



TEESSIDE

AVIATION

NEWS

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Movements: A. Abbott, 93 Sidlaw Road, Billingham, Cleveland. Telephone 0642-557733

Historian: J.W. Perrin, 11 The Spinney, Hartlepool, " " Hpl. 60598

Editor: R. Stewart, 138 Thames Road, Billingham, " " 0642-556393

Last month's rumour that Tees-side Airport would have an Air Show on 28th August has been confirmed. The Red Arrows WILL display & we will just have to keep our fingers crossed for other military visitors to come, with the present Falklands action apparently "hotting-up" RAF activities in general. Perhaps the USAF will feel that they should extend themselves to cover for their buddies!

Eddie Serrell's (Ferryhill, 93-55245) bus trip to Mildenhall on 29th May is filling up nicely, but could do with a few more passengers. Flying starts at 10.30 & Wildcat, Bearcat & Corsair are promised. Route is Ferryhill 00.01, Billingham/Swan 00.20 via Bradbury & Sedgfield, to Stockton/Swallow 00.30, Darlington 01.00 & Northallerton 01.30?

On Monday, 24th May, Casair will start their TD-Gatwick service, with new Shorts SD 3-30 G-BJUK, c/n SH.3082, which you must have all seen flying about, by now. (If all goes well, it should have a new & more suitable registration soon). British Caledonian, "Europe's largest private scheduled airline" has promised to give Casair their full support.

The TD summer timetable is out & shows a TD-Shannon IT service by Press Travel, with the Casair Titan. Out on Thursday, 15.00 (1700) & back Monday 21.00 (1900) 15th April to 23rd September- wonderful fishing weekends!

Emma Travel of Middlesbrough have dropped their plan to run 10 charters to Malta from TD this summer. Bookings totalled 25% & it was claimed that 85% was break-even!

Durham County Council are considering using the teachers training college buildings at the Airport for a nursing & old people's home. Previous ideas on uses included a country club cum conference centre, & general industry. /ton.

20 YOPs have a year to build an Evans VP-2 (& learn the required skills) at Washington-walker (Apollo 15) Col. James Irvin gave a talk to CFS personel at Leeming, 13/5.

86 yrs-old Edmund Hutson of Greens Lane, Middlesbrough visited Leeming in April. He flew in Farmans in the RFC & had never seen a modern RAF station.

Ex-member Steven Wilson (the one on Thornaby Road who COULD get out of bed), now 23, is a Flight Lieutenant in the RAF & has just graduated as navigator at Finningley. He won 3 top-student & leadership prizes, & will now go onto Hawks, then Tornados.

QUIZ Answers (P.47)

- 1) 128,775 aircraft (UK WW2 production).
- 2) 5th August 1964, by USN carrier aircraft.
- 3) The Dieppe Operation, with 2339 RAF & 123 USAAF sorties.
- 4) Arival prototype bomber to the B-52.(YB-60).
- 5) The D.H. Vampire.

Air Ecosse "Bus Stop" Twin Otter service is operating Liverpool-Blackpool-Barrow-Carlisle-Glasgow-Aberdeen, co-inciding with BMA's LHR-Speke/Liverpool service.

CREDITS Tees-side Airport ATC, Flight, Air Pictorial, Evening Gazette, R.A. & P.A. Nann, D.E. Thompson, D. Croucher, D. Rose, E. Serrell.

FROM THE ARCHIVES
AUSTER AIRCRAFT

New standards of safety and economy for light aircraft were set by the Taylor Cub Monoplane of America in the early thirties. Its designer, Mr. C.G. Taylor, left the firm in 1936, & the Taylor Aircraft Co. reorganised & renamed to become the Piper Aircraft Corporation, with the Taylor Cub becoming the Piper Cub. Taylor formed the Taylorcraft Aviation Corporation, designed an improved Cub & called it the Taylorcraft. In 1938, Taylorcraft Aeroplanes (England) Ltd. was formed, to build them under licence.

The first British project was the Plus C, a modified version of the American Types A and B, the prefix "Plus" showing its British origin. Fourteen were produced in 1939, all being taken over by the RAF. With a 55 hp Lycoming O-145-A2, span of 36 ft, & a loaded weight of 1200 lb, the two-seat Plus C had a top speed of 100 mph.

Early in 1940, a new model, the Plus D was put into production, with a 90 hp Cirrus Minor engine, which altered the Nose shape. Weight rose to 1400 lb, speed to 115 mph, & range was 300 mls at 90 mph. The eight D's built were used for AOP work by the army, & the C's for liaison by the RAF- they were fitted with the larger engine, becoming C/2's. These successful trials led to a substantial order from the army for a fully militarised version, to see service as the Taylorcraft Auster Mark I. (Auster is Latin for south wind)

The Auster 2 appeared in 1942, with a Lycoming O-290-3 engine of 130 hp & improved performance, but a shortage of American engines stopped manufacture. The two built were converted into Mark 3's by fitting Gipsy Major engines of 130 hp. Over 460 were built, distinguishable by the lengthened cockpit windows. Large quantities of the Lycomings became available during 1943 & the Mark 4 was fitted with it, a third seat being fitted also, for the first time. The characteristic snub nose of the Lycoming mounting was continued in the Mark 5, which had a bling-flying panel. On the 4 & 5 the cockpit line fell more sharply from the wings to the rear fuselage than earlier.

The Mark 6 appeared in 1945, powered by a Gipsy Major 7 of 145 hp & fitted with the noticeable auxiliary aerofoil flaps. Production for the RAF, RCAF & Belgian AF continued for several years.

Close behind the AOP 6 came the T.7, initially flown in 1947 as a dual trainer version of the Mark 6. Dimensions were: length 23 ft 9 in, span 36 ft, as the Mark 6, but the weight rose 102 lb to 1515. A projected modified Mk.6, the Mk.8 was not developed.

A design to specification A2/45 for a redesigned & enlarged two-seat AOP with a Gipsy Queen 32 250 hp engine, large flaps & leading-edge slats was submitted. Major differences from other Austers lay in the stalky undercarriage, blunt wings with cut-outs at the roots rear hood shape & slope and altered fin. Two prototypes were built, the first being shown at the 1948 Farnborough, but due to expenditure cuts, it was not produced. Span was 43½ ft length 30 ft 1 in, empty weight 2000 lb, gross weight 3400 lb.

The Model S was shown at Farnborough 1951, with a Cirrus Bombardier 702 engine of 180 hp. It was developed from the Mk.6, but had a larger fin & rudder, horn-balanced elevators variable-pitch propeller & oversized "doughnut" tyred wheels. External flaps were omitted.

Immediately after the war, the Auster was put into quantity production as a civil machine, with unlimited possibilities. First was Plus D, G-AFWN, rebuilt into the Autocrat J.1 prototype with a Cirrus Minor 2 engine, in 1945. The Autocrat proved to be a great success, & although 6 years had elapsed since the Plus D, there was a close resemblance, but for an extended rear canopy for the third seat, & slight length increase. Concurrently a line was started for the conversion of service AOP 5's to civil standards.

