

AIR YORKSHIRE



Aviation Society

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July 2020



ZZ174 C17 Globemaster
Royal Air Force
Over Leeds
19 May 2020
Scott Mahoney

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Monthly Meeting - Sunday 5th July at 2.30pm

Martin Powell via Zoom. At short notice we are delighted that our good friend Martin Powell will present 40 outstanding photographs. Each photograph will have a multiple choice question with 4 possible answers. If you want to join in the actual quiz an answer sheet will be emailed, though otherwise just enjoy looking at the photographs and learning something about them. I am sure you will enjoy it

Join the Zoom Meeting
<https://zoom.us/j/99904307673>

Meeting ID: 999 0430 7673

2 August 2020 @ 2.30pm

Phil Blinkhorn via Zoom. "These you may have forgotten". A show to Remember Long Gone Aircraft, Airlines and Colour Schemes

Join the Zoom Meeting
<https://zoom.us/j/98253340910>
Meeting ID: 982 5334 0910

I hope you are all well and coping with the rapidly changing and often confusing restrictions resulting from the pandemic

The Committee has been working hard to ensure that you continue to receive value for your membership. We are endeavouring to ensure that service continues as normally as possible. Several changes have had to be made.

While the early restrictions were in place, it was impossible to print and distribute the magazine normally. Alan Sinfield stepped-up and agreed to do all the necessary himself, from his home. So he has been editing the magazine as normal, but has also been printing, collating and distributing the paper magazine from his home. We owe him a big thank you for his determination and hard work. For the June magazine, with restrictions easing, he was able to deliver the paper magazine to Howard Griffin, who collated and distributed it from his home. Howard's home is where the production and collating normally takes place. This will continue as necessary.

The Sunday afternoon meetings at the Airport have had to be suspended. As yet we do not know when the Media Centre will be available to us again. Our meetings are similar to a theatre and so we see a link between the theatres re-opening, across the region, and our return to the Media Centre. In the meantime and at short notice we mounted the April meeting using the digital platform Flickr. Since then we have moved to using Zoom, consequently the May and June meetings were delivered to member's homes using this. This format will continue until we can again use the Media Centre. We thank our guest speakers in May and June for readily embracing the digital format.

We are looking ahead and planning Zoom meetings as quickly as we can to replace the Media Centre. Keep tabs on this by looking at the web-site and reading the magazine.

A recent development is to form a partnership with the Facebook page Leeds Bradford Airport Spotters. This is now in place and we look for feedback from you on this development.

By the time you read this the Committee will have met, using Zoom, with a very lengthy agenda to discuss. The present uncertainties are giving the Committee much to consider.

Finally, your help is needed in planning the latter part of the year. We would like to know, from our regular Media Centre meeting attendees, under what circumstances they would be happy to once again attend meetings in the Media Centre. Contact Howard or Jim (see contact details on the inside of the rear cover)

As many of you know, I have a Spanish Daughter In Law, and despite my son and his wife been firmly established doing missionary work in Norfolk, we do visit the Costa Del Sol regularly, to meet up with them and their family. We have also visited the Costa Bravo on a couple of occasions, but never visited the Costa Blanca area of Spain.

My constant checking of the internet looking for “cheap” air fares for early this year, seemed to result in little success. Since the demise of Thomas Cook, air fares seem to have increased, and the bargain, Ryanair, £40 return fares from LBA seemed a thing of the past, particularly when your holidays are restricted to School Holidays

Then one night I stumbled on a £85 return fare to Alicante, flying out the Monday of February half term and returning a week the following Wednesday. While the return was outside the school holidays, Er Indoors did some ringing round her customers, and I was given to go ahead to book.

Normally when we go to Spain, we also take along my 91 year old Mother In Law, and because of needing assisted boarding, we usually opt for flights with Jet2. However these fares were with.....you guessed it Ryanair. We elected to see how they performed and the booking was made.

Monday 17th February dawned somewhat windy, with gusts of over 40 knots been reported at LBA. Our allocated aircraft was to fly LBA-Dublin-LBA-Bratislava-LBA, before our 16:00 flight down to Alicante. Everything went well, with the aircraft returning from Dublin, and launching to Bratislava O.K.

The dinner time Ryanair Sun flight from Gdansk, overshot due to the wind, and diverting to Liverpool. We arrived at LBA and fortunately somebody had abandoned a wheelchair by the drop off point. As we made our way into the terminal a Jet2 737 commenced an overshoot, suddenly it was not looking good at all.

A very straight forward bag drop at the Ryanair automated area, with some very helpful and polite Ryanair staff in attendance to assist.

We made our way through security, and what I took to be the shift supervisor eyeballed us, and unlocked the “secret door” which allows you to bypass the LBA shopping centre and arrive straight by the gates. We got settled in the Assisted passenger seating area,. Fortunately the inbound aircraft, EI-EKF, landed on its 1st attempt, and surprisingly for Ryanair parked on Stand 8, with an airbridge.

A member of the passenger assist team, arrived and said the aircraft was on its way in, and he thought it was going to be parked on an airbridge. As diplomatically as I could I explained the aircraft had landed, and was indeed on Stand 8. He confirmed I was correct on the radio, and we agreed no need for the Ambilift and as long as she was not pressurised by other impatient passengers, my Mum In Law would be able to walk from the front door to her seat, which was 2nd row from the back of the aircraft. No problem the helpful member of staff said, I'll get you on the airbridge and boarded before everybody else, just let me check with the crew.

Boarding complete and push back started. As soon as we left the shelter of the terminal you could feel the aircraft been buffeted by the wind. The take off was shall we say interesting. Quite a bit of swaying on the take off run, and as soon as the aircraft left the ground the right

wing dropped, accompanied by quite a few screams from inside the cabin.

As soon as we were passing a few hundred feet the turbulence stopped, and most of the flight was smooth. 2 ½ hours late and we touched down at Alicante, but of course by now it was dark. Usual Spanish efficiency at handling the Mother In Law, hire car collected and we were on our way to our accommodation.

I had booked an AirBnB, at nearby , Gran Alicante, 2 bedroom apartment, for 9 nights at the bargain price of £312.

Tuesday dawned and our mission for today was to hire a mobility scooter for the Mother In Law. Where you find the English go in Spain, you find Mobility Scooter Hire shops. Fortunately no hoards of Brits where we were staying, unfortunately we had a 40 mile trip North to



Benidorm to collect one. We pulled off the whiz way, and were driving down a busy road with many sets of traffic lights. I was concentrating on my driving when Er Indoors pipes up. "If you look to your right, were just passing a spaceship, with a helicopter on top !!" Fortunately a Car Park was immediately on our right so I pulled in to investigate. Sure enough their mounted on a spaceship was a Westland Whirlwind, serial ZD.1B-21, ex Spanish Air Force, now painted black with Munster Energy Drink titles.

We visited Alicante airport most days, and found an excellent spot, half way down the single runway, on the opposite side to the terminal. There is a road that runs down this side of the runway from the Eastern End. It moves away from the airfield, and here you can still follow the fence on an unsurfaced track. About ½ mile (yes I know were in Spain, I should be giving you it in Kilometers !!) down this track you will see an earth mound on your right, and immediately after an un official parking area. For those with the "What 3 words" app, its at "blizzards.peelings.waggled", the rest of you will think I'm writing gibberish (again).

This is an excellent position, with the sun been behind you most of the day. In front of you is the terminal. You really need the mound, as the airport perimeter fence is infact two fences, running in parallel, with a track running in between them, which the airport police patrol regularly and one of the locals tipped me off they do not appreciate people listening in to ATC on scanners. (How they would get to you is another issue, as the nearest gate in the fence is miles away). Another regular visitor to this side of the airfield is the resident falconer. He seems to make a point of flying the birds in this area, but then comes and has a chat with the spectators through the fence. Having had a chat with him, in Spanglish, Er Indoors came away with the information that the airport has 5 falcons, and they are each flown in turn.



So what can you expect to see at Alicante? 1st of all bear in mind my trip was in February, so obviously well outside the main tourist season. Sometimes it was an hour between arrivals, other times it was an almost constant stream. Dominant carriers here are Ryanair, Easyjet and Vueling. Jet2, Transavia and Norwegian are also pretty regular. Most interesting stuff I saw were S7 airlines, (daily or 2 x daily some days, and Ukrainian airline Skyup. Air Algerie operate 3 flights a day from both Algiers and Oran. All are '737 operated, but with 600, 700 and 800 series aircraft. . Iberia offer a few flights to the likes of Madrid, using Air Nostrum CRJ-1000's and. Air Europa Express link the Balearic's with ATR-72's. Air Portugal operated a couple of Lisbon services a day mainly with ATR-72's; however the occasional ERJ-190 was noted. Biz Jets were a bit scarce during my visit, with only 3 examples been noted, all German registered. SAS put in several appearances, with both A.320's and Boeing 737's. Again maybe because of the time of year, only two UK TUI flights were noted, and one of those was operated by Gowair, A.320, EC-MQH, from DSA. However the Belgium side of the operation was supported by an ERJ-190, which was a twice daily visitor. Aeroflot seemed of operate infrequent flights with Boeing 737-800's .



Vueling (and to an extent Ryanair) were the main domestic carrier. A newer A.320 launches off runway 10. This was mainly the runway in use



Russian airline S7 is a regular operator with both A.320 and A.319 kit. On the Thursday a late running outbound, enabled me to capture both an A.320 and A.319 in the same image.

On the Friday of our visit we headed south. The mission today was to visit San Javier and the former Mercia airport. En route on the North Eastern outskirts of San Javier, we stopped to photograph a CASA Aviojet "on a stick" in the middle of a roundabout. Again for what three words users "nurture.uncertainly.unleashed" will get you to the spot. We then proceeded to San Javier. As you would expect the gates to the civil side were locked, grass was already growing in the car parks. The airfield was opened in the 1930's as a military airfield, a role it still operates as, to this date. The civil airport only opened in 2004. It cost 60 million Euro to build, including a new runway. The airfield operated its last commercial flight in January 2019. Without getting political what a waste of money, to see a new terminal and associated infrastructure not been used after so much investment. Building of the replacement airport commenced only 4 years after that investment in San Javier, took 4 years to build, and then stood un used (other than featuring in Top Gear!!) until 2019. Two EU loans were used to fund the construction, with reports suggesting this totalled a mere 360 million Euro.



