



# TEESSIDE

## AVIATION

## NEWS

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Well, that was a body-blow! To lose 11 out of 18 destinations, or about 10 of the 17 daily services must be one of the biggest to hit Tees-side Airport. On the other hand, remember BKS, Autair and Luton ("London" airport), Dan-Air, Link-city, Britannia; the list of mis-management and misjudgements is long. Like most people I thought the British Caledonian tags on Genair aircraft implied some financial interest; but apparently it was only advertising - in exchange for cheap Scotch? We must hope that Casair's interest in the Belfast service will lead others into taking up vacant route licences.

Dan-Air have uprated their daily Amsterdam service, the DA 810 at 0715 weekdays by using a B.Ae 146 instead of a 748. It becomes DA 812, 0715 from Newcastle and 0750 from TD, arriving at Schipol at 0955 (65 minutes later). Return times are (DA 815) depart 1945, arrive 1955 and 2030. Supersaver fare in July is £79. The Monday and Friday DA 816 is unchanged and the return DA 811 runs 25 minutes later at 1045, 1125, still using a 748. I hope any mid-Durham passengers will ponder the wisdom of going north to add 35 minutes and one landing to their journey, during their 10 minutes or so in the clear skies at TD!

Brian Hunter reports that Rothmans have twice used ABC Merchantman G-APES to move their produce during the dockers' strike. On 17th July, a CL-44-D4 skinny Guppy was in, perhaps for the same purpose. I don't think there are any on the British Register now, but once Tradewinds had six. Also BMA Viscount G-AYOX arrived on 29/6 for open storage, and had its propellers taken off the very next day.

A visit to Humberside/Kirmington on 9/7 showed Cessna 150/152s ATEG, BCUJ, BHDR, '172 BBJZ, BFPM, RUIA, Ce210 KATH, Ce310 FISH, Robin BAGR, Slingsby T.67 BLOW/6, BHCR? and JNCB?. Air UK SD3-30 G-BIRN was waiting to go to Amsterdam, and BAH WG30-100 came in to drop off 13 rig workers, in their life-jackets. Genair's demise leaves them with four daily Air UK flights out of 11. The day before, an Air Fair was to have been held, with almost everything from a Galaxy down to the WG.30 promised- anyone see it?

### Learning

13/7 CES Annual Reunion, 1700-1830. Jetstream /F overshoots, Wessex XT676 in, Gazelle ZB628/V display, CSE Cherokee G-ASLV, Hawks 4 FTS XX245 displayed & XX179, Andover VIP XX794, Vintage Pair, Trago Mills SAH-1 display, Varieze G-BIMX, Red Arrows in, display & land (227 252 257 259 260 264 266 304 306 343), Hercules XV303 RR5841, Bulldog and HB-HA0. Harvard G-BDAM loft before the show, Hawks after it, & PA-28, Varieze, Red Arrows & Swiss next morning, as did the Herc.. Other visitors:  
 2-3/7 CAF F-104 104828. 3/7 9 Sq. Tornada. 4/7 One of 2 Jaguars landed, with fire section in pursuit. Meteor overshoots & landed. Civil glider in. 7/7 Dominie. 10/7 VIP Andover. 16/7 Four CAF F-104 out 1522, 2 cmo. Hawks out 1528, Tornado overshoots 1454, 1559. G-BKTT.

Early on Saturday morning 30/6/84, Albert (Abbott) and I commenced our week of ROC Training Camp at R.A.F Scampton. We first visited his daughter, who lives on the flight-path to Gatwick. There then followed several hours with near-monotonous passage overhead of 727, 737, 747, 757, DC-8, DC-9, DC-10, Tristar, Caravelle, Tu154 and 'Coot' aircraft at about 2 or 3 minute intervals.

As a rest from all these aircraft we decided to visit Biggin Hill only to find:- 2 Spitfire Gate Guards SL 674 LF.XVIE and LA 226 F.21. Other aircraft present included, D-ELMH, D-LACC, OE-DOT, N5356M, N1061T, SE-GVH. G-AJMO AOKH APRR ARBE AREF ARYF ASMA ASOH ASSW ATJP AVNG AVNM AVRU AVWE AVWH AVWJ AVWO AWTJ AXTL AYBX AYKA AYMO AYPC AYSB AZVP AZVZ BAPB BABG BAKB BAHQ BAJA BAWZ BAVC BBLX BBJV BBMK BBTY BBYP BCBH BCEX BCJF BCRB ECUH BCUK BCVI BDAX EDBX BDNU BDTV BDZX BEAC BEIG BEOK BERA BERB BEKY BFLK BGBZ BGFT BGIG BGRX BGZO BHKV BHME BHMF BIIB BIJV BIJW BIJX BILK BIND BIOM BISV BIWP BIWR BIZN BJIG BJOV BKAY BKCR BKIT BKUE BKVB BKVC BKWS BOEF OR BUEF BSEX CSSC EORG FANG HIRE IDEA JAZZ JULY KAFK OGOJ OIAS ORMC PAWS PEET PROP & TVOA. Boring here isn't it? Needed a pint after that lot (76p).

Up early Sunday morning and a quick trip up the M11 to North Weald where, rumour had it, there was to be a "Fighter Meet", an airshow with a theme and set pieces. Two disappointments here; firstly, trips around in the Ju52/3M at £1 were cancelled due to lack of interest?! Secondly the two-seat Jaguar did not fly.

The show included several set pieces such as a Luftwaffe attack on a British fighter field, with some spectacular explosions. These completely covered the field with smoke and most of the crowd in a "fallout" of fine white ash! The show was memorable for such things as two Spitfires 'beating up' the airfield which I have never seen before (nor I doubt has anyone since the 1945 era) and spirited low level flypasts/overs by most of the participants. Even the Red Arrows seemed to be that much lower, London Air Traffic keeping them low, clear of civil airliners and only allowing loops etc. when the sky was clear! For the first time ever a 200mm lens proved too large for airborne shots of fighters, on occasions less than half a Spitfire filled the frame!

A note of discontent gleamed from one of the 'Tante' Ju crew was that only German aircraft (or those pretending to be) were fitted with smoke equipment and so were to be 'shot down'. This when the Ju was the only aircraft fitted with a 'working' machine gun; a Vickers which flashed and banged, used in films. It was put to good use during one set piece, as the crowd was continually strafed, even as he was being attacked and 'shot down' by Spitfires.

Despite being told a raffle was to be held, it turned out to be a "Guess the height" competition, entry £1 and the prize? A flight after the display, in a P-40 Kittyhawk. Things which could stand improvement were getting in and out of the field, and the order of displays (did we really have Gnats before Flycatchers?) and breaks in the flying. A marvellous display, beautiful weather and aircraft flown as fighters and not museum pieces. Definitely one display we must try to visit as a group next year.

STATIC:- Corsair, Wildcat, Bearcat, Spitfire LF.IX MH434, Spitfire PR.XIX PM631, Spitfire ML417, Harvards FE 992, MC 280, (S/A)7185, FT 239, FT 323, Texan (CE USAF, Texan G-BGOR, Broussard BKPU, Auster XR 269, Jungmeister Biplane AT+7X 5036, Porterfield CP-50 AFZL, Tiger Moths ANOE, 76645, ANTE, AJHS, AWLZ; SV.4 BRMC, Reliant AJPI, Pitts BIMN, Provost ANPH, 1/2 scale Spitfire BBJI, Quickie Q-2 BKSK, SE 5A F8010, Marlboro Pitts WREN, POOL, BBOH, Chipmunk BCIW AKDN FEYI, Hercules XV 189, Jaguar XX 764, Jag. 2-seat XX 839, Jet Provost XW 323, Hawk XX 340, Sally B, Dakota KG 374, Texan 483009, Hunter XL 565, Gnat XS 101, Red Arrows, F/Triplane, Vintage Pair, Lancaster, Ju52/3M, Tornado ZA 494, Aztec G-FOTO, Kittyhawk N94466, Pilatus P2 RF+16, Mosquito RR 299, Sea Fury WG 655, Mustang 463221, BF 108 17, Plastic Hawk XX 162, Meteor NF 14 no number, Musketeer PH-ROL and 50 or so light types (spam cans) on the far side of the runway.

