



# TEESSIDE

## AVIATION

## NEWS

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 Acknowledgement should be given for material used elsewhere.

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First the Meeting/film show/photo competition/exhibition(?), to repeat, will be at Hartburn Community Centre at 2pm on Saturday 17th October. Eddie says the competition is open, with a 20p entry fee, and no limit on the age of photographs (black and white, prints and colour slides), with old good shots of special interest.

The CAA Fire Services Training School at Tees-side airport was opened on 3/9/81 by the CAA Deputy Chairman, Geoffrey Chouffot. It has 30 staff, three classrooms, lounge & dining facilities plus accomodation for 60 students. Since it started in 1949, 15,000 students from 83 countries have been trained. It is supposed to have three aircraft, but Whirlwind HAR-10 XP330, which is said to have arrived on 10th August, hasn't been seen since. Perhaps that lot at Usworth have nicked it for their collection? (The two visible Tridents have "done their whack"; ARFD c/n 2104 has 26,012 flying hours and 24,111 landings, ARFR c/n 2119 25,873 hours and 25,199 landings in working lives of 16+ years). A further plane is expected this month. (707?)

Overnight runway repairs at Newcastle have caused rerouting of some 30 flights to Tees-side - about eleven are in the September movements.

Dan-Air are expected to base a BAC 1-11 at Tees-side shortly for the Amsterdam service.

It is rumoured that the carriers USS "Dwight D. Eisenhower" and "Forrestal" were in the North Sea last month. Our man at Rosyth hasn't said anything - anyone else any news?

Vulcan B.2; XM605 has been given to the USAF for the museum at Castle AFB, California. Flying time totalled 5,379 hours in nearly 18 years. Not a lot, not a lot! This is 50mins/day, compared with the above Tridents' 5hrs approx.

Two new aircraft magazines have appeared recently: "Planes" is a quarterly at 75p, the first with articles on the H.P. Heyford and Hawker Fury, a Westland PV4/Aircobra comparison and odd bits, but including about seven 1/72nd scale drawings. The other is very different, being an "Illustrated Encyclopedia of Aircraft" in an undisclosed number of weekly parts - at 65p each! (Number 2 is free with No.1) There are 24 pages in each issue and articles on the Vietnam conflict, the "Mighty Mustang" and Phantom form the contents of the first two issues, with 14 pages of "A-Z of Aircraft" and short articles on Swissair and the Luftwaffe. Its hard to believe that it will run right through to Z!

Leening 4/9/81 -

D.Croucher

J.P.'s; XW294/49, XW425/69, XR701/no code, Hawk; XK238, Bulldog;/27, Vintage Pair, 2/9 USAF C-130; MAC 21294, sand and tan with wing tanks. J.P.'s XM337/1, XW418/54, XW429/57, XW431/59, XW432/60, XW315/63, XW316/64, XW319/67, XW425/69, XM349/H, XM358/J, XM371/K, XM419/N, XN508/U, Bulldog /23, two Tornados low south.

Two F-15s south east 2/8 high up, among several other sightings.

FINNINGLEY 81

R.A. &amp; P. Nann, M.A. Walton.

(Hot Air balloons were to start the day, but the SW wind was probably too strong.)

After a tactical demonstration by Hercules -?, came the White Horse Whisky aerobatic competition, with some very good flying. Competitors were Cranfield A.1 G-BCIT, CAP20LS-20, G-BIPO, Christen Eagle II G-EGLL, Pitts G-00DI & Solo, Zlin G-ZLIN.

After the R.netherlands AF "Grasshoppers" Alouette display team (A350,351,390 & 499) had done their first programme, next was the King's Cup Air Race.

Competitors were: Auster G-AJEH, Gemini AKHP, Cessna 337 AWVS, Pup AXNM, Monsun AYPE, Pup AZDA, Monsun AZOB, SF.260 BDEN, Seneca BDRI, Lance BEHH, Baron BFFE, Seminole BGTF, Co414 BHVU, Emeraude JOSI, R.C.114 JURG, Cub NICK, Robin RAFC, Robin VITE, PA-30 N289WW, Chipmunk WK643 & resident Bulldog XK690/14 YUAS. First past the finish of the 92 miles race was actually G-WULF (FW.190), disqualified for "speeding", so that Mrs. Josephine O'Donnell of Eastbourne in 'JOSI won the Trophy & £1000.

Flying Display In order: Wallis WA112 G-ARZB, Concorde G-BOAC arrival from LHR, Gazelle XZ940/0 CFS, Powered hang glider, Blackburn B.2 G-AEBJ, 6 FTS Flypast: 3 Jetstreams, 4 Dominies, 4 JPs, "Falcons" from XV218, Lightning KP753/DC, Four Vulcan "Scramble" - with their engines already running, I made it 53 seconds until they were airborne! XL 359,444, XM575 & 648 from 35,9,44 & 101 Sqdns. 648 did a solo. Tornado ZA541 of 617 Sq, Hunter FGA.9 XE606/11, Shackleton WL756, Jaguar XK754/23 226 OCU, Nimrod XZ286 from Woodford, A-10A 70269, NF-5A K-3024, Hawk XK314, Battle of Britain Flight, Mosquito RR299, Red Arrows, Grasshoppers again, Harrier XZ967/C 233 OCU, then Concorde taxied past to the delight of the crowd, & took off with reheat, making more noise than the Vulcans & made a flypast. Jet Provost T.3 XM370/93 was followed by Sea King XZ585, then F-16A J-246 of the R.Neth.AF, making nearly as short a t/o as the Harrier. Meteor WF791 had left his pal at home- something about tyres. As the Red Arrows ended the display, it started to rain in earnest & as people were diving into their jalopies, started to pour down. Bolkow 105 B-45 of the Dutch Army & Jetranger G-NOEL flew about & Andover XS793 brought the Duke of Kent to present the King's Cup.

Static Display R.Neth.AF F-16B J-260; Fr.Navy Nord 262 53; USAF F-15C 00013,00008 36 TFW F-111E 80072, KC-135A 80098 5 BW; C-9A 10879 58 MAW; A-10A 70274 81 TFW, OV-10 03816 601 TCW. R.Dan.AF F-104 RT-684 726 Sqdn. RAF: Canberra WK164/T 100 Sq, WH953 B.6 RAE, XH166 PR.9 39 Sq, WJ633/F T.17 360 Sq. Meteor WA662 RAE, VZ467 1 TWU; Victor XH675 57 Sq, Vampire WZ507/G- G-VTII, Lightning F.6 XS921; Buccaneer S.2 XZ885 208 Sq, Phantom XT896/B 228 OCU, Jaguar XK355/H 41 Sq; Hawk XK291 4 FTS; Bulldog XK622/E YLLS; Chipmunk WG407/81 9 AEF; Hunter FGA.9 XG155/I 1 TWU; Andover XS610 115 Sq; Varsity WJ897/E; Devon VP965 207 Sq; Harrier XV748/B; Sea King XZ589 22 Sq; Whirlwind XJ729 202 Sq; Gazelle XZ939/Z CFS; Wessex XT680 202 Sq; Chinook HC.1 ZA680/BW 18 Sq; Nimrod MR.1 XV242 Homp; Tiger Moth T2909 Tornado F.2 ZA254; Bullfinch G-BDOG.

Flight Lines /Visitors Jetstream G-BCWW; Devon WB534 207 Sq; Hawk XK234 4 FTS; Andover XS792 32 SQ; Hercules XV184 & 187; PA474, PZ865, P7350, RR299. Dominies XS727/D, /C,/G, Wessex & at least four hares at far side.

Dutch Alouette 3 A-406, F-16A J-244, NF-5A K3033, NF-5B K4030, 315 Sqdn.

NO sign of the C-5 on the dack, nor the Victor in the air!

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Airfield Visits

R.A.Nann.

RAF Binbrook -surely the best airfield in the world! 6/8/81

Gate Guards: Spitfire F.22 PK664 & Lightning F.3 KP748

Operational A/c: 5 Squadron F.6 XS922/AC, XR759/AF, KR???./AH. F.3 KP750/AQ. /BT

11 Squadron: F.6 XR772/BB, XS904/BD, XS897/BE, KR752/BH. F.3 KP707/BM, KP701/BN. T.5 XS417

LTF: T.5 XS456/DT, XS416/DU, XS419/DW.

Decoys: XM181 XM183 XP761 XS418 XS423; XS449 XS450 XS454

Visiting: Canberra T.17 WH646/G of 360 Sqdn.

Doncaster 6/8

Cessnas G-AZLL, AWUH, ATKU, AWLA, BFFE, BGLH, BHEC, BHED, GRAY, SE-IGY. Jodel AYZK, AVPL. PA-28 ATOM, MALA. AA-5: BCIM, BDNY, BDYC, BFXW, BHC B, PH-EHE. Emeraude AYTR. Evans VP1 YXW Minicab BCER. Mooney ASUB. MBB.209 AZOA.

From the ArchivesEvolution of an Aeroplane Spotter

As a boy I lived at Englefield Green, Egham, in that corner of north-west Surrey now encircled by Heathrow, Farnborough, Blackbushe & Fair Oaks. I was just five years old when the Second World War broke out & by 1940 the whole area was under constant barrage from enemy air attack. A neighbour's son had joined the RAF as aircrew & soon became a Spitfire pilot. On several occasions during the early part of the war, he would roll his plane over our houses. From these early experiences came my enthusiasm for aviation!

This young pilot knew "Cats Eyes" Cunningham, & when he came home on leave, he would tell me of his experiences with aircraft. On one occasion in 1942, he gave me a book entitled "Aircraft Recognition", by Francis Chichester. It was one of the earliest works on the subject, and still makes interesting reading nearly forty years later. In 1943, he was posted to the Far East & only returned at the end of the war. During that time my interest in aircraft had really stuck, and all of the various books I was given have survived the years, including: "Aircraft Recognition" Penguin, 1942 & 1943, "Every Boy's Book of Aircraft" 1941, "Operations in the Air" 1943, "The RAF At War" 1942, etc.. I took out a subscription to "The Aeroplane Spotter" in 1943 & received every copy until it ceased publication in the late forties.

