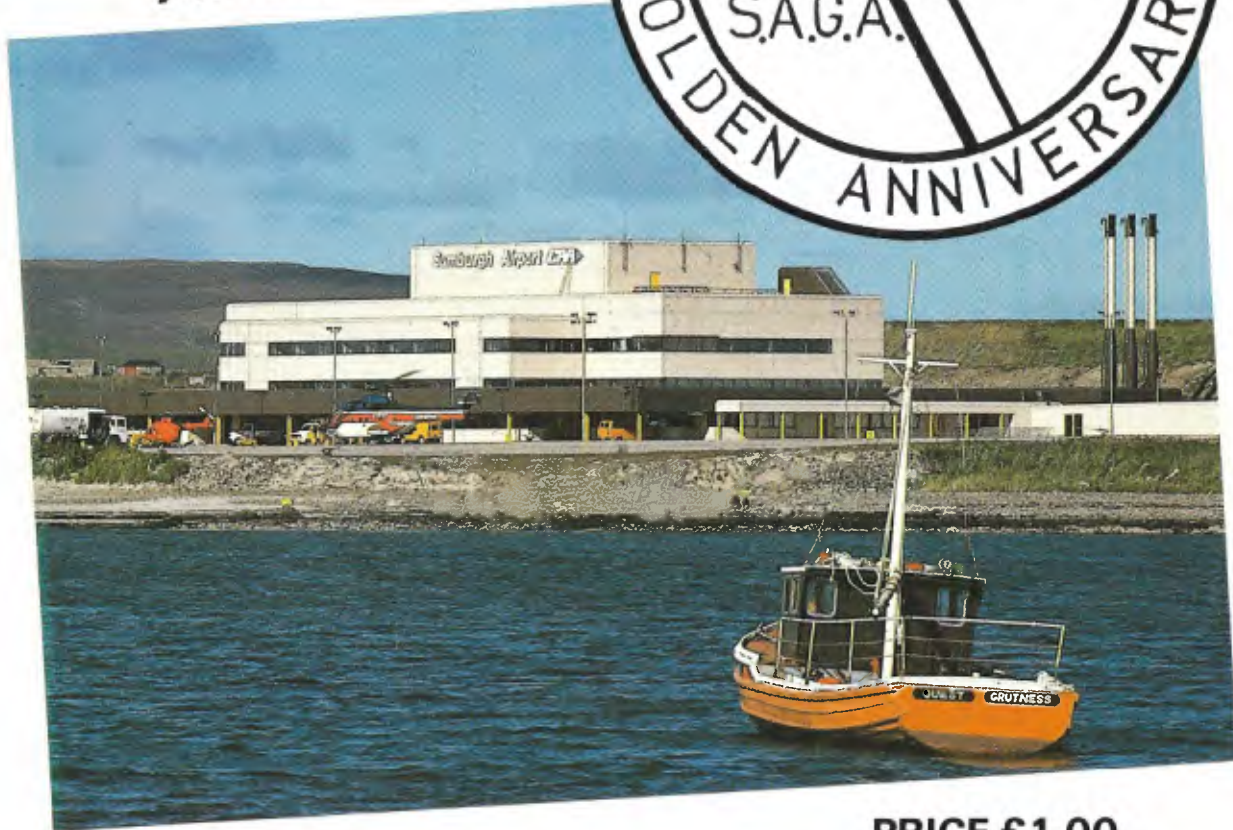


The Scottish
Highlands and
Islands



7th JUNE, 1986



PRICE £1.00

**Commercial service aircraft
that have flown to Sumburgh**



de Havilland DH89 Dragon Rapide 1936-48



Junkers-Ju 52, 1947-48



Douglas DC-3, 1947-60

BRITISH AIRWAYS

*British Airways Highland Division
congratulates Sumburgh Airport
on its 50th anniversary*

*We are pleased to have been associated with
Sumburgh Airport since its earliest days.
We look forward to continuing development
of our services to Shetland in the future.*

**Regular non-stop flights
between SUMBURGH and**

ABERDEEN
BERGEN
KIRKWALL

Through plane services from/to

INVERNESS
EDINBURGH
GLASGOW
BIRMINGHAM
SOUTHAMPTON

Weekend through services to

MANCHESTER
CORK

For full details please contact:

- *British Airways, Sumburgh, Airport
Tel. Sumburgh 60345/60224*
- *John Leask & Son, The Esplanade, Lerwick
Tel. Lerwick 3162*



JUNE, 1986, marks the 50th year of operation for Sumburgh Airport. Our main communication centre for passenger, air mail, daily newspapers and air freight.

