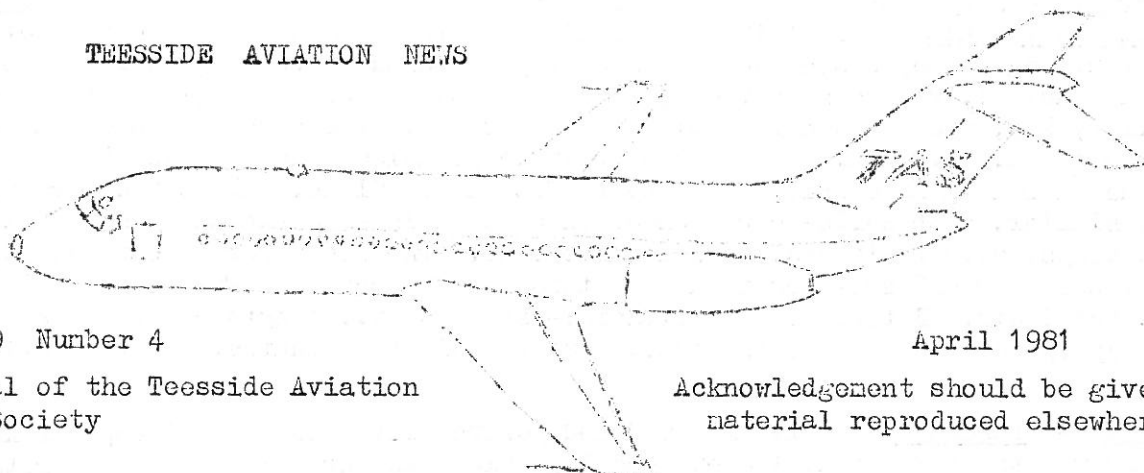


TEESSIDE AVIATION NEWS



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The Journal of the Teesside Aviation Society

Acknowledgement should be given for material reproduced elsewhere.

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In exchange for a "no redundancies" policy at Tees-side Airport, staff have suspended their bonus agreement for newspaper flight handling, the meal allowance, part of the "extension to hours" agreement & with then a claim for improvements to the last.

Dan-Air was to increase domestic fares from 1/4 by 3-14%, but TD flights are not affected, being international. An extra Amsterdam flight on Wednesdays has been announced, and the TD-Newc.-Dublin thrice-weekly service is doing so well that a direct one may start.

Phillips Petroleum have sponsored Teesside Air Show, this year, by £2000!

Strathallan Museum is open again, but the sale by auction of most of the collection is due to take place in mid-July, according to the "Glasgow Air News". So there is a little time left to take a bus there- how about it? A round trip would take in Newcastle, Edinburgh, Glasgow, Prestwick & even Carlisle. The list of Air Shows grows: USAF Mildenhall 23-4 May, Upper Heyford 18/7, Fairford 16/8. Shuttleworths: 31/5, 28/6, 12/7, 26/7, 30/8, 13/9, 27/9, & 25/10. The RN ones: Chatham 24-5/5, Portland 28/5 & 18-9/7, Rosyth 6-7/6, Gosport 13/6, Lee on Solent 18/7, Culdrose 29/7, Yeovilton 1/8, Pompey & Plymouth 29-31/8. Blackpool 31/5 Liverpool 21/6, PFA Leicester 4-5/7, Bournemouth 19/7, St. Mawgan 12/8, Turnhouse 21-3/8, Cranfield 3-5/9, but apart from Le Bourget 4-14/6, the nearest are: Prestwick AND HMS "Gannet" 6/6, Usworth and SSAFA Church Fenton both 14/6. No RAF ones yet, nor TD.

Ft. Lt. P. McDonald, currently an instructor at Leeming ("the second busiest airfield in the UK, with 200,000 movements a year") has been awarded the Queen's Commendation for valuable service in the air. He landed a JP at Yeovilton from 300 ft, with a dead engine. He also pilots the Meteor of the Vintage Pair.

The Duke of Kent is to visit Whitby, Staithes, Redcar & Teesmouth lifeboat stations on the 22nd July. He will travel to the NE from Leeds & visit by helicopter.

29/1/81 The USAF helicopter is confirmed as being HH-53C 95796 "Jolly 96"

7/10/80 Lightning XR716 was /C of LTF, but on loan to 5 Squadron.

March 1981 At TD, Bulldogs: 3rd XX773/22 approach at 1355, 16th XX527 T&G 1439.

Ringway 27/3/81

A.Greenhow.

A-300 G-BIMB Laker, B.747 N617US NW Orient, B.707 BFBS, BFBZ Laker, AXGW BA, DC-10 AZZC, BGAG Laker. Tridents ARPH & W, AVZA, AWYZ, AWZC, E & Z, AZZM, BA. B.727 BAEF, BCDA Dan-Air. B.737 D-ABHE LHA, OO-SDL Sabena, EI-ASA Aer Lingus, AVRM, BADF, BAZI, BHWE Britannia, BJFH Air Europe, BHVH, BGTY Orion. DC-9 PH-DNV, DOA KLM, SE-DBN, LN-RLD SAS, HB-IFL Swissair, OM-LDH Austrian. BAC111 EI-ANF & G Aer Lingus, AVMF, H, I, K, L, M, N, T, X, Y, Z, BBMF, BGKE BA, BCWA Dan-Air, ASJG, AXJM Br. Cal. 748 BEKE Dan-Air. Viscount ARIR Alidair. F.27 BCDO Air UK. Tu134 SP-LHB Lot. Caravelle F-BOHA Air France.

QUIZ

J. Bundock

- 1) Alidair, the British independent airline has a new name. What is it?
- 2) Which type of British aircraft was the first to shoot down a German a/c during W.W.II?
- 3) Which type of aircraft is replacing the Marut in Indian Air Force service?
- 4) Which airline was first to put the Lockheed L-188 Electra into service?

Answers on page 40.

Fairey Aircraft in Retrospect

- Big Boats

Part 3N.4 Atalanta and Titania

In 1918 the Air Ministry formulated a requirement for three very large four-engined open-sea reconnaissance flying boats - the largest in the world. The first, Atalanta 1, was constructed by Dick, Kerr and Co; of the English Electric Group and the hull by May, Harden and May to Linton Hope design. The second machine, Atalanta 2 was never completed. Its hull was Gosport built to Nicholson design. The third machine, 'Titania', had a Linton Hope hull, built by Fyffes on the Clyde. All three were wooden, essentially similar, with Rolls-Royce Condor 14 or 3 engines mounted in tandem pairs between the wings, with radiators stacked above them. The wings were of unequal span and carried vertical "screen" surfaces recalling those on the war time Felixstowe 'F' boats. The crew numbered six. Details of the Titania:- span 139ft., length 66ft., gross weight 31,612lb., top speed at sea level 100 mph., time to 5000ft 8 minutes, service ceiling 14,100 feet.

Night Bombers - Hendon 1 Built in 1930 and powered with two Bristol Jupiter XE radial engines, this was the first cantilever monoplane night bomber built in Great Britain, and was very advanced. Difficulties in longitudinal stability were attributed to the baffling of the engines causing premature stalling of the wing.

Hendon 2 This was powered by Rolls-Royce Kestrels, originally 3's but 6's for production (one RAF squadron). The cantilever wing had a very thick section and was claimed to render the Hendon relatively insensitive to overload. It was of 'twisted' design, ensuring that the tips remained unstalled long after the machine had started to sink.

The bomb load (1660 lb maximum) was stowed in the centre section, and although the undercarriage was fixed it was well faired, with radiators in housings in front of the "trousers". Although on the prototype the gun positions and cockpit were open, in production they were enclosed. A cat-walk extended from the nose clear through to the gun position in the extreme tail. As an alternative to the bomb load the Hendon could carry 15 to 20 fully armed troops. Details (with Kestrel 6s):- span 101ft.9in., length 60ft.9in., weight empty 12,773lb., gross weight 20,000lb., max. speed 156mph @ 15,000ft., time to 10,000ft 15 mins., service ceiling 21,500 ft., range with full load 1,360 miles.