FLYING:- Kittyhawk, Marlboro Pitts, Fokker Triplane, SE 5A, Flycatcher, Iiston Provost, Gnat, Harvards FE 992, 7185, FT 239, MC 280, G-FOTO, Red Arrows. Set Piece:- 2x Spitfires ML 417 & MH 434, BF 108, Pilatus P2 and army vehicles. Hunter, Wessex SAR XT680, Meteor WA 669, Red Arrows T/O & leave, Herc T/O & leave, Wildcat, Bearcat, Corsair. Set Piece:- Sea Fury, Wildcat, Bearcat and Corsair in formation. Sea Fury, Dakota and Harvard FT 323 (flown by Gary Numan), Sally-B B-17 485784 joined by Mustang and Spitfire ML 417, Mustang, Spitfires ML 417 & MH 434, Mosquito, Lancaster & Spitfire PM 631, Jaguar XX 767, Harvard formation FE. 992, MC 280, FT 239 & 7185, Ju52 take-off.

Set piece:- Ju52 + Pilatus P2 + BF 108 + Kittyhawk and mass flypast:- Mustang, Bearcat, Corsair, Wildcat, Spitfire ML 417, MH 434 and Mosquito.

Flights by:- Dakota AMSV and Jet Rangers BBOR and BFZE.

Sunday night slow down ready for the journey to Scampton via Hendon (who was reading the maps?) this time taking a leisurely trip around the R.A.F and bomber museums after a "flypast" by a Transall. The Halifax makes a sad sight, perhaps if they removed those terrible oil drums from the display, people might not complain about it as much.

Back on the road and later a small black speck in the distance, soon to be identified as a TR-1 on its way into Alconbury. On to Wittering and 3 Harriers in formation, then Scampton via Waddington to be "beaten up" by 2 grey Hawks, whilst a grey Phantom attempted to land on the car. We arrived at Scampton as a Canberra completed his circuits and departed.

Tuesday and the Red Arrows departed for Holland whilst we were entertained? by J/P's from Cranwell doing circuits. To Binbrook for a quick look-see and denied permission to photograph the gate guards Spitfire F.22 IK664 and Lightning F.3 XI748, round to the rear of the field to photograph the scrap Lightnings at 'dispersal' only one reg. visible X1885 or X1685.

Wednesday and we get  $\frac{1}{2}$  a day for good behaviour, and by this time totally sick of aircraft, so we headed south having had our first attempt foiled by our superslow postal system we made a phone call from R.A.F Waddington Guard Room; yes they knew of us and certainly you can have a visit to the Battle of Britain Memorial Flight. The Flight is on detachment to Waddington whilst Coningsby is being resurfaced, only one restriction on photos; no shots of the phantoms in the hangar. A good look around the fighters (3 Spits I.R Mk.XIX IM631, Mk.11a I7350, Mk.Vb AB910, Hurricane II FZ865, Lancaster Mk.B1 RA474, Chipmunk WK518), Hurricane IIC LF 363 taking off just after our arrival for the pilot's first flight on the type (lucky man!). A flight which was to include stalls and spins! But then into the Lancaster, forward past the mid-upper, over the infamous spar, radio op and flight engineers stations to the cockpit and into the pilot's seat. Down past the co-pilots folded-back seat, watch your head on the rudder pedals and into the bomb-aimers position and nose turret. Judging by the difficulty I had a 6'2" overweight crew member was not envisaged by Chadwick and Co., after the mandatory photos (should have taken more!) back to the main wing spar, how you got out if she was on fire and you're in full flying gear, don't ask me. This one trip increased my admiration for bomber crews beyond belief. A quick look at mid-upper, flare chute and tail turret and then back to the crew room for a chat, coffee and souvenirs.

Waddington at this time was playing host to 6 Danish Drakens who were attacking R.A.F Bases as part of an exercise, and so we chalk up another first; a flying Drakon. We then travelled to Tattershall and the Lincolnshire Aviation Museum, only small but with some excellent exhibits which include a Swift flight simulator, 2 Vampires, Rapier launcher and reconstruction of an ROC post and accommodation (circa '39-'45).

Thursday saw the return of the Arrows and circuits by Luftwaffe Tornado, Chipmunk, J/P's from Cranfield and elsewhere, Canberra TT and Lightnings. A Jetstream KV497 code E & Bulldog XA627 code O3 were on dispersal, Hunters XG160 code B, XF515/C XG172/A, XE653 & XC587 were outside the hangars. These aircraft were 'driven' by engineers (much to the pilots' disgust). The aircraft appear to have the elevators "wired up". Having visited "Nigger's Grave" outside 617's old hangar, we then made our way to the Red Arrows shop and gained permission to visit and photograph the aircraft in the hangar. During our stay at Scampton 200 police were on the base, whilst being used on picket control duty and a large number followed us. Showing little common courtesy they nearly had us all 'evicted' from the hangar. Once the police left we were allowed to continue our look around, which included a sit in the cockpit (much more room than in the Lanc.).

Then on to Sturgate where the following were seen:- Cessna 421 G-JTLE, and AWVC, AYSU AYUC, BCTF, BHSB, BILU and BKDV.

Friday and once again circuits by Luftwaffe Tornado, Lightnings, J/P's and Canberra. The evening called for a run into Woodhall Spa and a pint (80p) in the Penwood Hotel, ex Officer's Mess of 617 Squadron. What a superb place, beautiful gardens and lawns, and sit on the balcony with a pint. The ideal way to recover from a low level target marking raid or even a 'quiet' week at ROC Camp.

\*\*\* A member wants information on US military markings, especially Navy. Any books, articles, etc., can be passed on as gift or loan via Steve W. or the Editor.



AVIATION HISTORIANDornier Do 17 History

In the mid thirties the first rumours of a very fast and efficient Schulterdecker Kampfflugzeuge began to percolate through from Germany. A graceful shoulder-wing bomber whose slim lines in side elevation had dubbed it the "Flying Pencil". By 1937, the "Flying Pencil" or Dornier Do17 had been revealed at the International Military Aircraft Competition at Zurich, where, to the consternation of other nations, the sleek bomber showed a clean pair of heels to the fighters of every other country represented. It is a little known fact that the Do17 was originally designated and built as a commercial aircraft, being intended for use by the Deutsche Lufthansa as a high-speed, six passenger mail plane.

The Dornier 17V-1, the first of three civil prototypes, flew in 1934, together with the Dornier 17V-2 and V-3. Powered by 660hp BMW VI engines, the civil prototypes offered poor internal capacity and access to the small passenger cabin was difficult, these features did not find favour with the Deutsche Lufthansa and development of the type was shelved until, in the following year, a well known German pilot was sufficiently impressed by the Dornier's flight characteristics to interest the Reichluftministerium in the military potentialities of the design. Often design modifications, such as the replacement of the single fin and rudder assembly of the first three prototypes with a twin assnbl, the installation of a bomb-bay and provision for rearward firing armament, the first military prototype, the Do 17V-4 was built. A number of additional prototypes were also built, such as the Do 17V-5 with higher powered Hispano-Suiza engines, and the BMW-powered V-6, V-7 and V-8 for engine and armament tests.

