



TEESSIDE

AVIATION

NEWS

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The saga continues: Casair-Genair-Eastern, now British Caledonian! B.Cal. will help Genair in marketing, & rumour has it that the aircraft will be painted in basic B.Cal. livery with "Genair Air Commuter" titles. A good time for photographs! All of these business deals make one wonder who controls the cash. This week William Press Ltd. have merged 35:65 with Fairclough Construction to form a £M 160 construction group, third in size in the UK, after Wimpey & Costain. Genair are a division of General Relays (Crewe) Ltd.? Genair took over the Gatwick/Glasgow/Belfast services on 25th October & will use Shorts 330s, but other types have been seen. Timetable so far:

<u>Gatwick</u> - all via Kirmington/Humberside			<u>Glasgow</u>		
EN 122 Tees-side/MME 0710	Gatwick/LGW 0910	EN 105 Tees-side/MME 0820	Glasgow/GLA 0910		
EN 123	LGW 0930	MME 1120	EN 106	GLA 0930	MME 1020
EN 126	MME 1715	LGW 1915	EN 111	MME 1740	GLA 1830
EN 127	LGW 1935	MME 2125	EN 112	GLA 1850	MME 1940

<u>Belfast</u>	(These flights are from/to Humberside and Norwich)
EN 124 Tees-side/MME 1135	Belfast/BFS 1235
EN 125	BFS 1600 MME 1700

Turn-arounds are all 10 mins. All flights believed Monday-Friday.

The aircraft fleet is larger than I thought:

G-BGCS Embraer 110	c/n 207	G-EASI Shorts 330	c/no.3070
BGNA Shorts 330	3029 (Loganair lease)	NICE	" " 3007
BHYT Embraer 110	277	OCAS	" " 3082
BKDO Shorts 330	3091	RVIP Embraer 110	377
BKIE	" " 3005	(G-NAIR Cessna 421C	0368 VIP/Crew trans)

(Two Shorts 360s are on order for late 1982/ early 1983 delivery)

Very large clangers were dropped by the "Evening Gazette" in October, when quite large advertisements for Genair were published headlined "Welcome aboard your new commuter airline from Newcastle"! The subject was three new services, to Glasgow, Humberside & Norwich at 1040, 1610 & 1610 respectively on Mon/Wed/Fridays.

This month, Air UK are to start a TD-Newcastle-Dyce (0710-0830) & return Dyce 1930 -TD 2050 service, in addition to the mid-day flight. I imagine a lot of the third-level operators will be unhappy about it.

I've heard that the 11/12/82 Concorde flight is fully booked, including at least one member of TAS. The two positioning flights from & to Heathrow at £165 each are obviously less of a bargain & still selling. The 80 mins flight goes to Mach 2, but these legs only promise Mach 1, presumably over the North Sea.

Airship Industries are trying to raise £M5.6 on the stock market in addition to £M 2.2 raised earlier this year.

A member wants 1-litre Johnnie Walker Red Label whisky bottles- full or empty!

TEES-SIDE'S Provisional Summer 1983 IT Programme.B.T.Hunter.

				5 May-	20 October
Thursday	1505-1620 From/To Malaga	DA2154	Boeing 737	12 "	13 "
	1515-1700 From/To Corfu	BY	" "	6 "	21 "
Friday	2230 To Palma	DA2112	BAe 146	7 "	22 "
Saturday	0600 From Palma	DA2113	" "	7 "	22 "
	0720 To Alicante	DA2122	" "	7 "	15 "
	1400-1500 From/To Palma	BY	Boeing 737	7 "	22 "
	1430 From Alicante	DA2123	BAe 146	7 "	22 "
	1540 To Palma	DA2114	" "	7 "	22 "
	2240 From Palma	DA2115	" "	7 "	22 "
	2300-2359 From/To Palma	AO	Douglas DC-9	7 "	22 "
	2340 To Venice	DA2192	BAe 146	14 "	17 September
Sunday	0600 From Venice	DA2193	" "	15 "	18 "
	0720 To Barcelona	DA2196	" "	8 "	23 October
	1350 From Barcelona	DA2199	" "	8 "	23 "
	1500 To Jersey	DA2178	" "	15 "	25 September
	2130 From Jersey	DA2179	" "	15 "	25 "

Flying times vary a little, eg. TD-Palma : B.737 (130 pax) 2 hours 45 minutes, DC-9 (112 pax) 2 hrs 50 mins, BAe 146 (88 pax) 3 hours. It should be mentioned that winds & routings can vary these times by \pm 30 mins.

Movements Aggro

August 14th, p.113 G-TIGH Bristow SA.332 Super Tiger fr. Redhill 1511 to Forres 1604-add

24 114 CTA Caravelle was HB-ICQ. 19th IT p.115 BGYJ not 'D. P.116 28th

RTM charter F-28 was PH-CHF not 'E. P.115 Airshow A-10s were 00220 & 00232.

September P.123 4/9 Rotterdam flt. was by F-28 PH-CHD (HN4587).

5/9 Viscount AOYN F/T Jersey omitted, BAF(VF5234/5)

126 25/9 OO-DTE is a FH-227 (op. Delta Air Transp. for NIM)

127 Military 13th omitted was an Andover, Ascot 751 f/t Northolt at 1332 BST
17th EMB.E.312 PP-ZDK did 2 touch & goes fr. Leeming (resembles the Firecracker). 27th Hunter T.7 was XL576/81

Lydd, 27/10

G-AVNB AXNN AYXX BAKD BCLJ BFSB BGBO BGID BGNZ BGOF BGXZ BICK (Mighty Maule) BIUU BJOF
BKAB OBAT

Stansted, 28/10

G-ANUW APFG ARIR Intercity A/L, AVXJ AWXW BBZI BDWK BEGV BFWU Belfast-Haevy Lift, /CLY
BIMC A-300 Laker Skytrain Intercity Express, HEWS OJEA PLCE. HZ-AMK HZ-JAM N433PA 9Q-

Ferryhill sightings

E.Serrell.

This area had a few days even busier than usual with low-fliers:

Oct.25th: Tornados 2 SE 1000, 1 SE 1030, 2 S 1100, 2 very fast 1145, 2 W 1330, plus 2 at 1500 & 2 at 1600. Drakens 1+1 W 1115. Jaguars 3 + 3 W 1430 & all day.

26th: F-111s W all day. A-10s in 2's going N loaded, return racks empty. Jags. W Tornados 2+1 1430 & 1500 SW. F-15s 3 N 1500+ & 1620. A/c until 1930.

27th: Camo. Hawks in 2's W 1030, 1330, 1340. Two + Lightning N at 1210. Jags 3+1 W 1315. C-130s N & S. CH-53 S 1530.

Nov.2nd: Jaguars in 2's W 1330, 1400, 1515. Chinook S 1430.

The pairs of A-10s going N loaded & S unloaded started in September. Now sometimes 2+2.

At 10p per ticket, a raffle to be drawn at RAF Finningley next March 17th has as first prize an expenses-paid day out at RAF Coningsby which includes a flight in the Lancaster. It is hoped that £10,000 will be raised for a Bomber Command/8th & 9th USAAF memorial to form part of the new Hendon Museum.

Members of the Cheddington Station 113, Bucks., aviation enthusiasts association, which studies the history of a nearby wartime USAAF base, wanted Falklands Task Force Harriers to be named. They have a list of "lucky" names, worn by WW2 bombers, eg. "Ramp Rooster", a B-24 Liberator which survived.

In January a PPL- holder, Philip Berent, plans to fly his Huntair microlight from Salisbury, England to Salisbury, Rhodesia (now Harare City, Zimbabwe) in 150 mile hops. The distance given in the news story was 14,000 miles (D.Mirror, 16/10/82), but only about 6,000 mls. on my map.

Tees-side passengers for the first ten months of 1982 was up 16% on 1981, this including + 20% on the Heathrow route.

The story of the Bristol "Twins" Part 3

Production Beaufort Mk.1s had an extra .303 Browning in an offset transparent blister under the nose, and some had two forward-firing guns in the nose. EK997 had a 4-gun dorsal turret fitted. Some were exported to Turkey. The eighth machine, L4448 was fitted with 1200 hp Twin Wasps as the Mark 1A, & exported to Australia. N1110 had 5304-G Twin Wasps fitted & became the basic Beaufort Mk.2.

