

No.1 1992



ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



The first DH.84 Dragon, G-ACAN c/n 6000, was produced specifically for Hillman's Airways to follow their Fox Moths, one of which may be seen in the background of this photograph taken during the handover at Maylands 12.32. A feature on Hillman's Airways fleet appears in this issue. (Photo via Jack Meaden)



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The AIR-BRITAIN Civil Aviation Historical Quarterly

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As we begin the thirteenth year of *Archive* production we would like to thank all our regular contributors for their support over the years, while reminding newer readers that our main aim is to exchange and share information. We hope that what we publish is as comprehensive as possible but there always seems to be someone out there who knows that little bit more - or knows where to find it! We hope to celebrate the 50th issue next time by including an Index to the first twelve years.

This issue brings us to the end of the **Fokker F.VII** production list with the problematical US-assembled aircraft. It is also a pleasure to be able to add more in Feedback to the Polish and British production lists. We also come to the end of the main **Greek** register, but the sections which are still to come offer a great deal of previously unpublished information. For convenience we have indexed the register to this point and also attempted to map as many of the locations mentioned as possible.

One new feature this time begins a look at selected **Pre-war British Airline Fleets**, with Hillman's Airways as the first to be covered. Our thanks to compiler Robin Arthur for this contribution.

Observant readers may notice that this issue also has something of a new look about it. This is due to a new word-processor/printer combination coming into use. Constructive comments would be welcome while we experiment a little with type faces and sizes!

HOW ? WHAT ? WHERE ?

The query about **Croydon Airways** on p91/30 brought the following from Vic Smith. Formed about 9.36 with S.Harris as Chairman and S.F."Timber" Woods as Chief Pilot, it operated the Croydon Flying Club whose fleet was listed soon afterwards as 3 Moth Majors, 2 Puss Moths, 1 Gipsy III Moth and a Dragonfly. "Flight" of 11.3.37 had Personal Airways selling the Club's aircraft and a receiver was appointed for Croydon A/W on 16.3.37. Listed in 3.37 were Dragonfly G-AEDH, Moth Majors G-ACPH, G-ACPT, Gipsy Moths G-AABK, G-ACGX, Puss Moth G-ABTD. We have no photos in the company titles but the shot above shows G-ACPH in pre-Croydon days taking part in the Kings Cup at Hatfield on 13.7.34 (via Jack Meaden).

We have received comprehensive details of Rochester Air Charter Service **Proctor IV G-AJMX** requested by Charles Cain and will pass these on to him. The photo above shows the inaugural fleet line up in June 1947, 'JMX being 2nd in line (Aeroplane via Jack Meaden). It was regd to Short Bros (Rochester & Bedford) Ltd 2.4.47 and to Short Bros & Harland Ltd, Rochester 12.1.48. The Air Charter Service was a Short's subsidiary with its main base in Belfast, while Wg Cdr R.W.Lindsey was its Chief Pilot. The Proctor c/n H.733 ex RM170, crashed while landing at Rochester on 13.7.52. Thanks to Messrs Butler, Meaden and Smith for detailed histories.



CLOSING DATE FOR NEXT ARCHIVE:
21ST APRIL 1992

The FOKKER F.VII series

PART FIVE



Above: A SABCA-built F.VIIb/3m of SABENA at Antwerp in 1931. OO-AIO shows well the thickness of the cantilever wooden wing, two feet deep at the centre section. Engines of the SABCA-built aircraft were the 230 hp Gnome Rhône-built Bristol 5-cylinder Titans. (via Jack Meaden)

V. SABCA-BUILT AIRCRAFT

The Belgian company SABCA (Société Anonyme Belge de Constructions Aéronautiques) built 29 F.VIIb under licence for SABENA from 1929 onwards. No construction numbers are known, so in the following list the aircraft are listed in the order in which they were entered in the Belgian civil register. All SABCA-built F.VIIb's used the Gnome Rhône Titan engines. We are grateful to Luc Wittemans for additional Belgian data used below.

OO-AIE	18.11.29	SABENA	OO-AIU	07.04.30	SABENA
	22.12.33	crashed, Dortmund		31.08.34	registered in Belgian Congo
	27.01.34	registration cancelled.		04.09.36	crashed Flandria, Congo (or 09.09.36?)
OO-AIF	14.12.29	SABENA		09.09.36	Congo CofR cancelled
	22.04.36	crashed near Senlis, France		25.09.36	registration cancelled.
	01.05.36	registration cancelled.	OO-AIV	05.05.30	SABENA
OO-AIH	27.12.29	SABENA		31.08.34	registered in Belgian Congo
	05.40	taken by enemy, Brussels-Haren		01.12.40	requisitioned by Government of Congo
	01.03.46	registration cancelled.		01.43	withdrawn from use
OO-AII	31.12.29	SABENA		06.08.45	registration cancelled.
	07.12.34	destroyed by fire, Evere	OO-AIW	13.05.30	SABENA
	11.02.35	registration cancelled.		11.09.34	registered in Belgian Congo
OO-AIJ	16.01.30	SABENA		16.07.45	withdrawn from use
	29.06.34	overturned landing at Deurne		06.08.45	registration cancelled.
	03.08.38	cancelled as withdrawn from use.	OO-AIX	03.06.30	SABENA
OO-AIK	28.01.30	SABENA		31.08.34	registered in Belgian Congo
	13.08.36	sold to Mr Perel acting for Antonio Bolanos, agent for Spanish Republicans. Export banned, stayed at Haren.		07.41	to Government of Belgian Congo
	29.09.36	registration cancelled presumed destroyed 05.40.		11.44	withdrawn from use
OO-AIL(1)	04.02.30	SABENA		06.08.45	registration cancelled.
	08.01.31	crashed at Melles-le-Gand	OO-AIY	17.06.30	SABENA
	09.01.31	registration cancelled.		17.06.34	registered in Belgian Congo
OO-AIM	15.02.30	SABENA		31.05.43	damaged
	03.12.36	cancelled, to military?		16.07.45	withdrawn from use
OO-AIN(1)	01.03.30	SABENA		06.08.45	registration cancelled.
	11.09.30	crashed near Croydon	OO-AIP	04.07.30	SABENA
	10.11.30	registration cancelled.		23.12.37	registered in Belgian Congo
OO-AIO	19.03.30	SABENA		31.05.43	crashed in Congo
	18.11.38	cld, sold to Military Aviation.		05.06.43	registration cancelled.
			OO-AIQ	21.07.30	SABENA
				18.11.38	to Military Aviation.
			OO-AIR	07.08.30	SABENA
				13.08.36	Mr Perel (see OO-AIK above)
				29.09.36	registration cancelled
					presumed destroyed 05.40.
			OO-AIS	22.08.30	SABENA
				13.08.36	Mr Perel (see OO-AIK above)
				29.09.36	registration cancelled
					presumed destroyed 05.40.
			OO-AIT	11.09.30	SABENA
				10.39	withdrawn from use
				.40	believed taken by enemy
				01.03.46	registration cancelled.



Above: The second OO-AIN was an early re-use of marks after its short-lived predecessor had crashed in the UK.

(M.J.Hooks)

Left: SABENA F.VIIb/3m OO-AIP with the cabin door open and below it the standard fixed entry step. An unusual type of pitot support frame was mounted above both wing-tips on this aircraft and also on -AIR and -AIS. Other types of underwing mast and leading edge boom were applied to various F.VIIb/3ms but nothing seems to have been published about them. (via Jack Meaden)



OO-AIZ 03.10.30 SABENA
31.08.34 registered in Belgian Congo
16.07.45 withdrawn from use
06.08.45 registration cancelled.

OO-AIN(2) 03.04.31 SABENA
18.11.38 to Military Aviation.

OO-AIL(2) 30.05.31 SABENA
02.06.38 crashed at Lympne, UK
08.06.38 registration cancelled.

OO-AGG 11.08.32 SABENA
18.11.38 to Military Aviation.

OO-AGH 20.09.32 SABENA "Edmond Thieffry"
05.40 taken by enemy, Brussels-Haren.

OO-AGI 06.10.32 SABENA "Leopold Roger"
03.11.36 registered in Belgian Congo
21.03.45 to SC Avia, Costermanstad, Congo
20.12.48 Belgian CoR cancelled
21.03.49 Sté Avia, Kamembe, Costermanstad
.59 registration cancelled, fate unkn.

OO-AGJ 09.11.32 SABENA
03.08.38 regn cancelled as wfu.

OO-AGK 17.11.32 SABENA
21.04.35 crashed Senlis, France
13.05.35 registration cancelled.

Seven F.VIIb/3m were used by the Belgian Military Aviation (AéM) from as early as 1934. They were serialised F-1 to F-7 but no tie-ups are known with civil marks. One was bought direct from SABCA in 1931, six were transferred from SABENA of which four have been positively identified: OO-AIO, -AIQ, -AIN(2) and -AGG (although these were not actually cancelled from the civil register until

11.38). The other two could be from OO-AIJ (if not dbr in 1934 accident), -AIM or -AGJ. Another possible is OO-AID (c/n 5097) which is reported as crashed in 1930 but not cancelled until 9.36 and may thus have been active during the period. We also require the identity of the SABENA trimotor which was involved in an accident at Croydon on 9.3.36, though this may not have been severe it may help to eliminate one of the above registrations as it would almost certainly have been a Fokker.

F-1 .31 Bought by Military Aviation direct from SABCA.

F-2 In service with 3/I/3 unit, c.1935.

F-3 14.10.34 Crashed at Beverloo.

One source suggests that two ex-SABENA aircraft were obtained in 1933, the 4 others requisitioned in 9.38.

F-4 to F-7 no details known.

VI. ITALIAN-BUILT AIRCRAFT

At least two F.VIIb's are known to have been built in Italy by the Officine Ferroviarie Meridionali at Naples, also known as IMAM (Industrie Meccaniche Aeronautiche Meridionale) which in 1925 acquired the right to build Fokker aircraft under licence. Its main production was the Fokker C.V, known as the Ro.1, but the F.VIIb was also built as the Ro.10.

Although I-FERO has been quoted as IMAM-built it is consistently shown in the Italian Register as an F.VII built by Fokker in 1930 and was Lynx engined. The relevance of c/n "778" is unknown but a likely candidate would be c/n 5063 G-EBYI sold via Fokker in 1930.

Thanks to Roberto Gentilli for registration data.

358 Ro.10 Whirlwind R975
 I-AAXY 08.31 Avio Linee Italiane (built 1930)
 14.03.38 Consorzio Nazionale Imprese
 Elettriche (CONIEL)
 03.05.40 Ala Littoria, believed used in
 East Africa. Fate unknown.

359 Ro.10 Whirlwind R975
 I-AAXZ 08.31 Avio Linee Italiane
 destroyed in flying accident
 [possibly the Fokker operating
 Turin - Milan which crashed at
 Mt Basso, 20 mls from Turin, on
 15.4.36; 3c 4p killed.]
 05.36 registration cancelled.

"778" F.VII Lynx (see notes above)
 I-FERO 05.30 Avio Linee Italiane
 12.09.33 Societa Aerea Mediterranea
 08.11.33 Avio Linee Italiane
 27.02.36 Ala Littoria
 08.07.36 Avio Linee Italiane
 14.03.38 Consorzio Nazionale Imprese
 Elettriche (CONIEL), flown to
 Ethiopia 3.38
 03.05.40 Ala Littoria, believed used in
 East Africa
 02.41 cancelled, to Air Force.

VII. LORING-BUILT AIRCRAFT

In 1933 the Spanish Government signed a contract for the construction of a series of F.VIIb/3m M bombers, to be built under licence by the Loring factory at Carabanchel near Madrid.

Fokker-built c/n 5353 was delivered in January 1934 as a pattern aircraft (serialled 20-1), but the programme then came to a halt. Finally, at the insistence of Comandante Ismael Warleta, Director General de Aeronáutica, three were built. All were delivered to the Fuerzas Aéreas de Africa at Cabo Juby.

20-2 Spanish Air Force
 18.07.36 requisitioned by Republican Air Force
 but flown instead to Nationalists in
 Spanish Morocco

45-2 .36 Nationalist Air Force "Veterano"
 in use until early 1940s.

20-3 Spanish Air Force
 18.07.36 requisitioned by Republican Air Force
 19.07.36 captured by Nationalists, Seville
 named "Abuelo"
 07.10.36 written off at Jaca.
 (Not to be confused with RepAF c/n 5244
 also named "Abuelo")

20-4 Spanish Air Force
 18.07.36 requisitioned by Republican Air Force
 19.07.36 captured by Nationalists, Seville
 named "Anciano"
 08.36 written off near Jerez.

Note: serials 20-1 and 20-4 were later re-used for c/ns 5263 and 5187 respectively.

Two examples of the F.VIIb/3m were built under licence by Meridionale as the R-10. They are seen together below, registered I-AAXZ and I-AAXY (via Jack Meaden). The latter is also shown, above, in a later colour scheme without the nationality letter I on the tail (via Editor). Believed originally powered by 200 hp 7-cylinder Lynx, licence built by Alfa Romeo, I-AAXZ at least seems to have changed to 9-cyl Wright Whirlwind R975 before this photo was taken.



VII. US-BUILT AIRCRAFT

The Atlantic Corporation was formed at Teterboro, New Jersey in May 1924. In 1925 the Ford Reliability Tour was the proving ground for the F.VIIA/3m, this was followed by Army Air Corps testing and a network of US dealers was set up in 1926. The American company expanded rapidly but we are only concerned here with F.VII production.

The Atlantic Model 6's, as the F.VIIa/3m and F.VIIb/3m were both known, were taken from the Dutch production line and assembled at Teterboro where they received US c/ns in the 600 series. Thus famous "American" aircraft such as "Josephine Ford", "Detroiter" and "Bird of Paradise" did not have to be publicised as Dutch-designed and built. It is known that eighteen Model 6's were imported and sold, using c/ns 600 to 617. The military version for Army and Navy were known as the Fokker C-2. Four civil C-2's, known as the Model 7, are also listed below with c/ns in the 700 series.

In the listing below, based on the researches of Richard S. Allen, a number of assumptions are made in order to clarify a complex situation. The nine Army and Navy C-2's have been inserted into the c/n sequence in order of delivery date but may not be correct. Dutch c/ns thought to have been exported to the USA include 4980, 4981, 5056, 5108 and 5109. Comments from readers would be most welcome.

Abbreviated details are given for aircraft which have already appeared in the Dutch production section.

C/ns marked * are unconfirmed.

US c/n	Dutch c/n	Model & engine details	Regn	Date	Remarks
600	4900	<u>F.VIIa/3m</u> Whirlwind J4B			
				08.25	Fokker demonstrator
			267	29.06.27	Ford Motor Co, Dearborn, MI
					"Josephine Ford"
				02.30	to Henry Ford Museum.
601	4954	<u>F.VIIa/3m</u> Whirlwind J4 (later J5A)			
				.25	Capt G.H.Wilkins
					"The Detroiter"
			1985	31.10.27	C.E.Kingsford-Smith & ptnrs
					"Southern Cross"
			G-AUSU	07.28) see entry for c/n
			VH-USU	09.29) 4954, page 91/5.



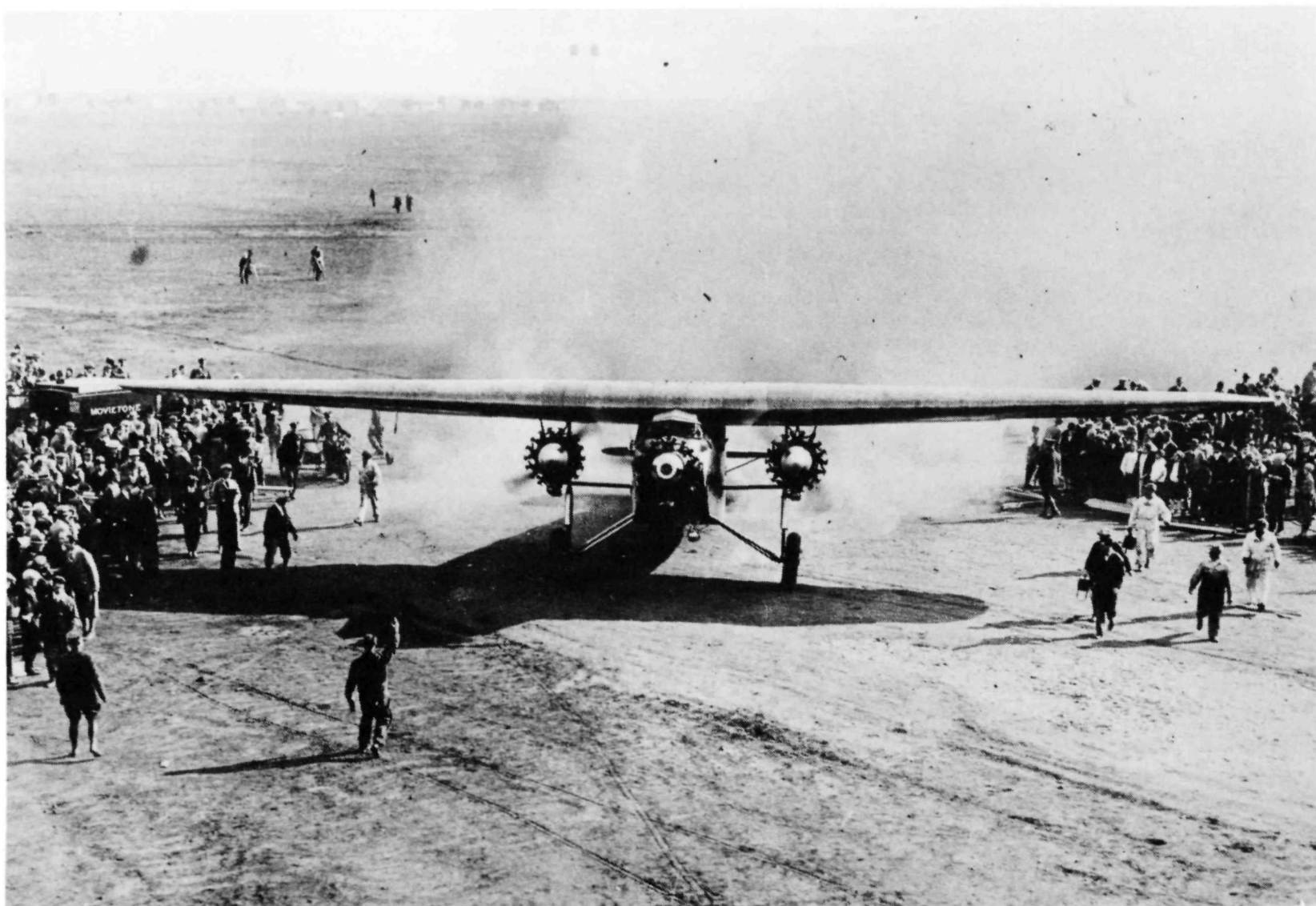


Above: Although Dutch-built, but not positively identified, "Atlantic C-2" with US Army serial 26-202 was the famous "Bird of Paradise" in which Maitland and Hegenberger flew from Oakland to Hawaii. It also carried a McCook Field identification number P463 on the rudder.
(via Don Neate)

602	4955	"F-7 Trimotor"	Whirlwind J4B/J5		
	C3908	03.02.28	rebuild of regn 2195, wing of regn 55(1). See 701, 702.		
			Western Air Express		
		11.05.29	Continental Air Express		
		20.09.29	accident, Saugus, CA		
		10.01.30	cancelled.		
603	4956	F.VIIa/3m	Whirlwind J4B		
			.26 Philadelphia Rapid Transit		
			.26 Wright Aeronautical Corp		
			.26 Reynolds Airways Inc, NY		
	C3080	06.08.27	Reynolds Airways Inc		
		18.02.29	dbr, Cincinnati, OH		
604*		C-2			
	AC 26-202	01.03.27	Air Corps "Bird of Paradise"		
		01.06.27	Flown Oakland - Hawaii by Maitland & Hegenberger. To Wheeler Field, Hawaii.		
605*		C-2			
	AC 26-203	15.04.27	Air Corps. To Bolling Field, Washington, DC. To Wright Field, Dayton OH.		
606*		C-2			
	AC 26-204	16.05.27	Air Corps. To Bolling Field, Washington, DC.		
		11.01.29	wrecked Royalton, PA.		
607*		XLB-2			
	AC 26-210	03.10.27	Army XLB-2 "Model 5". To Wright Field, Dayton OH.		
608*		C-2			
	BuA 7561	25.10.27	USMC, Quantico, Nicaragua.		
609	5094	F.VIIa/3m	Whirlwind J4B		
			04.26 Philadelphia Rapid Transit,		
			16.09.27 Reynolds Airways Inc, NY		
	C1661	22.09.27			
	NR1661	06.05.31			
			13.06.31 A.J.Williams		
			15.12.31 Roosevelt Aerial Advertising		
			27.09.32 Plane Speaker Corp		
			19.07.33 cancelled after accident.		
610	5007	F.VIIa/3m	Whirlwind J4B		
			07.26 Philadelphia Rapid Transit		
	5007	06.07.27	Reynolds Airways Inc, NY		
	3085	07.11.27			
			25.11.27 w/o Hadley Field.		
611*		C-2			
	BuA 7562	26.12.27	USMC, Quantico, Nicaragua.		
612	5022	F.VIIb/3m	Whirlwind J5C		
	3314	29.10.27	Pan American "General New"		
	C3314	04.28			
	X-ABCL	26.11.29	Cia Mexicana de Aviacion SA		
	C3314	20.01.31	Pan American		
	(PH-APA)	10.09.32	A.R.Adrian, Rotterdam		
	PH-TOL	12.05.39	N.V. De Zevende Bouw Mij.		
			09.11.40 cld as destroyed.		
613*		C-2			
	BuA 7563	12.01.28	USMC, Quantico, Nicaragua.		

Below: Possibly c/n 608, A-7561 of the US Marine Corps was an Atlantic-assembled C-2 (Dutch-built F.VIIa/3m) and also had the military designation TA-1. Engines were 220 hp Wright R-790 9-cyl radials. The cockpit was moved forward, was fully enclosed and had a reverse-slope anti-reflection windscreen which became a standard feature on the Atlantic Fokkers. (Atlantic Corp via Jack Meaden)





Above: Atlantic C-2 NX206 "America" c/n "3" was flown by Richard Byrd, Bernt Balchen, Bert Acosta and George Neville from New York to Paris on 29.6.27. Arriving over Paris in darkness and low storm cloud and unable to land, "America" was forced to return to the coast and land in the sea off the beach at Ver-sur-Mer. The photo shows the aircraft arriving at Roosevelt Field for the flight. Another photo of NX206 appeared in Archive p.81/84. (via Jack Meaden)

614 5024 F.VIIa/3m Whirlwind J5
 30.04.28 A.Lowenstein, NY
 C5192 19.05.28
 24.05.28 New York Airways
 17.08.28 Pan American Airways
 X-ABCP 21.04.30 Cia Mexicana de Aviacion
 07.30 written off.

615* C-2
 BuA 8007 18.05.28 USMC, Quantico, Nicaragua.

616* C-2
 BuA 8008 28.05.28 USMC, Quantico, Nicaragua.

617* F.VIIa P & W Hornet (single-engined)
 7888 15.12.28 Aero Corp of California, op
 by Standard Airlines "Texan"
 29.03.29 crashed, Beaumont, CA

1/701 C-2 Whirlwind J4B
 55(1) .27 Colonial Air Transport,
 New York "Chicago". C/n "1".
 18.06.27 damaged in f/l Hasbrouck
 Heights, NJ. Wing to rebuild
 c/n 602.

2/702* 4955 F.VIIa/3m Whirlwind J4B
 2195 19.02.27 Continental Motors Corp
 (This MAY be considered as
 US c/n "2" or "702". Full
 details given under earlier
 entry for c/n 4955. After
 accident 07.07.27 rebuilt
 with wing of c/n 1 (701) and
 given c/n 602.)

3/703 C-2 Whirlwind
 2284 .27 America Trans Oceanic Co
 Inc, New York. C/n "3".
 NX206 15.04.27 "America" for R.E.Byrd's
 trans-Atlantic flight.
 30.06.27 ditched off Ver-sur-Mer,
 France, demolished by
 salvage attempts.

704 C-2 Whirlwind J4B
 2912 17.06.27 Colonial Air Transport, NY
 "Boston". Purchased but not
 accepted by CAT. Marks ntu.
 Atlantic Aircraft Corp.
 10.27 Pan American Airways, NY
 sometime "Key West" and
 "General Machado". Engines
 changed to Whirlwind J5.
 53 .27 painted in error.
 C55(2) c.04.28 regn re-assigned.
 15/08/28 ditched off Egmont Key, FL.

Note: Philadelphia Rapid Transit is understood to have had three Fokker F.VIIs, named "Kendrick", "Wilbur" and "Vare" but no regn tie-ups have been established from among the c/ns 603, 609 and 610. One source also gives c/ns 4980 and 4981 as PRT aircraft. Also given an American c/n was F.VIIa c/n 4899 which as NX703 "Old Glory" was quoted as c/n 501.

The Atlantic Aircraft Corporation constructed other developments of the F.VII for both civil and military use. Although these fall outside the direct scope of this article we are able to illustrate some of them overleaf. It is suggested that at least sixty-three F-10 and F-10A models were built for use by operators such as American Airways, Mexicana, Pan American Airways, Southern Transcontinental Airways, Trans World Airlines, Universal Airlines and Western Air Express. A number of other Fokker types also found their way to North America, including four C.II, four F.III, three BII and small but unconfirmed numbers of Universal, Super Universal and F.14 models.

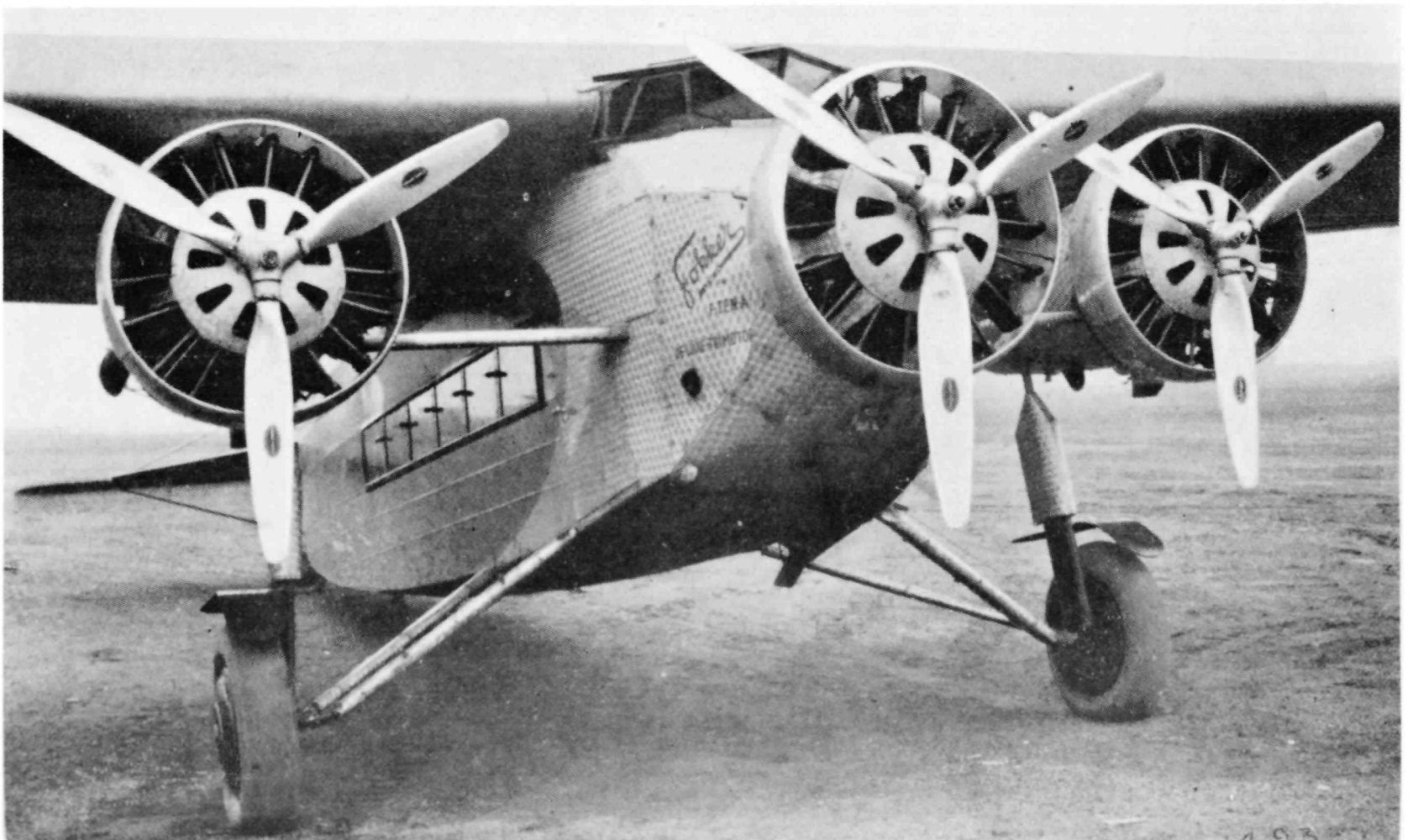
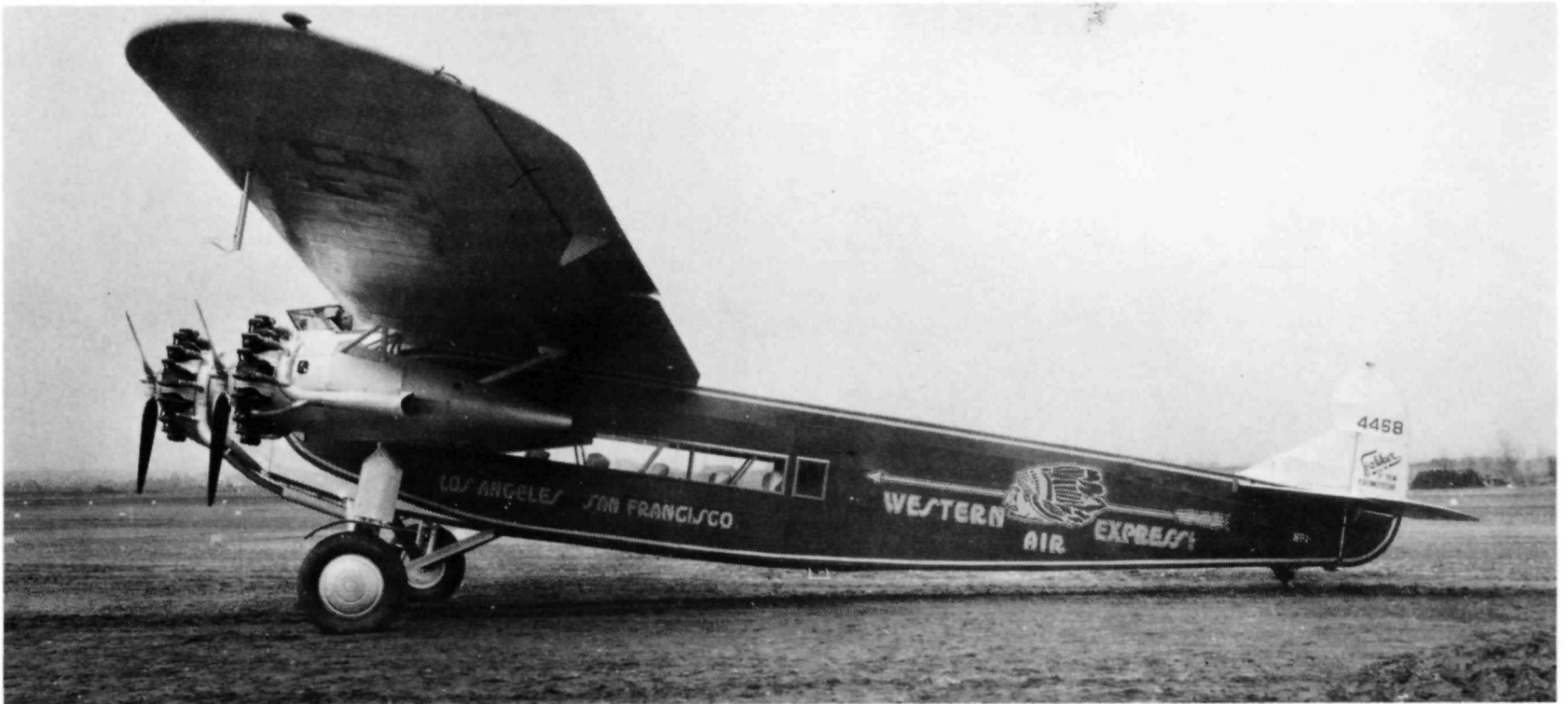


Left: The "Question Mark" was a US Army C-2A 28-120. It flew an air refuelling 150hr 40min endurance record in January 1929 commanded by Major Carl Spaatz with crew of Eaker, Halverson and Quesada. (via Jack Meaden)

Below: Atlantic's F.VIIb/3m development was the F-10 with increased wingspan of 79ft 2in, larger 10-passenger cabin, internal control runs, taller rudder and 420 hp 9-cyl Pratt & Whitney R-1340 engines with 3 blade ground-adjustable pitch propellers. Shown here is NC4458 of Western Air Express marked "Fokker USA F-Ten Trimotor". (via Jack Meaden)

Bottom: The final Atlantic 12-passenger F-10A had 450 hp Pratt & Whitney R-1340-3 engines with, in most cases, Townend ring cowlings. This example NC999E was totally destroyed in a crash on 31.3.31 which, although the F-10A was eventually cleared of blame, led to the end for Atlantic and to the domination of the trimotor market by Ford.

(Aeroplane via Jack Meaden)



Complete Civil Registers : 3

New Zealand



PART THIRTY-EIGHT

ZK-BXA Fokker F.27 Friendship 120 10166 26.11.60
Ex PH-FCE. NZ National Airways Corp, Wellington
"Kuaka". F/f 7.11.60, arr NZ 12.12.60. To Air New
Zealand 1.4.78. Regn cld 18.4.78, lsd to Merpati
Nusantara PK-MFS 4.78. Crashed 18.12.78 and re-
built as 9V-BLE, PK-OBP, PK-SVA, and OO-SVN.

ZK-BXB Fokker F.27 Friendship 120 10167 9.2.61
Ex PH-FCF. NZ National Airways Corp, Wellington
"Kotuku". F/f 18.1.61, arr NZ 21.2.61. To Air New
Zealand 1.4.78. Regn cld 25.2.80, to RNZAF as
NZ2781.

ZK-BXC Fokker F.27 Friendship 120 10168 24.2.61
Ex PH-FCG. NZ National Airways Corp, Wellington
"Koweka", later "Kerangi". F/f 3.2.61, arr NZ
7.3.61. To Air New Zealand 1.4.78. Regn cld
20.10.80, to RNZAF as NZ2782.

ZK-BXD Fokker F.27 Friendship 120 10169 3.3.61
Ex PH-FCH. NZ National Airways Corp, Wellington
"Koreke". F/f 14.2.61. Arr NZ 14.3.61. To Air New
Zealand 1.4.78. Regn cld 8.7.80, to RNZAF as
NZ2783.

ZK-BXE Fokker F.27 Friendship 120 10184 30.8.61
Ex PH-FCY. NZ National Airways Corp, Wellington
"Kahu", later "Keruru". F/f 22.8.61. Arr NZ
10.9.61. To Air New Zealand 1.4.78. Wfs 9.90,
stored Christchurch.

ZK-BXF Fokker F.27 Friendship 120 10185 12.9.61
Ex PH-FCZ. NZ National Airways Corp, Wellington
"Kopara", later "Karuwai". F/f 4.9.61. Arr NZ
23.9.61. To Air New Zealand 1.4.78. Wfs 9.90,
stored Christchurch. To Mount Cook Airlines .91.

ZK-BXG Fokker F.27 Friendship 120 10189 17.11.61
Ex PH-FDD. NZ National Airways Corp, Wellington
"Kea". F/f 3.11.61. Arr NZ 27.11.61. To Air New
Zealand 1.4.78. Wfs 9.90, stored Christchurch.

ZK-BXH Fokker F.27 Friendship 120 10190 30.11.61
Ex PH-FDE. NZ National Airways Corp, Wellington
"Koropio". F/f 20.11.61. Arr NZ 10.12.61. Lsd to
East-West Airlines Pty Ltd as VH-EWH, 14.9.63 to
15.1.65. Restored to NZNAC. To Air New Zealand
1.4.78. Wfs 9.90, stored Auckland.

ZK-BXI Fokker F.27 Friendship 120 10286 9.11.65
Ex PH-FID. NZ National Airways Corp, Wellington
"Kotare". F/f 2.11.65. Arr NZ 18.11.65. To Air New
Zealand 1.4.78. Wfs 9.90, stored Christchurch.

ZK-BXJ DHC-2 Beaver 1054 8.10.65
Ex 56-364, N74085. Barr Bros (HB) Ltd, Waipukurau.
Collided with loader on landing at Tutira 2.6.73.
Regn cld 9.7.73 and exported 'as is' to Aerial
Agriculture Pty Ltd, Sydney becoming VH-IMC
3.4.74, wfu 13.12.82.

Above: Friendship ZK-BXD "Koreke" in original colour scheme. (Wim Zwakhals collection)

Below: "Kerangi" ZK-BXC in later NAC colours at Auckland on 21.12.74. (Terry Sykes)



ZK-BXK Druine D.31 Turbulent AT-15 7.66
Constructed by W.S.Cunningham, Auckland. (AAC38
also quoted) Construction abandoned. Regn cld
25.5.90 as damaged in storage when incomplete.

ZK-BXL Registration not yet allotted.

ZK-BXM GY-80 Horizon 180 128 3.66
Clyde Engineering Ltd, Lower Hutt. Erected by TEAL
f/f 3.3.66 at Hobsonville. To Auckland Flying
School. To Central Flying School/Taupo Flying
School. To Palmerston North FS 17.4.67; to
N.G.Bishop, Hokitika 13.9.74; to Bemor Farm Ltd,
Balclutha 4.5.77; to Westland Transport Ltd,
Hokitika 8.12.82; to S.M. & D.J.Stanaway, Auckland
18.1.83; to W.Sneddon, Nelson 30.10.85; to Hamil-
ton Apartments Ltd(t/a Chateau Avn), Hokitika
12.1.88; to Sakura Auto Co Ltd, Christchurch
18.5.90. Current.

ZK-BXN DHC-2 Beaver 1597 28.10.65
Fieldair Ltd, Gisborne. F/f Rongotai 22.10.65. To
Rangitikei Air Services Ltd, Taihape "Rikeokahu"
27.4.77. Current.

ZK-BXO Auster B.8 Agricola AIRP/860 1.7.66
Built from parts, mainly from ZK-BMN, by Airepair
Ltd, f/f Hastings 15.10.66. Associated Farmers
Aerial Work Ltd, Martinborough. To Stephenson's
Pharmacy Ltd, Whitianga 10.3.86. Current.

ZK-BXP Fletcher FU-24 74 7.60
Ex (ZK-BOV). Original d.o.m. 15.2.56, assembled by
James Avn Ltd, f/f 21.9.60. James Avn Ltd, Hamil-
ton. Accidents at Ardmore 31.1.61 and Hamilton
14.1.63. Crashed nr Tumunui 27.4.64.

ZK-BXQ Fletcher FU-24 75 7.60
Ex (ZK-BOX). Assembled by TEAL (c/n TEAL Flett 9).
Air Parts (NZ) Ltd, Hamilton 23.9.60. To Advance
Avn Ltd, Whangarei 26.9.60. Convtd to 260hp



Above: Gardan Horizon ZK-BXM, one of a small group of registrations which were allocated after the NAC Friendships some five years out of sequence. (Wim Zwakhals collection)



Left: Agricola ZK-BXO was built from spares and was wearing shortened Aerial Work Ltd titles on the cowling when this shot was taken at Martinborough. It is now owned by ex-James and Airlift pilot Claude Stephenson, a dedicated enthusiast for the type. (R.J.Deerness)

9.2.65. To James Avn Ltd, Hamilton 1.2.68; wfu 23.5.67, convtd to 300hp 4.5.68; wfu 15.12.77. Regd as Srs 950M 6.3.78. Wfu 1983, t/t 12,790 hrs. Scrapped 1987, regn cld 26.2.88.

ZK-BXR Registration not yet allotted.

ZK-BXS Fletcher FU-24 77 7.60
Ex (ZK-BOZ). Original d.o.m. 1.3.56, assembled by TEAL (c/n TEAL Flett 8), f/f 25.8.60. Aircraft Service (NZ) Ltd, Auckland "9", 9.9.60; convtd to 260 hp 21.5.62. To James Avn Ltd, Hamilton 1.2.68; convtd to 300 hp 11.11.68, to 400hp 30.7.76. Wfu 31.1.83. To Associated Farmers Aerial Work Ltd, Martinborough 21.2.85; to Central Northern Group, Hamilton 18.8.87. Regn cld 4.4.89, sold to Burdekin Aerial Services, Ayr, Qld as VH-JIY regd 8.6.89.

ZK-BXT Fletcher FU-24 74 7.60
Ex (ZK-BOW). Assembled by James Avn, f/f 23.9.60. James Avn Ltd, Hamilton; lsd to Rangitikei Air Services Ltd; convtd to 260 hp 3.11.65; lsd to Air Contracts Ltd 4/5.68; convtd to 300 hp 21.2.69; d/d to Farmers ATD Co Ltd, Invercargill 2.3.69 and regd to them 6.3.70. Convtd to 400 hp 29.4.71. Stalled after take-off and cr 16.2.73 near Lake Waiholo killing pilot C.Ramsay. T/t 9266.25 hrs. Regn cld 3.5.73.

ZK-BXU Cessna 180C 50859 22.7.60
Ex N9359T. Rural Avn Ltd, New Plymouth. To Rangitikei Air Services Ltd, Taihape d/d 9.6.62; to K.H.Christie, Hamilton 10.63 and lsd to Barr Bros and Aerial Contracts Ltd. Renamed Christie's

Aerial Spraying Services Ltd, Hamilton 12.63. To Airwork (NZ) Ltd, Christchurch .66; to W.T.Ogilvie, Gladstone 5.5.67 "The Spoiler"; to Dennis Thompson Int'l Ltd, Ardmore 14.5.81; to R.P. & M.M.Poole, Papakura 31.7.81. Current.

ZK-BXV Cessna 180C 50855 22.7.60
Ex N9355T. Rural Avn Ltd, New Plymouth. To Mount Cook Air Services Ltd, Timaru; to Geo Martin Ltd, Blenheim 9.7.71; to G.M.Orbell & D.N.Speight, Invercargill 12.11.73; to Southair Avn Services (1970) Ltd, Dunedin 16.12.74; to Whirlwide Helicopters Ltd, Timaru 2.8.76; to Dalhoff & King Avn Ltd, Ardmore 9.6.78; to W.Greenslade, Winton 28.11.78; to C.A.Nimmo, Kekerengu 16.2.82. Current.

ZK-BXW Commonwealth CA28 Ceres C CA28-7 9.60
Ex VH-CEH. Aerial Farming of NZ Ltd, Palmerston North. Ownership passed to James Avn Ltd, Hamilton 9.12.68 but last flight was on 22.5.68 and a/c broken up at Palmerston North. Regn cld 2.12.69, t/t 3881 hrs.

ZK-BXX Fletcher FU-24 27 14.9.60
Ex ZK-BHZ, rebuilt by TEAL. Adastra Ltd, Tauranga, Became Adastra Aviation Ltd 9.61. Convtd to 225 hp 16.11.61, to 250 hp 8.11.62, 260 hp 5.9.64 and 250 hp again 23.7.65. Withdrawn from use 28.5.66, dismantled. Regn cld 29.7.74.

ZK-BXY Commonwealth CA28 Ceres C CA28-8 9.60
Ex VH-CEI. Aerial Farming (Holdings) Ltd, Palmerston North. Crashed near Turangarere 3.2.61. T/t 123.55 hrs.



Above: Fletcher FU-24 ZK-BXT in 400hp configuration at Taieri 7.11.71. On the nose are Farmers ATD Co titles, this company became a subsidiary of James Avn in 1964, thus explaining the presence of James titles on the fin. (R.W.Kerr)

Right: Commonwealth Ceres C ZK-BXW captured in James Avn titles. (W.Zwakhals coln.)



ZK-BXZ Fletcher FU-24 65 10.60
Ex (ZK-BOM). Original d.o.m. 1.2.56, assembled by TEAL. Sherwood Aviation Ltd, Hastings. Convtd to 300hp 19.4.68. To James Avn Ltd, Hamilton 10.11.69; convtd to 400 hp 23.10.70; to Aerial Agriculture Ltd, Te Kowhai 21.2.85; to King Country Air Services Ltd, Hamilton 1.9.88; to Superair Ltd, Hamilton 28.10.88. Current.

ZK-BYA Fletcher FU-24-250 76 9.12.60
Ex (ZK-BOX). Original d.o.m. 1.3.56, assembled by TEAL. Robertson Air Service Ltd, Hamilton "10". Crashed at Pukeatua 21.3.62, t/t 985.30 hrs.

ZK-BYB PA-23-160 Apache F 23-1828 10.60
Ex N4327P. James Avn (Rotorua) Ltd, Rotorua. To Gold Coast Airways Ltd, Nelson; renamed Gold Coast Airlines Ltd, 2.11.63. Crashed Westport 7.5.65, rebuilt. To R.A.Owens, Tauranga .66; RAO Traders, Tauranga 15.5.67; lsd to Auckland AC 5/6.68. To J.Boyd-Clark, t/a Aztec Air Service Ltd, Christchurch 25.10.68. Crashed on Mt Patutu, nr Kaikoura 18.3.69, killing 5 o/b. T/t 3899 hrs. Regn cld 10.6.69.

ZK-BYC Fletcher FU-24 78 7.61
Ex (ZK-BPA). Assembled by James Avn Ltd, f/f 19.7.61. James Avn Ltd, Hamilton; convtd to 240 hp 23.4.62, to 300hp 20.5.67. To Farmers ATD Co Ltd, Invercargill 13.2.70; to James Avn Ltd, Hamilton 4.2.75. Dbr in forced landing following power loss at Te Mata, nr Raglan 9.8.75. Regn cld 6.10.75, t/t 10,284 hrs. Parts to D.Subritzky for rebuild.

ZK-BYD Douglas C-47A-DL 13906 12.9.60
Ex 43-30755, VH-ANK, VH-AVL, VH-ANK, VH-AVL. Arr NZ 19.10.60. South Pacific Airlines of NZ Ltd, Auckland "Ernest Rutherford". To Aviation Sales (NZ) Ltd, Auckland 19.1.67 and to Columbia Trading Corp 7.3.67. Regn cld 12.7.67 and sold as XW-PFA

via USAL Trading Ltd, Taiwan (regd in Laos 22.9.67).

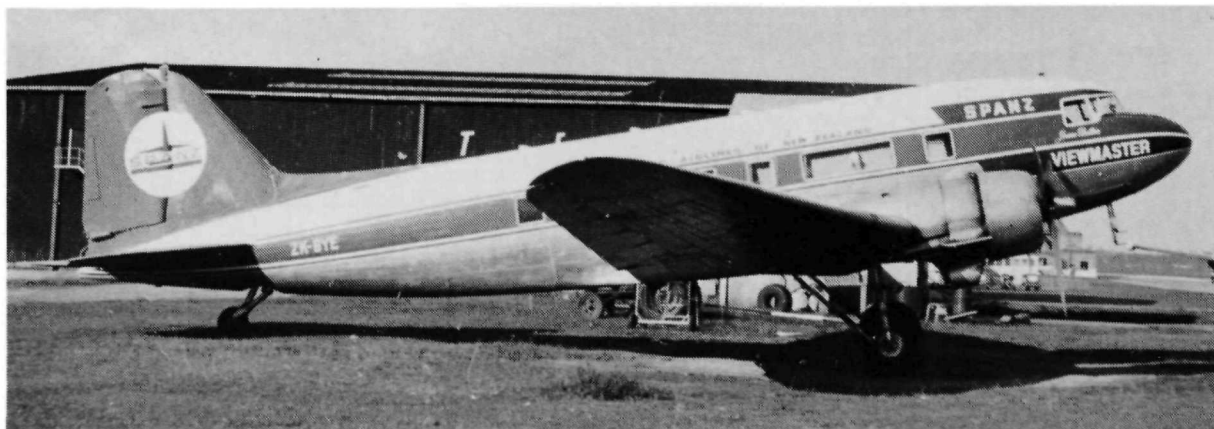
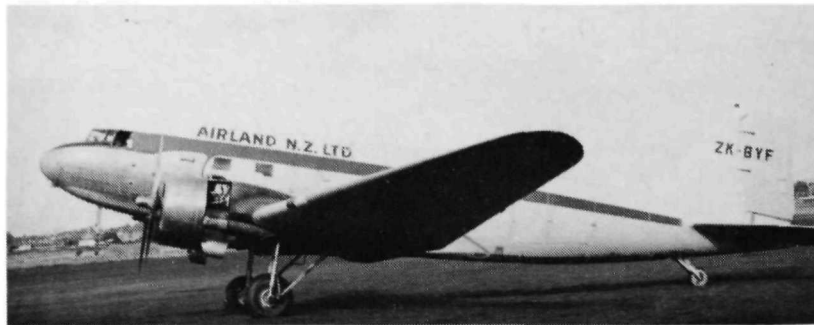
ZK-BYE Douglas C-47A-25-DK 13529 12.9.60
Ex 42-93599, VH-IND. Arr NZ 2.12.60. South Pacific Airlines of NZ Ltd, Auckland "Jean Batten". To Aviation Sales (NZ) Ltd, Auckland 8.67. Sold as XW-PFX 2.68, later XW-TDJ, w/o 23.12.69.

ZK-BYF Douglas C-47A-85-DL 20051 23.2.61
Ex 43-15585, N65393. Rural Avn Ltd, New Plymouth. Arr NZ 4.12.60. To Hong Kong for conversion to topdresser 8.12.60, retnd 4.3.61. To Airland (NZ) Ltd, Palmerston North 1.4.61. To Fieldair Ltd, Palmerston North 20.2.78 "Kotuku"; to Fieldair Holdings (Central) Ltd, Palmerston North 18.11.80. Wfu 20.1.81 and regn cld 26.3.82, t/t 34,891 hrs. Fuselage to Silverstream museum 15.3.82.

ZK-BYG Cessna 172B 47792 24.11.60
Ex N6892X. Rural Avn Ltd, New Plymouth. F/f NZ 23.12.60. To Central Hawkes Bay AC, Waipukurau; to R.J.Gunson & Co Ltd, Onga Onga 24.11.70; Gunson Enterprises Ltd, 13.7.71; to C.R.H. Beetham, Eketahuna 31.7.74; to A.R.Miers, Aokautere 5.5.82; to Riverlands Air Services Ltd, Aokautere 27.5.82. Current.

ZK-BYH Cessna 172B 47797 24.11.60
Ex N6897X. Rural Avn Ltd, New Plymouth. To North Otago Aero Club, Oamaru. Crashed on take-off, Birch Hill airstrip, Mount Cook 4.12.65.

ZK-BYI Cessna 180C 50909 24.11.60
Ex N6409X. Rural Avn Ltd, New Plymouth. F/f NZ 18.1.61. Lsd to Central Hawkes Bay AC. To Rural Avn (1963) Ltd, New Plymouth; to R.Verrity, Hamilton; to Waikato Flying School, Hamilton 22.4.70; to R.S.Shewry, Tahora 29.3.72; to Air Photos (1973) Ltd, Auckland 29.8.73; to E.W.Colling,



Above right: Topdressing C-47 ZK-BYF in Airland markings. (W.Zwakhals collection)
Above left: C-47 Viewmaster conversion ZK-BYD is clearly marked "Airlines of New Zealand" and carries no name. (W.Zwakhals collection)
Left: Correctly attired in full South Pacific Airlines of NZ titles and named "Jean Batten", this is the second SPANZ Viewmaster ZK-BYE.

Cromwell 5.3.76; to Tuckers Flat Mining Co Ltd, Hokitika 29.11.90. Current.

ZK-BYJ Cessna 180C 50908 24.11.60
 Ex N6408X. Rural Avn Ltd, New Plymouth. F/f NZ 7.2.61. To Thames ATD Co Ltd, Thames "7"; to J.S.Murdoch, Gore 1.3.68 (op by Southern Avn Ltd, used by them and next 3 owners for venison carting); to Aviation Contracts Ltd, Gore 16.7.68; to Luggate Game Packers Ltd, Luggate 14.4.69; to Alpine Helicopters Ltd, Queenstown; to G.M.Orbell & D.M.Speight, Invercargill 27.1.75; to D.N. Speight, Te Anau 26.3.82; to A.B. & S.M.Miller, Franz Joseph 23.2.87. Current.

ZK-BYK Cessna 150A 59067 24.11.60
 Ex N6667T. Rural Avn Ltd, New Plymouth. To Hawera Aero Club, Hawera; to Rex Avn (NZ) Ltd, Ardmore 11.1.74; to R.Reid, Auckland 30.1.75; to Rex Avn (NZ) Ltd 14.7.75; to W.S.Rolton, Christchurch 14.8.75. Crashed at Weedons 29.3.77, regn cld 19.4.77. Restored to A.N.Reville, Ardmore "as is" 1.12.87. Cancelled 13.2.91, not rebuilt.

ZK-BYL Cessna 150A 59036 24.11.60
 Ex N6636T. Rural Avn Ltd, New Plymouth. F/f NZ 21.12.60. To Otago Aero Club, Dunedin. Crashed nr Taieri, killing two, 18.10.69.

ZK-BYM Cessna 150A 59079 24.11.60
 Ex N6679T. Rural Avn Ltd, New Plymouth. To Kawerau AC & Eastern Bay of Plenty AC, Kawerau; to Aircraft Hire Ltd, Masterton; lsd to Auckland Flying School from 26.10.63. To Rotorua AC, Rotorua 10.11.69; to Geyserland Airways Ltd, Rotorua 25.7.72; to Air North Ltd, Rotorua 28.6.76; to Rotorua Airlines (1977) Ltd 22.11.77; to Rotorua Support Cttee Air Cadet League 14.9.78; to D.J. Stewart, Rotorua 22.5.79; to Airwork (NZ) Ltd, Christchurch 15.10.81; to Olsen & Sefton, Ardmore 4.8.82; to R.G.Hansen, Auckland 24.4.90. Current.

ZK-BYN Percival P.50 Prince 3E P.50/48 7.2.61
 Ex G-AMPR, VR-TBN. Polynesian Airlines Ltd, Apia, Western Samoa. To Central Aircraft Exchange, Sydney 11.5.65. Broken up at Faleolo airport, t/t 3059 hrs.

ZK-BYO Percival P.50 Prince 3 P.50/25 7.2.61
 Ex VR-TBD. Polynesian Airlines Ltd, Apia, Western Samoa. To Central Aircraft Exchange, Sydney 13.5.65. Broken up at Faleolo Apt, t/t 3046 hrs.

ZK-BYP PA-22-108 Colt 22-8107 20.3.61
 Airwork (NZ) Ltd, Christchurch. F/f NZ 1.6.61. To Taupo AC, Taupo 25.6.61; to Stratford AC, Stratford 7.12.61; to J.C.Cole, Tauranga; to T.J.Finnie, Dunedin "Hoki Mai" c.67; to Waikato Flying School Ltd, Hamilton "Hoki Mai" 20.12.67. Crashed near Kawerau 18.12.70, regn cld 29.3.71. Rebuilt by L.W.Denize, Te Kuiti as c/n 22-8107R and restd to him 16.1.74. To A.B.Galloway, Ormondville 8.4.76; to Aerocraft(NZ) Ltd, Palmerston Nth 30.11.76; to B.A. & T.N.Pidduck, Cambridge 14.3.77; to Bob Shewry Avn, New Plymouth 17.1.80; to K.A. & J.M. Wisniewski, Inglewood 3.9.80; to R.G.Tarrant, Man-aia 30.6.81; to B.R.Corbett, Manaia 18.5.82; to L. McNicol, Waimate 19.5.87. Current.

to be continued. . .



Above: During the sixties and seventies a number of aircraft and helicopters were used (legally or otherwise) to ferry hunters into remote valleys and to bring out the carcasses of the deer which they had shot in large numbers. Cessna 180C ZK-BYJ was one such aircraft, seen here in the titles of one of the largest venison operators, Luggate Game Packers, at Timaru on 7.9.71. (R.W.Kerr)

Left: Polynesian Airlines Prince ZK-BYO dismantled and with all markings painted over, ended its days beneath the palm trees at Faleolo Airport in Western Samoa, (Editor's collection)

The Whole Truth:

PERCIVAL VEGA GULL

PART TWO



Right: A pre-war shot of Air Service Training's Vega Gull G-AERL c/n K.42 at an unknown location. (M.J.Hooks)

- K.37 Sold without UK CofA. Registered F-APEX to P.Bernard Lévy, Nancy and Maurice Hennessy, Cognac 10.11.36. Inspected at Buc 9.11.38 with 332 hrs and at Le Bourget 28.9.39 with 435 hrs. Requisitioned by French Government and given to Air France 29.12.39. No further inform-
- K.38 Sold without UK CofA. Registered F-APIG to Compagnies Régionales de Fabriques d'Engrais et de Produits Chimiques, Paris 12.11.36. To Compagnie des Phosphates de Constantine, Kouif 2.38. To H.Engeringh, Versailles 7.38. Inspected at Le Bourget 15.12.39 with 115 hrs total time. Probably destroyed during Battle of France 6.40.
- K.39 CofA Appn No.6322 as VP-KCD by Percival Aircraft Ltd 5.11.36. CofA No.5708 issued to Wilson Airways Ltd, Nairobi, Kenya 16.11.36, valid from 13.11.36. Registered in Kenya with local CoR No.55 to Wilson Airways Ltd 7.12.36. To Kenya Auxiliary Air Unit 9.39 as either K18 or K19. (Note: Vega Gulls c/ns K.39 and K.44 became KAAU serials K18 and K19 although the tie-up cannot be confirmed. K18 was destroyed at Jigjigga on 27.3.41 in an attack by Italian aircraft. K19 was later with No.246 Wing RAF and in 1943 was at Dar-es-Salaam; fate unknown.)
- K.40 Sold without UK CofA. Registered F-APII to A.Marestaing, Paris 8.4.37. To E.Watine, Paris 12.37. Inspected at Buc 4.11.38 with 176 hrs, and at Le Bourget 16.12.39 with 266 hrs. Requisitioned by the French Government and given to Air France 29.12.39. Probably destroyed during Battle of France 6.40.
- K.41 Registered G-AERH to William Robertson Porter, Hooton 2.12.36. CofA Appn No.6345 by Percival Aircraft Ltd dated 30.11.36. CofA No.5730(S) issued to owner 8.12.36, valid from 5.12.36. Crashed into a house on airfield boundary when executing 180° turn on take-off from Hanworth in the Isle of Man Race 29.5.37. Pilot Sid Sparks, passenger Charles Fry and one occupant of the house were killed, two others injured. Registration cancelled 11.37 as permanently withdrawn from use.
- K.42 Registered G-AERL to Air Service Training Ltd, Hamble 3.12.36. CofA Appn No.6346 by Percival Aircraft Ltd dated 30.11.36. CofA No.5744(TM) issued to A.S.T.Ltd 2.1.37, valid from 24.12.36. Renewed 26.1.38, 24.11.38 and 3.4.40. Registration cancelled 16.4.40 as "change of owner", in fact impressed 16.4.40 as X1033 following use by A.S.T. at No.3 EFTS at Hamble. Air Ministry review quotes date of 10.5.40, owner notified 12.6.40 and CofA extended to 2.4.41. Delivered to No.52 MU, Cardiff, 17.4.40 for despatch to Middle East. Arrived Middle East AF 4.7.40, used by Station Flight, Aboukir. Transferred to Royal Navy at HMS Grebe, Dekheila 4.3.41. Written off when it spun in and crashed at Aboukir 17.5.41.
- K.43 Sold without UK CofA. Registered F-APHX to A.Pissavy, Paris 24.2.37. To Compagnie des Phosphates de Constantine, Kouif 9.37. To Compagnies Régionales Réunies de Fabriques d'Engrais et de Produits Chimiques, Paris 2.38 (apparently in exchange for c/n K.38). UK CofA Appn No. 6878 made by Percival Aircraft on 24.3.38, reason unknown, but application later cancelled. Inspected at Le Bourget 20.10.39 with 640 hrs. Requisitioned by French Government and given to Air France 29.12.39. No further information.
- K.44 CofA Appn No.6365 as VP-KCE by Percival Aircraft Ltd 14.12.36. CofA No.5749(S) issued to Wilson Airways Ltd, Nairobi, Kenya 23.1.37, valid from 14.1.37. Registered in Kenya with local CoR No.56 to Wilson Airways Ltd, 27.2.37. To Kenya Auxiliary Air Unit 9.39 as either K18 or K19. (See note under entry for c/n K.39)
- K.45 Registered G-AEPS to Percival Aircraft Ltd, Luton 11.36. CofA Appn No.6332 by Percival Aircraft Ltd dated 17.11.36. Registered to P.G.Aldrich-Blake, Heston 2.37 and CofA No.5793(TM) issued to Aldrich-Blake 13.2.37. Renewed 24.3.38. Registered to Airwork Ltd, Heston 26.8.38, based at Almaza, Egypt. Registration cancelled 10.38 as "change of owner" and registered in Egypt as SU-AAX to Misr-Airwork Ltd, 12.38. CofA was renewed 10.6.39 but no further information.

- K.46 Registered G-AETD to Percival Aircraft Ltd, Luton 21.2.37? CofA Appn No.6425 by Percival Aircraft Ltd dated 29.1.37. CofA No.5791(S) issued to Percival Aircraft 18.2.37, valid from 15.2.37. Renewed 5.3.38. Registered to Mrs Barbara Chateaubrun, Gravesend 7.3.38. Cancelled 10.3.39 as "change of owner". UK CofA renewed 28.3.39. Sold as OO-ANC and registered 30.3.39 to R.Hansez, Brussels-Haren, with CoR No.467. Requisitioned by Aéronautique Militaire for use by Estafette Escadrille, 3.9.39. To 1st Groupe, 2nd Regiment, Diest 21.4.40. Destroyed by bombing at Bevekom 11.5.40. Registration cancelled 3.5.46.
- K.47 CofA Appn No.6426 by Percival Aircraft Ltd dated 29.1.37. Registered G-AETE to Ian George Williamson, Croydon 26.2.37 and CofA No.5802(S) issued to owner 9.3.37, valid from 1.3.37. Renewed 1.3.38 (temporary extension to 14.3.38), then 14.4.38 and 10.8.38. Sale to W.H. Whitbread, Brooklands 9.38 not recorded in register. Registered to Airwork Ltd, Heston 7.11.38. Registration cancelled 6.2.39 on "change of owner". Sold as OO-ATY and registered to A.Bauwens, Brussels-Haren 14.2.39 with CoR No.464. Presumably lost during war. Registration cancelled 7.2.46.
- K.48 CofA Appn No.6427 by Percival Aircraft Ltd dated 29.1.37. Registered G-AETF to the de Havilland Aircraft Co Ltd, Hatfield 1.2.37 and CofA No.6149(TM) issued to owners 10.12.37. Renewed 7.9.38 and 27.7.39. Registration cancelled 18.3.40 as "change of owner" but in fact impressed 18.3.40 as W9378 for Royal Navy. Air Ministry review quotes 2.3.40, owner notified 2.4.40. Used by RNAS Hatston. Made forced landing (location unknown) and brakes locked, skidded on wet grass and hit wall, 19.9.40. Presumably written-off.
- K.49 Registered G-AEWO to Percival Aircraft Ltd, Luton 23.2.37. CofA Appn No.6502 by Percivals dated 20.3.37. CofA No.5863(S) issued 5.4.37, valid 3.4.37, to Pino Pedrolini. Registration cancelled 4.37 as "change of owner". Sold to Switzerland and allotted "laufnummer" CH-474 in pre-1934 registration sequence 9.4.37 but not taken up as such. Registered HB-UTU to P.Pedrolini & M.Vargi 9.4.37. Crashed 19.2.38 10 mls SE of Rewisat in Egypt during Genoa - Cape Town record attempt, two occupants killed. Registration cancelled 1.3.38.
- K.50 Sold without UK CofA. Registered F-APOL to Ets. Moench et Fils, Nancy 16.4.37 "Alsa". Flown Paris - Saigon, departing 20.11.37, in 4 days 12 hrs 12 mins by Charles Moench. Left Saigon for return flight 14.1.38 but after passing Karachi 15.1.38 the aircraft was declared lost. Wreckage found on Laftt Island, 70 km SE of Bandar Abbas, Persia on 18.1.38 and Moench's body discovered ten days later.
- K.51 CofA Appn No.6501 by Percival Aircraft Ltd 20.3.37. Registered G-AEWP to manufacturers 23.3.37 and CofA No.5847(S) issued to them 9.4.37, valid from 25.3.37. Crashed at Johnstone, near Renfrew 3.7.37. Pilot John Barrington, passengers John Houston (CFI of Scottish Flying Club), John Barber and Stanley Piercey all killed. Registration cancelled 12.37 as pwfu.
- K.52 CofA Appn No.6503 by Percival Aircraft Ltd 20.3.37. Registered G-AEWS to European Air Communications, Gatwick 15.4.37. CofA No.5873(S) issued to owners 17.4.37, valid from 14.4.37. Renewed 20.4.38. Registered to Charles Horace Self, Croydon 7.7.38. CofA renewed 2.3.39. Registration cancelled 2.4.40 as "change of owner", actually impressed 2.4.40 as X9435. Air Ministry review reported "to Renfrew by 7.12.39"; impressed 10.5.40, owner notified 12.6.40. Delivered to No.6 AACU, Ringway 7.4.40 and transferred to No.8 AACU, Filton in 5.40. When operating on Army Cooperation duties with 222nd Searchlight Training Regiment the Vega Gull disintegrated in mid air at about 2000' during aerobatics at Norton Manor Camp near Taunton on 10.10.40. Both occupants, Sgt V.N.Buchan and AC.1 Kell, were killed. T/time 932.50 hours.
- K.53 CofA Appn No.6559 as F-APXA by Percival Aircraft Ltd 24.4.37. CofA No.5896(S) issued to André Bailly 4.5.37, valid from 3.5.37. Registered to A.Bailly, Paris 11.5.37. Requisitioned by French Government 30.5.38 at Buc. Inspected by Bureau Veritas at Le Bourget 28.9.39. Presumably given to Air France 29.12.39 and lost during the war.
- K.54 CofA Appn No.6515 by Percival Aircraft Ltd 30.3.37. UK CofA No.5918 (TM) issued to Okura & Co Ltd, Japan, 21.5.37 valid from 14.5.37. Became J-BACG on arrival, operated by Mainichi Shimbun newspaper. Fate unknown.



Right: C/n K.54 was the only Vega Gull to be exported to Japan where it was company communications aircraft J-BACG as shown in this rare photo. (via Jack Meaden)

- K.55 CofA Appn No.6556 as VP-KCH by Percival Aircraft Ltd 30.4.37. CofA No.5899(S) issued to Gabriel Prudhomme 7.5.37, valid from 6.5.37. Registered in Kenya with local CoR No.59 to Njoro Country Club 15.10.37. CofA renewed 9.6.38. To Mawingo Ltd, Nanyuki, Kenya 8.38. Registration cancelled 8.39 as "sold in France", reported in France 8.39. CofA renewed 1.9.39 implying location in UK, indeed Olley requested a Permit 18.9.39 to fly VP-KCH to the Isle of Man, possibly from Heston. No French registration issued. Impressed 27.10.40 as BK872. Used by Air Transport Auxiliary. Overhauled by Percivals, "ready for collection 26.12.41". Delivered to Vickers-Armstrongs. To Herts & Essex Aviation Ltd, Broxbourne 31.1.43 for repair after damage at unknown location. Struck off charge 31.3.43 as spares, total time 381.55 hours.
- K.56 Registered G-AEXU to Walter Leslie Runciman, Woolsington 1.5.37. CofA Appn No.6563 by Percival Aircraft Ltd 4.5.37. CofA No.5917(S) issued to owner 26.5.37, valid from 21.5.37. A duplicate CofA, No.5924, was issued 26.4.37 valid 21.4.37, presumably in error and was cancelled 24.5.37. CofA renewed 10.6.38 and 30.6.39. Registration cancelled 26.4.40 as "change of owner" and aircraft impressed 26.4.40 as X1032. Air Ministry review quotes 10.5.40, owner notified 12.6.40. Delivered to No.52 MU, Cardiff 28.4.40 for despatch to the



Above: Vega Gull c/n K.59 G-AEYC survived to serve the Royal Navy during the war as W6464 and to return to its pre-war registration afterwards. It was fitted with the rounded windscreen also used on the Proctor I, II and III. This photo was taken about April 1938 during the period when the aircraft was owned and operated by Percival Aircraft. (Aeroplane via Jack Meaden)

Middle East, arriving 6.7.40. Erected and tested by No.1 General Reconnaissance Unit, Ismailia, completed 23.12.40. Taken over by Station Commander, Ismailia. With No.71 Operational Training Unit, Ismailia 7.41. Damaged by bombing at Ismailia 5.9.41. Logged at No.55 Repair & Salvage Unit 5.42. Based RAF Aboukir .43. Struck off charge 23.8.45 in Middle East.

- K.57 CofA Appn No.6557 by Percival Aircraft Ltd 30.4.37. Registered G-AEXV to Air Commerce Ltd, Heston 1.5.37. CofA No.5906(S) issued to owners 14.5.37, dated 28.5.37. Renewed 19.2.38 and 11.3.39. Registration cancelled 28.3.40 as "change of owner". Impressed 27.3.40 as X9391; Air Ministry review quotes 31.3.40, owner notified 12.6.40. Delivered to No.6 AACU, Ringway 28.3.40; transferred to No.7 AACU, Castle Bromwich 1.12.40. Flown to Shrager Bros 22.11.41 for major inspection. Delivered to No.24 Squadron, Hendon 25.8.42. Transferred to No.510 Squadron, Hendon 10.42. To No.5 MU, Kemble, for disposal 21.11.44. Sold to G.T.F. Aviation 12.45 and restored to register as G-AEXV to Brevet Flying Club Ltd, Hanworth 24.1.46. CofA renewed 2.4.46. Crashed at Castle Bromwich 15.5.46, pilot H.A.Litvin. Repaired and CofA renewed 1.11.46. Registered to British & Continental Airways Ltd (Leigh on Sea), Southend 6.1.47. To A.P. Weber, Leigh-on-Sea 8.3.48. Registration cancelled 26.10.50 as permanently wfu, after being broken up at Southend 4.50. [Note: Built as Vega Gull 2.]
- K.58 CofA Appn No.6558 by Percival Aircraft Ltd 30.4.37, no marks specified. CofA No.5932(S) issued to Goldfields Airways Ltd 2.6.37, valid from 27.5.37. Registered VH-UZH 11.37. To G.W.Lewis, Kalgoorlie, WA (by .57). To R.C.Currell. Damaged when tyre burst landing at Yerecoin, WA 26.2.61.
- K.59 Registered G-AEYC to Percival Aircraft Ltd, Luton 28.5.37 who made CofA Appn No.6607 on the same date. CofA No.5933(S) issued to Percivals 2.6.37, valid from 1.6.37. Evaluated by No.2 Squadron, Hawkinge, as a possible VIP transport. CofA renewed 8.6.38. Nosed over while taxiing at Gransha Mental Hospital, Londonderry 27.1.39, E.W.Percival and two passengers unhurt (see photo p.84/46). CofA renewed 20.6.39. Registration cancelled 16.10.39 as "change of owner" and impressed on same date as W6464. Air Ministry review states 1.3.40, owner notified 2.4.40. Delivered to Station Flight, Ternhill 10.39 (as G-AEYC). To HQ Training Command Communications Flight, Woodley 15.7.40. To No.24 Squadron, Hendon, for Air Ministry use .42. To Shrager Bros for major inspection 8.42. To 21 Group Communications Flight, RAF Hucknall. To RCAF Digby, 8.9.43. To Cunliffe-Owen, Eastleigh for major repair 10.44. To No.5 MU, Kemble, for disposal .45. Sold to Lambskin Exports Ltd, Croydon and restored to register to them as G-AEYC 18.6.46. CofA issued, Kidlington 15.7.46 and renewed 25.11.47. Damaged when glass fell from hangar roof, Kidlington 14.12.48. CofA renewed 16.8.49 but not flown again until 1956. Stored Kidlington. Registration cancelled c4.53. Registered to Wallop Aircraft Ltd, RAF Middle Wallop 3.9.54. To W.S.Shackleton Ltd 24.6.55. To Wiltshire School of Flying Ltd, Thruxton 8.11.55 and rebuilt by them using the wings of Proctor G-AHES and a new engine. CofA renewed 3.1.56. To Central Newbury Car Auctions Ltd, 23.3.56. Three-year CofA issued 14.2.57. Owners renamed Central Newbury Motors Ltd c12.57. To Geoffrey Preston Layton, London SW7, 7.4.59. Based Biggin Hill by late 1959, named "Gertie II". CofA extended to 12.12.60. Badly damaged by fire during engine start-up attempt, Gatwick 14.8.60. Intended rebuild at Barton abandoned and aircraft broken up there 5.61. CAA notified and registration cancelled 7.6.63. [Note: Built as a Vega Gull 2.]
- K.60 Registered G-AEYD to Percival Aircraft Ltd, Luton 28.5.37 and CofA Appn No.6608 made on same date. CofA No.5948(S) issued to owners 16.6.37, valid from 15.6.37. Flown by T.N.Stack and Miss L.Dillon in Kings Cup 10/11.9.37 as "13" but eliminated after first day. (Miss Dillon was said to be the owner although this does not appear in the file). Registration cancelled 18.5.38 as "change of owner" and report- edly sold to Cairns Aviation Ltd, Belvedere, Salisbury, Southern Rhodesia. CofA renewed 17.6.38 and aircraft registered VP-YBV on 15.7.38 to Flights Ltd, Salisbury, Southern Rhodesia. To Southern Rhodesia Air Service 1940, operating wartime communications flights, apparently in civil marks. Struck off charge 18.12.44 and reduced to spares.



