interest. After the display the Circus moved on to Skipton.



There are 8 aircraft in the formation to the left which shows the variety of aircraft used in Cobham's Circus. The picture to the right is the 22 seater Handley Page Clive involved in the landing incident.

Cobham returned to Middleton Park the following year on the 11th June 1933 and among the many aircraft he brought with him this time to provide pleasure flights was the 22 seat Handley Page HP33 Clive G-ABYX named 'Youth of Australia'. The display comprised much of the routine of the previous year. The Clive was making it's last joy riding flight of the day and on approach from the north end of the field when it suddenly dropped by some 12ft coming dangerously close to the crowd. Some of the spectators scattered, others flattened themselves safely on the ground but 3 young boys were not that lucky. Two boys, Frederick Smith aged 12 and Leslie Taylor 8, were struck, likely by the tail skid, and killed while the third was slightly injured. The boys were on the edge of the Aerodrome and not in the public enclosure. Other than a small tear in the fabric there was no damage to the aircraft and neither the pilot or the 21 passengers on board realised anything untoward had happened during the landing. After this incident the Air Pageant was immediately abandoned. Most newspapers throughout the country carried a report on these events.

The inquest into the tragedy was held a few days later on 13th June. Cobham said this was the worst incident to have happened in nearly 800 displays by his Circus having carried some 250,000 passengers without incident and around a million spectators having attended. The pilot that day was Henry Johnson, he had an impeccable record having done in the region of 10,000 landings. The wind at the time was very strong and 'fitful'. The jury gave a verdict of accidental death on the 2 unfortunate boys expressing a view that it was likely caused by a down current that forced the aircraft lower than the pilot anticipated. They attached no blame to the pilot. Today such a gust of wind would be referred to as 'windshear'.

It was announced in April of 1933 that a British Hospital Air Pageant would be held at Middleton Park on 23rd September. The Pageants consisted of a group of up to 16 aircraft touring the country with proceeds being donated to the nearest hospital to the displays. The planned Middleton display didn't happen and it is likely that the group were deterred by the accident at Cobham's display. Cobham himself had scheduled two further displays at the Park on 10th September 1934 and 15/16th September 1935 and neither of these events took place.



Another picture of the Handley Page Clive. To the right Leeds Councillors with the memorial stone to the RFC/RAF squadrons who served on Middleton Aerodrome in WW1

During the Second World War the Clearings in Middleton Park were considered a suitable place to make an emergency landing if a plane got into difficulty over Leeds though it was never put to the test.

On 8th December 2018 councillors unveiled a memorial stone remembering the service personnel who served at Middleton Park in the First World War. It has been placed at Middleton Park Circus as the exact site has been built over with housing.

My log for a visit to Humberside Airport on the 2nd Dec. 2 photos attached.

G-IASM	Beech	B200 Super King Air	2Excel Aviation	
G-BOJZ	Piper	PA-28-161 Cherokee Warrior II	Aeroschool	
G-DKEY	Piper	PA-28-161 Cherokee Warrior II	Aeroschool	
G-OMAS	Cessna	A150M	Aeroschool	
G-PLAN	Cessna	F150L	Aeroschool	
1129	BAe	Strikemaster Mk.80A	BAe Systems/Royal Saudi Air Force markings	
ZK531	BAe	Hawk T53	BAe Systems	
UK on tail/N19UK?	Hawker Siddeley	HS-125-2 Dominie T1	BAe Systems	Nr BAe Hangar
G-HMGC	Beech	B200 Super King Air	Coastguard/2Excel Aviaton	
G-HMGF	Beech	B350 Super King Air	Coastguard/2Excel Aviaton	
G-SCTR?	Piper	PA-31 Navajo	Coastguard/2Excel Aviaton	Coastguard scheme/under cover
G-UKCS	Piper	PA-31 Navajo	Coastguard/2Excel Aviaton	
G-SCMR	Piper	PA-31 Navajo	Coastguard/2Excel Aviaton	
G-MCGE	Sikorsky	S-92A Helibus	Coastguard/Bristow Helicopters	
G-CMFI	Aerospatiale	ATR 72-600	Eastern Airways	
G-CMWI	Embraer	ERJ-190-100STD	Eastern Airways	ex PH-EXC
G-MAJA	BAe	Jetstream 41	Eastern Airways	wfu
G-MAJB	BAe	Jetstream 41	Eastern Airways	wfu
G-MAJC	BAe	Jetstream 41	Eastern Airways	wfu
G-MAJG	BAe	Jetstream 41	Eastern Airways	wfu
G-MAJH?	BAe	Jetstream 41	Eastern Airways	wfu/unmarked blue aircraft
G-MAJJ	BAe	Jetstream 41	Eastern Airways	wfu
G-MAJL	BAe	Jetstream 41	Eastern Airways	
G-MAJW	BAe	Jetstream 41	Eastern Airways	wfu
G-MAJZ	BAe	Jetstream 41	Eastern Airways	
G-FRYA	Robinson	R44 Raven II	Helicentre Ltd	
D-CAGA	Embraer	EMB-505 Phenom 300	PAD Aviation	
G-SELB	Piper	PA-28-161 Cherokee Warrior	POM flying group	

G-ETPE	Airbus Helicopters	AS350B3 H125	Qinetiq Ltd	
ZM308	Grob	G120TP Prefect	Royal Air Force	Touch and go
G-CHPA	Robinson	R22	Swift Helicopter Services Ltd	



Parked out

G-MAKS SR22

Hangared

G-ALBD	Tiger Moth	
G-BZED	Pegasus Quantum	
G-CBAR	Glastar	
G-CCOW	Pegasus Quik	
G-CCWO	Pegasus Quantum	mtce
G-CFVF	Kiss 400	
G-CMSS	Kitfox Mk7	
G-DAVE	Jodel D112	stored , long term restoration to flight
G-MYMS	Rans S6-ESD	
G-OALH	Tecnam P92 Echo	
G-RATC	Vans RV-4	
G-ROZZ	C42	
N75CE/18	Christen Eagle II	
N1182P	C182P Skylane	usually Newcastle based and for sale

Local flying

G-CBAR	Glastar	
G-CDEX	Europa	t/f Sherburn
G-CDLS	Jabiru	
G-FOXV	Foxbat	
G-WEFR	Pioneer 200	

Visitors

G-ARAW	C182C	f/t Blackpool and here for banner-towing
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G-ARAW C182C



G-FOXV Foxbat

British Airports TOP 20

	Airport	2024	2023	% change	Last year
1st	HEATHROW	83,857,297	79,149,042	5.95%	1st
2nd	GATWICK	43,242,155	40,894,242	5.74%	2nd
3rd	MANCHESTER	30,755,578	28,077,659	9.54%	3rd
4th	STANSTED	29,694,312	27,951,116	6.24%	4th
5th	LUTON	16,937,118	16,399,866	3.28%	5th
6th	EDINBURGH	15,779,491	14,395,463	9.61%	6th
7th	BIRMINGHAM	12,847,682	11,479,335	11.92%	7th
8th	BRISTOL	10,614,415	9,911,879	7.09%	8th
9th	GLASGOW	8,064,791	7,355,987	9.64%	9th
10th	BELFAST INT'L	6,750,440	5,956,888	13.32%	10th
11th	NEWCASTLE	5,142,738	4,818,885	6.72%	11th
12th	LIVERPOOL	5,074,088	4,193,076	21.01%	12th
13th	LEEDS BRADFORD	4,222,256	3,989,405	5.84%	13th
14th	EAST MIDLANDS	4,133,198	3,932,497	5.10%	14th
15th	LONDON CITY	3,573,250	3,429,684	4.19%	15th
16th	BELFAST CITY	2,391,042	2,115,153	13.04%	17th
17th	ABERDEEN	2,300,657	2,229,918	3.17%	16th
18th	BOURNEMOUTH	1,088,370	950,028	14.56%	18th
19th	CARDIFF WALES	874,714	837,252	4.47%	19th
20th	SOUTHAMPTON	852,501	754,678	12.96%	21st
Overall				7.21%	

Interesting facts

In 2024 LBA had the **14th best performance in the UK compared to 2023** [of the Top 20 Airports in 2024] **+5.84%** and was the UK's 13th busiest airport with 4,222,256 passengers. Southampton crept into the Top 20 at the expense of Inverness Five years ago LBA was the 15th busiest airport.

Aircraft Movements increased by 1.86% compared to 2023. There was a increase in passenger movements of 4.7% in 2024 compared to 2023. The figure for 2023 was 26105

There were 197,820 Domestic and 4,024,436 International Passengers. The domestic passengers increased by 16.32% compared to 2023 and International increased by 5.38%.

In 2024 there were flights to 77 different international destinations (Over 200 Passengers), compared to 76 in 2023. Alicante was the most popular followed by Dublin, Palma, Malaga, Tenerife, Amsterdam, Faro, Arrecife, Krakow, Antalya, Fuerteventura and Bucharest

In 2024 there were 4 different domestic destinations (over 200 passengers), with the most popular being Belfast City followed by Belfast international, Jersey, Guernsey.

The freight figure for 2024 was ZERO Tonnes compared to 2023 which was 0.593 Tonnes
Reference :

Air Yorkshire Aviation Society....

The Air Yorkshire Aviation Society, established in 1964, has a rich history that mirrors the region's deep-rooted connection to aviation. Originally known as the West Riding Branch of Air Britain, the society underwent a significant transformation a decade later, adopting the name Air Yorkshire Aviation Society.

Founding and Early Activities

In its infancy, the society focused on fostering a community of individuals passionate about various facets of aviation. Members engaged in activities such as aircraft registration spotting, delving into historical aviation studies, capturing aviation photography, and maintaining a keen interest in both commercial and military aircraft, as well as the operations of airports and airlines.

Monthly Gatherings and Publications

A cornerstone of the society's engagement is its monthly meetings, which feature presentations from a diverse array of speakers. These sessions have included insights from commercial pilots, aviation photographers, representatives from manufacturing companies, and executives from airports and airlines, among others. Complementing these gatherings is the "Air Yorkshire Magazine," a monthly publication provided to members. The magazine offers a comprehensive review of commercial and business aviation activities at Leeds Bradford Airport, shares reports and photographs from local airfields, presents commercial aviation news, and includes articles penned by members.

Conclusion

The Air Yorkshire Aviation Society stands as a beacon of the region's enduring passion for aviation. Through its monthly gatherings, informative publications, and a shared commitment to exploring all facets of aviation, the society continues to honour and promote Yorkshire's rich aviation legacy.

The Air Yorkshire Magazine started 60 years ago as a typewritten foolscap magazine printed using a hand turned duplicator and then stapled together. Over the years we moved onto using computers and laser printers, initially in black and white but now using colour and produced as an A5 booklet, though many now receive it electronically. The content has changed with the times but in essence not a lot has changed on the content other than the use of photographs.

What will the magazine be like in five years' time? One possibility is the content will be something like the article above which was actually produced by Artificial Intelligence (AI) using ChatGPT from the simple question "Write me an article on the history of the Air Yorkshire Aviation Society" **Scary or amazing??**

March 2025

Airline	Date	Reg	Type	MSN	Remarks
Aer Lingus	03 Mar	(EICVC)	Airbus A320-214	1443	WFU 05 Nov 24 DUB - DGX 14 Nov 24 Fr part-out Reg canx 28 Feb 25
ASL Airlines Ireland	07 Mar	EIHRF	Boeing B738-86J (BCF)	30879/871	Regd 23 Jan 25 SNN - Dubai 06 Mar 25 Op fr SolitAir
British Airways	07 Mar	(GEUPT)	Airbus A319-131	1380	WFU 02 Dec 24 LHR - DGX 03 Dec 24 Fr part-out Canx as PWFU 06 Mar 25
Aer Lingus	10 Mar	EINSG	Airbus A20N-251N	12462	Regd (Date?) Divd DUB 10 Mar 25
Ascend Airways	10 Mar	GHAGI	Boeing B38M MAX 8	42828/6408	WFU 31 Jan 25 Muscat - Prague 06 Feb 25 Strd Onward to DAE Capital as LZDDB
Eastern Airways	11 Mar	GCMEI	ATR 72-600	1231	WFU 08 Mar 25 HUY - Franczal 11 Mar 25 Onward to Sunlight Air (Philippines)
British Airways	12 Mar	GMIDT	Airbus A320-232	1418	WFU 11 Mar 25 LHR - DGX 12 Mar 25 Fr part-out
Eastern Airways	14 Mar	GCMZI	Embraer ERJ 190-STD	19000661	Divd Warsaw - HUY as PHEXD 11 Mar 25 Regd 13 Mar 25 To op fr KLM
BA Euroflyer	16 Mar		Airbus A320		Proposed WFU dates added
British Airways	16 Mar		Airbus A319-131		Proposed WFU dates updated
Ascend Airways	18 Mar	(GULIT)	Boeing B38M MAX 8	43001/7118	Acquired. Due. Ex 9HTAU Currently at Amman
Ascend Airways	18 Mar	(GLESO)	Boeing B38M MAX 8	64606/6993	Acquired. Due. Ex 9HHYA Currently lsd to Ajet