For Long Range - Frequenter Although Fairey's spelt this name with one 'e' an official document of 1925 renders it with two. The machine was a long-distance seaplane, designed with an eye to the requirements of the Civil Aviation Dept. of the Air Min. as well. At one time it was intended that the machine should make a flight around the world. A 4/5 seater, it was the largest having a span of 69ft. 2in. The Rolls-Royce Condor engine had a radiator on the top wing. In addition to two main floats and tail float, outboard stabilising floats were fitted. The main fuel tanks were in the floats and the cruising range with standard tankage was about 1,100 miles. The cabin was heated and had wireless equipment. Top speed 108 mph, gross weight 12,550 lb.

Long-Range Monoplane Mk.1 A machine of singularly striking appearance and high efficiency, this monoplane was built to Air Ministry order to beat the world long distance record for flight in a straight line. It had a high, cantilever wing and was wooden, with a Napier Lion engine. Over 1,000 gallons of petrol was carried in the wings of 82ft. span (length was 48ft. 6in.).

On 24th April 1929, with Sqdn. Leader A.G. Jones-Williams, H.C. and Flt. Lt. N.H. Jenkins O.B.E., D.F.C., D.S.M., the machine took off from Cranwell for India. It landed at Karachi, having covered 4130 miles in 50 hours 48 minutes, but the goal had been Bangalore, and the flight distance was insufficient to beat the record. Nevertheless, the aircraft was the first to fly non-stop from England to India.

Long-Range Monoplane Mk.2 Built during 1931, this version differed in having wheel fairings and - a most significant feature at the time - an automatic pilot. Between Feb. 6th and 8th 1933 this machine, flown by Sqdn. Ldr. O.R. Gayford D.F.C. and Flt. Lt. G.B. Nicholletts A.F.C. flew non-stop from Cranwell to Walvis Bay, South-west Africa in 57 hours 25 minutes, the distance being 5340 miles. This flight constituted a world record, which stood until August 1933, when the Frenchman Codes and Rossi achieved 5638 miles (New York to Rayak, Syria).

General Purpose Aircraft - G-4/31 Mk.1 The G.4/31 specification called for a sturdy capacious general-purpose aircraft, suitable for use as a torpedo or dive bomber. It had to be able to operate from improvised airfields, even in the tropics, and to provide for a

wide range of service equipment. Faireys built a massive single-bay biplane with wings of unequal span. The top of the fuselage swept up sharply behind the engine to afford the pilot the best view possible from his high cockpit, in line with the trailing edge of the wing. Forward of the cockpit was a cabin, entered through side doors. A hook for picking up messages was fitted in addition to the bomb and torpedo carriers. Pilot's armament was one fixed Vickers gun and the observer had a single Lewis gun, on a Fairey high-speed mounting. The engine was a Bristol Pegasus 2M.

G.4/31 Mk.2 This version of the G.4/31 was fitted with an Armstrong-Siddeley Tiger 4 engine. All-up weight was 8,790 lb. and span 53 ft.

Fleet Spotting and Reconnaissance - Ferret 1 The Ferret (1925) was the first Fairey product to have an all-metal main structure, though the covering was fabric. It was designed for fleet reconnaissance and was a three-seater. The engine was an Armstrong Siddeley Jaguar. The Ferret resembled strongly the various Series 3s, but the mainplanes had a slight stagger. Probably it appears that the missing "series 3E" was this aircraft.

Ferret 2 A development with a Bristol Jupiter engine, with the arrester gear still in the form of catch-hooks attached to the cross-axle undercarriage.

Ferret 3 A Cleaned-up version, with the Jupiter engine. The gun mounting was of the Fairey high-speed pattern, rather than the Scarff previously used.

S.9/30 The primary structure of this two-seat Fleet spotter/reconnaissance aircraft was of stainless steel, proving extremely satisfactory in service trials. An alternative to the wheel undercarriage, with its low-pressure tyres, was a single central float, with lateral under-wing stabilizing floats. The Rolls-Royce Kestrel 2MS engine was evaporatively cooled, the condensers being in the top wing.

Seafox Officially classed as a light reconnaissance aircraft, the Seafox appeared in 1936. Aerodynamically it was conventional, but high speed was not a requirement. The machine was designed for use with the smaller type of catapult fitted to cruisers. The two-bay wings were of equal span, & all-metal construction, with fabric covering. The fuselage had a metal monocoque design, with Z-section frames covered by alclad panels. Except for the cockpit cutaways & drainholes, the fuselage was completely sealed. The observer had a transparent cockpit enclosure with a Fairey-mounted gun. The pilot's cockpit was open, as he needed the extra freedom when being hoisted aboard, & he had no gun.

The engine was a 395 hp Napier Halford Rapier 6, (16-cylinder H-type air-cooled). The span was 40 ft, 14 ft folded, length 35 ft 5½ in. Weight gross 5420 lb, empty 3805 lb. Top speed 124 mph, service ceiling 11,000 ft. Cruising endurance 4½ hours.

Torpedo Bombers - T.S.R.1 To specification S9/30, Fairey's submitted a radial-engined machine capable of operating not only as a spotter or reconnaissance aircraft but as a torpedo bomber also. It materialised in 1933 as the TSR 1 and was first flown from the Great West Aerodrome by Flt.Lt.Staniland. A sturdy two-bay biplane, it had wings of unequal span and chord, and the pilot was placed high to give him a good view for attack. Initial tests were promising, but late in 1933 the prototype developed a flat spin from which Staniland could not recover. He bailed out, but was blown into the rear cockpit, from which he made a second jump - from the other side of the aircraft - this time successfully. The TSR 1 was tried with the Armstrong Siddeley Tiger and Bristol Pegasus engines.

T.S.R.2 This second version, which was ready in the spring of 1934, had an extra bay let into the fuselage, and to compensate for this insertion the upper wings were slightly swept back. The type was adapted in 1935 as standard service equipment under the name 'Swordfish'.

Swordfish 1 This designation was later applied to the early production Swordfish, the first of which appeared in 1936. The wing-structure consisted of two built-up spars of steel strip, with steel drag struts and duralumin ribs. Ailerons were fitted on all four wings. The fuselage was essentially a rectangular steel tube structure. The engine, a Bristol Pegasus 3M, was installed in a Townend ring. For spotting and reconnaissance duties the crew numbered three, but for torpedo work only two were carried. Twin metal floats were interchangeable with the land undercarriage. Alternative to the single torpedo the Swordfish could carry bombs up to a maximum weight of 1,500lbs.

Swordfish 2 This designation distinguished the Swordfish as with special lower wings to enable R.P.'s to be launched. The R.P.load was eight 60lb. H.E. or 25lb armour-piercing

projectiles. Depth charges were another possible load. Figures for the Swordfish 2 were span 45ft.6in., length 35ft.8in., empty weight 4,700lb., gross weight 7,510lb. (as torpedo bomber landplane), top speed 138mph at 5000ft., rate of climb 1,220ft/min, service ceiling 19,250ft.

Swordfish 3 This version had a ventral radome fitted, and as all were built by Blackburn the name "Blackfish" became common during the war years. Production ceased in mid-1944. A number of machines were fitted with JATO and some with the Leigh Light. The engine was the Bristol Pegasus 18 or 30.

Swordfish 4 A version of the Swordfish used in Canada, with enclosed cockpits.