Some 166 Mark 2s were built with the American engines & Curtiss Electric propellers, giving 290 mph without & 230 mph with the torpedo fitted. AW304 & AW372 were given increased fin area. As a trainer (Mk.T.2) the dorsal turret was faired over, & some were used by the RN until 1945. The Beaufort 3 was a 'one-off' with two 1280 hp Merlin 20s, later modified to a trainer.

The Beaufort Mk.5 had Taurus 12,16 or 20 radials of 1175 hp, a bomb load of 1500 lb & was used by Coastal Command. Early ASV radar aerials were carried on wings & fuselage. Australian production started with the Mk.5, with Twin Wasps with two-speed blowers, Dowty instead of Vickers undercarriage & retractable tailwheel. The Mark 5A had Hamilton Standard propellers fitted. Eighty Mk.5 & 5A were built & 40 of the Mk.6, with Curtiss props. fitted.

From the outset, the Mk.7 (Hamilton props.) had 15% more fin area, & this modification was made to the Mk.5, 5A & 6. All four marks had the 2 dorsal guns, two guns in each wing & 2 in beam positions. Maximum bomb load was 3000 lbs. On the 520 Beaufort 8s ASV radar was fitted, two flexible nose guns replaced the wing guns & British or American torpedoes and mines could be carried.

The prototype C.Mk.8 flew in February 1944 as a 4/5 seat transport test-bed with a 600 lb belly cargo container & the top turret deleted. This aircraft, A9-201, formed the basis for the next mark, the C.9, and 46 Mark 8s were converted. The final Mark of Beaufort, the 9 had 9 guns, four .303 or .5 in the wings, 2 dorsal turret, 2 beam and one fixed to fire vertically from a dorsal position. All were conversions of earlier Mk.5.

In the closing weeks of 1938, Bristol's realised that war was coming, & that large numbers of new fighter & fighter-bomber equipment would be needed. Accordingly, a private venture prototype of a two-seat, twin-engined monoplane with long range & good performance, plus greater fire-power than any current fighter was designed. To facilitate its production, the outer wings, rear fuselage, tail, flaps, ailerons and fuel tanks of the Beaufort were used. Only 2100 drawings were needed for the aptly-named Beaufighter.

The machine was almost ready to fly on 3rd July 1939, when the Air Ministry allocated for it the Specification F.17/39, ordering 4 prototypes and 300 production aircraft. The prototype R2052 flew from Filton on the 17th, & with supercharged Hercules radials, achieved 335 mph at 16,800 ft.

Armament was scheduled as four 20 mm cannon in the nose, four .303 Brownings in the starboard wing & two in the port wing. Early aircraft only had the cannon. R2052-4 had 60 rounds per gun with Hispano drum feeds, while R2055, completed in May 1940 had servo feed, this becoming standard in the first 50 aircraft. Later a recoil-operated feed known as 'Mk.1 feed' was perfected & fitted to the 401st & subsequent aircraft.

The first aircraft was handed over to the RAF on 2nd April 1940, the second within a fortnight & five production ones on 27th July. Production was also started at Fairey & Weston-super-Mare factories, first machines flying on 7th & 20th February respectively. The production plane took 4200 more drawings, & with 1425 hp Hercules 3 engines had a maximum speed of 330 mph at 14,000 ft, initial rate of climb 1850 ft/min, service ceiling of 28,900 ft and range 1500 mls at an AUW of 20,800 lb.

It was clear that the Beaufighter would be about the only available aircraft for carrying the early AI radar set without a considerable reduction in performance. Thus early aircraft appeared with the familiar "bow & arrow" aerials of AI Mk.4 equipment. Nos.600 & 604 squadrons were the first to be equipped, & the first "kill" by an AI-carrying machine was on 19th November 1940, when a 604 plane got a Ju88 over Oxford.

With the flare-up in the Desert War came an urgent need for Beaufighter operations in the Middle East. Two early aircraft were fitted with Coastal Command radio and nav. equipment & now 252 Squadron was hurriedly re-equipped in the autumn of 1940. 50-gallon fuel tanks, designed for the Wellington, were attached to the fuselage floor, but were unsatisfactory, and extra wing-tanks were later fitted, replacing the wing guns. About 80 planes were altered, mostly for 252 & 272 Squadrons.

The Filton factory then reverted to producing N.F.1s. C.C. nav.facilities were made

standard for a time, but as more equipment needed installing, aircraft were of two distinct types, F.1 & C.1. Some Coastal planes became F.R.1C, with improved radio and carrying flame & smoke floats.

Australia showed considerable interest, and aircraft A.19-1 to A.19-54 were built by Fairey for the RAAF. A.19-2 was experimentally fitted with R-2600-A-5B Cyclones.

Demands for Hercules engines for the Short Stirling threatened to curtail mounting Beaufighter production, so the nacelles of 2 prototypes were altered to take Merlin 20s (one was R2058). They were delivered to R-R at Hucknall at the end of 1940, & the first production Mark 2, as it became known, flew on 22nd March 1941, an order for 450 having been laid. Many Mk.1 & 2 were modified & by 1941, 20 machines were held for testing.

Two major problems were longitudinal instability in the climb, especially in the mark 2, & a marked swing on take-off. Mk.1 R2268 had its tailplane widened & two elliptical fins & rudders fitted. This disrupted production too much, but giving the tailplane of R2270 a 12° dihedral proved completely successful, fortunately, and was made standard on all marks. Swing on takeoff was counteracted on Mk.2 T3032 by the addition of a dorsal fin, also standard later. Three prototypes including R2061 & '2 were equipped with a straight-edged high-aspect-ratio fin & rudder, but this was not adopted.

On the armament & radar side, the 4th prototype, R2055, was used for carrying large-bore guns. Replacing the nose cannon was a Vickers S gun (starboard) and a Rolls-Royce BH gun (port), with only the muzzles protruding. Trials at Duxford were successful, & the 40 mm 'S' gun chosen. In the event, the plentiful Hurricane was chosen as platform-carrying two under the wings as the IID. In the autumn of 1941, Telecommunications Research Establishment flew the first Mk.1 X7579 with the 'thimble' nose radome fitted.

The Beaufighter Mk.3 was to have Hercules 6 engines & the Mk.4, Griffons, both with special narrow fuselages, but neither was built. R-R tested a Griffon with four-blade propellers on T3177, a Mk.2. The nacelles finally ended behind the trailing edge. Other modifications included R2134 being converted to Target tug, with winch aft of the observers blister, R2204 used by Air Fighting Development Unit, EL161 for CO contamination tests, LX880 spinning trials, & R2061 (Mk.2F) with Griffon 61s high-altitude.

The next mark, the five, was a mark 2 conversion, only R2274 & R2306 being actually processed. It was an attempt to provide a wider field of fire, by provision of a Boulton-Paul turret just aft of the cockpit, the blister eliminated. Wing guns were deleted & only two cannon carried. The AI Mk.4 aeriels were retained.

The Mark 6 was an all-round improvement, & was produced as both night-fighter and Coastal Command aircraft, with Hercules 6 or 16 engines of 1650 hp. The prototype, X7442 was a converted Mk.1. The 6C had comprehensive Coastal Command navigational equipment, & provision for a Vickers 'K' gun in the navigator's dome. In March 1941, R2065 was fitted with a torpedo under the belly, & was tested successfully at the Torpedo Development Unit at Gosport. A further 16 aircraft were produced for a trials squadron. Another 6C, EL329, was tested with wing-mounted 25 lb war-head rockets and flew in September 1942. Rockets & torpedos later became standard. Some 693 Mk.6C and 1063 Mk.6F saw service & a number was supplied to the USAAF.

Beaufighters 7, 8 & 9 did not get beyond the drawing-board, all being intended for Australia, the Mark 7 having Hercules 26 motors.

Further improvements to the Mk.6 gave the Mk.10, with Hercules 18s of 1770 hp. At first, their load was to be a 1000 lb bomb under each wing & extra fuel tanks on the torpedo rack, but later, one 250 lb bomb under each wing & a 500 lb one under the fuselage was the norm.

