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Editorial There goes a Greenham trip- only FOUR of you managed to send deposits for it anyway. The next promising one is to Waddington on 7th June: £2 per seat again, made out to TAS. Note: this bus also requires money, NOT promises- by phone nor letter- to run it. Send to the long-suffering Steve Williams again please.

RAF Waddington (5 mls S of Lincoln) houses 4 Vulcan squadrons & still manages a four-plane scramble at displays- something to be FELT! The Red Arrows will be there. Gates are open 10-5, cars £2, coaches £10, M/cs £1, pedestrians 20p adults, 10p bairns- all for charity

Credit must be given this month to the efforts of David Anderson, who processed the movements single-handed in Albert's absence. Good Show!

Tees-side Airport Traffic- April 1980

Passengers	4/80	4/79	Aircraft	4/80	4/79
Terminal London Heathrow	12093	12851	Scheduled Services	651	658
Aberdeen	1852	979	Inclusive Tours	9	-
Norwich	59	139	Hire	191	203
Norwich via Humberside	183	244	Charter	101	210
Glasgow	483	403	Pleasure	4	-
Humberside	115	46	Positioning	84	84
Amsterdam	1556	2063	Other commercial	25	24
Jersey	549	323	Crew conversion	154	435
Dusseldorf	-	-	Non-commercial	13	9
Charters	1870	2990	Club	1912	1401
Inclusive tours	1138	-	Private	724	463
Hire	952	813	Official	-	4
Business & Executive	300	380	Military	16	164
Diversions	159	202	Totals + 6 %	3884	3655
Military	476	447	Air Cargo, tonnes	-17%	18.7 22.4
Transit	1526	1335	Road Cargo	-	-
Totals + .4 %	23311	23215	Diversions IN	2	9
			OUT	0	1

Note: Aberdeen, Jersey & Tunisia (IT). Amsterdam shows a drop, but since 748s now do the run, load factors are now very high. Dan-Air have about 18 HS748s, 14 BAC 111s & 10 727s. The last 2 or 3 of the 49 Comets they have had will retire this year.

Leeming Visitors 8/5 R. Danish AF C-130 130338, 9/5 130323. 10-11/5 WGAFF RF-4E 35/33, 35/66. Hercules C.3 XV223 was lifting Catterick paratroops for dropping trials on 12/5.

Code changes: XN605/T was 52, XW294/49 was 68, both ex 1 FTS.

Strathallan The rates demand for the airfield became £9000 annually, so it will close. The museum, annual July show & test flying will continue, with perhaps the odd extra show day.

B.737s of British Airtours have names: G-BGJE Sandpiper, G-Kingfisher, I-Swallow, K-Firecrest, M-Curlew, F-Skylark, H-Osprey, J-Kestrel, L-Golfinch.

Captain Kelly, one of about 40 women pilots in the USAF is operating out of Fairford, Gloucester, flying Stratotankers. She is 30 & has a 12-years old son.

FROM THE ARCHIVESThe Dove Is Thirty Five!

On September 25th 1945 the Dove made its first Flight from the De Havilland aerodrome at Hatfield; twenty-two years later, in the autumn of 1967 the last Dove came off the production line at the Hawker-Siddeley factory near Chester. This remarkable span of production must surely be a record for any type of British aircraft and is testimony enough to the Dove's special qualities, but it is also a striking tribute to the far-sightedness of Sir Geoffrey De Havilland and his team, a team which, so often, both in peace and war, showed an uncanny ability to anticipate the needs of the moment.

Even today, there is nothing old-fashioned about the Dove, except for its piston engines. When it first appeared it was modern in every respect of metal construction throughout, with retractable tri-cycle undercarriage, geared and supercharged engines with a direct-injection fuel system and constant-speed, fully-gathering propellers. In 1945, all these features were right up to date, but well-proven and thus unlikely, in themselves, to render the aircraft obsolete before its time. The design responsibility for the Dove under the Chief Designer R.E. Bishop was given to J.P. Smith, a graduate of the De Havilland Aeronautical Technical School. His first exercise in design had been the Moth Minor of 1937 and later he had been concerned with Mosquito developments.

The first general arrangement drawings for the DH 104 were made in mid-1944, nearly a year before the end of the war in Europe, and closely resemble the Dove as it finally emerged. Its essential features were a roomy cabin capable of seating 11 and a well-balanced performance combining a high cruising speed, a good field performance and single engined safety. For these criteria Phil Smith recalls that he really needed two 400hp engines, but there was in fact, never any rival to the new 340hp six-cylinder De Havilland Gipsy Queen 70 engine and its De Havilland propeller. The power limitation meant the Dove had to be designed to very close weight limits, and this, with other considerations, led to the only really daring innovation in the design; the use of redux metal to metal bonding fixing the wing and fuselage stringers for the first time in any aircraft. It resulted in an overall weight saving of some 5% in fixing etc. and had other advantages, now well known, such as providing a homogenous joint and a smooth exterior surface. It was also cheaper than rivetting, even though in early Doves each stringer joint had to be processed separately.

Young Geoffrey de Havilland, then Chief Test Pilot, nominated Geoffrey Pike as pilot for the Dove's maiden flight. Pike did most of the development flying of the Dove over the years. When the prototype first flew in September 1945, fifteen months after the start of the design, there was little to criticize. Additional fin area was necessary to improve directional stability, & the nose-wheel rubber shock absorber proved to be harsh, & was replaced by an oleo leg. Initially, the Dove had reversing propellers, the first to be fitted to a British aircraft, but later they were considered to be an unnecessary refinement and were not standardised.

Subsequent modifications were mostly in respect of more powerful engines, the Marks 2 & 3 of the Gipsy Queen 70. A detail made desirable by later engines was the elimination of the aerodynamic balance from the port elevator resulting in an asymmetric tailplane. More noticeable, the Heron-type canopy on the Series 8 gave the crew extra headroom.

The first production aircraft was delivered to Canada in June 1946, & thereafter the Dove quickly penetrated to most parts of the world. By the end of 1947, 175 were on order, & six months later 180 had been delivered, 56 of them to airlines. Peak production, in 1948 reached three per week. The market price was £14,000 initially, & finally £45,000. There were various rejuvenation projects: one was the Riley Dove, seen in the UK, although these McAlpine ones did not have the full US form, which included a large swept fin & rudder. A more radical version with turboprop engines & pressurisation was examined in detail before being abandoned. A total of 542 Doves was built.

Never spectacular & seldom in the headlines, the Dove was a comfortable, reliable & economical vehicle & has served its numerous owners well. It contributed its mite to export earnings & upheld the reputation of the British aircraft industry. Only this year are the RAF's Devons being replaced, by Jetstream 31s. I expect we shall continue to see Doves & Devons around for some time yet, though relatively few in number.

Quiz 1) Name two African countries which have built aircraft. 2) Which African country operated Stirlings, Halifaxes, & Lancasters after WW2? 3) Name the V-bomber bases around Lincoln. 4) Name of the post-war airliner which had a short service life & from which the Ashton jet airliner was evolved? 5) Two RAF Transport Command squadrons based at Topcliffe until May 1953?

17th December 1903 Wilbur & Orville Wright (American)

Their first "flyer" rose four times under its power and the pilot's proper control, from the level, within the space of $1\frac{1}{2}$ hours on this date. The first time, Orville rose for 12 seconds and covered about 470 to 600 ft. through the air; the fourth time, Wilbur flew for 59 seconds, travelling for 852 ft. over the ground or half a mile through the air. (As they were unique among the first pioneers in flying into a wind, it is only right and proper to assess them on distance travelled through the air.