CASA Aviojet "on a stick" on the outskirts of San Javier

We did a complete circuit of the airfield in the hope of seeing at least some of the 16 wrecks and relics that are here. Alas the base area itself is surrounded mainly by a high, solid wall, while the rest of the airfield is surrounded by the more traditional chain link fence, the only thing seen was joggers!!!

Sunday, and one of the unexpected highlights of the trip for me was a trip to a relatively new light airfield at Mutxamel . Situated to the North East of Alicante, it only opened in 1981 and is home to the Alicante Aero Club, as well as a maintenance base for Babcock Helicopters My logic for visiting on a Sunday was, if you visit a U.K. light airfield on a nice sunny Sunday, you can expect to see a good number of visitors, as well as many of the residents flying. Quick research showed it had a bar/café, so the



two ladies would also be happy'ish.

We drove into the airfield Car Park (Again for what three words users “primacy.retraced.pulses”) and my jaw dropped. In front of me was an apron containing about 30 helicopters, consisting of Agusta 109's, Bell 407's, Bell 212's, Pumas and even Kamov Ka-26's. Most were equipped for fire fighting or as Air Ambulance's. Not only this they were not only registered in Spain, but also Portugal, Italy, and France. Sat among them all was an engineless CASA 212.



Unfortunately they were parked very close together, rotor blades removed, and most had covers over the cockpit area, to protect them from the sun, so photography only resulted in what I would call poor shots.



View from the bar at Mutxamel, the focal length was 86mm

We then ventured to the café. I have never been sat with a beer (non alcoholic of course) in an official seating area, so close to a runway. Imagine been sat on the outside seating at Multiflight café, and taxiway F at the other side of the fence is the runway !!!

However my Sunday theory was blown out of the water, as the only aircraft that moved during our visit was the two Aeroclub Cessna 152's.

An uneventful, smooth journey was made home on the following Wednesday aboard, Alicante based EI-DHR.

So there you have it, a 9 day holiday in the sun (It was remarkably warm, even for Spain in February, the temperature most days getting into the low 20's). Accommodation and Air Fares

worked out about £135 each. The hire car added another £70 each, all in. However we hired a people carrier to accommodate the mobility scooter, on the Gold Car all inclusive tariff. This may not be the cheapest, but cars are all new, and its, as my son calls it, a “bring it back on its roof, and you still won’t get charged any extra” type policy, so nasty surprises like fuel or insurance surcharges.

We now have Malaga booked for October, Jet2 out and Ryanair back – will we get there, well as I type this I would hope so, but in this strange world we find ourselves currently living in, who really knows



Sky Up, a Ukraine Based airline, produced Boeing 737, UR- SQH



Norwegian Boeing 737, EI-FVW, that's Richard Møller Nielsen a Danish football player and manager, on the tail if you were wondering



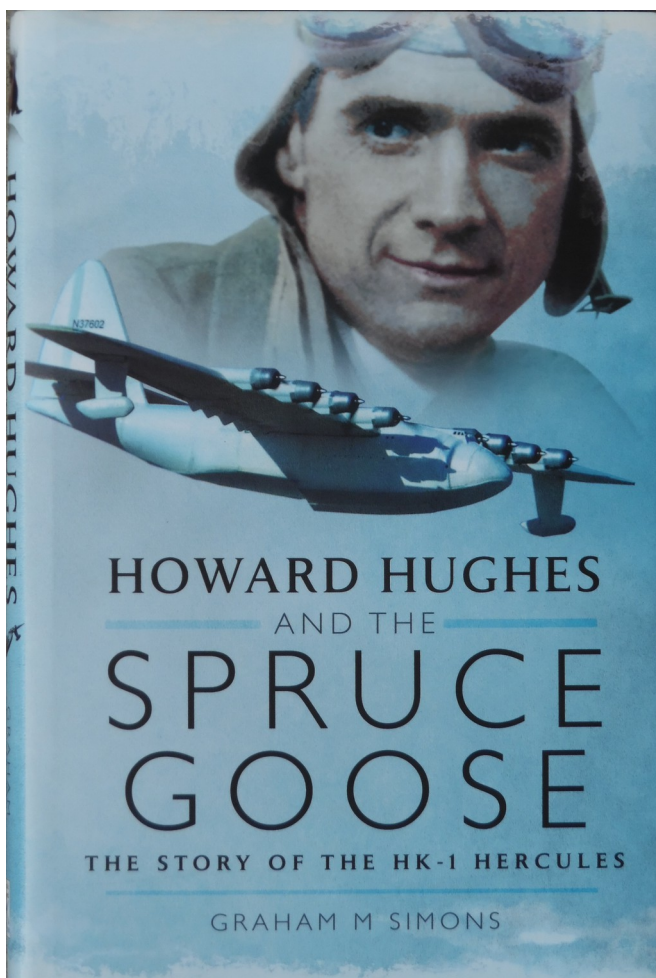
Aeroflot, Boeing 737-800, VQ-BHD

HOWARD HUGHES AND THE SPRUCE GOOSE

By Graham M. Simons

Published by Pen & Sword Books 255 pages Hardback

This book, about famed aviator and businessman Howard Hughes, explores the story of his involvement, in the development of the HK-1 Hercules, or "Spruce Goose" as it is better known, although Hughes was known to strongly dislike this name. The reasons for the aircraft's long drawn out development, its design, construction and one and only short flight are all covered in excellent detail. Also mentioned are details of the aircraft's public display, in more recent years. A large number of detailed photographs are included, many of which have almost certainly not been published before. This book is a very informative and entertaining read and is recommended.



5 February 2020

Another short visit to see the progress that Babcock were making in preparing the Linton Tucano fleet for disposal by what I originally thought was the 31 March 2020 but which in effect is now the 29 February thereby leaving the last full month to dispose of the Tucanos and their associated spares and to clear all of the Babcock equipment from the hangars ready to be handed back to the RAF when their contract officially ends on the 31 March .

Gate

ZF202/202 Tucano T1

The Tucano is due to depart to RAF Syerston to become a training airframe at the air cadet STEM college being established there .

Flightline – flying

G-BYUD/UD Tutor T1 c/s UAX77

G-BYWAWA

G-BYXT/XT

G-BYYB/YB c/s UAX75

1 Hangar

Empty !

2 Hangar

The gym .

3 Hangar

All 3 aircraft are minus props and parts but stood on their u/c

ZF137 Tucano T1 207 Sqdn

ZF143

ZF243



The following 14 aircraft are dismantled and mounted on transportable bogies .

ZF135	Tucano T1	ZF145	
ZF171		ZF172	
ZF239		ZF269	
ZF287	72 Sqdn	ZF292	207 Sqdn
ZF293	72 Sqdn	ZF342	
ZF379		ZF407	
ZF417		ZF489	



4 Hangar

These are the last two complete Tucanos of the fleet . The last of the line !

ZF139	Tucano T1
ZF317	

Five airframes are 'on the line' to be dismantled .

ZF140	72 Sqdn	ZF142
ZF240		ZF347
ZF348		

Dismantled and bogie mounted .

ZF144		ZF169	72 Sqdn , <i>MAKES!</i>
ZF170		ZF204	
ZF205		ZF210	
ZF244	72 Sqdn	ZF264	
ZF290	72 Sqdn,RAF 100	ZF291	
ZF294	207 Sqdn	ZF319	
ZF338	76 Sqdn , last Tucano to carry this crest , <i>WHIZZO</i>		
ZF341	207 Sqdn	ZF343	72 Sqdn
ZF374		ZF377	
ZF378/RN-S	72 Sqn , <i>ENNISKILLEN</i>		
ZF406	<i>RAF Battle of Britain 70th</i>		
ZF448	<i>ROYAL AIR FORCE TUCANO DISPLAY TEAM</i>		
ZF485		ZF491	
ZF512	72 Sqdn , <i>BASUTO</i>		
ZF515	72 Sqdn		

The dismantled airframes are stored as pairs on specially made transportable frames with their propellers , spinners and flying control surfaces packaged separately and stored in 3 Hangar with all of the other associated spares and support equipment in 1 Hangar .



Originally the Tucanos were to be dismantled minus engines but to save time the engines have been left in situ which has lead to problems with both the aircrafts weight and centre of gravity which has meant that the bogies have had to be modified by their manufacturer who has also carried out the same modification to the bogies for the Tucanos in store at RAF Shawbury . The stripped down weight of the Tucano in a bogie is around one tonne with the new bogie mod bringing the weight of each bogie pair up to 2.6T and with very small width margins getting the loaded bogie into an industrial shipping container will be challenging to say the least !



5 Hangar Empty !

I believe that the following Tucanos are presently in store at Linton ;

ZF135	ZF202 (Gate)	ZF317
ZF137	ZF204	ZF319
ZF139	ZF205	ZF338
ZF140	ZF210	ZF341
ZF142	ZF239	ZF342
ZF143	ZF240	ZF343
ZF144	ZF243	ZF347
ZF145	ZF244	ZF348
ZF169	ZF264	ZF374
ZF170	ZF269	ZF377
ZF171	ZF287	ZF378
ZF172	ZF290	ZF379
(12)	ZF291	(12)
	ZF292	
	ZF293	
	ZF294	
	(16)	
ZF406	ZF512	
ZF407	ZF515	
ZF417	(2)	
ZF448		
ZF485		
ZF489		
ZF491		
(7)		

Total = 49 aircraft .

Over the last 6 months I have been fortunate enough to be able to make several visits to RAF Linton On Ouse to see the Tucano at its last operational home and over the last 3 months in particular , since its withdrawl from service on the 25 October , I have been allowed full access to view and photograph the fleet while they have been stripped down and made ready for sale and export . This however could well be my penultimate visit to Linton and whilst the retirement of the Tucano from RAF service will be felt by the aviation enthusiast community , both spotter and photographer , the human cost of its retirement should not be underestimated with many of the Babcock workforce being made redundant . Some of the workforce have found employment at RAF Valley and others at RAF Leeming , several have retired but there are others who face an uncertain future .

I would personally like to thank the individual , I will call him Gordon to protect his identity as they might write in a red top exposé ! , for his time in escorting me on endless hangar tours and thanks too to all of the Babcock staff for their patience , good humour and craic whilst I got in their way taking countless photographs and noting down serial numbers for the umpteenth time

Thank you one and all and all the very best whatever your future holds .

