

AIR YORKSHIRE

Aviation Society

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TC-SNT
Boeing 737
Sun Express
26 March 2024
Stewart Robertshaw

www.airyorkshire.org.uk

Monthly meetings/presentations....

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

2 June 2024	Lloyd Robinson – British Aircraft Preservation Council
7 July 2024	Mike Storey & Roger Fozzard – A photo extravaganza showing some of their favourite shots
4 August 2024	Martin Powell
1 September 2024	To be Arranged
6 October 2024	Stephen Blee – “Brough and Blackburn Aircraft” A history of the Blackburn company at Brough and many of their products through to the present day.
10 November 2024 3pm at Multflight	Air Yorkshire AGM and Afternoon Tea and a short DVD on The History of BKS (To be confirmed)
1 December 2024 @ 3pm at the Multflight Cafe	Annual Christmas “BASH”

Society news....

Howard Griffin

Reminder – Airside Safety Guidelines

- If you need to wear glasses to see correctly – then wear them.
- Always obey your steward/escort and never stray too far or get out of sight or ear shot.
- Never touch any part of any aircraft, especially propellers as they could move and may cause you serious injury
- Wear high visibility vests if requested to do so, or if you wish.
- Beware trailing edges on high wing monoplanes such as Cessna's . They are sharp. If writing down numbers, STOP, write them down and lift your head before moving forward.
- Do not squeeze between aircraft if you are up against a prop. Find another way round.
- Never step over a part of an aircraft such as a glider wing. It could be a very expensive mistake on your part.
- Never walk In front of or behind an aircraft with a moving prop. The wash can be like a gale and you don't want to be anywhere near a moving prop.
- Stick to identified walk ways where they exist. They are there for your safety.
- If in a hangar, watch out for spilt liquids on the floor or tools or parts that can be trip hazards.
- Only enter and exit the air side portion of an airfield through the nominated gates. Other gates may exist for pilots and emergency staff etc... but they are not for general use.
- **Photographers** are particularly at risk as their vision is distorted and limited to what they see thru the viewfinder, avoid moving if the camera is in front of your eyes,
- leave rucksacks and bags at the door. These can easily catch on delicate parts like pitot tubes etc, we know of one getting bent in this way. In a confined space this can happen when moving between aircraft.
- A photographer has been seen walking backwards down an active taxiway with the camera to his eye, totally oblivious to what was going on behind him. Seen also have been cameras with long lenses swinging very close to aircraft in hangars when moving around in close proximity to airframes. Please try and save the long lenses for outside.

Barton Fly-in 2024



Organised by Friends of Barton Aerodrome

**Saturday 8th and Sunday 9th 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.
- Tours on the day of this historic aerodrome.

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

Just TWELVE Flights in 22 days this time!

Following our epic trip Down Under last year, we were recommended to try the Titan Travel "Grand Tour of South America" which consisted of 10 flights in total..... (Watch this space!).

This trip started from London Heathrow to Peru (via Brazil), followed by Chile, Argentina and Brazil, before flying home. We booked it in early 2023 for departure on 19 October 2023 (with LATAM) and even then, the only spaces available were in Business Class for the long haul flights, so that is what we booked.... Interestingly LATAM don't yet have a Premium Economy Cabin, just Premium Business, Extra Legroom (Latam+) and Economy

About 5 days before departure, we were informed that there were no business class seats available due to a Titan error/mistake. As you can imagine we were furious as business class was our only option when we booked and we were looking forward to it. I ended up emailing the CEO of Titan and eventually just 48 hours before departure they managed to find us two seats...

With Titan you get collected from home and taken direct to Heathrow Airport. We checked in and went through security very easily and went to the BA Galleries Lounge in T3 that LATAM use for their Business Class customers. We haven't been in many Lounges but we weren't particularly impressed with this one. The food choice was minimal and there weren't that many seats/tables, so I couldn't have one overlooking the apron...

London Heathrow to Lima, Peru via Sao Paulo, Brazil **LATAM Boeing 777-300**

The planned departure time was at 21:25 on a LATAM Boeing 777-300 with a 11/12 hour flight to Sao Paulo followed by a 4.5 hour flight to Lima in Peru. This was my first flight on a Boeing 777 and it is noticeable that it is quite a wide cabin. The business class seats face forward, which is better than on a slant and the IFE screens were particularly large. On boarding we were given a glass of "bubbly" and asked to pick our choices for the main meal and breakfast. The safety video was rather unusual in that it the it wasn't set in a aircraft but in day to day locations such as a historical ruin... "Goggle" it to see what I mean. There was a good selection of In flight entertainment, with a large proportion in English. I chose a beef dish for my main meal. One unusual aspect was that the whole meal was served on one tray (Including Ice Cream!), whereas normally on business class it is served course by course. We were, of course, offered a choice of South American wines.



Once the main meal service was finished the lights were dimmed and we could get some sleep. Interestingly the cabin stewards really didn't have much to do for many hours as we were only woken (if requested) for breakfast

some 90 minutes before landing. The breakfast wasn't brilliant and the Omelet was very soggy. At Sao Paulo we had a few hours before actually boarding the same aircraft, but in different seats. We made our way to the Latam lounge for a very pleasant hour or so and some excellent coffee!

Boarding for the flight to Lima, Peru was very early, but that was a theme throughout the trip. I assume the reason is that the flight is more likely to depart on time when compared to the UK. We were offered the same breakfast that we had had a few hours earlier and no wine, which again wasn't something we were offered on any internal flight.

We landed on time and the tour commenced! though the Tour Manager's luggage was left in Sao Paulo.....

Lima, Peru to Cusco, Peru

LATAM Airbus A320

On arriving at the terminal, only people with flight bookings were allowed in the terminal, which was unique on the whole trip, so not sure why.

We were allocated Emergency exits for some reason and the flight time was about 90mins. Cusco is located 11,000 feet above sea level, so we didn't have to descend much from our cruising altitude and the landing was spectacular as the airport is bang in the middle of the town.



Landing at Cusco

One interesting aspect, which occurred a number of times was there was a very strict order of deplaning in Cusco. The first 6 row disembarked first with everyone else remaining seated. Next it was the back 6 rows followed by everyone else. I assume it is to do with the balance of the aircraft but I have never encountered it anywhere else.

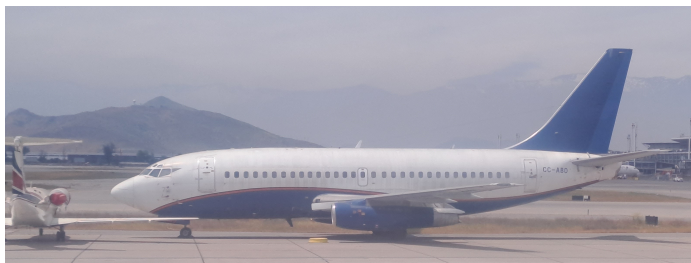
This was our first taste of being at a high altitude and it was noticeable that it wasn't as easy to get your breadth just walking to the mini coaches.

Cusco, Peru to Santiago, Chile

LATAM Airbus A320 NEO

Cusco was an interesting airport in that there are very few international flights, so you proceed through Security straight to the single gate area used for international flights without any shops of restaurants etc. However, I thought I wasn't going to be allowed out of Peru, as the Customs Officers, could find my electronic record of entry. Somehow, they eventually decided to let me through.

The flight was on my very first AIRBUS NEO, in this case a A320. I was completely underwhelmed, the only real visible difference to me was that the luggage bins seemed larger than on an original Airbus A320. However, the big difference to me was how quiet it is. I have always felt that the A320 made a strange grinding noise on take-off, but the NEO was so quiet.... On landing there was an Boeing 737-200 (CC-ABD) on the apron. The aircraft was originally delivered to Southwest Airlines in October 1982.



Santiago, Chile to Puerto Montt, Chile **LATAM Airbus A321**

We were ready at the gate ready to board within a few minutes, when my name was called out and I had to go to the agents at the desk. I was asked if there was something **dangerous** in my hold baggage!!! It wasn't easy to understand but I indicated that there wasn't any lithium batteries etc which I assumed is what they meant. They then gave me a Hi-Viz jacket and asked me to go with a member of staff. We went down the stairs by the airbridge and waited for a minibus to pick us up. We were taken to some small area under the terminal at the other side of the airport where my suitcase was ready for inspection. I opened it up and clearly there was nothing to be seen, other than a number of aerosols (including Alison's deodorant!!!) all located close together. They seemed to think that was the problem so they repacked the case and we took it in the minibus back to the aircraft, by which time most of the passengers had boarded. I got a ramp tour, but Alison thought I wouldn't get on the flight!

Again we were located on the Emergency Exit rows, which is a bonus as a lot of the rest of the group were sat apart. The snack on this flight was a Honey Cereal bar, which was definitely a theme on LATAM internal flights and not very nice!

On arrival they again asked everyone to remain seated (and they did!) and the first six rows followed by the back six rows (leaving at the front) were asked to depart first.

Puerto Montt, Chile to Buenos Aires, Argentina **via Santiago, Chile** **LATAM Airbus A321/A320**

We weren't actually expected to be flying this route. We were meant to travel to Argentine (San Carlos de Bariloche) via the Andes and then fly to Buenos Aires from there. The problem was that the route over was blocked by snow. We spent one night in an all-inclusive spa hotel and then travelled back to the same hotel in Puerto Varas (near Puerto Montt) where we had stayed two days earlier. Titan Travel had to get 29 people, at very short notice, booking wise, from Puerto Montt to Buenos Aires. They managed to achieve this by sending 8 of us (now known as the Titan 8) on two LATAM Flights via Santiago and the other group via LATAM to Santiago and Aerolineas Argentina from Santiago to Buenos Aires.

On these LATAM flights I noticed that LATAM just don't seem to worry about the arm rests between passengers being down. Basically, all arm rests seemed to be up without the cabin crew doing anything about it. Is that LATAM or South America rules? Also on their aircraft there was nearly always USB charging points on the seats in front of you. You also have WIFI on LATAM flights that allow you to use your phone free of charge to watch inflight entertainment. This time coffee was served and creamer was available as on most other occasions it was black coffee or nothing. Interestingly coffee was never served with lids on it. The usual cereal/honey bar was given out but this time we also got some Peanut "Watsits". Nice.... Not...



Flying over the Andes

A point to note is that the airport at Santiago is very new and fantastic. The Titan 8 had time for a nice meal in a lovely restaurant. On the LATAM flight to Buenos Aires we were in row 29 and I don't think I have ever been as cramped, there was just no legroom. It didn't seem to be just that row either...

We were placed in a hold before landing at Buenos Aires and actually that was quite common on a lot of the flights.

Buenos Aires, Argentina to Iguazu Falls, Argentina

Aerolineas Argentina Embraer 190

This flight was on an Embraer 190, which is one of my favourite aircraft, there just seems to be so much room. Yet again we were allocated emergency exit seats.

We were offered cold and hot drinks free of charge, but no snacks at all. The toilet is at the back of the aircraft. I think the cabin steward indicated that the toilet was being used, but not understanding Spanish, I opened the door anyway and unfortunately the current occupant was on the toilet with her knickers around her ankles..... I quickly went back to my seat so she didn't know it was me...

Helicopter ride over Iguazu falls

Bell 206L-3 LongRanger

On the last morning we were given the opportunity for an additional paid excursion. A 15 minute helicopter ride over Iguazu falls, or a visit to a Bird and Reptile Zoo.. No Contest! The helicopter took 6 passengers. Three in back facing forward, two in the back facing backwards and one next to the pilot. I purposely hung back and it worked, I was directed to the front.. It was a fantastic experience and my first time in a Bell helicopter... At the heliport, there was also a retired Boeing 737-200 FAB2115 of the Brazilian Air force.



Bell 206L-3 LongRanger



Iguazu Falls, Brazil to Rio Janeiro International, Brazil

LATAM A320

Iguazu falls has two airports in close proximity, one in Argentina and the other in Brazil. We arrived at the Argentinian one and departed from the Brazilian one. The front 4 or 5 rows on most Latam aircraft are Business/Premium class seats. We were allocated these seats, BUT apart from more legroom we weren't offered the business class bottles of water and extra snacks. Another interesting aspect of flying in South America (or is it just Latam?) , is that you are told that the seat cushion should be used as a floatation device if landing on water. Again, I haven't seen that mentioned on any other flight in Europe. This time we were offered pop-corn, coffee, coca-cola, or a Brazilian fizzy drink that didn't taste of anything!

Santos Dumont Airport, Rio de Janeiro, Brazil to Sau Paulo, Brazil LATAM A319

This was the first of two flights back to Heathrow. As we were booked Business class home, we were allocated Premium Economy seats on this flight and surprisingly there were no USB ports this time. This airport in Rio, is the one that departs towards the Sugar Loaf and immediately after take off it veered to the left. Unfortunately it was now dark, so we couldn't get the full affect of the take off

An interesting aspect of LATAM flights is that over 60's are classed as needing special assistance at the gate, so the whole Titan group (29) were able to board earlier than everyone else.

On the flight we again had the fantastic! cereal bar and on this occasion some cardboard flavoured crisps. In Premium Economy we were offered coffee or soft drinks whereas in Economy it was just water.

Also, to note on some of the LATAM flights there was an actual hole in the seat back tray for a cup., again not something I have witnessed on other airlines

Sao Paulo, Brazil to London Heathrow

Boeing 777-300

We had about 2.5 hour layover in Sao Paulo, so we headed (with 4 others) to the LATAM Lounge, which was far better than the BA lounge in Heathrow. Boarding of the flight commenced 1 hour before departure, which seems the norm for LATAM flights, As this flight was again departing late evening it was very similar to the outgoing flight in Business class, with the same inflight service and entertainment. As we departed at about 23:30, I was soon off to sleep!

On arriving at Heathrow, I was very pleased to find there were no queues at immigration and the bags we coming off already. We were expecting ours to be prioritised, but one case came through at the very end, and the other DIDN'T arrive at all. I have a tracker in the bags, and could see it made the flight to Sao Paulo, and was still by the international pier! Amazingly this is the first time one of our bags has gone missing on all our travels. We did though receive it 5 days later, when it was delivered home.

A very enjoyable trip, even though a lot of time was spent in airports! LATAM seemed very efficient, so no real complaints on the actual flights and all the flights seemed more or less full, so they must be doing alright!

Eshott Airfield Northumberland Saturday 27 January 2024

The airfield was hosting a Threshold Aero night-shoot , their first in the north of England ; <https://www.threshold.aero/> , so I went along for a behind the scenes look at how these events take place as well as taking the opportunity to have a look around the hangars and the resident aircraft as it seemed a shame not too !

This inaugural event was well supported locally with people also attending from Bournemouth , Portsmouth and some hopping south across the Border from Scotland all of which all bodes well for future events in our patch .