The next prototype, the Do 17V-9 differed in having an hemispherical transparent nose section which replaced the long pointed nose used by its predecessors. The new nose was standardised for "Luftwaffe" production aircraft and this prototype was generally similar to the initial production bomber, the Do 17E-1. In 1938, the Do 17V-9 was converted for use as a six passenger, high-speed liason aircraft in which form it was used by the RLM until late in 1944. The Do 17V-10 was intended as a specialised ground-attack bomber and carried additional armour protection for the crew, and the V-11 to V-15 were later prototypes for the Do 17R, L, S, U, Z variants.

In 1937, the first production aircraft the Do 17E-1 were delivered to the Luftwaffe bomber units. Powered by 750hp BMW VI-U engines, the Do 17E-1 carried a crew of three and had a top speed of 255mph. Normal loaded weight was 10,428 lbs. The Do 17F-1 was delivered to Luftwaffe simultaneously with the E-1 from which it differed only in having two cameras to suit it for the photoreconnaissance role. The Do 17E-1 was "blooded" in Spain where it served with the Luftwaffe Condor Legion, and later spearheaded the attack on Poland.

Whilst production of the E and F models was getting under way, the Dornier-Werke produced a special high speed version, the Do 17MV-1 which caused a sensation when demonstrated publicly at Zurich in 1937. Powered by two 950hp Daimler-Benz DB 600 engines, the Do 17MV-1 had a sensational performance for its time and became the prototype of a special export model for Yugoslavia which, powered by two 986hp Gnome-Rhone 14 NO radials was designated variously Do 17KA-2, KA-3 and KB-1 according to the equipment installed.

The next production model for the Luftwaffe was the Dornier Do-17M which differed from the earlier E- series primarily in having radial engines and increased armament. The prototype, the Do 17MV-3 was powered by 840hp Bramo 323A engines, but the production Do 17M-1 was more heavily armed, having three MG 15 machine guns and carrying a 2,200lb bomb load. A reconnaissance version, the Do 17P-1 carried two cameras and was powered by two 870hp BMW 132N radials.

The Do 17R was a modified E-1 for testing new bomb-aiming devices. Initially the Do 17R had BMW VI engines but these were later replaced by DB 600's which also powered the Do 17S-0, a photo-reconnaissance aircraft with a flat, glazed nose and a crew of four. Only three Do 17S-0 machines were built, the need for some protection of the belly had become patently obvious during the fighting in Spain. A hatch through which a machine gun could be poked was provided in the Do 17M and P models, but the limited field of fire obtained with this installation rendered a new arrangement necessary. Therefore, in 1938 a redesigned model designated Do 17Z appeared. The Do 17Z embodied a "swollen" nose section which included a rear-firing gun position below the wing leading edge. The Do 17Z-1 carried an operational crew of four, and was powered by two BMW 323A radials. The Do 17Z-2 differed in having BMW 323F radials of 860hp each, and the Z-3 & Z-4 were

camera equipped reconnaissance bomber and dual-control crew trainer variants respectively. The Do 17Z-5 was similar to the Z-2 but carried additional crew survival equipment. A total of 475 Do 17Z-2 and Z-5 bombers and 22 Z-3 photo-reconnaissance bombers were built between 1939, when deliveries commenced, and the end of 1940 when the type was replaced in production by the Do 217 series.

A variant of the Do 17Z was the Do 17U-0 powered by two 950hp DB600 engines. Intended for use as a pathfinder for Do 17Z formations and carrying a crew of five, including two radio operators, fifteen Do 17U-0 and U-1 aircraft were built in 1939. Considerable foreign interest was shown in the Do 17Z bomber and both Sweden and Yugoslavia placed orders for an export version which was designated Do 215A. The first prototype, the Do 215V-1 was flown with BMW 323A radials, and the second with Gnome-Rhone 14 NO radials, but the production export model, the Do 215A-1, was powered by two 1,075hp DB 601A engines. No deliveries to Sweden or Yugoslavia had been made when the RLM stopped production of the Do 215A-1 in August 1939, and the machines on the assembly line were modified as Do 215B-0 and B-1 reconnaissance-bombers for the Luftwaffe. The Do 215B-3 was an export version of the B-1 for Russia, two of which were delivered in the winter of 1939-40. The Do 215B-4 with an RB 20/30 camera above the ventral gun and an RB 20/30 in the crew entry hatch for reconnaissance use or with twenty 110lb bombs as a light bomber. Only three Do 215B-1 were completed in 1939; ninety two B-1s and B-4s were built in 1940 and production was completed in 1941 with an additional six machines.

It has not been revealed in this country hitherto, that in 1939, a night-fighter variant of the Do 17Z was developed. Known as the Do 17Z-6 "Kavz 1" (Screech Owl 1) this featured a solid nose generally similar to that of the later Do 217 night fighters and had one 20mm MG FF cannon and three MG 17 guns. The single experimental Do 17Z-6 was followed in 1940 by a batch of nine Do 17Z-10 "Kavz 2" night fighters which carried early Lichtenstein SN-2 radar array and a nose armament of four 20mm MG FF guns and four MG 17 guns plus an upward-firing MG 15.

While production of the Do 17Z/215 series was being planned, a further development of the "Flying Pencil" line had appeared, the Do 217. Differing in several structural and aerodynamic respects from its predecessors, the Do 217V-1 first flew in September 1939, powered by two DB 601 engines, but crashed after only a few test flights. The Do 217 V-2 and V-3 powered by Junkers Jumo 211 engines followed, and the DB 601 powered Do 217 V-4 was intended as the pre-production prototype for the Do 217A production model. However, this aircraft was turned down by the RLM, and a further prototype, the Do 217V-1E was tested and became the proto. for the Do 217A-1 reconnaissance aircraft, only eight of which were built. The Do 217V-6 and V-7 were powered by BMW 139 radials (predecessors of the widely used BMW 801) and the latter, together with the Do 217V-8, featured the curved under-fuselage introduced on the Do 217E-1 series. The Do 217V-9 was powered by 1,600hp BMW 801A engines and was the true prototype for the Do 217E-1. The Do 217C was generally similar to the Do 217E-1, but only one example was built and this was powered by Jumo 211 engines.

Production of the Do 217E-1 really got under way in 1941, when 277 were built, but it was rapidly replaced by the Do 217E-2 in which an MG 131 13mm gun in a power-operated turret replaced the manually-operated dorsal gun position. The E-3 was similar but had an additional 20mm MG FF cannon in the nose, and the E-4 with BMW 801C engines and more armament was much the same. The Do 217E-5 was a special development with additional racks out-board of the engine nacelles for two Hs 293 rocket propelled radio-controlled bombs. A total of 721 Do 217s were built in 1942, in addition to 157 x Do 217J-1 and J-2 night fighters. The Do 217J-1 differed from the E sub type in having four 20mm cannon and four MG 17 guns in a solid nose. Most were rebuilt on the Friedrichshafen assembly line from Do 217E-2 bombers, and the aft bomb-bay was retained for intruder duties. The J-2 differed in having Fu G 202 (Lichtenstein) radar. The N-1 and N-2 night fighters had DB 603 engines.