During 1946, the company changed its name to Auster Aircraft Ltd., & a completely new series of high-wing aircraft was started. The first was the J.2 Arrow, a two-seater with a 75 hp Continental C-75 engine. It was 22 ft 6 in in length, had less window area, and the cylinder heads of the flat-four engine protruded. Closely following the Arrow came the experimental Atom, with a 65 hp Continental motor, but only two were completed. A modified version was designated J.3A, only one of it being built.

Large-scale production was undertaken with the next model- the Auster J.4, another two-seater, but with a 90 hp Cirrus Minor motor giving much better performance, and an Autocrat-type cowling. The company found that there was a growing demand for a four-seat plane, and as a result, in 1947, some J.5s with a Major I engine were modified to carry a third seat, with the rear canopy "blistered" to give the head-room. The J.5 Adventurer had a gross weight of 1361 lb, but was not produced in any quantity.

During 1947, a completely new venture was shown to the public- the Model P Avis, a four-seater with a span of 36 ft 5 in, length 23 ft 6 in & maximum speed of 113 mph, on the 145 hp of its Gipsy Major. Externally, its main differences lay in a modified fin

with dorsal fillet, new cowling, auxiliary aerofoil flaps & longer undercarriage legs. It was not put into production, but the Mark 2 of 1948 was designed for touring & ambulance work, and could seat five.

During 1949 & '50, a spate of new Austers emerged. The basic Autocrat was produced as a four-seater-the J.1A, developed into the J.5B Autocar, roomier & with a Gipsy Major, enlarged cockpit & hood, & metal propellor. To improve performance & handling of the Autocrat, the fin was redesigned & power increased by fitting the 130 hp Gipsy Major I. The result was the J.1B Aiglet. This was joined by the J.5F Aiglet Trainer, which was stressed for aerobatics & had a reduced span of 32 ft.

Some (more?) confusion was caused in 1950 by Auster's introducing sub-type models. The 5A was a four-seater with a Lycoming O-290-3/1 & the 5C was a one-off for the 1950 King's Cup Race. A special modification schedule carried out on old Mk.4 & 5 aircraft with Lycomings (revised fin, Gipsy Major engine, new propellor, etc.) gave these a new life as 5D's. Reverting to type numbers again, the J.5E was a 'special', experimentally fitted with a 155 hp Cirrus Major 3 engine, produced in 1950.

The most unusual aircraft from Auster's was undoubtedly the B.4 ambulance/freighter of 1951. Its only similarity to other models was in the general planform of the wings. The short, tubby fuselage had twin rear-loading doors opening under a single tail boom which carried the familiar Auster fin & rudder. The main undercarriage legs were stubby, and in place of a tailwheel, two small castoring wheels were fitted, one at each side, in front of the doors. The engine was a Bombardier 702 of 180 hp. Only the prototype was built.

(To be continued).

Barton - PFA Fly-in 25/4/82

R & P A Nann

Over 110 aircraft had arrived by 2pm. Mainly Cessnas, Pipers and Jodels. Of interest were:- Piper Cubs G-AGVV, ATZM, BEUU, BDFL, BLKY. (Most unusual of which was BDFL, which carried HB-OIF on fin, and was marked as USAAC 45453)!

Other vintage Pipers:- Tripacer APUR, and PA-16 Clipper BLAP. Also visiting were Chipmunk T.22s AOSY, BARS, and BCSL.

Others whose marks belied their age were:- Jodels BIDG, BIFV, BIIK, BITO, BJOE, BJOT, BPAM. BJOE carried F-BJIU on its portside!

Manchester 25/4

Visiting :- Rallye;EI-BED, Tu134A;YU-ANE, and RCAF CC-130E;130324.

Blackpool 25/4

Chipmunks; ANWB, BC00, BDIC. Auster J.1;AIBW. Tobago;BLAK, DAND. Cessna 340;BISJ. UH.12E;OMCH.

Newcastle 17/4/82

D.Rose

Twin Otter;BELS, B.737;DWHH, PA-28;BBEF.

Palma 17/4/82 (Balair)DC-9;HB-INB, (EAS)?;F-GCJT, SE.210;OY-STF, (Euralair)B.737; F-GCSL, Transeuropa (wfu) SE.210s;EC-BIB,CYI.

Palma 20/4/82 Ce210;EC-BVK, DC-9;EC-BIT, DC-8;EC-BQS, PA-32;EC-DLA.

" 25/4/82 (ACI) SE.210;F-BEKS, (Transeuropa) SE.210s;EC-CYT, CFI, C14, BEX, DC-9s;EC-BPF, DIR, BIH, BIP, CGO, CTU, CTT, BIR, BQX, HB-IFZ, B.727s;EC-CFD, CFI, CFB, D-ABVI. B.737s;LN-SUS, OY-MBW, D-ABHR, G-BECG, BGTW, D-AHLE, B.720;OY-APY, CV.990s; EC-CLD, BJI, BJC, CNJ, BTE, BZO, CNG, CNA, DC-8s;EC-CCG, BMZ, CCN, CZE. L.1011;D-AERI. Corvette;EC-DQE, RC.112;SE-FLA, Rallye;EC-CIF.

Palma 1/5/82 (Spantax) DC-9s;EC-DGC, LN-RLU,DQP. (Affretair) DC-8;TR-LVK. 737s;BAJW, BADP, BEKA, BGTW, AVRO, DGDP, BFLE, BECH. B.727;OY-SBF, CV.990;EC-BJO.

Local Sightings (Ferryhill/Chilton area)

E.Serrell.

1/3 F-111 1530,1620 SE, Jetstream 1625 S, B747 way off UB13 track.

10/3 Tornado GR.1 1115 SE low & fast. 16/3 2 Tornados 1330,1400 low, E.

18/3 Nimrod 1535 N, with con-trail.

23/3 2 F-16 with 2+ 1 Jaguars 1000 NW, 1020 3 F-16 + Jaguar NW, 1020. Vulcans flying over all day-last operational flights from Waddington. Zlin blue/white S, then N.

24/3 0730 2 KC-135 N. 1540 Gazelle S low, Jetranger doing pipe work locally.

13/4 Victor 1430 S; F-111 (3) 1430 East, going very fast.

15/4 Tornado GR.1 very low & slow, with much smoke being emitted.

21/4 F-111 1430 E, slow, wings fully spread. 22/4 C-130 NW at 1430.

24/4 4 CH-53 Green Giants 1050 S. 25/4 1140 4 Ch-53- very nice!

G-BIHN Skyship 500 helium-filled airship overflew the Thames on 28/4/82,from Cardington.

No.205 Advanced Flying School, Middleton-St.George.

D.E.Thompson.

With the departure south of No.2 Air Navigation School's Wellingtons & Ansons in May 1950 (to Thorney Island), the base reverted to Support Command on a care & maintenance basis. In 1950, 25 Group, Flying Training Command, was formed & one of its units was 205 AFS, commanded by Grp.Capt.G.T.Jarman. The School was equipped with Gloster Meteor F.3, F.4 & T.7 aircraft, & was one of twelve newly-formed Flying Schools. The next nearest was No.203 at Driffield, also using Meteors.