The prototype TF Mk.10 was X8095, previously Mk.1 & 6. On some, the ASV Mk.2 radar was replaced by AI Mk.8. In all 2231 Mk.10s were built, & the 5562nd & Last Beaufighter built in September 1945, SR919, was a Mk.10. With Hercules 17s, a torpedo or plywood belly tank & standard armament, only 163 TF.Mk.11C were built, Mk.10 LX880 being the prototype. Generally they resembled the Mk.6. The Mark 12 for the RAF had Hercules 27 engines as the Counterpart of the Australian Mk.7, but was never proceeded with. The final version was the Mk.21 for Australia, with Hercules 18 engines, of which 363 were built. The first was A.8-1, flown in May 1944.

After the War, the Beaufighter still flew all around the world, a number being sold overseas. Many Mk.10s were converted into target tugs, with a winch aft of the blister, & were used thus in the UK, Near, Middle & Far East. One had the winch installed under its nose in a Spifire long-range fuel tank.

(To be completed).

- QUIZ 1) Six F-86 Sabres were presented as a gift to the British People by the people of Canada at RAF Abingdon, & received by the Air Secretary, Lord De L'Isle & Dudley. When?
 2) First flight date of the Douglas DC-5? 3) What was the Gloster Meteor Mk.6?
 4) Olympus-Canberra serial? 5) Engine type used in Avro Ashton?
 6) Which American airline uses DC-8-71s on Atlantic route? 7) First Short 360 user?

((Answers next P.

Auster Aircraft Part 6- Auster 5 (Alpha) new construction.

3401 G-AOFJ	Current 1982	3408 D-EHYS	
3402 G-APAH	WFTU 1960, current 1982	3409 G-APNM SE-CFN	
3403 G-APBE	Current 1982	3410 G-APNN SE-CME	
3404 G-APAF	Current 1982	3411 G-APRE SE-CGK	
3405 G-APBW	Current 1982	3412 G-APRF VR-LAF	Current 1982
3406 D-ECUR		3413 G-APTV	Current 1982
3407 G-APHW OE-DBZ		3414 G-APUL D-ECUZ	
<u>Auster J.1 Autocrat</u>			
1442 G-AGOH	Current 1982	1882 SE-ARG	
1822 G-AGTO	Current 1982	1883 SE-ARH	Cr.Veckholm 16/6/46
1824 G-AGTR D-ENVM		1884 OO-ATY	
1825 G-AGTS	Cr.Denham 25/11/47	1885 G-AHAM	Current 1982
1826 G-AGTT	Current 1982	1886 G-AHAO SE-BYU	
1837 G-AGTU SR-28 VP-YNO		1887 G-AHAP	
1838 G-AGTV BI-AMK	Current Hire 1982	1888 G-AHAR F-BGRZ	
1839 G-AGTW F-OAJK CR-LCT		1889 G-AHAS SE-ART	
1840 G-AGTX		1890 OY-DGE	Cr.Hvidovre 25/10/50
1841 G-AGTY	Dest.night t/o Denham 19/7/54	1891 LN-DAO	
1842 HB-EOS	Des.refuelling Schlosswil 6/47	1892 G-AGXB	D.Tollerton 16/12/62
1843 SE-ARA D-EGEG G-APUK VR-NDJ 5M-ADW		1893 G-AGXC	Cr.Denham 16/1/52
	Currently G-APUK 1982	1894 G-AGXD VH-DDY VH-RQJ VH-BOJ	
1844 G-AGVK F-BFYS	Cr.Mayenne, Fr. 21/1/56	1895 G-AGXE ZS-BPM	Cr.Johannesburg 16/2/57, reported sold as CR-ADS?
1845 PH-LPS PH-NAA PH-NRH			Cr.Bridport 5/4/52
1846 OY-DGA	Coll.Hawk Trainer over Copenhagen 21/4/46- destroyed.	1896 G-AGXF	Cr.ANDA landed on at Denham, 6/3/55
		1897 G-AGXG T.Moth	
1847 SE-ARB		1899 G-AGXI ZS-DPM VP-YIF ZS-CMJ	
1848 SE-ARC		1900 G-AGXJ F-BGRX	
1850 HB-EOL G-AHAU	Current G-AHAU 1982	1951 G-AGXK	Cr.Staverton 20/8/53
1851 LV-NBV		1952 SE-ARI	Cr.Vasteras 6/10/58
1852 LV-NBY	Cr.Corrientes 24/1/64	1953 SE-ARK	
1853 LV-NBU		1954 SE-ARL	
1854 LV-NCD		1955 G-AHAX ZK-AVO	
1855 LV-NBW	DBR Argentina date?	1956 G-AWAY	Current 1982
1856 LV-NBZ		1957 PH-OTO	
1858 G-AGVG	Current 1982	1958 LN-DAP	CoA withdrawn 30/1/48
1859 G-AGVH VR-RBO 9M-ALG	Cr.Perak 17/3/63	1959 SE-ARV	Cr.Bjorketorp 9/6/48
1860 G-AGVI	Rover turboprop engine fitted	1960 G-AHCF EC-DAZ EC-ACJ	
1863 HB-EOM G-AHAV	Current 1982	1961 G-AGXL	Cr.France 26/6/47
1864 HB-EVS SE-ARU		1962 G-AGXM	Cr.Loch Leven 12/7/53
1865 HB-EVK G-AHAW ZK-AWH		1964 G-AGXO EC-AJS	
1866 G-AGYS VR-LAA F-BGXX		1965 G-AGXP	
1867 SE-ARD		1966 G-AGXR VP-VAL OO-CMB	Cr.3/10/52
1869 SE-ARF		1967 G-AGXS EC-ALD	
1871 G-AGVL		1970 G-AGXV	Current 1982
1873 G-AGVN	Current 1982	1971 G-AGXW ZK-AUB	Cr.Q.Charlotte S 30/12/52
1874 G-AGVO VH-AJE		1972 G-AHCJ	Cr.Speeton 5/9/48
1875 G-AGVP VP-TBV	Cr.Longdenville	1974 HB-EOP	Conv.Lycoming 135 hp eng.
1877 G-AGVS VP-NAJ VP-YLG		1975 OO-AMI D-EJET	Cr.Schaferstuhl 6/8/61
1878 G-AGVT	Des.Heston 16/3/47	1976 G-AHMO PH-FCB	Cr.Sittard 3/6/49
1879 G-AGVU F-BBRU		1978 VP-UAA VP-KWC	Cr.Mold 23/9/50
1880 G-AGWY D-ELYM		1981 HB-EOP	
1881 G-AGWZ	Cr.Haddington 20/5/47	1982 G-AGXX	Cr.Cambridge 16/12/51
/1984 G-AGXZ ZS-DAE		1983 G-AGXY YI-ABM	Dism.Perth 9/54