The local committee at Sumburgh set up to celebrate this occasion have done a great deal of work and have endeavoured to put on a great display at Sumburgh and I trust that you will give them your support by attending the Air Show in June.

Sumburgh is an important airport and has seen a great deal of changes and activity in war and peace. Not forgetting its great role in North Sea oil explorations.

I am certain that air freight will increase with the export from our growing salmon and white fish industry. The quickest despatch to the markets of the world is by air freight, and of course the fresh state of the product is also a result of air freight. Here at Sumburgh we have the facilities, let us use them.

I wish you all a successful day.

A handwritten signature in black ink, reading "Magnus M. Shearer". The signature is written in a cursive style with a long horizontal line underneath.

*Magnus M. Shearer,
HM Lord Lieutenant of Shetland.*

SUMBURGH AIRPORT

Golden anniversary of
commercial aviation 1936-1986

Providing a vital air transport
link for social, business and
welfare needs in Shetland

Playing an important role
in the support of oil industry
air traffic

From 1 April 1986 operated by
Highlands & Islands Airports Ltd,
a wholly-owned subsidiary of
the Civil Aviation Authority



FIFTY YEARS' SERVICE TO THE COMMUNITY

SUMBURGH AIRPORT

The First Fifty Years



The arrival of the first airline from Aberdeen to Shetland

At Sumburgh Head Aerodrome, 2nd June, 1936. Left to right: Mr Gandar Dower, Eric Allen Starling (managing director Aberdeen Airways), Viscount Arbuthnott, Caroline Brunning (secretary to Gander Dower, now Mrs Gandar Dower).

THE EARLY DAYS . . .

It was 2nd June, 1936. A de-Havilland DH89 Dragon Rapide aeroplane (Reg. G-ADDE), piloted by Captain Eric Allen Starling and owned by Aberdeen Airways, landed at Sumburgh Links, marking the beginning of regular scheduled flights to Shetland. This aircraft winged its way into the history books by just twenty-four hours, as a similar machine belonging to the legendary Captain E. E. Fresson's Highland Airways touched down the following day.

It had taken almost three years of careful planning, and of gentle persuasion by the local people, to get a regular service between the Islands and the Scottish mainland. Even if the locals weren't all that keen to fly themselves, at least the mail would arrive a little quicker, and it would be possible to read the papers on the same day they were printed.



Sumburgh's first terminal building, 1936



Staff at British European Airways, Sumburgh, May 1957. Mildred Black, Jim Black, Jimmy Burgess.

Hayes Terminal, the second terminal.



THE WAR YEARS . . .

On the outbreak of war the Air Ministry took over control of the landing ground at the Links. Immediate major developments were necessary. Soon sand dunes and other obstacles were being removed to allow the construction of runways, hangars were being built and hutted accommodation being erected for the large numbers of service personnel who would man the airport. By 1941 there were three runways in use, and a wide variety of RAF aircraft saw active service from these runways throughout the war years — Gladiators, Swordfish, Blenheims, Beauforts, Spitfires, Hurricanes, Mosquitoes and Ansons. They took part in anti-submarine patrols, bombing and reconnaissance sorties including the celebrated raid by Mosquitoes on the Gestapo Headquarters in Oslo, and the photographing of the German battleships Tirpitz and Admiral von Scheer in a Norwegian fjord.

POST WAR . . .

After the war Shetlanders settled back into their traditionally relaxed lifestyle. British European Airways commenced a scheduled service in 1946 using, firstly, Junkers 52s and then DC-3s (Dakotas) until fifteen years later when Dart Heralds took over. (The Rapides of Allied and Scottish Airways maintained a service, unscathed, throughout the war years.) By 1966 the main runway had been extended and could now accommodate the larger four-engined Vickers Viscount, one of the most popular passenger aircraft of all time. Although British Airways replaced it with twin-engined HS 748s in 1982, the Viscount is still used by the independent airline British Air Ferries to carry workers between Aberdeen and Sumburgh en route to Shell's oil fields in the East Shetland Basin.

