
TEESSIDE AIR LETTER

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Jon Ker, the 34 year old paramedic with Great North Air Ambulance who set off from Teesside on 19/June to fly to the Russian border in his Mainair Blade microlite G-CBVG successfully completed his epic flight, returning to Teesside on Wednesday 9/July. Speaking shortly after landing he said it was hard work for 21 long days and not without a few problems. One engine failed and there was also a burst radiator and another microlite pilot who flew with him left his passport in Finland! Jon, who lives in Rothbury, hopes to have raised around £10,000 in sponsorship for the Great North Air Ambulance so if anyone out there has any spare cash you know where to send it.

Still on the subject of the air ambulance a new fundraising campaign has begun to help fund ambitious new plans to raise £2.5 million to buy and kit out a 'third generation' air ambulance to replace the current Twin Squirrel. Grahame Pickering the charity's chief executive reported that by 2005 most of the air ambulance helicopters in use in the U.K. will either need to be replaced or extensively modified to conform with new European regulations. Given the cost of modifying our existing aircraft it makes much more economic sense to acquire new equipment.

It has been reported that Teesside may lose its direct links with London Heathrow if a third runway is not built at the capital's main airport. A coalition of airlines under the banner 'Freedom to Fly' have said that lack of space at Heathrow could mean a number of domestic routes being switched to airports many miles away such as Stansted or Luton as landing slots at Heathrow become increasingly scarce. Airlines would then prefer to use them for more profitable long haul routes rather than for regional services. Airports identified as being in the line for losing services for this reason include Leeds, Newcastle and Teesside. There is also another threat to regional services and that is the cost of landing at London Heathrow as the British Airports Authority (BAA) is planning to levy additional charges in order to finance the building of Terminal Five at Heathrow. This could seriously threaten the viability of regional services.

The second public inquiry into the proposed new multi-million pound interchange on the A66 at Long Newton is currently underway at Stockton's Swallow Hotel. The inquiry has been told of the importance of the new interchange as the airport itself is embarking on a £20m investment programme over the next three years and due to commence in late summer, with a new access route to the terminal together with internal road infrastructure improvements. Since the original inquiry in 1995 passenger growth at the airport has doubled to 750,000 per annum with a projected growth of 3 million by 2015. It is therefore vital that the road infrastructure close to the airport is suitable and compatible, the whole development strategy at the airport requires the implementation of the Long Newton Interchange.

A one week charter holiday to Crete has been arranged by Transun Travel departing Teesside Airport on 4/September and returning on 11/September.

TRAFFIC STATISTICS JUNE 2003

<u>PASSENGER MOVEMENTS:</u>			<u>AIRCRAFT MOVEMENTS:</u>		
	<u>2003</u>	<u>2002</u>		<u>2003</u>	<u>2002</u>
Schedules - Intl.	15,325	14,362	Scheduled Services	587	568
Schedules - Dom.	14,917	14,307	Inclusive Tours	243	224
Charter - Intl.	46,054	41,359	Hire	5	3
Charter - Dom.	78	453	Charter	42	160
Military	-	6	Local Movements	725	551
Others - Intl./Dom.	64	185	Positioning	27	27
Transit	312	-	Crew Conversions	85	108
			Non Commercial	-	-
			Club	2,925	2,715
TOTAL 8.6% increase	76,750	70,672	Private	395	399
			Official	-	2
			Military	40	20
			TOTAL 6.2% increase	5,074	4,777
			AIR CARGO 25.7% decrease	76.2t	102.6t
			ROAD CARGO 100.0% decrease	-	22.3t
			AIRCRAFT DIVERTED IN:	1	3
			OUT:	-	2

