



THE JOURNAL OF THE TEESSIDE AIR ENTHUSIASTS GROUP.

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There will be a Group Meeting THIS THURSDAY upstairs in the Station Hotel at Billingham. Start 7.30 pm (28th-you haven't time to forget!): straight through the main door & up the stairs. Plenty of parking across the road or under the arch at the RHS of the hotel. Bring your favourite slides/photographs & we'll have a prize for the best. Any materials you want to sell or barter, niggles to raise, aircraft bits (smallish) to show, or prospective members-bring 'em along!

The Airport's October traffic figures are into the black again:

Passengers	17,392 (+3%)	Jersey	550 (+72%)
LHR	10,693 (+22%)	Troop/Charter	488 (-68%)
Air Anglia	1,878 (+9%)	Cargo	109t (-26%)
Dan-Air	694 (-7%)		

Laker 1-11s doing the Teneriffe run-proved to be only a rumour.

No further word on Leeming's future-but we've had our first Bulldog!

B.A. training flights to come: Merchantmen: 10-18/12, 3-15/1; 1-11s: 20-28/12 (not Xmas), 24/1-2/2 & end of March. Ed.

Addition to Harrier production list : XW934 -a T4.

Farnborough correction: MB 326K was I-KMAK. I-AMKK not MM65480, possibly is MM54390. Harriers XV 787/02, 753/31 & 780 were not from Wittering.

NORWICH (Horsham St. Faith) 1.11.74. Outside: NXA Heron, OLU Prentice, RUM Dove, SMR Twin Comanche, SNO Baron, SWP Musketeer, YJA Hodel, BAUI PA23, BBZI PA31, BCKD PA28R, BBMP(11) Chipmunk.

Peter's Hangar: NSZ Heron, NXP Heron, RIK PA22, RNP Airedale, SAV Rallye, VET Baron, YDD SF260, YEI PA31, YBS Rallye.

Air Anglia Hangar: TLT C.U206, TYF PA30, XDI C.F172H, YBO PA23, YSF PA23, BAAJ PA23, BBDU PA31, BCBG PA23, BCFX C402B.

Visitors: XOV Baron, YTP PA23, ZHA PA23, BAEE C421B, QBN Dak. NTD legless DAK, VX 580 Valetta. ELSTREE PA28 NL766J (8.9.74) is now BCJP.

LHR, 27.10.74: 6Y-JII Air Jamaica DC8-62, JA8102 JAL B747-146, N7GA Lear Jet, HZ-ACF Saudia B707-373C, 9Y-TEE BWIA B707-351C, N701SW Seaboard B747-245F, 9V-BDC Seaboard W. (Korean A/L colours) DC8-63CF, ET-ACD Iranair B707-360C, CCCP86682, 86690, 86691, 86697, 86700 Aeroflot Il-62s (normal Sunday).

SP-LAC LOT Il-62, OK-ABD CSA Il-62.

Local Spottings: Shackleton, 14.35 11/10 NE, low.

Buccaneers 11.15 19/10 low over sea & 1530 24/10 Eas t looking down!

Whirlwind in grey & white 1438, 25/10 S. Hunters 1619, 5/11 N (two).

CREDITS: Messrs. 158621, D.A. Thompson, E. Serrell, J.H. McCrickard, D. Croucher, D. Cox, M. Blackburn. Teesside Airport Authority, Evening Gazette, Flight.

P.S. Leeming, 3/10 : an F104 Starfighter, and 22/10 a Victor. from R.S.R. New (probable) Residents: Teesside: VVM, Newcastle: VYE, LBA: PYW, SAU, ZII, ZRC, BBSU, CJA-D. Sherburn: RLG, BBYB. Morpeth: BCKF.

JOURNAL OF THE ROVING SPOTTER

The Other Racing Results At Teesside Air Pageant: Tom Storey of Horsham Surrey retained the Formula I Heineken Trophy (& won £1000) in the fifth & final round, at Teesside on 29th Sept. in his taper-winged Wilson Cassutt by beating Bill Walker (Cosmic Wind) by half a point. The remaining prize money of £3500 was divided among the also-rans.

Throughout the series, Bill Walker's plane "Ballerina 2" was the fastest and but for a pylon-cut during the first race at Biggin Hill, would probably won the series. At Biggin Hill he recorded the fastest-ever UK lap & in the second round at Shobden, he won with the highest-ever average speed of 217.6 mph (Formula I).

Heineken Trophy Placings: 1:T.Storey 46 points, 2:W.Walker 45½pts., 3: J.Mirley/Wilson Cassutt 38pts., 4:M.Crossley/Cassutt 25½ pts., 5: F.Marsh/Beta 25 pts, 6:M.Jones/Beta 23½ pts, 7:B.Smith/Cosmic Wind 22pt 8:S.Thompson/Cassutt 19 pts, 9:R.Voice/Cosmic Wind 13½, 10:B.Skillicorn Beta 11 pts, 11: F.Gathercole/Cassutt 3 pts.

The prizes for the final round racing at Teesside, the Dragonara Cup for the 1st race and the ICI Cup for the final race was won by W.Walker.

Jan Behrman won the 52nd King's Cup Race at a speed of 186.6 mph. The second mans speed was 212.9mph and third 179.7mph. Jan Behrman was the 1973 British Air Racing Champion and has made several long-distance record attempts in a Cessna 310. He received £300 of the £1000 prize money donated by Burmah-Castrol to the King's Cup winners.

Air Anglia has applied to the CAA for licences to operate services from Teesside to Glasgow, Belfast and Dublin probably from 1976.

Leeds-Bradford Airport Committee has finally dropped its plans for runway extension, after fifteen years of trying to have them approved.

Lightning Preservation.

It has been reported that 'Flagship 60 MU' Lightning F.1 XM 135 is to go to the Imperial War Museum at Duxford. This machine stands out as worthy of preservation since it is the oldest of the type still in service with the RAF, and the second production machine.

It was delivered to the RAF on 14.5.60 and after initially serving with the AFDS went on to 74 (Tiger) Sqdn. at Coltishall, then to 226 OCU at Coltishall after 74 moved to Leuchars and re-equipped with F 3's. It, however, later served with Leuchars TFF before coming to Leconfield on 29.6.71.

It has the distinction of being accidentally flown minus canopy ejector seat, various panels and parts of the spine when at 33 MU at Lyneham. It was plagued by an electrical fault which only appeared at high-speeds, so with many important components missing the test pilot tried several high-speed runs, (taxying) in order to see the fault develop. Unfortunately, on one run he accidentally pushed the throttles beyond 90% and reheat automatically cut in. With the tremendous acceleration produced, there was no hope of stopping in the remaining runway length and so this pilot had no alternative but to take-off. With minimal fuel a circuit was made and a landing initiated without brake chute or flaps, and the flight would not have been made at all, if the ejector seat had still been fitted. However, the landing was successful and both pilot and aircraft survived.

Newcastle Airport, looking back at its history.

Newcastle Airport was opened on Friday 26th July 1935 by Sir Philip Cuncliffe-Lister CBE MP the then Secretary of State for Air.

The first positive step towards establishing the municipal airport however was in March 1929 when the Newcastle City Council decided to appoint a special committee to report on the advisability of an airport? The committee investigated 18 possible sites before the city council accepted the recommendation that a site at High House Farm, Woolsington be purchased. It was not until October 4th 1933 that the council authorised its purchase after many months of negotiations with the Ministry of Air & of Health for their consent.

In June 1934, the council approved the establishment of the airport on the land which totalled 345 acres, of which only 107 were to be used for the aerodrome, thus giving ample scope for expansion in the future.

In 1935 it was decided to provide easy access on the east side of the Ponteland Road and a new approach road about 600 yards long and 27ft wide was constructed on the southern boundary. The whole of the grass-land site was thoroughly underdrained, ploughed, graded into a uniform surface, harrowed and sown with specially selected seed, with the result that there was a landing ground suitable for all types of current a/c.