The next bomber variant was the Do 217K-1, similar to the K-2 but with an entirely re-designed nose. The K-2 had increased wing span 80ft from 62ft 5 in. and under-wing racks for FX 1400 radio-controlled armour-piercing bombs, the K-3 had four racks. The Do 217M-1 and M-11 were versions of the K-1 and K-2 with DB 603A engines, and the Do 217P was a specialised high-altitude reconnaissance aircraft with a new pressurised crew compartment and no armament. Three prototypes were built PV-1, V-2 and V-3. The final development of the "Flying Pencil" line was the Do 317V-1, a completely redesigned M-1 and first flew in 1943. Two production versions were planned Do 317A and B with increased wing span that characterised the later Do 217K and M models.

It was proposed to develop a float-plane version of the Do217, initially designated Do 217W and later Do 216. When this project was dropped, the same type number was allotted to a four engined flying-boat. During the war years a total of 1,366 Do 217 bombers were built and 364 Do 217 night fighters.

### Last Into Catterick?

D.E.Thompson

With the impending move of the RAF Fire School from Catterick to Manston, "their" half is the Central Training Establishment while "ours" is the Fire Fighting and Safety School, it would have been thought by many that enough was enough and that the present residents could last through till the autumn. But no, two new inmates have recently arrived to join the dump. First in was Sea Vixen FAW 2 XJ 527, arriving by lorry from MOD (P.E) R.A.E. Farnborough in late March and was one of the aircraft Flight Refuelling Ltd. intended to convert into D3 standard to be used as remotely piloted target drones for operation by RAF Llanbedr in Wales. These were intended to replace the ageing and "getting rarer" Meteor W16s (F8 conversions) flying from Llanbedr.

Arriving more majestically as befitting the type, Vulcan K2 XII 561 of No.50 Squadron RAF Waddington, flew in on Tuesday 12th June 1984 in the capable hands of her pilot Sqdn. Ldr. Bill Burnett. After one overshoot, and the A 1 traffic at a standstill, he brought the Vulcan in with the drogue chute deployed before touching down to land 300' short on Catterick's 3,000' runway, where her engines were closed down for the last time before joining XH 544 and XL 321 on the dump.

Also now believed at Catterick is another Sea Vixen conversion XJ 524 designated an FAW (T.T.)2 which arrived in early March from Flight Refuelling at Hurn near Bournemouth and is another failed drone, there are believed to be about a dozen or so in total. More in the future?

### May Flyovers (Upper Blue 13 mostly) Newcastle times

K.Wilson.

6th 95826 HC-130N 18.36 OTR 'King 26'.

7th 40650 C-141 14.59 DGR

8th PH-ILR Falcon 50 10.59 DGR, Philips.

13th PH-ILD Falcon 50 18.59 DGR Philips, N65HC Falcon 10 20.11 FFM.

14th N45ES Falcon 50 14.37 56N, N8100E Falcon 50 17.17 EDN.

19th FAC-1140 F-28 08.58 60N Columbian af delivery

24th N45Y Gulfstream 2 08.57 61N, 70004 C-141 12.33 DGR.

25th N255ST Learjet 55 09.03 60N.

26th 70486 C-130D 10.31 STN 139 TAS New York ANG, 70460 C-130A 10.35 STN 63 TAS AFRes, 50036 C-130A 10.40 STN 63 TAS AFRes, 70466 C-130A 11.00 STN 95 TAS AFRes.

27th N130K Falcon 50 19.26 DGR.

29th 60140 C-141 22.13 56N, 80225 C-5 22.48 56N.

30th N283N F-28 17.02 GOW, ex PK-GVA, Piedmont delivery.

31st 59400 C-141 06.31 59N, D-CNCP Cc550 09.10 TLA, N10123 Jetstar 6 11.12 DGR.

Newcastle, 6.7.84

SE-IEY CV.580 Scan Bee, YU-AJF DC-9 JP, G-BKHT Bae146 DA, STAN F-27 UK, BFVA 737 BY,

RBL DHC.6 Metropolitan, AMPY DC-3 Air Atlantique, BGTV 737 KG, BAZH 737 BY,

AWZR Trident BA, AZMF BAC 111 BR, BLDE 737 DA, BKHL 737 BY, BKTW Cc421 KG, DOVE Cc182,

BJYB Cc441 RM, JLCO Enstrom, AMCA DC-3 photography flights. Flyover D-IFGE Pa-23.

Overshoots SFTR Firecracker, 2X F-4 Axe 11 & 12, 2X A-10 Blue 27 & 28, JP XN425/69 L.35.

### East Midlands 6.7

A.Bell, S.Kelly, P.Hurren.

A2-ACA Hercules Air Botswana Cargo, G-BKSV SD.330 Air Ecosse, BLDO Jetstream 31 RM/EO.

### Luton 6.7

N43069 Pa-28, N566H Longranger, CU-T114 Britannia Aero Caribbean, N1871R Falcon 50,

N4759D HS125 ex G-BAZA of Newcastle, N10PN Jetstar, A6-SHJ BAC 111 UAE,

I-GISI Caravelle Altair, ne blue colours, G-AXXY B.707, ex BA, resprayed.

### LHR 6.7

86971 VC-137B, N10XY, HZ-AMH B.727. A40-HA, N308A, HZ-DA1, MAL, MPM Gulfstreams,

A6-DPA, N98WS B.707. N31021, N31024, C-FTNH, Tristars. N817N Falcon 50.

N12CZ BAC 111. I-DAWE DC-9-80. HZ-SJP HS125. 86520 II-62.

### Lasham 7.7

B.707: G-BFBS, BFBZ, BFZF. B.727 VR-BHN, VR-CBA. Dakota, Ambassador & Lancastrian? we were unable to identify, being chased by an irate security man!

(These were/are DC-3 G-AMSU/AMPP, Ambassador G-ALZO, and YORK G-ANTK -Ed.)



TEES-SIDE AIRPORT -movements. June 1984

Training, scheduled, local &amp; holiday flights are collected briefly at the end.

