

AIR YORKSHIRE

Aviation Society

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June 2020



ZM402
AIRBUS A400
Over Thorne near Doncaster
8 April 2020
Clive Featherstone

www.airyorkshire.org.uk

Monthly meetings/presentations....

The Media Centre, Leeds Bradford Airport

Monthly Meeting - Sunday 7th June at 2.30pm (via Zoom)

Mike Dixon – Air Yorkshire member and Air Traffic Controller at East Midlands Airport. Mike will give us an update on Air Traffic Control and East Midlands Airport

To access ZOOM go to <https://zoom.us/join>

The MEETING ID is **925 9555 0387**

ALL MEETINGS WILL CONTINUE TO USE ZOOM until further notice

JULY Meeting 5 July 2.30pm Meeting ID 999 0430 7673

Society news....

Alan Sinfield

Sponsored by Keith Manning

I am sure you will notice that this months magazine is somewhat different to normal with the LBA pages being very reduced.

Clearly this won't improve for a while so I have started publishing more articles and photos. The longer the reduction of Air Traffic goes on the more **stories/articles I will need.....**

Please do have a think what you can write for me!

With time on my hands and a request from Alan for more articles, I thought I'd look back in time at the year 1987 and what the airline world looked like in the UK. Can you remember the airlines that were around in 1987 and the aircraft they operated? And what became of them ? Many airlines were based in Crawley as the majority of the Independents flew out of Gatwick as Heathrow slots were still protected.

To me the most striking differences to today are firstly the sheer number of airlines and the diversity of aircraft operated. Today jets are dominated by Boeing and Airbus and Props by ATR and Bombardier, there are very few independent airlines and smaller manufacturers left.

Air 2000 based at Griffin house (no not my residence) Crawley, only had 2 Boeing 757's , The airline was established by Owners Abroad Group and eventually was merged with Thomsonfly in 2008.

Air Atlantique at Coventry with 5 DC-3's, plus 2 Dc-6s and Bristol 170 freighter G-BISU. Started in Jersey as a cargo airline with 1 DC-3 but now all the parts have been spun off into separate companies such as RDL Group and Atlantic Flight Training when the two main owners retired.

Air Bridge Carriers Ltd : based at EMA, 6 Vickers V953C Merchantmen ; renamed Hunting Cargo in Ireland and then became Air Contractors and is now called ASL Aviation Group.

Air Europe Ltd: based at Crawley: 3 x B757, 2 x B737-200, 4 x B737-300 ; set up by 2 former Dan Air Executives, became part of International Leisure Group but went bust in 1991.

Air Sarnia: based Guernsey: 1 BN2A islander ; The airline started out as Air Metro but went bust in 1990

Air UK Ltd: based Crawley: 15 x Fokker F27, 1 x BAC 1-11, 4 x Shorts SD360: airline started out as Air Anglia and then took over Air Wales, Air West and BIA to form Air UK renamed KLM UK in 1998, and then merged into KLM Cityhopper in 1991.

Airways International Cymru: based Cardiff: 2 x BAC 1-11, 2 x B737; formed by Red Dragon Travel but ceased trading 1988

Anglo Cargo Airlines ; based Crawley. 1 B707 & 1 BAC 1-11: eventually used just 1 B757F but found market conditions poor and was wound up in 1992

Aurigny Air Services Ltd; based Alderney; 2 x BN2A Islander, 7 x BN2A Trislander: Started operations in 1968 and was one of the first operators of the BN2A Islander and then Trislander, famous for naming its aircraft such as 'Joey', owned by States of Guernsey, current



G-ITEX BN-2A Trislander, Aurigny

Aviation West ; based Bristol: 1 BN2A Islander, 3 x BN2A Trislander; Operated between 1985 and 1987,

Berlin Regional UK LTD: 2 BAE Jetstream 3102: This airline was based at Berlin Tegel and set up by ex BA Captain Dick Twomey; struggled facing competition from Pan am and TWA and then eventually sold assets to Germanair when Germany reunified.

Birmingham Executive AVN: based Elmdon, 3 Gulfstream 1, 3 BAE Jetstream 3102: operated as Birmingham European Airways and eventually merged with Brymon to form Brymon European Airways in 1992.

Britannia Airways: based Luton, 24 x B737-200, 6 x B767: established in 1961 as Euravia with 3 Lockheed Constellations , then took over Skyways in 1962, re-equipped with Britannia's in 1964, the airline changed its name , and then became the UK's first operator of the B737, It was also the first European airline to operate the B767, then bought Orion airways and is now called Thomsonfly, part of the TUI Group.



G-BADR Boeing 737-200 Britannia

British Air Ferries; based Southend, 13 x Vickers Viscount, 3 HPR Herald, 2 Shorts 330, 1 Shorts 360: Started life as British United Air Ferries (remember those pics of cars driving up ramps into Carvairs) and its well-known owner/founder was Mike Keegan. Bought up the remaining Viscounts from British Airways, Changed operation of BAF to a charter airline and eventually renamed British World Airways that went bust in 2001.

British Airways, based LHR; 26 x BAC 1-11, 8 x HS748, 16 x B747-100, 19 x B747-200, 6 x Tristar 1, 11 x Tristar 50/200, 7 x Concorde, 27 x B757, 16 x B737-200, too much to say, but has about over 50 airlines that have at some time been absorbed into it. One interesting fact is it actually started out as British Airways, with I think DH-5's and after all its name changes is still called British Airways.



G-AVMH BA 1-11 510 BEA (British Airways)



N305EA Lockheed TriStar in a mixture of Eastern and BEA liveries at Farnborough

British Caledonian: based Crawley, 13 x BAC 1-11, 9 x DC-10-30, 2 x B747-200, Started as a charter airline ; Caledonian then took over BUA in 1969, but sold to BA in 1987 when it was struggling to stay afloat as the UK's 'second airline'. BA rebranded its subsidiary British Airtours as Caledonian after the merger and the name eventually disappeared when BA expanded operation at Gatwick when Heathrow ran out of slots.

British Island Airways: based Crawley, 10 x BAC 1-11: Was rebranded as such from British United Island Airways that was originally the short haul part of BUA operating mainly HPR Heralds, it then merged with 3 other airlines to form Air UK in 1980.

British Midland Airways: 3 x Vickers Viscount, 1 BAC 1-11, 10 x DC-9, 2 BAE ATP, 2 x Fokker F27, 2 x Shorts 360, Really started as Derby Airways in 1953, and then in 1964 it bought the Manchester based airline Mercury Airlines and adopted the name British Midland Airways (BMA), also formed Manx Airlines in partnership with British & Commonwealth Bank, and in 2007 bought the airline British Mediterranean Airways, Bought/merged into BA in 2012 .



G-ASED Viscount , BMA

Brown Air Services : Based LBA, 1 Shorts 330, 1 Gulfstream 1. The first airline to be based at LBA in 1987 then re-branded as Capital Airlines and re-equipped with Shorts 360's and the take-over of Northair for maintenance and catering etc. but then came the 2 x Bae 146's in 1989 and within a short time the banks foreclosed ,

Brymon Airways : based Plymouth, 3 DHC-6 Twin Otter, 3 x DHC -7 Dash 7; Formed by journalist Bill **Bryce** and racing driver Chris **Amon** (hence the name) was the first British airline to use the DHC-7 Dash7 including the first ever test flight into what is now London City Airport. In 1992 Brymon merged with Birmingham European to form Brymon European Airways which was then renamed Maersk UK when taken over jointly by BA and Maersk. Eventually merged with British Regional and renamed BA City Express which was in turn sold to FLYBE in 2007.

Cal Air International : based Crawley, 3 x DC-10-30: Set up jointly by British Caledonian and the Rank Group after the Laker Airways collapse. The airline stopped operating in 1990 when the owners (Rank) failed to find a buyer for it after British Caledonian was bought by BA. One of the DC-10s became the Orbis flying hospital (G-GCAL).

Channel Express : based Bournemouth, 3 x HPR Herald freighters; Established in 1978 as Express Air Services and adopted Channel Express name in 1983 when bought by Philip Meeson. In 1991 company changed its name to Dart Group (after the RR Darts powering the 7 Heralds it then operated). Also bought 3 Lockheed Electra freighters and Fokker F27 freighters as Heralds were retired. Its low cost airline JET2 was established in 2002 and eventually the Channel Express name was dropped by 2006.