Some memories may be of interest: my home was hit by an incendiary bomb in 1942, during a night raid, and on three occasions in late 1944, V-1 flying bombs fell locally, breaking windows & causing considerable local damage.

On several occasions, on the way home from school, dogfights were overhead as enemy bombers attempted to attack the Vickers aircraft factory at Weybridge, birth-place of the Wellington, Warwick, etc. Vickers had a balloon barrage over the plant.

An exhibition of captured German aircraft toured local towns, & parties from schools visited them. What a thrill it was to sit in a Ju 88 cockpit!

In October 1943, a returning Boeing B-17 Flying Fortress force-landed onto Runnymede Meadow, near Old Windsor. Nearly all the local population turned out to look it over. One thing that I especially noted was that live ammunition lay everywhere, & how the Americans were allowed to smoke in the plane & its vicinity! US Military Police guarded it until it was dismantled before removal.

Formations of bombers, sometimes totalling hundreds, would pass over as they progressively assembled on their way to Europe. I recall seeing many interesting types such as autogiros, Hertfordshires & Bombays. Smiths Lawn, where the Royal Family play polo, in Windsor Great Park, was a training unit with Tiger Moths. Fairpaks, near Chertsey had Magisters & Tiger Moths- when you could see them through the barbed wire, etc.. After the war, when Heathrow was being built, I would go there on conducted tours of the hangars to see Dakotas, Haltons, Lancastrians, Yorks, DC-4s, Constellations, Liberators, Languedocs and S.M.95s! By this time, I was logging everything I saw, including the Brabazon.

Hawkers factory at Langley, Bucks. was the place where a lot of fighters were assembled & test-flown. As early as 1940, I can recall seeing a Hawker Audax force-landed in a field near the A4 at Colnbrook. After the war, they were producing Sea Furies, but in 1950-1, the film "Angels One-Five" was to be made, and the Portuguese Air Force flew over a squadron of Hurricanes. These flew in formation around the Langley area. Hawkercraft used Dunsfold, Surrey as their test airfield for the P.1040, P.1081 and Hunter. Hurricane G-AMAU or the remaining Hawker Tomtit was used as a company 'hack' for test pilots such as Neville Duke to travel between the airfields.

The climax of the period was to observe the World's first scheduled jet service by the De Havilland Comet taking off from Heathrow in 1952. Most people don't know that in the late forties & early fifties a Battle of Britain static exhibition was put on at Heathrow in September. I recall seeing Lancasters, Lincoln, Meteors, Vampires & Spitfires. Joy rides were usual, with Rapides flying most days during the summer. On one of these visits I bought Ian Allan's first "ABC Civil Airlines & Airports 1948" & on another, my first "Air Pictorial"- I've now been buying them for over thirty years!

Two days before joining the RAF in 1952, I saw the dreadful air crash at Farnborough when John Derry was killed in the prototype DH.110 & nearly killed me at the same time. The pilot from "next door" test-flown captured Japanese aircraft prior to them being dismantled & brought to Farnborough. He has now retired from the RAF, but has a son & a son-in-law serving as aircrew in the RAF now!

The Scottish Aviation Twin Pioneer

Scottish Aviation Ltd. were well-known before the war for airline & maintenance operations at Prestwick. During the war the company expanded, gaining design and manufact-

### History of the Scottish Aviation Twin Pioneer

Scottish Aviation Limited were well known before W.W.II for airline maintenance operations at Prestwick. During the war the company expanded, gaining design and manufacturing experience, and by the end felt able to compete with the longer-established aircraft constructors. Chief Designer Robert McIntyre produced drawings for a rugged single engined STOL communications aircraft to meet specification A4/45, aptly named the Prestwick Pioneer. It appeared in prototype form in 1974 and heralded the post-war stol aircraft concept, with a controllable forward speed of around 30mph and the capability for taking off within 75 yards. Despite stringent government controls on defence expenditure preventing military orders, development continued and was finally rewarded in 1952 with an RAF contract leading to 41 Pioneers in service mainly in Aden, Cyprus and Malaya. A small number went to the air forces of Ceylon and Malaya, Muscat and Oman as well as civil operators.

A larger version with two engines and many common parts was a logical development, and had a large square-sectioned fuselage using the same all-metal stressed-skin construction. The conventional stepped cockpit was mounted over a baggage bay, and supported a high wing using pioneer outer wing panels, similar leading-edge slats and Fowler flaps and the same 540hp Alvis Leonides 503/8 engines. The tailplane was topped by a single large fin, subsequently replaced by a triple-finned unit, and the whole aircraft was supported by a long-travel and heavy-duty tail-wheel undercarriage.

A model was exhibited at the 1952 SB&C Display and by 1954 detail design and tooling had been completed. Construction of the first aircraft (G-ANTP), began early in 1954 as a private venture, with Scottish Aviation confident that no comparable aircraft was projected, making plans for a large production run.

G-ANTP first flew at Prestwick 25th June and construction of the second aircraft well under way. No major problems were met and by September there were sufficient flying hours for Capt. Roy Smith to put in a highly demonstrable appearance at the SB&C show. For a full C. of A. an extensive trials programme, with the cabin filled with test equipment and a yaw meter protruding from the nose was made. (Wet runway tests at Prestwick had to be assisted by a water bowser when there was an absence of rain!). At one point a graphic demonstration of its take-off capabilities was given by racing a cyclist down the runway, with a simultaneous standing start G-ANTP was airborne before it overtook the bicycle!

On completion of the initial test programme G-ANTP was modified by shortening the original full-span ailerons and deleting the inboard leading-edge slats. Tailplane incidence was altered by 3 degrees to improve low-speed control and fairings and fillets introduced to improve performance. The wing strutting was altered and streamlined. These latter steps were necessary because the aircraft showed a lack of power, particularly in the engine out climb performance, later rectified by the installation of 560hp Leonides 514/8 engines. In 1957 satisfactory tropical trials were carried out at Aden and Asmirah.

On the 28th April 1956 the second Twin Pioneer G-AOEN flew with the changes outlined, and was the first of three pre-production aircraft, all destined to spend most of their lives on sales tours. G-AOEO, the third aircraft, flew on August 26th, and painted in De Kroonduif livery, appeared at the 1956 SB&C show with G-AOEN in Swissair colours. In 1957, G-AOEN was sent on a South American tour which included operations at La Paz, Bolivia, nearly 13,500 ft up in the Andes, and spent the rest of 1957 and 1958 in Central America and the Caribbean before returning on May 1st 1959 for conversion to Series 3 standards.

G-AOEO was repainted in Swissair markings in late 1956 prior to a three month trial in Switzerland, servicing ski resorts in the Alps. There it flew almost continuously in and out of landing strips at 15,000ft altitude averaging 7½ hours utilization a day, but the airline was forced to reduce the passenger capacity slightly when the problem of single-engined performance showed up once more due to the temperature and altitude. Proposals by Swissair to re-engine the Twin Pioneer with turboprops were not acceptable to Scottish Aviation, who were in any case already considering a further up-rating of the Leonides engine, so G-AOEO returned from Switzerland in the spring of 1957 without an order. In May 1957 it hit the headlines by competing on their own ground with helicopters shuttling between Issy Heliport and Le Bourget during the Paris Air Show.

The fourth Twin Pioneer, G-AOEP first flew on December 27th 1956 and left shortly on an overseas tour to the Far East and Australia, where it was sold on May 1st to Zinc

Corporation Ltd. (VH-BHJ). Ownership was later transferred to the Australian Iron & Steel Pty., & it was finally written off in a cyclone on Koolan Island on Dec. 23rd 1966.

By August 1957 the order book & production line were both filling up, with civil sales already made to Kuwait Airways (c/nos. 507 & 508), De Kroonduif (c/n 509, 510, 511), the Australian Government (c/n 512), Iran Airways (c/n 513, 515, 516), and Borneo A/W (c/n 517, 519). The first deliveries were made on June 26th 1957 when the three De Kroonduif aircraft flew out to Biak in New Guinea for operations. The first aircraft JZ-PKX, had only a short life since it crashed off the Biak on August 30th. At first the accident was attributed to pilot error during training, but later events uncovered a more serious cause.

Meanwhile, OE-BHV was fitted out with survey cameras and mapping gear for low-altitude air survey work in Austria, making its first flight at Prestwick on August 21st 1957. Kuwait Airways took delivery of G-APHK & HY in October 1957 for oil rig communications flights. The three Iranian aircraft were also flown in late 1957, as were VR-OAE and VR-OAF for Borneo but in December, just as production and sales were really building up, a second fatal crash grounded the Twin Pioneer and provided a set-back from which the type never wholly recovered.

The demonstrator, G-AOEO had just begun an African sales tour with some oil rig demonstrations in Libya when it crashed on December 7th, killing Scottish Aviation's Managing Director D.F. McIntyre and Chief Pilot Capt. Smith. Intensive investigation showed the accident to have been caused by fatigue failure of a bracing member in the port wing at the junction with the main strut. The A.R.B. grounding order was lifted in January 1958, but extensive modifications had to be put in hand, with the building programme slipping by up to twelve months. Just as serious, however, was the loss of possible sales, due in part to crash publicity and the vacuum caused by the sudden death of the two key men. (To be continued.)

#### Leicester PFA Rally

D.C. Anderson, T. Melvin, D.M. Hutchinson, R. Spooner.

