

AIR YORKSHIRE



Aviation Society

Volume 49 · Issue 5

May 2023



HB-ZTW
Karman K-1200 K-MAX
Rotax Helicopter
24 March 2023
Paul Whincup

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

New Date Weds 17 May 2023 @ 7.30pm	Damian Ives – Leeds Bradford Airport Chief Operating officer
4 June 2023	Rod Dean - Flying and displaying old prop aircraft
2 July 2023	Debbie Riley, Airport Solutions. A Trip down Memory Lane
6 August 2023	Stuart Reid – “The Sepecat Jaguar GR.1”
3 September 2023	Eddie McCallum – “Flying a microlight from UK to USA and back, the trials and tribulations therein”
1 October 2023	Lloyd Robinson - The UK historic aircraft register
05 November 2023	Annual A.G.M.
3 December 2023 @ 3pm	Christmas Party at Multiflight cafe

Society news....

Howard Griffin

R.I.P.

Sadly three members who attended meeting over the years have passed away recently

Denby Slingsby
David Greenfield
Roger Pettie

We would like to pass on our condolences to all the friends and family

How is it possible for me to have so many flights in such a short period of time? It's not really that impressive in that two of the flights were helicopter trips, and three of the flights were actually only meant to be one flight, but more of that later.

Our trip to Australia was meant to be in November 2020, then November 2021 and we finally were able to go in November 2022. The holiday was primarily an escorted tour from Titan Travel direct from Heathrow. The flight down under was direct from London Heathrow to Perth and then onwards to Melbourne via a short stop in Perth.

The tour itself doesn't include Perth, so we decided to do a stopover in Perth, rather than the normal Singapore, Dubai, Hong Kong, etc. With Titan Travel tours, they collect you from home and take you to the airport. The direct Qantas Heathrow-Perth 787 departs at 11:50, so we paid for overnight accommodation near Heathrow so we could have a leisurely start to what was a 17 hour direct flight. We upgraded to Premium Economy as the Business class was around £6000 pp extra!

London Heathrow to Perth, Australia (17 hours) – Qantas Boeing 787-9 VH-ZNF QF10

Qantas fly from Terminal 3 at Heathrow and check-in was very quick and the queue for Security was short and took just 5 minutes. The terminal itself was very busy, but we still only had a short wait for breakfast in a Wetherspoons type pub.

We boarded on time and were pleasantly surprised with the seats on Premium Economy, which was just about full, though there are only 28 seats available on the Qantas Dreamliner. We were served a glass of fizz before take-off and then after take-off were offered a drinks service, which unsurprisingly included Australian wines. We were offered a choice of meals and I chose a very nice beef dish served with metal cutlery, which certainly enhances the experience. It was now time to use the very extensive in-flight entertainment and during the flight I actually watched 3 films!



Mid flight we were offered a snack and then the lights were dimmed until being served a very good full breakfast. Some 16 ½ hours after leaving Heathrow we landed in Perth around noon, Australian time and it wasn't too bad at all. Going through customs/border control was a very quick and easy process and I then booked an UBER to take us to the hotel in central Perth.

Perth, Australia to Melbourne – Qantas Boeing 737-800 VH-VXA QF774

After 3 Nights in Perth, we were to join the rest of the tour group at Perth Airport. The original plan was for the tour group to fly direct to Perth, have about 90 minutes in Perth Airport and reboard the same aircraft onto Melbourne. For some reason on this particular day the 787 wasn't going onto Melbourne. They and ourselves were therefore placed on a flight departing 1 hour later that was a Qantas 737-800. Luckily, as we had originally booked and paid for Premium Economy from Heathrow to Melbourne, we were allocated Business class seats for the Perth-Melbourne leg. This granted us access to the Qantas Lounge, which was very pleasant with food and drink available freely, which of course we had to try!

The flight was 3 ½ hours and there were just 12 Business class seats, which were similar to Premium Economy but with more legroom and seat width. Some of the tour group that had travelled Premium Economy on the London-Perth leg weren't allocated Business seats so we were certainly lucky!

We were served a very pleasant meal with some lovely wine and had a very enjoyable flight....

Adelaide to Alice Springs - Embraer 190 operated by Alliance Airlines VH-UZD QF1954

Following 4 nights in Melbourne, 1 night on the Great Ocean Road and 3 nights in Adelaide we had a very early start for this one as the flight departed at 07:10. Interestingly for domestic flights in Australia, the liquids/electronic security rules no longer apply so you can take as much liquid as you want and they don't have to be separated. This makes life so much quicker and easier. Roll on 2024 when this will apply from UK airports.



This particular flight is operated on behalf of Qantas by Alliance Airlines using their Embraer 190 which is a fantastic aircraft. The flight time was just 2 hours, but you were still served a breakfast wrap, which was surprisingly tasty, considering it was vegetarian!

On arrival at Alice Springs, no photographs were allowed on the apron, but it is very strange in that you just walk straight through the airport to the baggage reclaim with anybody checking anything.

With all the Qantas flights we were due to take we registered with their frequent flyer programme and added our international flights before we left the UK. At Adelaide airport I asked for the flight to Alice Springs to be added onto our accounts, and was well impressed when they were able to add on all our subsequent domestic flights as well.

Helicopter Ride around Uluru - Robinson R44 VH-JKF

One of the optional excursions was a helicopter ride to Uluru and back from the main airport. We were collected from the hotel by the pilot. My jaw dropped when I saw that our helicopter was a Robinson R44, which I had vowed never to fly on due to the fact that in my opinion, they look rather "simple". Just the two of us and pilot boarded the helicopter and I must say I didn't really enjoy the experience from the helicopter point of view. The shaking and buffeting was something else.....



Uluru (Ayers Rock) to Cairns

Well, this was meant to be a direct flight, but a few weeks before departure we were informed that the flight had been cancelled and that we were now flying Uluru to Sydney, Sydney to Brisbane and finally Brisbane to Cairns. We were meant to be in Cairns by 13:30, but we now wouldn't land until 22:30. Not good, but to ease the disappointment, Titan were now giving us all a free Helicopter ride over the Great Barrier Reef. Result!

Uluru to Sydney - Qantas Boeing 737-800 VH-VZF QF729

Yalara (Uluru) is a very small airport, though two aircraft arrived within a few minutes. Our 737 and a Jetstar A320. The Qantas parked right outside the terminal building just a few metres from the door. Our transfer time in Sydney was just 50 minutes and we departed about 25 minutes late from Uluru. As on all internal Qantas flights we were offered wine (only flights after 12 noon) as well as a small snack. The snack this time was 3 x small Bolognese calzones which were pleasant at the time (I think), but more of that later. One interesting aspect was that on most of the Qantas 737-800 they have free WiFi, which was very good, though it does seem strange to have internet connectivity on an aircraft.

Sydney to Brisbane - Qantas 737-800 VH-VZH QF542

We arrived from Uluru with just a few minutes to spare to catch our next flight to Brisbane. Luckily the gates were next to each other which helped and there were 33 of us needing to transfer across, so I suspect they would have waited for us for a short time. The flight time was only 90 mins, but we still had a drinks (wine) service and snack. This time the snack was a very enjoyable Chicken, Cheese and caramelised Onion Panini.



Brisbane to Cairns - Qantas 737=800 VH-VXI QF718

We arrived into Brisbane airport more or less on time and then had another 2 hour wait until our next flight to Cairns. On the flight a nice mini bottle of wine was had by all, but this time the snack was the dreaded Bolognese calzones, which this time just WASN'T what we wanted again.... We landed on time and luckily the transfer was a very short one as we had to be up early for our trip to the Great Barrier Reef and our free helicopter ride.

Helicopter ride (10 mins) Great Barrier Reef - Nautilus Aviation EC130 VH-ZPH

The helicopter was located on its own pontoon a few 100 metres from the Main pontoon where the catamaran is docked. At the specified time we were taken by a small boat to the helicopter. The helicopter has 7 seats for passengers (3 front and 4 rear). You are weighed beforehand to ensure the weight is spread evenly through the cabin. The ride was so smooth compared to the Robison R44 and the view of the Great Barrier Reef was magnificent. What an experience! and I am sure we got more than 10 minutes.



Cairns to Sydney – Qantas A330-200 VH-EBL QF923

This flight is quite often yet another Qantas Boeing 737-800, but on this occasion it was an Airbus A330-200. The flight was after 12 noon, so wine was available! The inflight entertainment was interesting as there is a loose IPAD in the seat pocket which you can clip to the seat in front and connect to a USB Port. We were all hoping that that snack WASN'T the Bolognese calzones. Thankfully it was a very pleasant Chicken and Vegetable Pie. Little did I know beforehand that Australia is renowned for its pies..... After this flight we had enough points to become Qantas SILVER frequent flyers.. But what use is that when we are unlikely to travel with Qantas again.

Sydney to Singapore - Qantas A380 VH-OQJ QF1

I did a bit of googling and found out that you get one free lounge access to a Qantas lounge when you become a SILVER frequent flyer. Unfortunately, it wasn't available straightway, so we didn't get the chance to try another Qantas lounge in Sydney.

Qantas have brought back a few A380's into service and as part of that process they are increasing the number of Premium Economy seats which are located on the top deck with the business seats. We were near the back of the cabin and the arrangement was 2-3-2 with us in the middle area. The aircraft take-off was very quiet and it was great watching the view from the camera located in the tail.

The drinks service was the usual offerings and there was a choice of main courses, but the Lamb ran out very quickly. Before Landing we were served a very pleasant quiche.

One strange aspect of the A380 were the toilets. The headroom of the toilets on the top deck was very low making it a bit difficult for men! (Do/should men always sit down when going to an aircraft toilet?????)

Eight hours later we landed in Singapore, and had to depart the aircraft. Some passengers were continuing onto London and others weren't. The stopover was planned to be about 90 mins. You went into the terminal building and were expected to then go into the gate area through security again which the new passengers would also do. One issue is that there are no toilets in the gate area so people had to leave the gate and then be rescreened following the visit to the toilet. We didn't see much of Singapore airport, but it looked old and tired. I must say that the security staff were the rudest I have ever come across, which really surprised me.

Singapore to London Heathrow - Qantas A380 VH-OQJ QF1

We boarded on time, but departed 1 hour late due to the lack of ATC slots over Europe caused by the Ukraine war. It was a really long taxi out to the runway, which was reminiscent of departures/arrivals at Amsterdam. There was yet another meal service and this time the chicken ran out.....

Prior to landing on time some 13 hours later we were served a really nice breakfast (mid flight snacks were available), though I did wonder if the flight would ever end.

Summary

- The direct flight from Heathrow to Perth was great, it didn't seem that long
- The domestic services provided by Qantas were excellent. I think a few European airlines should see how they run things.
- The long flight home was really really long. Having an 8-hour flight and then a 13-hour flight was a killer.
- Premium Economy was much better than Economy, but was it worth the extra cost??
- It took me over a week to recover from the flight home, but the experience was well worth it

Claude Grahame-White over Halifax....

Steve Langfield

Claude Grahame-White was a renowned British pioneer of aviation achieving many 'firsts' over his career. In 1911 he was to establish a base near London by purchasing a 200 acre site at Hendon, now the RAF Museum. Much of the original buildings, including the offices and workshop have been faithfully preserved and incorporated into the Museum whilst the hangar now houses aircraft from the Great War. In 1910 he was invited to display around Halifax by balloonist Captain Spencer and his biplane, a Henri Farman called 'White Eagle', arrived in Halifax in crates from London being assembled at Halifax Racecourse by 4 mechanics. The course is now the site of the West End Golf Club.



The upcoming flights were advertised around the town by a large billboard astride an elephant from the Zoo and his payment for 3 days of flying was £1000 (worth £90,000 today). The first flight from the Racecourse was made on Friday 10th June, it had been delayed by poor weather and was made late in the evening. He was up after a roll of only 30 yards and at an altitude of some 80 feet it was caught by a gust and pushed down and out of sight into Wheatley Valley to emerge over Mount Tabor. The low level flight of just short of 2 miles lasted only 3 minutes and at that time of night most of the spectators had left.



On 11th June, a Whit Saturday, Grahame-White took off from the Racecourse and headed for Halifax Zoo. Admission to see the event was a shilling and a large crowd gathered to watch. It was estimated that the plane flew up to 1000 feet in height and as the Farman flew over the Zoo a large crowd waved, the flight lasted 13 minutes. There were to be another 3 flights over the Wheatley Valley and town that day. As the next day, the 12th June, was Whit Sunday no flying was allowed and whilst the intention was to fly on 13th strong winds prevented this happening. The prospects for the following day were no better so the plane was dismantled and loaded on a long pole-wagon, normally used for transporting timber. As the wagon was being driven through Halifax on its way to the railway station the vehicle's frame collapsed. A team of strong local men hoisted the plane on their shoulders to see it loaded onto the train, it made quite a procession. In addition to his handsome £1000 fee, Grahame-White was to be given a bonus of £250 (worth £25,000 today).

Overall the exhibitors made a loss. There was great disappointment at the lack of extra flights and most of the crowds saw them from vantage points around Halifax without paying to see flights from the Racecourse and over the Zoo. Fortunately insurance had been taken out to cover such an eventuality so no loss was incurred.



G-CELR Boeing 737-300



G-CELW Boeing 737-300



G-CGET Boeing 737



G-DRTT Boeing 737-800



G-DRTY Boeing 737-800



G-JZHF Boeing 737-800

Skipton Cricket Club....

Ian Gratton



G-HPIN Bell 429 Harpin Ltd 16/03 Ian Gratton

Cobra Warrior 2023....

Mike Storey



1019 Typhoon Saudi Air Force Conninsby 14/03



F16 The Tiger Belgium Air Force 14/03 RAF Waddington



FA166 F16A Belgium Air Force RAF Waddington



HN-424 F18C Hornet Finland Airforce RAF Waddington



I-SIAA SIAI S.205 LBA 27-10-65 With Arthur Carvel CFI Yorkshire
FLying Services last on right



G-APUK Auster J/1 Autocrat



North East Land Sea & Air Museums - David Thompson

LAA “GRASS ROOTS FLY IN” RETURNS TO POPHAM

Friday 18th to Sunday 20th August 2023.

The LAA is returning to the green grass of Popham Aerodrome in Hampshire for a repeat of its “Grass Roots Fly In” from 18th to 20th August 2023. The Fly-In will again on one hand take the Associate back to its traditional roots, while continuing to offer the first chance to see some of the latest aircraft and products in the recreational aviation market.\

What was particularly notable about the 2022 Popham event was its sociality. LAA members and exhibitors alike commented on its relaxed and friendly atmosphere, with post-event comments such as “It’s a great reunion as well as a fly-in–cum trade show” and “super friendly, the event always had a good vibe”.

A joint venture with Popham Aerodrome, the LAA Grass Roots Fly In will develop its strengths as a social event bringing flyers from around the UK and Europe to meet fellow enthusiasts. The grass runways at Popham and the airfield’s famed rural ambience will mean that the event will focus on the fly-in and social element as much as on a large exhibition campus. The earlier mid-August date will also mean longer evenings, allowing more scope for flyers from further afield and hopefully, milder conditions for those who choose to ‘camp under the wing’.