TEESSIDE MOVEMENTS REVIEW JUNE 2003

Two more B747s - the third and fourth B747 movements this year - produced two EUROPEAN AVIATION examples as mentioned briefly last month. The first one, G-BDXJ, which was present for more than 24 hours, was in standard European colours but the second, G-BDXG, which had a much quicker turn round of just over 4 hours, was painted with white fuselage and wings, blue engine nacelles and blue tail fin upon which was a crescent of six yellow stars. The airline title was applied to the upper forward fuselage in blue lower case letters. Other highlights during June included four B737-800s from PEGASUS as last months regular aircraft TC-AAP all but disappeared, new Airbus A320s from BALKAN HOLIDAYS, MY TRAVEL and SPANAIR although only the latter two can be termed new, the Balkan example being of 1989 vintage having operated 'down under' until now. It looks set to become a fixture on the Monday evening Bourgas flight although one Tu-154 did visit on the last day of the month, LZ-HMW being the one time LZ-BTW (85A-707) with Balkan Bulgarian. Training visits produced BRITISH AIRWAYS RJ-100 and CHANNEL EXPRESS Icelandic B737-800. The twelve first visitors were completed by Metroliner OY-NPA of NORTH FLYING. Biz jets of which there were only nine this month, nevertheless produced three first timers, Falcon 50 CS-DFJ/60 on the 9th and Citation Bravo CS-DHF/550-1025 on the 27th, both from the Net Jets stable and Lear 31A D-CGGG/31A-227 of Gas Air on the 20th. Of the others, Black & Decker's Falcon 900 N32B made one of its infrequent visits (bad news for the factory no doubt) on the 2nd, Lear 35A D-COKE operated an ambulance flight on the 18th, Mr Miller's Global Express night-stopped on the 24th before completing a return trip across the 'Pond', Taxiflug's 'Bravo OE-GTZ just made it, arriving on the last day of the month and Eurojet Ireland's Citation Excel EI-PAX made a brief visit on the afternoon of the 24th. There were no real surprises anywhere else, even the England International at Middlesbrough on the 11th failing to attract anything more than a Midland Emb.145, the Slovakian team choosing to use Newcastle instead!

TEESSIDE VISITORS JUNE 2003

GENERAL AVIATION, HELICOPTERS, EXECUTIVE, ETC.