June 2020

Airline	Date	Reg	Type	MSN	Remarks
BA CityFlyer	03 Jun	GLCYG	Embraer ERJ 170-100STD	17000 300	WFU 13 Mar 20 LCY - NWI 14/3 Strd NWI - LCY 16/3 Rtn to svc WFU 17 Mar 20 LCY - NWI 18 Mar 20 Strd NWI - Warsaw 2/6 EoL mx
BA CityFlyer	03 Jun	GLCYF	Embraer ERJ 170-100STD	17000 298	WFU 17 Mar 20 LCY - NWI 18 Mar 20 Strd NWI - Warsaw 2/6 EoL mx
BA CityFlyer	03 Jun	GLCYD	Embraer ERJ 170-100STD	17000 294	WFU 12 Mar 20 LCY - NWI 12 Mar 20 Strd NWI - Warsaw 2/6 EoL mx
Jet2	08 Jun	GLSAH	Boeing B757-21B	24015/148	WFU 21 Mar 20 MAN - GBA 08/6 Fr part-out
British Airways	09 Jun	(GZBLA)	Boeing B78X-10	60637/956	Divry delayed (Jul TBC)
TUI Airways	09 Jun	GOOBD	Boeing B757-28A-W	33099/1028	WFU 22 Mar 20 Due LGW-LTN 16/6 EoL checks Due LTN-Bangor-Goodyear 26/6
Loganair	10 Jun	GLMRC	ATR 42-500	480	Divd Francazal - ABZ 07 May 20 as FGPYB Regd 09 Jun 20
British Airways	15 Jun	GNEOY	Airbus A21N-251NX	9209	Divd LHR 15 Jun 20
easyJet	17 Jun	GUZMI	Airbus A21N-251NX	9422	Regd 16 Jun 20 Divd LTN 17 Jun 20
Eastern Airways	18 Jun	GCDKB	SAAB 2000	032	WFU 17 Mar 20 HUY - Orebro 18/6 Rtn to lessor
Loganair	18 Jun	(GLGNU)	SAAB 340	223	GLA-Orebro 04/12fr 'C' check Strd Regd to NyxAir as ESASO 17/6
Eastern Airways	23 Jun	GCIHE	BAe Jetstream 41	068	Divd HUY as VHXNF 28 Apr 14 Strd Regd 09 Jun 20
Eastern Airways	23 Jun	GCIHD	BAe Jetstream 41	065	Divd HUY as VHXNE 12 Apr 14 Strd Regd 09 Jun 20
Jet2	25 Jun		Airbus A321		Of the 07 proposed acquisitions, 05 ex TCX UK a/c canx
BA CityFlyer	27 Jun	(GLCAE)	Embraer ERJ 190-100LR	19000 539	Acquired. Ex EIGTF Currently at Guangzhou
Flybe	27 Jun				Owner changes/locations updated
British Airways	28 Jun	GZBLA	Boeing B78X-10	60637/956	Regd 26 Jun 20 Divd LHR 28 Jun 20
Eastern Airways	30 Jun	GCERZ	SAAB 2000	042	WFU 06 Jun 20 ABZ - Orebro 30 Jun Rtn to lessor

LEEDS/BRADFORD NEWS

Things have slowly (very slowly) started to make a move back to normality at LBA. The airport is now operating most days but with shorter hours. The 1st airliner to operate from LBA after easing of the lockdown took place on Saturday 20th June, when Eastern Airways Embraer ERJ-170, G-CIXW operated a charter for Leeds United for their match against Cardiff City. It arrived the same day on a positioning flight from Humberside,

The 1st scheduled flight took place the following morning, with the arrival of FR1221 from Alicante. For the record the flight was operated by Alicante based Boeing 737-800, EI-EKD. The aircraft then returned to Alicante operating the return FR1222. Later the same afternoon, a less than jubilant Leeds United made their return back to LBA again in G-CIXW.

Other airlines are due to re-commence services as follows (Correct at time of going to press) Aer Lingus/Stobart will commence services from LBA on August 1st. British Airways has announced at the end of May it will not recommence its service to London Heathrow.

Good news is the former FlyBE Newquay service is to be taken over by Eastern Airways with a daily (Monday to Friday) service operated by Jetstream 41's.

EZE7682 = LBA 11:10 - NQY 12:35

EZE7683 = NQY 13:10 - LBA 14:35

The service will commence on July 9th

Eastern's existing Leeds to Southampton service is now showing re-commencing services on the 29th June to ensure that appropriate health and safety measures are implemented." The company added further details will be announced in due course.

Jet2 announced on June 8th they are further delaying the commencement of services by two weeks. Latest start date is July 16th. Jet2 had initially hoped to return on June 17th, which was then pushed back to July 1st. Jet2.com continued: "We know there is a lot of pent-up demand for our award-winning holidays, and we cannot wait to take customers away on their well-deserved holidays again. "We are working closely with all relevant authorities to ensure the safety and well-being of everyone enjoying our flights and holidays, and we will be introducing a range of safety measures on our aircraft and transfer vehicles. "We are also working closely with airport, hotel and tourist board partners. On the same day, Jet2 disposed of another Boeing 757, with G-LSAH, leaving Manchester for the dreaded one way journey to Kemble.

Looking to next summer Jet2 have added a few additional flights to existing destinations for the July/August period. Antalya sees an increase from 7 to 9 weekly flights, Bourgas an increase from 3 to 4 weekly, Faro increases from 14 to 15 a week, Arrecife increases from 8 to 9, and finally Palma increase from 22 to 25 weekly flights, with 5 flights a day on Saturdays and Sundays.

KLM have announced flights will recommence to Amsterdam from LBA on 4th July using ERJ-195's..

Much relief when all round, when just after we went to press last month Ryanair released Leeds/Bradford flights for sale for both summer 2020 and Winter 2020/2021 includes routes to Dublin, Gdansk, Krakow, Warsaw, Wroclaw, Riga, Bratislava, Limoges, Pisa, Malta, Faro, Alicante, Malaga, Gerona, Ibiza, Palma and Tenerife. As above Ryanair flights re-commenced from LBA on the 21st June. Services will gradually build up, with a based aircraft starting services from 6th July

AIRPORT NEWS

Heathrow welcomed just 228,000 passengers in May, down 97 per cent on the figure seen last year and an all-time-low. In response, the airport said it would be forced to lay off a number of staff. Officials said the airport had begun to restructure its frontline roles, having already cut a third of managerial positions. Heathrow chief executive, John Holland-Kaye, explained: "Throughout this crisis, we have tried to protect front line jobs, but this is no longer sustainable, and we have now agreed a voluntary severance scheme with our union partners. "While we cannot rule out further job reductions, we will continue to explore options to minimise the number of job losses." Heathrow is currently running out of two terminals and one runway, as demand for travel flatlines in the wake of the Covid-19 outbreak. Completing the "grim picture," Heathrow said the new quarantine policy for UK arrivals would further hit demand. In response, the airport is urging the government to establish 'air bridges' to low-risk countries that will enable the country to "restart its economy in earnest".

Last month, Heathrow began trialling thermal screening technology in the immigration hall of terminal two and the check in area in terminal five. These trials are part of a wider programme looking at how technology could reduce the risk of contracting or transmitting Covid-19 when travelling and in future could help create a common international standard for health screening. London City Airport has announced plans to restart commercial operations from the end of June. The central London facility initially closed in March, with plans to reopen at the end of April. However, the spread of the Covid-19 pandemic severely hit demand for both business and leisure travel, with London City only now beginning to prepare for opening. It is expected domestic services to key UK cities and regions will begin first. International flights are expected to follow in early July, although the exact timing may depend on any developments on the quarantine requirements of passengers arriving into the UK, with the current 14 day isolation period obviously having a major impact on any business travellers

Manchester has Iran Air operating a Saturdays only Tehran flight which commenced on the 4th July. The service is operated by A.330. This is the first time Iran Air have served Manchester, but not the first time Manchester has been linked to Tehran, as Mahan Air have served the route in the past with an A310.

On 3rd July Kuwait Airlines will also commence a three weekly service into Manchester (Tuesdays, Fridays and Sundays) from Kuwait City.

Scatsta Airport, on the Shetland Islands, is to close on the 30th June, it has been confirmed to the UK Civil Aviation Authority. The decision, resulting in the direct loss of 50 to 80 jobs, came about as oil industry flights operating from the airfield located in the north of the main island move to Sumburgh, the primary airport serving Shetland, from July 1. This was because Integrated Aviation Consortium, a partnership involving Bristow Helicopters and Eastern Airways, lost a major contract with oil and gas companies in June 2018 to helicopter operator Babcock MCS Offshore (Aberdeen Dyce). "Sumburgh and Scatsta will continue to play a major role in our delivery of aviation services to operators and the supply chain in the coming years," a Bristow spokesman said

On May 20, the British transport and public services provider Serco Group, which operates Scatsta Airport, confirmed the decision to close the airfield. "Sadly the closure of Scatsta has been confirmed to the Civil Aviation Authority, and the aerodrome is expected to close on June 30," said Steve Knights, the group's head of airport services. "Our priority now is to help and support our employees at Scatsta, many of whom have worked there for many years and who have provided a fantastic service to the North Sea oil and gas industry and the people of the Shetland Islands." Scatsta, which has a 1,360-metre asphalt 06/24 runway, opened in the archipelago in the late 1970s to support the oil boom in the Northern Atlantic. Before that, it was used as an airfield for the Royal Air Force during the Second World War, being the most northerly base in the British Isles at that time. The airport had only recently undergone significant upgrades such as a new control tower building which opened in January 2013.

AIRLINE NEWS

British Airways has converted two of its Boeing 777-200(ER)s into makeshift freighters, deploying them to Beijing in order to ferry personal protective equipment back to the United Kingdom. The airline said in a press release that it removed all cabin features and passenger seats on board both aircraft. Besides PPE, the aircraft will also be used to carry other cargo, including food, medicine, and other commercial shipments. G-YMMK operated its first cargo flight from London Heathrow to Beijing on May 29 with G-YMMG following on June 1. Both Boeing's were deployed on revenue flights with passengers until mid-May and were subsequently converted into makeshift freighters at the carrier's maintenance facility at Cardiff airport. British Airways has come under criticism from several British Members of Parliament, including the chairman of the Transport Select Committee, Huw Merriman, and have called for the government to penalise British Airways for job cuts by taking away the carrier's coveted slots at London Heathrow. "Many of us are concerned that companies are using this pandemic as a justification to slash jobs and employment terms. Step forward British Airways...