By December 1904 they had made flights of over five minutes and done circuits. By October 1905 (with their number 3 flyer) they had achieved a fully practical manoeuvrable aeroplane, and could stay up for over half an hour. No other aviator flew for over 59 sec. until November 1907; or for half an hour until October 1908, when the Wrights were making flights of $1\frac{1}{2}$ hours, which in December rose to over $2\frac{1}{2}$ hours, despite their being grounded from October 1905 until May 1908.

May 1905 F. Ferber (French)

His No.-6, the first man-carrying petrol-powered aeroplane to be airborne in Europe, and the first tractor biplane in history to be airborne, could not fly horizontally; but at Chalais-Meudon in May 1905 it made a creditable shallow "power glide".

March and August 1906 T. Vuia (Hungarian)

On March 6th 1906, Vuia was airborne for 39ft. (12M) in his tractor monoplane at Montessin, France. At Issy on August 19th he covered 79ft. (24M). Neither this nor the subsequent Vuia monoplane was successful, but it was the first man-carrying monoplane of basically modern configuration.

12th September 1906 J.C.H. Ellehammer (Danish)

After testing a monoplane tethered to a post in 1904, Ellehammer added a small extra wing above, and with an 18h.p. motor left the ground in a free "hop" for about 138 ft. (42M) on September 12th 1906, on the Island of Lindholm, Denmark. This was said to be the best of a number of "flights". As Santos-Dumont was officially observed, his "hops" have been accepted as the first powered flights in Europe. There was little to choose between the Ellehammer and Santos machines when it came to practicality; neither was in the least practical.

September-November 1906 A. Santos-Dumont (Brazilian)

In his Canard biplane "14-6LS" (50h.p. Antoinette) at Bagatelle, near Paris, the Brazilian aviator rose for 23ft. (7M) on September 13th 1906; 197ft. (60M) on October 23rd and 271ft. (82.6M) and 722ft. (220M) in 21 sec. both on November 12th 1906. On the last two flights octagonal ailerons were fitted in the outer box-kite wing cells. This machine flew only once more, in 1907, when it rose for 164ft. (50M). The performance of October 23rd, and the second on November 12th, were officially observed and (owing to the slow development of European aviation) were acclaimed and awarded prizes, as the first powered flights in Europe; yet the criteria was pathetically low, and almost any airborne distance seemed a miracle.

1907 Horatio F. Phillips (British)

One of the most distinguished pioneers in aviation history, famed for his aerofoil research in the 1880s and his large multi-plane "venetian-blind" model tested successfully in 1893, Phillips it appears was the first known Briton and first in Britain to take off in a powered aeroplane, under its own power, and make a powered hop-flight of about 500ft, this in 1907. Phillips was believed to have become airborne halfway across a 1200ft. field and came to a stop 30ft. from the far side. The machine had its venetian-blind wings mounted in four tandem "sustainer-frames"; it weighed 650lbs. with pilot, and was powered by a 22h.p. motor driving a 7ft. tractor airscrew. In view of Phillips previous achievements and his reputation, and the fact that he never claimed to have made proper flights, it is difficult - if not impossible - not to accept his 500ft. "hop" in 1907 as a fact.

March - April 1907 G. & C. Voisin (French)

These two flew in turn on their biplane built for Delagrange. It first rose on March 16th for 33ft. (10M); then made some five more take-offs, the best of which were on March 30th (197ft. 60M) and April 8th; 164ft. 50M. Modified, it was later (November 3rd 1907) airborne for 1640ft. (500M).

July - December 1907 L.Bleriot (French)

After "hopping" for a maximum of 20ft. on his Canard No.-V monoplane, he built and tested his No.VI Libellule tandem-wing monoplane, covering 98ft.(30M) on July 11th, and making his best distance of 469ft. (143M) on August 6th. In his No.VII, with its "modern" monoplane look, he made short flights of up to 1640ft. (500M) in November and December. Thereafter Bleriot flourished.

September - November 1907 Henri Farman (British)

On a Voisin biplane at Issy, Farman was airborne for 98ft. (30M) on Sept.30th 1907; and 262ft.(80M) on Oct.1st. Then every few days he covered longer distances, until on Oct. 26th he achieved 2529ft. (771M) thus beating Santos' best; and on Nov. 10th he flew 3379ft.(1030M) in 1min.14secs. thus becoming the first European to be airborne for longer than Wilbur Wright's 59secs. on Dec.17th 1903. Farman had often modified this Voisin, with growing success. His subsequent career was spectacular. He remained a British subject until 1937.

October - November 1907 R.Esnault-Pelterie (French)

His unconventional No.1 R.E.P. monoplane with its short fuselage (30hp REP radial), first rose at Buc on Oct.22nd for 492ft.(150M); its best performance was 1968ft.(600M) on Nov.16th. Esnault-Pelterie persevered successfully with his type of machine, away from the main stream of monoplane development.

November 13th 1907 P.Cornu (French)

The first free vertical man-carrying helicopter ascent in history, near Lisieux. The Breguet helicopter had left the ground on Sept.29th but it was steadied with poles, so the event does not rank as a free ascent.

17th November 1907 A.Santos-Dumont (Brazilian)

In his small monoplane No.19 (developed into the "Demoiselle"), Santos-Dumont was airborne for 623ft.(190M) on May 14th 1908. On the same day Wilbur Wright conducted the first passenger flight in history when he took up C.Furnas for 1968ft.(1min.) near the Kill Devil Hills. Furnas was then taken up by Orville. The machine was the no.3 Flyer of 1905, modified into a two-seater. (It was previously believed that the first passenger flight was by the Delagrange-Farman ensemble on March 28th; but it is now known that they never left the ground.)

June 1908 A.V.Roe (British)

It is sad that controversy should surround one of the greatest men of British Aviation but it is important to be objective. It has been claimed that Roe made a "number" of "flights" of up to 150 ft (later 180 ft) between the 8th & 28th of this month in his biplane (repowered by a 18/24 HP Antoinette engine) on the straight at Brooklands Race-track. From the winning-post end of this straight, where Roe had his shed, rose the 1 in 12 gradient "pull-up" slope. No claims were made by Roe or his friends before March 1910. It is generally agreed today that the machine did leave the ground, in two ways: as a glider towed by a motor-car (stated by Roe in 1908), & as an independent powered aeroplane, not mentioned until long afterwards. The latter concerns us here.

Apart from the short distances of the hops claimed, the important thing is whether Roe took off down the pull-up slope (ie.with an accelerated take-off), or made his flights from the level. As his shed was so near to the slope & the obvious help it would give, it would be incredible if he had not used it for his untried aircraft. Yet Roe cased a statement to be made that all of his towed & flight trials were made on the level part of the finishing straight & not on the slope. Two photographs of Roe & his machine (less engine) exist, one of them showing them at the top of the slope, with the flat portion of the track behind, & the members' hill at the right. This could be purely accidental, of course.

In his second machine, his first triplane, Roe was airborne for 900 ft in July 1909, & in his third (the No.2 triplane) he flew for a half-mile in December 1909. His subsequent career was brilliant.

July 1908 J.W.Dunne (British)

Not much information is available about the man or his machines. His swept-wing stable biplane D.4, powered by a 20- 25 hp. R.E.P.engine was flown at Blair Atholl in Scotland, after an earlier powered machine made glides in 1907. Dunne himself said that the D.4 "got off the ground under its own power- but it was more of a hopper than a flier". In view of this modesty, the hops may perhaps have covered hundreds of feet.

Airfield VisitsLeeds/Bradford 15/4

G-ATLM, AVTO, AWNT, BAPG, BAZF, BBJX, BBOK, BBYM, BCBI, BFCL, BFTC, BGIU, BGVA, BHKI, GDEN, KCAV, WING.

D.Longmire.

4/5 G-AROC, ARYK, ATLM, ATYW, AWNT, BAZG, BBJK, BBOK, BBXH, BDVS, BDVT, BELW, BFFC, BFGL, BFJS, BGVA, BHJH, BHKI, BHKK, BHOB, GAYE.