The task of the School was to train piston-engine (Harvard & Provost) experienced on single-seat jets, on their way to an OCU. The pilots were expected to fly 50 hours on Meteors, including 30 hours solo. Experience showed that they were usually ready to go solo after 4 hours, so 5 hours was laid down in the syllabus, compared with the Jet Provost T3 in which today a pupil goes solo in a minimum of 14 hours! The training schedule was intensive and in good weather take-off and landings totalled over ninety per hour plus those at Croft and Thornaby, which were used for roller landings to ease the pressure at Middleton. The same situation occurs today with Bulldogs and Jet Provosts at Leeming. Turn-round time on the flight-line was reduced to eleven minutes, with a system of rapid refuelling and servicing. The "all weather" fighter concept caused instrument flying to receive special attention, as did aerobatics, where some form of aerobatic manoeuvre took place on most training flights. The grand training was equally demanding and included instruction in airframe and engine construction, airmanship, navigation, air traffic control, meteorology - the study of weather and not the aircraft!, signals, aviation medicine, aircraft recognition and physical fitness. At the end of a course, the pupil had at least 50 hours of Meteor flying logged in three months. From the school he moved to the OCU for tactical and weapons training, typically at No.228 OCU Leeming, in the fighter role before posting to a front-line Squadron.

At the disbandment of No.4 FTS in Southern Rhodesia (January 1954) and the closing of the Rhodesian Air Training Group, No.205 AFS became No.4 FTS on 1st June 1954. In June 1956 4 FTS moved to Worksop in Nottinghamshire merging with No.211 FTS, (formerly No.211 AFS). Here it stayed until 9th June 1958 when 4 FTS was disbanded.

Codes and Colours

All aircraft were silver over-all with yellow training bands on the rear fuselage and near each wing tip, above and below. The reintroduction of camouflage to Fighter Command aircraft in 1954 may have included the Meteors. A two-letter code was used on the Schools' Meteors e.g. VW257/R-C, VW272/O-O, WH234/M-K and WN246/Z-Z. Other AFS aircraft included:- Meteor F.4s EE592, EE599 crashed near Guisboro' 30.11.50, VT115/56 crashed near Croft 1.2.55, VT170, VT195, VT232, VT239, VT324 crashed near Stanley, Co.Durham, VW255 crashed near Croft, VW268 crashed on North York Moors, RA480 and VW298 collided in Middleton circuit. Meteor T.7s VZ632, WA677, WA711, WA719 crashed near Dinsdale.

It can be seen that the casualty rate was very high. Most accidents occurred either taking off or landing, but casualties also occurred through loss of control in flight and fuel starvation: a new problem for many post-Piston pilots not used to high fuel consumption. I believe that a small number of Vampires may have been on the Unit's strength, though I have no serials. They were certainly with 203 AFS at Driffield i.e. Vampire F.1 VF273, VF276, VF308. FB.5 VZ348, WA371. Meteor F.4 VT127, VT129, VT240. T.7 WL413/X-68, VW440, WA625.

I hope to write more articles on the theme of RAF flying training in the 1950's, particularly in the North East. Any additions and comments would be most welcome.

Wickenby - April T.A.N.

After the war the station was home to No.92 M.U. until 1956, when the unit moved to nearby Faldingworth, much to local relief, as it had been a bomb store. The airfield was sold and reverted to agricultural use. In 1963 a group of enthusiasts formed the Lincolnshire Air Training Group with their sole Proctor, Autocrat G-AHHS being added later. In 1971 they became the Wickenby Flying Club and expanded by buying the northern half of the field, (cut in two by a main road), including the tower and a hangar. Historical note:- Wickenby was built by McAlpines with a large Irish work force!

No.205 AFS Meteor T.7 conversation After performing some death-defying aerobatics, the pilot spoke to his pupil, saying "I bet half the people down there thought we were going to crash". "Half the people up here thought so too" was the reply!

RAF Round-up

Details of changes taking place in the RAF at home.

Abingdon With the closure of Kemble, No.5 M.U. are expected to move here. Hawk T.1s; XX347-351 are in store here. Ex B.A. Super VC-10s are in external storage, awaiting a decision on their future.

Aldergrove Wessex HC 2s of 72 Sqn. are now fully established.

Benson No.115 Sqn. is to move here with its Andovers, a move to centralise the And-over force?

Filton/Bristol First flight of the VC-10 tanker is due sometime in May. Crews have been training with 241 OCU/10 Sqn. at Brize Norton. Aircraft here are 5 ex Gulf Air, standard aircraft (K2), and 4 ex East African aircraft (K3).

Chivenor No.2 TWU now has all its aircraft on strength, divided between 63 and 151 (Shadow) Sqdns. Last aircraft of the South London production line was XX352, operated by 63 Sqn.

Cottesmore RAF and WGAf Sqdns. here now have their full compliment of 21 aircraft each. 1st Italian aircraft was due on April 1st (!).

Donington TWCU opened here on January 8th, and is now at full strength, being 22 aircraft. No.9 Sqn. is due to form here in July.

Donibuthe This airfield will revert to "care and maintenance" in early 1983, when No.5 MU and the Red Arrows move out.

Lyneham The LFW now has 14 aircraft converted to C.3 standard.

Marham The Canberra force had been moving out, as 617 Sqn. is to form here with Tornado GR.1 in 1983.

Scampton 617, 35, and 27 Sqdns. have all disbanded. It is being widely tipped as the new base for the Red Arrows (why not Leeming?).

St. Athan This airfield now resembles a Vulcans'grave yard, with up to 15 aircraft in various stages of scrapping. (What will they send to the Falklands?).

St. Mawgan No.7 Sqn. has disbanded, and some of its aircraft have moved to Wyton with 360 Sqn. The rest are in external storage at Salmsbury.

Waddington 44, 50, 101 Sqdns. were expected to disband by June, this may now be put back due to the Argentine threat: No.9 Sqn. disbanded in April. In prospect for this station is No.8 Sqn. Flying Nimrod 3s, in a couple of years time.

Wyton 100 Sqn./231 OCU moved in from Marham. All units now have two-letter codes, these being prefixed C, E, B, for 100/360/231 Sqn./OCU. No.39 Sqn. is to be disbanded in 'Mid 82'. (From Flight & Air Britain)

TEES-SIDE VISITORS, 1981- BIZ-JETS

R.A.NAIN.

HS125

-1 G-ASNU, FIVE (ex G-ASEC)

-3B-RA G-AVDX, AVRG, AWWL. -3B: AZVS, FOUR (ex G-AVRE).

-400B G-AYNK, BATA, BBGU. -403B BAZA

-600B G-BBRO, BCCL, BCJU, BDOA, BFIC, BSHL (ex G-BEED).

-700B G-BFSO, BFSP, BHSU, BHSV, BHSW, CBBI, LH01 (ex BHTJ).

Learjet 24/36

G-LEAN (ex G-ZOOM). F-GDAE, F-GDAV. HB-VFD.