Above: Vega Gulls at Hatfield 10.9.37 for the King's Cup. No.13 is G-AEYD c/n K.60 and No.12 is G-AFAU c/n K.69. The eventual winner was No.4, Mew Gull G-AEKL c/n E.21, flown by Charles Gardner and formerly "Miss Liverpool" rebuilt after the accident in which Tom Campbell Black was killed. Gardner also won in 1936, in Vega Gull G-AEKE. (Aeroplane via Jack Meaden)

Below: ZK-AKV c/n K.63 in about 1960 but no other details. (G.Jenks/P.R.Keating collections)

- K.61 CofA Appn No.6609 by Percival Aircraft Ltd 28.5.37, no registration quoted. CofA No.5945(S) issued to C. d'Andigné 11.6.37, valid 10.6.37. Registered F-AQBV to Ch. d'Andigne, Paris 21.6.37. Requisitioned by the French Government at Buc 7.6.38 (with only 23 flying hours). Inspected at Le Bourget 18.12.39 (t/t 28 hours), presumably given to Air France 29.12.39 and lost during the war.
- K.62 CofA Appn No.6610 as VT-AIQ by Percival Aircraft Ltd 28.5.37. CofA No.6017(TM) issued to Rohtas Industries Ltd on 19.8.37, valid from 13.8.37. Later to H.H. The Maharaja of Majurbhanj. Registration cancelled 26.8.42. (Note: This Aircraft would appear to be a very strong candidate for unidentified Vega Gull DR808 impressed 17.7.42 in India, used by ACSEA Communications Flight in 1943 and written off 5.1.44 at Chaklala, Punjab.)
- K.63 CofA Appn No.6612 as ZK-AFI by Percival Aircraft Ltd 28.5.37. CofA No.5967(S) issued 6.7.37, valid from 1.7.37, to L.E.Clark. Registered to L.Ernle Clark and delivered to New Zealand c.8.37 replacing his Gull Four ZK-AES c/n D.45. To Wellington Aero Club. Impressed by RNZAF 15.9.39 as NZ571 and used for communications duties. Registered ZK-AKV to Wellington Aero Club 9.7.46. To Hauraki Aero Club 16.4.51. To Midland Air Services 28.10.52. To New Plymouth Aero Club 9.10.57. To R.Howie, Benmore 17.12.63. Withdrawn from use 2.64 and broken up at Otematata, 1964.
- K.64 CofA Appn No.6611 as HB-OMO by Percival Aircraft Ltd 28.5.37. Registered in Switzerland 12.6.37 as HB-OMO but with "laufnummer" (consecutive numbering in pre-1934 registration sequence) CH-477 allotted on same date. CofA No.5961(S) issued to M.Weber 6.7.37, valid from 30.6.37. Crashed 26.9.46 and registration cancelled .47. This seems likely to be the Swiss touring aircraft which crashed off Cap Leucate, near Perpignan, France on 26.9.46 killing pilot Charles Hautier and two passengers.

to be continued. . .



Complete Civil Registers : 8

GREECE

SX-



PART TEN

SX-ANQ Cessna A.188B Agtruck (461) Ex N731VD. Triaina EPE, Marathon. Current.	03182T	25.5.90	SX-AOJ Cessna A.188B Agtruck (482) Ex N731SS. K.Haskopoulou - E.Pateraki OE ("Ikaros"), Thessaloniki. Current.	03124T	20.5.91
SX-ANR Cessna 150E (462) Ex N6101T. Aeropriko Kentro EPE, Marathon. Current.	60801	1.6.90	SX-AOK Cessna T.188C (483) Ex N1995J. K.Haskopoulou - E.Pateraki OE ("Ikaros"), Thessaloniki. Current.	0330T	20.5.91
SX-ANS Cessna 150H (463) Ex N7284S. Aeroploia Marathonos AE, Marathon. To Athanasios Lekkas 11.4.91. Current.	67984	2.7.90	SX-BID Aerospatiale/Aeritalia ATR-42-320 (484) Ex F-WWEG. Olympic Aviation. Registered 15.5.91 in Toulouse, 22.5.91 in Athens. Current.	219	22.5.91
SX-ANT Cessna 172M (464) Ex N21746. Aeroploia Marathanos AE, Marathon. Current.	64001	2.7.90	SX-AON Air Tractor AT-400 (485) Ex N611CP. K.Haskopoulou - E.Pateraki OE ("Ikaros"), Thessaloniki. Current.	0611	23.5.91
SX-ANU Piper PA-32-300 Cherokee Six (465) Ex N47989. Spyros Salvanos, Kerkyra. Current.	32-7840022	4.7.90	SX-AOL Cessna A.188B Agtruck (486) Ex N731HK, 5B-CDE, SX-AMA, SU-BHZ. Greek Agro. Inv- este EPE, Marathon. Current.	02907T	23.5.91
SX-ANV Cessna 172N (466) Ex N73824, C-GDGW. Aeroleschi Thessalonikis. Curr- ent.	67702	25.7.90	SX-AOM Cessna A.188B Agtruck (487) Ex N1975J, SX-AJC, SU-IAB. Greek Agro Investe EPE, Marathon. Current.	03312T	23.5.91
SX-ANW Cessna 172N (467) Ex N734WC, C-GIXY. Aeroleschi Thessalonikis. Curr- ent.	69164	25.7.90	(488) This CofR number appears to have been omitted in error.		
SX-ANX Piper PA-28-236 Dakota (468) Ex N2407Q, G-BMFK. Nikolaos Balopoulos, Marathon. Current.	28-8511014	1.8.90	SX-AOO Cessna A.188B Agwagon (489) Ex N4781Q. Dimitra AE, Marathon. Current.	02523	23.5.91
SX-BIC Aerospatiale/Aeritalia ATR-42-320 (469) Ex F-WWEE. Olympic Aviation "Aristotle". Registered in Toulouse 17.7.90, in Athens 2.8.90. Current.	197	2.8.90	SX-AOP Cessna A.188B Agtruck (490) Ex N53211. Dimitra AE, Marathon. Current.	01688T	23.5.91
SX-ANY SOCATA TB-9 Tampico (470) Ex F-ODTH. Karafil Serimpan & Co EE, Marathon. Current.	1075	10.9.90	SX-AOQ Air Tractor AT-400 (491) Ex SU-...? 3D AE, Thessaloniki. Current.	0646	30.5.91
SX-ANZ Snow Commander S2D-600 (471) Ex N1766S, C-GMAD, 4X-AWE. Skyfox EPE, Marathon. Current.	1382D	24.10.90	SX-AOR Air Tractor AT-301A (492) Ex N23310. Avionic Aeroporikai Epharmogai EPE, Mar- athon. Current.	0375	30.5.91
SX-AOA Snow Commander S2D-600 (472) Ex N1720S, 4X-AWK. Skyfox EPE, Marathon. Current.	1318D	24.10.90	SX-AOI Piper PA-18-150 Super Cub (493) Ex N4014Z. Daidalos Geniki Aeroploia E. Oikonomakou & Co OE, Marathon. Current.	18-7964	7.6.91
SX-AOB Snow Commander S2D-600 (473) Ex (N1758S), (ZK-CTK), ZK-CPQ, 4X-AWW. Skyfox EPE, Marathon. Current.	1358D	24.10.90	SX-AOS Cessna 421B (494) Ex N41033, N80F, N224DR. Southeast European Aviat- ion, Marathon. Current.	0570	11.6.91
SX-AOC Snow Commander S2D-600 (474) Ex CF-UNR, 4X-AWC. Skyfox EPE, Marathon. Current.	1354D	24.10.90	SX-137 LET L-13 Blanik (495) Fotis Saganas, Marathon. Current.	173448	14.6.91
SX-AOD Rockwell Commander 112A (475) Ex N1427J. Aeroploia Marathanos AE. Current.	427	25.10.90	SX-HCO Hughes 269C (496) Heli Foto AE, Marathon. Current. (Identity unknown)	25.6.91
SX-AOE Snow Commander S2D-600 (476) Ex (N1713S), ZK-CPH, 4X-AWN. Galazios Ouranos EPE, Marathon. Current.	1313D	30.1.91	SX-BIE Aerospatiale/Aeritalia ATR-72-202 (497) Ex F-WWED. Olympic Aviation "Thales". Regd 28.6.91 at Toulouse, 1.7.91 at Athens. Current.	239	1.7.91
SX-AOF Air Tractor AT-400 (477) Ex OE-EGP. 3D AE, Thessaloniki. Current.	400-0273	1.3.91	SX-138 LET L-13 Blanik (498) Aeroleschi Edessas, Edessa. Current.	173419	1.7.91
SX-HCP Robinson R-22 Mariner (478) Terna AE, Marathoh. Current.	1620M	8.3.91	SX-139 LET L-13 Blanik (499) Aeroleschi Edessas, Edessa. Current.	174105	1.7.91
SX-AOG Cessna A.188B Agwagon (479) Ex N6500L. Pegasos AE, Alexandroupolis. Current.	02608T	20.3.91	SX-AOT Piper PA-23-150 Apache C (500) Ex N2013P, VP-YOO, ZS-CRD, 9J-RGC. Aeroleschi Irak- leiou, Heraklion (Crete). Current.	23-585	5.7.91
SX-AOH Cessna A.188B Agtruck (480) Ex N9264G. Pegasos AE, Alexandroupolis. Current.	01443	20.3.91	SX-AOU Piper PA-32-260 Cherokee Six (501) Ex N4853S. Athinaiki Aerogrammi EPE (Athens Air- lines), Marathon. Current.	32-1294	16.7.91
SX-HCN Enstrom 280FX (481) Aeroporiki Etairia Notioanatolikis Evropis AE, Mar- athon. (Aviation Company of Southeast Europe) Current.	2059	3.4.91	SX-BSA Piper PA-34-200T Seneca (502) Ex C-GQYF, N5151S. Aeroporia Aigaiou EPE (Aegean Airways), Marathon. Current.	34-7870044	19.7.91

SX-BIF Aerospatiale/Aeritalia ATR-72-202 241 2.8.91
(503) Ex F-WWEA. Olympic Aviation "Democritus". Regd in
Toulouse 1.8.91, in Athens 2.8.91. Current.

SX-HCQ Robinson R-22 Beta 1761 5.8.91
(504) Ex N40761. Avionic Aeroporikai Epharmogai EPE, Mar-
athon. Current.

This brings the Post-War Register to the end of the data
which is currently available. As the details have all been
given in Registration Certificate order, we now list the
tie-ups in registration order. The first 17 numbers were
pre-war registrations listed on page 89/64.

SX-AAL 447	SX-AFW 154	SX-AIA 231
(SX-AAT) 397	SX-AFZ 319	SX-AIB 248
		SX-AID 318
SX-ABA 245	SX-AGA 164	SX-AIF 262
SX-ABB 153	SX-AGB 168	SX-AIG 264



Above: Cessna 337A SX-ABB at Athens 4.73 (John Wegg)
Below: Cessna 180H SX-ADN at Marathon 20.10.85 (R Swan)



SX-ADA 43 / 58	SX-AGC 171	SX-AIH 232
SX-ADB 68	SX-AGD 170	SX-AII 233
SX-ADC 72	SX-AGF 165	SX-AIJ 234
SX-ADD 76	SX-AGG 177	SX-AIK 235
SX-ADF 80	SX-AGH 172	SX-AIL 236
SX-ADG 79	SX-AGI 169	SX-AIM 249
SX-ADL 111	SX-AGJ 173	SX-AIN 238
SX-ADN 85	SX-AGK 175	SX-AIO 239
SX-ADO 88	SX-AGL 176	SX-AIP 247
SX-ADP 89	SX-AGM 177	SX-AIQ 242
SX-ADQ 100	SX-AGN 182	SX-AIR 243
SX-ADR 95	SX-AGO 181	SX-AIS 244
SX-ADS 96	SX-AGP 180	SX-AIT 245
SX-ADT 86	SX-AGQ 184	SX-AIV 246
SX-ADW 92	SX-AGR 193	SX-AIX 317
SX-ADX 90	SX-AGT 185	SX-AIZ 324
SX-ADY 91	SX-AGU 226	
	SX-AGV 187	(SX-AJA) see 309
SX-AEA 77	SX-AGX 196	SX-AJB 301
SX-AEB 78	SX-AGZ 198	SX-AJC 302
		SX-AJD 303
SX-AFA 99	SX-AHA 202	SX-AJE 304
SX-AFB 112	SX-AHB 203	SX-AJF 305
SX-AFC 114	SX-AHC 199	SX-AJG 306
SX-AFD 118	SX-AHD 201	SX-AJH 307
SX-AFE 167	SX-AHF 204	SX-AJI 308
SX-AFF 122	SX-AHG 205	SX-AJJ 309
SX-AFG 113	SX-AHH 208	SX-AJK 241
SX-AFH 119	SX-AHI 206	SX-AJN 265
SX-AFJ 129	SX-AHJ 209	SX-AJO 290
SX-AFK 131	SX-AHK 210	SX-AJP 346
SX-AFL 134	SX-AHL 211	SX-AJQ 385
SX-AFM 139	SX-AHM 213	SX-AJR 315
SX-AFN 140	SX-AHN 220	SX-AJS 326
SX-AFO 141	SX-AHQ 225	SX-AJT 328
SX-AFP 143	SX-AHS 263	SX-AJU 330
SX-AFQ 144	SX-AHT 212	SX-AJW 351
SX-AFR 145	SX-AHU 217	SX-AJX 358
SX-AFS 147	SX-AHV 214	SX-AJY 361
SX-AFT 160	SX-AHW 215	SX-AJZ 363
SX-AFU 157	SX-AHZ 221	
SX-AFV 163		SX-AKA 322



Above: MS.893A SX-AFJ named "Rania" on the lower cowling,
at Marathon 10.87. (Robert Swan)
Below: Navion SX-AFS when newly-registered at Athens 3.72
in Dimopoulos titles. (John Wegg)



SX-AKD 279	SX-AMV 427	SX-BAA 21
SX-AKE 280	SX-AMW 429	SX-BAB 18
SX-AKF 281	SX-AMX 432	SX-BAC 19
SX-AKH 270	SX-AMZ 430	SX-BAD 30
SX-AKI 266		SX-BAE 31
SX-AKJ 268	SX-ANA 434	SX-BAF 32
SX-AKK 343	SX-ANB 438	SX-BAG 22
SX-AKL 331	SX-ANC 440	SX-BAH 23
SX-AKN 273	SX-AND 441	SX-BAI 29
SX-AKO 269	SX-ANE 442	SX-BAK 33
SX-AKP 360	SX-ANF 445	SX-BAL 34
SX-AKQ 274	SX-ANG 443	SX-BAM 41
SX-AKR 272	SX-ANH 450	SX-BAN 40
SX-AKU 341	SX-ANI 451	
SX-AKV 296	SX-ANJ 452	SX-BBA 27
SX-AKW 312	SX-ANK 448	SX-BBB 28
SX-AKX 316	SX-ANL 454	SX-BBC 25
SX-AKY 314	SX-ANM 456	SX-BBD 26
SX-AKZ 313	SX-ANO 457	SX-BBE 36
	SX-ANP 460	SX-BBF 38
SX-ALB 297	SX-ANQ 461	SX-BBG 120
SX-ALC 332	SX-ANR 462	SX-BBH 121
SX-ALD 366	SX-ANS 463	SX-BBI 125
SX-ALE 369	SX-ANT 464	SX-BBJ 116
SX-ALF 191	SX-ANU 465	SX-BBK 126
SX-ALG 335	SX-ANV 466	SX-BBL 127
SX-ALH 336	SX-ANW 467	SX-BBM 117
SX-ALI 355	SX-ANX 468	SX-BBN 123
SX-ALJ 356	SX-ANY 470	SX-BBO 124
SX-ALK 352	SX-ANZ 471	SX-BBP 132
SX-ALL 250		SX-BBQ 133
SX-ALM 365	SX-AOA 472	SX-BBR 135
SX-ALO 415	SX-AOB 473	SX-BBS 136
SX-ALP 186	SX-AOC 474	
SX-ALQ 398	SX-AOD 475	SX-BCA 189
SX-ALT 372	SX-AOE 476	SX-BCB 190
SX-ALV 370	SX-AOF 477	SX-BCC 194
SX-ALX 381	SX-AOG 479	SX-BCD 195
SX-ALY 382	SX-AOH 480	SX-BCE 284
SX-ALZ 386	SX-AOI 493	SX-BCF 287
	SX-AOJ 482	SX-BCG 288
SX-AMA 338	SX-AOK 483	SX-BCH 291
SX-AMD 357	SX-AOL 484	SX-BCI 292
SX-AME 362	SX-AOM 487	SX-BCK 320
SX-AMF 387	SX-AON 485	SX-BCL 321
SX-AMG 393	SX-AOO 489	
SX-AMH 395	SX-AOP 490	SX-BDA/1 35
SX-AMK 388	SX-AOQ 491	SX-BDA/2 44
SX-AML 412	SX-AOR 492	SX-BDB 69
SX-AMM 414	SX-AOS 494	SX-BDC 97
SX-AMN 417	SX-AOT 500	SX-BDD 105
SX-AMO 416	SX-AOU 501	SX-BDE 109
SX-AMP 418		SX-BDF 110
SX-AMQ 422	SX-ASM 342	SX-BDG 128
SX-AMR 423	SX-ASO 130	SX-BDH 149
SX-AMS 424		SX-BDI 152
SX-AMT 425	SX-ATA 444	SX-BDK 155
SX-AMU 426		SX-BDL 159

Right: C-47 SX-BAK wearing Olympia-
kos titles at Athens 4.70. (J.Wegg)
Below: Leased YS-11A SX-BBJ carried
no name during eight months in serv-
ice with Olympic. (Olympic Airways)
Lower: Cherokee 140 SX-BDI was one
of several operated by Olympic,
shown at Athens 4.73. (John Wegg)



SX-HAJ	142	SX-HBW	384	SX-OAD	377
SX-HAK	148	SX-HBZ	392	SX-OAE	391
SX-HAM	150			SX-PBA	252
SX-HAN	156	SX-HCA	396		
SX-HAO	158	SX-HCB	402	SX-106	48
SX-HAP	174	SX-HCC	399	SX-107	49
SX-HAQ	394	SX-HCD	400	SX-108	50
SX-HAR	183	SX-HCE	401	SX-109	51
SX-HAS	192	SX-HCF	406	SX-110	52
SX-HAT	197	SX-HCG	408	SX-111	53
SX-HAU	200	SX-HCH	409	SX-112	54
SX-HAV	219	SX-HCI	410	SX-113	55
SX-HAW	216	SX-HCJ	411	SX-114	56
SX-HAY	237	SX-HCK	420	SX-115	61
SX-HAZ	222	SX-HCL	428	SX-116	62
		SX-HCM	459	SX-117	70
SX-HBA	240	SX-HCN	481	SX-118	71
SX-HBC	267	SX-HCO	496	SX-119	74
SX-HBD	251	SX-HCP	478	SX-120	166
SX-HBE	300	SX-HCQ	504	SX-122	207
SX-HBF	289			SX-123	218
SX-HBI	333	SX-HDA	431	SX-124	278
SX-HBJ	350	SX-HDB	435	SX-125	277
SX-HBK	354			SX-127	298
SX-HBL	353	SX-HEC	403	SX-128	299
SX-HBM	286	SX-HED	404	SX-130	379
SX-HBN	325	SX-HEE	407	SX-132	413
SX-HBO	334			SX-133	405
SX-HBP	345	SX-MAA	178	SX-134	433
SX-HBQ	347	SX-MAB	364	SX-135	436
SX-HBR	348			SX-136	437
SX-HBS	349	SX-OAA	373	SX-137	495
SX-HBT	359	SX-OAB	374	SX-138	498
SX-HBU	378	SX-OAC	371	SX-139	499
SX-HBV	383				

It is apparent from the index above that some regist-
rations are missing. As explained in Part Two, the Greek
Civil Aviation Service maintains simultaneous registers
of foreign registrations, reservations and State aircraft.
Included in the foreign register are some of Olympic's
leased aircraft (notably the Islanders) with Greek marks
and overseas-registered aircraft operated in Greece. Cov-
erage of the remaining Registers will commence in the
next issue.



Above: Part of the Marathon scene for some time, this
Cessna A188B Agtruck fuselage is apparently unidentified.
This shot was taken during October 1987. (Robert Swan)
Left: Airbus A.300B SX-BEH seen at Zurich on 31.10.82.
(P.Vercrujssse)

SX-BDM	161	SX-BIC	469	SX-DAK	66
SX-BDN	162	SX-BID	484	SX-DAL	67
SX-BDP	275	SX-BIE	497	SX-DAM	75
SX-BDQ	276	SX-BIF	503	SX-DAN	82
SX-BDR	293			SX-DAO	83
		SX-BSA	502	SX-DAP	93
SX-BEB	419	SX-BSN	439	SX-DAQ	98
SX-BEC	421			SX-DAR	101
SX-BED	283	SX-CAP	344	SX-DAS	103
SX-BEE	294				
SX-BEF	295	SX-CBA	223	SX-DBA	81
SX-BEG	323	SX-CBB	227	SX-DBB	84
SX-BEH	329	SX-CBC	229	SX-DBC	87
SX-BEI	337	SX-CBD	230	SX-DBD	102
		SX-CBE	271	SX-DBE	224
SX-BFH	327	SX-CBF	138	SX-DBF	228
		SX-CBG	449	SX-DBG	256
SX-BGA	282	SX-CBH	453	SX-DBH	255
SX-BGB	285	SX-CBI	455	SX-DBI	257
SX-BGC	310	SX-CBM	151	SX-DBK	258
SX-BGD	311			SX-DBL	259
SX-BGE	339	SX-CDA	39	SX-DBM	261
SX-BGF	340			SX-DBN	260
		SX-CRY	397	SX-DBO	254
				SX-DBP	253
SX-BHC	367	SX-DAA	24	SX-HAA	94
SX-BHD	368	SX-DAB	37	SX-HAB	73
SX-BHE	375	SX-DAC	42	SX-HAC	104
SX-BHF	376	SX-DAD	46 / 63	SX-HAD	106
SX-BHG	380	SX-DAE	47 / 64	SX-HAE	107
SX-BHH	389	SX-DAF	57	SX-HAF	108
SX-BHI	390	SX-DAG	45	SX-HAH	115
		SX-DAH	59	SX-HAI	137
SX-BIA	446	SX-DAI	60 / 65		
SX-BIB	458				

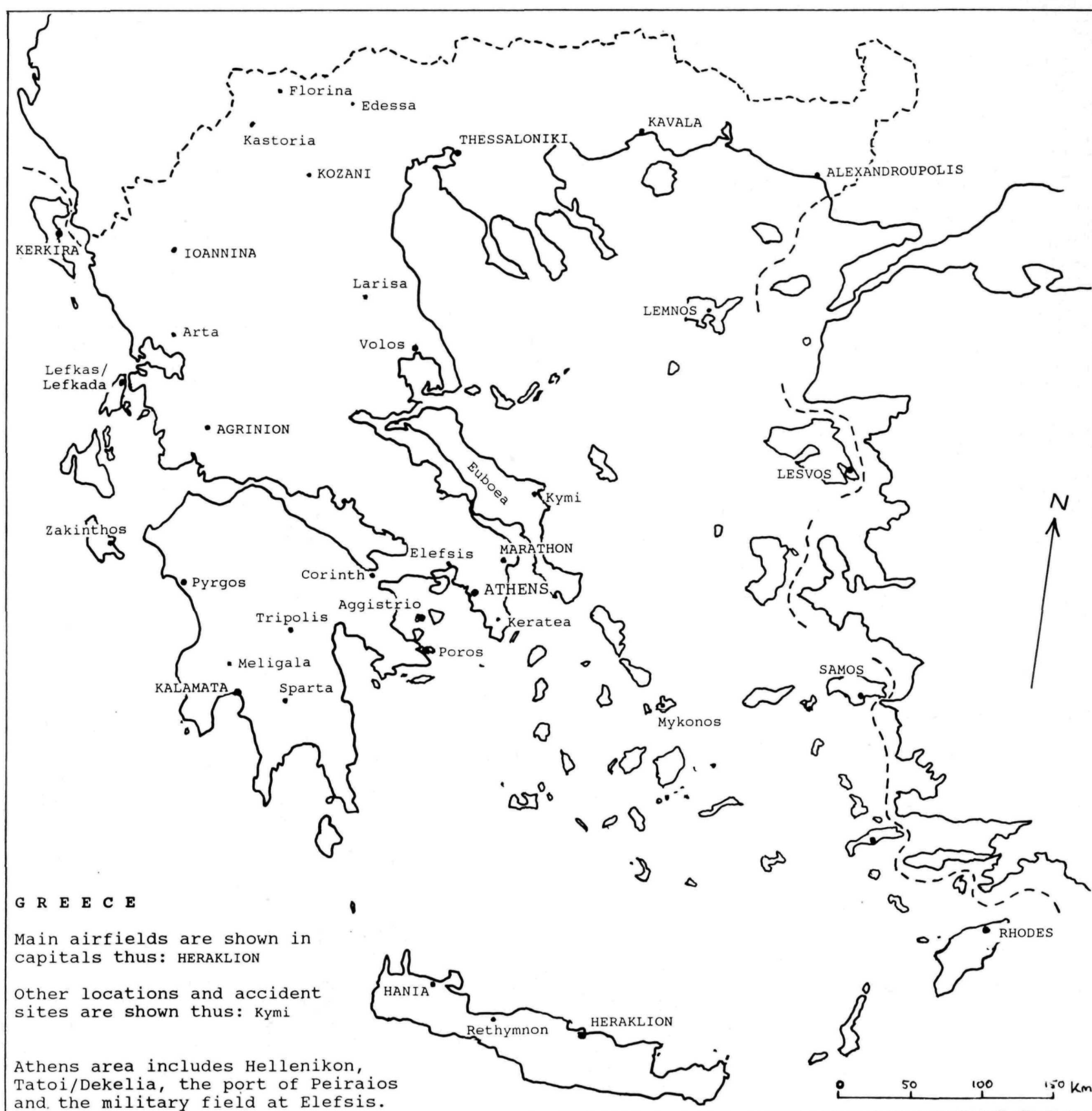




Left: Olympic DC-6B SX-DAS just above the Athens runway in March 1972. (John Wegg)

Below, left: Boeing 727 SX-CBC was a Brussels visitor on 13.3.71. (P.Vercruysse)

Below, right: Comet 4B SX-DAK at Athens on 30.4.60 shortly after delivery to Olympic. (A.Stamatopoulos)



al jewel
eplica of the
own across the
I return from France, on the
crsary of Bricot's flight; this
Green's aircraft. A few years
fect replica of the original
original rotary engine came by
workshop. The Bricot-M
arty of the Tallman-M
nia, and can often be
it now rests
light de
surprisingly
Cruising speed is 20
m. at 5,000 ft. Contr
ive and I was agreeab
The Humming
easier than I had expect
handling than I had expect
The undercarriage is a light
the wing, though even a
however, no landing gear
taking off and landing
Stalls and spins are a
than were expected.
Mr. Jack Lantone
1929 for

Thanks are due for the contributions below from John Havers, Harm Hazewinkel, Terry Judge, David Legg, Jack Meaden and Vic Smith. Despite their excellent and reliable responses we feel sure that there are more of you out there who could contribute research or comments on some of the points raised in this section!

15.3.46 p.321: Reference back to the 1967 DC-4 monograph shows a query against the NL350 / 42-107436 tie-up but this photo would seem to confirm it. It then notes that c/n 7455 became (PH-TCP), PJ-ALW, PH-TLW and so on, a route that can also be traced through the Complete Netherlands Register. Any comments on NL350 from Herman Dekker would be appreciated.

22.3.46 p.354: Several other pre-war aircraft were still in Air France service. A letter in "Aeroplane Spotter" of 20.4.46 listed Croydon visitors including Bloch 220s F-AOHC, AOHD, AOHE, AOHF and AQNN. They were brought back into use from 2.46. According to Stroud's "European Transport Aircraft" all 5 were still in service in 1949, re-engined with Wright Cyclones as Bloch 221s (by which time four were operated by SANA). F-AOHD was sold by Air France 1.8.47 with the highest hours' in company service of the type at 3430 hrs. Also listed in the same letter were Dewoitine D.338s F-AQBE, AQBP and F-ARID, although in all nine were returned to use by Air France.

22.3.46 p.355: The ANA accident is the 10.3.46 crash of DC-3 VH-AET described in Casualty Compendium p.91/107.

5.4.46 p.410: G-AGLX disappeared on 23.3.46, it was Lancastrian c/n 1178 ex VF165 converted from Lancaster PD146. It was on delivery to Qantas, pilot Capt Frank Thomas, and one of the passengers was Jack Dobson, son of Sir Roy Dobson the Managing Director of Avro.

12.4.46 p.441: Rapide G-AERZ c/n 6356 struck trees in thick fog c.1000 hrs on 1.4.46 at Craigard. Pilot Capt E.Tyrer.

12.4.46 p.444: Mollison left Luton on 8.4.46 although CofA No.7585 was not issued to G-AHBE c/n Ae.28 until 12.4.46. He arrived in Karachi on 25.4.46 and G-AHBE became VT-CEP to Mistri Airways on 23.5.46 and was used as the personal aircraft of Maharajah Kumar Daljit Singh. Indian regn cld by 1953.

12.4.46: The Duke of Richmond & Gordon's BK Swallow was G-ACPJ c/n 10. It was sold and regd to Capt Dermot Musker, Thetford on 22.5.46. Alex Henshaw's Tomtit was of course G-AFTE, now Shuttlesworth's K1786, which had been offered by Shackleton's in 9.45 for £295 with 480 hrs flying time. It was regd to Geoffrey P. La T. Shea-Simmonds on 11.2.46, so he presumably re-sold it through Shackleton's as it was regd to George Goodhew of Goodhew Avn Ltd on 30.5.46. John Havers recalls that Henshaw told him he had sold it to a Dutch lady for £50!

19.4.46 p.446: Palestine Aero Club Fokker likely to be F.XVIII VQ-PAF (c/n 5310 ex PH-AIQ, OK-AIQ) which was used by Commercial Avn Ltd, damaged at Lydda 13.1.39 and later reduced to spares.

26.4.46 p.501: Location of BOAC DC-3 G-AGHK's forced landing was Lugo de Lajera (Llanera?) airfield, Oviedo. Other reports say one passenger injured, 4 crew and 8 passengers unhurt but aircraft destroyed.

3.5.46 p.507: Hawk Trainer G-AGVW c/n 1748, ex P6380, U-0259 collided with Autocrat OY-DGA c/n 1846 owned by Edsberg (the Hawk Tr pilot) and flown by Capt Erik Enfeld with two passengers who were slightly injured in their lucky escape. Easter Day that year was 21.4.46.

3.5.46 p.510: The first Auster in Sierra Leone was Autocrat G-AGYS c/n 1866, flown there by Maj J.P.Birch. It was intended to become VR-LAA in 1949 but retained its British marks and crashed at Bonthe, Sherbro Island on 28.4.49. The regn was cld in 2.50 but the Auster was later rebuilt to become F-BGXX.

10.5.46 p.562: The Shapley Kittiwake G-AFRP (see photo) was flown on 8.5.46 for handling trials by G.L.Howitt of the ARB and Capt F.Symonson. The report stated that further trials would be necessary before issue of a CofA, an undated handwritten note adds that the aircraft crashed subsequently. It was intended to replace the Pobjoy Niagara with a Cirrus Minor in a production version.

31.5.46 p.624: The prototype Chipmunk was of course CF-DIO-X. Designer W.J.Jakimiuk had apparently done some studies on a side-by-side Chipmunk fuselage though these may only have been informal. The Beaver became DHC's top priority and further Chipmunk development was dropped.

31.5.46 p.653: The DNL Ju 52 was on 22.5.46 involving LN-LAB was also covered by Casualty Compendium p.91/108.

28.6.46 p.748: The Kay Gyroplane was G-ACVA c/n 1002 which was flown at Perth up to 16.8.47 and now in storage for the Glasgow Museum of Transport. One Pobjoy-engined Swallow was G-AECA c/n 417 regd to C.Y.Brownlow & D.Redman who flew it to South Africa in 39 days where it became ZS-DAV. Others

were G-ADPT (Pobjoy) and Cirrus versions G-AEIB, EOZ, ERR, EWI, FGV and FHM. The Tiger Moths were G-AHVV and HVW, the Autocrat was G-AGXM. Sidney Cotton's Lockheed 12 would be either G-AGTL or G-AGVZ.

28.6.46 p.756: The Difoga 421 was painted as PH-NAG but officially ntu. The designation was derived from Diepens Ford Garage, 421 being the first design of 1942. See photo this page.

28.6.46 p.766: The five Qantas Catalinas were Lend-Lease aircraft which flew their last services in July 1945. They were handed over to 300 Wing, RAF Transport Command and beached, four at Nedlands Bay, Perth and one at Rose Bay, Sydney. The four Perth aircraft were: G-AGFL Fleet No.1 "Vega Star" ex FP221, San Diego-built PBY-5B c/n quoted as 808 or 122. G-AGFM Fleet No.2 "Altair Star" ex FP244, San Diego-built PBY-5B c/n quoted as 811, 145 or (in error?) 122. G-AGID Fleet No.3 "Rigel Star" ex BuA.08215, JX575, San-Diego-built PBY-5 c/n quoted as 2374, 1109 or 182. G-AGIE Fleet No.4 "Antares Star" ex BuA.08217, JX577, San Diego-built PBY-5 c/n quoted as 2375, 1111 or 183. All four were towed out to sea off the Swan River and scuttled off Rottnest Island by 28.11.45. The fifth, Sydney, aircraft was G-AGKS Fleet No.5 "Spica Star" ex JX287, Boeing Canada-built PB2B-1 c/n 28022. It was destroyed off Rose Bay in 3.46.

Clarification of the c/ns would be welcome, apparently Consolidated used both c/ns and set or contract numbers: any details of sequences and tie-ups would be welcome and will be published in due course. Qantas operated seven more Catalinas in peacetime, VH-EAW, EAX, EBA, EBB, EBC, EBD and EBU. All were PB2B-2 models, ex RAAF, with an eighth aircraft A24-354 used for spares.

28.6.46 p.766: VH-UXP was Beech 17 c/n 108, the Electra was VH-UZP. The accident took place on 16.5.46 and appeared on p.89/110 and p.90/26.

NEW EXTRACTS

Aeroplane 12 July 1946

*P.43 - Amongst photographs of the International Air Rally at Lausanne on 29/30 June was one of Klemm L25 HB-EBU with a tricycle undercarriage. Also present was a Comte AC-11 HB-KIM fitted with an Avro Lynx. (A letter from Paul de Maeyer in the issue of 26 July suggested that the Klemm might have been the one used by Willy Farner at Grenchen in 1943 for tests prior to use on the WF.12).

*(More information please)

*P.51 - A prototype Bristol Wayfarer forced landed in the South Atlantic, 70 miles off Natal, Brazil on 4 July. It was en route to Buenos Aires for Argentine National Day when it ran out of fuel due to a navigation error. There were 5 on board from Bristols and Airwork.

*Small Ads - For sale (Box No); Complete designs/technical data of wooden two-seater low-wing monoplane flown in 1938 with 60hp engine. Prototype over 50 hrs of flying but not currently airworthy. 100mph cruising and designed to ARB requirements. *(Any ideas what this was?).

Aeroplane 19 July 1946

*P.60 - Howard Hughes crashed in his XF-11 near Los Angeles on 7 July. The crash occurred at low level

Below: The second Shapley Kittiwake G-AFRP with 95 hp Pobjoy Niagara and enclosed cockpit first flew in 1938 but this photo was taken in 1946. In 12.46 it failed to recover from a spin and the pilot baled out. (Aeroplane via Jack Meaden)
Bottom: The Difoga 421 shown wearing the marks PH-NAG. (via H.Hazewinkel)



when one of the contra-rotating props changed to reverse pitch.

*P.81 - A Proctor for the personal use of the British Air Attache, Washington has been shipped to Baltimore for assembly by BOAC. A Gemini will follow for British Embassy use. The Proctor will replace Peter Masefield's Hurricane.

*(What about research on Embassy aircraft?)

Aeroplane 2 August 1946

*Small Ads - Mr Mavrogordato was still advertising a Martlet for sale at £150 from an address at Downton, Wilts.

*(An easy one - but where did it spend the war?)

Aeroplane 9 August 1946

*P.152 - Argentina has ordered 150 Magisters for £175,000 for delivery by September. They are to be used by flying clubs to give elementary training to Argentine Air Force pilots. Photos showed at least LV-XNI, LV-XNP & LV-XOO.

*(Refer back to Civvie Street article)

*P.152 - Autocrat G-AHAR has been put on display in Grands Magasins Reuins department store in Paris by M George Seversky, the French Auster concessionnaire.

*(This did not become F-BGRZ until 1950 - why?)

Aeroplane 16 August 1946

*P.202 - A BOAC Dakota forced landed at Eidsvold, on approach to Oslo in fog on 7 August. 3 crew killed plus 2 passengers, with 11 injured.

Aeroplane 23 August 1946

*P.210 - A batch of 50 Olympia gliders have been laid down by Chilton Aircraft Ltd at Hungerford. The first was delivered to Dudley Hiscox at Dunstable on 11 August.

*(What about some glider articles?)

*P.231 - A Dove owned by the MoS crashed at the BOAC Development base at Hurn on 14 August whilst on joint MoS/DH trials. H.W.North of DH killed and 3 others injured.

*Small Ads - W.S.Shackleton selling a Flying Flea with V-twin Anzani. Carefully stored & engine protected since last flown in 1939. To be seen near Edinburgh - £75.

Also selling Gull (Napier Javelin) formerly owned by Charles Gardner; stored since 1940, 400 hrs - £195.

Aeroplane 30 August 1946

*P.246 - A lengthy article on the only BV222 Wiking in England - VP501 "R", currently semi-servicable at Calshot with 201 Squadron. 13 were built and 2 others were currently in the USA.

*(This information at variance with Putnams).

*P.258 - An Avro XIX of Railway Air Services crashed near Speke Airport on 16 August, whilst on an engine test. The pilot, Capt D.C.Harrison was killed, two engineers injured.

*P.260 - A BOAC Lancastrian on a training flight from Lydda to London crashed at St.Aubin du Therney, near Paris on 21 August. Eight of the 9 on board were killed including the pilot Capt J.R.G.Copeland.

*P.260 - An Anson of Misr Airlines crashed near Almaza Airport on 25 August killing 5 passengers & 1 crew. The passengers lost included the Middle East manager of Airwork, Dick Malone.

Aeroplane 13 September 1946

*P.314 - A Dakota of Air France crashed at Holtug, 40 miles South of Copenhagen on 3 September shortly after take-off from Kastrup en route Paris. 17 passengers & 5 crew killed.

Aeroplane 4 October 1946

*P.398 - A Rapide of Scottish Airways crashed in bad weather near Milngavie, 12 miles NW Glasgow on 27 September. 5 passengers and 2 crew were killed. It was circling the airfield prior to landing.

Aeroplane 11 October 1946

*P.406 - A review of recent airliner accidents added the following to the toll:-

15.9.46 RCAF Dakota in Saskatchewan; 21 killed.

19.9.46 RAF Lancastrian at Homs, Tripoli; 25 killed.

25.9.46 RAF Dakota struck hill at Hong Kong; 19 killed.

*P.428 - reported on the formation of the US Embassy Flying Club at White Waltham using one NA Texan and 3 Cubs (NC79800 was illustrated).

Aeroplane 18 October 1946

*P.454 - An RAF York, en route Lyneham to Singapore,

was lost in the Malacca Straits, NW of Penang on 6 October; 15 passengers and 6 crew killed.

Aeroplane 1 November 1946

*P.500 - reported that Portsmouth Aviation Ltd had already received over £1 million of export orders for the Aerocar and was seeking a new large factory in the Home Counties. (Was this just pure optimism?)

*P.501 - A Fairey Swordfish is being presented to the National Maritime Museum at Greenwich to commemorate the air war at sea. (What happened to it?)

*P.520 - An RAF Dakota crashed into mountains in the North West Frontier near Afghanistan on 17 October, killing all 17 on board.

*P.520 - An RAFTC York crashed shortly after take off from Dum Dum, Calcutta on 20 October, killing 3 and injuring 15.

Aeroplane 8 November 1946

*P.553 - A letter from W.P.Tyrell of Hindustan Aircraft Ltd reported that whilst in India in early 1946, he travelled in a railcar from Kalka to Simla which was placarded "The engine of this railcar was originally produced for the R101" There were apparently four spare engines shipped to Karachi which were subsequently sold to Indian State Railways. Do any survive?

Aeroplane 15 November 1946

*P.566 - Records the towing away from Hythe of the Short Empire Boat "Canopus" (G-ADHL) for scrapping last week. A photo shows her being towed up Southampton Water devoid of engines and markings.

*P.606 - Last week, 16 surplus US Army Piper Cubs were ferried in 200 mile hops from the Munich area to Copenhagen for Norway. This is the second batch, and was flown by US Army pilots shepherded by a Dakota. Onward flight from Copenhagen is by civilian Norwegian pilots.

Aeroplane 22 November 1946

*P.612 - In an article by the late, and great, C.G.Grey, comparing Paris Salons 1908 and 1946, he stated "The problem in front of all transporters is to land slowly and not burn up" Is this his first use of one of the classic aviation quotes?

*P.628 - The 17th Salon d'Aeronautique was held in the Grand Palais, Paris from 15 November to 1 December. On display were the following real airframes:-

UK

AW.52G Glider
Fairey Firefly IV
Gloster Meteor IV (clipped wing)
Gloster Meteor (long span) EE549
Miles Gemini G-AIHI
Hawker Sea Fury X VB857
Percival Prentice
Percival Merganser G-AHMH

Czechoslovakia

Avia 36 OK-AHZ
Praga E.117 OK-AFU
Sokol M1C OK-AHL
Zlin 122 OK-AOB

France

SNCAC NC.211 Le Cormoran
SNCAC NC.701-2 Martinet F-BBFP
SNCAC NC.800 Le Cab Sud Est SE.2100
SNCAC NC.840 Chardonneret Sud Est SE.2311
SNCAC NC.2001 helicopter Sud Est SE.3000
SNCAC JC.1 biplane SECAN SUC.10
SNCAC O.6 La Fregate Courlis F-BBXS
Arsenal VB.10C-1 SIPA S.20
Arsenal VG.70-01 No.01 SIPA S.50
Marcel Bloch MB.500 (mock-up) SIPA S.70
Breguet Type 11-E helicopter SNCASO SO.30R
Guerchais-Roche 25 SNCASO SO.90
Guerchais-Roche 39 Cassiopee
Guerchais-Roche 107 glider SNCASO SO.94
Max Holste 52E SNCASO SO.1100
LD.45 SNCASO SO.6000
Morane-Saulnier MS.472 SNCASO SO.7010
Morane-Saulnier MS.560 SNCASO SO.M1
Morane-Saulnier MS.571
SNCAN Nord 1101 Noralpha F-BBKM
SNCAN Nord 1203 Norecrin F-BBKC
SNCAN Nord 1500 Noreclair

Netherlands

Fokker F.25 Promotor PH-NBA

PRE-WAR AIRLINE FLEETS



I. Hillman's Airways Ltd

Above: Hillman's Airways first DH.84 Dragon, c/n 6000 G-ACAN, was named "Maylands" after its home base. (Aeroplane via J.M.)

HILLMAN'S AIRWAYS LTD

Founded: November 1931.

Owner: Edward Hillman.

Address: London Road, Romford, Essex.

Also Maylands Aerodrome, Nr Romford.

After serving in the cavalry Edward Hillman became a taxi and coach driver. He then started and built up a coach business which was compulsorily purchased. On receiving £145,000 compensation he started up in aviation.

Hillman died on December 31st 1934, a victim of a coronary attack. Hillman's Airways was bought by British Airways on December 11th 1935.

Routes:

Romford - Paris
Romford - Clacton
London - Ramsgate - Margate - Broadstairs
Stapleford - Le Zoute
Stapleford - Brussels
Stapleford - Antwerp

Other destinations:

Liverpool - Isle of Man - Belfast
Birmingham - Manchester - Hull - Glasgow

Fleet List:

de Havilland DH.80A Puss Moth

G-ABSB C/n 2213 CofA date 20.11.31
New to Hillman's, "Sonny" Fleet No.1
Wfu after accident, Clacton 7.5.33.

G-ABSO C/n 2217 CofA date 22.12.31
New to Hillman's, Fleet No.2
Sold 7.33
To P.Bailey, op Personal Airways 11.34
Impressed as X9439 1.4.40, soc 17.8.40.

G-ABVX C/n 2228 CofA date 22.4.32
New to Hillman's, "Gilford"
Taken over by British Airways 30.9.35
To C.Goldsmith, Stapleford 3.12.35
To Horton Kirby Flying Club 6.6.39
Impressed as X5044 15.11.39, soc 11.9.45

de Havilland DH.83 Fox Moth

G-ABVI C/n 4004 CofA date 17.6.32
New to Hillman's
To Essex Aero Ltd, Maylands 7.36
Burnt out in hangar fire due to enemy bombing 6.2.40.

G-ABVJ C/n 4006 CofA date 24.6.32
New to Hillman's
To Eastern Air Transport, Skegness 4.33
To Midland Airways Ltd, Sywell 9.35
Destroyed by fire .37.

G-ABVK C/n 4005 CofA date 23.6.32
New to Hillman's
To British Airways Ltd, Stapleford 1.36
To L Lipton, Stapleford 4.36
To Pines Airways Ltd, Porthcawl 2.39
Impressed 12.39 as X2867, soc 19.8.41.

de Havilland DH.84 Dragon 1

G-ACAN C/n 6000 CofA date 16.12.32
New to Hillman's, "Maylands"
To Aberdeen Airways Ltd, Dyce 9.34
Crashed near Dunbeath 21.5.41.

G-ACAO C/n 6001 CofA date 3.2.33
New to Hillman's, "Goodmayes"
To Lady Apsley, Whitchurch 10.35
To Western Airways Ltd 7.38
Impressed as X9398 2.4.40, soc 21.2.41.

G-ACAP C/n 6002 CofA date 9.2.33
New to Hillman's, "Romford"
To Commercial Air Hire Ltd, Croydon 2.36
Crashed at Lyndhurst 26.3.36.

G-ACBW C/n 6009 CofA date 13.4.33
New to Hillman's
To Provincial Airways Ltd, Croydon 7.34
To Air Despatch Ltd, Cardiff 11.39
Impressed as BS816 27.10.40, soc 22.10.41.



Left: First of Hillman's Airways DH.86s, G-ADEA is shown after the British Airways' take-over with both companies' titles. It was at the inauguration ceremony for the first flight of unsur-charged air mail abroad, flown to Copenhagen 3.36 by BA Chief Pilot Capt Anderson (standing left). Below: A rather different view of DH.86 G-ADEA, seen during a pre-delivery test flight with escape hatches clearly visible on the top surface of the fuselage. (Both photos: Aeroplane via Jack Meaden)

G-ACEU C/n 6022 CofA date 10.5.33
New to Hillman's, "Brentwood"
To Airwork Ltd, Heston 1.36
Sold abroad 3.37 (to Spain?).

G-ACEV C/n 6023 CofA date 12.6.33
New to Hillman's, "Ilford"
To Airwork Ltd, Heston 1.36
To Spain, ex Croydon 15.8.36.

de Havilland DH.86

G-ADEA C/n 2323 CofA date 5.6.35
New to Hillman's
To British Airways Ltd .36
To Wearnes Air Services VR-SBC 6.38
To VH-UZX(2) 7.40
Impressed 27.12.40 as A31-7.

G-ADEB C/n 2324 CofA date 20.6.35
New to Hillman's
To British Airways Ltd .36
Crashed nr Altenkirchen, Germany 12.8.36

G-ADEC C/n 2325 CofA date 1.7.35
New to Hillman's
To British Airways Ltd .36
To PLUNA, Uruguay CX-AAH 9.38, wfu 10.45

de Havilland DH.89 Dragon Rapide

G-ACPM C/n 6251 CofA date 5.7.34
New to Hillman's
Crashed off Folkestone 2.10.34.

G-ACPN C/n 6252 CofA date 2.8.34
New to Hillman's
To British Airways Ltd 4.36
Sold abroad, to Spain 8.36.

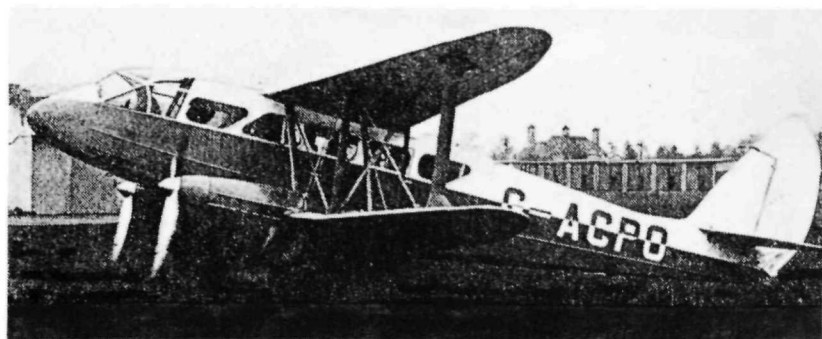
G-ACPO C/n 6253 CofA date 4.9.34
New to Hillman's
To British Airways Ltd 3.36
To Australia VH-UBN 8.36
Impressed 9.8.40 as A33-5
Restored VH-UBN 4.42
Crashed Mt Kitchener, SA 20.7.44.

G-ADAG C/n 6266 CofA date 6.2.35
New to Hillman's
To British Airways Ltd 1.36
To Northern & Scottish Airways Ltd 8.36
To Airwork Ltd 9.37
Impressed 15.7.40 as Z7264, soc 13.9.43.

G-ADAH C/n 6278 CofA date 19.2.35
New to Hillman's
To British Airways Ltd 2.36
To Northern & Scottish Airways Ltd 8.36
To Airwork Ltd 8.37
To Allied Airways Ltd 10.38
To spares, Booker 10.69.



Below: The third production Dragon Rapide G-ACPO seen with both engines running at Stag Lane before delivery. The colour scheme was like that of the Dragons. (Aeroplane via Jack Meaden)



G-ADAI C/n 6287 CofA date 14.5.35
New to Hillman's
To British Continental Airways Ltd 5.35
To British Airways Ltd 2.37
To Airwork Ltd 8.37
Impressed 15.7.40 as Z7262, 'soc 2.12.40.

G-ADAJ C/n 6276 CofA date 5.6.35
New to Hillman's
To British Airways Ltd 1.36
To Highland Airways Ltd 9.36
To Scottish Airways Ltd 6.38
To British European Airways 2.47
To France 11.47 as F-BEDY, F-OADY, then F-BAHY.

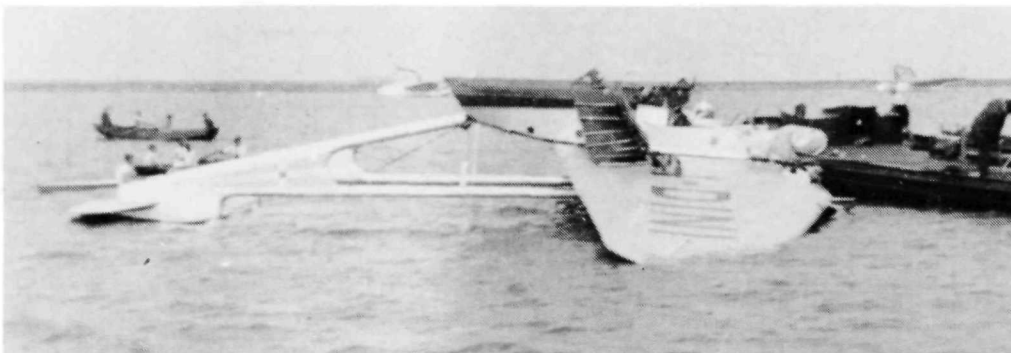
G-ADAL C/n 6263 CofA date 2.3.35
New to Hillman's
To British Airways Ltd 3.36
To Wrightways Ltd, Croydon 6.36
Impressed 9.4.40 as X9448, soc 21.4.41.

G-ADDF C/n 6284 Purchased 9.35
From Aberdeen Airways
To British Airways Ltd 1.36
To Northern & Scottish Airways Ltd 8.36
To Airwork Ltd 8.37
Sold abroad 9.37, to Spain via Lejeune.

Casualty Compendium

PART FORTY-FOUR

Right: A little late but nevertheless welcome is this photo of Savoia Marchetti S.55 I-DINI lying upside down near Amsterdam on 1.7.33, the day of its accident as recounted on pages 88/110 and 89/24. Photo from the Don McKay collection via J.M.G.Gradidge.



Clearing up a few loose ends to begin with:

- 4.8.43 The aircraft of Tata Sons Ltd was Stinson Model A VT-AQW c/n 9113 ex NC15153. Six fatalities.
- 8.1.45 The Martin 130 NC14716 was c/n 558.
- 12.6.45 The TACA aircraft which crashed at Puerto Cabezas, Nicaragua, was Ford 5-AT-B AN-AAR c/n 5-AT-13. Parts were shipped to the EAA in 5.76 and used to rebuild N8407.
- 24.6.45 Faucett-Stinson c/n 16 was still flying as OB-BBP-279 although officially OB-PAA-104 by then.
- 1.8.45 The location was San Luis Potosi, the twelve fatalities were 3 crew and 9 passengers.
- 10.9.45 The Faucett-Stinson was OB-PAF-133, c/n 19, actual location at Tablabambe, 1 crew and 5 passengers killed.
- 13.9.45 The National Airlines L.18 NC33349 was c/n 2370, it overshot and skidded over a sea wall.
- 29.9.45 The Boeing 247D C140 was also reported as out of service prior to 3.43.
- 5.10.45 Lockheed 18 NC18199 was probably leased to National by DPC.
- 11.10.45 NC15555 was c/n 2207. National was unlucky, to say the least, to lose three L.18s in thirty days!
- 24.10.45 This Faucett-Stinson was OB-PAG-139 c/n 24. The accident was actually at Trapoto in the Dept of San Martin. One crew and four passengers were killed.
- 15.2.46 Panair do Brasil Sikorsky was S.43B PP-PBM c/n 4316. It was later rebuilt as PP-PCA, using parts of PP-PAU (c/n 4308) and PP-PBA (c/n 4303).

So now on with the identities of the casualties listed in Part Forty-three:

- 7.9.46 "Star Leader" was British South American Airways Avro York I G-AHEW c/n 1300 which stalled after take-off from Yun Dum airport, Bathurst and crashed into the sea. Was en route London - Buenos Aires. Capt J.N.S.Cumming, 3 crew and 19 passengers were killed. The Captain was making his first night take-off at maximum weight but the York was actually overweight. (Another York and two Tudors of BSAAC were lost at sea without explanation in the early post-war years.)
- 12.9.46 Pacific Central airliner was Douglas DC-4 NX91068 c/n 10342 which actually landed at Washington National after the starboard outer engine caught fire and fell off during a training flight. The 4 crew escaped. Cause of the engine fire was a failed exhaust valve which fractured the cylinder head allowing escaping fuel vapour to be ignited by a faulty exhaust stack on another cylinder.
- 17.9.46 SABENA accident involved C-47-DL OO-AUR c/n 4549 which took off from Brussels Haren/Evere for Croydon on a mail flight but crashed into a "shed" (not hangar?) at 0117 hrs local time, killing the radio operator, but Capt Legrand, two other crew (stewardesses?) and three passengers survived.
- 18.9.46 This SABENA accident involved Douglas DC-4 OO-CBG c/n 42986 which crashed at Dead Wolf Brook, 24 miles SW of Gander at 0742 GMT when on approach in bad weather at the end of the Shannon - Gander sector of a Brussels - New York proving flight. Capt Ester, 4 crew, 26 passengers died; 1 crew, 12 passengers injured of whom 1 died later; 5 passengers were unhurt. Wreck not located until 19.9.46. This is frequently quoted as a delivery flight, but the aircraft was delivered (presumably at the factory) to SABENA on 4.6.46, over three months earlier. This was in fact the sixth of ten North Atlantic proving flights by SABENA and as it appears to have been a westbound flight it can hardly have been a delivery. For some reason seven of SABENA's nine DC-4s have registration dates twelve months or more after their delivery dates, during which time they were flying commercially. No explanation of this anomaly is known. The date is also quoted as 17.9.46 but this could refer to the 2140 hrs departure from Shannon since there is only a 3.3 hour time zone difference between GMT and Newfoundland time.
- 27.9.46 Panair do Brasil C-47 was actually DC-3A PP-PCH c/n 4087 which crashed in flames 12 kms from Alto Rio Doce, Espirito Santo, en route from Rio de Janeiro to Belo Horizonte (or vice versa?). Reported by eye witnesses to be struck by lightning. Four crew and 21 passengers killed.
- 3.10.46 American Overseas Douglas DC-4 NC90904 c/n 27290 "Flagship New England" had diverted to Harmon Field, Stephenville, Newfoundland from Gander on a New York to Berlin flight. After refuelling it took off for Shannon at 0330 and flew in a straight line until it hit a hill and crashed seven miles from the airfield killing Capt Westerfield, 7 crew and 31 passengers.
- 3.10.46 Southampton Air Services' sole Douglas DC-2-115L G-AGBH c/n 1584 (ex PH-ALE, NL203, PH-TBB) was damaged when it swung on take-off at Luqa, Malta at 1632 hrs local time. Another report says that the undercarriage failed on landing but most agree on take-off. There were no injuries to the 2 crew and 21 passengers but the aircraft was not repaired.
- 8.10.46 United Airlines Douglas DC-4 NC30051 c/n 10471 "Mainliner Lake Michigan" crashed one mile out on approach to Cheyenne on a San Francisco to Chicago flight. Two passengers were killed but 44 other occupants survived. The pilot had made two approaches which were too high and in attempting to align the aircraft with another runway without going through normal approach procedures he allowed the right wingtip to hit the ground. In the subsequent impact the right wing was torn off and the aircraft skidded for some 700 feet along the ground, fortunately without the fuselage catching fire.
- 11.10.46 Eastern Airlines accident (date correct) also involved a Douglas DC-4, NC88729 c/n 18396. Making a second approach to Washington National in fog, inbound from Miami via Atlanta, the DC-4 hit a pole and then HT cables 6 miles short but 200 feet higher than the field and crashed near Groveton, Virginia. Capt J.S.Morris and co-pilot injured but 2 crew and 23 passengers were unhurt.
- 12.10.46 The Trans World Airlines aircraft was L.049 Constellation NC86512 c/n 2039 "Star of Geneva". It approached New Castle, Delaware, on a ferry flight in a heavy storm and though advised to divert or change runways the Captain landed but overran through trees and across a road, striking two cars. The aircraft was destroyed by fire but all 7 crew escaped. (The aircraft name is as quoted by contemporary reports. The Constellation monograph quotes this aircraft as "Star of India" but gives the same name for NC86514 c/n 2041 which was current from 2.46 as such.)
- 17.10.46 NATS Air Transportation Service Douglas C-47A NC38942 c/n 12971 was diverted to Laramie from Cheyenne and the scheduled alternate Denver when operating a charter from Oakland to Newark. When attempting to land at



Left: Another teaser from Fred Kirby's collection, this shot shows a fairly comprehensive attempt at removing one's undercarriage the hard way! Apart from the fact that F-AOFX was a Caudron Luciole we know nothing more about it or this accident.

about 0100 after circling in heavy snow the port wing hit the ground and the aircraft crashed about one mile from the field, killing Capt Abernathy (who was also the non-scheduled company's treasurer), 2 crew and 10 passengers.

- 18.10.46 The Panair do Brasil Lockheed which crashed at Catanduvas was L.18 PP-PBQ c/n 2115.
 - 1.11.46 The crash near Limoges involved AAC 1 F-BCAD c/n 284 of CTA Languedoc Roussillon. The actual location was near St Leger-la-Montagne, Haute Vienne, 25 kms from Limoges, possibly as a result of icing. Capt Mathurin, five (3?) crew and eighteen (20?) passengers killed.
 - 6.11.46 KLM Douglas C-47A PH-TBO c/n 13638 struck trees in fog and made a forced landing at Scotlands Farm, near Newlands Corner, Shere, Surrey with no major injuries among 20 occupants. An incorrect altimeter setting was blamed for the accident.
 - 9.11.46 Arnold Air Service Douglas DC-3 (they had two DC-2s?) stalled on take-off from Anchorage. Two crew and sixteen passengers unharmed.
 - 11.11.46 Comunicaciones Aereas de Veracruz DC-3 XA-FOZ crashed on Cofre de Perote, near Jalapa in bad visibility with 15 fatalities. Quoted as XA-FOX in contemporary reports but the "Excelsior" newspaper of Mexico City had a photo showing XA-FOZ. Identity unknown. Correct date 13.11.46.
 - 13.11.46 Western Air Lines DC-3 was C-53 NC18645 c/n 11662 which crashed on White Mountain, nr Lebac, 40 mls north of Burbank in bad weather inbound to Los Angeles from Salt Lake City and Las Vegas. Capt G.J. Miller began let-down although a radio station failed and he did not receive a positive locational fix. The aircraft was destroyed with the loss of all eleven occupants.
 - 14.11.46 The KLM airliner which crashed at Schiphol was C-47A PH-TBW c/n 20122 inbound from Croydon in very bad weather. Capt E.J.H.F. Moreton made several attempts to land but while performing an overshoot the aircraft stalled and crashed onto the runway killing all 26 on board.
 - 13.12.46 Avro York LV-XIG c/n 1365 crashed at Tijuca near Rio de Janeiro on high ground on a London - Buenos Aires service. Capt D.N. James and 20 others died but there was one survivor. Correct date is 23.12.46.
 - 17.12.46 The Winged Cargo aircraft was Douglas DC-3 NC88876 (c/n ?) which left Kingston, Jamaica at 0700 for San Jose Costa Rica but failed to arrive. It was reported to have been found on 25.12.46 in the Talamanca Mtns, Costa Rica with the 2 crew, 5 passengers and cargo of 8 bull calves safe. This however was incorrect and the wreckage was only discovered at Tilaran, Costa Rica about 29.11.47.
 - 19.12.46 Pan American Douglas DC-4 NC88897 c/n 10476 "Clipper Onward" struck a tree during a landing attempt at Moisant International airport, New Orleans in bad weather. The pilot Capt Adger diverted to Mobile but engine trouble forced him to land at Brookley Field instead.
- Photo on p.91/108 shows Cierva C.30A PH-ASA c/n 707, ex G-ACVX, which crashed at Oostwold near Hoogkerk on 25.5.38. Flown by De Velden it crashed at 1900 hrs when en route from Rotterdam to Appingedam near Groningen. A number of other suggestions were put forward, notably LeO C.30 F-AOIO (ex Avro C.30A G-ACWI) at Rouen on 29.5.38. At least the landscape clues seemed to give readers the right general ideas!

Many thanks for the contributions from the following readers: Geoff Allen, K.F. Carter, Ed Davies, John Havers, Harm Hazewinkel, Fred Kirby, Jack Meaden, Tony Morris, Matthew Rodina, Vic Smith and John Wegg.

Before we commence the next batch of casualties for you, the readers, to solve, we have one request from Ed Davies for information about an unidentified C-47 which appears to be a military accident.

- 23.6.45 A C-47 crashed near Iowa Hill, 30 mls northeast of Auburn, CA killing the crew of three. The aircraft was from Reno Army Air Base but no record of the accident appears in Air Force Safety Agency files.
- 24.12.46 Western Air Express aircraft hit Mt Laguna near San Diego at night.
- 26.12.46 Trans World airliner crashed at Shannon, Eire.
- 28.12.46 Aircraft of Kansas City Southern Airways crashed at Walshville, Illinois.
- 31.12.46 Intercontinental Air Transport DC-3 crashed on approach at Charleston, S Carolina.
- 3.1.47 Panair do Brasil aircraft crashed at Sao Paulo.
- 5.1.47 Nationwide Air Transport Service written off in emergency landing, Carmel, NJ.
- 6.1.47 Northwest aircraft crashed and burnt out at Chicago.
- 8.1.47 National Airlines aircraft overshoot and crashed in woodland, Jacksonville, Florida.
- 10.1.47 United Airlines Stinson damaged in ground loop landing at Denver, Colorado.
- 12.1.47 Eastern Airlines aircraft, off course, crashed and burned at Galax, Virginia.
- 22.1.47 Allegheny Air Cargo aircraft suffered in-flight fire, written off in emergency landing at Allentown, PA.
- 22.1.47 Qantas aircraft crashed at Scholfield, New South Wales.
- 26.1.47 Crown Prince Gustavus Adolphus of Sweden among fatalities in KLM crash at Kastrup, Copenhagen.
- 1.2.47 Air France service from Le Bourget crashed in mountains 40 km from Lisbon.
- 4.2.47 American Airlines aircraft crashed due to engine failure on take-off at South Bend, Indiana.
- 14.2.47 Atlantic & Pacific DC-3 burnt after emergency landing at League City, Texas.
- 14.2.47 Slick Airlines aircraft crashed during practice approach at Denver, Colorado.
- 15.2.47 An Avianca aircraft crashed with 53 fatalities at Bogota, Colombia.

FEED BACK

THE FOKKER F.VII SERIES

Extensive additions to the Japanese registrations by Donald Hannah from pre-war Bureau Veritas listings, to the Polish section from Tony Morris and to the Avro list from George Jenks.

- 4955 on p.91/5 reference to rebuild after accident 07.07.27 should say C-2 No.1, NC55 (1).
 5054 "H-NACT" did fly at the Internationale Luchtvaart Show Ypenburg 10.6.57 and made other flights before the Aviodome opened in 1960.
 5117 J-BBLO to Nippon Koku Kabushiki Kaisha (NKKK), CofA 10.29, re-regd J-BFOD between .32 and .36, still listed .38 register.
 5118 J-BBAO to NKKK, CofA 7.29, cld by .32 register.
 5119 J-BBBO to NKKK, CofA 7.29, re-regd J-BBOA, cld c.36.
 5120 J-BBCO to NKKK, CofA 8.29, re-regd J-BJOB c.36, still listed .38.
 5121 J-BBDO to NKKK, CofA 8.29, re-regd J-BBOC, cld c.36.
 5180 J-BBMO to NKKK, CofA 10.29, re-regd J-BAOE to Nihon Koku Yuso Kaisha (NKYK).
 5213 J-BBSO to NKKK, CofA 8.30, re-regd J-BEOF, still listed .38.
 5214 J-BBTO to NKKK, CofA 8.30, cld between .32 and .36.
 5234 J-BBZO to NKKK, CofA 10.30, re-regd J-BEOG, cld .36.
 5235 J-BBYO to NKKK, CofA 12.30, cld between .32 and .36.

AVIA PRODUCTION

- 19 To Croatian 1st Bomber Squadron, destroyed on the ground during 1944.

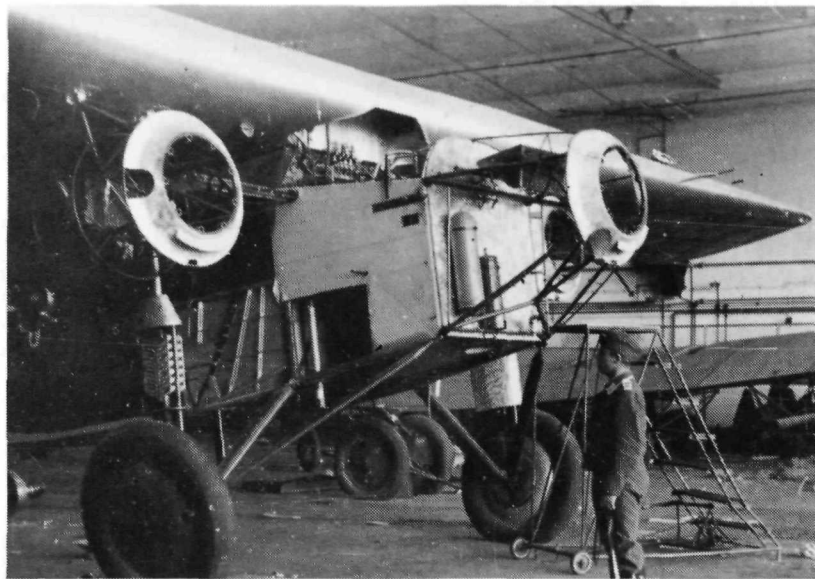
PLAGE & LASKIEWICZ PRODUCTION

There were twenty of the bomber version produced, serialised 70-01 to 70-20 (sometimes also quoted as c/ns), and one static test airframe. One Polish source suggests that the civil Fokkers also received a serial allocation, 70-21 to 70-31 for the eleven F.VIIbs and 70-32 to 70-36 for single-engined aircraft (however LOT had six singles, not five). A photo of a military F.VII serialised 70-34 with a single radial exists. Sources disagree whether 4 or 3 singles went to the Air Force Instrument Flying School, c/n 5091 would presumably be the fourth aircraft.

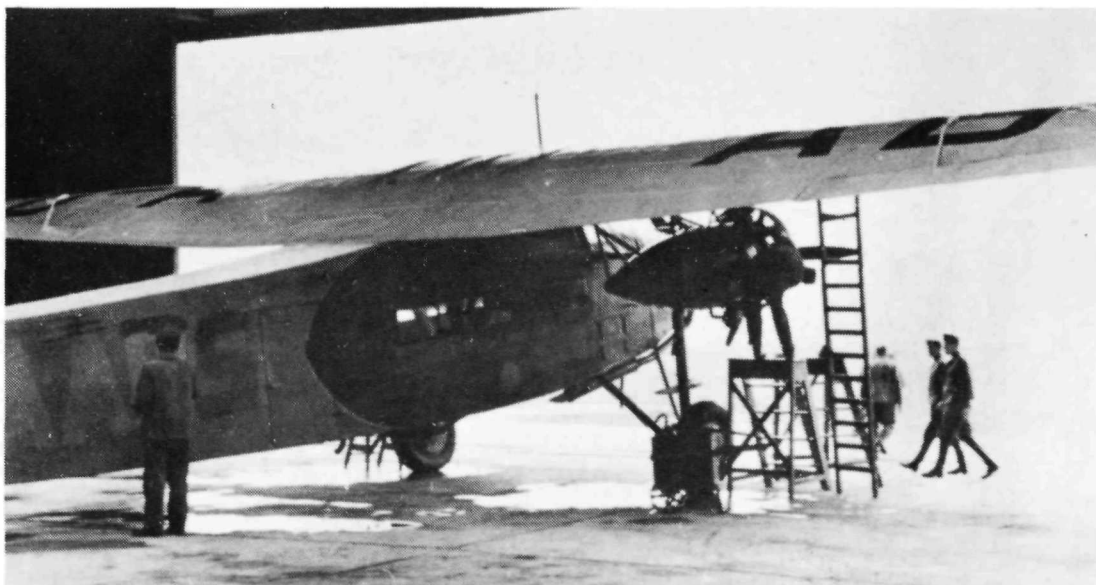
- 1 SP-ABA cld 5.5.36, sold via Air Force and SEPEWE agency to Spain (did it arrive?).
- 2 SP-ABB damaged 12.32, repaired and re-engined with Wasps 1933. Cld .36, to Spain or remained in Poland to 1938?
- 4 SP-ABD cld 10.8.36, then as c/n 1? We have not seen evidence of Polish F.VIIs reaching the Spanish civil war.
- 5 SP-ABE accident Czerniowci .34, repaired. Cld 23.10.35, to Air Force Instrument flying School, possibly wfu mid-36.
- 6/*5 SP-AOE regd 8.5.35; cr Helsinki 22.1.38.
- 7 built 1929 but not regd until 10.2.34 and d/d 10.9.34. Used by Air Force first and again after cld 24.10.36 until 1938. It has been quoted as 70-7 but if this is correct a civil c/n 7 is still required to fill the gap.
- 8/*6 SP-AOF regd 14.6.35, cld 31.1.36 dbr Warsaw.
- 9/*4 SP-AOC regd 22.3.35, at Warsaw-Okecie 9.39 and presumed destroyed.
- 10/*8 SP-AOT regd 21.9.35, cld .38 or damaged Lwow .39 and then to Air Force.
- 11/*7 SP-AOG regd 19.7.35, escaped 13.9.39.
- *1 SP-AMH regd 13.10.34, ex Air Force 70-5. Convtd back to /3m 1939, escaped 13.9.39.
- *2 SP-AMI regd 18.10.34, escaped 10.9.39.
- *3 SP-AMK regd 13.3.35 but 2 sources quote ex 70-2. Photo work 1938. Cld .38 to Air Force.

AVRO PRODUCTION

- 229 5.9.29 was export CofA date. Regd to ANA 13.11.29, wfu 12.11.32. Restd to New England A/W 15.8.33.
 230 Export CofA issued 3.9.29. Kingsford Smith delivered Xmas Mail Hobart - Croydon 12.31, f/l in cherry orchard in Kent due to fog. Avro for repair. Returned to Sydney, arr 22.1.32. Wfu 12.11.32. Regd Hart Aircraft Services 23.3.33. Regd Australian Transcontinental A/W 3.9.35. Regn lapsed 2.9.36, restd 19.10.36. Stalled at 20ft while joy-riding at Mascot, fell on nose and stbd wing, w/o. Regn cld 10.37.
 231 Export CofA issued 10.10.29. Regd to ANA



Above: Polish-built F.VIIb/3m SP-AOC c/n 9/*4 was under extensive repair along with F.VIIa SP-AAP in LOT's hangar No.11 at Okecie airfield, Warsaw at the time of the German invasion. It is likely that the Fokkers were scrapped as obsolete and not required by the Luftwaffe. (T.E. Willis collection)



Above: Avia-built c/n 19 D-AABS (ex OK-ABS) seen at Zagreb after its transfer to the Croatian Air Force. The German civil regn is being painted out on the fuselage though it retained the wing regn until totally repainted later on transfer to the 1st Croatian Bomber Squadron. Croatian coat of arms was applied to the top of the wings and the rudder. The old CLS badge, overpainted, is visible below the windows. (T.E. Willis collection)



Above: G-ABSR, Avro c/n 526, in dark colour with white regn at Woodford on 30.12.31 prior to delivery to the Egyptian Army Air Force as F201. (via George Jenks)

Below: F.VIIa/3m I-BBED c/n 5059 taken about 1934 at Milan airport while being manoeuvred using a trolley under the rear fuselage. (via G.Musitelli)



8.2.30, wfu Mascot 7.2.33. Rebuilt by Ulm at Cockatoo Dockyard. Regd VH-UXX 7.6.33. Dep Sydney for UK 21.6.33. To Portmarnock Strand, Dublin for TransAtlantic attempt but u/c collapsed and partially submerged by tide. To AVROe at Woodford for rebuild including new fuselage. After record flight regd to Eastern Air Transport 16.8.35, to KSAS 11.6.38, to Stephens Avn 21.5.41. The remains were burnt at Garbutt Field, Townsville .45.

- 241 Regd G-AADM 17.12.28 to AVROe for test flying, exhibited at Olympia Aero Show 16/ 27.7.29, flown Woodford - Farnborough 2.8.29 for CofA tests (six flights there between 7th and 9th), regn cld 7.8.29, export CofA issued 26.8.29 after modifications to control cables, throttle levers and ignition switches.
- 371 Export CofA issued 27.11.29, Lynx IVB. Regd New England A/W 18.1.32 "City of Brisbane", taken over by Airlines of Australia. Reported b/u and engines presented to Sydney University 7.38.
- 384 23.4.31 CofA issued IAL, Cairo. To Avros late .31 for installation of AS Double Mongoose in nose for engine tests. Charter to Iraq Petroleum Co .32 to 6.33. Final CofA renewal 21.11.38. Reported dismantled Croydon 11.39 and destroyed by enemy air raid on 3.3.40. However, a PRO file reports G-AASP u/s at Exeter in week ending 6.1.40 and withdrawn from NAC fleet 19.3.40 as u/s and lacking spares for repair.
- 388 Export CofA issued 5.3.30.
- 468 Lynx IVC. Regn lapsed 31.10.30. Regd New England A/W 16.12.31 "City of Sydney", taken over by Airlines of Australia. Reported broken up 7.38, engines presented to Sydney University. Regn cld 15.9.38.
- 524 Lynx IVC. Export CofA issued 6.11.31. Used by Viceroy of India.
- 525 Lynx IVC. Originally for Indian State A/W as VT-ACX. CofA to Airwork Ltd as G-ABSP 22.12.31 for delivery to Egyptian AF, d/d Heston - Almaza 11.1.32 to 18.1.32.
- 526 Lynx IVC. Delivery to Egypt as c/n 525 above.
- 527 Lynx IVC. CofA issued 3.5.33. Last flight 25.7.34, stored Renfrew. Moved c.39 to John Sword's caravan site nr Tarbolton, Ayrshire. Dbf summer .42 or .43. Nose and stbd wing nacelle presented to Royal Scottish Museum.
- 528 Crash, into radio mast at Ruysselede in fog, was on 30.12.33.

