

AIR YORKSHIRE



Aviation Society

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D-AJES
Falcon 900LX
Paul Whincup
22 February 2026

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Monthly meetings/presentations....

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

The Aviation Academy is reached by entering the Southside area of the airport site. Collect a parking ticket at the barrier. Proceed past the Multiflight Cafe and stop at the Security gate and barrier. The guard will open the barrier when told that you are attending the Air Yorkshire meeting. Proceed to the Academy car park which is to your left as you move forward.

12 April 2026 - Change of date @ 2.30pm	Iain Robertson – Further photographs of his travels
3 May 2026 @ 2.30pm	Michael Sutcliffe – Continuing with his Colour Photographic selection
7 June 2026 @ 2.30pm	Phil King – Aviation Accident Investigation
5 July 2026 @ 2.30pm	Kenneth Moore – “You'll Fly Laughing”
2 August 2026 @ 2.30pm	Martin Powell – Traveller’s Tales
6 September 2026 @2.30pm	To be arranged
4 October 2026 @2.30pm	Eric Watkiss – The Director of “Saving Amy Project”

A free prize draw for attendees, will take place at every meeting, except in December

Society news....

Alan Sinfield

If members see anything or anybody doing something suspicious around the Airport perimeter then please contact the Airport police on their direct line on 0113-241-4500.

PLEASE NOTE this telephone number is ONLY to report any suspicious activity around the airport.

Blackburn Aviation – The Early Years....

Steve Langfield

Robert Blackburn was born in Kirkstall, Leeds, in 1885. He was well qualified holding a First Class degree in engineering and proved to be a man of great drive and imagination. Whilst he was in France he saw the Wright brothers and Louis Bleriot and it inspired him to build an aeroplane. He designed and constructed his own machine which was built in small premises in 18 Spencer Place, Harehills, Leeds and later at the premises of Thomas Green & Sons engineering works in North Street, Leeds. Blackburn's connection to the Thomas Green works was that his father was a senior employee there and this fine building still stands today. This design would be called the Blackburn Heavy Type Monoplane, hardly an encouraging title for a new aeroplane. Its construction was slow and over the course of its production Blackburn moved to larger premises in Benson Street, Harehills, Leeds which was a large vacant room under a clothing factory. There are references to a workshop in Clifton Street at this time which is a road off Benson Street, it is likely that these two locations were one and the same. The Heavy Type Monoplane was not ready in time for display at the Olympia Air Show held in March 1910 but Robert had a stand there which he used to promote interest in his ideas.

He was fortunate in these pioneering days to receive some financial backing from his father. On his return from the Olympia Show he completed his first design but then had to find a suitable flying location. He decided on the sands at Marske, North Yorkshire and was granted permission by the local council to perform flight trials and to house the aeroplane in a temporary wooden shed near the beach. He moved his first machine there by means of a furniture remover's horse drawn wagon. At the end of April 1910 his machine managed a few short hops there before it lost a tyre. One of his friends drove by motor cycle to the Leeds workshop to pick up a new wheel and tyre and once repaired the aeroplane sailed into the air. On a later flight made on 24th May as Blackburn attempted a turn the machine came down in a nose dive from a few feet, it was returned to his Benson Street workshop where it was dismantled and later scrapped.

Blackburn's next design built in Benson Street in 1910 was referred to as the Light Monoplane which sounded more promising, it was powered by a new 40hp 7 cylinder radial Isaacson engine, constructed at the Hunslet Engine Company of Leeds works. The aeroplane was taken incomplete to the Blackpool Flying Meeting held July – August 1910 but was not flown until 8th March 1911 at Filey Sands. Benfield Hucks was piloting and it flew about 30ft, unfortunately the machine side slipped into the sands whilst attempting a turn. It was repaired and proved to be a great improvement over his first design, it flew well and continued in use for some time as an instructional airframe. Blackburn advertised to build aeroplanes to customers' designs and offered his own monoplanes for sale at £550 (£60,000 today).

Blackburn then developed the Mercury Monoplane range which were basically two or three seat versions of the Light Monoplane, in all 9 examples were produced and each airframe would be different in some way. The first completed example was taken by road in March to the 1911 Olympia Show, this was a showcase for new aeroplanes and a major exhibition for early aviation technology in Britain. The Mercury was the centre of Blackburn's display and whilst it received no orders the sturdy and imaginative design put the company in a positive light. It was later first flown from Filey Sands, where Blackburn had established a base. On a later flight the front bearing on the engine seized and it side slipped into the ground badly damaging the aeroplane. At this point Blackburn lost faith in the Isaacson engine and he used 50hp Gnome engines on future Mercury monoplanes. It was decided to start a production line for the

Mercury range and with this in mind new premises were acquired at the old Midland Railway stables on Balm Road, South Hunslet. The Hereford Times newspaper of 15/7/11 reported on the Daily Mail Great Air Race round Britain, a course over 1010 miles divided into sectors. Thirty two machines were entered but this had reduced to 17 when the race commenced on 22nd July at 8pm. Blackburn entered two monoplane, one piloted by Bentfield Hucks, who had to force land at Barton near Luton and F Conway Jenkins who unfortunately crashed on take off.

Tragedy struck Filey on 27th November 1911 when pilot Hubert Oxley and passenger Robert Weiss were both killed. Their 3 seat Mercury III entered an over enthusiastic dive, estimated at 150mph which tore off the fabric covering. The wings folded and the wreckage was found about 100ft from the Filey Cliffs. It has to be mentioned that at this stage in aviation piloting was more or less self taught and boundaries were there to be discovered. Blackburn's business had constant financial difficulties in these early years but he continued to develop his designs. At the end of September 1913 Harold Blackburn flew a Blackburn Monoplane against Frederick Raynham in an Avro 504. It was a short race dubbed the 'War of the Roses' race, sponsored by the Daily Mail, the Blackburn entry for Yorkshire was declared the winner.



The Oakwood site of the Olympia Works, guarded by a very serious looking policeman

After the Mercury Monoplane range of aircraft Blackburn developed the Type E Monoplane, a very advanced aeroplane made from metal. This was built to meet the first official British specification for a military reconnaissance 2 seater, in all just two examples were built of which the first was for a private order. The first Type E was a single seater and made its first flight from Filey in April 1912. The second example, a two seater, was taken to the Knavesmire in York for testing in June 1912 but it failed to rise and by the end of the year this design was abandoned.

After this failure Blackburn continued to design and fly monoplanes and then in 1914 the Blackburn Aircraft Company became limited with a capital of £20,000. The first order for the new company was for 12 BE-2C biplanes followed by a larger order for a further 100. It was clear that the Balm Road premises were now too small and once again the company moved, this time to the spacious disused skating rink at Oakwood called the Olympia Works. This had the advantage that completed aeroplanes could be flown from Roundhay's Soldier's Field Aerodrome, less than a mile away. Blackburn's became a leading aeroplane manufacturer over the course of the Great War producing their own designs and those of other companies. The Olympia Works are no longer there having been replaced by Tesco's, the only pointer to its previous occupant of the site is a blue plaque by the main entrance to the supermarket which was fixed on 6th December 2008.

There is an excellent 55 minute You Tube video available entitled "Early Blackburn Aircraft. The Good the Bad and the Structurally Questionable".



The Blue Plaque by the Tesco entrance pays homage to Blackburn's time at Olympia, the works are pictured on the right.

Yorkshire Air Museum Elvington 28 August 2025....

Mike Storey

On a lovely sunny day I visited the Museum at Elvington for the official unveiling of the new paint scheme on the stunning Handley Page Victor K2.

The painting had taken several months to complete with the construction of lots of scaffolding from Kaefer uk and the painting from Bagnalls. The new camouflage scheme is the exact replica of that used on the Aircraft during the 1982 Falklands conflict when they were used from Ascension Island to the mid Atlantic. After the official unveiling (removal of the RAF flag from the nose) we were treated to a full engine run of all 4- engines up to 80 percent of full power and the movement of all the control surfaces.

What a wonderful treat to witness this performance. It was very very loud!

Also I was fortunate to be standing next to a small group of elderly former Victor Aircrew who reminiscing of their exploits flying these amazing Aircraft. The highlight of meeting this group was also that it included the very famous Vulcan pilot Martin Withers who regularly flew XH558. What an amazing day and including a visit around all the other Aircraft at the Museum.

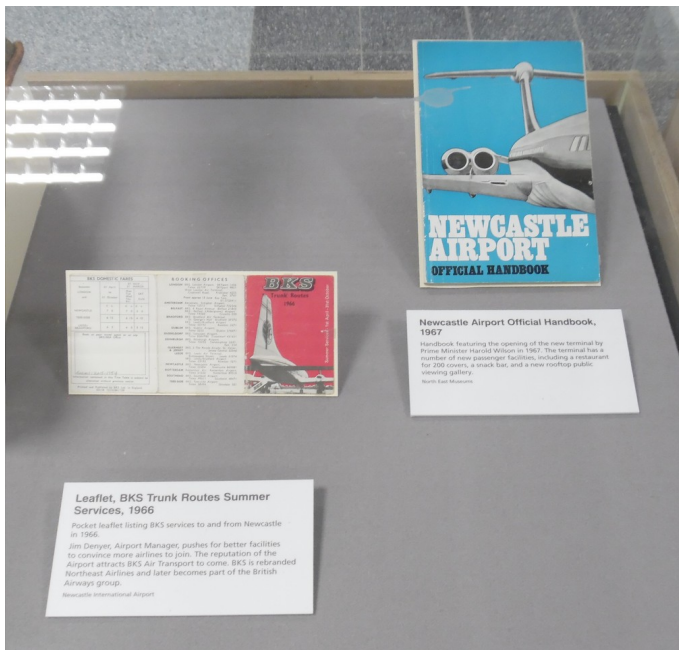




Newcastle Airport...

Keith Manning

There is currently a small display to mark the airport's 90th. birthday.





Britannia Airways
1957-2001

Britannia was one of my favourite airlines and I was a frequent flyer. I was a member of the Britannia Club and I was a member of the Britannia Club.

Thomas Cook Airlines
2011-2012

Thomas Cook Airlines was a British airline that operated from 2011 to 2012. It was a subsidiary of the Thomas Cook Group.



Postcard, Newcastle Airport, 1970s

In the foreground a BAC 1-11 aircraft stands on the tarmac, the view from the air on North Sea coast from the air in February 1962. Can be seen in the background.



Postcard from Jersey, postmarked August 1971

This postcard arrives in Denton, sent to Mary from her friends who are holidaying in Jersey. They write "Weather and food excellent. Nice golf course. Handy". During the 1970s, Jersey is a popular destination for North East holidaymakers, with its 22 miles of beautiful sandy beaches and mix of continental culture and British charm.



Booklet, 'A pictorial record of Concorde's visit to Newcastle.'

The arrival of Concorde at Newcastle inspired the production of this pictorial record of the aircraft's visit to Newcastle. The book contains the story of the Concorde's visit to Newcastle in 1976. It was the first time in a 19-year career that such a large jet had visited the island. Did you know? The Concorde was the first British jet to be recorded in its 18th season.

Postcard showing a Hawker Siddeley Trident jet, 1970s

This postcard was acquired by BCI Air Transport in 1969 to fly the Newcastle to Heathrow route and inclusive tour charter flights from Newcastle to various Mediterranean destinations.