THE OIL BOOM . . .

The discovery of oil off Shetland in the early seventies led to a sudden dramatic interest in the islands. The number of passengers using the airport rose from less than 95,000 in 1973 to over 685,000 five years later. Extensions were added to the terminal building. The main runway was enlarged and more parking space for aircraft was provided. But it was soon realised that a major new terminal building was required, one designed primarily to handle the huge increase in oil-related traffic.

On 28th September, 1979, the Wilsness terminal was officially opened by HRH Princess Alexandra.

THE FUTURE . . .

In recent years the number of passengers using Sumburgh airport has dropped. More oil companies are now using long-range helicopters like the Chinook and the Puma; these can carry workers direct from Aberdeen to the platforms without the need for a stop-off in Shetland. But with the North Sea's uncertain weather forcing many helicopters to make a landing there anyway, for re-fuelling or other purposes, Sumburgh still serves a most important role for the oil industry. And the signs are that, as the search for oil goes farther afield, Shetland — and Sumburgh in particular — will once again see record numbers passing through its terminal gates.

Virkie Terminal, 1970





Improvements being carried out, 1978



1986 is a significant year in the history of Sumburgh Airport in that not only are we celebrating the airport's Golden Anniversary but also the fact that on 1st April a newly formed company called Highlands and Islands Airports Ltd., a wholly owned subsidiary of the Civil Aviation Authority, was set up to manage and operate the Airport.

Since the rapid development in the late 1970s when Sumburgh was the fastest growing airport in the UK, passenger numbers have declined from a peak in 1978 of 685,000 to 239,000 in 1985. Corresponding figures for aircraft movements are 51,000 and 17,000 respectively. 1985 saw a 1% overall increase in both passengers and aircraft movements over the previous year's figures and it is hoped that further increases will take place over the next few years.

Whilst Unst has the distinction of being the most northerly airport in the UK Sumburgh must lay claim to being the premier airport in Shetland, when one looks at the facilities and service provided. Situated on the southern tip of the Mainland, some 17 miles south of Lerwick, (as the helicopter flies), Sumburgh has two main runways — 09/27 and 15/33 with a third runway 06/24 for helicopter flights only. A large, modern terminal building, is situated on the eastern side of the airport, whilst Air Traffic Control, Meteorological, Fire Service, refuelling and helicopter hangar facilities are located on the western side of the airport, as is the old terminal building.

WILSNESSE TERMINAL BUILDING

The terminal building, formally opened in September, 1979, by HRH Princess Alexandra, was initially designed to cater exclusively for the rapid transfer of oil industry personnel from fixed wing to helicopter and vice versa. After further alterations, the scheduled services were transferred from the old Virkie Terminal in November, 1982. The main concourse on the ground floor contains check-in desks, departure gates, arrivals area, baggage reclaim, information desk, shop and buffet facilities, car hire desk, customs and immigration and survival suit collection/deposit facilities. On the second floor there is a 300 seat restaurant, a kitchen capable of producing 250 meals per hour, departure gate and administration offices. Banking services are available from mobile banks, who visit the airport thrice weekly. There is a regular coach service to and from Lerwick which meets all British Airways flights and in addition taxis are available throughout the airport opening hours.



The extended Virkie Terminal

Fire crew, 1966. Back row, left to right: W. Horne, R. Bentley. Front, J. Laurenson, C. Manson, J. Bolt, J. Leslie, J. Mouat, J. Marwick (relief fitter from Orkney)





Wilsness Terminal



Control tower and meteorological office

NATIONAL AIR TRAFFIC SERVICES (NATS)