<u>DATE</u>	<u>REG.</u>	<u>A/C TYPE</u>	<u>FROM</u>	<u>ATA</u>	<u>TO</u>	<u>ATD</u>	<u>OTHER INFO.</u>
1	Su	G-BKJW PA-23 AYMK PA-28	F/T NCL	31/5 1520	Carlisle	1331 1636	
2	M	N32B Falcon 900 G-OSCH Ce 421C	Ottawa Intl. Ronaldsway	0700 1747	Baltimore (Based)	0806(3)	
3	T	VIPA Ce 182 N554RB Be 55 G-NESV EC-135 F-GCOM TB.10	F/T Oxford F/T Coventry NCL Inverness	0919 1304 1557 1843		1932 1428 1713 1104(4)	UKP 28
4	W	N67JG Cheyenne II G-MUVG Ce 421C NESV EC-135	F/T LBA F/T NCL	1215 1457		1650 1250 1635	MTY 22T UKP 28
5	Th	CBBS Bulldog T1 AZOE Airtourer	" "	1000 1829		1522 1909	(XX694)
6	F	CBBS Bulldog T1 ROWN Be 200 BYBC J/R	" "	0935		1900	
7	S	AZOT PA-34 FIBS Ecureuil BYBC J/R	Liverpool Cranfield Carlisle Catterick Guisborough	1414 1836 1542 1802 2043	Rufforth p.s. nr. M'bro (Based)	1819 0751(7)	
8	Su	CBZF R.22 ICSG Twin Squirrel PWER Agusta A109E	F/T Sherburn F/T Wolsingham Aberdeen	1013 1157 1203		1717(8) 1337(8) 1256	Premier 17 for TAC
9	M	CS-DFJ Falcon 50 G-LEAF Ce F.406 AZOE Airtourer	Le Bourget F/T Coventry F/T NCL	0726 1049 1730	Venice/Tessera	0841 1127 1845	NJE 294P/3294 AAG 455
10	T	RFUN R.44 D-GHSB PA-34	Stanley Koln-Bonn	1626 1938	Bristol Munster	1722 2054	
11	W	G-JANN " IANH TB.10 LYNC R.22B RAMY J/R EXEC PA-34 BYCP Be 200	F/T Fair Oaks F/T Goodwood Sunderland F/T Humberside F/T Stapleford London City	0829 1128 1416 1514 1807 1813		1352 1612 1453 0927(12) 2239 2321	EBF 81Ø JSP 157 LNX 611/A LNX 638/A
12	Th	TGRA Agusta A109A OHCP Twin Squirrel BEOH PA-28R	F/T Shobdon F/T Walworth Castle F/T Blackbushe	0703 1025 1710	Gunnarside	0728 1109 1751	Cabair Ø1
13	F	BBZV " CBBS Bulldog T1	F/T Cambridge F/T NCL	1313 1354		1438 1715	
14	S	" " BOVK PA-28 N101UK Mooney	" " "	1031 1527	LBA	- 1558	(C.F.S.) (C.F.S.)
15	Su	G-BTDW Ce 152 LFSJ PA-28 JARA R.22B	F/T Blackpool Carlisle F/T LBA F/T NCL	1635 1228 1552 1934	NCL	1748 1308 1602 2018	Leeds Flying Sch NHL Ø1
16	M	N218SA PA-24 G-JETJ Citation II BKSB Ce T.310Q N218SA PA-24	F/T Scarborough F/T Liverpool F/T Bagby Scarborough	0922 0934 1124 1640		1014 1632 1257 1652	
17	T	EI-CNM PA-31 G-WLGA Wilga 80 BSKO Maule MXt-7	NCL (Based) Texel	1040 1543	Dublin Bagby Perth	1948 1000 1634	
18	W	CBBS Bulldog T1 BSXN R.22B BOPA PA-28 D-COKE LR-35A	F/T NCL Carlisle F/T Denham Rimini	0931 1243 1412 1745	NCL Berlin/ Schonefeld	1100 1325 1531 1939	(C.F.S.) NHL Ø1 PWF 317