G.Milner.

Manchester 24/3

MA.Walton.

B.737: G-AWSY, BFVA, BGYL. DC-9 HB-IFM Swissair, B.720 9H-AAL Air Malta, HS748 ASPL, BAC 111 EI-ANE Aer Lingus, Caravelle F-BHRX Air France, DC-10 GSKY Laker, Ce414 D-ICFC, Ce152 EI-BGH, B.747 N618US Orient Cargo, Hercules "1603". Others: G-ARPP, ASTW, ASWU, AVML, T, Z, AWYZ, BFWN.

31/3: KLM DC-9 PH-DNH, Aer Lingus BAC 111 EI-ANG.

19/4

D.Longmire.

B.707 5B-DAD Air Cyprus, LN-RLW, G-APSZ, ARPR, ASGA, AVMH, R, U, AVOF, AWZA, AYAD, AYFT, AYUL, AZRB, BADF, BATR, BAZI, BCPF, BCVJ, BCWA, BDPV, BECH, BFCA, BGXF, BHAX, BTML, RCCL.

2/5

A.Greenhow.

DC-10 Laker G-AZZC, BGXG, GFAL, Air Florida N1035F. DC-9: Aviaco EC-CLE, Swissair HB-IFO, KLM PH-DNC, DNN, SAS LN-RLX, SE-DBU. B.747: G-AWNF, Trans America N741TV. Caravelle F-BJTP B.737: Britannia BFVA, BECH, BAZI, BAPD, AVRL, Orion BGTU. B.707 YU-AGI JAT. DC-3 AMPO Eastern A/w. Learjet G-LEAR. BAC 111: Air Lingus EI-ANF, BA AVBL, AVMJ, O, V, W, X, Y, AVOE, F, BCal ASJH, AWUR, AWYS. Laker AVYZ, Dan-Air BEKA. Overshoot Hercules XV200.

4/5

R.A.Nann, D.Rose, et al.

DC-9: HB-IFN, PH-DNZ. DC-10 G-GFAL, N101TV. B.747: G-AWNF, C-GXRA. B.737: BECG, BFVA, BJFH BOSL, EI-ASF. B.727: G-BCDA. B.720B: G-BHGE. B.707: G-APFU. Tridents: G-ARPH, X, AVFO. BAC 111: G-ASTJ, AVMM, T, U, W, AWYS, BCWA, BGKE. Herald: G-BCZG (Air UK colours). Tu154: LZ-BTK. Tu134: YU-AJW. Hercules XV219. Others: G-APSZ, ARID, ASFJ, ASWP, AWEV, AYFT, AYWG, AZMG, AZRG, AZTS, BADF, BLSI, BCGD, BCLW, BECA, BFAM, BFFI, BGEL, BGUA, BGZE, BMSF, OTRG, (+TAXI)

Barton 4/5

G-APUY, ARLB, ARLW, ARMH, ATHH, AVCV, AVRY, AWPV, AXLI, AXSV, AXFN, AXVC, AYEY, AYSK, AYVN AZCB, AZIB, BABE, BBFL, BBJY, BCVG, BEZZ, BGIZ, BGJA, BGMJ, BGPD, BHEK, RULA.

Paull-Hull 4/5 Amy Johnson Air Pageant.

G-AAZP, ABVE, ADKK, AGOH, AHSS, AIDL, AIVW, AOLA, ARHZ, ARMZ, ASBS, ATFW, ATHR, ATKC, ATXO ATZL, AVZV, AWAU, AWEF, AXCM, AXIE, AXZE, AYFP, AYIT, AYXW, AYZK, AYZL, AZDZ, AZUZ, BABA, BCIJ, BEUX, BEWR, BFML, HULL, NATT, PLAY, SPIN, Tiger AJOA/T5424, Spit.14e TB382, +1.

Bagby 4/5

G-AYDU, BDJC (both AJMP Tailwinds), PA-28 BDWX.

Luga 31/3

MA.Walton.

Boeing 720: 9H-AAK, AAL, AAM, AAO, AAX.

Newcastle 3/4

D.Wilson.

EC-CTT, OO-LFJ (Ce441), JP T.5A XW429/57 emergency landing, G-ASJH, ASJI, ATPJ, AVFA, AZGI BAKL, BBSV, BRXV, BEBA, BENM, BFGL, BFIC, BGDC, BGRR, GBSC, GILL.

9/4: LN-SAW (PA-31), XZ597 Sea King, G-ASJF, ASJI, ASNU, BAKL, BBVM, BDAS new livery, BDVS BGDD B.737, BGDG B.737, BHCJ, BIGW, DMAN, GILL. (and GBSC: D.Longmire).

10/4: DC-8 N8765 Capitol International, JP XW363/54, 369, XW552/1, XW364 overshoot, DC-3 ZL947 overshoot, G-ASJH, ASNU, ASTJ, ATVH, AYTU, BACF, BAKL, BEBA, BEKH, BGDA B.737, BGDH, BGSU, BHCJ, BOND S-76, CCCC, KATH.

3/5

J.Morley, D.A.Lee.

G-ASJC, ASTJ, AVFF, AVJB, AXCP, AZGI, AZNZ, BGTG, BSTN, BMSM Air Europe, STAN, YU-AGG, OY-AST Metroliner.

5/5 G-ASJC, ASJH, ASPL, ATEW, ATGP, AVFE, AVJB, AXCP, AYOP, AYPV, AZBI, BAKL, BAVL, BECH, BGDB, BGJF, BGLC, STAN, 9H-AAK, YU-AHJ, XZ597.

7/4

R.A.Nann.

G-BHCJ HS748, EXEX Ce404, AXCK BAC111, AVXX Ce172, BGDB & D B.737, STAN F-27, BFVA & BJFH B.737, 9H-AAK B.720, XZ597 (Lima 401).

Luton 3/5

MA.Walton.

Baron G-BESA, Be200 BRON, Be90 F-GALZ, Britannia EI-BBH, ANCF, B.121 BASP, B.707 G-BHOY Air Malta, N7522A Aeroamerica, B.720 N7201U, B.737 VR-BEH, G-AVRL, AXNC, RADR, BECG, BECH, BFVA, BGYL, BMEC, BHCL, Monarch; AWWZ, AZKM, BCDA, BCKR, BHGE. Citation OE-ORD, SE-DDN, Aero Commander AWOE, Ce152 BFHU, Ce172 BAKK, Ce182 THAM, Ce150 BBEO, Ce340 ATSY, BAWO, Ce421 BBIJ, BBSV, TAMY, BRIT, Ce404 EXEX, DC-8 N9110V Aeral, Falcon HB-VAV, Harvard BGHU, HS-125 BBSU, BEMD, BCCL, BCJU, BDOA, MBB105 BATB, Mooney BCJH, PA-23 AWOI, FOYL, PA-28 ATRU, BGVZ, BBRW, BAPN, JUNE.

AA-5A BFIK, Pa-31 BRGV, FOIL, NEVA, BBCT, TAXY, Robin BHIN, Viscounts AZNA, BAPB, BGMH, FH227B, SKYA,

4/5 B.707 N790FA, A6-HRM, B.720 AZFH, B.727 OY-SAS Sterling, B.737 BAZH, BFVB, B.121 AZFA, AZSW, Britannia BHAI, Caravelle OY-SAG, Ce207 NJAG, Ce150 AYDD, Ce404 GOSH, DC-9 DMAC, GE-LDO, EMB110 CTILN, Centreline Air Services, Jodel ARXT, HS-125 HZ-MMM, Pa-28 ATHR, Pa-30 ASSR, Rallye BECC, Viscount AZLP.

5/5 G-BCDI Ce310.

Stornoway 7/4 B.A.Viscounts AOYP, APIM. Ce404 BFUS.