The souvenir programme of the official opening ceremony states that "an adequate supply of water for all purposes including that of extinguishing fire has been provided by a new 4" main, and an underground cable for electrical lighting and other purposes has been laid." "In the equipment of the aerodrome the requirements of the Air Ministry have been fully complied with and comprise a Club House, Hangar, workshops, offices, ambulance room, house for petrol and oil supply, including specially designed arms and fittings for rapid distribution, garage for a fire tender and a sewage disposal plant." The programme stated that the clubhouse contained a large lounge, dining room, hall buffet, toilets, residential accommodation for the steward and sleeping quarters for a limited number of visitors. Under an agreement with the Corporation, the Newcastle-upon-Tyne Aero Club undertook the direction and management of all services at the Airport.

From this opening to the outbreak of war very little development took place and even after it was de-requisitioned and handed back to the local authority by the RAF, it was not until the early 1950's that the development of passenger traffic really began to show. The following traffic figures show the growth from 1954 to the present time:-

Year	Passengers	Freight	A/C	Movements	Year	Passengers	Freight	A/C	Movement
		(Short tons)					(Short tons)		
1954	43,028	none recorded	4310		1963	198,757	1295		11,766
1955	55,317	222	4756		1964	243,260	1682		12,266
1956	35,175	41	4041		1965	247,687	1734		10,895
1957	33,835	65	3235		1966	300,886	2350		12,474
1958	46,019	126	3966		1967	356,372	2468		13,961
1959	74,545	431	5741		1968	341,393	2497		15,524
1960	119,098	598	8606		1969	423,073	2712		18,647
1961	159,221	790	10184		1970	416,766	3726		17,113
1962	168,824	1129	10399						

In 1963, the North-East Regional Airport Committee was formed. This included representatives of the County Councils of Durham and Northumberland, City and County of Newcastle-upon-Tyne, County Boroughs of Gateshead, South Shields and Tynemouth. The committee was later joined by the County Borough of Sunderland and a government grant was given towards the terminal development, as part of their policy for the expansion of the North-East Region. This committee took over the responsibility for the operation and development of the airport and their first action was to appoint Sir Frederick Snow and Partners as consulting engineers to advise on the development of the airport. Their final report was submitted in July 1963 and it provided for a staged development which would be capable of meeting the increasing demand for air transport in the region. Construction work began in November 1964; the new runway and control building being completed and opened on February 17th 1967 by the Prime Minister, the Rt.Hon.Harold Wilson.

Aircraft Crashes

30.4.60 Chipmunk T10 WP774 Hull UAS	Cr. Brough, Yorkshire.
15.8.60 Chipmunk T10 WP865	Cr. Near Durham.
8.9.70 Lightning F6 XS894	Cr. in sea near Flamborough Head.
6.10.70 Harrier GR 1 XV796	Cr. near Ouston.
20.9.60 Javelin 7 XH838 "F", 33Sq	Cr. on landing, Middleton St. George.
20.11.70 Whirlwind HAR10 ?	Cr. Patrick Brompton, North Yorks.
26.10.74 Topsy Nipper G-AVKH	Cr. near Stokesley. (ca. 452511)

(continued P.112)

TURNING POINT OBSERVING

The King's Cup is raced for over 3, laps of a 4 legged course, approx. 35 miles per lap, running anti-clockwise.

For safety and fair play, a Scatter Point and four Turning Points have to be manned, 3 persons to a point. The Royal Observer Corps were asked to man 3 of these, at Croft Autodrome, Catterick Airfield and near Harlsey Castle. Some of the ROC volunteers were also members of TAEG and a last hour request from the organisers for more personnel to help man the scatter and finishing points resulted in further members of our Group being asked and volunteering for the duty of acting as Turning Point Marshals.

Their Air Day started with a morning briefing by the Chief Judge at the Airfield competition enclosure, where the duties were explained further and specific tasks given, after which the rest of the morning was spent walking around the competing aircraft so as to become familiar with the shapes - colour schemes and numbering of the aircraft. Those people who had a distance to travel to their points, left early enough to be on duty at the start of the race at 1pm.

The Pylons, marking the turning points, which were erected by a Dunlop representative, consist of a square pyramid of orange rubberized material surmounted by an orange windsock.

The scatter point was at the end of the main runway and off the main race circuit. Aircraft taking off had to pass over the point so ensuring that they were not rising into the path of aircraft already on the course. This is necessary as the handicapping system used means that the slower aircraft had completed one or even two laps before the scratch aircraft took off.

The aircraft must be flown clear and outside of the turning point and at a height consistent with weather conditions which will enable them to be identified by the observers, but in a manner which will not constitute a breach of the air navigation regulations.

Each observer had a sheet listing all entrants, with 3 columns, one for each lap, for ticking off the aircraft as they passed. Any aircraft going missing between points would show in the logs and its fate determined more quickly.

When all aircraft have passed the point a unanimous decision is reached by the team on all aircraft clear and the sheet is signed. At the first opportunity on the return journey to the airfield a situation report was telephoned into the Race H.Q., the crew then proceeding to race H.Q. to hand in the sheets to enable the winner to be confirmed.

Their work is now completed unless the stewards require them if there is an objection to the result.

A function had been carried out of the utmost importance to the race, equal to that of any of the other officials.

Leeds-Bradford (Yeadon), 24 th October

G-ARMW HS 748 of Dan-Air crew-training. Viscounts on apron: OYO, OYR, PEX. Outside hangars: Pup WVC, Cessnas, 150: SYP, THV; 172: TLM; 175: ROC; 310: BB??, 401: YOU, 421B: BBSU. Pipers 23: BASK, 28S: SHX, VSE. Three Bassets in RAF trim without marks, one of them being XS779 (now G-BOJC).

Yorkshire Light Aircraft Hangar:

PZR Cessna 150, SEO Piper 24, RLT C.172, VWT PA 28R, WNT Islander, XCW Pup, KER PA 30, YYN PA 28R, ZJZ PA 23, ZTC Monsoon, BAMV Robin, BAWX PA 28, BAZM Jodel, BBKG Cessna 172, BBKI C172, BBPX PA34, BBPZ PA 23 ('ello), BBVR PA31, BBYS C182. In maintenance: PVK PA23, TMK : C 150.

Fire Dump : Varsity T 1 WL 678.

Nothair Hangar: WUY C 172, XZL Basset, ZRC C 340, VWR PA 28R, BBKH C.172, N90810 Basset (ex RAF).

Carlton Bank, 13.10.74: Emeraude BANW.

Hartlepool, 8.8.74: Hastings C1 TG 603 -many parts silver.

FLY HAVY

This year, 1974, is the Diamond Jubilee of the Fleet Air Arm, which means it was founded in 1914. It also means a celebration of some kind. HMS "Seahawk" or RNAS Culdrose in Cornwall held an Air Display on 31st July to mark the anniversary. While for myself, on seeing that Ian Allan Travel were laying on a Court Line BAC 1-11 from Luton, decided I too would mark the anniversary, by making a hole in my wallet.