British Airports TOP 20

	Airport	2025	2024	% change	Last year
1st	HEATHROW	84,462,273	83,857,297	0.72%	1st
2nd	GATWICK	42,769,164	43,242,155	-1.09%	2nd
3rd	MANCHESTER	32,061,307	30,755,578	4.25%	3rd
4th	STANSTED	29,758,490	29,694,312	0.22%	4th
5th	LUTON	17,768,944	16,937,118	4.91%	5th
6th	EDINBURGH	16,969,731	15,779,491	7.54%	6th
7th	BIRMINGHAM	13,660,382	12,847,682	6.33%	7th
8th	BRISTOL	10,832,713	10,614,415	2.06%	8th
9th	GLASGOW	8,205,280	8,064,791	1.74%	9th
10th	BELFAST INT'L	6,677,021	6,750,440	-1.09%	10th
11th	LIVERPOOL	5,611,423	5,074,088	10.59%	12th
12th	NEWCASTLE	5,480,380	5,142,738	6.57%	12th
13th	LEEDS BRADFORD	4,447,024	4,222,256	5.32%	13th
14th	EAST MIDLANDS	3,955,756	4,133,198	-4.29%	14th
15th	LONDON CITY	3,737,888	3,573,250	4.61%	15th
16th	BELFAST CITY	2,363,716	2,391,042	-1.14%	16th
17th	ABERDEEN	2,301,943	2,300,657	0.06%	17th
18th	BOURNEMOUTH	1,380,450	1,088,370	26.84%	18th
19th	CARDIFF WALES	958,011	874,714	9.52%	19th
20th	SOUTHAMPTON	885,186	852,501	3.83%	20th
			Overall	4.37%	

Interesting facts

In 2025 LBA had the **7th best performance in the UK** compared to 2024 [of the Top 20 Airports in 2025] **+5.0%** and was the UK's 13th busiest airport with 4,447,024 passengers. Liverpool0 went above Newcastle in 2025. Five years ago LBA was the 16th busiest airport. (2020 Covid!)

Aircraft Movements increased by 3.44% compared to 2024. There was a increase in passenger movements of 4.6% in 2025 compared to 2024. The figure for 2025 was 32520

There were 199,213 Domestic and 4,247,749 International Passengers. The domestic passengers increased by 0.76% compared to 2024 and International increased by 5.26%.

In 2025 there were flights to 81 different international destinations (Over 200 Passengers), compared to 77 in 2024. Alicante was the most popular followed by Dublin, Palma, Malaga, Tenerife, Faro, Amsterdam, Arrecife, Krakow, Antalya, Bucharest and Gdansk

In 2025 there were 4 different domestic destinations (over 200 passengers), with the most popular being Belfast City followed by Belfast international, Jersey, Guernsey.

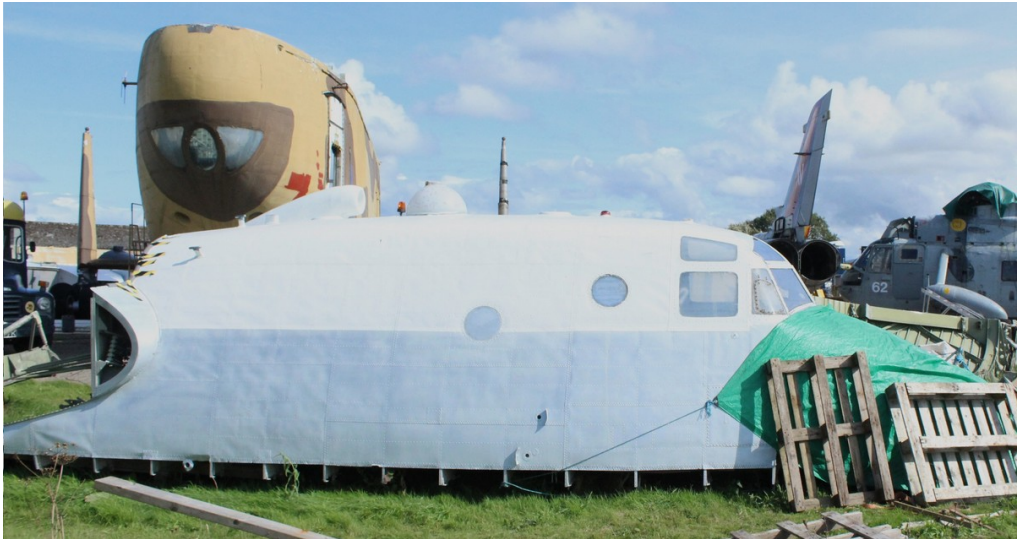
SEPTEMBER HOLIDAY - VISIT TO SOLWAY AVIATION MUSEUM

On my way to a holiday in Scotland, it didn't seem right to not visit the above museum. The main purpose of the visit was to catch up with the progress of the re-build of the now famous Yorkshire Blackburn Beverley Aircraft. As many of you will know this beauty was saved from the scrap man by a huge fund raising effort to save the only remaining Aircraft of its type.

As I contributed at the time I felt it essential to keep an eye on my investment. I was fortunate to get a full guided tour by one of the Museum staff of this huge Aircraft which is now safely stored in its own compound as work commences to refurbish, paint and rebuild this unique piece of history.

The cockpit has now been done with all the correct instrumentation, The wings have been primer painted and the internal fuselage has had its parachute seating and equipment replaced.

My understanding is that the finished Aircraft will be painted in its original silver scheme reflecting its days in Transport Command. Here are some photos of various parts of the Aircraft during its restoration.









Sherburn Families Day & Auster Fly-in....

Ian Gratton



N5075V G-IIIY Boeing Kaydet Wingwalkers 23/08



G-BVUZ Cessna 120 23/08



G-CMGA Thorp Tiger 23/08



G-APIK Auster Alpha 23/08



G-ARLG Auster D4 23/08

Humberside 17 January... Adrian Meaburn

Registration	Type	Operator	Notes	Location
SP-IZU	Cessna 525 CitationJet CJ1	Bartolini Air		Apron
G-UNIH	AugustaWestland AW139	Uni-Fly Helicopters	Flying to rigs	Apron
G-UNIA	AugustaWestland AW169	Uni-Fly Helicopters		Apron
PH-DVK	Pilatus PC-24	DHG Bontrup Aviation BV		Apron
ZK531	BAe Hawk T53	BAe		BAe Entrance Gate
1129	BAe Strikemaster Mk.80A	BAe		BAe Entrance Gate
G-POLW	Vulcanair P.68R Victor	National Police Air Service	From East Midlands	Circuits
G-JXLI	BAe Jetstream 41	Airport	BAe markings; fuselage only	Fire Station
G-MAJH?	BAe Jetstream 41	Eastern Airways	Blue jetstream nr Fire Station	Fire Station
G-BMBB	Reims-Cessna F150L	Aeroschool		Grass
G-SELB	Piper PA-28-161 Cherokee Warrior	POM flying group		Grass
G-LFSJ	Piper PA-28-161 Cherokee Warrior II	Aeroschool		Grass
G-BXYM	Piper PA-28-235 Cherokee Pathfinder	Private (Hull owner)		Grass
G-SCMR	Piper PA-31 Navajo	Coastguard/2Excel		Nr 2Excel hangar
G-HMGF	Beech B350 Super King Air	Coastguard/2Excel		Nr Eastern hangar
G-MAJA	BAe Jetstream 41	Eastern Airways	wfu	Nr Eastern hangar
G-MAJB	BAe Jetstream 41	Eastern Airways	wfu -almost certain this is G-MAJB	Nr Eastern hangar
G-MAJD	BAe Jetstream 41	Eastern Airways	wfu -almost certain this is G-MAJD	Nr Eastern hangar
G-MAJT	BAe Jetstream 41	Eastern Airways		Nr Eastern hangar
G-????	Piper PA-31 Navajo	Coastguard/2Excel		Nr 2Excel hangar



Vulcanair P.68R Victor



G-UNIA/G-UNIH AugustaWestland AW169



SP-IZU Cessna 525 CitationJet CJ1 and PH-DVK Pilatus PC-24

RAF Leeming Yorknite 10 November...

Ian Gratton



G-5002 McF Douglas Fa-18C Hornet



G-5024 McD Douglas FA-18C Hornet



J-5236 McD Douglas FA-18D Hornet

Excercise Pinion Titan 21 November....

Ian Gratton



ZA523 Wildcat AH1-AAC



ZZ510 Wildcat AH1-AAC



Blackburn Buccaneer S.2B XX900 Honington 1986

An Airfix Kit 1/72 scale. It comes with markings for 2 RAF Machines. Construction is straightforward. The Decals were from Xtradecal XX900 MS 208 S1 1986 delivered in November 1986. It served with 208/216 and 12 Squadron. It took part in exercises Red Flag (1977) and Western Fox (1983). Retired in 1994. It is now preserved at Tatenhill Airfield

March 2026

Airline	Date	Reg	Type	MSN	Remarks
Aer Lingus UK	03 Mar	GEIDY	Airbus A333-302	1025	WFU 03 Mar 26 MAN - DUB 03 Mar 26 To trans back to Aer Lingus as EIEDY
easyJet UK	03 Mar	(GEZOH)	Airbus A320-214-S	6546	Trans to easyJet Europe as OEINL 02 Mar 26
SAS Connect	05 Mar	EISCH	Airbus A20N-251N	13083	Regd 05 Mar 26 Divd Arlanda 05 Mar 26
Cityjet	06 Mar	(EIFPX)	Bombardier CRJ 900 LR	15444	Op fr SAS WFU 15 Feb 26 Copenhagen - Keflavik 04 Mar 26 Keflavik - Goose Bay - Toronto - Dayton 05 Mar 26 Canx 06 Mar 26 Onward to American Airlines fr op by PSA as N649NN
TUI Airways	06 Mar	(GTAWH)	Boeing B738-8K5-SW	38107 /3997	WFU 04 Dec 25 NCL - Warsaw 10 Dec 25 Regd to Aviation Capital Group as OEILB 05 Mar 26 Onward to Enter Air
Cityjet	09 Mar	EIGBJ	Bombardier CRJ 900 LR	15206	Regd 09 Mar 26. Ex ESACM (OYKFA) Currently at Ljubljana
British Airways	10 Mar		Airbus A20N-251N		IAG have allocated 03 additional a/c to firm orders
British Airways	10 Mar		Airbus A21N-251NX		IAG have allocated 02 additional a/c to firm orders
easyJet UK	10 Mar	(GEZOJ)	Airbus A320-214-S	6565	Trans to easyJet Europe as OEINN 09 Mar 26
Aurigny Air Services	11 Mar	GISLP	ATR 72-600	1167	Regd to JAH2022A ATR72 MSN 1167 LLC 15 Jan 26 GCI - EXT 06 Mar 26 (Paint) Regd 09 Mar 26
Aer Lingus	13 Mar	EIEDY	Airbus A333-302	1025	MAN - DUB 03 Mar 26 as GEIDY Re-regd 13 Mar 26
DHL Air UK	17 Mar	A9CDHS	Boeing B763-323 (ER) (BDSF)	33087 /910	Proposed lse fm DHL Aviation 29 Mar 26 - 24 Oct 26 Application withdrawn

DHL Air UK	17 Mar	A9CDHT	Boeing B763-323 (ER) (BDSF)	33086/908	Proposed lse fm DHL Aviation 29 Mar 26 - 24 Oct 26 Application withdrawn
DHL Air UK	17 Mar	CFCCJ*	Boeing B763-323 (ER) (BDSF)	25197/425	To be lsd fm Cargojet (*Reg TBC) 20 Apr 26 - 24 Oct 26 Bsd EMA
DHL Air UK	17 Mar	CGYAJ*	Boeing B763-35E (ER) (BDSF)	26064/438	To be lsd fm Cargojet (*Reg TBC) 20 Apr 26 - 24 Oct 26 Bsd EMA
TUI Airways	19 Mar	GTUPF	Boeing B38M MAX 8	44671/9517	DIvd LGW 19 Mar 26
Ascend Airways	22 Mar	GLESO	Boeing B38M MAX 8	64606/6993	Lsd to SpiceJet 16 Nov 25 - 16 Mar 26 Mumbai - Ciaro - PIK 17 Mar 26 MX
Cityjet	22 Mar	EIGBJ	Bombardier CRJ 900 LR	15206	Regd 09 Mar 26. Ex ESACM (OYKFA) Ljubljana - Copenhagen 21 Mar 26 Op fr SAS
Loganair	28 Mar	OYJRS	Airbus A320-232	4973	Lsd fm Danish Air Transport 29 Mar 26 - 15 Apr 26 Bsd EDI
Loganair	28 Mar	SEMDC	ATR 72-500	894	Lsd fm Danish Air Transport 15 Apr 26 - ? Bsd EDI Replaces Airbus A320 OYJRS
Jet2	29 Mar				Lsd a/c updated
Air Lingus UK	31 Mar				Ceased ops 31 Mar 26
Air Lingus UK	31 Mar	GEILA	Airbus A333-302	1106	MAN - DUB 31 Mar 26 To revert back to EIELA
Cityjet	31 Mar	EIHSB	Bombardier CRJ 900 LR	15083	Currently at Maastricht Regd 31 Mar 26. Ex OEIIQ (DACKF)
Loganair	31 Mar	GSAJH	Embraer EMB 145 EU	145.134	WFU 30 Nov 25 ABZ - Bydgoszcz - Riga 31 Mar 26 Onward to ?