TARGET 80

"Flight".

Ignoring the Russians, the approximate numbers of airliners flying in Europe at the end of 1979 were 1662, 301 of them British, plus 233 on order. Numbers by type:

Airbus 38(46), BAC 111 91(6), B.707 119, B.720 28, B.727 161(13), B.737 118(81), B.747 99 (21), Britannia 8, CL-44 11, CV340 1, CV440 8, CV990 14, Caravelle 108, Concorde 10, DC-3 19, DC-4 1, DC-6 13, DC-8 84(6), DC-9 278(29), DC-10 79(12), Electra 3, F-27 4, F-227 11, F.27 85(3), F-28 37, HS748 24, Herald 32, Mercure 10, Nord 262 2, Sh.3-30 6(2), Transall 4, Tristar 20(14), Trident 56, S.VC-10 15, Vanguard 13, Viscount 46, YS-11A 6.

From "Stamp Collecting", 28.2.80.

"The first British air stamp was produced by Robert Sinclair Tobacco Co. of Newcastle upon Tyne who organised a flying week from 11-18th February 1913 at Gosworth. (Gosforth?) Parcels of tobacco were flown to Blyth, Seaham Harbour & other areas in the North East. The green label is extremely scarce used, but mint labels are not rare, only difficult to find & should be available at £3 to 5 each".

The accompanying picture shows a braced monoplane, single engine & fixed undercarriage. Mint= unused, & if anyone has one, the Editor would like to know!

Local Flyovers

RAN, MAW, JM, DCA, DMH, CL, TM.

Jan 4th 1020 C-5A 00465 NW, 1420 C-141 67955 NW.

12th EI-AWA Bell 206 Luton-Newcastle FL15. 14th G-BECJ P.68B N FL85.

Feb 9th N801WA DC8-63 NW FL310, 10th G-ARFO Ce150 S, 13th BHDN & OAST Ce182 Topcliffe-Perth FL10 (BHDN was non-radio) 17th N102TV DC10-30F NW FL280, (1708).

Mar 4th 0758 C-141 70001 NW. 9th 1258 C-5 70174 NW, 1440 DC-10 N108WA NW, 1526 C-5 00456 NW C-141 60172 NW FL330, G-BGYJ B.737 FL35, G-AZHJ Twin Pin NW FL30.

11th 0814 C-5 80222 NW, 23rd 1120 Jetstar N501T SA. 26th 1051 C-5 90020 NW,

1102 C-141 12778 NW, 1206 DC-10 N105WA NW, 1328 B.707 WGA F 10+04 SE, 1342 C-141 40624

1355 C-141 60126 NW, 1523 C-141 40644 NW, 1628 C-141 60135 NW, 1642 DC-10 N101TV NW.

30th 1141 C-141 50273 NW.

Apr 1st 0824 C-141 60155 NW, 2nd BGEO PA-31 1032 N FL35, BOND S-76 1120 FL40, 1342 BAVL PA-23 S 30, 1445 Gazelle AA236 S 50, 1530 BOST PA-23 N 25, 1536 BOND S-76 N 35,

3rd 1055 Ce150 N2539S 15, 1035 Gulf 2 N43M NW, 1600 Ce404 MSDS S 30¹

4th 1030 Ce172 BEVS N 25, 1430 AWFO Condor N 15, 1504 R.112 BDKW S 55, 1652 Ce172 BGIY S 35, 1715 Sea King XZ596 S 25, 5th 1647 Ce210 OFLY S 50.

6th 1503 Ce150 S 15, 1505 PA-28 BAH S 30. 7th 1150 BN-2 AWNT S 35. 8th 1722 Bulldog B96.

9th 1625 F-111 553 S 65, 1649 Gazelle AA354 S 20, 1750 PA-28 BFTC N 65, 1756 Ce150 ATJU

10th 1010 Devon VP981 S 15, 1026 DC-9 N29 SE, 1026 DC-10 N102TV SE, 1738 S-76 BHGK N30, 1800 Devon "1879" S 45, 1828 PA-31 BEZL N 30. 12th 1925 A109 HELY N 60.

13th 1240 Ce404 MSDS N 30, 1352 C-5 80222 NW. 14th 1907 Ce337 AWVS S 40.

15th 1725 EMB110 S 40. 16th 1725 Mooney AZDE S 35. 17th 1816 C-5 90004 SE.

18th 1038 PA23 BCKO N 65, 1141 C-141 50253 SE, 1205 DC-8 N801WA, 1810 PA-31 BSTN S 65,

19th 1015 Mooney BHJI S 35. 20th 1835 PA-28 BMV S 35. 21st 1455 EMB110 N 50.

23rd 1620 B.206L BFAL S 25. 24th 1345 PA-24 BHIR S 55, 1345 Ce310 BGRJ S 65,

1602 Ce152 BFLK S 25, 1613 Ce337 BATH S 20. 27th 1305 "Rodin 20" N, 1322 Ce172 BGIY S35.

28th 1530 B.747 N742TV SE, 1636 Falcon 10 N12XX NW. *26th 1800 PH-MLY N 20,

2000 Ce404 WTV S 95, 1305 B.212 BGMF N 40. 27th 2045 Ce182 AYWD S 40.

28th 1400 PA-23 AZOD N 40.

May 2nd 1237 C-141 40650 NW. 3rd 1128 B.707 WGA F 10+02 NW, 1218 Be90 N84MD NW, 1228 C-141 40618 NW, 2056 C-141 40612 NW. 5th 1758 Be90 N84MD SE.

Advertisement

Glasgow Airport Aviation Enthusiasts Club are pleased to announce the launching of our slide sales venture. The following lists are available- 1/, 2/, & 3/ All taken at Glasgow. 4/ Taken at Glasgow & Heathrow, & the following should be available shortly: 5/ & 6/ Military subjects (list will qualify further). Write now enclosing SAE for lists of your choice to N.BIRREL, 99 Paisley Road, Renfrew, Pa-4 8LH, Scotland.

TEES-SIDE MOVEMENTS APRIL 1980

Scheduled, local & some other types of movement are collected at the end.