Said LAA CEO designate Simon Tilling: “The LAA Grass Roots Fly In was a great success last year, with over 3,000 visitors, more than 30 exhibitors and a total of 350 visiting aircraft through the weekend. It is a different event to the past, larger scale LAA Rallies and we’re working on plans for the continuation of a larger scale LAA event in the future. For this year, we’re looking forward to another great, social and fun, LAA fly in”.



Barton Fly-in 2023

Organised by Friends of Barton Aerodrome

Saturday 3rd and Sunday 4th June
Manchester Barton Aerodrome

- Free landing fees for visiting aircraft.
- All General Aviation aircraft welcome.
- Refreshments available on site.
- All visitors are assured of a warm welcome at the first Municipal Airport in the UK dating back to 1930 – free tours on the day.

PPR required for pilots flying in
Contact 0161 789 1362 or visit :
<https://www.egcbatis.co.uk/inboundppr/>

For more info visit : www.friendsofbartonaerodrome.org.uk

April 2023

Airline	Date	Reg	Type	MSN	Remarks
Jet2	01 Apr	GSUNB	Airbus A21N-251NX	11379	Regd 31 Mar 23 Hamburg - EMA 01 Apr 23
Ryanair	01 Apr	EIIGL	Boeing B38M MAX 8-200	62351/ 8573	Dlvd SNN 01 Apr 23
Ryanair	02 Apr	(EISEV)	Boeing B737-73S-W	29078/ 187	Trans to Ryanair Buzz as SPRUM 30 Mar 23
SAS Connect	02 Apr	EISIV	Airbus A20N-251N	11206	Regd 30 Mar 23 Dlvd Copenhagen 30 Mar 23
SAS Connect	02 Apr	EISIZ	Airbus A20N-251N	11374	Regd 31 Mar 23 Dlvd Copenhagen 31 Mar 23
ASL Airlines Ireland	03 Apr	(EIHAA)	Boeing B737-4YO-F	25177/ 2176	WFU 07 Feb 23 Paris CDG - SNN 10 Feb 23 SNN - Keflavik - Bangor 28 Feb 23 Bangor - Brunswick 01 Mar 23 Regd to Frontera Flight Holdings as N374AQ 13 Mar 23
easyJet UK	04 Apr	GEJCA	Airbus A320-214	5874	OELDN easyJet Europe ntu Prague - EMA as OELDX 20 Feb 23 (Paint) Regd 03 Apr 23
BA Euroflyer	06 Apr	GEUXM	Airbus A321-231	3290	Regd 05 Apr 23. Trans fm British Airways
DHL Air	07 Apr	GDHLO	Boeing B763-316 (ER) (BCF)	40592/ 1031	Regd 06 Apr 23. Ex N6381 (PTMOB) Currently at Roswell
British Airways	09 Apr	GZBLD	Boeing B78X-10	60640/ 1040	Charleston - Victorville 09 Feb 21 Strd Victorville - Paine Field 23 Jun 22 Regd 08 Apr 23 Dlvd LHR 09 Apr 23
Norse Atlantic UK	13 Apr	GCKWP	Boeing B789-9	63318/ 772	Strd Oslo as GCKWP 19 Mar 20 Oslo - SNN 12 Mar 21 Strd SNN - Wasaw 17 Dec 21 Reg to BOC Aviation as OELNP 25 Jun 21 Wasaw - SNN 19 Jan 22 Strd Regd to Norse Atlantic as LNFNJ 09 Mar 22 WFU 15 Oct 22 Strd Oslo Regd 12 Apr 23

easyJet UK	14 Apr	GEJCI	Airbus A320-214	4581	Regd 13 Apr 23 Trans fm easyJet Europe
TUI Airways	17 Apr	(GFDZT)	Boeing B738-8K5-W	37248/ 3532	WFU 11 Jan 23 MAN - SNN 13 Jan 23 SNN - LTN 29 Mar 23 Regd to Transavia France as FHUYS 17 Apr 23
West Atlantic	20 Apr	GJMCK	Boeing B734-4DZ	28701/ 2977	WFU 19 Mar 23 EDI - Vilnius 19 Mar 23 Short term storage
ASL Airlines Ireland	21 Apr	EIFNW	Boeing B738-86N (BCF)	28642/ 813	Kelowna - Keflavik - SNN as OEIEH 22/23 Jan 23 Regd 18 Apr 23
Norse Atlantic UK	21 Apr	GCKWS	Boeing B789-9	63319/ 813	WFU LGW as GCKWS 17 Mar 20 LGW - Stavangar 18 Mar 20 Strd Stavangar - SNN 12 Mar 21 Regd to BOC Aviation -- Jun 21 SNN - Warsaw 06 Oct 21 Strd Warsaw - SNN 02 Dec 21 Strd SNN - Oslo 23 Feb 22 Strd Regd 20 Apr 23
West Atlantic	21 Apr	(GJMCM)	Boeing B733-3Y0-SF	24679/ 1897	WFU 01 Apr 23 EMA - Keflavik 14 Apr 23 Keflavik - Halifax - Sandford 15 Apr 23 Regd to ? as HP---- 20 Apr 23
British Airways	22 Apr	GTTNU	Airbus A20N-251N	11403	Regd 21 Apr 23 Divd LHR 22 Apr 23
easyJet UK	24 Apr	(GEZBD)	Airbus A319-111	2873	WFU 27 Oct 23 LGW - QLA 27 Oct 23 Regd to US National Bank Association 19 Apr 23
easyJet UK	25 Apr	GEJCC	Airbus A320-214	6004	Prague - EMA 07 Mar 23 as OELDY Regd 24 Apr 23. OELDO easyJet Europe ntu
easyJet UK	26 Apr	GEJCK	Airbus A320-214	5522	Berlin - QLA as OEIZO 23 Apr 23 Regd 25 Apr 23 Trans fm easyJet Europe
Ryanair	27 Apr	(EIDHY)	Boeing B738-8AS-W	33824/ 1826	Trans to Ryanair Buzz as SPRKY 13 Apr 23
Jet2	28 Apr	GJZBW	Boeing B738-85P-W	35708/ 2653	Oslo - SNN 26 Apr 23 Regd 27 Apr 23

Emerald Airlines Ireland	29 Apr	OYRUV	ATR 72-600	1527	Lsd fm Danish Air Transport 27 Apr 23 - ? Bsd DUB
Eastern Airways	30 Dec	GCMEI	ATR 72-212A	1231	Parked NQY 09 Mar 23 NQY - EXT 20 Mar 23 MX
Eastern Airways	30 Dec	OYRUN	ATR 72-212A	1519	Lsd fm Danish Air Transport 20 Apr 23 - 24 Apr 23 Cover fr GCMEI
easyJet UK	30 Dec	GEJCE	Airbus A320-214	6107	OELPP easyJet Europe NTU Prague - EMA as OELDI 20 Feb 23 (Paint) Regd 03 Apr 23
easyJet UK	30 Dec	GEZWS	Airbus A320-214-S	6011	Restored 03 Apr 23. Ex OEICU Trans fm easyJet Europe
Emerald Airlines UK	30 Dec	(GCMMN)	ATR 72-600	1069	Divd Dinard - DUB - BHD as OEIHE 29 Apr 23
Loganair	30 Dec	(GLMTG)	ATR 72-600	1124	Acquired. Ex MAPBJ (HK5039) Currently at Rodez/Albi Due Jul 23
Loganair	30 Dec	(GLMTI)	ATR 72-600		To be acquired. Due 23
Norse Atlantic UK	30 Dec	GCKWD	Boeing B789-9	38789/ 691	Strd LGW as GCKWD 14 Nov 19 Regd to Wilmington Trust 27 Nov 20 LGW - SNN 04 Dec 21 Strd Regd to Wilmington Trust as EIHAI 20 Dec 21 SNN - Oslo 10 Jan 22 Strd Regd to Norse Atlantic as LNFNE 12 Jan 22 WFU 08 Mar 23 LGW - Oslo 08 Mar 23 Strd Regd 13 Apr 23
Ryanair	30 Dec	EIIGV	Boeing B38M MAX 8-200	62353/ 8589	Divd SNN 29 Apr 23
Ryanair	30 Dec	EIIGY	Boeing B38M MAX 8-200	67078/ 8608	Divd DUB 29 Apr 23
Ryanair	30 Dec	(EIDYP)	Boeing B738- 8AS-W	37515/ 2729	Trans to Ryanair Buzz as SPRNA 27 Apr 23
Ryanair	30 Dec	(EIEPA)	Boeing B738- 8AS-W	34987/ 3568	Trans to Ryanair Buzz as SPRKZ 20 Apr 23
Ryanair	30 Dec	EIIGW	Boeing B38M MAX 8-200	67079/ 8594	Divd SNN 13 Apr 23

Ryanair	30 Dec	EIIGK	Boeing B38M MAX 8-200	67075/ 8564	Divd DUB 04 Apr 23
Titan Airways	30 Dec	GPOWM	Airbus A320- 232	25853/ 2409	Lsd to Air Baltic 12 Apr 23 - ? Bsd Riga
Titan Airways	30 Dec	GPOWS	Boeing B734- 436F	25853/ 2409	WFU 07 Apr 23 BFS - QLA 07 Apr 23 To rtn to lessor 23
TUI Airways	30 Dec	GTAWK	Boeing B738- 8K5-SW	37239/ 4253	Lsd to Sunwing 22 Nov 22 - 25 Apr 23 Regd CFLWK 22 Nov 22 BHX - Toronto 22 Nov 22 Rtn LGW 22 Apr 23 Restored 26 Apr 23
TUI Airways	30 Dec	GTUMA	Boeing B38M MAX 8	44593/ 7211	Lsd to Sunwing 19 Nov 22 - 21 Apr 23 Brussels - Toronto 19 Nov 22 Regd CFDNA 21 Nov 22 Rtnd MAN 21 Apr 23 Restored 25 Apr 23
TUI Airways	30 Dec	GTAWS	Boeing B738- 8K5-SW	37241/ 4842	Lsd to Sunwing 29 Nov 22 - 03 May 23 Regd CFANS 29 Nov 22 GLA - Toronto 29 Nov 22 Rtn DGX 22 Apr 23 Restored 25 Apr 23
TUI Airways	30 Dec	9ALAB	Boeing B738- 8K5-W	30882/ 760	Lsd fm ETF Airways 08 Apr 23 - 19 Apr 23 Bsd MAN
TUI Airways	30 Dec	GTUMP	Boeing B38M MAX 8	5874	Rtnd MAN ex Sunwing lse 04 Apr 23 MAN - BRU 04 Apr 23
TUI Airways	30 Dec	GTAWU	Boeing B738- 8K5-SW	5874	Rtnd STN as CFYRU ex Sunwing lse 31 Mar 23 Restored 05 Apr 23
West Atlantic	30 Dec	(GNPTE)	ATR 72-211-F	150	WFU 09 Apr 23 IOM - EMA 09 Apr 23 EMA - Madrid 13 Apr 23 Regd to Swiftair as ECJXF 14 Apr 23
West Atlantic	30 Dec	SERLL	Boeing B738- 83N (BCF)	32612/ 1184	Lsd fm West Atlantic Sweden 06 Dec 22 - ?

LEEDS/BRADFORD NEWS

Jet2 seem to have been a bit quiet on happenings with the six new Boeing 737's Jet2 have acquired G-JZBX positioned out of Manchester to East Midlands on the 22nd April, I would assume for painting and seat fitting. On the A.321NEO side of the business, the 1st aircraft, G-SUNB, will be put in service from the early days of May, and that the airframe is currently undergoing seat installation and decal application, according to an announcement by Jet2. The aircraft, will feature 232 seats in an all-economy layout of the latest Jet2 Acro seats. The aircraft also features the latest of cabin technology with the refreshed Airbus interior, containing mood-lighting and a modern overhauled cabin design. The aircraft is set to be based out of Manchester, where it will be the first Airbus A321neo in revenue service for the carrier. The second aircraft, G-SUND, has been photographed an the Airbus facility at Hamburg.

Ryanair made last minute amendments to their Summer timetable, leading to LBA only having 2 aircraft based initially this summer, one Boeing 737-800 and 1 Boeing 737MAX. However this should change in June, back to plan "A", which was one based '737MAX, and 2 based '737-800's. With some planned additional Dublin flights, to make most days 3 Ryanair Dublins, will lead to over 100 Ryanair flights a week from LBA during the peak June to October period.

AIRPORT NEWS

Istanbul Airport remains the busiest airport in Europe, as per data from RadarBox.com. Istanbul now averages 1390 daily movements, against Heathrow, (the former busiest airport in Europe) 1266 daily average. Spurred on by continued growth with Turkish Airlines, as well as the busy Summer 2023 season well underway, it remains clear that Istanbul Airport is in a strong position. Looking ahead, it's going to be interesting to see how much further they can take such average daily movements.

Lydd airport will see the return of scheduled flights, after Air Alderney announced will launch scheduled flights from Lydd (Now officially known as Lydd London Ashford Airport) during the Summer 2023 season, becoming the first scheduled operator at the south English airport since 2018. Lyddair, which had its base at Lydd airport, ceased flight operations in 2018. Since then, the facility has not seen any scheduled flights. Airport operator FAL Aviation told the Kent Online news website that the start-up would operate cross-Channel services to Le Touquet in France, as well as scheduled flights to other, as-of-yet undisclosed, destinations. "Our short-, medium- and long-term business plan to transform the airport continues at pace. Re-organisation of airport operations, and the build of two new hangars, is designed to support existing and new businesses, which include engineering services, search and rescue, drone operations, flying schools, government agencies, business jet services, and general aviation," David Hainsworth from FAL Aviation said.

AIRLINE NEWS

Air Malta will be dissolved by the end of 2023, the Maltese government reported on April 15, with sources in the government saying the European Commission had informally told it there was no chance of approval for a plan to inject millions of euros into the airline to keep it afloat. Times of Malta reported a similar story citing its own sources on April 16, and on April 18 Air Malta's executive chairman himself confirmed that the carrier will be replaced with a new airline. The government sought permission from Brussels two years ago to sink a further 290 million euros into the state-owned flag carrier as a capital injection. Given the fact any further government cash injection would be rejected by the EU, Valletta had already chosen to close the airline down, and what is being discussed now is how a successor carrier can be established without abusing state aid rules.