Albacore The Albacore was intended as, but never became, a Swordfish replacement. It was a clean three-seater biplane, with a neatly-cowled Bristol Taurus sleeve-valve two-row engine, originally Mk.2, later Mk.12. The fuselage was of metal monocoque construction and had a lengthy cut out, above which was built the cockpit enclosure. The pilot had a fixed Browning gun and there were two Vickers gas-operated guns in the rear cockpit. Maximum bomb load - carried beneath the wings - was 2000lb. Production ended in 1943 when 303 had been built. In the western desert Albacores were extensively used as flare-droppers. The following figures apply to the torpedo-bomber landplane:- span 50ft., length 39ft.10in., weight empty 7,250lb, gross weight 10,460 lb., max.speed 161mph.

Barracuda 1 To Specification S 24/37 Fairey's drew up designs for a monoplane torpedo bomber to be powered by the Rolls-Royce Kestrel engine. Development of this unit was subsequently dropped, and the design was revised to take the Merlin. The first prototype, flown in December 1940, differed notably from subsequent machines in having the tailplane set low. Production Barracuda 1's were powered with the Merlin 30 engine. The wing was set shoulder-high and had stressed-skin a/c clad covering. Hydraulically operated Fairey-Youngman flaps were fitted externally, and could be raised to a negative angle as a dive brake. Especially interesting was the undercarriage, the main wheels of which retracted upwards and outwards into wheel-wells in the wing. The 18in. torpedo was carried externally, and provision was made for bombs, depth charges or mines under the wing. The crew comprised Pilot, Observer/Navigator, and Gunner/Radio operator, armament was two Vickers K. guns in the rearmost position. Span 49ft.2in., length 40ft.6in., folded width 18ft.3in.

Barracuda 2 A development with Merlin 32 engine, driving a rotol four-blade airscrew. Maximum speed was 220 mph.

Barracuda T.R.3 An anti-submarine variant with Merlin 32 engine but with a fairing beneath the fuselage to house A.S.V. Mk.10 radar.

Barracuda 4 Proposed designation for a Griffon-powered development which became the Mk.5.

Answers to Quiz (on front page).

- 1) Inter City Airlines.
- 2) A Blackburn Skua from HMS Ark Royal shot down a Dornier 18 26.9.39.
- 3) MIG-23 Flogger.
- 4) Eastern Airlines on 12.1.59.

Microlights A meeting took place on 3rd March in the village hall at Ingleby Greenhow to discuss the possibilities of forming syndicates and a club to build and fly microlight aircraft. Safety was given a high priority and since PPL & BGA members were present, no doubt they could help in this aspect. Martin S. Bloom of Manor Farm, Ingleby Greenhow offered the facilities of a flying strip and buildings in which aircraft could be constructed, so a base for the club exists. Much interest was shown by the 80-100 people attending, who included ex-RAF pilots and members of a model-flying club (shades of "The Flight of the Phoenix").

A version of the "Lone Ranger" was on show. This aircraft is supplied in various stages of completion by Aero & Engineering Services Ltd., of Washington, Tyne & Wear, and does not require a PPL to fly it, due to its weight. Details are:- span 32ft., length 15' 8", height 4' 2", weight gross 385lbs., empty 176lb, speeds max.80mph, cruise 55mph, stall 21mph. Engine Chrysler Soarnaster:20 h.p. at 8000rpm.

I can supply drawings & further details.

A. Abbott .

ADVERTISEMENTS Wanted RAF Yearbooks for 1980, 1979 and 1978. Details please to:- David Croucher, 9, St. Marys Close, East Cowton, Northallerton, North Yorkshire. DL7 0EQ

Wanted To purchase or loan photographs or slides of Spitfire F.22 or any late version with Griffon engine. Particularly of 608 Sqn. or any other R.Aux.A.F. Sqn. or gate guardians (Abingdon & Binbrook). D.E. Thompson, 68, Sledwick Rd, Billingham. Tel. Stkn. 561373.

The Sikorsky S-76A SpiritR.A.Nann.

This model is unique among Sikorsky commercial helicopters in that it owes nothing conceptually to any existing military designs, although it has been designed with military specifications borne in mind, and a version has been put forward to meet USCG requirements.

When the first of four prototypes made its maiden flight on March 13th, 1977, letters of intent had been received to cover the first 92 machines. Production has been planned to peak at a rate of 10 per month. The flight-test programme resulted in Sikorsky claiming several point-to-point records in the USA, all set by N766SA; and FAA certification was obtained in June 1978. The first production machine was N176AL, delivered to Air Logistics of Louisiana in February 1979. During the HAA Convention of 1979, held at Las Vegas, the total on order rose to 210, including 'follow-on' orders from Okanagan Helicopters of British Columbia, & Air Logistics. At the end of 1979, the first British S-76A, G-BGXY, was delivered to Bristow Helicopters at Redhill, this being the first of thirty-eight.

The model's success is due to a number of factors: a high cruising speed compared to the S-61 and Puma, a payload of 14 passengers, 4 more than the Bell 222, and a long-range capability when fitted with external tanks. In November 1979, PT-HKA & 'B' were delivered 5,000 miles non-stop to Votec Helicopters in Rio de Janeiro, Brazil. The type's high speed was demonstrated on January 8th, 1980 when G-BHBF (Bristow's 2nd) set a new London-Paris-London speed record with 169.5 & 178 mph for the two legs. These records only stood for 32 days, as, on February 6th & 8th, Dauphin II (SA 365N) F-WZJJ, the first production aircraft managed an average 188 mph, although it didn't actually land at Battersea, was carrying 10 passengers, and may have been specially prepared for the flight. G-BHBF was a standard production model, with a higher all-up weight. Widespread publicity & claims for the performance of the S-76 boosted the order-book to 426 in September 1980. Two-thirds of these are for offshore operators, illustrating the oil industry boom of the last five years.

The only "military" customer has been the Icelandic Coastguard, who ordered two, the first being TF-RAN. They are fitted with long-range tanks & lifting gear, for use on SAR & fishery protection. With an ability to set down in any reasonably-sized car park, the S-76 is becoming popular in the USA as an executive transport. In early 1981, it was announced that the name "Spirit" was to be discontinued following disapproval by Latin-American customers, apparently on religious grounds.

General specification: Engines: two Allison 250 turboshafts of 700 shp.

Max. speed 179 mph, max. cruise 167 mph, long range cruise 145 mph. Hover ceiling 5100 ft.

Max. takeoff weight 9,700 lbs. Laden range, with reserves 460 mls.

Length 44ft 1 in., rotor diameter 44 ft.

British-registered

C/N 760018	G-BZAC*	2.6.80	BAH	760021	G-BGXY*	30.12.79	Bristow
760022	BHBF*	4.1.80	Bristow	760025	BHRJ		Bristow Canada (to C-..)
760036	BOND*	7.10.80	North Scottish	760039	BHLB*	23.2.80	Bristow
760040	OHTL		Air Hanson	760046	BHLY*	31.3.80	Bristow
760049	BHGK*	4.11.80	North Scottish	760057	BHRT		Bristow Malaysia, 9M-
760079	BHYB		BAH	760083	BIBG		B. Cal. Hs. AXW
760097	BIEJ*	29.11.80	Bristow	760110	BIAV		BAH
760111	BIAW		BAH	760112	BNSH		North Scottish
760120	BMAL		N. Scottish	760135	BIEH		North Scottish

*= visited Tees-side, with the first date of visit.

Other major customers, outside the UK, are: Air Logistics, Okanagan, Carlson Helicopters, Schreiner Airways, KLM Helicopters, Votec.

Ringway/ Manchester, 27.3.81

A.Greenhow.