So, suitably provisioned, I took the night coach from Darlington to Luton Airport. 0600 hrs. on Wednesday found me at Luton and with a list of the visible aircraft completed. For the next 3 hours there were the passengers only to watch as they were being checked in and passed by a metal detector. Finally (at about 1000) G-AXMF left for Culdrose. The flight at 14000ft. took 50 mins and we were above cloud all the way. On landing, 3 RN Gazelles and 2 German Sea Kings plus a Saab Draken (one of 2) were noted. Then came Hillers, Wessexes, Wasps and Sea Princes a-plenty before we stopped. Pink HF was then opened to the public, so Court Line got a bit of publicity. The weather was very poor, with a stiff breeze, later turning twice to rain! This spoiled the show and put things back by $\frac{1}{2}$ an hour. At 1500 the display started. First came the flypast of 8 Hillers, 3 Gazelles, 12 Whirlwinds, 3 Wasps, 12 Wessexes 12 Sea Kings, 4 Buccaneers and 6 Sea Princes. The Swords gave their display and the Red Arrows landed, one of their number lost his brake chute and overran the runway, but didn't seem to be damaged. The weather prevented their display, although the Rotmans carried on in the cloudy conditions, as did the Swordfish, West German Marine Atlantique and the Drakens of the Danish RAF. A Hercules landed no doubt with the Falcons Parachute team. A Vulcan and a Nimrod flew past. Comedy with a Wessex plus piano playing winchman:- the piano fell off at the end but not the top-hatted player. To round things off, after 30 minutes rain the Commando Helicopter assault on a enemy installation. I must confess the rain spoiled most of the day and I just didn't see a lot of what took place. We left around 1800 hours for Luton, back the same cloudy route but this time at 15000ft.. On arriving, more aircraft were logged, and so to train & bed, skipping a visit to Gatwick planned for the next day, the weather was so poor. From Hyde Park Corner, around 1000 I logged CCCP-86677, inbound to Heathrow, an Il-62. Also seen from the coach, G-BABZ inbound to Castle Donnington, while at Dishforth an RAF Chipmunk Glider-tug was at work. This being Friday, 2nd Aug., the Air Spain DC-8 was leaving 06 at TD as I got to Darlington.....

Incomplete List of Serials: the RN use large codes, but small serials: not easy to log in the prevailing conditions. No light civil aircraft flew in I didn't see a beer tent, but two mobile chip-shops! Nice thick programme for 30p, plus a sheet of bomb safety advice, sold by very young Wrens. Danish AF Drakens AT-156 & A-010; W.Germ. Sea Kings 89+53 & 54; Atlantique Marine 61+11, Chipmunk glider-tug G-BCGC (ex WP903 of Queen's Flight), Sea Hawk no serial, Gannet XG831, Sea Vixen XN647 - all 3 a/c from the School of Aircraft Handling. XV214 Hercules, WP314 Sea Prince, XR443 Sea Heron and a Scout-Royal Marines?

LUTON, 31-7-74: BAC 111 BCCV, C150 THZ (remember it?), HS 125 BCCL, & HB-VBL Argosy PRN, Gulfstream II N109G, Fuji HB-ESY, Navajo OY-BDO, BAC 111 N277NS, Jetrangers G-BBUY & 'YA; SE-FLD-? D.C.

Information Wanted: (1) DH Dragon I, AW154 (c/n 6015, ex G-AC02). After use by No7 AACU at Castle Bromwich it was SOC on 10.11.41 as Cat.C, and delivered to 635 Sqdn(ATC) at West Hartlepool Tech. College. Reduced to spares on 20.12.42.

(2) Avro Cadet I 2952M (c/n 630, ex G-ACCK). After use by 3 EFTS at Hamble, it was delivered to 473 Sqdn(ATC) at one of the Hartlepoons in 1942. Does anyone know the actual fates of these aircraft, or if any parts have survived?

(3) An aircraft wreck was on Hartlepool town moor ca.1951, and was said to be a Wellington. Has anyone its serial, or know why it was there?

REDCAR FLYOVERS All tracks are NW, except those marked X, which are SE. Times are local.

JULY

8	1543 DC8-63	AC873 CF-TIQ
	1720 "	AC031 CF-TIV
	1809 "	AC033 CF-TIN
9	1313 "	AC031 CF-TIS
10	0928 DC8-54F	AC585 CF-TJQ
	1015 DC8-63	AC001 CF-TIN
	1134X "	AC846 CF-TIR
	1243 VC-135B	24130 62-4130
	1525 DC8-63	AC003 CF-TIV
	1550 "	AC873 CF-TIU
11	1537 DC8-61	AC873 CF-TJX
12	1648 "	AC873 CF-TJX
14	1533 B707-321C	PA167 N796PA
	1538 DC8-54F	AC873 CF-TJS
15	1347 DC8-63	AC035 CF-TIK
16	1536 "	AC873 CF-TIV
17	1319 DC8-	KL6037 PI-C804
	1520 DC8-61	AC873 CF-TJV
18	1054 DC8-63	AC033 CF-TIP
	1533 "	AC873 CF-TIS
19	1005 "	AC001 CF-TIV
	1520 "	AC873 CF-TIL

AUGUST

1	1127 DC8-61CF	KS956 N8956U
3	1119XTu 154	LZ-TB LZ-BTB
	1410 DC8-63CF	CL078 N4907C
4	1745 DC9-32	JP740 YU-AJO
	1909X "	JP741 "
6	1108XCC137 CanMil	1.751 13702
9	1309 B707-321B	PA401 N401PA
11	1732 DC9-32	JP736 YU-AJF
	1847X "	JP737 "
15	1036 DC8-61CF	KS956 N8956U
	1240 C5A	90006 69-0006
	1606 "	80222 68-0222
	1614 DC8-63	OV770 N8770
	1901 B707-321C	PA474 N474PA
16	1050 DC8-63CF	SB637 N8637
	1217 C141A	67948 66-7948
	1252 "	59409 65-9409
	1504 DC8-63CF	TV864 N4864T
	1547 DC10-30CF	OV032 N1032F
17	1140XTu154	LZ908 LZ-BTA
	1157XC141A	70003 67-0003
18	1337 DC8-63CF	SB637 N8637
	1711 DC9-32	JP732 YU-AJF
19	0914 C141A	60207 66-0207
	1313 "	60175 66-0175
	1322 C135B	24127 62-4127
	1611XCitation	DIANE D-IANE
	1818XDC10-30CF	OV032 N1032F
	1830 DC8-63CF	TV867 N4867T
	1845 B707-321B	PA410 N410PA
20	1149 C5A	00465 70-0465
	1215 C141A	60186 66-0186
22	0838XHSL25-400B	GAYEP G-AYEP
	1425XDC10-30CF	OV032 N1032F
	1425 Sabre-40	N85 N85
	1749 C141A	60132 66-0132

AUGUST

22	1935 Hsl25-400B	GAYEP G-AYEP
23	0924 C141A	67953 66-7953
	0934 "	40622 64-0622
	0958 DC8-61CF	TV961 N8961T
	1040 B707-307C	GAF1002 10+02
	1047 C5A	00454 70-0454
	1140 B707-307C	GAF1004 10+04
	1250 C141A	70027 67-0027
	1708 B707-321B	PA883 N883PA
	1718 C5A	80214 68-0214
	1753 B707-321B	PA883 N883PA
	1841 C141A	67947 66-7947
24	1124 B707-307C	GAF1004 10+04
	1358 "	GAF1002 10+02
	1817 DC8-61CF	KS683 N8956U
25	1245 DC8-63CF	SB637 N8637
	1700XB707-3KIC	YRABA YR-ABA
	1701 DC9-32	JP736 YU-AJF
	1833XDC9-32	JP737 YU-AJF
27	1035 Learjet	02 D-IMWZ
	1036 B707-307C	GAF1004 10+04
	1208 DC10-30CF	OV031 N1031F
	1822XSearch&Res02(as1035)	D-IMWZ
28	0819 C141A	40627 64-0627
	0848XI1-62	OK5157 OK-EBG
	0944XMystere20E	PHILX PH-ILX
	1127 B707-307C	GAF1001 10+01
	1300 C141A	60164 66-0164
	1315X "	" "
	1333XDC8-63CF	CL07C N4907C
	1556XDC10-30CF	OV031 N1031F
	1612 DC8-63CF	WO605 N805WA
	1740XDC8-55F	CL05C N4905C
29	0809XC141A	40628 64-0628
	1855XCitation	PHCTB PH-CTB
	1924 B720-	VV811 TF-VVB
30	1450XCitation	PHCTE PH-CTE
	1541 B707-329	SN JE OO-SJE
	1702XHSL25-1B	GATPD G-ATPD
31	1228 B727-230	DF874 D-ABTI
	1414 DC8-63CF	CL10C N4910C
	1551 B707-321B	PA1434 N434PA
	1603XC141A	40638 64-0638