9 am 3/7/81 to 3 pm Sunday 5/7/81. Out of 714 aircraft & balloons, we only logged the foreigners & out-of-sequences.

Aircoupe SE-AWU, SE-BFX. Bolkow 208 D-EJYJ. Ce120 OO-ACE. Ce150 PH-BAR, SE-EXC. Ce172 D-EOXI, PH-DPC, OO-ELM, OO-JVO. Emeraude F-BLHL, F-BMYH. GY-80 Horizon OO-AJP. Jodel F-BIMD, F-BTGI, F-BMPH, F-BLFM, F-PYHO, D-EFFB, HB-SFA, OO-CAR, OO-MOU, OO-PLR, OO-VDS, SE-XDA, SE-XDE. Lake Buccaneer SE-GRD. Mooney M.201 PH-MTA. PA-18 OO-FLW, CN-TYP. PA-23 N4422P. PA-28 OO-BBB, PH-BOS, PH-DAK, SE-EYC, SE-FHO. PA-30 HB-LFA. Rallye F-GAKP. PH-VAR RF.4 OO-YES. Robin D-EEMO, F-BUSE. Scout N1621E. Topsy OO-LEO. Vari-Eze F-PYHO, F-PYHZ. Zenith F-PXKQ. Some humour there-! I think they also must choose their own reggies! (Ed. Out-of-sequences: G-BJHK BJMR BJVS BLAL BLHL BMIP BMYU BOBI BOOK BPAM BRIK BRIX BRUX BVPI BTLE CJDH COMM COPS DUVL ECGC EGLE EHAP FIRE FOXY FSPL GOOS HALL IOSI JANS LADA LOTI LINT MICK MIKE MOGG NELL NORD OCUB OJCW OODI ORAY PAGE PFAK PLAY POOH PRAG RASC REES ROAN ROBN RUIA SAMS SEAR SEED SKYH SLEA SOLO TALLY VIDE USTY VAGA WAGY WICH WIXY WJMN WULF YROS ZLIN

Airport Visits- just to use them up!

#### Newcastle 19/4/81

R.A. Nann.

BAC111 ASJC, ATPL. B.737 BGDH. Be200 BHYU. A.109 HELY. Ce421 OAKS. AA-5 BHKU. Pa-31 BBFY  
Usworth 19/4 : Pa-28 AWEV, Pa-28R EDFL (WFU). Pa-32 ATJV. Currie Wot APNT, BEBO. Ce340 JANE. AA-5 BEZI. RF-4 AVNZ. SF-25A BECF, 'B AXEO. MS.880 AVPK, AXHS. Ce172 ATLE, AWUH.  
 Gliders BGA 1787 & 2110.

#### LHR 21/4/81

R. Spooner.

B.707 OD-APZ, YI-AGF, 4X-ATT, 5B-DAP, 5Y-BBJ. B.727 D-ABKD, M. EC-DDU, F-GCDA, I-DJRL.  
 B.737 D-ABEQ, G-BGDO, P, S, T, OO-SDD, P. B.747 G-BDXE, G, I. DC-8 N776FT. DC-9 HB-INE, LN-RLU, OY-KGK, R, SE-DAP. DC-10 EC-DEA, TC-JAY. L-1011 G-BHBN, A40-TV. SE.210 F-BYCD. A.300 D-ALAB F-BVGO, SE-DFL, SX-BED. DHC-6 G-BGMD. Falcon 20 G-BGOP. G.2 HB-IEY, HZ-PET. Lear N113AK.  
22/4: B.707 OD-AGF. B.727 D-ABKN, I-DIRQ, N358PA. B.737 D-ABFU, EI-BLE, G-BGDO, P, OO-SBT OO-SDN. B.747 G-BDXJ, JA8115, N755PA, N93109, VH-EBN, ZS-SAL. DC-8 PH-DEK. DC-9 HB-IDR, HB-INF, ISR, LN-RLB, OE-LDL, OH-LYW, LN-RLB. DC-10 N81NA, PH-DTE, O. L-1011 C-GAGF, G-BFCC, G-BGBC, BHEM. A.300 D-AIBF, SE-DFK. Gulf.2 N7205. HS125 G-BHSV, W.  
24/5 DCA etc. B.707/720 OD-AGU, HZ-AM3 (Saudi Royal family), 3B-NAE (Mauritius), 5B-DAL, 5N-ANO, 9H-AAN, 9J-AEG, 9K-ADA. B.727 EC-CLD, D-ABHI, ABKP, I-DIRA, N362PA, B.737 D-ABFB Abfp, OO-SDB + BA. B.747: C-GAGB, G-KILO, JA8115, N734PA, N770PA, N747PA, N807FAiger, N93104, N93117, MH-EBG, EBN, YK-AHB, ZS-SAP, SPC, 9K-ACU, 9V-SQD. A-300 D-AIBC, F-GBEB, LN-RLK, OY-KAA, SE-DFL, SX-BED. DC-8 JA8056, PH-DEA, TF-FLC, DC-10 N82NA, N83NA (PanAm). G.2 N829GA. Falcon 20 HB-VDZ, VEZ. Falc.10 HZ-A02 (TAG). L.1011 C-FTNJ, GAGF.

Air Traffic Control Radar Unit, Eastern Radar

D.Taylor.

Eastern Radar is a Joint Area Radar Unit (i.e.both civil & military ATC). I will deal with the military side. The Unit (E.RDR) is given five tasks to do by HQ. MATO (Military Air Traffic Operations), in order of precedence:

- 1) To provide a service to aircraft in an emergency
- 2) Upper Airspace Service (UAS)
- 3) Middle Airspace Service (MAS)
- 4) Centralized Approach Control for military 'drones in the operating area (CAC)
- 5) Special tasks as delegated by MATO.

Notes (2): UAS- An aircraft flying above FL245 (24,500 ft) is in the Upper Air, and under mandatory ATC control, i.e.they do as they are told.

(3): MAS- Aircraft flying above FL105 but below FL245 are in the Middle Air. They are under a Radar Advisory Service, i.e. the Controller will advise those in his area of conflicting traffic & the necessary avoiding action. It is up to the pilot to accept the avoiding action or not.

(4): CAC- a system whereby all aircraft departing or arriving at an airfield will "work one console" i.e.have one controller (known as "The Mildenhall CAC" for example) to avoid unnecessary delays or conflicts, e.g.with inbound traffic.

The above applies to any ATCRU; Eastern Radar is responsible for the area bounded by airways: from the Pole Hill reporting point along Blue 1 eastwards to Otteringham, Upper Red 4 southeast to the Dutch Military/Copenhagen boundary point (Soffa). South to Red 1 North, then west to Brookmans Park & the Amber Airways complex, to Pole Hill.

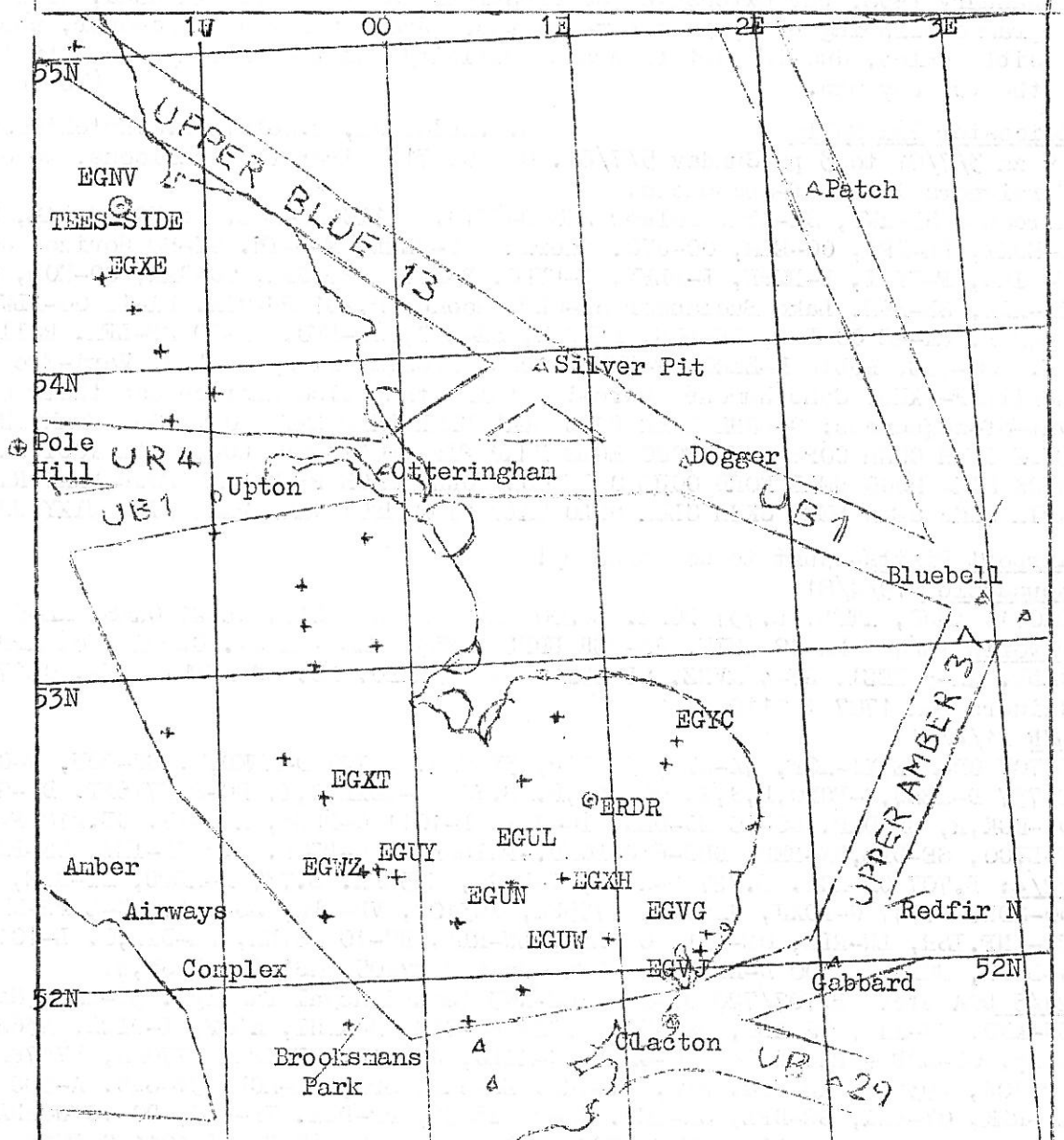
UAS & MAS apply throughout, & CAC for the following: Lakenheath & Honington; Wattisham/Coltishall & Wittering; Mildenhall; Alconbury & Wyton; Bentwaters & Woodbridge.