N9999F: AMERICANS OVERSEAS

N9956F The Cessna Crane was noted at Croydon 9.10.48 as 331964. It was stripped for overhaul prior to sale to Switzerland but this was not proceeded with and the frame was dumped outside. A PRO file exists on the aircraft as a result of a French complaint, they had impounded it at a Paris airport because of lack of registration and CofA. It was en route England - Zurich flown by a Universal Flying Services pilot (a subsidiary of Air Training (Fairoaks) Ltd). The file referred to "the Harvard and the Crane flown by King Peter" - now what was the Harvard? As King Peter was then a stateless person he was unable to own and register an aircraft. The Crane had no UK Type certificate nor any foreign CofA which could be validated. It was presented to the King by the US Govt and the US Embassy gave permission for it to continue to fly in US military marks. It was fuelled by 18 RFS Fairoaks on repayment by King Peter and maintained by UFS under contract from the Yugoslav Embassy. The Pentagon failed to trace any record of the presentation, so by 8.48 the UK Min of Civil Avn concluded that it was still a US military aircraft! It was finally recorded that 331964 arrived at Croydon, ex Dubendorf, on 9.10.48 still in US marks and without airworthiness documents. It could be that the MCA then restricted any further use of the Crane and that it was decided to register it in Switzerland where it had spent some time based. This tends to confirm our first report above but as far as we know no Swiss regn was ever allocated, although one UC-78 reservation HB-KIH remains unidentified.

NC79820 L.12A c/n 1277 is usually quoted as LA621 not LA623 (which was G-AGWN). As G-AGVZ it became NC79820 in 2.47, was operated by Balfour Marine Engineering Co Ltd, Southend in the 1950s and became N112LH c.10.84, being still current.

NC74129 c/n 952 is quoted for N1041G, HB-EPF, G-LEPF.

Air Jordan: the International Aviation Development Corp was formed in 1964 with a Reno, Nevada address and operated mostly DC-3s in Libya on oil related operations.

THE CAPELIS XC-12

Rick Allen provides further licensing details. Application for NX12762 was made on 2.11.33 and approved 17.11.33, expiring 1.6.34. Owners were the Capelis Safety Airplane Corp Ltd, Oakland Airport, CA, president Socrates H. Capelis and consulting engineer Dr John E. Younger (this presumably the correct name of the designer?). New licence applied for 31.5.34, issued to 1.12.34. Further application 12.12.34 (no issue?) by which time NX12762 was based at Orange's Airport, Stockton, CA. Company re-financed and further application 20.3.38 with licence issued to 1.10.38. An accident at Fresno, CA on 15.4.38 caused minor damage to u/c and propellers. Sold to Charles H. Babb, Glendale, CA on 6.5.38 but intended sale to Harold Booth, Richmond, CA on 6.10.38 did not go through. It was then sold to RKO Radio Pictures of Los Angeles on 24.3.39 but they did not licence it and it became a movie prop as recounted earlier.

THE PERCIVAL GULL

D.46 VH-CCM was owned by T.Spence in 1955.

D.57 may only have been allocated VH-UVH, registration not being completed due to crash on delivery flight?

D.60 was named "Jan II" with Connellan Airways.

D.67 SAAF.1430 was returned to 3 SAAF Wing on 11.5.42 after extensive repairs by 55 Repair & Salvage Unit, Egypt.

THE BOLKOW LIGHTPLANES

509 to LV-IOT 24.2.66, to LQ-IOT 24.8.68, later report as flying as LV-IOT again in 6.87.

515 to 519 originally allotted G-ASFO to G-ASFT, 3.63.

523 VH-EVG cld as wfu on 13.4.76.

539 at various times shown in US Register as N539Z and N5397, significance unknown, probably error!

555 crashed 1.4.84 at Umhlanga.

614 G-ATVB regd on 18.5.66; 30.6.66 was date of CofA issue.

622 Ecuadorian regn would fall between HC-ALV and -ALZ. Was in Chile by '71.

666 D-EGWY cr Bad Dürkheim 21.6.84 but repaired.

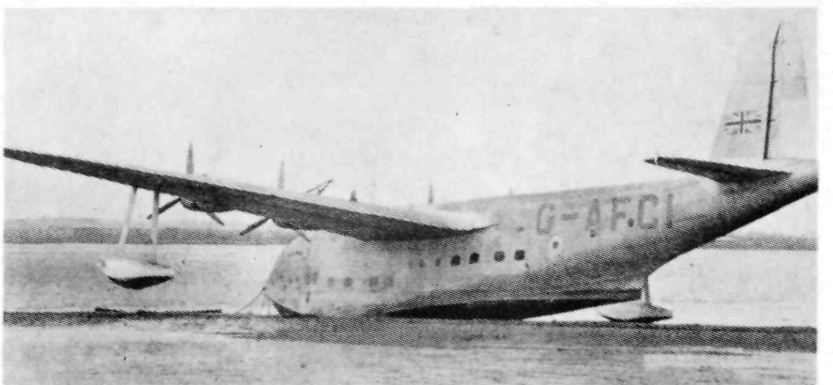
690 F-BRHY was imported via Heathrow (no, not in a crate) on 14.4.81 landing on runway 10R, perhaps the smallest aircraft to do so, and holding an Air India 747 in the process. Flown by Ian Callier.

F.C.BETTISON, HIS GULL FOUR AND OTHERS

Following comments on p.91/84 and Summer 1991 *Digest*, Jack Meaden has put together further information about Francis Bettison, G-ACGP and other aircraft associated with him. What follows is based on conversations with him at the time and on further research since.

The sighting of G-ACGP in South Croydon 26.9.48 confirms that it did not end its days in Harry Buckland's scrapyard (although he may have purchased it and sold it on as he did with Magister G-AJDR) but instead changed hands and was taken to Croydon by road. It seems likely that the penniless Bettison sold the Gull cheaply to someone who took it away but scrapped it after finding it too expensive to rebuild. Bettison said that he flew the Gull to Staverton in the hope of exchanging it for one of the Magisters then being given Cs of A, through London dealer L.Trappitt. No sale has however been confirmed.

As recounted in *Digest*, Bettison lacked luggage and did not appear to obtain a job in the area. Some doubts were expressed that he was Australian, he may have picked up his unusual accent in Canada, and no mention of Australian nationality was made at his trial. His reported age of 22 fits with the possibility that he joined



Top: Francis Bettison poses for Jack Meaden at Staverton with Gull Four G-ACGP the day after its last flight on 29.4.48. (Jack Meaden)

Lower: A photo from Flight of 14.5.54 showing G-AFCI "Golden Hind" up against the causeway at Harty Ferry. (via Jack Meaden)

the RAF at 18 and was on one of the flying courses in Canada which were stopped by the ending of the war in 1945. Although unqualified he could undoubtedly fly and handled the Gull well on landing at Staverton. Presumably he failed to attempt the test for an A Licence (now PPL) due to lack of funds. There must be strong doubts that he flew Sunderlands although he had lived near Pembroke Dock and may have frequently observed them there.

What happened to him next? In June 1950 Walrus I G-AMCS was registered to him but was dismantled in November without being converted. In October 1953 he made his next attempt to rescue an old aeroplane, the Short G Class flying boat "Golden Hind" which he had for 8 months but eventually had to see broken up after it dragged its moorings and drifted into a concrete causeway (as described in Autumn 1991 *Digest*). Yet another attempt seems to have involved Proctor 3 G-AKWJ but he was no luckier with this and it was broken up in 1962. Bettison seems to have been so fond of aircraft that he could not stay away from them, even to the extent of collecting old aeroplanes which at the time were no longer considered of any value. On the way he made some interesting contributions to aircraft histories.

Credits for Feedback received are due to Geoff Allen, Rick Allen, Phil Butler, Ian Callier, John Davis, Don Hannah, John Havers, Harm Hazewinkel, George Jenks, Terry Judge, Fred Kirby, Richard MacDemitria, John MacMaster, Tony Morris, Colin Smith, Vic Smith, Robert Swan, Ken Tilley, John Wegg Thomas Willis and Luc Wittemans. Not all the available information has been used this issue. Credits omitted last time were Keith Cruttenden, Mike Draper and Keith Palmer.

No.2 1992



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

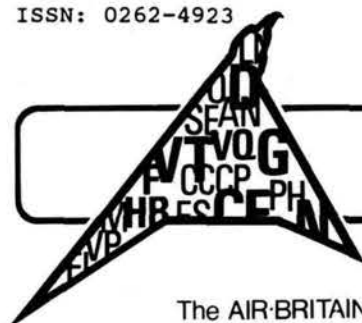


Edgar Percival flying the prototype EP.9 G-AOFU in its initial form near Stapleford Tawney. In this issue we have a special feature on the EP.9 and Prospector series. (Aeroplane via J. Meaden)



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ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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This edition of Archive is the fiftieth and to mark the occasion we are delighted to include as an extra feature (at no additional charge!) an Index of contents for the first forty-eight issues from 1980 to 1991. This Index is in fact a combination of the separate contributions of Ray Hoddinott and Terry Sykes and we hope that readers will find it useful in rapidly pinpointing articles or even parts of articles. May we remind readers that there are limited numbers of some back issues still available if you find that there are particular features that you have not already subscribed to. The address for back issues is given at the end of the index, please do not write to the editorial address.

Having completed the Fokker F.VII story last time as well as the main section of the Greek register, we have tried to run the entire EP.9 Production History in one issue this time. The listing is mainly the work of Alan Johnson and Major John Cross to whom we are most grateful, together with all those who offered or submitted photos of the type.

The last edition of Extracts has produced more numerous, and longer, responses than in the past. To deal with most of these we have extended the coverage this time and hope that readers will particularly appreciate what has become a detailed photo-coverage of the 1946 Paris Salon thanks to the efforts and research of Jack Meaden.

CLOSING DATE FOR NEXT ARCHIVE: JULY 17th 1992

HOW ? WHAT ? WHERE ?

Just one error to report in the last issue where the Rochester Air Charter Service pilot was mis-spelt and should have been Wg Cdr R.W.Lindsay as confirmed in CWC's logbook.

New questions abound. Firstly Flt Lt Sunderland asks what is known about Conock Manor Aero Club which operated a Puss Moth in 1931?

Above: From J.F.Oller via Charles Cain's collection we have this shot of the Breguet 470 Fulgur wearing "F1" and the name "Raoul Ribiere". We surmise that this was taken during the Istres - Damascus race of 1937 when the Fulgur was loaned back to Breguet by the Spanish Republicans. Or was it as F-APDY in the 1936 Paris - Saigon race? Can any reader identify the occasion accurately?

Secondly from John Underwood in California, does anyone know the fate of the Gee Bee B NR854Y which is believed to have gone to a Spanish buyer who had thoughts of entering it in the 1934 MacRobertson Race and then sold it to an Egyptian. There is photographic evidence that it definitely reached Spain, but what happened next?

Keith Cruttenden has uncovered a newspaper cutting dated 10.11.57 with the headline **World's Biggest - and it's British** which apparently did not come from page three but referred to "the largest airliner ever conceived - three times the size of the giant Brabazon. It has been designed by a British engineering firm." The company was named as Saben Hart & Ptnrs who would build the 350 ft span aircraft with dimpled steel sheets but no windows, the passengers looking outside through remote control TV. Power was to be pure jets with a top speed of 650 mph but a freighter version was also proposed with 470 ft span, eight turboprops and a speed of 500 mph. The photo may not reproduce well but shows a flying-boat style hull. Does anyone know anything more about this project?



From Ken Tilley we have a list of aircraft which took part in the 1937 International Circuit of the Oasis, in Egypt. We summarise this briefly here with the competition number and registration of known participants, can anyone fill any gaps? 4/Simoun F-ANXB, 11/Simoun F-ANRU, 12/Simoun F-ANXJ, 14/Vega Gull F-APIG, 15/Vega Gull G-AETD, 22/Waco SU-AAN, 24/Hawk G-ADIT, 36/Falcon G-ADFH, 39/DH85 OO-APS, 41/Avro 641 SU-AAS, 44/Klemm D-EXEK, 49/DH87B SU-ABT, 50/DH87B G-ADKW, 51/DH80 G-ABOC.

Finally, from Milan Janac a request for any photograph of Junkers Ju 352 OK-JUE which visited Northolt in 1946 and of an Ilyushin IL-12 which visited the UK in 9.49.

EP.9 / Prospector



The Edgar Percival EP.9 marked the return to aircraft designing by Edgar Percival who had resigned from the Percival Aircraft Co at Luton in 1939. The aircraft was primarily designed to meet the requirements for a crop sprayer and light utility transport in New Zealand and in Australia, Percival's home country.

Percival started studying these requirements in 1951. They emerged as good visibility (particularly in the turn), short take-off and landing capability, ease of repair (especially where facilities were poor) and good protection for the pilot in the event of a crash. He also toured several countries to speak to operators and to assess their needs.

On his return to the UK in 1954 he assembled a design team and established the Edgar Percival Aircraft Co with production facilities at Stapleford. To meet the design criteria, the aircraft emerged as a high-wing monoplane with a fixed tailwheel undercarriage. The cockpit was situated high above the engine and gave excellent visibility in all directions. The fuselage was of "pod and boom" configuration and was of welded steel tube with fabric covering. The engine was a Lycoming, something of a controversial choice as there were restrictions on imports of US-built aircraft and engines into the UK at that time. However, as the aircraft was aimed mainly at the export market, this was not considered to be of great importance. The choice of engine was, however, to prevent the aircraft from appearing at the Farnborough airshow as the SBAC's rules, at that time, also precluded aircraft with US engines. In fact it was not until 1960 that G-ARDG appeared in the flying display at Farnborough and then only because it was in its Prospector 2 version with a Cheetah engine.

The prototype G-AOFU was first flown at Stapleford Tawney by Edgar Percival himself on 21.12.55 and production commenced there in 1956. A further twenty aircraft were built there, including examples for France, Germany, Australia, New Zealand and South Africa. Two aircraft, XM797 and XM819, were delivered to the Army Air Corps in April 1958 for evaluation (under contract KD/M/01). However, the Army decided to purchase the DHC Beaver AL Mk.1 instead and the two EP.9s were disposed of to Steels (Aviation) Ltd at Staverton in October 1961 and later civilianised as G-ARTU and G-ARTV.

Edgar Percival owned 80% of Edgar Percival Aircraft Ltd and when, in 1958, he was approached by Samlesbury Engineering Ltd with an offer, he decided to sell. Included in the sale were G-AOZO and G-APLP, several unfinished airframes plus all jigs and parts and all design rights. Production was transferred initially to Squires Gate (Blackpool) and the company was renamed The Lancashire Aircraft Co. The aircraft was now named "Prospector" and production aircraft were fitted with a 295 hp Lycoming GO-480-G1AG engine. Production moved to Samlesbury in 1960 and five more aircraft were completed. These inclu-

Above: Edgar Percival in prototype G-AOFU is taking off at full throttle with elevator neutral, but the tail is already rising by itself. Features on the prototype only were the two clamshell rear doors closing along a straight line at the rear and the elevator mass balance weights on arms which can be seen projecting forward under the tailplane. (Aeroplane via Jack Meaden)

ded G-ARDG, the Prospector 2 with a 375 hp AS Cheetah 10 radial engine (similar conversions had been carried out previously in Australia), and the last Prospector to fly, G-ARLE.

A lack of orders led to a decision to cease production and in 1961 G-APWX, G-ARDG and G-ARLE, plus the unfinished c/n 45, were moved to the premises (a company associated with Samlesbury Engineering) at Stansted. Later they were moved to Lympe where they were joined by G-AOZO and G-APWZ. Over the next years accidents took their toll of the remaining UK-based machines. G-APWZ was the last to be active but that was damaged at Goodwood in February 1984.

Although as many as 16 of the 27 built were written-off in accidents, a common fate of agricultural aircraft, few appear to have been fatal - a testimony to the original design concept. The exception was the crash of G-AOZO at Lympe on 2.7.80 in which the pilot and five parachutists died. The Accident Report (6/81) is a sorry tale. The pilot's licence had expired more than a year before and his medical certificate three years before, although these facts may not have had a direct bearing on the accident. There were irregularities in the aircraft's log book which had not been kept up to date and recent maintenance jobs had not been recorded. No flight test had been made before the crash flight, even though an engine valve had just been replaced. The stick-shaker stall warning device, a mandatory modification on the type, had been removed at some stage in the aircraft's career. The examination of the aircraft also showed evidence of water in the fuel system.

In earlier Percival tradition the EP.9 c/n sequence began at number 20, ending at c/n 47 with c/n 45 uncompleted. Today very few of the 27 aircraft remain. The Museum of Army Flying currently has the remains of three in store, G-APWZ, G-APXW and G-ARDG. From these, two will re-emerge to represent XM797 or XM819, one to fly and the other for static display. Elsewhere there is one preserved in South Africa, two in the USA, one (with a potential second) in Australia. CF-NWI may still survive in Canada though it seems unlikely that EC-ASO is still extant in Spain.

PRODUCTION LIST:

- 20 EP.9 Prototype. Registered G-AOFU to Edgar Percival Aircraft Ltd, Stapleford 1.11.55. Built at Stapleford and completed 9.12.55, first flight there 21.12.55. CoFA issued 30.11.56. Modified with addition of dorsal



Left: Early flights of G-AOFU indicated a need for increased fin area which was provided by an elegant curved fin fillet. In this view the cutaway wing root leading edge and adjacent small roof window combine to remove the blind area found on most high wing aeroplanes when turning. (Aeroplane via J Meaden)

Below left: G-AOFU had some production-type modifications made before sale to Air Ads Ltd including replacement of the balance weights by elevator tip balances and of the clamshell doors by a single door hinged on the right side and here seen open. (Jack Meaden)

Below: G-AOFU remained the only EP.9 with a straight-line contour on the rear door. Seen here before going to the Sudan it has spray bars fitted and the final standard three-blade propeller which went with the GO-480-G1A6 engine. (via Jack Meaden)



fin fillet, elevator mass balance weights replaced by tip balances and clamshell doors replaced by single right-hinged rear door. To Air ADS Ltd, Stapleford 6.57. Spraybars fitted. Hanover Air Show exhibit 1960. Crashed while crop spraying at Maturabi, Sudan 3.11.62.

21 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-1 (2nd) about 12.56. Registered G-APCR to Bahamas Helicopters (UK) Ltd 11.7.57. CofA issued 9.9.57. Based Tripoli, Libya. Crashed on take-off in the Fezzan, Libya 19.8.58 and cld as destroyed 8.10.58.

22 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-1 (1st). First production a/c to fly, 27.8.56. Revised tailwheel suspension. Delivered to New Zealand arriving 15.10.56. Registered ZK-BDP to Manawatu Aerial Topdressing Co Ltd, Fielding 11.56. NZ CofA issued 12.11.56. Crashed at Apiti Flats, near Kimbolton 19.2.58. Regn cld 31.3.58.

23 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-2 (1st) 12.56. CofA issued 14.2.57. Registered G-AOZY to Edgar Percival Aircraft Ltd 4.3.57. Fitted with 170 gallon tank giving 90 ft swathe at 100 mph.



To Ernst Lund KG, Hartenholm, West Germany, delivered via Southend 9.4.57. Crashed when spraying at Mesmerode, near Wunsdorf 6.5.57.

24 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-3 (1st) 12.56. Registered to Bahamas Helicopters (UK) Ltd as G-APCS on 11.7.57. CofA issued 26.7.57. Based Tripoli, Libya and delivered via Croydon with c/n 25 on 4.8.57. Owner changed title to World Wide Helicopters (UK) Ltd 16.10.61. Regd to Fulair Ltd, Yeovil 27.6.62. Crashed into Gibraltar Harbour 24.8.62 during filming of "The Running Man". Regn cld as destroyed 30.11.62.

25 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-4, 12.56. Registered to Bahamas Helicopters (UK) Ltd as G-APCT on 11.7.57. CofA issued 26.7.57. Based Tripoli, Libya and delivered via Croydon with c/n 24 on 4.8.57. Owner changed title to World Wide Helicopters (UK) Ltd 16.10.61. Registered EC-ASO to Trabajos Fotograficos Aereos SA, Madrid 11.4.62. Derelict at Cuatro Vientos airport, Madrid, by 1978. Remains still extant in 1983 but removed by 1989.

26 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-5, 12.56. Registered G-APBF to Edgar Percival Aircraft Ltd 7.5.57. CofA issued 14.5.57. 170 gallon tank fitted. Registered D-EDUV to Ernst Lund KG, Hartenholm, West Germany 24.10.57. Damaged near Schiphol, Netherlands, 7.7.58 and airfreighted back to UK for spares use via Southend 16.9.58. Later stored at Stapleford.

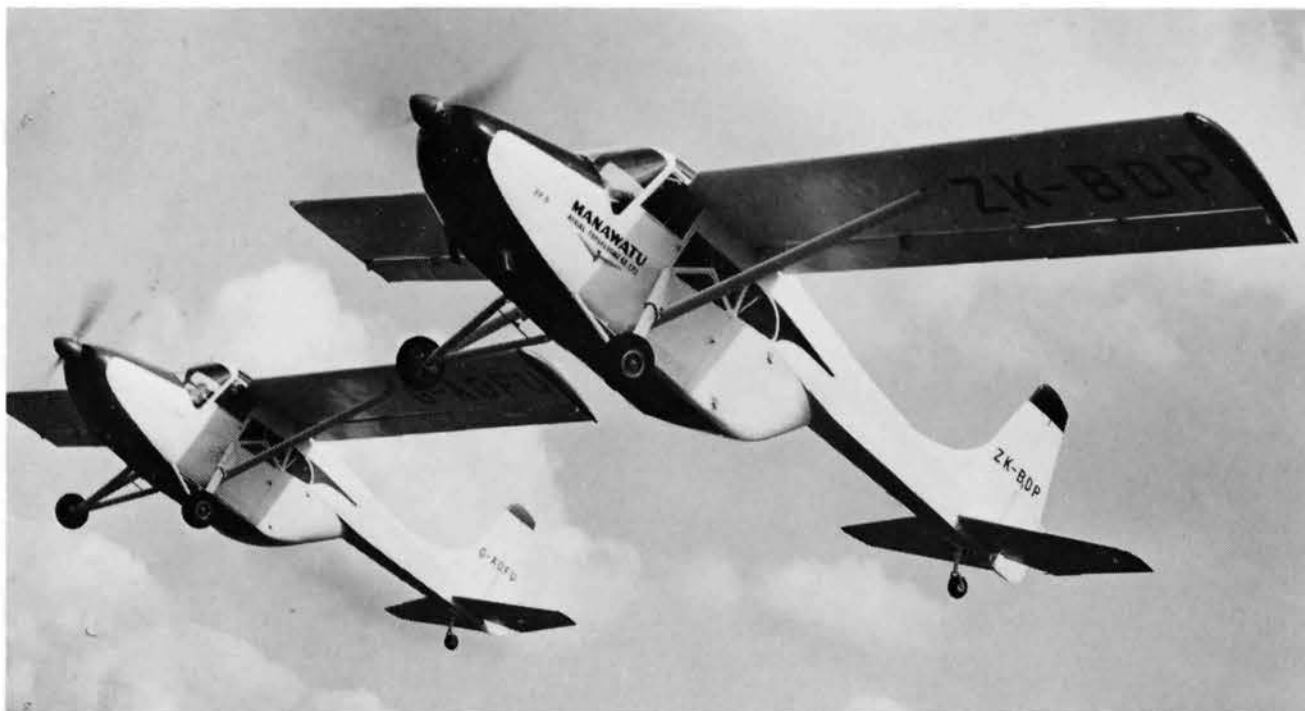
Left: The first production EP.9, G-43-1 c/n 21, showing the curved rear door with right side hinge fitted to all production aircraft. The overalled engineers crowding around the nose on the port side suggest engine problems and may explain why c/n 22 flew before it. (via J Meaden)

Right: After its first flight on 27.8.56 ZK-BDP c/n 22 was demonstrated to the press in company with the prototype G-AOFU at Stapleford Tawney. On ZK-BDP the additional internal space provided by the curved production-type door is apparent from the greater distance behind the door's lower fixing.

(Aeroplane via J Meaden)

Below: Third production EP.9 G-AOZY c/n 23, previously G-43-2, flies over with its spray bars still emitting moisture after a demonstration spray run. Shortly after it departed to Germany 4.57 for Ernst Lund KG and in the following month was destroyed in a spraying accident.

(Aeroplane via J Meaden)



Above left: G-APCS c/n 24 parked out with its port leg supported by a beam during a wheel removal at Biggin Hill c.1961.

(Ray Tallett via J Meaden)

Above right: G-APCT c/n 25 was another Bahamas/World Wide Helicopters machine awaiting disposal at Biggin Hill alongside c/n 24. (John Wegg collection)

Right: C/n 25 was sold to Spain in 1962 becoming EC-ASO. It is shown picketed out at Cuatro Vientos in 10.76 when it had clearly been the target of vandals and it deteriorated thereafter. (A Camarasa via JW)





Left: G-43-4 c/n 25 with the rear door removed and flaps down makes a slow flypast to demonstrate the dropping of straw bales. It was sold as G-APCT to Bahamas Helicopters (UK) Ltd in July 1957 and operated for several years in Libya before finally being disposed of as EC-ASO. (Aeroplane via J Meaden)

Below: G-APBF c/n 26 seen wearing Ernst Lund KG titles before delivery to West Germany in 11.57 where it became D-EDUV to replace the crashed c/n 23 G-AOZY. Eight months later it was reduced to parts after an accident near Schiphol in the Netherlands. (via Jack Meaden)



Above: G-APBR c/n 28, ex G-43-7, while still with Edgar Percival Aircraft awaiting sale, is fitted out with spray bars under the wings and a fan-driven pump under the nose. This allowed a 90-foot wide swath to be sprayed from a 170 gallon hopper in the fuselage. (Aeroplane via Jack Meaden)



Left: G-43-7 c/n 28 heads a line of nine aircraft at Stapleford Tawney in February 1957 awaiting sale. Behind it, in order are G-43-6, -2, -5, -4, -3, -8, -1 and (presumably) G-AOFU. G-43-7 was flown to Australia in 9.57 and became VH-SSV, later VH-DAI and is currently preserved at Wodonga, Victoria. (via Jack Meaden)

27 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-6, 2.57. Registered G-APAD to Edgar Percival Aircraft Ltd 18.3.57. CofA issued 23.4.57. Shipped to Australia 4.57, arr 17.5.57 and flown on demonstration tour (18,000 miles, 323 flights) by Beverley Snook ending 9.57. Registered VH-SSW (2nd) to Superspread Avn Pty Ltd, Moorabbin, Vic 8.9.58. Re-registered as VH-SSX to same owners 8.12.58. Fitted with AS Cheetah radial (as EP.9C) by Kingsford Smith Avn, Bankstown. To Tadgell Avn Pty Ltd, Toowoomba, Qld 18.11.60. C/o Airfarm Associates Pty Ltd, Tamworth, NSW 5.10.61. C/o T.R.O'Neill, Tintinara, SA 15.4.66. Destroyed by fire at Keith, SA 11.4.67, cld and remains stored at Tintinara 1967-70 at least.

28 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-7, 2.57. Registered G-APBR to Edgar Percival Aircraft Ltd 23.5.57. CofA issued 29.5.57. Displayed at Paris Air Show 6.57. Regd to Wright Stephenson & Co Ltd 11.9.57. Delivered by air to Australia with c/n 32 via Bahrain 29.9.57. Registered VH-SSV to Superspread Aviation Pty Ltd, Moorabbin, Vic 22.10.57. Re-registered VH-DAI 31.10.62 to Doggett Aviation & Engineering Co, Maylands airport, WA and then to Airesearch Exploration Pty Ltd, Edwardstown, SA 1963. (Owner shown as Mercantile Credits, Adelaide or Tintinara, SA 68-70; Austral Exploration Services, Edwardstown 70-72, then not listed.) Regn cld 3.74, stored in open at Broken Hill, NSW 74-75 at least. Now on display in Drage's Historic Aircraft Museum, Wodonga, Vic.

29 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-8, 2.57. Registered G-AOZO to Edgar Percival



Top: VH-DAI c/n 28 in Airesearch Exploration titles at Parafield airport, Adelaide, on 8.3.70. The main rear cabin windows have been blanked out. (David Freeman)

Above: In early 1958 c/n 29 G-AOZO was used by L Marmol of ADS (Aerial) Ltd to carry out trials at Ostersund on Swedish military-type skis. (via JM)

Left: Green/white G-AOZO at Blackbushe 11.71 with a 295 hp Lycoming and 3-blade c/s prop. (J Wegg)

Aircraft Ltd 12.2.57. CofA issued 6.3.57. Demonstrator 1957-8, including ski-equipped flights in Sweden 1958. Rear-facing seat fitted and small round windows in rear doors. Regd to Lancashire Aircraft Co Ltd, Squires Gate 5.8.59. Fitted with 295 hp Lycoming and 3-blade propeller as Prospector 1, 9.59. Moved to Lympe 1963. Regd to Strutbest Ltd, t/a Sussex Agricultural Aviation Services, 21.6.77. Offered for sale in "Flight" 4.78 for £12,500. Regd to Alexander Black, Sellenge, Kent 11.10.78. Crashed on take-off and burnt out at Lympe 2.7.80, six occupants killed.

30 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-2 (2nd) 7.57. Completed 23.7.57. To Canada 7.57 and regd CF-NWI to Northwest Industries Ltd, Edmonton, Alberta. To James L. McAvoy, Yellowknife, NW Territories. To Yukon Construction Co Ltd & Yukon Supply Co Ltd, Edmonton by 3.63. Last CofA expired on 12.10.72 but still on Canadian register at 9.80. Fate unknown.

31 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-1 (3rd) 9.57. Completed 9.57. Shipped to Australia and regd VH-PRS to Proctors Rural Services, 10.57. Re-registered VH-BOG to Airfarm Associates Pty Ltd, Tamworth, NSW 8.2.61. Converted to EP.9C with AS Cheetah by Kingsford Smith Avn Pty, Bankstown. Crashed at Glen Innes, NSW 10 or 11.4.62.

32 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-2 (3rd) 9.57. Completed 7.9.57. Registered G-APFY to Wright Stephenson & Co Ltd 11.9.57. CofA issued 17.9.57. Delivered by air to Australia with c/n 28 via Bahrain 29.9.57. Registered VH-SSW (1st) on 22.10.57 to Superspread Aviation Pty Ltd, Moorabbin, Vic. Crashed at Moorabbin, Vic 14.4.58. Regn cld 15.4.58. Parts to c/n 46 VH-SSR.

33 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-3 (2nd) 10.57. Completed 11.10.57. Registered G-APIA to B.J.Snook, Stapleford 15.10.57 and CofA issued on same day. Left Croydon 27.10.57 with c/n 34 on delivery to Australia, via Bahrain 29.10.57. Registered VH-FBY to Skyspread Ltd, Sydney 24.3.58. Written off at Boorowa, NSW 6.9.58.

34 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-1 (4th) 10.57. Completed 5.10.57. Registered G-APIB to B.J.Snook, Stapleford 15.10.57. CofA issued 11.10.57. Left Croydon 27.10.57 with c/n 33 on delivery to Australia, via Bahrain 20.10.57. Registered VH-FBZ to Skyspread Ltd, Sydney 24.3.58. Converted to EP.9C with AS Cheetah by Kingsford Smith Avn, Bankstown 1959. Re-registered VH-DCM 10.62. Crashed near Blanford, NSW 9.4.63 and regn cld 4.63. Another report states crashed at Murundi, NSW 9.4.67.

35 EP.9 Built at Stapleford. Edgar Percival Aircraft Ltd as G-43-8, 3.58. Completed 4.11.57. First flight 19.3.58. Registered G-APLP to Edgar Percival Aircraft Ltd 18.3.58. CofA issued 31.3.58. To Crop Culture (Aerial) Ltd, Bembridge, IoW from 15.4.58. Air-dusting venturi fitted under fuselage. Returned to Lancashire Aircraft Co Ltd 7.59. Overturned in forced landing on Blackpool beach, submerged by incoming tide 15.7.59. Airframe noted at Stansted in 1963.

36 EP.9 Built at Stapleford. Registered ZS-CHZ to Dr C. Jaabach, Lush Products (Pty) Ltd, Durban, South Africa 25.11.57. Delivered by Beverley Snook, dep Croydon 28.12.57 via demonstrations in Nairobi, Beira, Salisbury and Johannesburg. To AA Farms. To J.van Gedderen, Porys, Orange Free State. Withdrawn from use 26.7.59. Donated to SAAF Museum, Swartkop SAAF base and rebuilt to airworthy condition.



Left: G-APIA c/n 33 and G-APIB c/n 34 are seen in the red colours of Sky-spread whose pilots flew them out to Australia in 10.57. There they became VH-FBY and VH-FBZ respectively. (Aeroplane via JM)

Below left: VH-SSX c/n 27 was stored in the garden of a house in Tintinara, SA 7.3.70 following fire damage. The aperture for loading the hopper is visible in the cabin top. (David Freeman)

Below: C/n 33 as VH-FBY with a modified cowl and stub exhausts. (Norman Wiltshire)



Left: G-APLP c/n 35 was used by Crop Culture of Bembridge after its CofA 31.3.58 and is seen with a duster venturi below the fuselage hopper, which is also visible through the cabin window. In 7.59 it reverted to Lancashire Aircraft at Blackpool but on 15.7.59 it force-landed on the beach, turned over and was submerged by the tide. (Aeroplane via JM)

37 EP.9 Built at Stapleford. First flown 2.5.58. Registered F-BIEG to Sté Fenwick Aviation, Toussus-le-Noble. Displayed at 1959 Paris Air Show in orange & blue. No further information.

38 EP.9 Built at Stapleford. First flown by 3.4.58. For Army Air Corps as XM797, delivered to A & AEE 23.4.58. To No.6 Liaison/Depot Flight AAC, Middle Wallop 31.7.58. Comparison tests with DHC-2 Beaver G-ANAR 11.58. Soc on sale to Flying Facilities Ltd, Horley 23.10.61. Registered G-ARTU to Steel's Avn, Staverton 26.10.61 for overhaul. CofA issued 30.11.62. To G.R.Moore, t/a GRM Airwork Ltd, Worcester (Staverton), 7.1.66. To J.E.Searson, t/a Old Warden Flying and Parachute Group, Old Warden 11.2.69. Repainted in AAC colours as "XM797" 3.69. Crashed at Old Warden 2.9.69 while attempting overshoot following para drop, broke in two. Cld as destroyed 3.70.

39 EP.9 Built at Stapleford. First flown by 3.4.58. For Army Air Corps as XM819, delivered to A & AEE 23.4.58. To RAF Idris, Tripoli, 14.6.58 to 19.8.58. To D Sqdn for supply drop trials 2.10.58. To No.6 Liaison/Depot Flight AAC, Middle Wallop 13.4.59. Soc (as for 38?). Registered G-ARTV to Steel's Avn, Staverton 26.10.61 for overhaul. CofA issued 15.2.62. Registered D-ELSA to Caesar de Keuer, Dusseldorf, West Germany and delivered 20.2.62. Registered G-ARTV to L.Hornett, Seaford 30.1.68. Impounded at Ghent, Belgium, for importing forged banknotes and regn cld as wfu 22.9.70. Restored to H.Best-Devereux, Panshanger 12.2.73, new CofA dated 12.9.73 and leased to J.Christie to 1.10.76. Regn cld 1.2.77 on sale to Capt Jan Christie, Fort

Atkinson, Wisconsin. Shipped to USA 1977. N747JC allotted to Christie 1982 and reserved for EP.9 on 1.9.87. Registered N747JC to Christie 24.10.88. Current.

40 EP.9 Built at Stapleford. Completed 4.6.58. Registered VH-TCA to Tasmanian Aero Club, Launceston. Re-registered VH-DAX to Doggett Aviation & Engineering Co, Perth, WA 3.65. Regn cld 3.66 as withdrawn from service but restored 5.66 to same owner. Written off at Hammersley Station, Wittenoom, WA on 7.4.68 after illegal passenger-carrying flight and buried locally. Regn cld 4.68.

41 EP.9/Prospector 1. Built at Stapleford, completed at Squires Gate. Registered G-APWX to Lancashire Aircraft Co Ltd 23.9.59. First flight 9.10.59. CofA issued 22.10.59. Fitted with 295 hp Lycoming GO480-G1-A6 and 3-blade CS propeller. Seen doing para-drops for No.23 SAS(V) over Thruxton 19.2.60. Hanover Air Show exhibit 1960. Rear facing seat and windows in rear door for use by International Red Cross Locust Control Service in Africa 6.60 to 28.10.60. African sales tour. Later to Lympne and operated by Skyways. Regn cld 29.11.68 and sold to B.J.Williams, Tutwiler, Mississippi, t/a Williams Flying Service as N8395. Special CofA issued 11.11.71. To Patrick Ryan & Robert Sharp, t/a Flying Y Aero Inc, Tutwiler, Mississippi 16.3.88. Current.

42 Prospector 1. Built at Squires Gate. Registered to Lancashire Aircraft Co Ltd as G-APWZ, 5.11.59. First flown 23.2.60. CofA issued 22.4.60. 295 hp Lycoming and 3-blade propeller fitted. Hanover Air Show exhibit

Right: The Army purchased two examples of the EP.9 for evaluation purposes, XM797 c/n 38 and XM819 c/n 39. After being civilianised as G-ARTU, c/n 38 was later repainted in its former colours as XM797 and was seen as such at Elstree on 27.4.69. (via Jack Meaden)

Far right, top: The Army version of the EP.9 was able to carry supply containers up to 500 lbs (on overload) under each wing which could be air-dropped, as seen here on XM797. (Aeronautics via Jack Meaden)



1960. Later based at Lympne. To Strutbest Ltd, t/a Sussex Agricultural Aviation Services, 8.77. Operated by Crop Culture (Sudan) Ltd. Blown over and severely damaged by high winds, Goodwood 7/8.2.84. Remains to Museum of Army Flying, Middle Wallop 6.84 for possible spares/rebuild.

43 Prospector 1. Built at Samlesbury. Completed 16.8.60. Registered G-APXW to Lancashire Aircraft Co Ltd on 22.12.59. CofA issued 26.8.60. Static exhibit in SBAC Show 1960 (with c/n 47). To Lympne 7.61. CofA lapsed 25.8.61, aircraft dismantled at Ford 8.71 but rebuilt and new CofA issued to Lancashire Aircraft Co Ltd, Lympne 23.5.73. Damaged in heavy landing near Gartley, Aberdeenshire 30.9.73. Sold to Strutbest Ltd, t/a Sussex Agricultural Aviation Services, 17.8.77 but not rebuilt. To Museum of Army Flying, Middle Wallop 1981. and wfu 20.5.82. For rebuild with c/ns 42 and 47.

44 Prospector 1. Built at Samlesbury. Lancashire Aircraft Co Ltd as G-47-1, 3.61. This was the last completed aircraft to fly. Transferred to Stansted 7.61, then to Lympne. Registered G-ARLE to Lancashire Aircraft Co Ltd 3.8.61. CofA issued 5.9.61. To ADS (Aerial) Ltd, Stapleford 10.61. Crashed and dbr at Umsenita Block, Managil Cotton Scheme in the Sudan while crop spraying "about 10.10.64".

45 Prospector 1. Unfinished airframe built at Samlesbury. Fate unknown.

46 Prospector 1. Built at Samlesbury. Reported as assembled at Moorabbin, Victoria, in 1961 using new fuselage frame and wings/tail from c/n 32 VH-SSW (1). Australian records quote c/n as "F46". Registered VH-SSR to Superspread Aviation Pty Ltd, Moorabbin, Vic 9.3.62. Re-registered VH-DAV to Doggett Aviation & Engineering Co, Maylands Airport, WA 13.8.64. Regn cld 2.66 as withdrawn from service (at Jandakot, WA). To Tintinara by road 1967. To Parafield 1979 for possible rebuild. Airframe held by Lincoln Nitschke's Aviation Museum, Greenock, SA.

47 Prospector 2. Built at Samlesbury. Completed 22.8.60. Registered G-ARDG to Lancashire Aircraft Co Ltd, Samlesbury 14.7.60. 375 hp Cheetah 10 radial engine. Exhibited at SBAC Show Farnborough 9.60, static and flying. Transferred to Lympne 7.61 and wfu there 1964. Registered to Strutbest Ltd (G.B.E.Pearce), t/a Sussex Agricultural Aviation Services 17.8.77. To Museum of Army Flying, Middle Wallop 21.5.81. Regn cld as wfu 28.5.82. For rebuild with c/ns 42 and 43.

Right centre: C/n 38 was operated by G R Moore Airwork Ltd at Staverton after being civilianised as G-ARTU. The colour scheme is navy blue and white. (Jack Meaden)

Right lower: The other ex-Army machine XM819 c/n 39 became D-ELSA in 2.62. Shown here after returning to the UK as G-ARTV, it is seen to have unusual long underside exhausts. (Jack Meaden)

Right: G-APXW c/n 43 was dismantled in the open at Ford, Sussex in 10.71. It was later rebuilt and is one of the three airframes held by the Museum of Army Flying for eventual display. (John Wegg)





Left: G-APWX c/n 41 was the first LAC Prospector with the 295 hp Lycoming GO-480-G1A6 engine and 3-blade Hartzell c/s propeller. The large rear door windows were fitted for use in locust control in Africa. (John Wegg colln.)
Centre upper: G-APWZ c/n 42 wearing Crop Culture (Sudan) Ltd titles 21.9.60 at Lympne. (Jack Meaden)
Centre lower: Prospector 2 G-ARDG c/n 47 with 410 hp Cheetah X radial gets airborne at Farnborough in 1960. Bottom: While the Cheetah improved performance it destroyed the important forward view for spraying. (both Aeroplane via Jack Meaden)



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Complete Civil Registers : 8

GREECE

SX-



PART ELEVEN

3. THE STATE AIRCRAFT REGISTER

Government-owned aircraft, which are not considered to be strictly civil, are given a separate series of C of R numbers and are registered in the SX-E.. block. Helicopters are registered SX-HE., but a complication is the recent use of SX-HEC/D/E by privately-owned helicopters.

As will be clear from the lack of detail below, this Register was much less well maintained than the regular sequence. Most of the entries are extremely sketchy, particularly the identities of the UNRRA training fleet. The "c/n" quoted is most often the US military identity and we have chosen to reproduce what appears in the Register in this way, followed by what we believe to be the true identity.

SX-EAA Fairchild UC-61A Argus 2 "314475" 20.10.51
(K1) C/n 439, ex 43-14475, FS558. Regn cancelled 27.2.58 as wfu.

SX-EAB Beech C18S 8252 20.10.51
(K2) Ex 44-86993, RAF ?, NC79813, FRAF 486993. Listed as D18S. Regn cancelled 5.3.65, re-regd SX-ADG (CoR 79) 9.3.65.

SX-EAC Beech 35 Bonanza D-1049 20.10.51
(K3) Ex HB-ECO. Regn cancelled 22.9.61, re-regd SX-ADC (CoR 72).

The batch K4 to K34 (SX-EAD to SX-EBL) consists of Boeing PT-13/N2S-5 and PT-17/N2S-4 trainers given by the United Nations Relief and Rehabilitation Agency (UNRRA) and based at Megara. Unless otherwise stated all were cancelled on 17.10.61 as transferred to the General Headquarters of the Air Force (GEA). Almost all were ex-US Navy N2S trainers but they appear in the Register as PT-13 or PT-17 which we quote, giving the correct type in brackets where known.

SX-EAD Boeing PT-17 (N2S-4) --- .51?
(K4) C/n 75-3235, ex Bu27961.

SX-EAE Boeing PT-17 --- .51?
(K5) Details unknown.

SX-EAF Boeing PT-13A (PT-13D/N2S-5) "38453" 16.2.51
(K6) C/n 75-8074, ex Bu38453. Original aircraft was replaced by "43407" c/n 75-8501, ex Bu43407.

SX-EAG Boeing PT-17 75-1969 6.52
(K7) Ex 41-8410. This regn has also been quoted as ex Bu43420 which would be N2S-5 c/n 75-8514. Regn cancelled 30.9.78, sold to Aeroleschi Athinon (Aeroclub of Athens).

SX-EAH Boeing PT-? (N2S-5) "38516" ?
(K8) C/n 75-8137, ex Bu38516.

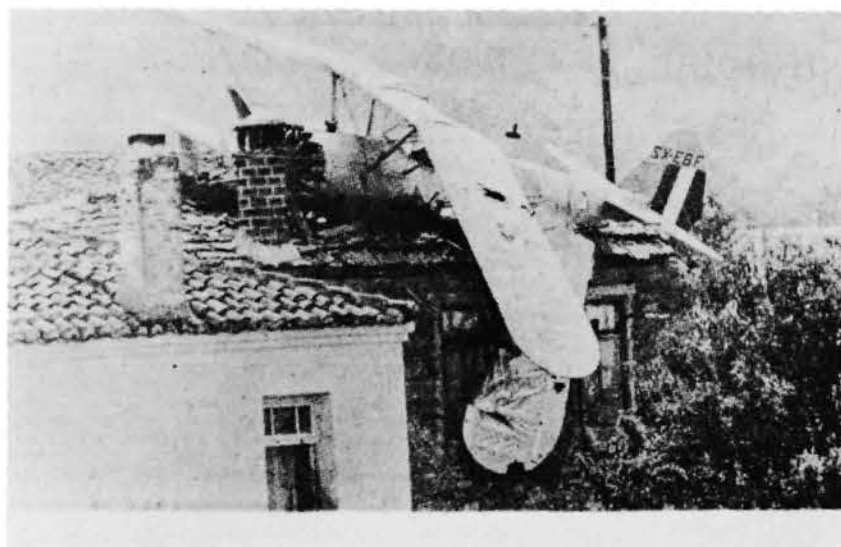
SX-EAI Boeing PT-17 (N2S-5) "43453" 28.4.53
(K9) C/n 75-8547, ex Bu43453.

SX-EAK Boeing PT-17 "23154" 6.5.54
(K10) Correct identity unknown.

SX-EAL Boeing PT-13 (N2S-5) "43241" 28.4.53
(K11) C/n 75-8335, ex Bu43241.

SX-EAN Boeing PT-17 (N2S-4) --- ?
(K12) C/n 75-3601, ex Bu34110.

SX-EAO Boeing PT-17 "26780" 12.8.53
(K13) Correct identity unknown.



Above: This Boeing Stearman N2S-5 SX-EBF achieved a spectacular "landing" on a rooftop in Salonica on 2.8.73. (via Andrew Stamatopoulos)

SX-EAP Boeing PT-17 (N2S-4) --- 16.2.51
(K14) C/n 75-3605, ex Bu37858.

SX-EAQ Boeing PT-17 "36178" 25.6.52
(K15) Correct identity unknown.

SX-EAR Boeing PT-13 (N2S-5) "38571" 12.8.53
(K16) C/n 75-8192, ex Bu38571.

SX-EAS Boeing PT-13 (N2S-5) --- 13.5.54
(K17) C/n 75-8227, ex Bu38606.

SX-EAT Boeing PT-13 (N2S-5) "38453" 25.6.55
(K18) C/n 75-8074, ex Bu38453.

SX-EAU Boeing PT-13 (N2S-5) --- 11.8.53
(K19) C/n 75-8097, ex Bu38476.

SX-EAV Boeing PT-13 (N2S-5) "43305" 25.6.53
(K20) C/n 75-8399, ex Bu43305. Not yet cancelled.

SX-EAX Boeing PT-13 (N2S-5) "43403" ?
(K21) C/n 75-8497, ex Bu43403.

SX-EAZ Boeing PT-13 (N2S-5) "43405" 28.4.52
(K22) C/n 75-8499, ex Bu43405. Regn cancelled 26.6.74, re-registered SX-AGI (CoR 169) with Aeroleschi Thessalonikis 26.6.74.

SX-EAY Boeing PT-13 (N2S-5) "43400" 28.4.52
(K23) C/n 75-8494, ex Bu43400. Regn cancelled 17.10.61, to GEA, then to Vassiliki Aeroleschi tis Ellados (Royal Aero Club of Greece) - VALE, 7.12.61.

SX-EBA Boeing PT-13 (N2S-5) "43442" 25.6.52
(K24) C/n 75-8536, ex Bu43442. Regn cancelled 17.10.61, to GEA, then to Vassiliki Aeroleschi tis Ellados (Royal Aero Club of Greece) - VALE, 7.12.61.

SX-EBB Boeing PT-13 (N2S-5) "42443" 16.2.51
(K25) C/n 75-8537, ex Bu43443. Regn cancelled 30.9.78. To Aeroleschi Athinon. To N626SR, 4.84.

SX-EBC Boeing PT-13 (N2S-5) "38452" ?
(K26) C/n 75-8073, ex Bu38452, To N4432P 4.84.

SX-EBD Boeing PT-13 (N2S-5) --- 17.3.54
(K27) C/n 75-8495, ex Bu43401.

SX-EBE Boeing PT-13 (N2S-5) "61044" 11.4.55
(K28) C/n 75-5136, ex Bu61044.



Left: The former Hellenic CAA Douglas C-47B SX-ECF has been restored as a static exhibit outside the CAA headquarters building at Athens Airport where it was photographed by Terry Smith in June 1988.

Below: The only current CAA helicopter is this 20-year old Alouette Astazou SX-HEB seen at Athens on 10.4.85. (Robert Swan)

SX-EBF Boeing PT-13 (N2S-5) "38570" 25.6.52
(K29) C/n 75-8191, ex Bu38570. Regn cancelled 28.11.78, to Aeroleschi Thessalonikis.

SX-EBG Boeing PT-13 (N2S-5) "61146" 27.7.55
(K30) C/n 75-5268, ex Bu61146.

SX-EBH Boeing N2S --- 10.5.51
(K31) Correct identity unknown. Regn cancelled 3.12.57 as destroyed.

SX-EBI Boeing PT-17 75-1921 16.2.51
(K32) Ex 41-8362. Regn cld 3.12.57 and again on 17.10.61.

SX-EBK Boeing PT-13 (N2S-5) "43-193" 25.6.52
(K33) C/n 75-8287, ex Bu43193. Regn cld 3.12.57, then again on 17.10.61.

SX-EBL Boeing PT-17 (N2S-4) --- ?
(K34) C/n 75-3580, ex Bu34109.

SX-EBM Reserved, no entry.
(K35)

SX-EBN Harvard (Nth.Am. AT-6A-NT) 78-7036 9.5.51
(K36) Ex 41-..... Still registered.

SX-ECD Douglas C-47 "14787" 20.12.58
(K37) Delivered to Ypiresia Politikis Aeroporias (Civil Aviation Service) from GEA on 15.12.58. Still registered. C/n changed to "92632" from 26.3.74. [The source of c/n 14787/26232 is unknown - that aircraft as 43-48971 was sent to the USSR. The corrected 92632 is not 42-92632 which was c/n 12454, written off as OO-CBO in 1.47. Coincidentally, c/ns 26242 and 26252 which could have been sources of transcription error for the original both served with the Greek AF but were certainly still active long after 1958. The most likely candidate therefore is 49-2632, an otherwise unidentified C-47-DL from the refurbished batch supplied to the Greek AF.]

SX-ECF Douglas C-47B-35-DK 33206 13.3.65
(K38) Ex 44-76874, Bu99836, N7071C, N29, (N17), N29, N73. Ypiresia Politikis Aeroporias (Civil Aviation Service). Gift from the Agency for International Development. Wfu at Athens 1983 but still registered.



SX-HEA Agusta Bell 47G-3B-1 1532 9.7.65
(K39) Ex SE-HBF. Gift from UN Food & Agriculture Organisation. Crash on Mount Taiyetos 3.11.66. Regn cancelled 21.6.67.

SX-HEB SA.318C Alouette Astazou 2193 17.5.71
(K40) Ypiresia Politikis Aeroporias, bought new 19.12.70. Current.

SX-ECG Beech 200 Super King Air BB-372 11.1.79
(K41) Ex N4937M. Ypiresia Politikis Aeroporias. Current.

4. REGISTER OF FOREIGN AIRCRAFT

This Registration Book contains aircraft temporarily registered in Greece. The majority are foreign-registered and remain so, they are not included here but they explain the Certificates of Registration which are missing from the list. The Greek-registered aircraft found below appear in this sequence because they were not owned by a Greek person or company. Several, mainly airliners, were subsequently registered in the regular sequence when ownership was transferred to a Greek company.

SX-DAD Douglas DC-6B 45539 31.7.58
(X14) Victoria Financiera Panama SA. Cld 31.7.58, to CoR No.46 then No.63 with Olympic Airways "Island of Rhodes".

SX-DAF Douglas DC-6B 45543 28.8.58
(X15) Victoria Financiera Panama SA. Cld 28.8.58, to CoR No.57 with Olympic Airways.

To be continued



Left: Flagship of the Ypiresia Politikis Aeroporias (Hellenic Civil Aviation Authority) is this Beech 200 Super King Air SX-ECG, also shown at Athens in June 1988. (Terry Smith)

The Whole Truth:

PERCIVAL VEGA GULL

PART THREE



Above: G-AEZJ c/n K.65 was still less than two months old when photographed in new condition in preparation for its owner Derek Schreiber to fly in the 1937 King's Cup a few days later. (Aeroplane via Jack Meaden)

Right: K.65 had a most eventful career being sold to a Dutch owner, captured and used by the Germans and becoming a target tug in Sweden. In the mid-sixties it was placed in storage in a barn on the Swedish island of Gotland from which it was recovered and returned to the UK by Ian Callier. It is shown here in the barn as SE-ALA with the mainplanes visible behind and the tail surfaces also removed. Colours were silver with blue lining and marks outlined in red. (Ian Callier)



- K.65 CofA Appn No.6646 as G-AEZJ by Percival Aircraft Ltd 22.6.37. Registered to Derek Shuldham Schreiber, Heston 2.7.37 and CofA No.5976(S) issued to owner 14.7.37. Flown by Schreiber to sixth place in Kings Cup 10/11.9.37 as "15". CofA renewed 19.3.38. Registration cancelled 3.38 on sale to Netherlands. Registered PH-ATH with CoR No.315 on 28.3.38 to Tj.Bendien. Captured by German forces 1940 and cancelled 28.3.41 on CoR expiry. Used by German Army as D-IXWD. To Sweden and registered SE-ALA to B.Türing, Visby, Gotland 18.8.42. Used as a civil target tug from airfield in north of Gotland throughout rest of war. To N.Björkman, Visby 16.1.63. Damaged spar centre section when it hit marker while taxiing at Malmö. Sold to Lars Nobell, Gammelgarn, Ljugarn, Gotland. Ferried to Gotland and stored in barn with mainplanes removed out-board of undercarriage. CofA expired 30.6.65. Registration cancelled 4.7.68. Remained in barn until recovered from Sweden by I.M.Callier and returned to UK 24.4.87 for rebuild by Cliff Lovell, Coombe Bissett. Registered G-AEZJ to R.N.Goode & C.R.Wilson, 14.9.87. Rebuild completed and aircraft moved to Old Sarum by road, f/f there after rebuild 3.7.91. Sold to R.A.J.Spurrell, White Waltham 14.8.91. CAA Permit to Fly issued 28.10.91. Current.
- K.66 CofA Appn No.6647 by Percival Aircraft Ltd 22.6.37. Registered G-AEZK to George Maurice Tonge, Hatfield 2.7.37. CofA No.5974(S) issued to Tonge on 20.7.37, valid from 15.7.37. Entered by Tonge in 1937 Kings Cup "14" but did not compete. CofA renewed 14.7.38 and 27.7.39. Permit issued 12.2.40 for flight from Witney to Biggleswade for storage. Registration cancelled 31.3.40 as "change of owner", in fact impressed 5.3.40 as X9339. Air Ministry review notes location at Rudloe Manor, Wilts 1.9.39; Vaynol, Bangor by 12.9.39 and Biggleswade by 18.2.40; impressed 31.3.40, owner notified 12.6.40. Delivered to No.24 Squadron, Hendon 6.3.40. Transferred to No.510 Squadron, Hendon 15.10.42; becoming Metropolitan Communications Squadron 25.4.44. Declared "beyond repair on site" 21.7.44 and struck off charge as spares 3.8.44.
- K.67 CofA Appn No.6648 by Percival Aircraft Ltd 22.6.37. Registered G-AEZL to Francis Charles Joseph Butler, Hamble 2.7.37. CofA No.5990(S) issued to Butler 26.7.37, valid from 23.7.37. Flew as "11" in Kings Cup 10/11.9.37. CofA renewed 6.8.38 and 19.4.40. Registration can-

called 10.5.40 as "change of owner", in fact impressed on same date as X9436. Air Ministry review quotes base as Heston 1.9.39; owner notified 12.6.40. Delivered to No.6 AACU, Ringway 5.40. Transferred to No.8 AACU, Filton 24.6.40. To Percivals, Luton for major inspection 24.1.41. To No.6 MU, Brize Norton for disposal 4.12.41 and released to No.1 SFTS, Netheravon 6.2.42. Used by No.297 Squadron, Netheravon from 18.3.42 (and logged by them on take-over as G-AEZZ, suggesting that the civil marks were still carried). Taken over by Fighter Command there and operated by No.38 Group Communications Flight, Netheravon from 3.12.43. Struck off charge 6.8.44 as spares.

K.68 CofA Appn No.6645 as F-AQIR by Percival Aircraft Ltd 22.6.37. UK CofA No.5991(S) issued to Baron J.M.de Foucaucourt 6.8.37, valid from 29.7.37. Registered to Baron J.M.de Foucaucourt, Algiers 13.8.37, named "Inch Allah". Damaged at Fomban, Cameroons 2.3.38. Rebuilt as c/n K.104 1938, presumably with new fuselage.

K.69 CofA Appn No.6661 as G-AFAU by Percival Aircraft Ltd, Luton 21.7.37 and registered to them on 22.7.37. CofA No.5996(S) issued to owners 14.8.37, valid from 12.8.37. Flown in Kings Cup 10/11.9.37 by G.Guthrie & F.R.D.Swain as "12", placed fifth; and on 2.7.38 by K.H.F.Waller as "16", placed eleventh. On 15.6.38 G-AFAU, flown by F/Lt J Constable-Roberts of RAF Gosport, made five deck landings on HMS "Courageous" off the Owers Light Vessel. Temporary CofA extension 12.8.38 to 11.9.38, renewed 31.1.39. Registration cancelled 26.2.40 and impressed on same date as X9332. Air Ministry review quotes 31.3.40, owner notified 12.6.40. Delivered to No.24 Squadron, Hendon 29.2.40. Transferred to No.13 Group Communications Flight, Woolston 9.3.40. To Percivals for major inspection 14.1.41. To No.24 Squadron, Hendon 31.7.41. To Station Flight, Northolt 18.4.42. To Percivals for repair following taxiing accident at North Weald 21.12.43. To No.5 MU, Kemble 25.4.44. Released to Saunders-Roe, Controller of Research & Development 26.5.44. To No.5 MU, Kemble for disposal 9.5.46. Sold to Wing Commander W.H.Whetton. Registered G-AIIT 17.9.46 to W/Com W.H.Whetton & W/Com R.C.Presland (t/a Garden Corner Ltd) and new CofA No.8432 issued 26.11.46. Registered to St Christopher Travelways Ltd, Heston 2.10.47 but CofA not renewed, though G-AIIT was apparently offered for sale in 1948 for £500 with new CofA. This company is believed to be connected with Garden Corner Ltd, which went into liquidation in 1949. Aircraft withdrawn from use at Croydon. Registration cancelled 7.12.50 as "broken up".



Left: Two views of G-AFAU c/n K.69 which illustrate the two types of windscreen found on the Vega Gull. The upper photograph shows G-AFAU taking off as No.12 during the 1937 King's Cup with the flat-paned sharply tapered windscreen of the Vega Gull Series I.



The lower photograph depicts the same aircraft as it appeared as No.16 at the 1938 King's Cup. By this time the windscreen had been changed to the rounded type fitted as standard to the Vega Gull Series II.

(both Aeroplane via Jack Meaden)

K.70 CofA Appn No.6667 by Percival Aircraft Ltd 21.7.37. Registration G-AFBD reserved 15.8.37 but no data other than c/n entered in register file. Not taken up. Registered G-AFBO 27.8.37 to Secretary of State for Air, Berlin. CofA No.6038(S) issued to owner 9.9.37, valid from 3.9.37. Renewed 28.9.38, Luton. Used by British Air Attaché, Berlin, replacing Tiger Moth G-AERM. Seized by Germans at outbreak of war, abandoned 3.9.39. Registration cancelled at Census 1.1.46. A non-surviving FO/PRO file of 1940 revealed that the possibility of exchanging this aircraft with the German Air Attaché's Bf 108 D-IJHW (which became AW167, G-AFZO) had been considered. (Note: This Vega Gull is a candidate for the unidentified SE-ALZ supplied from Germany in 1942, see later note.)

K.71 Taken on charge as L7272 on 9.10.37. Quoted on record card as Gull 3, actually Vega Gull III. Used by British Air Attaché, Buenos Aires, Argentina. Registered G-AFWG to Secretary of State for Air, Buenos Aires 3.7.39. CofA Appn No.7334 made on same date and CofA No.6664(S) issued, also on 3.7.39, with effect from 22.6.39. Registration cancelled 1.12.46 by Secretary of State. A note on the RAF Record Card states: "This aircraft has been presented to the Argentine Government at Buenos Aires".

K.72 CofA Appn No.6662 as VT-AJD by Percival Aircraft Ltd 21.7.37. CofA No.6031(S) issued to Indian National Airways Ltd 2.9.37, valid from 31.8.37. Departed Lympne 9.9.37 for Lyon en route to India, with owner then described as Bombay Flying Club, c/o Airwork Ltd. Registration cancelled 23.2.39, believed written-off. (Note: Peter Moss suggested this aircraft as

Right: L7272 c/n K.71 was the earliest RAF Vega Gull and was a Series I with sharply sloping windscreen and a small roof window over the rear seats, both well shown in this photograph. After RAF use it was registered G-AFWG for the use of the British Air Attache in Buenos Aires. (via J Meaden)



Below left: G-AFBC c/n K.75 is shown here in a post-war air race, most probably the 1952 King's Cup. It had survived impressment as X9340 but it was written off in a crash at Eastleigh in 1954. (Aeroplane via JM)

Below right: An earlier view of G-AFBC, at Ringway on 30.5.49. (P J Davies via R A Scholefield)



the identity of MA962 impressed in Middle East/India 30.11.43, nothing more known. See also footnote to Gull production, page 91/71, and notes on unidentified aircraft at the end of this listing.

- K.73 CofA Appn No.6663 as VT-AIV by Percival Aircraft Ltd 21.7.37. CofA No.6044(S) issued to Air Services of India Ltd, Bombay 13.9.37, valid from 9.9.37. Impressed as MA942 23.8.42, service history unknown. Registration cancelled 26.3.43. Fate unknown.
- K.74 CofA Appn No.6664 as VT-AIW by Percival Aircraft Ltd 21.7.37. CofA No.6045(S) issued to Air Services of India Ltd, Bombay 13.9.37, valid from 9.9.37. Registration cancelled 17.7.39, fate unknown.
- K.75 CofA Appn No.6665 as G-AFBC by Percival Aircraft Ltd 21.7.37. Registered to Alan Rees Colman, Norwich 9.8.37 and CofA No.6061(S) issued to him on 24.9.37, valid from 22.9.37. Renewed 18.3.38 and 20.1.39. Registration cancelled 1.3.40 and impressed as X9340. Air Ministry review shows base at Thickthorn Hall, Norwich 1.9.39, impressed 31.3.40 and owner notified 12.6.40. Used (still as G-AFBC) by Station Flight, Farnborough and by School of Photography there. To Southern Aircraft Ltd, Gatwick for major inspection 16.10.40. To No.5 MU, Kemble 7.2.41. Released to No.70 Group Communications Flight, Farnborough 17.4.41. To No.22 Group Comm. Flight, Ternhill 13.9.43. To No.5 MU, Kemble 4.12.46 for disposal. Sold to A.J.Muir 5.47. Restored to register as G-AFBC 3.6.47 to Alexander James Muir, Scone, who was registered owner only until 15.7.47. Registered to Anglo-Continental Air Services Ltd, Luton 3.8.48. New CofA issued 9.8.48. Registered to the Hon Mrs Joan Dutton 13.10.48, amended to Lady Joan Sherborne, Cheltenham in 1950 (as her husband succeeded to the title of Lord Sherborne in 1949). Flown by owner in Kings Cup 17.6.50 as "30", placed 28th. Flown by J.de M.Severne in Kings Cup 12.7.52 as "67", placed 11th. Damaged by vehicle at Thruxton 13.1.54, at which time it was insured by Wiltshire School of Flying. Register notes that Lady Sherborne ceased to be owner on 20.6.54 and that aircraft was subsequently destroyed. It crashed about ¼ mile from Eastleigh Airport after engine failure on take-off for Middle Wallop at 1727 GMT on 12.7.54. The pilot Gp Capt C.Mansell Maybury Grece, his wife and her uncle H.D. Harman were all killed. Presumably change of ownership details were still being processed at the time of the accident, Gp Capt Grece having purchased the aircraft some three weeks earlier.
- K.76 CofA Appn No.6666 as G-AFAV by Percival Aircraft Ltd 21.7.37. Registered to Air Hire Ltd, Heston 23.7.37. CofA No.6046(S) issued to Air Hire Ltd, Castle Bromwich 15.9.37, valid from 11.9.37. Temporary extension 11.9.38 to 10.10.38, renewed 2.11.38. Registered to Eustace

Thomas, Ringway 1.3.39. CofA renewed 22.5.40. Registration cancelled 29.5.40 and impressed as X1034. Air Ministry review notes base at Woodford 20.9.39, impressed by HQ 41 Group 2.6.40 and owner notified 12.6.40. Delivered to No.52 MU, Cardiff 14.6.40, for despatch to Middle East. Arrived Middle East 6.7.40. Based at RAF Ramleh, Palestine, 1941. Undercarriage collapsed landing at Lydda 1.2.41. Struck off charge 30.7.42, possibly as a result of this accident.

- K.77 CofA Appn No.6696 as F-AQIG by Percival Aircraft Ltd 14.9.37. CofA No.6136(S) issued to The Standard Oil Company Ltd on 26.11.37, valid from 24.11.37. Registered to Sté Standard Française des Pétroles, Paris 10.12.37. Requisitioned by the French Government and given to Air France 29.12.39. Probably destroyed during Battle of France 6.40.
- K.78 CofA Appn No.6691 as VT-AJQ by Percival Aircraft Ltd 30.8.37. CofA No.6059(S) issued to the Bombay Flying Club Ltd, Bombay 23.9.37, valid from 22.9.37. Registration cancelled 3.2.41.
- K.79 CofA Appn No.6692 as G-AFBR by Percival Aircraft Ltd 30.8.37. Registered to Indian Aviation Development Co Ltd, Bombay 8.9.37 and CofA No.6075(S) issued to them on 5.10.37, valid from 1.10.37. The Indian Aviation Devt Co was run by Sir Alasdair W. MacRobert. He is believed to have made a return flight to India in G-AFBR soon after delivery. While approaching to land at Luton on 1.6.38 the Vega Gull crashed into a field, killing three occupants, the pilot Sir Alasdair and passengers E.Baker and R.Beere of the Redhill Flying Club. Registration cancelled 9.38 as permanently withdrawn from use.
- K.80 CofA Appn No.6707 as VT-AJR by Percival Aircraft Ltd 17.9.37. CofA No.6074(S) issued to His Highness The Maharaja of Jaipur on 4.10.37, valid from 30.9.37. Registration cancelled 29.8.44.
- K.81 CofA Appn No.6717 as F-AQEN by Percival Aircraft Ltd 24.9.37. CofA No.6082(S) issued to Sté Anonyme des Pétroles Jupiter, Paris 14.10.37, valid from 9.10.37. Regd to Sté des Pétroles Jupiter 22.11.37. CofA suspended at Buc 23.5.38. Requisitioned by the French Government and given to Air France 29.12.39. Inspected by Bureau Veritas at Le Bourget 18.12.39 and Veritas status "modified" on 16.3.40. Probably destroyed during Battle of France 6.40.
- K.82 CofA Appn No.6733 as G-AFBW by Percival Aircraft Ltd 7.10.37. Registered to Richard Exton Gardner Jr, Hamsey Green, 11.10.37. CofA No.6088(S) issued to Gardner 18.10.37, valid from 15.10.37, and renewed 6.4.39. Registered to Dudley Stewart-Clark, Macmerry 21.6.39. Registration cancelled 19.1.40 and impressed on same date as W9377. Air Ministry review quotes base at Heston 1.9.39, impressed 2.3.40, owner notified 2.4.40. To Royal Navy, delivered to RNAS Donibristle, Scotland. Fate unknown. (Note: On 28.6.38 a Vega Gull owned by Richard Gardner crashed on take-off at Hamsey Green while being stolen by two RAF apprentices from Halton, G.E.Nicholson and P.L.Hauser. The aircraft was badly damaged. Though not confirmed as G-AFBW it would explain why the CofA was not renewed in 10.38 and why Gardner acquired c/n K.90 in July 1938 as a replacement.)
- K.83 CofA Appn No.6757 as VH-ABS by Percival Aircraft Ltd 16.10.37. CofA No.6185(S) issued to The Shell Company of Australia Ltd 7.1.38, valid from 4.1.38. Registered to Shell 2.38. Destroyed by fire with six other aircraft in the Ansett hanger at Essendon, Melbourne, Victoria 28.2.39 and registration cancelled.
- K.84 CofA Appn No.6829 as G-AFEA by Percival Aircraft Ltd 5.1.38. Registered 7.1.38 to Alexander Henshaw, Trusthorpe, Lincs. CofA No.6191(TM) issued 20.1.38, effective 19.1.38, to Henshaw but his name deleted and Gloster Aircraft Co Ltd inserted instead (undated - but presumably in 1940). Used by Albert and Alex Henshaw 3.38 to survey route to Cape for the record flight in Mew Gull G-AEXF 2.39. Flown into second place in Southend Air Race by Henshaw 27.8.38. CofA renewed 28.3.39. Won Manx Air Derby 29.5.39 flown by the Henshaws at 167.5 mph. Ownership officially transferred to Gloster Aircraft Co Ltd, Hucclecote, Gloucestershire 18.1.40, delivered Mablethorpe - Hucclecote 28.1.40 (although inspected for Air Ministry review at Hucclecote 1.9.39) and used by the company throughout the war. CofA renewed progressively 28.3.40, 5.5.41, 6.5.42 and again 14.8.46. Damaged when it slipped of trestles during maintenance with Glosters 19.5.42. Operated under MAP Permit No.5 from 11.10.43 to 14.11.46. Registered to Universal Flying Services, Kidlington 21.8.46. Registered to Denis Frederick Little, Oxford 20.1.47 and probably used by Oxford Flying Club whose instructors were included in the insurance. CofA renewed 7.5.48 and 21.4.50. Flown by Little as No.31 in Kings Cup 17.6.50, finishing 29th at 150mph. Flown by an Air Couriers pilot from Watford to Croydon 25.4.51. Cancelled 5.9.52 as "sold to an American citizen" and pencil note records proposed sale in Tangiers, dated 30.7.52. Registered N9960F 7.52. No further details although several sightings are reported at Gibraltar in 8.52. (Note: It has been claimed that "the engine from G-AFEA was fitted" to Mew Gull G-AEXF prior to its sale to France in 7.39 - it may even be that this engine was used for 'EXF's Cape record flight. What is certain is that when recovered from France in 1951 the Mew Gull had Gipsy Six II No. 4213 fitted.)

to be continued



Left: Vega Gull G-AFEA c/n K.84 was used by Alex Henshaw and his father to survey the route for his Cape record flight. He was forced to land by an oil leak and got down in the bush without damage, then taxiing to the strip in the photograph. His note on the back reads: "One more bush down and we're on the 'aerodrome'". (Alex Henshaw via Jack Meaden)

PRE-WAR AIRLINE FLEETS

2. North Eastern Airways Ltd



NORTH EASTERN AIRWAYS LTD

Registered on 4th March 1935.

Capital £20,000.

Directors: Lt Col The Rt Hon Lord Grimethorpe TD, Yorkshire Hussars, Chairman. Admiral Sir Cyril Fuller RN (Retd). Major John E.D. Shaw.

Services were: Heston - Yeadon - Cramlington - Scone - Dyce.

Trading ceased in July 1935, assets were taken over by Alp Airline Ltd. Services recommenced on 2.11.36, now based at Doncaster, with the revised route: Croydon - Armthorpe - Yeadon - Cramlington - Scone.

Other routes were:

Barton-on-the-Moss - Armthorpe - Hedon.

Hedon - Waltham.

Croydon - Knokke/Le Zoute.

Woolsington - Renfrew.

Armthorpe - Macmerry - Renfrew.

Mail was first carried on the Scone - Croydon route southbound only on 3.10.38.

In 1939 North Eastern Airways operated the following routes:

Croydon - Knokke/Le Zoute.

Croydon - Armthorpe - Macmerry (later Grangemouth) - Renfrew.

Croydon - Yeadon - Clifton - Woolsington - Macmerry (later Grangemouth) - Scone.

Woolsington - Renfrew.

Hedon - Waltham.

Hedon - Armthorpe - Barton-on-the-Moss - Speke.

The Dragon Rapides were taken over by National Air Communications and then impressed during the war. The airline never reappeared post-war, being formally nationalised into BEAC on 1.2.47.

Fleet List:

Airspeed A.S.5 Courier

G-ABXN C/n 7 CofA date: 4.8.33
Airspeed Ltd, Portsmouth.
Sir Alan Cobham 1.34.
To North Eastern Airways, Croydon 3.37.
Sold to Miss J. Parsons, Hanworth 8.39;
scrapped at White Waltham 9.40.

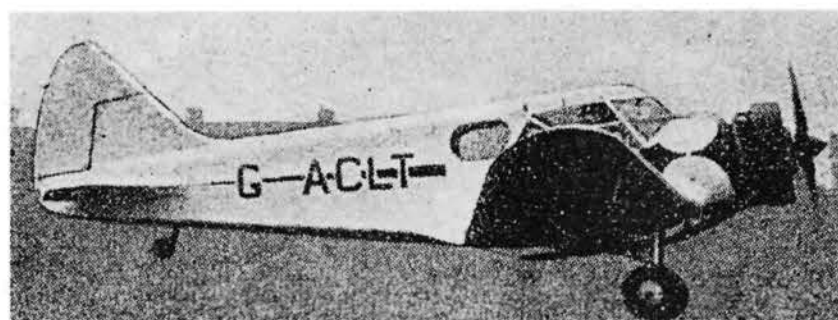
Above: Airspeed AS.5 c/n 7 G-ABXN (240 hp A.S. Lynx 7-cylinder radial engine) was the prototype Courier. It was registered to North Eastern Airways in March 1937 after three years with Sir Alan Cobham on flight refuelling trials. The Courier was the first British production aircraft with a retractable undercarriage. (Aeroplane via Jack Meaden)

G-ACLF C/n 12 CofA date: 13.12.33
R.K.Dundas Ltd.
To North Eastern Airways 2.37.
To P.S. & IoW Avn Ltd 4.39;
impressed 18.3.40 as X9342, soc at
Kemble 12.4.44.