Will the Department [of Transport] ask the Civil Aviation Authority to undertake an urgent review into reallocating lucrative landing slots at Heathrow from companies like British Airways, who indicate they are downsizing, and perhaps hand those to those companies that wish to expand and take on workers?", Merriman asked during a parliamentary sitting. While Merriman represents the ruling Conservative party, he was backed by members from the opposition Labour and Scottish National Party. Unite, one of Britain's largest labour unions, also called upon Transport Secretary Kelly Tolhurst to review BA's landing slots at the capital's main gateway. "There should be a Government review of British Airways' domination of UK landing slots amid the airline's betrayal of its workers and the British public," general secretary Len McCluskey said. According to a report by Airport Coordination Limited (ACL), the slot coordinator at Heathrow, among many other airports, British Airways holds 4,887 slots for the Summer 2020 season, which amounts to 50.5% of all slots at Heathrow. Merriman underlined that BA's recently announced job cut programmes could be seen as "sacking its entire 42,000 workforce and replacing it with 30,000 jobs on inferior terms". British Airways has hired art valuers at renowned auction house Sotheby's to put a price tag on several artworks the airline is considering selling to raise cash, the Evening Standard has reported. According to sources, the airline is looking at selling at least ten artworks, which are currently displayed in the carrier's headquarters near London Heathrow and in its executive lounges. Some of the artworks slated for sale could be valued at over £1 million, although the total amount that the airline could raise has not been disclosed so far. In any case, the sale would be a marginal contribution to the carrier's cash reserve. Its parent IAG International Airlines Group is currently burning through EUR30 million euros per day. British Airways would most likely replace the sold artworks with items loaned from galleries.

easyJet commenced operations on the 15th June, from 22 airports across Europe for the first time since operations ceased at the end of March as a result of the pandemic. The first flight from the UK took off from London Gatwick at 07:00 in the morning for Glasgow. This is the same destination the airline first flew to when easyJet first launched operations in November 1995. During the lockdown period the fleet of aircraft has been maintained in a flight ready condition to enable the airline to resume flights at the right time. This means that easyJet also operated 310 flights during its first week across the airline's European network including from London Gatwick, Bristol, Birmingham, Liverpool, Newcastle, Edinburgh, Glasgow, Inverness and Belfast in the UK, on mainly domestic routes. Some flights also resumed today on domestic and international routes from France, Switzerland, Italy and Portugal. The majority of flights during June will be on domestic routes with the airline planning to fly around 50 per cent of its 1,022 routes in July increasing to around 75 per cent in August, although with a lower frequency of flights equating to around 30 per cent of normal July to September capacity.

Stobart Air have announced it would restart international operations on behalf of Aer Lingus on July 14 but under stricter health and safety measures. The Irish regional specialist will initially restart routes from Dublin to Edinburgh and Glasgow in mid-July. Eight more routes from Dublin to the United Kingdom and to the Isle of Man will restart on August 1-2, alongside services from Cork to five destinations in the UK. International flights from Shannon will be the last to resume, with the first flight to Birmingham Int'l planned for September 3. The airline, which operates one ATR42-600, five ATR72-600s, and two E190s, continues to ply two domestic Irish routes from Dublin to Donegal and Kerry. Stobart Air operates exclusively on behalf of Aer Lingus under the Aer Lingus Regional brand. It does not fly any scheduled services under its own code.

Wizz Air has weathered the coronavirus storm relatively well, having continued to fly during the pandemic. It continues to expand, and on May 29 announced four new routes to Spain from its London Luton base, which will launch in July and October. It has also announced the opening of four new bases, at Larnaca, Milan Malpensa, Tirana, and Salzburg airports, as it continues to expand operations despite the coronavirus pandemic. The Larnaca base, the low-cost carrier's 28th, was announced on May 28, with the airline to base two A320-200s there in July 2020.

Speaking at a press conference in Larnaca during the base launch, József Váradi, chief executive officer of the Wizz Air Group, said: "After ten years of successful operations at Larnaca International Airport, I am delighted to announce our newest base here, as we see the potential and the demand for low-cost travel in Cyprus, which is one of the most popular and rapidly developing tourist destinations. We are dedicated to developing our presence in Cyprus, and offering more affordable travel opportunities to and from Larnaca, while keeping ourselves to the highest standards of our sanitizing protocols." On May 28, Wizz Air also revealed that it will base five A321-200s at Milan Malpensa from July, making the Italian airport its 29th base. At the same time, it said that from July 20, the airline's next base in Salzburg will be opened and it will fly to Larnaca, Kyiv Igor Sikorsky, Bucharest Otopeni, Belgrade, Tuzla Int'l and Skopje directly. From Tirana, Wizz Air will add fifteen new routes using three based A320-200s, operating to Paris Beauvais, Brussels Charleroi, Eindhoven, Basle/Mulhouse/Freiburg, FR, Karlsruhe/Baden-Baden, Hamburg Helmut Schmidt, Berlin Schönefeld, Frankfurt Hahn, Prague Václav Havel, Heraklion, Rhodes, Bari, Catania, Milan Malpensa, and Turin.

AIRCRAFT NEWS

Boeing has announced it resumed the production of B737 MAX narrowbodies at its Renton site, nearly half a year after it was interrupted for reasons unrelated to the COVID-19 pandemic. The American manufacturer said that it restarted the production "at a low rate", without specifying how many units per month it plans to complete. It added that it would "gradually ramp up" the production rate over the coming months. Boeing suspended the production of the MAX in January 2020 due to the costs and logistical challenges of storing built but undelivered aircraft. Between the type's grounding in mid-March 2019 and the suspension of the production, Boeing built over 400 units. "During the temporary suspension of production that began in January, mechanics and engineers collaborated to refine and standardize work packages in each position of the factory. New kitting processes will also ensure that employees have everything they need at their fingertips to build the airplane," the manufacturer said. While no formal timeline for the recertification of the B737 MAX has ever been confirmed, Boeing hopes to restart the type's deliveries "mid-2020".

OTHER NEWS

Plane passengers have been told to check in all luggage to help stop the spread of the virus under new holiday flight rules issued by the Government. Brits must also wear face coverings at all times and remain seated as much as possible during flights, and airlines are being encouraged to reduce the number of face-to-face interactions between staff and passengers. The new guidance are for all UK airlines to follow when it's safe to resume flying. It states: "You are strongly encouraged to check in baggage to the aircraft hold and minimise any hand baggage." This will speed up boarding and disembarking, and minimise the risk of transmission. "Airlines currently charge additional fees for putting luggage in the hold - and it's unclear whether these fees will be waived. Airlines are also being encouraged to extensively clean aircraft, and increase the availability of handwashing and hand sanitiser. After coronavirus globally grounded the majority of flights, the travel industry is now working towards getting anxious Brits flying again. At the moment, only essential travel is allowed but a summer holiday could be on the cards. The Foreign Office has said that the advice is under review, with sources claiming that travel may soon be allowed to low-risk countries. Budget airline Ryanair has previously said that it may check passengers temperatures before flying once travel resumes. Only wrapped snacks and drink will be available and travellers will have to request access for the toilet, and plane interiors will be cleaned and disinfected in between journeys.

Meanwhile, easyJet has said no food will be offered and all passengers must wear masks. The new guidance has been welcomed by Tim Alderslade, chief executive of Airlines UK, which represents major British carriers. He said: "They demonstrate how airlines can apply targeted and multi-layered measures to ensure air travel is safe for customers and crew." "The guidelines pave the way for the introduction of air bridges, and there is no reason we shouldn't be getting clarity from Government on when and how these will be established over the coming days."

E-mail:- DWooler@Hotmail.co.uk

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

Scene around Yorkshire... Andy Wood (HAR)

AVERHAM/RECTORY FARM (Notts.) Visiting on 9.6 were G-AFGM J.4A, G-ARHZ D.62A, G-BVAF J.3C-65 & G-CEVS EV.97.

BAGBY (NY) Resident N359ST PC.12/47E(1359) was registered G-GEFF on 14.5, it replaces G-EEJE PA-31 which is now in open store at Bagby. G-BLVI T.67M & G-HOLA PA-28 are currently advertised for sale from here, as was G-IJOE PA-28RT from Sturgate, but that is already sold ! An early morning arrival on 12.5 was G-NBCA PC.12/47E f LBA t Biggin Hill, it was back early evening f Biggin Hill t LBA.

BARKSTON HEATH (Lincs.) **19.5** ZM304, ZM313 G.120TP-A. **27.5** ZM319 G.120TP-A, WT339 Canberra B(1)8 still lingering on the dump. **9.6** ZM313, 314 G.120TP-A, G-BYUE G.115E. **16.6** ZM307, ZM308, ZM309, ZM312, ZM313, ZM318, ZM319 G.120TP-A.

BRADFORD (WY) Now at a workshop here for rebuild is G-AHAA M.28 ex. North Coates, it joins G-AGOY M.38 with the same owner.

BURN (NY) Resident G-DECC Ka.6CR crashed just after 15.00hrs on 21.6 by Common Lane, just off the A19 at Burn. The pilot was taken to hospital with facial & arm lacerations. The glider hit a telegraph pole, ripped off its wing & spun across a road a few hundred metres from the runway. The Yorkshire Air Ambulance G-YAAC Bk.117D-2 also attended the scene but was not required.

CHURCH FENTON (NY) **16.5** G-AVMD 150G f Brighton, n/s due weather. **20.5** N347DC SR.22T (1104). **25.5** G-BSKA 150M, G-BZBF 172M, G-EJBI Bo.207, N224CE SR.22 (4396), N939SR SR.20 (1785). **28.5** G-SEKR ISA-180 taxi trials. **1.6** G-ARXG PA-24 new resident arrived from Top Farm, G-AXMA PA-24, G-BXJD PA-28, G-CGNE R.44, N177FH 177RG (177RG1034) f&t Top Farm, crew ferry for G-ARXG, N224CE SR.22. **2.6** G-AZFA B.121, N850BG TBM.700 (367). **8.6** G-LTFB PA-28 2 x n/s, G-SEKR ISA-180 taxi trials & fast runs on the runway. **21.6** G-EMHJ AW.109SP, G-JRXI Bell 505, G-LTFB PA-28. **23.6** G-BPRJ AS.355F1, G-NLDR AS.355F2.