As ever on my visits to Eshott I called at nearby Causey Park Airfield where the hangar was locked but through a gap in the door I noted ;

G-CJTD	Merlin
G-MVOA	Chaser

Eshott Flight line

G-ASZU	C150	
G-ATRM	C150	local flying
G-AWCN	C172	
G-AYOW	C182	returned from local flying
G-BGBG	Cherokee Archer II	North East Flight Academy , local flying
G-BOHR	Cherokee Warrior	ditto
G-LFSG	Cherokee	



Maintenance Hangar

G-ANDP	Tiger Moth	NFD 19-5-23 , stored dismantled
G-AWOT	C150	NFD 23-2-23 , dismantled stored
G-AWUJ	C150	new engine being fitted
G-JUDY	AA5 Cheetah	mtce , arrived 6-1-24 from Dalcross/Inverness
G-RSJW	C172 Hawk XP	NFD 16-11-22 , dismantled stored
?	Taylor Titch	unidentified frame only

Tiger Flights Hangar

G-AJRB	Auster Autocrat
G-ANEZ	Tiger Moth
G-EMSY	Tiger Moth

PTF exp 31-5-21 , stored

Communal Hangar

WG458/2	Chipmunk
WG479/F	Chipmunk
G-AZTM	Airtourer
G-BDNX	AA-1B
G-BDUL	VP-1 Srs2
G-BHMT	VP-1
G-BXZO	Air Camper
G-CBIE	CT2K
G-CCAK	CH601HD
G-HORK	P300 Hork
G-IFDA	RV-6A
G-JEZZ	Skyranger
G-LUDM/8	RV-8
G-MTNI	Gemini Flash IIA
N112JA	Commander 112

really G-CLLI

really G-CMFC , NFD 23-3-23

NFD 10-1-22 , stored

PTF exp 7-12-21 , engine stripped down

PTF exp 14-10-09

PTF exp 11-12-23 , for sale

PTF exp 22-12-21

dismantled , being parted out for spares

PTF exp 19-7-22 , stored
stored

Eshott Aviation Hangar

G-AKKB	Gemini
G-JUJU	Chilton DW1A
WB569	Chipmunk
228	N3N-3

PTF exp 21-11-22 , minus port engine

PTF exp 2-9-23

really G-BYSJ

BUCKLE UP , really G-CFXT

Stored elsewhere

G-BIFO	VP-1 Srs2
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NFD 11-12-23 , stored dismantled





First stop was Sandtoft Airfield for their 80th anniversary fly in.

Sadly the morning was dull and overcast which had resulted in 20+ cancellations due to the low cloud and possible very wet grass runways at their departure airfields. When I arrived there was already plenty of enthusiasts in and around the viewing area. Nice to finally meet up with Fireman Michael Hanks, Who provides the Sandtoft movements for our magazine. The only flying taking place seemed to be the 3- Cessna based aircraft doing circuits until the trio from Sherburn arrived to brighten up the proceedings.

Well done to Michael Atherton in his smart Piper Cherokee, Andy Wood and Cliffe in the Piper Vagabond and Kate in the splendid Slingsby Nipper. The other aircraft of interest was the colourful Piper Cub G-BHZU in its US markings.

By now the cafe was in full flow with all seats taken and a very busy morning for the staff. It was good to catch up with other enthusiasts and old friends and also present and representing Air Yorkshire was our Chairman, Howard.

With no more Aircraft due shortly I decided to leave and call at Sherburn on my way home. The weather on the Sunday was apparently much improved with lots more visiting Aircraft and a flypast by the Jet Provost (G-BVEZ-XM479) from Leeds East.

I always get a warm welcome at Sherburn and once again was escorted around the hangars by the very friendly guys of the ground crew. Many thanks!

Approx 60 Aircraft logged







N900G Cessna 208 18/02



G-ICUT Maule Sportplane 12/02



N330FC (332) Kodiak Royal Thai AF 18/02

April 2024

Airline	Date	Reg	Type	MSN	Remarks
Aurigny Air Services	01 Apr	9HLWB	Bombardier DASH 8-Q402	4332	Lsd fm Luxwing 02 Apr 24 - ? Bsd GCI
One Air Aviation	02 Apr	GUNET	Boeing B744-433 (BDSF)	25075/868	EMA - Victorville 02 Apr 24 (Reason?)
One Air Aviation	02 Apr	GONEE	Boeing B744-433 (BDSF)	24998/840	Regd 15 Sep 23 Currently at Victorville Was due Victorville - EMA 02 Apr 24 (Canx)
Ryanair	02 Apr	(EIDYZ)	Boeing B738-8AS-W	37518/2760	Trans to Ryanair Buzz as SPRNI 27 Mar 24
ASL Airlines Ireland	03 Apr	EIHEC	Airbus A330-322F	231	WFU 01 Apr 24 Leipzig - DGX 02 Apr 24 Fr part-out
Ryanair	05 Apr	EIIJN	Boeing B38M MAX 8-200	37518/2760	Divd DUB 05 Apr 24
Wizz Air UK	08 Apr	GWUND	Airbus A21N-271NX	11792	Divd LTN 05 Apr 24
TUI Airways	09 Apr	(GTUKT)	Boeing B738-8JP-W	40867/3565	Acquired. Due. Ex SERRT
British Airways	10 Apr	(GMIDX)	Airbus A320-232	1177	WFU 30 Dec 23 LHR - DGX 02 Jan 24 Fr part-out Canx as PWFU 09 Apr 24
Fly4 Airlines	10 Apr	EIFFD	Boeing B738-8K5-SW	40944/4431	Brussels - SNN as OOJAY 19 Mar 24 (Paint) SNN - Brussels 25 Mar 24 Regd 05 Apr 24 Trans fm TUI Airlines Belgium
Loganair	10 Apr	GSAJO	Embraer EMB145-MP	145.216	Fr part-out Sum 24 (TBC)
Loganair	10 Apr	GSAJE	Embraer EMB145-EP	145.442	SOU - Alverca 09 Apr 24 'C' check
Loganair	10 Apr	GLMRC	ATR 42-500	480	Fr part-out Sum 24 (TBC)
Ryanair	10 Apr	(EIDPG)	Boeing B738-8AS-W	33607/2163	Trans to Ryanair Buzz as SPRNF 03 Apr 24
ASL Airlines Ireland	11 Apr	EIHAG	ATR 72-600F	1761	Regd 09 Apr 24 Divd SNN 11 Apr 24
Loganair	11 Apr	GLMTI	ATR 72-600	1160	Rodez/Albi - Dinard 28 Sep 23 Pre-acceptance mx Divd GLA as MABPK 10 Apr 24 Regd 11 Apr 24

Aurigny Air Services	12 Apr	LY---	ATR 72-500		To be lsd fm Jump Air Replaces 01 Avanti Air DASH 8
BA Euroflyer	12 Apr	GMIDO	Airbus A320-232	1987	LHR - LGW 26 Mar 24 I/S 29 Mar 24 Regd 11 Apr 24 Trans fm British Airways
Loganair	13 Apr	GLMRZ	ATR 72-500F	570	AoG at ABZ 25 Oct 23 (Required noseleg replacement) Rtn to svc 02 Apr 24
TUI Airways	15 Apr	GTUKS	Boeing B738-8K2-W	29650/ 2583	Acquired. Ex FGZHD Strd at Montpellier 04 Sep 23 Regd 10 Apr 24 Dlvd LTN 15 Apr 24
TUI Airways	16 Apr	GTUKX	Boeing B738-8K2-W	35142/ 2660	Regd 15 Apr 24 Trans fm TUI Airlines Belgium Currently at Warsaw
easyJet UK	17 Apr	GUZLU	Airbus A20N-251N	11970	Dlvd LGW 17 Apr 24
SAS Connect	17 Apr	EISCD	Airbus A20N-251N	11759	Regd 17 Apr 24 Dlvd Copenhagen 17 Apr 24
Cityjet	19 Apr	EIHBA	Bombardier CRJ 1000-2E25	19020	Regd (Date?) Dlvd Valencia-Frankfurt 19 Apr 24 Op fr Lufthansa Cover for EIHIE - AOG
Hibernian Airlines	19 Apr	EIHBA	Bombardier CRJ 1000-2E25	19020	Regd 02 Nov 18 Op fr ITA Airways -- Jun 22 - 11 Dec 23 Linate - Valencia 12 Dec 23 Op fr Air Nostrum 14 Dec 23 - 03 Mar 24 WFU Girona - Valencia 04 Mar 24 Reg to Cityjet 18 Apr 24 Valencia - Frankfurt 19 Apr 24
Ryanair	20 Apr	(EIENS)	Boeing B738-8AS-W	40307/ 3541	Trans to Ryanair Buzz as SPRNH 17 Apr 24
TUI Airways	23 Apr				Sum 24 lease-in a/c updated
easyJet UK	24 Apr	GEJCL	Airbus A320-214	4861	Hyderabad - Riyadh - Larnaca as RPC3265 12/14 Mar 24 Regd 18 Mar 24 Dlvd LGW 24 Apr 24
TUI Airways	24 Apr	GTAWC	Boeing B738-8K2-W	39922/ 3925	LTN - Toronto 06 Nov 23 Lsd to Sunwing Win 23/24 Regd to Sunwing as CFAWC 07 Nov 23 Rtn'd MAN 20 Apr 24 Re-regd 23 Apr 24
TUI Airways	24 Apr	GTUMN	Boeing B38M MAX 8	44655/ 8216	LGW - Toronto 03 Nov 23 Lsd to Sunwing Win 22/23 Regd to Sunwing as CFIRN 06 Nov 23 Rtn'd Brussels 20 Apr 24 Re-regd 23 Apr 24

Eastern Airways	25 Apr	G-CLSN	Embraer ERJ 190	19000/130	HUY - Saarbrücken 08 Feb 24 MX Saarbrücken - HUY 24 Apr 24 Was due to be lsd to KLM comm 31 Mar 24 Lsd to KLM 25 Apr 24 Replaced ERJ 170 GCMLI
TUI Airways	25 Apr	GTAWO	Boeing B738-8K2-W	37255/4384	MAN - Toronto 14 Nov 23 Lsd to Sunwing Win 23/24 Regd to Sunwing as CFYJO 14 Nov 23 Rtnd EMA 22 Apr 24 Re-regd 24 Apr 24
British Airways	26 Apr	GTNED	Airbus A21N-251NX	12029	Dlvd LHR 26 Apr 24
Ryanair	26 Apr	EIIJF	Boeing B38M MAX 8-200	62370/8875	Dlvd DUB 26 Apr 24
Emerald Airlines Ireland	29 Apr	EIHNA	ATR 72-600	1321	Regd 26 Apr 24. Ex OYNZA (PKGAN) Dlvd DUB 29 Apr 24
Ryanair	29 Apr	(EIDHP)	Boeing B738-8AS-W	33579/1794	Trans to Ryanair Buzz as SPRNG 24 Apr 24
easyJet UK	30 Apr	(GEZBB)	Airbus A319-111	2854	WFU 31 Oct 23 LGW - MME 02 Nov 23 Fr part-out Canx as PWFU 29 Apr 24
easyJet UK	30 Apr	(GEZAW)	Airbus A319-111	2812	WFU 16 Oct 23 LTN - MME 17 Oct 23 Fr part-out Canx as PWFU 29 Apr 24
Ryanair	30 Apr	EIIJJ	Boeing B38M MAX 8-200	67093/8887	Dlvd DUB 30 Apr 24
TUI Airways	30 Apr	(GTAWK)	Boeing B738-8K2-W	37239/4253	BHX - Toronto 16 Nov 23 Lsd to Sunwing Win 23/24 Regd to Sunwing as CFLWK 16 Nov 23 Rtnd MAN 25 Apr 24
TUI Airways	30 Apr	(GTAWD)	Boeing B738-8K2-W	37265/3939	LGW - Toronto 08 Dec 23 Lsd to Sunwing Win 23/24 Regd to Sunwing as CFYSD 11 Dec 23 Rtnd MAN 26 MAN 24
TUI Airways	30 Apr	(GTUMA)	Boeing B38M MAX 8	44593/7211	Brussels - Toronto 22 Nov 23 Lsd to Sunwing Win 23/24 Regd to Sunwing as CFDNA 23 Nov 23 Rtnd BRU 30 Apr 24

LEEDS/BRADFORD NEWS

Jet2 are to do a series of flights from LBA to Bergen, in Norway. While at the moment only 3 dates have been announced in May for the flights, they also state they have “plans to expand the programme to Bergen further”

Jet2, has announced impending job losses following a comprehensive review of its operations in Spain. Jet2.com, serves 13 Spanish destinations, including popular mainland airports such as Barcelona, Malaga, and Alicante, as well as islands like Majorca, Menorca, Ibiza, and Tenerife. Despite its significant presence in the country, Jet2 is preparing for a substantial restructuring effort. With approximately 1,000 employees in Spain, Jet2 is expected to restructure its operations, potentially affecting up to 35% of its workforce in the country. The proposed redundancies are anticipated to impact roles across resort flight check-in, flight deck, and cabin crew divisions. Currently, a consultation process is underway with staff members in the affected areas as the company navigates these changes.

AIRPORT NEWS

Bristol Airport has led the way with an airside hydrogen refuelling trial, led by easyJet and supported by several cross-industry partners. It is the first airport trial of its kind at a major UK Airport. Hydrogen was used to refuel and power ground support equipment (GSE) – specifically, baggage tractors – servicing easyJet passenger aircraft. Conducted as part of the airline’s daily operations, the trial demonstrates that the gas can be safely and reliably used to refuel ground equipment in the busy, live airport environment. The trial, dubbed Project Acorn, was in development for over a year and involved many other leading organisations from across aviation, engineering, logistics and academia. These include Cranfield Aerospace Solutions, Cranfield University, Connected Places Catapult (CPC), DHL Supply Chain, Fuel Cell Systems, the IAAPS research institute, Jacobs, Mulag and TCR. The group intends to use the outputs of the trial to help develop industry best practice standards, provide guidance to airports, airlines, local authorities and regulators on required infrastructure changes, and support the development of a regulatory framework for hydrogen’s use on an airfield – standards which, due to hydrogen’s nascency in aviation, do not currently exist.

AIRLINE NEWS

easyJet has taken delivery of its 400th Airbus aircraft, an A321neo, marking a significant milestone in the airline’s fleet renewal and sustainability efforts. The ceremonial handover at Airbus’s manufacturing plant in Hamburg was accompanied by a special livery design, highlighting the historic collaboration between the two companies. The delivery flight to easyJet’s Berlin maintenance base utilised Sustainable Aviation Fuel (SAF), showcasing the airline’s commitment to reducing emissions. With over 330 Airbus A320 family aircraft currently in service, easyJet has established itself as one of the world’s largest operators of Airbus single-aisle aircraft.