In addition to providing ATC facilities for aircraft using Sumburgh, the unit also provides an en-route service to helicopters flying from Aberdeen to the East Shetland Basin and other aircraft over-flying Sumburgh to Tingwall, Scatsta and Unst. The immediate area surrounding the airport varying between a radius of 10 to 20 miles is designated Special Rules Airspace in which all aircraft must have permission from Sumburgh ATC to operate up to 10,000 feet. The area of Sumburgh's responsibility extends to approximately 70 miles south, 100 miles east, 40 miles north and 40 miles west in places and up to 24,500 feet. To assist controllers in the task of providing a safe and expeditious service to air traffic there are three radars. A Marconi 4032 primary surveillance radar, situated on Compass Hill, which produces a raw radar picture of a number of 'blips', each 'blip' indicating the position of an aircraft. Superimposed on this is the display from the Cossor Compass 9000 Secondary Surveillance Radar (SSR), situated on Fitful Head, which when combined with code/callsign data conversion unit gives the aircraft's identity and height by allocating each aircraft a four-figure code. The addition of SSR improves safety by cutting down pilot and controller workload, reducing R/T time and ensures a more expeditious traffic flow. The third radar, a Plessey 430 primary radar, situated behind the control tower, is used as a controller interpreted landing aid when the weather conditions dictate that none of the other pilot interpreted landing aids (VOR/NDB) are usable. In these circumstances the controller passes the pilot instructions, distance from touchdown and advisory heights to a range of $\frac{1}{2}$ mile from the runway.



Controllers on duty in radar control room

Navigational and approach aids at Sumburgh include a Doppler VOR and DME (distance measuring equipment), also an NDB. In addition to normal VHF channels available for communication, there is one channel dedicated to assisting aircraft in an emergency on 121.5 mhz. Technical back-up is provided by the CAA's own telecommunications technicians, who also provide assistance to the coastguard as required.

RESIDENT AND REGULAR VISITING AIRLINES

At the moment there are two airlines based on the airport. British Airways Helicopters who mainly operate on behalf of Shell and Bristow Helicopters who operate a SK61 on contract to HM Coastguard for search and rescue operations. Scheduled services to Aberdeen and Kirkwall, with onward connections to all the major UK airports, including a weekly summer service to Bergen are operated by British Airways (Highland). Regular charter operations are carried out by British Air Ferries, Euroair, Partnair and Interflight. Bond Helicopters and British Caledonian Helicopters make frequent refuelling and technical stops.

HANDLING AGENTS & CUSTOMS FACILITIES

British Airways (Highland), Hay & Co. and Scottish Express provide ground handling for all visiting aircraft up to and including C130 Hercules size. HM Customs and Excise are permanently based at the airport and in addition to their normal duties carry out immigration formalities.



Bristow's S61N on exercise

RESCUE AND FIRE FIGHTING SERVICE

The airport fire service operate from a modern fire station built in 1978 and provide a manning level to cover CAT 5 operations. This means that aircraft with an overall length up to but not including 28 metres can use the airport on a regular basis. Two Carmichael 650 fire appliances are available, each carrying 2 x 50 kgs units of BCF, 650 gallons water and 44 gallons foam concentrate. An Avon Sea Rider inshore rescue boat with a 55 hp Yamaha outboard carrying 2 x 20 person liferafts is also available for any incidents occurring in the sea around the airport. An ambulance capable of carrying two stretcher cases is also provided.

Carmichael 650 fire appliance



COMPANIES & SERVICES CURRENTLY OPERATING AT SUMBURGH

Highland and Islands Airport Ltd. (HIAL)

A wholly owned subsidiary of the Civil Aviation Authority which came into operation on 1st April, 1986, to manage and operate Sumburgh Airport along with airports at Kirkwall, Wick, Inverness, Stornoway, Benbecula, Tiree and Islay. In 1985 Sumburgh Airport handled 239,000 passengers and 17,000 aircraft movements and continues to be a vital link for North Sea oil and gas platform workers. Sumburgh boasts a splendid terminal building with ample aircraft parking space and remains well placed to meet the demands of the island and oil industry users.

Civil Aviation Authority — National Air Traffic Services (NATS)

Provides Air Traffic Services for all British Airports Authority airports, some Local Authority Airports and the Highlands and Islands Airports. At Sumburgh, in addition to providing air traffic control facilities for aircraft using the airport, an en route service is provided for all overflying aircraft heading for offshore destinations or to Tingwall, Scatsta and Unst. To provide these services NATS use radars, navigational beacons, landing aids, air to ground communications and an extensive telecommunication network.

British Airways

Sumburgh 60345

Operators of scheduled service flights daily to Kirkwall and Aberdeen and a summer weekly service to Bergen. Charter flights also available.

