



TEESSIDE

AVIATION

NEWS

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Acknowledgement should be given for material reproduced elsewhere.

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Things are definitely moving! There's a hint of Spring in the air! Here's what I mean:

Firstly, the AGM has been arranged, for the 5th March, at the AIRPORT training room (not the conference room). Meet at 2 pm in the reception area, and bring your slides- three maximum- for Eddie's Competition. There will also be a military/civil aircraft quiz, using slides.

Secondly, announcements have been made for GREENHAM COMMON on 23/24th July, "Strike Force '83", incorporating a 25th anniversary gathering of Phantoms, worldwide. The only point worrying me is that the (Global Overland) advert. calls it the RAF International Air Tattoo, and only F-15, A-10 & F-111 are mentioned additionally to RAF & Phantom aircraft. I hope my fears are groundless. Admission in 1981 was £4. (Prototype F-4H-1 and F-4C (strike) both first flew 27.5.58. Service deliveries: F-4A started in February 1960; 120 F-4M for the RAF & 48 F-4K for the RN had been made by 29.10.69. Well over 5000 Phantoms were built).

Thirdly, MILDENHALL's "Air Fate '83"- 200 years of flight- will be held on May 28 & 29th. Pedestrians £1, car £5, no details, but it's only 14 weeks away!

Fourthly, a rare event: a new local aviation newsletter, "Aerosports North-East", has appeared, priced at 12p per copy. It aims to bring monthly news from the Clubs, event reports, personalities in aerosports, achievements, features of topical and technical interest, readers' contributions & advertising. First 7-sides of A4 issue has a page of Usworth's Vulcan, one describing a 1/6th scale 97" wingspan flying model of a Mosquito being built in Saltburn, one detailing the gliders & (3) aircraft at the Yorkshire Gliding Club at Sutton Bank. The CAA's rules for microlight pilots and news of instructor changes at Windsport Centre, Wombledon/Kirkbymoorside fill two pages, while the last is an advertisement for pilot supplies from Bagby Avn, Thirsk. Producer is S.Nowell, 2 Askew Dale, Hutton Lowcross, Guisborough.

Genair Tees-side services given last month were incorrect in some details: mainly in that all Gatwick services are via Leeds & Bradford (LBA), except the last return on an evening, EN 127, which is via Humberside. Others: EN 105 is timed at 0810 in, 0815 out, EN 125 1615 out, EN 111 1655 in. The only Saturday/Sunday service is the LBA/Gatwick EN 136/137 out at 0800 & back at 1220. Incidentally, Genair's timetable states that all EN services will become BR/EN from January 1st. (BR= Br.Cal.)

TEES-SIDE New-ish residents are G-BHNV Bell 47G c/no.WA700, ex XW180 & Specbridge Ltd. at Doncaster; G-BKFB A.S.350B Squirrel, both Hangar 2 & G-NHRH PA-28 Cherokee in Hangar 3. In Hangar 1, Viscounts G-AZLR & G-AZNC both appear to be withdrawn from use, 'ZLR has an engine missing. Ex 23 Sqdn./Red Arrows pilot Mike Phillips was in Tayside Aviation's Aztec G-AZFE on 19th January. He's their chief pilot. Casair Aviation Services Ltd. is now "Press Aviation" trading as "Casair Charter LTD." The 1982 Air Show made a profit of £8,143, so charges will remain the same this year. 1981 also showed a profit, so that the reserve fund now stands at over £17,000. G-AYZC Aztec, once owned by Casair, has changed hands again, to Deltair, based at Hawarden.

The EEC has given TD £90,000 towards repairs to the access track from the main runway. The work has cost £315,000 so far, £35,000 more than budgetted. Money needed in 1984/5 will be £170,000 to replace a 12-years-old fire tender, £100,000 for apron & access track strengthening, & £450,000 for improvements to the international pax. arrival area. (Hope it's for more green routes!)

Concorde: Kyle Business Services only reached the break-even point for their venture on 10th December, having stood to lose £8000 just one week before. At the last moment even, a Tees-side woman rang & booked BMA to London & Concorde back. We of T&S don't do this- a dead-line is usually set by the coach company & a go/no go decision is made. The dead-line is usually some time before, so the sooner deposits are paid, the more likely it is that a trip will "get off the ground".

Ref. Pp.145/6 "Secret Flight", TAN Vol.10 No.12. An obituary of a James Percy who had died at the age of 73 mentioned that he had piloted unarmed Liberators over enemy territory in starting a BOAC direct Prestwick-Moscow service in October 1942. (From the Daily Telegraph of 22/12/82).

The Helistat is a 343 ft long helium-filled airship of a million cubic feet capacity. Beneath the Dacron bag is an aluminium structure bearing 4 helicopters for propulsion & mobility. Designer/constructor is Frank Piasecki (63 yrs.), an aviation pioneer who worked a \$ 11M grant from the US Forestry Service. First flight is expected this summer from the Naval Air Engineering Center at Lakehurst, New Jersey, only hundreds of feet from where the Hindenburg disaster took place. (36 died). The MoD is to place a study contract to investigate the potential defence roles of airships. (Minister of Defence Procurement, House of Commons, 11/2/83)

TEES-SIDE 10 YEARS AGO: January 1973

There were rather less business flights in those days, but with a fair spread of foreigners: 4 Learjets, D-INWZ, F-BRNL, OO-LFA twice, Cessnas 340 OO-LFE, 401 LN-TVX and 421 OO-LFC, plus Beech 90s HB-GDU & PH-IND. Another foreigner was Coronado EC-BQQ of Spantax, which came in from Teneriffe. Other holiday flights seem all to be by the Newcastle Tridents, going mainly to Palma, & once to Alicante. Odd one was CL-44 G-AZKJ from Gander.

Crew training kept ATC & the bowsters busy; BEA BAC 111. AVML worked on 7 days, until it did a wheels-up landing on the 19th, when AVMR replaced it, doing 4 days. Vanguard APEB worked 7 days, until it damaged a wing-tip on the 24th, when APEU did a day. The Newcastle Tridents AVYB,C & 'D worked on 4 days altogether, but the Dan-Air Comet APDP did 12 & their 111s TPJ, XCK & ZED another nine days. Jet Provosts were only noted on 2 days, plus Varsity, Scout, Andover & (3) Sioux & (2) Beaver.

There was a spate of troop flights: 5 by VC-10s, 2 by Britannias, 2 by Comets, altogether, not a bad, foggy January.

Polar Airways Summer charters from TD are to use Spantax DC-9-30s on wet lease, with the first expected in early March. After 4 months, it is planned that they will be British-registered. Polar will base AOYI at Dyce soon, & replace it with AOHV from British Air Ferries, presently at East Midlands. Chairman Martin Lee is interested in a DC-9-83 convertible, not yet built.

MOVEMENTS concluded.

Local Flying: BJYD 2,4,6,8,9,13,21,22,30. BKDA 25. DJBE 14. FTTA 1. NHRH 22. SATO 21. Learjet 55 Longhorn N38D, c/n 068 of Black & Decker on 18/1 was our first. Piggie G-BECH did the early LHR flight for BMA- BMA had a damaged windscreen.