Jet2 have announced the 12th U.K. base will be Bournemouth. The inaugural flight from the airport will depart to Tenerife on 1st April 2025, and the firm plans to base two aircraft at Bournemouth Airport for the season. The new base represents a significant investment for the region too. More than 100 new jobs will be created initially, with positions available across the flight deck, cabin crew, engineering, and ground operations. Steve Heapy, CEO of Jet2 said: "We know that customers and independent travel agents have been asking us for a long time to make this move, so we are absolutely delighted to be announcing today that Bournemouth Airport will become our 12th UK base airport. As Which? Travel Brand of the Year, we know that our award-winning flights and holidays will be enormously popular across the region, and we cannot wait to show everyone what we are all about." He added: "This latest expansion is a further demonstration of our confidence, and it reflects our long-term strategy to be the UK's leading and best leisure travel business. We know that customers want to be properly looked after throughout their holiday experience, and we are making a significant investment in the region including the creation of over 100 new jobs to do exactly that. From today, we are counting down to the start of operations from Bournemouth Airport when we can delight customers, just as we have with millions of other customers from across the UK for so many years." The Bournemouth Summer 25 Programme from Bournemouth Airport is as follows:-

Tenerife – up to three weekly services
 Fuerteventura – weekly services (Wednesdays) Gran Canaria – weekly services (Sundays)
 Lanzarote – up to two weekly services (Mondays, Fridays)
 Alicante – up to two weekly services (Tuesdays, Saturdays)
 Palma (Majorca) – up to four weekly services (Mondays, Wednesdays, Fridays, Saturdays)
 Ibiza - up to two weekly services (Thursdays, Sundays)
 Menorca – weekly services (Sundays)
 Antalya – up to two weekly services (Wednesdays, Saturdays)
 Dalaman – up to two weekly services (Thursdays, Sundays)
 Faro (Algarve) – up to two weekly services (Mondays, Fridays)
 Madeira – weekly services (Thursdays)
 Crete (Heraklion) – weekly services (Tuesdays)
 Corfu – weekly services (Wednesdays)
 Rhodes – weekly services (Tuesdays)
 Zante – weekly services (Thursdays)

Ryanair announced that the airline expects Boeing to deliver 40 new jets by mid-July, as per the current revised schedule and despite Boeing's production woes. Ryanair plans to receive 35 planes from Boeing by the end of June and an additional five planes in the first two weeks of July. Initially, the carrier was supposed to receive 57 Boeing Max 8200 planes by the end of April, but due to the deepening crisis at Boeing, the delivery will be reduced to 40 jets by the end of June. Last October, Ryanair threatened to cancel Boeing 737 MAX orders if delivery dates slip to July or August 2024 from April. O'Leary, publicly criticized Boeing for ongoing delivery delays of the MAX jets. At the time, Boeing's announced of a reduced delivery forecast for 2023, with the number of narrow-body planes expected to be delivered dropping from 400–450 to just 375–400.

Virgin Atlantic is commemorating its 40th anniversary by honouring its founder, Sir Richard Branson, with the naming of its newest Airbus A330neo aircraft, Ruby Rebel. This aircraft, bearing the registration G-VSRB, pays tribute to Sir Richard's pioneering spirit and the airline's legacy of shaking up the travel industry. The aircraft features a brand-new flying icon inspired by Sir Richard's career and ventures, including Virgin Records, Virgin Galactic, and Virgin Voyages. Ruby Rebel symbolises Virgin Atlantic's commitment to innovation and exceptional customer experiences, a tradition that began with its inaugural flight in June 1984. The airline has continuously challenged conventions, introducing industry-first initiatives such as seat-back TVs, Premium cabins, and fleet-wide Wi-Fi. CEO Shai Weiss and founder Sir Richard Branson express their pride in Virgin Atlantic's history and its ongoing mission to revolutionise air travel. Ruby Rebel represents the airline's rebellious spirit and its determination to continue pushing boundaries in the aviation industry for the next 40 years and beyond.

Wizz Air has signed a one-year wet-lease agreement with Ukrainian airline SkyUp Airlines. The deal, effective from April 1, 2024, to March 31, 2025, will see SkyUp provide Wizz Air with three Boeing 737 aircraft. The Ukrainian low-cost carriers were forced to adapt their business model significantly due to the ongoing war. With the airspace closure in Ukraine and the need to evacuate its fleet in 2022, SkyUp has pivoted towards wet-leasing services. Wizz Air, like SkyUp, hasn't been immune to the war's disruptions. The conflict has not only hindered access to crucial markets but also led to the grounding of several Wizz Air aircraft in Ukrainian airports. While the airline has managed to retrieve some, three planes remain grounded in Kyiv as of April 2024.

AIRCRAFT NEWS

De Havilland Aircraft of Canada, having acquired the type certificates for the Short Skyvan 330, 360 and Sherpa in 2019, is considering relaunching a modernised version of the Short Sherpa twin-turboprop cargo aircraft, last produced in 1990. It is currently engaging with potential users to confirm there is a role and a market for the aircraft. A derivative of the Short 330, the Sherpa was a light transport powered by two PT-6A turboprops. With a range of 195 nm and a maximum payload of 7,000-lb, the aircraft could operate from unpaved runways.

On 5 April 2024, the first into freighter converted Embraer E190 took to the skies from the manufacturer's site at São José dos Campos. The first flight was around two hours long after which the aircraft safely landed. It was carried out by E190 N986TA (19000360), which is owned by leasing company Regional One. Embraer announced the conversion programme in March 2022, joining the post-pandemic freighter boom. They are positioning the E190F and E195F as an aircraft to fit in the gap between the ATR72F and Boeing B737-800F. As a freighter, the E190/E195s feature a strengthened floor and a large cargo door. The E190F can carry six ULD containers, the longer E195F seven. It has a projected range of up to 3,889 km for the E195F and 4,442 for the E190F. Embraer expects certification to be completed in the coming months, with deliveries also scheduled to start this year. So far, Embraer has signed two contracts for a total of 20 conversions of E190/E195s.

OTHER NEWS

BARK Air aim to introduce , a new era of travel, made for dogs ...a new global omnichannel dog brand with a mission to make all dogs happy.....Woof Woof. The firm has partnered with a jet charter company to launch BARK Air. BARK Air is the world's first air travel experience designed specifically for dogs first, and their human companions second, enabling them to travel together comfortably and conveniently. Starting now, premium flights for dogs (and their humans) are available for booking, with the first flights taking off from New York on Thursday, May 23rd. Travelling long distances with a dog is a challenge many dog parents face, particularly for those dogs that don't fit into a carrier that can be placed under the seat in front. Too often, dogs are denied travel, confined to a duffle bag, or endure the stress of flying in cargo. Recognizing these challenges, and the increasing demand for an accessible solution, BARK Air presents a more fun – and humane – option for dogs travelling with their two-legged human companions. BARK Air exemplifies BARK's dog-first mentality and award-winning customer experience, setting a new standard for dogs who love to travel but have been forced to settle for less-than-ideal travelling conditions.

"When we started BARK in 2011, we were on a mission to disrupt the dog space and create products designed for dogs and their humans. We are excited to take the insights we've learned over the years to create an experience that is truly dog-first, which is drastically different from just accepting dogs – from the ground to the skies," said Matt Meeker, Co-Founder and Chief Executive Officer at BARK. "We believe this initiative will elevate awareness of our brand's mission and values, introduce more dog lovers to the BARK family, and help enrich the lives of dogs and their people around the world." BARK Air has taken the white glove experience typical of a human's first-class experience and redirected all that pampering to pooches – from booking to arrival to in-flight services and disembarkation, dogs will truly be the VIPs and treated to a positively luxurious, curated experience. Following booking, humans will be contacted by a BARK Air concierge to collect information about each dog and their human travel plans to ensure the best possible experience. On travel day, dogs and their companions will arrive at the airport 45 to 60 minutes before takeoff for a simple, efficient check-in process where dogs can meet other furry friends on their flight while their people are treated to meals prepared by onsite chefs – no crates, stressful TSA checkpoints, or screening.

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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)

AVERHAM/RECTORY FARM (Notts.) An interesting pair of visitors on 25.4, when G-FBPS and G-FLOH both 208B's, deposited their parachutists overhead the farm (a Jump-in rather than a Fly-in) in the evening, and then landed to collect them all and return to Langar.

BAGBY (NY) A new resident is G-SEMR T.206H, whilst G-EFER PA-18 has departed from temporary storage to White Waltham and N133KQ Kodiak 100 (100-0133) has been sold in Germany. Also confirmed gone are G-MVSE Pegasus XL-Q and G-BSTX Luscombe 8A.

BEVERLEY (EY) RM Aviation has departed after many years of operations here and are now to be found based at Sandtoft. They have taken G-CBOY Quantum 15-912, G-MCJL Quantum 15-912 and G-RMAV Ikarus C42 FB80 with them, to join G-OWMC T.600N already newly arrived at Sandtoft.

BRIDLINGTON (EY) Visiting the Bridlington Links Golf Course on 11.4 was M-PLGL Bell 407GXI (56371) arriving 13.00hrs from Yealand Redmayne and departing back there at 14.28hrs. On 29.4 G-MCGF S.92A winched up a kite surfer at 14.45hrs, from about half a mile offshore, and landed them on the beach for transfer to a land ambulance.

CHURCH FENTON (NY) 28.3 G-OSRL LJ45 f Guernsey t Biggin Hill. **29.3** G-KEMD SA.341B, PH-ZHZ Beech 200 (BB-402). **30.3** G-BGGI PA-38, G-GORV RV.8, G-NWFG 172P, N10CD SR.22T(0350) f&t Fairoaks. **5.4** G-LINJ R.44, G-NTWK AS.355F2, G-PDGT AS.355F2. **6.4** N39TA Beech B.24R (MC-230) noted as a new resident ex Sherburn. **10.4** 2-OTOD Cessna 525B (525B-0696) "ORT04A" f Jersey t Farnborough, OK-WND Cessna 560XL (560-6295) "DFC57F" f Malaga t Prague. **11.4** & at 17.15hrs N761JU T.210M(21062300) crashed on take-off, ending up inverted alongside the runway. G-YORX Bk.117D-3 (Helimed 98) arrived from Nostell at 17.35hrs and departed to Leeds General Infirmary at 18.30hrs with one critically injured patient. The other occupant was less seriously injured. The airfield remained closed until 13.4, when the wreck was transported to the AAIB. **16.4** M-IKEY AS.365N3 (6713). **20.4** G-BXPI RV.4, G-HEDL EA.300/LC, G-NBCA PC.12/47E, G-NGSA Extra NG, G-SKYO T.67M, G-XXED S.76C++ (local Royal Visit), G-ZXCL EA.300/L. **21.4** G-HEDL, G-NBCA & G-SKYO as above, G-PDGT AS.355F2, N771SR SR.22-GTS (2771). **27.4** G-HEDL EA.300/LC, G-IISC EA.300/SC, G-OSRL LJ45 f Stansted n/s, G-ZVKO Edge 360, M-YSPC Cessna 525 (525-0117) f Isle of Man t Oxford. **28.4** G-OSRL LJ45 t Marrakesh. **29.4** OE-FWN Beech 200GT (BY-391) f Vienna t Reykjavik.

DEIGHTON/CRAB TREE FARM (NY) By early April HA-LFR SA.341B (2002) ex G-CMKT/ZB689 was operational from here. G-CMMF/XX453 SA.341B however was cancelled 5.3 on sale to South Africa.

FULL SUTTON (EY) G-ATPV GY.20 departed 20.4 to South Cave following sale.

GAMSTON (Notts.) 30.3 G-BNHT RF.3, G-TOPP RV.10, G-VERO PA-46-600TP. **2.4** G-CSGT PA-28, G-ONUN RV.6A, G-SPTR R.44. **6.4** PH-ZHZ Beech 200(BB-402). **10.4** G-WPDD EC.135-P1 **11.4** G-BIBA TB.9, G-CBTT PA-28, G-EGBJ PA-28. **14.4** G-CMRR PA-18, G-COLF Bristol NG5, G-HIGA 172P, G-SACI PA-28. **17.3** G-CMNW DA.62, 2-DIVT AW.109 Trekker (22734). **18.4** G-GALI AW.109SP, PH-ZDZ Beech B200 (BB-952). **20.4** G-BGKY PA-38, G-CTNG SR.20, G-JUFS TB.9, G-MDSZ PC.12/47E, M-ARKS DA.62 (62.173), N5757 PA-46 (4636114). Resident 2-SNOW PA-46-350P (4636180) has departed following sale and is now registered N4RX.

GREAT HECK (NY) Updating the September magazine, the accident on 15.9 involved G-CDJN RAF2000 GTX-SE, and not the locally based G-HECK R.44 as originally thought. Both have the same owner. It lost power after take-off and landed in the canal and sank, the pilot exiting from the passenger door, uninjured.

KIRBY GRINDALYTHE (EY) Making an outlanding here on 14.4 was G-CJGK Pik-20D from Pocklington.

LAMBLEY (Notts.) Resident G-IIRW RV.8 has been sold, moving to Netherthorpe.

LEEDS/BRADFORD AIRPORT (WY) Newly registered to Jet2 are G-JZDG 737-8H6 and G-SUNG, G-SUNH both A.321-251NX.

LOW FULNEY (Lincs.) A further visit on 2.4 again noted the glider trailer marked KKB (G-CKKB) Centrair 101A, along with another marked R7 (G-CJKT ASK13) and one marked C6 (G-CJWA ASW28), plus two derelict trailers.

NETHERTHORPE (Notts.) A new resident is G-IIRW RV.8 ex Lambley.

NORTH COATES (Lincs.) Movements 2.3 G-BSYG PA-12 f&t Brighton. **3.3** G-GRZZ R.44 f Waithe Top Farm t Brookfield Farm. **10.3** G-MRMA 182S f Bagby t Cardiff. **11.3** G-MRMA 182S f Cardiff t Bagby. **16.3** G-TGTT R.44 f&t Claxby, G-GRZZ R.44 f&t Waithe Top Farm, G-BRSW Luscombe 8A f&t Fenland, G-BXEX PA-28 f&t Tollerton. **24.3** G-GRZZ R.44 f&t Waithe Top Farm. **30.3** OK-LTM R.44 (1833) f&t Cabourne, G-GRZZ R.44 f&t Waithe Top Farm, G-COLS RV.7A f Sherburn t Brighton, G-MZIH Blade 912 f&t Headon. **Resident News** G-EHZT Z.526F has recovered from its wheels up landing, departing to Boston on 13.4, but unfortunately it suffered another undercarriage collapse on arrival there! G-BOKW Bo.208C has been sold and will be departing south shortly.

POCKLINGTON (EY) Noted operating from here on 14.4 was G-DMBE Ventus 2c still pinging as D-KBPJ.