Chieftain Airways, based Glasgow, 2 x HS748: not much is known about this short lived airline that only operated from 1986 to 1987 !

Connectair Ltd : based Horley, 3 x Shorts 330, 1 x EMB110 Bandeirante: Formed in 1983 with just one Bandeirante, Connectair was the feeder service for British Caledonian operating flights using the BR code (now allocated to EVA Airlines of Taiwan). After the merger of BCAL and BA , ILG group bought Connectair and rebranded it Air Europe Express using the AE code for its flights. Ceased ops on 8 March 1991 when ILG group went into receivership.

Dan Air Services Ltd; based London ; 14 x HS748, 15 x BAC 1-11, 3 x BAE 146. 6 x B737, 9 x B727; Set up as a subsidiary of London stockbroking company Davies and Newman (hence the name) in 1953. Initially operated from Southend and Blackbushe airports with charter flights and moved to LGW in 1960. Was the first British Airline to use the B727 and used more Airspeed Ambassadors and DH Comets than any other airline. In 1989 it carried 6.9 million passengers, but it used older inefficient aircraft and as fuel prices rocketed, the airline could not compete. The Boeing 727's were a particular burden. It also did not have its own tour company and as can be seen in this list, tour operators tended to set up their own airlines, which of course has now been reversed in modern days. Eventually the losses grew too much and the airline was absorbed into BA in 1992.



G-APDK DH106 Comet 4B , Dan Air

EuroAir Transport Ltd: based Gatwick, 3 x HPR Herald, 4 x HS74, 6 x EMB 110 Bandeirante. Considering the size of this airline, very little history data seems to be available except that it operated from 1977 to 1997.



G-ALZO Airspeed AMbassador, Dan Air

Fairflight Ltd; based Biggin Hill, 7 x Shorts 330, 4 x Shorts 360, 3 x EMB 110 Bandeirante: aircraft charter and leasing operator. Set up the airline Air Ecosse.

Gill Aviation ; based Newcastle, 1 Shorts 330.established in 1969 by Michael Gill as regional airline, but was one of the victims of the September 11th 2001 attacks when it went into receivership just nine days later.

Guernsey Airlines, based Guernsey, 1 Vickers Viscount, 2 x Shorts 300; Initially set up by Alidair with 3 Viscounts, the airline was bought by British Air Ferries owner Jadepoint in 1983 when Alidair was in financial trouble.

Harvest Air Ltd: based Southend, 2 x DC-3, 8 x BN2A islander, 1 Dornier 228, Tails of these aircraft were painted in black and yellow checker board scheme, initially founded at Biggin Hill, main task was pollution control but when its owner was tragically killed in a plane crash the airline was split up and the DC-3s went to Janes aviation whilst the contract went to Air Atlantique. The airline itself and islanders merged into Region Air in 1988.

Heavylift Cargo airlines, based Stansted, 5 x Shorts Belfast, 1 Conroy CL.44-0 : The airline was formed by the merger of IAS Cargo and TransMeridian Air Cargo in 1979 and eventually ceased operations as part of Air Foyle. One Belfast is derelict at Cairns in Australia.

Highland Express Airways, based Prestwick, 1 x B747-100; established by Randolph Fields ceased trading 1987 but Randolph went on to set up Virgin Atlantic.

Isles of Scilly Skybus: 2 x BN2 A Islander: owned by Isles of Scilly steamship co. extant

Jersey European Airways: based Jersey, 4 x Shorts 330, 5 x Shorts 360, 2 x EMB 110 Bandeirante, 4 x DHC-6 Twin Otter. The airline was formed by the merger of Intra Airways and Express Air Services and then became British European and eventually changed name to Flybe going bust in 2020.

Kondair : based Stansted: 3 x BN2A Trislander: operated night newspaper/courier flights and had one fatal accident with G-BDTP, eventually became part of Titan Airways in 1989.

Loganair: based Glasgow: 6 x BN2A Islander, 4 x Shorts 360, 5 x DHC-6 Twin Otter, 1 x DHC 7 Dash7 1x Fokker F27; Formed by Willie Logon of Logan construction company (hence name) and was owned by RBS between 1968 and 1983 when became part of Airlines of Britain Group and then Airline Investments. Current.

Malinair Ltd: based Glasgow, 3 x BN2A islander, 3 x Dornier 228. Established in 1985 operated short Scottish routes and eventually sold to Air Ecosse (whilst that airline in administration) and then to Peregrine Air Services.

Manx Airlines : based Ronaldsway: 4 x Shorts 360, 1 Vickers Viscount. 1 DHC-6 Twin Otter, 1 Saab SF340, : Formed by BMA and Air UK as a joint venture, changed name in 1996 when sold to British Regional (see Brymon) to form BA City Express.

McAlpine Aviation : based Stansted: 2 x BAC 1-11: a subsidiary of Sir Robert McAlpine Construction with bases that included LBA (with 2 Riley Doves) , disappeared in 1989 as jets took over.



G-ATGI Riley Dove, McAlpines

Mediterranean Express: based Luton, 2 x BAC 1-11; started ops in 1987 based at Manchester? Then bought by TEA (UK) – a subsidiary of Trans European Airways of Belgium

and eventually ceased ops due to the economic downturn post the gulf war.

Monarch Airlines, based Luton ; 2 x B737-200, 4 x B737-300, 6 x B757: established in 1967 at Luton with Bristol Britannias, was first UK airline to operate a twin engined aircraft non-stop across the atlantic (ETOPS) eventually went into administration October 2017.



Unidentified Monarch Britannia departing RAF GAN (Maldives)

National Commuter Airways, based Southend 10 x Beech Kingair, 1 Bandeirante; Also called National Airways, set up at Elstree in 1980 running air taxis and charters, then moved to Luton and eventually Southend. Operated passenger flights to Brussels in partnership with Sabena, Suffered a catastrophic series of accidents, Sep 1987, Kingair G-WSJE crashed shortly after take off from Southend, then G-MDJI crashed into Otley Chevin whilst leased out, and in Jan 1988 G-BNAT was destroyed at EMA, Finally G-BLNA was seriously damaged in a storm at Shannon. The airline was subsequently wound up and remaining parts merged in Region Air in Oct 1989

Northair Aviation Ltd: based LBA, 2 x Cessna 340, 2 x Cessna 441, 1 x Cessna 421c, 1 x Partenavia P68; Set up by Ernest Crabtree at LBA, operated a large fleet of Beagle 206's as Northern Air Taxis. Eventually bought by Capital Airlines.



G-ATYW Beagle 206 Northern Air Taxis/Northair

Orion Airways: Based EMA, 5 x B737-200, 4 x B737-300, 2 x Airbus A300; established in 1979 as the airline linked to Horizon Travel, Then Bass (brewers) bought Horizon Group in 1987 who promptly sold it in 1988 to Thomson Travel and Orion was merged into Britannia,

Paramount Airways: based Cardiff: 2 x DC-9-83; Established in April 1987 and operated mostly out of Bristol and LGW, but quickly went bust in 1989 with debts of £11million. Also investigated by Fraud Squad over £13m losses incurred by Eagle Trust with which it was associated.

Suckling Airways: based Ipswich, 1 Dornier 228: Set up in Oct 1984 at Ipswich but when it's DO 228 churned up the grass runway at Ipswich, the airline was forced to move to Cambridge. In 1999 a 90% stake was bought by Brian Souter and his sister, the airline was re-branded ScotAirways, In 2006 the Suckling family bought back the 90% stake and then sold/merged in to Loganair in 2011.

TNT Express (operated by Air Foyle) 1 – BAE 146QT; now part of ASL Airlines

Tradewinds Cargo: based Stansted, 1 x B707F; Founded in 1968 after the collapse of cargo airline Transglobe using their CL44 aircraft. Taken over by the Lonrho Group in 1977 and replaced CL44's wit B707F's. Financial trouble forced Lonrho to sell the airline to Homac Aviation but when the B707 could not meet newly introduced noise restrictions, the airline could not afford to re-equip and was wound up in 1990.