Day	Regn.Type	From	ATA To	ATD
1	G-MSDS Ce404	F/T East Midlands	0756	1546 Lorein textiles
	BEKO Ce182	T/F Birmingham	1646	0838
	VP976 Devon	Northolt	0848	0857 207 Sqdn.
	F-BVJJ PA-34-200	F/T Calais	0938	1605 Slibail Ltd.
	BFOH Bell 47	Liverpool	0938	1052 Heli-hire
	F-BVPR*Falcon 20	Le Bourget	1235	1612 Falcon Svs.
	F-BXPT Learjet 23	Limoges	1243	1712 Bail Eqpt.
	AYVM PA-31	Dyce	1454	1542 Casair
	CSZB Viscount	Aldergrove	0622,2nd Gatwick	2020 Southern Int'l.
2	PRES Ce441	T/F Northolt	1810	0624 Casair
	BFVO P.68 Victor	Booker	1955,3/4 Cranfield	0701 Rothmans
	EURO Ce310	F/T Leavesden	0831	1029 Carex Ltd.
	BFOM PA-31	F/T Goodwood	0833	1536 Goodwood Avn.
	BHFF Be 58	F/T Leavesden	0844	1531 Kebble
	DAWN Ce210	Leicester	1531	0938 DJB Eng.
	ASNU HS125	Hatfield	0951	1012 NEI Ltd.
	AXHG Rallye	Netherthorpe	1535	1030
	BFGG Ce150	F/T Perth	1042	1233 Airwork Svs.
	AVNB Ce150	F/T Elstree	1120	1621
	AXUF Ce150	F/T Perth	1129	1246 Airwork Svs.
	AWPS PA-28	F/T Sibson	1218	1444
	AVYT PA-28	T/F Ronaldsway	1817	1305
	BDAU Ce150	F/T Perth	1408	1418 Airwork Svs.
	BDNU Ce172	F/T Biggin Hill	1737	1135,3/4 Skyline Avn.
	AYVM PA-31	Dusseldorf	1755	Casair
	MSDS Ce404	East Midlands	1804 Dyce	1919 Lorein Textile
	CSZB Viscount	Aldergrove	0626,3/4 Gatwick	2016
3	BDOA HS125	F/T Luton	0758	1513 RM164D
	✓ N1010H*Learjet 36A	Exeter	0836	1527 Texas Instruments
	✓ N1010G*Learjet 36A	Exeter	0837	1523 " " All first visits.
	✓ N266BS*Learjet 25C	Exeter	0845	1533 " " " etc.
	✓ N1010A*Learjet 36	Exeter	0853	1530 " " " "
	NORK Ce421	F/T Stansted	0907	1443 Norcross
	BAIK Ce150	F/T Wickenby	1116	1203 Wickenby Avn.
	BEKO Ce182	T/F East Midlands	1613	1245
	AWSY B.737	F/T Tunis? DTTM	1431	1720 Britannia BY145
	BADW Pitts	Sywell	1620,7/4 Booker	1447 Rothmans
	PRES Ce441	Ringway	1921	1506 Casair/Press
	BNPD PA-23	Dyce	1602	1545 NPD Avn.
4	BFHJ Ce150	F/T Perth	1158	1339 Airwork Svs.
	ATYM Ce150	Holbeach	1216	1332
	BDWY PA-28	T/F Blackpool	1615	1334
	DAWN Ce210	T/F Staverton	1113,6/4	1357
5	HELY*Agusta 109	Newcastle	1123	1305 Barratt.1st Visit.
	F-GBGG*Ce206U	F/T Amiens	1145	1421,7/4 Bail Eqpt.
	HELY Agusta 109	Stockton-on-Tees	1536	1540
	AZLY Ce150	T/F Kirmington	1911	1637 CFS
6	BFUS Ce404	T/F Bergen	1521	0854 Euro Air
	AXUA Pup	T/F Kirkbride	1717	1321
	✓ BEYH Herald	F/T Southend	1630	2114 11/4 for Dan-Air
7	BEKO Ce182	Calais	1722	0900
	AZLY Ce150	T/F Biggin Hill	1758,10/4	0917 CFS
	BFUS Ce404	Biggin Hill	1758,10/4	0917 Exec.Air Svs.
	ATNB PA-28	Haverford West	0918	1731 Chaplin Auto.
	AVYT PA-28	T/F Duxford	1430	0941
	PLAY Robin	F/T Duxford	1520	0958
	BFGG Ce150	F/T Perth	1136	1241 Airwork Svs.
	IANT Ce404	East Midlands	1246	1858
	AXHG Rallye	T/F Bagby	1427	1316

7	G-AZWB PA-28	F/T Ringway	1441	1600 Apache A/c.
	AXHG Rallye	T/F Yearby	1634	1522
	BSTN PA-31	Stornoway	1556	Humberside 1018,10/4
8	IPRA*Be 200	Heathrow	0753	Mangersta 0823
	BASX PA-34	Biggin Hill	1004	Bergen 1100 Lord R.Gisborough
	BFOH Bell 47	Edinburgh	1027	Liverpool 0801 Pipeline patrol
	BFVO P68 Victor	T/F Elstree	1651	1049
	BFMH Ce177	Sunderland	1058	Ronaldsway 1203
	BASX PA-34	Bergen	1740	Biggin Hill 1802
	BFMH Ce177	Ronaldsway	1824	Usworth 1840
	AZNZ B.737	Ringway	2209	Gutersloh 0637,9/4 BY924 A
9	BFVO P.68	East Midlands	0713	10/4 Doncaster 0814
	AXKG Islander	F/T Birmingham	0836	1418 GKN
	BAZG B.737	Luton	1002	Gutersloh 1045 BY926 A
	ATJV PA-24	T/F Humberside	1453	1025 ex TF-GOS
	BDOA HS125	Prestwick	1140	Hawarden 1613 McAlpine
	AVPK Rallye	Usworth	1210	Kirmington 1254
	PRES Ce441	Shannon	1907	Ringway 1459
	IPRA Be200	Mangersta	1534	Heathrow 1547
	BGYJ*B.737	Glasgow	2044	Gutersloh 0611,10/4 1st Visit
10	PRES Ce441	Ringway	1834	Shannon 0615
	BNOC Bandeirante	Prestwick	0824	Dyce 0942 WG862 Air Ecosse
	BNPD PA-23	Dyce	0913	Norwich 0930 NPD Avn.
	BOST PA-23	LBA	0953	Brough 1433,11th
	PH-SRZ*PA-28	Rotterdam	1004	Inverness 1144
	BSTN PA-31	Dyce	1555	Humberside 1018
	BBNO PA-23	F/T Leavesden	1124	1738 Condair
	AXHG Rallye	Bagby	1639	Paull 1214
	BBNH Seneca	F/T Coventry	1242	1608 Central Mnfg.
	DAWN Ce210	Cambridge	1538	Coventry 1313 DJB
	BDWY PA-28	T/F Kirmington	1824	1336
	BADP B.737	F/T Tunis	1421	1640 BY145B/A
	BNPD PA-23	Norwich	1623	1642
	POWA PA-24	F/T Cardiff	1745	1615,11th
11	PRES Ce441	Northolt	1913	15th LBA 0720
	LANT Ce404	Dyce	1356	10/4 East Midlands 0819
	CALL PA-23	F/T Ronaldsway	0903	1416 City Air Links
	BEZC AA-5A	Edinburgh	1051	Elstree 1210 Newbranch Ltd.
	BFGG Ce150	F/T Perth	1148	1305 Airwork Svs.
	BADY Pitts	T/F Wickenby	1449	1156 Rothmans
	AXNA B.737	F/T Gutersloh	1223	1343
	EXEX Ce404	Dyce	1438	Kirmington 1445 PJ343
	BADW Pitts	Long Newton	1724	Wickenby 1437,12/4 after engine failure
	BFUS Ce404	Biggin Hill	1858	Stornoway 0927,14/4
12	BADW Pitts	Netherthorpe	1723	Wickenby 1437
13	PLAY Robin	Fenland	1839	near Southend 0919
	BGMG*Bell 212	Dyce	1020	Coventry 1154 Bristow, 1st Visit
	AYYG HS748	Ringway	1202	Newcastle 1050,14/4 Dan-Air
	PH-SRZ PA-28	Usworth	1318	Rotterdam 1358
	AWMU Ce172	Southend	2019	16/4 Calais 1349
	AXNS Pup	F/T Netherthorpe	1344	1456 R.Light & Ptnrs.
	BEKO Ce182	Munster	1203	17/4 Amsterdam 1407
	WTVB Ce404	Rotterdam	1850	Kirmington 1417
	AXHG Rallye	T/F Yearby	1703	1513
	D-EEOR*Ce172	F/T Lille	1621	1104,16/4 Hessenflieger FC
	BCCL HS125	Frankfurt	1813	Rotterdam 1006 RM119B/128A
14	BAZV PA-23	Local	0630	Plockton 0617
	DJBI Ce550	T/F Munich	1918	0633 DJB Ltd.
	BBPZ PA-23	T/F Plockton	1545	0704 replacing BAZV
	AYVM PA-31	T/F Norwich	1555	0716 Casair
	BNNH*PA-31	F/T 1/2p Green	0843	1402 Cent.Manu.Grp.
	BDAL Aero Commander	F/T Newbury	0911	1523,11/4 Micro Consults.

