



THE JOURNAL OF THE TEESIDE AIR ENTHUSIASTS GROUP

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The Airport's traffic figures continue to be very good- let's hope they prove to be attractive to operators as well. The June Passenger total was 32560, 15% up on '77, with the extra showing in the scheduled, charter & inclusive tour totals. For the first half of the year we have more detail: total passengers were over 150,000 for the first time, including LHR 81162 (+12%), Aberdeen 5537 (+54%), Norwich 3586 (+43%), Glasgow 1092, Humberside 428, Amsterdam 5683 (+19%), & a slight fall on the Link-City.

John Perrin has arranged a visit to RAF Catterick for the afternoon of Thursday, the 17th of August. It'll be a nice change to be on the other side of that fence, watching buses go past slowly! Will all members please contact him to "book a place" and tell him whether they need transport or not.

Despite all the promises he had received, Graham Fellows couldn't get enough people to fork out money for the trip to Sywell, & so it had to be cancelled. A poor show. Many older members who can afford to support these trips & have never tried them could well be agreeably surprised at the standard of behaviour of our younger members. Benefits generally include a plentiful supply of aviation literature, photographs to admire, and a common interest with everyone on the bus, making conversation lively. The next coach trip will be on Sunday the 27th of August to MILDENHALL, which is the only USAF base open this year & so should be very interesting, even though Paris participants won't be present as in 77. Graham has kindly volunteered to organise this trip also, & he reckons the cost at about £5. Send £1 deposit NOW to G.Fellows, 21 Easby Avenue, Tollesby, M'bro.. East Midlands is en route & will probably be visited. FARNBOROUGH: let us know if you are interested- and whether you would prefer to B&B the Sat. night in London, at £7 ?, or travel home. (Set- off at midnight 8th September for an early arrival probably via LHR).

TEES-SIDE's Air Show is on the 12th of August, £2 per car including, or 50p for pedestrians, which should cut down the numbers a fair bit. Vulcan, Nimrod, Jaguar and Buccaneer are promised, as well as Red Arrows, Falcons, Vintage Pair, Bulldogs, Spitfire & Hurricane. David Croucher suggests we use the east end of the ground display area as a focal point. & it should be one of the best points for photography as well.

There are lots of shows left this year: Strathallan today & tomorrow 15-16/7- Eddie saw a Junkers 52/3m flying up yesterday afternoon, lucky blighter! RAF Open days are: 27/7 Odiham, 16/8 St.Mawgan, 26/8 Binbrook, 2/9 Finningley, Leuchars & Lyneham, 16/9 St.Athan, Abingdon. RN Air Days: 22/7 Lee on Solent, 22-3/7 Portland, 26/7 Prestwick & Culdrose, 5/8 Yeovilton. Others are 22-3/7 PFA Fly-in Bagby, 5-13/8 Gliding Championships at Sutton Bank and 3/9 Rufforth.

Corrections for IHR sightings (p.48): B737 EI-BDY, B747 MP-LAH, B727 HZ-TA1, HS125 HZ-KA2, Falcon 10 SE-DEL, Argonaut G-ALHJ & Jetstar 5A-OAR, which was on delivery.
It's the writing !

/Ed.

The Armstrong Whitworth EnsignPart 2

September 1st 1939 found eleven Ensigns in service and war was expected at any moment. The eastern half of England was temporarily closed to civilian aircraft so Imperial Airways and British Airways had to find new accommodation immediately. They set up a joint headquarters at Whitchurch Airport, near Bristol, and two old timers, "Scylla" and "Syrinx" carried the advanced party. Meanwhile some Ensigns were moved to Baginton to ease congestion and a few were ferrying troops to France. On September 15th 'Euterpe' flew the first consignment of equipment and personnel to Merville, Captain Ballantyne in command and a fighter escort provided by the Squadron's Gladiators; G-ADTB 'Echo' served another Gladiator Squadron 607, during their transfer.

On arrival at Whitchurch a few weeks later the Ensigns received a green-brown-yellow camouflage: after crude attempts had been made to do it at Baginton. Captain H.J. Horsey decided to make a thorough job of 'Ensign', to make the wings look more like green fields, he painted a flock of sheep on the top surfaces! Twelve Ensigns were on charge when Imperial Airways and British Airways merged on November 24th 1939, the undertakings of the two companies being formally handed over on April 1st 1940, and were then known as the British Overseas Airways Corporation (BOAC). Many of their aircraft were impressed into service with the R.A.F. for liaison duties, but the Ensigns retained their civilian status while flying for National Air Communications during 1939 - 40.

With the invasion of Holland and Belgium all available British and refugee airliners were concentrated by N.A.C. to deliver food and ammunition to our forces in France. (One Ensign was loaded from floor to ceiling with toilet rolls!). Many crossed the Channel several times a day, frequently flying through flak thrown up by our own ships. Occasionally, Ensign crews found themselves in the thick of combats between Hurricanes and German bombers. They sometimes landed at airfields whose occupants were on the verge of panic, and had difficulty in obtaining fuel for their return journey. Captain Cripps flew to Nantes to pick-up a party, only to find the airfield deserted except for burning aircraft. His flight engineer jumped out to salvage an abandoned bicycle, then not wishing to return empty, Cripps headed for Jersey, where he found Jersey Airways organised for evacuating the island. Overloading the Ensign with evacuees, he brought them safely to Exeter.

One of the Ensigns which arrived to refuel at Bordeaux, the most northerly French airfield still serviceable on June 17th was piloted by Captain Messenger, on his way to England from Madrid, having carried Sir Samuel Hoare there to take the post of Ambassador. After spending the night at Lisbon, Captain Messenger had taken off with a normal complement of passengers, ignorant of the impending French capitulation. Arriving at Bordeaux at the height of the confusion he managed somehow to obtain petrol, and filling up the cabin space with R.A.F. personnel, promptly took-off and returned safely.

During this period Ensigns gave 100% service and were frequently away from base for weeks at a time with only their flight engineers for maintenance. This, and the very short take-off run under full-load converted many who had thought the Ensign to be a white elephant and won permanent respect from all who flew in them.

Regretfully, it was whilst operating on N.A.C. work that three were lost through enemy action. Croydon, on May 23rd 1940 had five Ensigns, with two Savoia-Marchetti S.M.75 & one DC-3 of Sabena ready loaded with supplies for France. They flew to Hawkinge for a rendezvous with their fighter escort of twelve Hurricanes. Led by Captain G.R. Buxton in 'Empyrean' the convoy set course for Merville Airport. This assorted formation arrived 20 minutes later and while their escort remained aloft the eight airliners landed and parked, dispersed on the west side of the airfield.

After 20 minutes, during unloading, a squadron of Me 109s appeared high over the airfield and engaged the Hurricanes in a hectic dog-fight. With their ammunition exhausted the Hurricanes had left for home when three Me 109s swept low across the airfield, spraying the parked Savoias with their guns that put the engine of one out of action. "Elysian" received a burst of incendiary cannon-shells that caused fire to break out in the petrol tanks and within five minutes she was a mass of flames. When the port tyre burst and the stricken aircraft lurched over, burning petrol entered the fuselage, completing the work of destruction. Fortunately, there was no one on board at the time. Frantic efforts were made to get the other airliners taxiing. First flying was G-ADTA followed by G-ADSY, the DC-3 and one of the SM 75s, G-ADTC and G-ADSS, when the last of the six took off, observers could see that 'Elysian' was little more than a smoking ruin.

Each Captain found his own way back, but only three of the four Ensigns reached Croydon safely; and all Sabena airliners failed to return.

On this return flight Captain Cripps in G-ADTA decided to fly as low as possible to avoid severe fire from enemy motorised units. Near the coast large quantities of oil began to pour from the port inner engine; oil pressure dropped and the engine had to be throttled back. As the coast was reached at Folkestone, the starboard inner oil pressure suddenly dropped to zero, leaving the Ensign flying on her two outer 'Tigers'. Captain Cripps decided to make an immediate landing at Lympne, as he knew its position. On the direct approach, an attempt was made to lower the undercarriage by hand. At touch-down the port leg was fully extended but the starboard leg only partially down. The wing-tip scraped the ground and because no braking was attempted, the Ensign slewed round and skidded through a light wooden fence before momentum was exhausted thirty yards from the boundary. There were no serious casualties.

In June 'Euryalus' was moved to Hamble for repairs in comparative safety: but during the latter part of 1941 the decision was made to use parts of her for the repair of G-ADSU 'Euterpe' badly damaged in landing at Bonnington on 15.12.39. 'Euryalus' was written-off on November 12th 1941 and her carcass broken-up in September 1942. 'Euterpe' left Whitchurch on the 15th for Doncaster as a replacement aircraft, cloud conditions caused Comm. Garside to turn back after flying blind for 12 minutes. A little later, identifying his position as over Byfield, he decided to land at Leamington - the nearest airfield. He made two circuits and decided that the field was of adequate size and that a hedge running across it was a strip of camouflage: on touch-down he realized with dismay that they were heading for a real hedge and would overshoot. Too late to take off again, he braked hard, causing the wheels to lock and skid for 200 yards on the soft turf, before smashing through a gate at 20 mph! The Ensign crossed a road beyond and hit a ditch further on, ramming the undercarriage through the wings. The aircraft was dragged back to the aerodrome, where dismantling for transportation to Hamble began. Air Service Training had to abandon repair-work through lack of labour and spares, though they sacrificed G-ADTA so that G-ADSU could fly again.