Approached for comment, Maltese Finance Minister Clyde Caruana merely confirmed to the daily that the government had held lengthy meetings last week with EU Commission representatives. A diary of European Commission events reveals that Johannes Hahn, commissioner for budget and administration, travelled to Valletta for talks with Caruana and Prime Minister Robert Abela. On April 18, Curmi told the Times of Malta that the country will have a new national airline by the end of the year and that the transition from Air Malta will be "largely seamless" for passengers. The creation of a successor carrier is in the final phase, he said, as the European Commission had rejected the government's state aid request for the existing company. Brussels "does not want a photocopy of Air Malta," he said. "We created a five-year business plan and we are close to concluding on that. If we stick to this plan, then we will have a national airline that makes business sense." The end of 2023 is the target date for the changeover, and "the new airline will have its own booking platform and tickets will be sold there. The old company will continue operations until the very end when the new airline will take over." He added: "Malta will still have a national airline. What it will never be is a low-cost carrier. We will continue flying to key airports in key cities while continuing to fly cargo which is increasing exponentially because of an improvement in service. The new airline will not be competing on price but on service. This will be our competitive edge."

flybe. trade name is back on the market, with expressions of interest being invited by April 11, 2023, from prospective buyers keen to acquire the brand and supporting assets of the defunct regional airline. This is according to an announcement by Hilco Streambank, a New York-based advisory firm specialising in intellectual property disposition, acting on behalf of flybe.'s joint administrators, David John Pike and Michael Robert Pink of Interpath Advisory. "This opportunity offers a prospective buyer the chance to acquire the brand and supporting assets behind a much-loved and respected player in the travel industry in the UK and beyond and reignite the brand in the market," Hilco declared in a statement. Up for grabs are flybe.'s title and interest in the assets, which include the brand and a portfolio of domain names, including the website flybe.com. The company also owns the copyright of the website content hosted on various domains. Rights in the flybe.-branded social media accounts are also available to acquire across Facebook, Instagram, LinkedIn, and Twitter, with almost 312,000 followers across the various platform. UK and international trademarks protect the flybe. brand. This comes after the joint administrator recently informed creditors that the company in its current form could not be rescued and would most likely be dissolved after all assets have been sold to generate payout for shareholders and creditors. The administrators have placed the airline's total deficiencies at £ 82.6 million with only £6.5 million cash in the bank.

Loganair has detailed its plans for its recently secured London Heathrow slots and will relocate its current flights that operate into London Stansted and London City (except for the Isle of Man route) to Heathrow. The Scottish regional carrier said its current E145 services from City of Derry to London Stansted and ATR42-500 flights from Dundee to London City will move to Heathrow's Terminal 2 starting on May 6, 2023. "The move to Heathrow truly is a game changer for UK regional air services. Alongside excellent ground transport links into central London, the new range of global flight connections will bring new inward investment opportunities and tourism into the UK's regions, together with enabling travellers to use their local airport to fly worldwide for the first time," Chief Executive Jonathan Hinkles said. Both routes will continue to be operated with the same aircraft types as present and by crews based out of the City of Derry and Dundee. They will be the first Heathrow routes from either city. The relocation of the Dundee route will also affect same-aircraft connecting services from Kirkwall and Sumburgh. Currently, the only route operated by Loganair from Heathrow is to Isle of Man (which is and will remain also served from London City). Loganair's expansion at Heathrow has been facilitated by its recent scoop of domestic slots returned after the collapse of flyBE. The slots remain formally owned by British Airways which was mandated to lease them to competitors for domestic connectivity as a condition of its 2012 takeover of bmi british midland.

Ryanair has restarted talks with American manufacturer Boeing with regards to a brand new, bulk 737 MAX order. This comes a couple years after talks were halted due to the budget carrier being unhappy with the price tag Boeing placed on such an order. With this in mind, Ryanair has now re-entered these talks with Boeing with a fresh mindset, saying that it accepts the fact that it will need to pay a higher price. The specific type of aircraft Ryanair is looking to place an order for is the 737MAX-10, the largest variant of the family range. In addition, when Ryanair does place the order, the number of jets ordered is expected to be in the hundreds. The Irish giant will also get a handful of benefits from this order, including 30+ seats over the MAX-8-200 and it will place the airline in a fighting chance with its competitors easyJet and Wizz Air. This is because these major European budget airlines are already operating the A321neo and neo variants, which have a similar capacity to the MAX-10. Ryanair's CEO Michael O'Leary froze talks with Boeing back in 2021 over an order for the Boeing 737 MAX-10 aircraft, due to O'Leary not being happy with the price proposal. Following the freeze, O'Leary proceeded to talk down Boeing, explaining that this increase in price for aircraft did not suit Ryanair's business model, and as a long time Boeing customer, this built some tension between the two companies. He also went on to say that this increase in price for aircraft was one of the driving factors as to why many airline were turning to the likes of Airbus for fleet renewals.

For example take KLM and Transavia and Qantas, whose current short fleet matrix consists of 737 family aircraft and have now opted for A320 and A220 family aircraft to replace these jets. But now Ryanair's CEO is putting all of that in the past as he enters new talks with Boeing over a new deal for more 737 MAXs. In a recent interview with the Financial Times, O'Leary commented on the breakdown of talks 18 months ago over what was considered "egregious pricing by Boeing." The CEO reportedly accepts that a higher price would need to be paid to acquire the aircraft. O'Leary has flagged that these talks could quite likely be successful and an announcement could come by the end of 2023 or in early 2024. However, O'Leary has recognised a problem with incorporating larger aircraft into its fleet and that is yield dilution.

The way this problem comes about is due to the extra 30 seats the MAX 10 offers. This is because the airline will have to fill these additional 30 seats at least 6 times a day per aircraft (3 round trips). With this large amount of yield dilution, Ryanair will have to offer a more competitive seat price and doing so could hurt the airline's profits. With this factor in mind, O'Leary will have to make a rather important choice between pushing forward with the MAX 10 or backing down for more MAX 8-200s. Whatever the CEO decides, we will have to wait and see over the course of this year before we find out.

Ryanair, announced on the 31st March, that it has responded to the UK Govt's 50% APD cut for domestic travel from April '23 with the opening of 9 new domestic routes to/from Belfast, Bournemouth, Cardiff, Edinburgh, East Midlands, London, Manchester, and Newquay. However, this 50% reduction ignores international connectivity which is fundamental for the growth of the UK's economy and tourism. Ryanair calls again on the UK Govt to fully abolish APD for all travel immediately, which would not only promote tourism, but also support job growth, and much needed connectivity to the UK – an island-based economy on the edge of Europe.

AIRCRAFT NEWS

Boeing have said that it would slow down the production and delivery of a "substantial number" of B737 MAX and P-8 Poseidons due to a manufacturing issue at Spirit AeroSystems. The problem could potentially affect aircraft in-service that were manufactured after 2019 but does not pose "an immediate safety of flight issue", Boeing said, adding that it is still analysing the scale of the problem and its impact on future deliveries. "The in-service fleet can continue operating safely. However, the issue will likely affect a significant number of undelivered B737 MAX airplanes, both in production and in storage. We expect lower near-term B737 MAX deliveries while this required work is completed," it said. The problem concerns "a non-standard manufacturing process" used during the installation of two out of eight fittings of the aircraft's vertical stabilisers. It affects B737-7, B737-8, B737-8-200, and the B737-800-derived military P-8 Poseidon types, but not the B737-9. "Spirit is working to develop an inspection and repair for the affected fuselages," the supplier said. The US Federal Aviation Administration (FAA) confirmed that it had validated Boeing's assessment that there was no immediate flight safety issue but emphasised that it would continue to assess all aircraft prior to delivery. The American manufacturer delivered 111 B737 MAX in the first quarter of 2023. It had planned to gradually increase the production rate to its pre-2019 grounding level of 52 aircraft per month by early 2025. Spirit AeroSystems is one of the key suppliers for the B737 programme. The Wichita-based company is the sole supplier of fuselages for Boeing's narrowbody aircraft and says it produces around 70% of the type's structure.

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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)

BEVERLEY (EY) Resident G-KYLE T.600N has departed following sale.

CHURCH FENTON (NY) Resident N267DH PA-28-181 (28-8190141) has been sold in Germany. **26.3** G-MDSZ PC.12/47E f Ancey t Manchester. **30.3** G-OUTY DA.50C arrived as a new resident to replace G-EVIB SR.22. **3.4** G-BDFY AA-5. **4.4** ZZ419 Shadow R.1 circuits. **7.4** G-EJRS PA-28, G-JROO AB.206B, G-LWLW DA.40D. **8.4** A Flying Farmers Association Fly-in with around 15 visiting aircraft (don't have a full list), noted were G-CBBS/XX694 Bulldog Srs.120/121, G-CCPV Jabiru J400, G-CFSB P2002-RG, G-CHIX DR.500, G-CXTE Bristell NG5, G-FNLD 172N, G-VLTT DA.42. **15.4** G-BHFI F.152, G-CEKI 172P, G-HEDL EA.300/LC, G-IIXA XA.41, G-NGTC Extra NG these last three for an Aerobatic Training Camp n/s, G-TEBZ PA-28R.

DEIGHTON/CRAB TREE FARM (NY) RP-C342 SA.342J (1663) is currently in Hungary on rebuild.

DONCASTER/SOUTH YORKSHIRE AIRCRAFT MUSEUM (SY) New from Hooton Park is the forward fuselage of XA293 Cadet TX.1.

ELVINGTON (NY) **8.4** G-HALS R.44, G-TOYZ B.206B both for pleasure flights around York, with G-TOYZ on 9.4 also.

GAMSTON (Notts.) **2.4** PH-ZHZ Beech 200 (BB-402), 9H-DGN DA.62 (62.194). **5.4** G-CLKB 172N, G-CPTZ AW.169 new resident with The Childrens Air Ambulance.

GRINGLEY ON THE HILL/WILLOW FARM (Notts.) G-CDDI T.600N has been sold and moved to Wickenby 14.4 with its new owner.

LAMBLEY (Notts.) G-IIGL Eagle II departed to Brighton 25.3 following sale.

LEEDS/BRADFORD AIRPORT (WY) G-JZBT 737-883, G-JZBU 737-85P and G-JZBX 737-8HX are all newly registered to Jet2.

MANBY/EASTFIELD FARM (Lincs.) G-AXLJ T.66 rebuild project has departed following sale.

NETHERTHORPE (Notts.) A new resident is G-CJWW/"MH526/LO-D" Spitfire Mk.26. G-KIMY DR.400 has departed following sale.

NEWBY WISKE (NY) Long term resident and recent restoration G-BPDM CASA1.131E departed to Brighton on 7.4.

NEW YORK/WHALEY FARM (Lincs.) Registered to a local owner and possibly living here is G-CCIT CH.701UL.

NORTH COATES (Lincs.) Residents N20AG TB.20 (2003) arrived 15.3 from Lee on Solent with N59SD as crew ferry. **Movements 2.3** G-JLAT EV.97 f Garton t Beverley, G-GDSO Cavalon f&t Beverley, G-BSYG PA-12 f&t Brighton. **4.3** G-CFKA MT-03 with G-CGZM MTOsport both f&t Strubby North. **5.3** G-TGTT R.44 with OK-LTM R.44 (1833) both f&t Cabourne, G-AYFC D.62B f Brighton t Sandtoft, G-MIAN Skyranger 912S f&t Sandtoft, G-BNOH PA-28 f Eddsfield t Sherburn, G-IKON RV.4 f&t Beccles. **6.3** G-TERN Europa f&t North Thoresby by road for local flying. **11.3** G-RVIW RV.9 f Ludham t Brighton, G-ATPV GY-20 f Full Sutton t Beverley. **12.3** OK-LTM R.44 f&t Cabourne. **15.3** N59SD 369E (0019E) f Faldingworth t Lee on Solent (crew ferry for the arriving N20AG). **16.3** G-TGTT R.44 f&t Cabourne. **19.3** G-JADJ PA-28 f&t Beverley, G-NWFC 172P f&t North Weald, G-TGTT R.44 f&t Cabourne. **22.3** G-TGTT R.44 f&t Humberside. **27.3** G-MSOF 172N f&t Little Staughton.

NORTH DUFFIELD/BIRCHWOOD (NY) G-BXVX Cozy has departed by road following sale. Noted on a visit 8.4 were G-CKEH Kolb Twinstar, G-CLRB Onex under construction, G-CMCA Condor 137R, G-ROSS Sprite dismantled, G-YROJ RAF2000GTX-SE, LY-XNY J/2 (2355), an unidentified MW.5 dismantled and an unidentified Osprey in storage. Also stored are the wrecks of G-BTRG Aeronca 65C, G-CCFJ Kolb Twinstar and an unidentified Calidus pod. OE-KDW Prescott Pusher (025) continues in use as a wind vane. Visiting were G-AWJE T.66 and G-BRPY PA-15 both f Sherburn.

NORTH MOOR (Lincs.) G-MZEN Rans S.6 has departed to take up residency at South Cave.

NORTON DISNEY/OAKHILL FARM (Lincs.) A further addition here, but quite well hidden, is the dismantled G-CBGR Jabiru UL. Also noted on 26.3 were the cut up remains of G-ASZB 150E and a Cessna 140 fuselage, thought possibly to be G-BRUS?

OXENHOPE (WY) Resident G-CCEM EV.97A has departed following sale.

SCAMPTON (Lincs.) Former Gate Guardian XX306 Hawk T.1A is now up for auction following the recent closure of the base.

SHERBURN (NY) Not much happening on a visit 25.3 to fix G-AYFC D.62B, which returned to Brighton today. No visiting aircraft, but of interest in Hangar 6 were the wings of G-CMFZ RV.10, stored awaiting the arrival of the fuselage. Visiting on 2.4 was G-AOTF DHC.1 (mod). Visiting on 7.4 was G-BXJD PA-28 f Full Sutton t South Cave. On 8.4 G-RAMS PA-32R was now parked outside, still minus propeller, its place in the hangar taken by new resident G-YACC Yak 18T which had arrived from Rochester on 27.3. Visitors 10.00 to 11.55hrs were G-BNST 172N f Netherthorpe, G-CEND EV.97 f&t Brighton, G-CGDI EV.97A f Netherthorpe and G-RMAV Ikarus C42 FB80 f Beverley t Brighton. Later in the day, when we returned, were G-CKZP TL2000UK and G-TSGJ PA-28 noted between 15.15 and 16.30hrs. A new resident noted on 16.4 was G-AVNU PA-28, whilst visiting was N955BE Beech B55 (TC-1272) f Sturgate.

SOUTH CAVE (EY) The latest addition here with Paul Harvie is G-MZEN Rans S.6 ex North Moor. Visiting on 7.4 were G-BXJD PA-28 f Sherburn t Full Sutton and HA-HSG SA.342M (1615) f Brighton t Deighton/Crab Tree Farm.

STURGATE (Lincs.) G-BKSE Quickie 1 has been sold but is still present awaiting collection by its new owner, G-BVLV Europa has also departed following sale. Visiting on 8.4 were G-PKHA PC.12/47E f Toulon t LBA, and on a slightly shorter flight G-BXJD PA-28 f Full Sutton t Brighton.

WICKENBY (Lincs.) A new resident is G-CDDI T.600N arriving 14.4 from Gringley on the Hill/Willow Farm.

Brighton....

Andy Wood (HAR)

RESIDENTS

G-APVS 170B has been fitted with Alaskan Tundra tyres, first appearing on 7.4. G-AYFC D.62B went u/s at Sherburn on 18.3, returning here on 25.3. G-BPDM CASA1.131E is a new resident arriving 7.4 from Newby Wiske. G-IIGL Eagle II is a new resident arriving 25.3 from Lambley.