<u>DATE</u>	<u>REG.</u>	<u>A/C TYPE</u>	<u>FROM</u>	<u>ATA</u>	<u>TO</u>	<u>ATD</u>	<u>OTHER INFO.</u>
19 Th	G-NESV	EC-135	NCL	0926	Middlesbrough	0941	UKP 28
	N64GG	Be 350	Glasgow	0934	Cambridge	0857(20)	
	G-CBVG	MicroLite	Eshott	1102	Perth	1344	
	CBMM	"	Heaton, Gamston	1138	Perth	1344	
	NESV	EC-135	F/T Middlesbrough	1246		1328	UKP 28
	"	"	"	1440	Spennymoor	1543	"
20 F	OE-KAI	Diamond Star	F/T Gamston	11XX		1710	Diamond 1
	D-CGGG	LR-31A	Birmingham	1532	Munster	1859	
	G-KAZZ	R.44	Stockton	1705	Tatenhill	1740	
	NESV	EC-135	F/T NCL	1959		1433(21)	UKP 28
21 S	AWSL	PA-28	Thurrock	0948	Kirkwall	1030	
	VVIP	Ce 421C	F/T Exeter	1111		1140(22)	EGL 04
	BMEX	Ce 150	Gamston	1326	Beverley	1515	
	MERI	PA-28	F/T Carlisle	1337		1441	
22 Su	WGAL	J/R	Gamston	1043	Cranfield	1426	Pipeline 30
	AZAW	GY-80	Humberside	1302	Inverness	1035(23)	
	UFCB	Ce 172	Gamston	1550	Carlisle	1019(23)	
23 M	NESV	EC-135	F/T NCL	0130		0137	UKP 28
	HEMH	Twin Squirrel	F/T Oxford	0829		1008	Costock 5
	PDGE	EC-120B	Booker	1436	Edinburgh	1513	
	WMPA	Twin Squirrel	Birmingham	1517	NCL	1551	UKP 28
	KAZZ	R.44	Stockton	1812	Tatenhill	1858	
24 T	BWEU	Ce 152	LBA	1201	Gamston	1309	
	PASG	MBB Bo 105	Middlesbrough	1456	LBA	1540	HLE 99A
	EI-PAX	Citation Excel	Birmingham	1520	Oslo	1612	
	N288Z	Global Express	F/T White Plains NY	2225		1523(25)	
25 W	G-OMNI	PA-28R	F/T Staverton	1046		1558	
	BTHY	J/R	Elwood	1206	Cumbernauld	1226	Pipeline 10
	BSXN	R.22B	Carlisle	1222	NCL	1313	NHL 01
	WIRE	Twin Squirrel	NCL	1355	Brighton	1453	
26 Th	OO-KPA	Ce 172	Antwerp	0852	Kirkwall	1005	
	G-IMGL	Be 200	F/T Birmingham	1157		1627	
	DMSS	Gazelle HT3	F/T p.s. Blackpool	1223		1606	
27 F	ODHG	R.44	Sheffield City	0753	LBA	1556	
	BFBU	P.68B	F/T Bournemouth	1113		1205	
	CS-DHF	Citation Bravo	Nice	1125	Le Bourget	1237	NJE 1630/291
	G-BPPM	Be 200	Inverness	1358	Aberdeen	1445	GMA 662
28 S	BVJH	Pulsar	F/T Cambridge	1115		1604(29)	
	CBBS	Bulldog T1	F/T NCL	1117		1631	
	BMEX	Ce 150	Bagby	1253	Beverley	1354	
	JSAR	Super Puma	Lee-on-Solent	1528	Aberdeen	1548	Jigsaw 1
	MOGY	R.22B	F/T NCL	1637		1729	NHL 02
	BTNT	PA-28	Beccles	1803	Luton	1256(29)	
29 Su	BYME	GY-80	F/T Bagby	1359		1513	
30 M	OE-GTZ	Citation Bravo	F/T Altenrhein	0820		1638	
	G-JCBJ	S.76C	F/T Rocester	1046		1108	JCB 02
	OSCH	Ce 421C	(Based) _____		Biggin Hill	1443	
	JCBJ	S.76C	F/T Rocester	1631		1643	JCB 02
	BACB	PA-34	Cranfield	2157	_____	JUL	