On June 1st 1940, Capt. Duxton piloted G-ADSK 'Ettrick' to Le Bourget. While lunching with his crew, the enemy dropped over 250 bombs in the neighbourhood and most of the airport buildings were destroyed. He had been persuaded to retire to a cellar, but found it rather uncomfortable when the building received a direct hit. Wounded in the thigh, he went back to the airport, where he found 'Ettrick' considerably damaged. A quick examination revealed that the starboard tyre had burst, possibly distorting the wheel! The port elevator servo and control link were damaged, the rudder servo adrift, and the port outer oil tank was punctured on the leading edge. The Alclad skin near the tail wheel was buckled by bomb blast, but the empennage did not appear to be excessively out of alignment. Numerous small holes could be seen and mainplane surfaces were badly lacerated. Climbing in, Capt. Duxton tested the flying controls and thinking that it would be possible to fly, sought permission to take off. The French authorities would not permit it and 'Ettrick' was abandoned where she stood. She was later repaired by the Germans, who used her for VIP transport work: and in this capacity she was later seen in Finland, powered by Daimler-Benz engines.

Towards the end of June the intensity of air evacuation work had eased off. Ensigns were subsequently placed under Fighter Command who were preparing for the Battle of Britain. During this great air struggle complete fighter squadrons had to be rushed from one airfield to another, as tactics and casualties dictated. With them flew the Ensigns carrying ground crews, starter trollies, ammunition and so forth. One sight seen at the time was of an Ensign flying at considerable speed with fifteen Spitfires clustered closely around her in formation.

On November 24th 1940, during a daylight raid on Bristol, the bombers paid a brief visit to Whitchurch, where several Ensigns and other civil aircraft were being serviced. G-ADTC 'Endymion' and the DC-3 G-AGBI 'Wulp' was hit by gun fire. Ensigns G-ADSV, DSY, and DTB, and FW200 Condor G-AGAY and DC-3 G-AGBB were damaged by flying shrapnel and debris, while other eight aircraft escaped undamaged. When the Battle of Britain had been won, Ensigns were withdrawn from "squadron service" and returned to normal duties. As the existing engines were not proving satisfactory under service conditions, a decision was taken to re-equip the surviving eight Ensigns with Wright Cyclone G.102A. This new source of power gave the Ensigns a better overall performance, but still not enough to give them maximum efficiency. Because of this change the designation became AW.27 Mk.2.

British Military Aircraft Code-Markings 1939 to 1945Part 7

Sqdn.No.		Sqdn.No.	
251	AD Hudson, Fortress	271	BJ Albatross, Harrow
252	? Blenheim	YS	Dakota
	PN Beaufighter	L7	"
	? "		? Bombay
253	SW Battle, Hurricane, Spitfire	272	? Blenheim, Beaufighter
254	? Blenheim	273	? Vildebeest, Spitfire
	QM Mosquito, Beaufighter	274	? Hurricane
255	? Defiant	JJ	Spitfire, Typhoon, Tempest
	YD Beaufighter	275	PV Walrus, Lysander, Spitfire, Warwick
256	JT Defiant, Beaufighter, Mosquito	276	AQ Anson, Spitfire, Lysander, Walrus, Warwick
257	DT Hurricane	277	BA Walrus, Lysander, Spitfire, Defiant, Hudson, Warwick
	FM Hurricane, Typhoon		
258	? Spitfire, Hurricane	278	MY Lysander, Walrus, Sea Otter, Tiger Moth, Anson, Warwick, Spitfire
	ZT Thunderbolt		
259	? Catalina	279	? Anson, Hudson, Hurricane
260	HS Hurricane, Mustang, Kittyhawk	F1	Warwick, Martinet
261	FJ Hurricane, Thunderbolt	RL	Warwick
262	? Catalina	280	YF Anson, Lysander, Defiant, Warwick, Hudson
263	HE Gladiator, Whirlwind, Hurricane, Typhoon	MF	Anson
264	PS Defiant, Mosquito, Oxford	281	FA Defiant, Anson, Warwick, Hudson, Walrus
265	TR Catalina	282	B4 Wellington, Warwick
266	? Battle, Spitfire		? Anson, Walrus, Sea Otter
	ZH Typhoon	283	? Walrus, Hurricane, Spitfire
267	? Moth, Petrel, Audax, Proctor, Bombay	284	? Walrus
	KW Hudson, Lodestar	285	VG Defiant, Oxford, Anson
	? Dakota	286	NW Defiant, Oxford, Martinet, Hurricane, Beaufighter, Spitfire
268	? Spitfire	287	KZ Defiant, Oxford, Martinet, Hurricane, Beaufighter, Anson, Tempest, Lysander, Spitfire
	NM Lysander, Tomahawk, Mustang		
269	UA Anson, Hudson	288	RP Defiant, Oxford, Spitfire, Vengeance
	? Warwick, Walrus, Spitfire	289	YE Hurricane, Oxford, Defiant, Martinet, Vengeance, Spitfire
270	? Catalina, Sunderland	290	X6 Martinet, Spitfire, Oxford.

TEESSIDE 35 YEARS AGO

July 1943: Aircraft types & number of days on which seen: Halifax 30, Oxford 29, Hudson, Spitfire 27, Beaufighter 25, Anson 16, Martinet 13, Wellington 12, Rapide 8, Lancaster 5, Mosquito 4, Beaufort 3, Marauder, Hampden, Boston, Hurricane, Swordfish, Phoenix, Rota, Mustang, Master, Stirling, Ventura, Mitchell, Fulmar, Albacore & Magister all one, Walrus, Proctor, Blenheim, Fortress, Thunderbolt & Typhoon, all 2.

Halifaxes were noted taking-off for raids from Middleton St. George as follows:

July 3rd: 22 (Kalk & Deutz), 9th: 22 (Gelsenkirchen), 13th: 25 (Aachen), 24th ? (Hamburg) 25th: 22 (Essen), 27th: 30 (Hamburg), 30th :? (South Ruhr).

Noted this month were some white Halifaxes of Coastal Command, 12 USAAF Thunderbolts on the 12th & 8 on the 16th, first Auster on 18th. Wellingtons of 432 Sq. at Skipton-on-Swale on 10th, eg. QO:A & Z. Halifaxes of 427 Sq. at Leeming on 11th, eg. ZL:K, L, W, Z, and Spitfire Vb at Catterick & Beaufighters of the RAF & USAAF at Scorton, eg. NG:S, 604 Sq.. Spitfires seen at this time were mostly from 306 Sq, eg. Mk. Vb with clipped wings, UZ:A, E, L, M, R, T, U. Wellingtons 424 Sq. QB:T, 429 Sq. AL:A.

Halifaxes 419 Sq, VR:J, P, X Mark II Series IA, no upper turret.

428 Sq, NA:F, G, R, T, Z Mk. II Series I " " " , NA:C, J, C, Q, V, W Mk. II Ser IA

1664 HCU Croft, Mark II DH:H, ZU:A

" , Series I, no upper turret ZU:3, E, L

" " 2-gun upper turret DH:L, V, X

" " 4 " " " ZU:B

Coastal Command Mk. II, Series I, no upper turret :A, :T

LBA 28/5, on the field: ARAY, AWNT, AOYO, AWMS, BECG, CSBH (C.150). Robin-Regent F-BRCV, C210 Turbo-Centurion II LX-YLS, C.337 SA-FEB, & AOHV, ATEG, BAJX, BAKU. /S. Burgess.

R.A.F. Waddington Open Day - 17th June 1978

This year Waddington opened its gates for only the second public airshow, the first one being in 1976.

The total Vulcan force of Strike Command is eight squadrons including an O.C.U. They are split evenly between Scampton with four squadrons including the OCU just up the road north of Lincoln, and four here at Waddington to the south of Lincoln. The Waddington squadrons are No.'s 9,44,50 and 101, the last having the distinction of being the first operational Vulcan squadron. For most of its twenty-one years in front-line service, the Vulcan has been the mainstay of our nuclear and conventional deterrent and strike force and will be until the 1980s or later. It was the world's first delta-winged bomber, the early B1 mark being replaced by the B2 in 1962 and later the B(SR)2 with its unique terrain-following radar systems. The Vulcan carries no defensive weapons and merely "delivers the goods". The "goods" being 21 x 1,000 lb bombs, stand-off bombs or a nuclear weapon. The Blue Steel missile was directly linked with the Vulcan during the 1960s but various setbacks stunted its development and only two squadrons now carry the missile.