AIRPORT NEWS

London City Airport has launched a consultation as it seeks approval to allow Airbus A320neo aircraft to operate from the airport by January 2027 at the earliest. The proposal involves adopting a slightly shallower descent angle on both runways which would make it possible for the larger jet to land without changing existing flight paths. If approved by the UK Civil Aviation Authority, the airport believes it could reduce total flight numbers by 76,500 in the long term yet carry up to 14 million additional passengers thanks to the A320neo's higher capacity. At present, the largest aircraft permitted at London City is the Embraer E195-E2, seating up to 146 passengers, compared to 194 on the A320neo. Airport leaders argue the move would support economic growth and help reach its 9 million passenger planning cap using newer, cleaner and quieter aircraft.

Teesside has secured a regular cargo flight operated by European Cargo, a specialist freight airline which operates converted former passenger Airbus A340-600 aircraft. The airline is to introduce 5 weekly flights between Teesside International Airport and Ürümqi Tianshan International Airport in North West China. The flights commenced on 10th March. Flights will operate Wednesday, Thursday, Friday, arriving at 18:45, and Tuesdays and Sundays arriving at 22:25. Interestingly the airline did set up flights from Cardiff. However this was short lived due to unresolved disagreements between the operator and the airline.

The UK Civil Aviation Authority's latest aviation trends report confirms that 2025 was the busiest ever year for UK aviation. New data shows that 302m passengers passed through UK* airports last year: more than the populations of the UK, France, Germany, Spain, Portugal and the Netherlands combined. This is a major milestone as UK aviation breaks through records set before the pandemic. New data from the aviation regulator shows that UK aviation is at its busiest level on record, with a 2% increase in passenger numbers in 2025. The 302m passengers moving through UK airports was a significant increase on the 295m passenger journeys in 2024. This forms part of a long-term growth trend for the sector, as passenger numbers have tripled since 1989. This growth looks set to continue, with the aviation regulator's recent Annual Consumer Survey revealing that one-in-three (31%) are planning to fly more this year.

2025 also saw flight delays continue to drop, with 73% of flights operating on-time, up six percentage points on 2024, although still behind on pre-pandemic levels. Selina Chadha, Group Director for Consumers and Markets at the UK Civil Aviation Authority said: "It has never been more popular to fly, and 2025 was officially a record-breaking year. "While the sector grows from strength to strength, we continue working with aviation partners to drive even higher safety standards and protect passengers when they fly."

AIRLINE NEWS

ASL Airlines UK will terminate its nightly working-day charter flights between Guernsey and Nottingham East Midlands after Guernsey Post decided to scrap airmail operations as of July 3, 2026. Guernsey Post said that given the "rising supply chain costs mean it is no longer cost-effective to operate a dedicated export aircraft each weekday,". The postal service will instead switch to using a mix of sea shipping, using the nightly ferry to Portsmouth, and chartering capacity from scheduled airlines flying to Guernsey. The cancellation follows the end of Royal Mail airmail services to Guernsey in April 2025. Airmail is used mainly by bulk-mail business customers, the operator said.

British Airways, Aer Lingus, Iberia and Vueling owner has posted record profits for 2025, with British Airways and Iberia as its standout performers. On February 27, 2026, IAG announced that operating profits had risen by 17.3% from \$4.9 billion (€4.2 billion) in 2024 to \$5.9 billion (€5 billion) in 2025, whereas revenues grew by 3.5% to \$38.9 billion (€33 billion) from \$37.7 billion (€32 billion) in 2024. IAG explained that the biggest drivers behind the increase in operating profit were Iberia and British Airways, thanks to a "strong performance in their core markets and the benefits of lower fuel prices and favourable foreign exchange". Iberia delivered a 16.2% margin and saw its profits rise by \$337 million (€286 million), while British Airways delivered a 15.2% margin with its profits increasing by \$245 million (£182 million). IAG's overall margins, including its other carriers LEVEL, Aer Lingus and Vueling, were 15.2%, which the group described as "significantly better than those of our global competitors". The results showed that, during 2025, British Airways' capacity was broadly flat in the North Atlantic market, due to lower aircraft availability offsetting growth. However, IAG said that "trading throughout the year was robust," particularly in its premium cabins, "offsetting some third quarter softness in the US point-of-sale economy leisure segment". "In the North Atlantic, IAG is driving returns and margins principally through the rebuilding of British Airways' premium capacity to pre-COVID levels," said an IAG spokesperson. In reference to Iberia and Aer Lingus's new A321XLR aircraft, which began arriving in 2025, IAG declared that they were already "exceeding expectations from both a customer and financial standpoint". "Both Aer Lingus and Iberia started to deploy their new A321XLR aircraft, profitably delivering growth from greater frequency, year-round services and targeting secondary destinations," said the IAG spokesperson. "Competitor growth into both Spain and Ireland from North America has been significant, so the ability to deploy these efficient aircraft is strategically important." Additionally, IAG noted that its "two most important non-financial metrics", On Time Performance (OTP) and Customer NPS, both improved in 2025.

Loganair has begun a two-week trial of all-electric operations with a Beta Technologies Alia CX300 aircraft. N214BT was ferried to Glasgow International on March 18, 2026, and operated the first test flight to Dundee on March 19. The aircraft transited through Leeds/Bradford on the way to Glasgow, night stopping with MultiFlight on the 17th March. It arrived from East Midlands and departed to Carlisle. The airline will evaluate the aircraft for potential mail and cargo operation across Scotland, in partnership with Royal Mail. The Scottish carrier becomes the first European airline to trial an electric aircraft on commercial routes. "We are not talking about concepts, prototypes, or distant ambition, this is a real tangible programme of flying across our network which will provide invaluable data on how an electric aircraft could perform in a real commercial environment," chief executive officer Luke Fajarallah said.

Ryanair, have announced a £40 Million expansion of its maintenance facility at Prestwick Airport, which will see the construction of a new 11,938 square meter 4-bay heavy maintenance hangar and additional component workshops. This major development will expand Ryanair's existing Prestwick operation from 6 to 10 bays, making it Ryanair's largest heavy maintenance hangar, and further strengthening Prestwick's position as a key aircraft maintenance and training hub within Ryanair's network. Ryanair's new £40 million investment supports over 1,200 highly skilled engineering and mechanic jobs in Ayrshire, providing significant long-term employment and training opportunities for local talent. This latest project builds on Ryanair's recent £5 Million investment in its Prestwick Training Academy, opened in October 2024, which is delivering 500 jobs and industry leading training for engineers, mechanics and support staff to service Ryanair's growing fleet as it grows to 800 aircraft and 300M passengers by 2034.

Virgin Galactic expects to start flying the next generation of its suborbital spaceship, the Delta Class, by the end of the year, Sir Richard Branson said this week during Space-Comm Europe in London. Virgin Galactic's most recent suborbital human spaceflight mission was in June 2024, the last flight of its VSS Unity spaceplane. Branson, who spoke to attendees via video call from Necker Island, talked about the importance of returning to suborbital flights — particularly after Blue Origin's recent announcement to suspend New Shepard flights for at least two years. "I think now Virgin Galactic is really going to be the only way that in future years that people are going to be able to get that kind of experience," Branson said. "Obviously the space launch later this year is going to be really important, particularly now that Blue Origin seemed to have bowed out of putting people into space. We need to fill that gap. There's an awful lot of people who want to go to space, and we just need that hurry up with that." Virgin Galactic's Delta Class spaceships are next-generation, six-passenger suborbital vehicles designed for high-frequency space tourism. Branson said one of the big advantages of the new Delta class of spaceships is that Virgin Galactic won't have to have them on the ground for two to three months between flights — they are designed to fly at a much quicker cadence. "We should be able to do a second flight every 48 hours or even less. And that is going to make the economics better, which means in time, we will be able to get the price down. This means, in time, more and more people potentially in this audience will have the chance to go to space."

Wizz Air UK has been awarded a tentative foreign air carrier permit (FACP) and an exemption to operate scheduled and charter flights from the United Kingdom to the United States, by The US Department of Transportation (DOT). While the permit covers all types of operations, both passenger and cargo, the low-cost carrier said it currently has no ambitions to operate scheduled flights across the Atlantic. Its near-term goal is limited to ad-hoc charters, including operations during the upcoming 2026 football world cup co-hosted by the US.

AIRCRAFT NEWS

Boeing has said that deliveries of its B737 MAX family aircraft during the first quarter of 2026 could be delayed due to wiring flaws. "Our B737 program is performing rework on a group of airplanes to fix wires that have small scratches due to a machining error," the manufacturer said, as quoted by Reuters, adding that production on the narrowbodies nevertheless continues at the current rate of 42 jets per month. Boeing intends to increase the rate to 47 per month later this year, as it opens a fourth assembly line at its Everett plant this summer. It expects to ramp up to a maximum of 63 aircraft a month over the next few years. The company did not clarify if the scratches on the wires had been caused by a supplier or by Boeing itself. It has informed the US Federal Aviation Administration (FAA) and customers about the issue. All in-service B737 MAX airplanes can continue to operate safely, Boeing said, and it does not expect the issue to impact its goal to deliver over 500 jets of the family in 2026.

OTHER NEWS

easyJet has officially opened its new aircraft base at Newcastle International Airport and is celebrating by serving Greggs sausage rolls to passengers on its international flights. The airline partnered with the famous British bakery chain, which originated in Newcastle in 1939, to commemorate the event. Passengers departing from the new base receive the pastries alongside a newly developed range of limited edition dipping sauces based on the holiday locations the airline serves. The unique sauces include flavours representing new easyJet destinations, such as an Italian affogato blend, a French tarte tatin apple sauce, a spicy Tunisian harissa ketchup, a Spanish sangria reduction, and a Turkish kebab dip. The new Newcastle operation accommodates three easyJet aircraft and provides approximately 1,200 local jobs. The Greggs food item will only be on select flights from the new north-east base, but it's a change I hope they "roll" out across the entire network !!

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

Scene around Yorkshire... Andy Wood (HAR)

BAGBY (NY) Resident G-BJMR 310R (shared time with Church Fenton in winter) departed 28.2 to Norwich following sale.

BINBROOK (Lincs.) New arrivals are XR757 Lightning F.6 cockpit section on 26.3 ex Newark Air Museum and (XS897)"/"XP765" Lightning F.6 ex Coningsby, joining several others of the type.