Day	Reg.	Type	From	ATA	To	ATD	Other information.	
1	G-PATT	Ce404 Titan	Amsterdam	1803	Kirnington	0607		
	WTVB	Ce404 Titan	T/F Amsterdam	1718		0610		
	GASB	Hughes 500	Neashan	0751	Edinburgh	1042	4.6	
	PH-HET	Ce550	F/T Rotterdam	0807		1508	Heerena	
	OY-BSD	Ce414	Glasgow	0840	Esbjerg	0854	return 1752/1810	
	BFZH	PA-28	Sywell	0919	Ringway	1121	3.6	
	BKMB	Mooney 20	Elymouth	1144				
	JDEE	TB.20 Trinidad	T/F Le Touquet	1022,3.6		1703		
	2	NOEI	Squirrel	Houghton le Spring	1551	Babury	1609	
		AFGM	Piper Cub Coupe	Skegness	1705	Carlisle	1158,16.6	
AWLE		Ce172	Topcliffe	1938				
3	ATDZ	Zlin Trener Master	Winthorpe	1201	Newcastle	1311		
	BJAG	PA-28	T/F Sturgate	1802		1235		
	JAKY	PA-31	Glasgow	1517	Esbjerg	1542		
	ROUS	PA-34 Seneca	T/F Kirnington	1715		1528		
	EKUM	Squirrel	Middlesbrough	1854	Guisborough	1914		
	4	SATO	PA-23 Aztec	T/F Coventry	1522		0750	
WVHL		Super King Air	F/T Dyce	0848		1446	Peregrine PJ843/842	
BJZM		Slingsby T.67A	T/F Sutton Bank	1138		1014		
BETI		Pitts S.1D	T/F Leicester	1321 7.6		1038		
AYAE		Bell 47	F/T Liverpool	1212		1316,5.6		
BAML		Jetranger	Newcastle	1353	Stansted	1419		
PH-SPY		Ce172	F/T Amsterdam	1358		1201,6.6		
AZVS		HS 125	?		Kirnington	1615,14.6		
AVPS		PA-30			Newcastle	1747	ex Casair mtce?	
5		OY-BSD	Ce414	Esbjerg	1848	Glasgow	1910	
	PATT	Ce404	T/F Skien	1550,6.6		0620		
	OY-BSD	Ce404	Glasgow	0833	Esbjerg	0918	return 1836/1901	
	BLDE	B.737	Palma	0906	Tunis	1138	Newc. div in	
	RMAE	Pa-31	F/T Exeter	0911		1606	" " "	
	WVHL	Be 200	Dyce	0916	LHR	1510		
	BKUX	Be90	Barrow	0921	Hawarden	1056	Newc. div in	
	OY-ATA	Be90	Edinburgh	0928	Sweden(ESGP)	1718		
	BEJD	HS 748	Aldergrove	0953	LBA	1518	LBA div ? NCL	
	WTVB	Ce404	Glasgow	1937	Dyce	1158		
	BGOX	PA-31	Kirnington	1201	Dyce	1658		
	AZPZ	BAC 1-11	Amsterdam	1216	Glasgow	1300	BR 846 Newc.div in	
	SATO	PA-23	Ronaldsway	1712	Newcastle	1317		
	WVHL	Be200	LHR	1756	Dyce	1814		
	6	BKHF	B.737	HER Iraklion	0527	Tunis	1045	BY 459B Newc.div in
OY-BSD		Ce414	Glasgow	0529	Esbjerg	0544		
BGYK		B.737	(TFS)? Tunis	0600	Ringway	0807	BY 767B Newc. div in	
BHFD		Twin Otter	Glasgow	0712	"	0819	MPL 181 " # "	
BCKF		HS 125	F/T LHR	0737		1030	Beechams	
BJRT		BAC 1-11	Glasgow	0814	Amsterdam	?	BR 845 Newc. div in	
SATO		PA-23	T/F Stansted	1150		0829		
JDEE		Trinidad	" Antwerp	1311,8.6.		1535		
OY-BSD		Ce414	Billund	1959	Glasgow	2012		
7		BJAG	PA-28	T/F Montrose	1509		0745	
		BPAR	PA-31	Glasgow	0815	Esbjerg	0851	
		RMAE	PA-31	F/T Exeter	0828		1609	
	OY-BSD	Ce414	Glasgow	0830	Esbjerg	0852	return 1737/1758	
	BJZM	Slingsby T67	Leeming	1038	Stated	0932		
	WTVB	Ce404	Ringway	2029	Dyce	0939		
	PATT	Ce404	Dyce	2009	Ringway	0946		
	BKTJ	Ce404	Southampton	1331	East Mids.	1352		
HB-CTW	Ce150	Leeming	1347	Biggin Hill	1224,8.6			

7	AWLE Ce172	T/F Leeming	74 1922	1832	
8	WVVB Ce404	" Skien	1329	0704	
	OLLY PA-31	F/T Lulsgate	0810	1046	Robertson's Foods
	OY-BSD Ce414	Glasgow	0835	0851	return 1913/1931
	BCGJ PA-28	T/F Leeming	1055	0948	
	BIED Be90	Denham	0959	1008	Edinburgh
	BFZH PA-28	Le Touquet	1118		
	BFZO AA-5	Ringway	1302	1442	Kirmington
	BGLI Ce152	"		1441	
	BIED Be90	Edinburgh	1547	1559	Wickenby
	NEWS Jetranger	Honley	1558	1656	Edinburgh
9	ARDZ Jodel	Hartlepool	0816	0932	Le Touquet
	BEOE Ce150	T/F Leeming	1511	0904	
	AKTO PA-24	F/T Tollerton	0928	1707	
	BIVU AA-5	Carlisle	1119,11.6	0940	Ronaldsway
	BEBE "	F/T Doncaster	0959	1608	
	BFZH PA-28	Caen	1623,12.6	1007	Le Touquet
	AVYT PA-28	Kirmington	1743,10.6	1013	"
	BING Ce172	"	1030	1103	Wombledon
	BJAG PA-28	T/F Elstree	1427,10.6	1221	
	ROUS PA-34	" Blackpool	1705	1520	
	BHFX Be58	F/T Leavesden	1612	1142,10.6	
	ASWB Pup	T/F Sutton Bank	2020	1748	
10	BCGJ PA-28	T/F Coventry	2005,11.6	0739	
	BFKN PA-23	F/T Birmingham	0920	0957	
	ECBI Ce402	Kirmington	0942	1114	Glasgow
	WREN Pitts	F/T Church Fenton	1353	1605	Div in fuel leak
	ROUS PA-34	T/F Ronaldsway	1705	1413	
	ROLL Pitts	F/T Church Fenton	1425	1605	div in
	NEWS Jetranger	St. Boswell	1431	1505	Henleys
	HB-PGF PA-28	Southend/Edinburgh	1516	1213,11.6	Edinburgh WX div in
11	SATO PA-23	T/F Dublin	1811	0741	
	OY-BSD Ce414	Glasgow	0800	0857	& return 1536/1618,13.6
	BJNZ PA-23	F/T Elstree	1224	1752	
	BIED Be90	Finningley	1442	1632	Denham
	LN-FAM PA-31	F/T Stavanger	1500	1713	
	BIEZ Be90	Tatenhill	1641	0712,12.6	Gloucester
	BIBG S-76	Luton	1744	0816,12.6	Dyce
	OY-AZN PA-31	Esbjerg	1751	1816	return 0543/0601,13.6
12	INDC Ce303	LBA	0638	0727	Lulsgate
	OH-AYU AA-5	F/T Southend	1215	1549,14.6	
	BFOH Bell 47	F/T Edinburgh	1255	0807,13.6	
	UBHL Be20	Ringway	1354	1545	Dundee
	ARDZ Jodel	Caen	1539	1700	Hartlepool
	INDC Ce303	Lulsgate	1839	1851	LBA
13	F-BXSN Be90	F/T Le Mans	0730	1623,14.6	
	BHFX Be58	F/T Leavesden	0818	1543	
	ONOR Ce425	" Blackbushe	0941	1446	
	BANS PA-34	" 1/2p Green	1134	1605	
	BCRR AA-5	Sturgate	1227	1631	Kirmington Travelworth Ltd.
	BFKN PA-23	F/T Birmingham	1250	1504	
	00-JPI SW.4	" Brussels	1555	1620,14.6	Europe Air Transport
	BHKS Be90	LHR	1737	1109,14.6	Liverpool
	AYBK PA-28	T/F Bridlington	1829	1625	
14	BCGJ PA-28	T/F Leic.E	1618	0732	
	OY-BSD Ce414	Glasgow	0835	0852	return 1827/1843
	IPRA Be20	Stansted	1004	1053	Cranfield
	AWIT PA-28	F/T Thrupton	1025	1657	Faulker & Partners
	BKUM Squirrel	Guisborough	1044	1214	Burnley