Ascend Airways	18 Mar	(GCRUX)	Boeing B38M MAX 8	44863/7085	Acquired. Due. Bydgoszcz - PIK as 9HORN 16 Mar 25
Blue Islands	19 Mar	(GISLP)	ATR 72-600	1167	Coeur d'Alene (Idaho) - Montreal 17 Mar 25 Monteal - Keflavik 18 Mar 25 Keflavik - EXT 19 Mar 25 (Paint) Due Cranfield end Mar 25 Due in svc Apr 25
Cityjet	20 Mar	EIFPD	Bombardier CRJ 900	15401	Op fr SAS Copenhagen - Valencia 16 Dec 23 Strd Valencia - Keflavik - Goose Bay - Toronto - Dayton 20/21 Mar Onward to PSA Airlines
West Atlantic	20 Mar	GNPTD	Boeng B738-83N-BCF-W	32615/1207	Regd 18 Jan 19 Trans to West Atlantic Sweden as SERLM 12 Oct 20 Paris CDG - EMA 15 Mar 25 Re-regd 19 Mar 25
easyJet UK	22 Mar	GUZEG	Airbus A20N-251N	12522	Reg 19 Mar 25 Tianjin - Astana 21 Mar 25 Astana - LGW 22 Mar 25
Virgin Atlantic	23 Mar	(GVKSS)	Airbus A333-343X	1201	WFU 14 Jan 25 LHR - Brussels 14 Jan 25 MX Brussels - DUB 05 Feb 25 (Paint) DUB - LHR 19 Feb 25 LHR - NQY - LHR 03 Mar 25 Regd to ? as OEIOW 22 Mar 25 LHR - Madrid 22 Mar 25 Onward to Wamos Air as ECOLG
Ryanair	26 Mar	MABSU	Bombardier Challenger 3500	21052	Divd Montreal - DUB - STN 26 Mar 25 Acquired fr operational support To replace 01 Learjet 45
Ascend Airways	27 Mar	9HCHA	Boeing B38M MAX 8	62093/6713	Lsd fm SmartLynx Malta 13 Mar 25 - 20 Mar 25

ASL Airlines Ireland	27 Mar	(EIHRA)	Boeing B738-8BK (BCF)	33023/1682	SNN - Dubai 29 Sep 24 Op fr SolitAir 30 Sep 24 - ? Bsd Dubai Regd to Solit Air as A6SHO 24 Mar 25
Ascend Airways	28 Mar	(GLESO)	Boeing B38M MAX 8	64606/6993	Divd PIK as 9HHYA 28 Mar 25
British Airways	28 Mar	GTTSF	Airbus A20N-251N	12535	Divd LHR 28 Mar 25
Emerald Airlines (Ireland)	29 Mar	EI	ATR 72-600	?	Acquired. (PI awaited)
Emerald Airlines (Ireland)	29 Mar	EI	ATR 72-600	?	Acquired. (PI awaited)
Loganair	29 Mar	G	ATR72-600	?	Acquired. (PI awaited)
Loganair	29 Mar	G	ATR72-600	1126	Acquired. Ex N1126V (MABPD, HK4999) Saint-Brieuc - Billund 14 Mar 25
Titan Airways	29 Mar	(GPOWW)	Airbus A321-211 (P2F)	2060	Op fr Titan Airways Malta 28 Jul 24 Leipzig - EMA 28 Mar 25 Regd to Tiatan Airways Malta as 9HZTD 29 Mar 25 EMA - Leipzig 30 Mar 25
Jet2	31 Mar				Sum 25 leases updated

LEEDS/BRADFORD NEWS

Jet2.com and Jet2holidays have announced a significant expansion of their Winter 25/26 programme across nine UK bases, adding 96,000 additional seats from November 2025 to March 2026. Leeds/Bradford will see addition Malta flights over the winter as well as increased City Break Christmas market flights to Prague and Paris over the festive season

AIRPORT NEWS

East Midlands Airport showcased the region as a gateway to global tourism and trade as part of its 60th anniversary celebrations. The event took place in EMA's check-in hall on Wednesday 19 March, the event highlighted the visitor economy, why the East Midlands is the perfect entry point for visiting large swathes of the UK and the pivotal role the airport has in moving people and products around the world. Over its 60-year history, EMA has grown into the UK's number one express air freight hub, handling around 370,000 tonnes of cargo a year worth £37bn which supports major regional businesses and contributes £1.6bn national GVA. It is also the airport of choice for 4m passengers a year thanks to its effortless service helping them to reach more than 70 destinations. EMA has ambitions to build on the success of both sides of its businesses, with proposals to develop parts of its airfield to meet an estimated 54% growth in cargo demand over the next twenty years, along with plans to attract more inbound passenger flights and strengthen its role as a gateway to the UK from Europe.

East Midlands Airport's Managing Director Steve Griffiths said: "As part of our 60th anniversary activities, we're delighted to partner with Marketing Nottingham & Nottinghamshire to host this event to celebrate the East Midlands region as a premier inbound tourism destination and a vital trade hub. "Since the airport first began operations in 1965, its ideal location right at the heart of the country has given it a strategic edge, both in terms of attracting passengers from a wide area and also being a very appealing hub for cargo operators. "We have plans to build on these successes, offering advantages over congested airports in the south and quick access to the whole of the UK not just for cargo operations but for European tourists looking to explore the local region and beyond." Claire Ward, Mayor of the East Midlands said: "The East Midlands is a place where the country connects – so it is wonderful to celebrate the 60th anniversary of East Midlands Airport, which connects our region to the world." "East Midlands Airport is an important strategic asset for the region, globally significant for its express air freight capacity. But it also has a local heart - with a long history of partnership with the business community and is a catalyst for the local visitor, industrial and innovation economy. "The anniversary took place during English Tourism Week, so is a great opportunity to celebrate our region's many strengths. I look forward to seeing partners and friends from across the East Midlands as we look ahead to the next 60 years."

London City Airport welcomed the largest aircraft to land at the docklands airport on March 26th. Swiss airline Helvetic has set the new record for the after it sent an Embraer E195-E2 to the airport. Helvetic also held the previous record operating its E190-E2 from the airport. The E195-E2 touched down just after midday, marking the first arrival of the type which is 41.5 metres in length and seats 134 passengers. Alison FitzGerald, CEO of London City Airport, said: "We're delighted to welcome the first commercial flight of the E195-E2 aircraft to London City, which demonstrates our commitment to working with our airlines and manufacturers to introduce cleaner, quieter, new generation aircraft to the airport." "The E195-E2 opens up a range of new and exciting destinations for our passengers, and by using quieter and cleaner aircraft this enables us to grow and meet our passenger cap without increasing the number of flight movements."

AIRLINE NEWS

Jet2 plans to wet-lease in additional capacity for the IATA northern summer season after production delays at Airbus leave the carrier short of aircraft, it has said. The airline expected to take delivery of 14 new owned and leased A321-200NX aircraft by the end of Summer 2025, upping its A321neo fleet to 23 units, parent holding Jet2 plc revealed in a February 19 trading update on the London Stock Exchange. "Unfortunately, a number of these aircraft will be delayed from their agreed delivery dates and consequently we expect to incur additional operational costs to cover aircraft gaps in the peak summer flying programme," it added. Jet2 did not immediately respond to queries on who it will be leasing capacity from or what types it is seeking. It has previously wet-leased in capacity from the likes of Croatia's ETF Airways, Slovakia's AirExplore, and UK's Titan Airways.

Korean Air are bringing back the iconic Boeing 747-8 to London Heathrow this July, offering enthusiasts an opportunity to see the classic "Jumbo Jet" back at Heathrow on a regular basis. Korean already serves London Heathrow Airport from its hub at Seoul Incheon Airport in South Korea. However, its schedule on the route will change as the carrier reintroduces the Boeing 747-8 on services to the United Kingdom. The Boeing 747-8 will first return to the route in late July 2025, according to Cirium. Four weekly flights on the 747 will begin on July 25. In July, flights will operate (on the outbound sector) on the 25, 26, 28, and 30. In July, In August 2025, London Heathrow will also host the Korean 747-8 four times per week. These flights will operate on Mondays, Wednesdays, Fridays, and Saturdays. The flight will be operated as HL907. These new services will not replace the daily connection between the two cities Korean already operates. The remaining three flights per week will be operated by the Boeing 777-300ER.

Loganair is set to open a new operating base, its tenth, at Southampton airport. It will launch in October 2025 with two Aerospatiale ATR-72's. The carrier will also launch a new route from Southampton to Manchester and increase capacity to Edinburgh by replacing the Embraer 145 regional jets with Aerospatiale ATR72's. It will facilitate transfers from the southern English airport via Manchester to destinations in Scotland (Inverness and Aberdeen Dyce) and Isle of Man. Simultaneously, it will launch a new Manchester-Exeter route. The regional carrier intends to grow its fleet to 55 aircraft by 2029.

Ryanair has launched an exclusive discount scheme for frequent flyers that will unlock perks on seats and travel insurance. The Irish budget carrier is set to save its most loyal passengers even more on their flights with its new subscriber discount scheme called "Prime". Prime will allow members who fly 12 times per year to save up to five times the amount that the subscription costs with its perks. Costing £79 for a 12-month subscription, members will benefit from reserving seats for free, free travel insurance and access to 12 annual (one per month) member-exclusive seat sales. Members will receive regular emails about upcoming exclusive flight sales and relevant offers, and can book an unlimited number of flights with the discounted Prime fares. The airline said that Prime members who fly 12 times per year will save up to £420, while members who only fly three times annually could still see savings of £105. However, the new subscription is limited to 250,000 passengers on a first-come, first-served basis, so aspiring members will need to sign up on its website before the spaces fill.

Ryanair's chief marketing officer, Dara Brady, said: "Ryanair has been delivering the lowest fares (and the best services) in Europe for the last four decades, and we're now extending our price leadership with the launch of our exciting new subscriber discount scheme – Ryanair 'Prime'." "Ryanair 'Prime' is a new subscriber discount scheme for frequent flyers that want to fly regularly but don't want to break the bank to do so," he added.

The airline added that for those who travel frequently with Ryanair, the new service is a “no-brainer”. Passengers who sign up for Ryanair Prime must be at least 18 years old, and at this time, is only offered to people resident in Austria, Belgium, France, Germany, Greece, Italy, Ireland, Netherlands, UK, Poland, Portugal and Spain. Last year, Wizz Air launched a similar scheme, allowing customers to book a maximum of 72 hours in advance as a standby deal with a flat price of €9.99 (£8.30) for each flight, plus fees for any extras like baggage.

Virgin Atlantic has announced a partnership with eVTOL specialist Joby Aviation to launch an air taxi service in the UK to connect passengers with its key hubs at London Heathrow and Manchester Airport. Joby’s all-electric air taxi is designed for fast, emissions-free travel, offering speeds of up to 200 mph. It uses six tilting propellers powered by electric motors, which makes it ideal for busy cities where noise is a factor. The aircraft are operated by a single pilot and can carry up to four passengers with a range of up to 100 miles. This means that Virgin Atlantic passengers could fly from Bristol to Heathrow in around 30 minutes. or from Heathrow to Canary Wharf in just 8 minutes. The air taxi is currently undergoing approval in the UK with the Civil Aviation Authority who would need to certify and give permission for the operation to begin, and as such, no launch date is currently being set.

Consumer survey specialist Which? has released its annual airline survey with Jet2 and Loganair topping the short-haul airline lists where Ryanair was placed last. British Airways, which used to brand itself as the world’s favourite airline, is at the bottom of the long-haul list with Singapore Airlines and Etihad topping the list. The survey looked at airlines which are based in the UK and/or fly from the UK and covered areas such as customer service, booking process, boarding, seat comfort, food and drink, cleanliness, cabin environment and value for money. In the short-haul category, Jet2 and Loganair both ranked high for customer service but Jet2 pipped Loganair to the top spot due to a higher value for money score. The holiday airline was praised by customers for cleanliness, the booking process and food and drink, with an overall satisfaction score of 80%. Loganair was equally praised for its customer service, booking process and scored higher than Jet2 for boarding. Due to the shorter flight length of most Loganair flights, no food or drink score was available. Overall the Scottish airline scored 72%. Luke Farajallah, CEO, Loganair said: “Loganair is renowned for its gold standard customer service, so it is very encouraging to be given a five star rating by our customers. We are also very proud of the improved scoring in our operation delivery which our team have had a particular focus on over the last 12 months. “Our pricing model is based on fairness and simplicity. The price we present is the price customers pay. There are no hidden costs, and we offer up to 21kg of checked luggage and a drink and a snack, as part of our service.” “Being ranked as the second highest performing airline operating in the UK is a credit to our hard-working staff who deliver exceptional service daily.”

At the other end of the scale, Ryanair received the lowest customer satisfaction rating of just 49% with customers down-scoring it for customer service and almost every other category including value for money. In the long-haul category, top performing Singapore Airlines led the way with an 81% satisfaction rating. Customers praised the comfort and cleanliness of the cabin as well as the service received both before, during and after the flight. They were closely followed by Abu Dhabi-based Etihad which scored 78%, again thanks to its onboard service, cabin environment and customer service. Both the top airlines also scored high for food and drink.

British Airways scored just 62% with customers unhappy with BA's customer service, seat comfort, food and drink and overall cabin environment. British Airways also had the highest "last minute cancellation" of all the airlines in the survey. Speaking about the survey, Rory Boland, Editor of Which? Travel, said: "British Airways' poor performance in our survey shows how far it has fallen from the days when it was seen as setting the standards others should aspire to. "There's a clear disparity between airlines at the top and at the bottom of the rankings. The top performers show it is possible to give passengers good service at a time when delays, cancellations and terrible customer service have become almost the norm. "Some airlines seem to think they can get away with treating their customers badly, knowing they are unlikely to face consequences in a sector with weak regulations."