SANDTOFT (Lincs.) RM Aviation have moved in here from Beverley with G-CBOY Quantum 15-912, G-MCJL Quantum 15-912 and G-RMAV Ikarus C42 FB80, joining G-OWMC T.600N already here.

SHERBURN (NY) Residents moving on have been G-CHJG EV.97 following sale and N39TA Beech B.24R (MC-230) which has gone to Church Fenton. Visiting on **29.3** were G-MRVP RV.6 & G-ZOFG PA-28 f Calais/Marck t Cumbernauld. Better weather on **30.3** brought in the following G-AYJP PA-28, G-AYKW PA-28, G-BBPP PA-28, G-BNST 172N, G-BTUZ AG-5B, G-BXJD PA-28, G-CCTI EV.97, G-CIRY EV.97, G-CJZW RV.12, G-FIAT PA-28, G-MRVP RV.6, G-OCTU PA-28, G-RMAV Ikarus C42 FB80, G-URMS Europa TG, G-XLNT CH.601XL and G-ZERO AA-5B. 2-PASC DA.40D (D4.286) departed to Oxford, possibly just for maintenance. Then quieter again on **31.3** with only G-BPGU PA-28, G-CYLL F.8L, G-TSGJ PA-28 and LY-CCP Yak 18T (22202044623) visiting. In Sherburn Engineering were G-ASMJ F.172E, G-BBDT 150H, G-CCWM DR.400 and G-ROLY F.172N. On **6.4** only G-BGBI F.150L was visiting. Late afternoon on **11.4** found both G-BIZG F.152 and N5073C Beech B36TC (EA-667) diverting in late afternoon due to the incident and runway closure at Church Fenton. On **12.4** the above two were still parked up and G-BEZG AA-5 was dismantled and departed by road to Sibson. Visiting were G-ATDO Bo.208C, G-BJAL CASA1.131E f&t Breighton, G-BSCS PA-28 f Jersey t Tatenhill, G-DLDL R.22B and G-FLAV PA-28. In Sherburn Engineering were G-BAEO F.172M, G-BATV PA-28, G-BFTC PA-28R, G-CCWM DR.400 and G-ROLY F.172N. Very little happening on a breezy **13.4** with G-BIZG F.152 returning to Church Fenton, following its reopening. On **14.4** N5073C Beech B36TC departed back to Church Fenton & visitors were G-BGBI F.150L, G-BGXS PA-28, G-BRNK 152, G-BSKA 150M, G-BSYY PA-28, G-BTGY PA-28, G-RVSR RV.8, G-SMRS 172F, G-WLGC PA-28 & G-XLNT CH.601XL. Very quiet on **17.4** with visitors G-ATDO Bo.208C, G-CGCH Sportcruiser and G-GDSO Cavalon, whilst outside Sherburn Engineering were G-BFTC PA-28R from Church Fenton & G-SELB PA-28 from Humberside. On **19.4** G-BAEO F.172M was in Hangar 3 awaiting maintenance & G-BPOM PA-28 from Humberside was parked outside minus propeller and nose wheel. In Engineering were G-BATV PA-28 from Full Sutton, G-BBDT 150H, G-BFTC PA-28R, G-CCWM DR.400 and G-ROLY F.172N from LBA. A busy day on **20.4** with good weather and plenty of visitors. G-BAEO F.172M and G-BPOM PA-28 were still present and G-AOIM/T7109 DH.82A finally departed for Eshott, having been lodging here since arrival in November. Visiting were G-ATXA PA-20, G-AVLG PA-28, G-BOYI PA-28, G-BRFM PA-28, G-BXJD PA-28, G-BYSJ /WB569 DHC.1 f Eshott, crew ferry for G-AOIM), G-CFUE Pioneer 300, G-CGVT EV.97, G-CIXX Cavalon, G-EPIM R.172K, G-IMAB Europa XS, G-MRMA 182S, G-STVT Sportcruiser, G-TSGJ PA-28 & N182GC F.182Q (F18200068). **21.4** produced visitors G-CBPI PA-28R, G-CJZW RV.12 and G-RKID RV.6A. On **22.4** the only visitor was an evening arrival of G-NIPR T.66 f Brighton and n/s. It departed **23.4** t Inverness via Eshott. Then on **27.4** G-BPOM PA-28 still present and G-TESC DA.40D had arrived back from Oxford, having been reregistered from 2-PASC on 5.4, and continues its lease to Advanced Flight Training. Visitors were G-BSKA 150M, G-CDJK Ikarus C42 FB80, G-CEND EV.97, G-HDEW PA-32R, G-OPRC Europa XS-TG and G-PHOR FRA.150L As i close G-DMND DA.42, G-FBRN PA-28 and G-MGWI R.44 are all still operating from here.

SOUTH CAVE/MOUNT AIREY (EY) A new resident is G-ATPV GY.20 arriving 20.4 from Full Sutton.

STURGATE (Lincs.) On 11.4 resident N761JU T.210M (21062300) was written off in a take-off accident at Church Fenton/Leeds East.

TOLLERTON (Notts.) Two more DA.40D's HZ-XF37 and HZ-XF58 arrived from Lydd on 3.2.

WICKENBY (Lincs.) Visiting for winch training on 10.4 was G-UNIA AW.169 f&t Humberside.

RESIDENTS

A Night Photo Shoot was held on the evening of 30.3, with six of the residents, covered in a separate article. G-CIGH/5-ML MH.1521M has been sold and departed 2.4 to Headcorn, on route to a new home in Germany. G-OMIC Bu.133C has now returned from an offsite workshop and work continues towards completion of restoration G-RLWG ST.3KR has been dismantled, the wings stripped for recovering and the fuselage prepared for a bare metal respray. G-RPAX/35-23 CASA1.133 which has spent the winter here, took part in the Night Shoot, and shows no sign of departing yet.

OUTSIDE PARKING

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

MOVEMENTS

25.3 G-YAAA Bk.117D-3 (Helimed 98) o/s only 12.00hrs f Rotherham General Hospital t site North of Silsden. **26.3** G-CEGW Quik with G-CIHY Quik, G-CIHZ Quik GTR and G-MZIH Blade 912 all f&t Headon. **30.3** G-AXGP/3681 J.3C-90 f&t Fenland, G-BPUU Cessna 140 f&t South Cave, G-CLYJ Ikarus C42 FB100 f&t Bagby, G-CMCA Condor 137R f&t Birchwood, G-COLS RV.7A f North Coates t Sherburn, G-GDAC AA-5A f&t Gamston, G-MLXP Europa TW f&t Sturgate G-RETA CASA1.131E f&t Gamston, G-VOIP SA.341D f&t ? (fuel stop). **31.3** G-CDSB Pioneer 200 f&t Dishforth, G-GLUC RV.6 f&t Temple Bruer. **2.4** G-BGBI F.150L f&t Sandtoft. **5.4** G-BBKB F.150L f&t Sandtoft. **6.4** G-VOIP SA.341D f&t ? (fuel stop), HA-LFR SA.341B (2002) f&t Deighton/Crab Tree Farm. **7.4** HA-LFR SA.341B f North Coates t Deighton/Crab Tree Farm. **10.4** G-POLB EC.135T2+ (Police42) night training 22.40-22.50hrs. **11.4** G-HOLE Quik f&t Headon. **12.4** G-BBKB F.150L f&t Sandtoft, G-BNST 172N f&t Netherthorpe, G-MLXP Europa TW f&t Sturgate, G-XTRA f Netherthorpe, went u/s and n/s. **13.4** G-DWYP Skyranger 912S f North Moor t Rufforth East, G-XTRA EA.230 t Netherthorpe. **14.4** G-AKVM Cessna 120 f&t Wickenby, G-ARHZ D.62A f&t Sturgate, G-AXGV D.62B f&t Croft, G-BBKB F.150L f&t Sandtoft, G-BHVR 172N f&t Sandtoft, G-BSKA 150M f&t Sandtoft, G-CEKK Skyranger 912S f&t Mavis Enderby, G-CHRT EV.97 f&t North Coates, G-CIHW Cavalon f&t Eddsfild, G-CMJU Ikarus C42 FB100 f&t North Coates, G-DWYP Skyranger 912S f&t Rufforth East, G-FOXV A.22LS f&t Fishburn, G-HELL Sonex f&t North Coates, G-XTRA EA.230 f&t Netherthorpe. **18.4** G-BHZU / 3914 J.3C-65 f&t Sandtoft, G-CEGW Quik with G-CIHY Quik both f North Coates t Headon, G-HELL Sonex f&t North Coates, G-PROW EV.97 f&t Full Sutton. **19.4** G-BGBI F.150L f&t Sandtoft **20.4** G-BSPE F.172P f Bagby t Tatenhill, G-CEOB S.1S f&t Lambley, G-CHHI RV.7 f&t Gamston, G-COLF Bristell NG5 f&t Eddsfild, G-DWYP Skyranger 912S f&t Rufforth East, G-YORX Bk.117D-3 f&t ? (fuel stop), HA-LFR SA.341B f&t Deighton/Crab Tree Farm. **21.4** G-ASMS 150A f&t Tollerton, G-CDTP Skyranger 912S f&t Oxenhope, G-CEMY Pioneer 300 f&t Oxenhope, G-CMKE RV.8 f&t Fishburn, G-FLYO EV.97 with G-GDSO Cavalon and G-TEZZ Sportcruiser all f&t Beverley, G-GHST Ikarus C42 FB100 f&t Barton, G-IHCI Europa TG f Netherthorpe t Eddsfild, G-XLNT CH.601XL f Crosland Moor t Oxenhope. **22.4** G-NIPR T.66 f Popham t Sherburn. **23.4** N4574K Navion A (NAV-4-1574) f Farway Common t Ledbury. **24.4** G-BRPY PA-15 o/s only f&t Sherburn. **25.4** G-IVII RV.7 f&t Sherburn. **26.4** G-BDFR FA.200 f&t Sherburn, G-BIOI DR.1050M f Kilkeel n/s, G-BJOT D.117 f Full Sutton t Cark, G-BTDT CASA1.131E f Kilkeel n/s, G-IIIX S.1S f Prestwick t Tollerton, G-WIKI Europa XS-TG f&t Rufforth East, G-XTRA EA.230 f&t Netherthorpe. **27.4 90th Anniversary of the first flight of the Bucker Jungmann**
Fly-in G-ARHZ D.62A f&t Sturgate, G-ATPV GY.20 f&t South Cave, G-AXNS B.121 f&t Gamston G-AYTV MJ.2D f&t Lambley, G-BBKB F.150L f&t Sandtoft, G-BGBI F.150L f&t Sandtoft x2, G-BHEG D.150 f&t Warrington, G-BHVR 172N f&t Sandtoft, G-BIOI DR.1050M, G-BIPN RF.3 f&t Sturgate, G-BRPY PA-15 f&t Sherburn, G-BTDT CASA1.131E, G-BXEX PA-28 f&t Tollerton, G-CHII CASA1.131E f&t Barton, G-CLYJ Ikarus C42 FB100 f&t Bagby, G-GTRR Quik f&t Beverley, G-IDII DR.107 f&t Lambley, G-MLXP Europa TW f&t Sturgate, G-RETA CASA1.131E f&t Gamston.

Coney Park....

Mike Storey

4 th March	G-FRYA	ROBINSON R44 RAVEN	EAST MIDLANDS/ LEEDS EAST
14 th March	G-PPPT	AW109SP GRAND NEW	SR6/ BIGGIN HILL
18 th March	G-RIDB	BELL 429 GLOBAL RANGER	TURWESTON/ CONEY PARK
18 th March	G-RIDB	BELL 429 GLOBAL RANGER	LOCAL/ NIGHT STOP
18 th March	G-SENS	EUROCOPTER EC135T2	ALWOODLEY/ OXFORD
19 th March	G-RIDB	BELL 429 GLOBAL RANGER	NIGHT STOP/BARTON
21 st March	G-FDHS	AW109SP GRAND NEW	RUDDING PARK/RUDDING PARK
27 th March	G-FRGP	AW109SP GRAND NEW	BATTERSEA/CUMBERNAULD



G-PPPT Augusta AW109SP Gainon Aeronautics 15/03 Helijet



G-BZLP, G-SUMX and G-BXSG 26/04 Ian Gratton

Credits The Airfield Manger, the Coffee Team, and the Sandtoft fire team.
A regular credit from my visits is my driver Mrs S Hobson my boss.

Resident	Aircraft noted	First noted	Last noted
G-AVIL	Alon A2 for sale	10/09/2022	18/03/2023
G-AZNO	C.182P	08/05/2018	16/12/2023
G-BBKA	F.150L YAC	18/10/2020	18/03/2023
G-BBKB	F.150L YAC	24/01/2024	17/03/2024, 23,25,26,27,28,31
G-BBNI	PA-34 for sale	06/11/2021	16/03/2024, 21,23
G-BCGI	PA-28	15/03/2018	16/03/2024, 23
G-BCVG	FRA.150L	17/12/2022	11/03/2023
G-BDNW	AA-1 rebuild wfu	18/03/2023	18/03/2023
G-BFGL	FA.152M	08/03/2019	25/03/2023
G-BGBI	F.150L YAC	23/04/2021	16/03/2024, , 21,23,25,26,27,28
G-BGBW	PA-38 wfu	25/05/2020	16/03/2024, 23
G-BGTF	PA-44 wfu	31/07/2021	17/06/2023
G-BHVR	C.172N YAC	11/03/2023	16/03/2024, 17,23
G-BHZU	J-3C	15/04/2018	03/02/2024
G-BIFB	PA-28 on rebuild wfu	16/11/2014	16/03/2024, 23
G-BIHI	C.172M wfu	15/04/2018	16/03/2024, 23
G-BLPF	F.172G	04/02/2023	18/03/2023
G-BLVS	C.150M wfu wings only	08/05/2018	16/03/2024
G-BOMP	PA-28	30/11/2014	16/03/2024, 23
G-BORY	C.150L wfu	15/04/2018	18/03/2023
G-BOVS	C.150N	15/04/2018	03/02/2024, 23
G-BRJC	C.120	18/02/2023	18/02/2023
G-BRNC	C.150M YAC on rebuild	06/11/2021	03/12/2022
G-BSKA	C.150M YAC	10/07/2021	16/03/2024, 23
G-BSYV	C.150M YAC wfu	31/10/2020	16/03/2024, 21,23
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-BZBF	C.172M YAC	15/12/2020	16/03/2024, 17,21,23,27,31
G-CBOY	GTM 912	16/03/2024	16/03/2024
G-CCLX	Quik	30/03/2024	30/03/2024
G-CGTV	Savannah	14/01/2023	14/01/2023
G-CHVS	Savannah	09/10/2021	11/11/2023
G-CKXI	M.20E	13/09/2021	25/03/2023
G-CMLA	TL.3000	27/02/2024	16/03/2024 30
G-DOZZ	Sky Ranger Swift	27/02/2024	27/02/2024
G-IMIK	PA-28	24/10/2020	21/03/2023
G-LORD	PA-34	21/03/2023	10/02/2024
G-MABE	F.150L YAC on rebuild	22/08/2022	27/02/2024
G-MIAN	Skyranger	23/10/2021	16/03/2024
G-MICK	F.172N	02/05/2019	16/03/2024, 23
G-MMMG	Quicksilver	18/03/2023	18/03/2023
G-MSFC	PA-38 wfu	05/06/2021	16/03/2024, 23

G-MZOS	Quantum	17/11/2018	18/03/2023
G-OWMC	T.600N	27/02/2024	27/02/2024
G-TAXI	PA-23 on rebuild wfu	06/05/1996	16/03/2024, 23
G-TAYI	G.115	08/05/2018	16/03/2024, 23
G-TEFC	PA-28 for sale	16/08/2021	16/03/2024, 23
G-WLGC	PA-28	19/04/1996	11/11/2023
G-YBAA	F.172J	04/03/2023	04/03/2023
N20UK	M.20F for sale, wfu	29/03/2019	16/03/2024, 23
N39TA	Be A24 wfu	12/03/2019	18/03/2023
(N131MP)	PA-31P dismantled wfu	18/05/2018	16/03/2024 to become G-BWDE, 23/03
N337UK	C.337 on rebuild	08/05/2018	16/03/2024, 23
(N394RA)	C.210K wfu for sale	19/02/2022	16/03/2024, 21,23
N2136E	PA-28 wfu for sale	15/03/2020	16/03/2024, 23
N7954J	PA-28R	18/03/2023	25/03/2023

Still with engineering here is G-BCRR AA-5B, 23/03

Visitors

04/03 G-MCLY C.172P f/t Little Snoring.