1985 G-AGYD	Current 1982	2100 OO-ABO CX-APA LV-?
1986 G-AGYE	Cr.La Baule 28/7/49	2101 SE-ARO
1987 G-AGYF	Cr.Southend 29/8/54	2102 OY-DNU
1988 G-AGYG F-BDAX		2103 OY-DNE Cr.Enebreaðde 28/9/46
1991 G-AGYJ VH-BGB VH-KEM VH-WMM		2104 EI-ACO F-ALUE Cr.Buxton 20/9/52 rebuilt
1992 G-AHCO	Lost Teneriffe-Agadir 4/1/64	2105 G-AHSN Cr.Denham 11/7/55 (c/n 3102)
1993 G-AHCP	Cr.Sywell 28/6/47	2106 CX-? LV-FSN
1994 G-AHHE G-AERO ZK-AUX		2107 G-AHSM F-OAJG
1996 OO-AVE		2108 OY-DPU
1997 VP-TAS		2109 OO-ABQ OO-DJM Cr.Alost, Belg.18/10/55
1998 PP-RXO	Destroyed	2110 OY-DNO
1999 VP-UAB		2111 OY-DNY Cr.Hjortholm 15/6/48
2000 VP-TAR		2112 G-AHSZ F-OAGT Cr.Port Gentil 19/2/51
2001 VP-VAC VR-TAW VP-KJI Cr Nairobi 12/53		2114 VP-UAJ VP-KDZ VH-KEA
2002 G-AGYK	Current 1982	2116 LN-HAP
2003 G-AGYL		2117 LN-HAR SE-CMI
2005 G-AGYN LN-BFV		2118 OY-DPA Cr.Romo 27/7/49
2006 G-AGYO	Cr.Sevenoaks 24/8/51	2119 OY-DPE D-EHUN
2008 G-AGYR	Cr.Kirkburton 11/12/50	2120 OY-DPO G-AIKO F-BEXT Cr.Loire 10/6/50
2009 G-AHHF OY-DGO D-EDIV		2121 OY-DPY Cr.Aarhus 26/6/61
2010 G-AHHG LN-BAO OY-DGI		2122 G-AIBI Cr.Antarctica 15/9/47
2011 G-AHHH F-BAVR Current as G-AHHH		2124 VP-CAO CY-AAM 4R-AAM
2012 G-AHHI OO-ANL OO-PIT Cr.Blackpool 1/59		2125 ZK-AKZ / 1951
2013 G-AHHJ SU-AGR WFU 23/8/59		2126 VP-UAN VP-KIC VP-YHY VP-RBY Cr.Dakar,
2014 G-AHHK	Current 1982	2127 VP-UAM Cr. 1/11/53
2015 G-AHHL	Cr.Manche 27/9/61	2128 VP-CAP CY-AAN Cr.Jaffna Harb.28/4/52
2016 G-AHHM	Cr.mff Cromer 31/12/59	2129 OY-DPI
2017 G-AHHN	Current 1982	2130 LN-HAS CofA withdrawn 24/1/48
2018 G-AHHO		2131 LN-NAF Cr.8/8/47
2020 G-AHHR	Cr.Rochester 12/3/55	2132 ZK-ALW Dest.fire Hamilton 17/1/52
2021 G-AHHS	Cr.Channel 15/4/63	2133 G-AICB Cr.Tollerton 21/3/48
2024 G-AHJV VQ-PAS To Israeli AF, lost		2134 G-AHSP F-BGRO Current 1982
2025 OY-DGY		2135 G-AHSR VH-AIN
2026 OO-ABB	Cr.France 15/5/60	2138 G-AHSU SU-AGS WFU 23/8/59, cr.12/8/57
2027 LN-DAR		2139 G-AHSV F-BENL Cr.Mechar Morocco 11/9/48
2028 G-AHSH F-DAAV F-BEAV		2140 G-AHSW Current 1982
2029 G-AHSI EC-AMB		2141 G-AHSX EI-AAO
2030 OO-ABF D-EGYK		2142 OY-DRA
2031 OY-DGU D-ENIT		2143 VP-YFL VP-RCO VP-YLZ Cr.Rhodesia 4/57
2032 OY-DNA	Cr.Fano I.27/7/60	2144 VP-YFM Cr.Musape, Rhodesia 23/5/59
2033 OO-ABG	Cr.Temploux 8/5/49	2145 G-AIBJ PT-ADI
2034 OO-ABH LX-ABW LX-ACD F-BEPC		2146 G-AIBK EI-ACY
2035 Sk-ARS	Cr.13/7/51	2147 G-AIBL VH-BDQ
2036 SU-ADW	WFU 23/8/59	2148 G-AIBM /Bahrein 6/51
2037 VP-UAD VP-KFG Cr.Zanzibar 6/3/49		2149 G-AIBO YI-ABO Coll.DH 86B G-ADZP in
2038 VP-UAE		2150 G-AIBP VH-ASI
2039 VP-UAF VP-KWI ZS-DGF		2151 G-AIBR
2040 PP-DAF		2152 VP-YFN Cr.6/12/50
2041 OO-ABK F-OAKJ		2153 G-AIGJ Cr.Antwerp 27/11/48
2042 OO-ABL	Cr.Belgium 8/8/50	2154 G-AIBS Cr.Peterborough 22/5/51
2043 VP-UAG 'KIV ST-ABK Dest.Khartoum /6/62		2155 G-AIBT VH-AYO VH-WLB
2044 SE-ARM		2156 G-AIBV VT-CIR Canc.Jaipur 10/8/53
2045 SE-ARN	Cr.Kisa 2/7/53	2157 G-AIBV ZK-ATS
2046 OO-ABM		2159 G-AIBX Current 1982
2047 OO-ABN		2160 G-AIBY Current 1982
2048 VP-UAW VP-KFO Cr.Mombasa 20/7/51		2162 LN-NAG
2049 VP-UAI VP-KEI OO-CRT 9Q-CRT		2163 G-AICC SU-AEX WFU 23/8/59

Quiz Answers 1) 2/2/1953 2) 20/2/1939 3) A swept-wing project, not proceeded with.
 4) WD952 5) Rolls-Royce Nenes. 6) Overseas National Airways
 7) Suburban Airlines, of America.

THE FIRST FIFTY

British Tornado GR.1 Production.

R.A.Nann.

<u>Con.No.</u>	<u>Serial</u>	<u>Code</u>	<u>Unit</u>	<u>Base</u>
BS001	ZA321	B 58	TTTE	Cottesmore
002	ZA322	B 50	TTTE	"
003	ZA327	B 51	TTTE	"
004	ZA328	-	MoD (PE) RAF	
005	ZA329	B 52	TTTE	Cottesmore
006	ZA353	B 53	TTTE	"
007	ZA354	-	MoD (PE) BAe Warton	Warton
008	ZA355	B 54	TTTE	Cottesmore
009	ZA359	B 55	TTTE	"
010	ZA360	B 56	TTTE	"
011	ZA358	B 57	TTTE	"
012	ZA542	542	TWCU	Honington
013	ZA543	B 59	TTTE	Cottesmore
014	ZA545	545	TWCU	Honington
015	ZA544	544	TWCU	"
016	ZA547	547	TWCU	"
017	ZA550	550	TWCU	"
018	ZA553	553	TWCU	"
019	ZA554	554	TWCU	"
020	ZA556	-	MoD (PE) RAF	
021	ZA557	557	TWCU	Honington
022	ZA558	-		
023	ZA559	-		
024	ZA560	-		
025	ZA561	-		
026	ZA563	563	TWCU	Honington
027	ZA564	-		
028	ZA585	585	TWCU	Honington
029	ZA586	A	RAF 9 Squadron	"
030	ZA587	B	" "	"
031	ZA588	C	" "	"
032	ZA589	D	" "	"
033	ZA590	E	" "	"
034	ZA591	F	" "	"
035	ZA592	G	" "	"
036	ZA593	H	" "	"
037	ZA596	L	" "	"
038	ZA597	M	" "	"
039	ZA600	-		
040	ZA601	-	RAF 617 Squadron	Marham
041	ZA603	-		
042	ZA605	-		
043	ZA606	-		
044	ZA607	-		
045	ZA608	-		
046	ZA609	-		
047	ZA610	-		
048	ZA611	-		
049	ZA613	-		
050	ZA614	-		

The majority of the unallocated aircraft will go to 617 & 101 Sqdns. at Marham.

No.1 FTS, RAF Linton-on-OuseD.E.Thompson.

The School celebrated its 25th anniversary on Thursday, 28th October, 1982 with a reunion of former commanding officers & chief flying instructors. Arguably the RAF's most famous flying training school's staff train pilots from twelve different nations & was recently featured in the BBC TV series "Pilot". The present CO, Grp.Capt. Donald Cadden was joined by 15 former COs & together they enjoyed a photographic display and exhibition of its aircraft. Highlight was a flypast of 24 JPs led by CFI W/Comm Ed Jarron in a formation spelling out LO1.

British Aerospace Hawk T.1 Production- the first 50
 Constructor's numbers are 312001- 312050

R.A.Nann.