A-300 G-BIMB Laker. BAC 111 EI-ANF, ANG Aer Lingus, G-AVMI, H, L, M, N, X, Y, Z, BBMF, BGKE British A/W, BCWA Dan-Air, ASJG, AXJM Br. Caledonian. B.707 G-BFBS, BFBZ Laker, AAGW B.A. B.727 BAEF, BCDA Dan-Air. B.737 D-ABHE Lufthansa, OO-SDL Sabena, EI-ASA Aer Lingus, G-AVRM, BADF, BAZI, BHVE Britannia A/W, BJFH Air Europe, BGTY, BHVH Orion. B.747 N617US North-West Orient. Caravelle F-BOHA Air France. DC-9 PH-DNV, DOA KLM, SE-DBN, LN-RLD SAS, HB-IFL Swissair, OE-LDH Austrian. DC-10 G-AZZC, BGKG Laker. F-27 BCDO Air UK. HS748 BEKE Dan-Air. Trident ARPH, ARPW, AVZA, AWZC, AWZZ, AWZE, AWYZ, AZKM British Airways. Tupolev 134 SP-LHB LOT. Viscount ARIR Alidair.

*The crew of the aircraft had bailed out safely, but the pilot wasn't so lucky. His parachute didn't open. As he hurtled past the others, he bawled his last word: "Cissies!"

A History of No.8 Squadron

R.A.Nann.

No.8 Squadron is one of the oldest and most distinguished squadrons of the Royal Air Force, with a record of well over 50 years of almost unbroken service.

Formed at Brooklands on 1st January 1915 as part of the Royal Flying Corps, its stay in England was short. By the April, it found itself in the forefront of the action in northern France, equipped with BE-2C fighters, and performing a variety of roles: reconnaissance, bombing & artillery spotting. Later in the war, it pioneered the art of aerial photographic reconnaissance, & was also much involved in co-operating with & directing tank forces. One of the Squadron's pilots, Captain F.M. West, gained the Victoria Cross. Although severely wounded in both legs, he pressed on with an important reconnaissance mission, eventually returning safely to base with vital information.

The Squadron disbanded after the end of hostilities, but reformed a few months later at Helwan, in Egypt. It equipped with DH 9a's, and retained them for the next eight years. After a short stay in Egypt, the unit moved to Baghdad and then Hinaidi in Iraq (called Mesopotamia at that time). During the early 1920s, their aircraft were frequently in action against Turkish infiltrators in Kurdistan, and dissidents along the Euphrates.

Early in 1927, 8 Squadron moved to Aden & so began an association that lasted for forty years, during which it became known as "Aden's Own". The DH 9a's were replaced by Fairey IIIIF's in 1928 and these were soon in action against local tribesmen who had decided to revolt rather than pay taxes: typical "police" action which involved the Squadron during the inter-war years.

During the second World War, the Squadron operated a variety of aircraft types, including the Blenheim, Wellington and Liberator, & even a flight of Swordfish at one time. The work was mainly reconnaissance & anti-submarine patrols in the Gulf of Aden, but the punitive sorties against dissidents in the hinterland continued.

The second disbandment came in May, 1945, happily followed by a reformation in September 1946, when the bomber role was replaced by that of fighter. After some months with Mosquitos, the aircraft were exchanged for Tempest F.6s until 1949, when these were in turn replaced by Bristol Brigands. Policing the Aden area continued as the main role, but much time was spent on detachments to Iraq, Egypt & East Africa. In December 1952, the Squadron went onto jets- Vampire FB.9s, replaced in 1955 by the similar, but more powerful Venom. During the Suez Campaign in 1956, the Squadron operated from Cyprus & achieved an impressive score against the Egyptians, claiming 43 aircraft destroyed on the ground.

In 1960 came the famous & versatile Hawker Hunter (F.9, plus a few FR.10s). These were used throughout the 60s, seeing much action "up-country" against Yemeni rebels and particularly during the bitter Radfan campaign. With the British withdrawal in 1967, No.8 Squadron's long association with Aden ended. The Hunters were among the last to leave, flying to Bahrain, which became their base for the next 4 years. Late in 1971, the Squadron moved to Sharjah, where it disbanded.

On 1st January 1972, the Squadron reformed at RAF Kinloss, flying Shackletons in the AEW role, & moved to Lossiemouth in August 1973. The present aircraft are MR.2's which have been converted by the removal of anti-submarine & recce equipment, & the fitting of a high-powered search radar. In the AEW role, they act as airborne radar stations detecting low-flying intruders, with the capability of controlling fighters to intercept them. Apart from the Soviet Moss, the US E-2 Hawkeye & the US/NATO E-3 Awacs, No.8 Squadron is the only other squadron in the world providing AEW, since HMS "Ark Royal" & Gannets went.

The Shackleton normally has a crew of 9: 2 pilots, 2 navigators, flight engineer & 4 radar operators. Normal training sorties last 7-9 hours, but may extend to 12 hours. The engines are four Rolls-Royce Griffon 58(V12) driving contra-rotating propellers. No.8 Squadron has 14 AEW and one MR.2 Shackletons, the last is WG556, used for simulation training. These are expected to soldier on until 1983, when the unit expects to be issued with Nimrod AEW.3 aircraft, and will move to RAF Waddington.

Current Aircraft:

WL738/38 WL741/41 WL745/45 WL747/47 WL754/54 WL755/55 WL756/56 WL757/57 WL790/90 WL793/93
WL795/95 WR960/60 WR963/63 WR965/65

Spotted in the "Evening Gazette", Friday, 1st February, 1946

A.Abbott.

Search for Anson goes on: "It is now thought that the Anson training plane containing 5 RAF officers which disappeared a week ago on a 75 ml(45 mins.) communication flight from a private airfield at Rearsby Leics. to Melbourn, B.Yorks RAF Station crashed inland & not at sea in bad weather. RAF Authorities in the North sent out more scout planes today in an effort to find the vanished aircraft". Melbourne is 14 mls SE of York. Does anyone know the end of the story?

Tees-side Airport Movements March 1981

Scheduled, charter, training & "local" flights are collected briefly at the end.

