



# THE JOURNAL OF THE TEESIDE AIR ENTHUSIASTS GROUP

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Further details of the Sunderland airport display on June 17th have been published: RAF support is promised as Spitfire, Vampire & Meteor, Shackleton & Sea King, as well as the Red Arrows. This is the first mention of the 'Sparrows' I have read this year. There will be aerobatics by aircraft & a glider, pleasure flying, a hot-air balloon, parachuting and radio-controlled models. Admission is £1 for adults, 50p for children & OAPs, with 30p for car parking.

Eddie has found some more display dates for us: May 19th Bentwaters, August 4th Binbrook, 18th Upper Heyford & Alconbury, as well as some in Belgium, Holland, Germany.

There is to be an Airshow at Tees-side Airport on 11th August as hinted at last month. I believe a Spitfire & the Lancaster are promised, but more details next month.

The AGM will be held on the 5th May at Elmwood Community Centre, Hartburn, Stockton, at 2pm. As Mildenhall & some other possible trips are not far off now, it will be a good idea to bring money for deposits on seats. The "members" who incredibly have not yet paid their subs. may also find money useful- to get in! Actually, the cost of hiring rooms is such that we will charge a levy of 10p a head at the door to go towards this expense. The Group business of finances, elections MUST be attended to, & this time the three gents mentioned above will be searching very hard for volunteers to help, even occasionally, with the various jobs of the Group. Bring your best slides & prints from 1978 along and we will run a self-financing competition for the best set of three if there is the demand, or just enjoy them if there is not.

Local sightings 9/2: Thunderbolt II NW Scotch Corner, Andover XS605 into Leeming.

7/3: Belgian AF Boeing 727 into Leeming. 8/3: 44 Sqn. Vulcan B.2 on Leeming approach.

9/2: 2 OV-10 NW 1200 Transporter, 1605 S.

High-flyers, N over Cleveland: 15/12 6X KC-135 0800-, 1400 one SE.

11/3 KC-135 NW 1520. 12/3: 1845 NW F-111F (F's have a blue strobe light beneath, which distinguishes them from F-111E's. 23/3: 1725 KC-135 NW.

Identities wanted: Broncos above on 9/2, VH-WFF S at 1330 on 8/3, Sea King (SAR) at 1220 On 15/3, & high-level: Two SE 1630 9/2, Two NW 0810 14/3. Merlin at Leeming on 6/4.

The Amsterdam Dan-Air Viscount times are: DA790 Dep.0730, DA791 arrive TD 1100, DA796 Depart 1645, DA797 arrive 2015 at TD. DAO50/057 is said to have finished- this was the Link-city service.

The Queen Mother paid an informal visit to Leeming on 5/4, for lunch & a tour of an aircraft display in a hangar. The Red Arrows displayed. Andover XS789 was used.

Eddie has photographs for trading at the AGM: slides: Draken, RAF G-91, WGA F G-91 & F-4, IAF F-104, FAF F-1A. Prints USSR MIG 23, A-10, air-to-air F-15.



Woodbridge A-10s are now using the East coast ranges & have been seen around Binbrook. Donna Nook range near Grimsby/Cleethorpes was in the news recently when school-children picked up 30 mm (Aden) Jaguars & Harriers, 20 mm (Gatling-F-111) & 27 mm (Mauser-Tornado) shells from it, as well as armour-piercing shells from A-10s. Anyone in the area should know that this & the Wainfleet ranges are worth a visit. Activities are well supervised, but no items on or near the range should be touched- warning signs must be obeyed!

Alconbury, 31/3 F-4s are multiplying to 25-30 RF-4C from Zweibrücken. Seen were 65-50908, 50927, 50935, 50939 & 50944. 66-60418, 21, 22, 23, 25, 49, 78, 80, 83. 67-0469. 68-0554, 0555, 0556, & 0553 which had been in a hard landing & perhaps written-off.

69-0370 from 26 TRW. Fire-dump F-100D 42203 has gone, only T-33 & F-15 remain.

Mildenhall, 31/3 KC-135: 91464, 91474, 91472, 00319, 00332, 00337, 00357 + 5 more.

C-130H 41666, 42067, 42130, 42133, 42603. C-141 40647, 438 MAW, 50227 67 MAW.

Lossiemouth Gannets have migrated as follows: XL495 to HMS Gannet, Prestwick (gate-guard).

AEW 3s: XL450 to Bruggen for damage-repair training. XL471 to RAE Farnborough,

XL472 to A&AE Boscombe Down, XL496 to fire-dump Gibraltar! XL 449 to SWAPS, Rhoose.

XL500 to Culdrose, XL502 to Leisure Sports, XL482 & T.5s XG888 & XT752 also to Culdrose.

the last is ex WN365, G-APY0. Finally COD.4 XA466 to the FAA Historic Flight

Coltishall has had A-10s visiting in 3s & 4s from Woodbridge. They train there because the

station is similar to Leipheim, the USAF base in West Germany.

Luton 8/3 Cyprus A/ways B.720 G-AZFB. Monarch BAC 111 AWWZ, AXMG, BCXR. Britannia A/ways B.737 G-AVRN, AWSY, BAZG. Dan-Air Comet BDIV. McAlpine HS125 G-AXPU, BAZA, BCXF.

C.150 AWOT. C.172 BAKK. G-JCWG, TAXY. HB-VOS.

Toulouse 8/3: Caravelle F-BHRM. 15/3: F-BTAM, BTTI, BVVM, BXOM. Brief stops.

Ringway 10/3: Comet 4 G-APYD. BAC 111: G-ASJH, AVBY, AVMI, AVMM, AVMO, AVMR, AVMZ, AYYZ,

AWWA, AZMF, BBMF, BDAT, D-AMAM, N1543, hangared D-AMUC. Boeing 727: G-BALF, BCDA.

VC-10: G-ASGL. DC-9: LN-RLW. HS125: HZ-DAC. B.737: G-AXNA, AZNZ, BADR, BAZI, D-ABFE.

PA-31: G-BFDN, BFFI, TAXY. Hangared: G-AVCW, AWRO, AZRB, AZRD, AZRH, AZRV, AZWW, BAE0,

BATH, BAVN, BAKM, BBBB, BBSF, BCGD, BDFL, BECA, BGEY, BMSF, JUDY, ROWL.

Gatwick 7/4: Sothern International Viscount G-CSZA. Skyways Dakota G-APBC. World Airways

DC-8 N805WL, CCCP Tu 154 85182, 85242, LOT Tu134 SP-LHA, British Airways B.737 PH-TVE.

Pelican Cargo B.707 G-BEVN.

Newcastle 9/4 flying G-ARPX, ASJG, ASJI, ASNU, ATVH, AWYU, AXNA, AYXZ, AZXM, BAMI, BEMX, BFGB, BFIC, BFKJ, BFMH, PH-BBV, Falcon 10 HB-VDX. Flyovers: Sea Kings XZ594, 598.

Jetstreams XX 492, 495. Jet Provosts XM455/0, XN495. Phantom XV576/D.

LBA 13/4: G-AMPO, AOHL, AOYM, AOYO, APZR, AROC, ASWL, ATCE, ATAG, ATFK, ATLM, ATOE,

ATPR, AVHH, AVSE, AVWT, AVZX, AWLL, AWNT, AXPB, AXZU, AYND, AYYN, AZLL, AZUG, BADZ, BAKI,

BALN, BAMV, BASL, BASS, BAWK, BAWX, BAKH, BAZG, BAZM, BBGU, BBJX, BBKI, BBOK, BEXP, BBKH

BCBI, BCLL, BDCO, BEBA, BECH, BEHW, BELT, BERI, BEAI, BFFC, BFFZ, BFGL, BFIG, BFOL, BJLS

BNPD, FAST, Jet Ranger GLEN, C.172 OTRG, WIZZ, WTVB, C.421 D-IHAR, Hercules XV183, 294.

Unflyable Argosy WJ678 near Northair hangar.

Air Europe start operating from Gatwick on 4th May, using five new B.737-200s. The new company's headquarters are in Reigate. There are 29 holiday resorts on its list of inclusive tour destinations.

Leeming 1/4 Flying: Chipmunk WK517/84, Bulldogs XX516/10, 700/27, 629/V. Vintage pair practising for Q.M.'s visit. Hangared: Chipmunk WZ878/86, J.P.T.3A XN358/J, T.5 XW330/65, XW319/67, Bulldog XX517/23. Guards: usual Spitfire 16 T356, Meteor NF14 WS788, Javelin FAW.4 XA634. Victor XH615 on fire dump is disappearing. Code changes: Bulldog XX517 was /42 & is now /23; J.P. XW319/67. /67 was XW414.

Visitors: Finningley Dominie used the foam carpet on 22/3 with locked-up nose wheel. VC-10 of 10 Sqn. visited on 31/3. Valley Hawk was in 30/3, out 31/3.

Red Arrows are booked for: 3/6 Church Fenton, 9/6 Brough, Humberside, 16/6 Waddington, 17/6 Sunderland, 8/7 Paull, 19/8 Whitby, 27/8 Leeds, 8/9 Finningley. New team leader & three new members.