BREIGHTON (EY) Residents No changes this month. **Temporary Residents** G-CDXR/403/17 Fokker DR.1 Replica believed still present on maintenance. **Outside Parking** G-BEZI AA-5, G-HELA TB.10 and HB-CIU FR.172J have all been present throughout. With Aero School G-CISX 172M arrived from Teesside 26.2 and departed to Netherthorpe 2.3. It returned from Netherthorpe 7.3 and still present 22.3. G-BRNC 152 departed to Netherthorpe on 7.3 and was replaced by G-ICDP F.150L from Netherthorpe on the same date. **Local Storage** Departing from local storage on 28.2 were G-BCCG Thunder AX7-65, G-BECK Cameron V-56, G-BOAL Cameron V-65, G-BGNP Saffrey S200, G-BJAI Rango NA-9 and G-FYKG Rango NA-42POC all moving to the British Balloon Museum and Library. **Movements 25.2** G-AZTS F.172L t Sturgate (arrived 22.2), G-BHZU/3914 J.3C-65 f&t Sandtoft. **28.2** G-MLXP Europa TW f&t Sturgate. **1.3** N480GB Enstrom 480B (5128) f&t Sherburn. **3.3** G-CEKV Europa Europa f&t Cark, G-CENO WT9 UK f&t Middleham, G-HODR Skyranger 912S f&t Sherburn, G-IANZ Quik GT f&t Rufforth East, G-SEEU R.44 f Wellesbourne t Sibson, G-TEDI Skyranger J2.2 f&t ?, s/n 033.21 Aeros Fox 13TDS (sub 70kg SSDR) f&t Rufforth East. **4.3** G-BVVN MB.2 f Eshott t Wrangle, G-CBEI PA-22 f&t Full Sutton, G-CFTZ EV.97 f&t Hawksview. **5.3** G-DWSR DW.1A f&t Temple Bruer. **7.3** G-AYTV MJ.2D f&t Lambley, G-CEOB S.1S f&t Netherthorpe, G-CIHW Cavalon f&t Eddsfield, G-DWYP Skyranger 912S f Rufforth East t Sherburn, G-HELL Sonex f&t North Coates, G-IDII DR.107 f&t Lambley, G-KEVJ Sling TSi f&t Fishburn, G-RAFR Skyranger 912S f&t Sandcroft Farm, G-RVDJ RV.6 f&t Fishburn. **10.3** G-CBEI PA-22 f&t Full Sutton. **11.3** G-BAPX DR.400 f&t Sherburn, G-BBKA F.150L f&t Sandtoft (twice). **13.3** G-BHVR 172N f&t Sandtoft (twice). **14.3** G-AKVM Cessna 120 f&t Wickenby, G-ARHZ D.62A f&t Sturgate, G-AYGA D.117 f&t Oxenhope, G-BPWG 150M f Sibson t Sherburn, G-BVVN MB.2 f&t Wrangle, G-BXRB CAP.10B f&t Sherburn, G-CCZD RV.7 f&t Rectory Farm, G-CEOB S.1S f&t Netherthorpe, G-CHLZ Skyranger 912 f&t Felixkirk, G-CHRV RV.7 f&t Spanhoe, G-CHXL RV.6 f&t Spanhoe, G-CLLN Pietenpol Air Camper f&t Gypsy Wood, G-CMWT Pipistrel Alpha f&t Temple Bruer, G-COLF Bristell NG5 f Eddsfield t North Coates, G-GRZZ R.44 f&t North Coates, G-HALL PA-22 f Sibson t Sherburn, G-MEGG Europa XS f Sturgate t Coal Aston, G-MESH Sportcruiser f&t Oxenhope, G-MLXP Europa TW f Sturgate t Coal Aston, G-MZDV Quantum 15 f&t Beverley, G-RVDJ RV.6 f&t Fishburn, G-RVUK RV.7 f Sibson t Sherburn, G-TLDI TL.3000 f&t Wrangle. **17.3** G-BBKA F.150L and G-BBKB F.150L both f&t Sandtoft, G-SEEU R.44 f Booker t Hawarden. **18.3** G-AYHX D.117A f Oxenhope, on departure from Runway 10 experienced an engine failure, coming down in a willow plantation to the southeast of the airfield. The aircraft inverted and sank into the foliage, although the pilot managed to extricate himself and walk back to the airfield. As I type this the airframe is still in situ due to the difficult access to the site, G-BCRL PA-28 f&t Teesside, G-BTRS PA-28 f&t Barton, G-BVUZ Cessna 120 f&t Wickenby, G-CBRD D.18 f&t Patrick Brompton, G-CEMY Pioneer 300 f&t Oxenhope, G-IIXI EA.300/L f&t Denham?, G-NWFS 172P f&t North Weald, G-PHYL KitFox f Sherburn t Fenland, G-RRCU DR.221B f Tatenhill t Sherburn, G-SCPI Sportcruiser f&t Barton, G-ZVKO Edge 360 f Balado, went u/s and still present 22.3, HA-HSG SA.342M (1615) f&t Deighton/Crab Tree Farm. **19.3** G-AREO PA-18 f&t Derby, G-ATJN D.119 f Wickenby t Temple Bruer, G-BBKB F.150L f&t Sandtoft, G-CBEI PA-22 f&t Full Sutton, G-CGMH D.150A f&t Peterlee, G-CIBZ EuroFox 912S f&t Temple Bruer, G-DWSR DW.1A f&t Temple Bruer, G-GBVN DR.400 f&t

Turweston, G-IIGB GB.1 Gamebird f&t Oaksey Park, G-KRIB R.44 f&t Sherburn, G-VCUB PA-18 f&t Derby. **21.3** G-BBKA F.150L and G-BGBI F.150L and G-BZBF 172M all f&t Sandtoft, G-CBEI PA-22 f Full Sutton t Beverley, G-CEBF EV.97A f Beverley t Forwood Farm, G-MLXP Europa TW f Beverley t Sturgate, G-RVSP RV.7 f Derby t Sherburn, OK-LTM R.44 (1833) f&t South Cave. **22.3** G-AVUG F.150H f&t Netherthorpe, G-AYFC D.62B o/s only 12.08hrs f&t Sherburn, G-BKKN 182R f&t Gamston, G-BXJD PA-28 f Sherburn t Full Sutton, G-CBEI PA-22 f&t Full Sutton, G-CGCH Sportcruiser f Sherburn t South Cave, G-FLYO EV.97 and G-GDSO Cavalon both f Sherburn t Beverley, G-ZDEA DA.42 (Aeros 11) o/s only 13.47hrs f Sywell t Church Fenton, N909PH PA-23 (23-1800) f South Cave t Sherburn, OK-LTM R.44 f Sherburn t South Cave.

BRIDLINGE (EY) On 27.2 two Air Ambulance landed on the Moorfield Road Car Park. G-YAIR Bk.117D-3 (Helimed 99) arrived 15.04 and departed 16.09hrs f&t Topcliffe. G-YORX Bk.117D-3 (Helimed 98) arrived 15.27 and departed 16.07hrs f&t Nostell. This was due to an incident in the nearby Tesco store. G-YORX Bk.117D-3 (Helimed 98) was back again on the evening of 24.3, landing at the Alexandra Promenade, from Nostell at 18.57hrs, departing to Leeds General Infirmary at 20.00hrs.

CABOURNE (Lincs.) OK-LTM R.44 (1833) departed to South Cave 14.3 following sale.

CHURCH FENTON (NY) N363KC SR.22T (2457) has departed following sale, moving to Bournemouth 19.12.25. **1.3** G-IIJM Extra NG, plus D-FICA PC.6/B2-H4 (919) noted hanged, N191KC 172R (17281091) arrived 18.26hrs from Reykjavik, 2 x n/s, to Avignon 3.3. **2.3** N142TW Beech 58 (TH-1841). **7.3** OH-IBZ PC.12/47E (2313) f Luton, n/s, t LeBourget 8.3. **8.3** T7-PWR PC.12/47 (710) f Lyon t Fairoaks. **11.3** G-RASA DA.42, G-YSSS PC.24 (333) f Bournemouth t Jersey, N152WB DA.40NG (40.N405). **13.3** OK-PHE EMB.505 (50500674) f Manchester, n/s, t Rome 14.3. **14.3** 9S-EMZ Cessna 208B (208B0844) f Avignon, n/s, t Wick 15.3. **17.3** G-OSRL LJ45, G-XXEE AW.139. **19.3** G-AWUJ F.150H, G-AYAB PA-28, G-CGLJ TL.2000UK, G-RTRV RV.9A. **20.3** EI-NGX PC.12/47E (2440), G-MILS PC.12/47G. **25.3** N850LD TBM.850 (417) f Hannover, n/s, t Angers 26.3, ZM726 AH.64E (Slayr 1) touch and go at 10.32hrs f Otterburn t Coningsby with one other unidentified. **26.3** N4363U PA-32R (32R-8429017) f&t Fairoaks. Resident G-KNCG PA-32 departed 8.2 to take up residence at Sturgate following sale.

CONINGSBY (Lincs.) (XS897)"/"XP765" Lightning F.6 displayed outside the 29 Squadron HQ was dismantled in January, following a change of ownership, and moved up the road to join others of the breed at Binbrook.

DEIGHTON/CRAB TREE FARM (NY) A further departure is G-CMYW/XZ343 SA.341B also now sold in South Africa.

FENLAND (Lincs.) Visiting on 5.3 between 10.40 and 14.00hrs were G-ARAN PA-18, G-ASFL PA-28, G-AXNR B.121, G-BVOI Rans S.6, G-CAPI CAP.10B, G-CECL C.42, G-CIGW Bristell NG5, G-EMMR RV.10 and G-TPTP R.44.

FREISTON (Lincs.) The cabin of XZ337/Z Gazelle AH.1 and ZE379 Lynx AH.7 (fitted with the boom of ZD283) are sitting in the garden of a house on Homers Road.

FULL SUTTON (EY) A new resident noted hanged on 22.3 is G-TBLC Rans S.6.

GYPSY WOOD (NY) A new resident is G-CLLN Pietenpol Air Camper, a replacement for the recently departed G-FUZZ/51-15319 PA-18.

HEADON (Notts.) A new resident is G-CCNM Quik.

HULL (EY) On display outside Hull Minster on 7.3 was BAPC.410/P7370/ZP-A Spitfire II FSM, at a 1940's themed event.

NETHERTHORPE (Notts.) 14.3 G-RESS T.182T f Earls Colne, n/s. **18.3** M-JCBC AW.139 (32075). **19.3** N65PF PA-30 (30-1515) in for maintenance, plus G-BXAB PA-28 and N102CA A-1B (2272) visiting.

NEWARK AIR MUSEUM (Notts.) XR757 Lightning F.6 cockpit section, which was on loan to the Museum here, left on 26.3 to Binbrook, which is much closer to the owners home.

NORTH COATES (Lincs.) Movements 1.2 G-GRZZ R.44 f&t Waithe Top Farm. **8.2** G-GRZZ R.44 f Waithe Top Farm t Eddsfield then f Eddsfield t Waithe Top Farm. **12.2** G-FRGP AW.109SP f Redhill t Frankton. **14.2** G-GRZZ R.44 f Waithe Top Farm t Eddsfield then f Eddsfield t Waithe Top Farm, G-AMYD J/5L f&t Wickenby. **18.2** G-FRGP AW.109SP f Redhill t Frankton. **21.2** G-GRZZ R.44 f&t Waithe Top Farm. **22.2** G-COLF Bristell NG5 f&t Eddsfield, G-AXNS B.121 f&t Gamston. **23.2** G-FRGP AW.109SP f Frankton t Redhill. **24.2** G-CHLZ Skyranger 912 f Rufforth East t Felixkirk.

OXENHOPE (WY) For the accident to resident G-AYHX D.117A, see under Brighton for 18.3.

RUFFORTH EAST (NY) A recent new resident is G-JBRE MT-03.

RUFFORTH WEST (NY) Resident G-AYHA AA-1 had an engine failure on take-off from runway 22 at Sandtoft on 17.3, the airframe is damaged but only minor injuries reported.