OUTSIDE PARKING

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

MOVEMENTS

19.3 G-ASMJ F.172E f&t Sherburn, G-AYGA D.117 and G-AYHX D.117A both f&t Oxenhope, G-BKKN 182R f&t Gamston, G-BRPY PA-15 overshoot only 16.12hrs, G-CEBF EV.97A f Beverley t Forwood Farm, G-CGMG RV.9 f&t Spite Hall Farm, G-CLID Skyranger 912S f&t Netherthorpe, G-CMJU Ikarus C42 FB100 f&t North Coates, G-CSAV T.600N f&t North Moor, G-FUZZ/51-15319 PA-18 f&t Gypsy Wood, G-GDAC AA-5A f&t Gamston, G-HEDL EA.300/LC f&t Tollerton, G-HEKL Mew Gull Replica f&t White Fen Farm, G-OSUT SF.25C f&t Sutton Bank, G-PODZ TL.3000 f Beverley t Tollerton, G-RVAW RV.6 f&t Rectory Farm, G-TBDI Ikarus C42 FB100 f&t Boston, G-XLNT CH.601XL f&t Crosland Moor. **20.3** G-YOAA Bk.117D-3 f&t ? (fuel stop). **25.3** G-BMMK 182P f&t Lambley (crew ferry for G-IIGL), G-TEBZ PA-28R f Leicester t Coventry. **26.3** G-ASMJ F.172E f&t Sherburn, G-BRPY PA-15 f Sherburn t Sturgate then f Sturgate t Sherburn, G-BXJD PA-28 f&t Full Sutton, G-CFUE Pioneer 300 f&t Crosland Moor, G-YOAA Bk.117D-3 f "North Yorkshire Moors" t Topcliffe (fuel stop). **27.3** G-AVDV PA-20 with

G-BOPH TR.182RG and G-CGJT Sportcruiser all f&t Derby, G-BIJB PA-18 f&t Sherburn, G-CEKD CTSW f&t Fishburn, G-CFLD Ikarus C42 FB80 f&t Felixkirk, G-EGCA Rans S.6 f&t Crosland Moor, G-SBOI TL.3000 f&t Fishburn, G-XLNT CH.601XL f&t Crosland Moor. **1.4** G-BXJD PA-28 f&t Full Sutton. **2.4** G-BAXY F.172M f&t Sibson, G-BPUU 140 f Eddsfield t Crosland Moor, G-CCDX EV.97 f North Coates t Barton, G-CCIR RV.8 f&t Sleep, G-CCJA Skyranger 912 f&t Watnall, G-CCXO CJ-1 f North Coates t Sibson, G-CDAC EV.97 f&t Watnall, G-CDSB Pioneer 200 f&t Dishforth, G-CDWR Quik f&t Calton Moor, G-CTFS SA.341C f private site Beverley t ? , G-EZZY EV.97A f&t Hawksview, G-FION"/441968/VF-E" T.51 f&t Netherthorpe, G-FOXV A.22LS f&t Fishburn, G-GORV RV.8 f&t Woodvale, G-GVSL EV.97 f&t Hawksview, G-MUTZ Jabiru J430 f North Coates t Sibson, G-NIIX Skyranger 912S f Hawksview t Gamston, G-NMCL Eurofox 912S f Chapelton t ? , G-RKID RV.6A f&t Barton, G-RVUK RV.7 f&t Sibson, G-SEVN RV.7 f&t Netherthorpe, G-VALG EV.97 f&t Congleton, G-ZIZY TL.2000UK f Hawksview t Gamston. **3.4** G-AWBS PA-28 f&t Full Sutton, G-CEMY Pioneer 300 f&t Oxenhope, G-COLF Bristell NG5 f&t Sturgate, G-SMDH Europa XS-TG f&t Fishburn. **4.4** G-CIBZ EuroFox 912S f&t Temple Bruer, G-CMJU Ikarus C42 FB100 f&t North Coates, G-IHCI Europa TG f&t Beverley, G-OZEE Speed Wing Mk.4 f&t Calton Moor, G-TSAS PA-28 f Cardiff t Old Buckenham. **7.4** G-AYGA D.117 with G-MESH Sportcruiser and G-REBB Rebel all f Wickenby t Oxenhope, G-BUTM Rans S.6 f&t Rufforth East, G-PTTS S.2A f&t Leicester. **8.4** G-AYTV MJ.2D f&t Lambley, G-BUUJ T.67M f&t Full Sutton, G-BXJD PA-28 f Sturgate t Full Sutton, G-CEOB S.1S f&t Netherthorpe, G-CFLD Ikarus C42 FB80 f Beverley t Felixkirk, G-CGDI EV.97A f&t Netherthorpe, G-CHRT EV.97 f&t North Coates, G-CMJU Ikarus C42 FB100 f&t North Coates, G-FUZZ/51-15319 PA-18 f&t Gypsy Wood, G-GDSO Cavalon f&t Beverley, G-GGEM PA-28 f&t Beverley, G-IDII DR.107 f&t Lambley, G-LOIS Jabiru UL f&t Headon, G-MZEN Rans S.6 f&t South Cave, G-RMAV Ikarus C42 FB80 f Sherburn t Beverley, G-RPAF Europa XS-TG f&t Kirkbride, G-SFTZ T.67M f&t Church Fenton, G-TEZZ Sportcruiser f&t Beverley. **9.4** G-BYJL Pulsar 3 f&t Sandtoft, G-CVST D.140E f private strip Suffolk t Glenswinton, G-MLXP Europa TW f&t Sturgate, N60UK A-1C (3006) f private strip Suffolk t Glenswinton. **10.4** G-BBDT 150H f&t Sherburn (weather divert). **11.4** G-BMCV F.152 f&t Netherthorpe. **16.4** G-ATDO Bo.208C f&t Crosland Moor, G-CCZD RV.7 f Sandtoft t Rectory Farm, G-CFMI Skyranger 912 f Netherthorpe t Crosland Moor, G-CGCH Sportcruiser f&t Beverley, G-CIZD Quik with G-MABL Quik and G-MICX Tanarg 912S all f Sandtoft t Measham Cottage Farm, G-FUZZ/51-51319 PA-18 f&t Gypsy Wood, G-GDSO Cavalon f&t Beverley, G-OGRL RV.7 f Coventry t Shenington, G-PROW EV.97 f&t Full Sutton, G-XLNT CH.601XL f&t Crosland Moor.

Coney Park....

Mike Storey

1st March	G-HPIN	BELL 429	BAGBY/LEE ON SOLENT
8th March	G-LINJ	ROBINSON R44	KIRKBRIDE/LEEDS EAST
18th March	G-VIVE	AW109SP GRAND NEW	SHELLEY/N/S
19th March	G-VIVE	AW109SP GRAND NEW	CONEY PARK/RIPPONDEN

Credits The Airfield Manger, the Michael Hanks team, the Sandtoft Service team and the Sandtoft Fire Crew.

A regular credit from my visits is my driver S Hobson my boss and now I know I have got a brain problem (DLB) Dementia with Lewy bodies I am not allowed to drive anymore.

General A new format, I intended to make it simpler for us all, especially as there are now 49 residents.

Sandtoft Wrecks & Relics (EI-CDX) C.210K wfu parked outside on the grass for over a year, no port side door. Last seen on 29/03//2023.

Aircraft awaiting rebuild, maintenance during the month or out for collection were

	First noted	Last noted
G-AVIL Alon A2 for sale	10/09/2022	25/03/2023
G-BLPF F.172G	04/02/2023	25/03/2023

Residents General

	First noted	Last noted
(EI-CDX) C.210K wfu	19/02/022	29/03/2023
G-AZNO C.182P	08/05/2018	06/08/2019
G-BBNI PA-34 for sale	06/11/2021	29/03/2023
G-BCGI PA-28	15/03/2018	25/03/2023
G-BCVG FRA.150L	17/12/2022	29/03/2023
G-BDNV AA-1 rebuild wfu	18/03/2023	18/03/2023
G-BFGL FA.152M	08/03/2019	25/03/2023
G-BGBW PA-38 wfu	25/05/2020	29/03/2023
G-BGTF PA-44 wfu	31/07/2021	17/03//2023
G-BHZU J-3C	15/04/2018	15/04/2018
G-BIFB PA-28 on rebuild wfu	15/04/2018	25/03/2023
G-BIHI C.172M rebuild wfu	05/06/2021	25/03/2023
G-BOMP PA-28	20/04/2018	25/03/2023
G-BORY C.150L wfu	15/04/2018	18/03/2023
G-BRJC C.120	18/02/2023	18/02/2023
G-BSXI M20E dismantled wfu	18/03/2023	25/03/2023
G-BULR PA-28 wfu	15/04/2018	09/05/2019
G-BYJL Pulsar	14/12/2020	11/03/2023
G-CGTV Savannah	14/01/2023	14/01/2023
G-CHVS Savannah	09/10/2021	11/03/2023
G-CKXI M.20E	13/09/2021	29/03/2023
G-IMIK PA-28	24/10/2020	11/03/2023
G-LORD PA-34	21/03/2023	29/03/2033
G-MIAN Skyranger	23/10/2021	18/03/2023
G-MICK F.172N	02/05/2019	25/03/2023
G-MMMG Quicksilver	18/03/2023	18/03/2023
G-MSFC PA-38 wfu	05/06/2021	25/03/2023
G-MZOS Quantum	17/11/2018	18/03/2023
G-TAXI PA-23 on rebuild wfu	06/05/1996	25/03/2023
G-TAYI G.115	08/05/2018	11/03/2023
G-TEFC PA-28 engineless for sale	16/08/2021	25/03/2023
G-WLGC PA-28	19/04/1996	13/11/2019
G-YBAA F.172J	04/03/2023	04/03/2023

N20UK	M.20F for sale	29/03/2019	25/03/20233
N39TA	Be A24 wfu	02/03/2019	18/03/2023
(N131MP)	PA-31P dismantled wfu	18/05/2018	25/03/2023 to become G-BWDE,
N337UK	C.337 on rebuild	08/05/2018	25/03/2023
N2136E	PA-28R for sale	14/07/2018	29/03/2023
N7954J	PA-28R	18/03/2023	22/03/2023

Resident Yorkshire Aero Club aircraft seen were

		First noted	Last noted
G-BBKA	F.150L	29/10/2020	29/03/2023
G-BGBI	F.15L	23/04/2021	25/03/2023
G-BHVR	C.172N	11/03/2023	18/03/2023
G-BRNC	C.150M Away on rebuild	06/11/2021	03/12/2022
G-BSKA	C.150M	10/07/2021	11/02/2023
G-BSYV	C.150M	31/10/2020	29/03/2023
G-BZBF	C.172M	15/12/2020	29/03/2023
G-MABE	F.150L Away on rebuild		

Movements

- 02 G-BVCG RV-6 f/t Lichfield, G-BYDV RV-6 f/t Lichfield, G-SUTE RV-8 f/t Lichfield, G-MROD RV-7A f/t Lichfield, G-CGPS EV-97 f/t Lichfield.
- 03 G-CDON PA-28 f/t East Midlands, G-BDSH PA-28 f/t Nottingham, G-AXNS B.121 f/t Gamston.
- 04 G-CSAV T600N f/t Crosland Moor, G-BJZN T.67A f/t Brighton, G-YBAA FR.172J, G-RVCL RV-6 f/t Rufforth, G-BEAC PA-28, G-MMMG Quicksilver.
- 05 G-XLNT CH.601XL f/t Brighton, G-LEGY CTLS f/t Fishburn, G-AYFC Condor f North Coates t Brighton.
- 08 G-GDSO Cavalon f/t Beverley, G-GTRR Quik GTR f/t Beverley.
- 10 Airfield closed
- 11 G-MYRS Quantum 15 f/t North Moor, G-CSAV T600N f/t North Moor,
- 15 G-BOJM PA-28 f/t Sherburn.
- 17 G-CIFC TB-200 f Abbots Bromley t Sturgate, G-BRPV C 152 f/t Sturgate.
- 19 G-BNHC C.152 f/t Denby, G-BRFB Rutan LongEz f/t Sleaf, G-CSAV T600N f/t North Moor, G-BCPG PA-28R f/t Teesside.
- 21 G-LORD PA-34 f Groningby for engineering.
- 22 G-BPOM PA-28 f/t Humberside, G-EKIR PA-28 f/t Gloucestershire.
- 25 G-BFGL F.152M.

Notes from Michael Hanks

- G-IBFF Be A 23 is no longer based
- G-BRNC is away on rebuild
- G-MWRS has never been based at Sandtoft, it was noted down incorrectly and is in fact G-MYRS which is based at Sandtoft
- G-DTPC RV-9 is now no longer based at Sandtoft and is now based at Gamston
- G-LORD PA-34 is now based at Sandtoft after arriving from Germany. It is also for sale for £130,000
- G-IMIK PA-28 is currently away from Sandtoft at Sturgate for a repaint
- A PA-28-180 and Beagle B.206 will be arriving in a few weeks to be based at Sandtoft. I do not have the registration for these yet though but will update you when I do
- G-BFGL F152M is now undergoing maintenance

I have just found out an 11th hangar is to be assembled here this spring adding yet even more hangarage.



G-CSAV Thruster T600N 450 Sprint 04/03



G-CHVS Savannah Janiru 11/03



G-RVCL Vans RV-6 04/03

Credits

Eastern Air Executive Ltd (EAE), Sturgate Flying Club, Andy Wood and a regular credit Mrs S Hobson my taxi Lady.

Sturgate Wrecks & Relics There are only two here

G-BDDG D.112 wfu it is in the LAC hangar and G-BGVE CP.1310-C3 minus engine in one of the SFC hangars. Both last seen on 19/03//2023.