Falcon 10/20/50

G-BCYF (20) D-CBUR (10) F-BJLH (10) VR-BTT (50).

Citation 500/I/II

G-BCII (500), UESS (500), BHBH (II), JETA (II), JETC (II), JRCT (II), FERY (II).

HB-VGR (II). I-ARIB (500), I-DECI (501). LN-HOT (II), LN-VIP (II).

OY-AJV (500). PH-MBX (II). SE-DDE (500).

Corvette

CY-SBT.

No Gulfstream IIs, Sabres or Westwinds!

c/n				Operator	
257001	G-BEFZ	VR-HIM	G-BEFZ	Mac Alpine Aviation	Luton
257002	N700HS	N40WB	N4CGT	General Transportation	Dover
257003	G-BERP	N64688	N333ME	Pacific Systems Inc.	Portland
257004	G-BGDM	N37975	N222RB	Reding Bates Drilling	Tulsa
257005	G-BERV	N620M		Olin Corp.	Stamford
257006	G-BERX	N724B		Blount Inc.	Montgomery
257007	HB-VFA			Chartag GMBH	Zurich
257008	G-GYX			Alberta Gas	Calgary
257009	G-BEVC	N813H		Hughes Ac. Co.	Culver
257010	HZ-MMM			Sheik Al Midani	Jeddah
257011	C-BFAJ	N255CT		Caterpillar Tractor Co.	Peoria
257012	G-BEEL	N125HS	N700HS N1624	AMF Inc.	New York
257013	G-BEBI	N219JA		Not Known	-
257014	G-BFDW	N46901	N120GA N60MS	Melvin-Simon Assc.	Indianapolis
257015	G-BEFL	N37P		Nationwide Transport	Columbus
257016	G-BEFT	N72505	N800CB	Western Leasing Co.	Van Nuys
257017	G-BFTU	N62MS		MS Aircraft Co.	Wilmington
257018	G-BFGU	N733H		Hac-Humana Inc.	"
257019	N370M			Murphy Oil Co.	El Dorado
257020	G-BEFT	VR-BHE		Not Known	-
257021	N34UH	N900KC		Kimberly-Clarke Ltd.	Nenah
257022	F-GASL			Schlumberger	Paris
257023	G-BFLF	N54555	N125GP	Garret Corp.	Los Angeles
257024	G-BFLG	N94ED		Dillard Department Stores	Little Rock
257025	G-BEPI	VR-HIN	G-BEPI	MacAlpine Aviation	Luton
257026	G-BFMO	N1230A	N372BC	Not Known	-
257027	G-BEFP	C-GPPS		Pacific Petroleum	Calgary
257028	G-BFSO			Dravidian Air Service	Heathrow
257029	N465R			Not Known	-
257030	G-BFSI	C-GSCL		Shell Canada	Toronto
257031	G-BFSF			Dravidian Air Service	Heathrow
257032	G-BFUE	N700BA	N353WC	Williams Companies	Tulsa
257033	N50JM	N50TN		Not Known	-
257034	G-BEXT			Coca-Cola Corp.	Heathrow
257035	N36NP			Nationwide Mutual	Columbus
257036	N60JM	N60TM		Not Known	-
257037	G-BEVI			Bristow Helicopters	Redhill
257038	N100Z			Congoleum Inc.	Milwaukee
257039	N555CB			Cleveland Equipment	Wilmington
257040	HZ-RCL			Saudi Parsons	Riyadh
257041	N700BB	N400NW		North-West Industries	Chicago
257042	N36OX			Panhandle Pipelines	Kansas
257043	G-BFYV	N900CC		Luqa Inc.	Jacksonville
257044	G-BFYH	N35D		Florida Gas Transmission	Winter Park
257045	G-BFZJ	N130BA	N700HH	Hilton Hotels Corp.	Santa Monica
257046	4W-ACE			Sharer Traders	Sanaa
257047	G-BFZI	C-GARX		Alberta Gas Corp.	Calgary
257048	N711YP			L.M. Berry & Co.	Drayton
257049	G-BGBL	N33HK		Chaparrosa Aircraft	San Antonio
257050	N70CGB	N10C		Dennis O'Connor	Victoria

HS-125 Series 700:- first prototype, a converted -600B, G-BFAN, flew 28/6/76.

Deliveries began 1977, deliveries to date 169.

Flight crew;2, passengers;up to 14, max range;2710 miles with 8 passengers, range cruise;449mph at 39,000ft., high speed cruise;495mph, mtow;24,200 lbs.

Differs from earlier models in having turbo-fan engines, replacing the earlier R-R Vipers. Increased fuel capacity gives impressive range improvements.

BRITISH MILITARY ACCIDENTS- 1981

59

R.A.NANN.

Jan.19	Sea King HAS2	XV665	824 NAS	Ditched near vessel	Persian Gulf
28	Jet Provost 5A	KW308/65	1 FTS	Hit high ground, solo flight.	Fife
Feb.12	Jaguar GR.1	XX327/BM	17 Sqdn	Crashed during "Red Flag",	Nellis AFB
18	Sea King HAS2	XV701	706 NAS	Ditched in estuary	Falmouth
23	Hunter FGA.9	XE552/R	2 TWU	Crashed NE of Lossiemouth	North Sea
Mar.11	Wessex HAS.3	XX872	737 NAS	Ditched nr.Lulworth Cove	Channel
14	Sea King HAS.2	XZ917	820 NAS	Collided with XZ915	Channel
14	Sea King HAS.3	XZ915	820 NAS	Collided with XZ917	Channel
17	Hunter GA.11	XP977/865	FRADU	Crashed off South Devon	Channel
27	Lightning T.5	XS459/DX	LTF	Undercart collapse on landing	Binbrook
Apr. 3	Hunter FGA.9	XG151/H	2 TWU	Crashed on runway	Lossiemouth
14	Jaguar GR.1	XX973/DG	31 Sqdn	Crashed in combat exercise	Gutersloh
23	Gazelle AH.1	XZ343	656 AAC	Crashed aborting take-off	W.Germany
May 15	Sea Harrier FRS.1	ZZ492/123	800 NAS	Heavy landing	Leuchars
26	Harrier GR.3	XW923/23	1417 Flt	Crashed on take-off	Belize
30	Gazelle AH.1	XZ337	669 AAC	Damaged by Phantom efflux	Gutersloh
Jun. 1	Jaguar T.2	XX828/P	226 OCU		
1	Bulldog T.1	XX514/25	CFS	Heavy landing	Leeming?
3	Whirlwind HAR.3	XP347	202 Sqdn	Rotor hit ground	Koksijde
16	Jet Provost T.5	XW329/48	3 FTS	Crash-landed	Leeming
30	Gazelle HT.3	XX396/N	2 FTS	Tail rotor hit ground	
Jul. 9	Phantom FGR.2	XT866/0	43 Sqdn	Crashed, flame-out on runway	Leuchars
14	Harrier GR.3	XV807	1417 Flt	Crashed in jungle	Belize
15	Wessex HAS.3	XP118	737 NAS	Ditched off Portland	Channel
17	Jaguar GR.1	XX113/09	226 OCU	Crashed on test-flight	Nr.Abington
23	Lightning F.6	XX765/AJ	5 Sqdn	Crashed SE of Spurn Head	North Sea
24	Jaguar T.2	XX916	ETPS	Crashed at sea	Off Devon
30	Jet Provost T.3	KN643/26	1 FTS	Crashed near Snainton	N.Yorks.
Aug. 6	Jaguar GR.1	XX972/DF	31 Sqdn	Hit rising ground in fog	Co.Durham
25	Harrier GR.3	XZ139/AZ	3 Sqdn	Crashed on exercise	Alhorn
Sep. 3	Bulldog T.1	XX663/B	Aber.UAS	Forced landing	Dundee
22	Tornado GR.1	ZA541	TWCU	Burst tyres in emergency landg.	Newcastle
23	Buccaneer S.2	XW537	237 OCU	Crashed on approach	Wattisham
23	Vulcan B.2MRR	XJ825	27 Sqdn	Cockpit fire- emergency landing	Newcastle
Oct. 6	Scout AH.1	XP890/G	RCS	Damaged by Bell 47 G-AKKT	Middle
				landing on it	Wallop
7	Wessex HAS.2	XT448/S	845 NAS	Ditched in sea	Off Georgia
21	Jaguar GR.1	XX957/CG	20 Sqdn	Crash after lightning strike	Bruggen
22	Jet Provost T.3	XN366/87	7 FTS	Crashed after flame-out	Holme on S.M
Nov.18	Jaguar GR.1	XX758/18	226 OCU		
Dec.1	Hunter T.7		4 TWU		Brawdy
13	Wasp HAS.1	XT418	829 NAS		Falkland Is.