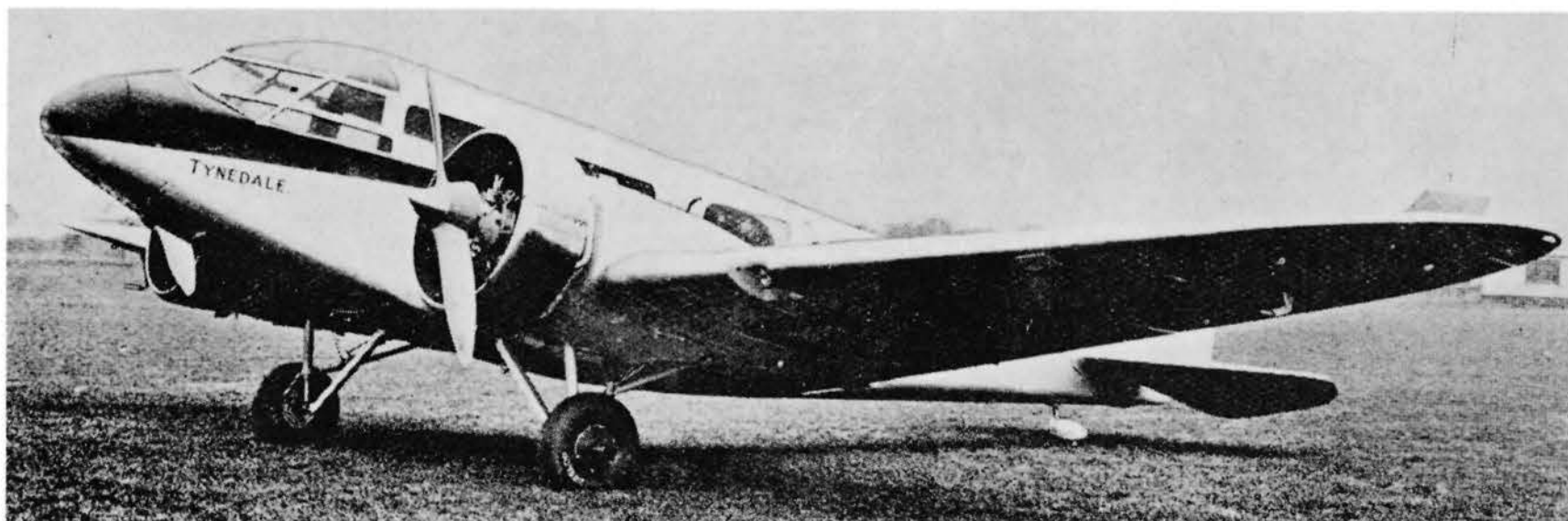
G-ACLT C/n 14 CofA date: 22.2.34
Airspeed Ltd, Portsmouth.
To North Eastern Airways 2.37.
To Air Taxis, Croydon 5.39;
impressed 29.3.40 as X9394, dbr 4.42.

G-ACSZ C/n 19 CofA date: 30.5.34
Airspeed Ltd, op by London, Scottish & Provincial Airways.
To North Eastern Airways 2.37.
Crashed at Doncaster 29.5.37.

G-ACVF C/n 23 CofA date: 15.8.36
To North Eastern Airways 3.37.
Impressed 14.4.40 as X9437; restored to
R.J. Jones as (G-ADAX), G-ACVF 1.2.46;
wfu Southend 18.12.47.



Above: Seen taking off in an Aeroplane Spotter photograph, Airspeed AS.5 Courier c/n 14 G-ACLT was registered to North Eastern Airways in February 1937. Impressed as X9394, it flew with ATA until it was dbr by enemy action at Hawarden in April 1942. (via Jack Meaden)



Airspeed A.S.6J Envoy Srs.1

G-ADAZ C/n 32 CofA date: 28.3.35
To North Eastern Airways "Tynedale"
To AST Ltd, Hamble 11.38;
impressed 14.2.41 as DG663; soc 14.6.43.

G-ADBA C/n 33 CofA date: 18.4.35
Cobham Air Routes (and operated by Olley
Air Services).
Union Founders Trust 8.36 (intended for
Spanish Republican AF, sale embargoed).
To North Eastern Airways 2.37.
Sold to RAF as P5778 11.38.

G-ADBB C/n 34 CofA date: 6.4.35
To North Eastern Airways "Wharfedale"
Hired to Air Dispatch, Croydon .36.
To Spanish Nationalist AF, Burgos 8.36.

G-ADBZ C/n 35 CofA date: 13.4.35
To North Eastern Airways "Swaledale"
Hired to Air Dispatch, Croydon .36.
Crashed, Titsey Hill, Surrey 22.1.37.

de Havilland DH.89/89A Dragon Rapide

G-ADDE C/n 6282 CofA date: 31.5.35
Aberdeen Airways Ltd, Dyce.
To North Eastern Airways, Croydon 11.37.
Impressed 27.3.40 as X9386, sold as
spares to E.L.Gandar Dower Ltd 24.3.47.

G-ADWZ C/n 6309 CofA date: 9.11.35
De Havilland Aircraft Co Ltd.
Personal Airways Ltd, Croydon 3.36.
Sold as F-APES 10.36, restored as G-ADWZ
to North Eastern Airways, Croydon 11.38.
Impressed 12.4.40 as X9449, crashed at
Llanrhaidr-ym-Mochnant, N Wales 2.8.40.
Soc 7.9.40.

Above: North Eastern Airways' Airspeed AS.6J
Envoy c/n 32 G-ADAZ "Tynedale" (two 340 hp A.S.
Cheetah IX 7-cylinder radial engines) was the
first of four Series 1 Envoys operated by the
company. The Cheetahs had Townend ring cowlings
and left-hand tractor wooden propellers.
(via Jack Meaden)

G-AEMH C/n 6336 CofA date: 5.9.36
Personal Airways Ltd, Croydon.
To North Eastern Airways, Croydon 11.38.
Impressed 27.3.40 as X9387, restored to
A.Hamson & Sons t/a Air Charter Exports
Ltd as G-AEMH 11.3.47; renamed Manx Air
Charter Ltd 8.47. To G.Clifton, Horsey
Toll 2.49. To East Anglian Flying Serv-
ices Ltd, Southend 6.52. Wfu on CofA
expiry 15.4.60, broken up at Ipswich.

G-AEXO C/n 6368 CofA date: 19.7.37
To North Eastern Airways, Doncaster.
Impressed 26.3.40 as X8507, soc 13.6.41.

G-AEXP C/n 6369 CofA date: 19.7.37
To North Eastern Airways, Doncaster.
Impressed 26.3.40 as X8505, dbr St Omer
21.5.40 and soc 28.5.40.

G-AFEO C/n 6405 CofA date: 9.5.38
To North Eastern Airways, Croydon.
Impressed 26.3.40 as X8506, abandoned in
France, soc 22.6.40.

G-AFEP C/n 6406 CofA date: 13.5.38
To North Eastern Airways, Croydon.
Impressed 25.3.40 as X9388, soc 11.40,
restored as G-AFEP Air Commerce Ltd,
Speke 13.11.40.
To Olley Air Service 12.46, to Sir B.
Beauchamp 5.47, to F.A.White & H.C.D.
Hayter 9.47, to Mrs E.M.Noon as VP-KFV
6.48. Dbf Masindi 29.11.49.



Above: G-ADAZ "Tynedale" was delivered at Heston on 29.3.35. The airline personnel in this photo
are L to R: pilot V.J.Wheeler, managing director R.Somers, general manager F.C.R.Jaques and
ground engineer J.G.Stephens. (Aeroplane via Jack Meaden)

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Below: The Kay Gyroplane G-ACVA c/n 1002 assembled ready for flight but still in primer before final painting. The conventional rudder and elevators can be seen, also the additional ground clearance for the 4-blade wooden propeller provided by the Pobjoy reduction gear in raising the propshaft above the engine centre line. The Klemm L25 monoplane HB-ERU modified to have a tricycle undercarriage is seen here at Lausanne, Switzerland, on 28.6.46. (both Aeroplane via Jack Meaden)



Thanks for the suggestions offered below are due to a most encouraging number of readers, namely Geoff Allen, Phil Butler, Charles Cain, Peter Davis, John Havers, Fred Kirby, Jack Meaden, Barry Moores, Tony Morris, Keith Palmer, Geoffrey Phillips, Vic Smith and D.C. Woods.

25.1.46 p.98: (and p.91/103) Reference was made to Air Min 225, this was in fact a single-seat Do 335 which suffered an accident at Merville, France, on its delivery flight on 13.12.45. Air Min 61 was actually a Heinkel He 162.

1.2.46 p.146: The captured Junkers Ju 52s: 100 were allotted for use by the Ministry of Civil Aviation. Only 63 came to the UK, the others being released to the French, Belgian, Dutch and Czech governments. Of these 63, one was allotted to Short Bros & Harland for structural testing and one to the Associated Airways Joint Committee for crew training (G-AHBP). Thirty were sold to Short Bros & Harland to be cannibalised into the BEAC fleet of ten aircraft, three passed to the RAE for short-lived use as transports, and the balance were scrapped after being stripped for spares by Field Aircraft Services.

12.4.46 : The Tomtit referred to is G-AFTA not G-AFTE as we mistyped! At the time it was sold to George Goodhew on 30.5.46 he was managing Airtraining (Oxford) Ltd, which operated the Oxford Flying Club at Kidlington. When General Aircraft Ltd's two subsidiaries, Airtraining (Oxford) Ltd and Airtraining (Fair Oaks) Ltd were merged to form Universal Flying Services Ltd in 1946 it was decided to concentrate activity on Fair Oaks and the company withdrew from Oxford. Goodhew and John L. Brockhouse then formed Goodhew Avn Co Ltd, being registered on 10.3.47, to operate Oxford Airport and the Flying Club, now renamed Oxford Aeroplane Club.

10.5.46 p.562: (and photo p.92/21) The photo of Shapley Kittiwake G-AFRP brought back memories to Air-Britain's Founder Charles Cain, who at that time was Editor of "The Aeroplane Spotter". He published a similar photo and report in that magazine on 4.5.46 and recalls that the Kittiwake was the only aircraft that he ever refused to joyride in! This is his first-hand account, written almost exactly 46 years later:

"...Rochester Municipal Airport on 16 April 1946. The weather was splendid for mid-April and this tubby side-by-side, all-wood, aerobatic-stressed sportsplane looked different despite its come-hither gloss cream finish and dark green registration letters."

"The gentleman seen in the photo was the demonstration pilot. Since I never flew in this second Kittiwake, his name escapes me. I recall he did wear spectacles; but perhaps that alone should not have daunted me in respect of the enthusiastic invitation to experience the unfettered joys of aerobatic flight."

"Perhaps I was worried about the centre of gravity of this unorthodox gull-wing fatso. I think I was a trifle concerned about a 95hp Pobjoy Niagara III being asked to tumble and cavort about the sky."

"With the photocall completed, the gentleman adjusted his specs and everything else and bumbled along the grass and parted company with



terra firma. The aerobatic sequence seemed to be, well, interesting but probably to the limits of fatso's capabilities."

"It was the flare-out and attitude for landing that darkly seemed to suggest that my disinclination to Kittiwake-aerobats was not just temperamental editorial fickleness. Kittiwake II crabbed towards a brisk landing... joggle-joggle, bump-bump. And no doubt about it, the pilot needed his specs and a windscreen wiper which had not been included in the inventory. The crabbing had been essential because a plentiful supply of oil covered just about every forward inch of the Perspex."

"If the pilot now appeared less full of the joie-de-vivre at least he was spared a post-experience photocall. That's how I know the photograph illustrated is a pristine pre-demonstration condition example. The Archive caption says that the pilot baled out in December 1946 when G-AFRP got into a spin. "There but for the grace of God...."? I got my priorities right."

31.5.46 p.653: The Ju 52 was LN-LAB "Tyrihans" of DNL.

28.6.46 p.748: More on the Kay Gyroplane, it was built at Eastleigh by Oddie, Bradbury & Cull who made rotor blades for the Cierva autogyros. It was taken by surface transport to Perth for its first flight which was followed by tests at Farnborough. Power was a 75hp Pobjoy R driving a 4-blade fixed pitch propeller, lateral control was by cyclic variation of main rotor pitch and G-ACVA had an orthodox rudder and conventional elevator system. C/n was 1002, no doubt due to the fact that there was an earlier unregistered Kay Gyroplane 1 in 1933, a smaller machine powered by a 2-cyl horizontally-opposed Blackburn engine. It flew successfully but after a crash was dropped in favour of the more powerful G-ACVA which first flew 18.2.35.

12.7.46 p.43: Klemm L25 HB-ERU was photographed with tricycle undercarriage at Lausanne on 28.6.46. Unusually for an L25 the 9-cyl Salmson radial engine is the 9ADr version with 14/27 ratio reduction gear. This is apparent from the extended front casing and confirmed by the 60 hp quoted for the occasion. The smaller clearance of the larger-diameter slower-revving propeller used with the reduction gear may be one reason for adopting the nosewheel u/c, another being the influence of the many American tricycle-gear aircraft which landed in Switzerland during the war.

12.7.46 p.51: The Wayfarer was the first production aircraft G-AHJB c/n 12734. The ditching was actually 400 miles south of Natal at 20.00 hrs on 4.7.46, with Ronnie Ellison and his four BSAAC crew being picked up by the adjacent American vessel "Tulane Victory" some two hours later. The aircraft was reportedly still afloat on 9.7.46. It was to have become PP-YPF with REAL.

12.7.46 Small Ads: The two-seat monoplane advertised might well be the Chrislea Airguard. In 1938 when production was intended the price was to be £550 but after the outbreak of war, when spares for its Czech Walter Mikron II engine would have been difficult to obtain, the single prototype G-AFIN c/n LC1 was stored. Normal output for the Mikron was 60 hp at 2600 rpm and maximum was 62 hp at 2800 rpm. Maximum speed was 118 mph, normal cruise 103 mph and max cruise was 110 mph. Designed and partly built before the formation of the Civil Air Guard, the type was named Airguard afterwards in the hope that this would encourage sales. In 1940 G-AFIN was sold to J.W.Haggas of Throssington, near Leicester, who may have been the postwar advertiser, certainly he stored it during the war. By 1970 it was owned by Bill Goldfinch who passed the remains to the Northern Aircraft Preservation Society, later The Aeroplane Collection, who proposed to rebuild it. This required a new fuselage to be built to the original drawings but whether this fuselage is the static replica held by the Collection as BAPC203 or whether there is another is unclear.



Above: The two-seat Chrislea Airguard had a wingspan of 35ft 9in. Structure was spruce with plywood covering and all-up weight was 1300 lbs. (Aeroplane via Jack Meaden)

19.7.46 p.60: The Hughes XF-11 44-70156 was a twin-engined high altitude photo-recce aircraft on its maiden flight from Culver City, LA. Immediately after take-off the left gear did not retract correctly and the right aft prop of the contra-rotating system went into reverse. Hughes, although seriously injured, survived the ensuing fire.

19.7.46 p.81: The Proctor for the British Air Attache was G-AHGN as illustrated on p.91/103. There is still no evidence that a Hurricane was ever allocated to Peter Masefield. An earlier Foreign Office letter, in December 1945, suggested buying a Miles M.28 for the Washington Air Attache, possibly the idea of a Gemini was substituted later. A candidate could be Canadian demonstrator G-AJKS?

John Havers took the bait about Embassy aircraft and suggests the following list for starters:

G-AGLB Avro XIX-1 Madrid to NL152 17.11.48
G-AGLC Proctor 3 Cairo to DX198 26.10.44
G-AGLM Anson 11 to NL246 2.46
G-AGNH Dragon Rapide Baghdad
G-AGOG Proctor 3 Cairo
G-AGPU Avro XIX-1 Lisbon to RAF 1950
G-AGWB Proctor 3 to LZ734
G-AIIA Avro XIX-1 Lisbon to PH858
G-AIRV Avro XIX-2 Egypt, or Lisbon? to PH830
G-AJDH Avro XIX-2 Malta to VL336
G-AKFE Avro XIX-2 Vienna, Belgrade to VP512
G-ALFM Devon to VP961
G-ALFN Avro XIX-2 Teheran to VM336
G-ALTS Devon Saigon to VP977
G-ALVS Dove Washington
G-ALVT Dove Buenos Aires
G-ALYO Devon Teheran, Saigon to VP978
G-AMJJ Devon Ankara, Teheran to WB532
G-AMNA Avro XIX Egypt to VL298
VP962 Devon Saigon
VP966 Devon Amman
VP970 Devon Mexico, Venezuela
Any further suggestions?

2.8.46 Small Ads: Mr Mavrogadato's Martlet G-AAYX reputedly spent the war in a loft in Oxford. As Lord Nuffield's personal pilot he flew his Leopard Moth G-ACTG from Witney in 1934 and then from the company strip near Stanton St John. The Martlet was at Witney pre-war and the owner did live locally. However, he advertised it in Flight 7.2.46 for £200 ono, giving an address in Westerham, Kent.

By 2.8.46 the price had fallen to £150. Total airframe hours were quoted as 228, engine since major overhaul 278, since top 72, and since last CofA on 24.7.39 nil. When sold to Billy Butlin it was taken to Woodley and there found to be in excellent condition. At Witney Mr Mavrogadato also owned Bristol Fighter G-ACCG from 1933-38 when he traded it in for Comper Swift G-AAZD.

9.8.46 p.152: The Autocrat G-AHAR presumably returned to the UK after being exhibited in Paris. It was owned from 7.8.47 by A.M. Ashery who insured it for use mainly in France. Among the permitted pilots were G.Fellows and I.Forbes together with several French names including J.Billen of the AC d'Evreux and a Seversky, presumably George. Although cld in 12.50 it was logged as G-AHAR at Rearsby on 2.6.51 (BCRN 30.6.51). Still as F-BGRZ its remains have been reported at North Weald recently for rebuilding.

16.8.46 p.202: The Dakota was G-AHCS c/n 12348 (ex 42-108850, KG341) which had actually been transferred to BEA on 1.8.46. It crashed at Eskheim, near Eidsvold, 12 miles N of Oslo/Gardermoen airfield having begun its radio range let-down too soon and overshooting in a procedure turn. Capt Lewis K. Fennell and 2 crew were killed, two crew and 7 of the 10 passengers were injured in what was BEA's first post-war fatal accident.

23.8.46 p.231: The Dove which crashed was the second prototype G-AGUC c/n 04000/P2 which had been in service less than 2 months. It crashed at West Howe, 4 miles SSW of Hurn, at 13.46 hrs on 14.8.46, just after take-off, killing H.W.North, seriously injuring the pilot Captain R.G.E.Collier and slightly injuring two technicians on board.



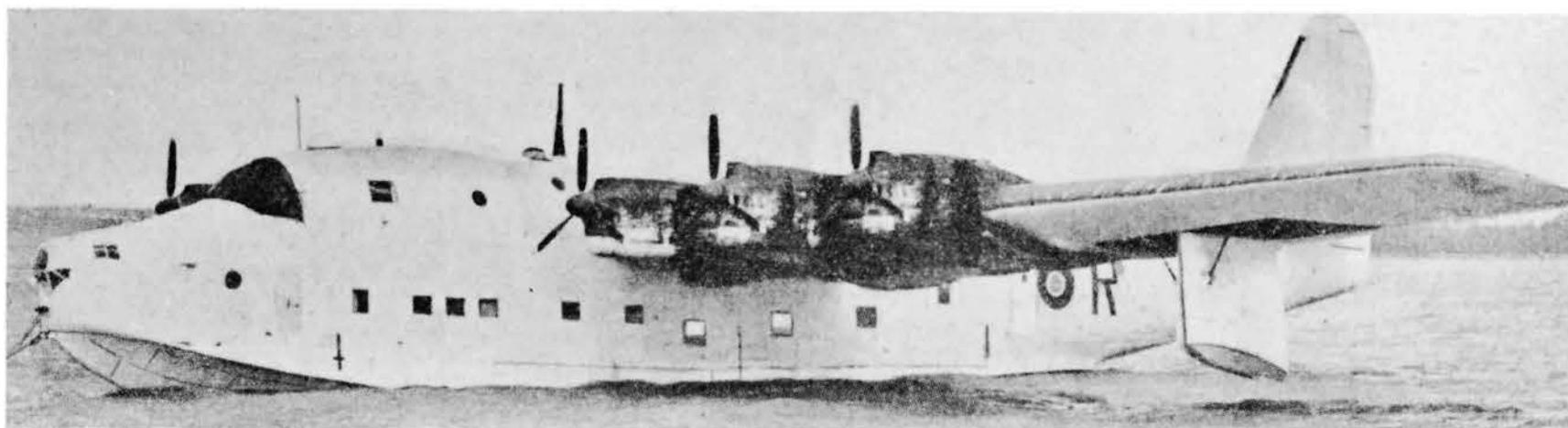
Above: The second prototype Dove G-AGUC seen on its service trials. Note that the registration has not yet been applied to the upper surface of the wings. (via Jack Meaden)

23.8.46 Small Ads: The Gull for sale must have been G-ACGP, for details of which see The Whole Truth and recent information about subsequent owner F.C.Bettison.

30.8.46 p.246: The Blohm & Voss BV222 was ferried to Calshot from Trondheim on 25.7.45 and after trials coded "R" it was soc 11.6.47 and broken up there in 1947. Thirteen were built, two of which went to the USA, as shown by the list compiled by Jack Meaden which follows:

Aircraft	Type	Identity	Engines	Fate
BV222-V1	(A)	D-ANTE, CC+EQ, X4+AH	Bramo	Sank 2.43, hit buoy alighting
BV222-V2	(A)	CC+ER, X4+BH	Bramo	Destroyed by British troops, Norway
BV222-V3	(A)	DM+SD	Bramo	Destroyed by strafing Mosquitos 21.6.43
BV222-V4	(A)	X4+DH	Bramo	Scuttled 1945
BV222-V5	(A)	X4+EH	Bramo	Destroyed by strafing Mosquitos 21.6.43
BV222-V6	(A)	X4+FH	Bramo	Shot down by RAF fighters 24.11.42
BV222-V7	(C)	X4+CH	Jumo	Scuttled 1945
BV222-V8	(A)	X4+HH	Bramo	Shot down 10.12.42 by Beaufighters
BV222-V9	C-09		Jumo	Strafed by Mustangs, dbr
BV222-V10	C-010		Jumo	Shot down by RAF 1944
BV222-V11	C-011		Jumo	To USA postwar
BV222-V12	C-012		Jumo	To UK as VP501 (AM138) b/up 1947
BV222-V13	C-013		Jumo	To USA postwar

V7 was the prototype C, V9 the first production C, C-014 to C-017 were laid down but were not completed. The 150ft 11in BV222 had 6



engines, the seven type As had Bramo Fafnir 232R-2 9-cyl radials, the six type Cs had Junkers Jumo 207C 12-cyl vertically opposed compression ignition engines.

30.8.46 p.258: The Railway Air Services Avro XIX was G-AGUE c/n 1276. It crashed at 0732 hrs, making a single-engined landing, and burnt out about 1 mile SE of Speke airport.

30.8.46 p.260: The BOAC Lancastrian was G-AGMF c/n 1186 ex VF160 and Lancaster PD166. The crash was reported elsewhere as on 20.8.46 at 0540 GMT, en route Lydda to Hurn, at St Aubin du Thernay in the Broglie area 35 mls SW of Rouen, making it some 80 miles from Paris. Two of the ten on board survived.

30.8.46 p.260: The Mistr Anson was SU-ADJ c/n 1272 and the crash on 24.8.46 was described on p.91/108.

13.9.46 p.314: Air France DC-3 was F-BAOB c/n 11714, and again details may be found on p.91/108.

4.10.46 p.398: The Scottish Airways Rapide was G-AFFF c/n 6386, inbound from Islay to Renfrew, crashed on Craigton Hill, 2.5 miles north of Milngavie after receiving radio homing instructions intended for another aircraft. Registered owner was Railway Air Services but it was operating a Scottish Airways flight. T/t 5918 hrs.

11.10.46 p.406: The RCAF Dakota crashed on overshoot at Estevan, Saskatchewan, while taking pilots to collect Lend-Lease Cornells for return to the USA. The elevator lock had not been removed (see also Casualty Compendium report on PH-TCR 26.1.47 in this issue) and the aircraft must have been flown using the trim tab for pitch control. The "Lancastrian" on 19.9.46 was Lancaster VII NX690 of 40 Sqn en route St Mawgan to Cairo(?); F/O Faber, 7 crew and 17 passengers killed. One contributor reverses the route, saying that the casualties were personnel from 37, 40 and 70 Squadrons returning to the UK as a result of reductions in squadron strength. Dakota IV KN414 of 110 Sqn crashed at Kowloon Tong after take-off for Singapore via Saigon, T/W/O Christie, 4 crew and 14 passengers killed.

11.10.46 p.428: The US Embassy Cubs were NC79800, NC79816 and NC79819, all identified in our Americans Overseas lists, but what was the Texan?

18.10.46 p.454: The 511 Sqn York MW125 had left Lyneham on 30.9.46 for Singapore. F/Lt Courtney, 5 crew and 14 passengers lost their lives. Location 0537N 9921E in Bay of Bengal.

1.11.46 p.500: The Portsmouth Aerocar prototype G-AGTG c/n 2 was built in the immediate postwar period when large numbers of surplus military transports were available at knock-down prices. The reported large orders were apparently not enough to persuade investors to put up the large sums necessary to finance production by a small company which had no facilities for quantity building. The sole Aerocar was broken down in 1950 but reported still extant in dismantled state in 1952. C/n 1 G-AGNJ was being built as the Aerocar

Right: Aerocar G-AGTG comes in for landing after its first flight at Portsmouth with only partial flap lowered 18.6.47. The undercarriage was fixed down on this flight to avoid taking any chances with the sole prototype. (Aeroplane via JM)



Above: BV222C-012 moored at Calshot with RAF serial VP501. It was allocated the Air Ministry number AM138 but it is believed that this was never applied. The Jumo 207C compression ignition (Diesel) engines had 6 upright and 6 inverted cylinders in vertical opposition and gave 1000 hp for take-off. (Aeroplane via Jack Meaden)

Minor with two 100 hp Cirrus Minor II engines but due to the low estimated performance building was stopped in favour of the 155 hp Cirrus Major version. Possibly it was the airframe of c/n 1 which was reported sent to India where production was planned but never took place. Richard MacDemitria, who worked for Portsmouth Aviation at the time, recalls the plan to deliver aircraft to India in crates for local assembly but nothing came of it.

1.11.46 p.520: Dakota IV KN236 of 3PTS crashed at Tirah, Chitral, on a practice supply-dropping mission. The Calcutta "Statesman" quotes 11 killed on the 18th.

York MW208 of 51 Sqn Waterbeach crashed at 0727 when the port inner engine failed on take-off from Dum Dum. Three passengers killed, 2 seriously injured, 6 crew and 7 passengers slightly injured or unhurt.

22.11.46 p.612: Several readers suggest that C.G.Grey's "land slowly and not burn up" phrase goes back further than 1946, to 1939 or even earlier.

22.11.46 p.628: There was a detailed report on the Paris Salon exhibits in "Aeroplane Spotter" for 14.12.46.

This report, however, contained some inconsistencies and errors easily identifiable with hindsight so, rather than repeat it again here, we are instead featuring a photo-report on the Salon which will be continued in the next edition.

The photo-report, compiled by Jack Meaden, begins on the next page but first we have another new batch of Extracts about which we would welcome your comments:

Aeroplane 29 November 1946

*P.647 - The prototype Beech 35 Bonanza crashed during tests for its type certificate at Andover, Kansas recently killing Beech chief test pilot H Reiter. A hatch blew open in a high speed dive from 12,000 ft causing progressive failures.

Aeroplane 20 December 1946

*P.756 - A Skyways Lancastrian was badly damaged by fire whilst in a hangar at Dunsfold on 8 December. A fuel jettison cock was accidentally turned on and the resultant stream of fuel became ignited.

Aeroplane 3 January 1947

*P.25 - A Viking of FAMA crashed on landing at El Palomar 30.11.46, killing 5 and injuring 13 passengers. It had been flying near the military base at El Palomar when it suffered engine trouble

and spun in, and burst into flames. Pilot was First Lt Raul Teppa.

*P.26 - Three aircraft all crashed on landing in separate accidents at Shanghai in fog on 25.12.46. A total of 70 people were killed. The aircraft concerned were a C-47 of Central Air Transport Corporation; a C-47 of CNAC and a C-46, also of CNAC.

*P.26 - On 19.12.46, a Railway Air Services Dakota took off from Northolt in a snowstorm and failed to gain height, coming down on top of a house. There were no serious injuries.

Aeroplane 10 January 1947

*A survey of the postwar British gliding scene by Ann Douglas (later Ann Welch) made depressing reading. There were 34 clubs affiliated to the BGA but few had any gliders. Compensation for gliders impressed in the war had been fixed at 50% of prewar cost which was about 20% of present day cost. Of the thousands of gliders captured in Germany, hundreds had been supplied to France and many others were broken up. Only 30 had come to Britain and of those 19 had been burnt because of damage in transit and 4 others were irreparable. Most of the UK production was allocated for export or ATC use. Whilst the MCA had provided 6 unserviceable ex-German gliders on loan for one year, 3 were beyond repair or were incomplete.

*P.53 - An Australian survey commented on the fine record of ANAs DC-2 "Bungana". Bought in 1936, it had flown 33,000 hours and carried 50,000 passengers 5,445,000 miles. Now retired, its instrument panel had been presented to the National Museum, Melbourne.

*Ads - DJ Hayles of Portsmouth was offering three Miles Masters in good flying condition for £375 each. Can anyone identify these and comment on their fate? - they do not appear to have been registered.

Aeroplane 11 January 1947

*P.85 - BOAC Dakota G-AGJX crashed on high ground at Stowting near Folkestone, killing 3 passengers and 3 crew, including Capt IR Goalen and Capt BJ Ward. It had left Heathrow for Bordeaux en route Lagos but because of bad weather no airfield would accept it. It returned to the UK but eventually ran out of fuel.

*P.85 - An Air Contractors Aerovan forced landed successfully on a beach 10 miles east of Cherbourg bound for Guernsey. Unfortunately, it was overtaken by the incoming tide and was badly damaged.

Aeroplane 24 January 1947

*Ads - United Motor Sales of Edgbaston, Birmingham had a Klemm 2-seater for sale - last C of A 1938 and not flown since.

Aeroplane 31 January 1947

*P.143 - On 25 January, a Dakota of Spencer Air Lines crashed on take-off Croydon killing 11 passengers and the owner/pilot Capt Ted Spencer. It crashed on top of a parked Czech Dakota. In the issue of 14 March, we learn that the Dakota wore the registration VP-YFE but had no C of R and the registration allotted was in fact VP-YFD. It was being ferried from the US to Rhodesia under a US ferry permit and had illegally collected fare-paying passengers at Croydon.

*P.143 - On 26 January, a CNAC Dakota was reported missing en route Canton to Chungking. In the next issue, it had been found crashed near Hankow with 25 of 26 on board killed.

Aeroplane 7 February 1947

*Ads - Southern Aircraft (Gatwick) Ltd were selling two Miles Master IIs without C of A for £400 each.

*Ads - Flt Lt Crampton of RAF Watchfield wanted Tiger Moth fuselage and other serviceable airframe to suit Gipsy Major. (There has always been a mystery about the source of Tiger G-AKEE regd to Crampton on 18.8.47 as ex T7179, since that aircraft crashed 4.11.41 and was soc 1.12.41.)

Aeroplane 14 February 1947

*P.202 - In Australia recently, 5 DC-3s under offer to Qantas were badly damaged at Archerfield in an 85mph gale. Three crashed together and wings were forced through fuselages etc.

Aeroplane 7 March 1947

*P.223 - WA Rollason Ltd had imported Seabee NC87591 at Eastleigh and had agency to sell the type. Flight of 6.3.47 reported that it had been sold to a French company and that a second Seabee was expected by Rollasons in April. (See AR4/81)

To be continued



Above: The Fokker F.25 Promoter four-seat twin boom cabin monoplane with retractable tricycle undercarriage and a 190 hp Lycoming O-435-A flat six engine with a two position variable pitch pusher propeller. The prototype PH-NBA c/n 6066 was rushed through just

in time to fly and appear at Paris 1946. One hundred were ordered by Frits Diepen Vliegtuigen and the F.25 clearly owed a great deal to Diepen's own design the Difoga 421 illustrated on p.92/21. In the event only twenty-one were built and not all flew. (Aeroplane via JM)



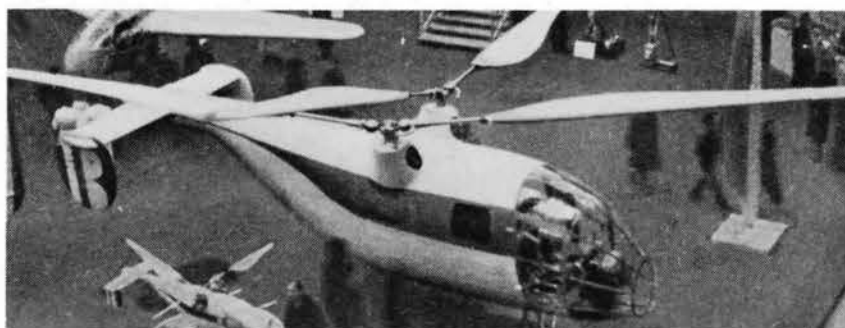
Above: The fuselage of the 144 ft span SNCAC NC211 Cormoran prototype cargo plane at the top of this photograph overshadowed everything else on display. Powered by four Gnome-Rhône 1600 hp 14-cyl 2-row radials, this prototype crashed when the elevators proved inadequate to control the change of trim when the flaps were lowered for landing. All the tail surfaces on the second prototype F-WFKH were enlarged and it flew successfully, but no more were built and the SNCAC went into voluntary liquidation.

The nose of the NC840 Chardonneret shows on the other side of the truck making a still-life exit from the Cormoran. The NC840 with 140 hp 4-cyl inverted in-line Renault 4P-01 engine led to several variants with other engines and the production version became the NC856A Norvigie, 112 examples of which were produced by SNCAN for Armée liaison after the SNCAC close-down.

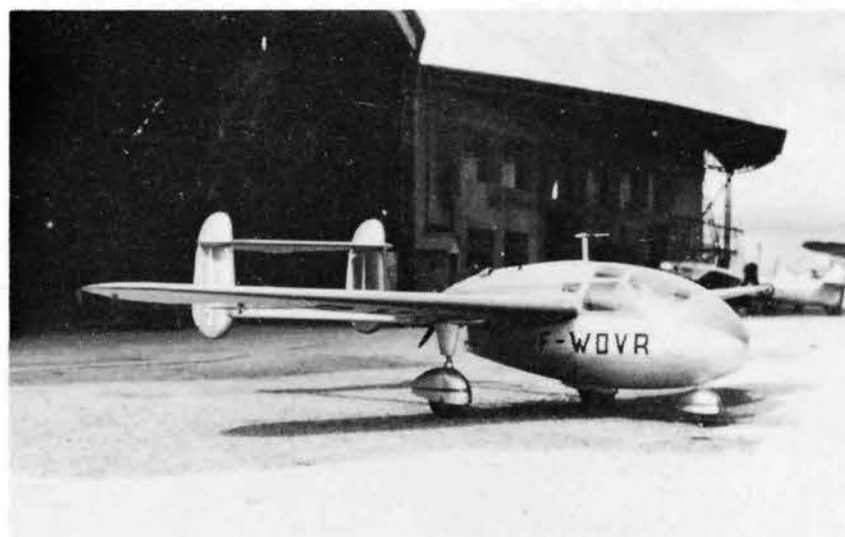
In the foreground is the prototype Guerchais-Roche T39 three-seat wood and fabric cabin monoplane tourer with a 175 hp 7-cyl Mathis G7R radial engine. It flew the following year as F-WCEG/F-BCEG. Overhead in the centre is the prototype Guerchais-Roche T107E single seat training glider and below it is F-BBCZ, the prototype T35 two-seater with 140 hp Renault 4Pei from which the T39 was developed. (Aeroplane via Jack Meaden)



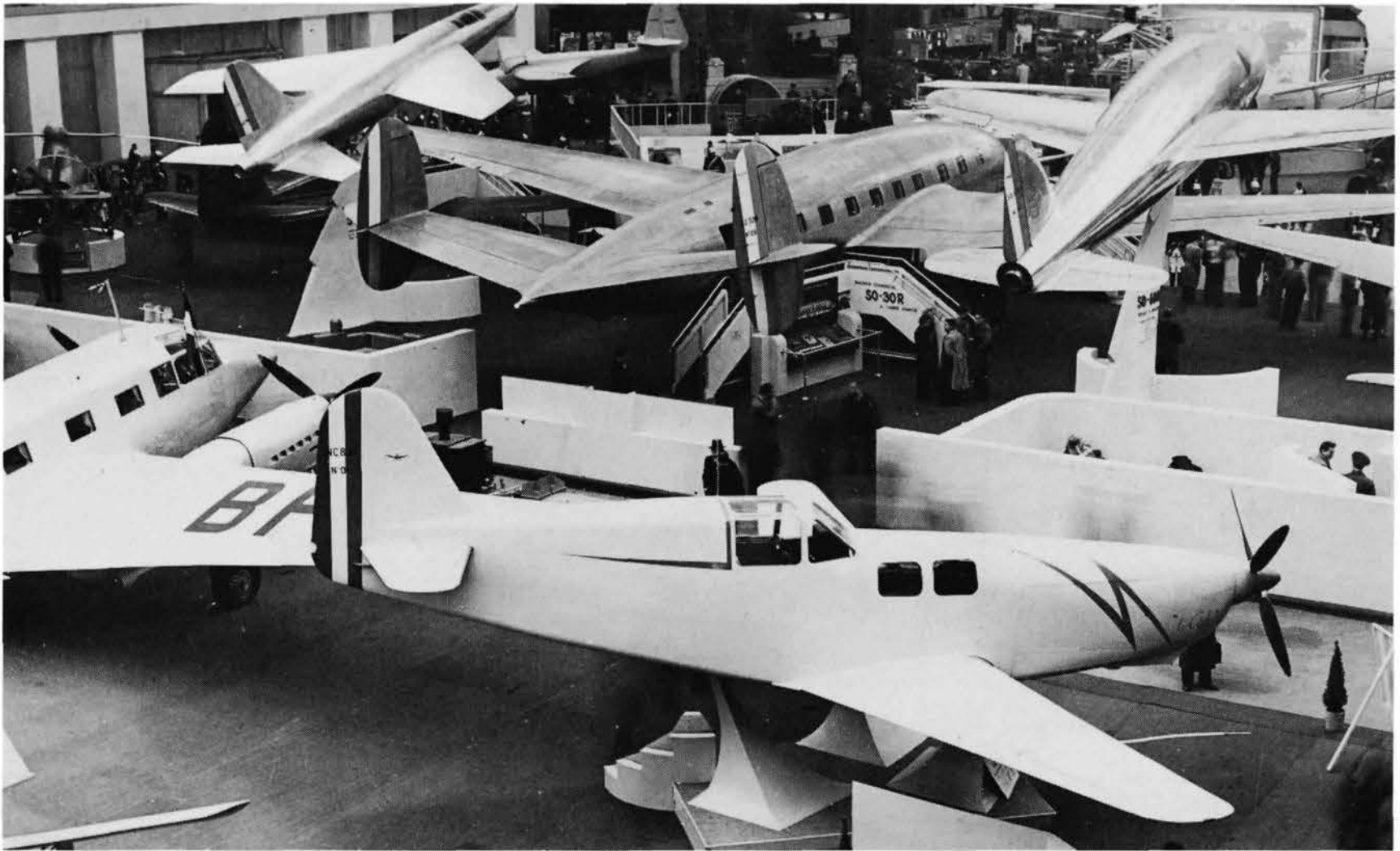
Above: The SNCAC JC.1 Levrier dual-control tandem seat enclosed cockpit trainer and sports biplane was powered initially by a 60 hp 9-cyl Salmson 9ADR radial engine. The display aircraft F-WCDQ was built by Jean Chapeau and later became F-PCDQ with a 65 hp Continental flat four, open cockpits and a new turtle deck. (Aeroplane via Jack Meaden)



Above: The SNCAC NC2001 Abeille helicopter had some similarities to the Breguet G11E with vertical and horizontal tail surfaces but its twin 2-blade rotors were mounted on separate pylons and intermeshed. It had a cleanly streamlined fuselage and the undercarriage was retractable. The engine was the 12-cyl inverted vee in-line Renault 12S.00 giving 600 hp at 3300 rpm for take-off. It was probably influenced by the SE3000 but was no more successful. The example displayed was unmarked.



Above: The SNCAC AL.06 La Frégate side-by-side 2-seat tourer registered F-WDVR at about the time of its first flight at Toussus le Noble in 1947 and (inset) on a stand at the show. It was powered by a 4-cyl inverted in-line Regnier 4JO engine with a Schwarz fixed pitch 2 blade propeller. The airframe was all-metal except for fabric covered control surfaces and flaps. The AL designation stood for the designers Alliet and Lariviere. (via Jack Meaden, inset Aeroplane)



PARIS 1946



Above: The SNCAC NC800 Cab in the foreground was a mockup for an air taxi to carry four passengers seated in pairs facing each other with the pilot's cockpit above and behind. The 240 hp 6-cyl in-line 6Q engines were to be mounted side by side driving a pair of 2 blade counter-rotating propellers. No undercarriage was apparent and "le Cab" appeared to be an uncompleted project which never flew as nothing more was heard of it. On the left, F-BBFP was the all-metal NC702 Martinet with two 590 hp 12-cyl inverted vee Renault 12S-00 engines driving Ratier 3 blade controllable pitch propellers. The NC702 was the German Siebel 204A built by SNCAC during the war with the Renault engines in place of the Argus and its production was continued postwar.

Top left is the SO M1 swept-wing glider aerodynamic development airframe which led to the Derwent powered SO M2, this becoming the first French aircraft to achieve 1000 km/hr (621 mph) in level flight. From these were developed the SO 6020 series jet fighters and France's first jet bomber the SO 4000 of which the twin Nene prototype flew only once before being abandoned.

Top centre is the twin-finned SO 30R, the 02 second prototype Bellatrix (two Gnome-Rhône 14-cyl 2 row 14R radials driving 3 blade c/s propellers) later registered F-WAYB. The production version was the SO 30P and 45 were built.

Top right is the first French jet plane the SO 6000 Triton, which was designed as a test bed for the Rateau GTS 65 turbojet. It was first flown 11.11.46 with a Jumo 004B-2 and proved suitable as a jet engine test bed. With its side by side cockpit seating it was also adapted for jet training. (Aeroplane via JM)

Left upper: The all-wood SIPA S20 was what a retractable Messenger might have looked like if it had been designed by a Frenchman! The upwards-opening cockpit cover with spinal hinges and the over-the-shoulder side windows and the projecting flaps and twin-fin tail unit also had similarities. The display board gave the engine as a Mathis G8R, a 200 hp 8-cyl inverted vee in-line air-cooled engine for which the upwards curved cowling with intake under the spinner is appropriate. The propeller was a 2 blade wooden fixed pitch right hand tractor. Nothing more was heard of the S20. (Aeroplane via Jack Meaden)

Left lower: The SIPA S70 wood and metal 8 passenger feeder liner was powered by two Mathis 200 hp 8-cyl G8R inverted vee in-line engines with cowlings and propellers similar to those on the same engine in the S20. The undercarriage main wheels were to be retractable but the tailwheel was fixed. The aircraft on display appeared to be largely a mockup intended to investigate sales possibilities and like the S20 no more was heard of it.

Behind is the tail of the Arsenal SA103 Emouchet training glider, a standard single seat type which was widely used in France. The T107 exhibited by Guerchais-Roche was very similar. (Aeroplane via Jack Meaden)

Casualty Compendium

PART FORTY-FIVE

Right: This photograph, recently unearthed by Martin Smith, was accompanied by an incorrect note on the reverse resulting from a misreading of the registration. It reads "a Latecoere on its back in the Andes, South America" but the type is wrong and the accident was in fact quite a famous event. Over to you!



As usual we begin by clearing up some earlier loose ends:

- 15.2.46 (p.92/25) As PP-PCA was a DC-3 of Panair, the S.43B was probably rebuilt as PP-PCQ.
- 28.7.46 (p.91/108) It would certainly seem that this date is incorrect, unless it refers to a minor incident and the two have been combined by someone. OO-CBG arrived at Melsbroek from the USA on 7.6.46. It made its first flight to the USA on 5.7.46 and it participated in an air show at Gent on 8.9.46. It was destroyed in the sixth of ten planned proving flights between Melsbroek and New York when it crashed 22 miles SW of Gander on 18.9.46. A contemporary Belgian newspaper referred to the first Sabena trans-Atlantic flight as being on 12.8.46, though this may have been the first to carry passengers?
- 13.12.46 Further to the crash of FAMA Avro York LV-XIG (which was on 23.12.46) the aircraft had been diverted due to bad weather when it flew into high ground ten miles from Rio. Among the passengers killed were Mr & Mrs Richard Pearse. Richard Pearse was co-founder of Wrightson & Pearce (sic) in 1934, a charter operation using Dragons out of Heston, later Croydon, which became Wrightways Ltd on 17.12.34. He was going to Buenos Aires to open the South American office of British Aviation Services Ltd. Mrs Pearse was formerly Dorothy Spicer, the first woman in the world to hold ground engineer's A, B, C & D licences. She founded an air taxi company with Pauline Gower in 1932 and later became chief engineer with British Empire Air Displays.

And now for the solutions to (most) of the casualties listed last time:

- 24.12.46 Western Air Express Douglas DC-3A NC45395 c/n 11642, ex 42-68715, en route Holtville - San Diego, hit Mount Cuyapaipa three miles SSE of Mt Laguna, 50 mls E of San Diego at 1919 hrs. Crash altitude was 6120' though last report from pilot Capt George B. Sprado gave the aircraft at 7000', he must have descended having made a positional error, striking the ground 75' below the crest. Three crew and nine passengers killed, the wreck was not located until 27.12.46.
- 26.12.46 Trans World Airlines L.049 Constellation NC86505 "Star of Cairo" c/n 2026 crashed at 0209 hrs onto a small island in the River Shannon while on instrument approach inbound from Paris to Shannon and New York. Three crew and nine passengers were killed, one other crew member died later; Capt Tansey, four crew and five passengers survived with injuries. Cause was due to altimeter connections being reversed.
- 28.12.46 Aircraft of Kansas City Southern Airways crashed at Walshville, Illinois. Suggested as either Douglas C-47 NC34999 c/n 4565, or NC58022 c/n 4609?
- 31.12.46 Intercontinental Air Transport DC-3 crashed on approach three miles NW of Charleston airport, S Carolina while on a Newark - Miami cargo flight. Capt T.A. Austin, three crew and a passenger travelling for interview as a stewardess, lost their lives.
- 3.1.47 Panair do Brasil Sikorsky S-43B PP-PBN c/n 4315, ex NC16926, crashed at Sao Paulo de Olivenca on the Solimoes River in Upper Amazonia, en route from Iquitos, Peru to Manaus, Brazil. Eleven occupants lost their lives but three survived. Date also quoted as 4.1.47.
- 5.1.47 Nationwide Air Transport Service DC-3 NC50046 c/n 34373 encountered severe freak snow storms en route Miami - Newark. It overflowed two scheduled stops but crashed during an emergency landing at Millville, NJ. Two passengers and one crew member were killed but Capt R.D. Sheker, one crew and seventeen passengers survived. An American Airlines DC-3 force-landed with fuel shortage at Jones Beach, Long Island, in the same storm.
- 6.1.47 Northwest aircraft which crashed and burnt out at Chicago was a Douglas DC-4. The undercarriage collapsed on landing but Capt J. Galt, three crew and 37 passengers escaped. This may well be NC95412 c/n 18330 which is given in the Air-Britain DC-4 monograph as crashed at Chicago 1.6.47 - presumably the date had not been converted from American style.
- 8.1.47 National Airlines aircraft which overshot and crashed in woodland at Jacksonville, Florida, believed to be Caribbean Atlantic Airlines L.18 Lodestar NC25687.
- 12.1.47 Eastern Airlines DC-3 NC88872. c/n 3274, on Akron, Ohio to Winston Salem, NC sector of Detroit - Miami route crashed and burned on a ridge at almost 2,500' 10 miles west of Galax, Virginia at 0140 EST. Although the aircraft had reported 5 mls SE of Smith Reynolds Airport, Winston Salem, the crash occurred 90 mls NW. The Winston Salem radio beam had failed at the time of the accident. Capt H.M. Haskew, 2 crew and 15 passengers were killed but one passenger survived.
- 22.1.47 Allegheny Air Cargo DC-3 suffered in-flight fire and made emergency landing in a field at Allentown, near Northampton, PA. Capt G. Musengo and two crew members all escaped. Not yet identified.
- 22.1.47 Qantas Lockheed 14H2 VH-ADT(1) c/n 1409 on a training flight crashed on take-off at Scholfield, New South Wales. The port engine failed to develop full power and the aircraft swung off the runway, the port undercarriage collapsed. Fire broke out and the Lockheed was badly damaged but Capt Jackson and three crew escaped. The aircraft had earlier been damaged at Mascot on 13.11.44 and 28.1.45.
- 26.1.47 KLM Douglas C-47A-30-DK PH-TCR c/n 14034/25479 (ex 43-48218, KG802), having already flown from Amsterdam, took off from Kastrup airport for Stockholm with the elevator lock still in position. The aircraft climbed steeply, stalled from 75m and crashed 1000 metres along the runway. The pilot Capt G.J. Geyssendorffer (who was former pilot of American millionaire Van Lear Black and also flew the Pander Postjager in the Melbourne Race), five crew and sixteen passengers were killed, among them Crown Prince Gustav Adolf of Sweden and the film star/opera singer Miss Grace Moore.

- 1.2.47 Air France Douglas C-47A-30-DK F-BAXQ c/n 25251, ex 43-47990, operating Paris - Bordeaux - Lisbon service crashed at Peninha in Sierra Cintra between Cintra and Colares, 40 kms north west of Lisbon. Capt O.Porta, 4 crew and 10 passengers died but one passenger survived.
- 4.2.47 American Airlines DC-3 operating Chicago - Detroit - Buffalo service suffered engine failure over Lake Michigan and attempted an emergency landing at South Bend, Indiana. The aircraft missed the runway and the undercarriage collapsed. The 3 crew and 16 passengers were unhurt.
- 14.2.47 Atlantic & Pacific DC-3 burnt after emergency landing at an old Army airfield at League City, Texas, is still unidentified. Both engines failed in flight. Aircraft written-off but pilot/co-owner survived.
- 14.2.47 Slick Airlines Curtiss C-46E-1-CS NC59486 c/n 2944 crashed during practice ILS approach at Denver, Colorado when control was lost at low level. The only crew members on board, the two pilots, were both killed.
- 15.2.47 Avianca Douglas DC-4 C-114 c/n 10439 crashed with 53 fatalities on Mount Tablazo, 35 mls northwest of Bogota inbound from Barranquilla in fog.

Photo F-AOFX showed Caudron C.272/4 Luciole No.7156/19. It was built in 1935 and registered to Sté des avions Caudron at Issy les Moulineaux on 30.10.35. The accident occurred on 28.6.39 at St Jacques de la Lande airfield, Rennes. The aircraft survived this, and the war, being converted to a C.277R and registered to Aero Club Caudron of Issy (but based at Chavenay). It was finally cancelled 27.7.65 but still exists, ending its days in the Musée de l'Air at Le Bourget.

Credits for solutions in this edition are due to Vernon Crooks, Ed Davies, Robert Esperou, Malcolm Fillmore, John Havers, Harm Hazewinkel, Richard MacDemitria, Tony Morris, Geoffrey Negus, Keith Sandford, Vic Smith, Neville Sumpter and John Wegg.



Above left: While the registration of this one may be self-evident we would still like to know the date, location and circumstances of the accident. It could be totally misleading (for those with long memories of the Compendium) to point out that the gentleman in the picture is a kind of policeman! Our thanks to Flt Lt Sunderland for the photo which originated from R J Barkley. Above right: This small, rather dark print came from Jack Meaden who tells us that it was taken by his father who was a civilian employee of HMS Raven at Eastleigh in 1937. The type may not be too difficult to identify but the precise example may be more problematical.

We now move on to a new set of casualties requiring identification or exploration, so over to you...

- 18.2.47 Wien Alaska aircraft substantially damaged when landing at Fort Yukon, Alaska.
- 24.2.47 Another aircraft of Wien Alaska made wheels-up forced landing after engine failure on approach.
- 7.3.47 Eastern Airlines aircraft ran off runway in heavy rain at Kenner, Louisiana.
- 9.3.47 Lockheed of Skyways international ground-looped into swamp on take-off at Guayaquil, Ecuador.
- 11.3.47 Navigator lost when astrodome blew out of TWA airliner at 19,000 feet near Gander.
- 14.3.47 U.S. Airlines cargo flight struck trees 3000 ft short of runway at Charleston, South Carolina, burned out.
- 16.3.47 Nice to Paris service crashed onto mountain in forest of Vercors.
- 16.3.47 Northern Airways lost aircraft in bad weather near McGrath, Alaska.
- 16.3.47 Bahamas Airways amphibian crashed at Nassau.
- 18.3.47 Standard Air Cargo lost aircraft on take-off from Annette Island, Alaska.
- 20.3.47 Wing icing may have caused take-off crash of All American aircraft at Ashland, Kentucky.
- 25.3.47 Undercarriage of Hawaiian airliner collapsed on landing at Honolulu.
- 3.4.47 United airliner suffered engine fire in flight, made emergency landing at New Hackensack, New York.
- 3.4.47 Pan American aircraft overshot into trees at San Jose, Costa Rica.
- 9.4.47 All American mailplane crash landed and cartwheeled at West Chester, Pennsylvania.
- 22.4.47 Private aircraft landed on top of DC-3 about to land at Muscogee Airport, Columbus, Georgia. Both destroyed.
- 3.5.47 American Overseas A/L Constellation landed on closed runway in poor visibility, right undercarriage collapsed, ground looped and badly damaged.
- 4.5.47 Union Southern non-scheduled flight ran off runway into ditch on landing at Newark, New Jersey. Burned.
- 12.5.47 A Mexican Ford broke in two on take-off at Ometepe.
- 31.5.47 Grumman G.21A of Ellis (?) made water landing with undercarriage down, nosed over, w/off, Ketchikan, Alaska.
- 5.6.47 Air France mailplane en route Nice - Paris crashed near Aubagne, Sainte-Baume region.
- 26.6.47 Boeing of Wien Alaska seriously damaged in downwind landing, Wiseman, Alaska.
- 13.7.47 Burke Air Transport charter DC-3 destroyed in crash in trees west of Melbourne, Florida.
- 26.7.47 TWA aircraft undercarriage collapsed and badly damaged landing at Shannon, Eire.
- 8.8.47 American Airlines "Alpha" quoted as "research aircraft" crashed into Bowery Bay returning to La Guardia after engine failure shortly after take-off.
- 21.8.47 Slick C-46 Commando crashed in thunderstorm near Hanksville, Utah.
- 28.8.47 Norwegian airliner crashed in Lofoten Islands with thirty-five fatalities.
- 9.9.47 Servicios Aereas Panini a/c written off in crash near Obregon, Mexico.
- 20.9.47 Pan American "Clipper Defender" belly landed at Floyd Bennet Field after double engine failure and in-flight fire. En route New York - Bermuda.
- 14.10.47 "Bermuda Sky Queen" of American International ran out of fuel over Atlantic and force-landed at sea. All occupants rescued but aircraft sunk as danger to navigation.
- 16.10.47 French charter aircraft fell into Mediterranean, thirty-two lost.
- 16.10.47 Strato Freight aircraft hit mountain near Sylva, North Carolina. This one has chicken and bear connections!
- 24.10.47 In-flight fire caused United Airlines aircraft to be destroyed in attempted emergency landing at Bryce Canyon, Utah. Fifty-two fatalities.
- 26.10.47 Swedish aircraft crashed on Mount Hymettus, forty-five lost.
- 26.10.47 Pan American service struck mountain on ILS, Annette Island, Alaska.
- 11.11.47 American Airlines suffered almost identical accident to United's 24.10.47 (above). Emergency landing at Gallup, New Mexico, fire extinguished on ground but substantial damage.

FEEDBACK

THE PERCIVAL VEGA GULL

- K.22 Serowe accident was on 30.5.37.
- K.24 Regd to Mr Blondeau, Besançon 28.6.37 (Guy de Chateaubrun presumably only as agent). Inspected 21.9.38 with 188 hrs.
- K.27 Miss Gibbs was Secretary of BAAS in 1936.
- K.35 CF-BAR was a gift aeroplane presented to the Toronto Flying Club by Viscount Wakefield. It was named "Wakefield of Hythe" at the Toronto National Motor Show 7.11.36 later being assembled for flight by DH Canada. It was written off in a take-off crash at Toronto 24.9.39.
- K.36 VH-UVG stalled on take-off at Farina, SA on 23.8.48. Damaged, owner/pilot H. Edwards and passenger unhurt.
- K.41 Pilot was Sydney W. Sparkes, MSM.
- K.46 Mrs Barbara Chateaubrun was of course La Comtesse and later became Mrs A.A.D. Henshaw.
- K.51 Amend passengers to John C. Houston, MC and John M. Barbour.
- K.56 First owner was then Sqdn Ldr The Hon W.L. Runciman, AFC, AAF.
- K.63 ZK-AKV was slightly damaged in ground collision with DH.82 ZK-AIZ at Rongotai 18.6.49. Damaged in heavy landing at Omaka 22.10.49.

THE FOKKER F.VII SERIES

The caption to the photo of the F-10A on page 92/8 unintentionally gave the impression that the aircraft illustrated was NC999E. In fact there is no registration visible on the aircraft which is unlikely to be the one concerned.

704 The location of Egmont Key is south of St Petersburg in the entrance to Tampa Bay.

Plage & Laskiewicz: comments about Belgian military F-1 may be discounted as that was SABCA-built, see below.

SABCA: F-1 was ordered in 1931 and delivered in 1932. It was used by the 3rd Escadrille of the 1st Group of the 3rd Régiment Aéronautique (3/I/3Aé) and based at Evere as a night bomber, though there are references to a gun position being installed in the rear fuselage of the squadron's Fokkers. F-2 and F-3 were in use by 1934, the latter being destroyed in a crash at Beverloo while night flying on 14.10.34 (or 18.10.34) while F-2 was apparently destroyed at Evere on 17.5.40. It is likely that by 1936 the type had been relegated to transport duties.

The four aircraft transferred to the AEM from Sabena are known to be OO-AIN, -AIO, -AIQ and AGG, all cld on 18.11.38. No photos of F-4 to F-7 seem to exist so the marks may not have been used.

The SABENA accident on 9.3.36 involved a Savoia-Marchetti S.73P, OO-AGL, O or P are possible.



Above: Belgian military F.VIIb/3m serialised F-2 which served with 3/I/3Aé as a night bomber but here appears to be transporting bowler-hatted personnel. (Georges Lecomte via Luc Wittemans)

Italian c/n "778": our comments about c/n 5063 G-EBYI in connection with this a/c have raised the following report. G-EBYI was cld 3.30. The Fokker from which Albert Lowenstein fell to his death (ie c/n 5063) was reported dbf while refuelling at Le Bourget on 19.6.31 when it was described as being owned by a Swiss company and operating a Basle-Paris service. If this is correct it could not be I-FERO, but what was c/n 5063 registered between 3.30 and 6.31?

Avro c/n 384 There was no enemy air raid on Croydon or any part of the British Isles on 3.3.40 or for several days before and after that date.

COMPLETE REGISTERS OF GREECE

- 79 SX-ADG add NC79813 after RAF, before FrAF serial.
- 85 SX-ADN to S.Papasotiriou & A.Lekkas OE 24.1.91.
- 87 SX-DBC cld 7.3.90, now Venezuela AF 8747.
- 102 SX-DBD cld 15.3.90.
- 111 SX-ADL to Tekona AE 16.3.90; to Aeroleschi Chanion 22.4.91.
- 129 SX-AFJ cld 30.8.90, destroyed in a crash.
- 139 SX-AFM to Aeroleschi Phthiotidas 26.6.89.
- 144 SX-AFQ to Angelos Florakis 27.8.90.
- 145 SX-AFR to Ioannis & Eirini Tzinakos 10.1.90.
- 160 SX-AFT to Dimitris Papistas & ptrns 22.7.91.
- 175 SX-AGK to Aeroporia Aigaiou (Aegean Avn) 16.10.90.
- 182 SX-AGN as 175/AGK on 10.10.90.
- 196 SX-AGX to Aeroleschi Lakonias 24.11.89.
- 197 SX-HAT to 3D AE 14.2.91.
- 202 SX-AHA as 175/AGK on 23.1.90.
- 203 SX-AHB as 175/AGK on 23.1.90.
- 224 SX-DBE cld on 16.3.90.
- 228 SX-DBF cld on 27.3.90.
- 253 SX-DBP cld 3.4.90, became N65010, to Boeing.
- 254 SX-DBO cld on 18.4.90.
- 260 SX-DBN date to YN-BYI was 26.2.82.
- 263 SX-AHS cld 30.8.90, destroyed in a crash.
- 266 SX-AKI in photo is having the then-compulsory spar inspection.
- 267 SX-HBC c/n should read 25144.
- 270 SX-AKH to Katerini Haskopoulou 23.12.89; to Aeroleschi Patron 24.12.90.
- 301 SX-AJB became ST-AKM after SU-IAA.
- 304 SX-AJE became ST-AKN after SU-IAD.
- 313 SX-AKZ was originally painted as N9696N.
- 330 SX-AJU was originally painted as N9502N.
- 332 SX-ALC was originally painted as N9738N.
- 334 SX-HBO was rebuilt, becoming ZK-HBU.
- 344 SX-CAP was ex F-GAUS.
- 345 SX-HBP became ZK-HST.
- 353 SX-HBL crashed 12.8.89, Tyros, Arkadia. Regn cld 12.12.89.
- 362 SX-AME was originally painted as N83539.
- 363 SX-AJZ destroyed in a crash, cld date unknown.
- 370 SX-ALV to Andreas Markou & Georgios Evrakis 13.9.90.
- 405 SX-133 the correct c/n of this IS-28M is 60, the meaning of c/n 1410 is unknown, 60 is the highest seen in the series.
- 436 SX-135 is Ka6CR c/n 6516 ex D-0045.
- 459 SX-HCM was built in Japan with local c/n 6603, after JA9041 it was 5B-CGY before SX-HCM.

N9999F: AMERICANS OVERSEAS

N9956F King Peter of Yugoslavia learnt to fly with 18EFTS and soloed on 19.7.43 at the satellite field of Smiths Lawn near Windsor. 18EFTS had Harvard IIB FX394 on strength from 7.44 to 1.46, presumably the a/c for his use, but it passed on to other units so perhaps he only used the Crane after 1.46, preferring the twin for commuting to Switzerland?

THE BRANTLY B-2 / 305

- 347 YV-T-ZTE was regd 8.64.
- 1022 CF-UFS is displayed at the Canadian Museum of Flight and Transportation, Surrey, BC.

FACT FILE : LOCKHEED CONSTITUTION

John Wegg has checked documents including copies of Bills of Sale which add to the previously-published story (p.90/7).

BuA.85164 was sold by US Navy, North Island, CA to Karl E. Hauser of Miami on 23.6.58 for \$10,054.00. Hauser had applied for and received regn N7673C on 21.5.58. The Navy had flown this XR6V-1 for 1,994 hrs, mainly between Moffett, CA and Patuxent River, MD. Hauser sold title to Air Displays Inc, Miami on 16.4.59 for a nominal \$1. The sale to Henry A. (Hank) Warton for \$10 took place on 5.7.63, with Hauser representing Air Displays Inc. Hugo Leeb held a \$40,000 mortgage on the aircraft. Warton sold N7673C to G.M. Connor, Miami Springs on 22.9.64 for \$10. The regn was cancelled by the FAA in 8.71 after an activity report and an auction was scheduled for 19.11.71 to pay the airport fees.

BuA.85163 / N7672C was flown to Las Vegas from Litchfield Park in 1958 after 1,780 hrs Navy flying. A caretaker was hired but the a/c was gradually vandalised. It was sold to George Crockett of Alamo Airways about 1965 and he intended to convert it into a museum and lounge at a cost of \$50,000 but this was not carried out and the Constitution was scrapped in 1969.

HILLMAN'S AIRWAYS

The introductory notes, while not intended to be a detailed history of the company, perhaps benefit from the following clarifications.

Founded as a division of Hillman's Saloon Coaches Ltd on 12.11.31. Renamed Hillman's Saloon Coaches & Airways Ltd. Renamed Edward Henry Hillman Ltd 8.11.33. New company named Hillman's Airways Ltd 12.12.34.

Acquired by Whitehall Securities Corp Ltd 10.10.35. This company had formed Allied British Airways Ltd 30.9.35, renamed British Airways Ltd 29.10.35, absorbing Hillman's on 11.12.35 and trading as British A/W from 1.1.36. While the existing fleet was registered to British A/W the aircraft were mostly not used by them but passed on to Airwork for resale.

Major J.R.McCrindle succeeded Edward Hillman as managing director of Hillman's on his death, and later became the managing director of British A/W.

Fleet numbers: We accidentally omitted some of these so here is a check list. They were not applied after the Dragons. 1/G-ABSB, 2/G-ABSO, 3/G-ABCW, 4/G-ABVX, 5/G-ABVI, 6/G-ABVK, 7/G-ACAN, 8/G-ACAO, 9/G-ACAP, 10/G-ACBW, 11/G-ACEU, 12/G-ACEV.

No.3, G-ABCW, was DH.60M c/n 1552 acquired 18.1.32 and sold in 4.33. Another Moth was used, DH.60GIII G-ACGX c/n 5029 from 12.34 to 11.35.

Other names were G-ABVI "Chris", G-ABVK "Doreen", G-ACBW "Gidea Park", G-ADEA "Drake".

Puss Moth: G-ABSB d/d 27.11.31. G-ABSO was operated by Bailey at least from 3.34 so may have been sold to him in 7.33. G-ABVX take-over by BA seems most unlikely (see above also).

Fox Moth: G-ABVI was certainly burnt at Maylands in the fire of 6.2.40 but the cause was certainly not enemy bombing (see Archive p.89/25). G-ABVJ d/d to East Lincs Aero Club, Skegness 28.1.33. It had no Fleet No, so was it in fact operated by Hillman's?

Dragon: G-ACAO Lady Apsley was nominee for Norman Edgar (Western Airways) Ltd, who operated this a/c from 10.35. G-ACAP d/d to Commercial Air Hire 12.35. G-ACBW d/d to Air Dispatch 11.35.

DH.86: G-ADEA to Airwork Ltd 11.10.37. G-ADEC to Airwork 9.37 and stored until sale to PLUNA.

Dragon Rapide: G-ADAH not to spares, currently in Manchester Museum of Science & Industry. G-ADAI not delivered to Hillman's, CoA date 20.6.35. (G-ADAK c/n 6281 was also ordered but similarly diverted) G-ADAJ as F-BAHY was w/o in Indo-China 20.8.54. G-ADDF almost certainly not used by Aberdeen A/W, CoA issued 8.8.35.



Above: Hillman's Airways Dragon G-ACEV at Stapleford in 1934 with Amy Johnson at the controls. She flew as a pilot with the company to gain twin-engined experience prior to the England-Australia Air Race. (Allan Church)

CIVIL REGISTER OF NEW ZEALAND

Agricolas intended for New Zealand were as follows:

- B.107 (ZK-BMO) built as c/n B.118.
- B.108 (ZK-BMP) built as c/n B.117.
- B.109 (ZK-BMQ) not assembled, stored at Rearsby 1961-2.
- B.110 (ZK-BMS) not assembled.
- B.111 to B.115 (ZK-BMT to -BMX) not completed.
- B.116 prototype B.8 1A, not completed.
- B.117 to VP-GAZ, cr 27.6.59, returned to UK, still extant.
- B.118 G-APFZ to ZK-CCV.

ZK-BQE ex NC/N80013 prior to N3010V.

ZK-BRE regn cld 17.2.75, to VP-LAU 3.76.

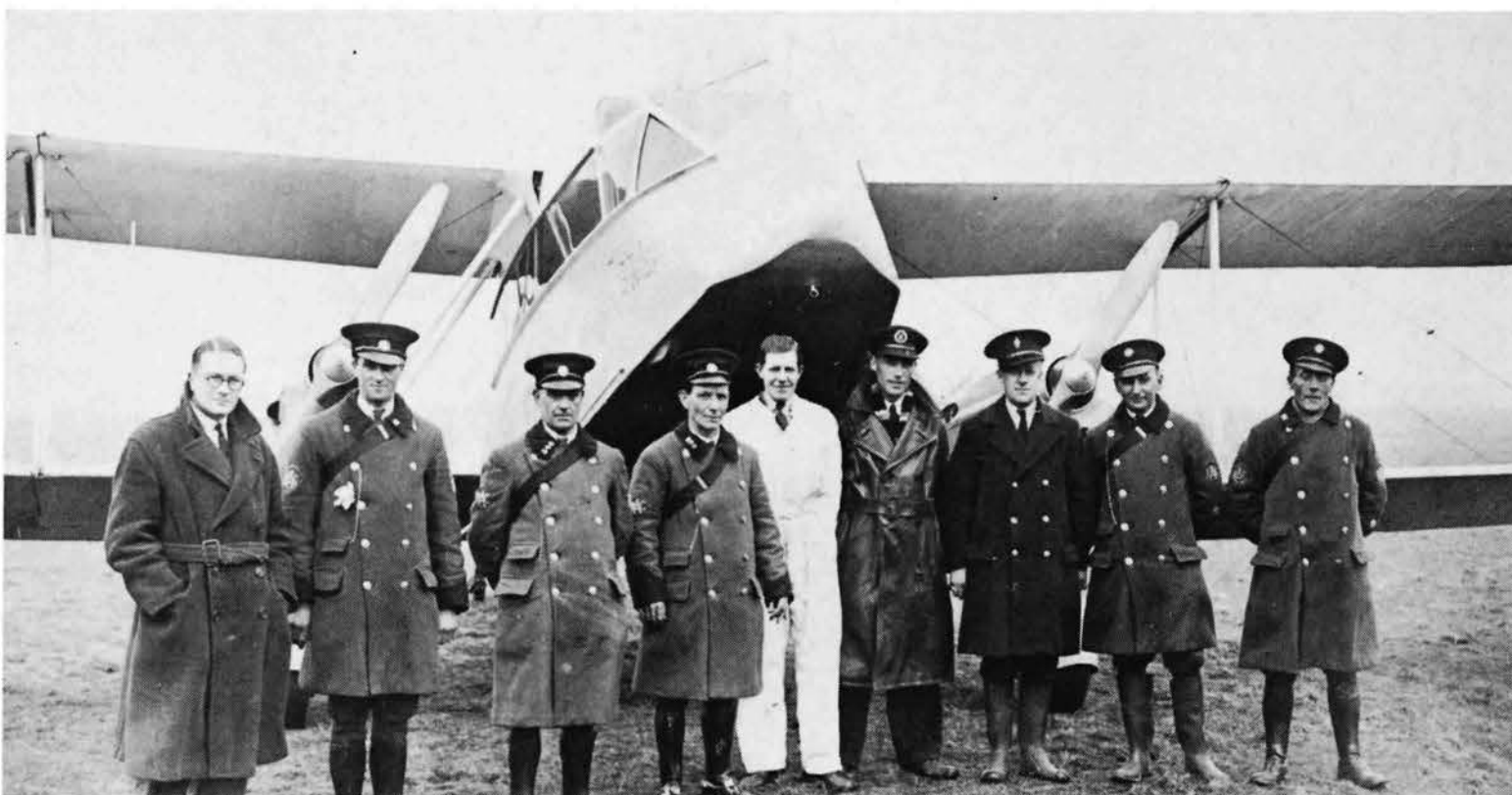
ZK-BUV RAF serial believed to be EW981 ?

ZK-BVE US Export CofA dated 6.3.58.

ZK-BVL crash date also reported as 13.12.62. Which is correct?

THE CAPELIS XC-12

The designer was Dr John E.Younger, although Socrates Capelis is believed to have held the patents. It was ferried from Alameda to Glendale between 15.4.38 and 19.4.38 by Jack Beilby. The last flight involved a wheels-up landing at Fresno but little damage was done. The Timms did the later modifications and Charles Babb was given the task of finding a buyer but only succeeded in raising movie rental.



Fred Kirby commented about the frequent appearance of RAC or AA patrolmen in period photos such as the cover shot of G-ACAN. Well maybe they were sponsored - the original caption of this photo of G-ACAP says "The RAC Flying Squad arriving at the B.I.F. for duty..... The B.I.F. Air Service was organised by Redditch Garages Ltd". What was B.I.F.? Birmingham Industrial/International Fair ? The date could be early 1932.

Above: Hillman's Airways Dragon G-ACAP c/n 6002, with its name "Romford" clearly visible across the nose, poses with the RAC Flying Squad. (via Jack Meaden)

Feedback credits as for the previous issue, with the addition of Allan Church, Malcolm Fillmore, Keith Palmer, Flt Lt G.R.Sunderland, John Underwood and D.C.Woods.

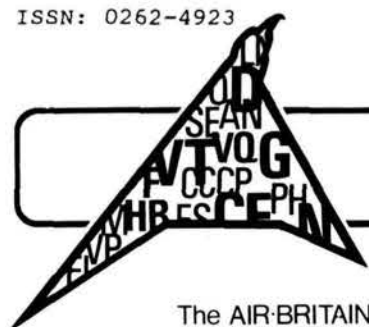


ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



The NC.211 Cormoran prototype dominating the 17th Paris Aviation Salon at the Grand Palais in 1946. When this photo was taken an army of workmen were still preparing for the Salon's opening. Another photo report on the exhibits appears in this issue.
(photo via Jack Meaden)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

Editorial address: The Haven, Nympsfield Road,
Nailsworth, Gloucestershire GL6 0EA

This edition has some longer-than-usual features but also brings two of them to an end. The complete **Greek Register** completes its run with the overseas registrations and the reservations. Our thanks are again due to Robert Swan for sharing the benefits of his research with us. Also ending is the Whole Truth on the **Vega Gull** and apart from clearing up all the loose ends we are delighted to have the space to incorporate Terry Judge's research into the history of the Canadian example CF-BAR.

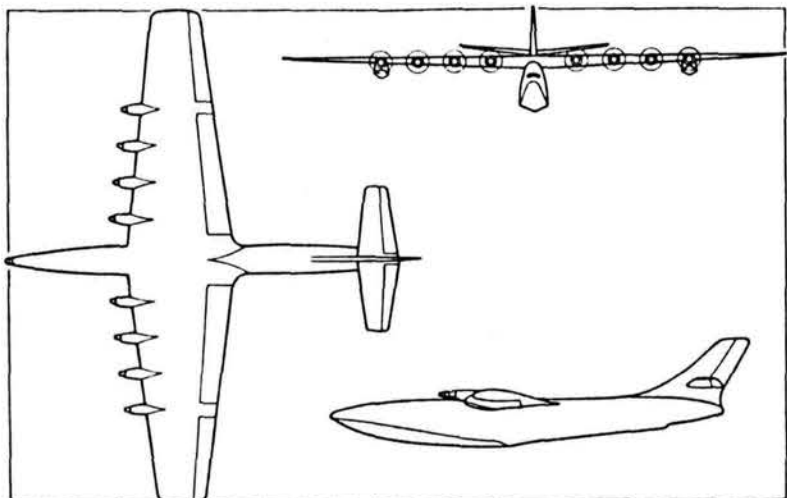
In this issue's selection of **Extracts** we also complete the detailed photo-review of the Paris Salon 1946 - thanks again to Jack Meaden for putting a lot of detail around a bare-bones list and for illustrating some otherwise long-forgotten types. Jack has also chased up another almost forgotten type, the Burgoyne-Stirling Dicer which we last mentioned on page 89/30. With an extra contribution from Alf Jenks we are now able to present a **Fact File** on the Dicer.