Virgin Atlantic Airways: based Crawley: 2 x B747-200, 1 Vickers Viscount; originally established as British Atlantic Airways in 1984 by Randolph Fields, but changed its name the same year when Richard Branson took overall ownership. Delta Airlines later bought 49% of the holding company. Went public and then bought back into private ownership, Currently UK's second force airline after BA.

Credits: Wikipedia, Companies House, Airline History, TAHS

Airline Codes....

Mike Dixon

The following are a list of CARGO airline codes coming into East Midlands. Do you know them all?

DHK BCS CJT AJT NPT
BOX REV BIO FDX SWN
ICE SWT CKS ABC CLX
ABR SRR TAY LOG UPS

See the answers on Page 35

A visit in less than ideal weather , it was raining and even the birds were walking , but access was allowed to several hangars except for the Real Aeroplane Company trio of hangars which I was fortunate enough to see the contents of back in July during the excellent Bucker-Fest .

Making up for this loss however was the opportunity to look inside Hangar13 at the far west end of the new hangar block and which is now home to Steve Athertons helicopter fleet , the majority of which have now vacated his Crab Tree Farm base at Deighton were his hangar cum workshop no longer fulfils it's 'agricultural ' occupancy rules .

Hangar 3

G-CEND	EV-97 TeamEurostar UK	
G-TYAK	YAK-52	PTF exp 29 April 2016
55749/286	Kaydet N2S-4	N10053 , USN colours
	Spitfire 26	unregistered but almost complete build



G-TYAK YAK-52

Hangar 4 -7 (east end of airfield)

NJ689	Auster AOP5	really G-ALXZ
WG458/2	Chimpunk T10	really N458BG
G-AIBW	Auster J/1N Alpha	PTF exp 3 April 2019
G-AKTR	Aeronca 7AC Champion	
G-AYFC	Condor D.62B	PTF exp 10 June 2019
G-AYUT	Jodel DR1050 Ambassadeur	
G-BAAD	VP-1	PTF exp 20 September 2011 , dismantled
G-BAHL	Robin DR400	ARC exp 16 May 2011
G-BDDF	Jodel D120	PTF exp 10 November 2003 , minus engine , restoration project ? Minus prop
G-BJVS	CP1310 Super Emeraude	PTF exp 28 August 2018 , minus engine
G-BMYU	Jodel D120	
G-BRPY	PA-15	

G-BSYG	PA-12	
G-BVEH	Jodel D112	
G-ETOY	CASA 1-131E Jungmann	ex-D-ETOY , restoration
G-FLZR	Z-21 Flitzer	
G-LWLW	DA-40	
<u>Hangar 8 – 12</u> (new block at west end of airfield and opened October 2018)		
TW439	Auster AOP5	really G-ANRP
1367	Chipmunk T20	really G-UANO , PAF colours
G-AKBO	M38 Messenger	mtce
G-ATLV	Jodel D120	
G-AVXW	Condor D.62B	
G-AWJE	Nipper T.66 Srs 3	'Bumble Bee'
G-AYCP	Jodel D112	
G-AZHC	ditto	PTF exp 19 September 2019 , minus engine
G-BJAL	CASA 1-131E Jungmann	
G-BJZN	T67A Firefly	
G-BKTZ	T67M Firefly	
G-BRJC	C120	
G-CBEI	PA-22 Colt	
G-CCEZ	Easy Raider	new resident
G-CDCS	PA-12	
G-CDDP	Laser Z230	
G-CIIK	YAK-55	
G-CYLL	Falco F8L	
G-EJGO	Zlin Z.226T	
G-RVDR	RV-6A	



G-CIIK YAK-55

Hangar 13 (Large single hangar/helicopter store)

G-AKHP	M65 Gemini	
G-CDNO	Gazelle AH1	previously XX432
G-MASH	B47G	
HA-HSG	Gazelle	previously 3615/A ALAT
2-WMAN	Gazelle	outside , previously G-WMAN



2-WMAN Gazelle

Parked out – near Real Aeroplane Company

G-ASMW	C150
G-BDRD	FRA150M Aerobat
G-BXJD	PA-28 Cherokee
G-HELA	TB10 Tobago
G-NIKE	PA-28 Cherokee Archer II see Note 1 below

Parked out – east end beyond H4 – 7

491273/51	Delfin L-29	usually on 'gate guard' duty
G-BEZI	AA-5 Traveller	
G-THIN	FR172E Reims Rocket	new resident
HB-CIU	FR172J Reims Rocket	previously based at Eddsfield and Teesside . Does not appear to have moved in 2 years !



HB-CIU FR172J Reims Rocket

Notes ;

- At weekends only either PA-28 Cherokee Archer II's G-NIKE or G-OJWS are loaned to York Flying Services from Advanced Flight Training at Sherburn .
- General public admission to Brighton can only be made by subscribing to Museum Club Membership contact page , link here ; <https://www.realaero.com/contact.htm>

Olympic Airways – A History by Graham M. Simons

Published by Air World Books, an imprint of Pen & Sword Books Ltd. 320 pages.



This is another superb publication from author Graham M. Simons. He has quite a few titles to his credit now. This book, published in 2019, is a history of Greece's Olympic Airways, from beginning to end. It is lavishly illustrated. Much of it concentrates on the airline's relationship with its long term owner, shipping magnate Aristotle Onassis.

The story is well told, in a very readable style. The only criticism I could make, is that it is somewhat spoilt by having an excessive number of spelling and grammatical mistakes. These should have been corrected before publication. However, despite this, I consider this book a worthy addition to my bookcase. Keep a lookout for a history of Britannia Airways, by the same author, due to be published in July.

It was mid-September when my wife and I decided to have another week away for our October break, so I managed to secure a "Cheapie" with Martin Rooks. We were Scheduled to fly out MAN-PMI on KT271 Saturday at 17.15hrs. I checked my "bible" M.C.A.S. UK Timetables to find it would be a first for us on the L1011. Great, I thought, it makes a change from the 737/727 1-11's etc. The day before we were due to go I paged the "Oracle" B.A. arrivals at Manchester and found that one of the KT flights was running eight hours late. Out came the bible again; what a relief after checking I found that it wasn't our aircraft that was late. (British Airtours were operating two Tristars out of MAN that year)

A quick check Saturday lunchtime revealed that our aircraft was approx. one hour behind schedule; the other was now nine hours late. We arrived at the check-in at around 14:00. We always get there early to pick our seats. A nice smile from the girl at the desk. I asked for an d A&B "wife likes the window seat"; I'm sorry Sir, said the girl, your flight has a major delay and will be split onto two aircraft, one with yellow boarding cards the other blue. I explained that our aircraft wasn't that late, and she seemed amazed I knew so much. All I know, Sir, is that two aircraft will be taking this flight, as yet we don't know the operator. We went down to the lounge bar for a pint or two, to view the activity, and of course, wait for the arrival of "our" Tristar from Alicante.

Sure enough at 16:15, one hour late, it rumbled to a halt on 24. Leaving the wife with the bags I ran back to the B.A. desk (well, a quick walk really). I said "You've pinched our plane for another flight". The Tristar operations manager explains that he has people who have been waiting since 06:30 and the other Tristar was tech again. He sympathised with us but said he had to make the switch. I produced my yellow boarding cards and asked who was taking us. You will be on the Swissair A310 which we have chartered when it arrives from Zurich at 20:30, We are flying in Air Holland 727 for Blue card passengers. We had a lovely meal in the restaurant although a lot of people were grumbling about over booking etc.

We had a smashing flight on the A310 HB-IPA, good meal, free wine and drinks, and I might add the steepest climb out ever to date, We landed around six hours late, but to me the A310 was a bonus, The following Saturday's flight back was on the Tristar G-BEAM. It turned around at PMI in forty-six minutes from landing to take-off. The postscript to this story is that on arriving home I wrote to British Airtours at Gatwick straight away asking them why they couldn't have re-acted earlier when they "knew on the Friday one of the L1011's was in trouble with its schedules, They replied saying it was difficult to sub-charter wide bodied aircraft at short notice and sent us a cheque for £30 with apologies for the delay. It isn't who you know, it's what you know when you have the "Bible".