14	ATOI PA-28	Stapleford	1934	Edinburgh	1100
	BBHM Jet Ranger	F/T Hayes	0955		1348 Rothmans
	AYYG HS.748	Stornoway	1501	Newcastle	1058 Dan Air
	ATVB C.404	T/F Shannon	1927		1520 Casair
	BFOH Bell 47	ICI Wilton	1557	Edinburgh	1051,15/4, pipeline patrol
	BGYJ B.737	Gatwick	2203	Gutersloh	0609 BY411BF
15	FTTA PA-31	T/F Cardiff	0326		0049 Kidney flight
	BLCE*C.402	Leicester	0705	Staverton	1551 Cecil Instruments
	BAVG Be90	Bristol	0835	Tatenhill	1441 Allied Breweries
	LN-SAX Be99	F/T Karmoy	0927		1304 Nordjofly
	BKKS Pitts			Netherthorpe	1439 & B/DW,B/DY,BECM
	BFVO P68 Victor	Barton	1533,18/4	Netherthorpe	1439 Rothmans
	EXEX C.404	Dyce	1652	Sumburgh	0632,16/4 Owledge Ltd.
	DJBI C.550	T/F Amsterdam	0804,16/4		1655
	BAVL Aztec	Biggin Hill	1713	Sunderland	1741 Shipboard Maintenance
16	WTVB C.404	T/F Gatwick	1156		0636 Casair
	BLCE C.402	F/T Leicester	0751		1551
	LANT "	" East Mids	0802		1558 Exec. Express
	BHFF Be58	Leavesden	0812	LBA	0837 Kebbel Holdings
	DUKE Be60	T/F Leavesden	1703	Leavesden	1348
	DJBI Ce550	Koln-Bonn	1752,17/4	Amsterdam	1600
	BGOP Falcon 20	Geneva	1750	LHR	1956 Datsun UK
17	ROUS PA-34	T/F Southampton	1759		0727
	LN-SAE Be90	Karmoy	0838	Stavanger	1442 Nordjsfly
	ATJV PA-28	T/F Humberside	1317		0903
XS713	BBUJ Ce421	F/T Odiham	1007		1003,18/4 AA
Dominic	AWSY B.737	F/T Tunis	1435		1652 BY145
ols 1619	PRES Ce441	Ringway	1845	Shannon	1510
	BFGX Ce159	Edinburgh	1545	Perth	1622 Airwork Svs.
	BDAU Ce150	Edinburgh	1553	Perth	1633 " "
	BCSV Ce421	Doncaster	1644	LBA	2019 Northair
18	LN-VIN Ce404	F/T Stavanger	0738		1107 Helikopter Svs.
	AVUS PA-28	T/F Humberside	1637		0739 Foster Country Sport
✓	LN-OSK S-61N 719	Ekofisk Hotel	0809	Stavanger	1945
	OO-LVS*Mooney	Genk	0810	LBA	1120
	AZTS Ce172	F/T Ringway	0939		1004 Westward TV
	BAIO Ce150	Carlisle	1009	Duxford	1217 Gordon King Avn.
	ARIK PA-24	T/F Jersey	1701,20/4		1431
	OAST*Ce182	Cambridge	1436	LBA	1703 Airwork Svs.
	LN-SAR PA-31	F/T Stavanger	1457		1634 Nordsfly
	EXEX Ce404	Humberside	1541	Dyce	0610,19/4 Owledge Ltd.
	WTVB Ce404	Rotterdam	2004	Luton	2022
19	AYVM PA-31	T/F Dublin	1651		0640
	FTTA PA-31	T/F Lyneham	1832		0755
	LONG*Jet RangerL	F/T Thirsk	1129		1517 Air Hanson Longranger
	BECP PA-31	F/T Cardiff	1138		1733 (1st Visit)
	MSDS Ce404	Stornoway	1455	Dyce	1550
20	DAWN Ce210	T/F Silverstone	1815		0903 with FTTA
	AXUA Pup	Humberside	1242	Sproatley	0947
	ENSI Be33	F/T Peterborough	1048		1419 FG Gibbons & sons
	AVYT PA-28	Diverted back	1238	Southend	1200
	BHCJ HS748	Bristol	2236	Newcastle	1036,21st DA99CJ
21	DJBI Ce550	Biggin Hill	0855,25/4	EZBE	0601
	SE-GXM*Be200	F/T Angelholm	0825		1106,22nd Aero Centre Svs.
	BFOH Bell47	Edinburgh	1016	Liverpool	0814,22nd
	BHCJ HS748	Stornoway	1434	Newcastle	1036 DA6646/796
	DUKE Be60	T/F Leavesden	22/4,1718		1625
	PRES Ce441	T/F Shannon	2002		1632
	BAWA PA-28	Usworth	1818	Edinburgh	2025 BA Club
22	WTVB Ce404	Dyce	1707	Sumburgh	0631 Peregrine 373/378
	VRES*Be200	Liverpool	0642	Glasgow	0710 Vernair
	BEKC HS748	Ringway	0748	Dyce	0843 DA99KC/0071

	IANT Ce404	F/T East Midlands	0800	1551 NPG
	EXEA Ce404	Humberside	0807 Newcastle	0820
	BEVO P68 Victor	Whickham Air Park	1207,26/4 Leicester	0833
	BBRO HS125	Luton	1111 Glasgow	1736 RM275A/B
23	WTVA Ce404	Newcastle	1445,25/4 Sumburgh	0630 PJ378
	DAWN Ce210	T/F Birmingham	1802	0712 DJB
	BHFX Be58	Leavesden	0825 LBA	1102 Kebble
	BBFZ PA-23	Dyce	1531 North Sea Search	0843 manouvers
	ROUS PA-34	T/F Hurn	1935	1017 CFS
	F-BVPZ*Caravelle	F/T Orly	1222	0834,24/4 Aerotour FV3282A/3
	BAVY PA-23	Stornoway	1622 Brough	1643 Stellaris Ltd.
24	PRES Ce441	T/F Northolt	0917	0708
	DAWN Ce210	T/F Coventry	1800	0712
	ASWU Trident	LHR	0810 Newcastle	0911 BA5442 div.in 5442 NCL
	FMFC Bandeirante	Glasgow	0951 Dyce	1635 WG867
	BFOM PA-31	F/T Stansted	1020	1654
	BNEA Islander	Ringway	1030 for painting? (Hangar 2)	
	BBNT PA-31	Ringway	1117 Charter Hall	1206 NV501/2
	BBPZ PA-23	Sumburgh	1913 Mangersta	1304
✓	BADP B.737	F/T Tunis	1431	1651 BY145B/A
	PRES Ce441	Ringway	1949 Shannon	1525
✓	F-BTTT*Corvette	Copenhagen	1557 Gatwick	1248,25/4 TAT
	ATMJ HS748	Cardiff	1707 Glasgow	1901 LBA div.in DA064
	CHEV Bandeirante	Dyce	1816 Gatwick	1852 WG872/3
25	PRES Ce441	Dyce	1949 Northolt	0626
✓	LN-OQU S-61N 816	36/22	0720 Ekofisk	1926 HK118
	BBPZ PA-23	T/F Valley	1617	0725
	BGXX Ce310	Coventry	0804 Carlisle	1140 Page & Moy Ltd.
	BFDI PA-28	F/T Leavesden	1118	1415
	BCYF Falcon 20	F/T LHR	1208	1627 Falcon Jet Centre
	LN-SAR*PA-31	F/T Stavanger	1410	1444 Nordjysfly
	WTVA Ce404	T/F Humberside	1555	1452
	WTVA Ce404	Dyce		1810 PJ381
	DJBI Ce550	Biggin Hill	1854 Coventry	1635
26	BEMD Be55	Ghent	1113 Usworth	1130 Vaux
	BNPD PA-23	Usworth	1342 Ronaldsway	1516 NPD Ltd.
	BFLI HS748	Ringway	1346	DA99LL
	FTTA PA-31	T/F Ronaldsway	1104,27/4	1513
	PH-MYL*Ce182	Rotterdam	1557 Dyce	1650
27	BDWX Jodel	Bagby	0900	for Fly-in.
	BMW Jodel	F/T Ronaldsway	1032	1419 " " " with B&IP
	BNPD Aztec	"	1120 Castle Bar	1507,28/4
	BTWW B.206	F/T Hilton	1138	1421 for Fly-in
	BMV Robin	Wickenby	1201 LBA	1641 " " "
	AXZU C.182	F/T LBA	1731	1540 " " "
	AYVM PA-31	T/F Rotterdam	?	1258 Casair with BBPZ
	AWFW Jodel	F/T Sedgefield	1309	1616 for Fly-in
	AVLY "	Sunderland	1311 Newby Wiske	1727 " " "
	AVHY Fournier	LBA	1337 Yearby	1504 " " "
	WTVB C.404	T/F Rotterdam	1905	1457 Casair
	AZYY Falke	F/T Yearby	1415	1510 for Fly-in
	BDRF*Taylor	" Croft	1047	1610 " " "
	AZOD Aztec	Dyce	1922 Edinburgh	1314,28/4 PJ 399
28	DJBI C.550	Baden-Baden	1852 Stuttgart	0627
	BFUS C.404	Blackpool	0901 Stornoway	0947 Euro Air
	SE-GXM B.200	F/T Kristianstad	0916	1119 Aero Centre Serv.
	BBPZ Aztec	Edinburgh	1646 Newcastle	0958 Casair
	BFOH Bell 47	Liverpool	1117 Edinburgh	0803,29/4 Pipeline patrol
	AYVM PA-31	T/F Shannon	1953	1528 Casair
	ATOS PA-28	LBA	1630 1/2p Green	1741
29	BHCJ 748	Dyce	1219 Stansted	0435 Dan Air
	BBPZ Aztec	Liverpool	0908,29/4 Millfield	0613 Casair