Day	Regn.	Type	From	ATA	To	ATD	Other info.
1	G-FRHS	Ce441	T/F LHR	1545		1009	
	BHBF	S-76	Dyce	1107	North Denes	1213	Bristow UH70A
	AAKD	PA-23	Brough	1235	Glenrothes	1255	Peregrin
	WASP	Brantly	F/T Stockton	1613		1635	
	PATT	Ce404	LBA	1744	Glasgow	0810,2/3	
	AZDH	PA-31	Ronaldsway	1809	Glasgow	0812,2/3	
2	BCDN	F-27	Norwich	0818	Edinburgh	0847	UK202, LBA div.in
	EDDH	F-27	Edinburgh	0845	Norwich	0907	UK201, LBA div.in
	BBYM	Jetstream	F/T Staverton	1230		1649	
	BFUS	Ce404	LBA	1756	Stavanger	1106,3/3	
	STAN	F-27	Norwich	1838	Glasgow	1902	UK210, LBA div.in
	ATMJ	HS748	Rhoose	1853	Glasgow	2007	DAO64, LBA div.in
3	ANUO	Heron	F/T Leicester East	0859		1644	NPG
	DJBE	Ce550	T/F Amsterdam	1407		1009	DJB Eng.
	BGNK	EMB110	Ringway	1115	Edinburgh	1131	FC101
	BFOH	Bell 47	Edinburgh	1128	Liverpool	1219	
	BHST	Hughes 500	North Shields	1529	Battersea	1542	Aly Avn.
	ASPL	HS748	Local	1539		1507	Educational Flt.
	BGNK	Lmb 110	Edinburgh	1902	Ringway	1911	FC101/WG918
4	BFUS	Ce404	F/T Stavanger	0901		1050	Euro-air
	BHFX	Be58	F/T Leavesden	0907		1649	Kebbell Holdings
	BDCS	Ce421	F/T Newcastle	1053		1254	Marchwiell Avn.
	AYWF	PA-23	Kirmington	1740	Dyce	1813	PJ996
5	F-BVJJ	PA-32	F/T Calais	0907		1644,6/3	Air Cote d'Opale
	BFUS	Ce404	Stavanger	0911	Exeter	1440,8/3	
	AZOD	PA-23	F/T Dyce	0920		1303	Peregrine
	OGDN	Be200	F/T Edinburgh	1018		1619	Ogden
	DJBE	Ce550	Gatwick	1211,6/3	Ringway	1132	
	BGKR	PA-28 Warrior	Dyce	1247	Kidlington	1542	CSE
	BCKO	PA-23	Kirmington	2038	Dyce	1120,6/3	LBA div.in
6	PATT	Ce404	T/F Dyce	1931		0803	
	BCDA	B.727	F/T Gatwick	1049		1359	DAO11T
	BHHA	EMB110	Edinburgh	1313	Dyce	1624	Loganair
	AZTC	Bo105	Loulner	1604	Strubby	1606	Management Avn.
7	PH-CHI	F-28	F/T Rotterdam	1108		1206,8/3	NLM
	BFVW	Dauphin	Strubby	1222	Castle Kennedy	1308	
	BBLJ	Ce402	1/2p Green	1239	Birmingham	1837	Hallbret Avn.
	BEYY	PA-31	Stornoway	1256	Biggin Hill	1317	Transeurope Air Ch.
	F-BVJJ	PA-32	F/T Le Touquet	1635		1213,8/3	& local
8	BHGA	PA-31	Ronaldsway	1005	East Midlands	1334	Marmot Avn.
	BFUS	Ce404	?		Exeter	1440	
9	BFVO	P.68	T/F Blackbushe	1259,10/3		0836	
	AZTI	Bo105	Strubby	0855	Platform 36/22	0922	
	KV402/G	Phantom	Two overshoots.	23 Squadron.			
	DJBE	Ce550	Wien (Vienna)	0958	Zagreb	0735,10/3	See p 75 below
	BTFC	Ce152	Kirmington	1303	Dundee	1351	Doncaster div.in
	OSKY	Ce172	Coventry	1318	Halfpenny Green	1448	
	BHST	Hu 500	Middlesbrough	1335	Yeovilton	1418	Abbey Hill Avn.
	AZTI	Bo105	Plat.36/22	1447	Strubby	1535	
	AYZC & BAZV	PA-23	to Halfpenny Green	as Sold, now based	Coventry	1529, 1541.	
10	BEMD	Be55	Usworth	0755	LHR	0814	
	GBBI	HS125	Luton	0803	Le Bourget	0836	Barclays Bank
	BCDN	F-27	Norwich	0826	Edinburgh	1104	LBA div.in UK202
	ANUO	Heron	F/T Leicester East	0848		1644	
	BHMX	F-27	Edinburgh	0908	Norwich	0926	LBA div.in UK201
	BFVZ	Be200	Northolt	0919	Scatsca	0946	
	BAKP	PA-23	F/T Dyce	0934		1655	
	IANT	Ce404	Dyce	0941	Stavanger	1111	
	OO-JPI	Metroliner	F/T Amsterdam	1004		1657	

10	G-BDVT F-27	Aldergrove	1011	Newcastle	1212	UK582/206A
	<u>CELT</u> EMB110	F/T Edinburgh	1054		1136	(Dyce 1249 after ret.)
	DUKE Be60	T/F Leavesden	1010, 11/3		1513	
	BFOH Bell 47	Blackpool	1617	Edinburgh	1028, 11/3	
	BGGX Jet Ranger	Loftus	1809	Stockton	1052	to the Dickens!
11	BBPZ PA-23	T/F Belfast Harbour	0821		0759	Div.back
	FPTA PA-31	T/F Edinburgh	1635		0802	
	FMFC EMB110	F/T Edinburgh	0834		0845	
	IANT Ce404	F/T Stavanger	0907		1049	
	BHFY? Be58	F/T Leavesden	0917		1623	
	BEMX Ce404	F/T Luton	0932		1654	
	AYVM PA-31	T/F Belfast Harbour	1709		1256	
	XW790 HS125	F/T Northolt	1104			ILS overshoot
	BHMV Jet Ranger	Kirlington	1252	Usworth	1525	
	<u>BIDC</u> Bell 212	Southend	1356	Banff	1505	Helicopter Hire
	FMFC EMB 110	Edinburgh	1452	Glasgow	1509	
	XN595 Jet Provost	Linton	1537			ILS overshoot
	DUKE Be 60	T/F Leavesden	1812		1552	
	PRES Ce441	Staverton	1912, 13/3	Newcastle7	1634	
	CBBI HS125	Le Bourget	1704	Luton	1804	
	BFVZ Be 200	Scatsca	1715	Northolt	1741	
	FPTA PA-31	Sweden (ESGP)	1959	Esbjerg	1818	
12	BFDB PA-31	F/T Dyce	0920		1450	
	BAZF AA-5	F/T Elstree	1032		1605	
	BFBH PA-31	F/T Jersey	1033		1752	
	BDMD PA-31	F/T Staverton	1120		1904	
	AZZV Ce172	T/F Edinburgh	1416, 25/3		1133	
	KK491 Jetstream	F/T Leeming	1201	7	1144	
	IANT Ce404	Stavanger	1204	Dyce	1252	
	<u>BHOB</u> Ce404	Dyce	1733	Luton	1741	Euroair
	EI-BKI PA-31	Shannon	2051	LHR	2126	
13	BBPZ PA-23	T/F Dyce	1933		0814	
	SPUD F-27	Norwich	0826	Dyce UK 200	0858	Newc.div.in
	<u>AWZV</u> Trident	LHR BA5442	0845	Newcastle	0942	Newc.div.in
	BBSL PA-23	F/T Blackbushe	1116		1548	
	ATPL BAC 111	Stavanger DA843	1616	Gatwick DA107	1834	Newc.div.in
	<u>BGDE</u> B.737	F/T LHR BA5454	1648	BA5455	1926	Newc.div.in
	ASJG BAC 111	Glasgow BR849	1724	Amsterdam BR849	1902	Newc.div.in
	DJBE Ce550	Amsterdam	1732	Coventry	1720	
	<u>AVFH</u> Trident	F/T LHR BA5456	1822	BA5457	2033	Newc.div.in
	<u>JEAN</u> Ce500	F/T Leavesden	1958		2003	
	<u>ATPJ</u> BAC 111	Gatwick DA108	2020	Palma	0934, 14/3	Newc.div.in
	<u>BERA</u> HS748	Aldergrove	2028	DA146 NCL 14/3	1610	NEWC DIV.IN
	<u>BGDL</u> B.737	F/T LHR BA5458	2056	BA5441	0913, 14/3	Newc.div.in
	<u>BHWF</u> B.737	Palma	2159	Newcastle	0857	Newc.div.in BY050/B
14	BBPZ PA-23	T/F Dyce	1547		1003	
	<u>PH-CHB</u> F-28	F/T Rotterdam	1055		1301, 15/3	HN4587
	BAWB PA-23	F/T Biggin Hill	1115		1302	
15	BBTH Ce172	F/T Newtownards	1131		1234	
	WOLF PA-28	Glasgow	1220	Newcastle	1304	W.of Scot.F/C
	BFGL Ce150	Newcastle	1306	LBA	1349	
	BFVO P.68	T/F East Midlands	1313		1352	
	BBYK PA-23	F/T Bristol	1634		1353, 16/3	
	DJBE Ce550	T/F Coventry	0835, 18/3		1715	
16	BBPZ PA-23	?		Dyce	0746	
	BFOH Bell 47	Edinburgh	1112	Liverpool	0922, 17/3	
	AZTI Bo195	Strubby	1255	Plat.36/22	1319	
	AZTI Bo105	Plat.36/22	1547	Strubby	1613	
	<u>AXXI</u> HS748	LBA	1719	Stansted	1444, 17/3	CAFU
17	ANUO Heron	Leicester E.	0903	Shobden	1645	
	IANT Ce404	Dyce	0927	Stavanger	1127	
	UBKP Be58	F/T Luton	0944		1030	