Leeming 13/1

11 Harriers including /AG, /AO, /AR, /AX, /B, /G, /I, /L, /O. 2 Belgian F-16, 31 & 40 overshoot. Phantom, USAF F-4 & A-10 around.

3/2

Jaguars XZ103/23 & XZ105/25 from Germany. Hawks XX250/250 red/white, /192, /193, /220 and /315 ex TWU in camo (red/black marking). 3 Dominies XS732/B, XS728/E, & XS753-roller. Nimrod contrail!

21/1

(Telephone no. N.Cowton 625): D.Croucher. G-AYFT with 4 on, & G-OCAL with 6 on, for Catterick Races. (PA-39 & Partenavia). (David Croucher is looking for details of the Curtiss Commando C-46 undercarriage).

Usworth/Sunderland 30/1

Pup AVZP. PA-30 AVPS. AA-5 BIBT. Weedhopper MBPW. Hornet Trike MJDA. Skyraider MJHB. Cessna 172 BKEP plus residents. Vulcan visits by mini-bus 50p.

E.Serrell.

R.F.Robinson.

D.Rose.

The British Aerospace 146

D.E.Thompson.

It seems that the BAe 146 feederliner is now spreading its wings and has been "showing the flag" at home and abroad. G-SSHH was at Athens in September, and G-SCHH left for a prolonged tour of the Far East on October 24th, flying to New Zealand via Hong Kong. In New Zealand it carried the registration ZK-SHH, to meet regulations concerning aircraft without a full Certificate of Airworthiness! At home our own G-SSCH visited on October 21st and was at East Midlands on October 28th.

Production at Hatfield is well under way, with at least twenty airframes on the production line at the close of 1982.

C/No.	E1001	G-SSSH	Series 100	BAe development aircraft	ex G-BIAD
	E1002	SSHH	100	BAe company demonstrator	ex G-BIAF
	E1003	SSCH	100	Dan-Air Services	ex G-BIAF
	E1004	OBAF	100	British Air Ferries	ex G-BIAG
	E1005	SCHH	100	BAe company demonstrator	ex G-BIAJ
	E1006	ODAN	100	Dan-Air Services	G-BKMN reserved?
	E1007	BKHT	100	Dan-Air Services	
	E1008	WISC	200	Air Wisconsin	

(Air Wisconsin have four 200 series, Pacific Express six 200 series on order).

In November 1982, firm orders totalled 12, with a further 14 options and a statement of intent from RAF to purchase 10 aircraft. Two more are expected to go into service with the Queen's Flight of the RAF, replacing the Andover CC 2s, and reducing the level of leasing from British Airways, also the usage of the larger RAF VC-10s. The last can then revert to full-time Support Command work, bearing in mind that there are only 14 altogether. (Footnote C of A issued 7/2/83)

Aviation Archaeology

DET

My first real visit into this "field" as it were, came in September 1974, when with TAS-fellow members Chris Sheehan & Geoff Hill (those of Shackleton fame), I visited the crash site of Short Stirling LK488/QQ-E on Mickie Fell in Teesdale. The weather was unpleasant, to say the least, & we were all soaked through, ending the day wading the Tees in full flood, or so it seemed. It could be said that I started at the top & have worked my way down ever since! The Stirling was the most complete aircraft crash site in the UK. I say was, because the wreck was removed lock, stock & engines by the RAF on 31st August 1977, in the expectation of being preserved, but sadly it was not. Perhaps some pieces will find their way into the new bomber museum at Hendon. I wrote the removal effort up & it was published in "Tristar" Nov.77 and "The Dalesman" for January 1978.

The following article was written in 1977, and in the intervening years it is safe to assume that any remains will have dwindled, particularly if accessible by road. It should be remembered that many airmen died at these sites, and that, generally, they are nowadays regarded as war graves. The booklet "Warplanes Return" is long out of print, although copies may be found at specialist bookshops. There is a National Association of aviation archaeologists, obtain details from me, with SAE please. Address: 68 Sledwick Road, Billingham, Cleveland. TS23 3HU.

Aircraft Wreckage on the North Yorkshire Moors.

I visited twelve of the sites listed in the book mentioned above, and these are notes which could prove useful to some of you. Eleven are in a single area, easily reached using public transport, and legs!

Oxford LW903 Easily reached from the Lyke Wake Walk path, although I would give its map reference as 92/598012- further SE than in the book. Two main patches of wreckage, one of larger pieces, including a fuselage frame and wing panels, the other of smaller pieces & wiring.

Whitley T4171 Again, the map reference should be further E, at 92/598022. The site is very difficult to see from below, as the wreckage lies on a ledge. The best way to it is by walking along the top- beware strong winds. No large pieces remain and no sign of buried Merlins. Plenty of perspex & aluminium sheet.

Wellington BJ778/ZL-A The site lies next to a line of shooting butts and a well-worn track, which may account for the lack of larger pieces. An engine was here as recently as 1973. An engine exhaust ring & small pieces of geodetic frame remain. Large amounts of melted aluminium exist some 2-3 inches under the surface. A little digging of this kind at all sites can uncover small pieces. The site is best found by approaching from

the west.

Blenheim L1449 One question- who pinches the engines? The book entry of "engine and wing wreckage" drew me to this site, only to find very little wreckage. The Forestry Commission have planted all around the waterfall, so the only access is from the south, following the back. Hardly worth a visit.

Mosquito DZ648 Again a wrong map reference- I suggest 92/615962. The wreckage is in a small crater on the edge of a hillside. No large pieces remain, although heavy armour plating is in evidence. A lot of plastic-based pieces can be dug, but no wood!

Blenheim No sign of impact or pieces at 92/593945.

Halifax Crashed near a disused farmhouse at 92/546943. No wreckage, but what could be work of impact in a field south of the farm.

Wellington believed from Dishforth. No wreckage at 92/564934 but definite sign of impact near the centre of a level field, a nearly perfect circle with surrounding large mound of earth.

Lancaster ED481 No signs of anything, even with digs. Parts reported buried.

Dornier 217 Wk.Nr.4342 No map reference is listed, but it is 92/550913. No large pieces remain. The hole on the wall is still there, with wreckage piled up behind it by the farmer. The German pilot's daughter has visited the site, as she did not believe the authorities about his death.

Lancaster KB701 The site lies well away from the book reference, and is centred on the ruin at 92/586928. No large pieces remain, but small pieces are scattered over a large area. Nearby two danger areas are marked, possibly because night-bombing training took place. Large poles are set around 3 craters, and bomb splinters can be found. Many other crater-like marks are visible in this area.

Spitfire Crashed Bransdale Moor 92/624976, Merlin believed buried, but no signs of impact and no further details on enquiring at nearby farmhouse.

Warwick BV336 Sleights Moor 92/859045 - as this is so close to the road, recovery team would have no difficulty.

If enough members were interested, some invigorating expeditions could be made by TAS members into the fells. Anyone with personal knowledge of a site, or keen to go visiting could contact me at the above address.

Aircraft Crashes at RAF Croft

DET

There were no crashes of note here until 6 Group, RCAF, arrived in January 1943. With 'maximum effort' raids by large numbers of heavy bombers and the proximity of the Cleveland Hills and the Pennines, crashes became inevitable.