05/03 G-BODE PA-28 f/t Sherburn.

16/03 G-BDSH PA-28 f/t Nottingham, G-GYRA Calidus, G-HOWI C.182Q f/t Leeds East, G-BFTC PA-28R f/t Leeds East, G-BSGF R22 f Wite Waltham t Brigg, G-SPVI TB10 f/t Nottingham, G-DAND TB10 f/t Coventry, G-CBOY Quantum 912 now based, G-CENO EV97 f/t Brighton.

18/03 G-HULL F.150M f/t Beverley, G-CIKE A22 F/T Carlton Moor.

21/03 G-CLAL C42 f/t Wickenby.

22/03 G-CTCL TB10 f/t Nottingham.

24/03 G-BNOH PA-28 f/t Serburn, G-CIFC TB200f/t Sturgate.

26/03 G-CIBZ Euro Fox f/t Temple Bruer.

30/03 G-BXTD PA-28 f/t Sherburn



G-AKVM Cessna 12031/03



G-CBOY Pegasus Quantum 16/03



G-DAND Socata TB-20 Tobago 16/03



G-TDJP Vans RV-8 24/03



G-GYRA Rotosport UK Calidus 16/03



G-ARKG Auster J5G Cirrus Autocar 30/03



G-ATPV Barritault JB.01 30/03

Credits The Airfield Manger, a regular credit from my visits is my driver Mrs S Hobson my boss.
Resident Aircraft noted

Sturgate Wrecks & Relics

There are only two here, G-BDDG D.112 wfu is in the LAC hangar
and G-BGVE CP.1310-C3 minus engine in one of the SFC hangars.

Resident	Aircraft noted	First noted	Last noted
G-ARRS	CP.301A	30/03/2024	30/03/2024
G-ATLM	F.172G	21/09/2010	28/01/2024
G-AZTS	F.172N	22/01/2023	17/03/2024
G-BBDP	DR.400	25/02/2023	28/01/2024
G-BBHF	PA-23	08/11/2014	30/03/2024
G-BDDG	D.112 wfu	08/11/2014	26/11/2022
G-BGHJ	F.172N	30/03/2024	30/03/2024
G-BIPN	RF.3	13/11/2021	30/03/2024
G-BRIV	TB9	25/02/2023	30/03/2024
G-CIFC	TB.200	29/05/2022	30/03/2024
G-EXLL	CH601XL	29/05/2022	30/03/2024
G-FARY	TRI-Q	14/01/2014	30/03/2024
G-GAME	T.303	25/02/2022	30/03/2024
G-HIBB	Jabiru J430	30/03/2024	30/03/2024
G-OMCB	TL2000	13/11/2021	20/11/2021
G-OPAZ	Pazmany PL2	08/11/2014	26/11/2022
G-SHMN	Alpi Pioneer	19/03/2023	26/11/2022
N737CN	C.172	24/11/2020	27/11/2021
(N761JU)	T.210M	15/08/2022	26/11/2022
N888BR	PA-32	17/06/2023	17/06/2023
N955BE	Be95 B55	26/11/2022	30/03/2024

Visitors

16/03/2024	G-DAZW CH.750 f/t Rufforth, G-MROC Quantum f/t Rufforth, G-ELIS M16 f/t Rufforth, G-IANZ Quick f/t Rufforth, G-CBMR Raven f/t Rufforth, G-CBTM Blade f/t Rufforth,
26/03/2024	G-AXTC PA-28 f/t North Cotes, G-DWUP Skyraanger Nynja f/t Rufforth
30/03/2024	G-RICO AG-5B, G-CSWF RV-7 f/t Huddersfield.

HELICOPTER ACTIVITY

01/03 G-HOTB Dauphin(Yorkair 01), Kirkby Overblow – p/s Bury
 03/03 G-XITE Bell 505, p/s Wilmslow – Devonshire Arms
 03/03 G-MVSI A.109S, Thruxton – Doncaster Race Course
 04/03 G-LARD R.66, p/s Bedford – p/s Ferrybridge
 05/03 G-TRNG A.109E, Gloucester – p/s Upper Helmsley
 05/03 G-ROMT R.44, p/s Chesterton – p/s Eggborough
 05/03 G-RANL AW.109SP(Costock 9), Stoke – Hunslet Nelson Cricket Club
 06/03 G-KEMD Gazelle, Perth – p/s Burnley – Abingdon
 06/03 G-KLNH AW.109SP(Saxonair 10), Wheatley Hill – Fair Oaks
 08/03 M-LEOG AW.109SP, Le Havre – Halifax
 09/03 G-IWPI AW.109SP(Kingdom 01), Manchester – Farnham – Battersea
 09/03 G-RESA AW.139, Charlons Verry - Lydd – Humberside(Delivery)
 09/03 G-TPTP R.44, Ashwell – Ripon/Grantley Hall(n/s) - Oakham
 11/03 G-NICU AW.169(Helimed 80A), Liverpool/Alderhay – Pinderfields
 13/03 G-OATL AW.109SP(Trident 3), Elstree – p/s Harrogate
 13/03 G-OAHL Twin Squirrel(Trident 19), Elstree – p/s Harrogate
 14/03 G-OAHL Twin Squirrel(Jockey 52), Harrogate – Cheltenham
 14/03 G-INXS R.33B, Gamston – Boston – Gamston
 14/03 G-PGGY R.44, Sicklemere – Brighton
 14/03 ZD982 Chinook(Cossack 1), Odiham – Driffield
 16/03 G-LNCC AW.169(Helimed 29A), Caistor – Hull Royal Infirmary
 17/03 G-PXMI A.109C, Cumbernauld – Huggate, York
 18/03 GZ100 AW.109SP(Kitty 69), Northolt – Teesside
 18/03 G-RIDB Bell 429(Grid 02), Turweston – Eland
 18/03 G-SENS EC-135T(Woodstock 24), Richings Park – Leeds Grammar School
 19/03 G-XXEB S-76C(Rainbow 2R), Windsor – Sheffield
 20/03 G-FGRP A.109E, p/s Harrogate – p/s near Warton
 20/03 ZM703 Apache(Armyair 301), Winterton – York Imphall Barracks
 21/03 G-BLGV Jet Ranger, Gloucester – Outlane Golf Club, Huddersfield
 21/03 G-TIMC R.44, Little Gransden – East Ravensdale, N/E Lincs.
 21/03 2-CAMO A.109S Billinghamurst – p/s Clitheroe
 21/03 G-FDHS A.109S, Denham – Ridding Park
 23/03 N500SY MD.500E, Shorham – p/s Skipton
 24/03 G-DIGZ Hughes 369D, p/s Norwich – p/s Claxby
 24/03 G-HWKW Hughes 369E, p/s Bedford – p/s Claxby
 24/03 G-GAMM AW.109SP, Marlborough – p/s Shildon
 26/03 G-IPGL AW.109SP, p/s Huddersfield – Biggin Hill
 26/03 G-MSVI A.109S, Battersea – p/s Louth
 28/03 G-EIZO EC.120B, Lomas Bottoms – Barby, Doncaster
 28/03 G-CPTZ AW.169(Helimed 81A), Leicester General – Leeds General I
 29/03 N505H Bell 505, Balligdon Bottom – Old Brampton, Notts.
 29/03 G-IWPI AW.109SP(Kingdom 01), St. Asaph – Birstwith – near Heathrow
 29/03 G-EMHN A.109S(Costock 6), Stoke – Hull, Heymers College
 30/03 G-BIOA MD-500D, Holmfirth – Littleborough(Lifting operations)
 31/03 G-MSVI A.109S, p/s York – Brands Hatch

CARR GATE:- On 22/3 EC-135 G-POLC(Police 19) was local flying from here on air test. 24/3 G-CPTZ AW.139(Helimed 81E) f/t Gamston;

CONEY PARK:- 4/3 G-FRYA R.44(Pipeline 86) f. Beverley; 8/3 G-MGWI R.44 t. Sherburn; 11/4 G-BROX R.22B f. Nottingham(n/s until 19/3); 14/3 G-PPPT AW.109SP(Castle 26) f. Sunderland; 15/3 G-BZLP R.44 f. Manston; G-BTHY Jet Ranger f. Manston; 18/03 G-GEZZ Jet Ranger f. Hollym; G-NELS R.44 f. Nottingham; G-RIDB Bell 429(Grid 02) f. Elland; G-DHAM R.44 f. Humberside; 19/3 G-GRZZ R.44 f. Cleethorpes; 21/3 G-FDHS A.109S f. Rudding Park; 22/3 G-JTBX Jet Ranger, f. Ballyboughal via LBA; 23/3 M-PLGL Bell 407GX f. Beetham; 24/3 G-FGRP A.109E f. Battersea; 31/03

WALTON WOOD:- 3/3 G-INXS R.22B f. Gamston; 8/3 G-HAYZ Squirrel f. White Waltham; G-OGJC R.44 f. Barton; 13/3 G-WADD EC-120B f. Turweston; 14/3 G-HGRB R.44 t. Bagby; 28/3 G-CJLL R.44 f. Barton; 30/3 G-GSMR Jet Ranger, G-VOIP Gazelle f. Guisborough;

Former Scottish based R.44 G-CBFJ is now resident with a company in Ripley.

LOCAL AIRFIELDS

BAGBY:-15/3 G-SEMR CessnaT.206H f Earls Cone;17/3 G-HELE Jet Ranger f White Waltham 21/3 D-EKTV Cessna 182T, f. Memingen via Norwich; 25/3 G-WAIR PA-32R f/t Wroot; 30/3 G-KMRV RV-9A f. Fishburn;

BURN:- 30/3 G-BIPN Fournier RF-3 f. Sturgate;

CONINGSBY:- 8/3 G-GBSL Beech 76 f. Redhill; 13/3 G-COBS DA-42(Calibrator 177); ZH833 Merlin(Gauntlet 53);

CRANWELL:- 11/3 MM-62202 P.180 Avanti(IAM 2861) t. Milan(n/s until 13/3)

CROSLAND MOOR:- 4/3 G-BDFR Fuji 200 f. Sherburn; 5/3 G-MRMA C.182S f. Lee-on-Solent t. Bagby; 6/3 G-JAFS PA-32R t. Bagby; 30/3 G-CLMA RV-12 f. LBA;

ELVINGTON:- 3/3 N224CE SR-22 f. North Weald; 4/3 G-GEFF PC-12 f. Bagby; 9/3 G-LUKE Rutan Long-Ez f. Tatenhill; 29/3 G-DOFY Jet Ranger(Northumbria 08), Local trips over Emmerdale set; 30/3 G-CDOA Eurostar f/t Barton;

ESHOTT:- 16/3 G-TOES PA-28 f/t Kemble(n/s); 24/3 G-KITS Europa f. Kirknewton;

FULL SUTTON:- Newcastle based PA-24 Comanche G-BYTI was noted carrying out a local air test from here on 5/3. Lake Amphibian N250SP was noted on a local air test on 17/3, working Leeds Approach for transponder checks.

GAMSTON:- 5/3 N5073E Beech 36TC f. Leeds/East; 2-FFUN SR-22 t. Blackpool; 7/3 N302MC T.310Q f. Hawarden; 8/3 G-TYRE F.172M f. Cumbernauld; G-BOUK PA-34 f. Derby; 8/3 G-BKFC F.152 f. Cambridge; 13/3 G-FLOW C.172S f. Elstree; 16/3 G-YEBO SR.22 f. Blackbushe; 16/3 G-AJKB Luscombe 8E f. Barton; G-ARYS Cessna 172C f. Full Sutton; G-AZFC PA-28R f. High Wycombe; 18/3 G-EOLD PA-28 f. Halfpenny Green; 19/3 G-ECET T.182T f. Liverpool; 21/3 G-AVWA PA-28 f. Halfpenny Green; 22/3 G-SHUG PA-28 f. High Wycombe; G-PFTE Tecnam 2008 f. Oxford; 28/3 G-BRDO C.177B f/t Teesside; 29/3 PH-ZHZ King Air 200 f. Humberside; 30/3 G-TTRL RV-9A f. Sittles; G-BNHT RF-3B f. Top Farm; 31/3 G-BAFL C.182P f. Wellesbourne Mountford;

LEEDS/BRADFORD:- Former resident Phenom G-HNPN has been sold in Brazil, where it is now registered PR-PEZ.