Today the airfield was well sign-posted from the main road with route avoiding the centre of Lincoln. Entrance was £2 for a car and occupants and programmes were 10p each. Parking was plentiful and there were no hold-ups going in or out. There are five hangars and two of them had indoor displays by the RAF, ATC, aircraft manufacturers and enthusiast societies. The standard was excellent and there was something for everyone. Inside one of the hangars stood a Jaguar of 54 Sqn. and a camouflaged Hawk of the TWU (tactical weapons unit) at Brawdy, both displaying their armament potential.

Meanwhile, outside, the weather was slightly overcast but brightened considerably during the afternoon. An early arrival is suggested for photography, as the barriers are close to the aircraft making a wide-angle lens a must.

An unusual visitor was a Canberra TT18 which provides target-towing facilities from St. Mawgan. The Battle of Britain Flight was represented by Spitfire PR19 PM631/AD-C and Hurricane IIc PZ 565 carrying its new codes of JU-Q, replacing DT-A and representing III Squadron, the first with Hurricanes. The Lancaster did not arrive due to mechanical problems. The training branch was represented by a Jet Provost from Cranwell, Dominic T1 from 6 FTS Finningley, Gazelle HT.3 of CFS (Rotary Wing) from Shawbury and a Bulldog and Jetstream from Leeming. The only other parked helicopter was a Puma HC1 carrying the personal name of "Creaker"! I noted the mounting of a searchlight or similar equipment on its starboard side which was linked to a console in the fuselage, however the load master would not divulge its purpose to me. Our ever-ageing youthful-looking strike force was also well represented by Lightning F.6 of Binbrook, nicely polished and turned out. Other RAF aircraft were also well polished, tyres cleaned down and wheel hubs etc. cleaned - very good turn-out lads! The "locals" were represented by XM 594 of 44 Sqn. with various bomb loads on trailers beneath. This aircraft seemed to have a partial hydraulic failure and leaned alarmingly. In support were Buccaneer S2 also displaying its "teeth" of cluster bombs, laser-guided bombs, rocket and reconnaissance packs, a Phantom FGR 2 of III Sqn. and support of a different kind was by a Victor of 57 Sqn. Marham. Harrier GR3 XV760 was 'down in the woods' under a "hide" complete with mobile workshop and Rapier system. Two other roles of Strike Command were displayed by the Nimrod and Hercules from 18 and 38 Groups respectively. The civil visitors included Richard Goode's Stampe;G-OODE who also flew amazingly skilfully Pitts 51;G-BBBU. Also here were "ME 108" G-ATBG and Stampe G-ATIR.

The flying display started at 14.00 and I recommend either side of the tower for the best vantage point, as the runway is close and parallel. Before the display started an unidentified Wessex lifted off. Scattered around the O.R.P.'s opposite the crowd were the rest of the locals, I counted 24 Vulcans. Starting the show off were the Red Arrows who were in Germany the next day. With no cloud cover their flying display was as unlimited and professional as ever, and set the seal for a good display to follow. The Canberra TT18 beat up the field with low runs and tight turns before departing for home. Next was Richard Goode in the single-seat Pitts and the crowd were treated to a very fine aerobatic display. The Pitts carried out every orthodox manoeuvre coupled with a few thought up on the spur of the moment! For me, Richard will take the late Neil Williams' place as our leading aerobatic pilot. He later flew his Stampe, although not with the same excellence, but certainly the same skill. The Shackleton from the static park flew next, flown by S/Ldr. Dave Henken with over 4,000 hours on the type, who claims his hearing is still perfect, pardon?!

There are certain aircraft that for me grasp the public's attention:-the Lightning, Vulcan and Phantom, I'm sure a lot of credit for this goes to their noise, and what noise! A Lightning F.3 XP 753 of 5 Sqn. came next and caught everyones attention, not only here but in Lincoln, Newcastle, Edinburgh ...! The usual routine of beat ups, tight climbs, reheat burns followed, which is great but maddening when you're trying to photograph. Next came the serene Me108, the owner of which is now looking for a Tiger Moth. The Me108 was shot down by or rather followed by the Spitfire and Hurricane. The Spitfire looking sleek and the Griffon ever powerful. The Hurricane coughed and spluttered a bit and missed a few beats as did my heart. It is in the early camouflage style with port underside black and starboard white.

A 15 minute interval was taken before the show started again with the Red Arrows departing to display at Honington. A Victor tanker then flew past trailing drogues and in pursuit were two Buccaneers. These were followed by a solo Buccaneer display from XT 278 of 237 OCU who also gave a show stopping display of fast runs. The Red Arrows support Hercules XV 308 went before a Kinloss Nimrod arrived, XV 244 sporting a 201 Sqn. badge. Having been associated for a week with Nimrods including a flight which was taken up by twelve touch and go s and being air-sick in one, I took no real interest in his display, save trying to photograph him. The indispensable, ever faithful 43 Sqn. Phantom came next, XV 544/I. A typical Phantom display ensued and thrilled the crowds no end. For me the show stopper came next, the Vulcan scramble. The red Very followed by "Waddington Vulcans scramble" over the tannoy and the billowing clouds of dark smoke sends me numb and really proud to be British, pull yourself together David. The sight of four Vulcans lifting off in sequence and climbing on full power in that tight turn is something to see. Each resident unit was represented:- XL 427 9 Sqn., XM 573 44 Sqn. XM 654 50 Sqn., and XM 605 of 101 Sqn. Peace was not restored by a 226 OCU Jaguar. I then sinned and went in search of more film, good excuse though, and missed most of his and the following pieces of display:- a small light American aircraft, a 4 FTS Hawk and most of a Harrier display by XV 769 from 233 OCU.

After the Jaguar departed for Lossiemouth everyone turned their attention to the dark triangle seemingly on fire and approaching from the left. This was the Vulcan solo display by XM 573 of 44 Sqn. The display was superb with low level runs and tight turns where the Vulcan appeared to hang in the air. Passes were made with everything down, the large spoilers on the wings fully open. The Vulcan then made a low level run at speed along the crowd line, and as she was passing, a bang went off - not a sonic bang just a smoke bomb conveniently laid in its path. As the plane sharply turned away from the field the other three had begun their approach. Their heights and positions were staggered as they swept in low with the solo Vulcan emulating the Red Arrows solo aircraft and attempting to rejoin them. He was travelling at speed but lagging behind. As the three passed overhead and broke away XM 573 was turning finals, he hadn't quite made it, but then occasionally the Red Arrows don't either. I'm told bomb bursts and such-like are rather difficult in a Vulcan. To end the show each Vulcan passed over the airfield and landed in turn. Static Display:-

Buccancer S2B;XV 168 12 Sqn.	Phantom FGR.2;XT 598/E 111 Sqn.
Bulldog T.1;XX 517/42 CFS	Puma HC.1;XW 203/CE* 33 Sqn. ("Creaker")
Canberra TT.18;WJ 682/82* 7 Sqn.	Shackleton AEW.2;WL 741/41 8 Sqn.
Dominie T.1;XS 736/S* 6 FTS	Victor K.2;XL 162* 57 Sqn.
Gazelle HT.3;XW 858/C* CFS (Rotary)	Vulcan B.2;XM 594* 44 Sqn.
Harrier GR.3;XV 760/F* 1 Sqn.	Me 108;G-ATBC*
Hawk T.1;XX 201/116*	Pitts S.1;G-BDBU*
Hercules C.1;XV 214/214* Lynham Wing	Stampe SV.4's;G-OODE;G-ATIR
Jaguar GR.1;XX 723*	Jet Ranger;G-AYNW
Jet Provost T.5;XW 362/17* Cranwell	PA-23 Aztec;G-AZNY
Jetstream T.1;XX 494/71 M.E.T.S.	PA-31 Navajo Ghieftain;G-BFDN
Lightning F.6;XR 752* 11 Sqn.	American Acrobatic;N81AC*
Nimrod MR.1;XV 249/49* Kinloss Wing	

* = flew also.

Alf Alderson was at Waddington too, & gives the following gen. : the Wessex was HC.2 XR511/AL of 72 Sq, the Buccaneers with the Victor were XV549 (12 Sq) & XV547. Other Vulcans seen were XM598 50 Sq, XM538,557,XL 446 35 Sq, XM602 9 Sq, XL388 44 Sq.,XM653 of 101 Sq, & the remains of Lightning T5 XM972 were on the dump. He thinks Lightning /S, Bucc.XT273, Phantom XV584, Herc.XV307 in the flying. Third opinion?

I can't remember who gave this Glossary of Aviation Terms for German Trainees to me, But I don't think he apologised, so I won't either:

Aircraft: Der Fliegenwagen.

Crop-dusting aircraft: Der Fliegenwagen mit der holinder buttum vor puffen der poopander.

Passenger Jet: Der Grosser fliegenwagen mit skullsplitten schreemen spittenfireumschloeken.

Propellor: Der airfloggen fann.

Self-starter: Der airfloggenflinger.

Rudder pedals: Der tailschwingen werks.

Pilot: Der tailschwingen pushenpullen werker.

Student pilot: Der dumbkoff lernen flieger.

Instructor: Der dumbkoff schmok mit der dumbkoff lernen flieger. /fliegers.

air Traffic Controller: Der schweinhund ubbenzie tauer watchen aller oder dumbkoff

Ground studies: Der hedschrachen bukwerken.