British Air Ferries

Sumburgh 60511 Telex 75190

Operate Viscount charter flights on behalf of Shell Expro UK between Aberdeen and Sumburgh. Private charters available on request. Inclusive tour holiday flights from Aberdeen to Jersey and Guernsey at weekends during the summer season.

Bolts Car Hire

Sumburgh 60777

Since 1971 have developed the service at the airport together with other vehicle rental services throughout Shetland. A servicing and fuel station was opened, in 1977, at the Virkie side of the airport. The fleet consists of 50 new vehicles and a high professional standard of service is offered.

Hay & Company (Lerwick)

Sumburgh 60661 Telex 75190

Telex 75190 HAYSUM G

Operated at Sumburgh since 1973, offering a wide range of services to the oil industry and an agency handling Customs clearance, aircraft handling, freight forwarding and aircraft charter.

S. & J. D. Robertson North Air Ltd.

Sumburgh 60367 Telex 75216

Experienced suppliers of aviation gasoline and kerosine to all types of aircraft since 1966. Diners cards accepted.

Scottish Express International

Sumburgh 60306 Telex 75409

Handling agents for aircraft, passengers and freight. Since February, 1976, have handled freight to and from Shell installations in the North Sea and as handling agents for Bond and British Caledonian Helicopters.

Shell UK Exploration and Production

Sumburgh 60294 Telex 739601

Have operated out of Sumburgh since 1972 in their continued search for, and development and production of, oil fields in the Shetland Basin of the North Sea. During the peak operating period over twenty helicopter flights per day were required to move men and equipment to and from these installations.

Sports & Leisure Foods Ltd.

Sumburgh 60683

Operators of the airport cafeteria and buffet offering a range of cooked meals and cold snacks and beverages. Managers also of the airport shop, retailing newspapers, magazines and confectionery.

HM Custom & Excise

Sumburgh 60266

Available 08.00 to 18.00 hours weekdays and 09.00 to 17.00 Saturdays for all Customs services, immigration and emigration of passengers and crews. Out of hours service provided, day or night, by contacting either the airport on Sumburgh 60654 or any of the handling agents direct.

British Airways Helicopters Ltd.

Sumburgh 60321

British Airways Helicopters Limited (BAH) established its Sumburgh-based operation in the spring of 1971, for the purpose of supporting offshore oil exploration and production. In 1986, BAH has four Sikorsky S61N helicopters based at Sumburgh on contract mainly to Shell for operations to the East Shetland Basin. Other activities in which BAH has been involved are underslung-load and heavy-lift operations, assistance with pollution control at Sullom Voe and the transfer of marine pilots to tankers entering and leaving Sullom Voe.

SOME UNUSUAL AIRCRAFT SEEN AT SUMBURGH



RAF Beverly transport aircraft and Loganair Islander, 1971.



Royal Observer Corps, Sumburgh

Aircraft recognition is still part of our role.

Could you recognise a BEAR, a BLINDER, or a FOXBAT? Or will this just remain an AIRBORNE HEADACHE!

SEE OUR DISPLAY IN WILSNESSE TERMINAL

HISTORIC HELICOPTER FLIGHT PASSES THROUGH SUMBURGH

It was on the evening of 5th September, 1982, that a Bell 'Long Ranger' helicopter, the 'Spirit of Texas', registration N 3911 Z, escorted by a Hercules transport aircraft carrying engineers and spares, landed at Sumburgh from Reykjavik. This completed just one leg of a round the world flight attempt and it was later that same month that Captains Henry R. Perot and Jarvis W. Coburn became the first pilots to make this journey by helicopter. The 'Spirit of Texas' now sits in the National Air and Space Museum, Washington DC.



Hercules C130. The workhorse of the RAF.