+= Airfields

- EGUL Lakenheath
- EGUN Mildenhall
- EGUW Wattisham
- EGUY Wyton
- EGVG Woodbridge
- EGVJ Bentwaters
- EGWZ Alconbury
- EGXE Leening
- EGXH Honington
- EGXT Wittering
- EGYC Coltishall

SAC Taylor (Q8177483) is willing to answer queries at:

- Eastern Radar
- RAF Watton
- Thetford
- Norfolk.



A Week's Holiday

D.C.Anderson, D.M.Hutchinson.

The holiday started at RAF Wyton, as Alconbury showed no sign of life at 06.30 on Tuesday, 1st of September. Just as we arrived, a Nimrod R1 was lining-up for take-off (XW665/65 of 51 Sqn) & a Canberra PR.9 was taxiing (XH169). Next stop was Mildenhall, where were KC-135A 80054 (100ARW), 80089 (100 ARW), 80090 (452ARW), 80108 (452ARW), 91511 (42BW), 91517 (379BW), 72607 (133AAS New Hampshire ANG), 23539 (340ARG), 38009 (305ARW), 38873 (320BW); RC-135U 14849 (55SRW), 39792 (55SRW); C-130H 21294 (314TAW), 37846 (17TAS) 39815 (314 TAW), all the 130s in the now-familiar "Sandy Camo". C-141B 70018 (62MAW). The previous day both Blackbird & U-2 were flying & two E-3A AWACS in (each weekend from & to USA/Middle East). We next called in at Duxford: new items, to us, were G-PTWO Pilatus G-BILA MS 788, G-BCYJ Chipmunk, XW635 Beagle Husky & G-ALWF Viscount.

Next on the list was Stansted: BAC111 BEJM, HZ-AMK, JAM. B.707 S2-ACA, N434PA, N767AB, 3X-GAZ. B.727 TZ-ADR (Air Mali). Be90 BHKS, Be200 SONG. Bell 206 AVII, Belfast BEPS, Ce340 BHRK, Ce404 VWSE, CL-44 Skymonster N447T, Gulstream I BRAL (Ford), Gulf.II N7071Z, Hawk XX296, PA-28 BUMP. Twin Otter VP-FMW (Antarctic Survey). Car parking is now 50p. After dinner, a short journey to Luton to see Jetstar 8 N101AW, Be90 N14CP, Sabre 40 N41GS, Sbre 60 N800CS, Ce550 N313BT, Britannia G-BEMZ, PA-31 Cheyenne LN-AET. The lay-by at Leavesden was closed, so onto Heathrow for the night: Biz-jets, BAC111 HZ-AMH, B.707 A6-HRM, B.727 A6-HRR, N111AK, DC-9 N112AK, Learjet 35A N113AK, Learjet 25A F-BRGF, Falcon 20 F-BSBU, D-CONU, HB-VDZ. Falcon 50 9K-AEF. G.2 A40?AA, A6-HHZ. Other unusuals: A-300 EC-DLG, I-BUSB, DC-10 TC-JAY, BEBI, BHDI (LGW div.in). FH-227 00-DTB. B.747 N815FT. IL-62 CCCP 86489. At 9 a.m. we left for Gatwick, where we found biz-jets: Ce500 N58GG, HS125 BJOY, Learjet 35A N510GE, 5N-ADC, Falcon 10 F-GBTI, BAC 111 HZ-RHI. Others: A-300 BIMA, BAC111 EI-ANG, Be58 D-IFLY, Be90 F-BRNI, B.707 BFEO + 1, B.727 BBNF, BHVT. B.737 BGJF, G, J, BJFH, N54AF. B.747 VR-HIA, N611US, 624US, 742PR (Phillipine). Ce421 BREF. DC-10 AZZC, BBSZ, BGAT, BHDH, I, J, GFAL, GSKY, N1035F. E-110P F-GBRM, GCCS. L-1011 N752DA Delta, PA-23 PIED. After an hour on top, we left for Biggin Hill: AA-1 BDRE, AA-5 BBGH, BGNO, BGSL, BHTZ BHWJ, BIEV, Auster APCB. Pup XSD, ZCU. Be35 N77GR. Be65 ASRX, Be95 BAVG, BICD. BN-2A BEOC. Ce150/2 AWCL, AZJK, BAIO, BBJW, BFLK, BFOG, BIND, BIZR. Ce172/7 AWLF, BBJV, EDNU, BFFM, F-GBQU, OY-BLP. Ce337 BEDL. Ce310 AZRC, AZVY, BBXL, BSIX, Ce404 GOSH, OJMA. Ce421 GAYE, SHOE. E, 110 HGGG. GA-7 BGHL. Harvard EX881, 133862. PA-23 ARJW, ARYF, AKAX, BALU, BBBJ, BDAX. PA-28 AWBG, AVWL, AYRM, AZEM, AZNL, BABG, BBLX, BAJT, BEAC, BEOJ, BGVU, BJAJ, HB-POH. PA-30 ASMA. PA-31 AYUF, BREW, BRGV. PA-34 BOEF. PA-38 KING, LIMS. PA-44 BHRP. RC690 N535SH. Rallye BMD. TB-10 BIEA. TS.60 Aerostar B? After dinner we drove on to Fairoaks: Auster AJEH, Bell 47 BBRI BN-2A BIPD, Be35 ASFD, Be90 AVNG, Bell 206 BEHG, LONG, LRLI. Ce150 ATAT, MAYO. Ce210 BEBN, BFLC. GY-80 ATJT. Merlin IIIB N1011G. PA-23 AWWV. PA-28 BEEM. PA-30 AVAU. PA-31 BTLE. PA-34 DCOI. PA-38 BGGH. PA-44 PVAF. Rallye BITE. Robin BFYE, BGHM. SF.260 AZMY. TS.60 RIGS. Twin Otter VR-CAV.

A few miles up the road to Booker was White Waltham: Aero 145 AROE, Be95 AWCW, Ce150 BPPN, Chipmunk ORR, OTR, PPA, Jodel BAE, ASRT, BAKR, Jungmeister BUCK. PA-23 ASMN, RADI. PA-28 ARNS, ATVL, AKTH, AXKA, ALVF, AVSC, AVWA, AWBS. Rallye AXOH. SIPA AVKJ. Stampe OODE, T-66 BDKM. Next onto Booker/Wycombe Air Park, home of the BA Flying Club: Airedale ASBH, Terrier AIPR, AVYK. Aerostar TIME. CAP.10 BEXR, BIPO. Ce150 AWUS, BAXW, BDOW, BDOW, BEKS, BGOI, BIOUS, PLAN. Ce172 ARMO, AZKC, AZXG, BCEV, BLSL. Ce182 DOVE. Chipmunk BDBL. DH 82 ANFM, PG651. Dragonfly AKIF. Fokker Triplane F8010. Fuji BCKT, BEYP. Nord NC800 F-CAIU. Wilga BHON. PA-18 AWMF, BFFP, CUBB. PA-23 FOTO. PA-28 ATUB, ATUCATUD, ATLN, AVVG, AVOZ, AYKK, AZWE, BAWA, ILLY PA-30 ATWG. PA-38 DYOU, DTOO, DCAN, DFLY. Pilatus P.11 BJAJ (U101). Pitts ROLL, WREN plus old Rothmans a/c. PIK 20E BIXZ. P.68 BECJ. RC112 BDKW, BEPY. Rallye AKOS, STIO. Robin BAEW GEEP, MPWL, ROBN. SF.260 MACH. SF.26 BAPA, AYYL, FLAS. Spifire AR213, MH434. Stampe BHVI, BRMC, Taylorcraft BIGK. Our final stop for the Wednesday was Oxford/Kidlington, where different aircraft from 27th June (Greenham) were: Fuji FA200 BCFF, PA-28 BCGK, BCGN, AKTC, BJBW. PA-34 BJEO. PA-38 BFNI, BFNK. P.68 WICK. Rallye BGKB, OE-DGM. Robin OE-DTI. TS.601 N97315.