Q/n	Serial/Code	Unit	Base	C/N	Serial/Code	Unit	Base
001	XX154	- MoD (PE) BAe	Dunsfold	026	XX179/179	RAF 4 FTS	Valley
002	XX156	- MoD (PE) A&AE	Boscombe Down	027	XX180/180	" "	"
003	XX157/157	RAF 2 TWU/63 Sq	Chivenor	028	XX181/181	" "	"
004	XX158	- MoD (PE) A&AE	Boscombe Down	029	XX182/182	" "	"
005	XX159/159	RAF 1 TWU	Brawdy	030	XX183/183	" "	"
006	XX160	- MoD (PE) A&AE	Boscombe Down	031	XX184/184	" "	"
007	XX161/161	RAF 4 FTS	Valley	032	XX185/185	" "	"
008	ZA101 G-HAWK	BAe	Dunsfold	033	XX186/186	RAF 2 TWU/63 Sq	Chivenor
009	XX162/162	RAF 4 FTS	Valley	034	XX187/L	" " /151 Sq	"
010	XX163/163	" "	"	035	XX188/188	" 1 TWU	Brawdy
011	XX164/164	" "	"	036	XX189/189	" 2 TWU/63 Sq	Chivenor
012	XX165/165	" "	"	037	XX190/190	" " "	"
013	XX166/166	" "	"	038	XX191/191	" 1 TWU	Brawdy
014	XX167/167	" "	"	039	XX192/192	" "	"
015	XX168/168	" "	"	040	XX193/193	" "	"
016	XX169/169	" "	"	041	XX194/194	" "	"
017	XX170/170	" "	"	042	XX195/195	" 2 TWU/63 Sq	Chivenor
018	XX171/171	" "	"	043	XX196/N	" 2 TWU/151 Sq	"
019	XX172/172	" "	"	044	XX197/197	" 1 TWU	Brawdy
020	XX173/173	" "	"	045	XX198/198	" 2 TWU/63 Sq	Chivenor
021	XX174/174	" "	"	046	XX199/199	" 1 TWU	Brawdy
022	XX175/175	" "	"	047	XX200/0	" 2 TWU/151 Sq	Chivenor
023	XX176/176	" "	"	048	XX201/201	" 2 TWU/63 Sq	"
024	XX177/177	" "	"	049	XX202/P	" 2 TWU/151 Sq	"
025	XX178/178	" "	"	050	XX203/203	" 2 TWU/63 Sq	"

Export Hawks- Mark 51 (Finland)

Line	Con	Serial	No.	No
133	312198	HW301	218	312213 HW316
153	312199	HW302 del 16/12/80- WO 17/3/81	224	312214 HW317
173	312200	HW303 del 19/12/80	225	312215 HW318
181	312201	HW304	229	312216 HW319
184	312202	HW305 ex ZD226, del 23/6/81	230	312217 HW320
200	312203	HW306	231	312218 HW321
204	312204	HW307	235	312219 HW322
205	312205	HW308	236	312220 HW323
206	312206	HW309	237	312221 HW324
207	312207	HW310	238	312222 HW325
208	312208	HW311	239	312223 HW326
214	312209	HW312	253	312224 HW327
215	312210	HW313	254	312225 HW328
216	312211	HW314		312226 HW329
217	312212	HW315		312227 HW330

Mark 53 (Indonesia)

126	312190	LL5301 ex ZB618	227	312259	LL5312
152	312191	LL5302	228	312260	LL5313
155	312192	LL5303 del.17/9/80	244	312	LL5314
161	312193	LL5304 del.17/9/80	245	312	LL5315
166	312194	LL5305 del.19/11/80	246	312	LL5316
171	312195	LL5306 del.19/11/80	249	312	LL5317
175	312196	LL5307 del.6/1/81		312	LL5318
179	312197	LL5308 del.6/1/81		312	LL5319
222	312256	LL5309	255	312	LL5320
223	312257	LL5310	256	312	LL5321
226	312258	LL5311	257	312	LL5322

Mark 52 (Kenya)

Line	C/n	Serial	
107	312178	1001	ex ZB609
117	312179	1002	del. ?/4/80
120	312180	1003	" "
123	312181	1004	" "
128	312182	1005	" 28/5/80
130	312183	1006	" 29/7/80

Line	C/n	Serial	
136	312184	1007	del. 29/7/80
140	312185	1008	" 28/8/80
146	312186	1009	" "
151	312187	1010	" 6/2/81
154	312188	1011	" "
157	312189	1012	" "

Mark 60 (Zimbabwe)

209	312248	600	del. ?/7/82
210	312249	601	" ?/7/82
211	312250	602	" ?/7/82
212	312251	603	

213	312252	604
219	312253	605
220	312254	606
221	312255	607

Mark 61 (United Arab Emirates)

232	312	501
233	312	502
234	312	503
240	312	504

248	312	505
250	312	506
251	312	507
252	312	508

C.A.A. Fire School fire dump, 24/10/82D.E.Thompson.

The School was officially opened at Tees-side Airport on September 3rd, 1981, after moving from its birthplace at Stansted, but the first inmate had arrived on August 18th. It was Whirlwind HAR.10 XP330, ex 230 Sqdn.; Germany, Borneo & UK service, which quietly travelled up on the back of a lorry & went straight to the dump, causing our Editor to speculate: "that lot at Sunderland have nicked it for their collection"!

The dump itself is on the eastern side of the airfield where the Teesside Road Transport Training School once was, surprisingly close to White House Farm, which must create a problem when the wind is westerly. The standing area is a concrete dispersal area with old wooden RAF sheds quite close, not far in taxiing distance from the 23 Threshold, where V-bomber detachments parked in the 1960s.

The Whirlwind was soon joined by Trident IC G-ARPD, which flew in a week later from the BA engineering complex at Heathrow. Members on this year's Farnborough bus circled Heathrow and saw other redundant Tridents parked, including G-AVFA & 'L, no doubt going the same way as past Comets, Vanguard & VC-10s- soon to be joined by Concorde? September saw the arrival of another Trident IC, G-ARPR, & last March G-ARPW. Last is a mark IIE Trident, G-AVFJ (longer range & heavier payload) of June 24th this year.

Today RPD is in the worst condition. It was burned for the benefit of the media on the School's opening, the only one torched so far. Lying on its belly, a hole has been burnt in the port side near to the nose. The tail & port wing are also burnt, and it is scorched & blackened along the whole fuselage. It is noticeable that "British Airways", "Speedbird" and registrations have all been painted out. It is rumoured that the CAA buys these airframes at £10,000 each. G-ARPR lies alongside, complete & untouched. Standing on its legs, closest to the farm is 'RPW, while 'VFJ stands with "everything down" on the northern edge. The Whirlwind has suffered the worst so far, and has been badly chopped up. It lies on its side minus main & tail rotors, with tail boom broken off & without several panels. It is finished in drab olive/grey camouflage.

During its twenty-one years at Stansted, the Fire School consumed many rare and unusual aircraft, a few examples being Javelin T.3 XK577 (2nd prototype), Hastings TE580 (prototype), Lincoln B.2 RF533, Comet IXB XM829 (ex G-ARTV) & more recently Britannias, Comets & Boeing 707s. Let's hope it has a long & 'productive' stay at Tees-side. Bring on the Jumbos!

Lakenheath, 30/9/82E.Serrell.

C-141B 38090. F-111 70-379 landing, 396,401, 71-892, 89? 20-30 on pan.

Mildenhall 30/9

HC-130 95826 67 ARRS. EC-135 10291 based. E-3A Sentry 70355. Canberra overshoot.

EC-135 71461 71465 71497 8005? 80034 80070 00320 00348 plus four.

Alconbury 30/9 Closing until mid-November.

Tigers 42 44 49 53 59 plus 2. F-4 /AR 68554 68562 68565 plus 2.

Eagles 90039 90073 90070 00008.

TUES-SIDE AIRPORT MOVEMENTS-- October 1982

Scheduled, training & local traffic is summarised at the bottom.