Resident Aircraft noted during the month

		First noted	Last noted
G-ARRS	CP.301A	14/09/2021	19/03//2023
G-ATLM	F.172G	22/05/2021	19/03//2023
G-AWGK	F.150H	04/09/2021	19/03//2023
G-AZTS	F.172N	14/01/2020	25/03//2023
G-BBHF	PA-23	14/01/2020	25/03//2023
G-BDDG	D.112 wfu	04/01/2020	19/03//2023
G-BGHJ	F.172N	25/10/2020	19/03//2023
G-BGVE	CP.1310-C3 wfu	04/01/2020	19/03//2023
G-BIPN	RF.3	25/02/2023	19/03//2023
G-BRPV	C.152	18/02/2020	25/03//2023
G-CIFC	TB.200	04/01/2020	19/03//2023
G-EXLL	CH601XL	04/01/2020	19/03//2023
G-FARY	TRI-Q,	04/01/2020	19/03//2023
G-GAME	T.303	29/07/2020	19/03//2023
G-MLXP	Europa	14/12/2021	19/03//2023
G-OMCB	TL2000	20/11/2021	19/03//2023
G-OPAZ	Pazmany PL2	14/01/2020	13/06/2021
G-RICO	AG-5B	19/03//2023	19/03//2023
G-SHMN	Alpi Pioneer 300	19/03//2023	19/03//2023
N147GT	SR22	05/04/2010	19/03//2023
N761JU	T.210M	18/01/2020	19/03//2023
N888BR	PA-32R	19/03//2023	19/03//2023
N955BE	Be95 B55	18/02/2023	19/03//2023

Movements

- 08 G-LOIS Jabiru UL f/t Headon.
- 11 G-EISG Be A36 f/t Sherburn, G-AWFZ Beech A23 f/t Oaksey Park, G-RICO AG5B f White Waltham for Engineering last noted 19/03, G-SAPI PA-28 f/t Fenland, G-BXGL Chipmunk f/t Wickenby, G-NDPA C42 f/t Boston.
- 12 G-CMLA TL3000 f/t Netherthorpe.
- 15 G-AZUZ FRA.150L f/t Netherthorpe.
- 17 G-BCRL PA-28 f Humberside t Eddsfield.
- 18 G-TALR C.152 f/t Leicester, G-AJJS C.120.
- 19 G-AWEX PA-28.
- 25 G-BRPY f&t Brighton

HELICOPTER ACTIVITY

- 01/03 G-LARD R.66, Bedford – Ferrybridge – Bedford
- 01/03 G-DCAM Twin Squirrel(Kingdom 07), East Winch – p/s Hawes
- 01/03 G-YRTE A.109S, East Midlands – Doncaster Race Course
- 02/03 G-WIZI Enstrom 280FX, p/s Clitheroe – Pocklington
- 03/03 G-PACO S-76C, Isle of Man – Doncaster – Gamston
- 04/03 G-DAYF A.109S(Solway 04), p/s Eire – Harrogate
- 04/03 N500SY MD.500E, Norwich – Mablethorpe – Newcastle
- 04/03 N150SF Gazelle(Gold 01), Swadlingcotes – p/s Leyburn
- 05/03 G-FOFO R.44, Nottingham – p/s Wetherby
- 05/03 G-TPTP R.44, Grantley Hall, Ripon – Derby
- 05/05 G-DAYF A.109S(Solway 04), Newmarket – p/s Knaresborough
- 06/03 G-FGRP A.109E, p/s Harrogate – p/s Preston
- 06/03 G-UHGB Bell 205A, p/s Northallerton – p/s Pennistone
- 06/03 G-WDCL A.109E, Southend - Explore Manufacturing, Worksop
- 06/03 G-XITE Bell 505, Gloucester – Barnoldby le Beck
- 07/03 G-FGRP A.109E, Huggate – p/s Preston
- 07/03 G-LARD R.44 Bedford – Ferrybridge
- 08/03 N449C AW.109S, p/s Potters Bar – p/s South Kirkby
- 08/03 G-MOAL AW.109SP, Barton – p/s Shirebrooke
- 10/03 G-XXEB S-76C(Rainbow 1), Odiham – Gamston – p/s Sheffield
- 12/03 G-CPTZ AW.169(Helimed 81), Liverpool – Leeds General Infirmary
- 12/03 G-DRLA AW.109SP(Helimed 54), p/s Crowle – p/s Derby
- 13/03 G-HOTB EC-155(Yorkair 01), LBA – p/s Leeming
- 14/03 N449C AW.109S, Dublin – p/s South Kirkby
- 14/03 G-DAYF AW.109SP(Solway 04), Carlisle – Emeley Moor – Cheltenham
- 14/03 N500SY MD.500E, Bedford – Newcastle – Skegness
- 14/03 G-FGRP A.109E, Skipton – Harrogate – Huggate
- 14/03 G-RANL AW.109SP(Costock 9), Stoke – p/s near Middlesbrough
- 15/03 G-SHDF AW.139, Farnham – Cheltenham
- 15/03 G-LAWA AW.139(Castle 6) Barton – Elland
- 16/03 G-HPIN Bell 429(Kingdom 08), Stonebridge – Skipton
- 16/03 GZ100 A.109SP(Ascot 1303), Redhill – Catterick – Northolt
- 18/03 G-VIVE AW.109S, Chichester – p/s Emeley Moor
- 18/03 G-JMBS A.109S, p/s Buxton – p/s Redcar
- 19/03 G-CIWU MD.369E, Tatenhill – p/s near Sandtoft
- 19/03 G-CIWO Squirrel, Oxenhope – p/s Hornsea
- 20/03 M-JBCA S-76C(JCB 2), Uttoxeter – Sandtoft
- 21/03 G-XITE Bell 505, Denham – Barnoldby le Beck
- 21/03 G-BLGV Jet Ranger, Gloucester – Emeley Moor
- 22/03 XZ326 Gazelle(Armyair 774), Andover – Fulford, York
- 23/03 ZB693 Gazelle(Armyair 556), Waddington – Leonfield
- 23/03 G-MSVO A.109S, Donnington Park – p/s Headon
- 24/03 M-LEOG A.109S, Halifax – p/s Hull – Melrose
- 24/03 G-XXIV Jet Ranger, operating Sheffield/Buxton/Bakewell area
- 27/03 N59SD Hughes 369E, Brigg – Hutton Cranswick
- 27/03 G-CDYR Long Ranger(Topcat 31), Coney Park – North Rigton
- 27/03 G-GTNA R.66, p/s in Norfolk – Devonshire Arms
- 27/03 M-ELIS Bell 407GX, Blackpool – Ravensworth
- 27/03 G-CPTZ AW.169(Helimed 81), Leeds General – Scarborough
- 30/03 N44829 R.66, Denham – Stanhope
- 31/03 G-LUGS A.109S, Denham – p/s Wetherby – Leeds/East

CARR GATE:- 7/3 G-NICU AW.169(Helimed 80) f. Oxford t. Newcastle; 12/3 G-CPTZ AW.169(Helimed 81) f. Oxford t. Liverpool; 24/3 G-POLC EC-135(Police 151) f/t Barton;

CONEY PARK:- R.44 G-WALI which has been here in a dismantled state for some time has been sold to new owners in Eire. 1/3 G-HPIN Bell 429 f. Bagby; 5/3 G-OJDB Squirrel f. Barton t. Wilmslow; 11/3 G-HPIN Bell 429(Kingdom 08) f. Bagby(also 14/3); 17/3 G-GEZZ Jet Ranger f. Humberside(Also 27/3); G-CBAK R.44 f. Humberside; 18/3 G-VIVE AW.109S f. Battersea, n/s t. Ripponden; 26/3 G-SKPP EC.120B f. Whickham Gliding Club;

NOSTELL PRIORY:- The new BK-117 G-YAAA for the Yorkshire Air Ambulance was delivered here to their base on 1/3 from Oxford. The aircraft has taken up the call-sign of "Helimed 98", formerly used by G-YAAC.

WALTON WOOD:- 2/3 G-OGJC R.44 t. Congleton; 5/3 G-MAXD R.44 f. Garthorpe; 21/3 G-NIKL R.44 t. Barton; 22/3 G-CJLL R.44 t. Barton;

LOCAL AIRFIELDS

BAGBY:- 1/3 G-RVSA RV-6A f. Full Sutton; 4/3 G-CEFY Jabiru f. Sherburn; G-LANE F.172N f. North Weald; 14/3 G-BAEO F.172M t. LBA; 19/3 G-CINL Skyranger t. Fishburn; 21/3 G-LAWX(Bristow 1) S-92A t. Birmingham; 24/3 G-TSBY R.44 f. Redcar t. Welshpool; G-OMAS A.150M f. Coventry; 27/3 G-CLUX FD.172N f. Welshpool; 27/3 G-RIDB Bell 429 f. Oxford; 29/3 N517FD PA-32 f. Gamston;

BEVERLEY:- 5/3 G-AVYT PA-28R f. Gamston; G-CEBF Eurostar f. Sturgate t. Skegness; 6/3 G-FRYA R.44 f. Worcester; 8/3 G-CRED Eurofox t. Rufforth; 11/3 G-BKKO C.182R f. Sherburn; 12/3 G-CEBF Eurostar f. Headon t. Breighton; 19/3 G-JAYZ Sportsruiser f. Gamston; G-TBDI Ikarus C-42; G-CKGJ Menestrel; G-AJJS C.120; G-PODZ Sirius 600 f. Tollerton; G-ZOMB Ikarus C-42 f. Barton; G-YPSY BA.4B f. Full Sutton;

CADWELL PARK/HIGHFIELD FARM:- On 5/3 this strip had a swift visit from Minicab G-AWEP from its base at Whaley Farm, New York near Coningsby.

CONINGSBY:- 4/3 N916CD Cirrus SR-22 f. Redhill, n/s; 26/3 3208 Hercules(RSAF 1345) f. Heraklion; 1622 Hercules(RSAF 1343) f. Heraklion; 455 Hercules(RSAF 1349); 30/3 1604 Hercules(RSAF 1363);

DARLTON GLIDING CLUB:- Noted arriving here on 27/3 was Europa G-BXII from Stoney Lane strip;

EDDSFIELD:- 10/3 N449C AW.109S f. Dublin t. Scarborough; 27/3 G-WFWA PA-28 f/t Barton; G-AJJS C.120 f. Sturgate;

ELVINGTON:- 4/3 G-BTZA Beech F.33A f. Kirknewton; 7/3 G-BPRM F.172L f. Welshpool t. Sandtoft; 18/3 G-DOGA DA-50C f. Oxford;

ESHOTT:- 1/3 G-AWCN FR.172E f. Turweston; 5/3 G-CGNC Mtosport t. Sherburn; 19/3 G-CIOY BE.36 f. Elstree; G-OJSD; 23/3 G-TIPR Squirrel f. Fair Oaks;

FISHBURN:- 4/3 G-OBMS F.172N, G-EKOS FR.182 f/t Sherburn; 11/3 G-VOIP Gazelle; 24/3 G-AXMA PA-24 f/t Thurrock, n/s; 27/3 G-BZBF C.172M f. Sandtoft; G-MESH Sports cruiser f/t Oxenhope; 27/3 G-RVIC RV-6A f. Perth;

FULL SUTTON:- 27/3 G-CITS Groppo Trail f. Tibenham;

GAMSTON:- Citation Mustang G-RNER is no longer resident. It departed to Oxford in February to be prepared for its new owners. On 15/4 it flew to Algiers under its new markings, N922EB. 2/3 G-AZTS F.172L t. Sturgate; G-AZDG Pup f. Audley End; G-AXMX Pup f. Chester; N33NW TB-9 f/t Tollerton; G-BRTX PA-28 f/t Cranfield; 3/3 G-WPDC EC-135/G-WPDD EC-135 f. Bristol; G-BSXA PA-28 f. Cranfield; 4/3 G-AXNP Pup f. Sleaf; G-KIMZ PA-28 f. Liverpool; 5/3 G-DZKY DA-40 f. Blackpool; 7/3 N14EF Malibu Mirage f. Fair Oaks t. Cologne; 8/3 G-BOLT Commander 114 f. Tatenhill; 10/3 G-DENY R.44 f. Nottingham; 11/3 G-CIMT Cavalon f. Bawtry; G-CKEY PA-28 f. Wellesbourne Mountford; 13/3 G-CPTZ AW.169(Helimed 81) t. Nottingham; 14/3 G-BHRC PA-28 f. Nottingham; 18/3 D-EMXM Cirrus SR.22 f. Rotterdam; 19/3 N220AD SR-22 f. Crosland Moor; G-VOAR PA-28 f/t Carlisle; G-JAAM DA-62 f. Isle of Man; 21/3 G-BUUC T.67M f. White Waltham; G-OCRM T.67M; G-BGGO PA-28 f. Tollerton; 22/3 N71UK SR-22GTS f. Liverpool; 24/3 N242CV DA-43 f. Warton; 27/3 G-CIMM Europa f. Stoke Golding; G-CLFG TL-3000 f/t Barton; N20249 PA-28RT f. Ranksborough Farm; 31/3 PH-ZHZ King Air 200 f. Teuge, n/s;

HIBALDSTOW:- On 27/3 C.208 Caravan G-BKSE was logged arriving from Wild Geese Parachute Centre in Northern Ireland.

LEEDS/EAST:- Cessna 208 Caravan 5Y-FDA dropped in on 9/3 for a quick refuel while on a delivery flight, from Luxemburg to Wick. PA-28 G-KALI arrived from Turweston on 4/3 to take up residence. On 10/3 AW.139 G-SHDF was delivered from the factory in Italy via a stop in Yeovil. This is a new resident replacing AW.109S G-FDHS, which has been sold to Pendley Aviation at Luton. 1/3 G-OTPL PC-12 f. Fair Oaks; 2/3 G-GCVV SR-22 f. Teesside t. Cardiff; N6632L Beech Musketeer t. Sleaf; G-ARAW C.182C t. Blackpool; 3/3 G-DKDK Citationjet f. East Midlands, circuits; G-BFPH F.172K f/t Tollerton; 4/3 G-BOHR PA-28 f. Newcastle; G-CRUZ Cessna T.303; G-CTAB Citabria f/t Barton; N71WZ PA-46 Malibu f. Oxford; 5/3 G-NGSA Extra 300 f. Beverley; G-FITC PC-12 f. Anecy; G-BCEE AA-5 f. North Weald; 7/3 G-BMPC PA-28 f. East Midlands; G-GCVV SR-22; N203CD SR-20 tr. Liverpool; PH-KAT P.2006T t. Glasgow; 8/3 G-PKHA PC-12 f. LBA(Circuits); G-BGXD TB-10 t. Blackpool; G-LINJ R.44(Pipeline 86) f. Barton; 10/3 G-BHZR Bulldog; G-NTWK Twin Squirrel(Powerline 63) f. Halfpenny Green; G-YAAA BK-117(Helimed 98, training); 11/3 N2943D PA-28RT f. Liverpool; N322JR SR-22 f/t Blackpool; 12/3 G-ASRO Twin Comanche f. Tatenhill; 14/3 G-BPGU PA-28 f. Tollerton; G-CHOE DR.400 f. Blackpool; G-OTPL PC-12; G-TALE PA-28 f/t Tatenhill; 17/3 G-RANN King Air 200(Little Jet 6) f. Manchester; 2-MSTG Citation Mustang f. Oxford; 19/3 G-OMUM Commander 114 f. Coventry; 21/3 EJ-VAIS PC-A12 f. Dublin; ZM405 A.400M(Grizly 491) low fly-by; G-JWAN R.44 f. Cardiff; 22/3 G-RVRY PA-38 t. Liverpool; XZ326 Gazelle(Armyair 744) f. Fulford; 23/3 G-MDSI PC-12; G-DECE R.22B local survey; 26/3 G-MDSZ PC-13 t. Manchester; 27/3 N242VC DA-42 f. Warton; G-YAAA BK-117(Helimed 98) training; 31/3 G-LUGS A.109S f. Wetherby t. Lindley Wood Reservoir

LEEMING:- 14/3 ZJ994 Merlin(Jungly 1), ZJ126 Merlin(Jungly 2) f. Yeovilton; 15/3 15-20754 UH-60M Black Hawk(Duke 64); 15-20745 UH-60M(Duke 32); 10-22272 UH-60M(Duke 59); ZZ399 Wildcat(Bobcat 11); ZJ191 Apache(Viper 1), ZJ208 Apache(Viper 2) f. Wattisham; ZA720 Chinook(Ultimate 1) f. Odiham; ZK001 Merlin(Jungly 1); 16/3 GZ100 A.109SP f. Northolt; 20/3 ZJ994 Merlin(Jungly 1); ZJ126 Merlin(Jungly 2); ZH903 Chinook(Ultimate 65); ZD984 Chinook(Ultimate 66); 22/3 ZM704 Apache(Demon 1), ZM705 Apache(Demon 3), AM724 Apache(Demon 4) f. Wattisham; 27/3 ZM310 Prefect(Cranwell 72); ZM313

Prefect(Cranwell 63); ZZ520 Wildcat(Nighthawk 59) f. Stafford; ZM332 Texan(VYT 78) f/t Valley; 30/3 ZM307/ZM308/ZM310/ZM320 Prefects

LOW HILL FARM, MESSINGHAM:- Jabiru G-HIBB was noted in the circuit here on 19/3 and Eurostar G-CDJR arrived from Manby.