After staying in a lay-by just outside Upper Heyford for the night, we left for Cranfield at 0630 3/9/81. Aircraft logged during the day were: AS.350 BGIM, JANY, PORR. Auster AGTT, AMZT, SAK, AVCS, Agusta 109 OAMD, AA-5A BFPC, TG, VS, XX, ZO, BGNN, B-25J N94552, Pup AXDW, AKIA, BN-2A BGRZ, Be35 AWXX, BECO, Be23 AVFF, ENSI, HOPE. Be76 BGOE, BHRX, BE F90 BIEZ, Be95 ATRC, BGNU, HB-GEC, Be100 LW-PAO, Be200 BFVZ, BIPP, MCEO, EI-BFT, PH-SAT, Bellanca Scout N1621G, Bell 47 BFEF, BISG, Bell 206 BFND, BEHG, ESAL, DINL, Bell 222 N2221W, Bell 412 I-MDCV, Bolkow 208 AVLO, Buccaneer S.2C XV344, Chipmunk BBMW, Ce150 AXSW, AKUW, AWOZ, BRAO, CPFC, D-EIQB, F-GAGO, Ce152 BFRN, RV, BICK, DF, RS, XH, WS, BJCA, FLIP, TYRE, Y TWO, Ce172 ARLU, ASSS, AMMU, AWUY, AYSG, AZXD, BEKZ, BCTK, BEWR, BEZO, BFFZ, BFOV, BHEP, BHGG, BHTW, BHUG, BHVC, BLOK, OFLY, ROOK, F-GBON, N2268E, N5531N, N8803T, OO-BWA, PH-AMB, Ce177 AYSY, BDCM, BFAC, BFHK, Ce180/2 ATLA

Ce180/2 BCBW, BETG, BHIB, BSPE, OSKY, Ce210 BITU, BMHC, JSGM, VMDE, N734KP, N6569X, Ce310 ASVV, BGXK, BHTV, BJE0, Ce340 BALM, 00-DKE, Ce337 NOVA, Ce402 ANWW, BLST, BLRW, Ce404 WTVF, N6768V, C-GCKB, Ce414 BHNH, Ce421 BDZU, BEVL, BHJH, BHLA, BRIT, BTDX, OBCA, Ce425 Corsair N6772B, Ce441 BHLN, N2723A, Ce500 BCII, Ce550 JETA, Druine D.62 ARNZ, AVXW. Dove/Devon AREA, ARUM, XM223/J. DC-3 APML, BHUB. Enstrom F.28 BEPO, BCOT, BISE, E.110 OY-ASL (Saudi A/L, Fuji BCKS. Gazelle BBHW. GA-7 BGNV. Hiller AVXK. Hughes BHW, AZXI, IDWR, HEWS. HS125 ASSI, AVXK, BALZ, OBAE, 9K-AED, HZ-DA1. Jodel AXWV, ATZL, BAPR, BHVF. Jetstream AXUI, AXUM, BBYM. Linnet ASMT. MS760 APRU. Maule LOVE-w/o in crash, RAIN. Merlin 3 IIIB. Mooney M20 ATHL, BIWP, BJGT, BJHB, GTPL. Optica BGIW. PA-23 ASHV, BBBJ, BBST, BCRP, BSVP, FOTO, DEVA, SATO. PA-24 ATNV. PA-25 BFEV. PA-28 ATOS, ATPH, AVRK, AVSG, AVTO, AVXP, AMSL, AXCA, AYIO, AYMN, AZSG, AZWD, BEDC, BDPA, BEEA, BEEV, BGKU, BGKV, BGOG, BGTJ, BHEV, BHHO, BHVB, BHVY, BICW, BIZD, CLEA, IBFW, SALA, HBUB, PH-EAH. PA-31 AZIM, IMBE, D-IOKY PA-32 BHNN, BJCW, LADA. PA-34 AXDL, AZWI, BDRI, BFLW, BOSS, EREC, PH-HLM. PA-38 BGGG, BEZI. PA-44 BGTTF, BRUX, TWLN. Petrel AKSF. Piaggio 00-LWI. P-68 BFKP, BFSU, BGFH, BJCR, OCAL, 00-FKT, OY-BES, CAF, CAG. RC112 BERM, BFRA, BFZM, BHRO. RC.690 BDUK, RC980 D-IBAR. Rallye AXEV, AZGL, BEVC, BFGA BGKC, EI2BIF, F-GBXD, GBXR, WDBB, 00-BOM. Robinson R22 BISE, BLSF. Robin BAPX, BBCN, BBCS, ROBN. S-76A OHTL. TB9 Tampico BHDT, BHOZ, BJDT, BJIE. TB.10 Tobago BGXT, BIRA, BIRa, BLXB, BTIE, 00-TAB. T.61 BLOW. Vampire VTII. Wallis ATHM, F-WYXS. Whirlwind APWN. After a good day at the show -f.o.c. because of our early entry, we left for home via East Midlands, which only had 00-JPC PA-32 out of the ordinary.

No sooner were we back, than off again to SOESTERBERG on the 12th September. Due to BR/Sealink problems we didn't visit other airfields, but the airshow made up for that, even though no 'CR Eagles attended. Netherlands AF: Alouettes 4275 288 293 307 374 414 495 500; Bolkow 105: B40 47; F-27: C1 2 3 4 5 6 7 8 9 10 12 M1 (PH-EKC-SAR), PH-KFK. F-16A J246. F-16B J265. F-5 K3018 3021 3024 3031 3033 3040. F-104G D8300. Hunter N129. Meteor I147. Lynx 265. Neptune 218/V. USAF: A-10A 70259/WR. F-111 68-068/UH. F-4G 69-284/SP, 74-045/SP 52 TFW. F-5E 01532 52 TFWAS. OV-10 14690 601 TCW. HH-53C 01630 602TAC KC-135A 63642 92BW. C-141A 70042 62 MAW (these two called in en route Mildenhall). Others AlphaJet 40+89 WBAF, AT19 Belgian AF, B-25 130200, RF-4E 35+52 WBAF, Mirage F-1 231/12YH, Stearman N5817N, Harvard G-ELLY, PA-28 PH-BNL, M. PA-18 PH-COR, KNF, KNL, HOG. Fokker S11 PH-ACG, Tiger Moth G-APCU. PIK 20E 00-ZJP. Ce500 PH-CTC. The Dutch seem to be very fond of parachutists, since between each flying display an F-27 flew across dropping them. Just as we were about to leave, a brand-new F-15D Eagle 80-007/BT did a display, but during its final run-in crashed & ended up in two pieces at the end of the runway! The reason seemed to be that he flew too low. (The pilot was OK, but probably on the next C-141 back home!) Back home, waiting for our coach at Victoria, we logged the following going into Heathrow: A-300 I-BUSB, SX-BEB, F-GBED. Il-62 CCCP 86462. Tu154 HA-LCM. B.727 TS-JHV, YU-AKE, 5A-DIF. HB-VFP, one of two Falcon 50's. This was our last airshow for 1981 (one of ten), & we visited 64 different airfields in the year since January- anyone beat that?

### Jaguar Crash

"Evening Despatch", 13 Aug.81.

"Squadron Leader R. Matthews, Officer Commanding No.31 Sqn., RAFG, was killed when his Jaguar XK972/DF crashed on farmland at Stanforth Park, near Barnard Castle, on Thursday August 6th. 'DF' was one of four aircraft which departed Lossiemouth just before 9am on Thursday morning, following the East coast to a point north of Tesside, where the aircraft turned inland. (Presumably running into Danger Areas D407A & B, NW of Bowes-RAN) At 09.26 the aircraft ran into low cloud and heavy rain, losing VMC. The crash happened minutes later as the aircraft descended from FL10 for a bombing run.

The aircraft were part of a joint NATO exercise, involving USAF F-4s, A-10s & OV-10s, WBAF F-4s, RDAF F-104s, and aircraft from other RAF Units, including TWU Hawks!

Correction Last month's Register: G-WMLN should be G-NMAN, a rather old Navajo owned and flown by "pop star" Gary Numan. The aircraft will appear at length in Tyne-Tees TV's Christmas Special programme "Razamataz". Air-to-air photography was done between Teesside and Usworth in September using Casair's Aztec BPPZ as camera-ship. Gary plans to fly the aircraft around the world!

### Linton-on-Ouse 6/8/81

R.A.Nann.

JP.3: XN577/18, XN593/27, XM405/42. JP.5: XN405/63, XW301/61 all 1 FTS.

### Church Fenton 6/8

JP.3: XN500/80, XM352/92. JP.5: XW417/124, XW434/125, XW303/127, XW359/128 all 7 FTS

### Finningley 6/8

Jetstreams: XK492/a, XK495/c, XK496/d, XK497/e, XK500/h, XK493/l. Dominic KS726/T.

JP.5B: XW298/0, XW287/P, XW302/T, XW293/Z all 6 FTS.



TEES-SIDE AIRPORT MOVEMENTS - September 1981

Scheduled, charter, training &amp; certain others are collected briefly at the end.