SHERBURN (NY) 26.2 G-BAEO F.172M was moved into Engineering for dismantling, prior to road transport to Kazakhstan. G-BBKA F.150L. **27.2** G-JADJ PA-28 returned to Beverley following maintenance, G-BTMR 172M was crew ferry. **28.2** G-LHXA DA.42NG departed to Oxford for maintenance. G-RAMS PA-32R arrived from Gamston for maintenance. G-BBJX F.150L, G-BBKA F.150L, G-CBPI PA-28R, G-CFUE Pioneer 300, G-CGWF RV.7, M-MANX PA-34 (3449240) f&t Ronaldsway. **1.3** N480GB Enstrom 480B (5128) flew an air test to Brighton and return. G-BBJX F.150L, G-BBKB F.150L, G-BXEX PA-28. **2.3** G-BHIB F.182Q arrived from Gamston for maintenance. N480GB Enstrom 480B departed for home today. G-BPGU PA-28, G-CHLZ Skyranger 912. **3.3** G-HULL F.150M arrived from Beverley for maintenance, G-GGEM PA-28 was crew ferry. G-ARNJ PA-22, G-BBKA F.150L, G-BCRL PA-28, G-BGPJ PA-28, G-BNST 172N, G-BTFO PA-28, G-BTRS PA-28, G-BXVO RV.6A, G-CDDW A-22, G-CFTZ EV.97, G-CMKV C.42, G-CMLL RV.12, G-DHAM R.44, G-DRPK Escapade, G-FKNH PA-15, G-HALC PA-28R, G-JIMM Europa XS-TG, G-KEVJ Sling TSi, G-RACY 182S, G-REAS RV.6A, G-RONA Europa, G-STRV RV.14, G-WLGC PA-28. **4.3** G-BAEO F.172M noted back in hangar 2 now dismantled. G-RAMS PA-32R departed back to Gamston following maintenance. G-SELB PA-28 noted outside maintenance awaiting collection. G-BBKA F.150L, G-CFTZ EV.97, G-GALB PA-28, G-GTRR Quik GTR, G-OMPW Quik, G-SCPI Sportcruiser, G-SELL DR.400 f&t Derby. **5.3** G-LHXA DA.42NG returned from maintenance at Oxford. G-BBKA F.150L, G-BRIV TB.9, G-JADJ PA-28. **6.3** G-JBRE MT-03. **7.3** G-BMCV F.152, G-CFUE Pioneer 300, G-CJZW RV.12, G-DWYP Skyranger 912S, G-EHLE C.42, G-FLAV PA-28, N2586A PA-38. **10.3** G-BTMR 172M arrived from Beverley for maintenance, G-GGEM PA-28 was crew ferry. G-BBKA F.150L, G-CIFL RV.6, G-CLFG TL.3000, G-KSHI Beech A.36, G-MRVP RV.6, G-MUKY RV.8, G-VNEB P-Mentor. **11.3** G-GRZZ R.44, G-MEGG Europa XS, G-SHSP 172S. **13.3** G-BBKB F.150L, G-CIXX Cavalon, G-GGEM PA-28. **14.3** G-HULL F.150M departed back to Beverley following maintenance. G-SELB PA-28 departed back to Humber side following maintenance. G-AVUG F.150H, G-BBKA F.150L, G-BGBI F.150L, G-BJZN T.67A, G-BPGU PA-28, G-BPWG 150M, G-BRIV TB.9, G-BXJD PA-28 f Blackpool t Full Sutton, G-CDLS Jabiru J400, G-HALL PA-22, G-RVUK RV.7, G-STVT Sportcruiser, N182GC F.182Q (F18200068), N2586A PA-38 (38-78A0766). **16.3** G-BXEX PA-28, G-CSLG R.66. **17.3** G-TSGJ PA-28 arrived for maintenance. G-BYTI PA-24, G-IROB TB.10, G-JAGS FRA.150L, G-MRVP RV.6. **18.3** G-AVUG F.150H, G-AWPU F.150J, G-AZUZ FRA.150L, G-BFPH F.172K, G-BGVV AA-5A, G-BNST 172N, G-BOPH TR.182RG, G-BPYJ W.8, G-BXEX PA-28, G-CBEI PA-22, G-CGWF RV.7, G-CHLZ Skyranger 912, G-DKEY PA-28, G-FLAV PA-28 n/s, G-GALB PA-28, G-HJDP Bell 505, G-KIKI PA-28, G-KNSH 182T, G-NLSE AS.355F2 flyover only at 11.07 and 13.47hrs, G-OOCP TB.10, G-RRCU DR.221B, G-SHMI EV.97, G-WKDB C.42. **19.3** G-TSGJ PA-28 departed following maintenance. G-AVUG F.150H, G-BFVS AA-5b f Denham

n/s, G-EKJD FR.172J, G-EPIM R.172K, G-FLAV PA-28 n/s, G-GGEM PA-28, G-ICDP F.150L o/s only at 12.55hrs, G-LUSC Luscombe 8E, G-RVSA RV.6A. **20.3** G-BFVS AA-5B n/s, G-BPGU PA-28, G-CCFS DA.40D n/s, G-CWAW JA-400 Skyleader 400 f Deenethorpe t Perth (first visit of type), G-FLAV PA-28 n/s. **21.3** G-BFVS AA-5B t Denham, G-BGXS PA-28, G-CCFS DA.40D departed, G-FLAV PA-28 n/s. **22.3** G-ARHZ D.62A, G-AZHC D.112, G-BHVR 172N, G-BPOS 150M, G-BXJD PA-28, G-CGCH Sportcruiser, G-DEND F.150M, G-DKEY PA-28, G-FLAV PA-28 n/s, G-FLYO EV.97, G-GDSO Cavalon, G-IROB TB.10, G-ODAL PA-24, G-RVSA RV.6A, G-SIMM C.42, G-WLGC PA-28, N909PH PA-23 (23-1800) f Brighton t South Cave, OK-LTM R.44 (1833) f South Cave t Brighton. **23.3** G-BBKB F.150L, G-BJOT D.117, G-FLAV n/s. **24.3** G-FLAV n/s. **25.3** G-DEND F.150M arrived from Beverley for maintenance, the pilot returning to Beverley in G-BTMR 172M following maintenance. G-BGBI F.150L, G-FLAV PA-28 n/s. **26.3** G-DEND F.150M returned to Beverley following maintenance, G-JADJ PA-28 was crew ferry. G-BBKB F.150L, G-BOID 7ECA, G-BSPE F.172P, G-CFXT/4445/228 N3N-3 on a test flight f&t Church Fenton, G-DAND TB.10, G-FLAV PA-28 n/s, G-MRVP RV.6, G-RVDJ RV.6, G-SMDH Europa XS-TG. A few notes as we get to press cut off. G-BAEO F.172M is still present, dismantled in Hangar 2 awaiting road transport to Kazakhstan. G-ROLY F.172N is still parked outside for sale and unflown. Updating last month's notes G-BXEX PA-28 is now known to have departed to Leicester on 21.1. G-ZOOB P2008-JC still present in Hangar 6 on 26.3, however it was sold in Bulgaria 13.2, so I assume it will be departing at some point. The only none resident in Engineering on 26.3 was G-BHIB F.182Q from Gamston. Advanced Flight Training had G-CTSP DA.40NG, G-LHXA DA.42NG (except 28.2 to 5.3 when it was at Oxford for maintenance) and G-LORC in use all month. With Hields Aviation G-CLCP Bell 505 was here until 10.3, when it departed to LBA, leaving G-JBKA R.44 and G-KRIB R.44 in use for the rest of the month.

SOUTH CAVE/MOUNT AIREY (EY) G-MLAW Quik GT visiting from Sandtoft, came to grief here on arrival 14.3. Apparently caught by a gust of wind, causing loss of control. The pilot was ok, but no further details known yet. New resident OK-LTM R.44 (1833) arrived from Cabourne on 14.3.

STRUBBY SOUTH (Lincs.) A new resident with Lincolnshire Gliding Club is G-DFKX Ka.6CR.

STURGATE (Lincs.) New residents are G-BZHV PA-28 arriving late last year and N819X SR.22T (0433) arriving from Dunkeswell on 16.1. A further new resident is G-KNCG PA-32 ex Church Fenton which arrived on 8.2. Visiting on 13.3 was ZD575 Chinook HC.6A along with one unidentified, arriving 14.40 and departing 15.12hrs.

SUTTON BANK (NY) Yorkshire Gliding Club have sold G-BFEV PA-25 to The Borders Gliding Club at Milfield.

TOLLERTON (Notts.) With Arcus Helicopters on 15.3 were G-CIKX R.66, G-GYRA Calidus, G-IBIG B.206B, G-NELS R.44, G-OTNA R.44, G-STVO Bell 505 and G-TPTP R.44. Dumped on the field were the fuselages of G-BGGF PA-38 and 9M-NRL PA-28 (28-7916291). Still present in the old fire training area were G-GRAY 172N and G-LDGU/HKG-11 T.67M.

WICKENBY (Lincs.) On 6.11.25 G-CGJT Sportcruiser suffered a nose undercarriage collapse on landing.

WOMBLETON (NY) An interesting arrival on 20.2 was 9H-XOH Extra NG (NG079) from Norwich.

WRANGLE (Lincs.) G-BVVN MB.2 arrived on the afternoon of 4.3, having routed from Perth via Eshott and Brighton, it is confirmed as a new resident.

Coney Park...

Mike Storey

1st February	G-FRGP	LEONARDO AW109SP GRAND NEW	COVENTRY/MANCHESTER
16th February	G-CGNE	ROBINSON R44	LEEDS EAST/TROUTBECK
28th February	G-WOFT	AUGUSTA A109E POWER	N/A



Changes to Resident Aircraft:

Now Based - None

No longer Based - None

None Residents in for Maintenance:

G-AYHA AA-1 14/01/26 – Present

G-BBCS DR.400 11/02/26 - 14/02/26

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

G-BLPF F172 24/01/26 - Present

G-ECGC F172 29/04/25 - Present

Visitors in February:

02/02 G-BOIG PA-28A f/t Gamston low approach

09/02 G-BAPI F150 f/t Gamston low approach

11/02 G-BOIG PA-28A f/t Gamston and G-BBCS DR.400 f Spanhoe

13/02 G-HOMA F172 f/t Netherthorpe and G-BOIG PA-28A f/t Gamston

14/02 G-OMPW Quik f Mount Airy t Rufforth East, G-CGCH SportCruiser f Mount Airy t Rufforth East, G-AZFM PA-28R f/t Thruyton, G-FLYO EV-97 f Beverley tSherburn, G-GDSO Cavalon f Beverley t Sherburn, G-CTCL TB-10 f/t Leicester, G-AVLG PA-28A f/t Leicester, G-BDSH PA-28A f/t Sturgate, G-BBCS DR.400 t Spanhoe, G-JACA PA-28A f Denham t Wolverhampton Halfpenny Green, G-KEVB PA-28A f Shobdon t London Elstree, G-GDSO Cavalon f Sherburn t Beverley and G-BCRL PA-28A f/t Humberside

18/02 G-BRPY PA-15 f/t Sherburn and G-MAXD R44 f/t Sand House Farm low approach

19/02 G-BOIG PA-28A f/t Gamston

21/02 G-ICDP F150 f/t Teesside

22/02 G-CDON PA-28A f/t East Midlands, G-BAPI F150 f/t Gamston low approach, G-LFSJ PA-28A f/t Humberside, G-GBRB PA-28A f/t Netherthorpe, G-CEND EV-97 f/t Brighton and G-CBEI PA-22 f/t Full Sutton

24/02 G-ISHA PA-28A f/t Manchester Barton and G-KTWO C182 f/t Leeds East

25/02 G-BOIG PA-28A f/t Gamston, G-CTNG SR20 f/t Sleaf, G-CMYT Eurofox f/t Full Sutton and G-BGHJ F172 f/t Sturgate

28/02 G-CGCH SportCruiser f/t Mount Airy and G-INXS R22 f/t Gamston



G-FLYO EV-97 Eurostar 14/02



G-FLYO EV-97 Eurostar 14/02



G-BBCS Robin Major 14/02

FEBRUARY 2026 LOCAL(p/s - Private Site)

HELICOPTER ACTIVITY

01/02 G-DOUN A.109S(Saxonair 42), p/s near Marham – p/s 20/West of Leeming
02/02 ZA711 Chinook(Vortex 420), Odiham - Beckingham Ranges – Donna Nook
02/02 ZK550 Chinook(Vortex 478), Odiham – Humberside – Donna Nook
09/02 G-INTV Twin Squirrel(London Eye22), Redhill – Teesside
12/02 G-FRGP AW.109S, p/s Northall – Sports Direct, Shirebrook
14/02 G-ICEL R.66, p/s Maidstone – Ripon, Grantley Hall
15/02 G-OJDB Squirrel, Huggate - p/s near Edinburgh
16/02 G-CHOA Jet Ranger, Oxford – p/s near Southwell
17/02 G-KNYT R.44, Barton – Melbourne, Melrose Farm
18/02 G-FRGP AW.109SP, Sports Direct, Shirebrook – Newcastle Heliport
20/02 G-XXEF AW.139(Rainbow 1R), Odiham – Branham Park – p/s Rotherham
21/02 G-DHAM R.44, Coney Park – Devonshire Arms – Coney Park
24/02 G-CMUV AW.109SP, East Midlands – Ripon, Grantley Hall
25/02 G-MRRL AW.109SP(Kingdom 01), Richings Park Golf Club – p/s Barnoldswick
25/02 G-EZZL Gazelle, p/s near Burnley – p/s Northawran, Halifax
26/02 G-RANL AW.109SP(Costock 9), Costock – Newcastle Heliport
28/02 G-WOFT A.109E(Trident 24), Oaksey Park – Hunslet Nelson Cricket Club, Leeds
28/02 G-CIWU Hughes 369E, Tatenhill – p/s near Sandtoft

CARR GATE:- Two new Airbus H-135 helicopters G-NPAA/G-NPAS have just been registered prior to delivery to National Police Air Service, who's headquarters is here in Wakefield.