On 12.2.1943, a Wellington of 427 Squadron (BJ778/ZL-A) set off to lay mines at 1725. In poor visibility, it was hit by AA fire, and on returning, descended through cloud and crashed on Black Intake Moor, 20 miles SE of Croft. The crew survived & the wreckage has since been retrieved.

A Heavy Conversion Unit (HCU) was next to use Croft, and they soon lost Halifax B.5 EB181, when it crashed into high ground in the Hambleton Hills. The crew of five was killed. On 18th March 1944, another B.5, LL178 of 434 Sqdn. crashed at Arden Hall after an engine fire.

The summer months of 1944 saw several crashes on the airfield. On June 6th, Halifax B.3 MZ657 of 431 Sqdn. swung on take-off and crashed, killing one of its crew. Halifax MZ853 crashed through a boundary fence, removing its undercarriage. All the crew escaped, & a sticking throttle was to blame. On 7th August, Halifax B.3 LK799 crashed into a brick wall while evading another squadron aircraft.

A Croft Halifax, believed to be MZ658 crash-landed at Knockshield Farm in Northumberland after running short of fuel. Another loss in Northumberland was MZ908, which crashed after an engine fire. B.3 MZ626 of 434 Sq. crashed near Croft Railway station on 30th August, with all 7 crew dying. A newly-arrived Lancaster B.10 crash-landed at Yafforth, 1 mile NW of Northallerton. The Canadian-built plane was KB803, SE-N of 431 Sq., & the crew were unhurt. One of the most spectacular crashes at Croft was Lancaster KB932 of 434 Sq. on 22nd March 1945. Lining up for a raid, a gust of wind lifted it to the side of the runway. Miraculously, its bombs did not go off, & the crew escaped. The plane smouldered until 11.27 the next day, when they exploded, leaving a large crater & damaging other aircraft with debris.

Newcastle 30/1/83

D.Rose.

B.737 G-BHVI, BHWE. BAC 11 G-AXCP, A7MS. HS748 AXVG. DC-3 ANAF. Aztec BBCC.
Twin Otter G-BLEM. PA-30 G-ATMT, BAKJ.

What to do whilst your wife shops at Harrods.

A.Abbott.

Leave her at the shop doors, keep walking along the Cromwell Road, turn right at the V & A, down Exhibition Road and on your left is the Science Museum. Enter and make your way to the top floor; there you will find the aeronautical collection.

Aircraft are suspended from the ceiling, the floor being occupied by engines (old and new, piston & jet), showcases, cockpit sections, wind tunnel, Vulcan undercarriage and a selection of propellers. An elevated walkway runs along the centre of the Exhibition Hall, allowing a bird's-eye view of the floor exhibits and putting you nearer to the suspended aircraft.

The Showcases are devoted to both people & aircraft. The early pioneering work of Da Vinci, Stringfellow, Caley, Cody, Henson & Maxim is shown, along with jet pioneer Whittle. The development of aircraft is shown by grouping the models into periods. The pre-WW1 years of 1906-1908, 1909-1913 and the war years 1914-1918 lead to the between-wars period 1919-1939. A separate case with about 12 models takes you from the Vimy Commercial to the DC-3, & includes the H.P.42, Ju52/3m and Mercury-Mayo composite. The military models range from the Avro 504N to the wartime Lancaster & Spitfire, and include the German Ju87, Bf109 & Me262. Post WW2 show us the more familiar Hunter, Canberra, Lightning and Vulcan, with civilians represented by the Stratocruiser, Heron Viscount, Comet, etc., All told there are over 60 large-scale models.

The Propellers collection is displayed above the entrance and ranges from the Bleriot/Gnome to a D.H. contra-rotating. A D.H. 4-blade, variable-pitch one is shown with the pitch varying, while it rotates, (only slowly, so there is no fear of the hall taking off).

Nose Sections on show are from a Vimy replica, B.747 trainer, Beagle 206 (G-ATOD?), DC-3 (KN448), Canberra (XV185), a Hunter & the Meteor F.3 (EF416) of 1946 vintage, which was the Martin-Baker ejection-seat test bed.

There is not room for displaying balloons or airships, but a gondola is shown (1910 Beta) and two baskets, one from 1900, the other 1966, not much progress there.

Pre-WW 1 aircraft on show are a Lilienthal glider, Pilcher glider and Wright Flyer (all replicas), Avro Triplane, JAP/Harding monoplane, Antoinette and Cody Biplane, these being of between 1909-1912.

WW 1 exhibits are Avro 504J/K (D7560), a Fokker E.III in skeleton form, S.E.5A (F939), and, just post-war, the Vimy that flew the Atlantic.

Between-wars aircraft shown are Amy Johnson's D.H. 'Jason' (G-AAAH), the Schneider Trophy winning S.6B (S1595), Cierva Autogyro C.30 (AP507) and the strange-looking Pterodactyl 195 (J8067).

WW 2 section has Spitfire I (P9444) of 1940 vintage & Hurricane (L1592) of 1938. Me 163 (191316), Focke Argelis F.330 and a V-1. Britain's first jet, the Gloster Whittle (W4041/G) 'flies' silently among this august company.

The only Post-WW 2 full-size aircraft I saw was Skeeter (XN344) of 1960, which is quite small and fits in nicely.

Not a large collection, but this is only a part of the greater Science Museum. Hence a lot of time can be spent, especially if you find other sections interesting. The Museum contains a restaurant, next to the aeronautical collection, but remember, your wife is in Harrods!

Darlington area sightings

E.Serrell.

6 Dec. Dominie S 1340, 1345, 1415. F111 S 1240. Canberra S 1416. Low Vulcan S 1610.

Lufthansa 747 1400, Red Tristar 1415 N.

9 Dec. Vulcan B.2 low SE 1515.

10 Dec. Tornados GR.1 N at 1030, 1100, 1200, 1430.

11 Dec. Red & blue DC-10 N 1430, Concorde N 1315.

17 Dec. Tornados 2 at 1030, 1 at 1115, SW. A-10s (2) NW 1200. JPs 1030-1100.

18 Dec. C-141s N at 1030, 1035, 1100.

21 Dec. Tornado N, turning S 1100. 2 A-10 S at 1435 clean.

22 Dec. F111 N at 1100, 1120 & S with 4 tanks 1430. F-4s N 2 at 1105, 1120, 1 at 1135.

C-5A & KC-135 close S at 1000, then S & E respectively. Shackleton S 2015. KC-135 trailing C-141 N at 1120- same one?

23 Dec. Shackleton 0830 N, 1000 S, 1130 S!

31 Jan. Pairs F-111 N at 1130, 1400 & 1430.

1 Feb. 2 Phantoms low, grey camo.. Tornado S 1100. KC-135 N at 1100, 1400 & 1500.

One at 1400 had three ? following it. F-16s were seen about same time.

15 & 16 Feb. Tracker, dirty white N & S, times 1220 & 13?? Dutch Navy?