Mr.R.J.Cooke, an enterprising gentleman of Peterlee, County Durham, has formed an air enthusiasts group as a section of the Pavilion Community Association there. We have established contact with them, probably to our mutual advantage, especially in running coach trips to air shows. Perhaps one day they'll supply us with Usworth visitors news!

The "Windsor Castle Inn" near Ripon was bulldozed in 1941 to make way for a runway at Dishforth. The licence has been carried forward by the magistrates ever since, until last February, when the police removed it from the list of applicants.

The last EC-121 Warning Stars have left Keflavik.

The 32 TFW has now converted wholly to F-15s: 16 A plus 2 B.



JOURNAL OF THE ROVING SPOTTERNews In Brief

1. Air Anglia are receiving still more F-27 Friendships, including an ex-Indian aircraft for spares.
2. H.P. Heralds of all U.K. operators have been subject to grounding owing to cracks found in the airframe.
3. During the snowstorms in March, the RAF were using the Boulmer Sea Kings for taking urgently needed medical cases to hospital. I saw one on approach to the Town Moor, Hartlepool for St.Hilda's Hospital.
4. A recent "Flight" advertisement was for aircrew to be based at Tees-side Airport for a two year contract, operating Viscount type aircraft. This subsequently turned out to be for Air Bridge Carriers Ltd., of East Midlands Airport, who I believe are leasing a Viscount 800 to Dan-air for two years. It will be used on the Amsterdam and Belfast services while they are building-up to being profitable. Dan-air are promoting the Amsterdam service as "the London bypass service".
5. Recently, while observing DC-9 G-BFIH "Dove Dale" crew training, I thought of the importance that this aircraft has had on the air services to Cleveland as a whole! It has had a remarkable service record, bearing the brunt of nearly all the scheduled jet services out of Tees-side for three years. Surely, in appreciation of this, and its competition with the high-speed train, this aircraft should be renamed "Teesdale"!

The Short SunderlandPart 2

Coastal Command's first 'U' boat "kill" was made by a Sunderland of 228 Sqn., the 'U'-boat was in fact scuttled before the aircraft had time to finish her off!

Convoy escorting and U-boat patrols were the Sunderland's main fare with some special operations, as when 230 and 228 Sqdns. assisted in the evacuation of Crete and Greece. 204 Sqn. kept watch on German shipping movements which culminated in the assault on Norway.

Shipping losses in the South Atlantic lanes between the U.K. and South Africa at the end of 1940 gave much concern, so 95 Sqn. was formed on the 16.1.41 at Pembroke Dock. It switched to Oban in February and then moved its five aircraft to Freetown from whence on 24.3.41 two made their first operational sorties. These were joined by 204 Sqn. which moved into Bathurst in September. During this month the U-boats had no success off West Africa and were withdrawn. In the Middle East where 228 Sqn. had been operating against Italian shipping since June 1940 the tempo of action was such that 228 and 230 had to move from Kalafrana to Aboukir Bay for safety in April 1941.

At Home, in July, 18 Group had 201 Sqn. split between Sollum Voe and Invergordon, using five aircraft and 19 Group's only Sunderland unit was No.10 RAAF Squadron. From Iceland 15 Group's 204 Sqn. had only two aircraft for service, such was the toll of the sea and weather. In 1942, additions to the home Sunderland squadrons had been made by 423 (R.C.A.F.) Sqn., formed at Oban on 18.5.42 and 461 (R.C.A.F.) Sqn. at Mount Batten on 25.4.42. No.422 Sqn. was added at Oban in November 1942, and by February there were nine Sunderland Squadrons in Coastal Command, two being Australian.

When Japan commenced hostilities no Sunderlands were operating in the Far East, but detachments saw active service over the Indian Ocean in 1942. 230 Sqn. moved to East Africa in March 1943 and used various small islands as bases, eventually moving on to Ceylon in 1944 and Rangoon in 1945. No.209 was operating Mk.V's from Kipevu (East Africa) when the war in Europe ended. This released some Sunderlands for Far-East service but it wasn't until the post-war years that the Sunderlands moved to the Indian and Pacific Oceans. When V.E.-day came the seven squadrons in the UK and three in West Africa owned about 130 Sunderlands.

At Home, 201 and 230 Sqdns. operated variously from Calshot and Pembroke Dock. During the last six months of 1948 they lifted 4847 tons of freight to besieged West Berlin and between 1951 and 1954 supplied the British North Greenland Exhibition flying into Britannia Lake during the short ice-free summer there.

War operations for the Sunderland were not yet past, as it fell to 88 Sqn. to show the roundel in the Korean War. Later, 205 and 209 Sqdns. participated, and the three units logged over 13,380 hours of operational flying in 1647 sorties. 205 and 209 Sqdns. were the last units flying Sunderlands.

No.69 Sqn. based at Malta, used W 3980 and W 3983 (two) during 1940/1941, previously with 431 G.R. Flight.



No.88 Sqn. reformed 9.46 from a detachment flight of 209 Sqn. using Mk.V and based in Hong Kong. Operated a freight service between Japan and Hong Kong logging 680,000 miles and carrying 385,000 lb. useful load. A Sunderland of 88 Sqn. took a doctor and medical supplies to HMS "Amethyst" in the Yangtse during 4.49. During operations against Malayan terrorists a further 165 sorties were flown. Aircraft used included VB 883/'B' and SZ 570/'D'.

No.95 Sqn. formed 16.1.41 at Pembroke Dock chiefly for anti-sub. duty. Moved to Oban and then Freetown in 2.41 for anti-sub. and later A.S.R. duties. Guided HMS "Wishart" to survivors of S.S."St. Helena" on 12.4.41. Moved to Jui in April 1942; searched for blockade runners "Annaliessse", "Essbergen" and "Kota Napan" in November 1942. At Bathurst from April 1943 until the end of the war, when it was disbanded. Used Mk.I (e.g.N 9025, SE-F. T 9040, SE-R) also Mk.II and Mk.III.

No.119 Sqn. reformed April 1942 at Lough Erive with Catalinas, re-equipped with Sunderlands in September and subsequently operated from Pembroke Dock until its disbandment on 17.4.43.

No.201 Sqn. received Sunderland Mk.Is at Pembroke Dock, April 1940. At Invergordon April to June 1940, Sullom Voe 6.40 to 18.9.41 then moved to Castle Archdale. Returned to Pembroke Dock 3.44 moved to Castle Archdale 11.44 staying there until the end of the war. Moved to Pembroke Dock 7.45, later to Calshot, then back to Pembroke Dock where it was disbanded 31.1.57. Used Mk.I e.g. P.9606, ZM-R (in use 8.41). Mk.III e.g. EJ 150, NS-W. Mk.V e.g. ML 778, NS-Z; RN 273, A-A; DP 198 201-A. (The 201-A was applied in Roundel blue)

No.202 Sqn. received Sunderland Is at Gibraltar in November '41 (e.g. N 6133 TQ-S). Convoy escort given during North African landings, patrol duties flown over Atlantic and Gibraltar shipping lanes. Moved to Castle Archdale October 1944 and continued convoy escorts over the Atlantic. Re-equipped with Catalinas 12.44. (Codes; ZM 1939 to 1944, NS 6.44 to 8.51, A 8.51, 201 1.57).

No.204 Sqn. (Codes; RF pre-war, KG during the war) Sunderland Is received in July 1939 at Mount Batten. Subsequently operated anti-U-boat patrols and convoy escorts from UK and Icelandic bases. Moved to Sullom Voe 3.40 for recce patrols of Norwegian coast, North Sea escorts and ASR searches. Based in Iceland from 4.41 to 9.41 surveying possible bases in that area. During 8.41, the squadron commenced moving to Bathurst via Pembroke Dock and Gibraltar. Patrols over the North Africa landings carried out, recce of the Cape Verde Islands made and ASR patrols flown up to the end of the war. A move to Freetown had been made in March 1944 and to Jui in October 1944, where it was dismantled on 30.6.45. Aircraft used included; Mk.I L.5802 RF-F, N.9046 KG-F in Jan. 1940. Mk.III KM 672 'E' in January 1943.

No.205 Sqn. equipped with Sunderland Vs in mid-45 at Koggala and following participation in the war in Korea, moved to Seletar. In July 1955 209 Sqn. was combined with 205 as 205/209 and as such was the last squadron to fly Sunderlands in the RAF. Examples of the Mk.5 used include; VB 888, RN 269/'M', the last three aircraft in use were RN 270/'K', PD127/'L', and RN 303/'R', the last two aircraft finally retiring 15.5.59.

No.209 Sqn. (Code WQ). Although the unit never fully equipped with Sunderlands during the war odd examples were on strength from time to time e.g. W 3986 in use 4.42 at Pembroke Dock. The Mk.V replaced the well-tried Catalina in 1945, examples being PP116/WQ-L, and RN 298/WQ-R.