Day	Regn.	Type	From	ATA	To	ATD	Owner/other info.
1	G-ANUO	Heron	F/T Leicester	0755	East	1542	NPC
	CELT	Bandeirante	Rhoose	1012	Edinburgh	1040	Fairflight
	BFOH	Bell 47	Edinburgh	1125	Liverpool	0800,2/9	
	HB-ICN	Caravelle	Newcastle	1159	Zurich	1307	C.T.A.
	HGGS	Bandeirante			Biggin Hill	1320	
	FTTA	PA-31	ESGP (Sweden)	1809			
2	AZDH	PA-31	T/F Stornoway	1147		0729	with BBPZ
	LN-NPI	F-27	Stavanger	0932	Newcastle	1000	Busy Bee 3631/'E
	BEKO	Ce182	T/F Blackpool	1918		1003	
	BASU	PA-31	Shannon	1936,3/9	Lulsgate	1050	
	BFGG	Ce150	Edinburgh	1119	Perth	1319	Airwork A/S T
	AYVM	PA-31	Stornoway	1131	Ronaldsway	1606	
	AKNB	B.737	F/T Luton	1215		1303	
	DJBE	Ce550	T/F Coventry	1922,17/9		1504	
	BDZD	Ce172	Blackbushe	1522	Glenrothes	1630	
	AZVV	Ce172	East Midlands	1735			
	AYVM	PA-31	Ronaldsway	1806			
3	AZDH	PA-31	T/F Rotterdam	1550		0646	
	BHTP	PA-31T	F/T Christiansand	0821		1330	Ugland Managmt.
	BATN	PA-23	F/T Cambridge	0912		1404	CAAFS Opening Off.Vis.
	AVDX	HS125	Stansted	0919	Newcastle	1012	CAFU
	BHFX	Be95	F/T Leavesden	0927		1626	
	BFTX	Ce172	F/T Blackpool	0938		1637	CAA Fire Sectn.
	BEKO	Ce182	T/F Ronaldsway	1759		1009	
	AVDX	HS125	Kirmington	1142	Stansted	1403	
	ROUS	PA-34	Ipswich	1359	Cranfield	0907,5/9	
	AXOZ	Pup	Sywell	1751			
4	FTTA	PA-31	T/F Ringway	0840		0651	
	BBNH	PA-34	F/T Coventry	1248		1500	
	PRES	Ce441	Newcastle	1648	Hawarden	1331	
	EC-CQM	DC-8	F/T Palma	1517		1615	
	BHWF	B.737	F/T Palma	1638		1740	
	BIED	Be90	F/T Fair Oaks	1712		1814,5/9	Eagle A/c Svs
5	ASUR	Do 28	F/T Cranfield	0826		1147	Sheffair
	BGPH	AA-5	F/T Cranfield	0917		1021	B.I.Avn.Svs.
	PH-CHB	F-28	F/T Rotterdam	1003		1201,6/9	NLM
	BEKO	Ce182	LBA	1809	Blackpool	1011	
	AXCP	BAC111	F/T Barcelona	1256		1440	
	BEHH	PA-32	LBA	1255	Birmingham	1442	SMK Eng.
	ROUS	PA-34	Cranfield	1542			
6	9H-AN	B.720	F/T Malta	0632		0754	
	BDWY	PA-28	T/F Elstree	1811		0858	
	AVYT	PA-28	T/F Duxford	1818		0859	
	BIVW	AA-5	T/F Duxford	1813		0935	
	D-EKPB	Mooney 20	Cologne	1052	Dundee	1306	
	F-BVVI	AA-5	F/T Sywell	1103		1329	
	DJBE	Ce550	Coventry	1354	Biggin Hill	1809,7/9	
	BMA B	DC-9	Glasgow	0847,7/9	Rimini	2040	
7	AYVJ	PA-23	Leicester East	0924	Coventry	1635	Kilby Bros.
	AZYR	Ce340	F/T Lulsgate	0948		1506	Selflock Ltd.
	FEYR	Ce550	F/T Gatwick	1050		1431	European Ferries
	BFOH	Bell 47	Liverpool	1109	Edinburgh	1215	
	BHSM	Bell 206	Coventry	1203	Newcastle	1630	
	BGCS	Bandeirante	F/T Liverpool	1335		1355	Genair
	DUKE	Be60	Luton	1646,9/9	Leavesden	1500	
	PRES	Ce441	Le Bourget	1532	Ringway	1617	
	AZDH	PA-31	Dyce	1557	Shannon	1629	
	LATC	Bandeirante	Dyce	1815	Rhoose	1905	
8	BBPZ	PA-23	T/F Southampton	1133		0658	

8	ANUO Heron	F/T	Leicester East	0757		1550
	BSVT Bandeirante		Rhoose	1016	Edinburgh	1035
	LATC Bandeirante		Aldergrove	1154	Newcastle	0814,9/9
	TZ-ADS Caravelle		Zurich	1159	Edinburgh	1253 CTA RU984 (Air Mali)
	KRIS Maule		Gloucester	1250	Redcar	1404
	BIXU AA-5B	F/T	Prestwick	1448		1631 Cougar F/S
	AYVM PA-31	T/F	Sumburgh	1906		1507
	BHLK GA.7	T/F	Prestwick	1443,29/9		1638
9	AYVM PA-31	T/F	Stornoway	1116		0729
	BBPZ PA-23	T/F	Stornoway	1303		0731 with BASU
	BFRB Ce150	F/T	Huddersfield	0930		1018
	AVRL B.737	F/T	Luton	1208		1316
	HUSH Hughes 300		Edinburgh	1410	Ripley	1513
	BDPH Ce172		Edinburgh	1851	Birmingham	1938
	NORC Ce425		Cambridge	1856	LBA	1905
10	BBKJ Ce337	F/T	East Midlands	0908		0926
	BEKO Ce182	T/F	Blackpool	1014,11/9		0910
	NORC Ce425		LBA	1140	Birmingham	1407
	CNSI Be20		Kirlington	1356	LHR	1524 Express Air
	EASS Ce421		Hatfield	1406	LBA	1419
	00-JPK Metro		Brussels	1429	Wick	1506
	BBKJ Ce337	F/T	East Midlands	1528		1542
	ROUS PA-34	T/F	Ronaldsway	1840		1544
11	ASTD PA-23		Wick	0912	Dyce	1002
	EC-ASN DC-8	F/T	Palma	1010		1115
	NORC Ce425		LBA	1038	Blackbushe	1058
	BFLI PA-28R		Usworth	1202	Gloucester	1222 Div.in oil cap off
	BIVU AA-5		Norwich	1738,13/9	Cambridge	1356
	BHWF B.737	F/T	Palma	1514		1605
	NORC Ce425	F/T	Blackbushe	1755		1804
12	FTTA PA-31	T/F	Antwerp	1951		0645
	AVYT PA-23	T/F	Ostend	2012		?
	PH-CHB F-28	F/T	Rotterdam	0955		1206,13/9
	BFFE Ce152	F/T	Brighton	1227		1316
	AKCP BAC111	F/T	Barcelona	1250		1446
	BOBI Ce152	F/T	Sherburn	1333		1424
	BGLI Ce152	F/T	Doncaster	1350		1455
	BFVO P.68	F/T	Blackbushe	1633		0649,14/9
13	9H-AAK B.720	F/T	Malta	0644		0810
	ROUS PA-34	T/F	Ronaldsway	1129		0847
	BIBW Ce172	F/T	Liverpool	1205		1436
	BFRB Ce150	F/T	Huddersfield	1356		1423
	HGGS Bandeirante		Biggin Hill	1726	Dyce	0706,14/9
14	BFVO P.68	F/T	Blackbushe	1842		1241,15/9
	AYVM PA-31		Shannon	1951	Scatsca	0731
	OSHH Ce404		LBA	0756	Biggin Hill	0812
	PRES Ce441		Dyce	1820	Newcastle	0801
	BFFE Ce152	F/T	Brighton	1041		1454
	BFOH Bell 47		Edinburgh	1048	Blackpool	1107,15/9
	MDRB PA-31	F/T	Norwich	1523		1559,15/9
	GOSH Ce404		Dyce	1958	LBA	2003
	HGGS Bandeirante		Dyce	2115	Shannon	2139
15	PRES Ce441	T/F	Rotterdam	1705		0656
	ANUO Heron	F/T	Leicester E.	0752		1545
	SE-IIB Be90	F/T	Angelholm	?		1510
	BSVT Bandeirante		Rhoose	1003	Edinburgh	1026
	BBPZ PA-23		Dyce	1040	Glasgow	1124
	BDWY PA-28	T/F	Old Warden	1710		1141
	Wasps		Usworth	1521	Leeming	1541XS527/434,XT418/435
	ATVW Condor		Panshanger	1842	Ringway	1646, "Site Formation".
16	BHYT Bandeirante		Liverpool	0632	Stornoway	0719
	FTTA PA-31		Glasgow	1736	Stornoway	0713

16	PRES Ce441	T/F	Stornoway	1030	0735	
	ANUO Heron	F/T	Leicester E.	0755	1544	
	BBPZ PA-23	T/F	Stornoway	1222	0758	
	AZGG Be90	F/T	Stansted	0819	1430	
	<u>ARPR Trident</u>		LHR	0823		For CAA Fire School. (BA9663M)c/no 2119
	AXHG Rallye		Ketton	1113	0831	Kirkby Moorside
	HULL Ce150	F/T	Grindale	1042	1209	
	AWEG Ce172		Grindale	1042	1135	Usworth
	AZID Ce150		Grindale	1049	1306	Bridlington
	<u>AXNA B.737</u>	F/T	Luton	1159	1321	
	PRES Ce441		Leavesdeh	1738	1249	Dyce
	BERI R.C.114		LBA	1340	1437	Kirmington
	AZBK PA-23		Northolt	1857	1910	Stornoway
17	BEUX Ce172		Barton	0946	1226	Stapleford
	OY-CBC Mooney 20		Dyce	1143	1358	Stavanger
	BBPZ PA-23	T/F	Tingwall	1259,18/9	1253	
	AYVM PA-31		Sunburgh	1607,18/9	1333	Tingwall
	<u>F-GBON?? Squirrel</u>		Dyce	1440	1455	Hayes
	XX239 Hawk	F/T	Leeming	1450	1450	
	PRES Ce441		Ringway	1938	1512	Shannon
	BDWL Pawnee		Croft	1734	1806	Walton Woods
18	AZZV Ce172	T/F	Shoreham	1755	0712	
	AZYI Ce310		East Midlands	0853	1010	Antwerp
	<u>EC-ASN DC-8</u>	F/T	Palma	0944	1105	
	ASTD PA-23		Dyce	1050	1149	Inverness
	DJBE Ce550		Hanover	1724,19/9	1053	Brussels
	BFXW AA-5		Doncaster	1126	1423	Liverpool
	BHOB Ce404		Dyce	1251	1410	Blackbushe
	OFAR Ce402		Newcastle	1313	1352	Hucknall
	FTTA PA-31	T/F	Wick	1415,19/9	1421	with AZDH
	<u>BFVB B.737</u>	F/T	Palma	1531	1625	
	BJFL S.76		Redhill	1716	0833,19/9	Dyce
	AZYI Ce310		East Mids.	2013	0758, 19/9	Sleep
19	AVYT PA-23		Gosselies	1239,21/9	0923	Southend
	PH-CHD F.28	F/T	Rotterdam	1003	1041	
	BFWB PA-28	"	Oxford	1114	1251	
	AZLV C.172				1135	Oxford
	AXCK 1-11	F/T	Barcelona	1345	1446	
	PH-MAO DC-9	"	Amsterdam	1357	1425	
20	9H-AAK 720	"	Malta	0639	0742	
	PH-CHI F.28		Amsterdam	1057	1147	
	LATC E.110		Biggin Hill	1835	0719,21/9	Dyce
21	AZDH PA-31	T/F	Scatska	1720	0812	
	BHUS Be90		Edinburgh	0824	0843	Hatfield
	F-BJLH DA 10	F/T	Le Bourget	0850	1510	
	AVUS PA-28	T/F	Dieppe	1630,22/9	0902	
	BHSM Jet Ranger		Coventry	0948	1608	Newcastle
	XW287,302 J,P.s		Finningley	1030,1031	1128	Emergency landings
	ROLL Pitts		Leuchars	1033	1146	Whickam Air Park
	BFOH Bell 47		Liverpool	1101	0810,22/9	Stornoway
	<u>PH-MAO DC-9</u>	F/T	Amsterdam	1359	1429	Martinair
	PRES C.441		LBA	1958	14??	Ringway
	RBBE C.421		Sturgate	1525	1556	Ringway
22	PH-TVS 737		Monastir	0042	0724	Newcastle
	AZDH PA-31	T/F	Stavanger	1656	0643	
	AYVM "	"	Northolt	1926	0722	
	F-BVJJ PA-23	F/T	Calais	0835	1647	
	ANUO Heron		Ringway	0825	1549	Leic.E
	FMFC E.110		Rhoose	1007	1016	Edinburgh
	BEHW C.150		Usworth	1107	1150	Huddersfield
	STAN F.27		Dyce	1547	1622	LBA
	BGTG PA-23		Hanover	1550	1702	Newcastle