A Swiss Role RAF Leeming a visit by the Friends of Leeming Aviation Group 20 November 2019

The annual Swiss Air Force winter holiday has moved south from its traditional Scottish base at Lossiemouth to RAF Leeming who are hosting Exercise Yorknite from the 11 November to the 6 December and their 9 Hornet aircraft from Fliegerstaffels 17 and 18 from Payerne Air Base are based in the northern HAS area and therefore , perhaps as planned , well out of public gaze , sadly ! The Hornets arrived at Leeming on Monday 11 November as did the supporting groundcrew in Helvetic EMB190 HB-JVT , and flew their first sorties in the afternoon of the following day and have continued to fly at least 3 multiple aircraft sorties each weekday , particularly in the early evening and night .

The reason the Swiss use the UK during the winter is due to the limitations placed on them for night flying because of their crowded airspace and being a small country their flying training areas are very compact when compared to our D323 and D513 training areas off the north east coast . They are also not allowed to undertake night flying nor fly supersonically because of the risk of avalanches so both of these activities are given a high priority and hence the later launch times and often 23:00 recoveries which surprisingly are going down well with the locals , particularly the frequent run and breaks across the airfield on arrival and streamed landing . All very impressive from aircrew who are limited in their night flying opportunities !

The Swiss have been very consistent in their mission slots , and after all they do make good watches ! , and are out and off at 11:30 , 14:30 , 17:30 and 20:30 with variations in both numbers of aircraft launched and time airborne but frustratingly for the enthusiast the Hornets do not show on ADS-B so social media , scanners and the word on the street in the spotters enclosure come into their own ! The morning slot is the least used and normally on the shorter days of operations with no flying at all taking place on weekends .

The detachment has also received visits by CI-604 T-752 , Ce560 Citation Excel T-784 and PC-24 T-786 and on the 22 November Helvetic EMB190 HB-JVU visited to bring in the change of crews .



11:30 sortie by TALON31 Flight

J-5006/006	F/A-18C	from HAS15 , pilot was <i>Beni</i>
J-5009/009	F/A-18C	from HAS16 , pilot was <i>Shotty</i> Chollett : Google her !
J-5016/016	F/A-18C	
J-5018/018	F/A-18C	special <i>panthers</i> logo on fins and nose
J-5025/025	F/A-18C	from HAS17
J-5233/233	F/A-18D	
J-5238/238	F/A-18D	

100 Squadron

Flightline

XX205/CK	Hawk T1A	
XX339/CL	ditto	
XX317/CU	ditto	wears ROYAL NAVY logo and 736 NAS lightning flash on tail

Hangar

XX318/CG	Hawk T1A	mtce
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plus 5 more

Flying

XX337/CM	Hawk T1A
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Regulars attenders in the Leeming spotters enclosure or ADS-B followers will have noticed a dearth of Hawk flying of late with only two Hawks flying on a regular basis ? One of these is XX337 which flew today and was also flying on the 15th on an air test and undergoing some checks on rudder vibrations . A possible corrosion problem may be to blame for the restriction in flying ?

The out of service date for the Hawk T1 has now been pushed back to 2030 !

NUAS/11 AEF

G-BXYA/YA	Tutor T1
G-BYWK/WK	
G-BYYA/YA	
G-BYXJ/XJ	



And finally just a heads up for Spring 2020 when 1 Squadron should be at Leeming with 8 Typhoons for a joint NATO exercise ? Hopefully

With thanks to Graeme Hewitt , Ian McMaster and Paul Nann . DET 23 November 2019

YORKNITE RAF Leeming....



Ian Gratton



Mike Storey



Ian Gratton

Sandtoft goes to Blazes!

Bell 205A-1 Huey G-UHGB of Heli-Lift Services has been flying from Sandtoft recently assisting in fire fighting duty over Hatfield Moors near Doncaster. The moorland fire in a peat bog has been burning all week and the Huey is collecting water from nearby lakes to drop onto the fire.

Hatfield Moors blaze near Doncaster burns for two days - BBC

Fire crews have spent more than 48 hours tackling a moorland fire in a peat bog in South Yorkshire.

About 25 firefighters are still at the blaze is on Hatfield Moors near Doncaster.

The cause is unknown and it is "always difficult to tell" with this type of fire, said South Yorkshire Fire and Rescue Service.

Firefighters will be at the peatland "probably for a few more days", it added. Drone footage of the fire has been used to help in tackling the blaze."People should be super careful when out and about especially on moorlands.

"Please don't take disposable barbeques up there on walks, be careful with cigarette ends and don't leave litter and rubbish lying around", the fire service said.



Photos:
Sandtoft Airport Fire &
Rescue



Sherburn Runway work....

Keith Manning

Keith provided this information from the Sherburn Aero Club newsletter

During the current Pandemic, the opportunity has been taken to carry out extensive work at Sherburn Airfield.

- Over 50tons of top soil has been distributed and seed, weed killer and feed applied to the grass runways
- A specialised machine which cuts, ploughs and aerates the turf to create new growth has been used.
- A 3 tons roller has been bought, to help maintain the runways.
- All of the runway, taxiway and apron markings have been renewed.
- A new avgas tank has been installed and the Club livery applied.

Other areas

- The fences and children's play area have been repainted.
- Preparations to create an additional parking facility are well underway.
- Work continues in the Clubhouse to repair damaged plaster.
- The Clubhouse Sherburn Aero Club sign has been restored
- A new Sherburn Aero Club sign for the entrance to New Lennerton Lane has been designed and commissioned.
- The car park bays have been re-painted with reflective paint.



Michael Briggs collection....



Michael Briggs collection....



May 2020					
Airline	Date	Reg	Type	MSN	Remarks
TUI Airways	01 May	GTAWV	Boeing B738-8K5-SW	41662/5340	Rtn BHX as CGAWV ex Sunwing lse 24 Mar 20 Re-regd 30 Apr 20
Ryanair	02 May	(EIGDM)	Boeing B738-800-W	44810/6655	Regd to Ryanair Sun as SPRKV 30 Apr 20
Aurigny	03 May	GHUET	ATR 42-500	584	GCI - Malaga - Gran Canaria 08 Feb 20 Gran Canaria - Malaga - EMA 03 May Onward to Loganair
Titan Airways	05 May	(GPOWD)	Boeing B767-36N	30847/902	WFU 18 Apr 20 Regd to ? as 2---- 05 May 20 STN - BHX 05 May 20 EoL mx Onward to ? as N233SA Due frt conv fr SF Airlines
TUI Airways	05 May	GFDZZ	Boeing B738-8K5-SW	37262/3876	Lsd to Sunwing Win 19/20 Regd CFHZZ 25 Nov 19 MAN - Montreal 25 Nov 19 Rtnd BHX 24 Mar 20 Currently at BHX Re-regd 04 May 20
Virgin Atlantic	06 May		Boeing B744		Announced 05 May 20 that the fleet of 7 a/c had been PWFU
Flybe	07 May	(GECOI)	Bombardier DASH 8-Q402	4224	Currently at MAN Regd to Donegal Q400 Leasing Ltd 05 May 20
Loganair	07 May	(GLMRC)	ATR 42-500	480	Divd ABZ as FGPYB 07 May 20
Aer Lingus	08 May	EIEIN	Airbus A330-302	1951	Regd 28 Feb 20 Divd DUB 08 May 20
British Airways	08 May	(GCIVM)	Boeing B744-436	28700/1116	WFU 16 Mar 20 LHR - DGX 16 Mar 20 Canx 07 May 20 as PWFU
easyJet UK	09 May				Fleet locations updated
Ryanair	11 May	(EIGDK)	Boeing B738-800-W	44806/6653	Regd to Ryanair Sun as SPRKU -- May 20
Ryanair	11 May	(EIFZH)	Boeing B738-800-W	44781/6341	Regd to Malta Air as 9HQDY -- May 20
ASL Airlines	12 May	GPOWP	Boeing B734-436F	25844/2514	Lsd fm Titan Airways 01 May 20 -
TUI Airways	12 May	(GOOBF)	Boeing	33101/1041	WFU 23 Mar 20