Link Trainer: Boks mit aller fliegenwerks innitt mit onna ground stayen.

VFR: Lookenouten seein fliegen.

IFR: Lissenwaitenhopen fliegen.

Forced landing: Trienen getbackonner ground mittaut krasschen.

First solo: Trienen getbackonner ground mittaut kraschen alein.

Precautionary landing: Looken virst den kraschen.

Crosswind landing: Trienen gebackonner ground mittaut kraschen zideways.

Parachute jump: Trienen gebackonner ground mittaut der fliegenwagen. /Ed.

That should encourage you all to send in your sightings, visits, etc.!

RAF Church Fenton Open Day, 25th June 1978.

D.B.Thompson.

The praise given to Waddington's Open Day cannot be echoed for Church Fenton. This was their fifteenth annual opening & by now they should have got it right. It lies a few miles south of York & can easily be reached from the A19 & Tadcaster, but at the station gates you are directed miles around the airfield on a narrow lane with high crops at the sides making visibility poor & driving dangerous. Car admission was £2-50, including passengers, pedestrians free & coaches £10. Parking was plentiful & near to the crowd line. Pleasure flights were by Jet Rangers 'YMK & BBFE & Hughes 269 BAKG, all from Yeadon.

The civil aircraft park held Cherokees AVLS, AVUS, YrV & BATV, C150s AZXC, BAGW & BBDT, C172s BCHK & BMBB, AA-5s BAJN, BAOV & BFPC and Jodel ATTM. Puma KW216/CN was alongside.

Near the tower were two Jaguars & Harriers with a Hawk, which would need a 400 mm lens to photograph. The Hawk was XX183/183 from Valley, The Jaguars XK752/19 & 763/24 from Lossiemouth, & the Harriers XV753/C & 744/D from Wittering. The weather was overcast with some breaks, but showers came later. The Swordfish & Firefly came early from Yeovilton, while the Spitfire- P7350, has the new codes QV-B, & Hurricane P2865 came with Devon WB531 later. Hercules XV200 brought the Falcons, who had to jump at 2500 ft about two miles away! Lightning XP753 from 5 Sq, Vulcan from 35 Sq Scampton (too high to read his reg!), Nimrod XV254/54 from Kinloss, Gazelle XZ326 of 657 Sq Colchester, Phantom XV582/G of 43 Sq, Leuchars, Pitts, also unidentified, Harrier XV744, Bulldogs XX515/7 & AA532/15 & the Red Arrows displayed. The spare Bulldog from Leeming was XX530/12, & their display was preceded by The Vintage Pair, also from Leeming. The Red Arrows' aircraft included XP514, XR540, 955, 987, 991, 994 & XS101, & their Hercules support was XV297.

The rush to leave the 'field started before the display had ended. Like many others, I visited stalls & watched aircraft departing before leaving, but it still took 30 mins. to leave the field & then be routed down another country lane.

Bridlington, 28/5

G.Donnison.

Jodel AZBI, C150 ASYL, C.182 AYIB, Auster 5 ANIS, Hiller UH-12E BBBA.

Hull/Paull, 29/5

Jetranger AVIG, C172 AWUY, C150 BAYF, Jodel ARRE, PA-23 BBMJ, EI-BDN. Beverley XB259. This is the first production Beverley, once G-AOAI.

York, 3/6

On the lawn of a museum: Gnat XM693 & Cadet VII791. (Should be 5 or 6-91 more likely, as 791 is a Bucker Bu181 in the book).

Thirsk, 3/6 (in a field)

Cadet WR900- also unlikely, according to the book.

Great Ayton, 19/6

Jetranger G-WLZZ, north on the morning, south on the afternoon. PA-25 Pawnee G-AZLE crop-dusting & Bulldog XX633/X also seen.

TELETYPE FLYOVERS mainly Upper Blue 13, entries are (Day) Local time Type Callsign & Registration. Callsigns are omitted where the registration was used or in the case of MAC plus 5-digits. * shows a gap in our information & help would be appreciated here.

MARCH Track NW: (1) 1030 C5A 67-0174, 1313 B747 KL681 PH-BUB, 1335 B747 LH430 D-ABYC, 1340 B747 KL611 PH-BUC, 1456 * AC873 *, (2) 1012 B707 DF326 D-ABUG, 1039 DC10 LH492 D-ADCO, 1054 DC10 LH420 D-ADHO, 1127 C141 64-0621, 1153 B707 GAF1004 10+04, 1208 B707 PA1491 N491PA, 1303 B747 CP381 C-FCRD, 1327 B747 LH430 D-ABYJ, 1346 B707 LH408 D-ABUK, 1350 B747 LH404 D-ABYA, 1406 C141 66-0133, 1415 B747 PA67 N747PA, 1427 B707 PA1492 N492PA, (7) 1025 C141 66-0126, 1122 B747 DF290 D-ABYH, 1155 C141 65-9405, 1222 C141 67-0028, 1255 B747 KL691 PH-BUC, 1258 B747 KL611 PH-BUH, 1305 B747 CP383 C-FCRD, 1313 C141 64-0626, 1318 B747 LH430 D-ABYC, 1344 DC10 LH442 D-ADGO, 1347 C5 69-0017, 1531 C141 64-0639, (8) 1049 C141 66-0202, 1140 C141 Airevac 70165 67-0165, 1208 DC8-61CF PK803 N8960T, 1438 B747 AC873 C-GAGA, 1505 B747 PA73 N655PA, (9) 1023 C141 65-0221, 1034 Merlin BAF56 CF-06, 1315 B747 KL641 PH-BUB, 1329 C5 70-0463, 1352 B707 LH442 D-ABUK, 1426 B747 KL691 PH-BUC, 1521 * KL3001 *, (10) 0836 Learjet 35A N101BG, 1017 DC10 TV101 N101TV, 1019 C141 64-0650, 1035 B707 GAF1002 10+02, 1138 C141 64-0651, 1141 C141 Airevac 67954 66-7954, 1238 C141 66-0126, 1252 C500 N5361J, 1255 * KL611 *, 1358 B707 LH444 D-ABUL, 1422 C5 69-0005, 1528 C141 65-0276, 1537 C5 69-0021, 1550 C141 66-0163, (13) 1041 B707 GAF1003 10+03, 1041 B707 LH400 D-ABUK, 1058 DC10 LH420 D-ADHO, 1150 VFW 614 D-BADO, 1311 B747 KL611 PH-BUI, 1333 DC10 LH430 D-ADLO, 1341 DC10 LH442 D-ADGO, 1353 * LH408 *, 1359 B747 LH404 D-ABYA, 1541 B747 LH450 *, (14) 0902 C141 65-9409, 0912 C141 66-0169, 0909 VC-135B Spar 60 *, 1024 C141 64-0611, 1029 B747 AC851 C-GAGA, 1110 B747 PA67 N747PA, 1132 B707 GAF1004 10+04, 1146 B747 DF290 D-ABYF, 1200 IL-62 OK628 OK-ABD, 1252 B747 CP383 C-FCRD, 1252 C141 63-8083, 1308 C5 70-0455, 1308 B747 KL641 PH-BUA, 1319 B747 KL611 PH-BUH, 1324 DC10 LH430 D-ADGO, 1333 B747 PA73 N733PA, 1340 DC10 LH442 D-ADDO, 1353 C141 66-0154, 1357 B747 LH404 D-ABYD, 1415 B707 LG408 D-ABUH, 1413 B707 PA1491 N491PA, (15) 1026 B707 GAF1002 10+02, 1024 C141 65-9408, 1050 B707 LH400 D-ABUF, 1145 C141 67-0013, 1309 B747 KL681 PH-BUD, 1323 C5 69-0008, 1351 B707 LH444 D-ABOX, 1357 B707 LH408 D-ABUH, 1409 B747 LH404 D-ABYA, 1418 B747 PA73 N653PA, 1424 B707 R0301 YR-ABA, 1429 B747 AC873 C-GAGA, 1600 B747 LH450 D-ABYJ, (16) 1033 DC10 LH492 D-ADA0, 1054 DC10 LH420 D-ADGO, 1124 B747 PA67 N731PA, 1141 B707 GAF1004 10+04, 1142 * LY001 *, 1319 B747 KL691 PH-BUA, 1338 B747 KL641 PH-BUB, 1345 DC10 LH430 D-ADCO, 1349 B707 LH408 D-ABWH, /10+03, 1353 B747 PA73 N753PA, 1402 B707 LH442 D-ABOX, 1405 B747 KL611 OY-KHA, 1408 B707 GAF1003 1411 B707 TW881 N18706, 1432 DC10 AY101 OH-LHA, 1533 DC8-F54 AC595 C-FTJL, (17) 0835 C141 65-0265, 0854 B707 TL-N7096 N7096, 0955 B707 PA1897 N897PA, 1048 C141 64-0616, 1050 B707 TW8039 N28728, 1144 C141 67-0024, 1330 DC10 KL8611 PK-GIC, 1322 B747 KL681 *, 1350 B707 LH408 D-ABUH, 1432 B747 PA73 N753PA, 1442 B707 LH444 D-ABUK, 1517 DC8-63CF RD162 N6162A, (20) 0852 C141 66-0154, 0941 C141 67-0021, 1002 B707 TLO01 N7096, 1022 B707 LH474 D-ABUI, 1048 C141 65-0221, 1055 B707 GAF1002 10+02, 1120? RC-690B N81767, 1138 C141 66-0166, 1300 DC8 SB301 N864F, 1425 B747 KL641 PH-BUD, 1438 DC10 LH430 D-ADDO, 1503 DC10 AY103 OH-LHB, 1510 B747 PA73 N732PA, 1518 B707 LH408 D-ABUH, 1522 B747 LH404 D-ABYD, (21) 1225 DC10 LH490 D-ADCO, /PH-BUI, 1234 DC8 SB301 N864F, 1304 B747 PA67 N749PA, 1310 C130 BAF10 CH-10, 1402 B747 KL611 1528 B747 LH404 D-ABYG, 1536 B707 TW8132 N18712, 1549 B747 PA73 N740PA, 1551 B747 TW841 N93109, (22) 1003 C141 64-0611, 1118 DC8 KL985 PH-DCZ, /70013 67-0013, 1207 DC8 W0801 N801WA, 1225 B747 PA67 N656PA, 1246 B707 GAF1003 10+03, 1248 C141 Airevac 1444 B747 KL641 PH-BUD, 1447 DC10 LH430 D-ADAO, 1454 C141 66-7956, 1458 B707 LH444 D-ABUF, 1510 B747 PA73 N742PA, 1514 C5 69-0006, 1605 B707 R0301 YR-ABA, (23) 1206 DC10 LH492 D-ADFO, 1217 DC10 LH420 D-ADDO, (24) 1330 B747 PA67 N734PA, 1343 C141 Airevac 60140 66-0140, 1405 DC10 W0103 N103WA, 1415 B747 KL641 PH-BUD, 1449 * LH444 *, 1459 DC10 TV102 N102TV, /DEM 1506 B707 LH408 D-ABUH, 1508 DC10 LH430 D-ADKO, 1517 DC10 AY103 OH-LHA, 1527 DC8 KL6557 PH- 1528 B747 LH404 D-ABYK, 1537 B747 LH452 D-ABYJ, 1547 DC8 RD161 N6161A, 1555 * LL851 *, 1619 B707 TL310 N7104, 1619 B747 * *, (28) 1122 Learjet 35A D-COCO, 1427 B747 LH430 D-ABYA, 1433 DC10 LH442 D-ADJO, 1442 B747 LY001 4X-AXB, 1500 B747 LH404 D-ABYG, 1512 B747 CP383 C-FCRD, (29) 1137 B707 GAF1002 10+02, 1142 B707 LH400 D-ABUH, 1507 B747 LH404 D-ABYA, 1514 B747 KL611 PH-BUB, (30) 1256 B747 LY001 4X-AXB, 1417 DC10 KL691 PH-DTC, (31) 0800 F27-400 G-BFDS, 0953 B707 N7095, 1124 DC8-63CF RD162 N6162A, 1346 * KL611 *, 1459 * LH404 *, 1509 * LH444 *, 1515 * LH452 *.