Kaman Seasprite Stanaforlant

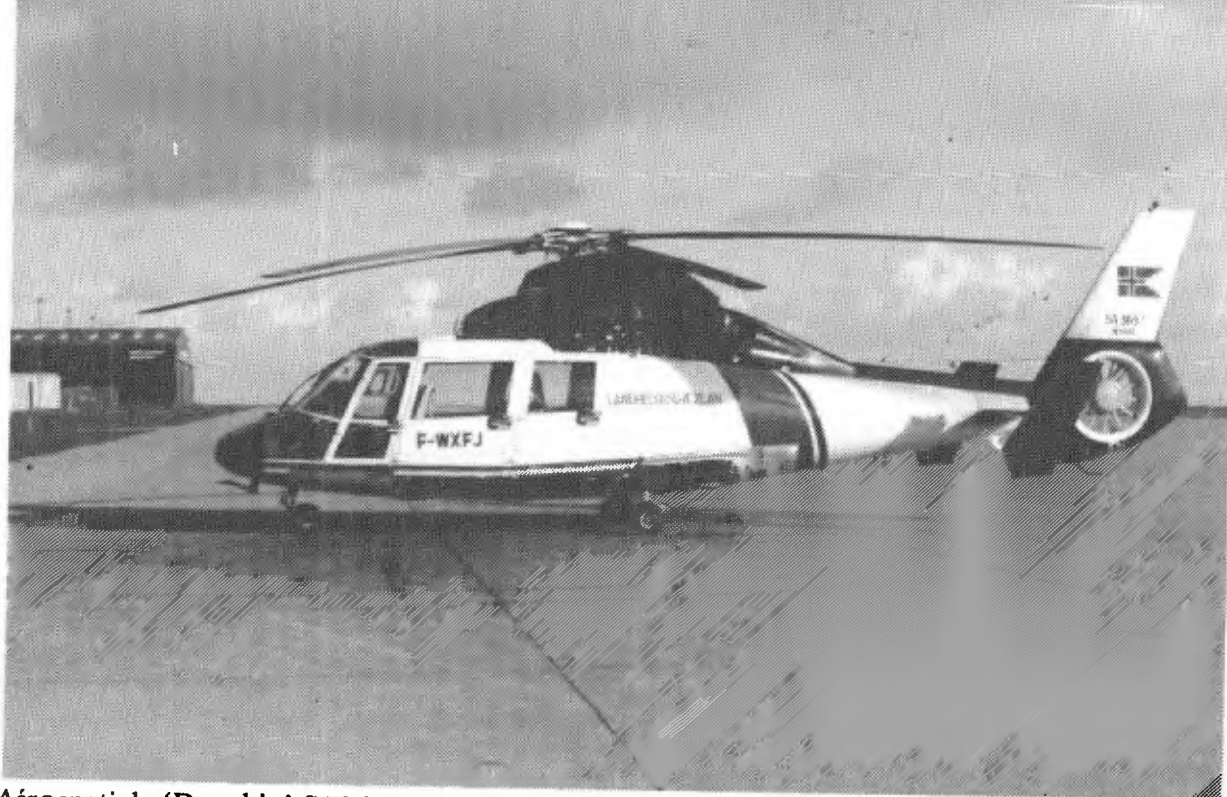




Britten-Norman 'Islander' of Canadian registration operated by a geological survey company from Toronto. The aircraft used Sumburgh frequently during a two month contract in Britain during 1984.

Long-Ez. Swiss registered. Arrived summer 1985. Had flown from Basle to Stockholm in one leg — then to Sumburgh — before flying onwards to Ice, by passing Faroe. Range: 1430 miles (two crew, 40 minutes reserve). Fuel load: 197 litres. Engine: 160 hp Avco Lycoming.





Aérospatiale 'Dauphin' SA365. An unusual photo of the aircraft in Icelandic Coastguard livery but with a French registration. Being ferried to Iceland from France on its initial delivery. Summer 1984.

Cessna 172 float plane. Stopped en-route from Florida to Italy. Ferry flight





Dornier 228 operated by A.S. Norving of Norway. Medium sized utility and transport aircraft. After certification in December 1981, A.S. Norving were the first company to operate the type.

Mitsubishi MU2





Shorts '330' owned by Air Ecosse being operated as a **back-up** for BA (Highland)

BAF employee Danny Bolt alongside 'his' aeroplane, a R. Commander 114.