LEEDS/East:- Cessna Caravan N207RA arrived from Chabery on 8/3. The aircraft was enroute to USA and formerly by Air Juan as RP-C-1087. Another delivery later the same day was brand new DA-50C G-CMTB, from the factory at Weiner Neustadt via Saabruken for operations with Gemstone Aviation based a Leeds/East. 4/3 G-SBSB DA-40NG f/t Redhill; 5/3 G-BUUY T-67M f. Full Sutton; 5/3 G-TRNG A.109E f. Upper Helmsley; 6/3 YU-SAI Citationjet(Tinadar 521) f. Vilnius(n/s); 8/3 G-BNYD Jet Ranger f. Nottingham; 8/3 G-RDDM Cessna 182T f. Lee-on-Solent; 10/3 YU-SAI Citationjet(Tinadar 525) f. Annecy(n/s until 13/3) t. Ljubljana; 12/3 G-BYZA Squirrel(Powerline 61); 16/3 G-JBRD Mooney 20K f. Little Staughton; G-ASSS Cessna 172E f/t Cranwell; G-BMIV PA-28RT; G-OZJX PA-28 f. Sleep; 18/3 ZM510 EC-135(Shawbury 660); G-TSAS PA-28 f. Cardiff; 19/3 G-BXYT PA-28RT f. Sleep; 21/3 G-OTST DA-62 f/t Warton; 22/3 G-BGHM R.1180T f. Blackpool; G-UNAC PA-32R f. Cambridge; 23/3 G-HIGA C.172P f/t Blackpool; 24/3 G-TPTP R.44; D-EABY Mooney M20P f/t Teesside; G-BPVK Katchina, SOKO Kraguj t. Perth; 29/3 G-PLAN F.150L f/t Teesside; PH-ZHZ King Air 200 f. Lelystad t. Humberside; 30/3 G-NWFG C.172P f. North Weald; G-CMCZ PA-28 f. Blackbushe; 30/3 G-JACA PA-28 f. Denham; N10CD SR-22 f. Fair Oaks; G-BOOF PA-28 t. Barton;

NETHERTHORPE:- G-TSDC Aquila AT-01 t. Teesside; 13/3 G-ZZEL Gazelle f. Kidderminster; 18/03 G-OMAS A.150M f. Teesside; 24/3 G-APVS Cessna 170 f. Brighton;

NORTH COATES:- 16/3 G-BRSW Luscombe 8A f. Fenland; 30/3 OK-LTM R.44, G-GRZZ R.44 f. Caistor

RUFFORTH:- Henstridge based RV-9 G-OPVM was noted carrying out local flights from here on 9/3. 3/3 G-VLTT DA-42 f. Crosland Moor; 15/3 G-HOTB Dauphin(Yorkair 01), f. LBA t. Cheltenham; 29/3 G-CLSC Sportstar f. Valley;

SHERBURN:- Recently built Sonex G-SNXA, with an owner in Sheffield, was noted carrying out a local air test on 3/3. 3/3 G-MRVP RV-6 f. Crosland Moor; G-RVNV RV-9 f. Finmere; G-FLYO Eurostar f. Beverley; G-KCIN PA-28 f. Denham; G-CFUE Pioneer 300 f. Crosland Moor; G-BAHS PA-28R f. Sywell; 4/3 G-ATLM F.172G f. Sturgate; G-SCPI Sportsruiser f. Barton; G-AWUJ F.150H f. Eshott; 7/3 G-BZDH PA-28R f. Lydd; G-TYER DR.400 f. Little Snoring; 8/3 N20AG TB-20, G-OOCP TB-10 f/t North Coates(Also 24/3); G-CGLC Sportsruiser f. Rochester; 16/3 G-STRV RV-14, G-OPJK Europa f. Sleep; 16/3 G-EXLL CH-601XL f. Sturgate; G-KSHI Beech A.36 f. Leicester; 18/3 G-BFMK FA.152 f. Leicester; 19/3 G-ZGZG C.182T f. Shobdon; 21/3 G-BNYD Jet Rander f. Nottingham; 23/3 G-ZOFG PA-28 f. Cumbernauld; 24/3 G-HJDP Bell 505 f. Kilmarnock; 24/3 G-OMUM Commander 114, f/t Coventry; G-SEJW PA-28 f. Norwich; G-ENIO Pitts S-2C; N61PS Pitts S-2B; G-SPVI TB-20 f. Nottingham; 25/3 G-FFBG F.182Q f. Little Snoring t. Humberside; 29/03 G-ZOFG PA-28 f. Calais; G-BGGI PA-38 f. Fowlmere; 30/3 G-AXJX PA-28. G-AYJP PA-28, G-FIAT PA-28, G-BTGO PA-28, G-BTUZ AG-5B f. Oxford; G-BBPP PA-28, G-OCTU PA-28 f. Caernarfon; G-ZERO AA-5B f. Turweston; 31/3 LY-CCP YAK 52 f. Beverley;

STRUBBY:- PA-24 Comanche N7348P has been noted operating from here a few times this month, may be resident?

WADDINGTON:- 3/3 064/F-TEYY Xingu(Cotam 1728); 55+03 C-130J(German Air Force 303) f. Orleans; 14/3 ZM336 Phenom(Cranwell 36) f. Edinburgh; 19/3 ZM728/ZM725 Apaches(Slayer 1/2) f. Otterburn; ZM715/ZM733(Apaches(Nemesis 1/2) f. Otterburn; 21/3 108/F-TEYW Xingu(Cotam 1775) f. Nevers; 28/3 072/F-TEYA Xingu(Cotam 1735);

WICKENBY:- 3/3 G-AXJI Pup f. Crowland; 16/3 M-INES AW.109SP f. Southampton; 16/3 G-SACT PA-28 f. Sherburn; G-BTII AA-5B f. Leeds/East;

March 2024

Abbreviations: arr – arrived, dep – departed, ret – returned, n/stop nightstop, f/t From and To, C/s is call sign. First visits are underlined.

Business traffic is definitely picking up, so I've removed resident movements (not too many this month – training was well down so presume weather curtailed a lot of this activity), also removed those that have maint contracts such as MAFF and Hebrides, plus those that are uk based very regular visitors as in G-FLYW, G-JASS, G-REXA, G-REXB, plus BJ400/H400 SP-TAT, SP-ATT, still have 250 to report on so here goes:

Friday March 1st

Cessna 560xl OK-AST arr 19:12 fr faro n/stop,

Saturday March 2nd

Cirrus SF50 2-YOLO arr 17:22 fr Oxford dep 18:09 to Guernsey, Phenom 300 D-CMXM arr 18:35 fr Monchengladbach n/stop.

Sunday March 3rd

Phenom 300 D-CMXM dep 09:14 to Geneva, Cessna 560XL OK-AST dep 13:15 to Prague, Phenom 300 CS-PJA arr 17:55 fr Valencia n/stop.

Monday March 4th

Phenom 300 CS-PJA dep 08:57 to Blackpool, Learjet 45 G-OSRL arr 11:00 fr Biggin Hill dep 11:32 to Malaga, Cirrus SR20 N369AL arr 11:04 fr Staverton n/stop, Learjet 45 M-ABRB arr 11:38 fr Stansted ret at 12:41, PA-46RT-350T Malibu N195AM arr 11:41 fr Staverton dep 12:31 to Norwich, Cessna 510 Mustang OE-FZB fr/to Le Bourget (16:02/17:08). Robin DR400 G-CCWM ILS approach at 17:47.



N497RB Beech 300LW Kingair 05/03 Mike Storey

Tuesday March 5th

Beech 300LW Kingair **N497RB** arr 08:36 fr Salzburg n/stop, Cirrus Sr22 N842VV arr 12:05 fr Birmingham n/stop, Phenom 300 D-CDAS arr 12:56 fr Palma n/stop, Cirrus SR22 G-GCVV dep 13:51 to Birmingham, Cessna 182 G-BEKO ILS approach at 15:54, Pilatus PC XII LX-FLG arr 16:04 fr Blackbushe n/stop, Diamond DA42 G-CDXK 3 x ILS approaches at 16:33 fr Cfenton.

Wednesday March 6th

Beech 300LW Kingair N497RB dep 11:23 to Salzburg, Pilatus PC XII LX-FLG dep 12:30 to Fair Oaks, Cessna 550 Bravo OE-GPS f/t Innsbruck (12:39/13:47), Phenom 100 ZM333 overshoot at 14:24 c/s CWL36, Pilatus PC-24 D-CHMS arr 18:39 fr Geneva n/stop.



G-SMMA Cessna F406 06/03 Paul Whincup

Thursday March 7th

Phenom 300 D-CDAS dep 08:43 to Luxembourg, Cessna 525 CJ1 **F-HIVA** f/t Le Bourget (13:40/14:17), Global Express C-GLXM dep 15:18 to Le Bourget, Pilatus PC-24 D-CHMS dep 15:46 to Amsterdam, Diamond DA42 G-CTCE 2 x ILLs approaches at 17:27 fr Gamston, Learjet 45 D-CAAE arr 19:57 fr Funchal dep 22:06 to Cologne.

Friday March 8th

Phenom 300 OK-PHE arr 11:13 fr Aberdeen dep 12:05 to Grenada, Sikorsky S76C G-XXEB arr 11:40 fr Blackbushe dep 22:49 to Odiham, Cessna 525 M2 **F-HALV** arr 13:57 fr Le Bourget ret at 15:08, eclipse Ea500 2-CLRK arr 14:01 fr Cambridge dep 18:52 to Guernsey,

Saturday March 9th

Beech 200 Kingair G-MEGN arr 14:01 fr Cardiff ret at 15:17, phenom 300 OK-PHE arr 14:22 fr Seville dep 15:07 to Santa Cruz, Cessna 525A CJ2 D-IAKN arr 14:38 fr Dortmund n/stop, Cessna 525 CJ1 D-ITRA arr 15:25 fr Toulouse dep 16:12 to Paderborn, Learjet 45 **D-CUNI** arr 17:30 fr Fuertaventura n/stop.

Sunday March 10th

Learjet 45 D-CUNI dep 10:10 to Alicante, Eclipse Ea500 2-CLRK arr 14:18 fr Jersey dep 15:03 to Prestwick, Cessna 525 CJ1 SP-IZU arr 17:13 fr Liverpool dep 17:13 to Bologna Pilatus PC-24 D-COPI arr 16:29 fr Biggin Hill dep 18:23 to Geneva, Cessna 525A CJ2 D-IAKN dep 18:33 to Dortmund.

Monday March 11th

Phenom 300 OK-PHE arr 11:00 fr Maastricht dep 11:56 to Palma, Global Express C-GLXM arr 12:44 fr Le Bourget n/stop, Beech 200 Kingair G-GMAF f/t Glasgow (15:58/16:24), eclipse EA500 2-JSEG arr 17:28 fr Guernsey n/stop, Cessna 525 CJ1 SP-IZU arr 21:00 fr Bologna n/stop.

Tuesday March 12th

Eclipse EA500 2-JSEG dep 09:12 to Jersey ret LBA at 17:11 n/stop, Cessna 560XL CS-DXU arr 12:28 fr Oslo dep 13:53 to Cork, Learjet 45 D-CAAE arr 16:29 fr Torino dep 19:48 to Cologne,

Wednesday March 13th

Eclipse EA500 2-JSEG dep 09:01 to Guernsey, Cessna 560XL D-CJMK arr 09:15 fr Luton dep 10:32 to Faro, Diamond DA42 G-CDXK 2 ILS approaches at 10:57, Grumman AA-5B G-BTII dep 12:47 to Church Fenton, Cessna 525 CJ1 D-ITRA arr 13:09 fr Paderborn dep 14:57 to Warsaw, Cessna 525 CJ1 D-ILHD arr 15:31 fr Oslo dep 16:20 to Hamburg, Cessna 525 CJ1 SP-IZU dep 16:02 to Warsaw, Global Express N394WJ arr 17:12 fr EDI n/stop.

Thursday March 14th

Cirrus SR22 2-FFLY arr 09:40 fr Birmingham dep 13:09 to Tatenhill, Cirrus SR22 N363KC arr 10:04 fr Church Fenton ret at 15:39, Diamond DA42 G-CDXK ILS approach at 10:22, Grob G120TP ZM311 f/t Cranwell (11:00/12:57), Cessna 550 Bravo OE-GPS f/t Innsbruck (11:15/12:07), Phenom 300 D-CROG arr 14:02 fr Rome n/stop, Phenom 100 ZM336 Overshoot at 15:43 c/s CWL46.

Friday March 15th

Cirrus Sr22 N322JR arr 08:25 fr Blackpool n/stop, Global Express N394WJ dep 08:57 to Birmingham, Phenom 300 D-CROG dep 10:14 to Innsbruck, Phenom 300 D-CBBS arr 13:50 fr Genova n/stop, Phenom 300 OK-PHE arr 14:16 fr Grenada dep 15:21 to Guernsey, Pilatus PC XII **G-MDSE** arr 14:26 fr Shannon dep 17:00 to Jersey, Cessna 680A Latitude CS-LTM arr 17:04 fr Dublin n/stop.

Saturday March 16th

Gulfstream G550 N613LF arr 09:48 fr Van Nuys n/stop, Phenom 300 D-CBBS dep 09:57 to Dublin, Diamond Da42 G-CDXK ILS approach at 10:35, Cessna 680A CS-LTM dep 10:41 to Farnborough, Cirrus Sr20 G-GCDA dep 10:45 to Tatenhill, Cessna 525B CJ3 2-OTOD arr 10:59 fr Jersey ret at 11:49, PA-28 G-GALB 3 x ILS approaches at 11:05, Global Express **9H-94FX** arr 13:42 fr Palma n/stop.

Sunday March 17th

Global Express 9H-94FX dep 09:04 to Ibiza, Phenom 300 9H-AFX arr 11:41 fr Le Bourget dep 12:35 to Biggin Hill, Cessna 525 CJ1 D-IHKW arr 18:17 fr Munster dep 19:46 to Paderborn, Gulfstream G550 N613LF dep 19:13 to Dulles.

Monday March 18th

Cirrus SR22 G-OMTM arr 10:17 fr Liverpool n/stop, Grob G120TP ZM301 f/t Cranwell (10:17/12:25), Bell 505 Jetranger X **G-WORD** arr 11:40 fr Sywell dep 12:23 & ret LBA at 12:45 & dep 1506 to Sywell, Bell 407 **G-LUFC** arr 11:42 fr Sywell dep 13:55 & ret LBA at 14:16 & n/stop. Phenom 300 G-NHHG arr 14:45 fr Farnborough dep 15:23 to Jersey,



G-LUFC Bell 407GX New Resident 18/03 Mike Storey

Tuesday March 19th

Pilatus PC XII **D-FIBI** arr 11:41 fr Palma n/stop, Beech 200 Kingair G-GMAF f/t Glasgow (12;25/15:35), Phenom 300 D-CROG arr 13:04 fr Salzburg dep 14:44 to Le Bourget, Cessna 525 CJ1 SP-DLV arr 13:07 fr Biggin Hill dep 13:56 to Pisa,

Wednesday March 20th

Cessna 525A CJ2 D-IOBO f/t Arnsberg-Menden (07:07/14:36), Pilatus PC XII D-FIBI dep 10:03 to Henstridge, Sikorsky S76C G-XXEB arr 11:20 dep 14:46, Phenom 300 D-CHIC arr 16:37 fr Geneva n/stop, Cessna 525B CJ3 2-OTOD arr 17:45 fr IOM n/stop, Pilatus PC XII LX-JFA arr 19:03 fr Geneva dep 19:47 to Amsterdam. Phenom 100 ZM336 overshoot at 21:36 c/s CWL40

Thursday March 21st

Cessna 560XL G-GAAL arr 08:20 fr luton ret at 14:34, Phenom 300 D-CHIC dep 09:06 to Marrakesh, Diamond Da42 G-OTST ILS approach at 10:50, Cirrus Sr20 N203CD arr 11:17 fr Liverpool n/stop, Cessna 525B CJ3 2-OTOD dep 11:26 to Farnborough, PA-46 Malibu G-CYFR f/t Liverpool (11:37/12:28), Cessna 206 G-NIME dep 13:30, MBB BK117 **G-HEMC** arr 14:53 fr Norwich dep 15:41 c/s Redhead02, Global Express C-GLXM dep 16:41 to Toronto.