Can anyone help with filling the gaps?

Indian Air Force Jaguars

'B' registrations are G-27-333 to G-27-371, all being the Jaguar S.1S, except for the last four, which are the T.2 version. Constructor's numbers are SI 1 to 35, and BI 1 to 4. Indian AF serials are JS101 to 135 and JT 051 to JTO54.

I can supply enprints of G-27-340, SI 8/ JS108 at 20p each, taken at Leeming on 26th October 1981 !

Warton 25/4

Present was an Antonov An-12 (Cub), L645/5 of the Indian Air Force, collecting a Jaguar fuselage for assembly in India.

Samlesbury 25/4

In external storage were Canberras WE188, WH796, WH797, WH798, WH846, WH850, WJ639, WJ721 WK122, WT483, WT488 & WP537. Also WE192, which was unmarked.

Leeming 27/4

Visiting were Hawk T.1 XX168 from 4 FTS Valley, Jet Provosts T.3 XN494/43 from 1 FTS Linton-on-Ouse, & T.5 XW437/1 from RAF Cranwell.

Meteor NF.11 WD790 was not visible, presumed burned on the fire dump. (DC)

TEES-SIDE AIRPORT MOVEMENTS- APRIL 1982

Scheduled, training and local flights are collected at the end.

Day	Regn.	Type	From	ATA	To	ATD
1	G-BELL	Viscount	BfZL		Leeds/Bradford	0600?
	AZDH	PA-31	Dyce	1624	Kirmington	0707
	AVKZ	PA-23	T/F East Midlands	1803		0735
	BDWY	PA-28	T/F Kirmington	1230		0857
	BLED	Be90			Fairoaks	1239
	FTTA	PA-31	T/F Shannon	2020		1532
	PATT	Ce404	T/F Shannon	2053		1556
	AZDH	PA-31	T/F Kirmington	1813		1645
	AVKZ	PA-23			Stansted	1809
	BJXJ	B.737			Gatwick	1931
2	D-IMAI	Aero Comm.	F/T Dusseldorf	0706		0818
	BLED	Be90	F/T Ringway	0828		1350
	N33M	Gulfstream 2	Amsterdam	0850	Luton	1414 St. Paul, Minnesota
	BHYU	Be200	Stansted	0959	Sywell	1026
	BDSL	Ce150	T/F Oxford	1640		1016
	BFZH	PA-28	Dublin	1552, 3/4	Blackpool	1330
	BJAG	Archer	Oxford	1623		
	BHHA	EMB.110	F/T Dyce	1721		1731
	HGGS	EMB.110	Dyce	1807	Norwich	1829
	EMAB	DC-9	T/F Palma	0329, 3/4		2106
3	FTTA	PA-31	Calais	1735, 8/4	Lille	0747
	PH-CHF	PA-28	F/T Rotterdam	0752		1040, 4/4
	BIVU	AA-5	Le Touquet	1424, 4/4	Southend	0811
	BMZB	DC-9	T/F Jersey	1659, 4/4		0956 1st of season
	ROUS	PA-31	T/F Blackpool	1751		1531
	OPED	Anstrom	Bishopton	1722	East Midlands	1349, 4/4 Federated Home
4	ROUS	PA-34	T/F Kirmington	1708		1511
	AVWR	PA-28	F/T Betherthorpe	1536		1630
	WTVB	Ce404	LBA	1731	Dyce	0619, 5/4
	BFUS	Ce404	F/T Dyce	2002		0616, 5/4
5	LATC	EMB.110	Norwich	0642	Dyce	0710
	BFUS	Ce404	F/T Dyce	1136		1203
	BFOH	Bell 47	Wilton	1205	Edinburgh	1238, 7/4
	WTVB	Ce404	Dyce	1437	Liverpool	1553
	PRES	Ce404	Rotterdam	1444		
	BFUS	Ce404	F/T Dyce	1448		1524
	PRES	Ce404	T/F Shannon	1912		1559
	BBUD	S-61 BBUD	Gatwick	1808	Dyce	1837 British
6	ATSR	Be35	Coventry	0737	Long Marston	1157
	ROUS	PA-34	Southend	1544, 8/4	Tours	0748
	BGKK	Ce310	Leicester E.	0758	Liverpool	0906
	BHFY	Be95	LBA	0845	Leavesden	1522
	PRES	Ce441	T/F Southampton	1225		0932
	AYZY	PA-30	Stansted	1002	Newcastle	1141
	AZDH	PA-31	T/F Brussels	1930		1122
	BGKT	P.68B	Leicester E.	1201	Tollerton	1712
	BLCE	Ce402	Cranfield	1543	Leicester East	1610
	F-BVJK	PA-23	F/T Southend	1757		1524, 7/4
	LATC	EMB.110	F/T Dyce	1932		0727, 7/4
	PATT	Ce404	Brussels	2001		
7	I-DECE	Ce501	F/T Ronchi del Legionari	0621		0710
	EH304	Vampire	F/T Leeming	1056		1100 "Vintage 2".
	BBWA	PA-34	F/T Coventry	1112		1602
	TAXI	PA-23	Ringway	1119	Newcastle	1329
	BGYR	GA.7	Newcastle	1658, 8/4	Liverpool	1126
	BHSM	Jet Ranger	Newcastle	1159	Coventry	1042, 8/4
	AYVA	PA-31	T/F Shannon	2026		1538, AZDH & PRES
	WTVB	Ce404	F/T Dyce	1835		1901 followed