During both World Wars, aircraft from this area ("Yorkshire Etc.") played their part in the war at sea:

"It's the Bismarck"

"I give you the hunter's toast: Good hunting and a good bag"- with these words Admiral Lutjens ended his speech to the ship's company of the 'Bismarck'. It was a few minutes past noon on Monday, May 19th 1941. That evening the 'Bismarck' weighed anchor & put to sea, taking a northerly course from Keil Bay, with the intention of raiding commercial shipping in the Atlantic. The Admiral had done this earlier in the year, flying his flag in the "Gniesenau", which, with the "Sharnhorst", had sunk twenty-two Allied ships, including the armed merchant-cruiser "Jervis Bay".

The 26,000 tons battleships "Sharnhorst" & "Gniesenau" were now in Brest and had suffered damage from Bomber & Coastal Command attacks. If Germany hoped to raid shipping in the Atlantic, other units must do it. The new, 35,000 tons battleship "Bismarck" with its 15" guns and the heavy cruiser "Prinz Eugen" were chosen.

It was the "Bismarck's" first and last voyage. With her escort, plus two destroyers & two mine-sweepers, she moved up the coast of occupied Norway & entered a fjord near Bergen on the morning of 21st May. After two air-raid alarms during the day, at dusk, they put to sea.

A reconnaissance aircraft of Coastal Command flew as far north as Bergen that day, and discovered two warships lying in a fjord, one of large size. On his return, he made a cautious report of his observations which was confirmed by his photographs. These were wanted at Command Headquarters immediately, & unfortunately, the pilot's own aircraft was the only one available. It was evening, but he flew off south, until, with night fallen, he found himself short of petrol near Nottingham, his home town. He landed & roused a friend who owned a garage & car. They continued the journey together driving through the night and blackout at an average of 52 miles per hour. Admiralty & photographic experts confirmed the intelligence officer's opinion. The "Bismarck" & "Prinz Eugen" were out!

That same morning, a force of six Hudsons & six Witleys of Coastal Command was sent. The attack was unsuccessful, as the weather was very thick, & only two aircraft reached the fjord, dropping their armour-piercing bombs with no observed effect. Throughout May 22nd the weather was atrocious, but all available Coastal aircraft from Scotland to Yorkshire were used during daylight hours to patrol the Norwegian coast. They flew at times in a full gale, and at times with clouds down to sea level. No ships were seen. One pilot reckoned that the enemy had gone, as he had flown up the fjord at sea level & not collided with anything! At 6.30 that evening, a Fleet Air Arm Martin Maryland was over Bergen when the clouds lifted & the truth known.

Through the long summer's day, the warships had cruised northwards, leaving their smaller escorts behind in the early hours. At one am., the two altered course to passthrough the Denmark Strait, between Iceland & Greenland, aware that their absence had been discovered, but hoping to elude the inevitable pursuers in the vastness of the North Atlantic. The weather was still very bad, but Sunderlands were doing 2000 mile patrols, & Hudsons also flying most of daylight hours, to cover the passages between Iceland, the Faroes & the Shetlands. Two Catalinas joined them on the afternoon, but had to return when the ceiling became 300 feet, with heavy rain and a half-mile visibility. That evening the cruiser HMS "Suffolk" sighted the enemy, and a Sunderland & a Hudson were despatched from Iceland into the long twilight of those latitudes. They both returned without finding the quarry. Meanwhile the sister ship HMS "Norfolk" came up, & the pair of cruisers shadowed the enemy throughout the night.

Next morning, a Hudson & a Sunderland from Iceland came on the scene. As the "Suffolk" was sighted from the Sunderland, the flash of gunfire was noted, well ahead. "As we closed", said the captain in his report, "two columns, each of two ships in line ahead were seen to be steering on parallel courses, with about 12 miles between the columns. Heavy gunfire was being exchanged & the leading ship of the port column was on fire, at the base of the bridge, & further aft. Despite the large fires, she appeared to have at least one forward & one aft turret firing! As he approached, the burning ship blew up. The Sunderland came under heavy AA fire, & used cloud cover. When it emerged five minutes later, only part of the ship's bow was visible. As it flew low over the spot, only a raft, wreckage & oil was seen. The captain realised that the ship had been British, but only later found out that it was the battle-cruiser, HMS "Hood", pride of the Navy.

The captain of the Sunderland saw the "Prince of Wales" turn away under cover of a light smoke screen to open the range to 15 miles. He checked on "Bismarck's" identity & exchanged signals visually with "Suffolk"; it was just after 7 am on the 24th May. Throughout the day the cruisers shadowed, helped for two hours by a Catalina, until flak caused engine damage, forcing it to return to base. The C-in-C Home Fleet in the battleship "King George V", with the aircraft-carrier "Victorious" were now fast approaching. As night fell, the "Prinz Eugen" parted company, leaving "Bismarck" to continue on course for a French port.

On board "Bismarck" there was much celebration that night, with good reason! Soon after midnight, Swordfish with torpedoes & Fulmar escorts, from "Victorious", made an attack, in which a hit was scored on the starboard side. Survivors from "Bismarck" subsequently spoke with surprise & admiration of the courage displayed by the British pilots. One Swordfish, they said, after being hit, still tried to get into position from which to release his 'fish', before plunging into the sea. The anti-aircraft fire of the "Bismarck" was tremendous, with many gun-barrels becoming red-hot. Two Fulmars and two Swordfish were lost, with the crews of the former pair being saved. It was rumoured on "Bismarck" that 47 British aircraft had been destroyed. Soon after three o'clock that morning, visibility became very poor, and after 30 hours of shadowing, contact was lost. When last seen, the battleship's speed had been reduced to 20 knots. The Admiralty reasoning was that, in view of her damage & heavy fuel consumption, she would either double back to Norway, or make for a French port for refuel & refit.

Coastal Command did its best to meet the patrolling requirements, and for the day & night, three Catalinas searched for her, remaining airborne for about 20 hours each. They didn't find anything but an unidentified warship, under such low cloud that parachute flares were unusable. During May 26th, Hudsons patrolled the Denmark Strait in very bad weather, while Sunderlands, a Catalina & a Hudson covered the Iceland-Faroes gap. None sighted the enemy. Units of the Royal Navy were taking up fresh dispositions, with three battleship formations coming up from the north-east, south-east and south-west, steaming at high speed.

At 10.30 am, a Catalina appeared through the hazy weather, above "Bismarck". It had taken off from Northern Ireland seven hours before, and was one of two patrolling 500 miles west of Lands End. Contact had been regained after a lapse of 31½ hours. Brilliant calculation on the part of Air & Naval staffs of "Bismarck's" probable position had enabled the C-in-C Coastal to design his patrols successfully. This sighting was the third, all of vital importance, by Coastal Command. At 11.15, aircraft from "Ark Royal", now about 70 miles away refound her after evasive action by the Catalina had caused it to lose contact. A second Catalina continued contact throughout the afternoon, intermittently in the poor visibility.

At 20.55 in the evening, fifteen Swordfish from "Ark Royal" launched a torpedo attack, lasting half an hour. When it was over, "Bismarck's" steering gear was broken, and her rudders jammed at an angle of 10 to 15 degrees, causing her to turn in large circles. She put up a tremendous AA barrage, until ammunition was growing short. No aircraft were lost, however, and only two aircrew wounded.