CLEETHORPES (Lincs.) The hidden wreck of RAF Beaufighter TF.X JM333 has been uncovered by shifting s&s at Cleethorpes, 76 years after it crashed on 2.4.44. The aircraft was from 254 Squadron at North Coates.

CONEY PARK (WY) From 21.5 the heliport became unlicensed, the NOTAM states that this is a permanent situation. **3.6** G-CLEZ R.44.

CONINGSBY (Lincs.) **19.5 Flightlines** ZJ920, 937, ZK318, 336, 375, 376, 383, 427, 428, 429, 432, 433, 436, 438, 439. **12 Squadron Shelters** ZK359. **Wash Pan** ZK931. **27.5 Flightlines** ZJ920, 929, 942, ZK318, 348, 362, 375, 376, 379, 382, 383, 427, 428, 433, 438. **11 Squadron Shelters** ZK307, 321, 331, 352, 354, 359, 366. **BBMF** P7350 Spitfire Mk.IIA & LF363 Hurricane Mk.IIC departed for a flypast at York. **Visiting** XW224 Puma HC.2. **9.6**

Flightlines ZJ929, 931, 937, ZK300, 315, 348, 358, 362, 375, 380, 382, 383, 427, 428, 433, 438, 439. **3 Squadron Shelters** ZK319, 325. **11 Squadron Shelters** ZK307, 329, 359, 366.

Hangar ZJ928, ZK325. **Wash Pan** ZJ916. Mark mentions that the mound, that was popular with photographers, at the south west corner of the runway was removed by the landowner a few months ago. Within the last two weeks the entrance to that area has also been blocked off.

16.6 Flightlines ZJ916, 920, 929, 931, 937, 942, ZK300, 348, 358, 365, 380, 381, 382, 428, 438, 439. Also LF363 Hurricane IIC & MK356 Spitfire LF.IXe were flying. **11 Squadron Shelters** ZK307, 329, 366, near the shelters was G-FRAH Falcon 20D which left at about 13.50. Landing near the Shelters was ZZ386 Wildcat AH.1 for fuel & not stopping long. **Wash Pan** ZK340. The new shelters look nearly finished & have been numbered Z1 to Z8, inside one was ZK369. **22.6 Flightlines** ZJ916, 920, 929, 931, 937, ZK300, 348, 358, 361, 365, 372, 381, 382, 383, 429, 433, 436, 438, 439. **11 Squadron Shelters** ZJ946, ZK307, 329, 354, 366, 374. **Hangar** ZJ928, ZK427, 428, 432.

CRANWELL (Lincs.) **19.5** ZM337 EMB.500. **27.5** ZM307 G.120TP-A, ZM333, 334, 336 EMB.500. **9.6** ZM301, 302, 306, 316, 318, 321 G.120TP-A, ZM333, 334, 336 EMB.500, G-COBS DA.42M-NG. **16.6** ZM300, ZM301, ZM302, ZM306, ZM314, ZM315, ZM316, ZM321

G.120TP-A.

DONCASTER/SOUTH YORKSHIRE AIR MUSEUM (SY) The rear fuselage of a Cessna 140 has been mated with the fin from a Midget Mustang & is configured as a glider tug & displayed with one of the glider nose sections to show how aerotows are carried out.

EAST KIRKBY (Lincs.) From the Resident review delete KB976 Lancaster 10AR forward fuselage which has recently moved to Newquay.

EDDSFIELD (EY) 25.5 G-AXAT D.117A, G-AZII D.117A, G-BJOT D.117, G-BOWP D.120A, G-BYIK Europa, G-GCIY DR.400, G-HECK R.44 plus an unidentified PA-28 & RV.6. 31.5 G-ATYS PA-28, G-AZXD F.172L. 2.6 G-KEMI PA-28.

ELVINGTON (NY) 30.5 N707SN SF.50 (0041).

FALDINGWORTH (Lincs.) This site is operated by Skydock & not the RAF. There was no sign of G-FOXM B.206B on a visit last year, this may have been tested to destruction.

FELIXKIRK (NY) Resident is G-MAXD R.44.

FLAMBOROUGH HEAD (EY) On 31.5 G-MCGH S.92A winched up a young boy who had fallen down the cliffs & flew him to Grimsby Hospital.

GAMSTON (Notts.) On 20.1 at 13.30 resident G-ICON LongEz experienced a rough running engine following take off, he flew a tight circuit & in the ensuing landing to the side of the runway about half way down its length the main landing gear was torn from the aircraft due to it hitting an irrigation pipe. Damage to the main gear, nose fairing, propeller & engine. From the Resident Review delete G-OWAL PA-34 which has been sold in the Czech Republic.

GARFORTH/STURTON GRANGE (WY) Visiting the strip on 7.6 was G-MAKN PC.12/47E from Church Fenton.

GLENTHAM (Lincs.) From the Resident Review delete XD595 Vampire T.11 which has moved to a private location in the Kirton in Lindsey area.

HOLLYM/REDHOUSE FARM (EY) Under construction here is G-CLMP RV.14.

HOLTON LE CLAY (Lincs.) A check on the scrapyards finds it empty & the company no longer trading.

KIRTON IN LINDSEY (Lincs.) New at a private site is XD595 Vampire T.11 ex. Glenthams.

LEEDS/BRADFORD AIRPORT (WY) Jet 2's G-LSAH 757-21B departed to Kemble 8.6 for scrapping. Hields Aviation Flight Training are selling G-BZLH PA-28 & G-JKPF 172S, but arriving for them on 27.5 was G-ROLY F.172N ex. Netherthorpe.

LEEMING (NY) G-BEZH PA-31 using a "Broadsword" call sign arrived at 17.00 on 18.5, it operated frequent flights to the Spadeadam Range area, often two sorties a day, departing back to Doncaster on 1.6.

MESSINGHAM/SANDCROFT FARM (Lincs.) Visiting on 9.6 was G-CEVS EV.97 from Eshott to Averham. G-ROSS Sprite has turned up here for completion, we thought it was at the nearby North Moor!

MIDDLEHAM (NY) Visiting 18.6 was N215BT Cessna 208 (20800517) arriving in the evening for a night stop, departing south the following morning.

NETHERTHORPE (Notts.) From the Resident Review delete G-ROLY F.172N which has moved to LBA following sale. Sheffield Aero Club have taken ownership of G-CEDN Quik, maybe just a paperwork exercise, unless they are to start weight shift microlight flying lessons?

NEWARK ON TRENT/CARR FARM (Lincs.) From the Resident Review delete the only airworthy resident G-AJXV/NJ695 Auster 4 which has departed following sale.

NORTH COATES (Lincs.) Residents G-AHAA M.28 has now moved to the Bradford workshop site for rebuild, joining G-AGOY M.38. G-CSAV T.600N had an incident landing at Brookfield Farm on 25.5, no further details known. G-CSDJ Jabiru UL has been sold & will be leaving in June, a replacement is planned. A new resident is G-TMRL CH.750 arriving 31.5 by road.

Movements 16.5 G-PTAR Skyranger 912S f&t Riby, G-CJNU Merlin 100UL f&t Manby, G-TGTT R.44 f Cabourne t West Ravendale, G-ENEA 182P f&t Blackpool (banner towing). 17.5 G-CCZD RV.7 f&t Rectory Farm, G-BPRD S.1C f&t Manby. 19.5 G-JLAT with G-LYNI EV.97's both f&t Garton. 25.5 G-CJNU Merlin 100UL f&t Manby, G-GCIY DR.400 with G-BJOT D.117, G-BYIK Europa, G-AXAT D.117A all f Full Sutton t Eddsfild, G-ATPV GY.20 f&t Full Sutton, G-

BMJU D.120 f&t Brighton, G-AZII D.117A f Rufforth t Eddsfild, G-MIAN Skyranger 912S f&t Sandtoft, G-CHLZ Skyranger 912 with G-CHMW EV.97, G-CEIE CTSW & G-GAVV CTSL all f Boston t Crosland Moor, G-CEBF EV.97A with G-JAYZ Sportcruiser, G-IBUZ Sportcruiser all f Boston t Forwood Farm, G-ENKY Skyranger 912S f Boston t Rossall Field, G-TGTT R.44 f&t Cabourne. **27.5** G-TGTT R.44 f&t Cabourne. **30.5** G-UZUP EV.97A with G-CBNL MCR.01 both f Fenland t Netherthorpe, G-BAZS F.150L f&t Full Sutton, G-TGTT R.44 f&t Cabourne, G-CIBZ EuroFox 912S f Sturgate t Temple Bruer, G-CJNU Merlin 100UL with G-BPRD S.1C both f&t Manby. **31.5** G-JLAT EV.97 with G-LYNI EV.97 & G-GDSO Cavalon all f Garton t Fenland, G-RMAV Ikarus C42 FB80 f&t Beverley, G-BPRD S.1C with G-CJNU Merlin 100UL both f&t Manby.

NORTH DUFFIELD/BIRCHWOOD (NY) N77072 Cessna 120 (11526) is reported to have departed from Fishburn recently & returned here.

NORTH SOMERCOATES (Lincs.) G-TMRL CH.750 moved to North Coates on 31.5 for hangarage & flight testing.

RUFFORTH EAST (NY) G-ATIS PA-28 is currently advertised for sale from here. From the Resident Review delete G-JERO Europa XS-TG which was noted recently on a private driveway in Southend. It has been at Rufforth, dismantled, since permit expiry in May 2007.

SHERBURN (NY) From the Resident Review delete G-ASAZ UH.12E-4 which has moved to White Waltham following sale. Visiting 7.6 was G-MAKN PC.12/47E from Church Fenton. Arriving around mid June, & on lease to Advanced Flight Training, is 9H-FLY PA-28-161 (28-8116109).

SOUTH CAVE/MOUNT AIREY (EY) A recent arrival noted 17.6 is N994K 269A (840) ex TH.55A 67-16733. Everything else was as my recent visit. Visiting in the afternoon was G-BRPY PA-15 f&t Brighton & an interesting flyover was G-OSRA 727-2S2F(RE) at 14.30, east to west at 4,400ft.