AIRCRAFT NEWS

Emirates President Tim Clark has once again expressed the airline's strong interest in seeing Airbus restart production of the A.380. Despite the significant hurdles involved, Clark continues to advocate for the return of the iconic super jumbo, which remains central to Emirates' fleet. Clark reiterated that Airbus is well aware of Emirates' desire to see the A380 return to production. He proposed that Airbus could modernize the aircraft by incorporating lighter materials and exploring the use of next-generation engines, particularly the Rolls-Royce UltraFan. According to Rolls-Royce, the UltraFan engine promises a 25% improvement in fuel burn efficiency compared to the first-generation Trent 700 engines, which power the Airbus A330ceo. Additionally, it offers a 10% fuel efficiency gain over the Trent XWB engine, currently used in the Airbus A350-900 and A350-1000. Clark's recent statements echo his previous calls for the resumption of A380 production in August 2022 and June 2023. His recommendations remain consistent: incorporating lightweight materials and next-generation engines, including the Rolls-Royce UltraFan, to enhance the aircraft's performance and efficiency. However, bringing back the A380 poses a significant challenge for Airbus. The manufacturer ceased A380 production in 2021, and in January 2020, it announced plans to repurpose the aircraft's final assembly line (FAL) in Toulouse for A321neo production. By mid-2022, the A380 Lagardère facility had been converted into a digitally enabled A321neo production line, part of Airbus' modernization efforts for the A320 series. Despite these challenges, Airbus Commercial Aircraft CEO Christian Scherer, who will be succeeded by Lars Wagner in 2026, stated in an interview with Germany's Hamburger Abendblatt that in the aviation industry, nothing is ever entirely ruled out.

Boeing 's aircraft, including its flagship 787 Dreamliner, could cost up to \$40 million more per aircraft in the worst-case scenario due to the ongoing trade tensions brought on by US President Donald Trump's tariffs, according to Aengus Kelly, CEO of AerCap , the largest aircraft leasing company in the world. In an interview, Kelly highlighted that if both the United States and Europe impose 25% retaliatory tariffs across the board, the Boeing 787 's price will skyrocket, leading to negative consequences for airlines that are already struggling with narrow profit margins. "A Boeing 787, the price will go up by \$40 million," Kelly said. "No one's going to want to pay that." In this scenario, Kelly suggests that many airlines would likely turn to European rival Airbus, which could seize up to 75% to 80% of the global market for new aircraft. "In a worst case scenario, what would happen over time is that Boeing would end up with the United States, about 20% to 25% of the global market. Airbus would end up with the rest of the world, about 75%-80% of global markets, because no one can afford to pay those numbers." Since President Trump took office, the United States has imposed 25% tariffs on Canada and Mexico, 20% on China, and 25% on imported aluminium and steel. The president is expected to take more action as early as April 2. Boeing is already seeing the effects of the trade war on its extensive supply chain, which includes vital components obtained from

vendors worldwide. The corporation has a large presence in Canada and Mexico, where it gets parts for its commercial aircraft, including landing gear, engines, and other components, international business news website Quartz reported.

According to a company fact sheet, Boeing spends up to \$1 billion in Mexico through its supplier chain and is among the top 10 manufacturers in the country. Raising the tariffs on key components would increase production costs and make it more difficult for Boeing to fulfil delivery deadlines. Boeing CEO Kelly Ortberg told employees in a meeting that Trump's tariffs will increase the price of Canadian-imported items, including landing gear. He admitted that it would be difficult to keep its aircraft prices competitive given the increased expenses brought on by tariffs. With production facilities in Alabama, Mississippi, and Florida, Airbus has already taken precautions to protect itself from the worst of the US tariffs.

Plans to increase production of wings for the Airbus A220 at the Spirit Aerosystems site in Belfast have been revived, giving optimism for employment and a boost to the wider local economy. The plans were originally submitted in 2019 when Spirit Aerosystems was owned by Bombardier, which made the C-Series wings at the site, however Airbus later took over the project and the C Series became the Airbus A220. Spirit Aerosystems has since been taken over by Boeing, but the Belfast wing production site is being sold to Airbus to preserve its supply chain. Airbus plans to produce up to 160 A220 wing sets in Belfast per year and will ramp production in phases with Phase one being broken into smaller sub-phases.

Embraer is setting out plans for a potential final assembly line in Poland following a recent visit to the country. Polish industry is already a supplier to the Embraer E2 programme, but now Embraer is looking to make Poland a centre of excellence in Europe for aviation manufacturing. Embraer is initially looking for partners for parts manufacturing for its KC-390 Millennium multi-mission military aircraft before potentially building a Final Assembly Line (FAL) for the type in the country. In addition, it says they could look at passenger to freighter (p2f) conversions of its popular E-Jets as well as manufacturing and sub-assembly of structural E-Jet E2 parts.

OTHER NEWS

A pilot operating a commercial flight from Oslo to Manchester has pleaded guilty to not maintaining continuous radio communication with air traffic control during a flight. On 20 March 2025 at Manchester Magistrates' Court, Christopher Hollands was fined £4,511 following an investigation and prosecution by the UK Civil Aviation Authority. The regulator's Investigations and Enforcement Team found that on a SAS Connect flight from Oslo to Manchester with 58 passengers, Captain Hollands failed to establish two-way radio communication with the appropriate traffic control unit, in contravention of the law. The incident was reported by NATS after a more than 30-minute loss of radio communications with Mr Hollands, triggering the declaration of a security incident. Two RAF Typhoons were launched to intercept the aircraft. The plane was escorted to Manchester Airport, where it landed and went to a remote stand and police boarded the aircraft. This is the first prosecution for such an incident in the UK.

E-mail:- 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)

AUBOURN (Lincs.) Registered to local dealer Carl Buckle on 14.2 was G-CIFM Dragon Chaser.

BOSTON/WYBERTON (Lincs.) A new resident is G-BLDB JT.1 ex North Reston/Hall Farm.

BRIDLINGTON (EY) Visiting Bridlington Links Golf Club on 15.3 was M-PLGL Bell 407GX (56371) f&t Yealand Redmayne, arriving 10.28hrs and departing 12.17hrs.

BURN (NY) A visit 9.3 found the hangar empty, with all the inmates outside, G-BUJI T.61F, G-CFFB G.102, G-CJBM ASK21, G-CJMY SZD.51-1, G-CKIU SF.25C, G-DERH ASK21, G-JULZ Europa XS and G-ONGC DR.400.

CHURCH FENTON (NY) 25.2 ZM405 A.400M (Jigsaw 91) o/s 10.43hrs f&t Brize Norton. **27.2** G-HUEZ 369E, G-SCIR PA-31, G-SCTR PA-31. **6.3** G-BKMA M.20J, G-IFIT PA-31, N95VB Beech C.90GTx (LJ-2091) f Bournemouth t Sleaf. **8.3** G-AYOW 182N, G-JKEL RV.7, N10CD SR.22T (0350), N9009Z Cessna 208B (208B5851) f Reykjavik n/s, t Luxembourg 9.3. **11.3** G-LKVA P.2010 f Lee on Solent (new resident), G-OSRL LJ45 f Exeter t Birmingham, G-RANN Beech B300, G-ZNTJ LJ75. **13.3** G-OSRL LJ45 f Guernsey n/s. **14.3** G-ATSR Beech M35 n/s, departed 15.3, G-OSRL LJ45 t Cardiff. **16.3** G-CGXZ MTOSport, G-OSRL LJ45 f Cardiff t Biggin Hill. **20.3** G-YORX Bk.117D-3 f&t Nostell, OY-HOT AW.169 (69170) f&t Humberside.

CONINGSBY (Lincs.) ZA947 C.47A which has been at Duxford on maintenance since October 2022 is due to return here in March, and is now painted in a SEAC colour scheme, representing FD781 of 31 Squadron.

DEIGHTON/CRAB TREE FARM (NY) G-ZLLE SA.341G was cancelled 25.2 as sold in South Africa.

DONCASTER/SOUTH YORKSHIRE AIRCRAFT MUSEUM (SY) Catching up here, ET-273/N-302 Hunter T.7 cockpit section departed to the RAF Coltishall Heritage Centre around a year ago, where it will be repainted to represent a T.7 of 74 Squadron.

FENLAND (Lincs.) N909PH PA-23 (23-1800) departed 28.2 to South Cave following sale back to Paul Harvie, whilst a new resident is N259SA F.172G (F172-0278) which, coincidentally, was also owned by Paul in the past. A further new resident is G-NIPS T.66.

GAMSTON (Notts.) A new resident is G-BYSI PZL.110 arriving 1.3, ex Tollerton. **1.3** G-AZIJ DR.360. **2.3** G-BAEP FRA.150L, G-BFMK FA.152, G-BNEE PA-28R, G-BNOM PA-28, G-RR0B R.44, G-TALH PA-28. **4.3** G-AVVC F.172H, G-BAXY F.172M, G-BFNG D.112, G-BOOL 172N, G-BSVS DR.400, G-DINA AA-5B, G-KHRE Rallye 150SV, G-LLMW DA.42. **6.3** G-BNMF 152. **7.3** G-UNZZ B.206L. **8.3** G-OWRT 182G. **9.3** G-APIK J/1N, G-SIJW/ XX630 Bulldog Srs.120/121, 2-DOGZ DA.62 (62.122). **15.3** 2-WKTR Beech 200T (BT-13) new resident. **21.3** G-OCCN DA.40D, G-XPLR Virus SW121A.

LEEDS/BRADFORD AIRPORT (WY) Newly registered to Jet2 is G-HLYJ A.321-251NX.

NETHERTHORPE (Notts.) Newly registered to the maintenance organisation here is G-JAGS FRA.150L, it has been here for some time in a dismantled state.

NORTH COATES (Lincs.) Movements 2.2 G-BFIU FR.172K f&t Temple Bruer, G-TSAS PA-28 f&t Old Buckenham. **13.2** G-FRGP AW.109SP f Redhill t Frankton. **16.2** G-JBBH AS.350B3 f&t Bedford. **21.2** G-FRGP AW.109SP f Frankton t Redhill. **22.2** G-BJZN T.67A f&t Brighton, G-DUST SA.300 f&t Manby.

NORTH RESTON/HALL FARM (Lincs.) The strip here has now been vacated and is closed. G-BLDB JT.1 has moved to Boston to take up residency.

SHERBURN (NY) 24.2 G-CIFC TB.200, G-GGEM PA-28, G-TSDA AT01, G-ZDCL CH.650B. **25.2** G-BBDP DR.400, G-BPGU PA-28, G-BZBF 172M, G-CBMO PA-28, G-IFII RV.8, G-PLAN F.150L. **26.2** In Engineering were G-BEKO F.182Q, G-BTMR 172M, G-CCWM DR.400, G-ENIO S.2C (arrived 16.2), G-HOWI F.182Q and G-OORB DA.40D. Visitors were G-BHVR 172N, G-JADJ PA-28 and G-WLGC PA-28. **27.2** G-AYGC F.150K, G-BRNK 152, G-CGJL Sportcruiser, G-CSPR RV.6A, G-DAND TB.10, G-EMMR RV.10, G-FADF PA-18, G-GDAC AA-5A, G-