NETHERTHORPE:- 4/3 G-MRVP RV-6 f. Crosland Moor t. Sherburn; 15/3 G-CBEI PA-22 f. Bagby; 19/3 G-EHMJ Beech S.35 f. Tatenhill; 23/3 G-ICDP F.150L t. Wickenby; 30/3 G-CLUH PA-28;

NORTH COATES:- 5/3 G-AYFC Condor f. Brighton; G-MIAN Skyranger t. Sandtoft; 18/3 N20AG TB-20 f. Nottingham; 19/3 G-NWFC C.172P f. North Weald;

RUFFORTH:- 20/3 G-CGLF Magni M.16C f. Rednall;

SHERBURN:- Just confirming PA-28 N21219 is a new resident here. 1/3 G-BSKA C.150M f. Sandtoft; 2/3 G-BOMU PA-28 f. Tatenhill; G-YAAA BK-117(Helimed 98, training); 3/3 G-BGHJ F.172N f. Sturgate; G-BHYP F.172M; 4/3 G-RVTB RV-7, G-ORAE RV-7, G-MRVP RV-6 f. Netherthorpe; 5/3 G-AZNO C.182P f. Sandtoft; G-CGNC Mtosport f. Eshott; 7/3 G-SCPI Sportscruiser, G-BPVA C.172D f/t Barton; G-BNOP PA-28 f/Blackpool; 8/3 G-DKTA PA-28 t. Wickenby; 11/3 G-BNOP PA-28 f. Blackpool t. Leicester; G-CCZD RV-7 f. Averham; OK-LTM R.44 f. Sturgate t. Caistor; 14/3 G-VLTT DA-42 Crosland Moor – Sherburn; 15/3 G-CDLS Jabiru f. Fishburn; G-CEMY Pioneer 300 t. Oxenhope; 19/3 G-SCPI Sportscruiser f/t Barton; G-BAHS PA-28R; F-GITZ AA-5B; 20/3 G-DOVE C.182Q f. Derby; 22/3 G-BMJD C.152 f. East Midlands; 26/3 G-AYMK PA-28 f. Blackpool; 27/3 G-CMBO Vixxen f. Ashcroft Farm; G-CGJL Sportscruiser f. Barton; G-CIHY Quik f/t Gamston;

SKEGNESS:- 5/3 G-CEBF Eurostar f. Beverley;

WADDINGTON:- Large NATO exercise took place here in March. The fighter aircraft have been recorded in numerous magazines so I will just list the transport aircraft which visited to act as support. 1/3 CT-07 A.400M(Belgian Air Force 657); CB-8010 C-17B(Indian Air Force 923, circuits); ES-NSH SAAB 340(Nyx Air 790) f. Kuopio; KJ-2453 IL-78MK(Indian Air Force); LJ-2 Lear Jet 35A(Finish Air Force 168); CB-8007 C-17B(Indian Air Force 3028); 10/3 CT-07 A.400M(Belgian Air Force 639); 13/3 No.71 Xingu(Cotam 1758); 14/3 PI-06 PC-12(Finish Air Force 148) f. Malmo; 17/3 CT-05 A.400M(Belgian Air Force 635) f. Melsbroek; 20/3 CT-O1 A.400M(Belgian Air Force 656) f. Newcastle; 22/3 G-ETPE Twin Squirrel(Gauntlet 10) f. Boscombe Down; 23/6 ZB693 Gazelle(Armyair 556); 24/3 PI-06 PC-12(Finish Air Force 194) f. Jyvaskyla; 26/3 2403 Hercules(RSAF 1365); 27/4 CB-8004 C.17B(Indian Air Force 8023); No.86 Xingu(Cotam 1781); LX-N90446 AWACS(NATO 40); 28/3 1622 Hercules(Saudi Air Force 1353); 455 Hercules(RSAF 1349); 30/3 No.92 Xingu(Cotam 1716);

WICKENBY:- Pitts Special G-SJBI was noted carrying out local aerobatic flight from here on 4/3. On 18/3 similarly XCUB G-COXE was noted carry out a local air test. This recently registered aircraft has a Peterborough owner. 3/3 G-BENJ Commander 112 f. Sleaf; 4/3 G-SACS PA-28 f. Sherburn; 11/3 G-CDNG Eurostar f. Fenland; 14/3 G-RVCH RV-6 f. Rufforth;

March 2023

Movements are increasing now and getting close to 300 , we still have some interesting first visits including a rare KMAX . Multiflight have the maintenance contracts for the ministry of Fisheries and air Hebrides so these aircraft will be omitted from now as they are so common plus BJ400/Hawker 400's ST-TAT, SP-TTA & SP-ATT (all based Biggin Hill) are also omitted due to their commonality. I have again included origin & destinations due to the lower number of movements to report on.

Wednesday 1st March

Cessna 560 Excel **D-CSMC** arr 08:56 fr Bournemouth dep 10:03 to Grenoble, Cessna 525B CJ3 **D-COKE** dep 10:57 to Cannes, Learjet 45 **D-CDRF** arr 11:33 fr Venice dep 13:17 to Baden-Baden. Cessna 172S Skyhawk **N688CS** arr 11:59 fr Gamston n/stop, Hawker 800XP **N535RV** dep 12:35 to Keflavik, Cessna525A CJ2 **D-ICMD** dep 12:46 to Hawarden, Phenom 300 **G-NHHG** arr 13:48 fr Farnborough dep 15:17 to Jersey, Beech 200 Kingair **G-VALK** arr 15:06 fr Bournemouth dep 16:29 to Glasgow, Cessna 560 Excel **CS-DXSQ** arr 15:09 fr Luton dep 17:07 to Geneva, Cessna 525B CJ3 **2-TEAM** arr 17:10 fr Inverness dep 17:25 to Farnborough, Phenom 300 **CS-PHU** arr 17:52 fr Budapest n/stop, Eurofighter Typhoon T3 **ZK381** overshoot at 21:54 fr Conningsby.

Thursday 2nd March

Cessna T206H Stationair **G-NIME** dep 10:47, Phenom 100 **ZM334** ILS approach at 16:23 c/s CWL34. Phenom 300 **CS-PHU** dep 18:11 to Palma,

Friday 3rd March

Piper Pa-28R Cherokee Arrow **G-AZSF** arr 11:40 fr Church Fenton n/stop, Cessna 182 Skylane **G-BHIB** arr 12:27 fr Sherburn n/stop, Cessna 525A CJ2 **D-IOHL** arr 12:31 fr Rotterdam dep 13:58 to Geneva, Cirrus SR20 **N939SR** dep 13:28 to Newcastle, Cessna 560 Excel **D-CMHS** arr 16:55 fr Faro dep 17:38 to Hamburg, Cirrus SR22 **G-KMTE** f/t Blackpool (17:17/17:35), Cirrus Sr22 **N575PW** dep 17:48 to Blackpool.

Saturday 4th March – no movements

9H-JCE Honda HA420 Hondajet 05/03 Mike Storey

Sunday 5th March

Falcon 20 **C-GZOX** arr 07:48 fr Gander n/stop, Phenom **300 CS-PHO** arr 11:56 fr Sion dep 13:08 to Biggin Hill, Phenom 300 **CS-PHK** arr 13:10 fr Palma until 8th, Hondajet **9H-JCE** arr 13:42 fr Jersey dep 15:42 to Monchengladbach,

Monday 6th March

Global Express **C-GLXM** arr 08:59 fr Toronto until 9th, Learjet 45 **G-OSRL** dep 09:25 to Biggin Hill, Falcon 20 **C-GZOX** dep 10:57 to Shannon, Cessna 525 CJ1 **D-ILHD** arr 1:39 fr Aalborg dep 12:24 to Bremen, Phenom 300 **OK-ST5** arr 13:00 fr Ostrava dep 14:26 to Budapest, Cessna 560 Excel **D-CSMC** arr 14:31 fr Grenoble dep 15:41 to Dusseldorf.

Tuesday 7th March

Cessna 525A **D-ICMD** arr 07:56 fr IOM dep 08:39 to Palma, Falcon 7X **OO-FAE** arr 11:30 fr Inverness dep 11:55 to Memmingen-Allgau, Grob G120TP Prefect **ZM307** f/t Cranwell (11:58/14:28), Cirrus Sr20 **N781CD** arr 15:50 fr IOM.

Wednesday 8th March

Piper Pa-46 Malibu **N195AM** arr 08:38 dep 09:36, Cirrus Sr20 **N369AL** dep 09:50, Beech 200 Kingair **G-REXB** arr 10:14 fr Jersey dep 10:55 to EMA, Cirrus SR20 **N203CD** arr 12:35 fr Liverpool n/stop, Phenom 300 **CS-PHK** dep 13:28 to Groningen,

Thursday 9th March

Global Express **C-GLXM** t/f Eindhoven (08:56/15:26)

Friday 10th March

Gulfstream G550 **N613LF** arr 11:08 fr Van Nuys n/stop, Cessna 525B CJ3 **D-CGER** arr 12:24 fr Alicante dep 13:34 to Girona, Piper PA-28 Cherokee **G-BNOH** 3x ILS approaches starting at 15:34 fr Sherburn, Learjet 75 **G-ZENJ** f/t Biggin Hill (15:44/16:20), Beech 200 Kingair **G-CIFE** arr 16:35 fr Humberside n/stop.

Saturday 11th March

Cessna 680 Latitude **CS-LTI** arr 12:23 fr Northolt dep 18:14 to Luton, Cessna 525 CJ1 **D-ILHD** arr 13:57 fr Pisa until 13th, Extra NG **G-NGSA** arr 14:35 fr Beverley ret 14:52 ret LBA at 16:27 & dep again at 16:39, Cessna 560 Excel **9H-XOC** arr 15:22 fr Faro dep 16@16 to Farnborough, Gulfstream G550 **N631LF** dep 20:30 for LAX,



G-NGSA Extra NG 12/03 Paul Whincup

Sunday 12th March

Learjet 45 **G-OSRL** arr 09:20 Fr Biggin Hill dep 10:04 to Albacete, Cessna 525B CJ3 **D-CUGF** arr 10:01 fr Geneva dep 10:30 to Inverness, Extra NG **G-NGSA** arr 10:44 fr Beverley dep 11:05 to Church Fenton, ret at 13:00 & dep Beverley at 13:11, Pilatus PC -24 **D-CJMS** arr 11:41 fr Le Bourget dep 12:15 to Palma, Phenom 100 **D-IAAT** arr 13:15 fr Manchester dep 14:43 to Lorient, Learjet 75 **G-ZENJ** arr 14:06 fr Biggin Hill ret at 15:16, Cessna 525A CJ2 **D-IQQQ** arr 14:13 fr Palma dep 14:54 to Newcastle,

Monday 13th March

Beech 200 Kingair **G-WVIP** arr 09:31 fr Exeter ret at 17:53, Beech C90A Kingair **N922JC** arr 09:55 fr Exeter ret at 14:53, Hondajet **F-HFOO** arr 10:32 fr Le Bourget n/stop, Cessna 525 CJ1 **D-ILHD** dep 11:10 to Aalborg, Beech 200 Kingair G-REXB arr 14:26 fr Aberdeen dep 17:07 to Jersey, Cessna 525B **D-CGER** arr 14:32 fr Girona until 15th, BAE Hawk Mk 167 **ZB131** overshoot at 15:34 fr Leeming c/s Javelin13, Beech 200 Kingair **PH-ZDZ** arr 18:55 fr Luxembourg dep 22:32 to Amsterdam.



CS-PHQ Phenom 300 Netjets 14/03 Ian Gratton

Tuesday 14th March

Hondajet **F-HFOO** dep 09:08 to Geneva, Socata TBM 850 **F-HRCN** arr 09:11 fr Laval ret t 16:59, Challenger 350 **N514FB** arr 09:56 fr Amsterdam ret at 11:05 & arr back at LBA 16:34, Phenom 300 **CS-PHQ** arr 10:06 fr Twente dep 13:34 to Vilhelmina. Diamond Da42 Twin Star **G-VLTT** arr 11:44 fr Sherburn n/stop, Phenom 300 **CS-PHC** arr 16:37 fr London City, n/stop, Cessna 560 Excel **G-NJAA** arr 16:46 fr Bournemouth n/stop, Learjet 45 **G-OSRL** arr 19:24 fr Madrid dep 21:50 to Biggin Hill.

Wednesday 15th March

Cirrus SR20 **G-JOHA** arr 09:28 fr Church Fenton n/stop, Challenger 350 **N514FB** dep 10:01 to Farnborough, Phenom 300 **CS-PHC** dep 10:10 to seville, Cessna 560 Excel **G-NJAA** dep 10:21 to Aberdeen ret LBA at 18:44 n.stop, Cessna 525B CJ3 **D-CGER** dep 11:02 to Wolfsburg, Challenger 350 **9H-VCQ** arr 12:03 fr Le Bourget dep 13:08 to Valencia, Cessna 650 Sovereign **HA-JEO** arr 12:14 fr Le Bourget dep 16:25 to Faro, Global 6000 **G-OUEG** arr 14:51 fr Farnborough dep 16:32 to Westchester County, PA-28-140 Cherokee **G-KALI** arr 15:30 fr Church Fenton n/stop, Beech 200 Kingair **G-CDZT** arr 15:34 fr EMA dep 17:31 to Glasgow,



F-HFOO Hondajet 14/03 Ian Gratton

Thursday 16th March

Cessna 560 Excel **9H-XOA** arr 09:03 fr Bern dep 10:24 to Grenoble, Pilatus PC-24 **D-CHMS** arr 10:14 fr Rotterdam dep 11:27 to Palma, Pilatus PC XII **OK-PCF** arr 12:22 fr Amsterdam dep 14:14 to Sion, Phenom 300 **CS-PHU** arr 12:34 fr Luton dep 15:03 to Cork, Agusta a109S **G-FAMJ** arr 13:55 fr Battersea dep 14:47, Eclipse Ea500 **2-TAKA** arr 13:56 fr Guernsey dep 16:15 to jersey, Cessna 560 Excel **G-NJAA** dep 14:40 to Luton, Pilatus PC XII **G-MDSZ** arr 15:28 fr Poznan dep 16:10 to Blackpool, Phenom 300 **D-CAGA** arr 18:20 fr Manchester dep 18:41 to Maastricht.