Day	Regn.	Type	From	ATA	To	ATD
1	G-AZDH	PA-31	T/F Liverpool	1227		1036
	DJBE	Ce550	East Midlands	1637	6/10 Biggin Hill	1214
	BHIV	Squirrel	Catterick	1221	Gatwick	1245
	BFZH	PA-28	Dublin	1235	Le Touquet	1611
	BLXV	Bell 212	Dyce	1349	Redhill	1415
	BASU	PA-31	Shannon	2138	Dublin	1603
	BHJY	EMB.110	Dyce	1835	Norwich	1902
	AZFO	PA-30	F/T Blackpool	1856		0556,2/10
2	00-DTE	FH-227	F/T Rotterdam	0926		1618,3/10 NLM
	OY-AZN	PA-31	Stavanger	1055	Billund	1147
	AVGA	PA-24	T/F Deauville	1616,3/10		1221
	BAFZ	B.727	F/T Palma	1606		1720
	F-ETML	Mystere 200			Bordeaux	1645
	HMAB	DC-9	Palma	1705	East Midlands	1750
	EC-CTT	DC-9	F/T Palma	2224		0135,3/10
3	AOYI	Viscount	T/F Southend	0928,5/10		0611 Polar
	BHZN	AA-5	Winfield	1010	Halfpenny Green	1039
	BJVZ	S-76	Dyce	1126	North Denes	1230
	BJAG	PA-28	T/F Ronaldsway	1647		1209
	BGRO	Ce172	F/T Kirmington	1306		1409 Citation F/S
	BBHE	Enstrom	F/T Hilton	1445		1510
	ASNH	PA-23	Marham		Stoke Ferry	1550,5/10
4	BHJY	EMB.110	Norwich	0700		
	BJZS	Bell 212	N.Denes	0703	Dyce	0713
	KRIS	Maule	F/T Hungerford	0956		1457
	BFOH	Bell 47	Wilton	1151	Edinburgh	0805,5/10
	PRRS	Ce441	T/F Shannon	1916		1551
	BGCS	EMB.110	Glasgow	19--	Liverpool	0743,6/10
	ARMX	HS748	Glasgow	1959	Dyce	0919,5/10
5	PRRS	Ce441	T/F Le Bourget	1640		0706
	BAGO	Ce421	F/T E.Midlands	0756		1513
	BJCU	B.737	F/T Palma	0803		0846
	00-IVS	Mooney	Genk	0852	Maastricht	1537
	D-EFZB	PA-28	Birmingham	1140	Nordhorn	0906,7/10
	OFRL	Ce414	Ronaldsway	1329	Kirmington	1504
	D-ILAY	Ce414	Marl	1652	Rhoose	1626,6/10
	AWAI	Be55	Elstree	1721	LHR	1759,7/10
	ATZU	PA-30	F/T Southend	2013		2038
	ARMX	HS748	Glasgow	2026	Dyce	0918,6/10
6	AOYI	Viscount	T/F Amsterdam	1458		0759
	BHFY	Be55	LBA	0900	Leavesden	1544
	BFOE	Ce152	F/T Coventry	1218		1527
	BJAG	PA-28	T/F Ronaldsway	1410,10/10		1228
	BFZH	PA-28	Le Touquet	1513	Usworth	1254,8/11
	BBHL	S-61N	Dyce	1523	N.Denes	1613
	BETT	PA-34	Norwich	1524	Blackpool	0857,7/10 Photo Flt
7	ASTD	PA-23	Norwich	0909	Dyce	1549
	AZDH	PA-31	T/F Deauville	1954		0912
	BHOV	P.68	LBA	0950	Hawarden	1523
	MDRD	PA-31	Stornoway	1448	Norwich	1516
	PRRS	Ce441	T/F Shannon	1947		1610
	BHMA	EMB.110	Glasgow	1919	Dyce	1956
8	AZDH	PA-31	T/F Liverpool	1134		0916
	AZOD	PA-23	Dyce	1044	Southampton	1145
	CELT	EMB.110	Norwich	1403	Dyce	1430
	OY-DZS	Ce402	Stavanger	1726	Birmingham	1754
	HGGS	EMB.110	Dyce	1913	Norwich	1934
9	DJBE	Ce550	Le Bourget	1808,11/10	Biggin Hill	0746
	PH-KFD	F-27	F/T Rotterdam	1013		1617,10/10 NLM

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9	AZDH PA-31	T/F Edinburgh	1317	1016
	BAJW 727	F/T Palma	1609	1730
	PRES C.441	T/F Copenhagen	1715, 10/10	1816
	GHNC AA-5	Newcastle	1925 Stansted	2001
	EC-CGO DC-9	F/T Palma	2322	0015, 10/10
10	BEWL S.61	Gatwick	1621 Dyce	1701
	BHJY Emb.110	Amsterdam	1740 "	1903
	AOYI Viscount	Southend	1654, 13/10 E.Mids.	1801
	BASU PA-31	Edinburgh	1517 Dyce	2035
11	LATC E.110	Norwich	0720 Dyce	0734
	XV102 VC-10	Brize Norton	0726 Washington, Dulles	0924
	EKCD HS-125	Luton	0845 Stavanger	1549
	BHOV FN 68	F/T Goodwood	0938	1013 Foster Shop Fitters
	BFRK PA-24	F/T Ronaldsway	1349	1551
	BFOH Bell 47	Edinburgh	1453 Liverpool	0718, 13/10
	PATT C.404	Shannon	2050 Ringway	1549
12	AZDH PA-31	T/F Cork	1914	0707
	STAN F.27	Edinburgh	1008 Norwich	1040 NM div in UK 201/a
	OFAR Ce.402	Newcastle	1115 Leic.E.	1519 (LBA Div)
	BEAD Be55	"	1619 Ringway	1649 Vaux
13	WSSL PA-31	Lulsgate	0932 LBA	1349 Sparrows
	DOVE Ce 550	T/F Edinburgh	1538, 16/10	1102
	AOHT Viscount	East Mids	1144 Amsterdam	1345 Polar
	MAFF BN 2T	Norwich	1210 Newcastle	1341 Flt. refuelling
	BLZX Be20	Edinburgh	1531 Leavesden	1548 Eagle Svs.
	BHFF Be55	LBA	1606 "	1632 Kebble
	NICE SHD-3	Gatwick	2002	Genair KS 906
	AOHT Viscount	Amsterdam	2145 East Mids.	2325 VF 9021
14	PRES C.441	T/F Gloucester	1749, 15/10	0659
	BHWE 737	Newcastle	0707 Kerkira	0755 BY 207A
	ARBE Dove	F/T Brough	0822	1057 BAC
	BRAL G.159	" Stansted	0925	1414
	LONG B.207L	Newton Aycliffe	1016 Bourne	1306 Air Hanson
	BRON Be200	Dyce	1210 Brize Norton	0706, 15/10
	BASU PA-31	Ringway	2123 Shannon	1346
	BGNW 737	Kerkira	1621 Newcastle	1702 BY 207B
	BLAC Rallye	Wickham	1915 Gloucester	1033, 15/10
15	BRON Be20	Brize Norton	0924 Dyce	1226
	AKKD PA-23	Glenrothes	0717 Kirkwall	0816
	AZZV C.172	T/F Blackpool	1305	0956
	FBDC Ce340A	F/T Gatwick	1147	1549 Food Brokers
	BKEP HB 14	" Oxford	1205	1229 BR 200T
	BHJY E 110	Dyce	1859 Luton	1959
	HGGS "	"	1905 Norwich	1924 Euro Air
	BROY PA-31	Glasgow	1944 Dyce	1756, 17/10 Inter Flt.
	F-BPFZ PA-23	LHR	2137 Glasgow	1020, 16/10
16	PH-SAD F.27	F/T Rotterdam	1011	1616, 17/10
	EEJY E.110	Leuchars	1124 Dyce	1802 Euro Air
	BLKV Bell 212	Redhill	1214 Dyce	1257
	BAEF B.727	F/T Palma	1625	1738
	EC-CGQ DC-9	" "	2224	2303
17	PESV HS-125	" LHR	0822	1005 Shell A/C Ltd.
18	HGCS E.110	Norwich	0700 Dyce	0720
	UBHL Be20	Booker	0803 Kirmington	1441
	BHOV FN.68	F/T Goodwood	0920	1243
	BFOH Bell 47	Liverpool	1058 Edinburgh	0743
	BASU PA-31	T/F Shannon	1945	1531
	AVYT PA-28	Sherburn	1751 Sherburn	1527
	CTLN E.110	Dyce	1821 Glasgow	1845
	ARMX 748	"	1927 "	0921, 19/10
19	BAZH 737	F/T Palma	0746	0840
	BADE PA-23	" Stapleford	0758	1514 Thurston
	OY-AUL Be90	" Angelholm	0848	1536