At dawn on May 27th, "Bismarck" was striving to make ten knots. By now the main British force had come up & at 08.45, the great ships opened fire. In less than an hour the enemy ship was a blazing wreck, but she did not surrender. Torpedoes from HMS "Dorsetshire" finally sank her.

Throughout May 27th & 28th, Hudsons of Coastal Command escorted Fleet units to their bases. A number of combats, mostly with Heinkel 111s, took place. In one of them, British & German planes found themselves flying up a valley in Northern Ireland below tree-top level. A tracer round became jammed in the Hudson's port forward gun, exploded and filled the cockpit with smoke. When the pilot could see again, the 111 had escaped into the gathering darkness. In another, the port waist gunner's weapon was knocked out of his hand, but got it into action again, silenced a Heinkel's fire & caused its pilot to drop his bombs. In a third, the Hudson's pilot, a Wing Commander, used all of the nose guns' ammunition, & then took up a position beneath the Heinkel, so that the dorsal turret gunner could spray away at 50 yards range. It crashed in flames.

This account of the Bismarck's hunt & destruction has been retold at length because it shows the importance of the reconnaissance role of Coastal Command and its close liaison with the Royal Navy. Any members with memories of Thornaby's Ansons, Hudsons & Warwicks & operations over the sea- please write in and share them.

Aviation Quiz

- 1) What are the NATO code-names of the following Russian aircraft: Il-62, Tu 110, MIG 21U, Be-10 & Mi-8?
- 2) Name of the East German state airline?
- 3) Which two east European countries built the Il-14 Crate?
- 4) Whose Lockheed Tristars are the RAF buying?
- 5) Which aircraft carries the flight-refuelling capability of the French Air Force?

AUSTER AIRCRAFT- Part 9 J.5B Autocar continued

2961 G-AMPW	Current 1982	2722 VT-DGE	Cancelled India, 19.9.58
2962 F-BGPN		2723 JA3012	Cr. Japan
2963 F-DAAP		2724 W 4102	Pakistan AF
2964 F-OALF		2725 W 4109	" " AP-ALK
2965 PT-ANH		2726 W 4100	" "
2966 PT-ANI		2727 W 4101	" "
2967 EC-AHC		2728 W 4108	/10.5.61
2968 PT-ANJ	Dest. Brazil 14.3.55	2729 JA3032	Cr. sold in bankrupsy,
2969 PT-ANK		2731 G-AMNM VT-DGD	Canc. 11.2.53 India
2970 PT-ANL	Dest. Brazil 23.2.62	2732 VH-BWJ VH-UEA	
2971 VR-SDO VR-UDO VR-WAA VH-WBA		2733 VH-BYE	
2972 YI-ACG		2734 JA3020	Cr. Hiroshima 12.3.53
2973 YI-ACH		2735 VH-BYF VH-SAE	
2979 YI-ACI	Cr. Iraq 1.6.57	2736 VH-BYG	
3056 F-OAOX		2737 JA3021	Cr. Tokio Bay 19.1.53
3057 F-OAKA		2738 W 4103	Pakistan AF
3058 F-OAOC		2739 W 4104	AP-AHD Pakistan AF
3063 VT-DGY		2740 W 4107	AP-AIF " "
3075 G-ANNX K-AAAF 9K-AAF		2741 W 4106	" "
3076 G-ANNY	Cr. Kuwait 25.10.54	2742 W 4105	" "
3097 VH-BPB	WFM 11.61	2743 VP-TBH	
3154 VH-BPC	Cr. Queensland 29.5.59	2756 ZK-BBT	Cr. Omake, NZ, 7.2.54
3162 VH-BYS	Cr. Mt. Sandford, NT 8.2.1961	2758 G-AMVM OO-CHT 90-CHT	
3164 VH-STB VH-SNK		2759 ZK-BBU	
3166 VH-RNB VH-ENB		2760-'65 W 4110-- 4114	Pakistan AF
3167 VH-RNA VH-BNA		2765 AP-AFV	
3170 VH-DNM	/16.3.63	2766 AP-AFW	Cr. onto car Karachi 5.53
3186 VH-BYQ	Dest. nr. Alice Springs	2767 A 408 OD-APA G-ASLS	
3190 VH-BPD VH-WRH		2868 G-AMOV VH-BTQ WFU June 1961	
3260 AP-AJM		2769 YI-ACC	Cr. Taji, Iraq 13.2.53
3261 VH-KCL		2770 YI-ACD	Cr. Iraq 25.8.57
3264 VH-KGN		2771 A 409 OD-APB G-ASLT	
3266 VH-KDB		2772 ZK-BBZ	
3268 VH-BGU		2773 G-AMYD	Current 1982
3269 VH-SNA		2774 YV-T-FTA	
<u>Rebuilt J.5B</u>		2775 G-AMYE ZK-BDO	Cr. Dunedin NZ 18.5.54
<u>ASCI-AC-1 VT-DOP</u>		2776 F-BGKZ	
<u>Model J.5B rebuilt as J.5H</u>		2777 YI-ACF	Cr. Iraq 11.8.55
2947 VH-KDO		2778 VP-YJF	
<u>J.5B rebuilt as J.5P</u>		2779 G-AMRL	
2910 G-AJYN EC-ANK		2780 G-AMTA	Current 1982
2953 G-AMNC ZK-BVL	Cr. Stirling NZ 3.12.62	2781 G-AMTB	
<u>Auster J.5E Autocar</u>		2782 G-AMTC D-EFEP	
2917 G-AJYS	WFU 1951, Fuse. mod. 1961	2783 G-AMTD	
<u>Auster J.5F Aiglet Trainer</u>		2784 G-AMTE	
2709 G-25-1 G-AMKF VH-AFS VH-WOC		2785 PK-AAA	
2712 VH-AFT		2786 PK-AAB	
2713 VH-ADT		2787 PK-AAC	
2714 VH-AFK	Cr. Burragorang V. NSW 16.10.54	2788 PK-AAD	
2716 G-AMRF VT-DHA	Current G-AMRF 1982	2789 G-AMTR	Cr. Lybster 29.1.64
2717 VH-AGM		2790 G-AMUI	
2718 G-AMOS	Cr. Bavaria 10.4.53	2791 G-AMUJ	Cr. Sleaford 8.6.60
2720 G-AMMS	Conv. J.5K (2745) Current 1982	2795 AP-AFU	
		2796 AP-AFX	Cr. Lahore 18.11.54

TEES-SIDE AIRPORT AIRCRAFT MOVEMENTS January 1983

Scheduled, training, local and Aberdeen/Dyce traffic transferred to the end.