KKKK/XX513 Bulldog Srs.120/121. **28.2** In Engineering were G-BHIB F.182Q (arrived 27.2), G-BTMR 172M, G-ENIO S.2C, G-HOWI F.182Q (departed back to Church Fenton today), G-SACW AT-3 and G-VONY T.182T (arrived 19.2). G-AWEX PA-28 arrived and was put into Hangar 3 (still present 26.3). Visitors were G-AVUG F.150H, G-CENO WT9 UK, G-CFCX Rans S.6, G-CTDH CT2K, G-HFCB F.150L and G-MRVP RV.6. **1.3** G-BHVR 172N, G-BXJD PA-28 f Full Sutton t Leicester then f Leicester t Full Sutton, G-CDZB CH.601UL, G-CFUE Pioneer 300, G-CGDI EV.97A, G-CGWF RV.7, G-CYLL F.8L f Brighton t Leicester then f Leicester t Brighton, G-EPIM R.172K, G-HAMS Quik, G-IBUZ Sportcruiser, G-INES CH.650B, G-JAEE RV.6A, G-LEGY CTLS, G-MAXD R.44, G-REAS RV.6A, G-XWEB Skyranger 912. **2.3** G-BBKB F.150L, G-BKKN 182R, G-CDEX Europa TG, G-CIRY EV.97, G-CLDY SD-1, G-GAVV CTSL, G-HFCB F.150L, G-NGTC Extra NG, G-SLIV Sling 4, G-SNXA Sonex, G-VOAR PA-28, G-WLGC PA-28, G-XTRA EA.230, N182GC F.182Q (F18200068), N909PH PA-23 (23-1800). **3.3** G-ASEP PA-23, G-BFGG FRA.150M, G-BIPN RF.3, G-RVSR RV.8, G-SFTZ T.67M. **4.3** G-HULL F.150M arrived for maintenance, G-JADJ PA-28 was the crew ferry. Visitors were G-BEZG AA-5 and G-EPIM R.172K. **5.3** G-BBJX F.150L, G-BHVP 182Q, G-BOIR 152, G-RMAV C42 FB80, G-SLAY DA.40D, G-WLGC PA-28. **6.3** G-BPGU PA-28, G-CBPI PA-28R, G-JAYZ Sportcruiser, G-LASR Glasair IIS-RG, G-MRVP RV.6, G-PODZ TL.3000, G-RVSA RV.6A. **7.3** G-BXEX PA-28 moved from storage in Hangar 3 into Engineering for repairs to commence. G-HULL F.150M returned to Beverley following maintenance, G-JADJ PA-28 was the crew ferry. **8.3** G-AVEU WA.41, G-CJZW RV.12, G-LUEK 182T, G-SIJW/XX630 Bulldog Srs.120/121, G-URMS Europa TG. **9.3** G-BFGG FRA.150M, G-BOLV 152, G-BTVX 152, G-CFUE Pioneer 300, G-GHST C42 FB100, G-PHOR FRA.150L, G-RVSA RV.6A, G-SNXA Sonex, G-ZXCL EA.300/L. **11.3** G-ASEP PA-23, G-SCPI Sportcruiser, N95VB Beech C.90GTx (LJ-2091) f Sleep t Enstone. **12.3** G-SHED PA-28 f&t Gloucester. **13.3** G-BTMR 172M returned to Beverley following maintenance, G-GGEM PA-28 was crew ferry. **14.3** G-AXNS B.121, G-IROB TB.10, G-WLGC PA-28. **15.3** G-AZHC D.112, G-BGXD TB.10, G-BPYJ W.8, G-BZRV RV.6, G-CCVM RV.7, G-CHHI RV.7, G-GDAC AA-5A, G-GORV RV.8, G-JADJ PA-28, G-STVT Sportcruiser, G-WLGC PA-28, N51AH PA-32R (32R-8413017), N1350J RC.112B (516). **16.3** In Engineering were G-BHIB F.182Q, G-BKKO 182R, G-BODE PA-28, G-BXEX PA-28, G-ENIO S.2C, G-OJLD RV.7, G-RVDR RV.6A and G-VONY T.182T. Visitors were G-BHPS D.120A, G-BJAL CASA1.131E, G-BREY BC.12D, G-BTGZ PA-28, G-CILG RV.7A, G-CLVB 172R, G-DJJA PA-28, G-DPRV RV.7A, G-FICS CTSW, G-HIGA 172P, G-NWFC 172P, G-NWFG 172P, G-ORAY F.182Q, G-OSAI PA-28, G-PHOR FRA.150L, G-RVJP RV.9A, G-TAFF CASA1.131E, G-TMAX EV.97. **17.3** G-BBEO FRA.150L, G-DUNK F.172M f Tollerton n/s, G-HDEW PA-32R, G-MUKY RV.8, N53EU 182P (18262276) f Brighton t Ballyboy. **18.3** G-AXDV B.121 departed to Husbands Bosworth for maintenance and CofA Renewal. Visitors were G-ASEP PA-23, G-AZNO 182P, G-BGHJ F.172N, G-DUNK F.172M t Cumbernauld, G-EPIM R.172K, G-JBVP EuroFox 3K, G-KKKK/XX513 Bulldog Srs.120/121, G-LORR PA-28. **19.3** G-ATXA PA-20, G-BRIV TB.9, G-BSKA 150M, G-CLCP Bell 505 n/s until 26.3, G-CGWF RV.7, G-CICA Europa XS-TG, G-CIFL RV.6, G-CKIO PA-28, G-CTDW CTSW, G-GAVV CTSL, G-GHST C42 FB100, G-GHZJ TB.9, G-IFDA RV.6A, G-LOIS Jabiru UL, G-MRVP RV.6, G-RJMC EuroFox 2K, G-RMAV C42 FB80. **20.3** G-BHIB F.182Q returned to Gamston following maintenance. Visitors were G-BGBI F.150L, G-BGHJ F.172N, G-BPGU PA-28, G-BSFR 152, G-CCOR F.8L, G-EXLL CH.601XL, G-GGEM PA-28, G-KSMC C42 FB100, G-LMLV MCR.01, G-SLAY DA.40D, N377C TB.21 (2222), N907MM SR.20 (1270). **21.3** G-SELB PA-28 arrived from Humberside for maintenance. Visiting was G-DSRV RV.7 whilst N54105 SR.22 (1139) was an overshoot at 12.50hrs f&t LBA. **22.3** G-CGCH Sportcruiser, G-GDSO Cavalon, G-JDPB PA-28R. **24.3** G-DWYP Skyranger 912S, G-HDEW PA-32R, G-OMCB TL.2000UK, G-TSDC AT01, G-WLGC PA-28. **25.3** G-BSKA 150M, G-FOXV A.22LS, G-TSDA AT01. **26.3** G-BIDH 152 arrived from Beverley for maintenance, G-JADJ PA-28 was crew ferry. Visitors were G-AXNS B.121, G-BBEO FRA.150L, G-BGKS PA-28, G-BMVC F.152, G-CEMY Pioneer 300, G-CGCH Sportcruiser, G-CROE HR.200/120B, G-JAJB AA-5A, M-POWR Beech C.90A (LJ-1229) f

Exeter t Dundee. As we close this month, G-BAEO F.172M is still present, although sistership G-ROLY F.172N departed 19.3 to Church Fenton and has not returned, meanwhile with the rotary side of Hields operation G-MGWI R.44 has been in use, as has G-CLCP Bell 505 since 19.3 and still present 26.3. G-AWEX PA-28 is still in Hangar 3 having arrived 28.2. G-BXEX PA-28 continues its rebuild in the Sherburn Engineering Hangar. G-KLAW Eagle II is still living in Hangar 5 for owner training. AFT are currently using G-LORC PA-28, G-TESM DA.42, 2-TESH DA.40D and 2-TESK DA.40D.

SOUTH CAVE (EY) Paul Harvie has bought N909PH PA-23 (23-1800) back and it arrived here 28.2 from Fenland.

THORPE WOOD (NY) Jet Art Aviation have sold the cockpit section of XX140 Jaguar T.2 to a private collector in Stockbury, Kent.

TOLLERTON (Notts.) The airfield owners, Vistry Group Ltd, have announced the closure of the airfield on 6.6, giving all residents just three months to vacate the site. With around 70 resident aircraft and numerous businesses located on site, this is going to cause a lot of problems, with hangarage at a premium, with waiting lists at all airfields within a large radius of Nottingham. The proposed 1,600 housing development does not even have planning permission yet! Resident G-BYSI PZL.110 pre-empted the announcement and moved to Gamston on 1.3. A lunchtime visit on 19.3 noted residents G-ATWA DR.1050, G-BHRC PA-28, G-BOMY PA-28, G-CBFJ R.44, G-EFON R.22B, G-EGBJ PA-28 and G-RADI PA-28 all out and about, I did not visit the hangar area on this occasion. Visitors between 12.00 and 14.00hrs were our group with G-CGYI RV.12, G-CJZD EuroFox 912S and G-MPDF TL.2000 all f&t Sherburn, plus G-ASZU 150E, G-BGHJ F.172N, G-BXLT TB.200, G-BZBF 172M, G-CGGM EV.97, G-CICA Europa XS-TG, G-CIXB G.109B, G-CJHF EuroFox 912S, G-CTSO DA.40NG, G-DVIP A.109E, G-ICRM T.67M from maintenance for an air test, G-LFSI PA-28, G-SRTW SR.22 and N214CL SR.22 (3830).

Brighton....

Andy Wood (HAR)

RESIDENTS

G-EGSJ Jabiru J400 is still present, noted 21.3. G-OMIC Bu.133C made its first flight since rebuild on 17.3. G-ZVKO Edge 360 departed to Balado on 28.2, the crew ferry was G-MCLK RV.10 f&t Balado.

OUTSIDE PARKING

G-BEZI AA-5, G-HELA TB.10, G-OCPC FA.152 and HB-CIU FR.172J have all been present throughout. G-ICDP F.150L departed to Netherthorpe for maintenance on 25.2 and then returned direct to Teesside on 27.2.

MOVEMENTS

25.2 N141WF M.7-235 (4036C) f Blooms Farm t Sywell. **27.2** G-TSDA AT01 f&t Teesside. **28.2** G-BWLL Rebel, G-CDUS Skyranger 912S, G-CMLL RV.12, G-EHLE C42 FB100, G-ELWK RV.12, G-KEVJ Sling TSI and G-ROZZ C42 FB80 all f&t Fishburn, G-OGOD Quik f Headon t Hougham. **1.3** G-AJKB Luscombe 8E f&t Barton, G-ATJN D.119 f&t Wickenby, G-AYOW 182N f&t Eshott, G-BCRL PA-28 f Teesside t Church Fenton, G-BHPS D.120A f&t Leicester, G-BMBB F.150L f Teesside t Church Fenton, G-BXOI 172R f&t Sherburn, G-CDSB Pioneer 200 f&t Dishforth strip, G-CDTU EV.97 f&t Dairy House Farm, G-CDZB CH.601UL f&t ?, G-CEME EV.97 f&t Hawkswiew, G-CEMY Pioneer 300 f&t Oxenhope, G-CFTZ EV.97 f&t Hawkswiew, G-CHHJ EuroFox 912 f&t Hawkswiew, G-CMJU C42 FB100 f&t North Coates, G-EFSD EuroFox 912 f&t Hawkswiew, G-EGEN CP.301A f&t Croft, G-FUZZ/ 51-15319 PA-18 f&t Gypsy Wood, G-ICDP F.150L f&t Teesside, G-LOUS EV.97 f&t Dairy House Farm, G-MIAN Skyranger 912S f&t Sandtoft, G-MLXP Europa TW f&t Sturgate, G-MSMK A-32 f&t Sleaf, G-MYVP Rans S.6 f&t Forwood Farm, G-OSUT SF.25C f&t Sutton Bank, G-OTME/BG+KS Nord 1002 f Benington t Fadmoor, G-RAFR Skyranger 912S f&t North Moor, G-RKID RV.6A f&t Barton, G-SACT PA-28 f

Wickenby t Sherburn, G-VALG EV.97 f&t ?, G-WKDB C42 FB80 f&t Barton, G-XTRA EA.230 f&t Netherthorpe, G-XWEB Skyranger 912 f Crosland Moor t Sherburn. **2.3** G-AYHX D.117A f&t Oxenhope, G-BBJX F.150L f&t Sandtoft, G-BIUP NC.854S f&t Temple Bruer, G-BOSM DR.253B f&t Sherburn, G-CDTP Skyranger 912S f&t Oxenhope, G-CIRY EV.97 f Sherburn t Leicester, G-CJDW M16C f&t Caunton, G-CLDY SD-1 f Sherburn t Leicester, G-IVII RV.7 o/s only 11.00hrs f&t Sherburn, G-MLXP Europa TW f&t Sturgate, G-REBB Rebel f&t Oxenhope. **3.3** G-BIJB PA-18 f Netherthorpe t Sherburn. **4.3** G-POLG EC.135T2+ (Police 42) night training circuits at 22.00hrs. **5.3** G-AWUB GY.201 f&t Strubby North, G-HECK R.44 f Great Heck t Melbourne. **6.3** G-BVCG RV.6 with G-RVIN RV.6 both f&t Sittles Farm. **8.3** G-AXBF D5/180 f&t Full Sutton, G-AYGA D.117 with G-AYHX D.117A both f&t Oxenhope, G-AYKW PA-28 f&t Fishburn, G-BCRL PA-28 f&t Teesside, G-BGMT Rallye 235E f&t Fishburn, G-BSPE F.172P f Bagby t Fenland, G-CCOV Europa XS f Sywell t Abbots Bromley, G-CCZD RV.7 f&t Rectory Farm, G-CDJK C42 FB80 f Beverley t Rufforth East, G-CEMY Pioneer 300 f&t Oxenhope. G-CEYK Europa XS-TG f&t Sturgate, G-FUZZ/51-15319 PA-18 f&t Gypsy Wood, G-IANZ Quik f&t Rufforth East, G-KEVJ Sling TSI f&t Fishburn, G-LEGY CTLS f&t Fishburn, G-MYVP Rans S.6 f&t Forwood Farm. **9.3** G-ATPV GY.20 f&t South Cave, G-BBDP DR.400 f Beverley t Sturgate, G-BNTP 172N f Fenland t Barton, G-CBXC C42 FB UK f&t Rossall Field, G-CEMY Pioneer 300 f Fishburn t Oxenhope, G-CFAR MT-03 f&t Rufforth East, G-CFLM Quik f Hawksview t Elvington, G-CMOR Skyranger 912 f&t Hushwaite, G-DPRV RV.7A f&t Lambley, G-FLIS M16C f&t Rufforth East, G-GLUC RV.6 f&t Temple Bruer, G-HELL Sonex f&t North Coates, via South Cave in both directions, G-LIZI PA-28 f Sibson t Carlisle, G-MESH Sportcruiser f Fishburn t Oxenhope, G-PHYL KitFox f&t Sherburn, G-TFOG Skyranger 912 f&t Rossall Field, N909PH PA-23 (23-1800) f&t South Cave. **11.3** M-DOGA EC.135T3 (2228) f Cambridge t private site Broxburn, then f Broxburn t private site near Coventry. **15.3** G-AJKB Luscombe 8E f North Coates t Barton, G-BAPI FRA.150L f&t Gamston, G-CCDX EV.97 f North Coates t Barton, G-CGDI EV.97 f North Coates t Netherthorpe, G-IANZ Quik f&t Rufforth East, G-PROW EV.97 f&t Full Sutton, G-SAAA CTSW f&t Sherburn, G-SPED Pioneer 300 f North Coates t Netherthorpe. **16.3** G-CEBF EV.97A f North Coates t Forwood Farm, G-COLF Bristell NG5 f North Coates t Eddsfild, G-FLYO EV.97 with G-GDSO Cavalon, G-JLAT EV.97 and G-SIMM C42 FB100 all f North Coates t Beverley, G-OTOP Quik R f&t Headon, G-SAAA CTSW f&t Sherburn, G-SKYC T.67M with G-SKYO T.67M both f&t Wombledon, G-YAIR Bk.117D-3 (Helimed 98) f&t Nostell. **17.3** G-XTRA EA.230 f&t Netherthorpe, N53EU 182P (18262276) f Sleep t Sherburn. **19.3** G-AYGA D.117 f&t Oxenhope, G-BNZZ PA-28 f&t Sherburn, G-BTZA Beech F.33A f&t Kirknewton, G-CEMY Pioneer 300 f&t Oxenhope, G-GAVV CTSL f Crosland Moor t Sherburn, G-GHST C42 FB100 f Rufforth East t Sherburn, G-KEVJ Sling 4TSI f&t Fishburn, G-KLAW Eagle II f&t Sherburn, N34935 177B (17702101) f Church Fenton t Bagby. **20.3** G-CDDI T.600N f&t ?, G-EXLL Ch.601XL f Sturgate t Sherburn, G-LOIS Jabiru UL f&t Headon. **21.3** G-BRPY PA-15 f&t Sherburn, G-TSGA PA-28R f&t Conington.