SOUTH CLIFTON (Notts.) The Lynx here, AH.7 XZ220 is currently advertised for sale at £8,995.

SOUTH SCARLE/BEECHES FARM (Notts.) Residents noted on 9.6 were G-BICD Auster 5, G-BJNB WAR F.4U stored, G-BKUI D.31 under construction & the Hurricane Scale Replica not showing much sign of progress. Visiting were G-AFGM J.4A, G-ARHZ D.62A, G-BVAF J.3C-65, G-CEVS EV.97 & G-MVRO Shadow Srs.CD.

STURGATE (Lincs.) G-CBFO 172S has been sold in Slovenia & G-IJOE PA-28RT departed to Bagby for sale by Matthew Fox, it has already been snapped up ! Arriving from Turweston on 15.6 was G-AVDF B.121 for respray by Eastern Air, it has recently reflight following a protracted rebuild.

SUTTON BANK (NY) Resident G-BETM PA-25 suffered brake failure landing here on 27.6.19 & struck a hangar.

THORPE WOOD (NY) An update thanks to Wrecks & Relics, the unidentified Jaguar & Jet Provost we list can both be deleted. Additions are XV779 Harrier GR.3 cockpit section, XX705 Bulldog T.1, XX747 jaguar GR.1, ZD902 Tornado F.2A, ZE965 Tornado F.3 cockpit section, Harrier fuselage (unflown airframe), Harrier GR.9 procedures trainer & A92-255 Jindivik 102BL.

TOLLERTON (Notts.) Resident G-BHRC PA-28 caught fire during start up on 19.10.19.

WADDINGTON (Lincs.) 16.6 G-SASR MD.900.

WICKENBY (Lincs.) On 8.6 G-CFXT N3N-3 was revealed in its new USN colour scheme as 4445 coded 228. It will be departing to new owners at Eshott in the near future. From the Resident Review delete G-PTAG Europa TG which has departed following sale.

WIDMERPOOL/NOTTINGHAM HELIPORT (Notts.) A new resident here is G-DENY R.44. **13.5** G-GHER AS.355N.

WOMBLETON (NY) Noted operating from here on 1.6 was G-OLAD EA.300/L.

YORK (NY) On the morning of 27.5 P7350 Spitfire Mk.IIA & LF363 Hurricane Mk.IIC performed a flypast at the funeral of BoB veteran Terry Clark DFM at York Cemetery.

RESIDENTS G-AMVP Topsy Junior was rolled out 15.5 in its newly applied "original" colour scheme. G-BJZN T.67A returned from maintenance at Bagby on 29.5. G-BVPD CASA 1.131E made its first flight since reassembly on 26.5 & has test flown on a couple of occasions since. G-MASH B.47G-4A has been sold & departed to Essex on 13.6. G-ZVKO Edge 360 repair is complete but now awaiting permission to fly it back to the UK. NC98712 J.3C-85 (18939) is a new resident, following import, & is awaiting reassembly in the workshop.

OUTSIDE PARKING G-ASMW 150D, G-BBJX F.150L, G-BEZI AA-5, G-BXJD PA-28, G-HELA TB.10 & HB-CIU R.172J have all been present throughout. G-AVMD 150G has been sold & departed to Barton 9.6 & G-OJWS PA-28 departed to Sherburn 29.5 at the end of its lease to York Flying Services. G-THIN FR.172E returned from maintenance at Tatenhill on 31.5.

MOVEMENTS Due to the Clubhouse currently been closed there is no access for visiting pilots to book in, therefore the only movements are ones personally noted whilst I have been on site. Hopefully normal service will be resumed before too long. The airfield reopened on 16.5 with the first movement G-AVMD 150G on a local flight. **16.5** G-BJOT D.117 f&t Rufforth. **21.5** G-CFMI Skyranger 912 f&t Crosland Moor. **25.5** G-AXAT D.117A f Eddsfield t Full Sutton, G-AYGA D.117 f&t Oxenhope, G-AYHX D.117A f&t Oxenhope, G-AYKW PA-28 f&t Fishburn, G-AZIL .117A f Eddsfield t Rufforth, G-BJOT D.117 f Eddsfield t Rufforth, G-CGCH Sportcruiser f Beverley n/s (went u/s), G-GFLY F.150L f&t Little Snoring, G-HIVE F.150M f&t Sibson, G-IVII RV.7 f&t Sherburn, G-MESH Sportcruiser f&t Oxenhope, G-ONUN RV.6A f&t Sherburn, N855GT 747-87UF (37567) Polar Air Cargo flyover 14.45 at 37,000ft f Cincinnati t Leipzig (I was bored !), N909PH PA-23 (23-1800) f&t South Cave. **27.5** G-CGCH Sportcruiser t Beverley. **27.5** G-CIPL RV.9 f&t Fishburn. **28.5** G-CGCH Sportcruiser f&t Beverley, G-CINL Skyranger 912S f&t Fishburn, G-GDSO Cavalon with G-JLAT EV.97 & G-LYNI EV.97 all f Garton t Eddsfield. **29.5** G-AJJS Cessna 120 f&t Wickenby, G-GRVE RV.6 f&t Sherburn. **30.5** G-AKVM Cessna 120 f&t Wickenby, G-AYKW PA-28 f&t Fishburn, G-CGCH Sportcruiser f&t Beverley, G-CGWF RV.7 f&t Crosland Moor, G-CIHW Cavalon f&t Eddsfield, G-FION/"441968/VF-E" T.51 f&t Netherthorpe, G-SCZR Sportcruiser f&t Sturgate, G-SEVN RV.7 f&t Netherthorpe, N525DB F.172H (F172-0484) f&t South Cave. **31.5** G-AFGM J.4A f Sleaf t Sandcroft Farm, G-ARHZ D.62A f&t Sandcroft Farm, G-AWBS PA-28 f&t Full Sutton x2, G-BFTH F.172N f&t Eddsfield, G-BTBY PA-17 f&t Dishforth, G-MOUT 182T f&t North Ripton, G-RVEI RV.8 f Sherburn t Gamston, N909PH PA-23 f&t South Cave. **2.6** G-BZRV RV.6 f Eshott t Hinton in the Hedges, ZZ521 Wildcat AH.1 (Marine13) operating in the area most of the afternoon. **4.6** G-JBKA R.44 f&t Sherburn. **8.6** G-SAHI SAH-1 f&t ?(fuel stop). **13.6** G-AHBM DH.87B f&t Saltersgate, G-ARHZ D.62A f&t Sandcroft Farm, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-PMGG AB.206A f Everingham t Beverley. **14.6** G-AYGA D.117 with G-AYHX D.117A, G-CCEM EV.97A & G-MESH Sportcruiser all f&t Oxenhope, G-BJOT D.117 f&t Rufforth, G-IVII RV.7 f&t Sherburn, N525DB F.172H f Sherburn t South Cave. **20.6** G-AFGM J.4A f Gringley on the Hill t Fishburn, G-AHBM DH.87B f&t Saltersgate, G-ARHZ D.62A f Sandcroft Farm t Fishburn, G-ATDO Bo.208C f&t Crosland Moor, G-AYCT F.172H f Sherburn t Sandtoft, G-AYGA D.117 with G-AYHX D.117A, G-CCEM EV.97 & G-MESH Sportcruiser all f&t Oxenhope, G-AZAB PA-30 f&t Leicester, G-AZFA B.121 f&t Rufforth, G-BCKV FRA.150L f Sandtoft t Bagby G-BENJ RC.112B f&t Top Farm, G-BFTH F.172N f&t Eddsfield, G-BJOT D.117 f&t Rufforth, G-BOPD BD.4 f&t Yearby, G-BRBG PA-28 f Netherthorpe t Great Massingham, G-BYJD Jabiru UL f&t ?, G-CBZK DR.400 f&t Sherburn, G-CCEJ EV.97 f Ringstead t Felixkirk, G-CEBF EV.97A f with G-IBUZ Sportcruiser & G-JAYZ Sportcruiser all f&t Forwood Farm, G-CEVS EV.97 f Ringstead t Peterlee, G-CGCH Sportcruiser f&t Beverley, G-CIBZ EuroFox 912S f Sturgate t Temple Bruer, G-CITD RF.5 f&t Coal Aston, G-CMEW WT9 UK f Andrewsfield t Eshott then f Eshott t Andrewsfield, G-CSHB PS-28 f&t Cranwell, G-DENY R.44 f Kirkbride t Widmerpool, G-FION/"441968/VF-E" T.51 f&t Netherthorpe, G-FUZZ/51-15319 PA-18-95 f&t Gypsy Wood, G-KWFL EV.97 f Ringstead t Peterlee, G-OSEM R.44 f Cumbernauld t pvt site Peterborough, G-RFAD RF.4 f&t Gloucester, G-SEVN RV.7 f&t Netherthorpe, G-WLDN R.44 f&t Eddsfield, N673SA PA-24-250 (24-2240) f Netherthorpe t Great Massingham. **21.6** G-OSEM R.44 f&t private site Peterborough.