CONY PARK:- Bell 407GXI M-PLGL arrived from its base at Beetham on 1/2 and was still present at the end of the month. R.22B G-CHPA is back resident here following long term lease to Humberside. 1/2 G-FRGP AW.109SP f. Coventry t. Barton; 14/2 G-JBKA R.44 f. Sherburn; 16/2 G-CGNE R.44(Pipeline 68) f. Leeds/East; 25/2 G-KRIB R.44 f. Sherburn;

WALTON WOOD:- 8/2 G-KLLY Squirrel f. Enniskillen; G-CBZE R.44 f/t Leeds/East; 09/02 G-OGJC R.44 f/t Barton(n/s to 17/2);

LOCAL AIRFIELDS

BAGBY:- Victa Airtourer 115 G-AZTM was noted ping on radar here on 24/2. The aircraft is owned by the Victa Restoration Group of East Bolden, Newcastle. 23/2 G-BOIY Cessna 172N f/t Blackpool;

CRANWELL/NORTH- LS8-18 Glider G-CJLN and G-CJOD of the RAF Gliding and Soaring Association both noted operating from here on 15/2

DEIGHTON/CRABBTREE FARM:- Mr Atherton has sold another Gazelle in South Africa, this time G-CMYW(XZ323).

FULL SUTTON:- 14/2 G-FBRN PA-28 f. Sherburn;

GAMSTON:- New resident is King Air C.90 G-WKTT(ex N3196K), registered to DEA Aviation. On 20/2 a pair of DA-42's G-JKEE and G-JHRH were noted carrying out air test following maintenance. Likewise DA-42 9H-DGM(Blue Knight 43) was flying locally on 25/2 following maintenance. 9/2 G-RVRB PA-34 Seneca f. Liverpool; 12/2 N789KH DA-62 f. Oxford; 14/2 G-PTTA F.152 f. North Weald; G-SUEV DA-40NG f. Kemble; 14/2 G-EFGT Eurofox f. Halfpenny

Green; 21/2 G-WOWO Cirrus SR.22 f. Lydd; 22/2 G-CBEI PA-22 Colt f. Full Sutton; N87VS SF-50 Vision Jet f. Annecy; 24/2 G-BOTG Cessna 152 f/t Derby; 25/2 G-MCLK RV-10 f. Blackbushe; M-ARKS DA-62 f/t Isle of Man;

LEEDS/EAST:- PC-12NGX N882RR departed on 1/2 continuing its delivery flight to Michigan via Keflavik. Arriving on 8/2 was Beech 1900D N258GL of Alpine Air Express. The aircraft arrived from Istanbul & stayed until 12.2 before routing onwards to Keflavik. 1/2 G-VOAR PA-28 f/t Carlisle; 2/2 G-YSSS PC-24(Sovereign 1) f. Humberside; 7/2 M-GETS PC-12 f. Denham; 8/2 N5757 PA-46 Malibu f/t Teesside; 11/2 N95VB King Air 90(LBA div); 12/2 EJ-VAIS(Stellaer 11L) f. Manchester t. Saanen; 24/2 N87VS SF-50 Vision Jet f. Blackpool t. Inverness; 14/2 G-VNEC Cessna 172S f/t LBA; 15/2 D-ISJA Citationjet 2(Dark Knight 2SJ) f. Sion; G-PCIZ PC-12 f. Gloucester t. Fairoaks(Also 17/2); 17/2 G-CMNW DA-62(Nightingale 62A) f. Jersey t. Liverpool; 18/02 ZM416 A.400M(Blenheim 25, low fly through); 21/2 N87VS SF-50 Vision Jet f. Oslo t. Blackpool; 23/2 G-ZACK Cirrus SR-20 t. Blackpool;24/2 G-BZVN RV-6 f. White Waltham; G-UANT PA-28 f/t Blackpool; G-JDPB PA-28R f/t Hawarden; 25/2 N322JR SR-22 f. Blackpool; G-BYZA Twin Squirrel(Osprey 59) f. Cumbernauld; M-GETS PC-12 f. Denham; 26/2 G-GFRA PA-28R(Jaydee 2) t. Liverpool; 27/2 SP-ISS King Air 90 t. Braunschweig;

LEEMING:- 17/2 ZM330 T-6D Texan(VYT 84), f/t Valley; 25/2 T-6D Texans ZM340(Swift 2), ZM341(Swift 1), circuits f/t Valley; 98+01 Pilatus PC-12(German Air Force) f. Ingoldstadt;

NETHERTHORPE:- 18/2 G-TSDB Aquila 01 f/t Teesside;

NORTH COATES:- 23/2 G-FRGP AW.109SP f. Coventry

RUFFORTH:- Rotorsport MT-03 G-JBRE is a new resident, registered on 12/2 to East Coast Gyrocopters.

SHERBURN:- On 18/2 Sherburn Aero Club Cessna 150H G-BBDT experienced engine problems and crashed in The Himalayan Garden & Sculpture Park, Grewelthorpe, south of Masham, Yorkshire. The pilot suffered serious injuries and was airlifted to the Leeds General Infirmary and the aircraft was written off. Sadly he died on Thursday 19 February in hospital from the injuries sustained in the crash. 1/2 G-IROB TB-10 f. Crosland Moor; 8/2 N2586A PA-38 f/t Teesside; G-TEMP PA-28 f. North Weald;12/2 G-YAAA BK-117(Helimed 97) f. Nostell Priory(training); 14/2 G-CIDW Eurostar f. Pound Green; N2586A PA-38 f. Teesside; G-RVMS RV-7 f. Sleaf;G-CDAC Eurostar f. Watnall;G-CIDW Eurostar f. Pound Green t.Balado; G-TBGO TB-20 f.Tatenhill;G-COVA PA-28 f. Coventry;G-MSKY C-42;G-LOGN PA-28 f.Turweston;G-OWWW Europa f. Balado;17/2 G-GURU PA-28 f Barton;G-RVTT RV-7 f.White Waltham; N551TT PA-32R Saratoga f.White Waltham;G-JAEE RV-6A f/t Wickenby;G-CLFG TL-300 Sirius f/t Barton;N500TY MD-500 f.nr Manchester Airport;G-DACF Cessna 152 f/t Derby;18/2 G-JDSP Bell 505 f. Kilmarnock;19/2 N850KF Cessna 310Q f. Full Sutton t. Dundee; 24/2 G-BZBS PA.28 f. White Waltham;G-BHUG Cessna 172N f.Dunkerswell;25/2 G-MDDE Hughes 369E f.Barkston Heath;G-BSPN PA-28 f/t Blackpool;G-BEZG AA-5 f. Waddington; 28/2 M-MANX PA-34 Seneca f/t Isle of Man; 28/2 G-CFUE Pioneer 300 f. Crosland Moor; G-CBPI PA-28R f. Edinburgh;

STRUBBY:- 14/2 G-HOLA PA-28 f. White Waltham;

WADDINGTON:- 5/2 ZD983 Chinook(Vortex 414) f. Odiham; 13/2 55+03 C-130J(Germany Air Force 304) f. Istres;

WICKENBY:- 14/2 G-CCJA Skyranger f. Watnall; G-CMYT Eurofox f. Full Sutton; N1792R Cessna A.185F Skywagon f. Enstone; G-CBCP RV-6A f. Elmsett; 14/2 G-APIE Topsy Belfair f/t Bedwell Hey Farm; 22/2 G-ROWL AA-5B Tiger f. Wellesbourne Mountford; G-AZNL PA-28R f. Elmsett; 24/2 G-IIXA SBACH 300 f Blackpool; G-NGSA Extra NG t. Blackpool; 28/2 G-JTPC Ximango t. Rufforth;

February 2026 LBA GA and Military movements

This month movements are still 50% below those during the summer months. Only one Irish PC XII military and the usual Grobs, some nice first visits though, no Canadians again but loads of German. One wonders when netjets will start replacing their fleet – cant be too far in the future, they have a strategy that usually involves keeping a young fleet. Watch out for 'bringing Annie Home' the plan to get a Yeadon built anson back up where it belongs. Taxi rides at Brighton are selling fast so google that website BringAnnieHome.

February 2026 details:

Sunday February 1st

Pilatus P68 G-POLW arr 16:18 for fuel dep 16:53,



G-POLW Vulcanair P68R 01/02 Mike Storey



M-MANX Piper PA34 Seneca 01/02 Mike Storey

Monday February 2nd

CE 525C D-CFRT arr 11:08 until 4th, Agusta A109 G-FRGP arr 12:10 dep 14:41, Ce 425 M-MANX dep 12:14, Hawker 850XP **G-TZBW** arr arr 18:05 dep 21:29, Cirrus Sr22 N445ML arr 18:40 n/stop.

Tuesday February 3rd

Agusta A109 G-GDSP arr 08:39 dep 08:55, Challenger 350 CS-CHK arr 14:35 n/stop, Beech 200 G-FLYK arr 15:00 n/stop.

Wednesday February 4th

CE 525C D-CFRT dep 10:57, Challenger 605 M-FRZN arr 11:03 dep 13:44, Beech 200 G-FLYK dep 16:22.

Thursday February 5th

Legacy 650 D-ANCE arr 08:28 dep 10:14, CE 525A OO-ACC arr 10:53 n/stop, CE 560 **G-VJTB** (ex D-CEFO) arr 11:00 dep 12:33, Beech 200 G-FLYK arr 14:08 dep 14:25, Beech 200 G-PCOP arr 16:21 n/stop.

Friday February 6th

Gulfstream 650 N720LE arr 11:48 dep 12:45, Praetor 600 G-FTFX arr 13:05 n/stop, beech 58 Baron G-LUKA arr 13:29 dep 17:03, CE 525A OO-ACC dep 13:34, Challenger 605 M-FRZN arr 13:47 dep 16:15, CE 560XL **D-CAFÉ** arr 14:06 dep 14:59, Beech 200 G-PCOP dep 14:14, CE 525A OE-FXM arr 14:59 dep 15:52, Challenger 605 9H-VFO arr 17:05 n/stop.

Saturday February 7th

Praetor 600 G-FTFX dep 11:38, Challenger 605 9H-VFO dep 12:04, CE 525 **S5-CCD** arr 13:15 n/stop, Phenom CS-PHA arr 13:37 dep 15:02.

Sunday February 8th

AS350 EI-XHA arr 13:07 n/stop, Falcon 2000EX CS-DLH arr 13:09 dep 14:07, CE 525 S5-CCD dep 14:00, Cirrus SR20 G-JOHA arr 16:01 n/stop.

Monday February 9th

Cirrus Sr22 G-KMTE dep 11:31, PA-28 Dakota G-BOVK ILS approach at 16:24.

Tuesday February 10th

Cirrus Sr22 N445ML dep 09:51

Wednesday February 11th

Pilatus PC XII G-MEDY arr 09:52 dep 12:01, Cirrus Sr22 N445ML arr 11:30 n/stop. CE 560XK D-CSCB arr 14:09 n.stop

Thursday February 12th

CE 680A CS-LTK arr 09:25 dep 11:05, CE 560XL 9H-XOA arr 12:19 dep 14:00, Falcon 2000LX PH-CBV arr 14:54 dep 17:38, Cirrus Sr20 G-JOHA dep 15:21, EC 155 EI-XHB arr 16:57 n/stop.

Friday February 13th

CE 560XL D-CSCB dep 10:15, Falcon 2000S LX-MIC arr 13:26 dep 16:57, Phenom CS-PHX arr 16:28 dep 17:58, Cirrus SR22 N445ML dep 16:31, CE 560XL D-CRTP arr 17:06 dep 19:32, Pilatus PC-24 **D-CSLS** arr 17:26 n/stop,

Saturday February 14th

Pilatus PC-24 G-SLVA arr 08:53 dep 11:09, CE 680A D-CAWK arr 09:10 n/stop, Pilatus PC-24 D-CSLS dep 09:59, PA-28 Dakota G-LFSJ arr 14:23 dep 15:50, Beech 200 G-SASD arr 17:06 dep 18:15, PA-32 Comanche G-CSIX ILS at 17:30, Phenom OK-PHN arr 17:38 n/stop, Falcon 100 9H-SSG arr 18:28 n/stop.