No.210 Sqn. (Code DA). Received first Mk.Is on 24.6.38 and had six in use by 9.39 when it was still at Pembroke Dock where it remained until June 1940. Moved to Oban then Sullom Voe in Feb.42 after having given up the Sunderlands in April 1941. Detachments were made to the Shetlands in 1940 for operations off Norway. Mk.I aircraft used were; L.2162, 2163, 2167, 5800, 9022, P.9624, T.9043, 9075, amongst others. Prior to being camouflaged the aircraft had black individual letters e.g. L. 2162 G which crashed 20.9.38.

No.228 Sqn. (DQ) Returned with its SARO Londons from the Middle East to Pembroke Dock just before the war began. A few days later it began to receive Sunderlands e.g. L.5805. On 18.9.39 one of its aircraft took part in the "Kensington Court" episode and a few days later two aircraft directed rescue operations from the "Hazelside" and attacked the U-boat that sank her. Patrols off Norway in 1940 were followed by a move to the Middle East, bases being at Malta and Alexandria. In June 1940, Kalafrana being the forward base. After heavy engagements No.228 moved to Bathurst in July 1941 returning to Stranraer two months later and settling into Oban during Feb.1942, where during the summer months its aircraft were reddecorated in the 'white-grey-green' scheme and displayed an impressive array of aerals. Amongst these were; W.3995/DQ-P, W.4032/DQ-D, W.4017/DQ-T. A move to Castle Archdale came in Dec. and to Pembroke Dock and 19 Group in May 43, where



at the end of the war Sunderland Mk.5s replaced the Mark 3s!

No.230 Sqdn. (Codes NM- in the MAAF, 4X-, B- & last 230-).

This was the first squadron overseas to be so equipped, at Seletar, Singapore. In May 1940 it moved to Alexandria, with a forward flight at Kalafriya; duties were the usual recce, convoy escort, transport & anti-submarine.

The Italian submarine "Rubino" was sunk on 29/8/40. On 27/3/41 Sunderlands of 230 caught scent of the Italian fleet & this led to the Battle of Cape Matapan. During April, 230 gave help in the evacuation of Crete. Two submarines were sunk in January '42. In March '43, 230 left Aboukir, its base since June '41, & moved to Dar Es Salaam for Indian Ocean operations. A detachment of six covered the Sicily landings from Aboukir in June 1943 & then moved to Rangoon in May '45, whence reconnaissance was made over the Gulf of Siam. During June 230 sank six ships (750 tons total) & damaged seventeen more.

The Squadron with its mixture of Marks 3 & 5 returned to Pembroke in 1945. From 1946 to '48, it was at Calshot, coded 4X-, then back to Pembroke Dock, where it recoded as B- in 1951. It was disbanded there on 31/1/57, coded 230- in red. Mark 5 examples are: SZ577 4X-Z; SZ567 B-P; (& 230-P); EJ153 230-R, in September 1956.

No.240 Sqdn. A few weeks before the war ended, 212 in the Far East was renumbered 240, & equipped with Mark 5s, based at Red Hills, Madras. It repatriated POWs from Singapore. In early '46, the unit moved to Koggala, Ceylon, where it was disbanded in the March.

(to be continued).

Deployment of the Fleet Air Arm, September 1940. (Front-line squadrons 800 series, 2nd:700)  
Ships Ark Royal (Mediterranean/Atlantic)

800,803 Skuas, 810,818,820 Swordfish.

Furious (North Sea/ Norway)

801,804 Skuas, 816,825 Swordfish.

Illustrious (Mediterranean Sea)

806 Fulmars, 815,819 Swordfish.

Eagle (Mediterranean Sea)

813 Swordfish & Sea Gladiators, (17-29/9/40 shore-based), 824 Swordfish.

Battleships & cruisers.

700 Walrus, Seafox, Swordfish. (Shetlands based).

Shore bases (Royal Naval Air Stations)

Worthy Down 807 (formed 15/9/40) Fulmars, 755 Walrus, Shark, Proctor Observer training, 756 Shark, Proctor & 757 Shark, Walrus Air gunnery training, 763 Swordfish-pool squadron.

Castledown 808 Fulmars (formed at Worthy Down).

Detling 812 Swordfish with Coastal Command, RAF.

Wingfield, South Africa 814 Swordfish. 4-aircraft detachment to Ark Royal, 21-28/9/40.

Hatston 821 Swordfish Training/Working-up. 823 Swordfish patrols from Scapa Flow.

Birchan Newton. 826 Swordfish Channel operations.

Yeovilton. 827 Albacores formed 15/9/40. 750, 751, 752 Swordfish & Albacores (752 Proctors also- Observer training. 759 Skua, Roc, Sea Gladiator, Fulmar & Masters as Fighter school. 794 Swordfish, Armament training.

Ford 828 Albacores formed 15/9/40. 793 Aircraft destroyed by enemy action, 8/40, Armament training unit.

Lee-on-Solent 829 Albacores Training/working-up. 753 Walrus, Seafox, Seal & 754 Walrus, Seafox, Shark, both Observer training. 764 Swordfish, Walrus & 765 Walrus, both Seaplane training. 781 Swordfish, Walrus, Fulmar service trials.

Hal Far, Malta 830 Albacores, Training/working-up.

Albatross 710 Walrus, seaplane training.

Arbroath 769 Swordfish, training.

Bermuda 773 Walrus, Roc, Skua. Reserve unit.

Eastleigh 758 Shark Air Gunnery Training. 760 Skua, Roc, Sea Gladiator Fighter pool.

780 Tiger Moth, Harvard, Master Pilot training.

Macrihanish 772 Various aircraft. Reserve Unit.

St.Merryn 774 Swordfish, Albacore, 792 Roc, Skua, Master, both Armament training.

Stornoway 701 Walrus, anti-submarine operations.

Front-line strength is given as 139 Swordfish, 58 Walrus, 33 Skua, 15 Sea Gladiator, 5 Seafox, 30 Albacore & 30 Fulmar, so it looks as though 700 & 701 are included.

I hope this information will stimulate interest, leading to local historical items being brought out of hiding. With all that water to the east of us, there must have been seaplane/ flying-boat/ aircraft carrier activity!



TEESSIDE 35 YEARS AGO March/April 1944:

A. ALDERSON.

Types & number of days seen during the month:

March: Halifax 30, Warwick 28, Mosquito 17, Lancaster 14, Typhoon, Anson & Beaufighter 13, Spitfire 12, Dakota 10, Wellington 9, Hurricane 8, Liberator 6, Fortress 5, Hudson 4, Mustang 3, Albemarle, Barracuda, Marauder, Martinet, Proctor, Thunderbolt, Whitley 2, Argus, Auster, Beaufort, Boston, Crane, Defiant, Hadrian, Harrow, Lightning, Master, Mitchell, Phoenix, Sunderland one each.

April: Halifax 26, Warwick 24, Oxford 23, Lancaster 22, Mosquito, 20, Anson 16, Spitfire & Typhoon 14, Hurricane 13, Dakota 12, Wellington 10, Fortress 9, Lightning 8, Liberator 7, Whitley 6, Beaufighter, Mustang, Rapide, Stirling, Thunderbolt 4, Argus & Beaufort 3, Horsa, Martinet, Proctor, Stinson Sentinel, Walrus 2, Albacore, Albemarle, Avenger, Baltimore, Barracuda, Boston, Hudson, Marauder, Master, Mitchell, Norseman, Swordfish, & Ventura one each.

Note: 4/3: first Sunderland seen. 18/3: 431 Sq. Croft re-equipping with Halifax Mk. III. 26/3: Waco Hadrian towed by Albemarle. (A Hadrian had been towed across the Atlantic by a Dakota- first glider crossing- a short time before this. I saw an Albemarle & its Hadrian at RAF Thoraby-on-Tees one weekend at about this time. As the Hadrian had the blue "P" in a circle, for prototype, we assumed it was the ocean-crosser- Ed.) 7/4: 419 Sq. M. St. George re-equipping with Lancaster Mk. X. First aircraft used as LQ:Q, later VR:Z, was KB700. 12/4: 17 Spitfires. 14/4: 9 Fortresses. 22/4: 10 Liberators, also 9 Dakotas. 24 & 29/4 Whitley towing Horsa. 30/4: Baltimore in Middle East camo. visited M. St. G.

Bombing from M. St. G. (No. a/c counted) All Halifaxes.

March 2, 6 & 7: targets near Paris. 11th sea mining. 13 & 14th targets SW of Paris. 15th (24 a/c) Stuttgart. 16th (25) targets in France. 18th (26) Frankfurt. 21st sea mining. 22nd Frankfurt. 23rd & 25th (30) targets in France. 26th Essen. 29th targets in France. 30th Nuremburg (RAF lost 95 aircraft).