Local fights

- (6) G-CBBS (Bulldog T1) 1829-1841 for CFS. Also on 14th and 28th.
- (8) BYBC (J/R) 1048-1212 Pipeline patrol (Pipeline 30)
- CBZF (R.22) various local details for TAC
- (20) OE-KAI (Diamond Star) various local demo flights for TAC (Diamond 1)
- (22) G-WGAL (J/R) 1111-1333 Pipeline patrol (Pipeline 30)

I.T. TRAFFIC JUNE 2003

AEA 143/4 F/T PALMA, AIR EUROPA (B737-800) Saturdays

(7) EC-IDT 0753/0859 (14) EC-HBL 0738/0852 (21) EC-HBM 0748/0854
(28) EC-ICD 0833/0944

BAL Ø13A GLASGOW - PAPHOS, BRITANNIA (B767-300) Wednesdays

(4) G-OBYD 0813/0925 (11) G-OBYG 0810/0918 (18) G-OBYD 0840/0947
(25) G-OBYE 0822/0930

BAL Ø13B PAPHOS - GLASGOW, BRITANNIA (B767-300) Wednesdays

(4) G-OBYD 1955/2058 (11) G-OBYG 1944/2045 (18) G-OBYD 2019/2343
(25) G-OBYE 2016/2118

BAL 320B/A F/T ALICANTE, BRITANNIA (B767-300) Tuesdays

(3) G-OBYF 1453/1610 (10) G-OBYB 1436/1552 (17) G-OBYC 1329/1504
(24) G-OBYF 1346/1508

BAL 362B/A F/T PALMA, BRITANNIA (B767-300) Thursdays

(5) G-OBYF 1352/1515 (12) G-OBYB 1322/1454 (19) G-OBYG 1327/1456
(26) G-OBYF 1324/1505

BAL 434B/A F/T IBIZA, BRITANNIA (B757-200) Fridays

(6) G-BYAK 1229/1336 (13) G-BYAK 1221/1415 (20) G-BYAJ 1224/1343
(27) G-BYAX 1229/1346

IWD 3211/2 F/T ARRECIFE, IBERWORLD (A320) Thursdays

(5) EC-IAG 1359/1519 (12) EC-ICK 1345/1502 (19) EC-GZE 1337/1521
(26) EC-IAG 1350/1529

IWD 3439/40 F/T PALMA, IBERWORLD (A320) Saturdays

(7) EC-ICK 1703/1804 (14) EC-HZU 1611/1724 (21) EC-IEQ 1624/1735
(28) EC-IeQ 1657/1759

IWD 3453/4 F/T TENERIFE SOUTH, IBERWORLD (A320) Fridays

(6) EC-HZU 2234/2338 (13) EC-GZE 2215/2320 (20) EC-GZE 2227/2337
(27) EC-IAG 2245/2353

JKK 3143/4 F/T PALMA, SPANAIR (A320) Fridays

(6) EC-IAZ 0847/0958 (13) EC-HRP 0845/0953 (20) EC-IAZ 0914/1014
(27) EC-HXA 0834/0950

JKK 3147/8 F/T LAS PALMAS, SPANAIR (A321) Mondays

(2) EC-HRG 1053/1205 (9) EC-INB 1103/1218 (16) EC-HPM 1059/1211
(23) EC-HRG 1040/1156 (30) EC-HPM 1051/1214

JKK 3191/2 F/T PALMA, SPANAIR (MD-82/A320*) Saturdays

(7) EC-HGJ 1643/1743 (14) EC-HJB 1737/1842 (21) EC-IEJ* 1742/1839
(28) EC-HHP 1703/1808

LTE 900/1 F/T PALMA, LTE INTERNATIONAL (A321) Fridays

(6) EC-ILG 1554/1702 (13) EC-ILG 1554/1701 (20) EC-ILG 1617/1733
 (27) EC-ILG 1611/1713

PGT 475/6 F/T DALAMAN, PEGASUS (B737-800) Mondays

(2) TC-API 2003/2124 (9) TC-APU 2014/2132 (16) TC-APH 2010/2134
 (23) TC-AAP 2014/2141 (30) TC-APL 2020/2140

RZO 9452/3 F/T FARO, SATA INTERNATIONAL (B737-300) Thursdays

(5) CS-TGP 1732/1842 (12) CS-TGP 1706/1816 (19) CS-TGP 1703/1805
 (26) CS-TGP 1702/1811

TCX 296L/K F/T MAHON, THOMAS COOK (A320) Fridays

(6) G-BXKB 1050/1249 (13) G-BXKB 1052/1345 (20) G-BXKB 1110/1244
 (27) G-BXKB 1051/1240

BGH 5975/6 F/T BOURGAS, BALKAN HOLIDAYS (A320/Tu-154*) Mondays

(2) LZ-BHA 1959/2104 (9) LZ-BHA 2007/2106 (16) LZ-BHA 2023/2124
 (23) LZ-BHA 2030/2119 (30) LZ-HMW* 2025/2125

MY TRAVEL/SKYSERVICE BASED AIRCRAFT PROGRAMME JUNE 2003

On Sunday 8th June 'DL was struck by lightning outbound from Newcastle whilst operating the 'W' part of its Faro programme that day. Forced to turn back to Newcastle the aircraft was taken out of service for inspection and repair if necessary returning to Teesside early the next day. Meanwhile the delayed MYT 832 from Faro arrived almost 24 hours late operated by the first visiting MY TRAVEL A320 G-DHJZ! Otherwise the based programme operated more or less to plan, the Wednesday morning Tenerife arrival (MYT 878) continuing to depart from Tenerife North, due because of runway repairs at Reina Sofia on week nights.