SQUADRONS BASED/DETACHED SUMBURGH 1939-45

| | | | |
|------|------------------|-----|---|
| 3 | 2.1.41-29.3.41 | (D) | Hurricane I* |
| 17 | ? .4.41-?.6.41 | | Hurricane IIa* |
| 42 | ? .4.40-?.6.40 | (D) | Beaufort I* |
| 42 | ? .3.41-?.6.42 | (D) | Beaufort I, II |
| 48 | 23.9.42-18.11.42 | | Hudson V |
| 66 | 2.2.43-?.6.43 | (D) | Spitfire Va, Vb, Ve |
| 86 | ? .3.42-?.7.42 | (D) | Beaufort I |
| 96 | ? .9.43-?.11.43 | (D) | Beaufighter II, VI |
| 105 | ? .9.42-?.9.42 | (D) | Mosquito IV (few days only) |
| 118 | ? .3.44-?.7.44 | (D) | Spitfire IX |
| 125 | 7.10.42-16.12.42 | (D) | Beaufighter VI |
| 129 | 17.6.45-18.6.45 | | Spitfire IX (to Trondheim) |
| 132 | ? .2.42-?.6.42 | (D) | Spitfire IIb, Vb, Ve |
| 143 | 29.9.41-13.12.41 | | Beaufighter I |
| 144 | 2.9.42-4.9.42 | | Hampden I (to North Russia) |
| 162? | ? .?.44-?.?.44 | (D) | Canso (based Rejkjavik) (Canadian unit?) |
| 164 | ? .2.42-?.9.42 | (D) | Spitfire Va |
| 165 | 17.6.45-18.6.45 | | Spitfire IX (to Trondheim) |
| 213 | ? .2.41-?.5.41 | (D) | Hurricane IIa, IIe |
| 232 | 17.7.40-?.7.40 | | Hurricane I |
| 234 | 22.1.43-20.4.43 | (D) | Spitfire VI |
| 235 | 25.3.42-30.5.42 | | Beaufighter I |
| 248 | 30.9.40-?.1.41 | | Blenheim IVf |
| 248 | ? .3.42-?.8.42 | (D) | Beaufighter IVe (Sumburgh-based also) |
| 254 | ? .6.40-?.8.40 | | Blenheim IV |
| 254 | 7.1.41-28.5.41 | | Blenheim IV |
| 254 | ? .12.41-?.2.42 | (D) | Blenheim IV |
| 254 | ? .11.42-?.6.45 | (D) | Beaufighter VIe, IX, X |
| 278 | 10.2.44-19.4.44 | (D) | Anson I (ASR) |
| 279 | ? .2.42-?.4.44 | (D) | Hudson III, V, VI, Warwick I (ASR) |
| 281 | ? .?.??-?.?.?? | (D) | Warwick I (ASR) |
| 282 | ? .1.43-?.1.44 | (D) | Warwick I (ASR) |
| 307 | ? .11.43-?.3.44 | (D) | Mosquito II, XII (Polish) |
| 310 | 19.7.43-18.9.43 | | Spitfire Ve, VI (Czech) |
| 312 | ? .6.43-?.9.43 | (D) | Spitfire Vb, Ve (Czech) |
| 313 | ? .7.43-?.10.43 | (D) | Spitfire IX (Czech) |
| 329 | ? .4.45-?.5.45 | (D) | Spitfire IX (Free French) |
| 331 | ? .9.41-?.5.42 | (D) | Spitfire IIa (Norwegian)* |
| 333 | ? .10.43-?.5.45 | (D) | Mosquito II, VI (Norwegian)* |
| 404 | ? .10.41-?.1.43 | (D) | Blenheim IV (Canadian)* |
| 441 | ? .12.44-?.4.45 | (D) | Spitfire IX (Canadian) |
| 453 | ? .10.43-?.1.44 | (D) | Spitfire Vb (Australian) |
| 455 | 2.9.42-4.9.42 | | Hampden I (to North Russia) |



de-Havilland Mosquito

| | | | |
|------|------------------|-----|---------------------------------|
| 489 | ? .6.42-?.8.42 | (D) | Hampden (New Zealand) |
| 504 | ? .5.40-?.9.40 | (D) | Hurricane I |
| 504 | ? .9.43-?.1.44 | (D) | Spitfire Vc |
| 519 | ? .8.43-?.5.45 | (D) | Various (Meteorological) |
| 526 | ? .6.43-?.4.45 | (D) | Various (Radar Calibration) |
| 598 | ? .12.43-?.3.45 | (D) | Various (A/A Co-operation) |
| 602 | ? .10.42-?.1.43 | (D) | Spitfire Vb, Ve, VI |
| 602 | ? .1.44-?.3.44 | (D) | Spitfire IX |
| 608 | 5 .8.42-26.8.42 | | Hudson III, V, VI |
| 611 | ? .10.44-?.12.44 | (D) | Spitfire IX |
| 618 | ? .4.43-?.8.44 | | Mosquito IV, VI (Bouncing Bomb) |
| 1693 | 14.6.44-?.5.45 | | Anson I (A/Submarine) |
| Flt | | | |