Friday March 22nd

Robinson R66 G-SAPA arr 12:06 dep 12:38, Cessna 152 G-BPBJ arr 12:34 fr Connington ret at 13:55, Phenom 300 D-CTOR arr 13:01 fr Paderborn ret at 14:59, bell 206 Jetranger G-JTBX arr 13:22 fr Brittas Bay n/stop, Beech 200 Kingair G-ZVIP arr 17:19 fr Sion dep 20:59 to Bristol.



D-CTOR Phenom 300 PAD Aviation 22/03 Mike Storey

Saturday March 23rd

Global 7500 **9H-VISTA** arr 07:54 fr Houston dep 12:13 to Miami, (hope the crews were changed), Cessna 525 CJ1 D-ITRA arr 09:18 fr Farnborough dep 10:11 to Avignon, Bell 407 G-LUFC dep 10:56 to Tatenhill ret LBA at 14:39 n/stop, Cessna 680 Sov OK-OSK arr 11:58 fr Barcelona dep 13:24 to Faro,



G-FLYW Beech 200 Super Kingair 22/03 Mike Storey

Sunday March 24th

Emb 550 Praetor G-RORE arr 10:59 fr Farnborough dep 12:15 to Genova, Phenom 100 D-IAAW arr 12:11 fr EDI n/stop, Eurocopter Ec135 G-POLB overshoot at 15:16 C/s UKP42, Cessna 525 CJ1 D-ITRA arr 19:29 fr Sion n/stop.

Monday March 25th

Learjet 40 G-UXLA arr 08:18 fr Luton dep 09:35 to Ilverpool, Sikorsky S76C M-JCBD arr 08:53 fr EMA dep 09:18 ret LBA at 16:01 & dep 16:33 to Bournemouth, Pilatus PC XII G-PCIZ arr 09:41 fr IOM ret at 16:12, Phenom 100 D-IAAW dep 10:31 to Le Bourget ret LBA at 20:35 n/.stop, Diamond Da42 G-CTCE 2 x ILS approaches at 11:47, Cessna 525 CJ1 D-ITRA dep 16:08 to Schonefeld, Cessna 525B CJ£ 2-OTOD arr 17:43 fr Farnborough dep 18:16 to Jersey,



G-PCIZ Pilatus PC XII 25/03 Dave Wooler

Tuesday March 26th

Cessna 560XL CS-DXN arr 08:43 fr Farnborough dep 09:58 to Palma, Cirrus Sr22 N322JR dep 10:41 to Blackpool, PA-28 G-AVLG arr 11:09 fr Leicester ret at 15:17, Cessna 525A CJ2 OE-FRS f/t Amsterdam (11:32/12:12), Cirrus Sr20 N220AD arr 12:16 n/stop, Cirrus Sr20 N369AL dep 12:21, PA-28R cherokee Arrow G-BFTC ILS approach at 15:01, Aerospatiale AS355N **G-OFZY** arr 15:21 fr Elstree dep 15:56 to Fairoaks, phenom 300 CS-PHL arr 16:06 fr Alicante n/stop



G-RORE Preactor 600-2 Centreline 26/03 Stewart Robertshaw



OE-FRS CitationJet 525 Pink Sparrow 26/03 Paul Whincup

Wednesday March 27th

Phenom 300 CS-PHL dep 10:00 to Cannes, Diamond DA42 G-DJET ILS approach at 10:14, Diamond DA42 G-FFMV arr 11:30 fr Humberside n/stop, phenom 100 D-IAAW dep 12:20 to Zurich.

Thursday March 28th

Cessna 525B CJ3 **F-HTSB** arr 08:15 fr Le Bourget ret at 15:49, Pilatus PC XII LX-JFE arr 09:47 fr Rennes dep 11:05 to Chambéry-Savoie, HS Hawk T1 XX188 overshoot at 11:30 c/s RED1, Pilatus PC-24 D-CPTN arr 12:33 fr Vienna dep 13:51 to Faro, Cessna 172S N688CS arr 12:49 fr Gamston n/stop, Boeing 737-76N G-NEWG arr 15:28 fr Stansted dep 18:18 to Luton,

Friday March 29th

Diamond Da42 G-CDXK ILS approach at 12:30, Bell 407 G-LUFC dep 13:10 ret at 17:43 n/stop, Gulfstream G650ER A7-CGU arr 13:37 fr Copenhagen n/stop.



A7-CGU Gulfstream G650ER Qatar Exec 29/03 Paul Whincup

Saturday March 30th

Cessna 560XL G-GAAL arr 08:25 fr Luton ret at 16:45, Gulfstream G650ER A7-CGU dep 10:04 to Orlando, Cessna 152 G-BMCV touch and go at 10:30, Vans RV-12 **G-CLMA** arr 10:50 dep 16:27, Phenom 300 D-CLIF arr 15:03 fr Dublin dep 18:30 to Geneva, IAI Astra SPX OE-GBD arr 16:25 fr Trabazon n/stop, Cessna 560XL D-CAHO arr 18:40 fr Madrid n/stop.

Sunday March 31st

Cessna 525 CJ1 D-IHKW arr 08:45 fr Munster dep 09:48 to Aalborg, Cessna 560XL D-CAHO dep 09:14 to Innsbruck, Falcon 50EX N916KP arr 09:32 fr Bangor n/stop, IAI Astra SPX OE-GBD dep 10:07 to Innsbruck, Bell 407 G-LUFC dep 14:37 ret at 17:53 n/stop.

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

March 2024 movements

2024 is certainly moving forward at pace, already 25% of the year gone (although not flights!). And with the Summer charters starting to come through we see SunExpress start a new route to Antalya – providing some new colours to the airport, and some new airframes for the spotters to chase. And Jet2 managed to send in ne of their Airbus A321s on training flights, so lets hope we see a few more. Other than that, its business as usual from the normal operators we see each month, and only a couple of football/rugby related charters.

easyJet(EZY/U2, “Easy”)

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

Belfast(049/050, “21QF/406C”, Sun/Mon/Wed/Fri/Sat):-1/3 G-EZTZ, 2/3 G-EZDR, 3/3 G-EZFR, 4/3 G-EZFR, 8/3 G-EZTZ, 9/3 G-EZFR, 10/3 G-EZFR, 11/3 G-UZLR, 13/3 G-EZFR, 15/3 G-EZDI, 16/3 G-EZDI, 17/3 G-EZDI, 18/3 G-EZLR, 20/3 G-EZFR, 22/3 G-EZFR, 23/3 G-EZDH, 24/3 G-EZFR, 25/3 G-UZLR, 27/3 G-EZDF, 29/3 G-EZDR, 30/3 G-EZDH, 31/3 G-EZFR.



G-UZLR A320 Easyjet 25/03 Dave Wooler

Emerald Airlines(EAI/EA, “Gemstone”) & Emerald Airlines UK(EAG/EI, “Greenstone”)

Emerald operates to Belfast City and Dublin, operating five return flights per day most days by the end of May, using ATR72 aircraft. The Dublin route is allocated to Emerald and the Belfast route to Emerald UK, although there do appear to be occasional instances of the other operators aircraft being used.

Dublin(3390/3391, “35ZB/91NM”, Daily):-1/3 EI-GPN, 2/3 EI-FAV, 3/3 EI-GPN, 4/3 EI-FAV, 5/3 EI-GPO, 6/3 EI-GPP, 7/3 EI-FAT, 8/3 EI-GPN, 9/3 EI-GZV, 10/3 EI-GPN, 11/3 EI-FAT, 12/3 EI-HDK, 13/3 EI-FAT, 14/3 EI-FAT, 15/3 EI-FAT, 16/3 EI-FAT, 17/3 G-CMJN, 18/3 EI-GZV, 19/3 EI-FAT, 20/3 EI-GZV, 21/3 EI-GZV, 23/3 EI-GPO, 24/3 EI-GPO, 25/3 EI-FAT, 26/3 EI-HDK, 27/3 EI-FAT, 28/3 EI-HDH, 29/3 EI-GPP, 30/3 EI-FAV, 31/3 EI-FAV.

Dublin(3392/3393, “92RP/93BP”, Sun/Thu/Fri):-3/3 EI-HDK, 7/3 EI-FAV, 8/3 EI-GPP, 10/3 EI-FAV, 14/3 EI-GPN, 21/3 EI-FAT, 22/3 EI-HDI, 24/3 EI-HDI, 28/3 EI-GPN, 29/3 EI-HDH, 31/3 EI-HDI.

Dublin(3394/395, “94LB/95NA”, Sun/Mon/Tue/Wed/Thu/Fri):-3/3 EI-HDI, 4/3 EI-FAV, 5/3 EI-HDK, 6/3 EI-HDK, 7/3 EI-HDI, 8/3 EI-GZV, 10/3 EI-HDI, 11/3 EI-HDK, 12/3 EI-HDK, 13/3 EI-HDI, 14/3 EI-GZV, 15/3 EI-FAT, 17/3 EI-HDK, 18/3 EI-GZV, 19/3 EI-GZV, 20/3 EI-FAV, 21/3 EI-

GPN, 22/3 EI-FAV, 24/3 EI-FAV, 25/3 EI-GZV, 26/3 EI-FAT, 27/3 EI-FAT, 28/3 EI-FAV, 29/3 EI-GZV, 31/3 EI-HDI.

Belfast City(3670/3671, "7LN/71LD", Daily):-1/3 G-CMJL, 2/3 G-CMMT, 3/3 G-CMMN, 4/3 G-CMMK, 5/3 G-CMMT, 6/3 G-CMJM, 7/3 G-CMMN, 8/3 G-CMMK, 9/3 G-CMJJ, 10/3 G-CMJM, 11/3 G-CMJJ, 12/3 G-CMMN, 13/3 G-CMJM, 14/3 G-CMJM, 15/3 G-CMJJ, 16/3 G-CMJJ, 17/3 G-CMMN, 18/3 G-CMMK, 19/3 G-CMJL, 20/3 G-CMJM, 21/3 G-CMJJ, 22/3 G-CMJJ, 23/3 G-CMMN, 24/3 G-CMMN, 25/3 G-CMJN, 26/3 G-CMJN, 27/3 G-CMJJ, 28/3 G-CMJM, 29/3 G-CMMN, 30/3 G-CMJJ, 31/3 G-CMJN.

Belfast City(3676/3677, "76LG/67FT", Daily):-1/3 G-CMJL, 2/3 G-CMJM, 5/3 G-CMMT, 6/3 G-CMMK, 7/3 G-CMMT, 8/3 G-CMMT, 9/3 G-CMJM, 10/3 G-CMMK, 11/3 G-CMJM, 12/3 G-CMMT, 13/3 G-CMMN, 14/3 G-CMMT, 15/3 G-CMMN, 16/3 G-CMMT, 17/3 G-CMJJ, 18/3 G-CMJM, 19/3 G-CMMT, 20/3 G-CMMK, 21/3 G-CMMK, 22/3 G-CMJM, 24/3 G-CMMT, 25/3 G-CMMN, 26/3 G-CMMN, 27/3 G-CMMK, 28/3 G-CMMT, 29/3 G-CMJJ, 30/3 G-CMJM, 31/3 G-CMJM.

Belfast City(3678/3679, "78XT/79PW", Sun/Mon/Tue/Wed/Thu/Fri):-1/3 G-CMMT, 3/3 G-CMJJ, 4/3 G-CMJJ, 5/3 G-CMMN, 6/3 G-CMJJ, 7/3 G-CMMN, 8/3 G-CMJJ, 10/3 G-CMMT, 11/3 G-CMJL, 12/3 G-CMJM, 13/3 G-CMJJ, 14/3 G-CMJM, 15/3 G-CMJL, 17/3 G-CMMT, 18/3 G-CMJJ, 19/3 G-CMJM, 20/3 G-CMJN, 21/3 G-CMJJ, 22/3 G-CMMK, 24/3 G-CMJN, 25/3 G-CMJM, 26/3 EI-GPP, 27/3 G-CMJN, 28/3 G-CMJM, 29/3 G-CMJM, 31/3 G-CMJJ.

Other flights:-31/3 EI-HDK(3672/3673) operated in from/out to Belfast City.



EI-FAT ATR72-6 Emerald/Aer Lingus 25/03 Dave Wooler

Jet2(EXS/LS, "Channex")

Only positioning /test/training flights shown:-3/3 G-JZDB(060J) positioned in from Newcastle, 5/3 G-JZHS(049A) positioned out to Antalya, 6/3 G-DRTK(060J) positioned out to Newcastle, G-JZHY(048A) positioned in from Manchester, 7/3 G-JZHY(041A) positioned out to Lanzarote, 8/3 G-GDFL(087C) positioned out to Glasgow, G-GDFO(121C) positioned out to Glasgow, 10/3 G-JZDB(060J) positioned in from Newcastle, G-DRTU(042A) positioned in from Glasgow, 11/3 G-GDFN(059) positioned out to Liverpool, G-GDFL(088C) positioned in from Glasgow, G-GDFO(122C) positioned in from Glasgow, 12/3 G-JZBI(069J) positioned out to Prestwick, G-JZDD(030F) positioned in from East Midlands, 13/3 G-JZBI(070J) positioned in from Prestwick, G-DRTK(060J) positioned out to Newcastle, 14/3 G-JZDD(059B) training flight, 15/3 G-JZHB(069J) positioned out to Gatwick, G-GDFN(060) positioned in from Liverpool, 16/3 G-JZDD(050B) training flight, G-JZBG(041A/042A) positioned in from/out to Birmingham, 17/3 G-JZBM(060J) positioned in from Newcastle, G-DRTE(034F) training flight, 18/3 G-JZHK(049A) positioned out to Faro, TC-CRA(PGT094) arrived from Istanbul Sabiha Gokcen (airframe acquired for Jet2), G-JZBF(069J) positioned in from Manchester, 19/3 G-JZDD(050B) training flight, 20/3 G-GDFT(001C) positioned out to Manchester, G-JZBW(060J) positioned out to

Newcastle, 21/3 G-DRTT(048A) positioned in from Faro, 22/3 G-DRTT(050B) training flight, 23/3 G-GDFT(002C) positioned in from Edinburgh, 24/3 G-JZDB(060J) positioned in from Newcastle, G-JZBI(079W) positioned in from Newcastle, 25/3 G-JZBE(041A) positioned out to Belfast, G-GDFO(034F) positioned out to Dublin, 26/3 G-JZBF(062J) positioned out to Liverpool, G-HLYB(**A321** 304T and 310T) operated training flights in from/out to Prestwick twice, G-DRTO(042A) positioned in from Belfast, 29/3 G-JZHA(069J/070J) positioned out to/in from Stansted, 30/3 G-DRTG(6822/090C) operated charter in from Luton then positioned to Gatwick, G-GDFK(440) positioned in from Dubrovnik.