			B757-28A-W		BHX - DGX 03 Apr 20 EoL checks DGX - Bangor - Goodyear 09 May 20 Canx to ? as N237SA 11 May 20 Fr frt conv fr SF Airlines
Wizz Air UK	12 May	GWUKF	Airbus A320-232-S	8210	WFU 24 Mar 20 LTN - DSA 25 Mar 20 Strd DSA - LTN 11 May 20 To rtn to svc
TUI Airways	13 May	GTAWB	Boeing B738-8K5-SW	37242/3917	Lsd to Sunwing Win 19/20 Regd CGWVB 16 Dec 19 MAN - Montreal 16 Dec 19 Rtnd BHX 24 Mar 20 Re-regd 12 May 20 Currently at BHX
Wizz Air UK	13 May	GWUKG	Airbus A321-231-S	8236	WFU 24 Mar 20 LTN - DSA 25 Mar 20 Strd DSA - LTN 13 May 20 To rtn to svc
Ryanair	15 May	(EIFTP)	Boeing B738-800-W	44766/6252	Regd to Malta Air as 9HQDQ -- May 20 (Last one?)
ASL Airlines	20 May	DACLG	Boeing B734-46J (SF)	28867/2879	Lsd fm CargoLogic 19 May 20 - Bsd EMA
British Airways	20 May	GXWBF	Airbus A350-1041	402	Regd 15 May 20 Divd LHR 20 May 20
Ryanair	20 May	(EIGDI)	Boeing B738-800-W	44809/6651	Regd to Ryanair Sun as SPRKQ -- May 20
Virgin Atlantic	20 May		Airbus A350-1041		Announced 20 May the deferral of 06 future orders
Loganair	24 May	(GLMRD)	ATR 42-500	584	Divd ABZ as GHUET 24 May 20
Norwegian	24 May	(EIFJE)	Boeing B738-8JP-W	39420/3891	WFU 26 Oct 19 Oslo - Rzeszow 27 Oct 19 Rzeszow - BOH 12 Dec 19 BOH - Rzeszow 20 Dec 19 Regd to SmartAvia as VPBAB (Date?)
easyJet UK	27 May	GUZLL	Airbus A20N-251N	9510	Regd 26 May 20 Divd LTN 27 May 20
Flybe	29 May		Bombardier DASH 8-Q402		Owner changes updated

LEEDS/BRADFORD NEWS

Leeds Bradford has submitted its planning application to build a new, state-of-the-art replacement terminal to Leeds City Council. The plans, first announced in January this year, replace a previously consented scheme with a more efficient and sustainable development, enabling the airport to reach its target of becoming carbon net zero by 2023 for airport operations. The plans propose the construction of a three floor, 34,000 sq. mtr. replacement terminal on an alternative site within the airport's boundary. Prior to the submission, LBA engaged in an extensive consultative process, with over a thousand residents and organisations across Yorkshire providing feedback on the proposed plans. If approved, it is anticipated that work could begin before the end of 2020, with the terminal completed in 2023.

LBA estimates that as a result of the development, it will support 12,650 permanent jobs across the Leeds City Region, as well as creating 850 construction related jobs over the period of the build. Hywel Rees, chief executive of Leeds Bradford Airport, said: "The new terminal design allows delivery of existing consented capacity in a more efficient way, with a smaller environmental footprint. "The replacement building will have a modern, flexible design whilst achieving operational excellence to give passengers the best experience and address the challenges we know our passengers face far too frequently that cannot be overcome within our current building." We are committed to the future of LBA and bringing our plans to fruition if approved." This significant investment in the airport will protect and create new jobs, boost international connectivity, and comes at a time when the region and sector need to turbocharge the economic recovery." LBA received consent to expand its existing terminal in 2019 and the airport's current roadmap signposts a target of seven million passengers by 2030. When complete, the new scheme would deliver significantly enhanced facilities, allowing LBA to meet this expected passenger demand with improved level of service and efficiency.

Features to enhance the passenger experience include better surface access, with the site located nearer to the proposed rail link; modern and airy interiors; improved shopping, restaurants, and bars; and excellent access and comfort through from arrival to boarding. LBA's existing terminal, built in 1965, is 15th busiest in the UK by passenger numbers. LBA contributed £475 million to the local economy in 2018, employing around 2,500 people and supporting over 7,200 jobs.

If you wish to add your support to Leeds City Council on their planning portal. It's on the Leeds.Gov website under Planning Applications. The reference is 20/02559/FU. If you don't have an account with the council you will need to register first. However please note the closure date, I am hoping you read this and are able to act before that date

Jet2.com has been confirmed as an eligible issuer for the Bank of England Covid Corporate Financing Facility. In response, the organisation has put in place a £300 million commercial paper programme to facilitate issuance under the scheme. The cash will be used to provide standby liquidity, should that be required, and is currently unutilised, Dart said. The CCFF is designed to support liquidity among larger businesses that are capable of demonstrating that they make a material contribution to the UK economy and are able to display sound financial health, equivalent to an investment grade rating, prior to the economic shock caused by the Covid-19 pandemic. Philip Meeson, executive chairman, commented: "The group is grateful to both the Bank of England and HM Treasury for the provision of the CCFF. Together with the

fully drawn revolving credit facility of £100 million, these two sources of additional liquidity will provide the group with headroom to deal with the present disruption and associated working capital requirements, ensuring we can continue to support our great business through this challenging period.” Jet2 have now extended their suspension of flights by two weeks, from 17th June, out to at least July 1st.

Eastern have not issued an update on their proposed resumption of services, which still shows a start date of 14th June, according to their website as we close for press

Aer Lingus/Stobart are still showing flight availability commencing on the 29th June.

All other airlines serving LBA have stated they will start services no earlier than 1st July.

Ryanair released a list of all its planned U.K. operations from 1st July, on the 16th May. Unfortunately the comprehensive list did not include a single flight from Leeds/Bradford. As you can imagine, the “rumour machine” has been working overtime, from “they are pulling out” to it is “an administration error”. Nothing clear has been received as we close for press. Hopefully more news next month. (See also article under Airline News)

AIRPORT NEWS

Passengers travelling through Manchester, London Stansted and East Midlands will now be asked to cover their faces and wear gloves. The airports are the first in the UK to ask their passengers to wear face coverings. Passengers are being encouraged to bring their own gloves and face coverings or face masks to the airport. However, in the early stages of the pilot, for those arriving without, the airport will provide gloves and masks that can be worn throughout passengers’ time in the airport. Staff will also be on hand to guide passengers and help them navigate through the usual security processes while wearing protective equipment. The move by airport owner MAG is designed to ensure that the small number of passengers currently making essential journeys through its airports feel safer and more confident about flying, as well as providing a further level of protection to colleagues working at the airport. All staff colleagues serving passengers are wearing gloves and face masks, and all staff working for airport partners will be encouraged to. Charlie Cornish, chief executive, MAG, said: “It’s clear that social distancing will not work on any form of public transport. “But we are confident that when the time is right, people will be able to travel safely. “MAG has been working with the rest of the airport industry on a new safety framework for travel. “We now need to work urgently with government to agree how we operate in the future. “This has to be a top priority so that people can be confident about flying, and to get tourism and travel going again.”

AIRLINE NEWS

Air France has just revealed that they’re retiring their fleet of Airbus A380s effective immediately. This makes Air France the world’s first A380 operator to retire their entire fleet of the type. As it’s described, this fits into the Air France-KLM Group’s simplification strategy of making the fleet more competitive, by focusing on modern, high-performance aircraft with a significantly improved environmental footprint, like the Airbus A350 and Boeing 787. Air France originally had 10 A380s, though the airline retired the first A380 back in late 2019. Of the remaining nine A380s, five are owned by Air France or on finance lease, while four are on operating lease. The phase-out write down of this is estimated at 500 million EUR, and will be booked in the second quarter of 2020 as a non-current cost/expense.

British Airways has told staff that its Gatwick airport operation may not reopen after the coronavirus pandemic passes. The admission came in a memo, written by the head of BA's Gatwick hub and seen by BBC News. BA's Gatwick operation, which is currently suspended, is roughly a fifth as big as its Heathrow hub. In the memo to Gatwick's staff, the company says: "As you know, we suspended our Gatwick flying schedule at the start of April and there is no certainty as to when or if these services can or will return." In the letter to pilots, BA notes that some of its rivals abroad are facing tough competition. It adds that a quarter of BA's 4,300 pilots are set to lose their jobs. "We need to ensure that our remaining operation is efficient, flexible and cost-competitive to enable us to survive in an increasingly lean and unpredictable industry," says the letter from senior management.