14	BDRD Ce150		Perth	1046	Edinburgh	1146
	D-ELAF Jodel		Southend	1112	Dundee	1241
	BGOY PA-31		Kirmington	1643	Dyce	1659
	AZZV Ce172		T/F Rufforth	1915		1752
	BHNV Bell 47		F/T Saddington	1035		1903
15	WTVB Ce404		Kirmington	1635	Amsterdam	0606
	PATF "		T/F Amsterdam	1506		0608
	AZZV Ce172		Goodwood	1556	Shoreham	0816
	BIYP PA-20		Popham, Hamp.	1402	Kelso	1450
	AYRP Ce150		Tollerton	1408	Castle Kennedy	0913, 16.6
	BEOE		Coventry	1931, 17.6	Leic. E	1525
	BJZM Slingsby T-67A	T/F	Sutton Bank	1810		1533
16	YTWO Ce172		F/T Sherburn	1030		1209
	AVGA PA-24		T/F Jersey	1346		1156
	AYEC Ce172		Dyce	1234	Oxford	1351
	BCGJ PA-28		Teesside/Sandtoft	1446	Sandtoft	1245 div back due WX
	BIVI Ce152		T/F Kirmington	1527		1248
	BIVU AA-5		" Brough	1224, 17.6		1316
	AVYT PA-28		" Sandtoft	1409		1314 div back due WX
	F-BVVI AA-5		Sywell	1515	Perth	0929, 17.6
17	BCGJ PA-28		T/F Sturgate	1306		1020
	BKUM AS.350		Guisborough	1130	Barnard Castle	1145
	BIYP PA-29		Charter Hall	1208	Topham	1258
	BJWP Islander		F/T Kirmington	1330		1436
	ATWP air coupe		Blackpool	1834		
18	OY-BSD Ce414		Glasgow	0601	Esbjerg	0634 return 1730/1750
	FISH Ce310		Kirmington	0620	Dusseldorf	0652
	XV 105 VC-10		Lynham	0720	Gutersloh	0918
	JDEL Rallye		Cambridge	1540		
	PH-SYB PA-44		Amsterdam	1150	Linton-on-Ouse	1325
	BFOH Bell 47		Edinburgh	1151	Liverpool	0807, 19.6
	BANS PA-34		F/T 1/2p Green	16.6		1832
	XR 445 Sea Heron		" Lee on Solent	1713		0845, 19.6 (NAVY 737)
	BJZM Slingsby T.67	T/F	Kirby Moorside	1831		1737
	FISH Ce310		Dusseldorf	1837	LBA	1916
19	OY-BSD Ce414		Glasgow	0600	Esbjerg	0621
	BBTK Ce150		F/T Perth	1106		1229
	BDSL Ce150		T/F Kirmington	1722		1423
	NICE SH 33		Tees-side/Glasgow	1646		div iv engine failure EN 107
20	OY-BSD Ce414		Glasgow	0502	Esbjerg	0531 return 1416/1437
	SATO PA-23		T/F Le Bourget	1626		0529
	BEVA Rallye		Ketton	0755	Edinburgh	0925
	SE-IEU Be90		F/T Angelholm	0846		0703, 21/6
	SE-IKD "		" "	0856		1121, "
	PATF Ce404		Glasgow	1042, 29.6	Blackpool	0834
	XV 294 Hercules		Lynham	1104	Gutersloh	1258
	AZZV Ce172		T/F Glenrothes	1947		1222
	N8323D Be35		Birk	1518	Prestwick	1602, 30/6
	JDEE TB 20		T/F Le Touquet	1823, 24/6		1540
21	PH-HET Ce550		F/T Rotterdam	0815		1620
	OY-BSD Ce414		Glasgow	0824	Esbjerg	0848
	BKMB M.20		T/F Calais	1523		0845
	ARJT PA-23		Coal Aston	090?	Elstree	0940
	D-ELAF Robin		Dundee	0930	Southend	1123
	XV294 Hercules		Lynham	1012	Gutersloh	1210
	LEON PA-31		F/T LHR	1014		1455
	BDRD Ce150		Perth	1109 ?		?
	BDLV Ce150		F/T Perth	1110		1540
	BIBC Ce310		F/T Perth	1512		1553
	XV294 Hercules		F/T Gutersloh	1649		1751

21	BBEW PA-23	Dyce	1739	Barrow	0817	22/6
220Y-ESD	Ce414	Glasgow	0823	Esbjerg	0844,	return 1823/1848
	D-ECIJ Ce172	Southend	W058	Edinburgh	1159	
	N4209K Ce500	F/T Stansted	1149		1501	
	BJAG PA-28	T/F Edinburgh	1349	24/6	1252	
	PH-SYB PA-47	Linton-on-Ouse	1414	Amsterdam	1532	
	00-TBT Tobago	Southend	?	Edinburgh	1650	div.in
23	BEOE Ce150	T/F Brunton	1502		0954	
	OFBL Be90	F/T Fair Oaks	1037		1631	
	BEIK Be36	Dundee	1156	Inverness	1546	24/6
	BCGJ PA-28	T/F Sandtoft	1535		1159	
	AVFP PA-28	F/T Woodvale	1331		1508	
24	BAJN AA-5	F/T Sherburn	1140		1528	
	BEZM Ce182	Edinburgh	1329	Blackpool	1417	
	BHIR PA-28	F/T Ringway	1423		1710	
	BHKX Be76	Newcastle	1717	Full Sutton	1733	
25	FISH Ce310	Kirmington	0615	Dusseldorf	0641	
	SATO PA-23	Mull	1519	Newcastle	0831	
	BRUX PA-44	Leicester	0843	Tollerton	1229	
	COLN Squirrel	F/T Hayes	1015		1309	
	D-EENY Ce172	Bridlington	1050	Dundee	1336	
	BFOH Bell 47	LBA	1224	Edinburgh	0801	26/6
	AVIT PA-28	Thrupton	1225	Inverness	1337	
	FISH Ce310	Dusseldorf	1543	LHR	0805	27/6
	KASH AA-5	Newcastle	1750	Doncster	0947	26/6
260Y-ESD	Ce414	Glasgow	0603	Esbjerg	0621	
	JTCA PA-23	Sturgate	0734	Tingwall	0752	
	BANS Pa-34	F/T 1/2p Green	0925		1322	
	BIFZ Pn.68	F/T White Waltham	0927		1411	
	BKMB Mooney	F/T Blackpool	1625		1019	
	BKBA HS125	F/T Luton	1123		1556	
	WTVB Ce404	T/F Stavanger	2016	27/6	1157	
	BGPG AA-5	F/T Elstree	1156		1528	
	EKUM Squirrel	Darlington	1311	Guisborough	1323	
	JTCA Pa-23	Dyce	1400	Sturgate	1415	
	OY-AZN PA-31	Esbjerg	1608	Glasgow	1632	
	AVSI PA-28	White Waltham	1623	Perth	1801	
	BXOL Be200	Rotterdam	1732	Le Bourget	1411	27/6
270Y-AZN	PA-31	F/T Glasgow	0504		0528	
	OFAR Ce402	F/T Leicester	0803		1547	
	BHFY Be58	F/T Leavesden	0822		1546	
	AYMW Jetranger	Middlesbrough	0846	Wakefield	1116	with B.206 BKDA
	BEFA PA-28	Booker	0900	Wycombe	1514	
	KS789 Andover	F/T Northolt	0936		1611	Kitty 4
	BBEW PA-23	F/T Barrow	1115		1421	
	IRLS Ce172	Luton	1241	Swindon	1447	
	FISH Ce310	Blackbushe	1806	Kirmington	1314	28/6
	OY-AZN PA-31	Esbjerg	1809	Glasgow	1826	
28	BJAG PA-28	T/F Norwich	1708	29/6	0815	
	OY-AZN PA-31	Glasgow	0831	Esbjerg	0850	return 1740/1759
	R.IIN Ce150	Perth	1055	Edinburgh	1201	
	XV183 Hercules	Gutersloh	1204	Lynham	1306	
	ECZF Pa-28	F/T Booker	1227		1418	
	BCGJ Pa-28	T/F Kirkbride	2017		1744	
	BJZM T.67	T/F Sutton Bank	1954		1820	
29	OLMA Ce404	EMA	0558	Amsterdam	0629	
	WTVB Ce404	A Amsterdam	1614	Kirmington	0610	
	F-GBRD Be90	F/T Le Bourget	0823		1619	
	AVUH Ce150	Grindale	1724	Seething	1105	
	D-IDUS Ce421	F/T Gatwick	1131		1524	