29 BAZV Aztec	T/F South Marston	1633	0705 Casair
IANT C.404	F/T East Mids	0756	1549
ROUS Seneca	T/F Hurn	1819	0809 CFS
LN-SAR PA-31	F/T Stavanger	0839	1657 Nordjofly
EI-BET C.337	" Dublin	0927	1804 pass.for Coles Cranes
EI-BFT*Be200	" "	0938	1753 " " " "
UEKP Be58	Denham	0953 Liverpool	1004 United Biscuits
BBOS Bell 206	Wickenby	1029 Long Newton	1122 BEAS
" " "	Long Newton	1247 Sunderland	1358
AXUF C.150	F/T Perth	1125	1226 Airwork Serv.
DJBI C.550	T/F Coventry	1626	1144
AZLY C.150	" Glenrothes	1648	1156 CFS
UEKP Be58	Edinburgh	1405 Denham	1446
BFVO P.68	T/F Exeter	1751,30/4	1417 Rothmans
DUKE Be60	Dyce	1757, "	1430 new equipment
BNPD Aztec	Bublin	2023	
30 DJBI C.550	T/F East Mids	0820	0700
✓ SP-LSF IL-18	F/T Warsaw	0738	0834 IO3381/2
AXXG BN-2A	" Birmingham	0829	1154 GKN
DJBI C.550		LHR	0903
BFDA PA-31	F/T Aldergrove	0822	1636 Air Charter Ltd.
BECP "	" Cardiff	0851	1647 Air Laudale
BHFF Be58	Leavesden	0854 LBA	1033 Kebble Holdings
✓ BGMF Bell 212	Glasgow	0955 Prestwick	1259 Bristows
BBFB B.206	F/T Thirsk	1241	1418 Air Hanson
BGNW B.737	LBA	1429 Alicante	1549 BY283AF/283
ARGR Viscount	Glasgow	1527 Dyce	1608 QA8303/8304
F-BYAO F.27	Le Bourget	1731 Lyon	1817 Uni Air
CHEV E.110	Ringway	1827	WG853

* = Fly-in aircraft (no landing fees for Fly-in a/c).

"LOCAL MOVEMENTS" Carlisle TJU;9,10, VUH;1, VYT;5, XHB;4, XOZ;13,18,21,22, YPV;1. Dyce WJZ;23, YVM;10,23,25,30, BAZV;1-4,16-18,24,30, BBPZ;2,7-11,23,30, BCJI;13,18, BFVZ;14, BPZK;3, BNP;10, BSTN;2, CHEV;17, EXEX;7,14, IANT;8,9, MOBL;10,17, PRES;18,25, SWAN*;17(0804/1527), WTVB;14,21023,28-30, Glasgow YVM;15,21, YYG;18, BASU;1,3,4,8-11,14, 15,17,18,21-25,28-30, BAZV;21, BBPZ;2,12,16, DUKE;29, FTTA;16, LBA TMI;3, AXOZ;19, ZLY;4, 10,19, BBOS;1, BDSL;3,7,21, BEKO;16, BELT;3,4,27*, BERI;27*, BFGL;3,6, BGPJ;20,27*, BNP;11, BSTN;10, PLAY;26, UEKP;11, WTVB;11. Newcastle AWUL;20, YPV;1, ZLY;9-11, BADI;2, BCJI;4,7, BDKS;2, BDSL;1,7, BEKO;11, BELT;3, BFGL;3, BFUS;5, BHCJ;28,30, BSTN;6, Sherburn PIK;20, WJZ;5,23, XOZ;1, BAGW;1,26,29, Usworth TCI;1, TGP;27*, TJU;9,10, RYR;6,22, VPK;10, VUH;1, 3, VYT;4,5, WJZ;5, WUL;1,12, WMU;27*, XHG;1,5,20, XHS;3, XOZ;2,3,8,17,18,21,25,26, YMK;6, YYX;27*, ZLY;11, BACJ;26, BADW;1, BADI;1, BAGW;1, BBOS;1,14,15, BBRK;20, BDKS;1, BDSL;1,3, BDWY;1,2,6,13,15,19,25, BECF;27*, BECM;1, BFGO;3, PLAY;6,10,22.

Military: Bulldog;10,11,18 (XX709). J.P.61,11,15,16,(XW427). Jetstream;9(XX498), Lightnings;8 codes A&B, Phantom;2 (LLM43), Sea King XZ596;4 (LBP 401) - crew training.

CREW TRAINING Aravco BAC 1-11 HZ-AMH;23,24. Bristows Bell 212 BGMF;26. Casair PA-31 AYVM;11, BCSV;17, C.404 WTVB;17,22, MSDS;6, C.550 DJBI;10. Management Avn. Bo105 BGKJ;4. Nordjofly Be90 LN-SAE;17. Pace & Moy C.310 BGKK;25. Perigrine PA-31 BCJI;18. Rothmans P68 Victor BFVO;1. Bell 206 BTWW;17.

SCHEDULED Air UK BAKL;10,11,14,16,28-30, BAUR;8,17,27, BBEJ;3, BCDN;3,18,20, BDVS;9,15, 16,19, BDVT;25,26, BEYJ;21-25, BGYS;18,21-23, BGYU;1-3,8-11,14-18, BGYV;(1st visit)23,25, 27,29,30, BLGW;12,13, FMFC;3, MDRB;16,18, SPUD;1-4,7,8,10,11,17,18,21-24,28-30, STAN;(1st visit)9,14. Dan-Air Amsterdam ARRW;1, TMI;4,5,15-20, YYG;14, BEYM;7-11, BFLL;30, BHCJ;21-25,28,29, CSZB;1-3, others TMI;12, TMJ;25, YYG;15,17,21,22,24,26,27, ZSU;1,3,4,7,8, BFLL;8, 10,11,14,15,27-29. BMA YOX;12,13, ZLR;6, ZLT;26,27, BAPF;12,13,19,20, BAPG;5,6, BZFL;19, 20,26,27, BMA;6-8,10-12, BMAB;1-4,8-12,14-16,18-21, BMAC;1,2,4,13,14,16-18,22-30.