Track SE: (1) 1048 * CP382 *, (2) 0932 DC8-F54 AC596 C-FTJQ, 1310 Hansa jet GAF161 16+01, 1455 B747 LH451 D-ABYK, (7) 0946 B747 KL612 PH-BUH, (8) 0857 * AC850 *,

(14) 1300 DC8-61 CL766 N8766, (15) 0800 P-3 Orion Navy OZOA 158922 (direct to Mildenhall)
 1053 * CP382 *, (16) 1027 C141 65-0231, (20) 1308 PA-31 G-BFDA,
 (21) 1010 RC.690B N81767, 1257 DC8-63CF W0803 N803WA, (28) 1336 Lear jet 35A D-COCO,
 1530 * LH451 *, (30) 1326 * CP382 *.

APRIL Track NW: 10?? C141 66-0199, 1231 C141 64-0644, 1406 B747 KL611 PH-BUD,
 1422 B747 LH430 D-ABYA, 1444 C5 66-8304, 1516 DC10 LH442 D-ADMO, (4) 1228 B747 AC851 C-GAGA,
 1354 B747 KL611 PH-BUI, (5) 1127 B707 LH6472 D-ABUB, 1407 Falcon 20 F-G PH-BAG,
 1427 DC10 LH430 D-ADLO, (6) 0828 C141 66-0183, 1001 * MP4763 *, 1106 B747 SB309 N701SW,
 1359 B747 KL611 PH-BUA, 1426 B747 CP381 C-FCRD, (10) Atlantique PADTV *,
 (11) 1159 B747 DF290 D-ABYF, 1220 DC8 W0805 N805WA, 1329 DC8 W0803 N803WA, /N741PA
 1436 B747 LH430 D-ABYC, 1449 B747 KL611 PH-BUI, 1459 B747 LH404 D-ABYG, (12) 1247 B747 PA67
 1356 B747 KL611 PH-BUD, 1440 DC10 LH430 D-ADLO, 1523 B747 KL681 PH-BUI,
 1555 B707 O4423 SX-DHP, (13) 0810 RC.690B O-ROB OO-ROB, 0939 Corvette MP4763 PH-LsB,
 1430 * LH442 *, (14) 1415 B747 KL691 PH-BUG, 1428 B747 KL611 PH-BUC, 1439 DC10 LH430 D-ADGO,
 1450 B707 LH444 D-ABUK, (17) 1222 B707 TLO01 OD-AGO, 1254 B707 LH400 D-ABUH,
 1311 DC8 KL6157 PH-DEB, 1353 B707 TL-FX OD-LFX, 1412 B747 KL611 PH-BUB, /8738
 1427 DC10 LH430 D-ADLO, 1459 DC10 AY103 OH-LHB, 1506 B747 LH404 D-ABYG, 1523 B707 TW881 H-
 (18) 0923 C141 64-0616, 0948 King Air 100 N80MD, 1000 C141 66-0163, 1000 DC8 W0803 N803WA,
 1123 * LH490 *, 1209 B707 GAF1004 10+04, 1353 * KL691 *, 1406 B747 CP383 C-FCRD,
 1410 B747 KL611 PH-BUH, 1419 C5 69-0026, 1432 DC10 LH442 D-ADDO, 1444 B707 TW881 N18703,
 1510 B747 LH404 D-ABYA, 1514 DC10 LH430 D-ADGO, (19) 0800 B747 W0748 N748WA,
 0918 C141 65-0221, 1014 * DF296 *, ??? * SB301 *, 1225 C141 Airevac 40650 64-0650,
 1401 * AC873 *, 1423 DC10 W0103 N103WA, 1431 C500 HB-VFH, 1446 * --55 *, 1448 C5 70-0467,
 (20) 0950 * MP4763 *, 1051 C141 65-9411, ??? C141 65-0276, 1134 * DF326 *,
 1139 L-1011 LT1532 D-AMRU, 1149 C141 65-0271, 1243 * TL348 OD-AGN, 1244 B707 GAF1004 10+04,
 1253 C141 64-0626, 1403 B747 KL611 PH-BUD, 1418 DC10 LH430 D-ADHO, 1428 B707 LH442 D-ABUK,
 1449 * AY101 *, 1508 B707 LH408 D-ABUB, 1526 * TW881 *, 1535 C5 70-0463,
 1536 B747 PA73 N753PA, 1555 DC8 AC595 C-FEJP, (21) 1030 C141 66-0162, 1058 C141 65-9405,
 1150 C141 63-8081, 1250 C141 Airevac 60173 66-0173, ??? * NavyCJ92 *,
 1328 B747 AC851 C-GAGA, 1335 B707 TLO04 OD-AGO, 1350 C141 66-0195, 1355 B747 KL611 PH-BUI,
 1400 B747 KL691 PH-BUD, 1417 B747 KL641 PH-BUB, 1432 * TW881 *, 1434 DC10 LH430 D-ADHO,
 1443 B707 LH408 D-ABUB, 1457 B747 O4411 SX-O44, 1459 DC10 AY103 OH-LHB, 1503 C5 68-0212, /BF
 1503 B707 PA73 N897PA, 1542 B747 LH452 D-ABYK, 1547 B707 TL358 OD-LFY, 1555 B707 O4423 SX-D
 1600 B707 JU500 YU-AGI, (23) 1522 B747 LH405 D-ABYC, 1525 DC8 KL983 PH-DCZ,
 1526 C141 63-8082, 1530 B707 LH474 D-ABUY, 1700 BAC111 G-BFHC, (24) 1155 C141 67-0016,
 1350 B747 KL611 PH-BUG, 1428 DC10 LH430 D-ADGO, 1434 DC10 LH442 D-ADFO,
 (25) 1045 F27M PECAL C-12, 1218 B747 AC851 C-GAGA, 1404 B747 CP383 C-FCRD,
 1408 B747 KL691 PH-BUB, 1429 B747 KL611 PH-BUB, 1430 DC10 LH442 D-ADHO,
 1442 DC10 LH430 D-ADGO, (26) 0830 C141 64-0639, 1012 * LH460 *, 1108 DC8 KL6357 PH-DAB,
 1156 * LH400 *, 1356 B747 KL611 PH-BUA, 1403 B747 AV873 C-GAGA, 1414 B747 KL641 PH-BUB,
 1430 B707 TW881 N1793T, 1454 B747 LH404 D-ABYA, (27) 0802 B747 LH460 D-ABYL,
 0920 Atlantique PABZL *, 0908 * MP4763 *, 0950 C141 65-0263, 1005 C141 65-0249,
 1012 C141 66-7951, 1116 L-1011 LT153 D-AMRU, 1123 B707 DF326 D-ABUJ,
 1143 DC10 LH492 D-ADCO, 1200 B707 LH420 D-ABUH, 1209 DC8-52 Douglas 862 N99862,
 1230 B707 GAF1003 10+03, 1250 B707 TL348 N7100, 1321 * RR5116 *, 1329 B747 PA67 N652PA,
 1339 IL-62 OK598 OK-ABD, 1354 B747 KL611 PH-BUC, 1420 B747 LH430 D-ABYC,
 1439 B707 LH442 D-ABUL, 1442 * TW881 *, 1457 C141 67-0013, 1510 DC10 AY101 OH-LHB,
 1544 DC-8-F54 AC595 C-FEJO.
 Track SE: (3) 1011 C130 BAF09 CH-09, 1037 B707 RO-ABB YR-ABB, 1405 RC.690 D-INTT,
 (4) 1335 Falcon 20 PH-BAG, (6) 1516 B747 LH451 D-ABYK, (7) 0831 DC10 AY102 OH-LHB,
 0955 * R0302 *, 1044 IL-62 OK599 OK-ABD, 1126 * OO-JPN, (10) 1551 Atlantique PADTV *,
 (11) 1502 B747 LH451 D-ABYJ, (12) 0843 * IR774 *, 1030 DC8 CL903C N903CL,
 (14) 0826 DC10 AY102 OH-LHA, 1143 IL-62 OK599 OK-ABD, (18) 1359 C5 Kite 28 *,
 1541 B747 LH451 D-ABYJ, (20) 1205 * Spar 76 *, (21) 1200 F-27M P-AJ C-10,
 (23) 1530 B747 LH451 D-ABYL, (24) 1302 Cessna 550 O4-KP O4-GKP, 1351 C141 66-0140,
 1530 B707 LH475 D-ABUY, (25) 1328 DC8 IW101 TF-FLC, 1406 C-5 Kite 29 *,
 (26) 0950 F-27M PECAL C-12, 1243 Cessna 210 PH-PLF, (27) 1329 Cessna 414 N4641G,
 1512 * MP4764 *, 1515 * LH451 *.