29	BIBG S-76	Dyce	1340	Kirmington	1403
	PH-BOS Pa-28	Rotterdam	1505	Mull	1619
	OEMA Ce404	Amsterdam	1506	East Midlands	1545
	BKJE Ce172	East Midlands	1903	Glasgow	1928
30	BANS Pa-34	F/T Halfpenny Green	0630		1714
	AWER Pa-23	F/T Newtownards	0844		0914
	AYSY Ce177	T/F Huddersfield	1208		09??
	EI-BOD Ce210	Dublin	1008	Ronaldsway	1155
	AVUH Ce150	T/F Bridlington	1513		1240
	AZLY Ce150	T/F Blackpool	1830		1417
	BOOK Pitts S-1S	Netherthorpe	1537	Glasgow	1630
	BEOE Ce150	Bagby	1600	Glasgow	1630
	BKJK PA-31	F/T Barrow	1659		1729
	XV186 Hercules	Gibraltar	1807	Lynham	1842 RR4785
	BKJE Ce172	Glasgow	1921	East Midlands	1949

Scheduled Services Heathrow BMA: BMAA 14,20,28-30. BMA B 11-13. BMAC 1,2,24-26,28. BMAH 5,6,9-11,19-23. BMAI 3-9,14-19,23. BMAK 26-28. BMA L 9,10,16,17,23,24,30. BAPF 2,3,16,17,23,24,30. BFZL 2,9,10. Jersey BMA BILAC 23,24. BLAG 2. BMAH 9,11. BMAI 23. BMA L 9,10,23,24. BAPF 2. BFZL 9. Amsterdam Dan-Air: ARMW 1,4-8,11,22. ATMI 13-15. BEBA 18-22,25-29. Air UK (Norwich/Aberdeen/Stavanger/Bergen) BAKL 5-8,25. BCDN 4,5,15,24-28. BCDO 11,17,18,20-22,29. BDDH 12,13. BDVS 7,11,13. BDVT 6-8,12-14,20. BHMW 6,8,19,27,28. BHM X 1,3,4,11,12,21,22,25-27. BHM Y 5,14,15,18,27,28. BHM Z 10,11,14,18,19,21,22,27. STAN 19,20,29. Genair network: BHTT 1,4,5,7,8,11-13. BKDO 19-22,25-29. BKIE 18. BKKT 4-12,15-30. BKZR 1-4. NICE 1,4-8,12-15,19. OAS 11,13,14. RVIP 13-15,18-22,25-29. RLY 6.

Holiday traffic Dan-Air's Bae146 BKHT flew 2nd/3,9/10,16/17,30th. BKMN the 23/24th. f.Newc. T/F Alicante T/F Palma T/F Gerona T/F Jersey  
 0435 0541/1233 1433/2140 2255/0446 0609/1301 to Ringway 1344 2/.6.84  
 0448 0542/1217 1430/2149 2330/? ? /1238 " " 1334 9/10.6  
 0431 0550/1231 1415/2120 2246/0411 0607/1253 " " 1333 16/17.6  
 0707\* 0747/1430 1531/2334 0028/0840\* 0933/1549 " Newcas. 1639 23/24.6  
 0432 0531/1229 1530/2207 2300/

\*ex Gatwick \* ex Barcelona

Alicante Aviaco DC-9 :7/6 EC-CGO 1620/1725, 14/6 EC-CGQ 1640/1734, 21/6 'CGR 1634/1735, 28/6 'CGP 1644/1737. Dusseldorf BAF Viscounts 3/6 G-AOYO 1010/1123, 10/6 'OYP 1019/1121 17/6 'OYP 1023/1122, 24/6 Munster 'DTR 1133/1225. Malaga Britannia B.737 BLDE a/c: 7/6 1357/1540, 14/6 1354/1552, 21/6 1347/1530, 28/6 1340/1541. Spantax B.737 EC-DUB 1/6 0837/0955, 8/6 'DTR 0854/1001, 15/6 'DUB 0906/1000, 22/6 'DTR 0950/0958, 29/6 'DUB 0850/0952. Palma Aviaco DC-9 4/6 EC-CGN 1555/1648, 11/6 'CGO 1541/1625, 18/6 'BQY 1522/1622, 25/6 'CGN 1513/1620. Britannia B.737s 4/6 G-BECH 1237/1346, 11/6 BECG 1216/1331, 18/6 BFVA 1230/1331, 25/6 BAZH 1217/1319. Spantax 1/6 CV990 EC-BZP 2023/2151, 8/6 737 'DUB 2050/2150, 15/6 737 'DTR 2057/2122, 22/6 737 'DUB 2050/2147, 29/6 CV.990 EC-BQA 2052/2210. Pula Aviogenex JJ147/8 YU-ANE Tu134 on 10/6 1431/1529 & 24th 1446/1532. These flight details were omitted last month; causing anxiety:

MAY '84 Alicante 3/5 EC-CGN ex Minorca 1625/1735, 10/5 'BIP 1629/1733, 17/5 'CGR 1624/1729, 24/5 'CGO 1718/1823, 31/5 'CGP 1654/1740. Malaga Britannia BLDE: 3/5 1359/1550, 10/5 1347/1552, 17/5 1343/1547, 24/5 1407/1534, 31/5 1358/1540. Spantax 4/5 EC-DTR ex Palma 1432/1525, 11/5 'DTR 0911/1007, 18/5 'DUB 0845/1016, 25/5 'DUB 0904/1003. Palma Britannia 7/5 BGYK 1216/1331, 14/5 BADR 1247/1336, 21/5 BGYL 1302/1351, 28/5 BGNW 1331/1526. Aviaco 7/5 'CGP 1512/1620, 14/5 'CGR 1514/1616, 21/5 'CLE 1514/1617, 28/5 'CLE 1524/1620. Spantax 4/5 'DUB 2046/2136, 11/5 'DUB 2124/2220, 18/5 'DTR 2055/2154, 25/5 'DTR 2159/2307.

Local airfield traffic Carlisle AVVY 2, AYBK 28, AYPV 30, BJZM 26, CAGB 12,27. Leeds/Bradford ARMW 3, AVPS 5, AVYT 23, AXKR 25, AZLY 23, BDSL 12, BEBA 17, BFFC 14 21, BFGL 30, BFZH 13 23 25 29, BFZN 28, BIUL 2 23 30, BJZM 13. Newcastle AVPS 5, AVUH 16 30, AWLE 13 30, AXKR 25, AYBK 24 26 28, AYMK 16, AVPV 30, AZLY 15 20 23, AZZV 13, BFFC 14 21 23, BFGL 30, BHKX 24 25, BHRM 10, BHTT 4, BIUL 9 15 24 29 30, GAGB 12 26, SATO 19 27 28. Dyce SATO 2, WTVB 14 21 28, WHL 4.

Local Flying atwp 20, AVGA 13, AVUH 8-11 14-18 20 21 23 24 26 28 29, AVYT 14 2 19 24 30 AWLE 3 9 10 13-16 20 21, AXUA 27, AYBK 3-5 7 8 10 11 13-15 17 18 20 21 27, AYSY 29, AZLY 1-6,8-11 14-19 21 23 24 26 28 30, AZZV 2 3 7-11 16 17 21 23 24 26 28 30, BAJN 24.