May 2020

Commercial

- 2nd TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 3rd TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 3rd TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 5th G-LUXE BAe-146 FAAM (Direct Flight)
- 6th TF-AMR Boeing 747-400 Air Atlanta Icelandic White/Blue Tail (F) Just repainted ex Magma colours.
- 6th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 7th VP-BJP Boeing 777-300 Nordwind Airlines FV of Airline, second of type. (Pax plane used as freighter) from Guangzhou Baiyun, China via Moscow carrying medical PPE. (FV) (F)
- 8th G-VRAY Airbus A-330-300 Virgin Atlantic for storage from LHR (FV)



G-VRAY Airbus A-330-300 Virgin Atlantic

- 8th G-VLUV Airbus A-330-300 Virgin Atlantic for storage from LHR (FV)
- 9th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 9th G-VGBR Airbus A-330-300 Virgin Atlantic for storage from LHR (FV)
- 9th G-VSXY Airbus A-330-300 Virgin Atlantic for storage from LHR (FV)
- 9th VQ-BGL Boeing 777-300 Royal Flight (F) medical PPE. Pax plane used as freighter, Second visit of Airline (FV)
- 10th VP-BJL Boeing 777-300 Nordwind Airlines. Medical PPE from China via Moscow. (Pax plane used as freighter. Second visit of Airline (F) (FV)
- 10th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 10th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 11th G-WUKF Airbus A-320 Wizz Air-UK Dep. from storage to Luton
- 12th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 13th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 13th G-WUKG Airbus A-321 Wizz Air-UK Dep. from storage to Luton
- 15th UR-11819 Antonov AN-12 Motor Sich. From Dakar Dep. 16th (F)



G-VLUV Airbus A-330-300 Virgin Atlantic

- 16th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 17th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 17th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 19th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 20th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 20th VP-BCV Boeing 747-400 Silkway West Airlines. From Baku Azerbaijan (F) (FV)



VP-BCV Boeing 747-400 Silkway West Airlines. 20/05

- 22nd VP-BJO Boeing 777-300ER Nordwind Airlines. PPE from China via Moscow Pax plane used as freighter (F) (FV)
- 23rd UP-B6703 Boeing 767-300ER Sunday Airlines. Pax plane used as freighter. New Airline. From China via Almaty Kazakhstan with PPE. Also first UP- registration (F) (FV)

23rd TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)



TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma 23/05



UP-B6703 Boeing 767-300ER Sunday Airlines 23/05

24th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
24th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
26th UR-CSX Boeing 767-300ER Ukrainian Wings Kam Air. Pax plane used as (F) (FV)
26th TF-AAL Boeing 747-400 Air Atlanta Icelandic. Dep. 27th PPE (F) (FV)
26th TF-AMM Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
27th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
28th TF-AAL Boeing 747-400 Air Atlanta Icelandic. Dep 29th PPE (F)
29th UR-CSX Boeing 767-300ER Ukrainian Wings (Kam Air) Pax plane used as freighter. (F)
30th VQ-BGL Boeing 777-300 Royal Flight. medical PPE. Pax plane used as freighter (F)
30th VQ-BGP Boeing 777-300 Royal Flight. medical PPE. Pax plane used as freighter (F)
30th TF-AMI Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)



UR-CSX Boeing 767-300ER Ukrainian Wings (Kam Air) 26/05



TF-AAL Boeing 747-400 Air Atlanta Icelandic 26/05

- 30th TF-AAL Boeing 747-400 Air Atlanta Icelandic. PPE (F)
- 31st TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 31st UR-CSX Boeing 767-300ER Ukrainian Wings (Kam Air) Pax plane used as freighter. (F)



VQ-BGP Boeing 777-300 Royal Flight. 30/05

Bizz Jets & Bizz Props

- 1st OO-LUM Dassault Falcon 7X Belgium Air Force (T) +11th & 13th
- 5th N95KL Cessna 525 CitationJet M2 (FV)
- 10th F-HASJ Citation 510 Mustang (FV)
- 15th G-CKUB Cessna Citation 560XLS+ Airtest
- 19th M-ETAL Piaggio P-180 Avanti II
- 19th 2-EMBR Embraer EMB-505 Phenom 300
- 20th G-TLCL Hawker 800XPi (M) (FV)
- 23rd M-CELT Dassault Falcon 7X (FV)
- 25th B-605D Bombardier BD-700-1A10 Global 6000. Zyb Lily Jet. From China this & the next entry arrived within 10 minutes of each other. (FV)



B-605D Bombardier BD-700-1A10 Global 6000 25/05

- 25th B-602V Bombardier BD-700-1A10 Global 6000. Jingye Steel Group. Both dep. 27th within a short time of each other.



B-602V Bombardier BD-700-1A10 Global 6000 25/05

- 26th CS-PHB Embraer EMB-505 Phenom 300
- 27th G-SICB Britten-Norman BN2B Islander (T) (FV)

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

- 2nd G-JBKA Robinson R-44 (FV)
- 4th G-OALI AS-355 Twin Squirrel (T) (FV)
- 8th G-CKIH Agusta A109 Grand (FV)
- 15th G-TIPR Eurocopter AS-350 (FV)
- 19th G-JMBS Agusta A109S Grand (FV)
- 20th G-LINZ Robinson R-44 (FV)
- 29th G-TCUK Agusta A109S Grand (FV)

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

7th G-YDEA Diamond DA-42 Twin Star (T)
8th G-RVNK Partenavia P-68 Victor
12th G-HAKA Diamond DA-42 Twin Star (FV)
14th G-EMPP Diamond DA-42 Twin Star
20th N7180V Mooney M20 2Excel
31st D-ISAV Cessna 402 (FV)

Military 4th ZM333 Embraer EMB-500 Phenom 100
6th ZZ405 Agusta Westland AW159 Wildcat AH.1 Lynx (H) (FV)
7th ZM415 Airbus A400M (T)
12th ZM403 Airbus A400M (T)
14th ZM304 Grob Prefect T1 (T)
15th ZM307 Grob Prefect T1 (T) +19th
15th ZE701 BAe-146-100 R.A.F of the Queens Flight
27th ZM410 Airbus A400M (T) (FV)
29th ZM402 Airbus A400M (T)
29th ZM301 Grob Prefect T1 (T)



ZM402 Airbus A400M 29/05

(FV) First Visit. (T) Training. (H) Helicopter. (F) Freighter. (M) Maintenance/Textron.

Credits

Airfield Managers Mike Butler & Anthony Stevens, Michael Hanks & the three Engineering guys

General

The airfield was closed to visitors from 21/03 & is now open
I managed to review the movement logs from the 6th to the 29th of March then it came to an end until 18th May.

Arrivals

16.05 Yorkshire Aero Club moved across from Robin Hood with G-BBKA F.150L, BSKA 150M, G-BZBF F.172M & G-MABE F.150L. 18.05 to 29/05 for a stay until the Hatfield Moors stayed on fire was G-UHGB B.205A-1

Departures

None



Aircraft awaiting & on maintenance during the month were f/n first noted, l/n last noted
 G-ATLM F.172G now whole again parked outside f/n 20/05 l/n 31/05
 G-BEAC PA-28 from Humberside for more work f/n 20/05 l/n 25/05
 G-BFGL FA.152 from Fenland f/n 20/05 l/n 31/05,
 G-BFTH F.172N from Eddsfield 05/03 to Eddsfield 28/03
 G-BIHI 172M arrived sometime before 28/02 from Fenland by road for rebuild, l/n 31/05
 G-BKMB M.20J from Sherburn f/n 29/05
 G-BLPF FR.172G from Fenland f/n 25/05 l/n 29/05

Resident aircraft seen were G-ATLM F.172G parked out, G-AZNO 182P, G-BCGI PA-28, G-BGBW PA-38 W/O parked outside, G-BHZU J3C-65, G-BIFB PA-28 (on rebuild in main hangar), G-BOMP PA-28, G-BSYV 150M
 G-CGYX Cavalon, G-IBFF Be C23, G-MIAN Skyraider, G-TAYI G.115, G-WLGC PA-28, N20UK M20F, N131MP PA-31P (to be G-BWDE on rebuild), N337UK F.337G (on rebuild in main hangar), N2136E PA-28R (on rebuild in main hangar)

Movements

Missed March ones first

06.03 G-AVBH PA-28-180 f/f North Elmham
 07.03 G-EFBP FR.172K f/t Sherburn, G-XLTG 182S f/t Sherburn, G-BBKA F.150L circuits f/t RHADS
 10.03 G-CDES B.206B f Leeds East t Barton
 15.03 G-BZBF 172M circuits f/t RHADS
 16.03 G-BSWL T61F f Wickenby t Kirton in Lindsey, G-BRBA PA-28 f/t Full Sutton
 17.03 G-AVUG F.150H f/t Netherthorpe
 19.03 G-BNPY 152 f Sturgate t Gamston, G-BZBF 172M circuits f/t RHADS

Known May movements

18.05 to at least 30/05 G-UHGB B.205A-1 based for assisting in fire-fighting duties over Hatfield moors
 20.05 G-BEAC PA-28 f/t Humberside
 24.05 G-BFTH F.172N f/t Eddsfield
 25.05 G-BEAC PA-28 f/t Humberside, G-BLPF FR.172G from Fenland
 28.05 G-BCRR AA-5B f/t Sherburn
 29.05 G-MICK F.172N from Fenland, G-BCRR AA-5B f/t Sherburn
 30.05 G-IMIK PA-28 f/t Netherthorpe
 31.05 G-ATVW D.62B f/t South Cave, N310AJ 310R f/t Kidlington
 Re-opened 01/06



G-ECGC 25/05 from Fenland

Collated by Alan Sinfield

Glossary

n/s	Night Stop	o/s	Overshoot	t/g	/Touch & Go
c/t	Crew Training	??	Unknown to/from		