LOCAL FLYING APIK ARDZ ARLK ARYR ATJV ATYM VYT WMU WUL XHG XOZ XXC XUA XZU ZLY BADW BADI BANT BAZV BBHE BBPZ BBOS BDKS BDSL BDWY BDNU BDWY BECM BEKO BEYH BFVO DAWN PLAY

Addenda 13/2 JP was XW329/48 3 FTS. 2/4 JP XW360 morning. 1745 Phantom "CCR 43". 9/4 Jetstream XX498/F circuits on morning. /C.Lambert.

Photos
23.4.80

The British Register -Additions G-

AWJA Cessna 182L 58883	Kenilgate Ltd.	BH00 AX-7 hot air balloon 001	York
AZMK Aztec 250 27-4715 OY-AJA	East Mids.	BHOX Boeing 707-123B 13640 G-TJAB	Monarch
BAKZ BN-2A 188 LN-BNI	White Waltham	BHOY Boeing 707-123B 17651 G-TJAC	Monarch
BBCL HS125-600B 256015		BHOZ TB9 Tampico 84	Biggin H.
BDVH HS748-2A 1746 C9BELL		BHPA S-61N 61775 PH-NZL Man. Avn. Bourn	
BGBB Tristar 385 1178	BA	BHPH Skyvan 3 SH.1968	
BGBC Tristar 385 1182	BA	BHPI Skyvan 3 SH.1971	
BGKG DC-10-30 47813	Laker	BHPK Piper J3C-65 Cub 12161 F-BEPK Godalming	
BGXH DC-10-30 47814	Laker	BHPN Colt 12A ball. 081	
BHAG SF-25E S.Falke 4354	BGA	BHPO Colt 12A balloon 082	
BHCA Mokker DVIII replica HA.10	Leisure Sport	BIEW Cessna U206G 05431 N6332U Rogers	
BHHX Jodel D112 223 F-BFAJ	Watford	BIGT Colt 77A balloon 078	
BHIR PA28R-200 28R-35614 SE-FHP	Staverton	BICG TB10 Tobago 61 G-BHES Taunton	
BHJA Cessna A152 0835 N4594A	Capital Avn Acad	BOSL Boeing 737-204ADV 22161	Britannia AW
BHJB Cessna A152 0856 N4662A	"	BPCP Cessna 500 0403	Cardiff
BHJC Cessna A152 0859 N46679	"	CJHH Cessna 550 132	Armstrong Avn, Brough
BHJD Cessna 152 83295 N48172	"	GKNB S.King Air 200 BB-705	GKN Elmdon
BHJE Baron B58P TJ-265	Eagle A/c Svs	HUSH Hughes 269C 890826	Sloane Sywell
BHJK Maule M-5-235C 7296C N56359	Didcot	ICRU Jet Ranger 206B 97	Warmco, Ringway
BHJP Partenavia 68C 212	Turnhouse	ILLY Cherokee 181 28-90193 SE-GND	
BHKY Cessna 310R 1861	Perth	JAKE Chipmunk 22 CI/0584 G-BEMY	Elstree
BHKZ Cessna 172N 72969 N1207F	Chesham	JOSE Cessna W206 05223 N5342U	Ronaldsway
BHLC S.King Air 200 BB-684	Eagle A/c Svs	KERC Nord NC854S 55 F-BFSD	Taunton
BHLE Robin DR400-180 1466	Headcorn	LADA Cherokee 6-300D 32-40008 G-LYWK	Euroway
BHLE HS125-700B 257091	Marconi	LEAR Jet 35A 265	Ringway
BHLL Cessna 421C 0882	Northair	LFIX Spitfire IX LTF	MK407 Ireland Trading
BHLM Cessna 421C 0871	"	LSMI Cessna F152 F.1710	Rogers
BHLM Cessna 441 0154	"	MAGS Cessna 340A 0905 N2701D	*
BHLV CP.301A Emeraude 217 F-BIJQ	Huntingdon	MICK Cessna F172N F.1592 PH-JRA	Sherburn
BHMA SIPA S.903 61 00-FAE	Swansea	MILK TB10 Tobago 82	Accent Avn, Yorks
BHML Avenger T.200 balloon LC.1		MKAN Jet Ranger 206B 8557 G-DOUG	Mackay Grp.
BHMN TB10 Tobago 95	Hale	MORR AS350B Squirrel 1190 G-BHIU	Colt Car Co.
BHMS Seneca 200T 34-70225 N30008	Huntingdon	MUST Mustang 22 1524 VH-BOS	Blackbushe
BHNB Cessna 210 63070 N6496N	Rogers	NATT Commander 114A 14538 N592W	Gos-air Hurn
BHNE Boeing 727-214 21676 OY-SBC	Dan-Air	NOVA Cessna T337 01895	Northair
BHNP PIK 20E 20253	Coventry	OMMH Agusta 109A 7170	Willowbrook I.
BHNT Cessna F172N F.1949	Kestrel A/S	ORAE HS125-700B 257094	
BHOA Robin DR400/160 1478	Headcorn	OHTL S-76 0040	Air Hanson, Denham
BHOF S-61N 61824	Bristow	OJCW Lance 300 32R-85062 N3016K	J.C. Walsh
BHOI Westland Sioux WAN 15	Southend	OWAC Cessna F152 F.1678	Northair
BHOJ Colt 12A h.a.b. 80		OWAK Cessna F152 F.1677	"
BHOM PA-19 Super Cub 18-1391	Wh. Waltham		
BHON Rango NA 6 balloon NHP.7	Harrogate		

Cancellations

AJEE Auster, AMDN Hiller, APJN Hiller, APMS Hiller, APNR Hiller, APSH Hiller, APTM Hiller, ARLV Ce 172, AROJ Airedale, ASTM Hiller, ASTR Hiller, ASVI Hiller, ASVK Hiller, ASVL Hiller, ATKG Hiller, ATIG Hiller, ATZB Hiller, AWGZ Taylor, AXSL Ce 310, BFBL PA-31, BGON Cougar. G-BMAB is "Merseyside". BGKE is "County of West Midlands".

Sold Abroad G-BBCL/ Eire Air Corps 239, BCVZ/ EI-BIJ, BCXF/ 9K-ABD, BEFO/ VP-LME, BENB/ YR-BNV, BESI/ HP-870, BFJX/ 9M-RAD, BGNI/ N936MA, BGZV/ N332AL, BGZU/ N51AN, BHCH/ HZ-BAS.

Airline Fleets Update

Air UK: delete G-STAN sold. WTVB to Peregrine. WTVB & C to Theatre Tickets & Messengers, Ltd. Britannia A/W add B.737-204s G-BGYJ, K, L c/nos. 22057, 8, 9.

Br. Cargo Airlines: the CAA have suspended their licences for 3 months.

BMA: Add G-BMAC DC-9-15 c/n 45739 ex N1058T TWA. Delete OH-LYB returned to Finnair.

Fairflight: add G-CELT & CHEV EMV110P Bandeirantes.

Loganair Add G-BHFD Twin Otter-300 c/n 434, Islanders BEWG & BEWK.

Tr. dewinds are seeking the lease of a DC-10 from a US carrier.

CREDITS: Tees-side Airport Administration, Flight, Air Pictorial, Aircraft Illustrated,

DC. Anderson, KH. Cockerill, A. Greenhow, BT. Hunter, DM. Hutchinson, C. Lambert, DA. Lee, D. Longmire, T. Melvin, GS. Milner, J. Morley, RA. Nann, D. Rose, ED. Thompson, MA. Walton, D. Wilson.