The British Register -additions.

ADEV Avro 504K 61400 now H5199, was ACNB/E3404 BLIP Cameron N77 1031  
 AORB Cessna 170B 20767 00-SIZ Chessington BLIU Shorts SD.360 SH.3647  
 ASAT Rallye Club 178 Bristol BLJA Shorts SD.330 SH.3098  
 ASWB Beagle Airedale B.543 Thirsk BLJB Shorts SD.330 SH.3099  
 AXBW DH.82A Tiger Moth 83595 Tongham BLJE JetRanger 206B 8242 SE-HBW Burnham  
 AXLM BAC111-523FJ 211 VR-CAL BIA Ltd. BWSI Cavalier 01-10624 Mr.Shaw, Northallerton  
 AYWB BAC111-531FS 237 VR-CAB " " CTRX Jetstream 200 246 G-BCWV Centrax, Exeter.  
 BGIA Cessna 152 82172 G-SACC Shoreham CYII HS125-600B 256005 G-BART Crossoceans  
 BHVT Boeing 727-212 21349 TI-LRR Dan-Air DGDP Boeing 737-2T7 22762 C-FPWE Monarch  
 BJTK Taylor Monoplane 1467 Boston DWHH Boeing 737-2T7 22761 C-FPWD Monarch  
 BKBT Boeing 737-2K2C 20943 PH-TVD B.Airtours FORT Boeing B-17G 8627 F-BEEC 44-85718  
 BLEA Boeing 737-2K2 21397 PH-TVP " GPAA Boeing 737-2T4 22363 N52AF Monarch  
 BLFX Jetstream 3101 628 IPEC SIAI-March.205-18F 225 G-AVEG  
 BLGH Robin DR.300/180R 570 D-EAFL Wycombe IVOR Aconca 11AC Chief 1035 EI-BKB Petworth  
 BLGJ HS748-2B 1800 JDEE TB.20Trinidad 333 G-BKLA John Dee, Ferry  
 BLGK Cameron C3H8 balloon 997 MRTY Cameron N77 1008 Kidderninster-hill  
 BLGR Bell 47G-4A 7501 N3236G OING AA-5A Cheetah 576 G-BFPD Denhan  
 BLGV JetRanger 206B 982 Helicrops Ltd. ROBE Grob 109B 6277 Leoninster  
 BLGX Thunder Ax7-65 551 RPEZ Rutan LongEZ 74A-10746 Wycombe  
 BLGY Grob G109B 6269 SAM Cessna T.182R 68200 Northair  
 BLIG Cameron V-65 1045 SIBE S.King Air 200 BB828 G-MCEO Siebe-Gor.  
 BLIJ Shorts SD.360 SH.3646 SKSG Skyship SDS600/03 1215-03 Cardington  
 BLIK Wallis W116 K.218X SKSH Skyship SDS500/06 1214-06 "  
 BLIL Shorts SD.360 SH.3648 STST JetRanger 206B 3755 Tanworth  
 BLIM Shorts SD.360 SH.3649 TACK Grob G109B 6279 Malaga  
 BLIN Shorts SD.360 SH.3650 UKNO Cessna U296C 1230 G-BAMN Langar  
 Cancellations: AYIP impounded in Morocco, sold abroad: BATA HS125 9M-HLG, BBOS Jetranger  
 F-GEAV, BEBA Rallye ZK-RLY, BEWW HS125 N711AG, BWAL Chieftain TF-JMG.

Movements continued: local flying: BAJN 24, BATT 14, BBEW 27, BCGJ 2 5 15 17-20 23 26 30  
 BCZF 28, BDSL 1 3 6 7 9 15-17 20 21 24 26-30, BDWY 23-25, BEBE 9, BEOE 8 25 30, BETI 15  
 18 19 23 24 30, BFZH 2 24, BFZM 8 9, EGLI 1-4 7 8, BHIR 24, BHRM 2, BIUI 2-4 7 9-19 23 2  
 24 26-30, BJAG 5 21 27 30, BJYD 27-30, BJZM 2 3 5 8-12, 14-21 23 24 26 28-30, BKMB 10 24,  
 GASB 1 13 27, JDEE 11. Bagby AVUH 15 24 26, AVYT 29, BEOE 30. Felixkirk AVUH 14, BATT  
 14, BDWY 27. Ketton ATWP 19, AVYT 15 29 30, BEVA 20 28, BKMB 20 30.  
 Crew Training: Air UK F-27 STAN 24. Casair WTVB Titan 8, Genair 360 BKKT 6, 12, 14, 26, &  
 Bandeirante BHVT 13. Military Andover XS789 27, Lightning (2) 29, Hawk (1) 26, 27, 29.  
 Dominic 26. Jetstream 14, 19, 27. Bulldog 12 (3), 13 (4-green formation), 27, 29(2).  
 JPs 4(3), 6, 7(3), 8(4 incl.XM478), 11, 12(6), 13(3 incl.XM458), 14, 15, 18(4), 19(3), 20(5),  
 21(9), 25(3), 26(5), 28(4), 29(5).

Addenda/corrigenda: P.61 1/5 Hercules RR5490 Lynehan- Vandel was XV217 with 89 pob,  
 mostly Royal Artillery. 2/5 Diverted 737 BKNH was from Rhodes (LGRP, not LERP).  
 P.62 8/5 Super Puma was TIGV, delivery to Dyce. P.66 4/5 EC-DTR was BK755/776 on 4/5,  
 in from Minorca rather than Palma as recorded. EC-DUB flew BK767/8 at 2045/2136.  
 May first Visits ELMAN 7, TIGV 8, UH-1D 19, 9H-ABB 22. /All B.T.Hunter.

Heathrow, 6/7/84

A.Bell, S.Kelly, P.Hurren.  
 VC-137B 86971, B.727 HZ-AMH N10XY, Gulfstream 440-HA HZ-DA1 -MAL -MPM N308A, B.707  
 A6-DPA N98WS, Tristar C-FTNH N31021 N31024, Falcon 50 N817M, BAC111 N12CZ, DC-9-80  
 I-DAWE, HS125 HZ-SJP, IL-62 86520.

Gatwick 6/7 B.747 EC-BRQ, G-VIRG N602PE N605PE N603US N620US, DC-10 N103WA, G.3 N300GA  
 Citation OR-FAP, Skyvan EI-BNN, B.707 5N-ARQ Gas Nigeria, BAC111 AYWB BIA ex Cayman,  
 B.737 BLEA B.Airtours, PH-KFK F-27 NLM, B.727 4W-ACH N120A, DC-10 I-DYNO Alitalia to  
 Continental after B.Cal. overhaul, DC-10 N3878M in Continental colours, ex Alitalia.  
 7/7 Tu134 65851, B.707 N7599A N7570A N7589A An.Trans Air, CS-TBC TAP, 5N-? Okada Nig-  
 eria, DC-8 N8969U Arrow Air, Z-WMJ? Affretair N4866T Transamerica, C-FCPP Worldways,  
 C-GQBA Quebecair. B.727 EC-CBL Aviaco, DC-10 N183AT. L-1011 N724DA, N12SE. Tu154 LZ-BTR,  
 85153. B.747 N480GX Transamerica (Egyptair c/s). F-27 F-GCGH TAT. IL-18 YR-IMJ Taron.

Credits Tees-side Airport ATC, Flight, Kevin Wilson, S.Williams, D.E.Thompson,  
 P.Hurren, B.T.Hunter, S.Kelly, D.Croucher, A.Bell.