Sunday February 15th

Phenom OK-PHN dep 09:30, Ce 560A D-CAWK dep 10:41, CE 680A CS-LUB arr 12:55 dep 15:08, CE 525A D-IPVD arr 15:19 n/stop, Falcon 100 9H-SSG dep 19:33.

Monday February 16th

Phenom **OK-ELA** arr 07:58 dep 10:40, CE 525A D-IPVD dep 08:21, Pilatus PC-24 D-CSLS arr 09:19 dep 16:57, Cirrus Sr22 N445ML arr 12:20 n/stop.

Tuesday February 17th

Grob G120TP ZM305 arr 11:43 dep 14:39, Grob G120TP ZM314 arr 11:56 dep 15:21, Challenger 350 9H-VCO arr 14:27 dep 16:16, Falcon 7X D-ARIE arr 18:47 n/stop.



G-VNEC Cessna 172 VNE Aviation 17/02 Ian Gratton



ZM314 Grob Prefect RAF 17/02 Ian Gratton

Wednesday February 18th

CE 510 OE-FOG arr 08:44 dep 09:52, Falcon 7X D-ARIE dep 08:51, beech 200 G-FLYK arr 13:49 dep 15:22, Ce 680A CS-LTG arr 15:42 dep 16:41, PA-28 Cherokee G-BOVK dep 17:08, Pilatus PC XII IRL282 ILS at 17:45, Pilatus PC XII EI-NGX arr 19:34 dep 20:21,

Thursday February 19th

Diamond DA62 G-CMWG arr 14:57 n/stop, Pilatus PC XII EI-NGX arr 17:11 n/stop.

Friday February 20th

Ce 560XL D-CRIE arr 08:23 dep 10:06, Pilatus PC XII EI-NGX dep 13:16.

Saturday February 21st

CE 560X G-GAAL arr 08:09 dep 14:25, Falcon 2000LX OE-HHS arr 12:57 dep 13:53, Beech 200 G-SASD arr 13:05 dep 15:33,



OE-HHS Falcon 2000 21/02 Paul Whincup

Sunday February 22nd

Falcon 900 D-AJES arr 13:41 n/stop, CE 680A CS-LTG arr 15:06 dep 15:46, Phenom OK-PHE arr 15:55 dep 16:51, Beech 200 G-REXB arr 15:58 dep 20:43.

Monday February 23rd

Falcon 900 D-AJES dep 07:44, Phenom OK-AMR arr 11:12 n/stop, CE 525A OE-FXM arr 12:16 until 28th, Pilatus PC-24 LX-PCJ arr 17:53 n/stop, CE 650 OY-CLP arr 18:18 n/stop.

Tuesday February 24th

CE 650 OY-CLP dep 10:05, Pilatus PC-24 LX-PCJ dep 10:44, CE 680 CS-LUD arr 11:28 dep 13:46, Global XP OE-IGL arr 13:42 n/stop, Cirrus Sr22 N222ED arr 13:49 dep 16:03, Phenom OK-AMR dep 14:05, Phenom OK-PHE arr 16:25 dep 17:33, CE 182 G-VONY arr 16:53 n/stop.

Wednesday February 25th

Global XP OE-IGL dep 08:32, Cirrus Sr22T 2-CYFR arr 10:31 dep 13:01, Challenger 605 9H-VFJ arr 15:18 dep 16:20, PA-28 Dakota G-CCIJ arr 15:36 n/stop, Gulfstream 700 A7-CHD arr 16:02 dep 17:34, Learjet 45 TC-RSD arr 18:59 dep 19:47.



CS-LUD Citation Latitude 24/02 Mike Storey



LX-PCJ Pilatus PC24 2/02 Mike Storey



LX-PCJ Pilatus PC24 24/02 Mike Storey

Thursday February 26th

Pilatus PC-24 G-SLVA arr 09:57 dep 11:04, Phenom OK-PHA arr 10:57 dep 12:08, CE 525A D-IJOA arr 14:52 dep 16:29.

Friday February 27th

PA-28 Dakota G-CCIJ dep 11:51, Beechjet 400 SP-TAT arr 13:46 n/stop.

Saturday February 28th

CE 525A OE-FXM dep 08:45, CE 340 N789MD arr 09:01 dep 09:50, Beechjet 400 SP-TAT dep 09:54, CE 650 OY-CLP arr 14:26 dep 15:27, Praetor 600 G-FHFX arr 15:41 dep 21:48, Global XP CS-GLF arr 17:42 dep 18:54, Praetor 600 9H-JFX arr 18:01 dep 19:39, CE 560XL G-NJAK arr 19:35 dep 21:27, CE 525A **D-ISJA** arr 21:14 n/stop.



OK-AMR Embraer Phenom 300 24/02 Mike Storey

That's it for this month. Bit of a rush at the end, lots of first visits that I miss

LBA Airline movements... Andy Coverdale

February 2026 movements

A better month for weather considering its Winter, with few diversions impacting on the airport. Not a huge amount of note from the unusual perspective, although Jet2 did bring in an A321 to cover one diagram during the month. And a few stretched Embraers appeared on KLM flights. EnterAir continued with a Lapland flight. Other than that, a fairly "normal" month, so we all await the arrival of Spring, and the return of the Summer charters.

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, "92UW/616B", Sun/Mon/Fri):-1/2 G-EZWP, 6/2 G-EZRY, 8/2 G-EZDV, 9/2 G-EZRY, 12/2 G-EZDV, 13/2 G-EZDV, 15/2 G-EZBY, 16/2 G-UZLZ, 19/2 G-EZRX, 20/2 G-EZDV, 22/2 G-EZBJ, 23/2 G-EZBJ, 26/2 G-EZTK, 27/2 G-EZRZ.

easyJet Europe(EC/EJU, "Alpine")

easyJet Europe are operating scheduled flights to Barcelona, Malaga, Palma and Paris using A 319/320 aircraft.

Barcelona(7193/7194, "42CV/36NR, Wed/Sat):-4/2 OE-LQB, 7/2 OE-LQT, 11/2 OE-LQP, 14/2 OE-LKL, 18/2 OE-LQT, 21/2 OE-LQT, 25/2 OE-LQP, 28/2 OE-LKO.

Paris(4637/4638, "47LZ/72KJ, Mon/Fri):-6/2 OE-IJZ, 9/2 OE-IZG, 13/2 OE-IUB, 16/2 OE-IZF, 20/2 OE-INA, 23/2 OE-IZF, 27/2 OE-IZJ.

easyJet Switzerland(DS/EZS, "Topswiss")

easyJet Switzerland recommenced a once a week service from/to Geneva using A320s.

Geneva(1511/1512, "13VV/58ZK", Sat):-7/2 HB-JXO, 14/2 HB-JZY, 21/2 OE-IJX, 28/2 OE-IJU.

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-FAV, 2/2 EI-HPK, 3/2 EI-GZV, 4/2 EI-GZV, 5/2 EI-HPK, 6/2 EI-FAV, 7/2 EI-GPP, 8/2 EI-GPN, 9/2 EI-GPN, 10/2 EI-HNA, 11/2 EI-GZV, 12/2 EI-FAT, 13/2 EI-HPJ, 14/2 EI-FAT, 15/2 EI-FAT, 16/2 EI-GPP, 17/2 EI-FAV, 18/2 EI-GPO, 19/2 EI-GZV, 20/2 EI-GPP, 21/2 EI-HNA, 23/2 EI-HPJ, 24/2 EI-FAT, 25/2 EI-FAV, 26/2 EI-HPK, 27/2 EI-FAT, 28/2 EI-FAT.

Dublin(3392/3393, "92B/93D", Sun/Mon/Thu/Fri):-1/2 EI-FAT, 2/2 EI-HPJ, 5/2 EI-HPJ, 6/2 EI-HDI, 8/2 EI-FAV, 9/2 EI-GPN, 12/2 EI-HPJ, 13/2 EI-GPN, 15/2 EI-HPK, 16/2 EI-HDI, 19/2 EI-HNA, 20/2 EI-GPO, 22/2 EI-GZV, 23/2 EI-HDI, 26/2 EI-FAV, 27/2 EI-FAV.

Dublin(3394/395, "94S/95C", Sun/Mon/Tue/Wed/Thu/Fri):-1/2 EI-HDI, 2/2 EI-HNA, 3/2 EI-HDK, 4/2 EI-HDI, 5/2 EI-FAV, 6/2 EI-HPJ, 8/2 EI-GPO, 9/2 EI-HNA, 10/2 EI-FAT, 11/2 EI-GPN, 12/2 EI-GPO, 13/2 EI-HPJ, 15/2 EI-GPP, 16/2 EI-FAT, 17/2 EI-HPJ, 18/2 EI-HPK, 19/2 EI-HPK, 20/2 EI-GPO, 22/2 EI-HPJ, 23/2 EI-GPO, 24/2 EI-FAV, 25/2 EI-HNA, 26/2 EI-GPN, 27/2 EI-HPK.

Belfast City(3670/3671, "7LB/67VM", Daily):-1/2 G-CMMT, 2/2 G-CMJL, 4/2 G-CMJM, 5/2 G-CMMN, 6/2 G-CMMN, 7/2 G-CMMN, 8/2 G-CMJJ, 9/2 G-CMJL, 10/2 G-CMMT, 11/2 G-CMFL, 12/2 G-CMMT, 13/2 G-CMMT, 14/2 G-CMMN, 15/2 G-CMMT, 16/2 G-CMJL, 17/2 EI-GPP, 18/2 G-CMFL, 19/2 G-CMJJ, 20/2 G-CMMT, 21/2 G-CMJL, 23/2 G-CMMT, 24/2 G-CMFL, 25/2 G-CMFL, 26/2 G-CMMT, 27/2 G-CMMT, 28/2 G-CMFL.

Belfast City(3672/3673, "72F/73D", Mon/Thu/Fri/Sat):-7/2 G-CMMN, 14/2 G-CMMN, 21/2 G-CMJL, 28/2 G-CMJN.

Belfast City(3676/3677, "76L/77B", Daily):-1/2 G-CMFL, 2/2 G-CMMT, 3/2 G-CMJJ, 4/2 G-CMJL, 5/2 G-CMJJ, 6/2 G-CMJL, 7/2 G-CMJL, 8/2 G-CMFL, 9/2 G-CMJJ, 10/2 G-CMMN, 11/2 G-CMJM, 12/2 G-CMMN, 13/2 G-CMMN, 14/2 G-CMFL, 15/2 G-CMJJ, 16/2 G-CMJL, 17/2 G-CMFL, 18/2 G-CMMT, 19/2 G-CMMT,

20/2 G-CMJJ, 21/2 G-CMFL, 22/2 G-CMFL, 23/2 G-CMFL, 24/2 G-CMJM, 25/2 G-CMFL, 26/2 G-CMJL, 27/2 G-CMJM, 28/2 G-CMJM.

Belfast City(3678/3679, "78H/79A", Sun/Mon/Tue/Wed/Thu/Fri):-1/2 G-CMMN, 2/2 G-CMFL, 3/2 G-CMMN, 4/2 G-CMMT, 5/2 G-CMMN, 6/2 G-CMMN, 8/2 G-CMMN, 9/2 G-CMFL, 10/2 G-CMJJ, 11/2 G-CMFL, 12/2 G-CMJM, 13/2 G-CMJJ, 15/2 G-CMMN, 16/2 G-CMJM, 17/2 G-CMJJ, 18/2 G-CMJJ, 19/2 G-CMFL, 20/2 G-CMMT, 22/2 G-CMJJ, 23/2 G-CMJM, 24/2 G-CMFL, 25/2 G-CMJN, 26/2 G-CMMT, 27/2 G-CMJL.