(9)	C-GTDL A320-231	NCL	0011 (Based)		MYT 007P
	G-DHJZ A320-214	Faro	1802 Stansted	1917	MYT 832/006P

MISCELLANEOUS AIRLINER TRAFFIC JUNE 2003

<u>DATE</u>	<u>REG.</u>	<u>A/C TYPE</u>	<u>FROM</u>	<u>ATA</u>	<u>TO</u>	<u>ATD</u>	<u>OTHER INFO.</u>
7 S	TF-ELP	B737-330QC	F/T Stansted	1209		1324	EXS 007T
8 Su	G-BDXJ	B747-236B	LGW	2034	Basrah	2307(9)	EAF 258P/4258
9 M	BZAU	BAe 146-RJ100	F/T Birmingham	1759		2036	BAW 59T
11 W	RJXD	Emb 145EP	LBA	2216	Luton	0012(12)	BMA 9731/7917
15 Su	BDXG	B747-236B	LGW	1725	Basrah	2139	EAF 258P/4260
18 W	OY-NPA	Metro II	F/T Oslo	1937		1740(19)	NFA 153/4
19 Th	G-MAJC	Jetstream 41	Edinburgh	1343	Humberside	1417	EZE 1071/071P

The two EUROPEAN B747s were operating MOD charters.

ISLANDSFLUG B737-300 TF-ELP currently leased to CHANNEL EXPRESS and the BRITISH AIRWAYS RJ100 were visiting in connection to training programmes.

The 'MIDLAND Emb 145 was operating a football charter on behalf of the England team following an international fixture at Middlesbrough.

REGULAR & SCHEDULED TRAFFIC JUNE 2003

bmi british midland operated three Airbus rotations on the LHR route otherwise Fokker 100s were used throughout the month.

4 W	G-MIDW	A320-232	f/to	LHR	1709/1816	BMA	8WT/5TW
9 M	MIDK	A321-231	"	"	1719/1813	"	" "
22 Su	MIDY	A320-232	"	"	1104/1213	"	5WT/2TW

Jersey flights were all operated by Emb.145 regional jets including a new flight on Sunday mornings which commenced on the 29th.

BMA 1483/93 (Sats) G-RJXH (7), G-RJXA (14/21), G-RJXC (28).
 BMA 1443/53 (Sats) G-RJXG (7), G-RJXE (14). G-RJXI (21/28).
 BMA 1083/1353 (Suns) G-RJXB (29).

EASTERN provided no change from their normal J31/32 operations on the Aberdeen route.

KLM Cithopper operated just two Dutch registered aircraft, both Fokker 70s, on their Amsterdam service including the ex BRITISH MIDLAND aircraft night stopping from the last day of May and also a pair of KLMuk Fokker 50s.

1 Su	PH-KZP	Fokker 70	to	Amsterdam	0618	KLM	1530
23 M	KZG	"	f/to	Amsterdam	0943/1045	KLM	1533/4
24 T	G-UKTI	Fokker 50	"	"	1020/1101	"	"
25 W	UKTF	"	"	"	1018/1049	"	"

RYANAIR B737-200s used on the daily Dublin schedule operated on the following days:-

EI-CJE	16	EI-CNV	18
CJF	25	CNW	19/26/28
CJG	20/29	CNX	2/4/24/30
CJI	6/12	COA	3/5/13
CKQ	11	COB	17/27
CKS	22/23	CON	1/8/9/14/21
CNT	7	COX	10/15

TNT cargo flights, all BAe 146 operated, are listed below. All except odd flights were from/to Cardiff and there was no morning arrival on the 10th, the aircraft positioning from Leige during the evening. Cardiff route call-signs are TAY 423K inbound and TAY 421J outbound.

OO-TAA	24	OO-TAK	4/5/13-16 (w/e stop)
TAD	3	TAR	11/27-30 (w/e stop)
TAE	12/19	TAS	6-9 (w/e stop)
TAF	10/17	TAU	2
TAH	25	TAW	18/26
TAJ	20-23 (w/e stop)		

VISITING FRA FALCONS

2 M	G-FRAP	Falcon	20DC	Bournemouth	0943	(Based)	FRA 93
5 Th	"	"	"	(Based)		Bournemouth	0606 FRA 801
9 M	FRAR	"	"	St. Mawgan	1415	"	1529 FRA 70
16 M	"	"	"	Bournemouth	1119	Kinloss	1134 BWY 97
25 W	"	"	"	F/T Kinloss	1507		0824(26) Topknot 068/ BWY 97