Day	Regn.	Type	T/F	ATA	To	ATD
2	G-AOHT	Viscount	T/F	Osnabrück	1418	1007 Polar
	AZLY	Ce150		Brough	1454	Leeds/Bradford 1322
	AKZU	Ce180		Brough	1335	LBA 1420
	BHIC	Ce182		LBA	1421	Brough 1543
	EKFB	Squirrel		Sedgefield	1532	Guisborough 1442
	BFDA	PA-31		Glasgow	1538	Rotterdam 1611
	OY-ASL	Bandeirante		Dyce	1724	Glasgow 1803
3	NICE	SD3-30				Brough 0712
	AOHT	Viscount	T/F	Dusseldorf	1948	0900
	OY-AZN	PA-31		Billund	0904	Stavanger 0943
	ECJS	PA-23	F/T	Aldergrove	1113	1623
	BHOG	S-61		Dyce	1417	Aladdin Rig 1448
	PATT	Ce404	T/F	Shannon	2125	1643
4	BBVB	S-61		Dyce	1106	North Denes 1159
	BFOH	Bell 47		Liverpool	1210	Edinburgh 0906,5/1
	AOHT	Viscount				East Midlands 1303
	BEJD	Bell 214		Southampton	1538	Dyce 1627
5	SATO	PA-23	T/F	Antwerp	1939	0800
	EKFB	Squirrel		Broughton	0754,6/1	Guisborough 1015
	AVIC	Jetranger		Dundee	1130	North Denes 1200
	PREB	Ce441	T/F	Shannon	2041	1653
6	F-BVJK	PA-23		Valais	0921	Southend 1708
	BFZH	PA-28	T/F	Dublin	1857,7/1	1319
	BEKD	HS748		Dyce	1823	Glasgow 2035
7	BFGV	PA-31		Glasgow	0759	Newcastle 0821 Centreline
	EKFB	Squirrel	T/F	Oldham	1102	1036 Ret.-high winds
	JTCA	PA-23		Sturgate	1336	Scatsca 1352 Eastern Air
8	SATO	PA-23	T/F	Glasgow	1106	0803
	BHJY	EMB.110		Belfast	1259	Rotterdam 1603,9/1 Euroair
9	BAJY	Robin	F/T	Sturgate	1133	1300
	BCTF	PA-28	F/T	Sturgate	1511	1605
	PATT	Ce404		Lulsgate	2139	Plymouth 1729
	AWSY	B.737		Glasgow	1812	Gutersloh 0719,10/1 Britannia BY441BF/
	EMAC	DC-9-15		East Midlands	1948	BY374A
	BHMZ	F-27		Dyce	2015	(Newcastle 0715,10/1) Positioning
10	BRGV	PA-31		Glasgow	0844	Luton 2105 Centreline HG378
	N4383R	Ce172		Southend	0942	Amsterdam 1701,14/1
	FTTA	PA-31	T/F	Norwich	1849	0959
	BEJD	HS748		Dyce	1835	Glasgow 1901
	AXCP	BAC 111				Gatwick 1851 back to Dan-Air
11	BHJY	EMB.110		Leuchars	0702	Dyce 0758
	FTTA	PA-31	T/F	Inverness	1630,12/1	0709
	WSSL	PA-31	F/T	Lulsgate	0949	1534 Sparrows Avn.
	PH-JGM	PA-31		Rotterdam	1002	Birmingham 1619
	BHIV	Squirrel	F/T	Catterick	1007	1422
	XX180	Hawk	F/T	Leeming	1151	1201
	AWSY	B.737		Luton	1416	Gutersloh 1526
	BFVZ	Be20		Leavesden	1634	Dyce 1802
	BHPU	S-61		Dyce	1652	Gatwick 0939,12/1 B.Cal.
12	AVKZ	PA-23	F/T	Stansted	0909	0923 Hunnabale Holdings
	XX489	Jet Provost	F/T	Leeming	0846	0906
	BHFY	Be58		LBA	0926	Leavesden 1523
	BGYK	B.737		Newcastle	1210	Gutersloh 1317
	XX164	Hawk	F/T	Leeming	1200	1209
	BHSM	Jetranger				Coventry 1301
	BFOH	Bell 47		Edinburgh	1330	Liverpool 0859,13/1
	BEKD	HS748		Ringway	1413	Dyce 0809,13/1
	NORC	Ce425		Glasgow	1626	Blackbushe 1635

12	AVKZ PA-23		Stansted	1821	Glasgow	1835
13	BRGV PA-31		Glasgow	0808	Inverness	0826 HG925
	BGOX PA-31		Dyce	0938	Norwich	0957 KPC Scotland
	XX713 Bulldog	F/T	Leeming	0944		1130
	NORC Ce425		Stansted	0954	Peterborough	1538,13/1
	BKFB Squirrel	T/F	Guisborough	1641		1057
	EMAL S-76		Apollo 2	1338	Dyce	1443 N.Scottish
	XS607 Andover C.1	F/T	Farnborough	1340		1535 MoD/RAE
	BJCT B.737		Luton	1505	Gutersloh	1601
	BP4R PA-31		Glasgow	2002	Dyce	2016 Burnthills Plant
14	PRES Ce441	T/F	Oslo	1750		0804
	BEJD HS748		Glasgow	1052	Dyce	1137
	BBPZ PA-23	T/F	Birmingham	1612		1100
	FISH Ce310		Kirmington	1129	Dyce	1140
	BHJY EMB.110		Newcastle	1601	Dyce	1830
	BP4R PA-31		Newcastle	1718	Dyce	1736
	BHJY EMB.110		Dyce	2053	Gatwick	2118
	BRGV PA-31		Newcastle	2212	Luton	2223 Centreline HG949/
15	BBPZ PA-23	T/F	Glasgow	0812,17/1		0910 378
16	BFER Bell 212		Dyce	1056	Redhill	1135 Bristow
	BFZH PA-28	T/F	Stapleford	1929,25/1		1155
	AYLK Ce150	F/T	Netherthorpe	1301		1350
17	PATT Ce404	T/F	Farnborough	1622,21/1		0657
	BBHM S-61		Dyce	1015	Aladdin	1104 Bristow UH55A
	BHMX F-27		LBA	1042	Edinburgh	1110 Div.in UK208
	WILL Jetranger		Norwich	1128	Edinburgh	1234 Anglian DG
	XW326 Jet Provost	F/T	Church Fenton	1115		1130 2 rollers
	BECH B.737		Luton	1210	Gutersloh	1306 BY375AF/375A
	EBHM S-61		Aladdin	1315	Dyce	1350
	F-BVJK PA-23	F/T	Calais	1551		1615,18/1
	BECH B.737		Gutersloh	1621	LHR	0755 18/1 **for BMA
	DJBE Ce550		Amsterdam	1926,19/1	Munich	1800
	BEJD HS748		Dyce	1834	Glasgow	1915
	FOYL PA-23		Dyce	2121	East Midlands	2133
18	WTV4 Ce404		Luton	0709	Gatwick	2144 Air Express
	BECH B.737	F/T	LHR	1030		1104 for BMA
	JAKK AA-5	F/T	Elstree	1058		1420
	FTTA PA-31		Dyce	1822	Perth	1128
	BAHN Be95	F/T	East Midlands	1244		1553
	BECH B.737				Gutersloh	1608
	**N38D Learjet 55		Gander	1636	Keflavik	1602,20/1 "Longhorn"(Black
	BIZX Be200		Dyce	1708	Leavesden	1719 & Decker)
19	AZDH PA-31	T/F	Calais	1240,21/1		0740
	BKFB Squirrel	T/F	Barton	1603		0823
	BHFX Be 95		Leavesden	0918	LBA	1511
	BFOH Bell 47		Blackpool	1127	Edinburgh	1211
	SILV Ce340		Elstree	1221	Edinburgh	1303
	PRES Ce441	T/F	Glasgow	0757,20/1		1813
20	SATP PA-23	T/F	Glasgow	1611		0834
	PRES Ce441		Shannon	2052	Dublin	1638
	LATC EMB.110		Glasgow	1923	Gatwick	2004
21	LATC EMB.110		Gatwick	0741	Dyce	0739
	BKFB Squirrel		Darlington	1153	Durham	0846
	BBHL S-61		Aladdin Rig	1213	Dyce	1318
	PRES Ce441	T/F	Dublin	1613		1338
	BHJY EMB.110		Dyce	2115	Luton	2133
22	AZZB Jetranger		Weybridge		Perth	1534
	BJAG PA-28		Diverted back	1549	Tollerton	1459 VOR failure
23	XX409 Gazelle		Leeming	1115	Perth	1228 AAC
	WTVB Ce404		LBA	1840	Dyce	1943
24	BASU PA-31		Div.back	0720	Farnborough	0710
	BASU PA-31	T/F	Farnborough	1617,28/1		0728