There is no **Feedback** section this time, though there is more ongoing Moth material (where does it all keep coming from?). We have received some interesting additions and comments on the EP.9 production list already and these should appear next time.

Clearly we can expect some new items next time. We hope to start the **Miles Gemini** in the Whole Truth series and also in the pipeline we have a register of **Cyprus** and a **Dornier Wal** feature. Any readers who can offer photos or any other data on these topics should contact the Editor without delay.

At the top of the page we have details of the latest **Archive Special - The Beech 17**, which appeared in the August Sales list so by this time all of you should have ordered your copies! Also available by the time this is read should be the fifth Special - **The Complete Civil Registers of Finland since 1926**, compiled by our Finnish specialist Eino Ritaranta and Tuomo Mäkinen. This contains some 200 photos in its 128 A4-size pages, with full listings of all aircraft, gliders, microlights, together with unregistered examples and full indices. Details will be found in this month's Sales list - get yours now! Look out too for an announcement in the near future about the **Complete Registers of Austria** which will be the next publication in this series.

CLOSING DATE FOR NEXT ARCHIVE: OCTOBER 24th 1992



THE BEECH 17

Now available - the latest Archive Special.

Compiled by Peter Berry MRAeS, Beech 17 specialist.

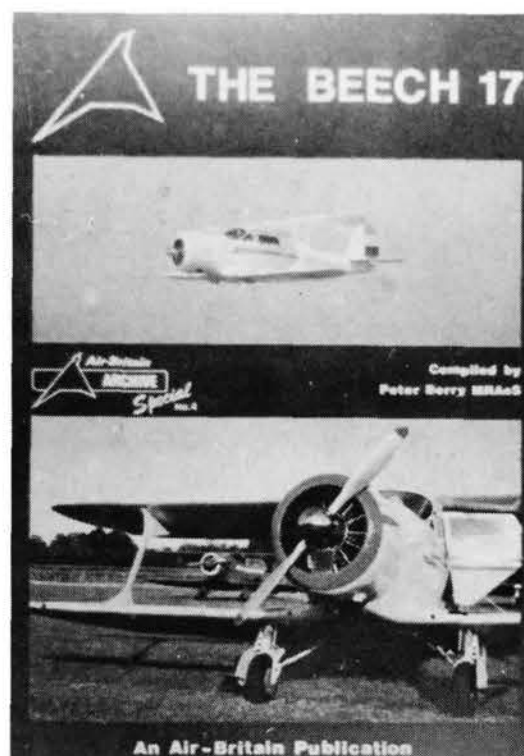
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RECOGNITION CONTEST 1992

Don't forget the annual Air-Britain International Aircraft Recognition Contest at the RAF Museum, Hendon on 21st November. Details from the Contest Organiser, 19 York Road, Lyneham, Chippenham, Wilts SN15 4AH.

HOW ? WHAT ? WHERE ?

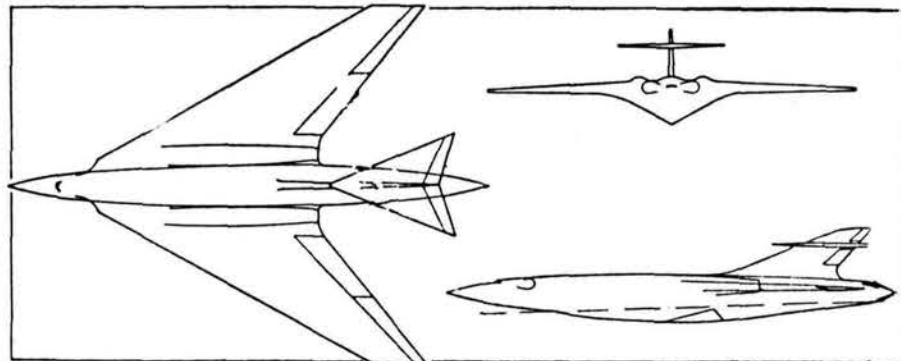
Some good responses to last time's queries, particularly with detailed lists of the 1937 **Circuit of the Oases** which we hope to illustrate next time as a special feature. The **Gee Bee NR854Y** may be the one which was allocated SU-AAR in late 35/early 36 suggests John Havers, but nothing more is known of this reservation.

The **Breguet 470T Fulgur** photo raised a detailed response from Robert Espérou. It was certainly taken at Istres in late August 1937 prior to departure for Damascus and Le Bourget. "F1" was F-APDY's race number and the name "Raoul Ribière" was carried in memory of the test pilot killed in the Morane 406 crash on 29.7.37. The Fulgur was fifth in the race, behind three SM.79s of the Regia Aeronautica and the DH.88 Comet "The Orphan" G-ACSS.

It had flown in the October 1936 Paris - Saigon Race and got as far as Bushir in Persia, though neither of the other two starters completed the course. F-APDY was sold in 9.37 to SFTA (but hadn't it been sold to them earlier and returned at Air Ministry request for the Damascus race?) and onward to LAPE as EC-AHC to operate the Barcelona - Toulouse route during the civil war. It was scrapped at Toulouse at the end of the Spanish war.

Photos also exist (see "le trait d'union" No.101, 5.85) of F-APDY with a large number 7 on the side, said to have been taken in Damascus in 1938 - but there is no evidence of another race at that time: unless readers can suggest otherwise.

The **Saben-Hart** flying boats brought a response from Peter Green. The consulting engineers put forward their proposals while studying long-term freighter requirements. No detailed design work was done, nor consideration given to the ground (water) handling facilities required by such large aircraft. Below, left is the 470 ft span turbo-prop freighter with a proposed gross weight of 3,000,000 lb, 500 mph cruise and a ton/mile operating cost of 2.75d over 2,000 miles. Right is the 325 or 353 ft span passenger version in which 606 passengers would cruise at 660 mph for 2d per seat/mile. A 1800 passenger version of the freighter was also proposed. The time however was not right for a relaunch of flying boat principles.



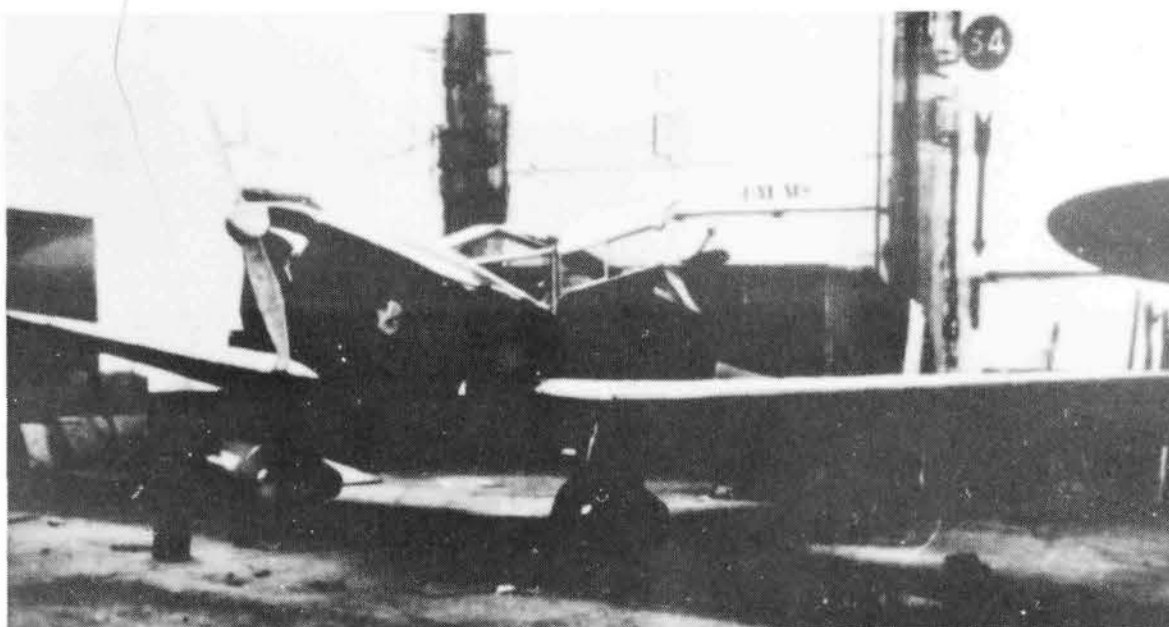
The Whole Truth:

PERCIVAL VEGA GULL

PART FOUR

Right: This unidentified Vega Gull, in all-over dark colour scheme with a motif or badge on the engine cowling, was one of the aircraft held at Le Bourget by the Germans during the war. The registration on the fuselage appears to have been painted over and tricolour applied on the rudder. It is possible that this could be G-AFIM c/n K.93 which is known to have been abandoned at Le Bourget in 1940.

(T.E.Willis collection)



- K.85 CofA Appn No.6758 by Percival Aircraft Ltd 16.10.37 as YI-CPF. CofA No.6111(S) issued to His Majesty King Ghazi I of Iraq on 2.11.37, valid from 29.10.37. No further details.
- K.86 Taken on RAF charge as Vega Gull III P1749 on 4.11.38. To No.24 Squadron, Hendon. (A note on this and all subsequent Vega Gull record cards states "Non standard, bought in civil market, not suitable for overseas" !) Destroyed in air raid, Hendon on night of 7/8.10.40 along with c/n K.99. Struck off charge 17.10.40.
- K.87 Taken on charge as Vega Gull III P5986 on 15.3.39. Delivered to No.19 MU, St Athan. Transferred to Admiralty 24.5.39 and delivered to FAA, Lee-on-Solent 24.5.39. Presumed damaged, to Herts & Essex Civil Repair Unit, Broxbourne 12.10.42. Returned to RNAS 11.3.43. Fate unknown.
- K.88 Taken on charge as Vega Gull III P5987 on 15.3.39. Delivered to No.19 MU, St Athan. Transferred to Admiralty 24.5.39 and delivered to FAA, Lee-on-Solent 24.5.39. Presumed damaged, to Herts & Essex Civil Repair Unit, Broxbourne 31.8.42. Returned to Lee-on-Solent 27.11.42. Fate unknown.
- K.89 Registered G-AFEK to Richard Dudley Craig, Heston 24.1.38. CofA Appn No.6831 by Percival Aircraft Ltd 25.1.38. CofA No.6212(S) issued to R.D.Craig on 12.2.38, valid from 9.2.38, and renewed 22.2.39. Registered to Captain The Earl Amherst MC, Shoreham 26.4.39. Air Ministry review notes aircraft at Shoreham 1.9.39, allocated to NAC. G-AFEK was added to Great Western & Southern Airlines fleet insurance on 23.11.39 (possibly as temporary replacement for their Fox Moth G-ACFC) and CofA renewed 21.3.40. Impressed as X9392 26.3.40, though review quotes 31.3.40, and registration cancelled 27.3.40 as "change of owner". Delivered to No.6 AACU, Ringway 27.3.40. To No.110 (AAC) Wing Pool 10.5.40. To No.70 Group, Farnborough 22.2.41. Stalled and crashed due to engine failure on take-off, Shobdon 20.6.41, pilot A/Cdr J.B.Cole-Hamilton unhurt. Declared write-off but repaired by Percivals, Luton, by 28.2.42. To No.5 MU, Kemble 4.4.42. Released to RAF Halton 1.5.42. Flown to Herts & Essex Aviation for repair 27.8.43 and then delivered to Percivals for Controller of Research & Development, contract dated 1.11.43. Fate unknown.
- K.90 CofA Appn No.7009 as G-AFIT by Percival Aircraft Ltd 12.7.38. Registered to Richard Exton Gardner Jr, Hamsey Green 18.7.38. CofA No.6354(S) issued 23.7.38, valid from 21.7.38, renewed 11.7.39. Registration cancelled 27.9.39 on "change of owner" and impressed as W9375. Air Ministry review notes base as St Merryn 1.9.39. To Royal Navy. Served with No.780 Sqdn, Eastleigh 6.40/7.40. Fate unknown.
- K.91 Registered G-AFEM to Lt Col Andrew Hamilton Gault DSO, Hendon 24.1.38. CofA Appn No.6832 by Percival Aircraft Ltd 17.2.38. CofA No.6232(S) issued to owner 30.3.38, effective 26.3.38. Renewed 5.4.39. Registration cancelled 19.3.40 and impressed on same date as X9368. Air Ministry review quotes base as Weston 1.9.39, impressed 31.3.40 and owner notified 12.6.40. Delivered to No.24 Squadron RAF, Hendon 20.3.40. Transferred to No.510 Sqdn, Hendon 10.42. To Herts & Essex Aviation, Broxbourne, for major inspection 20.8.43. Struck off charge 10.10.43 as spares.
- K.92 Registered G-AFGU to Samuel Smith, Woolsington 19.4.38. CofA Appn No.6903 by Percival Aircraft Ltd 21.4.38. CofA No.6257(S) issued to Smith 26.4.38, valid from 22.4.38. On a flight from Newcastle on Tyne to Liverpool on 14.5.38 the aircraft crashed and burnt out at Brundholme Ghyll, near Keswick, Westmoreland in thick mist. The three occupants were all killed, Samuel Smith Jr the owner/pilot and fellow members of the Newcastle Aero Club, Robert Radcliffe and Norman Ayton. Registration cancelled as permanently withdrawn from use 14.5.38.

- K.93 Registered G-AFIM to Mrs Helen Melville Russell-Cooke, Heston 28.6.38 and CofA Appn No.7001 by Percival Aircraft Ltd made on same date. CofA No.6350(S) issued to Mrs Russell-Cooke on 14.7.38, valid from 12.7.38. Renewed 28.7.39. Abandoned at Le Bourget, Paris in May 1940 and seized by German forces. Registration cancelled at Census 2.11.45 as permanently withdrawn from use. (Note: This Vega Gull could also be a candidate for the unidentified SE-ALZ of 1942, see also c/n K.70 and later note.)
- K.94 Taken on charge as Vega Gull III P1750 on 5.11.38. Allocated to No.24 Sqdn, Hendon 4.11.38. To de Havillands 9.12.38. To AMDP (Air Member for Development & Production) at de Havillands on loan for airscrew testing. Returned to No.24 Squadron, Hendon 19.6.39. Crashed on take-off at Hendon 12.7.40. Struck off charge 18.7.40 and taken to No.50 MU, Oxford, for salvage.
- K.95 Taken on charge as Vega Gull III P1751 on 14.11.38. Allocated to No.24 Sqdn, Hendon and probably formed part of a detachment to France 1940. Damaged beyond repair by enemy aircraft at Coulommiers airfield, Seine-et-Marne, 16.5.40 and abandoned there. Struck off charge 3.6.40.
- K.96 Taken on charge as Vega Gull III P1752 on 17.11.38. Allocated to No.24 Sqdn, Hendon. Written off in forced landing, Wentworth golf course, 13.1.40. Struck off charge 28.1.40.
- K.97 Taken on charge as Vega Gull III P1753 on 25.11.38. Allocated to No.24 Sqdn, Hendon. To No.22 EFTS (Elementary Flying Training School), Cambridge, although this unit would still be in the process of formation out of No.22 ERFTS at the time of the accident. Hit obstacle and damaged beyond repair landing at Hendon 11.10.39. To "Coaley" 25.10.39; presumably to R.J.Coley's famous scrapyard at Hounslow. Struck off charge 29.10.39.
- K.98 CofA Appn No.6877 as VH-ACA by Percival Aircraft Ltd 17.3.38. CofA No.6254(S) issued to Major The Hon R. Casey 20.4.38, valid from 13.4.38. Delivered to Australia and registered 7.38. Impressed into RAAF 1.40 as A32-2. Operated by 1 CF and 1 CU. Issued to J. Loneragan, 5.4.46. Restored as VH-ACA 12.46. Re-registered VH-BQA, owner Peter Loneragan, who was pilot when the aircraft crashed at Hill End, NSW 18.4.49 en route Mudgee to Bathurst. Four occupants unhurt. Re-registered VH-BQA 2.6.49. Registration cancelled 8.51, restored 1.52. With Rural Finance Pty Ltd, Mudgee, NSW by 1957. Registration cancelled 6.59. Airframe recovered from Mudgee by D.Johnson and J.Hill to assist in the rebuild of Gull Four VH-UTP c/n D.30.
- K.99 CofA Appn No.6960 as G-AFIE by Percival Aircraft Ltd 11.6.38. Registered to S.Smith & Son (MA) Ltd, t/a Smith's Aircraft Industries Ltd, Hatfield 30.6.38. CofA No.6362(S) issued to Smith's 27.7.38, valid from 25.7.38 and renewed 27.7.39. Retained civil marks as wartime company communications aircraft. Destroyed by German bombing, Hendon 7/8.10.40 (see also K.86). Registration cancelled 7.10.40. The high value of this aircraft's insurance indicates that it may have carried many extra instruments for trials or demonstration.



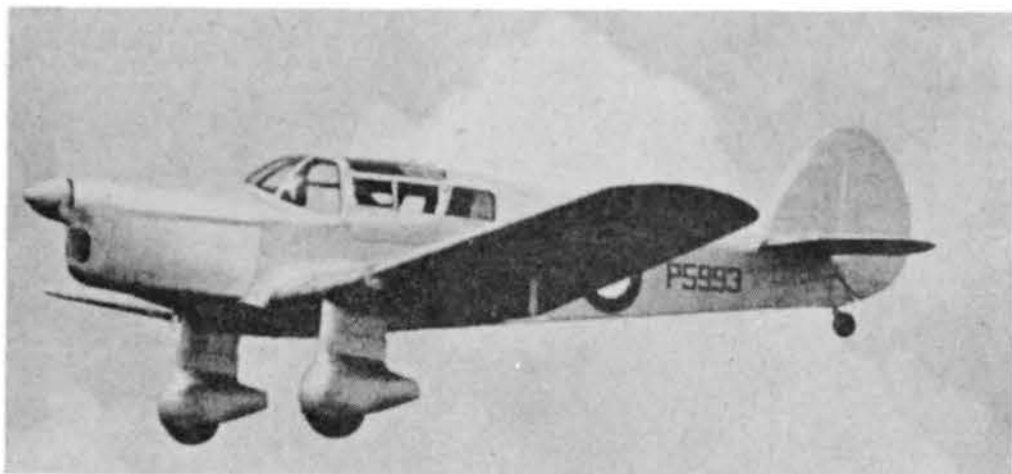
Above and Right: Two views of Smith's Aircraft Instruments Ltd's Vega Gull K.99 G-AFIE whose history appears above. The British Certificate of Airworthiness lion emblem appears on the fuselage side near the tailplane, Percival's badge on the fin and Smith's wings badge on the cowling. (above via Jack Meaden, right via F.G.Ridout)



Right: The demise of c/n K.100 G-AFEH. This photo was taken at Yeadon in January 1953 and shows the engine-less aircraft being dismantled with the wings on the right. Presumably most parts of value had been removed and judging by the large heavy hammer being wielded by the mechanic, "broken up" would be the best description of what happened next. (George Jenks coln.)



- K.100 CofA Appn No.6833 as G-AFEH by Percival Aircraft Ltd 25.1.38. Registered to H.F.J.Broadbent, Hanworth and CofA No.6216(TM) issued to him 2.3.38, valid from 28.2.38. Flown to Australia and back by Broadbent, departing Lympne 12.3.38, damaged propeller in forced landing at Flores Island, Netherlands East Indies 16.3.38, arrived Sydney/Mascot 8.4.38. Departed Mascot 16.4.38 and arrived Lympne 22.4.38 in new record time of 5 days, 4 hours, 21 minutes. Registered to Percival Aircraft Ltd, Luton 30.6.38. Registered to John Morgan Barwick, York 30.1.39. CofA renewed 1.2.39. According to Air Ministry review was based at RAF Catterick, Yorks at 1.9.39. Used by No.13 Group Communications Flight from 30.11.39, initially as G-AFEH. (This Group had its HQ at Woolsington but airfields included Catterick.) Registration cancelled 2.3.40 by Secretary of State and impressed on same date as X9315. Owner notified 2.4.40. Remained with No.13 Group. To Herts & Essex Aviation, Broxbourne, for major inspection 29.3.43. To Station Flight, Northolt 6.6.43. To Allied Expeditionary Air Force Communications Flight, Heston 1.1.44. Struck by Spitfire V AR503 of No.315 Sqdn taxiing at Heston 28.1.44. To Percival's, Luton for repair. To Vickers-Armstrong's for Controller of Research & Development, 10.5.44. To No.5 MU, Kemble, for disposal. Sold to Lancashire Aircraft Corp Ltd, Squires Gate and registered to them 14.6.46 as G-AHVN. Previous identity discovered and restored as G-AFEH backdated to 14.6.46. New CofA issued 19.10.46 and renewed 6.2.48, 11.3.49 and 21.4.50. Based at Yeadon with West Riding Aviation Centre (an LAC subsidiary). Registration cancelled 9.11.50 as "placed in long-term storage". Restored to register c6.51 by Lancashire Aircraft Corp Ltd. Noted minus engine at Yeadon 3.2.52. Registration cancelled c4.53. Broken up at Yeadon.
- K.101 CofA Appn No.7020 as F-ARAU by Percival Aircraft Ltd 26.7.38. CofA No.6369(S) issued to Gustave Wolf 10.8.38. Registered to G.Wolf, Constantine, Algeria 17.8.38. To L.C. & P.Saint Pierre, Oran, Algeria 29.8.39. Not included in post-1940 registers. Fate unknown.
- K.102 Taken on charge as Vega Gull III P1754 on 29.11.38. Allocated to No.24 Sqdn, Hendon 4.11.38. To Percival's, Luton, for repair 25.11.40. To No.44 MU, Edzell 27.11.40. To No.9 Group Communications Flight, Barton Hall 5.2.41. Declared "beyond repair on site" with 43 Group, Hendon 3.11.44. Major inspection "in works" 6.11.44. Struck off charge 20.11.44 as spares.
- K.103 Taken on charge as Vega Gull III P5988 on 30.3.39. Allocated to No.1 Group Station Flight, Andover 2.3.39. To No.22 Group, Andover 16.5.39. To Station Flight, Farnborough 8.7.40. To No.71 MU, Slough 14.8.40. To Station Flight, Farnborough 19.10.40. To No.43 Group, Hendon 8.4.41. Damaged, category B. To Shragers 11.4.41 for repair. To White Waltham Communications Flight 19.7.41. Declared category Ac, repair beyond unit capability, 6.5.42. "ROS" 29.5.42 (repaired on site?). Returned to White Waltham Communications Flight 19.6.42. To Army Cooperation Command Communications Flight, White Waltham 31.12.42 (another name for the same unit). To No.613 Squadron, Firbeck 27.8.43. To Herts & Essex Avn, Broxbourne 24.11.33. To No.54 MU, Cambridge 11.12.43, declared beyond repair on site. To AW/CN (?) 18.3.44. To Allied Expeditionary Air Force Communications flight 9.3.44. Later Supreme HQ AEAF Communications Flight. Struck off charge 14.3.45 as scrap.
- K.104 C/n allocated to rebuild of F-AQIR (formerly c/n K.68) following its accident at Fomban, Cameroon on 2.3.38. J.M.de Foucaucourt, Algiers. Written off in crash on 22.2.39 nr Unianga, south of Emi Kuni in southern Tibesti Mountains, Eastern Sahara. The two occupants, Baron and Baroness de Foucaucourt, were killed.
- K.105 Taken on charge as Vega Gull III P5989 on 5.4.39. Allocated to 11 Group, No.24 Sqdn, Hendon 2.3.39. To Hucknall 28.6.39, operated with 12 Group. To Shragers as category B for repair 13.11.41. To No.24 Sqdn, Hendon 9.7.42. Transferred to No.510 Sqdn, Hendon 31.12.42 (though first flew with Sqdn 27.10.42), becoming Metropolitan Communications Sqdn 27.4.44. To No.5 MU, Kemble 17.1.45. To Essex Aero Ltd 6.2.45 and struck off charge on same date. Registered G-AHET to Essex Aero Ltd, Gravesend 14.3.46. CofA Appn No.8697 by owners on 23.4.46. CofA No.7668 issued to owners 9.7.46. Insurance for Essex Aero/R.I.Cross from 3.7.46, cancelled 31.10.47. Sold to W.S.Shackleton Ltd 25.4.55 and registered to them 17.5.55. Registered to M.J.C.Taylor, Denham 20.7.56. Registered to The Tourist Trophy Garage Ltd, Fair Oaks 2.7.57. Registered to E.N.Husbands, Fairwood Common 10.4.59. Damaged beyond repair in forced landing on a field in Kirkby Trading Estate, near Liverpool, 2.5.60 when en route Shoreham - Barton. Remains to Barton 5.60 as spares for G-AEYC c/n K.59. Registration cancelled 6.3.64.



Left: P5993 c/n K.107 was one of the fourteen Series II aircraft ordered as the Vega Gull Mk III to Spec.26/38 for the RAF and RN. The Series II/Mk III moulded perspex rounded windscreen was continued in the Proctor I which was very similar in appearance except for its rectangular rear window.
(via Jack Meaden)

Below: G-AHET c/n K.105 was a former Vega Gull Mk III civilianised by Essex Aero after the war and seen here in racing trim at Baginton during the fifties. (George Jenks collection)



- K.106 Taken on charge as Vega Gull III P5990 on 14.4.39. Allocated to 11 Group, No.24 Sqdn, Hendon 2.3.39. To 22 Group HQ, Farnborough 3.7.39. To No.24 Sqdn, Hendon 27.7.39. To Reserve Command 30.11.39. To No.13 EFTS, White Waltham, for use of staff officers at HQ Reserve Command 10.1.40. To RAF Halton 17.1.41. To No.8 EFTS, Woodley 21.2.41. To HQ Service Unit Communications Flight 16.2.42. Damaged, location unknown, 'beyond unit capacity' 19.9.42 but repaired after further inspections and returned to HQ SUFC 17.10.42. To RAF Halton 21.10.42. To Flying Training Command Communications Flight, White Waltham. To Air Transport Auxiliary, White Waltham 18.6.43. Damaged, category B, to Herts & Essex Aviation, Broxbourne 31.8.43. To AW/CU 31.12.43. To 43 Group Communications Flight, Hendon 7.2.44. Crashed at Spalding Moor 19.10.44. Categorised "repair in works" 7.11.44 but apparently beyond economic repair and struck off charge 27.11.44 as written off.
- K.107 Taken on charge as Vega Gull III P5993 on 27.7.39. Allocated to 11 Group, No.24 Sqdn, Hendon 2.3.39. To Northolt Station Flight 4.5.42.. Damaged, to Herts & Essex Aviation, Broxbourne, for repair 6.10.43. Struck off charge as write-off 9.11.43.
- K.108 Taken on charge as Vega Gull III P5991 on 2.5.39. Allocated to No.24 Sqdn, Hendon 2.3.39. To Station Flight, Northolt 3.7.39. Crashed at Mill Hill after take-off from Hendon 15.5.40. The pilot, F/O J.Brooker, and passenger AC2 S.O'Flynn, were unhurt. The airframe was collected by No.50 MU, Oxford, on 21.5.40 and the engine went to DH for repair. Struck off charge as write off 20.5.40 with total flying time of 150.40 hours.
- K.109 Taken on charge as Vega Gull III P5992 on 8.5.39. Allocated to 11 Group, 24 Sqdn, Hendon 2.3.39. On 5.6.39 noted at No.1 MU (?) at Percival Aircraft pending issue to Air Attache, Lisbon. Registered G-AFVI to Secretary of State for Air, Lisbon 9.6.39. CofA Appn No.7312 by owner 10.6.39 and CofA No.6647(S) issued 14.6.39, valid from 13.6.39. Flown at Hendon 26.6.39 when J. S. Dunlevie gave dual instruction to W/Cdr Chamberlain, the Lisbon Air Attache (Dunlevie had also flown it, as P5992, on 27.5.39). This was the last Vega Gull, finally leaving the Luton factory on 27.7.39. Apparently not delivered immediately, "Impressments Log" records that it was flown to No.5 MU, Kemble on 3.4.40. It returned to Percivals on 14.6.40 for overhaul and back to No.5 MU again 4.8.40. To No.52 MU, Cardiff for despatch 22.10.40. Arrived Lisbon 13.11.40. Used by British Air Attache. Crashed into hill-top near Prat de Comte, north west of Tortosa, Tarragona, Spain in bad weather en route from Madrid to Barcelona, 18.5.44. The three occupants, Assistant Air Attache Sqdn Ldr Hilary C. Caldwell, the British Minister in Madrid Arthur Yencken and mechanic G.M.Lopez, were all killed. Registration cancelled as written off, 10.7.44.

END OF VEGA GULL PRODUCTION

Unidentified Vega Gulls

- Registered SE-ALZ to AB Norrlandsflyg, Lulea 10.12.42. Crashed 23.8.45 at Rutvikssund, Lulea, both occupants escaped. Registration cancelled 30.4.46. This aircraft was supplied by Germany to replace c/n K.22, SE-AHR which was shot down 5.9.41. It is quoted as ex Luftwaffe 5F+OK and DP+01, then D-IWSR and was a Mk 1 aircraft with original windscreen. It is also quoted as "X1086" but this was not an RAF serial and its significance is not known. Possible candidates are K.47 OO-ATY, K.70 G-AFBO, K.93 G-AFIM, or one of the seized French aircraft.
- DR808 impressed 17.7.42 and used by Air Command South East Asia Communications Flight in 1943. Damaged beyond repair when undercarriage collapsed on take-off from Chaklala, Punjab 5.1.44. Possible candidates include K.62 VT-AIQ, K.80 VT-AJR and K.30 VT-AJZ. A further possibility is K.72 VT-AJD discussed under MA962 below.
- MA962 impressed "1942", "8.42" or "30.11.43" according to various sources. Peter Moss raised the possibility that this was a Gull Six and also that it could be K.72 ex VT-AJD. For other possibilities see notes under DR808 above.

Vega Gull Registration/Serial index

G-AEAB	K.20	G-AEZK	K.66	F-APEX	K.37	SE-AHR	K.22	ZK-AFI	K.63	P5989	K.105
"G-AEAD"	K.20	G-AEZL	K.67	F-APHX	K.43	SE-ALA	K.65	ZK-AKV	K.63	P5990	K.106
G-AEAS	K.23	G-AFAU	K.69	F-APIG	K.38	SE-ALZ	?			P5991	K.108
G-AECF	K.21	G-AFAV	K.76	F-APIL	K.40			KAAU:		P5992	K.109
G-AEEM	K.22	G-AFBC	K.75	F-APOL	K.50	SU-AAX	K.45	K18	} K.39	P5993	K.107
G-AEHA	K.24	(G-AFBD)	K.70	F-APXA	K.53			K19	} K.44	W6464	K.59
G-AEIF	K.25	G-AFBO	K.70	F-AQBV	K.61	VH-ABS	K.83			W9375	K.90
G-AEJJ	K.27	G-AFBR	K.79	F-AQCF	K.21	VH-ACA	K.98	Luftwaffe:		W9376	K.31
G-AEKD	K.28	G-AFBW	K.82	F-AQEA	K.24	VH-BQA	K.98	DP+01	?	W9377	K.82
G-AEKE	K.29	G-AFEA	K.84	F-AQEN	K.81	VH-UVG	K.36	5F+OK	?	W9378	K.48
G-AELE	K.26	G-AFEH	K.100	F-AQIG	K.77	VH-UZH	K.58			X1032	K.56
G-AELF	K.30	G-AFEK	K.89	F-AQIR	K.68			RAAF:		X1033	K.42
G-AELS	K.31	G-AFEM	K.91		K.104	VP-KCC	K.34	A32-1	K.36	X1034	K.76
G-AELW	K.32	G-AFGU	K.92	F-AQMZ	K.25	VP-KCD	K.39	A32-2	K.98	X9315	K.100
G-AEMB	K.33	G-AFIE	K.99	F-ARAU	K.101	VP-KCE	K.44			X9332	K.69
G-AEPS	K.45	G-AFIM	K.93			VP-KCH	K.55	RNZAF:		X9339	K.66
G-AERH	K.41	G-AFIT	K.90	HB-OMO	K.64			NZ571	K.63	X9340	K.75
G-AERL	K.42	G-AFVI	K.109	HB-UTU	K.49	VP-YBV	K.60			X9349	K.32
G-AETD	K.46	G-AFWG	K.71					RAF/RN:		X9368	K.91
G-AETE	K.47	G-AHET	K.105	J-BACG	K.54	VT-AIQ	K.62	L7272	K.71	X9371	K.33
G-AETF	K.48	(G-AHVN)	K.100			VT-AIV	K.73	P1749	K.86	X9391	K.57
G-AEWO	K.49	G-AIIT	K.69	N9960F	K.84	VT-AIW	K.74	P1750	K.94	X9392	K.89
G-AEWP	K.51					VT-AJD	K.72	P1751	K.95	X9435	K.52
G-AEWS	K.52	CF-BAR	K.35	OO-ANC	K.46	VT-AJQ	K.78	P1752	K.96	X9436	K.67
G-AEXU	K.56			OO-ATY	K.47	VT-AJR	K.80	P1753	K.97	X9455	K.27
G-AEXV	K.57	D-IWSR	?			VT-AJZ	K.30	P1754	K.102	BK872	K.55
G-AEYC	K.59	D-IXWD	K.65	PH-ATH	K.65			P5986	K.87	DR808	?
G-AEYD	K.60					YI-CPF	K.85	P5987	K.88	MA942	K.73
G-AEZJ	K.65							P5988	K.103	MA962	?

FEEDBACK - THE STORY OF CF-BAR

Since we published the basic facts concerning c/n K.35 CF-BAR, Terry Judge in Canada has been prompted to undertake some further research into the acquisition, use and demise of the aircraft and has prepared a short article for the CAHS Journal along the lines of what follows. From a number of sources, listed at the end, he has provided a great deal of insight into what began as a three-line entry in Archive.

In the Spring of 1936, Viscount Wakefield (who had presented a DH Moth, G-CAJU, to the Toronto Flying Club in 1928) again offered to purchase an aircraft for the Club, who were free to choose whatever type they wished. They decided on the Vega Gull. By telegram, dated 26th August 1936, the UK asked Ottawa to cable the Vega Gull's registration letters. By return telegram the UK was informed that CF-BAR had been allotted to airframe K.35. That same day Percival Aircraft Ltd submitted CofA Application No.6272 for CF-BAR.

The hope was that it would be delivered in early September 1936 and the date of September 26th was set for the formal presentation. However, due to delays in shipment from England, everything was postponed indefinitely. Speculation on the delay ranged from (1) that preference was being given to the manufacture of aircraft for the RAF, to (2) that Percival was pre-occupied with preparing aircraft for the Schlesinger Air Race from England to South Africa. My own theory, however, is that it may have had something to do with Percival's move from Gravesend to London - though I have been unable to find any reference to exactly when that move took place.

The UK CofA No.5693 was issued on 19th October 1936, dated 15th October 1936 and valid until 14th October 1937, to the Toronto Flying Club and the aircraft probably arrived in Toronto during the first week of November. It must have gone to the Canadian National Exhibition grounds immediately as the Toronto Club's own newsletter stated that "the Vega Gull was completely assembled at the National Motor Show by our own boys". The Motor Show was opened on Friday, 7th November 1936 by His Honour Dr Herbert Bruce, Lieutenant-Governor of Ontario. Part of the opening ceremonies included the christening of the Vega Gull as "Wakefield of Hythe" by Mrs Bruce with the traditional champagne. After this the aircraft was handed over by H.H.Ferguson, Canadian representative of the C.C.Wakefield Co., to E.Houghton, President of the Toronto Flying Club. For the remainder of the

Motor Show (which lasted until the 14th of November) the Vega Gull was on display at the west end of the Automotive Building. At that time it had a greyish blue fuselage and silver ("aluminum") wings. In the meantime an application for a Canadian CofR was made on 9th November 1936, the date of manufacture being quoted as 13th October 1936.

Although there is no mention of CF-BAR in DHC records, Fred Hotson is sure that the Vega Gull was at DHC before final delivery to the Toronto Flying Club, and he was working at DHC at the time. Either way there seems to be an information gap between 14th November 1936 and 12th January 1937, possibly while Ottawa checked airworthiness paperwork.

The first flight of the Vega Gull was made by Ray Goodwin, the Toronto Flying Club's CFI. A temporary CofR (T-4-37) was issued on 12th January 1937 to expire on 12th February 1937; this was later extended to 10th March 1937. The CofR proper (No.1892 Commercial) was dated 12th January 1937, valid to 11th January 1938, and forwarded to the Toronto Flying Club on 16th February 1937.

Little of the Vega Gull's use has been recorded although it is presumed to have been largely used by the Club members as a touring machine, since the Club stipulated that in order to fly the Vega Gull, members had to have a minimum of 150 flying hours. A terse letter from the Toronto Flying Club to the DoT noted that CF-BAR had been damaged on 19th June 1937 while landing at Pembina, North Dakota, and was being shipped back to Toronto for repairs. The magazine Canadian Aviation expanded on this accident somewhat. The Eighth AGM of the Canadian Flying Clubs Association was being held that June in Regina, Saskatchewan, and Sid Cleverley (pilot) and three Club members (J.M.Burgess, R.E.H.Bowman and H.Sloane) took off from Toronto in the Vega Gull for Regina. As was the custom then, there being no Canadian airway around the north shore of the Great Lakes, their route took them through the USA. On take-off from Fargo, North Dakota, the Vega Gull had the "misfortune to strike a mound of earth carelessly left on the runway by some workmen", damaging the undercarriage. Realising his problem, Cleverley made a forced landing at Pembina, fortunately without injury to anyone but with further damage to the undercarriage and propeller.

The Vega Gull was sent to DHC for repairs and reconditioning but appears to have been out of commission until early 1938. Apparently mistakes were made at DHC during the repairs and, I suspect, spares from the UK were rather slow in arriving. CofR 1892 was endorsed on 11th January 1938 (valid to 11th January 1939) and again, after inspection at DHC, on 13th May 1939 (valid to 11th May 1940).

CF-BAR crashed on Sunday, 24th September 1939 at 1415 hrs at the Toronto Flying Club's airfield. The aircraft had previously been flown for an hour and to a height of 18,000 feet, by J.Moffatt. Art Flack, with three passengers, took-off soon after, to the south-east. At approximately 50 feet altitude the engine spluttered and failed, the left wing dropped and the Vega Gull slipped in, making about 1/4 turn, striking on the left wingtip, then the nose, and skidding backwards some distance. A small fire started but this was quickly put out by the mechanics (the club buildings were on the south end of the field). Damage was listed as follows: left wing demolished, front end of fuselage badly damaged, undercarriage demolished, propeller demolished and tail wheel broken.

Gord Rayner, Chief Air Engineer of the Toronto Flying Club, examined the aircraft immediately after the crash. He found that the throttle and altitude controls were fully opened, the gas tank valve fully on and the tank almost full of gasoline. Both ignition switches were also in the "on" position. He reported "Considering the above and the sound of the engine previous to the crash, it is my opinion that it was caused by the altitude control being opened accidentally causing too lean a mixture at this low altitude."

Art Flack pointed out that the Vega Gull's engine had failed on two previous occasions, once when flown by J.R.Follett and again when flown by C.W.Kirkpatrick of the Sun Oil Co, although no dates were given. The DoT noted that they understood that Follett's forced-landing was caused by one gas tank running dry shortly after take-off. Follett had been an Assistant Instructor at the Club during 1938 but joined Trans-Canada Air Lines at the end of that year.

Tom Loudon, the Club President, followed up on Rayner's idea and the DoT agreed that when the Vega Gull was rebuilt some form of safety catch should be placed on the altitude control. However no rebuild was done and in 1950 Bruce Best, the Club's Engineer, recalled that "The last time I saw this poor unfortunate aircraft, it was being butchered by a class of aircraft students at Central Technical School" in Toronto - a fate suffered by quite a few aircraft! At this point the DoT cancelled the registration.

Our grateful thanks to Terry for the above information, and to his sources: National Archives of Canada, Canadian Aviation magazine, Contact - Toronto Flying Club newsletter, CAHS Journal, Toronto newspapers, Archive, DHC records courtesy of Fred Hotson, and Fred Hotson himself.

It is entirely speculation on the Editor's part that the cause of the accident may throw some light on other take-off crashes such as those to K.75, K.89 and K.94.

Right: Copy of the letter from the pilot to the DoT Inspector, describing the crash of CF-BAR. (National Archives of Canada)



TORONTO FLYING CLUB LIMITED

PHONE HUDSON 7001

September 29, 1939.

District Inspector, Civil Aviation,
Department of Transport,
1 Montgomery Avenue,
Toronto, Ontario.

Dear Sir:

On Sunday, September 24th about 2.15 P.M. I was taking off in Toronto Flying Club aircraft, Vega Gull CF-BAR, with three friends as passengers, when the engine failed at approximately 50 feet from the ground. When attempting a forced landing the left wing hit the ground first, ground looping and damaging the aeroplane. Neither my passengers or myself were injured.

The aircraft is at present in No. 1 hangar awaiting repairs.

Yours truly,

Arthur Flack

Complete Civil Registers : 8

GREECE

SX-



PART TWELVE

4. REGISTER OF FOREIGN AIRCRAFT (continued)

SX-DAE	Douglas DC-6B	45540	14.8.58
(X16)	Victoria Financiera Panama SA. Cld 14.8.58, to CoR No.47 then No.64 with Olympic Airways "Island of Kerkyra".		
SX-DAI	Douglas DC-6B	45544	18.7.59
(X21)	Victoria Financiera Panama SA. Cld 18.7.59, to CoR No.60 then No.65 with Olympic Airways "Island of Crete".		
SX-CBA	Boeing 727-284	20003	19.12.68
(X134)	Aircraft Leasing Co. Cld 19.12.78, to CoR No.223 with Olympic Airways "Mount Olympus".		
SX-DBE	Boeing 707-384B	20035	19.12.68
(X135)	Aircraft Leasing Co. Cld 19.12.78, to CoR No.224 with Olympic Airways "City of Pella".		
SX-CBB	Boeing 727-284	20004	16.1.69
(X136)	Aircraft Leasing Co. Cld 27.1.79, to CoR No.227 with Olympic Airways "Mount Pindos".		
SX-DBF	Boeing 707-384B	20036	23.1.69
(X137)	Aircraft Leasing Co. Cld 27.1.79, to CoR No.228 with Olympic Airways "City of Mycenae".		
SX-CBC	Boeing 727-284	20005	7.2.69
(X138)	Aircraft Leasing Co. Cld 8.2.79, to CoR No.229 with Olympic Airways "Mount Parnassus".		
SX-CBD	Boeing 727-284	20006	7.2.69
(X139)	Aircraft Leasing Co. Cld 8.2.79, to CoR No.230 with Olympic Airways "Mount Helicon".		
SX-CBE	Boeing 727-284	20201	24.10.69
(X145)	Aircraft Leasing Co. Cld 31.10.79, to CoR No.271 with Olympic Airways "Mount Athos".		
SX-DBL	Boeing 720-051B	18420	31.1.72
(X153)	Ex N727US. Northampton Panama SA. Regd in USA 31.1.72, then in Athens 1.4.72. Cld 26.7.79, to CoR No.259 with Olympic Airways "Evros River".		
SX-DBG	Boeing 720-051B	18352	23.2.72
(X154)	Ex N722US. Northampton Panama SA. Regd in USA 23.2.72, then in Athens 1.4.72. Cld 26.7.79, to CoR No.256 with Olympic Airways "Axios River".		
SX-DBK	Boeing 720-051B	18356	8.3.72
(X155)	Ex N726US. Northampton Panama SA. Regd in USA 8.3.72, then in Athens 8.4.72. Cld 26.7.79, to CoR No.258 with Olympic Airways "Strimon River".		
SX-DBH	Boeing 720-051B	18353	22.3.72
(X156)	Ex N723US. Northampton Panama SA. Regd in USA 22.3.72, then in Athens 8.4.72. Cld 26.7.79, to CoR No.255 with Olympic Airways "Acheloo River".		
SX-DBI	Boeing 720-051B	18355	5.4.72
(X157)	Ex N725US. Northampton Panama SA. Regd in USA 5.4.72, then in Athens 6.5.72. Cld 26.7.79, to CoR No.257 with Olympic Airways "Pinios River".		
SX-BBT	Short SC.7 Skyvan 3	SH.1866	17.8.72
(X160)	Ex G-AXWU. Short Brothers & Harland Ltd, lsd to Olympic Airways. Cld 18.10.72; to G-AXWU, Oman912.		
SX-DBM	Boeing 720-051B	18687	23.8.72
(X161)	Ex N734US. Northampton Panama SA. Cld 26.7.79, to CoR No.261 with Olympic Airways "Aliakmon River".		



Above: From the top we have Boeing 707-384B SX-DBE (X135) in the act of landing at Athens in March 1972. (John Wegg) Next comes another leased 707, SX-DBF (X137) taxiing at Heathrow on 11.9.72. (Peter Vercruijsse) Last of the three is a Boeing 727-284 SX-CBD (X139) also at Heathrow, on 15.9.70. (Ad Vercruijsse) All three were owned at the time by the Aircraft Leasing Company.

Below: The former Northwest Boeing 720-051Bs were owned by Northampton Panama SA for several years. Below is SX-DBL (X153) at Heathrow on 10.9.76. (Ad Vercruijsse) Finally at the same location we have SX-DBK (X155) on 11.9.72. (Peter Vercruijsse)





Left: "Aliakmon River", Boeing 720-051B SX-DBM (X161) awaiting passengers at Athens in April 1973. (John Wegg)
Below, left: "City of Thebes" Boeing 707-351C SX-DBP (X164), also ex Northwest, at Schiphol on 11.9.80. (Peter Vercruijse)



SX-DBN Boeing 720-051B 18688 17.1.73
(X162) Ex N735US. Northampton Panama SA. Regd in USA 17.1.73, then in Athens 22.1.73. Cld 26.7.79, to CoR No.260 with Olympic Airways "Nestos River".

SX-DBO Boeing 707-351C 19164 28.3.73
(X163) Ex N366US. Northampton Panama SA. Regd in USA 28.3.73, then in Athens 30.3.73. Cld 26.7.79, to CoR No.254 with Olympic Airways "City of Lindos".

SX-DBP Boeing 707-351C 19163 18.5.73
(X164) Ex N365US. Northampton Panama SA. Regd in USA 18.5.73, then in Athens 23.5.73. Cld 26.7.79, to CoR No.253 with Olympic Airways "City of Thebes".

SX-BBV BN-2A-7 Islander 622 15.6.73
(X165) Ex G-AYGL. Shorelink. Lsd to Olympic Airways. Cld 3.11.73; to G-AYGL, C-GKES.

SX-OAA Boeing 747-284B 20742 21.6.73
(X166) Lsd by Olympic Airways "Olympic Zeus". Cld 30.3.85, to CoR No.373 with Olympic Airways.

SX-BBW Short SC.7 Skyvan 3 SH.1847 16.7.73
(X167) Ex G-AWKV, N735R, 4X-AYZ, N3419. Lsd by Olympic Airways. Cld 22.11.73; to N3419, N80DA.

SX-OAB Boeing 747-284B 20825 17.12.73
(X168) Leased by Olympic Airways "Olympic Eagle". Cld 20.3.85, to CoR No.374 with Olympic Airways.

SX-BBY BN-2A Islander 616 29.3.74
(X170) Ex G-AYBA, 4X-AYN, G-51-616, 4X-AYN. Kanaf/Arkia. Lsd to Olympic Airways. Cld 15.11.74; to 4X-AYN. (Also reported as leased again as SX-BBY for same period in 1975.)

SX-BBX BN-2A-8 Islander 334 28.5.75
(X171) Ex G-BAXC, 4X-AYR. Kanaf/Arkia. Lsd to Olympic Airways. Cld 6.10.75; to 4X-AYR, G-BJWO.

SX-BBZ BN-2A-8 Islander 435 7.7.75
(X172) Ex G-BCWT, N58JA, 4X-AYI. Kanaf/Arkia. Lsd to Olympic Airways. Cld 3.11.75; to 4X-AYI, later SX-BFE (X251).

SX-BFA BN-2A-26 Islander 399 7.4.76
(X175) Ex G-BCEJ, N57JA, 4X-AYP. Kanaf/Arkia. Lsd to Olympic Airways. Cld 1.11.76; to 4X-AYP, later SX-BFD (X244).

SX-BFB BN-2A-8 Islander 403 6.4.76
(X176) Ex G-BCEN, N90JA, 4X-AYG. Kanaf/Arkia. Lsd to Olympic Airways. Cld 1.11.76; to 4X-AYG, G-BCEN.

SX-BFC BN-2A-8 Islander 316 25.5.78
(X220) Ex G-BALO, 4X-AYL. Kanaf/Arkia. Lsd to Olympic Airways. Cld 2.11.78; to 4X-AYL, later SX-BFG (X276).

SX-BFD BN-2A-26 Islander 399 1.7.78
(X244) Ex G-BCEJ, N57JA, 4X-AYP, SX-BFA, 4X-AYP. Kanaf/Arkia. Lsd to Olympic Airways. Cld 2.11.78; to 4X-AYP, later SX-BFF (X254).

SX-BFE BN-2A-8 Islander 435 14.4.79
(X251) Ex G-BCWT, N58JA, 4X-AYI, SX-BBZ, 4X-AYI. Kanaf/Arkia. Lsd to Olympic Airways. Cld 1.11.79; to 4X-AYI, N721BN.

SX-BEB Airbus A.300B4-102 046 5.2.79
(X252) Ex F-WZER. Orient Leasing Co. Lsd by Olympic Airways "Odysseus". Regd in Toulouse/Blagnac 5.2.79, then in Athens 14.4.79. To Olympic as CoR No.419, 1.3.89.

SX-BEC Airbus A.300B4-102 056 15.2.79
(X253) Ex F-WZEF. C.Itoh Avn Co Ltd. Lsd by Olympic Airways "Achilleus". Regd in Toulouse/Blagnac 15.2.79, and in Athens 14.4.79. To Olympic as CoR No.421, 6.4.89.

SX-BFF BN-2A-26 Islander 399 9.6.79
(X254) Ex G-BCEJ, N57JA, 4X-AYP, SX-BFA, 4X-AYP, SX-BFD, 4X-AYP. Kanaf/Arkia. Lsd to Olympic Airways. Cld 1.11.79; to 4X-AYP, G-BJWP, F-OGOV.

SX-BFG BN-2A-8 Islander 316 19.5.80
(X276) Ex G-BALO, 4X-AYL, SX-BFC, 4X-AYL. Kanaf/Arkia. Lsd to Olympic Airways. Cld 31.10.80; to 4X-AYL, G-BJWN, ZK-FVD.

SX-BHA Dornier Do228-200 8010 22.8.83
(X312) Ex D-IHDO. Lsd by Olympic Airways. Cld but undated, returned to Dornier 11.83, later 9M-DMF, 9M-AXF.



Left: The Dornier Do 228-200 SX-BHB (X313) being dismantled following its landing accident on Milos Island on 5.4.84. This aircraft, together with SX-BHA, was only leased and never appeared in the main register. (via Andrew Stamatopoulos)

SX-BHB Dornier Do228-200 8009 24.1.84
(X313) Ex D-IDON, (PH-HAL), D-IDOL. Lsd by Olympic Airways. Crashed on Milos 5.4.84 and returned to Dornier for rebuild. Regn cld 6.7.84; to D-CATI, D-IDON, PH-SDO, G-MLDO, G-OALF.

SX-OAC Boeing 747-212B 21683 1.9.84
(X318) Ex 9V-SQH. Lsd to Olympic Airways "Olympic Spirit". Regd in Singapore 1.9.84, in Athens 19.9.84. Cld 31.12.84, to CoR No.371 with Olympic.

SX-OAD Boeing 747-212B 21684 1.4.85
(X321) Ex 9V-SQI. Lsd to Olympic Airways "Olympic Flame". Regd in Singapore 1.4.85, in Athens 9.4.85. Cld 24.5.85, to CoR No.377 with Olympic.

SX-OAE Boeing 747-212B 21935 22.12.85
(X326) Ex 9V-SQJ. Lsd to Olympic Airways "Olympic Peace". Cld 3.6.86, to CoR No.391 with Olympic.



Above: Yakovlev YAK-40EC I-JAKE was demonstrated to Olympic in June 1972, first without titles and then, as shown here, in full Olympic colours. It may have appeared as an overseas registered aircraft in the "X" CoR series. (via Andrew Stamatopoulos)

INDEX OF SX- FOREIGN REGISTRATIONS

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SX-BEB	X252	SX-DBE	X135
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SX-BFA	X175	SX-DBH	X156
SX-BFB	X176	SX-DBI	X157
SX-BFC	X220	SX-DBK	X155
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SX-BHB	X313	SX-OAB	X168
		SX-OAC	X318
SX-CBA	X134	SX-OAD	X321
SX-CBB	X136	SX-OAE	X326
SX-CBC	X138		
SX-CBD	X139		

5. RESERVATIONS

The following registrations are known to have been reserved but were not taken up. In many cases however the marks were actually worn and in some cases the aircraft crashed while on delivery in those marks. No records are kept of reservations, which legally lapse after three months if not taken up.

SX-ABC	Canadair CL-44D4	A.K.Blue Star
SX-ABD	Cessna	EDOK reserved 14.3.77
SX-AFI	unknown type	P.Petros cld 27.10.81
SX-AFX	Jodel D.9	Mr Kalogerakos & Mr Kouroumvakis
SX-AFY	unknown type - actually PA-22-108 Colt	G Siotropos cld 27.10.81
SX-AGE	unknown type	Aeroclub of Thessaloniki
SX-AGS	Mitsubishi MU-2B-36	Aeroclub of Kastoria
SX-AGW	unknown type	Rotor Hellas AEE
SX-AHE	unknown type	Aeroclub of Kalamata
SX-AHO	Cessna A188B	Rotor Hellas AEE
	[c/n 03126/0010 ex N731SU 5.78, ntu, to 5B-CDO, (SX-AHO) 4.79, 5B-CDO.]	
SX-AHP	Cessna A188B	Rotor Hellas AEE
SX-AHR	PA-25 Pawnee	Aeropsekasmoi EPE w/o 11.6.78
		Rotor Hellas AEE
SX-AIC	Cessna A188A	Rotor Hellas AEE
SX-AIE	Cessna A188B	Rotor Hellas AEE
SX-AIW	unknown type	Marathon Aeroploia EPE
SX-AJA	Cessna A188B	Phaethon AE "This aircraft crashed. It may have been registered in Paris." [c/n 03310/0027 ex N1968J 4.79, w/o on delivery, see page 91/65.]
SX-AJL	unknown type	Ikaros EPE res 18.4.79



Below: Cessna A188 SX-AMB appears somewhat worse for wear after open storage at Marathon, seen here in October 1987. The marks never progressed beyond a reservation but were seen on the aircraft at least as early as 10.83 when little damage was apparent. (Robert Swan)



Above: This unidentified Piper Colt SX-AFY was part of the Athens scenery for some time. The colour scheme seems to be the same as that worn by 5B-CAJ c/n 22-8014 (see photo p.88/112) which adopted a later model fuselage scheme but had a bare fin and rudder. The large registration would obscure the Cypriot marks of similar size. Any other suggestions would be welcome! (John Wegg)

SX-AJM	unknown type	Rotor Hellas AEE res 19.4.79
		[PA-36-300 Pawnee Brave, 36-7860019, ex N3637E]
SX-AKC	unknown type	Toxotis EPE
SX-AGK	Cessna 337	Phaethon AE
		[possibly FT.337GP c/n 0019, ex F-BUDU, F-ODFY regd SX-PBA (CoR 252) 6.79.]
SX-AKM	unknown type	Aeroclub of Athens "Crashed coming to Greece prior to being registered here." [probably Reims/Cessna F152 c/n 1638 ex F-WZIE, N1660Q, Athens resvn, w/o 2.4.80 Rome; alternatively c/n 1626 reserved in Paris 12.9.79. ?]
SX-AKS	unknown type	Rotor Hellas AEE
SX-AKT	unknown type	Skyline of Greece Aviation
SX-ALA	Quicksilver MXII	L Papaioannou c/n 1613
SX-ALN	PA-18-135 Super Cub	Aeroclub of Peiraius
		[c/n 18-3977, ex 54-2577. Res 10.4.84.]

SX-ALO L-21B Super Cub	Aeroclub of Lakonia, resvn renewed 4.1.89, same owner. [Note; L-21B c/n 18-3544 was regd SX-ALO (CoR no 415) to AC Kalamatos on 4.1.89.]
SX-ALR L-21B Super Cub	Aeroclub of Heraklion, res 30.4.84
SX-ALS L-21B Super Cub	Aeroclub of Chios
SX-ALU L-21B Super Cub	Aeroclub of Volos [C/n 18-3998, ex 54-2598. Res 4.9.84.]
SX-AMB Cessna A188	Rotor Hellas AEE res 29.8.82 [c/n 02829T, ex N731EB, 5B-CDA.]
SX-AMC "Hang glider"	N Georgakis res 7.9.82
SX-BCJ Boeing 737-284	Olympic res 31.3.80 [Possible error as J rarely used by Olympic.]
SX-ERA Boeing 767-284ER	c/n 24716) Olympic, 9.88
SX-ERB Boeing 767-284ER	c/n 24742) order cld .90
SX-ERC Boeing 767-284ER	c/n 24762) ntu. [became N6046P/CC-CEX; V8-RBD; CC-CEY respectively]
SX-HAG Agusta-Bell 206A	Ellinika Navpigeia (Hellenic Shipyards)
SX-HAL unknown type	Falcon Epicheireisis (Falcon Enterprises) res 5.6.72
SX-HAX unknown type	Toxotis EPE
SX-HBB unknown type	Toxotis EPE
SX-HBG unknown type	Skyline of Greece Aviation res 3.3.80
SX-HBH unknown type	Rotor Hellas AEE
SX-HEL Hughes 369D	T Alexiou AE
SX-MAC unknown type	A Lyritis res 16.2.83
SX-PAC Douglas C-47D	Aeroclub of Peiraius res 18.11.85 [ex RHAF: 49-2620, identity unknown]
SX-121 unknown type	P Kouroumvakis
SX-126 unknown type	P Kouroumvakis

This completes the Greek Register listings.

Unfortunately, it also leaves us with some space to fill on this page, so we have elected to use a mix of previously unused photos of Greek aircraft together with some US-registered residents or visitors.

Right: Cessna 310P N5758M (c/n 0058) at Marathon 10.85 was formerly OE-FBM and still wears the red and white fin colours of Austria although it was D-IDPW for several years afterwards before taking up its original marks again. The Beech 58 Baron is N6342U, which had been at Marathon for at least two years by 10.87. (Robert Swan)

Below: SX-BDF (CoR 110) was a former Olympic Piper Cherokee 140 sold into private ownership and repainted in a smart red and white colour scheme. It was at Marathon on 23.10.83. (Robert Swan)



Above: A rather tired-looking Rockwell Commander 112B N1165J (c/n 165?) at Marathon 10.87 had been there since at least 1983, when STOLcraft Cessna 182 Skylane N735ZF, which arrived in Europe in 1978, was seen. (Robert Swan)



Above: Not previously illustrated, MS.892A SX-ADL (CoR 111) is also red and white and advertised Sylvia cosmetics at Marathon in October 1985. (Robert Swan)

Left: Olympic Dornier Do 228 SX-BHF "Isle of Astypalea" poses together with Greece's first female airline captain Miss Sofiana Karamali in 1988. (via A. Stamatopoulos)



The Whole Truth:



DH.60 MOTH

PART FORTY-EIGHT

MOTH



SOUTH AFRICA

ZS-ABF Operated by Union Airways, Port Elizabeth .29 and presumably prior to 26.11.29.
ZS-ABG Operated by Union Airways, Port Elizabeth .29 and alternative crash date is 29.3.29.

Note: G-ABXT c/n 1901 was flown from Stag Lane to South Africa 3.33-4.33 by Thomas Fisher and Stanley Pearce, and possibly regd locally.

Thanks for previous feedbacks to, amongst others:-
Richard Saunders Allen, Phil Butler, PJ Cummins, John Davis, Peter W Davis, DHMC/Enterprise, J-P Dubois, Andrzej Glass, Harm Hazewinkel, Dan Hagedorn, JW Johnston, Fred Kirby, Tony Morris, Martin Smith, Vic Smith

Now we start again! This one will run and run...

186 G-EBLT was traded in to DeHavillands in part exchange for a DH.60GIII .34. Whilst with Midland Aero Club, it was Fleet No.1. Almost certainly this was one of three acft destroyed when an arsonist set fire to them in the Witney & Oxford Aero Club hangar at Witney 27.10.36.

188 G-EBLV J.E.Glenny sold this Moth 5.32 - it is not known if there was an intermediate owner prior to Allenby. Sold to John Jefferson 6.38 (for £185), and based in a field at Knowle. Resold to DeHavilland for same sum plus £25 to RAF Benevolent Fund for failure to preserve prototype (which was a bit unfair since it crashed in 1927!).

189 G-EBLW delivered to Midland Aero Club, Castle Bromwich 25.9.25. Fleet No.2.

192 VH-UAE As G-AUAE, it spun into the sea off Cronulla 31.3.29 but was salvaged and rebuilt (presumably this resulted in engine change from Cirrus II to Gipsy I). As VH-UAE, on 21.9.30, it was stolen whilst parked overnight at Hargrave Park, NSW and was damaged on landing at Granville showground. After 5.4.31 crash, it was purchased by W.S.Harman who sold it on to Tugan Aircraft Ltd early.34. Reflown 23.6.34 in DH.60G specification (fitted with Gipsy II No.2073 ex VH-URA). Regd 22.6.34 to Harry Purvis. Regd to G.L.King 13.5.35 (not as per Archive 2/85). The 1946 owner, G.K.Bolton traded as Cairns Flying School, which ceased trading c.7/47, and regn lapsed 6.10.47. Ferried to Griffiths, NSW by John Wright for full rebuild 1.1.83 and then on to Donald & Robert Bunn, Bungowannah, NSW. Back to Griffith mid.87 and officially restored to register 26.5.87 with C of A renewed 2.9.87.

198 G-EBMP This Moth was raffled by De Havilland School of Flying/London Aeroplane Club, presumably early .29 and was won by Tony Gee. He evidently sold it on to R.L.S.Mainwaring.

233 J8030 First flown 13.3.26 and to A&AEE Martlesham Heath for trials. Returned to DH for mods and back to A&AEE 26.4.26. To CFS at Wittering for evaluation and SOC 11.27.

235 G-EBMV whilst with DH was used by their School of Flying.

242 VH-UAK Crashed into Botany Bay 2.5.31 whilst searching for body of drowned boy. Salvaged and rebuilt.

248 J8032 First flown 31.3.26 and to CFS at Wittering for tests. SOC 11.27.



Above: The oldest surviving Moth G-EBLV c/n 188 flying over Hatfield in this post-restoration view. (BAe via Mike Hooks)

264/267 23/26 (Irish) These were operated by "A" Flight, School of Aeronautics, Baldonnell.

269 G-EBOH Accident Report C101 refers to an accident near Bournemouth 17.4.27. This occurred during an air race at Bournemouth when it suffered engine failure on take off following fuel starvation. It force landed but hit boundary fence and broke in two, (flown by Flt Lt Thomson, unhurt). The Moth was rebuilt. Date also quoted as 18.4.27.

270 G-EBOI Accident Report C99 refers to an accident at Southampton Aerodrome 8.3.27; no further details.

272 G-EBOT Since Phillips & Powis Aircraft (Reading) Ltd was not formed until 19.3.29, the regd owner at 6.10.28 was probably initially Charles O.Powis, possibly in partnership with E.Jack Phillips. It was based initially at Brooklands until Woodley was acquired several months later. Was the first aircraft of Phillips & Powis and was used by P&P School of Flying. Owned by Lionel Hill in .29 (presumably same as AF Hill) and based on strip at Bersted, near Bognor Regis.

276 G-EBQH is now known to have suffered an accident at Stag Lane 21.2.28. It may thus not have been badly damaged 19.3.28 as speculated in Archive 1/86. However, this latter accident is untraced and thus unconfirmed. The conversion to Gipsy I power may have occurred after 6.28, since it was apparently powered by a Cirrus III for the July 1928 Kings Cup.

340 G-AACD is reliably reported as still being in store somewhere in the St Ives, Huntingdon area in the rafters of an eccentric above a collection of vintage cars.

341 NC9731 owned by Richard F.Hoyt, c/o Hayden Stone & Co, New York 6.29.



Left: An unidentified Cirrus Moth of the London Aeroplane Club, with G-EBNM c/n 249 behind (so dating the photo pre-2.28), being refuelled at Stag Lane by a young lady standing astride the cockpit as two pristine white coated ground crew rush to pass the fuel hose.
(Flight via M.J.Hooks)

- 352 VH-UFL crashed into Brisbane River 19.8.30 when "diving on to HMAS Albatross".
- 353 G-EBPM Accident 27.2.30 was at Smarden, near Lympne.
- 357 G-EBPQ Accident Report C221 has date of Newhaven crash as 3.7.32.
- 363 VH-UFT was flown by Jim Mollison from Sydney to London 29.7.31-6.8.31 (8 days 19 hrs 25 mins). It continued to be operated in the UK as VH-UFT and was badly damaged 13.11.31 in a crash at Minieh, 150mls from Cairo en route Lympne/South Africa. Rebuilt as G-ABUB 2.32.
- 370 G-EBQE In expansion of Archive 2/85, the Moth crashed near Bastia but although it only had a damaged wing, the circumstances of the accident and thereafter probably resulted in the aircraft being abandoned. The Klemm 26A referred to was actually a BFW M23b D-1783 c/n 471.
- 372 G-AADB Midland Aero Club Fleet No.4.
- 389 G-EBRY Accident Report C107 refers to an accident at Bushey 8.9.27. Details not known but possibly accounts for non-delivery to Newcastle Aero Club. Another Accident Report C213 refers to an accident near Lymington 14.5.32; no details.
- 404 G-EBRH Amend accident details to - overturned on landing at Danish Naval Flying Base in Copenhagen Harbour 4.9.27, piloted by owner Maurice Burton and J Lankester Parker (both unhurt).
- 410 G-EBRT Accident Report C108 refers to an accident at Rustington 13.9.27; no details known.
- 415 G-EBSF Accident date also quoted as 9.4.28.
- 420 G-EBSP was operated by P&P School of Flying in its final years. Whilst we have had a number

of attempts at identifying the previous owner, it should be noted that H.C.G.Heathcote was a director of Phillips & Powis in 3.32. (But see c/n 1152; we believe that the full name was Henry C.G.Heatcote-Stisted).

- 421 G-EBSQ Named "Miss Propaganda" at time of accident when it spun in at low altitude. Both on board were killed (see Archive 81/108)
- 428 N-38 Correction to Archive 4/80; it did not hit the lighthouse (albeit nearly). In fog, it actually crashed in Calais town and was dbf.
- 429 G-EBTH was apparently kept by David Kittel near Castle Bromwich and flown from that airfield.
- 431 G-EBTI Although initial owner identified as T.L.Mill, this is now understood to have been bought new by F.Douglas Mill, the co-founder of New Zealand's Air Survey & Transport Co Ltd. He used it to acquire his CPL and promptly sold it when this had been achieved.
- 444 G-EBUS was operated by P&P School of Flying. On 24.3.39, this was involved in an accident with Whitney Straight G-AEUI at Portsmouth Aerodrome. It was obviously rebuilt since on 27.7.39 it crashed at Manor Farm, Fareham. This was presumably the reason for its non-impressment and demise.
- 450 G-EBUJ The 1930 accident is now identified as a crash into Singapore Harbour on 11.12.30. It was a seaplane at the time and despite comments in Archive 2/85, it was still a seaplane in 1933. By then, it was also powered by a 105hp ADC Hermes I.



Left: Shell's "Arom" G-EBQE c/n 370 being used in April 1927 to demonstrate that, with the aid of a portable platform, ladder, filter funnel and Shell Motor Spirit can, any high-heeled, tight-skirted lady could refuel a light aircraft, watched by her family! Both of these photos were doubtless aimed at stressing the simplicity of aircraft operation in order to popularise its growing appeal.
(Flight via M.J.Hooks)



The Burgoyne-Stirling Dicer

An attempt to provide information on the Burgoyne-Stirling Dicer in Archive 2/89 suffered from a lack of photographs and intimate contact with this one-off prewar homebuilt aeroplane which made unauthorised use of the unused registration G-AECN originally taken out for D.C.Burgoyne's uncompleted Pou du Ciel DCB1.

By the greatest of coincidences, Jack Meaden managed to obtain photographs and information about the Dicer which arrived on the editorial desk only a few days before a letter from Alf Jenks which provided even more of an insight into the development and use of this aircraft. We are therefore able to present these combined accounts in the form of this Fact File.

On a visit to Peter Wright, Sales Manager of Cross & Cockade, Jack was shown the records he had kept of a visit to RAF Honiley on Sunday 29.8.48 during which he observed flights of the Dicer and afterwards met the pilot, Flying Officer F.Howard Stirling, and this is reproduced in part below.

"With reports coming along that two unusual aircraft had been seen at RAF Honiley, I went along to check the little amount of information heard about them. The first was an airworthy BAC Drone, G-AEJR, which had been flying although I did not see it on this visit. (G-AEJR had belonged to Thorne's of Worcester pre-war and was still at Honiley in 1952 - Editor) The other aircraft, a low wing monoplane, turned out to be an ASP (All Spare Parts) job which had been built by Mr Burgoyne, a builder from Knowle who was said to have owned several early aeroplanes at one time or another, and re-engined by F/O Stirling who was Senior Air Traffic Controller at Honiley.

"F/O Stirling was flying G-AECN when I arrived and, after making several low approaches, he landed and taxied back, only to take off again out of wind and fly back over us at a very low level. He finally landed and parked the little single seater aircraft about 15 yards from the boundary and strolled over to us.

"He was very co-operative and answered all our questions. He said that we could take all the photographs we wanted (reproduced here - JM) and asked if we would send him copies which we promised to do. He supplied the following information. The Dicer is fitted with an Aeronca E113C (JAP) engine no.A1262 of 37 hp with which a speed of 105 knots (120 mph) is obtained. The cockpit is quite roomy and is fully instrumented with a good selection of instruments for such a light aircraft. The throttle and mixture controls are fitted on the port side. A bucket type seat is fitted from which a good field of view is obtained. I made a drawing of the instrument panel and windscreen."



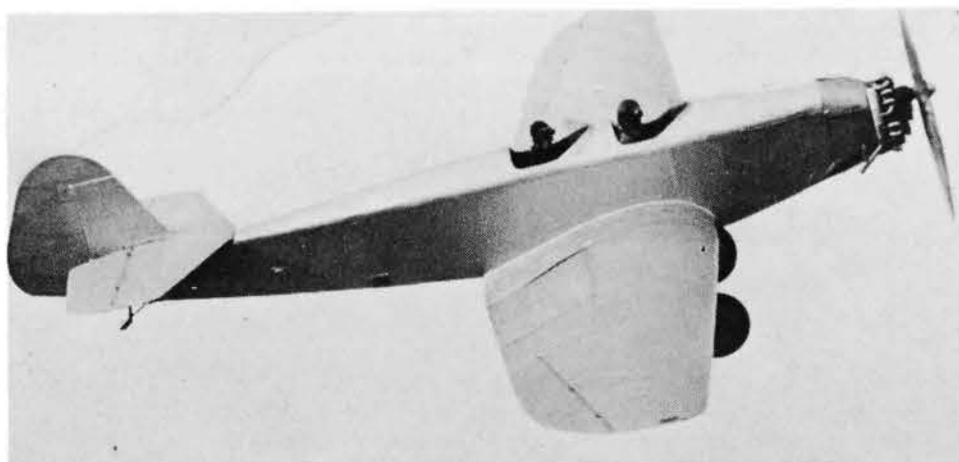
Top: A perfect side view showing the tail unit with its large fin and rudder and forward tail-plane mounted on top of the fuselage. The short undercarriage puts the low wing close to the ground so the aileron brackets and pitot head are on top of the wing.

Above: A close-up of the Dicer shows the faired-in Aeronca engine with its Y-shaped exhaust and right-hand tractor propeller. The venturi tube on the left side in front of the windscreen provided suction to drive the instrument gyros.

Below: This low head-on view shows the thick wooden wing, the wide-track undercarriage and the wide fairings over the two cylinders of the Aeronca horizontally opposed engine and Y-shaped exhaust in front.

(All: Peter Wright via Jack Meaden)

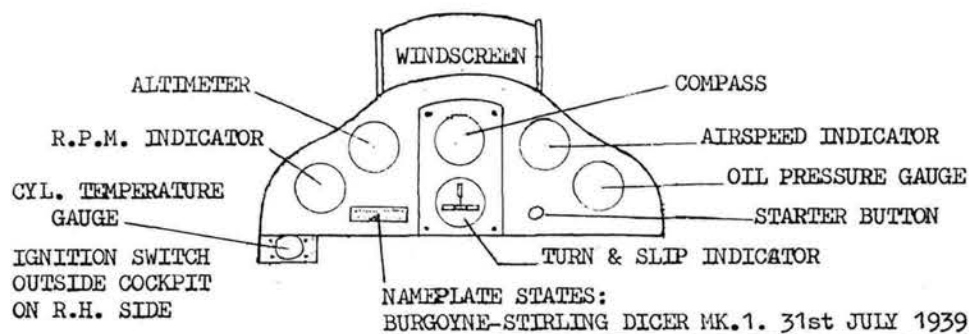
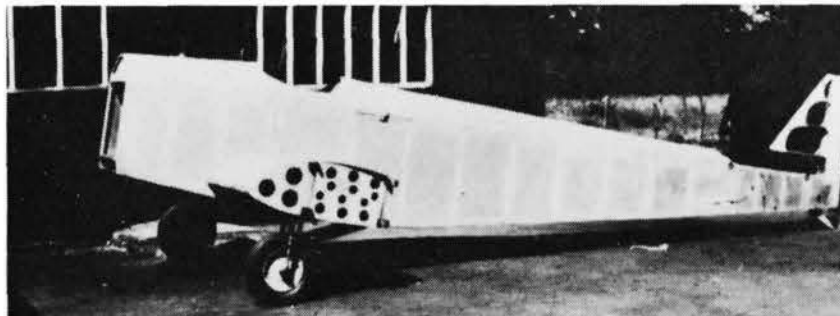




Left: An early B.K. Swallow (75 hp Pobjoy) on a test flight without markings shows its influence on the smaller single-seat Dicer. Wing span of the Swallow was 42ft 8in, wing span of the Dicer an estimated 38ft. (via Jack Meaden)

Below, left: This 3/4 front view shows the trouser fairings over the short undercarriage legs, the small windscreen and the circular pad on the faired headrest. The clean lines of the Dicer's low wing design are evident. (Walter Wincott)

Below: The Dicer under construction in 1938 with the fuselage largely intact, the deep wing root and still-uncovered fin are clearly visible. (Alf Jenks)



Above: Peter Wright's drawing of the Instrument panel, the Dicer was very well equipped, including a starter. Right: Visible here are the cooling air exit at the back of the cylinder fairings, the fuel filler cap ahead of the windscreen, and ignition switch on the outside of the cockpit. (Peter Wright via Jack Meaden)



With only 37 hp available, the 105 knot speed given was almost certainly "flat out", that is maximum indicated airspeed (IAS), uncorrected for position error of the pitot head.

The Dicer was a single-seater built using the remains of a two-seat B.K. Swallow cut down to suit as a basis. The photographs show the resemblance. The wings were modified from the mainplanes of the Swallow and show the curved tips of the early B.K. version. The small hinges visible on the upper surface of the wing were part of the Swallow's wing-folding mechanism where the mainplanes folded back on the centre section. The centre section was eliminated on the smaller Dicer and the mainplane junction became the wing root, but there is no evidence to show that the outer portions remained foldable.