SEPTEMBER

1	1213 C141A	40638 64-0638
	1222 C141A	70019 67-0019
	1540 DC8-63CF	CL10C N4910C
	1631 C141A	70004 67-0004
	1713 DC9-32	JP732 YU-AJB
	1807 "	JP740 YU-AJF
	1828 C5A	80212 68-0212
2	0812 C5A	90024 69-0024
	1043 B707-307C	GAF1003 10+03
	1209XDC10-30CF	OV031 N1031F
	1318XCitation	DIANE D-IANE
	1604 B707-321B	PA1883 N883PA
	1607 "	PA1492 N492PA
3	0755 DC8-61CF	KS955 N8955U
	1037 B707-307C	GAF1002 10+02

SEPTEMBER

3	1843	B747-121A	PA1652	N652PA
4	1047	C141A	50271	65-0271
	1058	"	40639	64-0639
	1225	"	40638	64-0638
	1232	C5A	70170	67-0170
	1557	DC8-63CF	TV865	N4865T
5	1106	C141A	40622	64-0622
	1238	DC8-63CF	SB637	N8637
	1252	B707-307C	GAF1002	10+02
6	1116	B707-331B	TW8727	N28727
9	1018	"	"	"
	1156	B707-307C	GAF1001	10+01
	1228	C141A	60131	66-0131
	1518	DC8-63CF	OV864	N864F
	1750	B707-321B	PA1892	N892PA
10	0900	C141A	40630	64-0630
	1235	"	40622	64-0622
	1537	XB111-401	N5037	N5037
	1535	Dove8	GARBE	G-ARBE
	1601	C5A	00455	70-0455
	1624	B707-321B	PA1462	N462PA
	1800	XLearjet	O-FZ	oo-JFZ
	1836	C141A	60126	66-0126
	1840	B707-321B	PA1434	N434PA
11	1017	XC141A	50272	65-0272
	1315	XFalcon 200	N1500	N1500
12	1344	HS125-1B	GATPD	G-ATPD
	1529	DC8-63CF	SB637	N8637
13	0844	C5A	00454	70-0454
	1028	B707-307C	GAF1002	10+02
	1139	"	GAF1004	10+04
15	1304	C141A	67954	66-7954
16	1045	B707-307C	GAF1003	10+03
	1406	C135B	Spar69	61-2669
	1607	B707-321B	PA1434	N434PA
17	0935	DC8-63CF	W0804	N804WA
	1237	B707-321C	PA1460	N460PA
18	0737	C141A	60133	66-0133
	0743	"	59405	65-9405
	0907	ADC10-30CF	OV031	N1031F
	1210	B707-307C	GAF1001	10+01
	1228	C141A	67948	66-7948
	1540	B707-321B	PA1885	N885PA
	1800	C141A	67956	66-7956
	1807	"	67947	66-7947
20	1509	DC8-61CF	TV961	N8961T
	1738	HS125-3B	AZVS	G-AZVS
23	1049	B707-307C	GAF1004	10+04
	1415	B707-321B	PA1408	N408PA
24	1114	XHS125-3B	AVXL	G-AVXL
	1332	Falcon 200	N1500	N1500
25	0952	B707-	N735T	N735T
	1141	B707-307C	GAF1001	10+01
	1734	C5A	00460	70-0460
26	0855	C141A	70019	67-0019
	1101	DC-8-63CF	SB637	N8637
	1338	C141A	38076	63-8076
	1847	B707-321C	PA1447	N447PA
27	1054	B707-307C	GAF1003	10+03
	1205	DC8-61	OV 770	N8770
	1218	C141A	59401	65-9401

SEPTEMBER

27	1437	B707-321B	PA1880	N880PA
30	1531	C141A	59406	65-9406
	1545	"	60158	66-0158
	1550	"	50233	65-0233
	1559	"	59399	65-9399
	1621	"	59403	65-9403
	1651	"	50223	65-0223
	1706	"	50234	65-0234
	1807	"	70009	67-0009
	1909	"	70019	67-0019
	2338	"	60179	66-0179
	2352X	"	50220	65-0220
	2348	"	59413	65-9413

OCTOBER

1	0824	"	40644	64-0644
	0935	C5A	90005	69-0005
	0946	C141A	70018	67-0018
	1029	"	60149	66-0149
	1058X	"	70017	67-0017
	1145	B707-307C	GAF1001	10+01
	1215	C141A	50257	65-0257
	1244	DC8-63CF	SB637	N8637
	1402	C141A	70020	67-0020
	1405	C5A	70174	67-0174
	1551	C141A	70006	67-0006
	1553	"	60189	66-0189
	1752	"	50276	65-0276
	1815	"	50227	65-0227
	1825	DC8-63CF	OV866	N866F
	1911	C141A	50273	65-0273
	1923	"	40647	64-0647
	1923	C5A	90006	69-0006
	2018	C141A	60208	66-0208
2	1340	B707-321B	PA1892	N892PA
3	0745	C141A	60157	66-0157
	1311	B707-331B	TW8727	N28727
	1417	DC8-63CF	SB637	N8637
4	1659	DC10-30cf	OV 032	N1032F
	1705	B707-321B	PA1892	N892PA
5	1045	B707-307C	GAF1002	10+02
	1643	XDC8-61	OV770	N8770
	1652	C141A	70017	67-0017
12	1047	XB707-321B	PA1887	N887PA
	1654	B707-321B	PA1883	N883PA
16	1128	DC8-63CF	SB637	N8637
	1324	B707-307C	GAF1003	10+03
17	1712	XHS125-3B	GAVAI	G-AVAI
18	0958	XHS125-3BRA	GAVXK	G-AVXK
	1538	C141A	60170	66-0170
	1649	XHS125-1B	GBAXL	G-BAXL
	1659	C141A	60173	66-0173
	1735	B747-273C	W0748	N748WA
21	1044	B707-307C	GAF1002	10+02
	1149	"	"	1001
22	1940	XVC-135B	24127	62-4127
23	0742	C141A	60162	66-0162
	1019	XB747-273C	W0748	N748WA
	1127	XB707-321B	PA1491	N491PA
	1305	XDC8-63CF	W0805	N805WA
	1316	XHS125-3B	GAVAI	G-AVAI
	1517	XDC8-63CF	CL10C	N4910C

No. 36 Squadron. A short history of a locally-formed squadron.

A flight of three BE 2c aircraft formed the basis of the squadron at Cramlington, near Newcastle. It was officially formed on 1st February, 1916, with the task of defending the Forth, Tyne and Tees areas, necessitating detachments in each of the areas.

On the 27th. of November, 1916, the squadron found and attacked two groups of approaching zeppelins over the North Sea. Lieutenant L.U. Pyatt, in a BE 2c destroyed L 34 over the mouth of the Tees (parts of it can be seen in Hartlepool Museum). On New Year's Day, 1918, No. 36 Sqn aircraft went to intercept L 42 over Hartlepool, but it evaded them. In the April the Squadron started night-flying training, being finally disbanded on the 13th. of June 1919 at Ashington.

It was reformed on the 2nd. June 1928 at Donibristle as a torpedo-bomber squadron, and during WWII served mainly overseas—in Singapore, India and the Mediterranean area. After the war, its function became coastal attack with Mosquitoes, maritime reconnaissance with Neptunes, and finally transport with Hastings and Hercules aircraft.

The Squadron Badge is an eagle perched on a torpedo with wings elevated, symbolising the squadron's place as the first operational torpedo-bomber squadron. Their Motto is "Rajawoli Raja Langit".