A few more decodes: BAF: Belgian Air Force, CL Capitol Airlines, GAF: (West) German AF,
 IR: Iranair, IW: International Air Bahama, MP: Martinair-Holland, OK: Ceskoslovenske
 Aerolinie (CSA), PK: Pakistan International Airlines, RO: Tarom, RR: RAF "Ascot",
 TW: Trans World Airlines, WO: World Airways.

TEESSIDE MOVEMENTS FOR JUNE

Helicopters, training, scheduled, local, Ekofisk & charter flights T/F Scotland by the larger airliners etc .are collected at the end. Movements by Residents:TFY,VUS,VVT,YZC, ZKG,BAZV,BBGB,BBGE,DJBB are omitted for brevity.

Day	Regn.	Type	From	ATA	To	ATD
1	G-AWMU	C172	T/F Chichester	1807		0657
	BBCW	PA-23	Sturgate	0743	Flotta	0822
	ANUO	Heron	F/T Leic.E	0755		1555
	Kitty6	Wessex	Benson	0834	Gt. Ayton	0915
	BCRM	C500	F/T LHR	0841		1036
	D-IABC	"	Dusseldoff	0819	Liverpool	1449 ABS (Cologne)
	AXNS	Pup	Doncaster	1010	Netherthorpe	1415
	Kitty6	Wessex	F/T Whitby	1115		1254
	BCWE	Herald	Gatwick	1121	Stavanger	1222 BAH
	BEXM	P.68	LBA	1217	Denham	1652
	AZHH	Cavalier	Nunthorpe	1456	Southend	1637
	BFDA	PA-31	F/T Dyce	1819		1857 Fairflight
	FMFC	Bandirante	F/T Dyce	1852		0910
2	ARDZ	Jodel	Hartlepool	0909	Calais	1014
	AWLA	C150	F/T Kirmington	1143		1317
	GBSC	Be90	Cranfield	1307	Luton	1514
	ATMI	748			Gatwick	1731
	N49MZ	SW.2	Goteborg	1729	Lulsgate	1841 Kranlyft
	AVLY	Jodel	F/T Tholthorpe	1855		1948
	APKW	Heron	Dyce	1920	Dublin	1025,5/6
3	BEHW	C150	Moreton Carr	0633	Dundee	0702
	BASX	Seneca	Newcastle	0748	White Waltham	0851
	ATGP	Jodel	T/F Andrewsfield	1709		0811
	EI-AVC	C337	F/T Dublin	1003		1836 Iona Nat. Airlines
	LN-MAR	C404	" Stavanger	1138		1549 Norving
	ARLK	PA-24	T/F Dyce	1836,4/6		1339
	BCRV	S.58	Grange School			landed 1413 at school
			Stockton	1521	Ekofisk	1405 loose engine cowling
	BARC	C172			Luton	1533
	BASX	PA-34	White Waltham	1951	Newcastle	1958 Gill Avn.
4	OO-TEF	A300 B1	Tarbes	0323	Brussels	0432 Trans European
	AVLY	Jodel	Forfar	0907		
	AXDH	BN-2	Farnborough	1049	Peterborough	1401 Para.Regt.Free Fall
	LN-MTB	PA-31	F/T Stavanger	1353		1451(Club,Aldershot
	AVYT	PA-28	Teesside	1210	Hucknall	1201 Div back
	F-BVST	C172	F/T Calais	1533		1614
	HB-LGA	PA-31	Norwich	1544	Geneva	1625
5	BFLZ	Be55	Booker	0751	Newcastle	0947
	BEKO	C182	?		Calais	0829
	GBSC	Be90	Cranfield	0923	Lulsgate	0829 BSC
	BAOZ	C414	Cowick Hall	0950	Brough	1334
	BFLZ	Be55	Newcastle	1305	Fairoaks	1313
	LN-KLV	CV440	F/T Stavanger	1454		1549 Nor-Fly
	GBSC	Be90	Lulsgate	1615	Cranfield	1658
	BBMJ	PA-23	Paull	1805	Dyce	1846
	BNPD	"	Kirmington	1810	"	1834
	BATX	"	F/T Dyce	1823		1848
6	ANUO	Heron	F/T Leic.E	0748		1547
	BDSL	C150	T/F Dyce	1830		0927
	BCBG	PA-23	F/T Booker	0944		1602
	BCPF	"	Dyce	1800	?	
	BEHW	C150	Dundee	1811	Horton Carr	1834
	BATX	PA-23	Dyce	0802	Newcastle	1205
7	AXXG	BN-2	F/T Birmingham	1006		1500
	AXPU	HS-125	" Luton	1036		1619,8/6
	SE-GBT	PA-31	F/T Malmo	1228		1419