Emirates are seeking to cancel the final five of eight units yet to be delivered to the airline. According to Bloomberg, the airline will take three more of the units all due by March next year, but do not want the final five. Airbus is supposedly negotiating a deferral of deliveries or of payments in order to keep the production line for a while longer. At the moment, three of the final eight A380 have been built, which will be the units due for delivery by the end of the fiscal year. Wings and fuselage sections for the other five are at the final assembly plant in Toulouse, having been shipped earlier this year. For Airbus, this means that if the cancellation goes through, those three units and the one remaining unit for All Nippon Airways will be the final A380 to come off the final assembly line and subsequently begin the closure of the program.

IAG International Airlines Group has deferred the delivery of 68 aircraft originally due to arrive between 2020 and 2022 as it does not expect demand to recover to pre-COVID levels earlier than 2023, the Anglo-Spanish holding said in its quarterly earnings release. "We are planning for a meaningful return to service in July 2020 at the earliest, depending on the easing of lockdowns and travel restrictions around the world. We will adapt our operating procedures to ensure our customers and our people are properly protected in this new environment... However, we do not expect passenger demand to recover to the level of 2019 before 2023 at the earliest," Chief Executive Willie Walsh said during an investor call. While the airline holding did not share which orders had been deferred specifically, it said that after the adjustments it expected deliveries of a total of 16 short-haul and 22 long-haul aircraft in 2020 (down by three in each group), six and nine in 2021 (down by 27 short-haul aircraft with no change in terms of long-haul), and 13 and nine in 2022 (down by 27 and eight, respectively). "So six aircraft out of 2020, 27 aircraft out of 2021, and 35 aircraft out of 2022... But in addition to changing the fleet deliveries, we have significant further flexibility in our fleet, which we've talked about in the past. So we'll still look to finalize our retirement plans for our fleet," Chief Financial Officer Steve Gunning said. The group has 42 operating leases expiring in 2021 (all but one concerning short-haul aircraft) and 54 the next year (including 47 short-haul and seven long-haul aircraft). British Airways has outstanding orders from Airbus and Boeing for ten A320-200neo, four A321-200neo, thirteen A350-1000s, eighteen B777-9s, and twelve B787-10s. Iberia has orders for eleven A320neo, fifteen A321neo, and thirteen A350-900s, Aer Lingus has six A321neo and five A350-900s, and Vueling Airlines ten A320neo and fourteen A321neo on order. Walsh separately told Reuters that IAG was still in the process of acquiring Air Europa. Recent Spanish media reports have questioned the future of the deal given the current business climate as well as purported opposition from Air France, a one-time suitor of Globalia's airline division.

Ryanair has confirmed plans to return to 40 per cent of normal flight schedules from the start of July. The carrier said the move was subject to government restrictions on intra-EU flights being lifted, and effective public health measures being put in place at airports. Ryanair will operate a daily flight schedule of almost 1,000 flights, restoring 90 per cent of its pre-Covid-19 route network. Since the Covid-19 flight restrictions in mid-March, Ryanair has been operating a skeleton daily schedule of 30 flights between Ireland, the UK and Europe. From July, the

carrier will restart flying from most of its 80 bases across Europe. There will be fewer daily/weekly frequencies on trunk routes, as Ryanair works to restore some services on the widest number of routes, rather than operating high frequency services on a small number. Ryanair chief executive, Eddie Wilson, said: "It is important for our customers and our people that we return to some normal schedules from July onwards. Ahead of its relaunch, Ryanair released a return to flying video encouraging passengers to observe effective health measures to limit the Covid-19 virus. These include fewer checked bags, check in online, downloading boarding pass to the passenger smart phone, as well as undergoing temperature checks at airport entry and wearing face masks/coverings at all times in the terminal and on-board aircraft.

Stobart Air could face competition on its regional Irish and UK routes once the contract ends in 2022. The Irish white-label carrier currently operates for Aer Lingus under the Aer Lingus Regional brand. Speaking to the Irish Times during an IAG International Airlines Group Q1 2020 results call on May 7, the group Chief Executive Officer Willie Walsh said that other carriers had expressed an interest in assuming the contract. Aer Lingus has yet to renew its contract with Stobart Air to provide these services, with Walsh insisting that the decision rests with Aer Lingus CEO Seán Doyle. "We have had a good relationship with them, but they got distracted by faraway hills," Walsh said of Stobart Air. Under the existing contract, Stobart Air receives a fee for operating the aircraft and providing the crew, with Aer Lingus marketing and selling the seats. In a recent statement, Stobart Group said the deal with Aer Lingus was crucial to ensuring Stobart Air's future once the COVID-19 pandemic had passed. Stobart Group also said that it was taking a 49% stake in Stobart Air, while leaving voting control with staff through an employee share trust. Stobart Air was part of Connect Airways, a business jointly owned by Stobart Group, Virgin Group and Cyrus Capital Partners, that also owned now-defunct flybe. (BE, Exeter). Connect and flybe. Are under court protection from creditors in the UK. Stobart Air is also said to be evaluating the possibility of opening a base on the Isle of Man, the Irish Independent has reported.

THG Air, is a cargo airline to be set up by The Hut Group, with two aircraft due in operation by the end of 2020. The UK consumer goods holding, which owns multiple luxury, lifestyle, beauty, and wellness brands, is planning to acquire the aircraft shortly and will base them out of Manchester. They will be branded as THG Air and will predominantly serve Asian markets. THG's have stated that it was looking at [A330-200\(F\)s](#) for THG Air's fleet. While the type was a "likely choice" and the acquisition was "in the final stages", a formal decision had yet to be taken.

Virgin Atlantic will transfer all flights from London Gatwick to London Heathrow and retire all seven of its Boeing 747-400s as part of post-COVID restructuring strategy. The airline said in a statement that it would consolidate its London hub operations around Heathrow but would not abandon its Gatwick slot portfolio in the hopes of returning there once demand permits it. It will also maintain its Manchester gateway operations. According to the latest slot coordination report, Virgin Atlantic holds 34 slot pairs for the Summer 2020 season at Gatwick. Its market share at the airport by capacity during the second half of August 2020, , would have been 1.7%. The airline operated a leisure-oriented, predominantly Caribbean network from Gatwick with scheduled flights to Antigua, Bridgetown, Grenada, Havana Int'l, Montego Bay, New York JFK, Orlando Int'l, St. Lucia Hewanorra, and Tobago. In terms of fleet operations, Virgin said it would operate only wide-body, twin-engine aircraft from London Heathrow and Manchester to the most popular destinations. As such, in addition to the early retirement of its A340-600 fleet, Virgin has now phased out its seven remaining Boeing 747-400s. Virgin Atlantic will also retire all four A330-200s (including two units operated through subsidiary Virgin Atlantic International) as planned in 2022. The airline also operates ten A330-300s, five A350-1000s, and seventeen B787-9s. It has three more A350-1000s and eight A330-900s on firm order from Airbus. In

tandem with its planned network and fleet cuts, Virgin Atlantic also announced a plan to reduce its headcount by 3,150 staff. A 45-day negotiation period with labour unions BALPA and Unite will soon start ahead of retrenchments.

AIRCRAFT NEWS

Airbus has posted a net loss of €481 million for the first quarter of 2020, compared with a net profit of €40 million for the same period last year. Adjusted earnings for the period stood at €281 million, down from €549 million in the quarter in 2019, a drop of 49 per cent. However, the situation is expected to deteriorate further in the coming months. Commenting on the results, Airbus chief executive Guillaume Faury said: "We saw a solid start to the year both commercially and industrially, but we are quickly seeing the impact of the Covid-19 pandemic coming through in the numbers. "We are now in the midst of the gravest crisis the aerospace industry has ever known. "We are implementing a number of measures to ensure the future of Airbus. "We kicked off early by bolstering available liquidity to support financial flexibility. "We are adapting commercial aircraft production rates in line with customer demand and concentrating on cash containment and our longer-term cost structure to ensure we can return to normal operations once the situation improves." Consolidated revenues decreased to €10.6 billion, down from €12.5 billion in 2019, reflecting the difficult market environment impacting the commercial aircraft business. Airbus delivered a total of 122 planes during the three months to March 31st, down 40 from the 162 handed over to airlines during the same period last year. In total, the manufacturer delivered eight A220s, 96 A320 family planes, four A330s and 14 A350s. In the longer term, Airbus had 7,650 commercial aircraft on order at the end of March. The 2020 guidance from Airbus was also withdrawn in March. The impact of Covid-19 on the business continues to be assessed and given the limited visibility, in particular with respect to the delivery situation, no new guidance would be issued, the company added.