USWOTH

This aerodrome was the base of No. 607 (County of Durham) Royal Aux. A.F. after its formation on 17th. March, 1930. The base was built near to the WW 1 airfield called "North Hylton". The Squadron's first aircraft were Gipsy Moths which were followed by Westland Wapitis from Hendon. Two Avro 504s arrived some months later. In 1936 these aircraft were replaced by Hawker Demons (coded LW-), followed by Gloster Gladiators (code AF-) in 1937.

At the outbreak of war, the Squadron moved to Acklington, which they shared with the newly-formed No. 152 Squadron. Usworth was then made into a Sector fighter station of 13 Group, Fighter Command.

The first fighter squadron, No. 64, arrived in May 1940, with Spitfire Mark 1's coded SH-, eg. SH-M N3230. The next month 607 returned with Hurricane Mk. 1's coded AF-, staying for three months. They were replaced by No. 43 Squadron whose Hurricanes were coded FT- and NQ-. 607 came back to replace them in the October, themselves moving, to Macmerry, in January 1941. Fighter defences were henceforth based on Ouston.

From July to October 1940, the Usworth station had housed No. 3 Radio Maintenance Unit, servicing radar tracking equipment. From December, when No. 55 OTU arrived, its main function became fighter pilot training. This continued until April 1942, when the unit's Hurricanes moved to Annan. That May, No. 3 Radio School moved in from Prestwick, changing its designation to No. 62 OTU on 23rd. June. The Unit Operated Ansons for the training of observers and navigators on AI (Air Interception) equipment. In 1944 No. 80 OTU with Spitfires replaced it.

After the war the station was used by No. 23 RFS operating two Anson T Mk. 2s (UK371 and NG 788), Tiger Moths and Chipmunks. In the late 40's and early 50's Auster AOP5 & 6's flew from Usworth with No. 1965 Flight of No. 664 RCAF Squadron (code ROD-). The Ansons returned when No. 2 BNS came to the station. Finally Chipmunks flew with the Durham UAS until the RAF moved out in 1962/3.

NB Fairey Battles of 103 Sqn. were based there in 1937-39, as were Hawker Hinds (code GV- in '38). From "21 Squadrons" by L. Hunt. D.A.T.

Gatwick, 26th. October.

F-BIHY Falcon 20, c/n 141 (was F-BPIO), PH-MYR Cessna 340, D-IGAU Aztec, N77 TM MU-2 (still there), OO-CSK D.R. 253, N8GA (?) Jet Commander, N2601 Gulfstream 2, HB-VCO Falcon 20, EC-CJH Citation, PH-AVL C.FR172G PH-RDO C.F177RG Cardinal, X 5B-CBT S62 Gulf Air, BBUD S 61 Br.A/W, N18825 S58: painted as G-ABBA of Br.A/W. N82828, 82844 & 14590 S58s, all unpainted. WGU, BAKS Jetrangers, D-IKOS C.414, OH-ACH Aero Commander, YR-IMI IL-18 TAROM, BCLZ B.707-351B Br. Cal., BAZH B.737-204 Britannia A/W (painted overall white).

TEESSIDE MOVEMENTS FOR OCTOBER

Note: All times are GMT, i.e. BST-1 hour. Scheduled and flights by residents RSP, RVS; RYF, RYR, SIJ, TGP, TPU, VGE, WFW, YKT, YLO, ZLL, ZNO, ZTB, BAUO, BBGT&BBPZ are omitted. Local and helicopter flights are collected at the end.

Day	Regn.	Type	From	ATA	To	ATD
1	G-AWKF	PA30			Fearn	0645
	ANUO	Heron	F/T Leicester	EQ802		1547
	AYLG	HS 125	Denethorpe	0805	Glasgow	0834
	F-BOXV	Falcon 20	Le Bourget	0830	Gatwick	1531
	AXXG	Islander	F/T Birmingham	0846		1147
	XW614	Scout	East Mids.	1047	Edinburgh	1152 (AA351)
	AXTN	PA 28	Blackpool	1113	Carlisle	1220 (later YKW, YKY)
	BBZP	PA 31	Prestwick	1156	Antwerp	1230
	AXTK	PA 28	Blackpool	1245	Carlisle	1351 (XTG, YMJ, YML, 1312, 2/10 & YMZ: later)
	OO-LFD	C 421	F/T Brussels	1817		0846
2	AYEP	HS 125	F/T Glasgow	0828		1615
	AZDK	BE 55	F/T Leavesden	0909		
	AYEK	Jodel	Tholthorpe	1006		
	AVNB	C150	White Waltham	1355	Edinburgh	1447
	AXEB	Cassutt			Booker	1503 Air race
	AYVM	PA 31	Newcastle	1608	Fairoaks	0746, 3/10
	BAXL	HS 125	Luton	1734	Rotterdam	1812
	AWKF	PA 30	Fearn	1906	Newcastle	1945
3	OO-LFC	C 421	F/T Brussels	0713		0801
	AZRD	C 402	F/T Liverpool	0757		0813
	ANUO	Heron	F/T Leic. East	0759		1545
	AYEP	HS 125	Kirmington	0810	Glasgow	0846
	AWIK	Musketeer	Bitteswell	1019	Usworth	1045
	ASNO	BE 55	F/T Norwich	1057		1111
	LN-SAC	C 337	Stavanger	1128	LBA	1319, 4/10
	BAIG	PA 34	F/T Blackbushe	1239		1314
	AYEP	HS 125	Glasgow	1640	Kirmington	1648
	AZRD	C 401	LBA	1642	Liverpool	1655
	AWIK	Musketeer	East Mids.	1908	Denham	1601, 4/10
4	AYEP	HS 125	Lulsgate	0933	Kirmington	1502
	BAVY	PA 23	F/T Fairoaks	1129		1452
	AYSF	PA 23	F/T Norwich	1258		1109, 5/10
	BABW	BE 95	Luton	1421	Denham	1653
	AVXL	HS 125	Luton	1429	Ringway	1501
	AZEA	C 182	Dyce	1541	Norwich	0937, 5/10
	LN-SAC	C 337	LBA	1704	Stavanger	1424, 6/10
	AYEP	HS 125	Glasgow	1734	Cranfield	1730
	AWYD	HS 125	Gatwick	1851	Luton	1917
	BAEI	C 421	Southend	1854	Rhoose	1922
5	APWH	Herald	Ringway	0855	Gatwick	1548 (Ted Heath)
	LN-MTK	PA 31	Oslo	0915	Stavanger	1548, 6/10
	LN-TVX	C 401	Oslo	0921	Oslo	1541, 6/10
	SP-LSF	Il-18 (Coot)	EPSP (Poland)	1143	Warsaw	1356 LOT
	AYML	PA 28	Blackpool	1208	Carlisle	1209
	(Followed by other CSE Cherokees: YMZ, XTL, XTG and YKU)					
	AXCG	Jodel	F/T Grindale	1609		1407
7	AYLG	HS 125	F/T Glasgow	0948		0958
	AYLG	HS 125	Glasgow	1109	East Midlands	1125
8	Anuo	Heron	F/T Preston	0842		1053
	OO-CVM	PA 23	EBGT (Belgium)	0856	Newcastle	0912
	BBRJ	PA 23	Basingstoke	0907	Fairoaks	0916
	AXPU	HS 125	Oslo	0922	Liverpool	0830, 9/10
	AZIM	PA 31	Liverpool	0936	Leavesden	1009
	AVJL	Viscount	F/T LHR	1006		1506 Alidair
	AZOD	PA 23	F/T Dyce	1116		1725
	ANUO	Heron	Preston	1157	Leicester East	1548