April: 1st (10) & 8th (8) sea mining. 9th (29) targets near Lille & Paris. 10th (24) ? 11th Aachen, 2 Lancasters, but these may have been training. 12th (10) railway targets. 13th & 17th sea mining. 18th (27) French rail targets. 20th (24) Cologne & French targets plus 7 Lancasters. 22nd (24) Dusseldorf & Brunswick. 23rd (22) & 24th (8+ 2 Lancs.) rail targets. 25th (20) Railways, Essen, Schweinfurt. 27th Railways (incl. Lancs.). 29th (8) & 30th targets in France.

Codes & Details of aircraft used on 18th April. Serials from IWM records.

Halifax Mk. II, Series IA, 4 gun upper turret, radome, square fins & ridders:  
NA: A JP113 or 133, NA: F JP195, NA: G JP198, NA: H JN971, NA: J JP122, NA: K ?, NA: N JP124, NA: O JP199, NA: P LW271, NA: R HR855, NA: T JP127, NA: U ?, NA: V JN969, NA: X JN967.  
As above, but without upper turret: VR: H LW325, VR: J HX189, VR: K JP130, VR: M JP203, VR: O JN953, VR: P JP201, VR: R JN954, VR: S JP131, VR: T JP202.

II/IA, no upper t., no radome, sq. fins: VR: G LW279, VR: X JD212.

II/IA 4 gun upper t., radome, old fins: NA: B JP191.

II/IA, no upper t., radome, old fins: VR: D HR925.

Halifaxes logged March/April 1944, Mark/Serial, upper guns, A=H2S radome, B= square fins, C= ventral gun instead of radome. All Mk. III had 4-gun upper turret & square fins.

1664 HCU: DH: A II/I - B, :K II/I 2 B, :N II/IA 4 B, :P II/- - B, :Q II/I 2 B, :S II/I 2 B, :U II/I 4 B, :V II/IA 4 B, :Z II/IA 4 B. 428 Sq. NA: B II/IA 4 A, :D II/IA 4 AB, :J II/IA 4 AB, :N II/IA 4 AB, :P II/IA 4 AB, :Q II/IA 4 AB, :R II/IA 4 AB. 1666 HCU ND: R II/I - B. 424 Sq. QB: X III A (round wing tips). 1666 HCU QY: C II/IA 4 B. 1659 HCU RV: A II/I - B, :D II/I 2, :J II/IA 4 B. 431 Sq. SE: A LL175 II/IA 4 B, :B LL172 II/IA 4 B, :B III - -, :C III - - C, :D II/IA 4 B, :F III - - C, :G II/IA 4 B, :K III, :L III - C, :N III, :O III, :P III, :R III, :U III - C, :X III - C. 419 Sq. VR: H II/IA 4 AB, :R II/IA - AB. 434 Sq. WL: S II/IA 4 B, :X II/IA 4 B. 427 Sq. ZL: W III - A, :Y III.

Lancasters logged during 1943, & to April 1944

617 Sq. AJ: F no upper turret, bomb doors cut away. 460 Sq. AR: A H2S, :J & :L also. 49 Sq. EA: O, 207 Sq. EM: J. 408 Sq. EQ: R Mark II, :X Mk. II. 617 Sq. KC: J. 405 Sq. LQ: Q KB700. 9 Sq. WS: U. 419 Sq. VR: A, B, C, E, L, W, J, V, Y, Z all Mk. X. (J=KB718) all with extended bomb bay, & no H2S. VR: Z had the bomb bay cut away for H2S. Others: DH: R Mk. II, HM: S, LI: P Mk. II, PR: C (H2S).

Typhoons logged 56 Sq. (Scorton): US: K, M, U, V, W. 197 Sq. OV: T.

Spitfires logged 10/43- 4/44. 130 Sq. (disbanded Scorton 2/44): Vb, mod. wing tips: PJ: C, G, I, L, R, U, Z. 316 Sq. SZ: K. 308 Sq. Mk. IX ZF: J. 57 OTU Mk. II LV: S, PW: B, F, Q. XO: A.



### The First Post-war Air Display

On Saturday & Sunday, June 23rd & 24th, 1945, R.A.F. Fighter Station North Weald was the scene of a Rally of 1800 members of the Royal Observer Corps. Drawn from all parts of the British Isles, they represented every post operating in the country at the time of the official "stand-down" on May 12, 1945.

The static aircraft display assembled on the Saturday, and most left after the ceremonies on the Sunday, having been open for examination through the weekend: Beaufighter TF Mk.X RD524, Firefly F.Mk.I MB382, Halifax III MA164, Lancaster III PB976, Mosquito B.XVI PF517, Mosquito NF NF479, Spitfire LF Mk.XIVE NH925, Stirling IV PK226, Sunderland III PP117, Tempest V Series II NV793, Typhoon IB MN418, Walrus ASR Mk.I, Warwick ASR Mk.I HG188 with lifeboat, Wellington GR Mk.XIV NB999, York I MW172, Avenger II JZ636, Catalina JX204, Corsair II JT560, Dakota III TS425, Fortress B Mk.III KJ107, Hellcat I JX905, Liberator GR Mk.VI KK324, Mustang III FB112, Republic P-47D-28-RA (USAAF), Fw 190 A6 PN999, Ju88G TP190. Not flown: Oxford II V3571, Auster III and a Fieseler Fi103 Flying Bomb.

On the Sunday morning, the ROC personnel and several hundred members of the public who had gathered outside the aerodrome saw an air display which lasted an hour and a half. "The programme commenced when four squadrons of Mosquito bombers, escorted by six squadrons of Mustang III & IV fighters, flew over at about 2000 ft. These aircraft then gave the display a shattering send-off by coming back in sections at less than 50 ft above the ground. While the sound of them was still echoing across the countryside, the next performer appeared, a Gloster Meteor jet-propelled fighter. That North Weald aerodrome has seen some excellent aerobatic displays in the past is certain; also certain is that it has never seen such a display as was put up by the Meteor. Almost noiselessly, it would drop in a shallow dive to hurtle flat out across the aerodrome "grass cutting" at close on 500 mph. Then up into the blue, with its thundering noise trying hard to keep up with it, to roll & loop, bank & turn, and dive again.

Closely following the Meteor, but somewhat overshadowed by its breath-taking display came a Stirling IV, dropping supplies by parachute, & a Hamilcar, towed by a Halifax III. After the Hamilcar landed, three Czech squadrons of Spitfire LAs performed some polished high-speed formation flying before a Dakota III towed off a Horsa II glider.

Then, the Meteors were back, this time six of them, demonstrating their ability to maintain very close formation at high speeds, & once again the spectators were privileged to see these aeroplanes at zero feet. Hardly had this formation disappeared when a Tempest fighter appeared, & closely rivalled the Meteor in aerobatics. Again, a little "grass cutting" was indulged in, at the end of each run the Tempest disappearing into the clouds in dead-vertical climbs.

Making an almost ludicrous contrast with the Tempest came an exhibition by a Sikorsky R-4B helicopter. After rising straight off the ground, the helicopter flew backwards and forwards, sideways, upwards & downwards, & then didn't fly at all, but stood still in mid-air. A fitting finale to the morning's display."

On the afternoon, the newly-authorized Ensign of the Corps was dedicated & presented. Tributes & congratulations were given on behalf of the Air Staff and The Secretary of State for Air, after which came the march-past by the assembled ROC members. Then, in succession, the majority of the static-display aircraft took off, circuted, and flew at full throttle & zero feet across the airfield in salute before departing.

(from "The Aeroplane Spotter", June 28th, 1945).

### Postscript to "The King's Cup Air Race", Vol.6, No.11, Page 134.

"Buzz" Cantacuzene was a Roumanian prince who flew Me109s for the Roumanian Air Force during the war, and escaped from his communist-overrun homeland in a stolen DC-3 to live in exile in Spain. His aerobatic flying was immaculate, his airshow routine pure circus, stepping from the Jungmeister's cockpit to kiss the hand of the nearest pretty girl in the crowd, or swithhing off both magnetos while running-up the engine, and glowering at his mechanic in a mock fit of pique. In the air, Cantacuzene was a master, performing apparently insanely-low manoeuvres with nonchalant bravado, then ending up with a violent snap roll just as the Bucker's wheels were about to touch, followed by a normal landing. Against all odds he died peacefully in his bed. (Mike Jerram/Aircraft Annual 1979).

Newcastle, 24/3/79

G.Ridsdale.

Flying: SJF SJI TPJ VFI XVG YKU YTB ZGI BAKL BFMN BFUB XZ598. Static: TON YRT BLSX BBCC BEZL BSTN. Hangared: SNU TAW VLI VAX XKD XYH YMW YYK BBFY. Flyover: DC-10 N1035F SE 1515.



TEES-SIDE MOVEMENTS FOR MARCH 1979

Scheduled, charter and some other movements are summarised briefly at the end.