7	BFUS	Ce404	F/T Dyce	1833		1956
8	BCRP	PA-23	F/T Bognor Regis	0818		1604
	BDWY	PA-28	Ketton	1633	Kirmington	0921
	AYVM	PA-31	T/F Southampton	2011		0938
	AYWG	PA-23	F/T Manston	0950		1500
	BAMY	PA-28	F/T Birmingham	1052		1444
	CLTN	EMB.110	Dyce	1808	Stornoway	1439,9/4
	LATC	EMB.110	F/T Dyce	1932		1945
9	BFZH	PA-28	Usworth	1000	Kirmington	1156
	BCGJ	PA-28	Norwich	1125	Kirkbridge	1255
	AVGY	Ce182	Thorning	1403	Peterborough	1117,11/4
	BFZH	PA-28	Kirmington	1430	Usworth	1459
	BCGJ	PA-28	Kirkbridge	1539		
	BHML	Ce120	Kirmington	1722	Dundee	1429,10/4
	EMAB	DC-9	T/F Palma	0324,10/4		2100
10	PH-BBL	F-28	Rotterdam	0752	Amsterdam	0829
	AVGA	PA-24	Jersey	1833,12/4	Toulouse	0832
	POLO	PA-31	F/T Ringway	1037		1637 Grosvenor
	BHYX	Ce152	Kirkbridge	1332	Blackpool	1429
	JULY	AA-5	F/T Goodwood	1419		1642
11	BHOB	Ce404	F/T Dyce	2000		0602,12/4
	OSHH	Ce404	LBA	1647	Dyce	0615,12/4
12	BIVU	AA-5	T/F Cambridge	1704		1118
	PH-CHB	F-28	Amsterdam	1611	Rotterdam	1653
	BHOB	Ce404	F/T Dyce	1706		1730
	WTVC	Ce404	F/T Dyce	1727		0720,13/4
13	BJUS	PA-38			Hardwick	0856
	BHIV	Squirrel	Wilton	1114	Gateshead	1221 Marley Tile Co,
	AVYT	PA-28	T/F Strathallan	1617		1142
	BHIV	Squirrel	Stockton	1221		
	BFOH	Bell 47	Edinburgh	1308	Liverpool	0759,14/4
	PATT	Ce404	T/F Shannon	1943		1532
	LATC	EMB.110	F/T Dyce	1744		0625,14/4
14	BBSN	PA-23	Glasgow	0635	Dyce	0648 Burnhills
	FTTA	PA-31	T/F Kirmington	1649		0705
	BLIV	PA-28	Norwich	1149	LBA	1302
	BGYP	GA.7	T/F Leavesden	1939,16/4		1154
	BEKO	Ce182	Blackpool	1857,15/4	Dublin	1413
	BBVB	S-61	Dyce	1438	Norwich	1527 Bristows
	LATC	EMB.110	F/T Dyce	1711		1829
15	XR441	Sea Heron	F/T Yeovilton	0826		1134 RN
	N14CP	Be90	Plymouth	1244	Luton	1529 Scholl
	AYMW	Jet Ranger	F/T Scarborough	1247		1335 Dollar Helicops
	PRES	Ce441	Ringway	2016	Shannon	1542
	D-EARA	PA-28	Texel	1809	Glasgow	0939,16/4
16	ROUS	PA-34	T/F St.Mawgan	1721		0627
	ANCO	Heron	F/T Leicester E.	0750		1440
	VDE	Ce210	Cranfield	1042	Dyce	1234
	XX493	Jetstream	F/T Leeming	1008		1053
	INTA	PA-31	T/F Rhoose	1140,18/4		1809
	RLB	DC-9	T/F Palma	0325,17/4		2100
17	LATC	EMB.110	T/F Rotterdam	1816		0622
	PE-CHF	F-28	Rotterdam	0755	Birmingham	0833 NLM
	BFIN	AA-5	Dyce	1120	Biggin Hill	1235
	ASUZ	Emeraude	Sutton Bank	1430	Usworth	1533
	BGOX	PA-31	LBA	1821	Southampton	1717,18/4
	BDMD	PA-31	LBA	1824	Southampton	1710,18/4
18	LATC	EMB.110			Norwich	1000 Euroair
	BIVW	AA-5	F/T Blackpool	1704		1107
	BHJO	PA-28	Inverness	1125	Duxford	1225 Nairn F/S
	BIRE	EMB.110	Sumburgh	1329	Dyce	1645

18	ROUS PA-34	T/F	Luton	1749	1400
	PH-CHD F-28		Amsterdam	1402 Rotterdam	1612
	BHOB Ce404	F/T	Dyce	1647	0604,19/4
	BHZZ AA-5		Winfield	1649 Elstree	1719
19	WTVB Ce404		LBA	0605 Dyce	0630 North Air
	LATC EMB.110		Norwich	0645 Dyce	0704 Euroair
	XM443 Jet Provost	F/T	Leeming	0839	0858
	BFOH Bell 47		Wilton	1054 Edinburgh	0811,20/4
	LATC EMB.110		Dyce	1158 Norwich	1226
	BBXG PA-34	F/T	Biggin Hill	1321	1633
	AZDH PA-31	T/F	Shannon	2004	1545 with PRES
	WTVB Ce404		Dyce	1659 Gamston	1724
	BFUS Ce404	F/T	Dyce	1722	1752
	BBHE Enstrom		Ullswater	1919	
20	F-BVJK PA-23	F/T	Calais	0720	0757
	F-BWHY Mystere 20C		Le Bourget	0848 Cognac	0929 Hennessy (F-BWHY)
	DJBE Ce550		Hamburg	0851 Nuremberg	1134
	AYVM PA-28		Carlisle	0928 Holme	1007
	PACE Robin	F/T	Elstree	0956	1635
	AYVM PA-31		Holme	1524 Southampton	1030
	AXHG Rallye	T/F	Brough	1531	1118
	BEKO Ce182		?	? Lutsgate	1308
	AVYM PA-28		Southampton	1649,21/4 Carlisle	1558
	BHOB Ce404	F/T	Dyce	1805	0748,21/4
	DJBE Ce550		Gatwick	1920	
21	BBOK PA-23		LBA	0730 Glasgow	0750
	ANUO Heron	F/T	Leicester E.	0747	1538
	BCJM PA-28		Newcastle	0843 East Midlands	0918
	DJBE Ce550		Hamburg	1932 Carlisle	1026
	F-BIHY Mystere 20		Cognac	1028 Gatwick	1056
	BHDB Maule	F/T	Gloucester	1050	1445 Cleanacres Ltd.
	AVUS PA-28		LBA	1703 Ronaldsway	1106
	BGYF GA.7	T/F	Edinburgh	1753	1130
	AYUC Ce150	F/T	Breighton	1142	1240
	F-BVJK PA-23	F/T	Calais	1523	1617
	BBOK PA-23		Glasgow	1624 LBA	1633 Clark Chapman
	BCJM PA-28		East Mids.	1644 Newcastle	1718
	FOIL PA-31		Ringway	1724 Luton	1740
	ASTD PA-23	F/T	Dyce	1725	1746 Peregrine
	FMFC EMB.110	F/T	Dyce	1810	1833
22	PRES Ce441	T/F	Gloucester	1704,23/4	0651
	HGGG EMB.110		Kirmington	0830 Dyce	0843
	BDWY PA-28	T/F	Duxford	1713	0923
	BHSM Jet Ranger		York		1107
	AYUC Ce150		Brough	1235 Brighton	1410
	AWLE Ce172		Halfpenny Green	1532 Usworth	1610 Fuel div.in
	AZDH PA-31	T/F	Shannon	2020	1539
	AYVM PA-31		Dyce	1559 Shannon	1641,return 2036
23	AVKZ PA-23	F/T	Stansted	0816	1647
	LN-KAA Ce441	F/T	Stavanger	0830	1603
	FTTA PA-31	T/F	Balckpool	1808	1130
	AYUC Ce150		Brough	1330 Sturgate	1441
	BBEM Be55	F/T	Luton	1533	1803,25/4
	BIBE EMB.110		Dyce	1723 Luton	2134
	LATC EMB.110		Dyce	1759 Norwich	1822
	ENII Ce172		Edinburgh	1802 Goodwood	1122,24/4
24	PH-CHD F-28		Rotterdam	0753 Edinburgh	0844
	AWWU Ce172		Coventry	1037 Oxford	1644,25/4
	BIBE EMB.110		Prestwick	1424 Dyce	1619 25/4 Loganair
	BBHE Enstrom	T/F	Ullswater	1613,25/4	1437
25	D-GAHB PA-30		Munster	0821 EGWW	1140
	AZNY PA-23		Kirmington	1204 Dyce	1324