19	BIFZ P.68	F/T	Brough	1008	1510
	O AUS S.76		Brooklands	1225	Longcroft
	HGGS E.110		Dyce	1646	Glasgow
	BLED Be90		Denham	1655	Liverpool
	O AUS S.76	F/T	Steiner	2012	
	OY-ASL E.110		Dyce	2020	Luton
	ARMK 748	F/T	Glasgow	2042	
20	AOYI Viscount	T/F	Glasgow	1719	
	DJBE C.550		LHR	2014,23/10	Dyce
	BHSM Bell 47		Newcastle	0744	Coventry
	AOHT Viscount		East Mids.	1043	Amsterdam
	BLED Be90		Linton	1059	LHR
	BJAG PA-28	T/F	Kirmington	1706	
	BBHL S-61		Dyce	1602	Great Yarmouth
	AKPU HS-125		Brussels	1709	Luton
	HGGS E.110		Glasgow	1905	Dyce
	AOHT Viscount		Amsterdam	2124	East Mids
21	FTTA PA-31	T/F	Birmingham	1744	
	BKYZ AC6T	F/T	Gatwick	0858	
	HB-VHI C.500	"	"	1016	
	AZFW C.177	"	Leic.E.	1024	
	BJYD C.152	T/F	Bridlington	1344	
	BJAG PA-28		Carlisle/TD	1210	Carlisle
	BIEZ Be90		Yeovilton	1248	Leavesden
	ASRH PA-30	F/T	Ronaldsway	1552	
	PREB C.441		Ringway	2009	Shannon
	BASU PA-31	T/F	Shannon	1955	
	CTIN E.110	F/T	Glasgow	1650	
	FTTA PA-31		Birmingham	1744	Swansea
	BHJY E.110		Glasgow	1817	Dyce
22	FTTA PA-31	T/F	Swansea	1311,23/10	
	AYMW Jetranger		Marston	0806	Usworth
	WB531 Devon		Plymouth	0931	Norwich
	AVYT PA-28	T/F	Glenrothes	1320	
	AYMW Jetranger		Usworth	1259	Leeming
	BKFB Squirrel		Hilton	1623	Marton
	AYZE PA-39		Biggin Hill	1635	Peterborough
	DJBE C.500		Dyce	1703	LHR
	LATC E.110		Dyce	1759	Norwich
	BMAA DC-9		Palma		
23	BMAA DC-9		Palma	0526	
	PH-SAD F.27	F/T	Rotterdam	1004	
	LATC E.110		Leuchars	1143	Dyce
	BAEF 727	F/T	Palma	1421	
	ASRH PA-30	"	Ronaldsway	1609	
	FLCH Jetranger	"	Darlington	1647	
	BEKE 748		Hurn	1900	
	AXCP BAC 1-11		Ringway	1926	
	EC-CGQ DC-9	F/T	Palma	2150	
24	BEJD 748		Ringway	0901	
	PREB C.441	T/F	Stavanger	1939	
	BMAA DC-9		LHR	2104	Glasgow
25	BHJY E.110		Norwich	0812	Dyce
	DJBE C.550	T/F	Birmingham	1803	
	AOYI Viscount	"	Orly	1609,29/10	
	MEDI Be90	"	Leavesden	1003	
	BFER B.212		Dyce	1104	North Denes
	BBHL S.61		Norwich	1105	Dyce
	BFOH Bell 47		Edinburgh	1133	Liverpool
	ATZK PA-28	F/T	Colchester	1323	
	XA494 Jetstream		Leeming	1324	1 roller
	OY-ASL E.110		Dyce	1607	Glasgow
	BFZH PA-28		Usworth	1741	Dublin
					1442,26/10
					1255 Air Hanson
					1720
					1705
					2025
					2044
					0916,20/10
					0619 9022/9023
					0648
					1207
					1230 VF 9024
					1419
					1452
					1629 Bristow
					1801 McAlpine
					1938
					2314 VF9025
					0703
					0929
					1046
					1403
					1120
					1128 div back
					1638 Eagle A/C Services
					1625 General Life Ass.
					1601 (Ltd.
					1600
					1759 Centreline HG633
					0626,22/10
					1835
					0626
					1009
					1550 Ascot 7852
					1012
					1552 Dollar
					1651
					1548,24/10
					1801
					1822 EZ 609 Euroair
					2105 BD 005
					BD 006
					1717,24/10 HN 4587
					2004,24/10 EZ1001 Euroair
					1545 DA2189 & DA2188
					1705
					1718
					DA 79KE
					DAZ4 AW
					2302 A01094/5
					DA Z6DK
					1556
					2125
					0825
					0830
					0842
					1530
					1205
					1148 Bristow
					1116
					1403

25	OY-ASL E.110	Glasgow	2011 Dyce	2028
26	BAZH 737	F/T Palma	0848	0926
	BJCW PA-28	" Kirmington	1127	1338
	PATT C.404	T/F Shannon	2125	1707
	UBHL Be90	Kirmington	1736 Denham	1804
	OLKS C.421	F/T Birmingham	1759	1809,27/10
	FTTA PA-31	T/F Dublin	1612,27/10	1811
	BEZL "	F/T Edinburgh	1826	1804,27/10
27	AZDH PA-31	T/F Le Havre	1929	0723
	BHFF Be55	Leavesden	0913 LBA	1001
	ARVW PA-28	Liverpool	0915 Newcastle	1020
	UBHL Be90	Linton	1054 Denham	1431
	DJBE C.550	Copenhagen	1730,29/10 Amsterdam	1101
	BRUX PA-44	Tollerton	1114 Liverpool	1618
	HGGS E.110	Stansted	1312 Dyce	1349
	ARVW PA-28	Newcastle	1429 Liverpool	1537
	OY-ASL E.110	Dyce	1635 Glasgow	1859
28	NORC C.425	Peterborough	0949 LBA	0956
	" "	LBA	1323 Peterborough	1506
	PRES C.441	Ringway	2055 Shannon	1629
	BAZH 737	Spain CoRfu	1703 Newcastle	1737 BY207B
	BFZH PA-28	Dublin	1825	
	OY-ASL E.110	Dyce	2023 Luton	2051 FH/Lt J.R. MYERS.
29	XX252 Hawk	F/T Kenble	1255	1400 Red Arrows Leader
	PRES C.441	T/F Glasgow	0945,30/10	1333
	AOYI Viscount	" Amsterdam	2113	1709
	LATC E.110	Dyce	1910 Norwich	1939
	BFDA PA-31	"	2035 Glasgow	2047
	BTHL PA-31	"	2043 "	2159
30	PH-SAD F.27	F/T Rotterdam	1004	1718,31/10
	BHNV Bell 47	Long Newton		
	BKFB Squirrel	Barnard Castle	1144 Middlesboro	1149
	BEJD 748	Ringway	1216	
	BEKC "		Ringway	1235
	BEWE Enstrom	Middlesboro	1253	
	DJBE C.550		Hurn	1334
	BAEF 727	F/T Palma	1615	1731
	EC-CGP DC-9	" "	2209	2300
31	BKFB Squirrel	Middlesboro	1639	
	BIIT PA-28	Tollerton	1726	

SCHEDULED SERVICES BMA LHR XCP;25-31, YOX;23,24,30,31, ZLS;9,10, ZNA;2,3, ZNB;2,24, 30,31, ZNC;9,16,17, BAPF;16;17,23, BFZL;9,10, BMAA;3-22,24, BMAB;1,23. Jersey XCP;30,31 YOX;24,30, ZLS;10, ZNA;3, ZNB;2,23,31, ZNC;2,3,17, BAPF;16, BFZL;9, BMAA;3,16,17,24. Air Anglia BCDN;1,4-7,12-15,18-22, BCD0;7,8, BDVS;25-27, BHMW;28,29, STAN;11,12. CASAIR Gatwick etc. BKDO;22,25-29, EAST;26,27, NICE;14,28,29, OCAS;1,4-8,11-15,18-22, 29. Glasgow VIP;1, YVM;5,6,7, ZDH;11,13,14,15,18-22, BASU;8,12,15, BGCS;4,5, Dan-Air RMW;1,2,4-8,11-15,18,20-22,25-26,29, RMX;27,28.