9	G-BBPZ	PA23	Emden	1716, 10/10	Amsterdam	0807	
	BABW	BE90	Liverpool	0826	Newcastle	0831	
	BBRA	PA23	F/T Lulsgate	0829		1542	
	BBMK	PA31	East Mids.	0845	Newcastle	0853	
	AZDK	BE50	F/T Leavesdon	0905		1625	
	AXXG	BN2	" Birmingham	0924		1601	
	BCEV	Enstrom	" Liverpool	0956		1018	
	AYKW	PA28	Blackpool	1211	Carlisle	1248	
	BABW	BE90	Carlisle	1220	Liverpool	1436	
	AVGI	PA28	F/T Blackpool	1246		1356	& BBET & YMZ
	BBMK	PA31	Newcastle	1325	East Mids.	1544	
	ARVS	PA28	T/F Bridlington	1348		1336	Div. in
	AZOE	Victa	Carlisle	1652	Sunderland	1719	
10	AXXG	BN2	F/T Birmingham	0847		1307	
	AYEK	Jodel			Tholthorpe	0901	
	AZLY	CL50	T/F Dyce	1249		0954	
	BAOZ	C414	Newcastle	1137	Liverpool	1627	
11	AYGO	CL72	T/F Leic.E.	1313		0856	
12	"	"	" Liverpool	0841		0629	
	AMMV	"			Hurn	0826	
	ASYM	Falco	Shoreham,	13/10	Gatwick	0929	
	AYGO	CL72	T/F Liverpool	1727		1114	
	AYKW	PA28	Blackpool	1206	Carlisle	1300	with XTL & XTG
	BESG	"	Liverpool	1313	Oxford	1429	
	ASFG	Aztec	F/T Denham	1359		1504	
	AXCG	Jodel	T/F Kirkbride	1630		1401	
13	BAMV	Robin	LBA	0901	Kirmington	1010	
	AYKT	Jodel	T/F Hemswell	1513		1058	
	SP-LSH	IL-18	Warsaw	1108	EPSC	1458	LOT
	AZVE	AA5	F/T Tollerton	1215		1243	
	AXCG	Jodel	T/F Huddersfield	1545		1300	
	BAAS	CL72	Grindale	1338			
	AZON	PA34	F/T Leavesdon	1428		1522	
14	BBGE	PA23	T/F "	1753		?	
	AYEP	HS-125	Cranfield	0742	Glasgow	0807	
	AVZT	PA31	F/T Elstree	0926		1516	
	ARMI	PA23	" Wh. Waltham	0924		1324	
	BBEC	PA28	" Blackbushe	1015		0957, 15/10	
	AWKF	PA30	Newcastle	1141	Oban	1211	
	BCKU	CL50	Southend	1159	Perth	1308	
	ATTK	PA28	F/T Andrewfield	1401		? 17/10	
	ATDC	PA23	Ipswich	1853	Edinburgh	1930	
15	ANUO	Heron	F/T Leic.E.	0804		1555	
	AWLF	CL72	" Dyce	1127		1246	
	AWKF	PA30	Oban	1342	Newcastle	1348	
	BBII	Fiat	Usworth	1446	Booker	1352, 17/10	
16	ANUO	Heron	F/T Leic.E.	0805		1600	
	AVAI	HS-125	LHR	0815	Kinloss	0824	
	APEY	Viscount	F/T LHR	0824		1106	Div. in
	BCDN	F-27	Norwich	0833	Edinburgh	1039	" "
	AXXG	BN2	F/T Birmingham	0908		1544	
	ARAY	748	Iuton	0958	Hurn	1021	Div. in
	AOYH	Viscount	LHR	1004	Amsterdam	1237	" "
	AZDK	BE55	F/T Leavesdon	1014		1521	
	BBBA	Hiller UL2	Thirsk	1651, 17/10	York	1016	
	BBJG	PA31	Gloucester	1050	LBA	1438	Div in
	BBPZ	PA23	Norwich	1930	Rhoose	1048	
	AXTO	PA24	F/T Wombledon	1236		1559	Cleveland A/W
	BAHT	CL50	Grindale	1306			
	BAAS	CL72			Grindale	1346	
	AVAI	HS-125	F/T Kinloss	1402		1615	Brown & Root
17	AVNI	PA30	F/T Edinburgh	0801		0807	
	ANUO	Heron	Leic.E.	0827	Warton	1545	

17	G-AYEP HS-125		East Mids.	0837	Glasgow	0945	
	AA 042 Beaver		Middle Wallop	1046	Usworth	1058	
	AYEP HS-125	F/T	Glasgow	1536		1545	
	AVSO PA23		Norwich	1626	Edinburgh	1636	
18	AZCH HS-125	F/T	LHR	0832		1551	
	Kitty4 Andover		LBA	0936	West Raynham	1537	Royal Flight
	F-BTOK BE90	F/T	Le Bourget	1429		1607	
	ATTD C180	T/F	Leic.E.	1728		0932,19/10	
	AYEP HS-125		Glasgow	1807	Cranfield	1818	
	AWAI BE55	F/T	Hurn	1831		2021	
19	AXCG Jodel	T/F	Kirmington	1640		1403	
20	AVSO PA23		Dyce	1203	Edinburgh	1218	
	AXCG Jodel	T/F	Hucknall	1616		1313	
	AWFW Jodel		Returned tech.problem	1402	LBA	1324	
	AXOV BE55	F/T	Norwich	1716		1725	
21	AYLG HS-125		Cranfield	0749	Glasgow	0800	
	AVLV PA23		Elstree	1223	Glasgow	1511	
	BCBG "		Dyce	1333	Norwich	1341	
	AYKU C337		Newcastle	1409	Copenhagen	1434	
	AXTJ PA28		Barrow	1442	Carlisle	1514	
	AA328 Sioux		East Mids.	1512	Otterburn	1535	
	BCCL HS-125		Luton	1748			
	AYVC PA23		Inverness	1753	Luton	1822	
22	AYGO C172	T/F	Norwich	1830		0710	
	ANUO Heron	F/T	Leic.E.	0805		1549	
	BABW BE90		Liverpool	0836	Newcastle	0841	
	" "		Newcastle	0944	LHR	1136	
	AA328 Sioux		Otterburn	0950	East Mids.	1051	
23	AVNI PA30	F/T	Edinburgh	0742		0932	
	AZDK BE55	"	Leavesdon	0857		1627	
	AYLG HS-125		Kirmington	1051	Glasgow	1106	
	RU1589 "		Dyce	1248	Northolt	1352	XW789
	AYTP PA23	F/T	Norwich	1434		?	
	BBOB C421		Newcastle	1524	Coventry	1646	
	AYKU PA23		Malmo	1845	Newcastle	1049,24/10	
24	ANUO Heron	F/T	Leic.E.	0758		1543	
	AYLG HS-125		Glasgow	0803	Kirmington	0811	
	AYZC PA23		Dyce	0825	Edinburgh	1707	
	BBEA Hiller Ul2	T/F	Sutton Bank	1544		0856	
	AXAG BN2	F/T	Birmingham	0916		1602	
	AWLJ C150		Grindale	1113			
	BAHT C172		"Landed"	1222	Grindale	1219	loose wing panel
	AA304 Scout	F/T	Topcliffe	1223		1223	touch & go
	BAHT C172				Grindale	1238	
25	AVRX PA23	F/T	Birmingham	0941		1343	
	AZOC Monsun	T/F	Blackpool	1119		1007	
	BALN C310	F/T	Leic.E.	1355		1732	
	5Y-AIT Brit.		Luton	1627	Belgrade	1206,26/10	QS579
	AYLG HS-125		Dyce	1715	Cranfield	1726	
26	AVKH F.Nipper				Local	1109	Crashed
	R 10 Bulldog	F/T	Leeming	1212		1212	First ?
27	AVSF PA28	"	Goodwood	1321		1510	
	BAXL HS-125		Luton	1739	Ringway	0716,28/10	
28	AYLG "		Cranfield	0845	Glasgow	0905	
	BBYA Dove		EGML	1012	Dublin	2051	Intrepid Marine
	AXTJ PA28		Blackpool	1323	Carlisle	1402	
29	ANUO Heron	F/T	Leic.E.	0913		1616	
	BSIF PA23	"	Liverpool	1028		1544	
	AYOW C182	"	Ringway	1228		1631	
	AMSH Dakota4		Saarbruecken	1438	Copenhagen	0748,30/10	Air Freight
	BBYA Dove		Dublin?	?	Southend	1643	(Ltd.
	BACI HS-125		Luton	1794	Ringway	0752,30/10	