It can be seen from the photographs that the wings were ply covered as on the original Swallow (thus conflicting with Arthur Ord-Hume's reference to fabric cover noted in Archive 2/89), only the control surfaces were fabric covered. The finished workmanship was very smart and the fairings over the engine cylinders and the trousers over the undercarriage legs were neat and clean.

The letter from Alf Jenks gives more information on the early days of the Dicer. He says that the Dicer was designed and built by Don Burgoyne at his home at Darley Green, Warwickshire, and was originally known as the Darley Monoplane. Work commenced around 1937 and by 1938 the fuselage was nearly complete as a photograph shows.

Don Burgoyne went to the bankrupt Aeronca works at Peterborough with Alf Green (who was owner of Dart Pup G-AELR purchased 9.37 and flown from a field near Solihull until it crashed on take-off 8.38) who purchased one of two Walter Mikron engines for Don to use in his plane. Why he did this we do not know - possibly he intended to buy the aircraft to replace his Dart Pup? Don moved to Heronfield Farm, nearer to the local airfield at Knowle, on 1.9.39 but at the time that the engine bearers were being made war broke out and halted manufacture. Alf Green was killed early in the war and his widow repossessed the Mikron.

Around 1946 F/O Stirling purchased the airframe from Don Burgoyne and fitted an Aeronca JAP engine close to the bulkhead against Don's advice. To counteract the resulting tailheaviness he mounted a lead weight behind the bulkhead. Don was offered the chance to fly the modified aircraft but declined. Stirling gave it the name Dicer and, although warned not to do so, he applied Don's unused Flea registration - for which he was later reprimanded.

The Dicer flew several times at Honiley and another pilot who flew it there, Sid Webb, remembered it as being easy to handle. Presumably F/O Stirling took the aircraft by road to Woodvale when he was transferred, as it is otherwise only known to have flown locally at Honiley.

Complete Civil Registers : 3

New Zealand



PART THIRTY-NINE



Above: PA-25-235 Pawnee ZK-BZG demonstrates some associated modifications made to the type in New Zealand. To reduce fire risk in accidents, the fuel tanks were moved to the wings and the former tank space together with a small baggage compartment were converted into a passenger "cockpit" for the loader-driver complete with its own angular windscreen. (Wim Zwakhals collection)

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|---|---|
| <p>ZK-BYQ PA-22-108 Colt 22-8159 20.3.61
Airwork (NZ) Ltd, Christchurch. To Napier Aero Club, Napier; to E.J.Schroder & W.N.Winter, Auckland 10.11.69; to K.G.Derbyshire & R.R.Edwards, Hamilton 24.8.70; to K.F.Douglas & R.J.Sutherland, Greymouth 15.2.73; to Westland Air Ltd, Greymouth 20.8.73. Written-off at Greymouth 18.12.73. Sold "as is" to C.E.Bensemenn, Nelson 14.6.74. To spare parts, regn cld 22.5.91.</p> <p>ZK-BYR Registration not yet allotted.</p> <p>ZK-BYS PA-22-108 Colt 22-8223 20.3.61
Airwork (NZ) Ltd, Christchurch. To Rotorua Aero Club, Rotorua. Crashed on side of Tarawera Mtn during search for missing hunter, 12.4.62. Occupants injured. Regn cld.</p> <p>ZK-BYT PA-28-180 Cherokee B 28-1113 .63
Airwork (NZ) Ltd, Christchurch. F/f in NZ 25.7.63. To Tauranga AC, Tauranga. Crash landed at Makara 19.5.67. Regn cld 2.6.67. To Canterbury AC, Christchurch 5.9.67 for rebuild. Rebuilt and re-registered ZK-CWS 17.4.68.</p> <p>ZK-BYU PA-25-235 Pawnee 25-2022 6.62
Airwork (NZ) Ltd, Christchurch. F/f in NZ 24.9.62. To Aerial Work (Marlborough) Ltd, Blenheim; to Otago Air Services Ltd, Dunedin. Crashed at Moonlight 9.9.63, repaired, crashed at Five Forks 13.6.66. To Airwork (NZ) Ltd 4.11.69, rebuilt as Pawnee B (250 hp), f/f Christchurch 24.4.70. Lost power, stalled and crashed near Hawarden 2.4.73, burnt out, killing pilot L.C.Dawson. Registration cancelled 11.5.73, t/t 3,789 hrs.</p> <p>ZK-BYV PA-18A-150 Super Cub 18-6219 2.62
Ex ZK-BOW rebuilt by Airwork (NZ) Ltd, f/f 9.67. Airwork (NZ) Ltd, Christchurch. To F.H.Desborough, Rotorua 28.3.68; to D.N.Philpotts, Auckland 17.10.68; to Hauraki AC, Thames 3.3.69. Crashed at Morrinsville 21.7.72, at Thames 3.1.76 & collided with T.42B ZK-GBG at Thames 11.9.77. Current.</p> <p>ZK-BYW PA-18A-150 Super Cub 18-6170 10.2.62
Ex ZK-BPB rebuilt by Airwork (NZ) Ltd, f/f 28.6.62 Airwork (NZ) Ltd, Christchurch. To Canterbury AC, cr at Te Piritia 5.5.68. Rebuilt. To I.L.Rasmussen, Hokitika 11.8.69 for venison carting; to M.H.McLeod, Hokitika (venison carting); to A.M.Taylor, Lake Ohau 26.3.74; to Waikato Flying School Ltd, Hamilton 14.5.76; to Jim Boyd Motors Ltd, Auckland 22.5.78; to G.I.McKay, Te Kumi Station 21.6.79. Destroyed by fire, Rotorua 31.3.81. Cld 29.4.81.</p> <p>ZK-BYX PA-23-160 Apache E 23-1310 .62
Ex N3355P. Middle Districts AC, Palmerston North "Taonui". Arr Christchurch 30.11.62 flown by Max Conrad. To Page Plating Co Ltd, Napier 21.11.74; to I.R.Todd, Rotorua 6.11.80; to M.R.Lindsay, Palmerston North 11.8.87. Current.</p> | <p>ZK-BYY PA-25-235 Pawnee 25-2162 .62
Airwork (NZ) Ltd, Christchurch. F/f in NZ 27.2.63. To Aerial Sowing (Canterbury) Ltd, Christchurch 3.63. To Airwork (NZ) Ltd 6.4.73. Cr Mt Possession 5.2.77, last flight 21.4.77. Remains at Timaru. Regn cld 14.5.81. T/t 8,084 hrs.</p> <p>ZK-BYZ PA-22-108 Colt 22-9434 12.10.62
Airwork (NZ) Ltd, Christchurch. To Wairoa Aero Club, Wairoa; to Napier Aero Club, Napier .66; to Airwork (NZ) Ltd 21.11.69; to Silich's Garage Ltd, Dargaville 5.12.69; to L.Denize, Te Kuiti 4.1.73. Crashed near Coromandel 10.9.73. Cld 16.1.74.</p> <p>ZK-BZA PA-25-235 Pawnee 25-2168 11.62
Airwork (NZ) Ltd, Christchurch. F/f in NZ 20.3.63. To Aerial Farming of NZ Ltd, Palmerston North .63; to Piako Gliding Club, Matamata 9.4.68. Crashed on Matamata aerodrome 17.10.87.</p> <p>ZK-BZB PA-28-160 Cherokee 28-627 7.62
Ex N5537W. Airwork (NZ) Ltd, Christchurch. To Canterbury AC, Christchurch; to J.G.Rutherford, Christchurch 6.5.71; to NAC Sports & Social Club, Christchurch 16.10.72; to J.Manion & L.K.Feutz, Rakaia 19.1.82; to J.L.Feutz, Rakaia 9.5.85; to W.L.Brook, Blenheim 25.3.87; to Brook & A.J.Thomson, Blenheim 2.11.88. Current.</p> <p>ZK-BZC PA-22-160 Tri-Pacer 22-5122R 2.8.62
Rebuild of ZK-BSA by Airwork (NZ) Ltd. F/f 7.6.67 at Christchurch. To W.J.Blackwell Ltd, Auckland 7.3.68; to Ardmore Avn Ltd, Auckland 7.5.68; to N.C.Satherley, Marton (t/a Samoa Avn & Elisaia Flying School Ltd) 12.6.69; wfu 21.7.69 and regn cld 4.8.69. Shipped to Western Samoa. Regd 5W-FAF to Elisaia Flying School Ltd, Apia. Test flown 7.10.69, last flown 10.4.73. Returned to NZ, rebuilt by Rex Avn (NZ) Ltd. Restored as ZK-BZC to I.J.Cole, Auckland 14.5.76; to P.J.Simmons, Hamilton 25.8.76; to D.G.Cowper, Dannevirke 15.1.79. Crashed at Pousere Beach 19.1.81 (& regd to NZ Aviation Insurance Cooperative Society Ltd, Hamilton 30.10.81). Regn cld 12.11.81, t/t 2969.55 hrs.</p> <p>ZK-BZD PA-25-235 Pawnee 25-2205 .63
Airwork (NZ) Ltd, Christchurch. To Air Contracts Ltd, Masterton 5.63. Crashed near Eketahuna 19.10.64. Remains destroyed by fire at Masterton 15.5.65.</p> <p>ZK-BZE PA-25-235 Pawnee 25-2208 .63
Airwork (NZ) Ltd, Christchurch. F/f NZ 14.5.63. To Farmers Avn Ltd, Hawera d/d 15.5.63. Repaired after crashes on 15.3.65, 26.1.66, 10.1.70 and 17.5.74. Dbf at Hawera 9.81.</p> <p>ZK-BZF PA-25-235 Pawnee 25-2227 2.63
Airwork (NZ) Ltd, Christchurch. F/f NZ 31.5.63. To Reeves Transport (A/S) Ltd, Hastings; to Auster Air Services Ltd, Timaru 12.64; wfu 17.5.67. Test</p> |
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Left: 1961 model Cessna 172B ZK-BZS picketed out, and letting the grass grow beneath it, at Taieri/Dunedin on 28.12.74. (Terry Sykes)

flown 10.12.69, retnd to service. Crashed 1.3.75, 2.9.76 and 2.8.78. Regn cld 18.5.90.

ZK-BZG PA-25-235 Pawnee 25-2228 2.63
Airwork (NZ) Ltd, Christchurch. To Aerial Farming of NZ Ltd, Palmerston North, used by associate Hawkes Bay ATD Co Ltd, Hastings; to Aerial Farming of NZ Ltd 27.6.68; to James Avn Ltd, Hamilton 9.12.68; to P.M.Lacy Ltd, Nelson 16.11.70; to Aerial Work (Marlborough) Ltd, Blenheim 5.12.72; to Aerial Work Ltd, Blenheim 2.6.78. Wfu, regn cld 6.9.79. Sold to Australia as VH-BZL.

ZK-BZH PA-28-160 Cherokee B 28-856 2.63
Airwork (NZ) Ltd, Christchurch. To Northland Districts AC, Whangarei 6.4.63; to P.J.H.Chamberlain & ptnrs, Auckland 6.1.72; to Airwork (NZ) Ltd 3.8.72; to R.G.Maisey, Taupo (t/a Taupo Flying School) 7.12.72; to Gisborne Flying School 14.4.73 & retnd to Maisey 3.12.73. To M.J.H. & T.F.Davison, Culverden 18.2.74; convtd to 180 hp. To W. Mathews, Waipukurau 9.7.82; current.

ZK-BZI PA-25-235 Pawnee 25-2283 .63
Airwork (NZ) Ltd, Christchurch. To Rangitikei Air Services Ltd, Taihape 6.9.63. Crashed on take-off at Taeroa 23.2.65.

ZK-BZJ PA-25-235 Pawnee 25-2286 .63
Airwork (NZ) Ltd, Christchurch. F/f NZ 5.8.63. To Aerial Work (Marlborough) Ltd, Blenheim .63. Crashed into high ground in turn, Waihopai Valley 4.5.74. Regn cld 12.6.74.

ZK-BZK PA-25-235 Pawnee 25-2337 4.63
Airwork (NZ) Ltd, Christchurch. To Aerial Farming of NZ Ltd, Palmerston North 10.63; lsd to Vanair 5.68 to 4.6.68. Cr Hawera 23.8.68. To Central Avn Ltd, Roxborough 6.12.68. Rebt with c/n 25-2337R. Wfu & scrapped 1974, regn cld 27.7.79.

ZK-BZL PA-25-235 Pawnee 25-2342 30.4.63
Airwork (NZ) Ltd, Christchurch. To Aerial Farming of NZ Ltd, Palmerston North 5.12.63; taken over by James Avn Ltd 7.7.65; to Airspray Avn Ltd, Tauranga 28.8.67. Shipped Auckland - Lautoka, arr 26.9.67; regd VQ-FBB James Avn (Overseas) Ltd, Lautoka, Fiji 2.10.67; to VP-PAI James Avn (O/s) Ltd, Honiara, BSIP 12.6.68; later VH-EVZ.

ZK-BZM PA-25-235 Pawnee 25-2364 .63
Airwork (NZ) Ltd, Christchurch. F/f NZ 12.12.63. To Cookson Superspread Ltd, Gisborne 13.12.63. To Cookson Airspread Ltd, Wairoa 12.7.67. Cr and burnt out near Nuhaka 4.12.70, pilot Dick Barton died later. Regn cld 26.1.71.

ZK-BZN PA-25-235 Pawnee 25-2365 .63
Airwork (NZ) Ltd, Christchurch. To Farmers ATD Co Ltd, Invercargill 31.1.64; to Air Services (Wairarapa) Ltd, Masterton .65. Hit tree and crashed on attempted overshoot, Mauriceville 31.5.66, w/o.

ZK-BZO Commonwealth CA28 Ceres C CA28-9 7.2.61
Ex VH-CEL. Aerial Farming (Holdings) Ltd, Palmerston North. F/f NZ 30.1.61. To Cookson Airspread Ltd, Wairoa. To Manawatu ATD Co Ltd, Fielding 1.12.69. Cr in emergency landing due to fuel starvation, Pahiatua Track 17.1.72. Cld 30.3.76.

ZK-BZP DH.104 Dove 5 04508 21.1.61
Ex VH-DHK. Bay of Plenty Airways Ltd, Tauranga. Flown to Bankstown, arr 11.7.61, restored as VH-DHK 22.9.61.

ZK-BZQ Luton LA.4 Minor PFA.800/PAL.1131 4.61
Construction begun by J.O.Coker, Auckland. Continued by W.V.H.Wright, Kaitia. Construction abandoned.

ZK-BZR Registration not yet allotted.

ZK-BZS Cessna 172B 48257 16.2.61
Ex N7757X. Rural Avn Ltd, New Plymouth. To H.C. Sowerby, Temuka; to Auckland AC, Auckland; to Paraflite Avn Ltd, Auckland 30.4.71; to G.R.Smart, Otago 29.3.72; to J.Penno & ptnrs, Dunedin 23.8.82; to E.D.Middleton, Hokonui 21.7.83; to Motor Holdings (Avn) Ltd, Momona 19.9.84; to W.B. & A.N.Coombridge 12.7.85; to C.R.Ensor, Methven 23.2.88. Current.

ZK-BZT Cessna 172B 48253 16.2.61
Ex N7753X. Rural Avn Ltd, New Plymouth. To Southland AC, Invercargill 21.3.61; to Auckland Flying School, Auckland; to Hauraki AC, Thames; to Pauanui Ocean Beach Resort Ltd, Pauanui 23.10.68; to Northern Wairoa AC, Dargaville 22.2.79; to P.R. & C.R.Washborn, Timaru 17.10.83. Cr Mangatoki 5.1.86. Current.

ZK-BZU Cessna 172B 48261 16.2.61
Ex N7761X. Rural Avn Ltd, New Plymouth. To Marlborough AC, Blenheim 28.3.61; to International Homes Ltd, Wellington (later Christchurch); to A.V.Martyn & Co Ltd, Dunedin; to Broadland Finance Ltd, Auckland 27.9.67, lsd to Auckland Flying School 14.11.67; to Rex F S Ltd, Auckland 2.2.70; to B.R.McKay, Eketahuna 1.11.72. Current.

ZK-BZV Cessna 180D 50935 16.2.61
Ex N6435X. Rural Avn Ltd, New Plymouth. F/f NZ 10.3.61. To Aircraft Hire Ltd, Masterton d/d 4.4.61, lsd to Northern Air Services Ltd 11.61 and to Air Contracts Ltd 1.62. To Aerial Work (Marlborough) Ltd, Blenheim d/d 3.4.62; to R. Verrity, Hamilton d/d 16.7.67; to Scotts Engineering Co Ltd, Christchurch 19.10.70. Cr at Hoe-O-Tainui 17.2.74, regn cld 24.6.74. Rebt & restd to Rex Avn (NZ) Ltd, Dunedin 6.11.75 as c/n 50935R. To N.R. Birss & K.W.Hasler, Stirling 19.5.78; to Cedar Safaris, Cromwell 9.11.82; to Motor Holdings (Avn) Ltd, Dunedin 6.10.88; to B.K.Gollan & D.O.MacDonald, Waipaua 4.12.89. Current.

ZK-BZW Cessna 150A 59168 6.3.61
Ex N7068X. Rural Avn Ltd, New Plymouth. To Wanganui AC, Wanganui. Crashed into sea off Castlecliff 23.10.63. Cancelled.

ZK-BZX Cessna 150A 59170 6.3.61
Ex N7070X. Rural Avn Ltd, New Plymouth. To Kawerau AC, Kawerau; to Eastern Bay of Plenty AC, Kawerau; to Rotorua AC, Rotorua 25.8.67; to Lakeland Avn Ltd, Taupo 1.3.72; to P.J.Haszard, Taupo (t/a Tauhara Motors) 7.11.72; to G.Donovan, Turangi 19.8.76; to J.C.Martin & ptnrs, Matamata 16.2.82; to J.C.Martin & T.Huriwaka, Tauranga 13.10.86; to J.C.Martin, Tauranga 4.11.88. Current.

Right: Fifth of a batch of kits commencing c/n 1001 manufactured in New Zealand by Aerocraft and assembled by amateur-builders, ZK-CAG unfortunately had only a short career. The type inspired the formation of the AACA, New Zealand's equivalent of the PFA.

(Wim Zwakhals collection)



ZK-BZY Enzeduce I 1 .61
B.Little & F.Lindsley, Auckland. This was a man-powered machine to have been built by Little & Lindsley but construction was abandoned during the planning stages in 1964. Regn cld 3.10.69.

ZK-BZZ Morane Saulnier MS.880B Rallye Club 009 3.62
Ex F-WKDI. Seabrook Fowlds Ltd, Auckland. To Wairarapa & Ruahine AC, Masterton; to Tumble-Flo (NZ) Ltd, Masterton 27.8.71; to C.K. & E.A.Parsons, Morrinsville 6.12.71; to R.L.Treanor & R.B.Stratton, Hamilton 14.11.78; cr Hamilton 30.4.79 and stored at Ardmore; sold "as is" to J.H.Gemmell, Auckland 17.2.84; to D.G.C.Barnsley, Coromandel 26.2.88. Current.

ZK-CAA Cessna 172B 48413 6.4.61
Ex N7913X. Rural Avn Ltd, New Plymouth. To Southland AC, Invercargill 6.5.61; to Aircraft Hire Ltd, Masterton, lsd to Auckland F S and Palmerston North F S; to H.I.Dimock Ltd, Nelson 18.4.66; to D.W. & J.N.Phillips, Wellington 27.1.83; to J.G.Headifen & ptnrs, Christchurch 17.9.85; to N.B.Cooper, Rangiora 16.2.87; to M.J.Saunders, Rotorua 3.10.88. Current.

ZK-CAB Cessna 172B 48418 6.4.61
Ex N7918X. Rural Avn Ltd, New Plymouth. To Gisborne AC, Gisborne. Cr at Pehiri 2.2.61. Cld.

ZK-CAC Druine D.31 Turbulent PFA.506 5.61
Built by S.H.Jensen. Aviation Sales & Service Ltd, Palmerston North; to S.H.Jensen, Palmerston North; to L.W.Hunter, Christchurch 11.11.62 (lsd to Canterbury AC); to J.G.Caston, Auckland 26.6.68; to J.A.Smith, Hamilton 23.5.73; to C.M.O'Brien & W.D.Power, Te Kowhai 25.11.75; to P.D.Perry, Hamilton 1.9.76; to A.S.T.Barrett, Lower Hutt 25.2.87; to B.F.Shears, Upper Hutt 15.6.88; to P.C.Small, Cust 24.6.91. Current.

ZK-CAD Druine D.31 Turbulent 1001K .61
L.W.Hunter, Christchurch. Not completed, parts returned to Palmerston North, regn cld 17.4.63.

ZK-CAE Druine D.31 Turbulent 1002K 5.61
R.C.Gentry, Wellington (builder). F/f Wellington 4.1.63. To I.J.Inder, Dargaville; to B.H.Harvey, Napier 9.11.67; to R.J.Fleming, Hastings 16.1.69; to N.C.Wood, Frankton 20.1.70; to Piako AC, Mor-

rinsville 7.9.71; to H.R.P.MacDonald, Wairoa 23.6.77; to R.C.Gentry, Masterton 20.2.87. Current.

ZK-CAF Druine D.31 Turbulent 1003K 5.61
P.F.Dyer, Christchurch (builder). To A.G.Holland, Christchurch 5.4.68; to R.M.T.Bruce, Christchurch 7.2.78; to R.F.Renwick, Christchurch 24.6.80; to B.A., D.J. & J.B.King, Mosgiel 28.10.83; to H.C.R.Campion, Dunedin 22.4.87. Current.

ZK-CAG Druine D.31 Turbulent 1005 .61
L.A.Mungavin, Palmerston North (builder). To R.A.Hicks, Auckland. Crashed on Horsham Downs 31.8.66. Regn cancelled 30.11.67.

ZK-CAH Druine D.31 Turbulent 1004 5.61
A.Myers, Palmerston North. To Aviation Sales & Service Ltd, Palmerston North; to Aerocraft (NZ) Ltd, Christchurch; lsd to South Canterbury AC, cr on t/o at Arohena 8.10.69. Regn cld 22.1.71. Restd to R.C.Gentry, Wellington 25.2.72 as c/n AACA/10A-R; to B.E.L. & M.E.Webb, Wellington 1.12.72; to C.B.Adams, Masterton 16.8.74. Current.

ZK-CAI Druine D.31 Turbulent 1006 5.61
N.Cribb, Palmerston North. To F.P.Bracefield, Christchurch; to G.A.Vodane, Hamilton 26.9.69; to Egmont Chapter AACA, Stratford 18.2.70; to CAI Group, Stratford 10.12.70; to D.E.Farquhar & A.G.Broadmore, Inglewood 12.4.76. Cld 21.12.88. Restored to D.E.Farquhar, Waitara 23.6.89. Current.

ZK-CAJ Druine D.31 Turbulent 1007 5.61
H.W.Jensen, Palmerston North. Not completed. Regn cld 11.8.77.

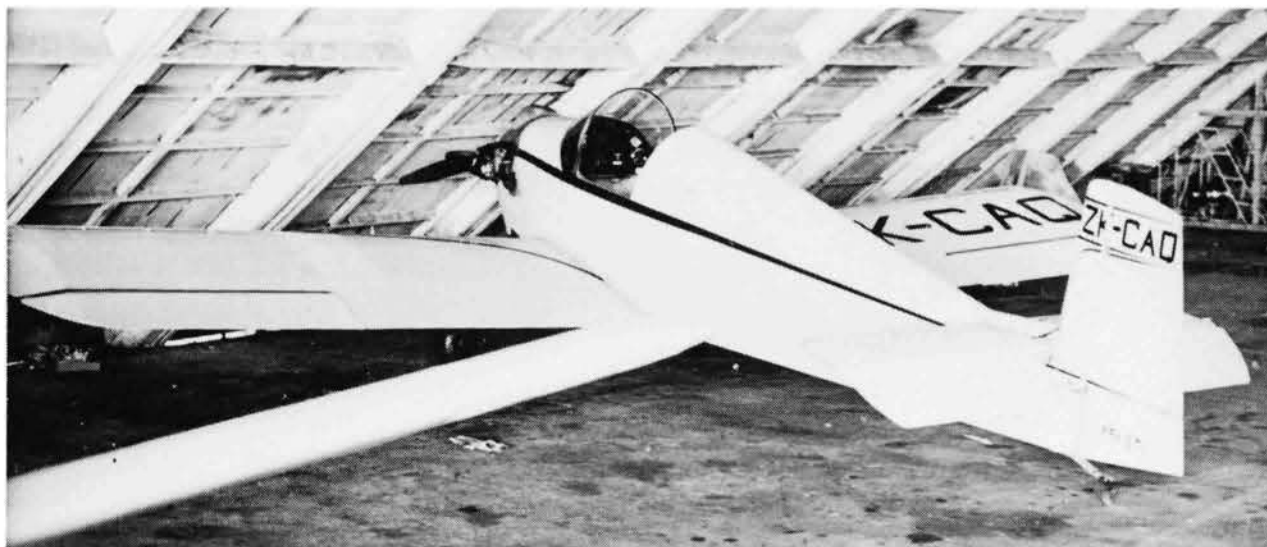
ZK-CAK Cessna 185 Skywagon 0017 8.5.61
Ex N9817X. Rural Avn Ltd, New Plymouth. F/f NZ 2.7.61. To Golden Coast Airways Ltd, Nelson; to Cookson Airspread Ltd, Wairoa; to Air Services Manawatu, Palmerston North 9.5.83; to C.B.Daisley, Palmerston North 3.8.83; to Langslow Avn Ltd, Waipukurau 27.10.88. Current.

ZK-CAL Bristol 170 Freighter 31M 13154 6.61
Ex G-18-146, PakAF S4401. Straits Air Freight Express Ltd, Blenheim "Merchant Trader", arr NZ 9.12.61, 1st service 12.5.62 as Mk 31E. Name changed to SAFE Air Ltd 31.10.67. Wfu 12.12.80 and scrapped, t/t 17,458.02 hrs. Regn cld 14.5.81.

Right: To cope with increases in traffic, SAFE Air acquired their first two ex-Pakistan Air Force Bristol Freighters in 1961 although this example, ZK-CAL, did not enter service until May 1962. It is shown here in the 1965-67 red colour scheme.

(Wim Zwakhals collection)





Left: Another Turbulent, ZK-CAQ carries a PFA project number (Druine plans number) 573 clearly visible on the rudder and the name "Windsong" just behind the cockpit.

Below, left: Cessna 185 ZK-CAU seen while leased to Barr Bros Ltd as a topdresser in the sixties.

Below: ZK-CAW was a Viewmaster conversion, shown here in Mt Cook colours without engines, probably awaiting further conversion for topdressing with Fieldair.

(all W Zwakhals collection)



School. Hit wire fence on take-off from strip near Waimana, cr into gully and dbf, 26.7.74. Regn cld 28.8.74.

ZK-CAM Bristol 170 Freighter 31M 13155 6.61
Ex G-18-147, PakAF S4402. Straits Air Freight Express Ltd, Blenheim "Merchant Venturer", arr NZ 3.9.61, 1st service 10.9.61 as Mk 31E. Name change to SAFE Air Ltd 31.10.67. Crash landed at Blenheim 14.1.81, regn cld 14.5.81, destroyed by fire service. T/t 20,288. 35hrs.

ZK-CAN Cessna 185 Skywagon 0134 23.6.61
Ex N9934X. Rural Avn Ltd, New Plymouth. F/f NZ 3.11.61. Used as topdresser, conv to 6-str 5.67; to General Finance Acceptance Ltd, lsd to Hauraki Skydivers Inc, Auckland, 22.9.67; to Wellington Air Taxis Ltd, Tawa 2.4.70; to Universal Management Ltd, Wellington 8.7.71; to Astral Securities Ltd, Wellington 10.6.73; to Rex Avn (NZ) Ltd, Ardmore 30.8.74; to Geyserland Airways (1974) Ltd, Rotorua 29.11.74; to Karamea Heaphy Air Charter Ltd, Karamea 12.11.75; to Ray Shearer Ltd, Amberley 29.5.78; to Blyth Transport Ltd, Taupo 26.5.89. Current.

ZK-CAO Falconar D.11 F.5080 .61
F.A.L.Moriarty, Auckland; to B.J.Bonner, Wellington; to W.M.Taylor, Tauranga. Construction not completed. Regn cld 17.12.70.

ZK-CAP Topsy T.66 Nipper 2 535 .61
Ex OY-AER, VH-CGB. Aircraft Hire Ltd, Masterton. Not taken up, regd VH-CGB again 20.11.62.

ZK-CAQ Druine D.31 Turbulent PFA.573 7.61
J.G.Inglis, Towai (builder). "Windsong". To B.N. Inglis, Waimauku 18.10.88. Current.

ZK-CAR Registration not yet allotted.

ZK-CAS Cessna 180A 32959 4.7.61
Ex ZK-BUH rebt by Rural Avn Ltd, New Plymouth, using rear fuselage of ZK-BQJ. F/f 22.9.61. To Wanganui Aero Work Ltd, Wanganui 7.10.61; to K.R. Collier, Kakatahi 9.66 "Mataitira"; to B.P.Coakley, Cambridge 1.5.90; to Maximum R"N"B Ltd, Hastings 8.10.90. Current.

ZK-CAT Cessna 185 Skywagon 0209 4.9.61
Ex N4009Y. Rural Avn Ltd, New Plymouth. Arr NZ 20.9.61, f/f 24.11.61. To Wanganui Aero Work Ltd, Wanganui 26.11.61. Fitted with wings of ZK-CCB on 10.7.64. To Rex Avn (NZ) Ltd, Ardmore 21.3.74 (lsd to Manawatu ATD Co 12.73 - 1.74 and then to Barr Bros Ltd 1.74). Lsd to Whakatane District Flying

ZK-CAU Cessna 185 Skywagon 0211 4.9.61
Ex N4011Y. Rural Avn Ltd, New Plymouth. Arr NZ 20.9.61, CoA 8.12.61. To Aircraft Hire Ltd, Masterton and lsd to Northern Air Services Ltd, Air Contracts Ltd and Barr Bros Ltd. To General Finance Acceptance Corp 15.5.68, lsd to Denis Thompson Avn Ltd. To Gyro Steel Productions Ltd, Auckland 9.12.68; to General Finance again 13.2.70, lsd to Insapine Industries Ltd. Destroyed by fire, Hastings 14/15.9.71. Regn cld 4.10.71.

ZK-CAV Cessna 185 Skywagon 0212 4.9.61
Ex N4012Y. Rural Avn Ltd, New Plymouth. Arr NZ 20.9.61, f/f 12.10.61. To Manawatu ATD Co Ltd, Fielding "7", 13.10.61; to Mount Cook Air Service Ltd, Timaru 20.3.68, renamed Mount Cook & Southern Lakes Tourist Co Ltd "18", 18.7.73; to R.J.Aubrey, Omarama 13.1.86. Current.

ZK-CAW Douglas C-47A-65-DL 18923 23.10.61
Ex 41-100460, VH-ANM. South Pacific Airlines of New Zealand Ltd, Auckland "George Bolt". To NZNAC "George Bolt" 28.2.66. Sold to Qantas 12.5.66 and regd VQ-FAI to Fiji Airways Ltd, Suva on lease 6.6.66. Returned to NZNAC as ZK-CAW 5.8.69 and lsd to Mount Cook Airline. To South Seas Airways, Auckland 7.5.71; to Fieldair Ltd, Gisborne 13.5.71 and convtd to topdresser, test flown 21.11.72 name "Whio". Wfu 29.10.84, t/t 56,232 hrs. Sold to R.J. Harding, Wanganui 28.5.85 and d/d by road 5.85. To Taupo, by road, 1989 and regn cld 10.7.90. Set up as extension to MacDonald's restaurant, Taupo in November 1990, still there.

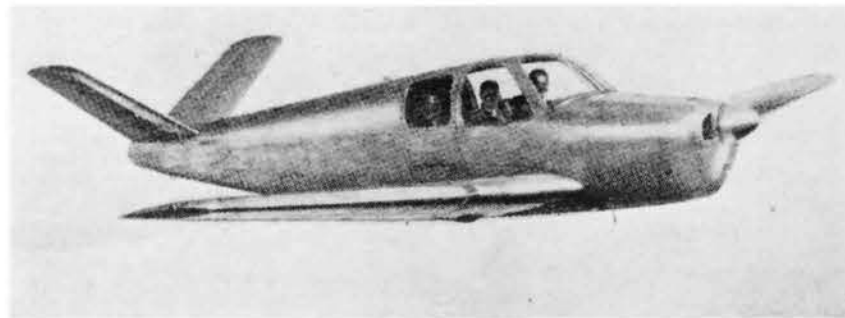
ZK-CAX Druine D.31 Turbulent PFA/658 9.61
Built by G.J.Waldie, Lower Hutt. Completed by J.A. Perry, Opotiki. To J.F.Hansen, Hamilton 2.74. Cr at Te Kowhai 4.5.74. P to Fly expired 12.1.89.

ZK-CAY Fletcher FU-24 79 21.9.61
Ex (ZK-BPB). Assembled by TEAL, f/f 18.1.62. 250 hp. Thames ATD Co Ltd, Thames "6", d/d 6.4.62; later "7". Crashed near Paparata, Bombay 10.4.79 killing pilot Mark Robertson. Regn cld 22.5.79.

ZK-CAZ Fletcher FU-24 80 21.9.61
Ex (ZK-BPC). Assembled by TEAL, f/f 20.12.61. 240 hp. Adastra Avn Ltd, Tauranga, d/d 27.3.62. Convtd to 250 hp 21.5.63, to 260 hp 6.6.64, to 240 hp 15.2.66. Hit trees and crashed near Te Kuiti, 21.4.66. Destroyed.

to be continued . . .

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Above: The prototype Beech Bonanza NX80040. (via Jack Meaden)

Thanks are due to the following readers for their comments and observations on the earlier Extracts listed below: Geoffrey Allen, Phil Butler, John Davis, John Havers, George Jenks, Jack Meaden, Tony Morris, Gilbert Rothery and Vic Smith. Now come on, where was everyone else this summer? Let's have some real nit-picking on the new batch, commencing 21.3.47.

28.6.46 p.766: JMD suggests that San Diego c/ns 1109 and 1111 are the correct ones for G-AGID/E with G-AGFL most likely to be 808.

19.7.46 p.81: Some further comments on Embassy aircraft:

G-AGLC at Buenos Aires (as well as Cairo?)

G-AGPU reverted to PH816

G-AGWB at Berne 1946, later at Prague, to RAF 11.51

G-AIIA at Belgrade. To PH858 3.48

G-AIRV at Cairo and Teheran, to PH830 3.49

G-AJDH at Ankara. Used by Malta Comm Sqdn by 4.54

George Jenks also supplied us with a list of Ansons in military serials used as Embassy or Attaché's aircraft:

NK150 Egypt (replaced by PH657)	PH827 South Africa
NL250 Colombia	PH830 Teheran (see above)
PH543 Brazil	PH839 Dublin
PH616 Panama	TX190 Warsaw
PH617 Buenos Aires	TX193 Prague
PH657 Egypt	TX194 Stockholm
PH695 Guatemala (?)	TX220 The Hague
PH807 Washington	TX223 Oslo
PH814 Paris	TX226 Copenhagen

30.8.46 p.246: Continuing the BV 222 story - Phil Butler adds that although William Green's "Warplanes of the Third Reich" states that -011 and -013 went to the USA, he has never found any evidence to substantiate this. V2 was intended for America and was painted in US markings in Norway, but was scuttled instead. Air Ministry number AM138 was **not** allocated to -012 (that particular series ended at AM123), the source of this report being an error in RAF records concerning flights made by RAE crews in a BV 138.

11.10.46 p.406: The RCAF Dakota at Estevan is now identified as C-47A-10-DK RCAF.962, c/n 12544, ex 42-92713.

29.11.46 p.647: This report brings to the surface a problem that has been sitting around in the editorial files for some time. The Bonanza prototype first flew on 22.12.45 and publicity photos usually show it as NX80040, later N80040 with wingtip tanks. It is usually quoted as c/n D-1. C/n D-1, however, is also recorded as NC80300; D-2 as NC80301 and then D-3 begins a run at NC80403 which continues consecutively to NC80452 and thereafter irregularly. Should the prototype mentioned above have really been NX80400 which we have not traced on a Bonanza, and was it mispainted? Or was it the example that crashed? Was c/n D-1 used twice or was the aircraft re-registered? Suggestions please!

20.12.46 p.756: The Skyways Lancastrian G-AHCA c/n 1295 had received its CofA on 6.11.46 and had been involved in a pre-operational programme, never entering full commercial service. It was undergoing a cockpit heating check at the time of the fire, which occurred at about 2000 hrs on 7.12.46.

3.1.47 p.25: According to "La Nacion", Buenos Aires, the Viking T-1 of the AAF c/n 113, suffered an engine failure on take-off and crashed at 0950 on 1.12.46. A substantially different report!

3.1.47 p.26: The Shanghai accidents involved:

CAT C-47 No.48 (XT-48?) which cr at Kiangwan, a NE suburb killing eleven including one on the ground.

CNAC C-46 No.115 cr at Lunghwa airfield with 36 on board of whom 29 were killed.

CNAC C-47 No.140 also at Lunghwa, had 10 fatalities, 12 injured. Total death toll was nevertheless put at 67 or 71 by different sources.

3.1.47 p.26: The Railway Air Services Dakota III G-AGZA, c/n 12455, chartered by Scottish Airways, took off from Northolt to fly to Glasgow during heavy snowstorms. Due to holding and taxiing delays snow froze on the wings and the aircraft failed to climb after take-off. It struck the rooftops of several houses, slowing it down, and then settled on the roof of 46 Angus Drive in a level attitude. The pilot Capt W Johnson, three crew and sole passenger, descended from the

house loft, down the stairs and out into the street uninjured. The householders, who luckily had not moved in at the time, named their home "Dakota's Rest" after it had been repaired.

10.1.47 Glider Survey: Some Vintage Glider Club Newsletters of 1983/4 (does anyone have any more of these?) quote 8 ex-German gliders definitely traced to Farnborough, of which 5 went to civilian clubs and one to P Wills, and 4 brought to the UK for the Navy. With the aid of Phil Butler's "British Gliders" we can identify most of the Farnborough machines:

BGA.433 DFS Weihe c/n 535, 6.47 P.Wills.

BGA.446 Grunau Baby II c/n 105, 6.47 Derby & Lancs GC.

BGA.447 Grunau Baby II c/n 450, 6.47 Bristol GC.

BGA.448 DFS Weihe c/n 00348, 6.47 Surrey GC.

BGA.449 DFS/70 Olympia Meise c/n 227, 7.47 Newcastle GC.

BGA.494 DFS/30 Kranich II c/n 828, 10.47 Cambridge GC.

Another Meise is quoted as not worth repairing but this may be BGA.517 c/n 0027 for which no disposal details are given.

Of the same period are BGA.482 Grunau Baby II and DFS Weihe BGA.489 c/n 000376.

A Farnborough escapee was BGA.647 a Horten Bo IV c/n 289 ex LA+AC, VP543 and later to USA as N79289.

A Kranich II was noted at the ETPS in the fifties, also one at RAF Cranwell.

Philip Wills removed a DFS Weihe from Wasserkuppe in 1945, with the fuselage sawn up to fit in an Anson, and this may have become BGA.642 8.49, c/n 000078. A number of other German-built examples appear later in the BGA register.

The Royal Navy acquisitions were two Kranichs, a Meise and a München Mü 13A.

10.1.47 p.53: "Bungana" was VH-USY c/n 1580, originally delivered to Holymans A/L 14.4.36, absorbed into ANA 7.36 and wfu 11.9.46.

17.1.47 p.85: BOAC C-47A-1-DK G-AGJX c/n 12014 crashed at Hammond Farm, Stowting at 1610 hrs, having left Heathrow at 0930. An inquiry showed that it had been asked to hold at Bordeaux while a York made an emergency 3-engined landing but the Captain decided to divert to Paris where he was offered an alternate, however he chose to return to England. Three of the four crew were unfamiliar with the route and the aircraft, relying mainly on English radio stations, carried no charts for the Bordeaux alternates.

17.1.47 p.85: Air Contractors of Woodley lost Miles Aerovan IV G-AIKV c/n 6389 after a forced landing on Fremandville Beach, 10 miles east of Cherbourg (and quite close to Cherbourg-Maupertus airfield) at about 1700 on 12.1.47, having failed to locate Guernsey in bad weather. An attempt to drag the aircraft off the beach with farm horses failed before the tide rose. It must have been salvaged as it was reported at Woodley on 28.1.47. The occupants had included 7 members of a theatre troupe due to appear at the Bijou Theatre, Guernsey - where they finally arrived on 15.1.47.

31.1.47 p.143: VP-YFD was the correct registration of C-47A c/n 19979 ex 43-15513, NC32975 which crashed at about 1140 hrs. It was regd to Spencer Airways on 20.1.47. There were also 11 survivors. Engine problems and snow on the wings are reported to have been causes. The Czech Dakota was on CofA overhaul and the Czech engineer on board was injured.

31.1.47 p.143: Two separate incidents have become confused. CNAC Dakota went missing 25.1.47 en route Canton - Chunking as reported, but the accident 100 mls west of Hankow was on 28.1.47 and involved a CNAC C-46.

7.2.47 Ads: The two Miles Master IIs were doubtless those registered to Southern Aircraft (Gatwick) Ltd on 30.12.46 as G-AIZM (ex EM300) and G-AIZN (ex DM422). They were broken up in 1948 without CofAs being issued.

14.2.47 p.202: Local press reports confirm a cyclone passed through the Brisbane area on 24/25.1.47 but fail to mention aircraft damage.

7.3.47 p.223: Rollason's RC-3 Seabee NC87591 was of course c/n 160 which was sold as F-BCJP.

There now follows the new batch of Extracts concerning which we would welcome contributions:

Aeroplane 21 March 1947

- *P.287 - On 13 March, a BOAC Development Flight Dove hit trees on high ground in fog at Highcliffe, 9 miles south of Hurn, killing Capt RG Buck and two technicians.
- *P.287 - On 8 March, a Suidair Dakota forced landed in a swamp in Northern Rhodesia. There were no injuries but it was carrying the ashes of Capt Spencer from the 25.1.47 crash.
- *P.287 - On 15 March, an Air France Dakota crashed in the Vercors Mountains near Grenoble en route Nice to Paris. 18 passengers and 5 crew killed.
- *P.287 - On 4 March, an Aerovan of Air Contractors was badly damaged on landing Lympe having suffered icing over the Channel en route Turin to Oslo.

Aeroplane 28 March 1947

- *P.298 - On 10 March, an Avro 19 was presented to the Prime Minister of Southern Rhodesia at Heany as a token of thanks from the British Government for the colony's part in the Empire Air Training Scheme. Flight 3.4.47 stated that the Anson was formerly the personal aircraft of AVM CW Meredith whilst he was in charge of the EATS and had been overhauled to VIP standard at Kumalo.
- *Ads - For sale "Miles Aries Hawke" - best offer over £60 (Box No.) Flight 3.4.47 shows it as a Miles Cirrus Hawk - presumably unairworthy, what was it?

Aeroplane 4 April 1947

- *P.345 - Dakota OY-AEB was completely destroyed by fire when it flew on to the ice at night outside Malmo recently. English pilot hurt.
- *Ads - WS Shackletons had three Martinets "to clear" at £175 each.

Aeroplane 11 April 1947

- *P.354 - 64 Piper Cubs arrived in Poland at the end of January, supplied by the US Government on loan. They are now stored at Slupsk, Western Pomerania pending repairs and a further 70 were expected shortly.

Aeroplane 18 April 1947

- *P.401 - The night of 17/18 February was a black night for Danish aviation. A DDL Dakota was lost on the ice between Denmark and Sweden (was this the accident referred to above?). Also fire at the SAI/KZ Aero works at South Harbour, Copenhagen destroyed the fuselages and parts of 50 KZ.VIIs.
- *P.404 - On 13 April, BSAA York "Star Speed" crashed at Dakar on landing in fog. 4 passengers killed.

Aeroplane 25 April 1947

- *P.435 - On 16 April, BEA Rapide crashed into a mountain on the Isle of Man en route Liverpool to IoM. The captain and 2 passengers were injured.
- *Ads - For sale by Tilehurst Motors, Tilehurst, Sussex - Luton Minor with 34hp engine. Only requires main wing and tank to be made up; all materials to finish - £100.

Aeroplane 2 May 1947

- *P.442 - In a report on the Lucerne Flying Club, Mr Wyss (the CFI) owns a 1932 "Argus" powered by a "AC4 HB-USI" engine converted to run on wood gas. The conversion plant was large and cumbersome in the rear cockpit and a fire eliminated the need for petrol. In a later letter (30.5.47), it was identified as Comte AC4 HB-USI constructed by Ernest Wyss and first flown 13.9.44. Claimed as the first wood-gas powered aircraft, its fuel consumption was 34kg of wood per hour.
- *P.464 - Illustrated here was projected Fokker F.26 Phantom twin jet airliner. Little has ever been reported on this project - was it ever built (the article implied it was under construction).



Aeroplane 9 May 1947

- *P.475 - Article on Spitfire XI LV-NMZ being flown by Capt Jaime Storey to Argentina. The Spitfire was ex PRU and left Hurn 29 April. Storey intended to use it in his commercial aerial photographic company. Built in 1944, it only had 20 hours service and was now modified with 170 gallon external under wing fuel tank for ferrying purposes.
- *P.496 - DL Brown of Miles Aircraft Ltd has given Reading Sky Observers Club unrestricted use of a Ju52 and two Siebel 204s. Mrs FG Miles was president of this forerunner of AB.

Aeroplane 23 May 1947

- *P.528 - Two Geminis recently left Lympe together on a 15 day delivery flight to Singapore. One was flown by Sqn Ldr RAB Learoyd, personal pilot of Sir Malcolm MacDonald, Governor General of Singapore; the other by AFW Andren, attached to the Singapore Department of Civil Aviation.
- *P.530 - Another project reviewed. This was the Essex Aero Sprite, a side by side two-seater with butterfly tail and 100hp Nuffield engine. There were two versions - one with fixed nosewheel, the other with retractable undercarriage. Built of magnesium alloy, the prototype was due to fly before the end of summer. What happened to it?



- *P.548 - On 11 May, TWA Constellation crashed on training flight into Delaware Bay, New Jersey. The wingtip hit the water on approach; 4 crew killed.
- *Adv - Tender sale by the Estate of the late Capt EH Spencer of Spencer's Airways (see entry 31.1.47) Aircraft at Victoria Falls:-
 - C-47A Dakota KG475 unconverted
 - Anson ex RAF unconverted but in flying order
 - Anson VP-YDA converted
 - Argus VP-YFB nearly fit for C of A
 - Fox Moth VP-YBD airworthy
 - Tiger Moth VP-YDY engine removed for overhaul
 - Tiger Moth four ex RAF not yet converted
- At Kisumu, Kenya Colony:-
 - Catalina believed in flying condition
- Tenders to be in by 30.6.47.

Aeroplane 30 May 1947

- *Adv - Automobile & Aircraft Services Ltd of Byron House, 7/9 St James's St, London SW.1 were inviting people to view the Portsmouth Aerocar at their showrooms between 19 May and 23 June. Since the only completed prototype G-AGTG did not fly until 18 June, what was on display? Could it have been the incomplete G-AGNJ which was the subject of the drawing in the advert? Anyone in the West End at the time?

Aeroplane 6 June 1947

- *P.606 - On 29 May, United Air Lines DC-4 crashed and dbf on take-off La Guardia en route Cleveland; 42 killed. Pilot Capt Benton Baldwin thrown clear.
- *P.606 - On 30 May, Eastern Air Lines DC-4 crashed Maryland en route Newark to Miami; all 53 killed.
- *P.606 - On 29 May, Icelandic Airways DC-3 crashed in Iceland; 21 passengers and 4 crew killed.

Aeroplane 13 June 1947

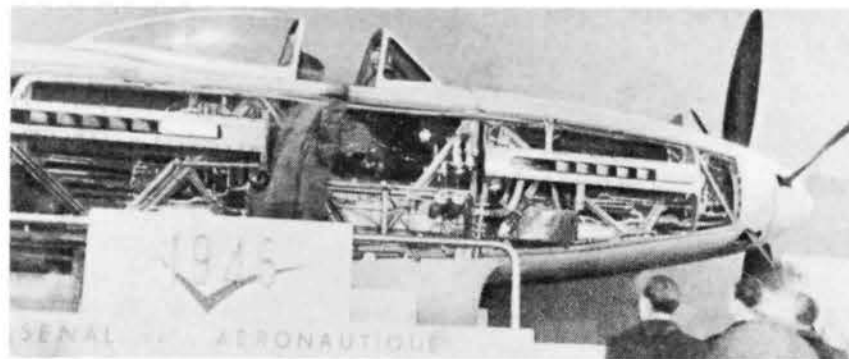
- *Ad - For sale "practically completed experimental lightplane" and unused Scott engine - £150 (would separate) Bradford, Newton Ferrars, Plymouth.

Aeroplane 20 June 1947

- *P.663 - On 16 April, Guernsey Air Charter Ltd Proctor G-AHZZ suffered engine failure and forced landed in sea off Saint Jouin-sur-Mer, Northern France, killing 3 occupants including pilot RA Payne. En route Guernsey to Elstree; 1 survivor.

PARIS 1946

We now continue with our detailed photo-review of the 1946 Paris Salon which commenced in the previous edition of "Extracts".



Above: Arsenal exhibited the VB10-C1 single-seat fighter for the first time in public. The side cowlings were left off to show the two Hispano Suiza 12Z liquid cooled 12-cyl upright vee in-line engines mounted in tandem and driving two 3-blade contra-rotating tractor propellers. Take-off rating of the 12Z was 1800 hp at 2800 rpm, normal rating 1500 hp at 2600 rpm, cruise rating 1030 hp at 2400 rpm at 13,100 ft. The low-mid wing VB10 fighter had a maximum speed of 435 mph and in addition to the two prototypes four production aircraft were built before the design was passed over in favour of jet fighters. (Aeroplane via Jack Meaden)

Below: In the centre of this view, the Breguet G11E helicopter had two contra-rotating three-blade rotors and a tailplane mounted atop a single tall fin. It had a long fuselage with streamlined nose and a fixed spatted undercarriage. Its 240 hp 9-cyl Potez 9E radial engine was not yet fitted and during the Show the rotors were turned over slowly by a 4 hp electric motor. Breguet's helicopter experience went back to 1907 when the Breguet-Richet helicopter became the first to lift itself off the ground, although it was not able to fly forward under control. Three prototypes of the G11E were built but it did not go into production. One of them, F-WFKC is preserved in the Musée de l'Air.

Top left of the group is SNCAN Norécrin retractable undercarriage cabin tourer monoplane F-BBKC and inset is F-BBBO, the Nord 1201-01 prototype. Originally a 2-seater, F-BBBO was soon flying with four up and 1201 c/n 4 F-BBKC was made into the 1203-01 prototype 4-seater with 135 hp Regnier 4LO 4-cyl inverted in-line engine with a normal rating of 145 hp at 2350 rpm. The Norécrin shows its relationship to the Me 108 which was built in France during the war, and to the tricycle Me 208 developed from it and built as the Nord 1101 Noralpha, also on display as F-BBCM c/n 8. The Norécrin was very successful and over 400 were produced. Nord 1203 c/n 373 F-BICY is preserved in the Musée de l'Air.

Top right and inset is the SE.2100 "tailless" monoplane prototype, a very neat side-by-side cabin 2-seater with a fixed tricycle undercarriage. The 140 hp Renault 4Pei 4-cyl inverted in-line engine was mounted as a direct drive pusher with a 2-blade Legere propeller. Some problems were experienced with the engine cooling air supply from the underside intake. The wing had endplate fins and rudders, 30° sweep, and plain flaps occupied the trailing edge space inboard of the ailerons. It was built for aerodynamic research but afterwards it was proposed to develop it for private owner use. However, it seems this came to nothing, perhaps because the limited cabin space which, while suitable for experimental use, might have been considered cramped for travel and leisure. The SE.2100 was shown unregistered.

Below: The Arsenal VG70-01 research single-seater with 1890 lb thrust Junkers Jumo 004-B2 axial flow jet engine, was mounted on pillars to show off its swept wing and chin intake. The only VG70 did not fly until 23.6.48 and its top speed was 559 mph. It led to the Nene-powered VG90 fighter which looked very similar except for its side intakes and reduced wing sweep. The VG90 top speed was 596 mph. (via Jack Meaden)



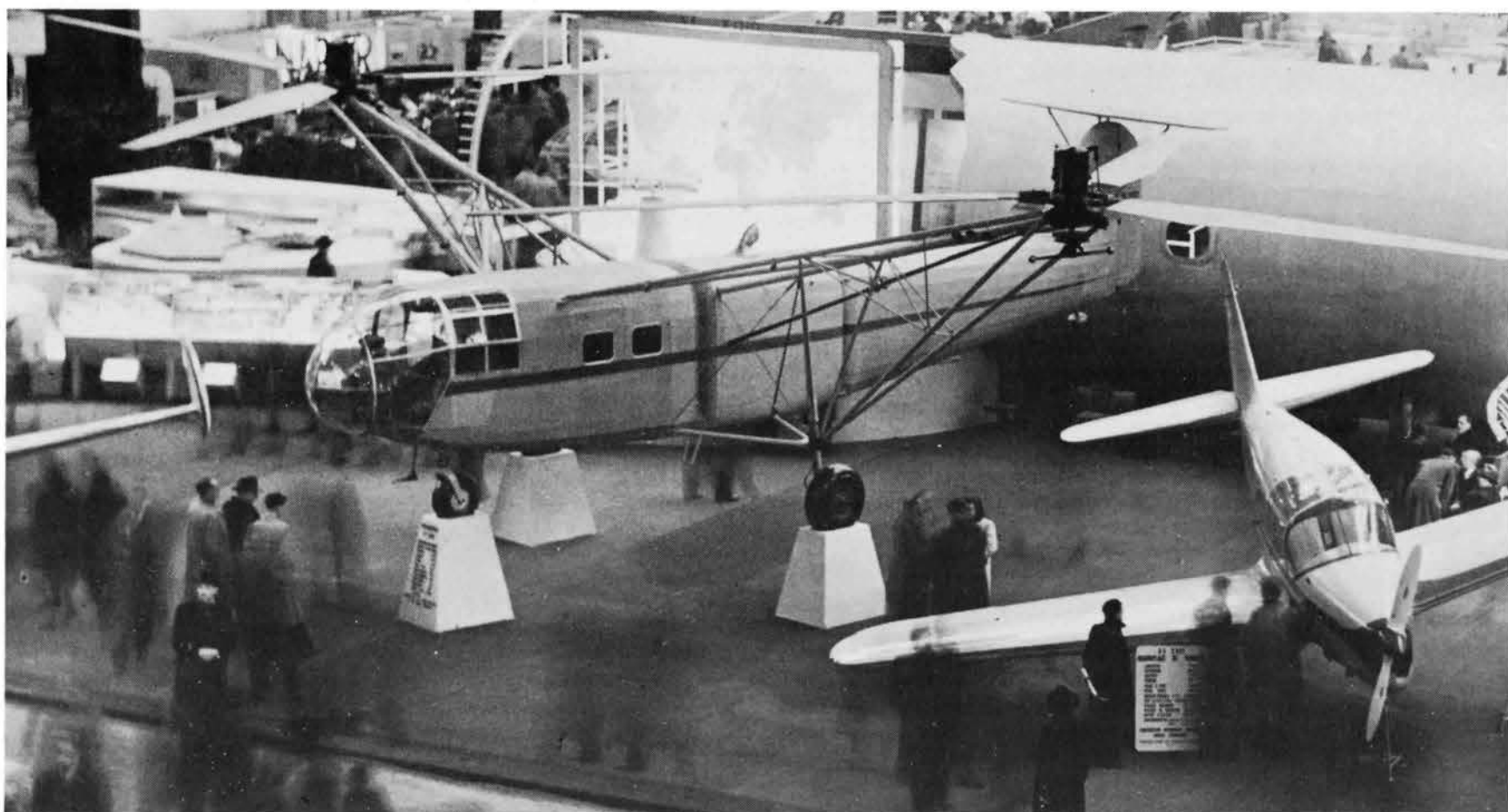
The model prominently displayed in the foreground with false registration F-AJOQ was of the 141 ft span Breguet 761 Deux Ponts (two decks) which soon filled the spot vacated by the Cormoran with the same engines. First prototype F-WFAM first flew on 1.3.49. Production 763 Provence aircraft had P&W R-2800-CA18 2400 hp 14-cyl 2-row radial engines and 12 civil and 15 military examples were built. (Aeroplane via Jack Meaden)





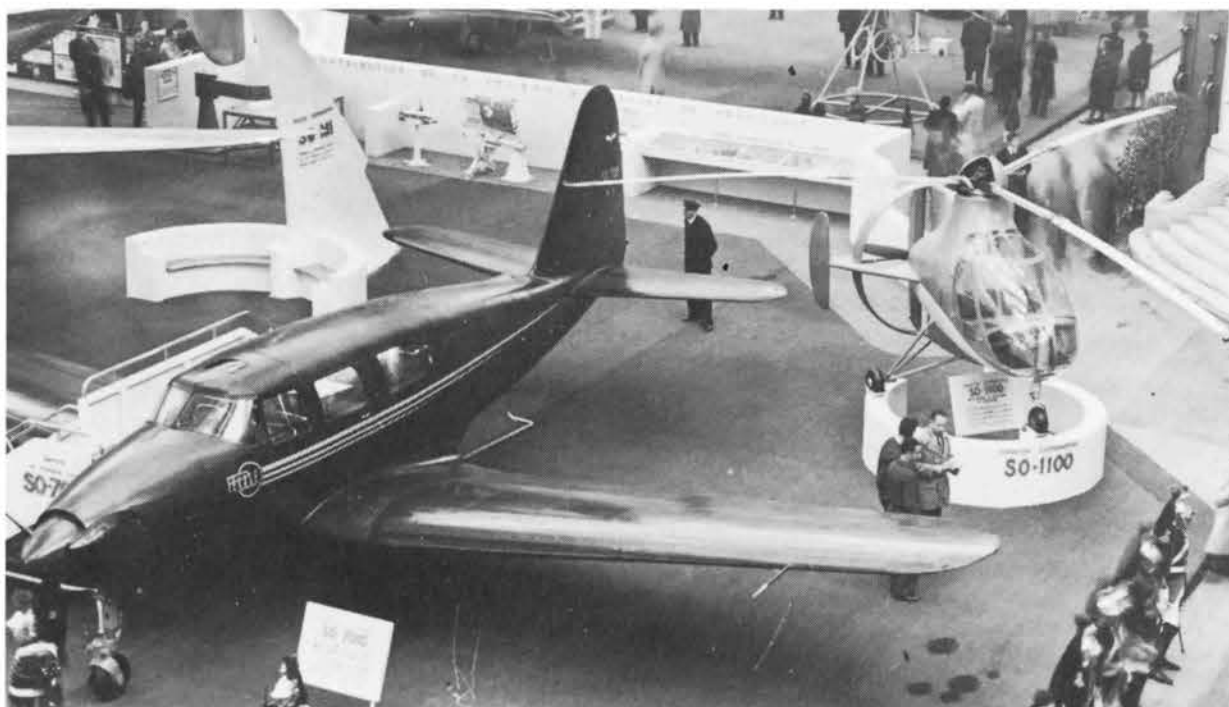
Left: The SUC 10 Courlis in the foreground was a 4-seat all-metal twin boom pusher with a fixed spatted tricycle undercarriage with steerable nosewheel. F-BBXS displayed was the third prototype and the Courlis was already in production with F-BFEQ becoming the 140th production aircraft in due course (although many are thought to have been uncompleted due to problems with the powerplant). The engine was the 200 hp 8-cyl inverted vee in-line Mathis G8R, this giving it an economical cruise of 143 mph, an initial climb of 492 ft/min and a range of 620 miles with a full load of 4 persons. (Aeroplane via Jack Meaden)

PARIS 1946



Above: The Aerosudest SE.3000 twin rotor helicopter was a direct development of the German Focke Achgelis Fa 223 Drache, the twin rotors being driven by a fuselage-mounted BMW Bramo Fafnir 323-Q3 9-cyl fan-cooled radial engine giving 900 hp at 2500 rpm at sea level. The layout was like that of a fixed-wing aircraft but with the wings replaced by the two rotors mounted on outriggers. It did not fly until October 1948 when, from a rather poor photograph, the registration appears to have been F-WFDR. It was not successful and development was abandoned.

In the right foreground the SE.2311 was 3-point mounted with undercarriage removed. The legend on the rudder read SE.2311 No.03 but in fact, although it was the third SE.2300/2310 airframe, it was the first 2311. SE.2300 F-WBBD was 01 and had a tailwheel undercarriage. SE.2310 F-WBBK (later F-BBBM) was 02 and introduced the tricycle undercarriage. SE.2310 F-BEEL was 03 and remained 03 as the undercarriageless 3-seater displayed. It later flew with its undercarriage replaced as F-BEEL SE.2311 No.03, but production contracts went to the Norécrin. (Aeroplane via Jack Meaden)

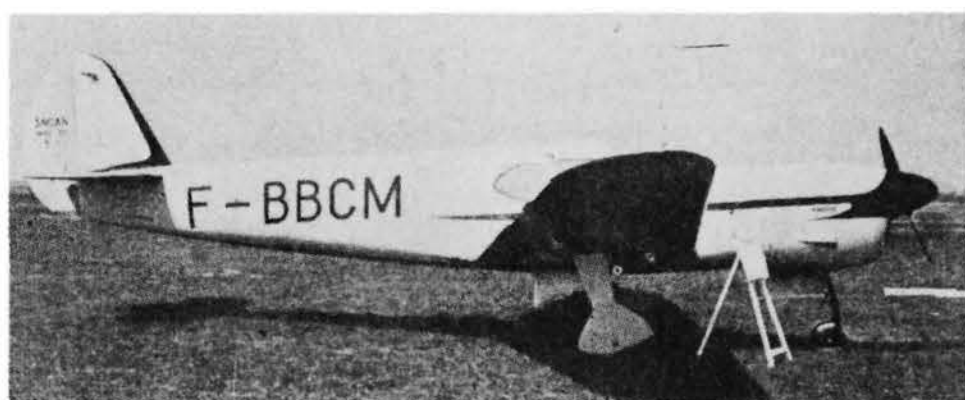
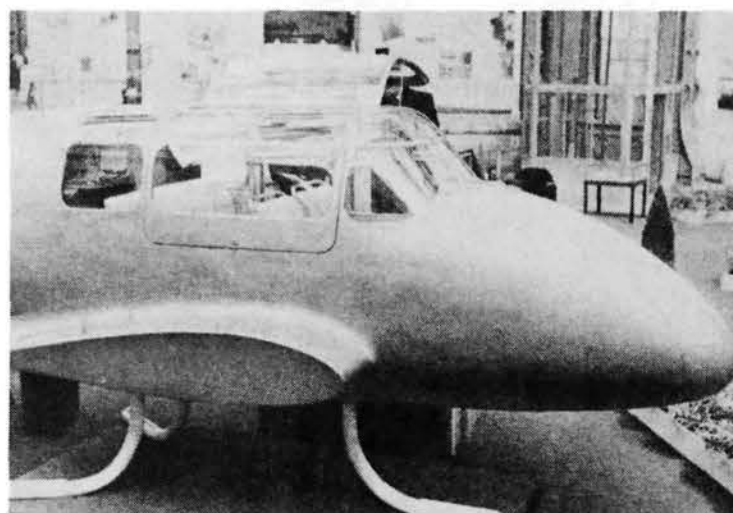


Left: The prototype SO.7010 Pégase on the left had a large cabin for up to 6 passengers and a retractable tricycle undercarriage. Its 400 hp Mathis G16R engine was an 'X' in-line with 4 rows of 4 cylinders and its design was based on the 8-cyl G8R inverted vee in-line with a new crankcase having another vee 8 mounted upright on top. It appears there was no market for the Pégase as no production is known. On the right is the SO.1100 Ariel which was basically a helicopter with a pusher propeller added. It was a compact egg with a bright orange paint scheme. The three jet-tipped rotor blades were driven by a Turboméca compressor powered by its 170 hp 7-cyl Mathis G7R radial engine. This also supplied shaft drive for a wooden 3-blade fixed pitch pusher propeller inside an annular ring, replaced by an orthodox tail boom on the SO.1110 and SO.1120. (Aeroplane via J Meaden)

Right: The SNCAN Nord 1500 Noréclair was designed with an arrestor hook and folding wings for operation from an aircraft carrier or from land bases. It was powered by two 1600 hp 14-cyl 2-row Gnome-Rhône 14R-25 radial engines and its mid wing had a gulled centre section reminiscent of the Mitchell. It was multi-purpose: reconnaissance, torpedo bombing, dive bombing and anti-submarine patrol with depth charges, the multiplicity of tasks requiring a twin engine aircraft with a wingspan of 64 ft 7 in, although the crew was only two. An idea of its large size can be obtained from the Noréclin F-BBKO and the Noralpha F-BBCM beneath its starboard wing in the photograph. A tailwheel aircraft, its concept was outdated and the prototype had only limited testing before being abandoned. (Aeroplane via J Meaden)

Right: The Bloch MB.500 was shown as a fuselage and cabin mock-up with five seats. It was intended to have two Bloch 4B2 220 hp 4-cyl in-line engines but, so far as is known, nothing further was heard of it. (via Jack Meaden)

Below: A clear view of the SNCAN Nord 1101 Noralpha F-BBCM c/n 8 taken out of doors. The aircraft was described two pages earlier. (via Jack Meaden)



Right: A silver SNCAN SV.4C was exhibited by the French Air Ministry without marks. F-BBCP c/n 138 shown here at an outdoor exhibition was approximately contemporary with the Salon aircraft. The type became well-known as the licence-built version of the Belgian Stampe SV.4, fitted with a 140 hp 4-cyl inverted in-line Renault 4Pei, which was produced in some numbers for the French services as a training and aerobatic display aircraft. (Aeroplane via Jack Meaden)



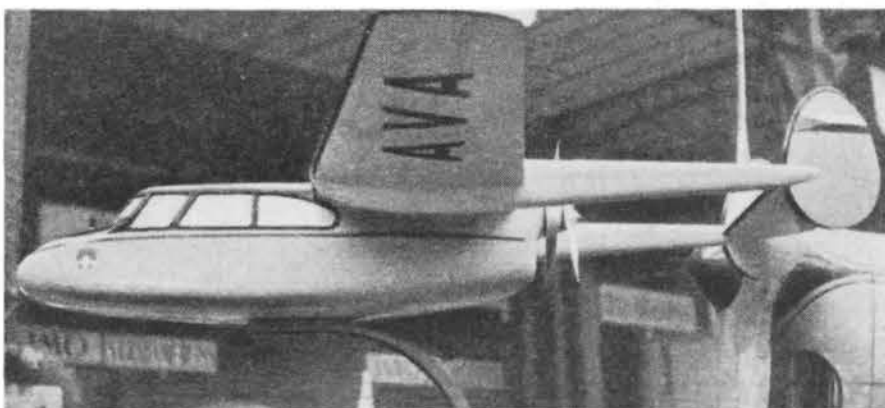
Above: The Max Holste 52E had an identical layout to the General Aircraft Cygnet, an all-metal low wing monoplane with inverted in-line engine and a raised 2-seat side-by-side cockpit. The prototype F-BBBH first flew on 23.7.45 with a Renault 4Pei engine. The MH.53 was similar but with a tailwheel undercarriage. The photograph shows the prototype MH.52 F-BBBH, which was the aircraft exhibited at the Salon, taxiing over wartime pierced metal planking still in use. (via Jack Meaden)

Right: The SO.90 Cassiopée all-metal mid wing 8/10 passenger/freight tailwheel undercarriage monoplane with two 6-cyl inverted in-line Bearn 6D-07 engines giving 410 hp for take-off and Ratier 3-blade constant speed propellers. The example displayed was c/n 7 which became F-BBAG. The type became famous when Maurice Hurel flew the prototype on its first flight with nine escapees from France to Algeria in 8.43! The production version was the SO.95 Corse II of 1947. An SO.94 version was displayed as a photograph only but fifteen were built for the French Navy. (Aeroplane via Jack Meaden)





Left: The Czech exhibits are shown in this view with the Zlin 122 OK-AOB and Praga E117 OK-AFU in the foreground. OK-AHZ behind right was the Avia Av.236 Bojar, a 2-seat sportplane of mixed construction with a 4-cyl inverted in-line Walter Mikron III engine giving 65 hp at 2600 rpm. Cruising speed was 99 mph. Behind on the left is OK-AHL, a Mraz Sokol M1C 2-3 seat tourer of wooden construction with retractable undercarriage and 105 hp Walter 4 III Minor. The Sokol was designed clandestinely during the war and flew in 1945. (both Aeroplane via JM)
Below: The prototype Zlin 122 OK-AOB was a wood and fabric 3-seat tourer with a Zlin Toma 4-cyl inverted in-line engine giving 94 hp at 2350 rpm at sea level. A clean looking aeroplane with a quoted 119 mph cruise, but it did not enter production.



Above: The second prototype Praga E117 OK-AFU which was displayed (top) with a 79 hp 4-cyl horizontally opposed Praga D engine. The E117 was a postwar development of the E114 which was built in the UK pre-war as the Hillson Praga by F. Hills & Sons. The E117 structure was updated, the wooden fuselage replaced with fabric-covered welded steel tube, the cantilever wooden wing lost its straight centre-section in favour of straight taper, and flaps were added. Cockpit doors replaced the open up and fold down hinged entry and the cabin was more spacious. (Jack Meaden)
Left: A model was displayed of the Czech Avia 38A, a light alloy stressed-skin twin-boom 5-seat cabin monoplane with two 160 hp Walter Minor 6-III engines geared to drive contra-rotating pusher propellers. It was said to have had a retractable tricycle undercarriage, but nothing more was heard of it. (via Jack Meaden)

Casualty Compendium

PART FORTY-SIX

First as usual a few points to add to earlier entries:

- 24.10.45 Now we have the actual location we need to spell it correctly! Tarapoto in Dept of San Martin.
- 14.12.45 At this time Dahomey was still part of French West Africa.
- 21.8.46 Correct c/n of DC-3 NC51878 should read 4542.
- 12.9.46 The DC-4 was of Pennsylvania Central, not Pacific Central.
- 18.10.46 Lockheed L.18 PP-PBQ made an emergency landing at Catanduvás on this date and suffered minor damage.. After repair it was taking off on 22.10.46 when it crashed.
- 11.11.46 Only 3 crew and 6 passengers were fatalities in the XA-FOZ crash, not fifteen.
- 31.12.46 The Intercontinental Air Transport DC-3 was NC88873, a C-47A-25-DK c/n 13640 ex 42-93699.
- 14.2.47 The Atlantic & Pacific DC-3 appears to be NC59398, C-47A-45-DL c/n 9965 ex 42-24103, NC54550.

Solutions to the casualties listed last time are as follows, though quite a number remain unsolved:

- 7.3.47 Eastern Airlines aircraft which ran off runway was at Moisant International Airport. Undercarriage was damaged, no injuries. Presumably only a minor incident.
- 9.3.47 Lockheed Lodestar NC45330 of Skyways International broke its tailwheel on take-off. No injuries.
- 11.3.47 Navigator George Hart was lost some 250 mls out from Gander when astrodome blew out of TWA Constellation "Star of Hollywood" en route to the Azores. A hostess was slightly injured but the 18 passengers were unhurt. The aircraft returned to Gander. Despite knowing the name the actual aircraft is unidentified.
- 14.3.47 U.S. Airlines C-47A-40-DL NC88804 c/n 9921 ex 42-24059, was carrying flowers from St Petersburg, Florida, to New York when it crashed at Charleston, South Carolina. The two crew were killed.
- 16.3.47 Nice to Paris aircraft was Air France C-47A-90-DL F-BAXO c/n 20488 ex 43-16022 which crashed on Mt Moucherolles near Chateau Bernard in the Vercors mountains. Correct date should be 14.3.47, at about 1400 local time. Not located until 15th. Five crew and eighteen passengers were killed. The film stars Barbara Stanwyck and Robert Taylor had booked on the flight but decided to travel by car.
- 16.3.47 Bahamas Airways Goose VP-BAE c/n 1002 was searching for a missing aircraft when bad weather at Nassau forced it to land at the eastern end of the island. It crashed on take-off injuring the two crew. The missing aircraft had landed safely.
- 25.3.47 Port undercarriage of Hawaiian airliner collapsed while taxiing after landing at Honolulu. Damage to wing tip and propeller. Unidentified.
- 9.4.47 All-American mailplanes made their mail drops and pick-ups without landing. Engine failure during a pick-up at West Chester, Pennsylvania, resulted in a forced landing in a field and relatively minor damage. Two crew unhurt. The aircraft may have been a Stinson.
- 22.4.47 Delta C-47-DL NC49657 c/n 9066 was making a correct left-hand circuit at Muscogee Airport, Columbus, Georgia, when it was struck by Vultee BT-13 NC55312 making a right-hand circuit. The collision occurred close to the ground but the C-47, with the Vultee locked onto its tail, climbed to 150 ft before crashing to the ground. All eight on board the C-47, including Delta Operations Vice-President and other officials were killed, as was the owner/pilot of the BT-13, J.C.Fussell.
- 3.5.47 American Overseas A/L Constellation was model 049 NC90922 c/n 2052 "Flagship Denmark". The location was Boston and the aircraft was repaired. In one report the aircraft was taxiing at the time.
- 4.5.47 Union Southern C-47A-75-DL NC53196 c/n 19435 was returning non-scheduled from the Kentucky Derby when it overran the runway on landing in heavy rain at Newark, New Jersey. Three crew and 10 passengers were injured. The fire started in the starboard engine but was soon extinguished.
- 12.5.47 The Mexican Ford was 4-AT-5 XA-DOL operated by Negociacion Aero Mexicana SA. It ground looped due to strong and gusty winds but the two crew were unhurt.
- 31.5.47 Grumman G.21A of "Ellis" not identified. Ellis Air Lines, Ketchikan, Alaska had 1 Aeronca seaplane, 2 Bellanca seaplanes and 3 Grumman amphibians as at 1.48.
- 5.6.47 Air France mailplane was AAC.1 F-BANB c/n 136. Location near Gémenos, Aubagne, 15 mls east of Marseille, at about 2300 local time on 4.6.47. Pilot and engineer killed, radio operator survived in one report.
- 13.7.47 Burke Air Transport C-47A-40-DL NC79024 c/n 9887 was on a charter flight from Newark, NJ to San Juan, Puerto Rico when it crashed near Melbourne, Florida. Three crew and 19 passengers were killed, 13 passengers injured. Accusations of overloading were denied, 8 of the 32 passengers were children, but the pilots had flown 23 of the previous 38 hours.
- 26.7.47 TWA L.049 Constellation NC86511 c/n 2035 "Star of Paris" starboard undercarriage collapsed on heavy braking on wet runway landing at Shannon, Eire. Repaired.
- 8.8.47 American Airlines "Alpha" quoted as "research aircraft" was an electronics test-bed, C-47A-80-DL NX88787 c/n 19639, which at the time was carrying a spare engine and engine change crew to Buffalo via Rochester. Two minutes after take-off from La Guardia low oil pressure in one engine caused an immediate return but when lined up for Runway 13 with one prop feathered the aircraft lost height, hit the water 1350 ft short of the runway, flipped onto its back and soon sank. Three of the five crew were killed.
- 21.8.47 Slick C-46E-1-CS Commando NC59488 c/n 2935 crashed in thunderstorm into Blue Bell Knoll mountain near Hanksville, Utah, on a cargo flight from Denver to Los Angeles.
- 28.8.47 The Norwegian airliner which crashed in the Lofoten Islands was Short Sandringham LN-IAV "Kvitbjorn", c/n SH.51C, "Kvitbjorn" of DNL. Actual location was Tjeldsund, NW of Narvik.
- 9.9.47 Servicios Aereas Panini Boeing 247 XA-DUA c/n 1719 ex NC133347 was written off near Obregon, Mexico.
- 20.9.47 Pan American Douglas C-54B-20-DO NC88911 c/n 27229 "Clipper Defender" belly landed at Floyd Bennett Field after double engine failure and in-flight fire. En route New York - Bermuda. No casualties.
- 14.10.47 "Bermuda Sky Queen" was Boeing 314 NC18612 c/n 2086 of American International ran out of fuel over Atlantic due to strong head winds en route Poole - Foynes - Gander - Baltimore and force-landed alongside USCG cutter "Bibb". All the sixty-nine occupants were rescued but the aircraft was damaged and the Captain authorised its sinking by the use of incendiary bullets the next day. The enquiry found it to have been 5,000 lb over the certified take-off weight, insufficient fuel had been taken on at Foynes and the crew had failed to use the correct cruise control or pay full attention to weather data.
- 16.10.47 Bristol 170 Freighter F-BCJN c/n 12788 ex G-AILX, of Cie de Transports Aeriens Intercontinentaux came down in Mediterranean off Cartagena, Spain, after engine failure on Marseille - Oran sector of a flight from Paris. Four crew and 38 passengers killed, navigator and one passenger survived.
- 24.10.47 United Airlines DC-6 NC37510 c/n 42875 crashed one mile from Bryce Canyon airport, Utah, on Los Angeles - Chicago - New York service. Fifty-two fatalities. Cause was fuel overflowing into cabin heating system during transfer between tanks (which was also the cause of the 11.11.47 accident described below). It was made worse when emergency landing flares ignited.