Jet2(EXS/LS, "Channex")

Only positioning/test/training flights shown:-1/2 G-JZHM(010P) positioned out to Newcastle, 2/2 G-JZHM(041A) positioned in from Chambéry, 5/2 G-GDFK(13C) positioned out to Edinburgh, G-JZBA(098C) positioned out to Edinburgh, G-JZBJ(086C) positioned out to Edinburgh, 6/2 G-DRTO(071W) positioned in from East Midlands, 8/2 G-JZBA(99C) positioned in from Edinburgh, G-GDFK(14C) positioned in from Edinburgh, G-JZBJ(87C) positioned in from Edinburgh, 12/2 G-GDFO(35F) training flight to Shannon, 14/2 G-GDFF(31F) training flight to Liverpool, 18/2 G-JZHD(62J) positioned in from Liverpool, G-JZBB(39R) positioned in from Tenerife, 22/2 G-JZBP(50B) training flight to Newcastle, G-JZBV(68J) positioned in from Stansted, 23/2 G-DRTI(61J) positioned out to Tenerife, 24/2 G-HLYB(49A/239/240/48A) positioned in from Manchester/ departed to Malta/arrived back from Malta, then positioned out to Manchester, 25/2 G-GDFS(37F) training flight, 26/2 G-JZBE(39E) positioned in from Teesside, 27/2 G-GDFS(59B) training flight, 28/2 G-GDFW(32K) positioned out to Teesside.



G-HLYB A321 Jet2.com 24/2 Mike Storey

KLM(KLM/KL, "KLM")

Four flights most days from/to **Amsterdam** using Embraer 170/190/195 aircraft, one flight stopping overnight. B737s making only occasional appearances on some services.

Amsterdam(1019/1020, "53H/34D", Daily):-1/2 PH-EZC, 2/2 PH-EXL, 3/2 PH-EXW, 4/2 PH-EXL, 5/2 PH-EZF, 6/2 PH-EXN, 7/2 PH-EZC, 8/2 PH-EXX, 9/2 PH-EXI, 10/2 PH-EXP, 11/2 PH-EZY, 12/2 PH-EXT, 13/2 PH-EXM, 14/2 PH-EZL, 15/2 PH-EXG, 16/2 PH-EXF, 17/2 PH-EXG, 18/2 PH-EXT, 20/2 PH-EZP, 21/2 **PH-NXF**, 22/2 PH-EZG, 23/2 PH-EXF, 24/2 PH-EXW, 25/2 PH-EXT, 26/2 PH-EZE, 27/2 PH-EXV, 28/2 PH-EZP. **Amsterdam**(1021/1022, "79P/1022", Daily):-23/2 PH-EXH, 24/2 PH-EXI, 25/2 PH-EXZ, 26/2 PH-EXW, 27/2 PH-EXG.

Amsterdam(1023/1024, "57Y/92Z", Daily):-1/2 PH-EXE, 2/2 **PH-NXX**, 3/2 PH-EZG, 4/2 PH-EXF, 5/2 PH-EXM, 6/2 PH-EXX, 8/2 PH-EZC, 9/2 **PH-NXY**, 10/2 **PH-NXX**, 11/2 PH-EXR, 12/2 PH-EZX, 13/2 PH-EZX, 16/2 **PH-NXF**, 17/2 PH-EXW, 18/2 PH-EZD, 19/2 PH-EXI, 22/2 PH-EZY, 23/2 PH-EZO, 25/2 PH-EXT, 27/2 **PH-BGM**.

Amsterdam(1025/1018 overnight stop, "43E/90X", Daily):-1/2 PH-EXP, 2/2 PH-EXT, 3/2 PH-EXL, 4/2 PH-EXX(43E only), 5/2 PH-EZX, 6/2 PH-EXM, 7/2 PH-EXP, 8/2 PH-EXL, 9/2 PH-EXS, 11/2 PH-EXR, 12/2 PH-EZD, 14/2 PH-EXH, 16/2 PH-EXG, 17/2 PH-EZS, 18/2 PH-EZO, 19/2 PH-EZY, 20/2 PH-NXY, 22/2 PH-EXV, 23/2 PH-EXJ, 24/2 PH-EXV, 25/2 PH-EZE, 26/2 PH-EZM, 27/2 PH-EZP, 28/2 PH-EXZ.

Other flights:-5/2 PH-EXX(90X) positioned out to Amsterdam, 23/2 PH-EXX(81M/974) arrived from Amsterdam/positioned out to Amsterdam.

Ryanair(RYR/FR, "Ryanair")

Ryanair base 3 aircraft over the Winter operating routes to:-**Alicante**(2660/2661, 29MH/644V2, Sun/Thu/Fri), **Alicante**(5660/5659, "21YV/912H" Fri/Sat), **Bucharest**(5420/5421, "14/5421", Thu/Sat), **Dublin**(456/457, "2XA/83DM", Sun/Fri/Sat), **Dublin**(157/156, "91TE/35TJ", Fri), **Fuerteventura**(475/474, "36JU/38QW", Sun/Tue), **Gdansk**(1503/1504, "21YJ/5AV", Sun/Mon/Fri), **Krakow**(2332/2333, "28EX/17EF", Sun/Wed/Fri), **Krakow**(2343/2342, "68AV/7HR", Mon), **Lanzarote**(2048/2047, "572N/21UY", Mon/Fri), **Malaga**(2446/2447, "57SV/82XG", Thu/Sat), **Riga**(2482/2483, "2482/47LR", Sun/Wed/Fri/Sat), **Tenerife**(240/241, "589P/39LP", Mon/Thu), **Warsaw**(7664/7665, "7664/7665", Mon/Thu). Occasional Lauda Europe A320s used to cover shortage of airframes.

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

Based Aircraft:- 9H-VVN(1/2-2/2), EI-EML(1/2-18/2), EI-EVX(1/2), EI-DHH(1/2-11/2), SP-RZA(2/2-5/2), EI-IJB(5/2-8/2), EI-IGH(8/2-12/2), EI-EBZ(11/2-15/2), EI-IHN(12/2-14/2), 9H-VUQ(14/2-28/2), EI-EMI(15/2-23/2), EI-ENT(19/2-20/2), EI-DWY(20/2-22/2), 9H-QBU(22/2-28/2), EI-DWW(23/2-25/2), SP-RKR(25/2-28/2), EI-IGV(28/2).

Non-based Aircraft flights (occasional A320 aircraft used)

Alicante(2660/2661, "9MH/644V", Mon/Tue/Sat):-2/2 9H-QFM, 3/2 EI-HGV, 7/2 EI-EPC, 9/2 SP-RSW, 10/2 9H-QDZ, 14/2 9H-QCF, 16/2 9H-QFK, 17/2 EI-HGF, 21/2 9H-QDT, 23/2 9H-QFB, 24/2 EI-DYD, 28/2 EI-DHX.

Dublin(152/153, "648E/368X", Daily):-1/2 SP-RND, 2/2 EI-IHC, 3/2 EI-IKJ, 4/2 EI-HGH, 5/2 9H-VVM, 6/2 EI-IGJ, 7/2 9H-QBQ, 8/2 SP-RKW, 9/2 EI-IFY, 10/2 9H-VUQ, 12/2 SP-RZQ, 13/2 EI-IKN, 14/2 9H-QDQ, 15/2 SP-RNT, 16/2 EI-HGM, 17/2 EI-IHN, 18/2 SP-RSN, 19/2 EI-IJY, 20/2 EI-IJK, 21/2 9H-QCW, 22/2 EI-IKE, 23/2 EI-IHA, 24/2 9H-QDL, 25/2 EI-GXG, 26/2 EI-DHR, 27/2 EI-IHE, 28/2 SP-RKT.

Dublin(156/157, "35TJ/91TE", Sun/Mon/Thu/Sat):-2/2 EI-IJK, 5/2 SP-RKW, 7/2 EI-IJW, 8/2 9H-QDL, 9/2 9H-QDL, 12/2 SP-RNI, 14/2 EI-HMV, 15/2 9H-QDW, 16/2 9H-QEP, 19/2 EI-EVX, 21/2 EI-EBF, 23/2 9H-QAA, 26/2 SP-RNR, 28/2 EI-IHA.

Faro(2504/2503, "69YT/53HF", Mon/Thu/Fri/Sat):-2/2 EI-DWK, 7/2 9H-QDJ, 9/2 9H-QCG, 14/2 9H-QDC, 16/2 EI-DHH, 21/2 EI-DHH, 23/2 SP-RKQ, 28/2 EI-IGL.

Gdansk(1504/1503, "5AV/21YJ", Wed):-4/2 SP-RSL, 11/2 SP-RKQ, 18/2 SP-RKO.

Krakow(2333/2332, "17EF/28EX", Mon/Tue/Sat):-2/2 9H-QBE, 3/2 EI-IJT, 7/2 EI-EFO, 9/2 SP-RNM, 10/2 SP-RZL, 14/2 9H-QAP, 16/2 EI-DWT, 17/2 9H-QAV, 21/2 9H-QAC, 23/2 9H-QAC, 24/2 9H-VUJ, 28/2 EI-EMN.

Malaga(2447/2446, "82XG/57SV", Sun/Mon/Fri):-1/2 EI-IKS, 2/2 9H-VUJ, 4/2 9H-VUO, 8/2 EI-HGW, 9/2 EI-ILN, 11/2 EI-IJB, 15/2 EI-HGW, 16/2 EI-HGW, 18/2 9H-VUD, 22/2 EI-IJP, 23/2 EI-HGP, 25/2 EI-IJW.

Wroclaw(4108/4107, "1MU/92LL", Mon/Tue/Wed/Sat):-2/2 EI-EKF, 7/2 EI-HGV, 9/2 SP-RSD, 14/2 EI-IJO, 16/2 SP-RSW, 21/2 9H-VUM, 23/2 SP-RNO, 28/2 SP-RZQ.



9H-QAV Boeing 737-8 Ryanair 17/2 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, “6608/6QM”, Mon/Wed/Fri):-3/2 9H-WNK, 7/2 9H-WDT, 10/2 HA-LXF, 14/2 9H-WZB, 17/2 HA-LXW, 21/2 HA-LTA, 24/2 HA-LTK, 28/2 HA-LXW.

Cluj(3313/3314, “9734/9RD”, Mon/Fri):-1/2 HA-LWN, 5/2 HA-LXL, 8/2 9H-WAV, 12/2 HA-LXL, 15/2 HA-LWV, 19/2 HA-LXL, 22/2 9H-WZW, 26/2 HA-LWN.

Warsaw(1315/1316, “87XM/58BJ”, Tue/Thu/Sat):-3/2 HA-LZR, 5/2 9H-WDT, 7/2 HA-LXI, 10/2 9H-WNK, 12/2 HA-LVK, 14/2 HA-LZK, 17/2 9H-WNW, 19/2 9H-WNW, 21/2 HA-LXI, 24/2 9H-WAY, 26/2 9H-WAW, 28/2 9H-WNJ.

Other flights:-

Enter Air (ENT/E4, “Enter Air”):-5/2 SP-ESM(3083) positioned in from Humberside, 7/2 SP-ESM(3084) departed to Enontekio, 11/2 SP-ESM(3089/3089) arrived from Enontekio/positioned out to Liverpool.

Titan(AWC,ZT, “Zap”):-9/2 G-POWX(878Y/8781) positioned in from Stansted/departed to Luton.

LBA Traffic Statistics....

November 2025

	Jan-25	Jan-26	% This month	% +/-
Movements				
Total	2,032	1,804		-11.22%
Passengers				
Scheduled	197,163	195,000	99.97%	-1.10%
Charter	279	49	0.03%	-82.44%
Transit	0	0	0.00%	N/A
TOTAL	197,442	195,049		-1.21%
International	184,553	183,596	94.13%	-0.52%
Domestic	12,889	11,453	5.87%	-11.14%
MOVING ANNUAL TOTAL	4,236,150	4,444,631		4.92%

Compared to January 2025, International passengers decreased by 1.21% and domestic decreased by 11.14%. Movements were down 11.228% compared to a year ago. The Moving Annual passenger total is +4.92%

Reference: CAA Statistics website

Produced by Alan Sinfield

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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.

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G-BAKL Fokker F.27 Friendship seen here taxi-ing onto stand on a winter morning in the late 1970s. Resplendent in its Air Anglia colour scheme. Kilo Lima previously appeared in the August 2025 magazine in the later Air UK livery. A stalwart of the LBA airliner scene and worth a second look in these colours. Photo taken from the Stand 3 Public Enclosure.



G-BVJC Fokker 100 British Midland. Seen here on 21 April 1996 at the end of R.14 awaiting clearance on the Heathrow schedule. Delivered to BM in December 1994. Returned to Fokker in 2005. A development of the Fokker F.28. Typically seating circa 109pax. Subsequently served with Spanair (EC-JJM) from 2005 to 2008. Then to Iran as EP-AWZ and believed current with Karun Airlines, Tehran.