30	C-AVAI HS-125		LHR	0859	Glasgow	0906
	AZDK BE55	F/T	Leavesdon	0953		1626
	AXXC BN2	"	Birmingham	1020		1430
	AWRO C150	"	Coventry	1130		1415
	AVAI HS-125		Glasgow	1412	Kinloss	1441
	AZVS "		Edinburgh	1626	Lulsgate	1642
	BAXL "		Growingen	1635	Luton	1625,31/10
	AYLG "		Kirmington	1649	Glasgow	1701
	BACT "		Brussels	1739	Luton	1811
	AZNB Viscount		Charles de Gaulle	2152	Oresbro?	0934,31/10
31	BAHT C172	F/T	Grindale	1151		1301
	BABW BE90		Tollerton	1202	Liverpool	1227
	AWLJ C150				Grindale	1303
	BBDH C172	F/T	Leic.E.	1318		1454
	BAGW C150	"	Sherburn	1518		1638
	AYLG HS-125		Glasgow	1817	Kirmington	1820

LOCAL MOVEMENTS Carlisle RSP;24, TCI;9, WMU;24, KEV;25, XKY;31, XTJ;5,21, XTN;5, YMZ;13, ZOE;9,24. LBA RVS;10, SYM;1,18,20, SYP;1, THV;5,12,19, TPU;10,14,25, WEI;25, WUL;13, YGO;3, YKU;2,4, YVC;28, ZLL;20, ZLY;28,31, ZOC;13,24, ZUG;11, BBGE;20, BBKI;31, BBPZ;17,19,21,25,28, BBUR;28, BBXE;21. Newcastle TPU;21, VXX;31, YKU;2,4, ZLL;13, ZLY;13, BBOB;23. Sherburn WMU;13, ZLL;5, ZUG;11, BATT;2, BEIS;16. Usworth RSP;6, RVS;13, SYP;1, TCI;1,9,12,13,19,31, THV;5,12, VGB;19, VUS;4,10, VYX;31, VXY;31, WFW;13, WMU;6,11,24, WUL;19, XTJ;21, XTN;5, YKT;20, YKV;25, YKY;31, YMZ;13, ZLY;13,26, ZOC;22,24, ZOE;1,3,4,9,12,15,20,24,31, BATT;2, BBGE;10, BEIS;16, BBKI;31. Helicopters Bell 47;ZVN,1. Bell 212;BAFN,3,24.ZVX,14. Bo105;ZON,1.ZTI,2. Enstrom;BBHE,31.BCEV,9.BCOT,28. Hiller U12;BBBA;10,11,14,16,24,31, BCTT,29. Hughes200;BBIT,11. Jet Ranger;XXO,24.ZAG,24.BBOT,11.BBUX,1. S61;YOM,2,14.ZCF,17.BBUD,31.

CREW TRAINING Andover Kitty4;17. BA Viscount OYR;24. Trident VYB;18. Merchantman PEI;19-22,24-29. BAC 1-11 VMX;18.

SCHEDULED LHR ZLR;28,29,30,31. ZLS;16,17. ZNA;27-31. ZNB;1-4,7-13,21-26,31. BAPD;13-25. BAPE;26,27. BAPF;1-11,14,15,18. Air Anglia BAKL;1,3,4,7-10,21-25,28. BAUR;2,14-16,18,31. BCDN;4,11,16. BCDO;11,17,29,30. Dan Air XVG;1-4,22. RWV;7-11,14-18,21-25,28-31. I.T.Jersey ZLS;27. ZNA;27. ZNB;13?. BAPD;13? 20. BAPE;20,27. BAPF;6?.

J.P's ex Leeming 2,7,10,15,16,23,25,28,30. ex Linton 10,16,23.

JOURNAL OF THE ROVING SPOTTER (cont.) Military Matters

772 Sqn. formed at Portland, Dorset 1.9.74 with Wessex.

HS Nimrod production and development is as follows:-

XV 147 & XV 148 Development aircraft (ex Comet 4C conversions).

XV 226 to 263 28 aircraft production MR.1

XW 664 to 666 3 " " R.1

Plus new production believed to be 8 aircraft = a total of 51 aircraft.

HS Andover RAF Production

XS 789 to 794 6 aircraft CC.1

XS 594 to 647 & 637 to 647 31 aircraft CC.2

Believed only aircraft lost to date is XS 598 C. Abingdon 5.7.67.

46 Sqn. at Thorney Island operates CC.2.

Queens Flight at Benson & Communications Sqdns. (32 Sqn)Northolt operate CC.1.

Avro Shackleton Production

Prototypes Mk.1 VW 126, 131, 135.

Production Mk.1 VP 254-268,281-294, WB818-832,834-837,844-861, WG507-511, 525-529.

Prototype Mk.2 WB 533.

Production Mk.2 WG530-533,554-558,WL737-759,785-801, WR951-969.

Production Mk.3 WR970-991,XF700-711,730. Plus SAAF aircraft,

Entries generally have the following sequence:

Br.Regno.; Maker; Model; (Constructor's no.); Year of Manufacture; First Regn.; Subsequent Regn.; Date of 1st. C.of A, if known; First Owner; Last owner. Recommencing at G-AGCD:

CD Consolidated 32-2 Liberator I(2); '41; AM259; 15.5.41; BOAC; to RAF 7.44 as AM259.

CE Lockheed 414-13 Hudson 5(2789); '41; AM707; 6.6.41; BOAC; to RAF 8.41 etc.

CF Armstrong-Whitworth 38 Whitley 5(2694); '42; BD360; 5.5.42; BOAC to RAF 7.43 as BD360.

CG A-W 38 Whitley 5(2695); '42; BD361; 5.5.42; BOAC; to RAF 7.43 as BD361.

CH " " (2696); '42; BD362; 5.5.42; " " 3.43 as BD362

CI " " (2716); '42; BD382; 8.6.42; " cr.26.9.42, Gibraltar Bay.

CJ " " (2717); '42; BD383; 21.5.42; " to RAF 10.43 as BD383.

CK " " (2718); '42; BD384; 21.5.42; " " 10.43 as BD384.

CL Lockheed 18-08 Lodestar(?) '41; ? ; nil; BOAC; not delivered; to Free French Air Force on arrival in Africa.

CM " " " (2093); '41; NC33617; AX759; 20.10.41; BOAC "Lake Mariut" to RAF 10.46 as VR955.

CN " " " (2020); '40; NC25630; AX756; 20.10.41; BOAC "Lake Victoria" -to RAF 11.47 as AX756.

CO " " " (2021); '40; NC25631; AX758; 25.11.41; BOAC "Lake Albert" to RAF 11.47

CP " " " (2022); '40; NC25632; AX721; 9.8.41; BOAC "L. Edward" -to RAF 11.47

CR " " "-10 " (2072); '41; NC3138; AX718; 30.7.41; BOAC "Lake Rudolf" -crashed 13.5.42 at Malta.

CS " " "-08 " (2031); '40; NC25640; 42-53497; AX723; nil; BOAC -not delivered -went straight to RAF as AX723.

CT "-07" " (2001); '40; NC25604; 42-53495; AX722; 13.8.41; BOAC "Lake Timsah"; to RAF 10.43 as HK974.