F-GBON (Twin Squirrel)

UK207NCL DIVS

div in runway blocked

22	BGYJ 737		Athens	1618	Newcastle	1711	div in runway blocked
23	PH-TVS "		Faro	0101	Kerkira	0247	Britannia
	PRES C.441	T/F	Stavanger	1728		0514	
	AYVM PA-31	"	Stornoway	1136		0722 & BBPZ	
	BASU "		Dyce	1140	Stornoway	0730	
	BHPY Be55	F/T	Leavesden	0814		1434	
	AZDH PA-31		Gatwick	1247	LBA	0817	
	BEKO C.182	T/F	Edinburgh	1152,24/9		1006	
	AVRL B.737	F/T	Luton	1204		1324	
	BIVU AA-5				Elstree	1243	Eastern
	AVBZ C.172	F/T	Huddersfield	1301		1350	
	AVLW RF.4		Edinburgh	1401	Biggin Hill	1443	
	MWGB C.404		Ringway	1438	Coventry	0812,24/9	Volkswagen GB.Ltd
	BFEM C.421		Hanover	1851	East Mids	1915	
	BGYK B.737		Ibiza	2222	Alicante	2325	Britannia
	BRIT C.420		Luton	2216	Newcastle	0548,24/9	crew change for 737
24	PRES C.441	T/F	Gloucester	1752,25/9		0649	
	BEMD Be55		Usworth	0753	Hurn	0802	Vaux
	00-FLE PA-34	F/T	Ghent	0834		1443	
	BBIF PA-23		Ringway	0903	Usworth	0841,25/9	
	FOUR HS-125		Newcastle	0945	Kirmington	1144	
	BBPZ PA-23		Dyce	1843	Ringway	1114	
	ARGR Viscount	F/T	Dyce	1528		1555	Intercity Airlines
	BREW PA-31	F/T	Biggin Hill	1537		1558	Bass Charrington
	FISH Ce310		Leavesden	1905	Stornoway	0844,25/9	
	BAZG B.737		Gerona	2316	Palma	0031,25/9	
	BRIT Ce421	F/T	Luton	2321		0010,25/9	
25	OSLA B.737		Faro	0259	Birmingham	0536	
	DJBE Ce550	F/T	Northolt	0927		0708	
	BEKO Ce182	T/F	Haverfordwest	1730		0710	
	BGOP Falcan 20		Blackpool	0835	Bordeaux	0936	Datsun UK
	VWGB Ce404	F/T	Coventry	0859		1043	Air Commuter
	EC-CQM DC-8	F/T	Palma	1000		1110	
	BGOX PA-31		Norwich	1214	Exeter	1331	Anglo-Scottish Air
	BAZG B.737	F/T	Palma	1547		1645	Parcels
	DJBE Ce550				Gatwick	1529	
	BECC B.737		Ringway	2110	Athens	2233	Britannia
26	BBPZ PA-23		Luton	1023	Leavesden	0708	
	PH-CHF F-28	F/T	Rotterdam	1004		1201,27/9	NLM
	WTVB Ce404	F/T	Ringway	1010		1709	
	BGEO PA-31	F/T	Edinburgh	1018		1739	
	AZZK Ce414	F/T	Stansted	1125		1354	
	AKCK BAC111	F/T	Barcelona	1245		1441	
	BBPZ PA-23	T/F	Luton	1625		1348	
	BFEC PA-23	F/T	Newmarket	1351		1628	
	BGOP Falcon 20		Bordeaux	1502	LHR	1530	
	JETA Ce550	F/T	Rotterdam	1740		0935,27/9	
27	9H-AAO B.720	F/T	Malta	0628		0754	
	LATC Bandeirante		Biggin Hill	1839	Dyce	0711,28/9	
28	AYVM PA-31		Dyce	1657	Scatsca	0704	
	BFOH Bell 47		Edinburgh	1042	Liverpool	0733,29/9	
	LATC Bandeirante		Dyce	1908	Ringway	1956	
29	PH-TVS B.737		Monastir	0406	Newcastle	0638	Transavia
	FTTA PA-31	T/F	Antwerp	2043		0611	
	AYVM PA-31	T/F	Inverness	1027		0641	
	BLST Ce421		Leicester E.	0738	LBA	0746	
	BEKO Ce182				Edinburgh	0914	
	LX-ETA Ce421	F/T	Luxenburg	0926		1509	
	CHEV Bandeirante		Glasgow	1003	Edinburgh	1021	
	BBNO PA-23	F/T	Elstree	1119		1719	
	BFGG Ce150	F/T	Perth	1139		1252	
	ARDE Heron	F/T	Leavesden	1203		1310	
	BLST Ce421	F/T	Leicester E.	1404		1547	

29	NORC Ce425	Glasgow	1620	Blackbushe	1641
	JTCA PA-23	Dyce	1713	Sturgate	1756
30	BASU PA-31			East Midlands	0052
	<u>PH-TVS B.737</u>	Faro	0117	Newcastle	0952
	PRES Ce441	T/F Stavanger	1746		0652
	BREW PA-34	Luton	0941	Usworth	1402 Whitbread
	BGOY PA-31	Newcastle	1153	Southampton	1245
	<u>AVRM B.737</u>	F/T Luton	1224		1325
	BIEZ Be90	Kirlington	1310		
	BHCB AA-5	F/T Doncaster	1422		1533
	BSFL PA-23	F/T Ringway	1649		2102
	SATO PA-23	Gloucester	1827		
	BGYJ B.737	Ibiza	2143	Alicante	2305
	BRIT Ce421	Luton	2204		
	<u>BOSL B.737</u>	LGRP (Greece)	2246		

Scheduled Services LHR (BMA) AZLP 5,6,12,13,26,27. AZLR 12,13. AZNB 5,6,20,26,27. BMAB 2,6-19. BMAC 1-5,20-30. BMAT 19, 20. Jersey (BMA) AZLP 12,13. AZNB 5,6,26,27. AZNC 5,6. BMAB 6,12,13,19. BMAC 5,20,27. Dyce/Norwich (Air UK) BAKL 12,18. BAUR 2,3,9,20,21, 23. BCDN 26. BCDO 1,4,6,8. BDDH 5,7,16,26. BDVT 29,30. BHMW 4,9,24. BHMZ 1,15,16,22,25. BHMZ 7,10,11,13,14,17,29. BHMZ 27-29. BLGW 2,5,6. STAN 22. Amsterdam & Newcastle/Dublin (Dan-Air) ARMW 10,11. ATMI 14,16,21,22,24,28,30. ATMJ 15,18,23. AXVG 2,4,7,9,17,25,29. BFLI 1,3,8. Glasgow (Casair) AZDH 15,30. AYVM 21. BASU 1,11,14,17,18. BBPZ 15,18. PATT 1-4,7-11,15,16,21-25,28-30.

Shannon (Casair) AYVM 3,14. AZDH 7,14,17,24. BASU 3,24. PATT 21. PRES 3,7,9,10,28. Positioning ex Aldergrove ARMW 11, ATMI 16,24,30, ATMJ 23; AXVG 2,4,9,25; BFLI 3,8,11. Dublin ARAY 30. LBA ATMI 13,20,27. Liverpool ARMW 10; ATMJ 29; AXVG 2,4,9. Ringway BIUV 22 F/T Dyce ARMW 10. AYVM 6,7,27. AZDH 7,27,29. AZOD 26. BASU 7,20,21. BBPZ 10,15,27. BIBE 7,22. FTFA 3,11,17. LANT 1,4,11,14,18,21,25,29. LATC 2,6,21,22. PATT 13,14.

Crew Training BA: HS125 BAZA 18. Casair PA-23 BBPZ 6,22. Ce441 PRES 17. Dan-Air HS748 BFLI 8. Gray Jodel ATZL 14. Leach Ce402 OFAR 18. Intercity Viscount ARGR 21. Vaux Be55 BEMD 14. European Ferries Citation II FERY 7.