Friday 17th March

BAE Hawk MK 167 **ZB131** overshoot at 09:40 c/s Javelin21, Cirrus SR22 **G-GCVV** arr 09:41 fr Birmingham dep 14:40, Cirrus Sr22 **N842VV** arr 12:29 fr Birmingham n/stop, Learjet 45 **G-OSRL** arr 12:32 fr Biggin Hill dep 13:33 to Dublin, Global Express **C-GLXM** dep 13:22 to Toronto, Phenom 300 **CS-PHC** arr 14:07 fr Seville dep 15:31 to Stansted, Cessna 182 Skylane **G-BBKA** ILS approach at 14:21 fr Sandtoft,

Saturday 18th March

Cessna 560 Excel **G-GAAL** arr 07:55 fr Luton ret at 17:03, Beech 300/350 Kingair **G-RANN** arr 09:47 fr Staverton ret at 18:01, Global 6000 **OE-IGL** arr 10:23 fr Amsterdam dep 12:21 to Barbados, Cirrus SR20 **G-JOHA** dep 10:30 to Church Fenton, Cessna 525A CJ2 **G-JNRE** arr 11:41 fr Oxford dep 12:34 to IOM ret LBA at 13:58 & dep again at 14:22 to Oxford, AW109SP Grandnew **G-VIVE** overfly at 13:20, Beech 200 Kingair **G-CIFE** arr 18:02 fr IOM n/stop.

Sunday 19th March

Pilatus PC-24 **D-CHMS** arr 09:34 fr Faro dep 10:35 to Innsbruk, PA-28-161 Warrior **G-BODE** f/t Sherburn (11:08/11:48), Cessna 680 Latitude **CS-LTF** arr 12:59 fr Dublin dep 13:51 to Le Bourget, Learjet 45 **G-OSRL** arr 14:40 fr Dublin dep 15:35 to Newquay, Cessna 560 Excel **D-CEFO** arr 15:11 fr Grenoble n/stop, Cessna 560 Excel **CS-DXK** arr 15:56 fr Vilhelmina n/stop,

Monday 20th March

Global 6000 **9H-VJP** arr 07:22 fr Le Bourget dep 09:47 to Trieste, Cessna 560 Excel **CS-DXK** dep 09:05 to Nice, Challenger 300 **OK-RPM** arr 09:28 fr Prague dep 10:43, Beech200 Kingair **G-CIFE** dep 11:10 to Stansted, Beech 200 Kingair **G-PCOP** arr 13:08 fr Glasgow ret at 15:34, B-V Chinook HC6A **ZH903** (ULTIMATE65) overshoot at 14:29 followed by **ZD984** (ULTIMATE 66) 2 minutes later both out of Leeming. PA-28R Cherokee Arrow **G-AZSF** 2x ILS approach at 14:51 fr Church Fenton, Phenom 300 **CS-PHL** arr 15:21 fr Chambéry-Savoie dep 16:47 fr Le Bourget,



ZD984 Chinook RAF 30/03 Paul Whincup

Tuesday 21st March

Challenger 300 **CS-CHE** arr 08:17 fr Amsterdam dep 10:52 to Chambéry-Savoie, Eclipse EA500 **2-TABS** arr 11:04 fr Guernsey n/stop, Phenom 300 **CS-PHP** arr 17:58 fr Dublin n/stop, Pilatus PC XII **OK-PCF** arr 18:51 fr Sion n/stop,



D-CEFO Citation 560XL 21/03 Mike Storey

Wednesday 22nd March

Cessna 560 Excel **D-CEFO** dep 07:20 to IOM, Phenom 300 **CS-PHP** dep 08:14 to Chambéry-Savoie, Eclipse EA500 **2-TABS** dep 08:48 to Guernsey, Cirrus SR22 **N262DB** dep 13:37 to Duxford, Global 7500 **9H-VIH** arr 15:09 fr Venice dep 16:10 to Liege, Diamond DA42 **G-FFMV** arr 15:42 fr Teesside n/stop, Diamond DA50 **G-OUTY** arr 18:03 fr EMA n/stop

Thursday 23rd March

Kaman K-1200 Kmax **HB-ZTW** (c/n A94-0041) op by Rotex Helicopter arr 12:56 fr Southend dep 14:14 to Cumbernauld, Diamond Da40 **G-CCLW** dep 13:53, Pilatus PC XII **OK-PCF** dep 14:17 to Eindhoven, Eclipse Ea500 **2-CAMP** arr 16:27 fr Jersey ret at 18:11, Pilatus PC-24 **D-CJMS** arr 16:34 fr Geneva n/stop, Cessna 525B CJ3 **OE-GYS** arr 16:50 fr Luton n/stop.



SP-ATT Hawker 400XP 21/03 Mike Storey

Friday 24th March

Pilatus PC-24 **D-CJMS** dep 08:05 to Deauville ret LBA at 20:22 fr Innsbruk n/stop, Cessna 525B CJ3 **OE-GYS** dep 08:11 to Malpensa, Phenom 200 **CS-PHS** arr 13:13 fr Le Bourget dep 14:58 to Sion, Socata TBM930 **N11MA** dep 13:32 to Budel, Phenom 300 **CS-PHD** arr 16:55 fr Cork n/stop.

Saturday 25th March

Pilatus PC-24 **D-CJMS** dep 12:01 to EMA, Phenom 300 **CS-PHD** dep 12:27 to Luton,

Sunday 26th March

Challenger 650 **CS-CLC** arr 12:56 fr Chambéry-Savoie dep 14:23 to Luton, PA-28-161 Warrior **G-GALB** 3xILS approach at 13:02 fr Gamston, Learjet 55 **D-CGBR** arr 13:08 fr Sofia dep 14:08 to Munich,

Monday 27th March

Gulfstream V **N405CB** arr 08:46 fr Dublin dep 22:55 to Birmingham, Cessna 560 Excel **D-CEFO** 09:29 Fr Birmingham dep 11:04 to Malaga, R/Cessna F182Q Skylane **G-HOWI** arr 09:32 fr Sherburn dep 09:57 to Rochester, Diamond Da42 **N242CV** 2xILS approach at 09:55 fr Warton, Cessna 525B CJ3 **OE-GYS** arr 10:00 fr Malpensa dep 11:00 to Luton, Kaman KMAX **HB-ZTW** arr 14:00 dep 14:37,

Tuesday 28th March

Pilatus PC-24 **D-CHMS** arr 16:07 fr Deauville dep 16:34 to Northolt.

Wednesday 29th march

Cessna 560 Excel **CS-DXQ** arr 09:47 fr Northolt dep 10:54 to Faro, Cessna 525 CJ1 **F-HGPG** arr 20:33 fr Lorient n/stop

Thursday 30th March

Cessna 560 Excel **G-NJAC** arr 09:16 fr Bristol dep 10:17 to Biggin Hill, grob G120TP Prefect **ZM313** f/t Cranwell (09:59 13:03) c/s CWL62, Grob G120TP Prefect **ZM314** f/t Cranwell (10:04/12:51) c/s CWL61, Challenger 850 **9H-DOM** arr 16:06 fr Tenerife dep 16:56 to Farnborough, Diamond DA50 **G-OUTY** dep 16:35 to Church Fenton, Cessna 525A **D-IAKN** arr 17:37 fr Dortmund n/stop, Cessna 525 CJ1 **F-HGPG** dep 19:01 to Le Bourget.

Friday 31st March

Hawker 800XP **LRY-LTA** arr 08:52 fr Le Bourget dep 10:14 to Faro, Gulfstream G650 **A7-CGU** arr 08:58 fr Kansai n/stop, Phenom 300 **OK-PHE** arr 09:38 fr Luqa dep 10:42 to Palma, Cessna 525C CJ4 **D-COLO** arr 13:56 fr Sion dep 14:55 to Glasgow, Phenom 300 **D-CAGA** arr 14:24 fr Bristol dep 16:13 to Geneva, MBB BK117 **G-TAJB** arr 15:23 n/stop.

LBA Airline movements... Andy Coverdale

March 2023

March arrives and with it comes Spring, although the weather doesn't always reflect it. Emerald seem to have moved another ATR onto the UK register, so one to look out for. And Jet2 received another ex SAS B737 which will soon be in Jet2 colours and didn't keep its Swedish registration very long after arriving. The end of the month saw the first changes to Summer schedules, so I'll update the Ryanair schedules etc next month once these are fully settled. Other than that, not a lot else to mention for now.

easyJet(EZY/U2, "Easy")

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

Belfast(289/290, "289/254Z", Sun/Tue/Fri):-1/3 G-EZBX, 3/3 G-EZUP, 5/3 G-EZBC, 8/3 G-EZFB, 10/3 G-EZTA, 12/3 G-EZFB, 15/3 G-EZTA, 17/3 G-EZUP, 19/3 G-EZGN, 22/3 G-EZFB, 24/3 G-EZTA.

Other flights (all inward/outward Belfast return flights):-26/3 G-EZRY(049/050), 27/3 G-EZGN(047/048), 28/3 G-UZHR(047/048), 31/3 G-EZFB(047/048).

Emerald Airlines(EAI/EA, "Gemstone")

Emerald operates to Belfast City and Dublin, operating five return flights per day most days by the end of May, using ATR72 aircraft.

Dublin(3390/3391, "35ZB/91NM", Daily except Sunday):-1/3 EI-FAV, 2/3 EI-GZV, 3/3 EI-FAV, 4/3 EI-HDI, 5/3 EI-FAV, 6/3 EI-HDJ, 7/3 EI-HDJ, 8/3 EI-GZV, 9/3 EI-FSL, 11/3 EI-FAT, 12/3 EI-GZV, 13/3 EI-HDI, 14/3 EI-FSL, 15/3 EI-FAT, 16/3 EI-FAT, 17/3 EI-FAT, 18/3 EI-FSL, 19/3 EI-FAV, 20/3 EI-HDI, 21/3 EI-HDI, 22/3 EI-FAV, 23/3 EI-GPP, 24/3 EI-GPP(3390) EI-HDH(3391), 25/3 EI-HDK, 26/3 EI-HDI, 27/3 EI-HDK, 28/3 EI-HDK, 29/3 EI-FAT, 30/3 EI-GZV(3390) EI-GPO(3391), 31/3 EI-FSL.

Dublin(3392/3393, "92RP/93BP", Sunday):-26/3 EI-HDI.

Dublin(3394/395, "94LB/95NA", Various):-1/3 EI-FSL, 2/3 EI-GZV, 3/3 EI-HDI, 6/3 EI-GPP, 7/3 EI-HDI, 8/3 EI-GZV, 10/3 EI-GZV, 12/3 EI-FAV, 13/3 EI-HDJ, 14/3 EI-GZV, 15/3 EI-FAV, 16/3 EI-HDK, 17/3 EI-HDK, 19/3 EI-HDK, 20/3 EI-FAV, 21/3 EI-FAT, 22/3 EI-HDI, 23/3 EI-HDK, 24/3 EI-FAT, 26/3 EI-GZV, 27/3 EI-FAV, 28/3 EI-FSL, 29/3 EI-GZV, 30/3 EI-HDK, 31/3 EI-FSL.

Belfast City(3670/3671, "7LN/71LD", Daily):-1/3 G-CMJL, 2/3 G-CMJL, 3/3 G-CMJM, 4/3 G-CMJL, 5/3 G-CMJM, 6/3 G-CMJL, 7/3 G-CMJL, 8/3 EI-GPO, 9/3 EI-GPP, 11/3 G-CMJN, 12/3 G-CMJM, 13/3 EI-GPN, 14/3 EI-GPP, 15/3 G-CMJM, 16/3 EI-GPP, 17/3 G-CMJN, 18/3 G-CMJM, 19/3 G-CMJM, 20/3 G-EI-GPP, 21/3 G-CMJN, 22/3 EI-HDH, 23/3 G-CMJN, 24/3 EI-HDH(3670) EI-GPP(3671), 25/3 EI-HDI, 26/3 G-CMJJ, 27/3 EI-GPP, 28/3 G-CMJN, 29/3 EI-GPN, 30/3 EI-GPO(3670) EI-GZV(3671).

Belfast City(3672/3673, "72GT/73TM", Saturday):-4/3 G-CMJL, 11/3 EI-GPN, 18/3 EI-HDH, 25/3 G-CMJJ.

Belfast City(3676/3677, "76LG/77LD", Various):-1/3 EI-GPN, 2/3 G-CMJL, 3/3 G-CMJL, 5/3 G-CMJM, 6/3 G-CMJL, 7/3 G-CMJL, 8/3 EI-GPP, 9/3 EI-GPP, 12/3 G-CMJM, 13/3 G-CMJM, 14/3 G-CMJM, 15/3 EI-GPO, 16/3 EI-GPP, 17/3 EI-GPP, 19/3 G-CMJM, 20/3 G-CMJN, 21/3 EI-GPP, 22/3 EI-HDH, 23/3 G-CMJN, 24/3 EI-HDI, 26/3 EI-GPN, 27/3 G-CMJN, 28/3 G-CMJM, 29/3 G-CMJJ, 30/3 G-CMJM, 31/3 G-CMJN.

Belfast City(3678/3679, "78XT/79PW", Daily except Saturday):-1/3 EI-GPN, 2/3 G-CMJL, 3/3 G-CMJL, 5/3 G-CMJM, 6/3 G-CMJL, 7/3 G-CMJN, 8/3 G-CMJM, 10/3 EI-GPP, 12/3 G-CMJM, 13/3 G-CMJM, 14/3 G-CMJM, 15/3 EI-GPO, 16/3 EI-GPP, 17/3 EI-GPP, 19/3 G-CMJM, 20/3 G-

CMJN, 21/3 G-CMJM, 22/3 EI-GPP, 23/3 G-CMJN, 24/3 EI-HDI, 26/3 G-CMJJ, 27/3 EI-GPP, 28/3 G-CMJN, 29/3 EI-GPN, 30/3 EI-GZV, 31/3 G-CMJL.