Day	Regn.	Type	From	ATA	To	ATD
1	G-BGIN	PA-31	Elstree	0736	Ringway	0743 Elstair
	CHEV	Bandeirante			Glasgow	0741 Air Ecosse
	BBGE	PA-23	T/F Hatfield	1744		0822 Casair
	AYVM	PA-31	Leeds/Bradford	2058	East Midlands	0834 Casair
	BCSV	C.421	T/F Southampton	1832		0910 Casair
	SP-LSG	IL-18	F/T Warsaw	0948		1101 LOT
		Andover	F/T LHR	1055		1112 Kitty 4: Duke of Kent
	AXYC	PA-31	LBA	1257	Blackbushe	1620 I.D.S.
	BELW	C.421	LBA	1330	Shawbury	1420 Norcross Transp.
	BBPZ	PA-23	Stornoway	1407		
	BGIN	PA-31	Newcastle	1451	Ringway	1506
		Andover	F/T Ringway	1503		1655 Kitty 4
	DUKE	Beech 60	Leavesden	1722		
	BEON	S-61	Dyce	1802	Gatwick	1841 BA
	BCCL	HS125	F/T Luton	1814		0801, 2/3 Mcalpine
2	BBGE	PA-23	T/F Aarhus	2059		0739
	AYVM	PA-31	Dyce	1431	Flotta	0746
	ANUO	Heron	F/T Leicester East	0857		1549 NPG
	BAVY	PA-23	Kirmington	0859	Dyce	0912 Lease Air
	BGIN	PA-31	East Mids.	1041	Ringway	1051
	AVVI	PA-30	T/F Oxford	1215, 4/3		1415
	BBJF	Be 55	F/T East Mids.	1525		1553 Utd. Biscuits
	DMAN	HS125	F/T Luton	1705		1742 for ICI Chairman
	AXKD	PA-23	Inverness	1815	Glanrothes	1825 CDA Contractors
	BGIN	PA-31	East Mids.	1820	Newcastle	1826
	BAVY	PA-23	Dyce	1830	Kirmington	1844
	ARIR	Viscount	T/F Ronaldsway	1744, 4/3		1842 DA298
	AZNB	Viscount	F/T Liverpool	2124		2203, 4/3
3	AYZC	PA-23	T/F Sumburgh	0929		0651 plus BAZV
	AYVM	PA-31	T/F Southend	1940		0740
	BFLI	HS748	Dyce	0801	Sumburgh	0841
	DJBI	C.550			Reykjavik	0857 USA Biz tour
	BDFG	Herald BDFE	F/T Rotterdam	1034		1143, 5/3 BAF, VF9107
	BBGU	HS125	F/T Luton	1202		1238
	SHAW	PA-30	F/T Wombledon	1544		1634 Micro Metal Smiths
4	AVYT	PA-28	T/F Wickenby	1411		0938
	ARLK	PA-24	Wickenby	1520		
	DMAN	HS125	Luton	1710	Gatwick	1822
5	BBGE	PA-23	T/F Sumburgh	1603		0713 plus AYVM, BBPZ
	BEKC	HS748	T/F Glasgow	1801		0757 DA 0071
	BFOH	Bell 147	Liverpool	1137	Edinburgh	0909, 6/3 Helicop. Hire
	BARK	Jet Ranger	Durham	1512	St. Helens	1525 Sutton & Son Ltd.
	SP-LSF	IL-18	F/T Warsaw	1825		?1925 103469/3470
6	BEKC	HS748	Dyce (8/3)	1809	Glasgow	0751
	FTTA	PA-31	T/F Goteborg? ESGG	1057, 7/3		0803 Tyne-Tees
	ANUO	Heron	F/T Leicester East	0851		1642 BNDC
	BAZV	PA-23	T/F Glasgow	1847		1247
	AYUL	PA-23	F/T Liverpool	1345		2214 Northern Exec.
	AZFE	PA-23	F/T Glasgow	1536		1645
	BFYZ	Viscount	T/F Glasgow	1657		0759 Alidair QA831
	BKJW	PA-23	Edinburgh	1855	Kirmington	1903 Lease Air
7	BCSV	C.421	T/F Glasgow	1906		0730
	ARIR	Viscount	East Midlands	0736	Amsterdam	0818
	BBGE	PA-23	T/F Haverfordwest	2014		0809
	BKJW	PA-23	Kirmington	0835	Ronaldsway	1132 Icen Avn.?
	BCGU	Jetstream	F/T LHR	0843		1716 Terravia
	AXXG	Islander	F/T Birmingham	0941		1420 GKN
	DUKE	Be.60	T/F Leavesdon	0933, 9/3		1027
	ARLK	PA-24	T/F Bridlington	1253		1101



7	G-BFBJ PA-39	Birmingham	1126	Kirmington	1221	Express Avn.
	HFVZ Be 200	Rotterdam	1147	Newcastle	1234	
	BBPZ PA-23	T/F Stornoway	1414,8/3		1227	
	AYVM PA-31	T/F LHR	1529		1242	
	AVUS PA-28	T/F Wombledon	1419		1251	
	ATMI HS748	Hurn	1248,13/3	Only	1316	DA6623
	BFYZ Viscount	F/T Glasgow	1809		0758,8/3	Alidair QA833
	LEON PA-31	Biggin Hill	1928	Dyce	1937	
8	F-BVJJ PA-34	F/T Calais	0842		1635	
	BBGE PA-23	Norwich	1953	LBA	0843	
	BBCU PA-23	Sturgate	0925	Flotta	0943	
	SP-LSF IL-18	F/T Warsaw	103477	1009	1108	LO 3478
	BFBH PA-31	F/T Jersey	1208		1256,9/3	Avn. Beauport Ltd.
	AWIK Be 23	F/T Cambridge	1309		1537	Resource Investors
	OY-BTF PA-28	Biggin Hill	1352	Groningen	1326,10/3	
	BKJW PA-23	Ronaldsway	1529	Kirmington	1553	
	LN-PAF PA-31	Oslo/Fornebu	2142	Oslo/Gardermoen	2254	Partnair
9	BAOO C.421	F/T Leicester East	0847		1548	Ladies Pride Avn.
	BCSV C.421	T/F Flotta	1313		0913	
	FTTA PA-31	T/F Ringway	0911,28/3		1017	
	BARJ Bell 212	Dyce	1336	Paull	1510	Bristows
	AZNC Viscount	Liverpool	2141			for LHR route
10	BEYD Herald	F/T Rotterdam	1023		1138,12/3	VF 9107
	BBGE PA-23	T/F Prestwick	1815		1129	
	AZLP Viscount	East Mids.	2228	Liverpool	2042,11/3	after LHR run
11	DBOW HS125	F/T LHR	1017		1745	Bowater
	ARIR Viscount	Orly	2144	Edinburgh	1449	
	ATTM Jodel	Tholthorpe	1526	Sherburn-in-Elmet	1606	
12	BAZI B.737	Luton	0616	Osnabruch	0701	Forces families
	BBGE PA-23	T/F Sumburgh	1635		0710	plus BCSV, BBPZ
	BKJW PA-23	Norwich	0748	Dyce	0806	Casair charter
	BKJW PA-23	Tees-side	0835	Returned due	passenger illness	
	AYVM PA-31	Jersey	2044,13/3	Luton	1028	
	BFOH Bell 147	Edinburgh	1148	Liverpool	0906,13/3	
	BKJW PA-23	Norwich			1453	Crashed on take-off
	Sea Devon	Edinburgh	1544	Newcastle	1554	Navy 819
	SP-LSG IL-18 Coot	F/T Warsaw	LO 3483	1912	2004	LO 3484
13	BLKC HS748	T/F Glasgow	1953		0751	
	DUKE Be 60	T/F Ringway	1340		0837	
	ANUD Heron	F/T Leicester East	0855		1700	
	AXXG BN-2	F/T Finningley	1023		1623	
	AVBU PA-32	Luton	1034	Shobden	1624	Solitair Flt.Man.
	BAZV PA-23	Dyce	1657	Newcastle	1337	
	AVLY Jodel	F/T Tholthorpe	1341		1615	
	AZOR Bo.105	Longside	1351	Strubby	1443	Man.Avn.
	BFON PA-31	F/T Ringway	1835		2212	Air Kilro
14	BEKC HS748	Dyce	1824	Glasgow	0742	
	BBPZ PA-23	T/F Edinburgh	1732		0813	
	BBFD PA-28	Tollerton	1016	East Mids.	1544	Hambrair
	BEYS PA-28	F/T Prestwick	1025		1112	Prestwick F.Grp.
	BBGE PA-23	T/F Stornoway	1428,15/3		1129	
	BDSL C.150	T/F Kirmington	1605		1212	
	BFPD AA-5 Cheetah	Dyce	1345	Edinburgh	1611	
	AVVI PA-30	T/F Blackpool	1801		1352	
	BAVL PA-23	Shannon	1356			
	AYVM PA-31	LHR	1822	Luton	1653	
	AXFE Be.90	Birmingham	1926	Northolt	0740,15/3	
15	BSTN PA-31	Kirmington	0753	Birmingham	0857	
	BLKC HS748	Dyce	1906	Glasgow	0804	
	BBPZ PA-23	Norwich	1929	LBA	0834	
	AWWL HS125	Luton	0925	Brussels	0955	
	BDWK Be 55	F/T Leavesden	0931		1526	
	AXXG BN-2	F/T Birmingham	0953		1653	