OTHER NEWS

Rolls-Royce is to undertake a major reorganisation of its business, with the loss of as many as 9,000 jobs around the world. The company said the move was necessary following the impact of the Covid-19 outbreak. Rolls-Royce currently employs around 52,000 people. In addition to the savings generated from job cuts, the company said it would also cut expenditure across plant and property, capital and other indirect cost areas. The proposed reorganisation is expected to generate annualised savings of more than £1.3 billion, of which the company expects headcount reductions to contribute around £700 million. The cash restructuring costs related to these actions are likely to be around £800 million, with outflows incurred across 2020 to 2022. Warren East, Rolls-Royce chief executive, said: "This is not a crisis of our making. "But it is the crisis that we face, and we must deal with it. "Our airline customers and airframe partners are having to adapt and so must we. "Being told that there is no longer a job for you is a terrible prospect and it is especially hard when all of us take so much pride in working for Rolls-Royce. "But we must take difficult decisions to see our business through these unprecedented times.

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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) A new resident is G-SNDS SR.20.

BILSTHORPE (Notts.) The identities of the two Lynx are now confirmed.

BINBROOK (Lincs.) From the Resident Review delete ZE697 Sea Harrier FA.2 which has moved to the private collector at Walcott, Lincs.

BRIDLINGTON (EY) On the afternoon of 10.5 G-MCGE S.92A was conducting winch training in the bay.

CHURCH FENTON (NY) 19.4 G-YOAA Bk.117D-2. **23.4** G-RVNP P.68B. **4.5** G-NLDR AS.355F2. **6.5** G-LINY R.44, G-NLDR AS.355F2. **8.5** G-DLFN L.29 resident, flew in the York area am.

CRANWELL NORTH (Lincs.) From the Resident Review delete G-DEKC Ka.6E which is now at Camphill, Derbyshire.

DEIGHTON/GILLRUDDIN GRANGE (NY) For some reason this site was dropped from the Resident Review, it has been in constant use for years and is home to G-KITH Pioneer 300 which was noted up on an engine health flight on 8.5.

FENLAND (Lincs.) From the Resident Review delete G-BOXH S.1S, G-BVCL Rans S.6 and G-ZTUG EuroFox 914 which have all departed following sale.

ELVINGTON (NY) From the Resident Review delete BAPC.270/"G-AAAH" DH.60G which has moved to the Dumfries and Galloway Aviation Museum.

GAMSTON (Notts.) A new resident is G-PATN TB.10. Visiting on 8.5 was M-CITY Cessna 525B (525B0557).

HULL (EY) Visiting the Hull Royal Infirmary Helipad at 12.25hrs on 9.5 was G-LNAC AW.169.

LEEDS (WY) Noted in the area, and heading towards the LGL, on 5.5 were both the Yorkshire Air Ambulance's G-YAAC and G-YOAA BK.117D-2's using callsign "Helimed 99 Combine" with filming taking place from G-DCAM AS.355NP.

LINCOLN (Lincs.) Both the Typhoons have been processed and nothing remains.

MINSKIP (NY) The stored Soko P.2 30131 was exported to France last year.

NETHERTHORPE (Notts.) From the Resident Review delete G-BWSJ Kitfox which is confirmed now resident at Barton.

POCKLINGTON (EY) From the Resident Review delete G-BUTM Rans S.6 which is based at Rufforth East, where we already list it !

RUFFORTH EAST (NY) From the Resident Review delete G-CGLF M16C to Mona and G-CGTK M24C to Barton, they were probably only here for owner flight training.

SALTBY (Lincs.) Believed to be resident are AZQ/BGA.794/VM687 T.8, DTZ/BGA.2380/WE983 T.30B stored and FHK/BGA.3272/WT.900 T.31B.

SYERSTON (Notts.) From the Resident Review delete EBC/BGA.2546 T.30B which departed some time ago.

TEMPLE BRUER (Lincs.) From the Resident Review delete G-AOGR/XL714 DH.82A which is now believed to be at Duxford.

TOLLERTON (Notts.) From the Resident Review delete G-BKHW Glasair RG now resident at Halfpenny Green.

WADDINGTON (Lincs.) From the Resident Review delete XS646 Andover C.1 forward fuselage, which is based with JARTS at Boscombe Down, and was only here as part of an operation.

WALCOTT (Lincs.) The collector here has a new addition in the form of ZE697 Sea Harrier FA.2 ex. Binbrook.

WICKENBY (Lincs.) From the Resident Review delete G-CGMD Calidus and G-CLKX/WB555 DHC.1 (which has moved to Turweston for completion of rebuild), also to delete is G-MWVL Rans S.6 now based at Nayland, Suffolk.

YORK (NY) From the Resident Review delete G-JETX B.206B which was cancelled late last year following sale as N211AK.

April 2020

Commercial

3rd N952CA Boeing 747-400 National Air Cargo Group (FV)



N952CA Boeing 747-400 National Air Cargo Group 03/04

- 3rd TF-AMR Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)
- 4th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 5th TF-AMI Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F) (FV)
- 5th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 7th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 8th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 8th LX-VCH Boeing 747-800 Cargolux (F)
- 10th TF-AMR Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)
- 11th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 12th TF-AMI Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)
- 12th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 14th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 15th TF-AMI Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)
- 15th JY-AGQ Airbus A-310 Royal Jordanian Cargo (F)
- 16th G-HEVI Boeing 737-300 2 Excel (FV)
- 17th G-TUIH Boeing 787 Dreamliner TUI Arr. for storage
- 18th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 19th TF-AMI Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)
- 19th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 20th EW-450TR Ilyushin IL-62 Rada Airlines (F) Dep 21st
- 21st TF-AMR Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)



LX-VCH Boeing 747-800 Cargolux 08/04

- 22nd TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 22nd LX-VCJ Boeing 747-800 Cargolux (F)
- 25th VQ-BGP Boeing 777-300 Royal Flight (F). New Airline & first 300srs from Moscow
- 25th TF-AMP Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 26th TF-AMI Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)
- 26th TF-AMN Boeing 747-400 Air Atlanta Icelandic Magma Aviation (F)
- 28th TF-AMU Boeing 747-400 Air Atlanta Icelandic Astral Aviation (F)
- 29th TF-AMI Boeing 747-400 Air Atlanta Icelandic/Magma Aviation (F)
- 30th G-WUKE Airbus A-320 Wizz Air UK Dep after storage
- 30th G-WUKD Airbus A-320 Wizz Air UK Dep after storage

Bizz Jets & Bizz Props

- 4th D-AIRV Embraer EMB-135BJ Legacy 650 (FV)
- 7th CS-PHF EMB-505 Phenom 100
- 16th G-XSMC Hawker 800XPi (M)
- 22nd M-ABCC BD-700 Global Express 6000 (T) (FV)
- 27th M-KNOX Textron Aviation Citation 525 M2
- 30th OO-LUM Dassault Falcon 7X (T) (FV)
- 30th G-LATO Citation 680 (T) then (Dep M) (FV) ex N23CR
- 30th G-KION CitationJet 525

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

- 3rd G-MCGH Sikorsky S-92 HM Coastguard (T)
- 3rd G-TCAA Leonardo spa Agusta AW-169 Children's Air Ambulance (Based)
- 15th G-LNAC Agusta Westland AW-169 Air Ambulance (T)

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

2nd G-RVLW Cessna 406
16th 2-PASC DA-40D Diamond Star (T) (FV)
30th D-EELC Beech 33 Bonanza (FV)