25	PH-CHF F-28	Amsterdam	1520 Rotterdam	1614
	BHOB Ce404	F/T Dyce	1549	0602,26/4
	WTVB Ce404	LBA	1835 Dyce	0612,26/4
26	LATC EMB.110	Norwich	0705 Dyce	0716
	BJAG PA-28	T/F Oxford	1617,27/4	0722
	AZRG PA-23	F/T Ronaldsway	0820	1457 Woodgate Avn.
	NORC Ce425	Blackbushe	0914 LHR	1418
	MCEO Be20	Edinburgh	0930 Kemble	0957 Colt Avn.01
	FTTA PA-31	T/F Rhooose	1744,27/4	0940
	BFOH Bell 47	Edinburgh	0957 Liverpool	0807,27/4
	AZDH PA-31	T/F Sumburgh	1746	1252
	WTVB Ce404	Dyce	1454 Liverpool	1633
	AYUC Ce150	Brighton	1508 Sturgate	1552
	BHOB Ce404	F/T Dyce	1511	1558
	PRES Ce441	T/F Shannon	1946	1534
	MCEO Be20	Gloucester	1725 Edinburgh	1739
27	BIVU AA-5	Coventry	1630 Elstree	0709
	ANUO Heron	Ringway	0811 Leicester E.	1543
	XV106 VC-10	Brize Norton	0839 Gutersloh	1025 RR2786
	ATAI Dove	F/T Hatfield	1051	1425 Centrax Ltd.
	BGAB Ce152	F/T Brough	1225	1332
	XX494 Jetstream	Linton	1412	
	BGYP GA.7	Southend 1952,	29/4 Ringway	1414
	XV106 VC-10	Gutersloh	1430 Brize Norton	1531 RR2786
	BEKO Ce182	Blackpool	1551 LBA	1641
	BHLO Ce441	Luton	1640 Kirmington	1703
	BHOB Ce404	F/T Dyce	1741	0625,28/4
28	AYVM PA-31	T/F Dyce	1010	0637
	BHFF Be55	F/T Leavesden	0819	1314
	AVCY PA-30	F/T Oxford	0909	1212
	D-IDFD Ce560	Southend	1117 Dusseldorf	1605
	WOLF PA-28	F/T Kirmington	1229	1322
	BEUB S-61 BAVB	Dyce	1436 North Denes	1531 Bristow
	BHOB Ce404	F/T Dyce	1725	1815
	BCSV Ce421	LBA	1931 Hatfield	0721
	BCKJ PA-28	F/T Dyce	1945	1957
29	OGDN Be20	LBA	0716 Dundee	0737
	BGPG AA-5	Elstree	0914 Inverness	1017
	BFKN PA-23	F/T Birmingham	1022	1440
	HUGH PA-32	Fairoaks	1033 Perth	1153
	ATAI Dove	F/T Hatfield	1218	1422
	AYVM PA-31	T/F Shannon	2034	1524 PRES Followed
	OGDN King Air	Kirmington	1549 LBA	1555
	BCSV Ce421	Hatfield	1700 LBA	1817
30	XM455 Jet Provost	F/T Finningley	0821	0821
	BHZZK AA-5	F/T Elstree	0918	1700
	JETC Ce550	LHR	1025 Dyce	1054
	XX308 Hawk	F/T Leeming	1206	1216 (HW3021T/3022)
	BDRC Viscount	Dyce	1531 Jersey	1553 Guernsey A/1
	BHHA EMB.110	Dyce	1802	
	LATC EMB.110	Dyce	1850 Norwich	1915 EZ609
	EMAA DC-9	Palma		2103 BD005Q

Scheduled Services LHR AYOX 17,18. AZLR 24,25. AZNB 3,4,10,11,17,18,24,25. AZNC 1. BAPF 10,11. BFZL 3,4. EMAA 19-30. EMAB 1-18. Jersey AYOX 17,18. AZNB 3,24,25. BAPF 10,11. EMAA 17,24,25. EMAB 4,10,11. Norwich/Dyce BAKL 5,12-14. BCDN 1,2. HDVS 6,20-23,26-30. BDVT 16,19,20. BHMV 7-9. STAN 15. Glasgow AYVM 1,5,6,12,13,16,19,22,23. AZDH 2,14,20,21. BASU 26-30. PATT 5-9,14,15,19-23. PRES 6,30. Amsterdam/Dublin ARMW 23,26-30. AXVG 1,5,7,9,14,16,19,21. BHCJ 2,6,8,12,13,15,20,22.

Crew Training EMA/DC-9 EMAB 9. Dan-Air/748 BHCJ8, ARMW 27, /B.727 BJXJ 1. Casair/Ce441 PRES 16, PA-31 AYVM 26. DJB/Ce550 DJBE 26. Colt Avn./PA-23 SATO 28.

Other Military Bulldog 21. Dominie 20. Jet Provosts 20,21,22,28,30.