Coney Park....

Mike Storey

2 nd February	G-SPVK	AS350B3	LIVERPOOL/BATTERSEA
3 rd February	G-EFON	ROBINSON R22	NOTTINGHAM/NOTTINGHAM
4 th February	G-PRDH	AS355F2 ECUREUIL	GRANTLY HOTEL/GRANTLEY HOTEL
6 th February	G-ROON	SIKORSKY S76C	HORSHAM/MELROSE
6 th February	G-FRGP	AW109SP GRAND NEW	LEEDS/LEEDS
13 th February	G-?LWZ	LEEDS EAST/CARLISLE	LEEDS EAST/CARLISLE
24 th February	G-NESH	ROBINSON R44	LEICESTER/LEEDS EAST
27 th February	G-NESH	ROBINSON R44	BLACKPOOL/LEICESTER



G-HGRB Robinson R44 27/02 Ian Gratton



G-HECK Robinson R44

Changes to Resident Aircraft:

Now Based - G-CBLT Blade 912

No longer Based – None

None Residents in for Maintenance:

G-AYHA AA-1 13/11/24 – 24/02/25

G-BCRR AA-5B ??/04/24 – Present

G-BEAC PA-28A 23/01/25 – Present

G-BHJF TB-10 17/02/25 - Present

G-BLPF FR172G 23/01/25 – 13/02/25

Visitors in February:

01/02 G-CLYJ C42 f/t Rufforth East

02/02 N10CD SR-22T f/t Fairoaks and G-BHAV F152 f/t Derby

05/02 G-BBDT C150H f/t Sherburn

06/02 G-HODR Skyranger f Caunton t Sherburn, G-OCCH DA40 f/t Leeds Bradford and G-JFLO WT-9 f/t Unknown

13/02 G-BLPF FR172G t Fenland, G-PODZ TL-3000 f/t Nottingham, G-EKOS F182R f/t Sherburn and G-BLPF C172 t Fenland

16/02 G-ORVS RV-9 f RAF Cranwell t Enstone and G-CFNF R-44 f/t Gamston

17/02 G-BHJF TB-10 f Flanders Kortrijk-Courtrai and G-CTNG SR-20 f/t Sleaf

18/02 G-SUMX R22 f/t Leeds Heliport

22/02 G-FLXI PC-12/47E f Fairoaks, G-KSHI A36 f London Elstree t Sleaf, G-CLAL C42 f/t Wickenby and G-SOBI PA-28A f/t Sherburn

23/02 G-FLXI PC-12/47E t Fairoaks

24/02 G-AYHA AA-1 t Rufforth West and G-GGEM PA-28A f Sherburn t Beverley

25/02 G-CDJK C42 f/t Beverley and G-VLTT DA42 f/t Crosland Moor

26/02 G-HOMA F172 f/t Netherthorpe

28/02 2-LOOK PA-46 f Gamston t Perth, G-CIHY Pegasus f Headon t Brookfield Farm, G-CFDY Quik f Headon t Brookfield Farm, G-AYYU C23 f/t sturgate, G-DWYP Skyranger f Rufforth East t Full Sutton, G-BDSH PA-28 f/t Nottingham, G-CTCL TB-10 f/t Nottingham, G-GYRA Calidus f/t Salterford Farm, G-BNJT PA-28A f/t Hawarden, G-VCUB PA-18 f Netherthorpe t Nottingham, G-BTVX C152 low approach f/t Gamston and 2-LOOK PA-46 f Perth t Gamston



G-KSHI Beech A36 Bonanza 22/02



G-BHJF TB-10 Tobago 22/02



G-CLAC Ikarus C42 22/02



G-FLXI PC-12 22/02

Resident Aircraft noted		First noted	Last noted
G-ARHZ	D.62	06/05/2024	22/02/2025
G-ARRS	CP.301A	30/03/2024	22/02/2025
G-ATLM	F.172G	21/09/2010	02/02/2025
G-AW GK	F.150H	30/03/2024	17/11/2024
G-AYYU	Beech C.23	22/01/2023	22/02/2025
G-AZTS	F.172N	08/11/2014	15/12/2024
G-BBDP	DR.400	25/02/2023	11/12/2024
G-BDDG	D.112 wfu	30/03/2024	22/02/2025
G-BGHJ	F.172N	25/09/2024	17/11/2024
G-BRPV	C.152	25/02/2023	17/11/2024
G-BRIV	TB9	13/11/2021	16/02/2025 and 17/02
G-BROR	J-3C	06/05/2024	17/11/2024
G-BVLZ	C.120	22/02/2025	22/02/2025
G-CEYK	Europa XS	04/05/2024	15/12/2024
G-CIFC	TB.200	29/05/2022	22/02/2025
G-EOHL	C.182L	20/07/2024	15/12/2024
G-EXLL	CH601XL	29/05/2022	22/02/2025
G-FARY	Tri-Q	14/01/2024	22/02/2024
G-GAME	T3O3	14/12/2024	15/12/2024
G-HIBB	Jabiru J430	30/03/2024	15/12/2024
G-MLXP	Europa	20/07/2024	17/11/2024
G-OMCB	TL2000	22/03/2021	15/12/2024
G-OPAZ	Pazmany PL2	08/11/2014	17/11/2024
G-TAAB	SR.22	13/10/2024	17/11/2024
N955BE	B55 Be95	26/11/2022	15/12/2024

The bad weather made spotting all most impossible

LOCAL AIRFIELDS

HELICOPTER ACTIVITY(p/s means Private Site)

01/02 M-SKTO Airbus H-160B, p/s Coalville – Baildon Rugby Club
 01/02 G-EMHN A.109S, p/s Stoke – Hull, Hymers College
 01/02 G-EERR Squirrel, Chester – Devonshire Arms
 02/02 G-DCAM Squirrel(Kingdom 07), Barton – Fulbeck Kart Track
 04/02 G-FGRP A.109S, p/s Totteridge – p/s Shirebrook
 05/02 G-HEMC BK-117(Helimed 85), Norwich – Chapel-st-Leonards
 06/02 G-FRGP AW.109SP, Battersea – Leeds, Scott Hall Oval
 07/02 G-FGRP A.109S, Elstree – Middleton Lodge, Teesside
 10/02 N505H, Bell 505, p/s Ramsgate – p/s Old Brampton
 13/02 ZZ527 Wildcat(Nighthawk 59), Yeovilton – Harrogate HLS
 13/02 G-NICU AW.169(Helimed 80A), Leeds General – Scarborough Hosp.
 14/02 G-OAHL Twin Squirrel(Trident 2), Elstree – Oakwood Farm, Harrogate
 17/02 G-LARD R.66, p/s Bedford – p/s Ferrybridge
 17/02 G-HECK R.44, Coney Park – Devonshire Arms
 17/02 G-KLCK Squirrel, Fife – Swinsty Reservoir, lifting operations
 17/02 ZZ409 Wildcat(Vagabond 20), Barton – Leeds General Infirmary
 18/02 G-ZZLE Gazelle, p/s Guiseley – p/s Skelmersdale
 18/02 G-LEEZ Long Ranger, Operating near Glossop, lifting duties all day
 20/02 G-FGRP A.109S, Liverpool – Princes Centre, Scott Hall, Leeds
 22/02 G-JBKA R.44, Sherburn – p/s Halifax
 22/02 G-HGRB R.44, p/s Middlesbrough – Dodworth Business Park
 22/02 VP-CLP Airbus H-145, Ullswater – p/s Peak District – Nottingham
 23/02 G-PDPD EC.120B, Ripon, Grantley Hall – p/s Allerton
 25/02 M-PLGL Bell 407XGi, p/s Lake District – Devonshire Arms
 26/02 G-CIWO, p/s Halifax – Humber Bridge Country Park

CARR GATE:- Mid-month EC.135 G-POLG took over duties locally as “Police 42”. 10/2 EC-135 G-POLA(Police 28) f. Newcastle;

CONEY PARK:- On 27/2 R.22B G-CHPA, owned by based Swift Helicopters although normally operating out of Humberside, arrived here for maintenance. 3/2 G-EFON R.22B f. Grantham; 5/2 G-PRDH Twin Squirrel t. Newcastle; 6/2 G-FRGP AW.109SP f. Leeds City Centre; G-ROON S-76C f. Horsham; 13/2 G-LINZ R.44(Pipeline 86) f. Leeds/East; 14/2 M-PLGL Bell 407XGi f. Lake District; G-NELS R.44 f/t Nottingham; 17/2 G-HGRB R.44 f. Guysborough; 24/2 G-NESH R.44(Pipeline 86) f. Leicester; 25/2 M-PLGL Bell 407XGi f. Devonshire Arms; 28/2 G-NELS R.44 f/t Nottingham; G-HGRB R.44;

WALTON WOOD:- Norfolk based EC-120B G-ETIM was noted local flying from here on 5/2. On 26/2 Squirrel N240WF arrived from Arran via a short stop at Barton, departing later to Islay. 22/2 G-HWOW R.44 f. Clitheroe;

LOCAL AIRFIELDS

BAGBY:- 13/2 G-CWTT Cessna 182T f. Bentwaters; 18/2 G-ORRG DR.400 f. Kemble; 24/2 G-HENT Rallye f. Biggin Hill;

BEVERLEY:- 2/2 G-CEYK Europa f. Sturgate; 16/2 G-BBDP DR.400 f. Sturgate; 24/2 G-NESH R.44(Pipeline 86) f. Leeds/East; 25/2 G-GOES R.44(Pipeline 82) f. Fishburn; 27/2 G-CMKV Ikarus C-42 f. Rufforth t. Bagby;

CROSLAND MOOR:- 22/2 G-KELX RV-6 f. Rufforth; G-BFIU FR.172K;

EDDSFIELD:- 5/2 G-CIBZ Eurofox, G-CKGJ Menestrel, G-CMWT Pipistrel Alpha, G-FOXO Eurofox, G-JHKP Europa, f. Temple Bruer;

ELVINGTON:- 6/2 G-JFER Commander 114B f. Kemble; 18/2 G-CTNG SR-20 f. Sleaford; 18/2 G-CMCG Tecnam P.2010 f. Oxford;

FULL SUTTON:- 3/2 G-BYTI PA-24 Comanche f. Henstridge;

GAMSTON:- 2/2 G-BNUL Cessna 152 f. High Wycombe; 2/2 G-BGWM PA-28 f. High Wycombe; 5/2 G-HHDR Cessna 182T f. North Weald; G-CHJK T.206H f. Denham; G-BBEB PA-28R f. Nottingham; 6/2 G-CJAF Cessna 182T f. Biggin Hill; 13/2 G-VLTT DA-42 f/t Crosland Moor; 18/2 G-BFRV FA.152 f. Cambridge; 22/2 G-BAMU DR.400 f. Sywell; G-CMFZ RV-10 f. Sherburn; 18/2 G-BFDK PA-28 f. Tatenhill; 25/2 G-OIMC Cessna 152 f. East Midlands; 27/2 G-TBGO TB-20 f. Tatenhill; G-AVVC F. 172H f. Halfpenny Green;

LEEDS/BRADFORD:- VNE Aviation are now operating in full swing at the airport with both new Tecnams G-VNEA/G-VNEB a regular sight in the local skies. R.44 G-GHAM is also being used at is the company's BAell 407 G-LUFC. Islander G-BLNI, which has been in Multiflight/Engineering for some months, was finally delivered to Islay on 2/2 to begin operations for Hebridean.

LEEDS/EAST:- Another Cessna Caravan on delivery to Africa, this time N9013B, which arrived from Wick on 2/2. 1/2 G-REXA King Air 250(Endurance 911B) t. Jersey; 2/2 G-CNCN Commander 112A f. Lydd; 3/2 2-EMBR Phenom(Skywalker 02A) f. Jersey; 5/2 G-RILA CTSW f. Cambridge; G-PTSI Sling 4 f/t Gamston; 13/2 G-FHJT Honda Jet(Bookajet 108), f/t Cardiff; G-REXA King Air 250(Endurance 918P) f. Jersey; G-OUCP PA-31(Broadsword 06T) f. Humberside; G-AZOF Airtourer f/t Peterlee; 14/2 2-ANJA King Air 350 f. f. Hawarden; 18/02 G-AVLG PA-28 f. Leicester; G-ELCH Commander 114B; 20/2 G-KDRZ PA-28 f. Booker t. Londonderry; 22/2 T7-HGW Cirrus SF-50 Visionjet f/t Kortrijk; G-TSDE Aquila 01 f. Teesside; N759AU Cessna 182Q f. Barton; G-KART PA-28 f/t Carlisle; G-EHMJ Beech S.35 f. Tatenhill; G-PFLY SR-22 f/t Carlisle; G-BTAW PA-28 f. Eshott; G-JBBH Squirrel; N7NP MD.500E, G-CORI Hughes 369E f. High Wycombe; N291AH Cirrus G-2 Visionjet f. Oxford; 23/2 G-USHA Lear Jet 75(Saxonair 75A) f. Biggin Hill; 25/2 ZM405 A.400M(Jigsaw 91), low go-around; G-UANT PA-28 f/t Blackpool; 27/2 G-HUEZ Hughes 369E f. Barton; G-KIMZ PA-28 f. Liverpool; G-ATRM F.150F t. Eshott; G-GDOG PA-28R f. Connington; 28/2 G-CLNC Cessna 152; G-BSLT PA-28 f. Perth; G-ATIS PA-28 f/t Blackpool; G-SCIR PA-31;

LEEMING:- 3/2 ZA711(Vortex 455); ZA674 Chinook(Tusk 2) f. Newark; 18/2 ZZ407 Wildcat(Corsair 24) f. Stafford; 18/2 XX278 Hawk(Red 11, go-around); 20/2 ZM334 Phenom(Cranwell 32, circuits);