7	BCGU Jetstream	Sumburgh	1424 LHR	1503	Terravia
	BDIG C182	Aviemore	1621 Leic.E	1647	
	BBNL BN-3	F/T Dyce	1626	1659	
	FMFC Brandirante	F/T Dyce	1712	1842	
	BFPN Puma	Redhill	1733 Dyce	1817	Ferry Flt.
	ATCY PA-23	Newcastle	1742 Sturgate	1813	
	BFDB PA-31	F/T Dyce	1811	1928	
8	BDMJ PA-23	" "	0659	0725	
	AVDX HS-125	" Stansted	0737	0749	
	GBSC Be90	Cranfield	0808 Glasgow	0832	
	AXKD PA-23	Glenrothes	0810 Valley	0837	
	AYPH C177	T/F Dunbar	1358, 9/6	1014	
	SHAW PA-23	F/T Wombledon	1153	1355	
	ATGP Jodel	T/F Coventry	1818	1232	
	AYPH C177	F/T East Fortune	1251	1442	
	GBSC Be90	Glasgow	1519 Birmingham	1526	
	BEOU PA-31	F/T Dyce	1751	1821	
	BEZU PA-31	" "	1812	1840	
	BFDB "	" "	1816	1857	
	AXKD PA-23	Alderney	1933 Valley	1954	
9	ANUO Heron	F/T Leic.E	0728	1445	
	AYMZ PA-28	Carlisle	0939 Leeming	1104	
	AWWV C172	Fairoaks	1712 Elstree	1014	
	AWGC C172	F/T Kirmington	1228	1400	
	ARLK PA-24	T/F Castle Bar	1552, 11/6	1305	
	D-EDBD Rallye	Inverness	1600 Southend	1731	
	BAMI Be58	F/T Leavesden	1607	1644	
	BEOU PA-31	F/T Dyce	1825	1853	
10	AYWF PA-23	" Dyce	1041	1645	
	PH-VSC C172	Southend	1051 Strathallen	1203	
	BECM Pitts	T/F Kirkbride	1050, 11/6	1334	
11	BCIL AA.5	F/T Doncaster	0920	0945	
	LN-PAF PA-31	" Stavanger	1156	1451	
	LN-MTZ "	" "	1425 Bergen	1537	
	BEKB PA-23	Dyce	2055 East Mids	2103	
12	BIXE "	F/T Barrow	0753	1331	
	BATX "	Dyce	0833 Newcastle	1312	
	ASNU HS-125	Newcastle	1344 Hatfield	1428	
	BBVR PA-31	Gatwick	1552 Stapleford	1626	
	BOST PA-23	Stavanger	1558 Pauli	1630	
	AA362 Beaver	Aldergrove	1600 Netheravon	1611	Army
	AXPU HS-125	Luton	1609 Brussels	1755	
	BEOU PA-31	F/T Dyce	1711	1835	
	BCIR PA-28	" Glasgow	1731	1947	
13	BAWV PA-23	Ringway	0756 Dyce	0808	
	ANUO Heron	F/T Leic.E	0800	1546	
	BARW C402	" Lulsgate	0852	1520	
	BFREE Be55	Elstree	1043 Dortmund	1157	
	FMFC Bandir.	F/T Dyce	1744	1849	
	BDSL C150	Topcliffe	1844 Church Fenton	1756	
	BCJI PA-31	F/T Dyce	1943	1956	
14	AXKD PA-23	Edinburgh	0731 Valley	0741	
	BDWK Be55	F/T Leavesden	0813	1518	
	BBCT PA-31	Luton	0944 Biggin Hill	0958	
	BBCM PA-23	F/T Lulsgate	0955	1504	
	AXHG Rallye	Sheffield	1853 Banbury	1114	
	BCTF PA-28	F/T East Mids	1126	1648	
	BFDN PA-31	Kirmington	1231 Bergen	1253	
	BFDB "	Dyce	1703 Glasgow	1810	
	AXKD PA-23	Valley	1711 Glenrothes	1718	
	BFLZ Be55	Dortmund	1752 Elstree	1834	
	BFDN PA-31	Bergen	1821 Kirmington	1834	

14	AYLY PA-23	F/T	Dyce	1851		0644,15/6
	BEXR Be55	"	Denham	1913		1549,15/6
15	ASIR Be95		Fairoaks	0825	Inverness	0857
	BKRD PA-34	F/T	Lydd	0856		1511
	BBEY PA-23		Kirmington	1002	Huddersfield	1613
	BBCT PA-31		Biggin Hill	1332	Luton	1401
	AYNR HS-125		Blackpool	1542	Kristiansund	1703
	FMFL Brandir.	F/T	Dyce	1727		1832
	BMPU PA-31	"	"	1842		1909
16	AKXG BN-2	"	Birmingham	0844		1334
	BBXK PA-34		Coventry	0954	Topcliffe	1559
	ARYV PA-24	T/F	Cumbernauld	1545		1038
	F-BYMP F-27		Toulouse	1216	Le Mans	1508
	BEOU PA-31	F/T	Dyce	1856		1922
18	BAXZ PA-28		Rochester	0726	Carlisle	0813
	AXHG Rallye	T/F	Brunton	1553		1241
	NBJT PTNs	T/F	Abingdon	1745		0945
	BDKV PA-28	F/T	Liverpool	1858		2217
	BAVB C172		Edinburgh	1928	Southand	2009
19	AVAU PA-30	F/T	Blackbushe	0922		1538
	AXU Pup		1/2p Green	1823	Compton Abbas	0957
	AZTB Monsun	T/F	Oxford	1500		1034
	LN-MTZ PA-31	F/T	Stavanger	1110		1450
	AXYA PA-31		Newcastle	1405	Prestwick	1607
20	BFDN PA-31		LBA	0610	Dyce	0643
	BBLI Comm.		Brough	0712	Glasgow	0720
	ANUO Heron		Leic.E	0753	Birmingham	1547
	AZTB Monsun	T/F	Oxford	1350		1005
	BBLI Comm.		Dyce	1551	Brough	1605
	AXYA PA-31		Prestwick	1553	Newcastle	1641
	BFDB "	F/T	Dyce	1810		1824
	BCHK C172		Edinburgh	1831	Sherburn	1857
	BBZP PA-31	F/T	Dyce	1909		1926
21	ANUO Heron	F/T	Leic.E	0758		1549
	AKXG BN-2	"	Birmingham	0829		1325
	BDWK Be55	"	Leavesden	0841		1546
	BAYR Robin	"	Peterborough	1230		1325
	ASRW PA-28	T/F	Sywell	1839		1302
	BBZP PA-31	F/T	Dyce	1711		1901
	AYVM "				Doncaster	1714
	AWEG C172		Doncaster	1848		
	AZZM BN-3		Dyce	1857		0821,22/6
22	BBCC PA-23		Newcastle	0624	Norwich	0656
	SP-LSE IL-18	F/T	Warsaw	0813		0902
	AYLG HS-125		Glasgow	0922	Rhoose	0940
	HLUB Be200		Liverpool	0933	Newcastle	0941
	BFTC PA-32	F/T	Liverpool	0956		1405
	ARDZ Jodel		Hartlepool	1027	Redhill	1058
	AXYA PA-31		Gatwick	1242	Newcastle	1307
	BFDB PA-31		LHR	1444	Stavanger	1524
	GBSC Be90		Exeter	1453	Glasgow	1540
	BMPU PA-31		Newcastle	1915	Dyce	1949
	SP-LSH IL-18	F/T	Warsaw	1831		1931
	BBCC PA-23		Norwich	1832	Newcastle	1859
23	AXHG Rallye	T/F	Edinburgh	1222		0942
	BBCC PA-23		Sunburgh	1200	Newcastle	1331
	AXYB PA-31		Glasgow	1208	Inverness	1450
	GBSC Be90		Cranfield	1357	Exeter	1427
	ARYV PA-24	T/F	East Fortune	2148		1518
	BMPU PA-31	F/T	Dyce	1717		1747
	FMFC Bandir.	"	"	1817		1836
24	BEOM Pitts				Little Shorton	0943

24	BEIP PA-28		Kirmington	1042	Newcastle	1124
	BDXZ Pitts		Redhill	1206	Woodford	1349
	BCJI PA-31	F/T	Dyce	1426		1457
	LN-SAW PA-31		Stavanger	1432	Karmoy	1542
25	AVAI HS-125		Norwich	1026	Rotterdam	1110
	BDXZ Pitts		Church Fenton	1412	Redhill	1511
26	BANL DN-2		Kirkwall	1202	Leavesden	1240
	DAXY C172		Deauville	1225	Glasgow	1330
	BATX PA-23	F/T	Dyce	1748		1853
	BAMU C206		Bedford	1912		
27	ANUO Heron	F/T	Leic.E	0750		1544
	AYLG HS-125	"	Luton	0940		0858,28/6
	LN-MTZ PA-31	"	Stavanger	1052		1628
	BCPF PA-23		Dyce	1556	Ringway	1519
	AWJX C150		Newcastle	1602	Acaster Malbis	1619
	ANSZ Heron		Norwich	1657	Glasgow	1712
28	BEZU PA-31	F/T	Dyce	0708		0729
	AXXG DN-2	"	Birmingham	0844		1438
	ASRW PA-28	T/F	Stansted	1644		0919
	BCJI PA-31	"	Dyce	1408		1250
	BFIG C172		Barton	1313	Newcastle	1405
	PH-MAO DC-9		Amsterdam	1400	Dyce	1602
	ASRW PA-28				Stansted	1754
	PH-MAO DC-9		Dyce	1757	Norwich	1829 Martinair
	BEZU PA-31	F/T	Dyce	1849		1927
	BFDB "	"	"	1859		1916
	BDNL DN-3	"	"	1915		0912,29/6
29	BFDN PA-31		Kirmington	0638	Dyce	0724
	BCSV C421	T/F	Leavesden	1815		0741
	BDWK De55		LBA	0932	Leavesden	1523
	AYNR HS-125	F/T	Gatwick	1035		1348
	BBBN C177		Dyce	1204	Blackbushe	1431
	BBCU PA-23		Inverness	1422	Sturgate	1434
	BATX PA-23	F/T	Dyce	1819		1841
	BFDB PA-31	"	"	1845		1918
	BFDN "	"	"	1828	Kirmington	1853
	BDFN "	F/T	"	1902		1925
	BDFN "	"	"	1838		1909
30	BART HS-125		Menorca	0045	LHR	0255 Green Shield Trading
	BASX PA-34	F/T	Dublin	0617		Stamps
	AYLY PA-23	"	Dyce	0722		1655
	HLUB Be200		Denham	0750	Ronaldsway	1043
	ANUO Heron	F/T	Warton	0833		1457
	BATN PA-23		Shannon	0950	Cambridge	1412
	BCSU C421				Sumburgh	1119
	AYPJ PA-28		Rhoose	1133	Glenrothes	1336
	BDFN PA-31	F/T	Dyce	1141		1152
	ATYM C150		Biggin Hill	1148	Kirmington	1251
	AXMA PA-24		Tollerton	1207	Newcastle	1221
	ASBU B.Terrier		Usworth	1806	Sywell	1858
	FMFC Brandir.		Dyce	1957		
	AWUV C172		Clacton	2007		
	LN-PAC PA-31		Stavanger	2200		