* = Units still operational

(D) = Detachments (usually from Caithness/Orkney based units)

FLEET AIR ARM

| | | | |
|-----|-----------------|-----|--|
| 700 | ? .1.40-?.3.44 | (D) | Swordfish, Walrus (based Sullom Voe, Hatston, Twatt) |
| 701 | ? .3.41-?.4.41 | (D) | Walrus (based Sullom Voe) |
| 721 | Not known | | Various (may be error) |
| 821 | Not known | (D) | Barracuda (known to have visited) |
| 828 | Not know | (D) | Swordfish, Barracuda (known to have visited)* |
| 880 | 15.9.41-?.10.41 | | Sea Hurricane Ib (now Canadian Navy) |

SPONSORED EVENTS & AIRCRAFT

Helicopter pleasure flights by Shell UK Exploration & Production.

Stampe }
Tiger Moth } Joint: Air BP International &
Chipmunk } S. & J. D. Robertson North Air Ltd.

Vari-Eze by Sovereign Oil & Gas PLC

Grumman Cheetah by Reawick (Shetland) Lamb Marketing Co. Ltd.

Maurane Saulnier by Shetland Chamber of Commerce
who also celebrate their 50th anniversary this year.

AIRCRAFT & VESSELS PROVIDED FREE OF CHARGE

| | | |
|---------------------------|--|--|
| Cessna 404 | | |
| Dornier 228 | | by Ministry of Ag. & Fish, Fishery Protection Service |
| Dakota | | by Dept of Transport, Oil Pollution Control |
| Islander | | by Loganair |
| Dragon Rapide | | by Specialist Flying Training Ltd., Carlisle (for fuel & out-of-pocket expenses only) |
| HMS Shetland | | by RN Fishery Protection Service |
| Naval Auxiliary Tender | | by RN Auxiliary |
| Lerwick Lifeboat | | by RNLi |
| Customs Cutter | | by HM Customs & Excise |

CREDITS

Mr Forbes Hogg, artwork & design of logo and commemorative envelope
Capt M. C. Henry, FBIM, FNI,
Royal Navy Regional Officer Scotland & Northern Ireland

Shell UK Exploration & Production Ltd. for their continuous support.
Grampian Television Ltd. for generous donations.

The S.A.G.A. Committee thank all who donated the photographs in this booklet.

SUMBURGH AIRPORT

General Information

Position:

Lat. 595245N; Long. 011730W. 17 nm South of Lerwick

Operational Hours:

Mo-Fr 0715-2030

Sa 0815-1730

Su 1045-1430

Runways:

| Designation | Length | Restrictions |
|-------------|--------|---|
| 09/27 | 1084m | none |
| 15/33 | 1426m | not available for night landings for fixed-wing aircraft except in an emergency |
| (H)06/24 | 550m | helicopters only |

Navigational Aids:

VOR/DME, NDB, Plessey 430 and Marconi 4032 primary radar, Cossor secondary radar

Fuel:

Avgas 100LL and Avtur Jet A1

Customs availability:

08.00 - 18.00 weekdays; 09.00 - 17.00 Saturdays

Met. Office:

Self-briefing unit open 24 hours

Visiting aircraft:

Hangar space: limited. Repair facilities normally available: none

Terminal Facilities

Buffet/Shop: Provided by Sports and Leisure Ltd., opening hours as per the airport

Bank: Mobile bank available Monday, 10.00-12.00, Thursday, 14.00-16.00

Medical facilities: Limited first aid

Cargo handling: Limited

Car Hire: Bolts Ltd.

Transport: Coach service to Lerwick and taxis

Overnight accommodation: Hotels available locally



The largest commercial aircraft to land at Sumburgh — Boeing 737



Handley Page HPR7 Herald 100, 1960-66



Vickers-Armstrong Viscount 800, 1966-79



Avro HS 748, 1979 onwards