Jet2(EXS/LS, "Channex")

Only positioning/test/training flights shown:-1/3 G-JZHT(051B & 052B) training flights, G-JZBD(053F) training flight, 2/3 G-JZBK(041A) positioned out to Birmingham, **LN-RRH(SAS9229)** positioned in from Oslo (to join the Jet2 fleet), 3/3 G-GDFT(6504/6505) operated a charter to/from Perpignan, G-DRTU(041A) positioned out to Stansted, 4/3 G-DRTB(051B) positioned in from Stansted, 5/3 G-JZBD(041A) positioned out to Alicante, G-GDFV(043A) positioned in from Alicante, 6/3 G-GDFD(051B) positioned in from Birmingham, G-DRTU(031R) positioned out to Birmingham, 9/3 G-GDFG(079C) positioned out to Cardiff,, 10/3 G-JZHY(073W/079W) positioned in from/out to Manchester, G-JZBO(073W) positioned in from East Midlands, G-GDFN(4CB) positioned in from Newcastle, G-GDFW(4CM) positioned in from East Midlands, G-JZX(029C) positioned in from Edinburgh, G-GDFL(072W) positioned in from Newcastle, G-JZBS(080W) positioned in from Birmingham, G-GDFO(081W) positioned in from Birmingham, 11/3 G-JZBC(072W) positioned in from East Midlands, G-JZX(071W) positioned out to Gatwick, G-JZBD(073W) positioned out to Manchester, 12/3 G-JZBC(010P/011P) positioned out to/in from Stansted, 12/3 G-GDFG(080C) positioned in from Cardiff, 13/3 G-JZBC(049A) positioned out to East Midlands, G-JZBS(061J) positioned in from East Midlands, 14/3 G-JZBC(041A) positioned in from East Midlands, 15/3 G-JZBS(062J) positioned out to Newcastle, G-JZBC(031E) positioned out to Birmingham, G-JZBR(053B) positioned in from Manchester, 16/3 G-DRTW(030K) positioned in from Dublin, 17/3 G-DRTA(030F/031R) training flight then positioned out to Gatwick, G-GDFC(031F) positioned in from Lasham, G-DRTW(071W) positioned out to Manchester, 18/3 G-GDFT(6529/6530) operated charter out to/in from Perpignan, 20/3 G-JZHY(041A) positioned in from Manchester, 21/3 G-GDFC(051B) training flight, 22/3 G-GDFL(050C) positioned out to Belfast, G-GDFW(030K) positioned out to Manchester, 23/3 G-JZBM(010P) positioned in from Manchester, 24/3 G-GDFL(051C) positioned in from Belfast, 27/3 G-JZJH(031R) positioned in from Stansted, 29/3 G-GDFC(031R) positioned out to Stansted, 31/3 G-GDFP(031F) training flight.

KLM(KLM/KL, "KLM")

Three flights most days from/to **Amsterdam** using Embraer 170/190/195 aircraft, one flight stopping overnight. B737s making appearances on a regular basis on some services.

Amsterdam(1541/1542, "97A/1542", Various):-28/3 PH-EZM, 29/3 PH-EZY, 30/3 PH-EZB.

Amsterdam(1545/1546, "72K/90B", Sun/Mon/Tue/Wed/Thu/Sat):-1/3 PH-EXK, 2/3 PH-EXM, 4/3 PH-EZF, 5/3 PH-EXM, 6/3 PH-EXT, 7/3 PH-EXK, 8/3 PH-EXS, 9/3 PH-EZS, 11/3 PH-EXE, 12/3 PH-EXM, 13/3 PH-EXL, 14/3 PH-EXR, 15/3 PH-EXZ, 16/3 PH-EXG, 17/3 PH-EXS, 18/3 PH-EZP, 19/3 PH-EXT, 20/3 PH-EXH, 21/3 PH-EXU, 22/3 PH-EXZ, 23/3 PH-EXU, 25/3 PH-EZP.

Amsterdam(1549/1550, "73E/74F", Sun/Mon/Tue/Wed/Thu/Fri):-1/3 PH-EXF, 2/3 PH-EZL, 3/3 PH-EZG, 5/3 PH-EZC, 6/3 PH-EZF, 7/3 PH-EXS, 8/3 PH-EXS, 9/3 PH-EZB, 10/3 PH-EZZ, 12/3 PH-EZH, 13/3 PH-EZS, 14/3 PH-EZF, 15/3 PH-EZV, 16/3 PH-EZC, 17/3 PH-EZV, 19/3 PH-EXA, 20/3 PH-EZD, 21/3 PH-EZZ, 22/3 PH-EZH, 23/3 PH-EZW, 24/3 PH-EZV, 26/3 PH-EZY, 27/3 PH-EZE, 28/3 PH-EXV, 30/3 PH-EZX, 31/3 PH-EXB.

Amsterdam(1551/1540 overnight stop, "31F/78E", Daily):-1/3 PH-EXF, 2/3 PH-EZR, 3/3 PH-EZV, 4/3 PH-EXP, 5/3 PH-EZS, 6/3 PH-EXS, 7/3 PH-EXU, 8/3 PH-EXS, 10/3 PH-EXD, 11/3 PH-EXX, 12/3 PH-EZB, 13/3 PH-EZF, 14/3 PH-EXR, 15/3 PH-EZP, 16/3 PH-EZV, 17/3 PH-EZV, 18/3 PH-EXM, 19/3 PH-EXE, 20/3 PH-EXB, 21/3 PH-EXN, 22/3 PH-EXE, 23/3 PH-EXB, 24/3 PH-EZH, 25/3 PH-EZG, 28/3 PH-EZZ, 29/3 PH-EXD, 31/3 PH-EXF.



EI-GGZ/EI-IFX Boeing 787 8MAX Ryanair 28/03 Nigel Berry

Ryanair(RYR/FR, “Ryanair”)

Ryanair base 3 aircraft operating routes to:-**Alicante**(9089/9088, “7WN/7NX”, Mon/Tue/Fri/Sat/Sun), **Bratislava**(5041/5042, “5041/60QJ”, Fri/Sun), **Dublin**(157/156, “157/2FE”, Wed/Thu/Sat/Sun), **Dublin**(456/457, “6DJ/4CT”, Tue/Fri/Sat/Sun), **Dublin**(5392/5391, “8QQ/25WJ” Mon/Tue/Fri/Sat), **Faro**(6453/2505, “53NW/99DE” Mon/Fri), **Fuerteventura**(6441/6448, “95JT/593Y, Wed/Sat), **Krakow**(2332/2333, “96YF/8BA”, Tue/Wed/Thu/Sat), **Lanzarote**(6449/6450, “458A/3VC”, Thu/Fri/Sun), **Malaga**(6454/6455, “65WA/4HW”, Wed/Fri/Sun), **Riga**(6439/6440, “92F/3AU”, Wed/Sun), **Tenerife**(6433/6438, “5KZ/8KN”, Mon/Thu/Sat), **Vilnius**(6462/6463, “6WQ/3ZQ”, Tue/Sun), **Warsaw**(1933/1932, “1933/749M” Thu), **Wroclaw**(4107/4108, “6KH/8AE”, Tue/Sat).

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

Based Aircraft:-EI-EVH(1/3), EI-EPD(1/3-11/3), EI-EFY(1/3-3/3), EI-EFH(1/3-5/3), EI-EGA(4/3-19/3), EI-ENK(4/3), EI-EMF(5/3-8/3), EI-EVR(8/3-15/3), EI-EKJ (10/3-11/3), EI-EMI(11/3-14/3), EI-DHZ(12/3), EI-EBP(14/3-21/3), EI-ENT(15/3-18/3), EI-ESS(18/3-23/3), EI-DLV(19/3-25/3), EI-ENH(21/3-30/3), EI-EFG(23/3-26/3), EI-IFX(26/3-31/3), EI-ENV(30/3-31/3).

Non-based Aircraft flights

Alicante(9078/9079, “9078/4BR”, Wed):-1/3 EI-DHH, 8/3 EI-DPK, 15/3 EI-DPK, 22/3 EI-GJS, 27/3 EI-HGZ, 29/3 EI-IGF, 30/3 EI-GSK.

Alicante(9088/9089, “15LY/79QX”, various):-29/3 EI-HAX.

Bratislava(5042/5041, “206B/42VD”, various):-29/3 SP-RKT.

Dublin(5391/5392, “25WJ/8QQ”, Sun):-5/3 EI-DYB, 11/3 EI-EMA, 12/3 EI-DLF, 19/3 EI-DHY.

Dublin(457/456, “4CT/6DJ”, various):-10/3 EI-DLF, 28/3 EI-DLV.

Dublin(152/153, “1NR/4J”, various):-28/3 EI-GXJ, 29/3 EI-DWA, 30/3 EI-IFW, 31/3 EI-DLF.

Dublin(156/157, "2FX/5TC", various):-26/3 EI-ENN, 27/3 EI-HEY, 28/3 EI-HES, 29/3 EI-ENL, 30/3 EI-DHZ.

Faro(2505/6453, "5GL/79SJ", various):-30/3 EI-DWI.

Gdansk(3283/3286, "92EA/38ST", Tue/Fri/Sun):-3/3 SP-RKT, 5/3 SP-RKH, 7/3 SP-RKH, 10/3 SP-RKE, 12/3 SP-RSO, 14/3 SP-RSE, 17/3 SP-RKE, 19/3 SP-RSU, 21/3 SP-RKH, 24/3 SP-RSZ.

Gdansk(1504/1503, "60ZK/7BA", Tue/Fri/Sun):-26/3 SP-RKH, 28/3 SP-RSY, 29/3 SP-RSD.

Krakow(2333/2332, "8BA/96YF", Mon):-6/3 SP-RSR, 13/3 SP-RSI, 20/3 SP-RSA, 29/3 SP-RZC, 31/3 SP-RZL.

Malaga(2447/2446, "51MF/44HJ", various):-27/3 EI-EKD, 28/3 EI-ENC, 30/3 EI-HGF.

Palma(2311/2310, "8AA/5RH", various):-28/3 EI-EFH.

Palma(2327/2326, "827T/55RZ", various):-31/3 EI-DYL.

Porto(2400/2399, "90NG/2399", various):-26/3 EI-HMZ, 30/3 EI-DYE.

Poznan(7944/7945, "269Q/339M", Fri/Sun):-3/3 SP-RSB, 5/3 SP-RSK, 8/3 SP-RSX, 12/3 SP-RSB, 17/3 SP-RSC, 19/3 SP-RSX, 24/3 SP-RSC.

Poznan(5607/5606, "56UV/3JJ", various):-31/3 SP-RSE.

Warsaw(1932/1933, "749M/1933", Mon):-6/3 SP-RZB, 13/3 SP-RZD, 20/3 SP-RSI, 28/3 SP-RKX.

Wroclaw(4108/4107, "6RT/4G", various):-29/3 SP-RSV.

Other flights:-10/3 SP-RKL(869/2333) positioned in from Birmingham, then departed to Krakow.



EI-DLV Boeing 737-800 (new Sharklet) Ryanair 25/03 Mike Storey

Wizz Air(WZZ/W6, “Wizz Air”)

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

Bucharest(3015/3016, “1700/6827”, Tue/Thu/Fri/Sat):-2/3 HA-LVP, 4/3 HA-LTA, 7/3 HA-LXH, 9/3 HA-LXY(3015 only), 11/3 HA-LTH, 14/3 HA-LTA, 16/3 HA-LXF, 18/3 HA-LTB, 21/3 HA-LTA, 23/3 HA-LYS, 25/3 HA-LXU, 27/3 HA-LXH, 29/3 HA-LVI, 31/3 HA-LZV.

Cluj(3313/3314, “1683/8454”, Tue/Fri):-3/3 HA-LZW, 6/3 HA-LZW, 10/3 9H-WBT, 13/3 HA-LXH, 17/3 HA-LYL, 20/3 HA-LZV, 24/3 HA-LWZ, 27/3 HA-LYR, 31/3 HA-LWR,.

Gdansk(1615/1616, “88/53”, Sun/Wed):-3/3 HA-LXK, 6/3 HA-LXC, 10/3 HA-LXP, 13/3 HA-LXP, 17/3 HA-LXC, 20/3 HA-LXC, 24/3 HA-LTE, 28/3 HA-LXL, 30/3 HA-LTE.

Katowice(1015/1016, “6SR/4CR”, Tue/Sat):-4/3 HA-LXG, 7/3 9H-WBM, 11/3 HA-LYO, 14/3 HA-LXG, 18/3 HA-LXG, 21/3 HA-LXY, 25/3 HA-LYM, 27/3 HA-LWP, 29/3 9H-WDC, 31/3 HA-LVG.

Krakow(5013/5014, “526/2BV”, Sun/Wed):-3/3 HA-LVT, 6/3 HA-LXL, 13/3 HA-LXM, 17/3 HA-LZI(5013) 9H-WAA(5014), 20/3 HA-LXM, 24/3 9H-WAA, 27/3 9H-WAA, 31/3 HA-LZW.

Warsaw(1315/1316, “6947/80ND”, Sun/Wed):-3/3 HA-LXM, 6/3 HA-LXM, 10/3 9H-WAA, 13/3 9H-WAA, 17/3 9H-WAA(1315) HA-LZK(1316), 20/3 HA-LXD, 24/3 HA-LXE, 29/3 HA-LXD.

Wroclaw(1815/1816, “4676/9737”, Sun/Wed):-3/3 HA-LTE, 6/3 HA-LXJ, 13/3 HA-LXS, 17/3 HA-LXS, 20/3 HA-LXT, 24/3 HA-LXT, 28/3 HA-LXR.

Other flights:-11/3 HA-LXZ(405) positioned in from Katowice then operated back to Bucharest(3016), 12/3 HA-LXY(404) positioned out to Katowice,



HA-LXU Airbus A321 Wizz Air (First Visit) 25/03 Mike Storey

Other flights

Loganair(LOG/LM, “Logan”):-10/3 G-SAJO(825/812P) operated charter in from Gatwick/positioned out to Manchester, 11/3 G-SAJO(812P/826) positioned in from Newcastle/operated charter to Gatwick.

Titan(AWC/ZT, “Zap”):-7/3 G-POWT(A321/ZT2233/ZT223W) positioned in from Stansted, then operated to Bergen, 18/3 G-POWT(A321/ZT2233/ZT223W) operated in from Bergen then positioned out to Stansted.

	Feb-22	Feb-23	% This month	% +/-
Movements				
Total	1,310	2,033		55.19%
Passengers				
Scheduled	111,066	193,017	99.76%	73.79%
Charter	72	469	0.24%	551.39%
Transit	0	0	0.00%	N/A
TOTAL	111,138	193,486		74.10%
International	104,412	181,879	94.00%	74.19%
Domestic	6,726	11,607	6.00%	72.57%
MOVING ANNUAL TOTAL	902,571	3,482,200		285.81%

Compared to February 2019, Movements were 102% and Passenger numbers are at 98.2%.

Reference: CAA Statistics website

Produced by Alan Sinfield

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

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

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G-APWR Piper PA-22-160 at Yeadon on 27 August 1961 in a blue/white standard Piper colour scheme. Operated by Ted's Motors. In the background are the premises of the Yorkshire Aeroplane Club. Eventually after a series of owners it crashed into the sea off the Isle of Wight in July 1991. The PA-22 is a late 1940s design and remained in production until 1964. Over 9400 Tri-Pacers were produced.



G-STAN Fokker F-27-100 of Air UK. LBA on the evening of 22 December 1982. A regular sight at LBA. It first flew in Sept 1959 and became part of Air UK when it formed on 1 Jan 1980, from mergers involving Air Anglia. STAN carried the fleet name "Jimmy Saville OBE" for a time. The F-27 has strong claims to be the "Dakota replacement".