Military Jet Provosts 2 (XM337, KW303, 387), 11 (KW370), 23, 24, 29. Bulldogs: 9, 11, 21 (XX517 XX529, 633, 700, 713 & local), 22 ("Green Formation"), 23, 24, 25 (7), 29 (XX629 & 633), 30 (6).

#### Extraordinary!

Local Flying (underlining shows landed also) ATJU 11,12,13. ATON 1,2. ATVW 16. AVEK 6. AVUH 9,15. AVUS 2,3,11,12,13,17,25,27. AVYT 5,11,22,27. AVZP 18. AWUL 1,1,2,3,5-9,13,30. AXHG 6,7,11,13,13,15,16,22,24,27,28,30,30. AXOZ 1,4-9,11-19,22-24,26,27,29,30, 1,2,4,11, -13,19,24,27,29,30. AYMK 14,18. AYPV 25,28,29. AYVM 24. AZDH 9. AZLV 3,4,11,18. AZLY 6,8 11-14,16,18,21-23,26-30, 12,30. AZZV 1,3-6,8,9,12-16,19,21,22,25,27-30, 13,14. BAHW 4,9, 11. BANK 29. BAZA 18. BBIF 24. BBPZ 1,23,30. BCGJ 12,13,20,25,27,28. BDWL 17. BDWY 1,3-5, 9,11-13,15-17,19,22,23,25,27,29,30,14,17,22,24,25,30. BEHH 5. BEKO 1,6,12,13,15,15,19,24. BEMD 12. BFFC 30. BFGL 8. BHDR 1,1,2,3,5,5,6,9,11-19,21,23,24,25,25,28-30. BHLK 2,3,6. BHSM 7,21. BIFY 12. BIOW 28. FERY. FTFA 23. HWBK 24,26. LATC 2. PATT 21. PRES 3.4.7.18. ROUS 8,12,13. Bulldogs 21.

Airport Parking (Cars, etc.) that is, where TD is 50p per day, up to 28 days) Read on to see how lucky we are! (\* = includes insurance, etc.)

Birmingham: Open 85p per day, ltd. covered £1.25 p.d. LBA: Open 80p, covered £2.59 \*  
Bristol/Lulsgate 70p " " " " 90p " Luton " 70p.  
Cardiff: Open 70p " " Newcastle: Open £1 P.d., covered £2.50 \*  
Dyce/Aberdeen " £1.35 " " Norwich: " 70p "  
East Mids. " 75p " " Prestwick: " £1  
Edinburgh " £1.30 " " Ringway: Some " £1.50 " other £1.30, Cov. 2.30  
Gatwick Open £1.40, covered £2.50 \* book, visitors open 90p, covered £1.20.  
Glasgow " £1.50, m/storey £1.50 Stansted: Open 30p:- our only rival.

/From Thomson Holidays Getaway Guide  
R.A.Nann.

#### Scampton 6/8/81

Vulcan SR.2 KH537, 560 (27 Sq). Fire Dump XL384.  
Vulcan B.2 XJ780, 782, 783, 825, XL321, 359 (35 Sq).  
Vulcan B.2 XJ823, XL387, 426, 445, XM574 (617 Sq).  
Gate Guard is Lancaster VII (painted as B.I) NX611, ex French Navy.

The British Register- additions

ABEV Gipsy Moth c/n1823 - Southampton  
 AIDS Tiger Moth 84546 Southend  
 BJCP Unicorn UE-2B 81011  
 BJDA Skyvan Srs.3 SH.1976  
 BJDB Skyvan Srs.3 SH.1977  
 BJDC Skyvan Srs.3 SH.1978  
 BJDD Skyvan Srs.3 SH.1979  
 BJDH Aztec 250E 27-54089 G-EDXV D.Gibson  
 BJDJ HS125-700B 257142 Consol.Contractors  
 BJDL Rango NA-7 DC-20  
 BJDM SA102-5 Cavalier 10119  
 BJDN Gulfstream AA-5 0794 N26893)Cabair  
 BJDO Gulfstream AA-5 0823 N26936) Elstree  
 BJDS British Bulldog HAB AJC.12  
 BJDW Cessna F172M F.1417 - Citation F/S  
 BJDY Unicorn UE-4A 81012  
 BJDZ Unicorn UE-1A 81013  
 BJEA to BJEH BN-2B Islanders  
 C/nos. 2116-2123  
 BJEI PA-19 Super Cub 18-1988  
 BJEJ BN-2B Islander 2124  
 BJEK BN-2B Islander 2125  
 BJEO Seneca 220T 34-33191 CSE  
 BJET Cessna 425 0024 - Gatwick Air Taxis  
 BJEV Aeronca 11AC 11AC-270 Aylesbury  
 BJEZ Cameron 0-105 763  
 BJFA AA-5A Cheetah 0893 N27169

## Registrations cancelled

WFU ASFR, ATIE, BIPP, BIYZ.

SA AZOR/EC-, BCXV/HP-, BESJ/ 9J-AEO, BFLB/ZS-, BHDF/4X-, BIEP/EI-BLK, BIMP/4X-, WTVF/5H- .  
 AVTS/N 4241N, AWVY/ SE-ILA, AZBD/ N289XX, BCGE/ N99041, BCJI/ SE-IIH, BEFM/ VP-LCF,  
 BEVK/ N34BL, BFTM/ YR-NBZ, BFWA/ YR-NBY, BFWX/ YR-NEX, BGAO/ N4251L, BGMG/ VR-BEL, /001  
 BGWP/ F-ODMZ, BHEE/ OY-CAF, BHPA/ PH-NZL, BIGS/ EI-BLG, BIGW R.Nor.AF 216, BIOH/ 8Q-CA-  
 BRWS/ N27299, JCWW/ F-GDFD, NORK/ EI-BLH, UBKP/ G-BIYS/ N96487, WWJC/ F-GDFC.

G-ARYR PA-28 is now resident at Turnhouse.

G-ARLK PA-24 is under repair at Wickenby after landing accident.

New Resident is Ce150K G-AZLV being used by CFS.

Ce310 G-BAHW, after C Of A renewal at TD, is reportedly readied for auction in Nigeria!

Usworth resident Jurca Sirocco G-AZOS had a heavy landing at Greatham (Walker's) airstrip on 13/4/81. It ground-looped &amp; lost its undercarriage.

Aggro P.54 Usworth JP.T.4 fuselage is ex XP627, Mosquito A/c Museum &amp; Hatfield; and arrived January 1981.

P.61 Our resident P-51 Mustang is ex Swedish &amp; Israeli Air Forces, not French!

P.99 Unidentified Harrier at Linton was XZ963/14

East Midlands 26/6

R.A.Nann (+ ?)

Ce401 G-AVKN, HS125-3B G-AVPE, Boeing 707 BFLD, BFLE BMA Cargo, Ce182 G-AZNO, Twin Otter G-BIHO, Tupolev 134A YU-AHX.

28/6: DC-3 G-AMYJ. Cessnas BGGO, BGGP, AWJA, BEZR, WAGY. B.737 G-BGTW Orion, G-NESS Commander, Spencer Flack's G-HUNT &amp; G-FIRE, Harvard T.6 G-TSIX. Bandeirante OY-ASY on lease to Air Leicester.

Aviation Quiz

- 1) Which country will have Mig 25s and Harriers in its arms inventory shortly?
  - 2) Which Commonwealth Air Force has Boeing 727s in its transport fleet?
  - 3) Which NATO air force still uses F-84 Thunderstreaks?
  - 4) Which two types of fixed wing aircraft are still used by the Army Air Corps?
  - 5) Mrs Thatcher flew in a Russian helicopter to inspect Afghan border posts. True or false.
- CREDITS Tees-side Airport ATC, Flight, Air Pictorial, Aviation News, Evening Gazette, D.C.Anderson, R.A.Nann, D.Taylor, D.M.Hutchinson, P.Nann, M.Walton, D.Croucher, D.E.Thompson, R.Spooner, T.Melvin. (Quiz answers next month)

BJFE PA-19 Super Cub 18-2022 45-22422  
 BJFH Boeing 737-253 22278 - Air Europe  
 BJFI Bell 47G-2A-1 3173 Harvest Air, Southend  
 BJFK Shorts SD3-30 SH.3077  
 BJOY HS125-600B 256030 G-BBEP  
 BMID Jodel D120 259 F-BMID  
 BONE Pilatus P2-06 62 Sw.AF U-142 Aeromech  
 BRIC Cameron V65 748  
 BSIX Cessna 401 0165 G-CAFE Culinair Ltd.  
 BWIG Gas replica KW.1  
 DATA Bandeirante 201 G-BGNC Fairflight Ltd.  
 EORR AS.350B Squirrel 1040 G-FERG Colt Car  
 ERTY Tiger Moth 82814 D-EFYZ Staverton  
 FARR Jodel D150 58 F-BNIN  
 FLEA TB-10 Tobago 235 F.Barker & Son  
 GDAM Super Cub 135 18-3535 PH-PWH Citation  
 HALP TB-10 Tobago 192 G-BITD D.Halpern  
 HEAD Colt 56 304  
 HENS Cameron N65 740 Horrells Dairies  
 LASI Baron 58 TH-1258 N38332 Inter Africa A/c  
 ICUB Cub J3C-65 13255 F-BEGT  
 JRMM Commander 690B 11530 Nuthampstead  
 KAFC Cessna 152 84394 N6443L Gordon King Avn.  
Sold in USA  
 Aerostars: BHPW BITC FINE STAR. Navajos:  
 AXXB BBVR PEPD. Barons ASNO BIYS. Cessnas:  
 340 AZRB 414: KCAV. HS125 ANMS. PA-39 AYWZ  
 Trislander BEDR, Islander BGAN, JR BGYF,  
 SD3-30 BIOD, Commander 690 BMIC.