British Register - Additions

AFZL Porterfield CP-50 581 N25401 Southampton	BJZB Evans VP-2 10633	Morpeth
AOHT Viscount 802 168 ZK-SKY rest. BAF	BJZC Thunder AX7/77Z 416	
AVDV Tripacer 150 22-3752	BJZF Tiger Moth NAS.100	Perham, Norfolk
BAXJ Cherokee 6-300 32-40763 N1362Z	BJZG Super King Air200 BB-133 SE-GSU	Airmore
BEEP HS125-600b 256030 G-BJOY	BJZH Colt 77B 363	/ Elstree
BJBJ Boeing 737-200 22632	BJZL Cameron V65 810	S. Williams
BJCN Cessna 337H 01869	BLHM Bristol Blenheim IV - 10038	Duxford
BJCT Boeing 737-204 22638 -	COPY AA-5A Cheetah 754 G-BIEU	Gatelee Printg
BJVC Evans VP-2 10599	FYCK Lovell I Balloon 01	
BJWE Bell 47G-5 7960 SE-HBT Rotair, Barnstaple	GAIL Citation II 353 - Heron Avn. Ltd.	
BJWF Ayres S2R-R35 006 N4016V	GYRO Bensen B-8M 01	
BJWL BN-2A Islander 166 4X-AYC Harvest Air	HOVA Enstrom Shark 1064 G-BEYR	Superglide L.
BJXJ Boeing 737-219 22657 N951L Dan-Air	KENY Enstrom F-28C-UK2 1221 G-BJFG	Bus. Forms
BJXS King Air F90 1A-198 Eagle A/S Leavesden	KILT AA-5A Cheetah 0893 G-BJFA	Apollo Leasg.
BJXT S. King Air 200 BB-1072 " " "	KUTU Quickie Q-2 10758	
BJYA Cessna 425 0122 N6882D Rogers Avn.	LERN Enstrom F-28A 258 G-BBRS	Shoreham
BJYB Cessna 441 0279	MINE Citation II 343 - Mining Supplies Ltd.	
BJYF Colt 56A 401	MRJV Cherokee Arrow RT201 28R-18098 PH-WEL	
BJYG Cherokee 161 28-16053 N8458B CSE Avn.	PURR AA-5A Cheetah 0794 G-BJDN	
BJYH Aerospatiale AS332L 2024	RAEM Rutan Variex 557	
BJYI " " 2026	ROAR Cessna 401 0166 G-BZIZ	Biggin Hill
BJYJ " " 2028	S000 Twin Comanche 30-1897 G-AXMY	Leisair E
BJYL BAC 111-515 208 G-AZPE	STEV Robin DR221 61 F-BOZD	
BJYN Tomahawk 112 38-1076 G-BJTE	SWPR Cameron N-56 829	
BJYP BN-2B Islander c/n 2136	TBXX Socata TB-20 276	Air Touring Svs
to BJYZ c/n 2145	TYGA AA-5B Tiger 1161 G-BHNZ	Rosemount Avn
BJZA Cameron N-65 820	VANG Jet Ranger 206B 8610 G-BIZA	
	WISC Bae 146-200 E2008	

Deletions. Sold Abroad : ATWV/ 9G-ACX, AWSK/ F-BVFF, BEKG/ VR-CBH, BESA/ N98749, BEYX/ PH-DDH, BFBF/ EI-EMG, BFDR/ N4556S, BFGB/ N808AC, BFKK/ N2692U, BGNX/ OY-BJO, BHWX/ N2701U, BIUA/ 001 Surinam AF, BIYF/ N26288, BIDS/ EI-EMH, BIYH/ N338MV, BJLL/ N2629P, BRFG/ N1362C, BSKY/ HC-BJT, OSRE/ N90503, SWAN/ N9054F.

Withdrawn from use: APZR, ARIU, ARJB, ARWY, ARYM, ASIR, ASPR, ASTL, ASYG, ATDG, ATGC, ATPX, ATTW, AYXT, BETU, BEKO.

Northern Microlights

G-MBKF Stirplin Skyranger	PRB-01 P. Botherhill, Carlisle
MBKX Flexiform Sealander	NSGL 01 Northern Glider Sales, Manchester
MBLA Flexiform Skytrike	0012 F. Prescott, Wigan
MBLX Euro-wing Goldwing	82-004 Modern Air Sports, Blackpool
MEMC Waspair (USA) Tomcat	FDB-01 F. Buckle, Alnwick
MEMH Breen Aviation Eagle	3125 M. Scott, Doncaster
MEMI Chargus T440	T440/3 N. of England Microlight School, Bridling
MBPW Weedhopper Micro	1306 P.G. Walton, Washington
	-ton

Movements, continued from previous page.

Local Flying Dates (underlining shows went to Ketton, Bagby or Felixkirk).

ATGP 27, AVGA 29, AVUS 9, 1, 16-18, 22, 23, AVYT 3, 12, 15, 17, 18, 24, 29. AWEG 18. AWUL 1-4, 10-13, 15-21, 24-26, 28, 15. AWWU 25. AXHG 10, 11, 15, 16, 19, 4, 11-13, 15, 17-19, 23-25, 27. AXOZ 1-4, 7-11, 13-15, 17, 18, 20-25, 27, 28, 1, 22, 29. AXUA 18. AZLY 2-8, 10-13, 16-29. AZZV 29. BASU 20. BBXG 19. BCGJ 3, 4, 9-12, 24-29, 4. BDSL 2, 3, 8, 11-19, 21, 23-27, 18. BDWY 1-4, 7, 9-11, 13-18, 20-25, 27, 29, 30, 20. BEKO 4, 17, 23, 18. BGYP 11, 27. BHDB 21. BHSN 7, 8, 21, 22. BJAG 2, 3, 7, 9-12, 14-18, 21, 22, 25, 28, 30. BJUS 10, 12. PATT 7. ROUS 4, 10, 11, 25.

Airfields: Carlisle: ATJU 12, 27. AZRH 19. BDSL 3. LBA: AWUL 3, 14. AXOZ 11, 13, 18, 21, 22. AZLY 3, 16. BDSL 10, 19, 20. BDWY 18, 25. BEKO 13, 23, 27, 29. BFFC 17, 21. BFGL 14, 23. BGYP 22. BHDB 11, 12, 28. BJAG 21, 27. OSHH 11. WTVB 3, 19, 25. WTVG 12. Newcastle ARMW 22. AVYT 4, 12. 24. AWUL 2, 3. AYPV 3. AZLY 3, 12, 14, 25. AZRH 9, 19. BAWK 20. BDSL 10. BFFC 17, 21. BFGL 23. BJAG 7, 13. BGEG 23. BGVL 18. BGYP 30. DDWY 23. Usworth ATJU 12, 27. AVUS 20, 25. AVYT 25. AWEG 18. AVEV 15. AWLE 17. AWUK 14. AWUL 14, 21. AXHG 11, 29. AXOZ 13, 22, 23. AYMK 24. AYYX 25. AZLY 2. AZMW 10. BBRX 25. BCGJ 25. BDSL 12, 20, 25. BDWY 3, 11, 24, 25. BEDE 17. BEKO 13, 24. BEOE 10, 12. BFZH 4. BGVL 17. BGYP 23, 24. BHSN 20. BJAG 11. SATO 28. YKIV 24. Sherburn BAZS 22. YIII 17, 24. YTWO 14. YKIV 24.