15	ASRE PA-23	F/T Southend	1040	1508
	BCII C.500	F/TLHR	1043	1230 I.D.S.
	BBUX Jet Ranger	East Mids.	1142 Brooklands	0936,17/3
	AWWL HS125	Brussels	1549 Edinburgh	0953,16/3
	BSTN PA-31	Birmingham	1659 Newcastle	1118
	AYWF PA-23	Dyce	1915 Inverness	1928 Peregrine
16	BBPZ PA-23	T/F Exeter	1936	1011
	BEEJ PA-31	LHR AQ 209	1146 Norwich	1400 Kirmington diversion
	BEXU PA-31	Norwich AQ 208	1224 Glasgow AQ 074	1254 " "
	BERG Puma	Tees-side	1236 Ekofask	1226 Diverted back,Wx
	BDVT F-27	Dyce AQ 552	1242 Amsterdam	1330 Kirm.div.
	BEXU PA-31	Glasgow AQ 208	1643 Norwich AQ 074	1710 " "
	BDVT F-27	Amsterdam	1656 Dyce	1737 " "
	FMFC Bandeirante	F/T Glasgow	1820	1839
	BLGW F-27	Orly	1834 Amsterdam	2000 LBA Diversion
	BCDN F-27	Norwich	1935 Edinburgh	2006 " "
	BEBA HS748	Glasgow	2130 ?	" "
17	BGCV Ecureuil	Stockton	1339 York	1407 Fuel stop
18	BBAZ Hiller 12	Strubby	0827 Darlington	0907 Pylon patroll
BST begins	AVKX Hiller 12	Strubby	1318 Neasham	1529,21/3
	BBAZ Hiller 12	Darlington	1544 Peterhead	1007,22/3 (Local 19,20,22)
	AZNA Viscount	Birmingham	1548 Liverpool	1409,19/3 after LHR runs (BCU u/s)
19	BBPZ PA-23	T/F Sumburgh	1358	0636 plus AYVM, BBGE
	BAUR F-27	Norwich	0741 Dyce	0755 LBA div.in
	AVKX Hiller 12	T/F Wylam	0934	0851 Unable to land,WX
	BEKD Herald	Ringway VF 9106	0952 Rotterdam	1056 VF 9107
	PH-MOL F-28	Orly	1128 Dyce	1241 Newcastle div.in
	BAKS Jet Ranger	Selby	1145 Scarborough	1207
	BFOH Bell 47	Liverpool	1210 Edinburgh	1259,20/3
	AVRN C.337	Palma	1532 Newcastle	1614 Newc.div.in
	PH-BAG Falcon 20	Rotterdam	1625 Carlisle	1645
	BEMX C.404	Newcastle	1728 Dyce	1823
	PH-BAG Falcon 20	Carlisle	1803 Rotterdam	1838
20	Beko HS748	Dyce	1642,23rd.Sumburgh	0653
	BBZI PA-31	Brough	0741 Dundee	0759
	ANUO Heron	F/T Leicester E.	0753	1623
	AXKG BN-2	F/T Birmingham	0803	1506
	BFOH Bell 47	T/F Edinburgh	0854	0755
	WSSL PA-31	F/T Rhoose	0855	1548 Sparrow & Sons
	BCIU Basset	1/2p Green	1019 Newcastle	1431
	UBKP Be 55	Kirmington	1508 Denham	1528
	HLUB Be 200	Glasgow	1520 Kirmington	1525
	BBZI PA-31	Edinburgh	1634 Brough	1655
21	BBGE PA-23	T/F Rhoose	1816	0725
	BCSV C.421	T/F Gloucester	1358,23/3	0737
	ANUO Heron	F/T Leicester East	0803	1553
	BCGU Jetstream	Dyce	0827 Rotterdam	0900 Newc.div.in
	AXKG BN-2	F/T Birmingham	0833	1517
	UBKP Be 55	F/T Kirmington	0906	1302
	BDWK Be 58	LBA	0922 Leavesden	1614
	BBPZ PA-23	T/F Stornoway	1307,27/3	1052
	XW791 HS125	F/T Northolt	1229	1340
	BGAD C.152	F/T Kirmington	1314	1403
	AYVM PA-31	T/F Sydenham	1621	1332
	BEEG BN-2	F/T Glasgow	1738	1759 Loganair
	ASTJ BAC 111	F/T Amsterdam	1756	1900 Newc.div.in
	BCGU Jetstream	Rotterdam	1852 Dyce	1922 " " "
	ATVH BAC 111	F/T Gatwick	1908	0837,22/3 " " "
	BCDN F-27	Dyce	1912 Norwich	1920 " " "
	ASJG BAC 111	Amsterdam	1951 Glasgow BR 852	2033 " " "
	ASPL HS748	Ringway	1956 Newcastle	2052 " " "
22	BBGE PA-23	LBA	2005 Norwich	0731
	AYVM PA-31	Aldergrove	1347 Dyce	0837



22	Phantom	F/T Leuchars	1017	1021 "KOT 52"
	BBCW PA-23	Kirkwall	1218 Sturgate	1236
	BBPZ PA-23	T/F Edinburgh	1908	1350
	Vulcan	Scampton	1727	Overshoot "COK 38"
	AYNR HS125	Luton	1821 LHR	1501, 23/3
	BFIH DC-9	T/F Amsterdam	1130, 23/3	2109
23	AZLP Viscount	F/T Liverpool	0615	1306
	BEGE PA-23	T/F Flotta	1156	0807
	DUKE Be 60	T/F E.Midlands	1329	0843
	BEAU PA-31	Glasgow	0928 Kirmington	0955
	UBKP Baron	F/T Brough	1101	1545
	AVVI PA-30	T/F Blackpool	1437	1111
	BEKO C.182	T/F Blackpool	1546	1245
	BBPZ PA-23	T/F E.Midlands	1626	1247
	BBAZ Hiller 12	Dundee	1309 Sturgate	1344
	BBZB PA-31	Dyce	1457 Gatwick	1529
24	BDWI PA-34	Oxford	1237 Fair Oaks	0726
	AZLL C.150	T/F E.Midlands	1311	0837
	BDFE Herald	F/T Rotterdam	1007	1048, 26/3
	AYVM PA-31	T/F Prestwick	1324	1013
	AXTJ PA-28	F/T Elstree	1106	1211
	BAPF Viscount	E.Midlands	1125 LHR	1224
	ASUB Mooney 20	F/T EGCI	1447	1647
	BTWW Jetranger	Tontine	1718 Stockton	1729
25	AWEG C172	Southend	1903, 31/3 LHR	0636
	AYVM PA-31	T/F Shannon	1809	0850
	BECM Pitts	" Gosforth	1445	1355
	POLO PA-31	F/T Norwich	1509	1537
	CHEV Bandeirante	Dyce	1854 Sumburgh	0701, 26/3
26	BBGE PA-23	T/F Sumburgh	1626	0613 + BAZV, AYVM
	BCSV "		Sumburgh	0629
	AVVI PA-30		Oxford	0817
	BDAP Tailwind	Northallerton	1231 Thirsk	1252
	BNPD PA-23	F/T Ringway	1310	1434
	" "	Dyce	1713 Glasgow	0610, 27/3
27	AZXG "		Leavesden	0658
	ANUO Heron	F/T Leic.E.	0758	1547
	DUKE Be60	T/F Aldergrove	0929	0803 div back
	ATPR PA-23	F/T Liverpool	0833	1413
	BFDN PA-31	Glasgow	1037 Kirmington	1055
	BAZV PA-23	Scatsa	1649 EGPM ?Scotland	1120
	DUKE Be60	T/F Leavesden	0852, 29/3	1316
	BNPD PA-23	Glasgow	1432 Kirmington	1614
	BSTN PA-31	Dyce	1520 LBA	1728
28	BBGE PA-23		Hurn	0623
	BBNG Jetranger	Paull	0759 Usworth	1355
	BFOH Bell 47	Newcastle	0801 Liverpool	0836
	AXXG BN-2	F/T Birmingham	0904	1305
	BDWK Be55	LBA	0909 Leavesden	1728
	FTTA PA-31	T/F Le Bourget	1144, 30/3	1027
	BBXE PA-23	F/T Tollerton	0918	1131
	HB-IDT DC-9	" Zurich	0928	1734 Balair
	BTWW Jetranger	" Stockton	1146	1314
	BBOM PA-23	" Exeter	1147	1611
	BCWD S.58	Strubby	1243	
	Vulcan	Waddington	1448	Overshoot Mission 309
29	BAVW PA-23	Newcastle	0622 Dyce	0650
	BFDN PA-31	Kirmington	0649 Dyce	0718
	AXFE Be90	F/T Booker	0813	1254
	BBMJ PA-23	LBA	0826 EGID?	1029
	AWED C431	Leavesden	0852 Newcastle	1347
	BFDA PA-31	EGID?	1107 Sumburgh	1152