17	00-JPI Metro	F/T Amsterdam	0949	1529
	AYWF PA-23	F/T Dyce	1054	1545
	<u>SE-IEY Convair 580</u>	F/T Borlange	1102	1538, 18/3 Scanbee
	BSVT EMB110	Ringway	1121 Edinburgh	1146
	BFVO P.68	T/F Liverpool	1423	1210
	<u>F-GCLH PA-31</u>	Kirnington	1322 Le Havre	1635
	FTTA PA-31	T/F Norwich	1609 18/3	1752
	BSVT EMB110	Edinburgh	1848 Ringway	1857
18	IANT Ce404	F/T Stavanger	0914	1257 London Air Taxi
	WSSL PA-31	F/T Bristol	1022	0800, 18/3
	<u>BFTR Bell 206</u>	F/T Hatfield	1054	1514 Air Hanson
	ROUS PA-34	T/F Halfpenny Green	1811	1140
	<u>BLJS P.68</u>	Newcastle	1335 Spalding Moor	1418
	BGNK EMB110	Scatsca	1350 Ringway	1359
	DJBE Ce550	T/F Northolt	1826, 19/3	1420
	BHLY Be58	LBA	1504 Leavesden	1649
	SVHA P.68	Dyce?	1646 Dyce	0733, 19/3
	<u>EGTG PA-23</u>	F/T Newcastle	1833	1841 Pearson Avn.
19	BDOA HS125	Luton	0914 Inverness	1411
	BAKP PA-23	F/T Dyce	0922	1155
	FTTA PA-31	T/F Dyce	1646	0925
	KS733 Dominie	Finningley	1026	Overshoot
	<u>F-GCTP Be200</u>	F/T Le Havre	1118	1406, 20/3 Aigle-Azure
	IANT Ce404	Stavanger	1232 Biggin Hill	1300
	<u>BHBF S-76</u>	North Denes	1302 Dyce	1356
	<u>LWBJ Tobago</u>	Stapleford T.	1427 Glasgow	1601 Crocker Air Svs.
	<u>BDIL Bell 212</u>	Redhill	1613 Dyce	1642
	XM349 J.P.	F/T Leeming	1433	1455
	AYVM PA-31	T/F Edinburgh	1900	1652
	BGNK EMB 110	F/T Ringway	1923	2037
	BNPD PA-23	F/T Dyce	1945	0747, 26/3
20	AYVM PA-31	Stormoway	1222, 25/3 Dyce	0800
	<u>LN-PAD Be200</u>	F/T Oslo	0902	1745
	BSVT Emb 110	Edinburgh	1447 Leavesden	1451 FC101
	<u>BOSL B.737</u>	F/T Hanover	1759	1853 BY913B/914A <i>Trapping</i>
	<u>BOSL B.737</u>	Hanover	2203 Ringway	0733, 21/3 BY914B
21	<u>PH-CHF F-28</u>	F/T Rotterdam	1231	1330, 22/3 HN4587
	<u>MALA PA-28</u>	F/T Doncaster	1247	1351
	BEZI AA-5	F/T Usworth	1307	1450
	BRPZ PA-23	Esbjerg	2231 Kirnington	1442
22	DJBE Ce550	T/F Le Bourget	1333	1004
	FTTA PA-31	T/F Stavanger	1636	1036
	BGOY PA-31	F/T Dyce	1250	1405 WG148
23	<u>JTCA PA-23</u>	Sturgate	0807 Dyce	0832 Air Executive
	BLGW F-27	Norwich	0824 Dyce	1041 LBA div.in <i>UK202</i>
	BHMX F-27	Edinburgh	0853 Norwich	1050 LBA div.in <i>UK201</i>
	<u>LN-VIP Ce550</u>	F/T Oslo	1018	1751 Helikopter Svs.
	KS714 HS125	F/T Finningley	1103	1332 Finn.div.in
	<u>HB-VGR Ce550</u>	Lugano	1120 Frankfurt	1754 PP111/112
	DJBE Ce550	T/F Ringway	1729	1137
	ATSZ PA-34	East Midlands	1154 Leicester East	1535
	<u>RIGS Aerostar</u>	F/T Fair Oaks	1342	1722 Rigs Design Svs.
	BEMD Be550	Usworth	1539 Ringway	1550
	DJBE Ce550	Tampere	1740, 25/3 Bonn	1759
	PRES Ce441	Dublin	2250 Ringway	1816
	JTCA PA-23	Dyce	1900 Sturgate	1907
24	JDST PA-31	Sturgate	0809 Edinburgh	0822
	BGOY PA-31	F/T Dyce	0931	1518
	00-JPI Metro	F/T Amsterdam	1005	1454
	FMFC EMB 110	Liverpool	1109 Edinburgh	1128
	UBKP Be55	Kirnington	1425 East Mids.	1429
	ATSZ PA-30	F/T Peterborough	1125	1643

Summertime starts Sunday
29 MAR.

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24	FTTA PA-31	T/F Stavanger	1719		1138
	BFOH Bell 47		Liverpool	1150	Edinburgh 0912,25/3
	BBPZ PA-23	T/F Dyce	1807		1450
	BBNG Jet Ranger		LRA	1740	Usworth 0900,25/3 Bristow
	PREB Ce441	T/F Coventry	2050,25/3		1807
	JDST PA-31		Edinburgh	1825	Stungate 1838
	FMFC EMB 110		Edinburgh	1914	Liverpool 1927
25	DUKE Be 60	T/F Leavesden	1745		0804
	AUTO Ce441		Coventry	0836	Odiham 0858 A
	BHFF Be 55	F/T Leavesden	0912		1711
	BAMB PA-23	F/T Biggin Hill	0958		1558
	UBLP Be 55		Oxford	0957	Dundee 1042
	<u>EI-BJY</u> Be 200	F/T Dublin	1133		1728
	AYVH PA-31	T/F Perth	1521,26/3		1611
	FTTA PA-31	F/T Stavanger	1350		1525
	<u>BGYL</u> B.737		Newcastle	1555	Tunisia 0840,26/3 Britannia
	AUTO Ce441		Odiham	1721	Coventry 1741
	BATA HS125		Inverness	1856	LHR 1912
26	BNPD PA-23	T/F Dyce	1854		0747
	BGOY PA-31	F/T Dyce	0919		1101
	BEHU PA-34	F/T Tollerton	1121		1431
	<u>SE-IEY</u> CV580		Kristianstad	1205	ESGP (Sweden) 1505 Scanbee
	BBPZ PA-23	T/F Dyce	1758		1309
	PREB Ce441		Shannon	2048	Dublin 1512
	FTTA PA-31	T/F Stavanger	2036		1548
	AZTD PA-32	F/T Coventry	1606		1959
	BNPD PA-23				Wickenby 1909
	<u>EI-BKI</u> PA-31		Shannon	2033	Ringway 2110 Shannon Exec.
27	<u>AZLP</u> Viscount		East Mids.	1152	Kristianstad 1420
	FTTA PA-31	T/F Stavanger	1840		1333
	BFVO P.68	T/F Kirmington	1641		1440
	ARLK PA-24				Jersey 1509 Crashed nr.E.Mids
	WRAY PA-32	F/T Southend	1548		1654 on return
	GOSH Ce404		Dyce	1954	Luton 2034
28	FTTA PA-31	T/F Stavanger	1439		0821
	<u>PH-CHI</u> F-28		Rotterdam	1103	Amsterdam 1230 <i>BST time 1330</i>
	BFDB PA-31	F/T Dyce	1350		1700
	<u>UESS</u> Ce500		Ringway	1533	Leavesden 1830 Osiwell
29	FTTA PA-31	T/F Ringway	2017,31/3		1031
	ATKO SIPA 903		Sherburn	1450	Div.in,weather
	LATC EMB 110	F/T Dyce	1861		0715,30/3 EZ913
	BBPZ PA-23		Aldergrove	1121,30/3	Stavanger 2003
30	BBPZ PA-23	T/F Belfast Harbour	1610		0658
	<u>STAN</u> F-27		Norwich	0802	Edinburgh 0948 LBA div.in <i>UK202</i>
	BDVT F-27		Edinburgh	0809	Norwich 0826 LBA div.in <i>UK201</i>
	WRAY PA-32	F/T Southend	0857		0935
	BFOH Bell 47		Edinburgh	1517	Liverpool 1352,31/3
	<u>EI-BKI</u> PA-31		Shannon	1718	Ringway 1755 SE Avn.
	BEDI S-61		Dyce	2200	Norwich 2229
31	ANUO Heron	F/T Leicester East	0756		1548
	BBPZ PA-23	T/F Dyce	1609		0857
	BNOC EMB 110		Rhoose	0958	Edinburgh 1218 FC101
	BFOM PA-31	F/T Birmingham	1039		1706
	ASTD PA-23	F/T Dyce	1100		1756
	<u>OO-JPK</u> Metro	F/T Amsterdam	1222		1640
	BNOC EMB 110	F/T Edinburgh	1812		1823 FC101