24	BBPZ PA-23	Gloucester	1247	Newcastle	0748
	BHNV Bell 47			Glenridding	1517
	BFOH Bell 47	North Tees	1616	Liverpool	0901
	PRES Ce441	T/F Shannon	2005		1640
25	OY-ASL EMB.110	Glasgow	1632	Amsterdam	1701
	OY-ASL EMB.110	Amsterdam		Luton	2118
26	BHFX Be550	F/T Leavesden	0913		1615
	BHSM Jetranger			Coventry	1328
	BHNV Bell 47	Sadberge	1427	Ullswater	1454
	COAL Jetranger	F/T Sheffield	1607		1607
	BBCW PA-23	Sturgate	1530	Kirmington	1619
	BKHI Jetstream	Glasgow	1804	Dyce	1830
27	PRES Ce441	T/F Gloucester	1803,28/1		0750
	AZDH PA-31	T/F Calais	1646,28/1		0754
	BFZH PA-28	Lulsgate 1824,28/1		Liverpool	1432
	FTTA PA-31	T/F Shannon	2118		1629
	BHJY EMB.110	Glasgow	1920	Dyce	1947
28	BBHL S-61	Dyce	1010	Aladdin Rig	1052
	XS789 Andover CC.2	Ringway	1100	Usworth	1148 Kitty 2
	RIGS Aerostar	F/T Christiansand	1207		1712
	BEJT PA-23	Dyce	1639	Norwich	1704
	BFLI PA-28	Kirmington	1856		
	HGGS EMB.110	Dyce	1907	Luton	1933
29	BCMC Bell 212	Dyce	1052	Redhill	1118
	D-1MWT Aero Commander	Frankfurt	1244	Birmingham	1217,30/1
	BKFB Squirrel	Long Newton		Croxdale	1616
30	BAWB PA-23			Rochester	1005
	EASI SD330	Brough	1324		Humberside closed?
	BBPZ PA-23	T/F Glasgow	0834,31/1		2021
31	AZRF S-61	Dyce	1027	Aladdin	1115
	AZRF S-61	Aladdin	1344	Dyce	1430
	PATT Ce404	T/F Shannon	2122		1641
	HGGS EMB.110	Glasgow	2108	Gatwick	2131

Scheduled Services Heathrow BMA AXCP 1-9. AYOK 30. AZNB 1. BAPF 16,22,23,29. BECH 18.

BHAB 30,31. EMAC 10-30. EMAT 2,8,9,15. Amsterdam Dan-Air ARMW 3-7,10-14,17-21,24,26-28,31. Aberdeen/Dyce Dan-Air ARMW 31. BEJD 7,10,14. BEKC 3-7,10-12,18,19,21,24,25,27,28,31. BEKD 13,14,17,20,21,24,26,31. BEKE 3. Aberdeen/Norwich Air UK: BAKL 11,16,18,21,28. BCDN 5-7. BCDO 31. BDVS 10,12,13,23-26. BDVT 3,5-7,17,25. BHMZ 4,11,13,17,18,26-28. BHMY 2-5,12,13,16,20,21,24,26,28. BHMZ 5,10,11,14,19,21,31. STAN 6,19,26,27,29-31. Humberside/Kirmington Genair Glasgow BKDC 31. BKIE 4,5,7,12,22,24,28. EASI 3. NICE 10-14,16-18,20. OCAS 4,6,19,21,25-27. -Belfast BKDO 26,28. BKIE 3,6,25,27,31. EASI 31. NICE 19,21,22. OCAS 4,5,7,10-14,16-18,20,24. Gatwick/LBA/Kirmington BKDO 27-27. BKIE 3,8-21,31. EASI 4,29-31. NICE 3-7,21-24. OCAS 22,24,28.

Crew Training BMA DC-9 EMAC 9-14,20,21. Dan-Air HS748 ARMW 18,25. Polar Viscount AOYI 5. Casair PA-23 BBPZ 3,26. PA-31 AZDH 5. Management Aviation Bo 105 BGKJ 21. Tayside Aviation PA-23 AZFE 19. Genair SD3-30 NICE 4.

Other Military Bulldog 12 (2),19,20. Dominie 26. Hawk 7,11,31. Jet Provost 6,12,26,31. Jetstream 12. Lightning 6. Phantom 6.

"Local" Airfield traffic Aberdeen/Dyce AOYI 3,10,13,17,20,24,27,31. AYVM 6. AZDH 6,25,26. BASU 5,6,12,18-20. BBPZ 4-6,11,18-20,25. BCKJ 19. BGOX 13,20,21. BLXM 11. CTLN 18. FTTA 17,19. LATC 17. PATT 5,6,12,13,25-27. WTVB 19. Carlisle BEOE 2. LBA: AXZU 25. AZLY 2. BDSL 19. BDWY 8,19,26. BJYD 8. BKDA 24. BKIE 15,16. FTTA 28. ROUS 21. Newcastle: AZLY 2. AZRH 14. BBPZ 5. BDSL 19. BCJM 4. BDWY 19,25,26. BFGL 25. BFLI 29. BIUI 21,22. BJAG 7. BJYD 13. PATT 4. PRES 12. SATO 6. Usworth AWCL 28. AVUS 18,19,27. AVYT 8,25. AYYX 22. AZFE 19. BAWB 29. BCGJ 8,22. BDWY 22. BEOE 22. BFZN 4,30. BHSM 11,25. BIUI 30. BJAG 28. NHRH 25.

local flying underlining shows landed Bagby, Felixkirk or other landing strip.