29	JELN C500	F/T Leavesden	1644	1703
	ARBY Viscount	Glasgow	1720 Dyce	1806
	BBGU HS-125	LHR	1809 Luton	1849
	BFDN PA-31	Dyce	1830 Kirmington	1902
	BEMJ PA-23	"	2015 LBA	2028
30	SE-FOR Be-99	F/T Stavanger	0804	1512
	BBGE PA-23	T/F Flotta	1157	0811
	ASUR Do.28	F/T Chesterfield	0841	1052
	AYJU B.206	F/T Elstree	1155	1036,31/3
	AYEH Jodel	" Barton	1205	1400
	AVKX Hiller 12	Northallerton	? Teesdale	0728,31/3
	BBGE PA-23	T/F Sumburgh	2054	1633
	BEJD 748	Sumburgh	1650	
31	BEYE Herald	Rotterdam	1040	
	BRIT C421	F/T Leavesden	1259	1615
	AVKX Hiller 12	Teesdale	1324 Bourne	1417
	AYGA Jodel	F/T Barton	1331	1458
	BFIH DC-9	Jersey	1441 LHR	1734

LOCAL MOVEMENTS Carlisle TCI;7, VUH;23. Dyce VYT;7, YVM;6,8,20,23,27,29, BAXD;7,14, BAZV;5,7,9,23,14,15,16,21,22,25,28,29,30, BBZP;26, BBNL;19, BBPZ;13, BBGE;16,29, BCSV;12, 14,15,16,19,23, BEDR;27, BEJP;22, BEKC;2,8, BEMX;12,21, BEPD;13,14, BEPU;26,29,30, BFD;22, 23, BFZK;5, BSTN;27, CHEV;9,30, FMFC;1,8, LBA TUP;8, VUS;14, WMU;23,30, XHG;8,14,23, ZLY;23, BAZV;27, BEKH;19, BELW;1, BESE;2,23. Newcastle RYR;10, TFF;15, VVS;1,3,10,14, YZC;8, ZXG;29, BDFR;11, BEKH;19, BEKO;10,13, BFEU;19, BSTN;26. Sherburn ZTB;4, BATV;25, BAZS;3, BESE;6,12,28,30, Usworth SCZ;31, TCI;7,10, TUP;8, VUH;3, VVS;1,2,3,5,24, WEG;3,24, WMU;23,24,31, YVF;1, YVM;28, ZTB;2,3, BAZS;3, BCSV;11, BDFR;11,24, DAWN;10.

CREW TRAINING B.A. 1-11 VMD;29, VMM;25. B.M. DC-9 BFIH;3,4,10,11,24,25. *dep early afternoon Mon 19/3*  
 Bristows Puma BERG;8,9,10,15, BFGU;13,14,19. Dan-Air 727 BDAN;16, 748 SPL;2,5, XVG;1,6, 7,8,21,26,31, BEBA;25,31, Viscount RIR;13. Casair PA-23 BBGE;6, BBPZ;20,23, PA-31 YVM;9. Alidair Viscount BDRC;26. Air Anglia F.28 PH-BEV;11,14,23. McAlpine HS-125 DMAN;2. Man. Avn. S.61 BFFK;31. *aw 1156 dep. 1205 BST*

SCHEDULES LHR BFIH;1,2,5-9,11-16,19-24,26-31, ZLP;11,23, ZNA;18,19, ZNB;3,4, ZNC;10,31, BAPF;24,25. Air Anglia BAKL;1,20,23,24,25,26,31, DAUR;2,15, BCDN;5,10,13,31, BCDO;11,16, 21, BDMD;3,5,19,20,29, BDVS;3,4,7, BDVT;1,6,8,16, BEKU;1,2,6-9,21,22,23,26,28,30, BFDN;20,27, BFLJ;15,16,17, BLGW;14,16,18,19,22,23, FJGC;12-15. Dan-Air RIR;1,2,5-9,11, 12,13,18-23,26-30, RMX;28,29,30, SPL;7,16, TMI;14,15,16,19, XVG;2,9,14, BEBA;19, BEKC;19-23,27,28.

EKOFISK BCWD;28, BERG;1-4,6,7,8,10,12-16,18,21-24,26-30, BFEU;1,5-11,13-15,18-24,27-31.

J.P.'s 5,6,7,21,23,30. Jetstreams 1,2,5,6,7,8,14,15,20,21,23,26,27,28,30. Bulldogs 2,6, 14,15,21,30. Hawk 2. Domini 15. *X5729/G C/F 1120-1145*

HELICOPTERS VKX;18,19,21,30,31, ZOR;13, BAKS;19, BARJ;9, BARX;5, BRAZ;18,19,20,22,23, BBNG;28, BBOS;14, BBUX;15,18, BCWD;28, BEKH;19, BEDN;1, BERG;10, BFEU;19, BFOH;5,12,19,20, 28, BGOV;17, BTWW;24,28.

LOCAL FLYING TFF, VKX, VUS, VVS, VYF, VYT, WMU, XCG, XHG, XUA, ZLL, ZLY, ZTB, BADL, BADI, BRAZ, BBGU, BBDS, BBNG, BBUX, BDKS, BDSL, BDWI, BECH, BECM, BERG, BFEU, BOOK, DAWN.

David Croucher has always claimed to be interested in anything that flew & had a reg. or serial- which includes racing pigeons, of course! His news item is that American Army scientists have proved that carrier pigeons are totally unreliable over distances of more than 25 miles. Beyond that range they either get lost or get lucky!

The USAF are sending an EC-121 to Mildenhall air show.

Alconbury has been host to a total of 9 Italian AF F-104s during March/April.

QUIZ Answers for March: 1. C-130 & VC-10, mainly to Cyprus. 2. Super VC-10, the crew were all flying their last service before retiring. 3. Southend Airport. 4. Jersey Airlines. 5. RAF. Cardington.

SAR Units saved 793 lives in 986 callouts in 1978.

F-16 50746 at Mildenhall had a new ECM aerial at the base of its fin.

CREDITS Tees-side Airport Authority, Flight, Aeroplane Spotter, E.Serrell, R.Nann, D.E.Thompson, D.Croucher, J.Morley, E.Chapman, A.Alderson, Air Pictorial, A.Giles, etc.



British Register On this page & the next, there are updatings which start from the 1979 Civil Aircraft Markings" booklet of Ian Allan. Additions are overleaf, so that they will be handy for reference, and the "retractions" on this page.

WFW (Withdrawn from use): ALCU AOSN ARER ARHX ASNG ASRA AVPX AYWX AYYE AZTG BBUV BCCW BCWJ BDRZ.

Crashed: ARSC ASIR AWMJ AZTT BAZP BAZR BBMP BEOS BEUT BEVX BFBK TOON

Not imported /constructed: BFSM EGAR JAMS

DBR/RTP (Damaged beyond repair/ Reduced to parts): AMSM APME ASYN ATSJ AWPX AXUY AYVS AYVTZCJ AZVN BDKD BEFB BEIT BFBT BFJL.

SA (Sold abroad): /New Registration: APAJ/VH- ASNE/ZK- XZW/N2031H AYLW/N- AYRJ/N- AYYG/ZK-MCF AZBR/SX- AZKB/EI- AZTU/LN- BAOR/F-BIVT BAWJ/5N- BBHV/F- BCDF/N- BCDK/A6- BCPC/5N- BCRM/N- BCRW/ZS- BDDY/VH- BDMN/I- BDVH/C6-BEA BEUR/EI- BFAT/CF- BFAU/PP- BFCM/B- BFDS/PH- BFDI/PP- BFDV/A7- BFDU/LQ- BFHB/4W- BFHC/4W- BFHZ/HZ- BFIA/TP- BFJG/EI- BFKE/C- BFMI/5B- BFTF/D-CDLC BFUI/HP- BFXA/ST- BFXP/XT- BFYH/N- BFYV/N- BFZJ/N- BFZA/N- BGBJ/N- BFBL/N- BGCZ/5N- CDHW/A6-HRM

Some old airfield visits will fit in here!