G-JZBE Boeing 737-800 Scimitar Winglets Jet2 24/03 Mike Storey



G-JZDD Boeing 737-800 Jet2 25/03 Dave Wooler

KLM(KLM/KL, "KLM")

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

Amsterdam(1545/1546, "72K/90B", Daily):-1/3 D-APRI, 2/3 PH-EXM, 3/3 D-APRI, 4/3 D-APRI, 5/3 D-APRI, 6/3 PH-EXR, 7/3 D-APRI, 8/3 D-AKJC, 9/3 D-APRI, 10/3 D-AKJC, 11/3 D-APRI, 12/3 D-AMWO, 13/3 D-AMWO, 14/3 D-AKJC, 15/3 D-AKJC, 16/3 D-AKJC, 17/3 D-AMWO, 18/3 D-AKJC, 19/3 D-AJHW, 20/3 D-AKJC, 21/3 D-AJHW, 22/3 D-AKJC, 23/3 D-AJHW, 25/3 D-AWSI, 26/3 D-AKJC, 27/3 D-AJHW, 28/3 D-AKJC, 29/3 D-AJHW, 30/3 D-AKJC,

Amsterdam(1547/1548, "1547/1548", Daily):-1/3 PH-EXV, 2/3 PH-EXM, 3/3 PH-EZL, 4/3 PH-EZL, 5/3 PH-EXO, 6/3 PH-EXI, 7/3 PH-EXO, 8/3 PH-EXL, 9/3 PH-EXU, 10/3 PH-EZZ, 11/3 PH-EXP, 12/3 PH-EZN, 13/3 PH-EZA, 14/3 PH-EXO, 15/3 PH-EXO, 16/3 PH-EXZ, 17/3 PH-EXU, 18/3 PH-EXT, 19/3 PH-EXC, 20/3 PH-EXK, 21/3 PH-EXW, 22/3 PH-EXM, 23/3 PH-EXX, 24/3 PH-EZM, 25/3 PH-EXP, 26/3 PH-EXK, 27/3 PH-EXS, 28/3 PH-EXR, 29/3 PH-EXO, 30/3 PH-EXA.

Amsterdam(1549/1550, "73E/74F", Daily):-1/3 PH-EXS, 2/3 PH-EXD, 3/3 PH-EXP, 4/3 PH-EXP, 5/3 PH-EXS, 6/3 PH-EXG, 7/3 PH-EXI, 8/3 PH-EXJ, 9/3 PH-EXZ, 10/3 PH-EZC, 11/3 PH-EXW, 12/3 PH-EXG, 13/3 PH-EXZ, 14/3 PH-EXS, 15/3 PH-EXK, 16/3 PH-EXP, 17/3 PH-EXZ, 18/3 PH-EXT, 19/3 PH-EXG, 20/3 PH-EXP, 21/3 PH-EZH, 22/3 PH-EXP, 23/3 PH-EXJ, 24/3 PH-EXR, 25/3 PH-EXW, 26/3 PH-EXH, 27/3 PH-EXO, 28/3 PH-EXT, 29/3 PH-EXT, 30/3 PH-EXH.

Amsterdam(1551/1540 overnight stop, "31F/78E", Daily):-1/3 PH-EZX, 2/3 PH-EXB, 3/3 PH-EXH, 4/3 PH-EZF, 5/3 PH-EXU, 6/3 PH-EXV, 7/3 PH-EZG, 8/3 PH-EZG, 9/3 PH-EXO, 10/3 PH-EZX, 11/3 PH-EZO, 12/3 PH-EZN, 13/3 PH-EZV, 14/3 PH-EZF, 15/3 PH-EXP, 16/3 PH-EXX, 17/3 PH-EXC, 18/3 PH-EXC, 19/3 PH-EXX, 20/3 PH-EZH, 21/3 PH-EZN, 22/3 PH-EZE, 23/3 PH-EXG, 24/3 PH-EZF, 25/3 PH-EZY, 26/3 PH-EXE, 27/3 PH-EZM, 28/3 PH-EXA, 29/3 PH-EZV, 30/3 PH-EZM.

Other flights:-31/3 PH-EZM(1018) departed to Amsterdam, D-APRI(1019/1020) arrived from/departed to Amsterdam, PH-EZV(1023/1024) arrived from/departed to Amsterdam, PH-EZO(1025) arrived from Amsterdam.



D-AKJC ERJ190 German Airways 26/03 Mike Storey

Ryanair(RYR/FR, "Ryanair")

Ryanair base 3 aircraft operating routes to:-**Alicante**(9079/9078, "92YY/72GR", Sun/Tue/Thu/Fri/Sat), **Dublin**(153/152, "4GT/9PY", Sun/Tue/Thu/Fri/Sat), **Dublin**(157/156, "2K/804L", Sun), **Faro**(2503/2504, "41TR/60XF", Mon/Sat), **Fuerteventura**(475/474, "66GV/66ZP", Mon/Thu), **Gdansk**(1503/1504, "425D/4FB", Sun/Thu, **Krakow**(2332/2333, "3GH/778W", Sun/Mon/Sat), **Lanzarote**(2048/2047, "5BW/3TX", Mon/Fri/Sat), **Malaga**(2446/2447, "38GF/9JQ", Sun/Mon/Thu/Fri/Sat), **Porto**(2399/2400, "2399/39DA", Sun/Fri), **Riga**(2482/2483, "7JE/2LW", Mon/Fri), **Tenerife**(2492/2493, "6BH/24PN", Tue/Wed/Fri), **Wroclaw**(4107/4108, "3TZ/26VZ" Sun).

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

Based Aircraft:-EI-EPB(1/3-3/3), EI-IJL(1/3-13/3), EI-EMI(1/3-7/3), EI-ENO(3/3-5/3), 9H-QFE(4/3), EI-EFE(5/3-10/3), EI-EFY(7/3-9/3), EI-HMV(10/3-17/3), EI-EXF(10/3-11/3), EI-DHZ(11/3-15/3), 9H-QCZ(11/3), EI-ENT(12/3-21/3), EI-DPR(13/3-14/3), EI-DYZ(14/3-13/3), EI-ENP(15/3-27/4), EI-DCW(17/3), EI-IHI(17/3-31/3), EI-EFH(21/3-23/3), EI-EFE(23/3-26/3), EI-EFZ(26/3-30/3), EI-ENG(28/3-30/3), EI-HMX(30/3-31/3).

Non-based Aircraft flights (occasional A320 aircraft used)

Alicante(9078/9079, "9078/4BR", Mon/Wed):-4/3 EI-IFY, 6/3 EI-IFS, 11/3 EI-IFT, 13/3 EI-IFT, 18/3 EI-HMX, 20/3 EI-DPK, 25/3 EI-IGF, 27/3 EI-IHS.

Alicante(9088/9089, "981Z/890L", Sun/Tue/Wed):-26/3 EI-EBE, 27/3 EI-EBS, 31/3 EI-IGZ.

Bratislava(5042/5041, "18VC/5041", Sun/Fri):-15/3 SP-RSB, 17/3 SP-RSB, 22/3 SP-RKZ, 24/3 SP-RSB, 29/3 SP-RKZ.

Dublin(152/153, "1NR/4J", Mon/Wed):-4/3 EI-EXF, 6/3 EI-DHF, 11/3 EI-DCM, 18/3 EI-DCW, 20/3 EI-DHZ, 25/3 EI-DYV, 27/3 EI-DCJ.

Dublin(156/157, "2FX/5TC", various):-1/3 EI-GXG, 2/3 EI-ENV, 4/3 EI-GJS, 8/3 EI-EGB, 9/3 EI-ENF, 15/3 EI-ENS, 16/3 EI-GXM, 18/3 EI-EBN, 22/3 EI-EBO, 23/3 EI-DPP, 25/3 EI-DWM, 29/3 EI-IHG, 30/3 EI-ENW, 31/3 EI-EBS.

Dublin(457/456, "31HH/2CP, Sun/Sat):-1/3 EI-ENP, 2/3 9H-QCK, 8/3 EI-DCX, 9/3 EI-DHZ, 10/3 EI-ENL, 16/3 EI-EPB, 17/3 EI-EVR, 22/3 EI-DWY, 23/3 EI-DPZ, 24/3 EI-DYV, 29/3 EI-DHH, 30/3 EI-EMN, 31/3 EI-ENV.

Faro(2504/2503, "60XF/41TR", Tue/Wed):-26/3 EI-EST, 27/3 EI-EMB.

Gdansk(1504/1503, "60ZK/7BA", Mon):-4/3 SP-RKQ, 11/3 SP-RSS, 18/3 SP-RKQ, 25/3 SP-RSS.

Krakow(2333/2332, "8BA/96YF", Tue/Fri):-1/3 SP-RZD, 5/3 SP-RNE, 8/3 SP-RZE, 12/3 SP-RZA, 15/3 SP-RZA, 19/3 SP-RSN, 22/3 SP-RZE, 26/3 SP-RZE, 29/3 SP-RNE, 31/3 SP-RKT.

Malaga(2447/2446, "9JQ/38GF, various):-21/3 EI-EFH, 26/3 EI-EKO.

Poznan(5607/5606, "56UV/3JJ", Mon/Sat):-2/3 SP-RKD, 4/3 SP-RKD, 9/3 SP-RZM, 11/3 SP-RZM, 16/3 SP-RZF, 18/3 SP-RSO, 23/3 SP-RZF, 25/3 SP-RSO, 30/3 SP-RZF, 31/3 SP-RZH.

Warsaw(1932/1933, "749M/1933", Mon/Fri):-1/3 SP-RKO, 4/3 SP-RKW, 8/3 SP-RZH, 11/3 SP-RNA, 15/3 SP-RSZ, 18/3 SP-RSI, 22/3 SP-RZA, 25/3 SP-RKR, 29/3 SP-RZL.

Wroclaw(4108/4107, "6RT/4G", Fri):-1/3 SP-RZI, 8/3 SP-RZB, 15/3 SP-RZB, 22/3 SP-RZB, 29/3 SP-RZB.

Other flights:-9/3 EI-IFS(369P/2503) positioned in from Birmingham then departed to Faro.

SunExpress(SXS/XQ, "SunExpress")

Operates a weekly charter flight using B737 aircraft.

Antalya(560/561, "560/561", Sun):-24/3 TC-SNT, 31/3 TC-SPP.



TC-SNT Boeing 737-8WL Sun Express 24/03 Dave Wooler

Wizz Air(WZZ/W6, "Wizz Air") & Wizz Air Malta (WMT/W4, "Wizz Air Malta")

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

Bucharest(3015/3016, "74LB/87GC", Mon/Thu/Fri/Sat):-1/3 9H-WAE, 4/3 HA-LXH, 6/3 HA-LXL, 8/3 9H-WDN, 11/3 HA-LXA, 12/3 HA-LXA, 13/3 9H-WDG, 15/3 9H-WAA, 18/3 HA-LXH, 19/3 HA-LTD, 20/3 9H-WDG, 22/3 9H-WNA, 25/3 HA-LTK, 26/3 9H-WDO, 27/3 9H-WDU, 29/3 9H-WDU.

Cluj(3313/3314, "525/123", Tue/Sat):-2/3 9H-WZX, 5/3 9H-WZV, 9/3 9H-WZX, 12/3 9H-WZX, 16/3 9H-WZV, 19/3 9H-WZS, 23/3 HA-LWV, 26/3 9H-WZV, 31/5 9H-WDX.

Krakow(5013/5014, "4211/1925", Tue/Sat):-2/3 9H-WDX, 5/3 9H-WDX, 9/3 9H-WDX, 12/3 9H-WAL, 16/3 9H-WDX, 19/3 HA-LXI, 23/3 9H-WDP, 26/3 HA-LXI, 30/3 9H-WDH.

Warsaw(1315/1316, "65TL/39FQ", Sun/Mon/Fri):-1/3 HA-LZU, 4/3 HA-LXG, 8/3 HA-LZU, 11/3 HA-LXJ, 15/3 9H-WBZ, 18/3 HA-LXS, 22/3 HA-LTD, 25/3 HA-LXW, 29/3 HA-LZU, 31/3 HA-LTC.



HA-LTK Airbus A321 Wizz Air 24/03 Dave Wooler

Other flights:-

Pan Europeenne(PEA/EUP):-24/3 F-GYPE(007) arrived from Perpignan/departed to Montpellier.



F-GYPE Embraer 135 Pan Europeenne Air Service Rugby Charter
24/03 Dave Wooler

LBA Traffic Statistics....

February 2024

	Feb-23	Feb-24	% This month	% +/-
Movements				
Total	2,033	2,001		-1.57%
Passengers				
Scheduled	193,017	206,946	99.71%	7.22%
Charter	469	611	0.29%	30.28%
Transit	0	0	0.00%	N/A
TOTAL	193,486	207,557		7.27%
International	181,879	195,828	94.35%	7.67%
Domestic	11,607	11,729	5.65%	1.05%
MOVING ANNUAL TOTAL	3,482,200	4,012,857		15.24%

The total passenger moving annual total is now about 4 million for the first time since the pandemic. Compared to February 2023, International passengers increased by 7.67% and domestic by 1.05%, but bear in mind this year is a leap year.

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-AXPU HS-125-F3B/RA of McAlpine Aviation doing flights for ICI. Seen on 9 May 1972 it was a regular visitor to LBA. It operated with McAlpine from 1972 well into the 1980s. It was aimed at the executive market and could carry up to six pax. The HS-125 was originally a de Havilland design dating from 1962. It sold well in the USA. Over 1700 were built. It was later in production with British Aerospace, Raytheon and Hawker Beechcraft for over 50 years. As the Dominie T.1 it served with the RAF as a navigation trainer based at RAF Finningley.



G-APPA DHC-1 Chipmunk 22 at Yeadon in March 1967 parked on the Yorkshire Aero Club apron. The DHC-1 was a de Havilland Canada design. It was extensively used by the RAF as a primary trainer (753). The Chipmunk 22 is ex RAF T.10 this one being ex WP917. Delivered in 1952 it left RAF service in August 1958 and became "PA" in Sept '58. Believed to be currently in storage at Blackpool.