MILITARY JUNE 2003

<u>DATE</u>	<u>REG.</u>	<u>A/C TYPE</u>	<u>FROM</u>	<u>ATA</u>	<u>TO</u>	<u>ATD</u>	<u>OTHER INFO.</u>
3 T	XS 739	Dominie	F/T Cranwell	1128		1301	CWL 90
5 Th	"	"	"	1116		1256	CWL 88
	XS 728	"	"	1146		1331	CWL 85
8 Su	XX 456	Gazelle AH1	Leuchars	1008	Linton-on-Ouse	1021	AAC 590
	"	"	Linton-on-Ouse	1434	Leuchars	1449	AAC 590
11 W	XS 711	Dominie	F/T Cranwell	1222		1355	CWL 89
12 Th	ZG 847	Islander AL1	F/T Aldergrove	1721		1802	AAC 338
16 M	XS 739	Dominie	F/T Cranwell	1108		1258	CWL 87
18 W	"	"	"	1243		1436	CWL 89
19 Th	XS 730	"	"	1142		1308	CWL 85
	XS 713	"	"	1158		1320	CWL 86
20 F	XS 737	"	"	1120		1250	CWL 89
22 Su	ZG 845	Islander AL1	F/T Aldergrove	1612		1718	AAC 452
24 T	XS 713	Dominie	F/T Cranwell	1128		1306	CWL 85
25 W	"	"	"	1126		1300	" "
26 Th	XX 201	Hawk T1A	Valley	0930	Waddington	1131	VYT 45
	XS 736	Dominie	F/T Cranwell	1135		1327	CWL 88
	XS 739	"	"	1140		1336	CWL 89
28 S	XZ 335	Gazelle AH1	F/T Catterick	1255		1307	AAC 332
30 M	XX 456	"	"	1249		1329	AAC 596
	ZE 791	Tornado F3	Leeming	1927			Scimitar 2

The Hawk was visiting to check facilities etc. for aircraft participation in the forthcoming Sunderland airshow.

Tornado F3 ZE 791 from 111 Squadron was an emergency diversion due to smoke in the cockpit on the last day of the month. The aircraft night stopped while technicians from Leeming checked it out.

CREW TRAINING JUNE 2003 (Identified movements only)

<u>DATE</u>	<u>REG.</u>	<u>A/C TYPE</u>	<u>DETAIL</u>	<u>TIMES</u>	<u>OPERATOR</u>	<u>OTHER INFO.</u>
2 M	ZE 729	Tornado F3	F/T Leeming	1141	RAF 11 Sqn	Razor 1
	G-BXWE	Fokker 100	Local	2133-2247	bmi british midland	BMA 1T *
4 W	MUVG	Ce 421C	"	1229-1241	Air Montgomery	MTY 22T *
	XX 495	Jetstream T1	F/T Cranwell	1404	RAF 45(R) Sqn	CWL 05
5 Th	XX 491	"	"	1323	"	CWL 63
7 S	TF-ELP	B737-330QC	Local	1209-1324	Channel Express	EXS 007T *
9 M	G-BZAU	BAe 146-RJ100	"	1759-1959	British Airways	BAW 59T *
10 T	XX 845	Jaguar T4	F/T Coltishall	1121	RAF Coltishall Wing	COH 09
13 F	G-DENZ	PA-44	F/T LBA	1142		G-DENZ
15 Su	MOPB	Diamond Star	Eddsfield-Bagby	1513		G-MOPB
20 F	GAFT	PA-44	F/T LBA	1524		Exam 03
	LVES	Ce 182	"	1541-1557	Air Atlantique	G-LVES
24 T	XX 253	Hawk T1A	F/T Scampton	1026	RAF Red Arrows	Red 10
	"	"	"	1305	"	"
	G-BAVZ	PA-23	F/T Liverpool	1945-2012	Ravenair	RVR 88T
25 W	IRIS	AA-5B Tiger	Carlisle-NCL	1432		G-IRIS
28 S	BAVZ	PA-23	F/T Liverpool	1243	Ravenair	-
29 Su	BXGW	Robin	F/T LBA	1105-1113	Multiflight	G-BXGW *

As well as unidentified overshoots, those made by Be 76s G-TRAN, G-OADY etc and GA-7 G-REAT are not included either.