AVGA 7,8,11,14,26. AVUS 30. AVYT 9,22,30. AWCD 26,26. AXHG 2,3,9,13,19,20,22,22,26,30,30. AZLY 2,7-9,13,19,20,22,23,25,26,30. AZZV 2,8,13,18,19,20,22,30. BASU 13. BAWB 29. BCGJ 2,8,9,16,25,30. BDSL 9,10,19,21,22,25,28,30. BDWY 2,4,6,7,9,11,13,15,16,18-22,25,23,30. BFZH 8. BHSM 12,26. BIUI 2,20,22,25,30. BJAG 6,9,14,21-23,25,30./completed page 14

The British Register -additions. Entries are: registration G- , type, constructor's number, previous registration if any, owner or possible base/area.

AHVU Tiger Moth 84728	Guildford	BKMG H.P.O/400 replica TPG-01	St.Albans
ALUL Chipmunk 22 c1/0101 OY-ATV Pace Petrol	BKMH Flamboyant Ax7-65 024	Pepsi Cola	
ATWB Jodel D.117 423	Much Hadham	BKMN Bae 146-100 E.1006 G-ODAN	Bae
AYXT Whirlwind 2 WA/167	Carnforth	BKMU Shorts SD3-30 SH.3092	
BFEA Sup.K.Air 200 BB-349 G-BRON Owledge	BKMW Shorts SD3-30 SH.3093		
BFES Bell 212 30849 VH-MNU	Bristow	BKMW Shorts SD3-30 SH.3094	
BGJV HS748-2B 1768 MI-GJV		BKMX Shorts SD3-60 SH.3608	
BHNI Cessna 404 0644 LN-LGM Donington Avn.		BKMY Shorts SD3-60 SH.3609	
BIAT Sopwith Pup rep. 001	Sussex	BKMZ Shorts SD3060 SH.3610	
BJWC Skeeter AOP.12 XK482/7840M Carnforth	BOTL Colt 42R 466		
BKJD Bell 214ST 28114	Br.Cal.Helics.	BSAN Gulfstream 3 345 N17585 Shell	A/c
BKJV HS125-700B 257046 4W-ACE		CCAA HS125-700B 257130 G-DBBI	CAA
BKJZ Gulfstream 1 191 N300P Rolls-Royce		CDAN Spitfire LF.16 CRAF 10895 TB863 Booker	
BKKB Cessna A.188B 03919 N9990J Northair		CUBJ Super Cub 150 18-5395 PH-MBF Jersey	
BKKJ Cessna TU.206G 06043 N4890Z	"	DEBS Colt AA150 GAS balloon 465	
BKKN Cessna 182R 67801 N6218N	"	FJKI Cessna 404 Titan 0226 G-VWGB	
BKKO Cessna 182R 67852 N4907H	"	FWRP Cessna 421C 0418 N3919C Vange Scaff'g.	
BKKP Cessna 182R 67968 N9600H	"	GEUP Cameron N77 880	Colt Car Co.
BKKY Jetstream 3102 606	Peregrine A/S	HANK Cessna FR172H 0245 G-AYTH M'sex	
BKLC Cameron V-56 879	Bath	KSBE Hughes 369D 50-0696D G-BMJH	
BKLD HS748-2B 1774		ODAS Cessna 404 Titan 0048 D-ICIK Airmore	
BKLE HS748-2B 1787		OEMA Cessna 404 Titan 0102 PH-LUN Kilby Br.	
BKLF HS748-2B 1788		OGKN Quickie 2 PFA/94A-10790 Solihull	
BKLG HS748-2B 1793		ONTA Hughes 359D 1146D Choicepoint Ltd.	
BKLI HS748-2B 1794		OPAT Duchess ME-304 G-BHAO Pontefract	
BKLI HS748-2B 1795		OSAM HS125-700B 257189 G-BKHK Scorpio Avn.	
BKLL Thunder Ax9-140 473		REST Bonanza P35 D.7171 G-ASFJ Surrey	
BKLL Thunder Ax9-140 474		RMAE Navajo 310 31-761 G-BAEG Birkenhead	
BKLM Thunder Ax9-140 475		RMSS Shorts SD3-60 SH.3604 G-BKKU	
BKLN Thunder Ax9-140 476		RNAS DH.104 Sea Devon 04473 XK896 Sandown	
BKLY Colt 105A 467		SFTE SA.341 Gazelle 1109 N9988F)Spec.Flyg.	
BKLY Cameron A140 873	Channel 4 Wales	SFTG SA.341 Gazelle 1187 N88712)Trg.Hamble	
BKLZ Vinten Wallis 116MC UMA-01 Bury St.E.	TOFF AS.355F Twin Squirrel 5249 G-BKJX		
BKMA Mooney M.20J 24-1316 N1170N)Express WINE Thunder Ax7-77Z 472)Avn.Svs.WZZZ Colt AS42 459)B.Hill		
BKMB Mooney M.20J 24-1307 N1168P			
BKMC Mooney M.20K 24-0693 N1167W			

"Local" Microlights

G-MJNC Hiway Demon TG17D T.P.Gdaniec, Thornaby-on-Tees.

G-MJNC Hiway Skytrike EA17D R.Blenkey, Kirkbymoorside.

G-BJNE Hornet/Cutlass H410 Templeward Ltd., T/A Hornet Microlights, Bradford.

Cancellations

Withdrawn from use: ARPX Trident, ATBZ, AVNE, AWOX, AWXX, AYNC, AZBY, AZBZ all Wessexes,

AZGA Jodel. Destroyed: BFRX Pawnee, BHMN TB10 Tobago, RPCP Citation.

Sold abroad: AZGG/N, BBEP/ 5N-, BBNB/ ZS-, BCCH/00-, BEBK/N, BEKT/F-, BFKR/N, BHBD/SE-, BIRJ/ VP-F, BJVW/ 9M-, BKBG/ N, BKFD, E, F WG.30 /N, BKJC/N, IVOR/EI-, MAIL/F-(New Caledonia), SOOD/ZS-, ZEIZ/N. BKBT/ PH-TVD, WIDE/ N360SA.

Heathrow 26/1/83

G.W.Waddington.

B.707 00-AGO. B.727 D-ABKE, EC-DDX, F-BPJQ, 5A-BKE. B.737 D-ABFF, D-ABHK, EI-BDY, BER, 00-SDD. B.747: G-BDXH, JA8111, LN-AEO, VT-EGC. A.300: SU-BCF, SX-BEI. BAC 111 YR-BCL. Beech 200 F-GDGB. Chipmunk G-BCYE. Citation G-JETC, D. DC-9 N2786S Alitalia, OH-LYU. Fellowship PH-CHD. B.707 5Y-BBI. ?? HZ-KAS.

Watwick 26/1/83

BAC 111: G-BKAU, W. Bandeirante F-GEMG, G-RVIP. B.737: G-BJBJ. B.747: VR-HIA. Cessna 425 G-GJET. Cheyenne F-GDCR. DC-9 LN-RLK, N279NS. DC-10 N136AA. F-27 G-BAKL, BLGW, PH-KFG. Tristar 4R-ULA. (Sri Lanka).

Credits Tees-side Airport Air Traffic Control, Flight, Air Pictorial, Evening Gazette, Daily Telegraph, G.W.Waddington, D.E.Thompson, E.Serrell, R.F.Robinson, D.Rose, R.A.Nann, D.Croucher, S.Dobson- help with movements.