NETHERTHORPE:- 2/2 G-FLYO Eurostar, G-JLAT Eurostar f. Beverley; 5/2 G-BCRL PA-28 f. Teesside; 6/2 G-TSDE Aquila 01 f. Teesside; 19/2 G-TSDC Aquila 01 f. Teesside; 25/2 G-TSDA Aquila 01 f. Teesside;

NORTH COATES:- 2/2 G-TSAS PA-28 f. Old Buckenham; 16/2 G-JBBH Squirrel f. Biggleswade;

NORTH RIGTON:- LBA resident PC-12 G-PKHA carried out a couple of go-arounds at the aircraft owners strip at New York Farm on ½

RUFFORTH:- Chesterfield owned Cavalon G-IBBJ was notice flying from here on numerous occasions early in the month. 1/2 G-JKJAA.109S f. Denham; 5/2 G-DMND DA-42(Jaydee 25R) f. Sleep; 6/2 G-LEAM PA-28 f. Elstree; 18/2 G-TECS Tecnam P.2002 f. Culley's Farm; 27/2 G-CMKV Ikarus C-42 f. Bagby t. Beverley; 28/2 G-CEEO CTSW f. Fishburn;

SHERBURN:- 1/2 G-AYOW Cessna 182N f. Eshott; 2/2 G-CLDA Mission M.108 f. Sleep; M-MANX PA-34 f. Isle of Man; N500YY MD-500N f. p/s near Manchester Airport; 4/2 G-DPAZ DA-40 f/t Blackpool; 5/2 G-BBDT Cessna 150H f/t Sandtoft; G-YOGA Commander 114B f. Earls Colne; N95VB King Air 90 f/t Denham; 6/2 G-AYMK PA-28 f. Barton; 13/2 G-RACY Cessna 182S f/t Barton; 14/2 G-EMSA Sportsruiser f. Saffron Walden; 17/2 G-TYRE F.172M f. Derby; 18/2 G-JFER Commander 112B f/t Kemble; 22/2 G-BMHS F.172M f. Connington; G-HODR Skyranger; G-BFIU FR.172K f. Farm in Lincolnshire t. Crosland Moor; G-SCPI Sportsruiser; G-AVOZ PA-28 f. High Wycombe; 25/2 G-DKNY R.44 t. Bolsover; G-BPGU PA-28 f/t Nottingham; 27/2 G-DEND F.150M f. Beverley; G-CSPR RV-6A f. Wellesbourne Mountford; G-CGJL Sportsruiser f/t Barton; G-EMMR RV-10 f. Wellesbourne Mountford; G-BTFO PA-28 f. Woodvale; G-FADF Super Cub f. Leicester;

WADDINGTON:- 17/2 3208 C-130J(Saudi Air Force 4029) f. Heraklion; 18/2 482 C-103J(Saudi Air Force 4009) t. Heraklion; 129 Falcon 10(French Navy 5560) f. St. Cervais; F-RBAM A.400M French Air Force, f. Orleans; 140013 A.400M(Turkish Air Force 206) f. Ankara; 20/2 1623 C-130J(Saudi Air Force 4015) f. Heraklion; 473 C-130J(Saudi Air Force 40150; 27/2 185 Falcon 10(French Navy 9170) f. Landerneau; 78/XE TBM-700(Cotam 9170);

WICKENBY:- A new resident noted arriving here on 5/2 was Robin DR.400 G-BALJ, which was officially registered to owners in Market Rasen on 10/2. An interesting arrival on 27/2 was Cessna 172S EI-HAK(AFT 52B) which arrived from Eire via a stop at Swansea. 5/2 G-RVCH RV-6 f. Rufforth; 16/2 G-CKVF Foxbat f. Alnwick; G-ROWL AA-5B f. Wellesbourne Mountford; G-LAIR Glassair IIS f. Seething; 17/2 N20AG TB-20 f. North Coates t. Pocklington; 22/2 G-CMRJ Magni M.24C f. Northrepps; G-CFAR MT-03; G-BZRV RV-6; G-AXNS Pup; G-RVUK RV-7; G-STRV RV-14; G-CCWM Robin DR.400; G-CDZB CH-601UL; G-CUBW Acro Trainer, G-RVFT RV-8 f. Hinton-in-the-Hedges; G-CDJR Eurostar f. f. Norrthingham; G-CFUE Pioneer 300 f. Crosland Moor; G-CENO Dynamic WT-9 f. Brighton; 26/2 G-OZJX PA-28 f. Barton t. Blackpool; 27/2 WG486 Chipmunk f. Coningsby; 28/2 G-GKKI CAP 231ex;

February 2025 GA and Military Movements

Another month , weather improving and movements are still well up on last year. Some rare visitors this month including A C-37B of the USAF on 3 consecutive days – probably related to Menwith Hill. Airshow season about to get underway, booked Ragley Hall and RIAT already – wow the park and view sold out real fast this year. EShott and Sherburn have some nice looking fly-ins with the usual Private flyer fest at Leeds East so plenty to see. Tecnam G-VNEA has also now turned up early in March, but we still expect 2 C172's to join the fleet.

We are getting loads of repeat visits of UK based Beech 200's so I've removed them as they are so common. Islander G-BLNI has finally departed to Islay.

Saturday February 1st

C680A Latitude CS-LTC arr 08:48 dep 10:14, Phenom CS-PHI dep 11:18, Ce650 OY-NFA arr 11:20 dep 12:00. BN-2B Islander G-BLNI dep 14:37 ret at 15:21, Diamond Da40 G-OORB dep 17:06, Pilatus PC XII G-FITC arr 18:05 dep 18:20, Gulfstream G550 N613LF dep 19:08,

Sunday February 2nd

Pilatus PC-XII F-HPIL dep 10:07, Cirrus SR22 N100DG arr 10:48 dep 11:47, BN-2B Islander G-BLNI dep 10:49 ret at 11:27 & dep 13:32 to Islay, AS355 **G-SCOF** arr 10:56 dep 12:04, Praetor 600 9H-LFX dep 11:43, Phenom CS-PHL arr 12:10 dep 13:29, C680A Latitude CS-LTC arr 12:42 dep 13:46, Phenom D-CFHZ arr 17:01 n/stop, Cessna 560XL SP-UMA arr 17:59 n/stop,

Monday February 3rd

Ce525XL D-ISUN arr 08:46 dep 10:06, BAE Hawk T1 XX323 overshoot at 09:52 c/s RED4, Phenom D-CFHZ dep 10:33, hawker 400XP SP-ATT dep 10:53, Diamond Da42 **G-TESG** 3 x ILS approach at 16:00,



D-CFHZ Phenom 300 03/02 Paul Whincup

Tuesday February 4th

Challenger 605 **TC-RSF** arr 08:40 dep n/stop. Cirrus Sr20 G-JOHA arr 09:25 dep 16:18, Diamond DA42 G-FFMV dep 17:17, Ce525 SP-DLV arr 18:11 n/sop.



SP-UMA Cessna Citation 560XI 04/02 Mike Storey



TC-RSF Bombardier Challenger 605 04/02 Mike Storey

Wednesday February 5th

Ce 560XP CS-DXM arr 08:10 dep 10:27, Challenger 605 TC-RSF dep 09:05, Diamond Da42 G-CDXK ILS approach 10:21, Cessna 172 **EI-DDC** arr 10:28 dep 12:03, Ce 525 SP-DLV dep 11:01 ret LBA at 18:45 & dep again at 19:29, PA-28 G-TSAS arr 11:54 dep 14:51, Diamond DA40 G-DPAE 2 x ILS approach at 12:36, Cessna 182 G-CCYS dep 15:18, Pilatus PC XII F-HPIL arr 15:24 dep 16:20, Ce 525B **SP-JOY** arr 16:15 n/stop, Ce 680A Latitude CS_LTK arr 17:11 n/stop, PA-28 G-SACT ILS approach at 18:15, Pilatus PC XII G-LUSO dep 19:39

Thursday February 6th

Ce 525B SP-JOY dep 09:05, Diamond DA42 G-CDXK ILS approach at 10:40, CE 680A Latitude CS-LTK dep 10:44, Diamond DA42 2_NGUS dep 11:02, BAE Hawk Mk167 ZB132 overshoot at 14:11, Phenom D-CFHZ arr 14:14 n/stop, Cessna 182 G-RDDM arr 14:35 n/stop, Hawker 400XP SP-ATT arr 15:12 n/stop, Ce560XL SP-UMA dep 16:03, Eclipse EA500 2-JEZA arr 16:44 dep 18:05.

Friday February 7th

Hawker 400XP SP-ATT dep 07:16, Phenom D-CFHZ dep 10:00, Cirrus SR20 N939SR dep 10:08, Phenom CS-PHB arr 16:47 n/stop

Saturday February 8th

CE 525A D-IPCH arr 11:58 dep 13:05, Phenom CS-PHL arr 12:35 n/stop,

Sunday February 9th

Phenom CS-PHB dep 07:59, Phenom CS-PHL dep 13:06

Monday February 10th

Phenom 2-ZENP arr 09:21 dep 10:29, Ce 525B SP-JOY arr 12:23 n/stop, Ce 680A CS-LUA arr 13:40 dep 16:56, BN-2B Islander G-SICB arr 14:29 n/stop, beech 200 G-GMAE arr 15:28 dep 18:04, Hawker 400XP SP-ATT arr 18:11 n/stop.

Tuesday February 11th

Cirrus SR22 2-FFLY arr 09:32 dep 18:01, Diamond Da50 G-OUTY ILS approach at 10:57, Phenom 9H-FLYIN arr 12:41 until 13th, Pilatus PC-24 D=COPS arr 12:45 n/stop, BAE Hawk Mk167 ZB132 overshoot at 14:34, CE 525B SP-JOY dep 16:14, Phenom 2-ZENP arr 16:29 dep 17:16

Wednesday February 12th

Global 6500 C-GZLM arr 09:02 n/stop, Phenom D-CDAS arr 12:52 n/stop, Pilatus PC XII LX-JFF arr 13:13 dep 15:08, BAE Hawk MK167 ZB137 overshoot at 14:28, Pilatus PC-24 D-COPS dep 17:35

Thursday February 13th

Phenom D-CDAS dep 09:06, PA-31 Navajo G-OUCP ILS approach at 10:10, Challenger 350 9H-VCW arr 10:23 dep 12:37, Cirrus SR22 N322JR arr 11:18 n/stop, Phenom 9H-FLYIN dep 13:17, Diamond Da42 G-DJET ILS approach at 13:26, Learjet 45 **C-GMSY** arr 13:36 n/stop, CE 550 D-CYKP arr 14:25 dep 18:05, Phenom ZM335 overshoot at 14:56, Phenom D-CDAS arr 16:00 n/stop,

Friday February 14th

Beechjet 400 OK-BEE arr 08:46 dep 10:19, Phenom D-CDAS dep 09:20, Ce 680A Latitude CS-LTC arr 09:39 dep 10:57, Learjet 45 C-GMSY dep 12:51, Hawker 400XP SP-ATT dep 14:21.



OK-BEE Hawker Beechcraft 400XP 14/02 Mike Storey

Saturday February 15th

Ce 680A CS-LUA arr 08:37 DEP 10:00, Ce 525A D-ICMD arr 09:07 dep 10:02, Phenom OK-PHM arr 17:11 n/stop, Phenom CS-PHI arr 18:32 n/stop

Sunday February 16th

11-0550 C-37B arr 09:54 from Offutt AFB dep 10:57 to Stansted, Phenom CS-PHI dep 10:18, Phenom OK-PHM dep 11:14, Gulfstream G550 N613LF arr 11:30 n/stop, Beechjet 400 OK-BEE arr 16:29 until 19th.



11-0550 Gulf-37B USAF 16/02 Mark Dobson

Monday February 17th

11-0550 C-37B arr 08:27 fr Stansted dep 10:05 to Fairford ret LBA at 15:17 & dep again at 15:42 to Stansted, Challenger 604 **D-ANGB** arr 09:43 dep 12:38, CE 680A CS-LAU arr 10:18 dep 11:38, PA-28 G-BMKR ILS approach at 11:47, Tecnam P-Mentor **G-VNEB** arr 12:13 (New Resident), Ce 550 OE-GPS arr 12:40 dep 16:15, Phenom ZM335 overshoot at 14:23, Ce 525A D-ISUN arr 17:13 n/stop, Challenger 3500 G-RRPJ arr 18:21 n/stop,

Tuesday February 18th

Ce 525A D-ISUN dep 07:37, Gulfstream G660 N613LF dep 07:43, Sikorsky S-76C M-JCBC arr 08:53 dep 09:15 ret LBA at 14:05 & dep again at 14:39, Challenger 3500 G-RRPJ dep 08:56, Gulfstream C-37B 11-0550 arr 12:29 dep 14:37, Diamond DA62 G-IRJE arr 13:42 dep 15:42, Cirrus SR20 N203CD arr 13:51 n/stop, Diamond Da42 G-DPAZ arr 14:13 dep 15:29, Gulfstream 6 **A7-CGF** arr 14:32 dep 16:21, Bae Hawk T1 XX177 overshoot at 14:57 c/s RED11, Tecnam G-VNEB performs several check rides over next few days, Global 6000 CS-GLF arr 16:15 n/stop,



A7-CGF Gulf650 Qatar Exec 18/02 Paul Whincup

Wednesday February 19th

Global 6000 CS-GLF dep 10:08, Beechjet 400 OK-BEE dep 10:16, Phenom CS-PHT arr 13:10 dep 18:38, Diamond Da42 G-DJET 2 x ILS approach at 13:20, CE 560XL **G-NJAH** arr 14:09 n/stop, Beech 200 G-SASD arr 15:26 dep 17:57, BAE Hawk T1 XX202 overshoot at 15:34 c/s RED10, Phenom 9H-FOM arr 17:23 until 21st,

Thursday February 20th

Gulfstream 700 **A7-CHA** arr 07:14 dep 21:58, Ce 560XL G-NJAH dep 07:42, Hawker 400XP SP-OOK arr 08:42 dep 10:09, Cirrus Sr22 G-GCVV arr 09:51 n/stop, Ce 525A D-IJOA arr 09:52 dep 16:46, Challenger 350 CS-CHL arr 12:24 dep 13:04, R/C F406 G-SMMA arr 12:30 n/stop, Diamond Da50 G-OUTY arr 14:40 until ?, Challenger 350 9H-VCF arr 17:18 n/stop,



9H-FOM Phenom 100 Luxaviation 20/02 Ian Gratton

Friday February 21st

Phenom 9H-FOM dep 11:44, praetor 600 G-FTFX arr 16:01 n/stop

Saturday February 22nd

Challenger 350 9H-VCF dep 08:07, Ce 560XL G-GAAL arr 09:04 dep 16:42, PA-28 G-BOVK 2 x ILS approach at 10:09 & again at 12:53, Praetor 600 G-FTFX dep 10:57, Beech 200 G-IASM arr 11:51 dep 12:58, Cirrus SR22 G-CHAJ arr 13:39 n/stop, Phenom D-CDAS arr 13:57 dep 14:50, Learjet 60 ES-PVP arr 18:55 n/stop.