D.Rose

Luton, 10/9/78: B.737 G-AXNB, BADP. B.720 G-AZNX. B.727 OY-SAU. BAC 111 G-BCXR. Britannia G-BDLZ, EI-BCI. Caravelle OY-SAA. HS125 G-AXPU, BCJU, BCXF, BFIC, CBBI, HB-VDS, HZ-AMN. Falcon 20E N9FB. Mystere 20E A6-HMM, HZ-KA3. Gulfstream 2 N919G, Cessna 404 G-BELV, BEMX, Cessna 421B G-BBSV. Ce172 G-BAKK, BAVB, BEIB. Ce177 D-ELTB. PA-31 G-AZIM. PA-28 G-AWET. Sundowner G-BASN. Jet Ranger G-BCWN, WIZZ. Bell 47 G-BFRW, BFTS. Hughes 269 G-BBIS. AA-5 G-BCLI, BFIJ. Rallye G-BBED. Beech Travelair G-ASYJ. PA-28R Turbo-Lance PH-BRO. Ryan Navion D-EINB. P.68 Victor OH-PVC. R.114 Commander SE-GSG. Basset G-BCIS. Pup G-AXNR. Cessna 152 G-BFHT, BFHV. Cessna 150 G-AWOT, BEOE. Fuji G-BAPT. Rapide G-AHGD. Beech Sierra G-BBSC. Fournier RF-5 G-BDOZ. Robin Petit Prince G-BAPT. Viscount AZLP. LBA, 21/12/78: C.150 G-APZR, ATEG, BBJK. C.172 G-AROC, ATLM, BAIL, BBKI, BFIG, OO-MSS.. C.152 G-BFFC, BGAD. C.182 G-AXZU, GEAR. C.206 G-ATCE. C.210 G-DAWN, KATH. C.310 G-AYND. C.337 G-FAST. C.177 G-BFIV. C.402 G-BCBI. C.421 G-BASS, KACT. PA-23 G-BBOK, BCXP, BRHD. PA-28 G-AVSE, AVWT, AYYN, BAWK, BAWX, BCGK. PA-30 G-ATFK, BAKJ. PA-32 G-ATES. PA-31 N7XB, G-BSTN. PA-34 G-BBPX. PA-38 G-KING. Duke G-TONY. King Air G-BFOL. Commander G-BERI. Robin G-BAMV. Rallye G-BFGA. Beech D17S G-BDGG. Jodel G-AWWO. Pup G-AXPB, BDCO. F-27 G-BAKL, BDVT. HS748 G-BERI. Viscount G-AOYJ, AOYS. Traveller G-BCLJ. Basset G-AOOF. Rallye Minerva G-AYND. Islander G-AWNT.

#### TEES-SIDE AIRPORT March 1979 traffic statistics.

Passengers	1979	(1978)	Aircraft	1979	(1978)
London/Heathrow	13413	14578	Scheduled services	657	483
Aberdeen	1141	984	Inclusive tours	-	-
Norwich	501	562	Hire	168	201
Glasgow	381	-	Charters	190	393
Humberside	125	-	Positioning	98	172
Manchester/Cardiff/Bournemouth	81	182	Other commercial	52	30
Amsterdam	1321	1142	Crew conversion	616	1005
Jersey	8	-	Non-commercial	23	21
Charters	3024	5874	Club	1247	1408
Inclusive tours	-	-	Private	291	483
Hire	806	700	Military	493	220
Business & Executive	346	292	Official	-	4
Diversions	343	-	Totals -13%	3835	4420
Military	85	104	Diversions IN	22	-
Transit	1278	1384	OUT	7	-
Totals -11%	22853	25802	Air Cargo	31.3T	58.8t

Most of the dismal bits were due to the foul weather, of course, but the continuing oil-rig workers picketting has cut into the Ekofisk traffic. How did I make it 23 F-27s? Anyway, with only 15.6 people on each, they didn't amount to much!

#### John's Quiz

1. When Tanzanian troops occupied Entebbe Airport, what aircraft were visible on TV, parked?
2. What type of aircraft rolled & nearly dived into the ground, but landed safely in the USA last week?
3. Who wants to land 4-engined airliners onto aircraft-carriers made from redundant tankers in the North Sea?
4. A new airline got its first aircraft this week. Names of both?
5. The Navy's Jetstreams are replacing which type?

Movements: The other Dominie at TD on 23rd Feb. was XS710.



The British Register

Many of you will by now have bought your 1979 copy of "Civil Aircraft Markings" at 95p. Here is an abbreviated list to up-date it:

ADXT Tiger Moth c/n3436 ex BB860	BGFK Evans VP-1 10343 (Bradford)
AHAM Auster J-1 1885	BGFM Luton Beta Mk.4 BLP.R78
AIGT Auster J-1N 2176	BGFN Pawnee 235 25-56030
AJBJ D.H.Rapide 6765	BGFP Skyvan 3 SH.1963
ANLA Auster 5 2050 HB-EUB	BGFR Skyvan 3 SH.1964
APJP Tiger Moth 82869	BGFS Boeing 737-2MB 21131 00-TEJ
ARDT Tripacer 160 22-6210	BGFU BN-2A Islander 909
ASVV Cessna 310I 0052	BGFV BN-2A Islander 910
AUTO Cessna 441 0078 (for AA)	BGFW BN-2A Islander 911
AWWS Skyvan 3 SH.1854, N7978	BGFX Cessna F152 F.1555
AXME Stampe SV-4C 1045, F-BKFK	BGFY Navajo Chieftain 31-52035, TR-LUB
BAWO Cessna 340 0199, OY-DTW	BGFZ Partenavia P68B 169 DK Avn.E.Mids.
BBHN Sikorsky S-61N 61714 Bristow	BGGA Citabria 7GCBC 1104-79
BBIK Bell 47G-5A 25144 5B-CCT	BGGB " 1105-79
BBKC Cessna F172M F.1079, SE-GOM	BGGC " 1106-79
BCBY Cessna F150L F.1058, PH-TGI	BGGD Citabria 8GCBC 284-78
BEUS Stampe SV-4C 1045, F-BKFK	BGGE-I Tomahawk 112 c/n 38-0161-165 CSE
BLVM BN-2A Islander 907	BGGK-N Tomahawk 112 c/n 38-0168-171 CSE
BFSM Hughes 500D cancelled.	BGGR T-6 Harvard FAP.1608 Euroworld
BFYK Cameron V-77 433	BGGS HS125 Srs.700B 257061
BFYY Twin Otter 310 607 Bristow	BGGT Zenith 367
BGBS Aztec 250 27-54140, N63819	BGGU Wallis WA 116R2R 702
BGCO PA-44 Seminole 44-95128, N2103D	BGGV Wallis WA 120-2 703
BGCP GA-7 Cougar 0058	BGGW Wallis WA 122 704
BGCT Boeing 707-123B 18054, N7526A Monardh	BGGX Jet Ranger 206B 8563
BGCU Slingsby T65 Vega 1893	BGGY Jet Ranger 206B 8565
BGCV AS.350B Ecureuil 1033	BGHB Spitfire Mk.14 ,MV293
BGCW AS.350B Ecureuil 1040	BGHC Hot Pants Firefly 13
BGCX Taylor Titch PFA.3221	BGHD Helios Blister 1
BGCY Taylor Monoplane 10370	BGHE Westland WG.30 WA.001P
BGCZ Bell 212 30668, VR-BFM	BGHG AS350B Ecureuil 1007
BGEB Jet Ranger 206A 8222, D-HAVE	BGHH A36 Bonanza E-721, TR-LUX
BGEC Cameron V-77 461	BGHI Cessna F152 F.1560
BGED Cessna U206F 02279, LN-BGQ Lubair	BGHJ Cessna F172N F.1777
BGEF Evans VP-1 10287	BGHK Cessna F152 F.1573
BGEF Jodel D112 1309	BGHN Robin R1180T 227
BGEH Monnet Sonerai II, 209	BGHN Westland Sioux ,XT102
BGEI Baby Great Lakes DHG.1	BGHO Westland Sioux XT105
BGEJ BN-2A Islander 908	BGHP Beech 76 ME-190
BGEK Tomahawk 112, 38-78A0575	BGHS Cameron N31 501
BGEL Tomahawk 112, 37-78A0714	BGHT Falconar F.12 10040
BGEM Partenavia P68B 165	BGHU T-6 Harvard ,51-15052
BGEN Twin Otter 310 616 Loganair	BGHV Cameron V77 483
BGO Navajo Chieftain 31-05489, D-ILUT	BGHW Thunder AX-8/90 175
BGER Cameron C38 442	BGHX Chasle YC-12 Tourbillon 10067
BGER Wessex 60 Srs.1 WA.503, G-630	BGHY Taylor Monoplane PFA.1455
BGES Currie Wot JR.1	BGHZ FRED Series 2 10445 (Darlington)
BGET Tomahawk 112 38-78A0797 Truman	BGIE Embraer 121 Xingy 121014 CSE
BGEU Tomahawk 112 38-78A0818 CSE	BGIG Tomahawk 112 38-0773
BGEV Tomahawk 112 38-78A0794 "	BGIH Rand KR-2 KR-2/GP1
BGEW Nord NC854S 63, F-BFSJ	BGII Cherokee Six 300, 32-40182, N20879
BGEX Brookland Mosquito Mk.2 JB.1	BGIJ Cameron O-77 133
BGEY Short SD3-30 SH.3026	BGIK Taylor Monoplane PFA.1415
BGEZ Short SD3-30 SH.3027	BGIL AS350B Ecureuil 1055 McAlpine
BGFC Evans VP-2 V2.1278	BGIM AS350B Ecureuil 1078
BGFF FRED Srs.2 10261	BGIO Bensen B-8M GJ-1
BGFG AA-5A Cheetah 0687 Cabair	BGIP Colt 56A balloon 038
BGFH Cessna F182 F.0105 Rogers	BGIV Bell 47G-5 7952
BGFJ Jodel D9 PFA.1324	BGIW Bell 47G-2 1218 Autair