- 01/05 ZH879 C130J-30 Hercules C.4 f Brize Norton o/s RAF - 47 Sqdn
 02/05- None
 04/05 None
 05/05 G-FLYK Beech 200 Super King Air f Haverfordwest t Belfast International Fly Wales, G-EMPP Diamond DA42 Twin Star f Retford Gamston t Blackpool DEA Aviation, G-POLA Eurocopter EC135 f/t Newcastle NPAS Northumbria, G-FLYK Beech 200 Super King Air f Belfast International t Haverfordwest Fly Wales
 06/05 ZM333 EMB500 Phenom 100 f Cranwell o/s RAF- 45 Sqdn, PH-SLC Vulcanair P.68 Observer 2 f/t Teuge Slagboom & Peters NV, G-CDCV Robinson R44 Clipper II f White Waltham t Cumbernauld 3Grcomm Ltd, G-LINY Robinson R44 Raven II f Leeds East n/s Helicentre Aviation Ltd, ZZ419 Beech Shadow R1.A f Waddington c/t RAF - 14 Sqdn
 07/05 G-LINY Robinson R44 Raven II n/s t Blackpool Helicentre Aviation, XX261/CJ Hawk T1.A f Leeming o/s RAF-100 Sqdn, G-CDCV Robinson R44 Clipper II f Cumbernauld t Private site 3Grcomm Ltd, G-FLYK Beech 200 Super King Air f Haverfordwest t Belfast City Fly Wales, ZZ408 AgustaWestland Wildcat AH.1 f MAN t Pvt site Army Air Corps
 08/05- None
 12/05 None
 13/05 G-CDCV Robinson R44 Raven II f Gloucestershire t Aberdeen Universal Energy Ltd, ZZ419 Beech King Air Shadow R.1 f Waddington c/t RAF - 14 Sqdn
 14/05 XX317/317 Hawk T1.A f Leeming o/s RAF - 100 Sqdn, G-BYWK Grob G115E Tutor T1 f Leeming c/t RAF - NUAS/11 AEF, G-BYXJ Grob G115E Tutor T1 f Leeming c/t RAF - NUAS/11 AEF
 15/05 G-CDCV Robinson R44 Raven II f Inverness t Gloucestershire Universal Energy Ltd
 16/05 None
 17/05 None
 18/05 XX221/221 Hawk T.1A f Leeming o/s RAF - 100 Sqdn
 19/05 ZZ418 Beech BE350ER Shadow R.1 f Waddington c/t RAF - 14 Sqdn
 20/05 ZM333 Embraer Phenom 100 f Cranwell o/s RAF - 3 FTS (45 Sqdn), ZZ507 Beech Shadow R1+ f Waddington o/s RAF - 14 Sqdn
 21/05 None
 22/05 None
 23/05 G-NPTX Boeing 737-4C9SF f/t Edinburgh West Atlantic (Crew Training)
 24/05 None
 25/05 None
 26/05 ZM333 Embraer Phenom 100 f Cranwell o/s RAF - 3 FTS (45 Sqdn), G-UNAC Piper PA-32R Saratoga II TC o/s Private, ZK034/FJ Hawk T2 f Valley o/s RAF - 4 FTS (25 Sqdn), ZK012/C Hawk T2 f Valley o/s RAF - 4 FTS (4 Sqdn), XX321/CI Hawk T1A f Leeming o/s RAF - 100 Sqdn
 27/05 ZK427/427 Eurofighter Typhoon FGR.4 f Coningsby o/s RAF - 29 Sqdn (with FRAK)
 28/05 None
 29/05 G-JRER Tecnam P2006T f/t Gloucestershire 3GRComm Ltd, LX-FPP Beech 200 Super King Air f East Midlands t Retford Gamston DEA Aviation, G-OUCP Piper PA-31 Navajo C f Doncaster Sheffield o/s BroadSword Aviation, G-AXZD Piper PA-28 Cherokee E f Dunkeswell n/s Eden Flight Training
 30/05 None
 31/05 None

May 2020

Second month of the lock down and again negligible movements. Better news on the horizon with flights resuming from 26th June, but many changes at the airport in procedures so I've decided to wait until next year to fly again. Activity certainly has picked up in June with fine weather so lets hope the list is longer next month.

Friday May 1st

Airbus A400 M Atlas **ZM415** performed 5 go-arounds starting at 08:38 c/s ascot 480 f/t Brize Norton.



ZM415 Airbus A400 M Atlas 01/05 Paul Whincup

Tuesday May 5th

Saw BN-2B-26 Islander **G-HEBS** arrive from North Connell until 20th.

Wednesday 6th May

Beechjet 400 **SP-ATT** arr 13:45 from Lisbon depart 14:45 to Leipzig.

Thursday 7th May

Again had Airbus A400 M Atlas **ZM415** performing 4 go-arounds starting at 17:35 c/s ascot 487.

Wednesday 13th May

Diamond DA42 Twin Star **G-HAKA** arr 11:36 fr Biggin Hill until ?, SOCATA TBM-940 **N940PS** f/t Biggin Hill (12:36/14:10),

Tuesday 19th May

Piper PA-28RT Turbo arrow **G-TKHE** arr 13:31 until 22nd, Boeing C-17 Globemaster **ZZ174** performed 2 go-arounds at 15:43 inbound from Teesside c/s Ascot 815.

Wednesday 20th May (a bit better)

Piper PA-28-181 Archer **G-LVRS** f/t Elstree (11:37/16:02), Reims Cessna F406 Caravan II **G-SMMB** arr 11:58 fr Glasgow for maint?, Britten Norman BN-2B-26 Islander **G-HEBS** local flight at 13:06 to 15:44 and again at 16:21 to 16:36 then ret to North Connell at 16:53.



N940PS SOCATA TBM-940 13/05 Paul Whincup



ZZ174 Boeing C-17 Globemaster 19/05 Paul Whincup

Friday 22nd May

Cessna 510 Mustang **OE-FZB** arr 08:13 fr Geneva dep 08:39 to Lille ret to LBA at 15:43 and dep 16:34 to Le Bourget, Piper Pa-28RT Turbo Arrow **G-TKHE** dep 09:23, Beech C90GT King Air **M-TSRI** arr 10:06 fr Newcastle dep 16:02 to Hawarden, Boeing C-17 Globemaster **ZZ171** go-around at 14:22 fr Brize Norton c/s Ascot 820,



ZZ171 Boeing C-17 Globemaster 22/05 Paul Whincup

Tuesday 26th May (now getting much busier - yippee)

Beech 200 Super King Air **D-IBAR** f/t Monchengladbach (09:10/11:26), Beech 200/250 Kingair **G-IASB** arr 09:18 fr Teesside, then local flight 10:13 to 10:37 and ret to Teesside at 11:28, Cirrus Sr22 **N590CD** dep 10:14 to Sherburn, Belgian air Force Falcon 7X **OO-LUM** arr 10:42 fr Eindhoven dep 11:09 to Newquay, Learjet 40 **C-FEMC** arr 11:59 fr Keflavik n/stop, Britten Norman BN-2B-20 Islander **G-SICB** arr 14:16 fr Aberdeen n/stop, Cessna 525 M2 **F-HBTV** f/t Le Bourget (15:40/16:08), Bell 505 Jetranger X **2-BELL** dep 16:16.



OO-LUM Belgian air Force Falcon 7X 26/05 Ian Gratton

Wednesday 27th (looks almost back to normal – but not really)

Learjet 40 **C-FEMC** dep 09:50 to Keflavik, Cessna 404 Titan **G-BWLF** f/t EMA (10:03/14:22), Belgian Air Force Falcon 7X **OO-LUM** arr 10:20 fr Brussels dep 10:47 to Shannon. Britten Norman BN-2B-20 Islander **G-SICB** local flight dep 11:47 ret 12:23 and dep 12:27 to Doncaster ret to LBA at 13:34, Cessna F172N Skyhawk **G-ROLY** arr 13:01 fr Netherthorpe for maint. Diamond DA42 Twin Star **G-HAKA** dep 13:14 to Gamston, Piper PA-28 Cherokee **G-AVRK** stayed one minute ! arr 15:00 dep 15:01 f/t TESSIDE. Piper Pa-28-161 Warrior **G-BODE** at least stayed 19 minutes f/t Sherburn (15:01/15:20).



G-BWLF Cessna 404 Titan 27/05 Rod Hudson



G-ROLY Cessna F.172N Fields Aviation 27/05 Rod Hudson



G-MCGE S92 Bristow Coastguard 05 May Mike Storey



M-LEOG AW109SP Leo Group 14/05 Ian Gratton

LBA Airline movements.... Andy Coverdale

May 2020

Given the Covid 19 virus placing the country in lockdown, the airport remained shut to scheduled airline flights throughout the month, & as such movements were limited to very occasional positioning/training/test flights by Jet2.

Jet2

13/5 G-GDFZ(053C) positioned in from Stansted.

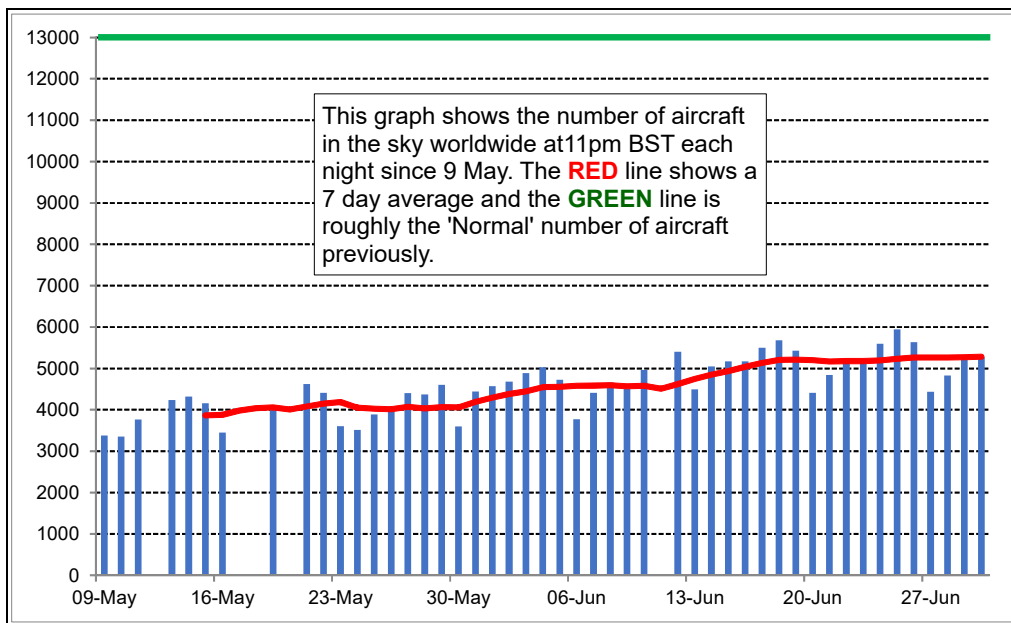
26/5 G-GDFZ(051B) positioned out to Stansted.

26/5 G-GDFL(051F) test flight arrived in from Dublin.

20/5 G-JZBL(053B) positioned out to Stansted.

Worldwide Traffic....

Alan Sinfield



Society contacts....

Chairman Howard Griffin
Visits Organiser

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

Managing Editor Alan Sinfield

6 The Stray, Bradford, BD10 8TL
01274 619679 alan.sinfield@airyorkshire.org.uk

Meetings coordinator Mark Elliot

07716 374402 mark.elliott@airyorkshire.org.uk

Photographic Editor Ian Gratton

photos@airyorkshire.org.uk

Dinner Organiser John Dale

01943 875315

Plus Reynell Preston (Security), Paul Windsor (Reception/Registration)
Geoff Ward (g_ward76@hotmail.com) & Paula Denby

Code of Conduct

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

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LBA Remember When



G-ATSM Cessna 337 Skymaster Howard Griffin



G-AJZY 1949 Halifax Dennis Yeadon