CU "-08" " (2068); '41; NC39400; AX720; 2.8.41; BOAC "Lake Kivu" -to RAF 11.47

CV " " " (2042); '40; NC6175; AX717; BOAC "Lake Chad" -to RAF 8.46

CW "-07" " (1956); '40; NC18993; 42-53494; 30.8.41; BOAC "L. Tana"; RAF 9.43; HK975

CX "-10" " (2012); '40; NC13030; NC3030; AX764; 31.1.42; BOAC "Lake Mweru" -to RAF as HK981.

CY " " " (2077); '41; NC1611; AX765; 25.11.41; BOAC "L. Rukwa" -to RAF 11.47.

CZ "-14" " (2023); '40; NX25633; NC25633; AX763; 28.11.41; BOAC "Lake Stephanie" crashed 22.12.41 in Western Desert.

G-AGDA Consolidated 28 Catalina I(?) '41; AH563; 24.6.41; BOAC -cr. Poole Harbour, 23.3.43.

DB Taylorcraft Plus D(132); '41; nil; T. Aeroplanes (Eng); rebuilt '42 as LB267(13

DC Lockheed 414 Hudson 3(2585); '41; V9061; 8.7.41; BOAC "Loch Lomond" -to RAF 8.45 as VJ416.

DD " " 18-13 Lodestar (2087); '41; NX34901; 30.7.41; BOAC "Loch Losna" s/a R. Nor. A. F., 2087 in 7.45. Later SE-BTF, N94534, N38

DE " " 18-10 " (2086); '41; ? ; 11.8.41; BOAC "Loch Lesja", crashed in sea 15 miles off Leuchars, 17.12.43.

DF Lockheed 414 Hudson 3(3772); '41; 29.9.41; BOAC "Loch Leven" -crashed in sea off Swedish coast, 23.6.42.

DG DH 89A Dragon Rapide(6547); '41; X7387; 21.10.41; Scottish A/W; 2/47 BEA; s/all.47 as F-OADX.

DH " " (6548); '41; X7388; 10.10.41; Sc. A/W -dbr 25.11.41 gale/Stornoway

DI Curtiss-Wright CW-20 (101); '39; NX19436; 41-21041; NX19436; 22.11.41; BOAC "St. Louis" -scrapped Filton 10.43.

DJ Fane F.1/40(F1); '41; T1788; AtoF 17.9.41; Fane A/c Co. scrapped 41-45.

DK Lockheed 414 Hudson 3(3757); '41; 28.1.42; BOAC "Loch Lyon"; RAF 8.45/VJ421

DL Miles M.54² Arrowhawk (276); '36; U-0223; 3.12.41; Phillips & Powis A/C; l/o T. Shippside Ltd, cr. Tollerton, 19.6.48.

DM DH89A Dr p. (6584); '41; 8.11.41; Allied A/W Ltd; l/o Hants & Sussex Av. Ltd. s/a 3.57 as F-OAXE.

G-GDN Monospar ST-25 Universal(89)'36;CF-BAH;29.9.36;General A/c Ltd,
C.G.M. Alington, scrapped 1.47.

DO Lockheed 414 Hudson 3(?)'41;AE581;nil;BOAC"Loch Loyal";RAF 4.42 AE581

DP D.H.89A Dragon Rapide(6403)'38;F-AQOH;6.5.38;Iraq Petroleum Trans Co.
l/o Don Everall Av Ltd;wfu after CoA expiry 24.7.58.

DR Consolidated 32-2Liberator 1(9)'41;AM918;5.1.42;BOAC-shot down in
error by RAF near Eddystone 15.2.42.

DS Ditto (6)'41;AM263;nil;BOAC-to RAF 11.44 as AM263.

DT Lockheed 12A(1285)'40;Y-O233;HM573;Gunncliffe Owen A/c Ltd;l/o North
Sea A/T Ltd,SA SE-BTO in 3.51;later LN-BDF.

DU A.W.38 Whitley 5(1126)'42;Z9208;18.7.42;BOAC to RAF 8.42

DV " (1134)'42;Z9216;nil; " 4.42

DW " (?)'42;Z6660;nil; " 4.42

DX " (2719)'42;BD385;22.5.42; " 7.43

DY " (2720)'42;BD386;22.5.42; " 7.43

DZ " (2721)'42;BD387;22.5.42; " 1.43

G-AGEA A.W.38 Whitley5(2722)'42;BD388;26.5.42;BOAC-to RAF 1.43

EB " (2723)'42;BD389;8.6.42; " 1.43

EC " (2724)'42;BD390;8.6.42 " 7.43

ED DH.89A Dragon Rapide(6621)'42;X7504;25.4.42;Scottish A/W Ltd;crashed
at REEFREW 2.2.43

EE " (6622)'42;X7505;15.5.42;Great Western&Southern A/L
Ltd;l/o A.J.Whittemore Ltd,SA 7.53 as TF-KIA

EF Hawker Tomtit(nil)'31;KL783;8.7.42;C.B.Field,to Vickers-Armstrongs Ltd
& cancelled after accident 10.43

EG Not allotted

EH Lockheed 18-56 Lodestar(2147)'41;41-29635;2.6.42;BOAC"Lake Baringo"
to RAF 11.47

EI " (2084)'41;20.8.42;BOAC"Loch Loen",SA 7.45 as 2084 R.Nor.A.F.

EJ " (2085)'41;12.9.42;BOAC"Loch Lange";ditched N.Sea 4.4.43

EK Miles M.27 Master3()'42;DL670;nil;Sec.of St.for Air,SA Irish & 7.42

EL Consolidated 32-3 Liberator2(10)'42;AL512;16.8.42;BOAC-marks not used
Crashed 27.12.43 at Gander as AL512

EM " (26)'42;AL528;7.8.42;BOAC-marks not used.Crashed 21.2.46 at
Charlottetown as AL528

EN Douglas DC3-277D(4118)'41;NC33655;42-38251;nil;BOAC-not taken up.To
RAF as PL945 and later VT-ARI

EO Miles M27 Master3 reservation not taken up.

EO Miles M14a Hawk TR3(2148)'39;T9755;nil;Wilts.Soff.Ltd,not c/v,RTP 1.49

EP Luton Minor (LHM 1)'42;nil;L.R.Miller,present owner CM7Mrs C Roberts

ER Short S25 Sunderland(nil)'42;JM660;26.1.43;BOAC"Badfield",to Aquila
A/W 12.48,broken up at Hamble 26.7.56

ES " (nil)'42;JM661;19.1.43;BOAC-crashed 28.7.43

ET " (nil)'42;JM662;5.2.43;BOAC-DBF refuelling Calcutta 15.2.46

EU " (nil)'42;JM663;15.2.43;BOAC"Hampshire"to Aquila A/W 1.49,
Broken up 8.53

EV " (nil)'42;JM664;10.2.43;BOAC"Hailsham",crashed Poole 4.3.46

EW " (nil)'42;JM665;8.3.43;BOAC"Halton"later"Hanwell";sank at
Southampton 5.9.48

EX V-A Warwick 1(nil)'42;BV243;nil;BOAC to RAF 8.43

EY " (nil)'42;BV244;nil;BOAC " " "

EZ " (nil)'42;BV245;nil;BOAC " " "

G-AGFA to G-AGFK similarly, BV246 to BV256, all to RAF 8.43.

Further Abbreviations Used: A/CL Aero Club, A/L Airlines, A/W Airways,
A/S Air Services, A/T Air Transport, svcs services.
DBF Damaged by Fire, DBR Damaged Beyond Repair, c/v Converted,
F/L Force-Landed, MI Major Inspection, NTU Not Taken Up, RTP Reduced To
Produce.SOC Struck Off Charge as one of the following categories:
(used 1941-52) B: Beyond repair on site. C:Ground Instructional a/frame
E: Write-Off. EL:Reduced to spares. E2:Scrapped. EM Missin on sortie.