Military

2nd ZM402 Airbus A400 Atlas (T) +8th
15th XX245 BAe-Hawk Red 9 (T) 2 visits
15th ZM415 Airbus A400 Atlas (T) (FV)
16th ZZ416 Beech 350 King Air (T)
20th XX188 BAe-Hawk T2 (T)
22nd ZZ390 Agusta Westland AW159 Wildcat AH1 Army Air Corps (T) (FV)
23rd XX278 BAe-Hawk Red 9 (T)
23rd XX311 BAe-Hawk Red 5 (T)
23rd XX244 BAe-Hawk Red 2 (T)
23rd ZZ416 Beech 350 King Air (T) +29th
29th ZA935 Westland SA-330E Puma HC.1 (H) (T)

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

Teesside....

dtvmovements.co.uk

Collated by Alan Sinfield

Glossary

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

01/04 G-OUCP Piper PA-31 Navajo C f Doncaster Sheffield c/t 2 Excel Aviation Ltd
02/04 XX321/CI Hawk T1A f Leeming RAF - 100 Sqdn
03/04 G-JRER Tecnam P2006T f/t Gloucestershire, G-ZVIP Beech 200 Super King Air f Luton
t Exeter Capital Air Ambulance, G-OUCP Piper PA31 Navajo C f Doncaster Sheffield t/g
2Excel



G-JRER Tecnam P2006T 03/04

04/04 None
 05/04 None
 06/04 None
 07/04 G-BEZL Piper PA-31 Navajo C f/t Doncaster 2Excel Aviation
 08/04 None
 09/04 None
 10/04 None
 11/04 None
 12/04 None
 13/04 None
 14/04 None
 15/04 None
 16/04 ZK427/427 Eurofighter Typhoon FGR.4 f Coningsby o/s RAF - 3(F) Sqdn, XX278 Hawk T.1A f Scampton o/s RAF - Red Arrows
 17/04 XX188 Hawk T1.A f Scampton o/s RAF - Red Arrows
 18/04 None
 19/04 None
 20/04 None
 21/04 G-JRER Tecnam P2006T f Gloucestershire t/f Local Flight t Gloucestershire 3GRComm Ltd, G-IASM Beech 200 Super King Air f Oxford Kidlington t/g 2 Excel Aviation Ltd, D-ATWO CL-600-2B16 Challenger 604 f Tenerife South t Cologne Bonn Air Alliance Express
 22/04 ZZ390 Westland Wildcat AH.1 f Leeming o/s Army Air Corps
 23/04 XX311 Hawk T1.A f Scampton o/s RAF - Red Arrows
 24/04 None
 25/04 None
 26/04 None
 27/04 G-BYWK Grob G-115E Tutor T1 f Leeming o/s Babcock/RAF NUAS, G-BYYA Grob G-115E Tutor T1 f Leeming o/s Babcock/RAF NUAS, OY-HOF Leonardo AW169 f Humberside o/s Uni-Fly A/S
 28/04 XX348/CQ Hawk T1.A f Leeming o/s RAF - 100 Sqdn, G-BYWK Grob G115E Tutor f Leeming o/s Babcock/RAF NUAS, ZK358/358 Eurofighter Typhoon FGR.4 f Coningsby o/s RAF - 3(F), ZK316/316 Eurofighter Typhoon FGR.4 f Coningsby o/s RAF-1 Sqdn, ZK309/309 Eurofighter Typhoon FGR.4 f Coningsby o/s RAF-1 Sqdn, XE704 Hawker Hunter T.72 f Scampton o/s Hawker Hunter Aviation
 29/04 D-CTWO Learjet 35A f Marrakesh t Birmingham Air Alliance
 30/04 ZM336 EMB500 Phenom 100 f Cranwell o/s RAF - 45 Sqdn

Airline Codes Answers....

Mike Dixon

DHK	World Express	BCS Europeans	CJT	Cargojet	
AJT	Amerijet	NPT	Neptune(West Atlantic)	BOX	Germancargo
REV	Endurance	BIO	Bioflight	FDX	Fedex
SWN	Air Sweden	ICE	Iceair	SWT	Swiftair
CKS	Kalitta	ABC	Airbox	CLX	Cargolux
ABR	Air Contractor	SRR	Whitestar	TAY	Quality (TNT)
LOG	Loganair	UPS	UPS		

April 2020

First full month of the lock down and negligible movements. Airport only open 2 days per week except for the Military of course. Desperate times for LBA, and I can't see it getting anywhere near normal again until August/September, but let's hope I'm wrong as I'm supposed to be in Rhodes in September !

Times are in local and first visits are underlined if I can identify them as such and only included dates that had a movement recorded.

Wednesday 1st April

Beech 200 S.Kingair **G-GMAE** f/t Glasgow (09:58/11:19), Westland Wildcat's **ZZ305** & **ZZ409** arr 13:04 dep 14:24 to RNAS Yeovilton c/s Valiant, Diamond DA62 **G-VNAV** arr 13:50 fr Barrow-in-Furness n/stop. Eurofighter Typhoon **ZK359** ILS approach at 15:31 c/s Havoc31



G-VNAV Diamond DA62 01/04 Paul Whincup

Thursday 2nd April

Diamond DA62 **G-VNAV** ep 09:49 and ret at 12:37 & dep to Shoreham at 14:05,

Sunday 5th April

BN-2A Islander **G-HEBS** arr 15:21 fr OBAN n/stop.

Monday 6th April

BAE Hawk T1 low pass but not identified at 13:44.

Tuesday 7th April

BN-2A Islander **G-HEBS** dep 11:00 to Oban. Cessna 510 Mustang **OE-FFB** arr 15:04 fr Le Bourget n/stop.



ZZ525 AW Wildcat AH1 06/04 Paul Whincup



G-POLG EC-135TD Police Helicopter Overflight 07/04 Paul Whincup

Wednesday 8th April

Cessna 510 Mustang **OE-FFB** dep 11:11 to Biggin Hill.

Wednesday 15th April

BAE Hawk T1 **XX313** ILS approach at 09:40 fr Scampton c/s RED1 and again at 14:24 c/s RED4, Beech 350 Shadow R1 **ZZ418** performed 4 ILS approaches starting at 10:19 fr Waddington c/s SNAKE48, Diamond DA42 **G-HAKA** dep 11:16 to Gamston, Cessna 421C **G-ISAR** test flight at 12:37 back at 14:15.



ZZ418 Beech 350 Shadow R1 15/04 Paul Whincup

Tuesday 21st April

Cessna 560 Excel **D-CSUN** arr 08:54 fr EDI dep 09:51 to Castellon, BAE Hawk T1 **XX188** ILS approach at 12:08 fr Leeming c/s CWL10?, Cessna 421C Golden Eagle **G-ISAR** dep 12:25 to EMA, Beechjet 400 **OK-PPP** arr 13:23 fr Sarajevo dep 14:28 to Prague.

Wednesday 22nd April

Aerospatiale AS355NP **G-NPTV** arr 12:40 fr Redhill n/stop

Tuesday 28th April

Bell 505 Jetranger X **G-JRXV** f/t Cumbernauld (08:15/15:12), unidentified Phenom 100 ILS approach at 09:40 c/s CWL42.

LBA Airline movements.... Andy Coverdale

April 2020

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

Jet2

8/4 G-GDFZ(051B) positioned in from Manchester.

15/4 G-GDFZ(051B) test flight.

21/4 G-GDFZ(051B) test flight

30/4 G-GDFZ(052C) positioned out to Bucharest.

LBA Traffic Statistics....

February 2020

	Feb-19	Feb-20	% This month	% +/-
Movements				
Total	1,993	1,499		-24.79%
Passengers				
Scheduled	196,572	182,902	99.91%	-6.95%
Charter	381	166	0.09%	-56.43%
Transit	0	0	0.00%	N/A
TOTAL	196,953	183,068		-7.05%
International	172,713	163,544	89.34%	-5.31%
Domestic	24,240	19,524	10.66%	-19.46%
MOVING ANNUAL TOTAL	4,039,739	3,972,303		-1.67%

February 2020 was a disappointing month with passenger numbers dropping by 7.05%. Movements also dropped by a massive 24.79%.

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.

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LBA Remember When



G-AFFI Flying Flea Steve Langfield



PIA Airbus A310 Mike Storey