LOCAL MOVEMENTS Carlisle TCI 10,18; TJU 19; VYM 8; WLE 1; WUL 2; YNJ 14; YPV 18; YTB 2, 6,12,13,18; YXZ 20; YYX 3,6,13,14,20,26,27; BDWI 11. Leeds/Bradford NSJT 10; TTY 10,18, 27,28; VWT 1; WMU 2,8,27-9; WNT 2; WUL 11,14,19,20; WUV 27; ZTB 9,12,22,27; ZAG 13; BANV 30; BBJX 27; BBOK 12; BCSV 28; BDSL 18,23,30; BFFC 2,6,27; BFGL 20,27. Newcastle RYK 19; TTY 23; VVT 5,9; YNJ 14; YPV 16,18; YTB 2,3,12,13,18; YYX 3,6,13,14,20,26; BANV 30; BAOP 24; BBJX 27; BFFC 6,27; BFGL 20,27. Sherburn WJZ 7; BCHK 11,20. Usworth TCI 10,17, 18; TCL 27; TGP 12,17; TJU 19,20,29; VUS 4,6,16; VVT 1,20; YVT 4; TTY 4,28; RKD 30; WEG 22,23,26; WLE 1,17; WMU 28; ZTB 6,7,8,12,27; BAVL 19; BDFR 11,17; BDSL 18. Tholthorpe VLY 2,4,9,11,18; BDSL 13. Ronaldsway RRV 10; VUS 5,7,8,9; WMU 5,6; XHG 9; BDCR 10,18.

CREW TRAINING Dan-Air HS748 RMX 9,19; British Airways BAC 111 VMP 24, VMW 17,18; VMX 21, 28. CSE PA39 YXA 15. Aztec BBGE 23. Citation DJBB 5,6. S58ET BCDE 21, BCDF 15, BCDG 1 & BCRV 22.

SCHEDULED LHR ZLR 4,10,11, ZNB 3, ZNC 3,4,11. BFIH 1-30 except 18 & 25. Norwich/Aberdeen BAKL 16,21-23; BAUR 6,8,15,24-5; BCDN 1,8,15,26,29; BCDO 2,5,7,9,13,14,21,29; BDDH 1,16, 19,20,22,27,28,30; BDVS 2,5,6,10-12,17,23,26; BDVT 3,4,10,11,14,18,20,27,30. Kirmington/Glasgow BEOJ 9,12-16,19-22; BEKU 8,9; BFLJ 27-30; BMIN 1,23,26,29,30; FJGC 1,2,5-8. Amsterdam TMI 1,2; BDRG 5-9,12-30. Link-City RMX 7,14,21,28; RRW 5,12,16,19,26,30.

CHARTERS Ikofisk BBJs 1-3,5-9,11-14,16,18-23,27-30; BCDE 1,2,8,16-22,24-6,28-30; BCDF 1-3,5-30; BCDG 2-7,12-16,20,23; BCRV 1-19,21-30. Scotland OJF 3,4; PKW 9,12,14,16,19,21, 23,26,27; RGR 2; TDS 6; BEJD 21-3,26; BEJE 9,12,25; BEKC 1,2,5,7-9,12-16,19-23,26-30; BEKF 1,2,5,7-9,13-15,19-21,26-30; BEKG 19; BEKC 30; BFMW 24,29,30.

IT's Alicante EC-CGQ 25; Barcelona EC-CGN 30; EC-CGO 9; EC-CGQ 9, EC-CGS 2,11, EC-CTT 23. Palma: BAZC 24, BAZG 3, BAZI 17, BECG 10; EC-CGO 9, EC-CGN 30; EC-CGQ 9,25; EC-CGS 2,11, EC-CLD 16, EC-CTT 23. Malaga BFIH 11,12,25,26. Menorca BFIH 1,2,8,9,29,30. Pisa BFIH 24. Rimini BFIH 17. Isle of Man OJF 3, BDRG 4,24. Jersey ZLP 4,11,24; ZLR 4,10,11; ZLS 18,24; ZNB 3; ZNC 17; BAPD 17,18; BAPE 25; BEKF 3; BFIH 4,10,11,17,24,25. /26-30.

JP's 2,5,6,9,22-16,19-23,27-9. Jetstreams 2,7-9,12-14,16,19-21,27. Bulldogs 5,6,8,13,14,

HELICOPTERS ZER 18; BBJs 1,3,7,14,15; BBOR 21; BBOS 1,29; BCDE 3; BCDF 16; BCDG 25; BCRV 11; BEHO 16; BEWY 14; BFDH 25; BFOI 5,12,19,26; BFERI 15; BFRW 18; BFTV 30; Gazelle 431 2.

LOCAL FLYING N8JT RLK RSP TFY TGP VLY VUS VVI VVT VYT WMU WUL WVW XCG XDH XHG XUA ZLL ZTB BANN BBGE BBHE BBJs BBOS BCDE BCDF BCDG BCPE BCRV BDSL BECM BEKO BEWY DJBB.

TEESSIDE 35 YEARS AGO

A. ALDERSON

June 1943: Totals of types and number of days seen; Halifax 30, Oxford 29, Hudson 29, Wellington 23, Spitfire 18, Beaufighter and Anson 16, Martinet 12, Whitley 11, Rapide 7, Marauder 6, Horsa and Hurricane 5, Lysander and Cierva Rota, Proctor, Mustang, Harrow, Tiger Moth, 3, Typhoon, Boston, Barracuda, Magister, Fortress, Lancaster 2, Avenger, Beaufort, Blenheim, Catalina, Dakota, Defiant, Martlet, Mitchell, Ventura and Wichita 1.

American aircraft were appearing in increasing numbers and I saw my first Martlet on 13th, Catalina on 16th and Thunderbolt on 26th. The Wellington was about to disappear from the local bomber squadrons, giving way to the many varieties of Halifax. 428 (Ghost) Sqdn. joined 419 Sqdn. at Middleton-St.-George and I first noted their aircraft on 26th. At first they had a few Wellingtons: NA;C,L and P, etc., but soon Halifaxes replaced them, eg. Mk.II, solid nose and no upper turret:NA;S and Y. 419 was meanwhile receiving the newer series IA with glazed nose with no gun turret, eg. VR;A,K, and L. 1664 HCU at Croft had a variety of older aircraft, eg. Mk.1 DH:F, Mk.II, solid nose, 2-gun dorsal turret eg. DH;A,B,D,J,O,P,S and W. 4-gun upper turret DH;C,K,R, and U, no upper turret DH;t. Also 1659 HCU Mk.II, 2-gun as above FD:L. Horsas appeared on 5 days; 5th with Halifax tug, 12, 13, 21 and 24th with Whitley tugs. Six Barracudas were seen on the 20th. Marauders of the USAAF often flew very low, such as 116003 with yellow fin serial and olive-drab upper surfaces.

Bombing Operations from Middleton-St.-George: 11th June 15 Halifaxes (H), 7-1=6 Wellingtons (W)-1 crashed, 12th:14H, 17th:5H, 19th:14H (Le Creusot), 21st:17H (Krefeld), 22nd:13H (Mulheim), 24th:15-1=14H (Wuppertal), 28th:21-2=19H (Cologne), Targets were given in local press and radio at the time.

Staverton, 28/6

A.Abbott.

Gate guard: Meteor T7 WL348, on field Hastings 528, Islander ST-ADJ, & PVZ, RAN, RCF, SCJ SYO, TLE, WGA, XSJ, YKW, AVB, ZCI, ZYI, ZUY, BCLM, BCPO, BEHR, BFOF.

Bristol/Lulsgate, 5/7

Goodyear's Europa N2A- pleasure flights? Air Atlantique DC3s HCA, NAF. GAA Dove NAP. Viscounts OYO, PIM, BDRG. 748 THL, C414 BDFK, Commander BDFC, Barratts PA30 BEZL, PA31 BTLE of Fluorocarbon Ltd., SVII, VHN, WAH, YAV, BBOH, BBYK, BFMN.

6/7 PA31 MI-DEW, B737 MI-ASA, C.310 HB-LGU, C337 YHW, also WHX, BANI & Comet BDIW.

CREDITS Tees-side Airport Authority, Flight, Evening Gazette, Derek Cox, & others as noted, viz. A.A., A.A., D.C., D.E.T., E.S., G.D., G.F., R.F.R., S.B. (it's all used Steve) Whatzizname, & anyone I've forgotten.