A7-CHA Gulf 7000 Qatar Executive 20/02 Ian Gratton



M-JCBC AW139 JCB 20/02 Stewart Robertshaw

Sunday February 23rd

Learjet 60 ES-PVP dep 10:03, Ce 680A Latitude CS-LTF arr 12:45 dep 14:08, Ce 525B SP-MDD arr 14:25 dep 15:26, Ce 680A Latitude CS-LTS arr 18:30 n/stop, Beech 200 G-KVIP arr 19:09 n/stop.

Monday February 24th

Beech 200 G-KVIP dep 09:01, Ce 680A Latitude CS-LTS dep 09:54, Diamond Da42 G-DJET 2 x ILs approach at 10:12, CE 680A Latitude CS-LTU arr 11:51 dep 13:39, Falcon 50 9H-DFS arr 14:38 n/stop,



A7-CGF G650 Qatar Executive 21/02 Stewart Robertshaw

Tuesday February 25th

Challenger 604 D-ATMJ arr 08:27 dep 10:19, PA-28 G-GGEM 2 x ILS approach at 12:21 & again at 15:16, Cessna 712 EI-DDC arr 14:34 dep 15:52,



9H-DFS Falcom 50 25/02 Mike Storey

Wednesday February 26th

Phenom D-CSCE arr 08:44 n/stop, EC155 G-HCNX arr 10:43 dep 12:15, Falcon 50 9H-DFS dep 15:58, Learjet 60 ES-PVP arr 17:57 n/stop.

Thursday February 27th

Cirrus SR22 N220AD arr 07:46 dep 11:49, Phenom D-CSCE dep 08:59, Global 6000 C-GIIT arr 10:15 dep 14:58, Phenom ZM333 ILS approach at 11:04, PA-38 Tomahawk G-RVND arr 14:37 dep 16:44, Diamond DA42 G-DPAZ 2 x ILS approach at 14:54, Phenom CS-PHD arr 15:30 n/stop,



D-ATMJ Challenger 604 25/02 Mike Storey



G-VNEB Tecnam P-Mentor VNE Aviation (New Resident) 25/02 Mike Storey

Friday February 28th

Phenom D-CBBS arr 10:11 dep 10:59, Cessna 172 G-BFTH arr 10:24 dep 12:40, Diamond DA62 G-IRJE arr 11:35 dep 14:26, Cirrus SR22 N24CA arr 11:58 n/stop, Phenom CS-PHD dep 12:34, Cessna 206 G-NIME dep 14:07, Diamond Da42 G-CDXK ILS approach at 14:21, Global 6500 C-GZLM dep 14:38, CE 525A **D-IEGA** arr 14:53 dep 15:57, Challenger 604 9H-VFJ arr 18:46 n/stop.

That's all folks !!

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

February 2025 movements

February saw little change with the scheduled operations through LBA, so little to comment on there. Charter-wise we saw Enter Air continue with the Lapland charters, and Eastern operate a sport related return flight. And Jet2 provided some variety with a few more training flights using A321 equipment, providing a change to their usual B737s. So on with the log.

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, “68MK/823V”, Sun/Mon/Thu/Fri):-2/2 G-EZUN, 3/2 G-EZAJ, 6/2 G-EZFT, 7/2 G-EZAJ, 8/2 G-EZAJ, 9/2 G-EZBJ, 10/2 G-UZLP, 12/2 G-EZBJ, 13/2 G-EZDH, 14/2 G-EZDH, 15/2 G-EZDH, 16/2 G-EZDH, 17/2 G-UZHE, 19/2 G-EZAN, 20/2 G-EZFT, 21/2 G-EZFT, 22/2 G-EZFT, 24/2 G-EZHE, 26/2 G-EZFR, 27/2 G-EZFR, 28/2 G-EZDA.

Other flights:-24/2 G-EZDH(049D/9950)positioned in from Manchester/departed to Belfast.

easyJet Europe(EC/EJU, “Alpine”)

easyJet Europe are operating scheduled flights from/to Paris twice a week over the winter period using A 319/320 aircraft.

Paris(4637/4638, “4637/17LX, Mon/Fri):-3/2 OE-LVG, 7/2 OE-IVU, 10/2 OE-IVC, 14/2 OE-IVC, 17/2 OE-LQD, 21/2 OE-IVL arrived as 4637(positioned out on 22/2 to Paris as 9043), G-EZBJ departed as 4638(positioned in as 9009 on 21/2 from Gatwick), 24/2 OE-LKP, 28/2 OE-ICB.



OE-IVC Airbus A320 Easyjet Europe 14/02 Ian Gratton

easyJet Switzerland(DS/EZS, “Topswiss”)

A new service starting up from January with a once a week service from/to Geneva using A320s.

Geneva(1369/1370, Sat):-2/2 HB-JXD, 9/2 HB-JXK, 16/2 HB-JZY, 23/2 HB-JXK.

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, “9L/91M”, Daily):-1/2 EI-GPN, 2/2 EI-HNA, 3/2 EI-GPN, 4/2 EI-HNA, 5/2 EI-GZV, 6/2 EI-FAV, 7/2 EI-FSL, 8/2 EI-HDH, 9/2 EI-FAV, 10/2 EI-GPO, 11/2 EI-HDK, 12/2 EI-FAT, 13/2 EI-FAT, 14/2 EI-HDK, 15/2 EI-GZV, 16/2 EI-HDK, 17/2 EI-HNA, 18/2 EI-GPN, 19/2 EI-HDH, 20/2 EI-GZV, 22/2 EI-GPN, 23/2 EI-HDK, 24/2 EI-GZV, 25/2 EI-FAV, 26/2 EI-FAV, 27/2 EI-HDI.

Dublin(3392/3393, “92B/93D”, Sun/Mon/Thu/Fri):-9/2 EI-HDK, 10/2 EI-GPO, 13/2 EI-GZV, 14/2 EI-GPN, 16/2 EI-GZV, 17/2 EI-FSL, 20/2 EI-GZV, 21/2 EI-GPN, 23/2 EI-HDH, 24/2 EI-GPO, 27/2 EI-HDI, 28/2 EI-FAV.

Dublin(3394/395, “94S/95C”, Sun/Mon/Tue/Wed/Thu/Fri):-2/2 EI-HDH, 3/2 EI-FSL, 4/2 EI-GPO, 5/2 EI-GPO, 6/2 EI-HDH, 7/2 EI-FSL, 9/2 EI-GPO, 10/2 EI-HDK, 11/2 EI-FAV, 12/2 EI-GZV, 13/2 EI-GZV, 14/2 EI-FAV, 16/2 EI-HDK, 17/2 EI-HDK, 18/2 EI-FSL, 19/2 EI-FAT, 20/2 EI-GZV, 21/2 EI-FAV, 23/2 EI-GPN, 24/2 EI-HDI, 25/2 EI-HDH, 26/2 EI-GPO, 27/2 EI-HDK, 28/2 EI-GZV.

Belfast City(3670/3671, “7LB/67VM”, Daily):-1/2 G-CMMT, 2/2 G-CMMN, 3/2 G-CMJN, 4/2 G-CMMT, 5/2 G-CMMN, 11/2 G-CMMN, 12/2 G-CMJL, 18/2 G-CMJN, 19/2 G-CMMN, 25/2 G-CMJN, 26/2 G-CMJL.

Belfast City(3672/3673, “72F/73D”, Daily):-1/2 G-CMMT, 3/2 G-CMMT, 6/2 G-CMJN, 7/2 G-CMJN, 8/2 G-CMJN, 9/2 G-CMMT, 10/2 G-CMJL, 13/2 G-CMJN, 14/2 G-CMJN, 15/2 G-CMJN, 16/2 G-CMMN, 17/2 G-CMMN, 20/2 G-CMJN, 22/2 G-CMJJ, 23/2 G-CMJJ, 24/2 G-CMJL, 27/2 G-CMJM, 28/2 G-CMJL.

Belfast City(3676/3677, “76L/677R”, Daily):-1/2 G-CMJL, 2/2 G-CMMT, 3/2 G-CMJL, 4/2 G-CMJN, 5/2 G-CMJM, 6/2 G-CMJN, 7/2 G-CMJL, 8/2 G-CMJL, 9/2 G-CMJL, 10/2 G-CMJL, 11/2 G-CMJN, 12/2 G-CMJN, 13/2 G-CMJN, 14/2 G-CMJN, 15/2 G-CMMN, 16/2 G-CMJN, 17/2 G-CMJJ, 18/2 G-CMMN, 19/2 G-CMMT, 20/2 G-CMJN, 22/2 G-CMMN, 23/2 G-CMJJ, 24/2 G-CMMT, 25/2 G-CMMT, 26/2 G-CMJL, 27/2 G-CMJM, 28/2 G-CMMT.

Belfast City(3678/3679, “78H/79A”, Sun/Mon/Tue/Wed/Thu/Fri):-2/2 G-CMJL, 3/2 G-CMMN, 4/2 G-CMMT, 5/2 G-CMMT, 6/2 G-CMMN, 7/2 G-CMJN, 9/2 G-CMMT, 10/2 G-CMJN, 11/2 G-CMMN, 12/2 G-CMJL, 13/2 G-CMMN, 14/2 G-CMJL, 16/2 G-CMMN, 17/2 G-CMMN, 18/2 G-CMMT, 19/2 G-CMMN, 20/2 G-CMJJ, 21/2 G-CMJL, 23/2 G-CMJN, 24/2 EI-FAT, 25/2 G-CMJN, 26/2 G-CMJM, 27/2 G-CMMN, 28/2 G-CMJL.



G-CMJN ATR72 AER Lingus/Emerald 14/02 Ian Gratton

Jet2(EXS/LS, “Channex”)

Only positioning /test/training flights shown:-5/2 G-SUNJ(304T/307T) training flight from/to Newcastle, 6/2 G-JZBK(033C) positioned out to Cardiff, G-GDFO(023C) positioned out to Cardiff, 7/2 G-GDFG(007C) positioned out to Cardiff, G-GDFL(038E) positioned in from East Midlands, 9/2 G-JZBK(034C) positioned in from Cardiff, G-GDFO(008C) positioned in from Cardiff, 10/2 G-GDFG(024C) positioned in from Cardiff, 11/2 G-DRTI(034F) training flight, 12/2 G-JZHA(031E) positioned in from Newcastle, G-SUNO(306T/307T) training flight from/to Newcastle, 13/2 G-DRTN(034F) training flight, 14/2 G-GDFO(031E) positioned out to East Midlands, 16/2 G-JZBM(030R) positioned out to Bristol, G-JZBK(050B) training flight, 16/2 G-JZHS(031E) positioned in from Teesside, G-JZBO(031J) positioned in from Gatwick, G-DRTC(069J) positioned in from Gatwick, 18/2 G-JZBR(050B) training flight, 19/2 G-HLYH(306T/07T) training flight in from/out to Newcastle, 20/2 G-GDFG(011C) positioned out to Glasgow, G-JZBG(010P) positioned in from Bristol, G-JZBK(032J) positioned out to Gatwick, G-DRTK(011P) positioned out to Gatwick, 21/2 G-GDFL(047C) positioned out to Dublin, G-JZHA(068J) positioned out to Manchester, 22/2 G-GDFG(012C) positioned in from Edinburgh, 23/2 G-GDFN(083C) positioned out to Dublin, 23/2 G-JZHO(031J) positioned in from Gatwick, G-GDFL(048C) positioned in from Dublin, 24/2 G-GDFO(032E) positioned in from East Midlands, 26/2 G-GDFN(084C) positioned in from Dublin, 26/2 G-HLYA(305T/307T) training flight in from Prestwick/out to Newcastle, 27/2 G-JZDC(042A) positioned in from Manchester, G-JZBO(032J) positioned out to Prestwick, 28/2 G-JZDA(069J) positioned out to Bristol.