- 26.10.47 DC-4 SE-BBG c/n 42930 "Sunnan" of SAS/ABA crashed on Mount Hymettus while attempting to land at Athens in bad weather. The British pilot, Capt Douglas and 43 others were killed.
- 26.10.47 Pan American C-54A-10-DC NC88920 c/n 10317 struck Mount Tangas after failing to land at Annette Island in bad weather. Five crew and thirteen passenger fatalities. It was suggested that the mountain was much higher than it was shown on the map. Wreck not located until 31.10.47.
- 11.11.47 American Airlines DC-6 NC90741 c/n 43046 "Flagship Wisconsin" suffered almost identical accident to United's 24.10.47 (above). Emergency landing at Gallup, New Mexico, only 8 minutes after fire broke out. Occupants unhurt. All DC-6s were grounded from 12.11.47 until 3.48 while the problem was investigated and corrected.

Now the photo problems. P.92/53 first - F-AJDZ was Potez 25.55 c/n 1522 which was being flown by Guillaumet (on his 92nd crossing of the Andes. The Potez was operated by Aéropostale on the trans-Andes mail route between Santiago and Mendoza, the type being capable of an absolute ceiling of 23,600 ft. On 13.6.30 Guillaumet flew into turbulent snowstorms at about 11,500 ft and decided that the safest option was to land, however the Potez turned over on its back after touching down on the snow in a region called Laguna Diamante. The crew made a trek of four days and nights out of the mountains and the Potez was later salvaged, found to be little damaged and returned to service.

P.92/54 VP-RCP was DH Dragon Rapide c/n 6659 ex HG660, VP-YCJ, VP-NAK. The accident occurred on 30.8.53 about 100 miles from Landazi on the Rhodesia-Nyasaland border. The pilot and three occupants (the N Rhodesia Commissioner of Police and two Assistant Inspectors) were injured.

P.92/54 Eastleigh photo showed a Curtiss T-32 Condor, one of four delivered by sea to Southampton Docks in 1937 and towed by road with mainplanes removed to Eastleigh for assembly and delivery flight to Croydon. One aircraft on a test or delivery flight, slid through the hedge with the undercarriage up, possibly due to premature retraction. It must have been G-AEWD, 'WE, 'WF or 'ZE and would have been repaired. We have no record of a Condor accident at Eastleigh - can anyone now throw further light on this?

Credits for solutions used this time are due to Barry Colman, Ed Davies, John Davis, Robert Espérou, Kay Hagby, Jack Meaden, Tony Morris, Coert Munk, Vic Smith, John Wegg and Ron Wilson.



Left: "Well done, Kahu, managed to stop within the airfield boundary I see!" Not a difficult one to identify but it was not a write-off so the date and place may cause the greater head-scratching. (via F Kirby)

Below: As bait for the sleuths amongst you, this shot of Curtiss T-32 Condor G-AGZE is intended to draw attention to the unsolved mystery of a 1937 Condor crash at Eastleigh described above. (via J Meaden)

And now on to a new batch of casualties to identify:

- 15.11.47 Delta airliner struck trees on landing at Covington, Kentucky. Substantial damage.
- 18.11.47 TWA aircraft on ferry flight crashed and burned at Newcastle, Delaware.
- 22.11.47 Northern Consolidated Stinson engine failed on take-off at Nulato, Alaska. Substantial damage.
- 27.11.47 Columbia Air Cargo aircraft crashed and burnt on approach to Yakutat, Alaska.
- 30.11.47 Alaskan airliner landed fast at Seattle, overran, crossed road, hit car and burned.
- 3.12.47 United C-54B made 360° turn in cloud and hit hill top 12 miles from Los Angeles airport. Lost no.3 and 4 propellers but landed safely.
- 10.12.47 Unidentified aircraft crashed at Goose Bay, 23 fatalities, 5 survivors.
- 23.12.47 Coastal Air Lines aircraft ran out of fuel, crashed Miami in emergency landing, written off.
- 13.1.48 Eastern DC-3 flew into ground at night, Oxon Hill, Maryland.
- 28.1.48 Airline Transport Carriers lost an aircraft due to engine fire near Coalinga, California.
- 30.1.48 British South American Airways aircraft disappeared in Atlantic off Bermuda.
- 25.2.48 Airliner of Bruning Aviation crashed on approach at Columbus, Ohio and written-off.
- 8.3.48 Eagle Air Freight DC-3 hit Mt Hamilton, California.
- 14.4.48 PanAmerican flight from London to New York crashed at Shannon.
- 1.5.48 KLM airliner, only recently delivered, crashed at Schiphol, Amsterdam.
- 13.5.48 Sabena airliner crashed in Congo.
- 15.5.48 Aircraft of Mercury Airways (?) crashed at Vredo, South Africa.
- 16.5.48 Slick lost aircraft due to structural failure in thunderstorm, Port Columbus, Ohio.
- 17.6.48 United airliner crashed and burned near Mt Carmel, Pennsylvania, after fire warning in cargo hold. Pilots asphyxiated. 43 fatalities. Wreckage looted.
- 4.7.48 Swedish airliner collided with RAF York near London.
- 7.7.48 Aigle Azur lost aircraft in Indo-China.
- 16.7.48 Flying boat en route Macao - Hong Kong shot down. Twenty-five lost.
- 1.8.48 Air France aircraft disappeared over Atlantic en route West Africa.
- 1.8.48 Pakistan-registered aircraft of Onzeair crashed at Manipur, Pakistan.
- 12.8.48 Trans-Canada aircraft, on loan from RCAF, crashed Sydney, Nova Scotia.
- 29.8.48 Northwest airliner crashed near Winona, Minnesota. Lost wing in storm. 37 fatalities.
- 20.9.48 Colonial Airlines aircraft overshot, hit trees and written off at Burlington, Vermont.
- 4.10.48 New England Air Express lost aircraft destroyed by surf after emergency landing on beach in Bahamas.
- 20.10.48 Landing at Prestwick, KLM airliner hit wires on go round in fog. Crashed and burned.
- 11.12.48 Qantas aircraft crashed at Condamine, Queensland.
- 2.1.49 Seattle Air Charter aircraft crashed in fog, Seattle, written off.
- 30.1.49 PanAmerican flight 6 minutes out of New York struck from above by light aircraft. Landed safely Mitchel AFB.



No.4 1992



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



CMASA-built Dornier Do J Wal D-1422 c/n 20 "Amundsen Wal", formerly N-25 and G-EBQO, seen at Stockholm during von Gronau's Berlin - New York flight of 1930. A production list of Italian-built Wals begins inside. (via H J Hazewinkel)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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Nailsworth, Gloucestershire GL6 0EA

In this edition readers will find a number of new features, some hopefully to their liking! First off is part one of a production listing of the Italian-built Dornier Wals. This had its origins in a number of photographs received by the Editor from Andrew Stamatopoulos in Greece showing the Wals in service in the Aegean Sea. Once we began to investigate the aircraft depicted, it became obvious that there were many discrepancies in the information available. We therefore engaged the help of Jack Meaden and of Roberto Gentili in Italy and from these and various other sources the listing has been compiled. While we think that it contains the most complete set of Wal data yet published it is clear that there are still unresolved problems and we hope that if any readers can help to plug the gaps they will hot-foot it to their nearest Post Office at once. We should add that this series covers only the Italian-built Do J Wals and not the German-built Do JII series of the Super Wals. We would however be very pleased to hear from anyone who is able to offer listings of one or both of those later types. Photos are already available of many of them.

The second new serial feature is the Whole Truth covering of the Miles Gemini. This compilation comes to us from Terry Sykes, well-known for his work on Dove and Heron histories, with further input from specialist Peter Amos and contributions from other Air-Britain specialists. The type was featured in our Fortieth Anniversary issue of News but only in the form of a basic list of registrations, so we are pleased to be able to put some flesh on the bones and illustrate the model generously - even if it is one of the most difficult aircraft to photograph successfully.

A short series, the Paris 1946 Update follows the recent survey of the Salon in the Extracts section. This piece, from Jack Meaden, goes beyond 1946 to find out what happened to the types on display, charting the successes and failures of the immediate post-war era.

A special one-off piece this time features the Circuit of the Oasis of 1937. This started off as a query from Ken Tilley back in issue 2/92 but when we received more information from Ron Ledwidge and Vic Smith there seemed to be more than enough potential interest in the accounts of the event to justify separate treatment.

The other features are of the regular variety, with the DH Moth still running, just like the real thing; the Casualty Compendium adding more information to the post-war accident listings; the New Zealand Register now moving through the early sixties; and Extracts developing some of the items culled from early post-war issues of The Aeroplane. In the case of this last-mentioned item it is particularly pleasing to note that we have cracked the problem of Peter Masefield's Hurricane at last. All we need now is a photo of it.....

It only remains to wish all subscribers the Compliments of the Season, on condition that their New Year Resolution is to sent something to Archive! Don't forget to renew your subscriptions if you have not already done so, otherwise this may be the last copy of Archive that you ever see!

CLOSING DATE FOR NEXT ARCHIVE: JANUARY 23rd 1993



Shown above is the front cover of the latest Archive Special "The Complete Civil Aircraft Registers of Finland since 1926". This 128-page A4 size book not only contains details of all registered and some unregistered aircraft and gliders, it also has some 200 photos some of which are of indigenous types not found elsewhere. There are three indices, of types, identities and registrations, and the text is in English. Compiled by our Finnish specialist Eino Ritaranta and colleague Tuomo Mäkinen, it must be an essential reference work for serious civil enthusiasts. Have you got yours yet?

HOW ? WHAT ? WHERE ?

We had no new questions last time but now there are a couple to help pass the time after the Christmas pudding. Gilbert Sunderland notes that in 1984 the RAeC awarded its Bronze Medal to Henry Labouchere and James Williams for their "Epic Flight to Australia in DH Puss Moth, 1930". He asks whether anyone can supply details of the flight and the aircraft used.

Secondly, on a slightly broader basis, Martin Smith would like details of entrants in the early Powder Puff Derbies in the USA. We assume that he means the aircraft as well!

One which may be a little more difficult involves a Messerschmidt Bf 108 which was noted by P.J.Mellon in a shed at Hamm airfield, Germany on 28.4.68. All paintwork was stripped off but a Bf plate on the fuselage by the wing root carried the number 2800028. This may not have been the Werke number of course but can anyone help to identify the aircraft from this description?

Fred Kirby has a point or two to add to the notes about Cofton Hackett/Longbridge on p.91/2. Neville Stack did crash Battle L5254 there, the date was 25.7.39 and both Stack and his flight engineer Harold Crawford were injured in the incident. Although the Battle contract was placed with Austins in 1936 the first completed aircraft did not fly until late July 1938. At some stage, possibly from the start but certainly during 1939/40, the aircraft took off from Longbridge and were flown to Worcester-Perdiswell about 20 miles away for flight testing and delivery.

The Italian-built Dornier Wals

PART ONE

Right: The Dornier Gs 1 (two 270 hp Maybach MB IVa 6-cyl upright in-line water-cooled engines) was under construction in Germany when WWI ended and although it flew with Swiss registration CH-8 in 1919 it was destroyed under the terms of the Treaty of Versailles. It led to production of the Dornier Do J Wal by CMASA in Italy. (via Jack Meaden)



In 1919 the Dornier-designed Gs I flying boat for six passengers was built and flown. The basic design features of a broad tapered hull with sponsons, a strut-braced high monoplane wing above which was mounted a pair of engines in tandem, were found to be successful. The aircraft was originally a wartime military design and was in contravention of the Allied regulations concerning the size and performance of post-war German aircraft. As such the prototype, registered CH-8 to Ad Astra Aero, was sunk on 25.4.20, less than a year after it first flew on 31.7.19.

Construction of a nine-passenger development, the Gs II, had begun but the company were forced to abandon production. The next development of the basic design was the Do J Wal (Whale) and to circumvent the Allied ban it was decided to build the aircraft in Italy. In December 1921 the Societa Anonima Costruzioni Meccaniche was established at Marina di Pisa to build the flying boats. The Dornier company provided staff, equipment and materials for the project and the first Wal was laid down on 20.7.22.

The prototype first flew on 6.11.22, although full-scale production did not get under way until the second half of 1923. Meanwhile the company changed its name to Costruzioni Meccaniche Aeronautiche Societa Anonima, or CMASA as it is usually known. Both civil and military versions of the Wal were built on the same production line, indeed the early orders were mostly for military machines. The main purpose of these was usually either for bombing or for armed reconnaissance.

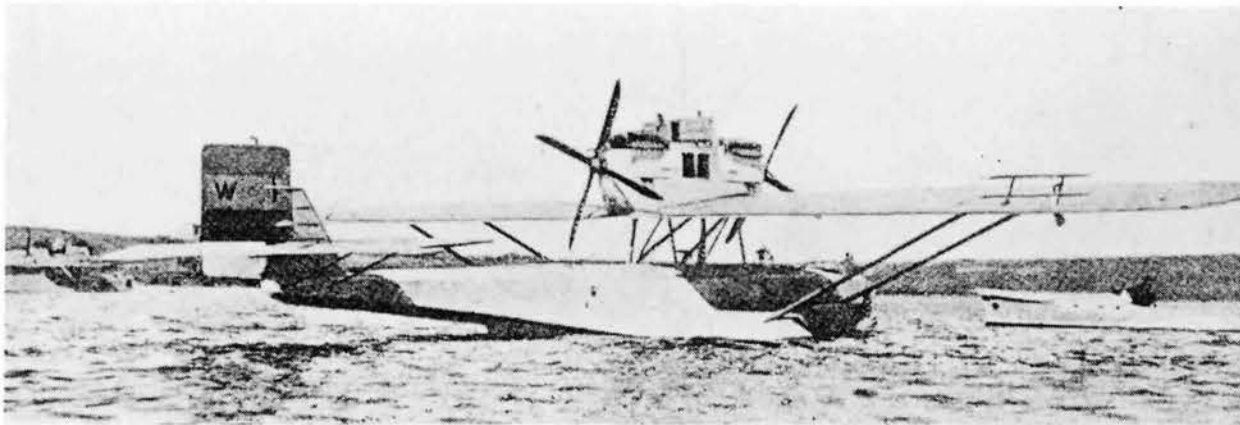
In commercial service the Wal carried 8 to 10 passengers in the bow cabin but later versions had fewer seats "up front" and a smaller cabin in the rear fuselage. Some Wals were specifically intended for TransAtlantic, record breaking, or even Polar flights. There were many different combinations of engines, all-up weight and structural detail as the design developed. Later production was by the Piaggio company, while outside Italy the Wal was also built by CASA in Spain and Aviolanda in the Netherlands.

Dornier then developed the Do J II (8-ton) Wal (which in military service became the Do 15 Militar-Wal 33) and the Wal 33 (10-ton Wal). These were built by the parent company in Friedrichshafen from 1932. The larger version designated Do R Super Wal had already entered production with Dornier in 1926.

Details of design, power plants and performance will be found at the end of the production listing. We are concerned here only with the Italian-built examples, of which sources differ as to the exact number built. One "estimate" of 150 plus seems to be highly optimistic, even 129 cannot be confirmed. There are clearly two sets of construction numbers, one or other or both of which may be quoted for the same aircraft in different sources. We have attempted to reconcile these series with the result that 110 aircraft are positively identified although gaps remain in both the c/n sequence and the "Wal number" sequence. If these "missing" aircraft were indeed built we would be grateful for any information which may lead to their identification.



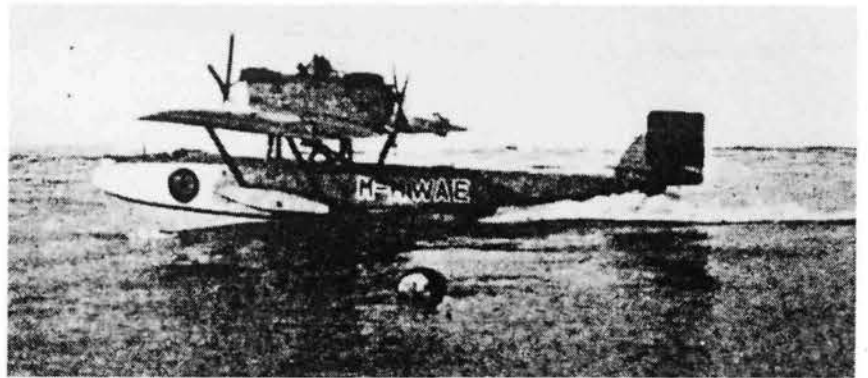
Above: Three CMASA-built Dornier Do J Wals of the Spanish Navy at anchor at an unidentified location, possibly Barcelona? The nearest aircraft is W-1, the others are unclear single-figure serials. All are wearing covers over their tandem-mounted engines. (via Harm Hazewinkel)



Left: The first Dornier Wal, c/n 1 M-MWAA (two 300 hp Hispano-Suiza 42 eight-cyl upright vee water-cooled engines) moored out while in Spanish Navy service. An initial batch of six was built for Spain in 1922/3. It no longer carries the registration but has its Navy serial W-1 on the tail. (via Jack Meaden)

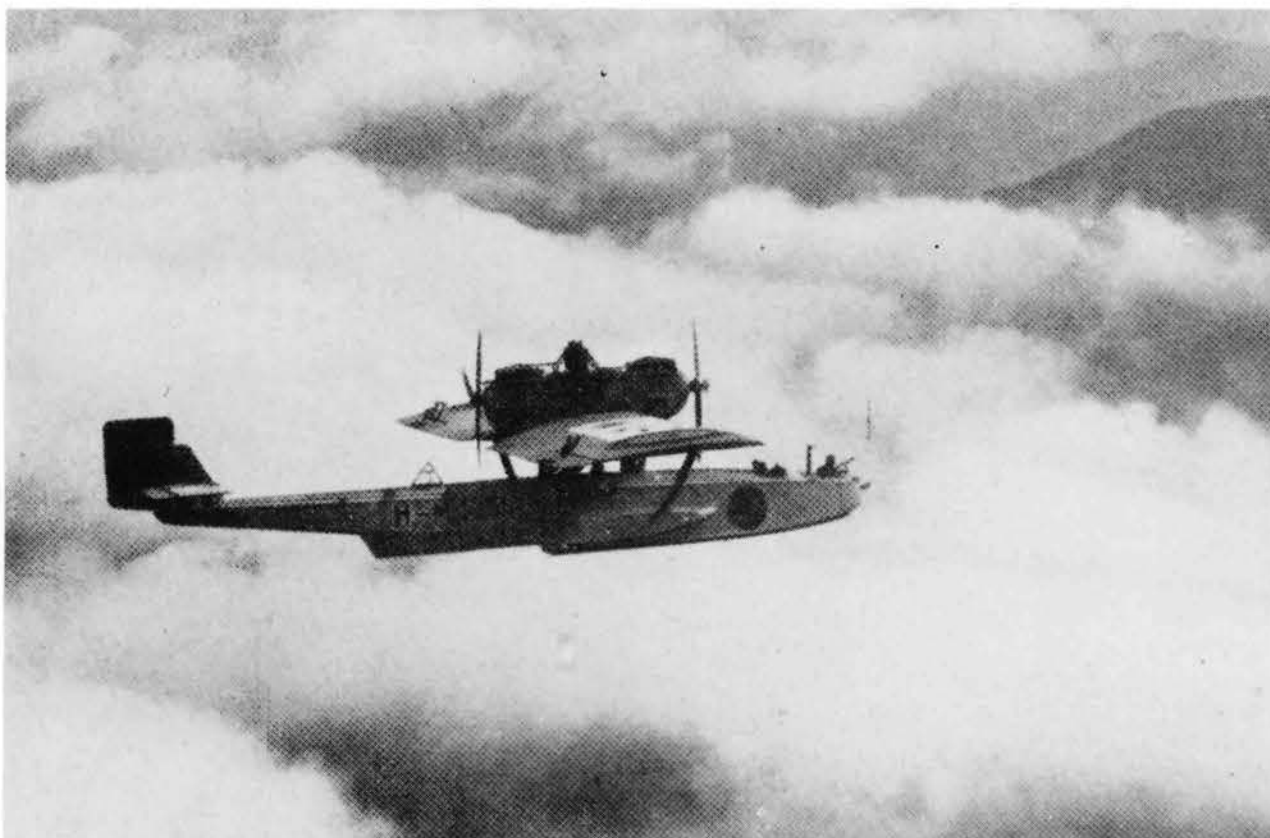
The list which follows identifies both sets of "c/ns", the registrations and serials used, delivery date or other significant dates and a brief history including engine type and owner or operator.

C/n	Wal No.	Regn	Delivery (Engine type), history. date
1	1	M-MWAA	6.11.22 (Hispano-Suiza 42) Proto-type. To Spanish Navy W-1, "Valencia". Wfu.
2	2	M-MWAB	28.1.23 (Hispano-Suiza 42) Spanish Navy W-2.
3	3	M-MWAC	2.10.23 (Hispano-Suiza 42) Spanish Navy W-3.
4	4	M-MWAD	3.9.23 (RR Eagle VIII) Spanish Navy W-4.
5	5	M-MWAE	9.11.23 (RR Eagle VIII) Spanish Navy W-5, "Cataluna".
6	6	M-MWAF	26.11.23 (RR Eagle VIII) Spanish Navy W-6.
7	7	-	23.8.23 (Liberty 12A) Spanish Navy. Destroyed during testing.
8	8	-	2.11.23 (Liberty 12A) Argentine Navy.
9	9	-	28.11.23 (Liberty 12A) Argentine Navy.
10	10	-	12.10.23 (Liberty 12A) Argentine Navy.
11	18	-	12.5.24 (Liberty 12A) Argentine Navy.

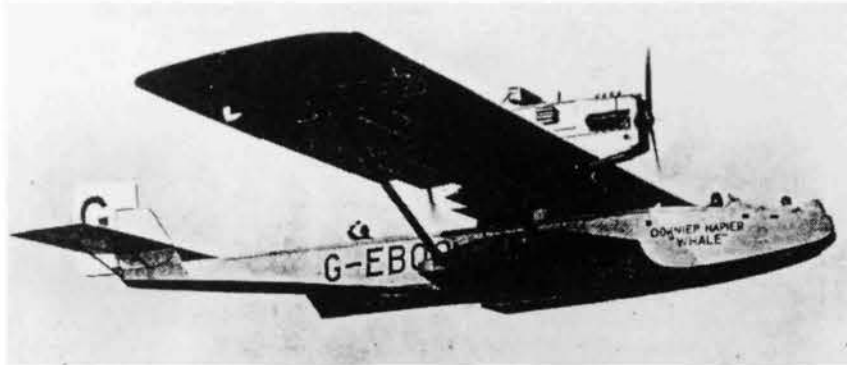


Above: Wal c/n 5 M-MWAE, Spanish Navy W-5 (two 360 hp Rolls-Royce Eagle IX 12-cyl upright vee water-cooled engines) seen taking off, shows the tandem tractor/pusher engines above the parasol wing, the stub wing sponsons (developed by Dornier in 1918) and the stepped balance on the rectangular rudder of the early production aircraft. (via Jack Meaden)

12	19	I-DEOR	5.7.24 (RR Eagle IX) Resvd 5.24 by Commissariato Aeronautica (Italian Air Ministry) used for Locatelli's TransAtlantic flight. Cld 10.26 as sunk. [This was possibly the Wal intended as N-26 for Amundsen ?]
13	20	M-MWAG	12.8.24 (RR Eagle IX) Spanish Navy, W-7 "Andalucia", Marina di Pisa - Melilla non-stop flight.
14	31	M-MWAH	20.6.24 (RR Eagle IX) Spanish Navy W-8.
15	32	-	18.7.24 (RR Eagle IX) Japanese Navy.
16	33	I-DAOR	2.12.24 (RR Eagle IX) S.A.I.C.M. World weight/speed records,



Left: Cruising above scattered strato-cumulus cloud over the volcanic mountains near Tenerife is c/n 6 M-MWAF, W-6 of the Spanish Navy. The occupants of the open side-by-side pilots' cockpit and the bow gunner's compartment can be seen at their stations. (via Jack Meaden)



c/n 20

Top left: Amundsen's surviving Wal N-25 c/n 20 at anchor in Norwegian colours. (via H.Hazewinkel)

Above: C/n 20 was obtained by Frank Courtney who changed its RR Eagle engines for 450 hp Napier Lions for an Atlantic flight. Following a forced landing in the sea off Corunna in NW Spain he gave up the attempt and the aircraft was sold in Germany as D-1422 - see cover photo. (via Jack Meaden)

Left: The same aircraft, unmarked, after conversion to BMW engines for Von Gronau's flight from Berlin to New York. (via Harm Hazewinkel)

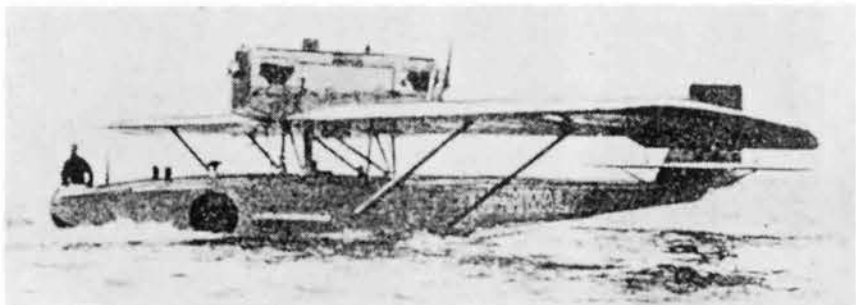


21	38	M-MWAJ	7.4.25 (RR Eagle IX)	Spanish Navy W-10.	26	43	I-DAIR	25.6.25 (RR Eagle IX)	CMASA
							D-863	.25	Aero Lloyd
22	39	M-MWAK	31.5.25 (RR Eagle IX)	Spanish Navy W-11.				.26	Deutsche Lufthansa "Thunfisch", c/s DANBC. Damaged Westerwyk 13.10.26, damaged 24.9.27 and at Pötenitzer Wick 2.3.28, Wismar 17.7.28 and Travemünde 1.12.28.
23	40	M-MWAL	5.10.25 (Napier Lion V)	Spanish Navy W-12 "Plus Ultra". Ramon Franco flight to Buenos Aires 2.26. Believed still extant near Buenos Aires (as the only surviving Wal?).				11.29	To DVS GmbH, off DLH inventory 1930.
24	41	I-DAAR	14.5.25 (RR Eagle IX)	CMASA	27	44	I-DIIR	2.7.25 (RR Eagle IX)	CMASA
		D-861	.25	Aero Lloyd			D-864	.25	Aero Lloyd
			.26	Deutsche Lufthansa "Hai", c/s DANBA. Damaged 5.10.26 and at Xlinkholm 19.11.27. Cld, restd 4.28. Damaged at Pötenitzer Wick 17.11.28. Off DLH inventory 1930.				.26	Deutsche Lufthansa "Hecht", c/s DANBD. (Re-engined with Jupiter 9AK) Damaged at Bremerhaven 23.7.26, at Börnsjou 21.10.26, at Kiel 9.11.26 and at Helgoland 26.8.28. Off DLH inventory 1929 but still with them when f/l 20mls SW Bornholm on 7.7.30, sank under tow.
			10.31	B/u for spares.				3.32	Regn cancelled.
25	42	I-DIAR	2.6.25 (RR Eagle IX)	CMASA	28	47	I-DAUR	20.8.25 (RR Eagle IX)	SANA (Societa Anonima di Navigazione Aerea) Also flew with Jupiter engines.
		D-862	.25	Aero Lloyd				11.33	Broken up.
			.26	Deutsche Lufthansa "Sägefisch", c/s DANBB. Damaged Hangö Bucht 14.10.26. (Re-engined with Jupiter 6, 6.28 and later Jupiter 9)					
			3.33	Wfu, off DLH inventory .34.					

Right: C/n 25 I-DIAR was an early cabin Wal, still with the original square top stepped rudder and with 4 square windows on each side of the bow passenger compartment.

Below: C/n 23 M-MWAL/W-12, powered by two 450 hp Napier Lion 12-cyl upright broad-arrow in-line water-cooled engines, was named "Plus Ultra" when used for the first crossing of the South Atlantic by Maj Ramon Franco, 2.26. The 1500 mile leg from Cape Verde islands to Fernando Noronha island was 2nd in distance only to Alcock & Brown's 1919 nonstop Atlantic flight. (both via J Meaden)

Below right: I-DAUR c/n 28 seen in 1931 with round cabin windows - a later conversion? (via A Stamatopoulos)



1937 International Circuit of the Oasis

Following the enquiry from Ken Tilley on p.92/30 about this meeting we have received details from Ron Ledwidge and Vic Smith and combined them with photos from Jack Meaden's collection to try to give something of the flavour of pre-war international light aviation.



Above: Winner of the Oasis Circuit was D-AKOP, a Junkers Ju 86B-0 with two 600 hp Junkers Jumo 205C diesel engines. The name "Kismet" appeared on the nose and its Competition No.3 was on a white square just behind the registration on the fuselage. (via Jack Meaden)

The meeting took place between 22nd and 26th February 1937 at Cairo. The main event consisted of a handicap flight around a series of oases with a complex formula which took into account points such as fuel consumption together with less usual points such as equipment and comfort. The course was from Almaza (Cairo) to Hurghada, Aswan, Luxor, Oasis Junction, Kharga, Dakhla, Farafra, Baharieh and back to Almaza, a total distance of 1,303 miles. There was also a separate non-handicapped speed event around a shorter course but only seven of the participants were entered in this.

All the entrants who made it to Cairo had their entry fees refunded and the organisers also paid for the accommodation and food costs for two persons per entry. Fuel costs were at a reduced rate. Even so, not all the intended participants reached Egypt and even a couple that did then failed to start the event.

No full list of entrants seems to have been published at the time, although a list of the starters is available. The Competition Numbers appear to have been allocated in order of performance and this is the criterion used for the attempt to identify the missing entries. This method seems to have had its faults however, for the Zlin XIIs should be slower than the Hornet and Puss Moths, while the Nardi FN.305 should be near the top of the list and proved it by winning the speed event.

We have elected to follow Mr Ledwidge's format and list the aircraft which reached Cairo first, followed by notes on other possible and confirmed entrants. Details from left to right are Competition Number, Registration, Type, (c/n), Entrant and other comments. The entrant was not necessarily the owner or pilot of the actual aircraft.

3	D-AKOP	Junkers Ju 86B-0	"Kismet" Freiherr Speck Von Sternburg
4	F-ANXB	Caudron C.634 Simoun (7079.01)	Guy Hansez
9	F-ANCE	Caudron C.633 Simoun (6955.2)	Gerard Roger
10	F-ANXN	Caudron C.635 Simoun (7091.12)	Gilbert Denis
11	F-ANRU	Caudron C.635 Simoun (7023.11)	E Wattine
12	F-ANXJ	Caudron C.635 Simoun (7086.6)	Henri Lumiere
14	F-APIG	Percival Vega Gull (K.38)	Hirsch-Ollendorf
15	G-AETD	Percival Vega Gull (K.46)	Guy de Chateaubrun
16	G-AEPS	Percival Vega Gull (K.45)	P G Aldrich-Blake (pilot S B Cliff)
18	D-IBMY	BFW Me 108b Taifun	Otto R Thomsen



Above: Miss Lily Dillon won the Women's Section of the Oasis Circuit in British Klemm L 25c-1A Swallow EI-ABD. It was in the UK in 1940 and was impressed under its civil identity, last being seen at Henlow in 1.47.

Below: G-ADJO B.A. Eagle 2 c/n 122 was purchased by entrant Major Hargreaves in 11.36. Its 130 hp Gipsy Major engine gave it a maximum speed of 148 mph but, piloted by Tommy Rose, it failed to gain a place. (Both: Aeroplane via Jack Meaden)



19	D-IGNY	BFW Me 108b Taifun	Wolfgang von Gronau
20	OE-DIX	BFW Me 108b Taifun	Otto Mendl
21	YR-FAI	Potez 561	Prince Bibesco
22	SU-AAN	Waco UBF (3764)	Prince Abbas Halim
23	G-ADJO	BA Eagle II (122)	Major J C Hargreaves (pilot T Rose)
24	G-ADIT	Miles M.2H Hawk Major (168)	2nd Lt V A P Budge
25	G-ADLA	Miles M.2H Hawk Major (176)	Capt J K Mathew
26	G-ACWW	Miles M.2F Hawk Major (111)	G A M Vandaleur failed to start *
27	SU-AAP	Miles M.2F Hawk Major (126)	Prince Omar Halim
28	I-BUDA	Nardi FN.305D (02)	Giovanni Zapetti
29	I-BITB	Caproni Ca.309 Bergamaschi Ghibli	Vincenzo Biani
30	I-BITA	Caproni Ca.309 Bergamaschi Ghibli	Felici Santini



Left: Caproni Bergamaschi Ghibli colonial monoplanes regd I-BITB and I-BITA seen parked at Cairo being checked over before the start of the Circuit.
(Aeroplane via Jack Meaden)



Above: One of the Caudron Simouns entered was F-ANRU c/n 7023. Below: Leopard Moth OO-APS c/n 7088 seen in the UK. (Aeroplane via Jack Meaden)



Above: Leopard Moth SU-ABM entered by Ahmed Salem became YI-ABI in Iraq in 1945 and later returned to the UK as G-AIYS. (via Jack Meaden)



31 F-ANSH	Caudron C.600 Aiglun (7032.10)
	Mlle. G le Pelley du Manoir
32 F-ANVH	Caudron C.600 Aiglun (7060.99)
	Georges Morizot
33 F-ANVK	Caudron C.600 Aiglun (7063.43)
	Marquis de Suarez d'Aulun
34 F-ANSP	Caudron C.600 Aiglun (7040.20)
	Andre Masset
35 F-AQER	Miles M.3A Falcon Major (157)
	H Leroy Beaulieu failed to start
36 G-ADFH	Miles M.3A Falcon Major (196)
	E D Spratt
37 F-AOHS	DH.85 Leopard Moth (7103)
	Henri Engernich
39 OO-APS	DH.85 Leopard Moth (7088)
	J M Provost
40 SU-ABM	DH.85 Leopard Moth (7089)
	Ahmed Salem
41 SU-AAS	Avro 641 Commodore (700)
	Egyptian Government (pilot A Nagi)
42 OK-BEO	Benes Mraz Be.51 Beta Minor (1)
	Aero Club of Czechoslovakia
44 D-EXEK	Klemm Kl 32a
	Karl Schwabe
45 SP-BFK	RWD 13
	J Drzewiecki
47 OK-TBG	Zlin XII (128)
	Zlinska Letecká AS (pilot M Ambrus)
48 OK-TBK	Zlin XII (153)
	Zlinska Letecká AS (pilot Fukfu)
49 SU-ABT	DH.87B Hornet Moth (8057)
	Mlle. Lotfia el Nadi
50 G-ADKW	DH.87B Hornet Moth (8074)
	F J C Butler
51 G-ABOC	DH.80A Puss Moth (2201)
	Flt/Lt J Heber-Percy
55 F-ANFU	Farman 402 (7453.66)
	B Gagney (entered from Syria)
56 EI-ABD	BK L.25c-1A Swallow (28)
	Miss L Dillon
57 G-ABOE	DH.60G Gipsy Moth (1856) "Offero"
	The Misses Mabel & Sheila Glass
59 OK-IPN	Praga E.114 Baby (10)
	F Kutloch

*G A M Vandeleur (26) was a non-starter because of sickness although he was at Cairo.
The Nardi FN.305 also carried a military serial on the fin/rudder, believed to be MM312.

Now we move on to the non-participating entrants based on the missing Competition numbers:

- 1 & 2 Probably the two Beechcraft entered by Gardner and Haizlip. Charles Gardner's would be his C17R G-AENY (114), while James Haizlip's may well have been C17R G-AESJ (118) which was delivered but not certificated in time for the meeting.
- 5 to 8 Would appear to have been further Caudron Simouns. C Strube was a Simoun entrant.
- 13 May not have been used.
- 17 Possibly another Taifun as five German entrants had been mentioned and one, the famous woman pilot Elly Beinhorn, is listed but unaccounted for.
- 38 Probably Prince U Kinsky's Leopard Moth entry from Austria. If Austrian-regd this could only be OE-ABC (7062).
- 43 Possibly Roberts' Monospar?)see
- 46 Possibly Beale's Short Scion?)below
- 52 Likely to have been another DH Puss Moth, entered by Alfred Ellison.
- 53, 54 Two French entries are likely to fit here, the Farman 402 of Mlle V Elder and the Farman 403 of A Boulenger.
- 58 Most likely to be the Hillson Praga entered by F Hills & Sons to be flown by J Shoesmith. Both G-AELL and G-AEOM were regd to Hills and awaiting sale at the time, so could be candidates.

A well-known British entry was the Miles Hawk of C G M Alington (presumably his G-ACTI c/n 37 ?) which was damaged en route to Egypt at Gabes. He returned to the UK and borrowed a Monospar but was not allowed to compete, reportedly for insurance reasons. Nor were his entry fees refunded!

O G E Roberts entered a Monospar ST.12, presumably his own G-ADLL, c/n 45. R K Beale entered a Short Scion but this has not been identified. A further entrant was A Sym from Poland with an RWD 5, which could possibly be placed at no.46 after the other Polish entry. We assume that there were not in fact 60 numbers allocated!

The results of the competitions were as follows. There were 34 finishers in the handicap event, the Ju 86 (3) being the winner, with Taifun (18) second and Simoun (4) third. The next places were 4th (19), 5th (16), 6th (15), 7th (47), 8th equal (12) and (40 or 49) - sources vary, 10th was (36).

Two aircraft retired due to accidents, Hawk (27) force-landed near Luxor and Klemm (44) was damaged at Baharieh. Other retirements were nos. 11, 20, 48, 55 and 59.

The women's section was won by Miss Lilly Dillon in her Swallow EI-ABD and the speed competition by Zapetti in the Nardi I-BUDA at 185 mph.

Complete Civil Registers : 3

New Zealand



PART FORTY

Above: Fletcher FU-24-300 ZK-CBC in James Aviation's red and black colours, with ZK-BOF behind, at Tauranga on 11.4.71. (R.W.Kerr)

ZK-CBA Fletcher FU-24 81 21.9.61
Ex (ZK-BPD). Air Parts (NZ) Ltd, Hamilton. Assembled by TEAL, f/f 1.6.62. 260 hp. Robertson Air Service Ltd, Hamilton "11", 14.6.62, d/d 15.1.63. Later "10". Convtd to 300 hp 28.9.72. F/1 Te Akau 13.6.78 and rebt as 400 hp FU-24-950M f/f 20.7.79. To Custom Blend Feeds & Fertilizers Ltd, Hamilton (t/a Superair) 22.9.88. Current.

ZK-CBB Fletcher FU-24 82 21.9.61
Ex (ZK-BPE). Air Parts (NZ) Ltd, Hamilton. Assembled by TEAL, f/f 27.6.62. 260 hp. Robertson Air Service Ltd, Hamilton "12", 5.3.63, d/d 14.2.63. Convtd to 300 hp 24.9.69, wfu 23.10.80. Regd as 400 hp FU-24-950M 20.3.85. To Custom Blend Feeds & Fertilizers Ltd, Hamilton (t/a Superair) 21.9.88. Dep Tauranga for Australia by air 13.12.88, regn cld 22.12.88 on sale as VH-JBK.

ZK-CBC Fletcher FU-24 83 21.9.61
Ex (ZK-BPF). Air Parts (NZ) Ltd, Hamilton. Assembled by TEAL, f/f 29.6.62. 260 hp. Aircraft Service (NZ) Ltd, Auckland 1.8.62, d/d 2.7.62. To James Avn Ltd, Hamilton 1.2.68. Convtd to 300 hp 18.10.68. Lsd to Agricultural Avn Ltd, Karachi 8.75, dep Auckland 30.7.75. Regn cld 23.8.76 on sale to Agro Aviators Ltd, Lahore as AP-AZG.

ZK-CBD Fletcher FU-24 84 20.9.61
Ex (ZK-BPG). James Avn Ltd, Hamilton. Assembled by JAL/Airepair, f/f 20.3.62. 240 hp. Convtd to 260 hp 14.10.65, to 300 hp 12.6.68, to 400 hp FU-24-950M 18.12.72. To Associated Farmers Aerial Work Ltd, Martinborough 29.11.84; to Aerial Work (King Country) Ltd, Otorohanga "The Baron" 31.1.85; to Mike Stokes Aerial Work Ltd, Otorohanga 12.9.85; to Fieldair Holdings Ltd, Palmerston North 19.8.86 Current, op by Wanganui Aerowork .92.

ZK-CBE Fletcher FU-24 85 20.9.61
Ex (ZK-BPH). James Avn Ltd, Hamilton. Assembled by JAL, f/f 14.3.62. 240 hp. Sold to Advance Avn Ltd, Whangarei 21.2.62. Convtd to 260 hp 14.10.65. To James Avn Ltd, 1.2.68; convtd to 300 hp 18.4.68, to 400 hp FU-24-950M 21.12.77. Wfu 20.4.84. Sold to Central Northern Group, Hamilton (P.Goudie) 18.11.87. Dep Auckland for Australia 18.2.90, regn cld 22.2.90 on sale as VH-JEQ.

ZK-CBF Fletcher FU-24 86 20.9.61
Ex (ZK-BPI). James Avn Ltd, Hamilton. Assembled by JAL, f/f 4.4.62. 240 hp. To Advance Avn Ltd, Kaitaia 5.4.62. Convtd to 260 hp 20.9.65. Crashed Springfield, nr Whangarei, 26.10.65; cld 10.11.65.

ZK-CBG Fletcher FU-24 87 20.9.61
Ex (ZK-BPJ). James Avn Ltd, Hamilton. Assembled by JAL, f/f 4.4.62. 240 hp. To Advance Avn Ltd, Kaitaia 27.9.62; convtd to 260 hp 31.3.65. To James Avn Ltd 1.2.68, convtd to 300 hp 23.5.68, to 400 hp FU-24-950M 13.7.72. To Farmers ATD Co Ltd, Invercargill 20.7.72; to James Avn Ltd 28.2.75; to

Langslow Avn Ltd, Waipukurau 31.8.84; to R.L. Elliot, Waipukurau (t/a Eastland Contracts) 9.8.90 Current.

ZK-CBH Fletcher FU-24 ADL-01 .61
Reserved for rebuild by Adastra Avn Ltd, Tauranga incorporating parts of ZK-BHM, BHN, BIG and BOC. Cld 14.10.65 before completion, re-regd ZK-CLM.

ZK-CBH Piel CP.301 Emeraude AAC 96/1 12.12.75
(2) C.W.Johnston, Whangarei. F/f 16.12.75. To C.Marchant, Wellington 13.12.76; to D.J.Stuart, Lower Hutt 16.11.78; to J.L.Shakes, Carterton 9.5.83. Current.

ZK-CBI Fletcher FU-24 88 4.9.61
Ex (ZK-BPK). James Avn Ltd, Hamilton. Assembled by JAL, f/f 2.10.62. Sold to Advance Avn Ltd, Kaitaia 2.5.62; to Thames ATD Co Ltd, Thames "8" 12.11.62; to Fieldair Holdings (Northern) Ltd, Thames 17.7.80; to Fieldair Holdings Ltd, Palmerston North 30.3.84. Cr nr Matakana 6.5.87, cld 21.9.88.

ZK-CBJ Cessna 172A 47376 11.10.61
Ex (N7776T), ZK-BWM. Rural Avn Ltd, New Plymouth. To Hawera AC, Hawera 6.12.61. Cr nr Hawera 1.1.65, regn cld 7.9.65 and rebt by Rural Avn as ZK-CKX.

ZK-CBK Cessna 185A Skywagon 0241 15.1.62
Ex (N4041Y). Rural Avn Ltd, New Plymouth. Crashed Te Uri, nr Porangahau 5.4.63. Regn cld 19.4.63.

ZK-CBL Cessna 180A RA/3/62 8.3.62
Ex ZK-BUY rebuilt (though this only cr 6.6.62, qv). Rural Avn Ltd, New Plymouth. To Southern Scenic Air Services Ltd, Queenstown 4.4.62. Cr into Lake Shirley 4.3.65, regn cld 31.3.65.

ZK-CBM Druine D.31 Turbulent PFA/584 9.3.62
S.J.Parlane, Waikamaku (builder). Not completed; regn cld 29.7.77.

ZK-CBN Druine D.31 Turbulent PFA/462 8.3.62
M.W.Meredith, Waipukurau. F/f 7.12.64. To R.N. Managh, Feilding 3.12.70; to R.T.Trewavas, Motueka 23.8.71; to A.D.Scott, Christchurch 13.2.73; to I.G. Williams, Whenuapai 29.3.74. Regn cld 29.8.75 as reduced to spares.

ZK-CBO Grumman TBF-1C Avenger II 5625 18.3.62
Ex Bu.47859, JZ321, NZ2527. Owned by Bennett Avn Ltd, Te Kuiti from 12.59. Regd to Barr Bros Ltd, Ardmore; conversion abandoned 3.63; regn cld 19.3.64. To playground, Kuirau Park, Rotorua 10.64 then to MoTaT, Auckland .75. To Confederate Air Force, Dairy Flat, Auckland .81.

ZK-CBP Piel CP.301 Emeraude CP.1044 10.4.62
Ultralight Aircraft Construction Group, Invercargill (a section of Southland AC). F/f Invercargill 21.11.70, damaged prop on landing, next flown



Left: Invercargill-built Piel Emeraude ZK-CBP was the first to be completed in New Zealand and flew 5 years before ZK-CBH which is also listed in this issue. (R.W.Kerr)

Below, left: Cessna 185s in Mt Cook Air Services colours with ZK-CBS in the foreground on wheel/ski undercarriage and ZK-CVF behind at Mt Cook on 3.4.72. (R.W.Kerr)

Below: The first Morane Saulnier MS.880B Rallye Club to be registered in New Zealand was ZK-CBT. (R.W.Kerr)



3.4.71. To A.T.Wills & B.W.Pay, Invercargill 14.10.75; to Ultralight A/c Gp, 16.6.76; to S.P. Reid, Blenheim 10.9.82; to A.D.Melhort, Timaru 15.8.85. Current.

ZK-CBQ Fletcher FU-24 ASA/1 10.4.62
Rebuild of ZK-BHB (c/n 3) by & regd to Aircraft Service (NZ) Ltd, Auckland. 260 hp. To James Avn Ltd, Hamilton 1.2.68. Regn cld 2.8.68 on sale to Australia as VH-EOG.

ZK-CBR Registration not yet allotted.

ZK-CBS Cessna 185A Skywagon 0398 5.9.62
Ex (N4198Y). Imported by Rural Avn Ltd ? F/f 10.7.62. Regd to Mount Cook Air Services Ltd, Timaru 5.9.62. To Mt Cook & Southern Lakes Tourist Co Ltd, Christchurch "No.23" 18.7.73; op by Mt Cook Airlines. Current.

ZK-CBT Morane Saulnier MS.880B Rallye Club 5198 3.8.62
Seabrook Fowlds Ltd, Auckland, erected by TEAL. To Northland Districts AC, Whangarei 27.8.62; to Seabrook Fowlds Ltd 1.10.63; to T.J.Bindon, Hamilton, op Waikato Flying School, 24.2.64; op NZ Aerosales Ltd .66; to D.R.Eban, Auckland 24.6.68, op Airways Flying Gp; to M.Budimir, Raumati South 1.8.69. Dbf in hangar, Nelson 4.8.73. Regn cld 10.10.73.

ZK-CBU Morane Saulnier MS.880B Rallye Club 5199 3.8.62
Seabrook Fowlds Ltd, Auckland, erected by TEAL. To Tauranga AC, Tauranga 24.10.62; to Aerocraft (NZ) Ltd, Palmerston North 26.5.66, op Palmerston North FC, then sold to them 18.8.69; to M.Cornick, Marton 8.4.70; to Marton Flying Group 3.8.73; to F. N. Alexander, T. Vosper & M. Cornick, Marton

4.12.75; to E.M.Strugnell, Palmerston N 17.10.83; to C.I.N.Thompson, New Plymouth 15.8.91. Current.

ZK-CBV Morane Saulnier MS.880B Rallye Club 5200 3.8.62
Seabrook Fowlds Ltd, Auckland, erected by TEAL. To Hokitika AC, Hokitika 1.11.62; to N.G.Bishop, Hokitika 14.9.71; to D.R.Davison, Culverden 4.1.73; to R.B.Allison, Rangiora 5.5.78; to T.D. Gould & J.R.Hutton, Christchurch 30.3.89; to A.F. Preston, Alexandra 11.7.91. Current.

ZK-CBW Morane Saulnier MS.880B Rallye Club 5201 3.8.62
Seabrook Fowlds Ltd, Auckland, erected by TEAL. To Taumaranui AC, Taumaranui 29.10.62; to Waikato AC, Hamilton 3.11.66, op by South Waikato AC, Lichfield. Cr Lichfield 12.10.68. Regn cld 31.1.69. Sold to Central A/c Maintenance Ltd, Hamilton "as is" and rebuilt, using parts of ZK-CDB. Re-regd as ZK-CDE 20.10.69.

ZK-CBX Morane Saulnier MS.880B Rallye Club 5202 2.8.62
Seabrook Fowlds Ltd, Auckland, erected by TEAL. To Piako AC, Matamata 24.10.62; to J.R.Brown, Clinton 17.3.68; to K.J. & S.D.W. Henderson, Balclutha 5.8.68; to J.M.Young, Wanaka 9.7.71; to C.W.Bristed, Seddon 12.11.73. Current.

ZK-CBY Cessna 185A Skywagon 0420 20.8.62
Ex (N1620Z). Rural Avn Ltd, New Plymouth. Convtd to sprayer 11.62. To Rural Avn (1963) Ltd, 1.7.63; to Farmers ATD Co Ltd, Invercargill 26.4.67; to NZ Tourist Air Travel Ltd, Te Anau 19.6.67; to Mt Cook & Southern Lakes Tourist Co Ltd, Timaru "10", op by Mt Cook Airlines. Current.



Left: MS.880B Rallye Club ZK-CBW, apparently when in use by the Taumaranui Aero Club in the mid-60s. Rural Aviation Cessna Agwagon ZK-CSA can be seen in the background. (Wim Zwakhals collection)

Right: Mount Cook Airlines Cessna 185A ZK-CBY seen at the Mount Cook airfield on 3.4.72. The Skywagon is still in service, having survived two accidents on the Tasman Glacier during its career there.

(R.W.Kerr)

Below, right: ZK-CCB was a Cessna 185A rebuilt to A185A standard by Rex Aviation. It was operated by Westland Air when photographed at Timaru on 23.4.72, only two months before it was written-off.

(R.W.Kerr)



ZK-CBZ Cessna 185A Skywagon 0421 20.8.62
Ex (N1621Z). Rural Avn Ltd, New Plymouth. To Rural Avn (1963) Ltd, 10.7.63. Stalled on take-off from hilltop strip nr Oपुरure, Te Kuiti, when tailwheel broke and crashed killing pilot 9.2.66. Regn cld 7.3.66.

ZK-CCA Cessna 185A Skywagon 0480 20.8.62
Ex (N1680Z). Rural Avn Ltd, New Plymouth. To Rural Avn (1963) Ltd, 10.7.63. Crashed on downwind take-off from farm strip at Ponatahi and dbf 17.2.66. Regn cld 7.3.66.

ZK-CCB Cessna 185A Skywagon 0481 20.8.62
Ex (N1681Z). Rural Avn Ltd, New Plymouth. To Rural Avn (1963) Ltd, 10.7.63. Crashed on take-off near Eketahuna 13.1.65. Regn cld 11.3.65. Restored to Rex Aviation (NZ) Ltd, Ardmore as A185A c/n 0481R 25.11.71 (although parts had already been used to rebuild ZK-CMS). Lsd to Westland Air Ltd, Hokitika but cr at Te Anau 25.6.72. Regn cld 29.6.72.

ZK-CCC Cessna 185A Skywagon 0482 20.8.62
Ex (N1682Z). Rural Avn Ltd, New Plymouth. To Rural Avn (1963) Ltd, 10.7.63. Cr on take-off at Oपुरure nr Te Kuiti, 30.3.65. Regn cld 14.4.65. Rebuilt as ZK-CMS 13.10.65.

ZK-CCD Cessna 150B 59695 20.8.62
Ex (N1295Y). Rural Avn Ltd, New Plymouth. To Wanganui AC, Wanganui 24.10.62. Cr into Okehu Stream, Kai Iwi 9.9.67. Regn cld 22.9.67.

ZK-CCE Cessna 172C 49521 20.8.62
Ex (N2021Y). Rural Avn Ltd, New Plymouth. To New Plymouth AC 24.10.62. Crashed Manaia, nr Hawera 5.6.63. Regn cld 24.7.63.

ZK-CCF Cessna 172C 49536 20.8.62
Ex (N2036Y). Rural Avn Ltd, New Plymouth. To Auckland AC, Ardmore 6.10.62; to F.E.Pike, Auckland 23.4.71; to W.K.Allen, Tuatapere 22.1.76; to



R.G.Horrell, Te Tua 13.3.79; to Dalhoff & King Avn Ltd, Ardmore 30.4.80; to H.L.Gilbertson, Gore 14.9.81; to L.S.Streeter, Christchurch 4.10.82; to Stockbuilt Manufacturing Co Ltd, Christchurch 24.1.91. Current.

ZK-CCG North American P-51D Mustang 124-48260 31.8.62
Ex 45-11507, NZ2417. Purchased by R.M.Fechney 5.58 and regd to Fechny & J.S.McDonald, Christchurch. F/f after rebuild, Christchurch 29.11.64 by J.S. McDonald. Last flown 4.4.74; regn cld 9.8.74 as sold to USA, becoming N921.

ZK-CCG Bushby Mustang II AAC/465 19.10.88
(2) Ex (ZK-JCM). J.S. & C.R. McDonald, Christchurch. Current.

ZK-CCH DH.82A Tiger Moth DHNZ.110 5.10.62
Ex NZ1430, ZK-BLN (rebuilt with parts of ZK-AOO, -BFL and -BLM by J.L.Crombie). J.L.Crombie, Gore; to Southern Districts AC, Gore 3.7.67 "Song of the South". Last flight 20.6.71. Regn cld 13.11.73 and preserved at Queenstown Motor Museum. Believed to be undergoing restoration for T.Pinkney at Mandeville in 1992.

Right: This P-51D Mustang ZK-CCG was flown from Christchurch over a ten year period between 1964 and 1974. After sale to the USA and a number of owners, it became "Cripes A'Mighty 3rd" at the Weeks Air Museum, Miami.
(W.Zwakhals collection)





ZK-CCI Cessna 172D 49669 12.9.62
Ex (N2169Y). Rural Avn Ltd, New Plymouth. To Southland AC, Invercargill 9.12.62; to Airwork (NZ) Ltd, Christchurch 2.10.72; to G.Denning Ltd, Auckland 1.11.72, lsd to D.J.Saunders. Crashed nr Clevedon 1.11.73. Regn cld 24.6.74, meanwhile sold to D.J.Saunders, rebuilt 1974 as (ZK-DSJ), ntu. Restored as ZK-CCI to Rex Avn (NZ) Ltd, Ardmore as c/n 49669R, 23.1.75. To C.R.Payne, Auckland 17.2.75; to Hamilton Aero Holdings, Hamilton 13.4.89; to Croft Enterprises Ltd, Auckland 19.3.90. Current.

ZK-CCJ Cessna 172D 49671 12.9.62
Ex (N2171Y). Rural Avn Ltd, New Plymouth. To Southern Districts AC, Gore 25.3.63. Opd by Stark Avn Ltd, Ardmore .70. Cr nr Coromandel 5.10.70 and regn cld 22.1.71. Rebt and restored to A.G.Blazey, Rotorua 23.7.71 as c/n 49671R. To D.J.Saunders, Auckland 26.11.73; Rex Avn (NZ) Ltd, Ardmore 11.1.74; Antares Holdings Ltd, Tauranga 20.6.74; Ray Shearer Ltd, Amberley 24.10.75; North Western Avn Ltd, Nelson 20.12.78; S.R.Brodie, Temuka 10.4.79; A.O.Turner, Arrowtown 30.4.85; R.E.Buick, Ashburton 10.6.86; to N.L.Doyle, Ashburton 7.8.92. Current.

ZK-CCK Cessna 150C 59742 12.9.62
Ex (N1942Z). Rural Avn Ltd, New Plymouth. To Auckland AC, Ardmore 11.11.62; to Sky Advertising Ltd, Dairy Flat 24.10.67; to Dargaville Finance Ltd 5.9.69 op by H.V.Wilkins, Whakatane, t/a Whakatane District Flying School; to Otamatea AC, Ruawai 28.5.75; to G.Jones, Auckland 15.10.76; to Whenuapai Avn Syndicate, Whenuapai 9.12.83. Dbr in storm 8.10.88. Regn cld 10.4.91.

ZK-CCK Rand Robinson KR-2 AAC/A/2008 8.10.91
(2) W.Reinauer, Auckland. Current.

ZK-CCL Cessna 185A Skywagon 0504 12.9.62
Ex (N2504Z). Rural Avn Ltd, New Plymouth. To Rural Avn (1963) Ltd 10.7.63. Cr due to downdraft when attempting to land nr Fielding 19.4.66. Regn cld 12.8.66. Rebuilt as ZK-CTN 13.12.66.

ZK-CCM Cessna 185A Skywagon 0505 12.9.62
Ex (N2505Z). Rural Avn Ltd, New Plymouth. To Rural Avn (1963) Ltd 10.7.63; to Hewett Avn Ltd, Mossburn 30.11.65; op Rural Avn (1963) Ltd .66. Cr nr Gore 14.8.66, hit trees due to accidental overload when topdressing. Regn cld 25.10.66.

ZK-CCN Cessna 185A Skywagon 0509 12.9.62
Ex (N2509Z). Rural Avn Ltd, New Plymouth. To Rural Avn (1963) Ltd 10.7.63. Cr on take-off near Porangahau 9.12.65. Regn cld 12.1.66.

ZK-CCO Cessna 185A Skywagon 0512 12.9.62
Ex (N2512Z). Rural Avn Ltd, New Plymouth. To Manawatu ATD Co Ltd "8", Fielding 17.1.63. Dbr in hangar, Taonui, Fielding 7.4.69. Regn cld 21.4.69.

ZK-CCP Yeoman YA-1 Cropmaster 250 108 4.10.62
Ex VH-DCB. Farmers ATD Co Ltd, Invercargill. F/f NZ 5.10.62 at Wellington. Hit fence post on take-off, stalled and crashed, Browns, 5.4.66. Regn cld 5.6.66.

ZK-CCQ DH.82A Tiger Moth DHNZ.132 13.9.62
Ex NZ1452. Sold by RNZAF to Tulloch Transport Ltd, Maitaia 8.8.56. Regd to P.Smith, P.G.Whetton, A.M. Caudwell & R.Etheridge, Woodbourne 13.9.62. F/f at Omaka 1.4.63. To T.J.Bindon, I.W.Philips & G.A. Tapp, op by Waikato Flying School Ltd, Hamilton, 22.2.68. Sold to Waikato FS, 22.4.70; wfu 1.6.70; to H.M. Griffin & M.R. Dellow, Palmerston North 9.3.72; to H.M.Griffin, Palmerston North 17.5.74; rebuilt. To N.D.Worsley & W.S. Bleahey, Rotorua t/a White Island A/W Ltd, 30.1.86; to James Schmidt Investment Trust, Silverdale 30.7.87. Current.

To be continued

Top: Yeoman Cropmaster ZK-CCP outside Southland Aircraft Engineering premises at Invercargill. The tail sticker proclaims "Australian made", indeed the type made use of the Commonwealth Wackett fuselage married to new wings and tail with a 250 hp Lycoming engine. (Wim Zwakhals collection)

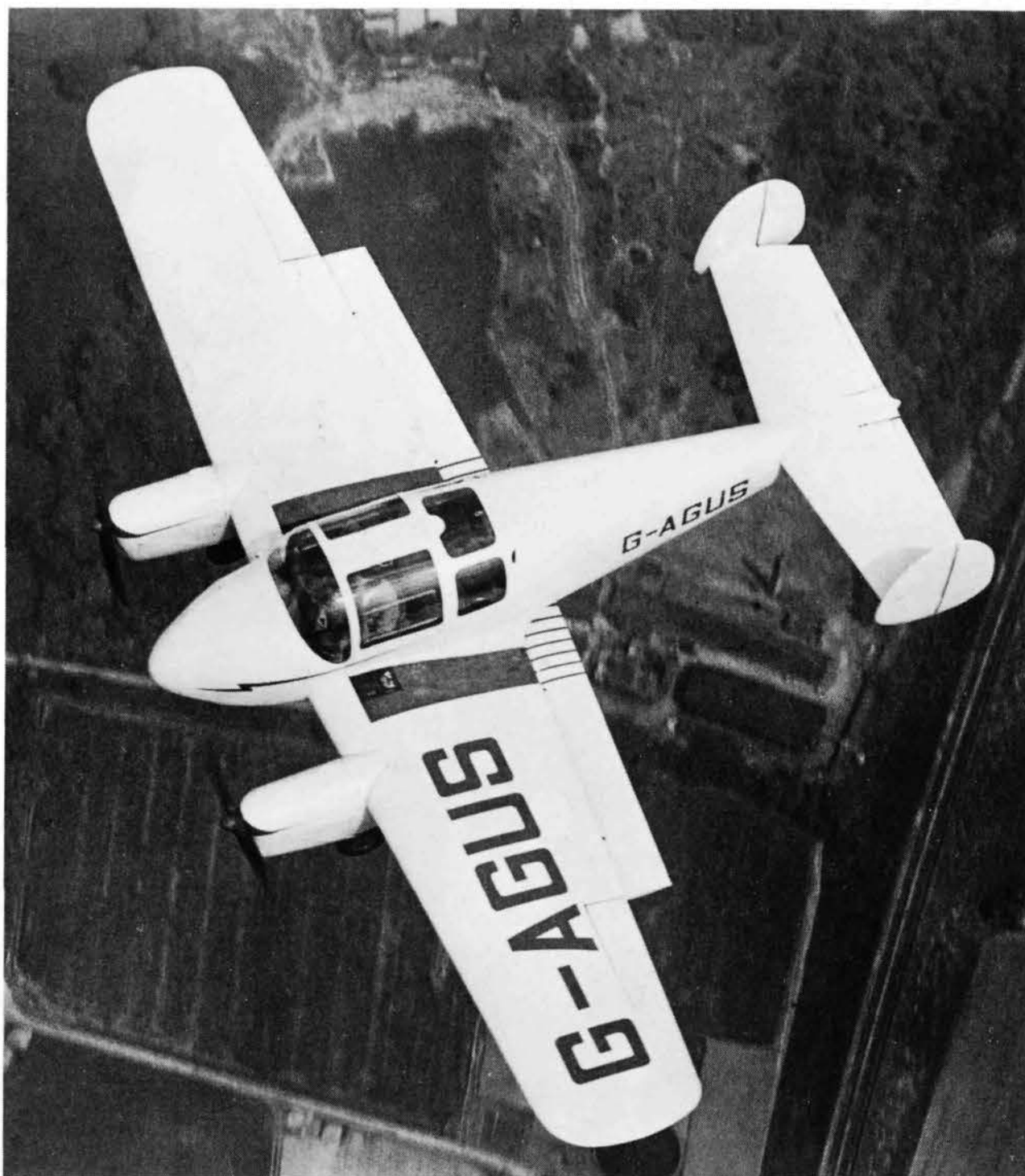
Left: Tiger Moth ZK-CCQ was a NZ-built example and was recently undergoing the latest of several rebuilds. (R.W.Kerr)



The Whole Truth: MILES M.65 GEMINI

PART ONE

Right: This view of the prototype Miles Gemini from above shows the square rear windows and roof window fitted only to G-AGUS. All the production aircraft had the oval rear window and no roof window as in the later production Messenger 2A. (Aeroplane, via Jack Meaden)



The first prototype Miles M.65 Gemini 1 was constructed during 1945 at, it is believed, the Liverpool Road, Reading experimental department of Miles Aircraft Ltd, as the L.R.6 - although confirmation of the use of this number is still awaited. It was basically a development of the M.38 Messenger, but with two engines, for the post-war civil market.

Powered by two 100 hp Blackburn Cirrus Minor 2 engines, it had a wingspan of 36' 2" and a length of 22' 3", with an all-up-weight of 3,000 lb. The first prototype had a fixed undercarriage, external auxiliary flaps, twin fins and rudders and four seats. Its maximum speed was 140 mph. Registered G-AGUS, with c/n 4701, it was first flown by F.G.Miles on 26th October 1945 with its undercarriage fixed as the retractable units were not yet available. Converted to the only Mk.2 in 1947 with two 125 hp Continental C-125-2 horizontally-opposed engines, it first flew in this configuration in October 1947, by which time a fully retractable undercarriage had been fitted.

The main production version of the Gemini was the M.65 Gemini 1A. Fitted with two 100 hp Blackburn Cirrus Minor II engines and retractable undercarriage, its maximum speed was increased to 145 mph.

The components for the first ten production aircraft were also made at Liverpool Road while a production line was being established at Woodley. The confusion starts now because the first Gemini production c/ns numerically start at 6280 but the first aircraft to actually appear had c/ns starting at 6305 (ie. the 26th aircraft onwards). Indeed the first Gemini 1A to be certified, on 30.8.46, and to be flown with retractable undercarriage was G-AIDO c/n 6306. It was to this standard that all subsequent Geminis were built.

If we assume that the first ten aircraft were built at Liverpool Road and assembled at Woodley it would tie in with documents which suggest that the first ten aircraft were rather slow in coming together. The implication is that these were the first ten of the c/n batch 6280 to 6304. A company report dated 4.11.47 states that plans were laid for the continuous production of Geminis and that work was in hand on the first 300 aircraft, in batches of 25.

The first batch completed therefore was the 25 aircraft with c/ns 6305 to 6329, followed by the second 25 with c/ns 6280 to 6304. Only Miles Aircraft could have organised this method of numbering! The next batch was for 100 air-



craft, allocated c/ns 6444 to 6543 inclusive. Only 89 of these were actually completed by Miles Aircraft Ltd before the collapse of the company. Of the remaining 11 unfinished aircraft (c/ns 6529, 6533 to 6536, 6538 to 6543) two were completed by Handley Page (Reading) Ltd as Mk.1As with c/ns HPR141 and HPR145; six were purchased by Ron Paine of Wolverhampton Aviation Ltd and completed by them as Gemini 3As with c/ns WAL/C/1001 to WAL/C/1006; three were bought by the newly-formed F.G.Miles Ltd at Redhill, one being completed as Mk.1A with c/n 65/1001 and two as M.75 Aries I with c/ns 75/1002 and 75/1007. Conversions of earlier Geminis by F.G.Miles Ltd may account for the missing c/ns in this series from 1001 which went at least as far as the HDM.105 c/n 105/1009. Only one Miles Aircraft c/n tie-up is known for the 11 unfinished airframes, c/n 6534 becoming WAL/C/1001 on completion.

Major components for the Gemini, including the main wing spars, were produced by Miles Aircraft (N.I.) Ltd at their Newtownards factory and flown across to Woodley in the specially-modified prototype M.57 Aerovan G-AGOZ (the Super Guppy of its day!).

Miles Aircraft Ltd modified c/n 6306 later for aerodynamic flight trials of the proposed installation of a nose-mounted 8-cyl 200 hp engine of their own design. Although the engine was built, the company's parlous financial state prevented further development of the idea (so what did happen to the engine?).

Of the 150 Geminis laid down as Mk.1As by Miles Aircraft Ltd, three were completed by them as follows: c/n 6459 as Mk.1B, c/n 6496 as Mk.3, and c/n 6317 and Mk.4 Ambulance. Many other components were in various stages of completion at the time of the company's collapse and it has been confirmed that Ron Paine also purchased 10 sets of Gemini wings "for use as spares for the M.38 Messenger - for which he saw a great future", together with two uncompleted sets of parts.

Therefore, of the 150 airframes laid down as Mk.1As, 136 were completed by Miles Aircraft as such, 3 by them as other marks and 11 by other manufacturers later. Many of the original Mk.1A aircraft were subsequently modified by their owners into later marks with upgraded engine installations and c/n 6537 had the depth of

Above: Prototype G-AGUS is seen here in 1949 with two 125 hp Continental C-125-2 flat-six engines as the only Gemini 2. It reverted to 100 hp Cirrus Minor 2 four cylinder inverted in-line engines to become Gemini 1A SE-BUY in July 1952. (Aeroplane, via Jack Meaden)

fuselage reduced for racing purposes. In Australia c/n 6522 was actually fitted in 1956 with two 130 hp Lycoming O-290-3/1 engines for Wally James, giving VH-WEJ a cruising speed of 140 mph.

There follows for the sake of completeness a list of other variants built both during the time of Miles Aircraft Ltd and beyond.

M.65 Mk.1B c/n 6459, 1 only built in 1947.

Fitted with retractable flaps but otherwise similar to Mk.1A. Modified to Mk.3B in 1951. (1)

M.65 Mk.2 c/n 4701, the prototype Mk.1 modified with two 125 hp Continental C-125-2 engines & retractable u/c in 1947. (1)

M.65 Mk.3 c/n 6496, first to be fitted with two 145 hp DH Gipsy Major IC engines. Later was modified to Mk.3A and then Mk.3C. (1)

M.65 Mk.3A c/ns WAL/C/1001 to WAL/C/1006, built by Miles as Mk.1A and completed by Wolverhampton Avn as Mk.3A in 1950 with two 145 hp DH Gipsy Major 10/1 engines (themselves modified by DH from ex-RAF Gipsy Major 1Cs supplied by Wolverhampton Avn). WAL/C/1001 to Mk.3C later, WAL/C/1003 to Mk.7 later. C/n 6496 used similarly modified engines in 7.56 and was later modified to Mk.3C. C/ns 6483, 6490 and 65/1001 were all modified from Mk.1A. (10)

M.65 Mk.3B c/n 6459 only, the Mk.1B fitted with two 145 hp DH Gipsy Major 10/1-3 engines and retaining the retractable flaps. (1)

M.65 Mk.3C c/ns 6299, 6488, HPR141 modified from Mk.1A, c/ns 6496 and WAL/C/1001 from Mk.3A all fitted with 145 hp DH Gipsy Major 10/2 engines. (5)

M.65 Mk.4 c/n 6317 was the sole Ambulance version fitted with a modified cabin to take a stretcher 1.48. Converted to Mk.1A later. (1)

M.65 Mk.5) Not known if these variants

M.65 Mk.6) existed. Projects only?

M.65 Mk.7 c/ns 6527 and WAL/C/1003 were both fitted with 145 hp DH Gipsy Major 10/2 engines but may have had other modifications otherwise they would be Mk.3Cs. C/n 6327 was intended for Mk.7 conversion but not proceeded with. (2)

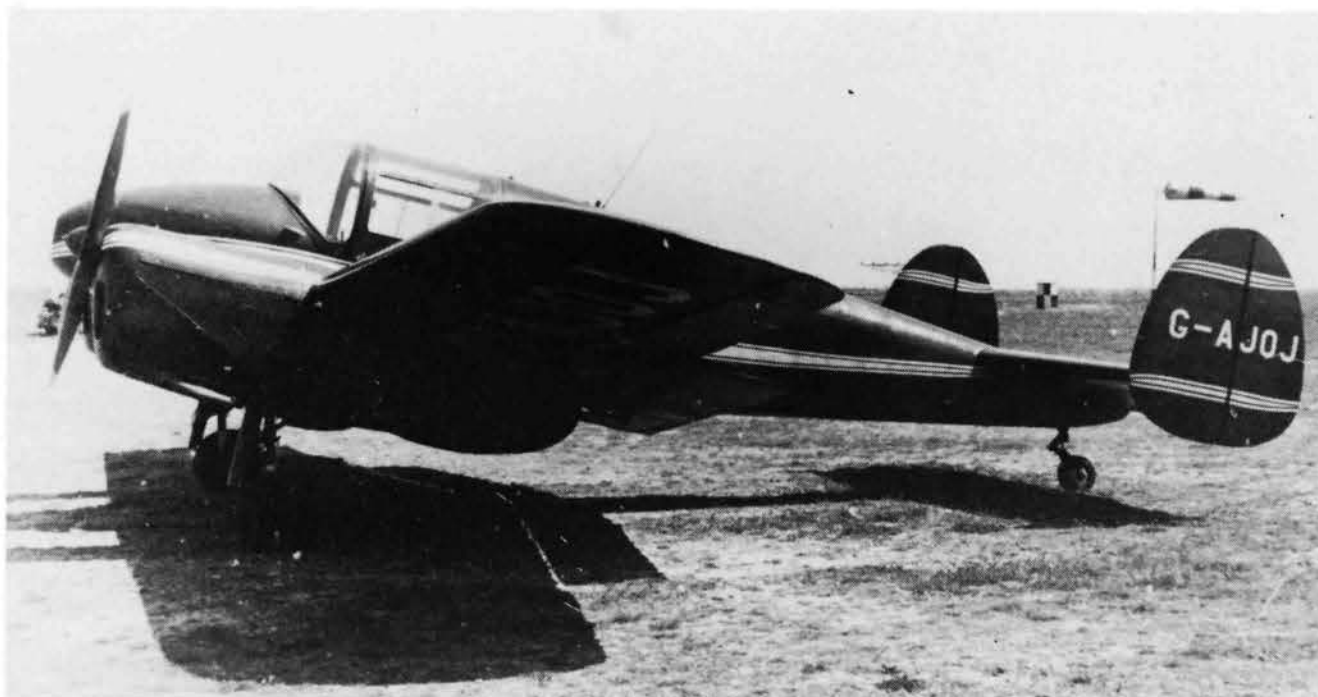
M.65 Mk.8 c/n 6502 fitted with 155 hp Blackburn Cirrus Major III engines by F G Miles Ltd in 7.56. Type changed to M.75 Aries 8A in

Right: Gemini 1A c/n 6280 G-AJOJ was actually the 26th production aircraft. It is seen here on a visit to Perpignan 18.4.62 with the strong sunlight showing clearly the silhouette of the flaps attached to the wing trailing edge.