Visiting "local" residents: ATJU 24, AVUH 4,19, AWLE 6,15, all Usworth.

Scheduled Services Amsterdam- Dan-Air HS748 MSPL 3,5,11,13,17,18,20,24,25,27; ATHI 2,4,6,10,12,16,19,23,26,30; BEBA 31. Heathrow- BA Viscounts AZNA 28,29; AZNB 27,28; AZLS 1,20,21; BAPF 6-8,13-15,21-2. DC-9 EMB 1-6,18; EMLC 8,10,11-3,15-20,22-27,29-31. Glasgow-Casair AYVH 2,5,6,10-13,16-20,23,24,27,30-1; AZDH 2,3,4,10; BASU 19,20,23-27,30-1; BBPZ 6; BFDA 12; BPAR 25; PATT 2-5,10-13,16-20.

Air UK Norwich/Aberdeen: BAKL 24,26,27. BAUR 1,15,16. BODN 14,17,28,29. BDVT 11. BDDH 2. BHMW 3,26. BHMK 4,5,7,8,10,11,19-25. BHMZ 6. BLGW 12,14. SPUD 30,31. STAN 13,18. /30
Charters Shannon/Ringway Casair: AYVM 5,9,18. BASU 19,23. PATT 2,12. PRES 2,5,7,9,18,19,23
 Charter/Positioning, Dan-Air HS748: Liverpool ASPL 5,5,8,11,18,24,25,27. ATMI 4,6,10,12,19
 26,30. Aldergrove ASPL 3,5,7,11,20,24,27,31. ATMI 6,10,14,19,26,28. Dyce ASPL 2,12,16,23,
 30. Gatwick ASPL 2,16,23,30. LHR ASPL 17,25. Glasgow ATMI 12. Newcastle ASPL 13,18,31.
 ATMI 2,4,6,16,30. Ringway ASPL 13,31. Rotterdam ATMI 1. AZSU 1. Sumburgh ASPL 8.
 ILS Calibrations: AVAI 18.

Local Flying (Underlining shows landed- at Usworth, Bagby, Felixkirk, LBA, Newcastle etc.)
 ARLK 12,26. AVUS 1,4,6,9,10,12,15,16,17,20,22,24,25. AVAI 17. AVYT 4,4,11,8,9,12,15,15,24,
 26,27,29. AVZP 4,6,9,11,15,15,20,21,26,27,29. AWMU 15. AWUL 6,8,9,11,12,15-22,26,27,29,29.
 AKHG 1,4,5,8,11,12,15,15,20,22,22,24,27,29,29. AAOZ 1,11,11,12,15,15,16,17,20,21,22,24,26-
 29. AZLY 1,2,4,4,6,8-12,14-17,21,22,22,24,24,25,28. AZZV 1,4,5,6,8,11,12,12,15,27,28,29.
 BASU 17. BDSL 1,2,4-8,11,12,15,15,16,21,22,26,26,27,29,30,31. BDWY 1,2,4-8,8,9,10,11,20,
 21,22,24-9. BHMV 11. BKKO 1,24. BEZI 21. BFVO 8,18,22. DJBA 26. ROUS 8,11. PLAY 9. @-BVJJ 7
Local Regulars: ATJU 24. AVUH 4,19. AWLE 6,15. All from Usworth.

Helicopter Flights by Management Aviation, T/F Strubby, Penrod 80 off Flamborough, also
 Wessofield & Castle Kennedy: BFVV 17. BFVW 5,6,8,17. BGNM 22,24,28,31. BOND 11,12,17,18,19
 BNSH 10,25,26.

Crew Training Dan-Air B.727 BAEP 25. BCDA 3,6,23,24,25. 748 ATMI 29. BEBA 13,28,31.
 CFS PA-34 ROUS 10,11. Casair PRES Ce441 20. DJB Ce550 DJBE 26. T-T A/W FTTA PA-31 20.
 PA-34 AZTO 9. Ce172 BBJZ 12.

Other Military Bulldogs 1,3,4,9. JP 5,9. F-111E ?

Corrections/Additions 14/1/81 G-BGRE is a Beech 200, not Pup- misinterpretation or mis-
 reading of B20 for BT12. 20/1/81 Overshoot Lightning at TD (p.23) was XS904/BD, not
 just /B as reported. 9/3 Phantom was XV402/G of 23 Sq, seen on Look North, doing his
 orbit & 2 overshoots.

Ninrod - The Mighty Hunter

D.E.Thompson

The first production Ninrod MR1 XV 226 (prototypes were XV 147 and XV 148) flew on
 28th June 1968 with first deliveries to No.201 Sqn. at Kinloss. A total of 49 aircraft
 were ordered. XV 226 - 263 MR1/2. XV 664 - 666 R1 No.51 Sqn. Wyton. XZ 280 - 287
 MR1/2/AEW 3.

In March 1977 the decision was made to convert eleven Ninrods to the AEW role to
 replace the twelve ageing Shackletons of No.8 Sqn. The first, XZ 286, was rolled out at
 Woodford on 30th April 1980 and will be followed by two more development aircraft (XZ 281
 and XZ 287) by the end of 1981. Initial development work was done using Comet 4 XV 626
 (ex G-APDS) in 1977 with radar trials. 32 aircraft of the remaining MR 1 fleet are being
 uprated to MR 2 standard before late 1983, when four Ninrod H.R. Squadrons will be oper-
 ational each with eight aircraft. The first MR 2 was handed over to No.206 Sqn. at
 Kinloss early in 1980 to begin conversion training.

The MR 2 differs from the MR 1 in its avionics and weapons. New equipment includes
 an AQS 901 sonics processor (used with sonobuoys), EMI Searchwater radar to locate sub-
 marines, Electronic Support Measures (E.S.M.) equipment, and communications systems and a
 new computer which makes it the most advanced aircraft of its type in the world.

The AEW 3 will enter service in early 1982 with an operational squadron at RnF
 Waddington.

I logged 5 very boring hours in Ninrod MR 1 XV 255 on 2nd August 1976. The high spot
 being an excellent meal served by an NCO and the low spot was twelve, yes twelve I counted
 them, touch and goes at Lossiemouth.

Carlisle Airport

P.Nann.

G-AISM Auster, dismantled, ATMT PA-30, ARYZ Airedale, AYVM & AYMZ Cherokees, AVVY Ce F150H
 AXSJ Ce FA150K, AXTA Cherokee, BANE Ce150L, BBJZ Ce172M, BCEN Aztec, BIFT & 'Y Ce150L.
 F-BXSA PA-31T Cheyenne. Vampire T.11 WZ507/G-VTII, Meteor NF.14 WS832.