CREW TRAINING B.Cal. Bell 214 BKFM;7,8,11-15,17-21. Casair PA-31 AZDH;1,5, BASU;12, C441 PRES;13,19. Eastern S.330 BKDO;24. Bell 47 BHNW;31. Dan-Air 748 RMW;12. BMA DC-9 BMAA;11. Tyne Tees PA-31 FTTA;1. Owledge Ltd. Be200 BROW;21. TRIST 33 (BAe146) 21st. G-SSSH

LOCAL AIRFIELDS Carlisle EDWY;3, BGJM;3. Dyce RMX;1,4,8,11,13-15,20,23,25,26,29, RMW;27,28, YVM;4, ZDH;3,4,6, ZOD;19,31, BASU;4,6,7,10,13,14,17,19,20,24,25,26,27, BBPZ;3,4,5,6,12,14, BEJD;27, BEKD;11,12,30, BEKE;25, BFKN;6, BGOY;3,12,13,22, BHHA;22, BKFN;8, BRON;14,15,18,21,22, CTLN;19, FTTA;14,17, LATC;24, OSHH;21, PATT;7,11,13,14,17, 20,21,27,28,29, PRES;17,28, WTVB;6,7,14,21,31, OY-ASL;26. LBA RMW;3,9, ZNB;24, ZOD;31, ZZV;1,24, BAHW;14, BBXJ;15, EDWY;3,14,15,21, BFFC;23,27, BFGL;3, BJAG;5, BIUI;3, OSHH;21,28,PATT;11,15,21,31, SATO;1,5, WTVB;21,31. Newcastle VYT;2, YVM;1, ZDH;26, ZRH;23,24, ZZV;3,18, BAWK;22,27, BCJM;3, EDWY;13,15,21,27, BFFC;23,27, BFMH;2, BHMK;31, BISM;7, BIUI;3,23,24, BJAG;2,15, BJYD;23,25, PRES;27. Usworth TJU;21, VUH;3,27, VYT;23, XHG;8,25, YMK;16, ZZV;3, BAWK;22, BCGJ;3,13,21, EDWY;11, BEOE;23, BFZH;23,25, cont.P.

The British Register- Additions

AMLK Br.Freighter 31 13060 ZK-EPD Instone	BKHT BAe146-100 E1-007	
BJZX Grob G109 6109 Gablemere Ltd.	BKHU AS350B Squirrel 1629	McAlpine
BKAH Scheibe SF-36 4105 Hong Kong ?	BKHV Taylor Titch 10832	Formby
BKBF MS894A Minerve 11622 F-BSKZ Staverton	BKHW Classair SH-2 392	Oxford
BKBO Colt 17A 342 Courage?	BKHX Bensen B-8M 11035	Stockport
BKFC Cessna F152 F.1443 00-AWB Wolverhpton	BKHY Taylor Monoplane PFA1416	Andover
BKFL Aerosport Scamp 10814 Herne Bay	BKIA TB10 Tobago 322	Air Touring Svs.
BKFN Bell 214ST 28109 Br.Cal.	BKIB TB9 Tampico 323	Biggin Hill
BKFP Bell 214ST 28110 " "	BKIE Shorts SD3-30 SH.3005 C-GTAS	Lease Air
BKPY Beech C90-1 LJ-1028 Medop, Driffield	BKIK Cameron DG19 776 (Airship)	
BKFX Chero.Arrow 200 28R-35127 L&M Food	BMAN BAC111-416EK 131 G-AVOF	Air Manchester
BKGG Jetranger L-1 45236 Alan Mann	BMSC Evans VP-2 482MSC YOPs	Houghton-1-Spring
BKHA Whirlwind HAR.10 WA109 XJ763	DAKL Be200 BB-133 G-BJZG	T.Kilroe & Sons
BKHB Whirlwind HAR.10 WA.33 XJ407	IOMA Friendship 100 10106 D-BOBY	BMA/Manx
BKHC Whirlwind HAR.10 WA348 XP328	JTIE Cessna 421C 0437 G-RBBE	Eastern Air Ex
BKHD Baby Gt.Lakes 8133/FBO2B Shrewsbury	LING Thunder AX765 346	Bridges Van Hire
BKHG Piper J3C-65 Cub 12062 Winchester	LULU Grob G109 6137	Deltabond Ltd.
BKHH Thunder AX10/160 460	ODAN BAe 146-100 E1-006	
BKHJ Cessna 182P 64129 PH-CAT	PAWE Cherokee 140 28-24456	G-AWEU Speke
BKHL Thunder AX9/140 461	PONY Colt 31A Air Chair 434	1/2p Green
BKHM Ben Air VL12/35 Sparrowhawk 001	RADE Cessna 210L 61146	G-CENT Wisbech
BKHP Provost T.1 226 WW397 Swindon	SFTA SA.341 Gazelle WA1039	HB-XIL Cheltenham
BKHR Tutor LA4A Minor 10228 Harpenden	STEV DR221 Dauphin 61 F-BOZD	Redditch
BKHS Seneca 220T 34-33045 N8472H		CSE Avn.

Deletions

WFU Argosy APRN, PA-28 AXXA, BN-2A BDPR, Trislander BEDO, Rallye IRIO.DBR Ce150 BLAL.
 DBR? PA-28 BFPE. Not imported Beeches BJWG, BJXS, BJXT. Defenders BJEA, B to Surinam

Police Force as SAF.003 & 004. Viscounts AZIS, BFWW being dismantled at EMA.

Sold Abroad G-ASJE/ N29967, AVAO/ N29951, AKSL/ N9110V, BAEJ/ EI-EMK, BAKZ/ C-GUAW,
 BATB/ 9V-BMN, BCBH/ VH-AAQ, BDMD/ PH-GYN, BDUK/ N32652, BEJY/ N27385, BERG/ VH-WOB,
 BEUE/ F-GBLM, BEUF/ F-GANV, BEUG/ M-GANU, BEUH/ F-GANY, BFAY/ N29707, BFEU/ VH-WOD,
 BFFV/ VH-WOA, BFGN/ VR-CBE, BFHS/ EI-BTT, BFNK/ N413JA, BFUN/ OE-CXC, BGFV/ TZ-ACZ,
 BGPY/ N661J, BGSF/ I-CITU, BHIO/ RP-C1714, BHJE/ N5885P, BHRX/ N2920G, BIIP/ N411JA,
 BIUD/ N662J, BLXG/ N663J, BJCB/ XA-MAH, BJEA/ SAFOO3, BJEB/ SAFOO4, BJEZ/ PH-BIG,
 BJLM/ N2629Y, BJVR/ 4R-ATB, BKCA/ ST-AWD, BKFS/ 5H-SMZ, DAWN/ PH-HOC, DHLD/ N807RA,
 HMCG/ N29884, NESS/ N1525, PENL/ N2734X, PINK/ PH-INK, SHOK/ N29794, XMAS/ D-EBRB.

Barpair have disposed of their four Titans: G-BFUS: PH-VUS, now ST-AID, BHOB: PH-HOB,
 now ST-AIJ, G-GOSH: D-IFFD, G-IANT: PH-ANT.

MOVEMENTS- Local Flying Underlining shows landed locally, eg, Bagby, Felixkirk, Hilton, c.
 AGCL 14, AVGA 24, 14, AVUS 21, AVYT 21 23 30, AWCD 24, AXHG 13, 18, 3 18 24 31, AZLY 3, 20
 21 23-25 27 28, AZZV 2 3 9 10 14 21 22 25 27 30 18, BAHW 14, BBHE 30 31 30, BCGJ 2 3 6
 9 10 13 15 16 19-21 23-25 27 31, BDSL 2 3 8 9 15 20-22 24 25 13, BDUY 2, BDWY 1-3 5 6 8
 9 11 13 15 16 19-25 27 30 31 28, BHNW 31, BHNW 30 30, BHSM 7 20, BIUI 2-4 9 20-25 27 21
 BJAG 2 3 11 18 20-23 29 30 18, BJYD 3 9 11 13-15 18 20-25 27 28 30 31 13 15 19, BKFB 22
 30 30, BKFW 7, FLCH 23, NHRH 2 3 9 15 23 14, ROUS 10, SATO 5 7 8.

Us worth (continued): BJAG 2 15, BHRH 28, BHSM 7, BJYD 8.

Doesn't it make you sick?

A.Abbott.

Over a 5-hour period on Saturday afternoon, 18th September, '82, from a garden in Kent (10 miles from the Gatwick 26 runway threshold), I saw 58 aircraft of 19 different types. These were on the Gatwick approach, but there were 43 other flyovers, of nine more types, a total of 101 aircraft of 28 types. Included are aerobatic displays by a Pitts & SV-4, and a flyaround by Bristow's Super Puma, but omitted are those too far away, & the missed ones, of course.

Seen at the new Bomber Command Museum, at about the same date:

Valiant XD818, Vulcan XL318, Wellington, Halifax, Lancaster, Vimy, Mosquito, Avro 504, Blue Steel & Thor.

CREDITS Tees-side Airport Air Traffic, Flight, D.Telegraph, Air Pictorial, R.A.Nann, D.Croucher, B.Greaves, B.T.Hunter, E.Serrell, D.E.Thompson, S.Dobson- movements helping.