(Roger Caratini via Peter Keating)

Below: F-BENP c/n 6283 looked smart when photographed at Cannes 6.64 although it was withdrawn from use the following year.

(Peter Keating)



1957 with new c/n 75/1005. Strengthened airframe and larger fins and rudders fitted. This model appears similar to the earlier Aries 1 despite the different mark number. (1)

M.75 Aries 1 c/ns 75/1002 and 75/1007 assembled from Mk.1A components by F G Miles Ltd. Two 155 hp Blackburn Cirrus Major III engines, strengthened fuselage, larger fins and rudders.

During the 1950s the Gemini found fame as a racing aircraft with a number of pilots, perhaps the best-known combination being Percy Blamire and G-ALZG. In 1963 the structural integrity of glued joints on wooden aircraft built prior to 1950 came into question and the ARB issued a notice on May 13th placing strict limitations on the certification of these aircraft. This virtually ensured the end of the line for the Gemini (and some other wooden aeroplanes) and the type rapidly began to disappear from sight. In the UK only two flying examples now remain of this fine post-war twin which was actually in production for little more than a year and a half.

This compilation is by Terry Sykes, to whom we are most grateful, with additional thanks for the contributions of Peter Amos, Jacques Chillon, Geoff Goodall, David Greenwood, John Havers, Ken Smy and Luc Wittemans.

Right: Gemini 1A G-AKDD c/n 6284 served initially with the MCA for licence testing. It is here seen at Lympne in a private capacity with the upwards-hinged doors left open for Customs inspection. The small oval by the rear window is the handhold used by occupants to pull themselves up onto the wing walkway for entry. G-AKDD crashed off the Isle of Sheppey on 5.3.61.

(via Jack Meaden)



THE PRODUCTION LIST:

- 4701 Prototype Gemini 1 U-0249, Miles Aircraft Ltd. F/f by F.G.Miles at Woodley 26.10.45. These 'B' marks may not have been carried, no photographic evidence of them is known. Regd **G-AGUS** to Miles Aircraft Ltd 29.10.45 and CofA issued 21.11.45. To F.G.Miles 7.10.48. To Walter Instruments Ltd, Redhill, 13.10.49 and converted to Gemini 2 with Continental C-125-2 engines. Reverted to Cirrus Minor 2 engines as Gemini 1A and regn cancelled 11.7.52 on sale to Sweden as **SE-BUY**. Cancelled 13.11.53.
- 6280 Gemini 1A. Registered **G-AJOJ** to Loxhams Flying Services Ltd, Blackpool (Squires Gate) 9.5.47, CofA issued 20.6.47. To R.B.Pursey, Shoreham 11.52. To G.B.E. Pearce & J.d'Arcy, Shoreham 30.10.68. CofA expired 7.9.68 and wfu Shoreham. To Ford by road 3.69 and burnt 10.71. Regn cancelled 7.5.82.
- 6281 Gemini 1A. Registered **G-AJOK** to Fairey Aviation Co Ltd, 9.5.47 and CofA issued 20.6.47. Regn cancelled 22.7.51 on sale to Switzerland and regd **HB-EEE** to E.Schwengler, Chalons 21.3.52. Cancelled 7.7.55 on sale to France and regd **F-BEJY** 28.7.55 to Ets Sion Freres, Lille. To Porteu de la Morandiere, Toussus 12.63. CdeN suspended 5.11.63 at Toussus, regn cld 1.65.
- 6282 Gemini 1A. Registered **G-AJOM** to Sir Alexander Gibb & Partners, 13.5.47 and CofA issued 8.8.47. Regn cld 22.1.51 and sold to Brazil as **PT-AHT** to Winston L. Withers-Gomm. Cancelled 4.52.
- 6283 Gemini 1A. Registered **G-AIHI** to Miles Aircraft Ltd 16.9.46. CofA issued 6.11.46 and aircraft statically displayed at Paris Salon 11.46. Regn cld 20.2.48 and sold to



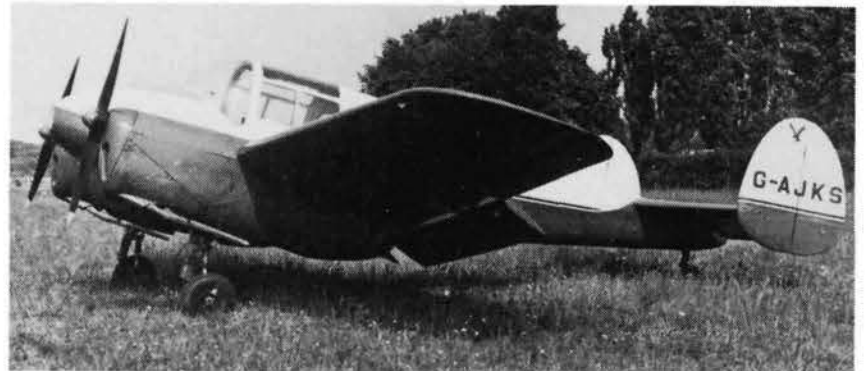
Left: G-AISD c/n 6285 was restored to the UK Register for nearly four years, during which time it appeared at the Air-Britain Fly-In at Wroughton 28.6.87. (Dave Banham)
Below: G-AJKS c/n 6289 the former Canadian demonstrator shown on a visit to White Waltham on 24.5.60. (Peter Keating)

France as **F-BENP**, regd to Sté Fournier-Ferrier, Aix en Provence 2.7.48. To Aero Club de Geryville 7.50. To Aero Club d'Oran, Mascara 2.53 and to André Dallee, Mascara 2.55. CdeN suspended 8.2.65 and regn cld 3.65.

6284 Gemini 1A. Registered **G-AKDD** to Ministry of Civil Aviation 16.9.47. CofA issued 3.10.47. Used at Gatwick, then Stansted, for licence testing. Renamed Ministry of Transport & Civil Aviation 22.12.53. To Aviation Traders Ltd, Southend. To Air Charter Ltd, Stansted 9.55. To W.S.Shackleton Ltd, Oxford .57. To Balfour (Marine) Engineering Co Ltd, Southend 11.57. To E.F.Thurston, Stapleford 3.59. Crashed in sea off Warden Point, Isle of Sheppey, on 5.3.61.

6285 Gemini 1A. Registered **G-AISD** to Miles Aircraft Ltd 26.11.46. CofA issued 3.4.47. Regn cancelled 3.6.47 and sold to Kenya as **VP-KDH** to Southern Aircraft Ltd, Fort Ternan. Regn cld 7.2.53 and sold to Belgium. Application for (**OO-PRD**) 15.7.53 not taken up (PR-D was code used by R.Lallemand when with 609 Sqdn during war). Regd **OO-RLD** 15.7.53 to R.Lallemand, Florennes (Wing Cdr Lallemand used code RLD as OC 2nd Wing, Belgian AF, Florennes). CofA expired 9.11.68, stored Florennes. Regn cld 18.8.81 with effect from 30.6.81. Regd **G-AISD** 16.2.84 to J.E.Homewood, Exeter, for rebuild on behalf of Belgian owner. Returned to Belgium 10.87 and regd **OO-RLD** to G.Valvekens, Diest 17.6.88. Damaged at Florennes 3.9.89 when brakes failed and collided with Jodel D.9 **OO-45**. Repaired. Current. (NB: Despite 5-month gap between sale from Kenya and regn in Belgium there is no evidence in Belgian or UK files that the a/c was restored as G-AISD at that time although some sources quote it.)

6286 Gemini 1A. Registered **G-AJKN** to Miles Aircraft Ltd 29.3.47. CofA issued 9.5.47. Regn cld 17.11.47 and sold to CANA, Spain as **EC-ACR**. No further information.



6287 Gemini 1A. Registered **G-AJFA** to Miles Aircraft Ltd 3.2.47. CofA issued 2.4.47. Regn cld 17.11.47 and sold to CANA, Spain as **EC-ACT**. No further information.

6288 Gemini 1A. Registered **G-AJFB** to Miles Aircraft Ltd 3.2.47. CofA issued 9.5.47. Regn cld 17.11.47 and sold to CANA, Spain as **EC-ACS**. No further information.

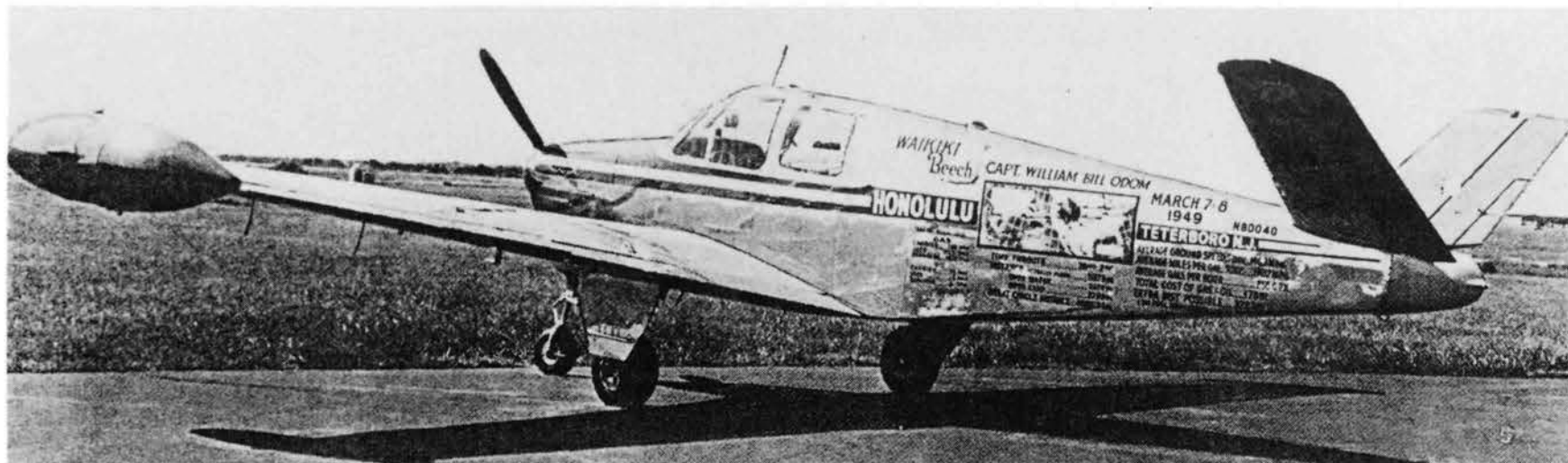
6289 Gemini 1A. Registered **G-AJKS** to Miles Aircraft Ltd 8.4.47. CofA issued 18.7.47. To Canada in aircraft carrier HMCS Warrior as demonstrator and regd **CF-EMW** for sales tour of Canada. Restored as **G-AJKS** to K.W.Hole, White Waltham 29.6.48; owned by British Aviation Insurance Co Ltd 12.48. To Edward Day, Rochester (later Lympne) 9.51. To Luton Flying Club Ltd 9.55. To Eagle Aircraft Services Ltd, Blackbushe 6.56. To C.H.Clayton, Blackbushe 6.58. To D.J.Hann, Denham 12.64. Broken up at White Waltham 4.65 with CofA current to 19.6.65.

6290 Gemini 1A. Registered **G-AJWA** 16.6.47 to J.J.Hofer, White Waltham. CofA issued 20.8.47. To Light Aircraft Servicing Ltd, Baginton 5.64. To G.J.Lewis, Baginton 8.64. Sold to the Veteranmuseum, Egeskov, Denmark 26.9.65, as G-AJWA.

To be continued

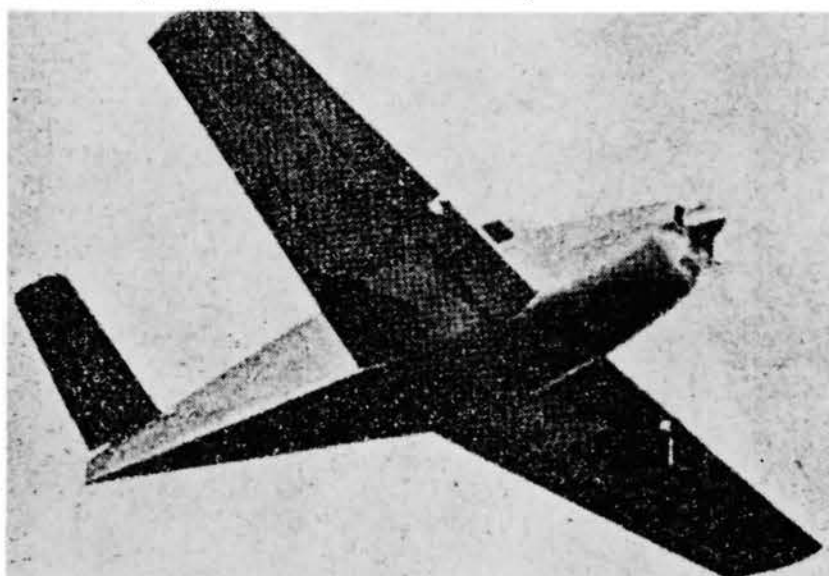


Left: EC-ACS c/n 6288, one of three Spanish-registered Geminis, seen visiting Croydon 3.59 with the newly-registered Super Aero 45 G-APRR in the background. (Peter Keating)



Above: As a high-performance cabin lightplane, the Bonanza was suitable for postwar record breaking, and prototype c/n 4 N80040 was fitted with wingtip tanks for that purpose by Bill Odom and named "Waikiki Beech". After its record breaking career this aircraft was restored for display at the National Air & Space Museum in Washington, DC. (via Jack Meaden)

Below: Another Bonanza prototype, NX80150 c/n 3, which does not have the advanced leading edge root fitted to NX80040 and standardised on production. It is not known if this was the laminar flow wing prototype but certainly NX80040 had the NACA 2300 aerofoil used on the production aircraft. (Aeroplane via Jack Meaden)



- C/n 1) One used for fatigue testing, other unknown.
 C/n 2)
 C/n 3 NX80150 DoM 12.45, Lycoming GO-290-A, f/f 22.12.45.
 C/n 4 NX80040 DoM 2.46, Continental E-165, was used for remote control dive tests 1948 presumably as result of the crash. Still extant.
 C/n 5 Fatigue test airframe, photographic evidence.
 The first few production aircraft were:
 D-1 NX80300 DoM 7.46, believed later NC80300.
 D-2 NX80301 DoM 9.46, believed later NC80301.
 D-3 NX80403 DoM 11.46, later convtd to C35.
 D-4 NX80404 DoM 9.46, later N18Q, N80404.
 Thus while D-1 and D-2 are possibly candidates it seems more likely that either c/n 1 or 2 if flown, or c/n 3 was the crash aircraft. Comments please?

10.1.47 Glider Survey: Phil Butler adds to the listing on p.92/77 of Archive:



23.11.45 p.603 and 19.7.46 p.81: Due to the efforts of Peter Amos & Julian Temple and with particular thanks to Sir Peter Masefield for examining his Log Books, we can now identify the elusive Hurricane! In fact five aircraft were allocated to Peter Masefield first when US-based at the invitation of Gen Hap Arnold, then as the Civil Air Attache to the Washington Embassy in 1945/6:

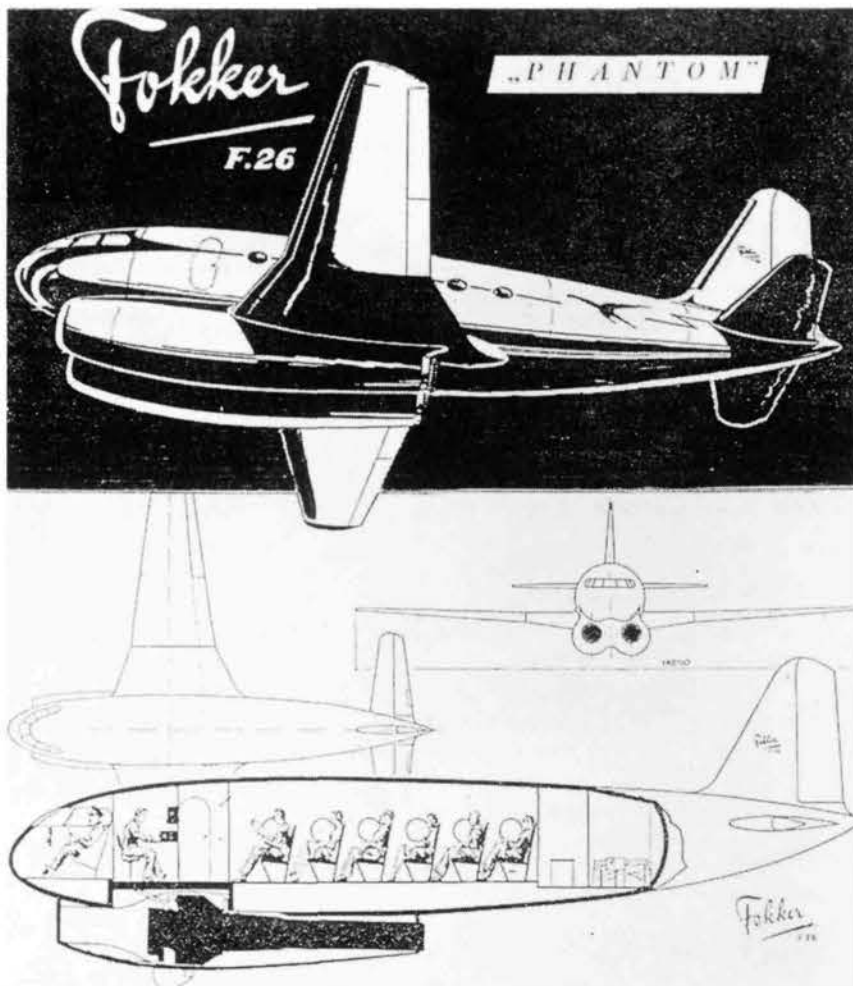
- | | | |
|-------------------------|----------|---------------------|
| 8.43 Beech AT-7B | 42-22449 |) Allocated by Gen. |
| 9.43 Lockheed 18/C-56D | 42-57223 |) H.H.Arnold, |
| 9.43 Lockheed 18/C-56 | 41-19729 |) USAAF. |
| 7.45/8.45 Hurricane 12A | PJ861 | |
| 8.45/4.46 Proctor V | G-AHGN | |

The Hurricane was a CCF-built Mk.XIIA (IIC) c/n CCF 1077 from the seventh production batch, 1942. It was provided by arrangement between Bill Atwood (VP of CCF), the MCA in Britain, and the Canadian & British Embassies in Washington, DC. Loaned from the RCAF, the Hurricane was flown from Montreal to BOAC's base at Baltimore for a US civil radio to be fitted. Flown at an auw of 6,000 lb, it was replaced by the Proctor which, apart from carrying 3 passengers, could cross the USA with only two refuelling stops. Oddly, Sir Peter actually notes the serial as "PJ1861", which seems to be an unusual lapse in accuracy! MCA Miles Gemini G-AIRS c/n 6315 was used on his return to the UK.

29.11.46 p.647: The Bonanza saga continues! We now know that the crash occurred on Wolf Farm near Andover, Kansas, a few miles from Wichita on 26.10.46. Test pilot Harry L. Reiter was killed but observer Robert King parachuted to safety. We have not positively identified the prototype that was destroyed but we can clarify the position more: Larry Ball's book "Those Incomparable Bonanzas" helps a little. There were 5 pre-production prototypes, 2 used for static test, 3 used for service tests. The first to fly, on 22.12.45, had a laminar flow wing and Lycoming GO-290 of 165 hp. It was tested for about 50 hrs. This appears to be c/n 3. The 2nd to fly had the NACA 2300 wing and 165 hp Continental engine. This seems to be c/n 4. Performance of the two was nearly identical. C/n 5 was definitely a fatigue test airframe.

Ex-German gliders (see 10.1.47 entry) included right RN DFS Meise VS201 at Great Hucklow 1951 and below unidentified Weihe "GRCF" at Detling 6.50. (P.Green collection)





Above: Artist's impression of the F.26 Phantom in flight. (Fokker, via Paul Moreau)

Left: This drawing from a Fokker advertisement of 1946 shows an impression of the F.26 and a three-view. In the cut-away side view the pressure cabin is clearly outlined, with pilot, radio operator, six rows of seats, toilet and luggage compartment. (via Jack Meaden)

BGA.433 c/n 535 is a Slingsby works no. for the rebuild, possibly of the sawn-up Wasserkuppe example but unproven. BGA.482 was an RNGSA example, possibly built from components retrieved from Germany. A number of such Grunau and SG.38s were built by the RNGSA in 1947/8.

BGA.489 was owned by Prince Birabongse but the origins of this Weihe is unknown.

Farnborough's Horten Ho IV LA+AC was c/n 25, ex D-10-1451 the c/n quoted "289" was Hawkridge Sailplanes' rebuild reference number for the aircraft.

The ETPS Kranich was VP591 w/no.1007.

Cranwell's Kranich was VD224, formerly at RAF Halton, came from the Wasserkuppe.

The Royal Navy sailplanes were Kranichs VS208 & VS213, Meise VS201 (see photo below), Grunau VS220 and a Mu 13A LG+WZ which eventually became XD371 in 1952.

In addition the ATC had a number of Grunau Babies from the Wasserkuppe, VT916 to VT925, and some SG.38s which were mostly beyond repair when they reached Slingsbys, though one became BGA.613.

Peter Green adds that Flt/Lt "Jock" Forbes, OC the BAFO Gliding Club, Oerlinghausen 1948/9, who was at the Home Command Gliding Instructing School at Detling in 1950, had a Weihe marked "GRCF" in black on red (see photo) which may have come from Germany. He flew it in the Nationals at Great Hucklow 6.51, where Peter also noted an unidentified Mu 13.

21.3.47 p.287: The Development Flight Dove was G-AHRA c/n 04003 which crashed in poor visibility at 1810 on 13.3.47 at Chewton Common, Highcliffe. Technicians were T.M. Blanch and J.J.Beattie.

p.287: Suidair Dakota ZS-BJZ c/n 9131 became lost and f/l in swamp on Lapula River 25 mls from Ndola due to bad weather on 6.3.47. Crew and 22 passengers safe.

p.287: Air France Dakota F-BAXO c/n 20488 cr 14.3.47 due to engine trouble. (see p.92/83)

p.287: Aerovan at Lympe was G-AHXX c/n 6382.

28.3.47 p.298: Was this Anson XII PH826, quoted in *The Anson File* as presented in September 1945?

Ads: The only Cirrus Hawk known definitely to have survived WW2 was G-ACRT c/n 31, semi-derelict at Kidlington in 1946, registered to Viscount Clive until cld 1.12.46 and fuselage last reported there in December 1956.

4.4.47 p.345: Same as 18.4.47 entry. DDL OY-AEB C-47A c/n 12473 "Rane Viking" on a cargo flight left Aalborg for Kastrup but crew of 3 were advised of airfield closure due to fog. Diverted to Malmo but when overhead advised that fog had cleared at Kastrup so returned but apparently was flown onto the ice in The Sound. Aircraft caught

fire and burnt out, crew escaped with injuries and frost-bite, British co-pilot Allnut walked 3 mls across ice to Malmo to get help for British pilot Coombe and Danish r/op Blomgren.

Ads: W.S.Shackleton regd 2 Martinets on 18.6.47, G-AJZB ex MS836 and G-AJZC ex MS871. Neither was converted, they were derelict at Bovingdon 5.48. Both were sold by the RAF on 10.3.47, as was MS794 which may be the third.

11.4.47 p.354: The 141 Piper Cubs sold to Poland were listed in Archive p.83/111. A few additional details will appear in Feedback.

18.4.47 p.401: DDL Dakota was OY-AEB (see 4.4.47 above).

The SAI works fire at Slusehogmen on 17.2.47 destroyed nine KZ-II (c/ns 28 to 36) and twenty-two KZ-VII (c/ns 125-134, 136-147). Production moved to Kastrup.

p.404: BSAA York was G-AHEZ c/n 1303 "Star Speed", due to inadequate landing facilities at Dakar and indecision on the part of the pilot. Aircraft short of fuel, in fog.

25.4.47 p.435: BEA Rapide G-AHKR c/n 6824 "Robert Louis Stevenson" cr into Slieau Roy 9 mls NNE of Ronaldsway in fog on 15.4.47 when diverted to RAF Jurby. Two crew and 5 passengers on board all injured.

2.5.47 p.422: Comte AC-4A HB-USI c/n 33, first regd as CH-249 on 7.8.30, originally with a Cirrus Hermes III engine, later with an Argus As 8 - which must have been the converted unit. It still exists, at the Dubendorf museum.

p.464: The Fokker F.26 Phantom was considered as a study project and was never built. Fokker and KLM wanted to investigate the economic feasibility and the technical problems of a jet airliner. It was an all-metal, low-wing 17 passenger transport with a pressurised cabin. Proposed power units were RR Nenes, the most powerful available at the time, located under the forward fuselage for ease of maintenance. Underwing flaps were intended but no details of the tricycle undercarriage were revealed, indeed it would have required very long legs because of the engine location. Crew was three, 2 pilots and a rear-facing radio operator. Passenger seating was in 6 rows of two on the right side and one on the left, with one seat for a steward/ess. The aft cabin contained a toilet and freight compartment. Length was 50'6", wingspan 59'9", loaded weight 25,360 lb and range 620 mls at 500 mph.

Despite the large number of war-surplus transports available there were positive airline reactions to the jet airliner concept and Fokker produced further design proposals. High development costs led to discussions with other manufacturers, including De Havilland, but by 10.49 the Netherlands Institute for Aircraft Development announced a jet/turboprop comparative study which in due course resulted in the F.27 Friendship.

Having run out of space, the remaining Extracts and any further comments on the above, will be in the next issue.

With thanks for the contributions of Geoff Allen, Peter Amos, John Battersby, Phil Butler, John Davis, Peter Green, John Havers, Jack Meaden, Barry Moores, Paul Moreau, Tony Morris, Colin Smith and Tom Weihe.

PARIS SALON 1946 - THE OUTCOME

In the last two issues of Archive, Jack Meaden covered the Paris Salon of 1946 as a result of the appearance in *Extracts* of a listing of exhibits. We now begin to take his story beyond 1946 to find out what happened to the hopes and inspirations of Europe's aircraft industry in the immediate postwar period. Some of these aircraft made an impact on postwar flying, others vanished almost without trace. The data and notes take the form of informative captions to the illustrations of each of the types or their developments.



NC.211 Cormoran

After the unregistered giant prototype NC.211-01 Cormoran crashed on the approach on its first flight in July 1948, killing the crew of five, investigations showed that its elevators were not powerful enough to counter the effect on trim when the flaps were fully lowered. As a result the second aircraft, c/n 1 F-WFKH, (above) had all the tail surfaces and their control areas increased and it was flown successfully (right) in April 1949. Further construction was abandoned however and F-WFKH was scrapped. (Aeroplane via Jack Meaden)



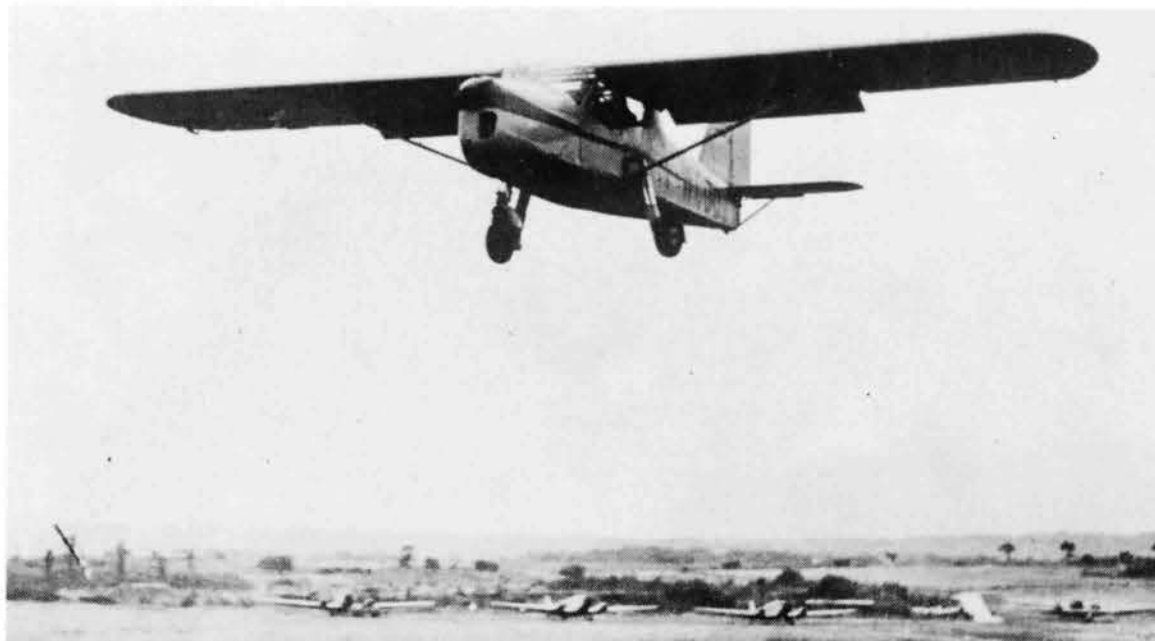
Breguet G.11E

The Breguet G.11E-01 (left) was flown initially with the 240 hp Potez 9E nine cylinder radial engine but later a 450 hp P&W R-985-SB5 nine cylinder radial was fitted and the fuselage was lengthened by insertions fore and aft of the rotor pylon. It was registered F-WFKC and after testing was donated to the Musée de l'Air. The same test marks were also used by the second Breguet 900. (via Jack Meaden)

NC.2001 Abeille

The NC.2001 Abeille helicopter with twin intermeshing rotors was presented at Paris as having a retractable undercarriage but stowage space for this appeared to be non-existent. During early ground tests it was mounted on a massive frame with motor vehicle wheels but later it had the fixed u/c seen in the photograph (right). Any benefits that might have resulted from its unusually shaped rotors were apparently not worth the resulting production complications as nothing more was heard of them, or of the NC.2001, after tests were completed. (Aeroplane via Jack Meaden)





NC.840

The prototype NC.840-01 Char-donneret F-WCDD displayed at the Paris Salon first flew 8.46 from Toussus-le-Noble (left, note the AAC.1s parked on the field). It was re-registered as F-BCDD on 2.7.47. Its most direct development was the NC.856 Norvigie (below), an AOP for the Armée de Terre with the 145 hp Regnier 4LO-4 four-cyl inverted in-line engine and variable pitch propeller. Major differences from the NC.840 were the tailwheel undercarriage, more suitable for short landings on unprepared surfaces, and a twin fin tail unit. (Aeroplane via J. Meaden)



Civil development of the NC 840 resulted in the NC.850 and 851 Club with 75 hp flat four Minie 4DC-32 or Mathis G4-F and this also had a single fin tail unit. (left NC.851-01 F-WDVX with fellow competitor SO.90-01 alongside) Twin fins and rudders were introduced on the NC.853 which first flew 15.3.48 and won, jointly with the Sipa 901, a French Air Ministry design competition for a 2-seat trainer/tourer with contracts for 100 aircraft. Production was then standardized on two variants, the NC.853 with Minie 4DC-32 and the NC.854 with the same airframe but with 65 hp Continental A-65 (left, NC.854 c/n 13 F-BFIB of the Aero Club Air France). The NC.853-01 prototype was F-WEPG, the NC.854-01 prototype was F-BDZI, and numbers of NC.853 were converted to NC.854 by engine change. (via Jack Meaden)





MDG LD.45

The Jean Chapeau JC.1 Levrier was not put into production by SNCAC although it led to the similar Aero 110 and 101 two-seater. Another ultra-light biplane displayed at Paris in 1946 was an aerobatic single seater with a very similar layout. This was the MDG LD.45-01 prototype with a 40 hp 2-cyl Mathis G2-F engine (above) which had a wingspan of 19 ft 5 in and a length of 14ft 4 in. The narrow chord interchangeable wings had full span hinged trailing edges connected as ailerons on the lower wing and as slotted flaps on the upper. The second prototype, the LD.45-02 F-WCDV (right) was similar but without spats. The LD.45-04 Planchais F-PHQN differed only in having a 60 hp 4-cyl inverted in-line Walter Mikron engine, making it 5 inches longer. The LD.46 was a 2-seat version developed as the LD.46-01 F-BEAM with 65 hp Continental A-65 flat four engine. As a result of the tandem seating balanced by a lengthened nose, the overall length became 3 ft 6 in longer at 17 ft 10in. Wing span was increased to 23 ft and it was named Midgy Club. None of the miniature biplanes was produced in numbers and they were eclipsed in popularity by the early Jodel monoplanes. (via Jack Meaden)



SE.2100

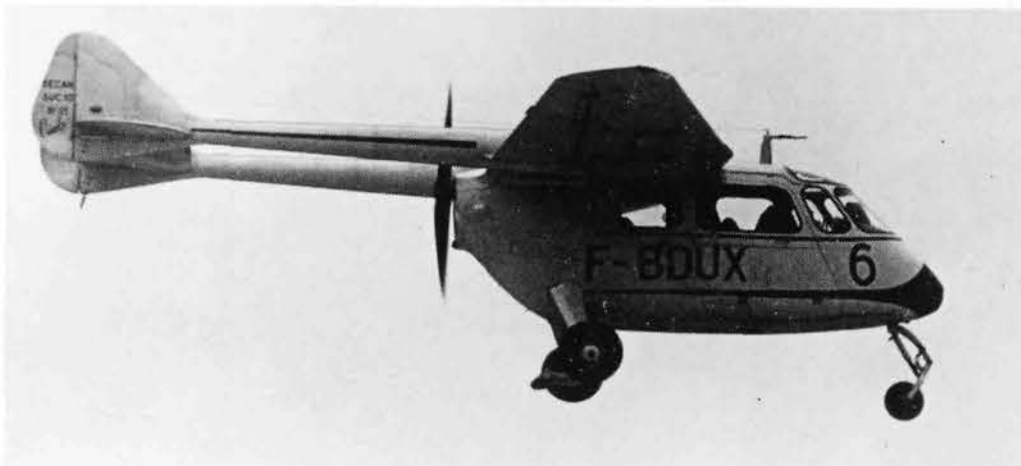
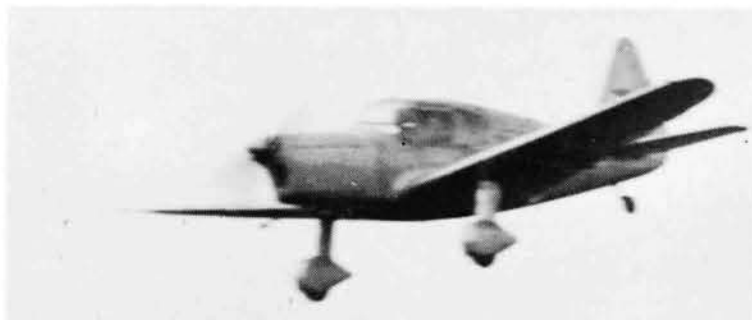
The SE.2100-01 "tailless" monoplane completed its test programme without, it would appear, ever carrying its allotted experimental registration F-WBBZ. The photographs (above and right) show its clean lines, interrupted only by the fixed tricycle undercarriage. Aileron and elevator controls were combined in "elevons" on the trailing edge of the wing. Spot welding and stamping were widely used in its construction as it was intended to apply methods used in the motor car industry but lack of sales interest prevented manufacture of a production run. (Aeroplane via Jack Meaden)





SE.2300 series

As described in the Paris 1946 report, the SE.2300/2310/2311 series were changed around on the three airframes built. 01 was SE.2300 F-WBBD (left) with tailwheel u/c, later F-BBBD. 02 introduced the tricycle undercarriage as SE.2310 F-WBBK (lower left), F-BBBK, later F-BBBM (above). 03 was the SE.2310 initially, SE.2311 later, and F-BEEL throughout. This last was displayed at Paris without its undercarriage and with registration removed. It may be recalled that Harm Hazewinkel provided a photograph for "What Do You Know" showing that a photo of F-WBBK had been doctored to show its later registration F-BBBM, photographically cheating but historically correct, although it was eventually fitted with fully-enclosed spats on all wheels, as was SE.2311 F-BEEL. (via Jack Meaden)



SUC 10 Courlis

The SUC 10 Courlis was widely operated, c/n 38 F-BEKQ (above) being used by Airmondial's Photoavia to fly photographers to aviation and other events. C/n 98 F-WEVZ was modified to SUC 11G Super Courlis by replacing the 200 hp Mathis G8R with a 240 hp Continental O-470-M. Airborne (left) is SUC 10 c/n 21 F-BDUX showing the standard position of the pitot head above the cabin and the skids on the underfins to protect the tail in the unlikely event of a tail-down landing. (Aeroplane via J. Meaden)

The Whole Truth:



PART FORTY-NINE

DH.60 MOTH



MOTH

FEED BACK

- 451 G-EBUK powered by a 105hp ADC Hermes I by .33.
 453 VH-UGM Restored to JO Richardson 19.11.59 (not 19.11.49). Crashed near Moorabbin 22.11.59 after engine failure, following a three year rebuild. Prior to that, the Moth had been found stored in crates in a garage at Reservoir, Victoria; the home of previous owner EW Rose.
- 467 G-EBVK Accident Report C150 refers to an accident at Nazeing, nr Broxbourne 13.10.29; no further details.
- 477 G-AARM Accident date probably 3.11.29.
 478 G-EBUZ was named "Steam Chicken" by 8.30 - presumably whilst owned by JHA Chapman.
- 500 G-NZAT F.Douglas Mill was, with Robert Johnson, the found of Air Survey & Transport Co Ltd. He obtained the New Zealand DH Agency in late 1927. First flown in New Zealand in paddock adjacent to Tamaki River by F.D.Mill 11.3.28. As ZK-AAB transferred to Hawkes Bay Aeroplane Co Ltd 25.1.29 and regd 25.1.30 to Hawkes Bay & East Coast Aero Club. Damaged Gisborne 11.6.32 when hit ground following low altitude spinning practice; sold locally to H.C.Curlett 1.33 and rebuilt by 6.4.33. On owners' fatal accident in ZK-ACY (c/n 1234) on 24.12.33, ownership reverted to Hawkes Bay & East Coast Aero Club. Later fitted with Gipsy I from ZK-ACY. Badly damaged in forced landing on golf links near Napier 8.3.36; rebuilt and reflowed 7.11.36. Withdrawn from use following survey during C of A renewal late .37 and broken up 2.38.
- 503 G-CYYG On rebuild by Reynolds Pioneer Museum, Wetaskiwin .88.
- 539 G-EBWA Date of accident at Buxton was 11.10.34.
 547 (NC)5359 Kenneth M.Lane was of Air Associates Inc (so this was not a change of ownership).
 548 G-EBXT was presented to Midland Aero Club either by the Wolverhampton Express & Star or by J.B.& N.D.Graham. Fleet No.3. Accident Report C208 refers to an accident at Meridan 6.12.31; no details.
- 552 G-EBWD per the biography of Richard Shuttleworth, this was purchased from Brooklands School of Flying Ltd on 21.1.32 for £300. Brooklands were probably only acting as agents or dealers.

Above: Moths were very popular in Canada and these at Regina, Saskatchewan are, from right to left, DH.60M Gipsy Moth CF-CAE (733) and DH.60X (first X with straight-axle undercarriage) Cirrus II Moths G-CAKP (568) and G-CAKT (572). The personnel are, right to left, R.A.Delhaye, Secretary; R.J.Groome, CFI; and three members, the last in overalls appearing to be also the engineer. (via Jack Meaden)

- 556 G-EBWL was operated by P&P School of Flying. Date of Hanworth accident was 16.7.31.
- 583 G-EBWX ownership by Henderson (Archive 3/87) unconfirmed since it is claimed that Ronald Walters bought the Moth from Balfour. Walters based the aircraft at Penshurst though occasionally flew from Gatwick and was probably based there from 8.30. Probably operated by Surrey Aero Club (Walters' company wef 6.30).
- 591 G-NZAU based by K.W.J.Hall at Hororata. Written off 7.7.28 (amended date) when overran on attempted landing in small field at Waikare; Mr Hall unhurt.
- 593 G-EBXS The accident on 28.4.36 was not a write-off and in any event is now quoted as 28.4.35, and happened at Sherburn-in-Elmet. It was evidently repaired for it also (and finally) crashed at Bramham, near Tadcaster 7.6.36.
- 604 VH-UGS To LC Matulich 6.1.30. Cancelled at 1947 census as non-airworthy and requiring repair work.
- 608 VP-YAA quoted in Janes 32 as being purchased from Durban Light Aeroplane Club. F Fiander was a one-armed mining engineer who used the Moth for his work. In 1932 it was purchased by Cyril EM Payne, Bulawayo.
- 614 A7-13 now identified; this Moth was supplied as a seaplane to 1 FTS Seaplane Training Flight, Point Cook .28. Converted to landplane .32, just prior to civilianisation.
- VH-UAU after withdrawal from use in 1951, it was stored by the Estate of its last owner, HC Mark of Denilquin, NSW until rescue by a Sydney museum. In 1984, it was restored to static display at Sydney's Power House Museum.
- 627 G-EBXU was flown by Reginald Halliwell for the Aircraft Operating Co Ltd on floats based at Rio de Janeiro. In 1930, the Moth was flown to Sao Paulo but after two days a revolution broke out and Halliwell flew the Moth to Santos. The next day, Halliwell was arrested as a "foreign pilot" and

- accused of photographing military installations and government buildings. He was released shortly after and dispatched to Rio, leaving the Moth behind. It was promptly seized by the army but crashed soon thereafter.
- 649 G-EBZX On delivery to Poland in 8.28, it was initially used by the 1st Air Regiment, Polish Air Force, Warsaw, coded "6". Regd SP-ALH 14.12.33 to Aeroklubb Warszawa. Regn cld 7.11.35.
- 650 G-EBZI Crashed inverted near Curbridge, Witney 12.8.37.(or 13.8.37)
- 678 G-EBZC was operated by P&P School of Flying from 3.31.
- 681 G-EBZP fate confirmed. Destroyed by arsonist in hangar at Witney 27.10.36.
- 682 G-EBZL was operated by P&P School of Flying.
- 683 G-EBZO owner was J Denby Roberts (presumably the father of Sir W.J.D.Roberts of Strathallan Collection). In the accident on 18.7.29 both JDR and his wife were injured. Thankfully this did not put the family off aviation permanently.
- 686 G-EBZU was based at Wythenshawe when operated by Northern Air Lines and Northern Air Transport until that airfield was closed in 1930. It then moved to Barton. Northern Air Lines (Manchester) Ltd allegedly went into liquidation as late as 1933, so was possibly the operator at the time of accident, which occurred shortly after take-off from Barton.
- 691 G-EBZZ probably based Bristol on return from Africa since had accident at Bristol Airport 22.6.30. Accident Report C273 quotes location of final accident as near St Margarets, Herts.
- 694 G-AAAC Probably to Norfolk and Norwich Aero Club earlier, since crashed at Mousehold Aerodrome, Norwich 18.8.32.
- 697 G-AAAG Correct accident date to 7.11.34 - location now referred to as "off Spithead".
- 757 CF-CEG (See Archive 2/86) was acquired by Watt Martin for rebuild in about 1980, which still leaves a gap of some 37 years to account for!
- 783 VH-UQV Rebuild completed but badly damaged in crash at Rutherford, NSW 22.10.89 following engine failure; owner Michael Honeysett injured.
- 806 G-EBZY bought by Bryant House Airways 7.3.30. The 21.5.30 crash happened whilst joyriding and both on board were killed (pilot Capt A.W.Saunders, passenger A.W.Minchin). Official regn date as ZK-ABV now quoted as 27.2.33. To Manawatu Aero Club 10.3.34. Crashed near Taihape 11.12.35 when struck HT wires and now reported that it was after this accident that it acquired the Gipsy III from ZK-ABR, not in 1933. Final accident occurred when it dived in after take-off from Rongotai.
- 808 G-AAAO was sold by the Duchess of Bedford 7.32 and replaced by G-ABXR.
- 809 G-AAAL Suffered an accident with Wiltshire School of Flying at High Post 21.10.35; forced landing due to fuel starvation. In its final accident on 21.8.39, instructor Count Adam Karolli was killed.
- 814 (N)C9704 As C9704, this was used by Moth Acft Corp and was 'washed out' (ie crashed) in Florida prior to 6.29.
- 840 VR-RAA It now seems likely that this previously unidentified Moth was regd VR-RAA to Govt of Sarawak.
- 844 VP-YAM owner Payne is Cyril Payne of Bulawayo.
- 845 2548M MI serial issued 22.3.41 to Liverpool UAS, Speke (ie not operational at Speke).
- 851 VT-AAB Amend owner to Major William Jones, Karachi.
- 853 VT-AAD Delete reference to cancellation 31.1.32. Based at Cossipore with Matthews in 12.35 but returned to Bengal Flying Club by 3.36.
- 854 VT-AAE Overturned on landing Baroda 20.1.33 avoiding woman on runway whilst operated by Bombay Flying Club. Regn cld pre .36. Also reported as converted to DH.60M by 1.33.
- 859 VP-TAA was lost at sea between Trinidad & Tobago 3.6.34; owner M.Cypriani and passenger Bradshaw killed. (Date confirmed - not 3.6.36).
- 874 G-AACO was with South Downs Aero Club, Ford by 3.33 (and still named "Cygnets" at this time); probably owned by Surrey Flying Services or William A Rollason. Crashed near Malton, Yorks 24.6.34 and w/off.
- 921 G-AADK powered by a 105hp ADC Hermes I by .33.
- 991 G-AACM Flown by Baron de Skorzewski on North African tour 12.1.29-30.4.29; England/Paris/Barcelona/Casablanca/Algiers/Tunis/Naples/Rome/Vienna/Poland. Regd SP-ACT 5.29.
- Crashed at South Farnborough 7.3.33. This may have been final accident since the w/off dated 3.5.33 is unconfirmed and conflicts possibly with G-AAWX c/n 1241.
- 1000 G-AFKA The delay in impressment was probably because the Moth was in a badly damaged state following a crash at Blindley Heath, nr Godstone, Surrey 5.3.39. It forced landed with engine failure, killing passenger Frederick Wills and seriously injuring pilot MC Waterfield.
- 2592M 292 ATC Sqn kept the Moth at the Education Offices, Clarendon Road, Eccles.
- 1009 G-AAGM was used by Larry Rue of The Chicago Tribune - Sydney Cave must have been proprietor or nominee owner. Larry Rue was the world's first flying foreign correspondent and the aircraft was painted in The Chicago Tribune colours. Factory fitted with coupe top. Delivered to Austria 5.29 and crashed near Vienna 11.29; rebuilt.
- 1011 LV-OAA Destroyed 25.11.37 (amends Archive 2/86).
- 1012 DG589 Allotted 2569M 10.5.41 to No.53 ATC Squadron, Hackney.
- 1019 G-AADA Operated by South Coast Flying Club, Shoreham at time of crash, killing pilot Edward Myers and passenger Miss Ruby Dickerson.
- 1021 G-AACZ Still based at Cramlington 6.31.
- 1022 G-AADP Crash date still unconfirmed - another report has 8.9.34 (see Archive 2/86). The explanation for delayed restoration in 1933 is probably that it was initially regd to East Anglian Aero Club Ltd in early .33 and rereg 15.6.34 to a new company after the failure of the first.

To be continued . . .



Left: DH.60G G-AADP c/n 1022 of the Household Brigade Flying Club at their Club Meet at Heston Air Park appears to be taking part in a spot landing contest. A later part-owner was Count Zichy who became an ATA ferry pilot in WW2. (via Jack Meaden)

Casualty Compendium

PART FORTY-SEVEN



Right: Dramatic shot of the New England Air Express C-47B NC58121 after its night emergency landing on the beach at Haines Bay, Bahamas without injury to the occupants who can be seen to the top right. Further details may be found in the entry for 4.10.48. (via John Wegg)

First it is usual to have a few points to add to earlier entries but this time we have only one:

- 11.3.47 The TWA Constellation which suffered the astrodome incident is now identified as NC90814 "Star of Cairo" c/n 2076. The name "Star of Hollywood" was quoted in the Lloyds' reports. Following this accident navigators were fitted with a body harness bolted to the floor but the problem never recurred. The first "Star of Cairo" (from 2.46) NC86505 crashed at Shannon 26.12.46 (p.92/53) but NC90814 was apparently delivered with the same name 7.10.46. Perhaps it was renamed to avoid bad luck?

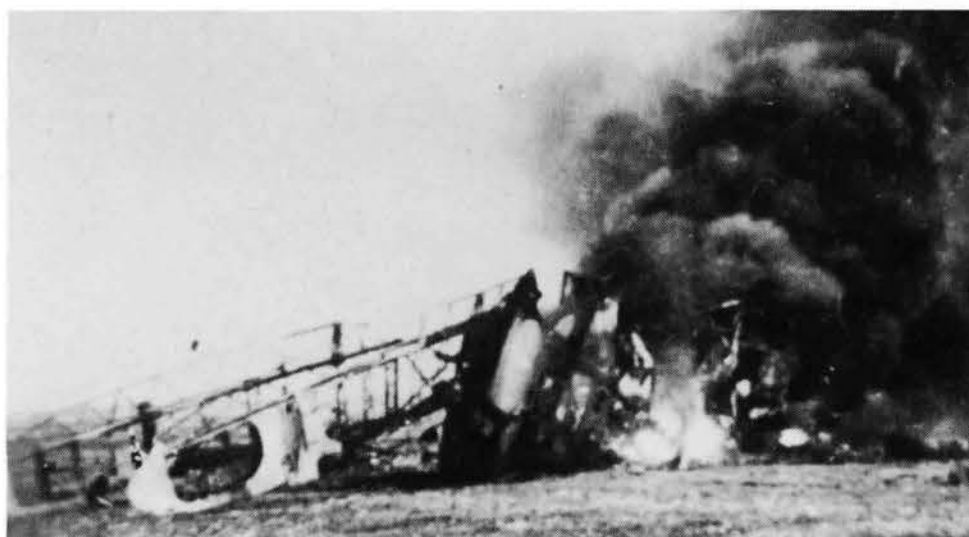
And now, on to the problems from the last issue:

- 15.11.47 Unidentified Delta DC-4 struck trees on approach at Covington, Kentucky in poor visibility. Damaged but landed safely at another airport.
- 18.11.47 TWA Lockheed 049-46-26 Constellation NC86507 c/n 2028 "Star of Madrid" on training flight practising a no-flaps landing, undershot runway, hit a ditch, crashed and burned at New Castle, Delaware. Crew of 3 TWA Captains, flight engineer and CAA inspector (who was flying the a/c at the time) were all killed.
- 22.11.47 Unidentified Northern Consolidated Stinson Reliant, engine failed on take-off at Nulato, Alaska. Substantial damage in forced landing.
- 27.11.47 Columbia Air Cargo's only aircraft, R4D-1/DC-3 NC95486 c/n 6065 en route Anchorage - Seattle - Portland crashed and burnt on night approach to Yakutat, Alaska, killing the two crew and eleven passengers on board. During the approach, in light fog and drizzle at 0317 local time, the left wing struck the top of a 140 foot spruce tree and the aircraft plunged to the ground. Failure of the crew to follow approved instrument approach procedure was given as the probable cause.
- 30.11.47 Alaskan Airlines Douglas C-54A-DO NC91009 c/n 7453 landed fast and overran at Bow Lake Field, Seattle/Tacoma inbound from Anchorage, Annette Island. It crossed a road, hit a car and burned, killing five passengers, a hostess and one car occupant. Twenty three others on board the aircraft were injured. The aircraft had previously attempted to make an unauthorised instrument landing at Boeing Field in below minimum conditions and also an approach to Payne Field, Everett. Capt James Farris was cleared of charges of operating his aircraft in a "careless and reckless manner" and claimed engine roughness, poor visibility and defective brakes contributed to the accident although there was no evidence of mechanical failure. He was found guilty of attempting the unauthorised landings however.
- 3.12.47 United C-54B on a cargo flight from New York, made 360° turn in cloud and hit hill top at Griffith Park between Burbank and Los Angeles. Lost no.3 and 4 propellers but landed safely, crew unhurt. Unidentified.
- 10.12.47 The unidentified aircraft which crashed at Goose Bay was a USAAF C-54. Shortly after midnight it was attempting an emergency return after taking off for Westover Field, Mass. NY Times reported one of 10 crew and six of 19 passengers survived.
- 23.12.47 Coastal Air Lines aircraft had insufficient fuel, was overloaded by 1600 lbs and the pilot had exceeded his duty time when it crashed at Miami in emergency landing, written off. Date was 22.12.47?
- 13.1.48 Eastern DC-3-201F NC28384 c/n 4092 en route Houston - Boston, flew into ground at 0436 local time in a rain storm, Oxon Hills, Maryland, about five miles south of Washington National Airport. Pilot, co-pilot and three passengers were killed, one crew and three passengers injured. According to one report the aircraft's altimeters were found to be set incorrectly, but another simply blames crew error. The aircraft was probably 1500 feet too low when it hit a tree and ploughed inverted through woods for 520 feet.
- 28.1.48 Airline Transport Carriers lost C-47B-DK NC36480 c/n 33598 in the Los Gatos Canyon area of Diablo Mountains near to Coalinga, California following fire in the left engine and subsequent detachment of the wing. Chartered by the US Immigration & Naturalization Service, it was carrying 28 Mexican deportees, an INS guard and crew of three.
- 30.1.48 British South American Airways Tudor IV G-AHNP "Star Tiger" c/n 1349 was lost en route Azores - Bermuda. Last heard from at 0315 hrs 380 mls NE of destination at 20,000 feet, no trace of the aircraft was ever found. Some reports quoted intention to fly at 2,000 ft to avoid headwinds. Six crew and twenty-five passengers including Air Marshal Sir Arthur Coningham were on board. This is nowadays referred to as another "Bermuda Triangle" incident. The loss of G-AGRE between Bermuda and Jamaica on 17.1.49 resulted in the withdrawal of the type from passenger service until 1953.
- 25.2.48 Bruning Aviation Douglas C-47A-10-DK NC36498 c/n 12527 struck trees on night approach and crashed 14 miles east of Columbus, Ohio and written-off. Cargo flight, pilot killed and co-pilot injured.

- 8.3.48 Eagle Air Freight Douglas C-47A-DL NC64722 c/n 10052 hit side of Mt Hamilton in San Felipe valley, near San Jose, California at 1800 feet. It was on approach to Mills Field, San Francisco where the ceiling was 700 feet and visibility 3 miles. The two crew were killed and the aircraft burnt out. (It would be most unlikely that this aircraft could re-appear as N7771B in 1956 as reported in the DC-3 Monograph.)
- 14.4.48 PanAmerican Lockheed 049-51-26 Constellation NC88858 "Clipper Empress of the Skies" en route Karachi - Brussels - London - Shannon - New York struck wall and crashed short of runway at Shannon. Accident was in early hours of 15.4.48 at 0234 when the aircraft was on its second ILS approach in fog. CAB put fire resulting from feathering propeller due to faulty bearing as probable cause. One of 31 occupants survived.
- 1.5.48 KLM crash at Schiphol, Amsterdam, involved DC-6 PH-TKW c/n 43112 "Koningen Wilhelmina". The a/c had been delivered 22.4.48 as PH-TDK then re-regd to match its name. The 5 crew all survived the training accident.
- 13.5.48 Sabena Douglas DC-4 OO-CBE c/n 42932 crashed at 1100 local in forest at Magazini, near Libengé, Congo, in a heavy thunderstorm about three hours after leaving Léopoldville. There were 31 fatalities and one survivor.
- 15.5.48 Douglas DC-3-455 ZS-BWY "City of Durban" of Mercury Air Services, not Airways, crashed into Spitzkop in the Witkoppens mountains 20 miles south of Vrede, South Africa. Capt J N Smith, 7 crew and 5 passengers, mostly airline staff, were on Durban - Johannesburg leg of a flight to London. No survivors. The DC-3 was 8 miles off track in bad weather.
- 16.5.48 Slick Curtiss C-46E-CS NC59489 c/n 2938 suffered structural failure in rear fuselage and rudder after it flew into extreme turbulence in a thunderstorm or tornado near Port Columbus, Ohio, on a Newark - Chicago cargo flight. It was on third landing attempt, the two crew were killed.
- 17.6.48 United DC-6 N37506 c/n 42871 "Mainliner Utah" crashed and burned near Mt Carmel, Pennsylvania, at 1241 local. It was en route San Diego - New York when a fire warning in the forward cargo hold caused the pilots to discharge the fire extinguishers. The pilots were probably asphyxiated by carbon dioxide as a result and the a/c crashed into a transformer station during the attempted emergency landing at Mt Carmel.
- 4.7.48 DC-6 SE-BDA c/n 43119 "Agnar Viking" of ABA/SAS inbound from Stockholm collided with 99 Sqdn RAF York MW248 from Malta, diverted from Lyneham, over Northwood in bad weather and crashed in woodland between Ruislip and Harefield. There were thirty-two fatalities in the DC-6, including Douglas Pobjoy, and 7 in the York including Sir Edward Gent, High Commissioner for Malaya.
- 7.7.48 Aigle Azur Douglas C-47A/DC-3 F-BCYP c/n 9158 crashed in mountains near Djiring in Indo-China. Was operating Saigon to Dalat service with twenty passengers and crew on board.
- 16.7.48 Cathay Pacific Vickers OA-10 Catalina flying boat VR-HDT "Miss Macao" was en route Macao - Hong Kong operating on behalf of Macao Air Transport Co. Four Chinese men, three of them armed, commandeered the aircraft and shot the pilot Capt Dale Cramer when he refused to hand over the controls to one of them. They had planned to land at an isolated spot and loot the aircraft (the first such criminal hijacking recorded). The Catalina crashed at 1808 some 10 miles NE of Macao, killing the three crew and 23 passengers including one Cathay employee. One hijacker survived but for legal reasons was never charged.
- 1.8.48 Air France Latécoère 631 F-BDRC c/n 6 "Lionel de Marnier" disappeared over Atlantic en route Fort-de-France, Martinique to Port Etienne, French West Africa. Some burnt wreckage was later found but the cause of the loss remains unknown. Twelve crew and forty passengers were on board.
- 1.8.48 Onzeair Avro Lancaster XPP which stalled from 500 feet and crashed at Manipur, Pakistan was AP-ACM, ex TCA CF-CMW, Lancaster X KB730. (A recent sale - were Canadian marks still being worn at the time?) Cause given as cargo breaking loose, four crew killed. Incidentally Sydney Cotton was one of two directors of this company which had four "Lancastrians", two of them actually XPPs.
- 12.8.48 Trans-Canada A/L Canadair North Star CF-TEL c/n 103, crashed on approach to Sydney, Nova Scotia when it hit an unlit pile of earth short of the runway. The undercarriage was driven up into the fuel tanks which ruptured and caught fire. All six crew and eleven passengers survived.
- 29.8.48 Northwest Martin 202 NC93044 c/n 9165 crashed on Wisconsin bank of the Mississippi between Winona, Minnesota and Fountain City, Wisconsin after it lost its port wing in a storm. All 37 on board were fatalities.
- 20.9.48 Colonial Airlines Douglas DC-3 NC17335 c/n 1921 landed too fast and long on wet runway, in attempting to go around again it hit trees at the end of the runway and was written off at Burlington, Vermont. Two of the seventeen occupants were slightly injured.
- 4.10.48 New England Air Express Douglas C-47B-DK NC58121 c/n 34353 destroyed by surf after emergency landing on a beach at Haines Bay in Bahamas due to shortage of fuel when en route Teterboro - San Juan PR with 19 passengers and 4 crew on board. Capt R Oliver (the company President) had intended to land at Miami for fuel. Crew believed to be asleep and a/c on autopilot but off course. All the occupants were rescued unhurt by USCG PBys and taken to Miami.

At this point we are about to run out of space so we have held over the last four dates and the photo details until next time. Below we have a number of unidentified casualties submitted by Keith Crowden. Solutions please!

- 5.3.46 Ju 52 of CSA cr on approach, Prague.
- 8.4.46 Crash into sea nr Shensi, China, 14 k.
- 10.4.46 Indian National training cr Allahabad.
- 13.7.46 Central AT a/c cr on t/o Tsinan, China.
- 20.9.46 CNAC a/c cr after t/o Sichang, China.
- 1.10.46 Philippine A/L DC-3 belly landed in swamp nr Cotabato, Philippines.
- 17.10.46 TACA Lockheed hit mtn, Yoro, Honduras.
- 27.11.46 LACSA DC-3 hit mtn at Cedral.
- 4.12.46 Aeroflot a/c cr Meshad, NE Iran.
- 16.12.46 CAT DC-3 cr nr Changsing, China.
- 16.12.46 CNAC DC-3 cr into 3 a/c at Ling Wa airfield, Shanghai.
- 25.12.46 C-46 of CNAC cr landing at Shanghai.
- 25.12.46 Philippine A/L DC-3 cr Cota Bato.
- 25.12.46 C-47 of CAT cr landing at Shanghai.
- 25.12.46 CNAC DC-3 cr landing at Shanghai (3 in one day!)
- 5.1.47 CNAC DC-4 hit mtn on approach to Tsingtao, China
- 20.1.47 Dakota cr landed at Koepang, Timor.
- 25.1.47 DC-3 of CNAC cr south of Chungking, China.
- 28.1.47 CNAC C-46 cr nr Hankow after t/o from Shanghai.
- 5.2.47 International Air Freight DC-3 cr landed at Harrington, Delaware, US.



Above: From Gerard Terry we have this photo of a burning DH.86 about which nothing is known at all. Can anyone help?

- 13.2.47 CSA Dakota cr after t/o, Klavno, Czechoslovakia.
- 15.2.47 S-95 of Italian Airlines cr in sea off Terracina
- 9.3.47 South American A/W (?) Dakota missing in Cordillera Mountains, Colombia.
- 4.4.47 Int'l Air Freight DC-3 cr in lake, Lantana, Fla.
- 25.4.47 CNAC No.141 (type?) cr after t/o Lungwa, China.
- 4.5.47 Unkn a/c cr in flames near Nicoya, Costa Rica.
- 27.6.47 Airliner cr at St Felix, nr Rodoz, SW France.

Credits for the solutions in this issue are due to Geoff Allen, John Battersby, K F Carter, Barry Collman, Vernon Crooks, Keith Crowden, Ed Davies, André Dillien, Barry Dowsett, Peter Green, Peter Keating, Jack Meaden, Barry Moores, Tony Morris, Geoffrey Negus, Keith Palmer, Vic Smith, John Wegg, Tom Weihe, Ron Wilson and Luc Wittemans.

FEEDBACK

N9999F: AMERICANS OVERSEAS

NC79076 (p.91/110) was not one of a group of European regns, but became N9954F later as recorded elsewhere. A few more in the NC79800 series have appeared:

NC79852 PA-12, May Buslik, Thinbott (?), Maine et Loire, France. C/n not quoted. "Not used".

NC79853 PA-16, 16-476 Carmen Bucher, Rome. Export CoA no. E-17176, 11.7.49.

NC79854 7AC, 7AC-2144 John Stanley Witkowski, c/o Pan American World A/W, Heathrow.

NC79855 Navion, c/n 1947, Robert Delbos, Paris .49.

NC79856 J3C-65 c/n 8911, A.H.Sanstad, Garches, Seine et Oise, France. (Also had NC79815, NC79824)

Air Jordan (p.91/111). Transocean bought shares in Air Jordan 7.52 and the latter became a subsidiary .54. International Avn Devt was formed prior to 1964 to manage Air Jordan, initially with a Walnut Creek, CA base (close to Transocean's Oakland). Foreign AT was a Washington DC based operation formed at a similar time, possibly with Air America links.

NC74129 Argus c/n 952 (p.91/111, 92/28) Cld on unknown date, reappeared as N1041G 5.79 "imported from Europe" and cld 17.3.80 as exported - to HB-EPP. No doubt it stayed in Europe the whole time, but where was it through the sixties and seventies?

FACT FILE : LOCKHEED CONSTITUTION

A few more items from newspaper reports which have reached Peter Marson throw light on the fates:

N7673C was towed from Opa Locka airport in 1975 to Minton Trash, a scrapyard at NW 135th and Sesame Streets, Opa Locka, owned by Charles Minton who hoped to sell it to a museum. By 1978 local complaints forced him to dismantle it and melt it down for scrap.

N7672C was purchased by George Crockett in 11.66 for use as a signboard at his general avn facility at McCarran Field, Las Vegas. He painted "Welcome to Alamo" on the fuselage, "Alamo" down the fin and "Gas" on the rear fuselage. It was still there in 2.69 but apparently not in 9.69.

FACT FILE : BURGOYNE-STIRLING DICER

Stirling never had the aircraft with him at Woodvale and may have disposed of it in the early fifties when it was reported to be at Wymeswold. In *Air-Britain Digest* of July 1950 however, it was reported by Ken Wright to have been strung up in a barn at Burton-on-the-Wolds near the airfield. Ken and John Collier returned to the site this summer but the Dicer, and the barn, have gone. They are now following up other local leads in the hope of establishing the true fate of the aircraft. Watch this space!

THE FOKKER F.VII SERIES

5352/2 (p.91/109) should read 5351/2.

AVRO PRODUCTION:

230 VH-UMG also had an accident on 25.11.36.

231 VH-UXX was wfu at Townsville in 1942.

US PRODUCTION:

612 X-ABCL was still owned by Pan Am, op by Mexicana.

UK VALIDATIONS

ArgusG-AJSX was depicted on p.88/19 tailless at Biggin Hill on 15.9.62. The story of its discovery in a builder's yard in Croydon was told on p.88/55, though a possible Irish connection was later discovered to refer to G-AJSN, p.89/56.

Now Peter Skinner has discovered photos (one reproduced *left*) of G-AJSX in the builder's yard, Shirley Road, Croydon in the late sixties, taken by the new owner F/O Charles Cook who removed it to his own land near Sevenoaks. It was clearly in very poor condition at that time, both inside and outside as the other photos show. F/O Cook said that he later sold the Argus to a Wing Commander representing the RAF Museum.



THE PERCIVAL GULL

D.38 was flown from Speke to Dublin 18.8.34 by "Randolph" and returned on 12.9.34 when fees were booked to Everson Flying Services, Kildonan.

THE PERCIVAL VEGA GULL

K.63 ZK-AKV (p.92/55) the DH.82 involved in the 18.6.49 accident was ZK-AIC, not -AIZ. Another accident in a forced landing at Ohura 29.3.58 had the owners quoted as A.R.Bolton & A.H.Jones, possibly nominees of the New Plymouth Club?

K.76 G-AFAV delivered Heston - Ringway 16.2.39, owner Thomas, pilot Vincent, made one of last pre-war flights into Ringway 1.9.39 from Le Bourget, pilot again Vincent, who flew the Vega Gull out to Woodford 14.9.39 while Mr Thomas flew his Drone 'EKM.

K.85 Ownership changed to HRH The Regent of Iraq. To Royal Iraqi AF 5.39. From 29.2.40 was with Aircraft Repair Section as "u/s, awaiting spares" and still given as such 31.10.42. Repairs uneconomical so a/c wfu 3.44.

K.103 Abbreviation AW/CN 18.3.44 means "awaiting collection" - presumably after repair. Must also apply to K.106 on 31.12.43.

SE-ALZ (c/n unkn) as 5F+OK served with Aufklarungsgruppe 14 (reconnaissance group). The DP code represents a date of late 1940/early 1941 and identifies many former French aircraft.

BEECH 17

4937 see p.89/83. Pilot on 4.5.53 was named Stephane Pechdimaldji.

HILLER XROE-1 ROTORCYCLE

C/n 2 BuA.4004 is still at Fort Rucker - seen on 6.90.

F.C.BETTISON, HIS GULL FOUR AND OTHERS

Bettison also owned Avro 621 Tutor G-AHSA from 4.51 to 8.51, it was said to have been at Stansted where he seems to have been working at the time.

COMPLETE REGISTERS OF GREECE

402 SX-HCB Bell 47G-5A c/n 25088 has also been quoted for HP-1103, HP-1103SY.

408 SX-HCG full pi ex 66-8073, N88040, N70LC, (N700LC)?

419 SX-BEB full pi ex F-WLGB, (HS-TGL), F-WZER.

N1165J was Rockwell Commander 112B c/n 502, regd 24.5.77 to Airmac, more precisely AC Macaronas (Airmac) Inc, of Marousi, Greece. It was cld in 10.81.

DH.60 MOTH

With particular reference to G-EBSQ c/n 421, these notes have wider implications for East African aviation. There was no aerodrome at Nairobi in 1928. The accident on 12.3.28 took place at the Ngong Road landing ground on the SW of the then outskirts of Nairobi which had been cleared by John & Maia Carberry and John Le Poer Trench for their own use. They also had a landing ground on the Seremai plantation at Nyeri where they based their aircraft. Nairobi aerodrome was opened by Mrs Francis K Wilson and Thomas C Black in 1929 for use by Wilson Airways. It was renamed Nairobi West in 1938 and is now Nairobi/Wilson.



Top left: Assorted Prospectors viewed at Lympne on 5.10.63. From left to right they are G-ARDG, G-AOZO and G-APXW. (Bernard Martin)

Centre left: VH-DAX c/n 40 shown with spraybars clearly visible. It was buried by bulldozer where it finally crashed in the hope of evading detection! (Wim Zwakhals collection)

Bottom left: Another Australian, this time VH-DAI c/n 28 wearing Doggett Aviation titles. (Wim Zwakhals collection)



THE EP.9 PROSPECTOR

- 27 G-APAD stored at Moorabbin until sold to Super Spread. Converted to EP.9C 5.60. O'Neill operated as Tonair Pty Ltd. The fire which destroyed it was a grass fire.
- 28 Was allotted VH-SSC(2) on 4.9.57 but this was cancelled in favour of VH-SSV. As -SSV it crashed at Penhurst, Vic when it undershot the strip on 6.4.60. As VH-DAI operated by Tonair Pty Ltd, Tintinara, SA from 12.4.67, Austral from 3.10.69. After a forced landing 16.7.71 nr Burra, SA it was cancelled and stored at Parafield. Restored to L.M.Van Praag, Sydney 2.8.73 but again cld 20.3.73.
- 30 now marked C-FNWI was parked out in good condition at Cooking Lake airfield near Edmonton 10.90. A further CofA was valid to 17.12.82. It was regd to J.L.McAvoy in 1984.
- 31 Regd VH-PRS 29.10.57 to Proctors Rural Services, Alexandra, Vic. Convtd to EP.9C 5.60. To Autoserve Pty Ltd, Bankstown, NSW 13.7.60. Re-regd VH-BOG 27.3.61. Crash was on 11.4.62 when prop blade broke off in flight and engine was torn from mounts.
- 32 Was allotted VH-SSB(2) on 4.9.57 but ntu (see c/n 28). VH-SSW damaged 23.2.58 at Furneaux Estate, Flinders Island, Tasmania. Pilot R.Apitz unhurt. Moorabin crash date also quoted as 15.4.58 (?), pilot A.W.Miller was injured.
- 33 VH-FBY actually regd on 21.2.58, to Skyspread's owner L.D.Campbell, Sydney. Was intended to be the first Cheetah conversion.
- 34 VH-FBZ regd to Campbell (as for c/n 33) 7.2.58. Convtd to EP.9C 10.59. To Lombard Australia Ltd, Sydney 30.11.61. To Airfarm Associates Pty Ltd, Tamworth, NSW 19.4.62. Stalled and cr Walcha, NSW 30.7.62, regd cld 8.62. Re-regd VH-DCM 10.10.62 still with Airfarm Ass., correct crash data seems to be 9.4.63.
- 40 VH-TCA regd 10.10.58. To Air Mist Pty Ltd, Launceston, later Adelaide & Melbourne, 2.10.61. Re-regd VH-DAX to Doggett 1.4.65. Cln 3.66 possibly due to landing accident at Toodyay, WA 13.12.65. Regd to Sasin Aircraft Pty Ltd, Geraldton, WA 26.1.68. Crash location known as "Juna Downs" Station.

41, 42, 43 were "complete" at Stapleford in 10.58 when the line was packed and transferred to Squires Gate and it is suggested that all three first flew at Squires Gate.

42 and 45 were taken to Lympne by road 30.9.62.

46 VH-SSR struck power lines and damaged 23.10.63 nr Freeling, SA. To Farmair Pty Ltd, Tinamba, Vic .64. As VH-DAV was cld on 5.2.66.

In 1960 a floatplane version was proposed. Could c/n 30 have operated on floats in Canada?

A Prospector 4 was proposed by LAC in 1962 (so was there ever a Prospector 3?) with a swing-tail and a cargo compartment large enough to hold an Austin Mini car. The power unit was to be a Continental GTS10-520 of 390 hp. We have details of the proposal available for use in a future Feedback.

HILLMAN'S AIRWAYS

Further to the comments about the AA and BIF on p.92/56: BIF was the British Industries Fair, held in Birmingham, and photo probably represents the 1933 event. The Fair site was at Castle Bromwich and Redditch Garages Ltd were agents for Hillman's Airways who operated the air link from London. (The service was operated by Midland & Scottish Air Ferries in 1934.) According to *Flight* of 2.3.33 the RAC were represented on the DH stand (with a Gipsy Moth and Redditch Garages booking office). The AA, however, supported aviation widely and published "The AA Register of Landing Grounds" for use by the private pilot.

G-ADEC was wfu following accident at Artigas 22.10.45.

G-ADAI crashed at RAF Shawbury 31.7.40.

G-ADAL dbr 25.3.41 at Standish near Wigan.

NORTH EASTERN AIRWAYS

Director's name should read Grimthorpe, not Grime...

The Barton service was inaugurated on 1.7.37 from Doncaster and to Grimsby, using Dragon G-ACLE (c/n 6044, not on our list but apparently operated 2.37 to 12.37). Dragon Rapides G-AEXO and 'EXP were frequently used, the service was extended to Liverpool by late August with Barton as a request stop due to low passenger figures. The last service through Barton was on 30.10.37.

Courier G-ACVF survived a few years before being burnt beside the railway line at Southend Airport on 5.6.51

THE BOLKOW LIGHTPLANES

539 (p.92/28) the c/n was variously shown as 5397 or 539Z and not the registration.

CIVIL REGISTER OF NEW ZEALAND

ZK-BWJ correct designation is PA-23 Apache B.

ZK-BWO as noted earlier ZK-BRE was also intended to become VP-LAU.

ZK-BWP/Q/S/U are correctly PA-25 Pawnee without the hp ratings. BWU was delivered as a 150 hp model and is now a 180, was it thus ever a 235?

ZK-BXE was out of service 1.11.81 to 24.12.83 while NAC were attempting to sell it to Australian A/C Sales. It is due to go to India in 1992.

ZK-BXF to Mt Cook on 19.10.91.

With grateful thanks for contributions of: Phil Butler, Ian Callier, John Collier, Barry Collman, Keith Crutten-den, Richard Currie, John Davies, Peter Green, John Havers, George Jenks, Peter Marson, Bernard Martin, Keith Palmer, Keith Sandford, Stephen Simms, Peter Skinner, Colin Smith, Vic Smith, Gilbert Sunderland, Ted Thompson, Ken Tilley, T.E.Willis and Luc Wittemans.