RnF Carlisle/Crosby

Gate: Hunter F.1 WT660/7421M, Meteor NF.14 WS792/K.

Wessex HAS coded /635 - serial anyone?

Curruch Hill, 1/2/81

R.A.Nann.

Chipmunk G-BBSS, ex WG470.

Gliders BGA 503,826, 1166, 1349, 1375, 1567, 2461. D-5775.

Newcastle 1/2

PA-31-325 G-BGCC, B.737-286 G-BGDD, plus usual rubbish!

British Register- Additions G-****:- entries consist of registration, type of aircraft, constructor's number, previous reg. if any, owner or possible base. Five of this month's list are omitted, as they are already in the 1981 C.A.M.

AYHW Jet Ranger 587 EI-BJR Wykeham, Scarborough	BIPS Rallye 100ST 3028 F-GBCA
BBHY Cherokee 180 28-5474 EI-BBS Guernsey	BJAC Boeing R34 Chinook MJ-001 N234BV B.A.H.
BEFZ HS125-700B 257001 McAlpine	BJSJ Spitfire LF9L Gs/730116 HS543 ex IAF
BEHK A-Bell Sioux conv. 1575 Dollar, Baginton	BRLA PA-32R Lance 32R-13030 N8319S TMaxwell
BICK Maule M5-235C 7287C N56352 Staverton	COFT Cameron 60 House 687 Nott.Bldg.Soc.
BIFA Cessna 310R 1606 Michian Avn,	DANN Stampe SV-4B 1200 00-SVV
BIFD Commander 114 14233 SE-GSG Ashampstead	DBBI HS125-700B 257130 Eagle Leasing
BIFZ BAC167 Trainer 368 B.A.Public, Warton	DCIO DC-10-30 48277 Br.Cal.A/W
BIJT AA-5A Cheetah 0833 N26950 Cabair Elstree	DDV Boeing 737-253 22633 Air Europe Ltd.
BILA Dalotel DM165 01L F-PPZE	FOUX AA-5A Cheetah 0818 N8488H Cabair, Elstr.
BILB WMB2 Windtracker 14	GROW Cameron N-77 705 Derbys.Bldg.Soc.
BILM Slingsby T65C Vega 1942 Rochester	HFCT Cessna F152 F.1681 Northair, Yeadon
BILI Piper J3C-65 Cub 13207 Wokingham	HIFI Chero.Arrow 201 28R-37214 G-BFTA
BILU Cessna 172RG 0564 N5540V Denham	HOTS Thunder AS80 Airship 320
BINH Tiger Moth 00/06/68 VT-DOW Shipdam	INPL Cessna F172M F.1058 Reedy Svs, Exeter
BINI BL-2C Wundaballoon 81222	LINT Pitts S-1S Spec.10628
BINJ Rango NA12 MRH.15 Doncaster	MAYO Cherokee 181 28-16278 G-BFBG Ashfronts
BION Cameron V-77 706	NETB Bell 222 47055 Met.Police.
BIOC Unicorn UM-2B 81005	NUTS Cameron Spec.Shape 711
BIOR MS880B Rallye 1229 00-SAF East Croydon	OMHC Chero.Arrow 201 28R-18105 N3072Y Stav.
BIOS BL-2B Wundaballoon 81220	PCUB Piper L-21B 18-3674 R-184 ex Dutch Mil.
BIOT Bensen B-8M AJB.1	PERR Cameron 60 699
BIOZ Rotorway 133 2962 Guildford	TACH HS125-400B 25223 G-AYIZ Aero.Ed.Trust
BIFB JC24B Weedhopper 0478	WOLL G-164A LgCat 797 G-AYTM Norfolk
BIPD BN-2A Islander 2026	WREN Pitts S-2A Special 2229
BIPE BN-2A Islander 2031	YROS Bensen B-8D G/01-1000
BIPJ PA-36 Brave 235 36-2064 PH-ZEY	ZEIZ Learjet 36A 047 Royce Hones Ltd
B IPL AA-5A Cheetah 0858 N26980 Cabair Ltd.	ZONE Learjet 35A 365 Jointair Ltd.
BIPP Super King Air 200 BB-878 Eagle A/c Svs.	

Deletions

WFU: Jodel AZHO, Cessna 150 AZWU. Crahed B.727 BDAN, Teneriffe 25/4/80.
 Sold Abroad: APJP/SE-GXO, AVMS/ 9G-ACS, ANNI/ N125TW, ANNK/ N126TW, BDFV/ EI-BKI,
 BEPU/ OY-BLF, BEVM/ KC-DUY, BEVZ/ EV7911 Venezuelan Army, BFCP/ YV-364CP, BFCW/ TR-LZK,
 BFMS/ IN132 Indian Navy, BFSE/ SU-BBJ, BFTI/ IN133 Indian Navy, BHEF/ OY-CAE, BHNI/ SE-IFV,
 BHVW/ F-GCKP, BHXA & B OD-1 & 2 Botswana DF, BHYK/ N847SA, BHM/ N141CN, BHZP, R, S, T, OD-3,
 4, 5, 6 Botswana DF, BIGA/ YV-375C, PAUL/ BI-BKH. BFWZ/ KC-DUT, BFYR/ KC-DUW.

For Sale recently in "Flight".

Private: Cherokees ATNB, ATIS. PA-18 Cub POOH. PA-31 AYNB. Ce150 ANFF. Ce404 BELV. Rallye
 BFGS. Airtourer AXIX. Cougar BHBC. RC114 BBRI.

Other: Alidair Viscounts ARBY, ARGR. Cabair PA-31 AVZT. Rank Be90 AZGG. Rodgers Ce310 BBNS.
 NPD PA-23 BCKO. Cabair AA-5 BEUW, BEWJ. Ait Touring Tobago BHGP. Capitol Avn. Maules BICA,
 MAUL, RAIN. Colt AVN RC690 JRMN & Squirrel MORR. Cowick Hall Avn. Ce421 CRDA. Euroway Auto
 PA-32 LADA. BAF HS125 FIVE. IDS Ce550 BMCL. Vision Air Meteor WM167 & Vampire XD559, plus
 Cannuk CS-ACQ, P-47 N47DE, C-47 N54607, Fennec N54613, B-25 NL9494Z, P-51 N166G.

Abelag Avn. Ce340 00-LFK, Ce421 00-LFH, Ce441 00-LFJ. Greenland Air S-58 OY-HBD, G.

Iceland Air B727 TF-FLG, H. Air Malawi VC-10 7Q-YKH. Ghana A/W VC-10 9G-ABO. B.707 VR-HGP.

Sabre 60 N36CW, Learjet 24 N440J, N48L, F27 N790D, N1036P, N855TA, N1036U, F-227 N854TA.

Leasing 10/2/81

R.A.Nann.

3 FTS: JP35 XM358/J, AN499/L, XN419/N, XN584/R, XN508/U

JP5s XW320/50, XW353/51, XW366/52, XW415/53, XW418/54, XW427/56, XW430/58, XW431/59
 XW429/57, XW433/61, XW436/62, XW315/63, XW421/68, XW428/69

NUAS + RNEFTS Bulldogs: XX629/V, XX631/W, XX520/2, XX523/5, XX712/6, XX516/10, XX533/16,
 XX535/18, XX713/22, XX517/23, XX514/25

Other resident: Hornet Moth G-ABLO.

Visitors: 4 FTS Hawks XX290/290 & 311/311, 1 TWU Hawk XX324/324. 7 FTS JP3 XM414/101, RAFC
 JP5 XW 336/6. Wasp XV624/456 HMS "Berwick".

CREDITS Tees-side Airport Air Traffic Control, A.Abbott, J.Bundock, A.Greenhow, B.T.
 Hunter, P & RA Nann, D.E.Thompson, Air Pictorial, Flight, Evening Gazette.