G-SUNO Airbus A321 Neo Jet.com 19/02 Stewart Robertshaw



G-HYLH Airbus A321 Jet2.com 20/02 Paul Whincup

KLM(KLM/KL, "KLM")

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

Amsterdam(1019/1020, "92A/34D", Daily):-2/2 G-CLYU, 3/2 PH-EZA, 4/2 PH-EZX, 5/2 PH-EXU, 6/2 PH-EXZ, 7/2 PH-EXZ, 8/2 PH-EXR, 9/2 G-CLYU, 10/2 PH-EXV, 11/2 PH-EXY, 12/2 PH-EZH, 13/2 PH-EXE, 14/2 PH-EXX, 15/2 PH-EZG, 16/2 G-CMWI, 17/2 PH-EXW, 18/2 PH-EXS, 19/2 PH-EXX, 20/2 PH-EZX, 21/2 PH-EXS, 22/2 PH-EZY, 23/2 G-CLSN, 24/2 PH-EXW, 25/2 PH-EZY, 26/2 PH-EZH, 27/2 PH-EXG, 28/2 PH-EXX.

Amsterdam(1023/1024, "57Y/92Z", Daily):-2/2 PH-EZW, 3/2 PH-EZV, 4/2 PH-EZG, 5/2 PH-EXR, 6/2 PH-EXG, 7/2 PH-EZS, 9/2 PH-EXY, 10/2 PH-EXE, 11/2 PH-EXA, 12/2 PH-EZA, 13/2 PH-EXT, 14/2 PH-EXE, 16/2 PH-EXP, 17/2 PH-EXU, 18/2 PH-EZS, 19/2 PH-EXP, 20/2 PH-EZH, 21/2 PH-EXX, 23/2 PH-EXZ, 24/2 PH-EXS, 25/2 PH-EXU, 26/2 PH-EXT, 27/2 PH-EZF, 28/2 PH-EXO.

Amsterdam(1025/1018 overnight stop, "43E/90X", Daily):-1/2 PH-EXH, 2/2 PH-EXW, 3/2 PH-EXG, 4/2 PH-EXW, 5/2 PH-EXT, 6/2 PH-EXG, 7/2 PH-EXX, 8/2 PH-EXU, 9/2 PH-EXX, 10/2 PH-EXR, 11/2 PH-EXM, 12/2 PH-EXH, 13/2 PH-EXX, 14/2 PH-EXH, 15/2 PH-EXB, 16/2 PH-EZS, 17/2 PH-EZZ, 18/2 PH-EZZ, 19/2 PH-EXA, 20/2 PH-EXB, 21/2 PH-EZR, 22/2 PH-EZD, 23/2 PH-EXB, 24/2 PH-EZG, 25/2 PH-EZY, 26/2 PH-EXA, 27/2 PH-EZA, 28/2 PH-EXB.



PH-EZX Embraer E190 KLM 04/02 Mike Storey



PH-EXX Embraer 170 KLM 14/02 Mike Storey

Ryanair(RYR/FR, “Ryanair”) & Ryanair UK(RUK/RK, “Bluemax”)

Ryanair base 4 aircraft over winter operating routes to:-**Alicante**(9089/9092, “99QU/909Z”, Sun), **Alicante**(9079/9078, “32JR/51RR”, Mon/Tue/Fri/Sat), **Bratislava**(5041/5042, “9WN/622T”, Mon), **Bucharest**(5420/5421, “7VA/5421”, Sun/Tue/Wed/Fri), **Dublin**(153/152, “2BA/403H”, Sun/Fri), **Dublin**(7453/457, “7453/506T”, Sat), **Fuerteventura**(475/474, “9LZ/57NX”, Fri/Sat), **Gdansk**(1503/1504, “6VU/67NZ”, Mon), **Gdansk**(2343/2432, “48BU/56XV”, Mon), **Krakow**(2332/2333, “81CZ/1DN”, Mon/Wed/Sat), **Lanzarote**(2048/2047, “7WL/62AG”, Sun/Wed/Thu), **Malaga**(2446/2447, “29VU/3DE”, Sun/Tue/Fri/Sat), **Marrakesh**(RK5889/RK5890, “RUK533K/6HU”, Sun/Thu), **Riga**(2482/2483, “4954/1HZ”, Sun/Mon/Sat), **Tenerife**(2492/2493, “7901/52TA”, Tue/Wed/Thu/Sat), **Wroclaw**(4107/4108, “9AA/8KV”, Fri). Occasional Lauda Europe A320s used to cover shortage of airframes.

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

Based Aircraft:- EI-HAX(1/2-2/2), EI-IHB(1/2-8/2), EI-EKD(1/2-8/2), EI-IJN(2/2-8/2), EI-HMX(8/2-20/2), EI-EVJ(8/2-11/2), EI-IXH(8/2-28/2), EI-ENV(11/2-28/2), EI-IGL(20/2-24/2), EI-IJC(24/2-28/2).

Non-based Aircraft flights (occasional A320 aircraft used)

Alicante(9078/9079, “2WX/88MB”, Wed/Thu):-5/2 EI-IHZ, 12/2 EI-IJY, 19/2 9H-VUM, 26/2 EI-DWY.

Alicante(9088/9079, “49MN/32JR”, Sun):-2/2 9H-VVK, 9/2 9H-VUR, 16/2 9H-VVM, 23/2 9H-VVG.

Alicante(2660/2661, “9GT/43VK”, Thu/Sat):-18/2 EI-IGH.

Bratislava(5042/5041, “782F/7KE”, Sat):-1/2 SP-RKW, 8/2 SP-RSZ, 15/2 SP-RNG, 19/2 SP-RKV, 22/2 SP-RKV.

Dublin(152/153, “83NK/88UN”, Mon/Wed/Thu/Sat):-1/2 EI-DHN, 2/2 EI-DYL, 4/2 EI-GSJ, 5/2 EI-GSH, 6/2 EI-EVI, 8/2 9H-QAD, 10/2 EI-EMJ, 12/2 EI-EMC, 13/2 EI-EBD, 15/2 9H-QAS, 17/2 EI-DPI, 18/2 EI-DWM, 19/2 EI-EMM, 20/2 9H-QER, 22/2 EI-DYO, 24/2 9H-QDV, 25/2 EI-DCK, 26/2 9H-QDE, 27/2 EI-DPP.

Dublin(156/157, “3WD/24ET”, Sun/Mon/Sat):-1/2 EI-DCW, 2/2 EI-GSH, 3/2 EI-DHZ, 7/2 EI-EMC, 8/2 EI-DHN, 9/2 EI-DYL, 10/2 EI-EFK, 14/2 EI-DHR, 15/2 EI-EMI, 16/2 9H-QBD, 17/2 EI-EMK, 21/2 EI-DCZ, 22/2 9H-QBU, 23/2 9H-QEA, 24/2 EI-EMM, 28/2 EI-DWR.

Dublin(457/456, “9MN/10RQ”, Sun/Fri):-2/2 9H-QEF, 7/2 EI-DLF, 9/2 EI-EBY, 14/2 9H-QDK, 16/2 EI-EGA, 21/2 9H-QDV, 23/2 EI-DLD, 28/2 9H-QBU.

Faro(2504/2503, “2504/2503”, Mon/Sat):-1/2 9H-QBJ, 3/2 EI-DWF, 8/2 EI-IHE, 10/2 9H-QAR, 15/2 9H-QCR, 17/2 EI-DWV, 19/2 EI-DWV, 22/2 EI-DPZ, 24/2 EI-EKC.

Gdansk(1504/1503, “1RR/61ZK”, Thu/Fri):-6/2 SP-RKU, 7/2 SP-RKU, 13/2 SP-RKV, 14/2 SP-RKU, 19/2 SP-RKU, 20/2 SP-RKU, 21/2 SP-RKU, 27/2 SP-RNH, 28/2 SP-RNI.

Krakow(2333/2332, "8BA/96YF", Sun/Tue/Thu):-2/2 SP-RSL, 4/2 SP-RZF, 9/2 SP-RSB, 11/2 SP-RZD, 16/2 SP-RNK, 18/2 SP-RZI, 23/2 SP-RKG, 25/2 SP-RSB.
Krakow(2342/2343, "56XV/48BU", Wed):-19/2 SP-RKQ.
Malaga(2447/2446, "2447/2446", Thu):-3/2 9H-QCC, 10/2 EI-IGL, 17/2 EI-DWG, 24/2 9H-QEO.
Riga(2483/2482, "1HZ/4954", Thu):-6/2 SP-RND, 13/2 SP-RST, 20/2 SP-RST, 27/2 SP-RSC.
Tenerife(2493/2492, "52TA/53AB", Mon):-3/2 EI-IJV, 10/2 EI-HGN, 17/2 EI-IHW, 24/2 EI-IJF.
Warsaw(1932/1933, "1932/1933", Fri/Sat):-2/2 SP-RZH, 7/2 SP-RZM, 9/2 SP-RZM, 14/2 SP-RZG, 16/2 SP-RZG, 21/2 SP-RZC, 23/2 SP-RZK, 28/2 SP-RZK.
Wroclaw(4108/4107, "3UE/4AA", Mon/Sat):-1/2 SP-RSK, 3/2 SP-RSK, 8/2 SP-RSY, 10/2 SP-RKF, 15/2 SP-RKD, 17/2 SP-RSL, 18/2 SP-RKH, 22/2 SP-RNB, 24/2 SP-RSK.
Other flights:-27/2 EI-EFN(6977P/2332) positioned in from Dublin/operated out to Krakow, SP-RKG(2333/941) operated in from Krakow/positioned out to Katowice.



EI-IJY Boeing 737 200 MAX Ryanair 19/02 Stewart Robertshaw



SP-RSB Boeing 73708200 MAX Ryanair/Buzz 25/02 Mike Storey



SP-RPZ Boeing 737-8 Buzz 14/02 Ian Gratton

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, "4007/1ZB", Tue /Sat):-1/2 HA-LXQ, 4/2 HA-LTE, 8/2 HA-LXA, 11/2 HA-LXA, 15/2 HA-LXP, 18/2 9H-WDY, 22/2 HA-LGR, 25/2 HA-LTJ.

Cluj(3313/3314, "346/5TB", Sun/Wed):-2/2 9H-WAV, 5/2 9H-WAU, 9/2 9H-WAV, 12/2 9H-WBX, 16/2 9H-WDA, 19/2 HA-LWZ, 23/2 9H-WDD, 26/2 9H-WBP.

Gdansk(1615/1616, "46KF/66CM" Mon/Fri):-3/2 9H-WBU, 7/2 HA-LTC, 10/2 HA-LTF, 14/2 HA-LXW, 17/2 HA-LXO, 21/2 HA-LXW, 24/2 HA-LTE. 28/2 HA-LZL.

Warsaw(1315/1316, "41SM/8MG", Tue/Thu/Sat):-1/2 HA-LXV, 4/2 HA-LVI, 6/2 HA-LTM, 8/2 HA-LXL, 11/2 HA-LGH, 13/2 HA-LTA, 14/2 HA-LTA, 18/2 HA-LVE, 20/2 9H-WAF, 22/2 9H-WDT, 25/2 HA-LZY, 27/2 9H-WNV.

Other flights:-

Eastern(T3/EZE, "Eastflight"):-10/2 G-CMPI(950P/9509) positioned in from Exeter/operated out to Luton, 12/2 G-CMPI(9510/510P) operated in from Luton/positioned out to Humberside,

Enter Air (ENT/E4, "Enter Air"):-7/2 SP-ESA(501P) positioned in from Munich, 8/2 SP-ESA(3029) operated charter to Enontekio, 12/2 SP-ESA(3034) operated charter in from Enontekio, 13/2 SP-ESA(3035) operated charter to Enontekio, 16/2 SP-ESA(3040/3040) operated charter in from Enontekio/positioned out to Liverpool,



9H-LZY Airbus A321 Wizzair 25/02 Mike Storey

LBA Traffic Statistics....

January 2025

	Jan-24	Jan-25	% This month	% +/-
Movements				
Total	1,901	2,032		6.89%
Passengers				
Scheduled	183,476	197,163	99.86%	7.46%
Charter	72	279	0.14%	287.50%
Transit	0	0	0.00%	N/A
TOTAL	183,548	197,442		7.57%
International	175,388	184,553	93.47%	5.23%
Domestic	8,160	12,889	6.53%	57.95%
MOVING ANNUAL TOTAL	3,998,786	4,236,150		5.94%

Compared to January 2024, International passengers increased by 5.23% and domestic by 57.95%. Movements were up 6.89% compared to a year ago. The Moving Annual passenger total is +5.94%

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

Secretary Jim Stanfield
8 Westbrook Close, Leeds, LS18 5RQ
0113 258 9968 jim.stanfield@airyorkshire.org.uk

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

Treasurer Paul Armitage
58 Eaton Hill, Leeds, LS16 6SE
07970 260417 paul.armitage@airyorkshire.org.uk

Dinner Organiser
Managing Editor Alan Sinfield
6 The Stray, Bradford, BD10 8TL
01274 014185 alan.sinfield@airyorkshire.org.uk

Meetings/Visits Howard Griffin and Keith Manning

Photographic Editor Ian Gratton photos@airyorkshire.org.uk

Plus Paul Windsor (Reception/Registration), Keith Manning, Roman Krol and Michael Sutcliffe

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

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G-AXMG BAC1-11 518FG of Monarch Airlines. Seen here on 12 May, 1985. Delivered new to Court Line in 1969 as Halcyon Sky, it had various operators before joining Monarch in 1976. From Monarch it went to British Island Airways (BIA) in May, 1985 and I flew LBA to Mahon on it in May, 1987 on a family holiday. On leaving BIA it was re-registered G -FLRU. It then had various regs and operators before being wfu in 1998 broken up in 2005. A super aeroplane to fly-on



G-TAXI Piper PA-23-250 Aztec E seen here on 25 July 1992 LBA Southside. The Aztec was an updated version of the Piper Apache with improved engines and a swept tail. It was operated out of LBA by YORKAIR Ltd of Rawdon. Originally delivered to Northern Executive Aviation Ltd, Manchester in April 1978. Subsequently operated by SWL Leasing amongst others. Recently seen hangered at Sandtoft.