Entries marked with an asterick indicate a full stop or roller landing was carried out, all others being overshoots/go-arounds.

AIRLINER FIRST VISITS JUNE 2003

(2)	LZ-BHA	A320-211	029	BALKAN HOLIDAYS
	TC-API	B737-86N	32732	PEGASUS
(7)	TF-ELP	B737-330QC	23522	CHANNEL EXPRESS (Isd. f. ISLANDSFLUG)
(8)	G-BDXJ	B747-236B	21831	EUROPEAN
(9)	G-BZAU	BAe 146-RJ100	E.3328	BRITISH AIRWAYS
	G-DHJZ	A320-214	1965	MY TRAVEL
	TC-APU	B737-82R	29344	PEGASUS
(15)	G-BDXG	B747-236B	21536	EUROPEAN
(16)	TC-APH	B737-8S3	29250	PEGASUS
(18)	OY-NPA	Metro II	TC 258	NORTH FLYING
(21)	EC-IEJ	A320-232	1749	SPANAIR
(30)	TC-APL	B737-86N	30231	PEGASUS

TEESSIDE 25 YEARS AGO - JUNE 1978

The first visit of an Airbus type occurred at the beginning of the month when A300 OO-TEF of TRANS EUROPEAN operated a flight from Lourdes in the early hours of Sunday the 4th. The 282 passengers had flown out to Lourdes from Manchester so the return flight being direct was quite a surprise, even at 0423 in the morning! DC-9s however dominated both charter and scheduled traffic with AVIACO DC-9-30s flying to Palma and Barcelona on Fridays and Palma and Alicante on Sundays, operating a 'W' system on both days (Palma - Teesside - Barcelona - Teesside - Palma and Palma - Teesside - Alicante - Teesside - Palma) EC-CGN, CGO, CGQ, CGS, CLD and CTT were noted in June. BRITISH MIDLAND's DC-9-15 G-BFIH operated fortnightly to Malaga on Sunday night/Monday mornings and weekly to Mahon on Thursday night/Friday mornings. Additional flights by G-BFIH were to Pisa and Rimini on Saturdays and also weekend flights to Jersey and Guernsey. A charter from Amsterdam to Aberdeen and return on the 28th was also flown by a DC-9. PH-MAO of MARTINAIR so one could be forgiven for believing that DC-9s ruled the airways! Exceptions to all this DC-9 traffic was the weekly BRITANNIA B737-200 flight to Palma on Saturdays, the continued occasional visit of LOT IL-18s, of which there were two in June, SP-LSE and LSH, both on the 22nd from/to Warsaw and a UNI-AIR Friendship F-BYAP which operated a flight from Toulouse to Le Mans on the 16th. Schedules were as in previous months with BRITISH MIDLAND's DC-9 again dominating proceedings with various Viscounts appearing at weekends, AIR ANGLIA Friendships and Navajo Chieftains the Norwich/Aberdeen and Humberside/Glasgow services and DAN AIR HS 748s and Viscounts the Amsterdam and Link City services. Oil related charter abounded and Ekofisk traffic was mainly operated by S-58s G-BBJS, BCDE, BCDF, BCDG and BCRV. There were around a dozen biz jet movements, all bar one being British registered HS 125s. The one exception a German Citation of pump manufacturer ABS Cologne, D-IABC/500-0182 being present on the 1st day of the month. Most of the other overseas registered business visitors were light twins, the majority Navajo Chieftains although there was a Convair 440, LN-KLV of NOR-FLY on the 5th. Crew training visitors included BRITISH AIRWAYS One Elevens G-AVMW on the 17th and 18th, G-AVMX on the 21st and G-AVMP on the 24th. Passenger movements for the first six months of the year exceeded 150,000 for the first time with most routes showing increases over 1977. The total passengers for June increased by 15% to 32,560.

CREDITS: Teesside International Airport, Evening Gazette,
A. Bell, R. Bowater, I. McMaster, R.A. Spooner.