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ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



The Belgian Topsy M primary trainer OO-POM, yellow with red nose and spats and black lettering, seen over England in 1948. The type was later built as the Fairey Primer - see article inside.
(Fairey via Jack Meaden)



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The AIR-BRITAIN Civil Aviation Historical Quarterly

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New Year greetings (even if somewhat belated, but we didn't manage to squeeze them in at the end of the last issue of 1994!) to all our readers and particularly to our contributors. Welcome to this the sixteenth year of *Archive* publication. It is tempting to describe this as the mixture as before but there have been subtle changes over the years and from the letters that we receive most of you seem to approve. We have some interesting new items planned for future editions this year and they are mostly pre-war material. Do remember that the Editor relies on you, the readership, to come up with many of the ideas or basic articles. Don't hold back something that you think would be of interest because it may be incomplete or even incorrect. Send it! If it is worth a wider audience we can check it out and use it, so please get in touch - as long as it isn't Budgie the Helicopter!

New this time is the **Complete Register of Malta** for which we have to thank Don Hannah for taking the time during a visit to the island to go through the register files. Probably a welcome bit of shade? Thanks too to John Havers and Ian Burnett for checking the draft and supplying photos from their collections. The **Whole Truth on the DH.114 Heron** may seem to be moving slowly but we are trying to illustrate nearly every aircraft, often in different guises, unless there is a block of several going to the same customer. We hope that the very few gaps in our coverage will go unnoticed and thank a multitude of photographers and, of course, Terry Sykes for the manuscript.

Flt Lt Sunderland's **Gone but not Forgotten** series on now defunct aerodromes continues with Kingstown and Desford as the targets this time. Then we have a detailed survey of the **Fairey Primer** by Jack Meaden as a direct result of the query published here last time. **Extracts** has produced so much material that we have had to put the latest on ice to enable us to clear the backlog. It will be back to normal next time. The **Complete Register of New Zealand** moves onward, mostly through a batch of imports from Wichita this time. Thanks again to Janic Geelen and Richard Currie for their efforts. We must also thank Colin Smith for his work on the **Piper Vagabond** which comes to an end now, no doubt he has something else ready to pull out of the hat in due course. **Casualty Compendium** reaches the end of 1953 but next time leaps to 1955, unless anyone can offer a range of 1954 accidents? We are a little selective and try to avoid all the same types or airlines in the same issue unless there is a significant pattern involved.

Thanks to those who submitted data on disk for this issue, we would just like you to know that the system does work. Either size of disk is acceptable in ASCII, Windows or Wordstar form.

CLOSING DATE FOR NEXT ARCHIVE:
APRIL 22nd

Short notice: Just received before going to print "Soviet Aircraft & Aviation 1917-1941" from Putnam. Looks ideal for any *Archive* reader. Revue next issue.



HOW ? WHAT ? WHERE ?

What's this? Cheesecake in *Archive*? Well not exactly, Keith Cruttenden found this photo in a Spanish publication *Blanco y Negro* dated 18.8.29. It purports to show a group of German actresses who in their spare time like nothing better than flying around in the free air over Berlin.... Names Antonia Strassmann, Elly Beinhorn and Georgia Lind are given, were any of these serious flyers of the day? The roundel is marked " R.ASPER " and the nose "Deutsche Luftfahrt GmbH, ...sfelle Staaken ...Spandau 7209" so we challenge you to identify at least the type!

Below we have another early **Philippine-registered Waco** from Brian Austria-Tomkins. NP1 is shown at Mindoro in 1939 and was reportedly owned by Major Charles Backes of the Philippine Army Air Corps. The uniformed soldier is Lt James C Gunn, but can anyone identify the Waco?

Another request from *Ercoupe* historian Tony Smith. In August 1941 at March Field, California, JATO (Jet Assisted Take Off) packs were attached to an *Ercoupe*, designated **IPQ-13**, for a series of experiments. The assisted take-offs were achieved successfully and the *Ercoupe* even took off in pure jet flight, the first American aircraft to do so. Can anyone please identify this *Ercoupe*?

The **Fairey Primer** featured last time is dealt with elsewhere in this issue. A few comments about the photo of **YR-ADL** indicate that it was definitely the RO-2 with a Siemens-Halske SH13 of 80hp. The RO-1 with 35hp Anzani was a different, earlier and unregistered machine.



Complete Civil Registers : 11

MALTA

VP-M

9H-



Above: The only example of the colonial VP-M series to be used, the C-54D VP-MAA was short-lived, operating with Malta Metropolitan for less than a year in 1963/4. (John Havers collection)

PART ONE

Malta received the registration group beginning VP-MAA, allocated by the British government in 1928. It was not until May 1963 however that an aircraft was registered. This was VP-MAA, a Douglas DC-4, and curiously it belonged to a British company. It received Certificate of Registration No 1, but proved to be the only aircraft on that register, lasting just a year and a half.

Malta became an independent country within the Commonwealth on 21st September 1964 and the radio call sign 9H- was allocated in the following month. 9H- was confirmed as the national marks in July 1966 and the first registrations appeared from June 1969, although two earlier allocations were not taken up. The new registrations began at 9H-AAA and have always been allocated in strict alphabetical order. C of R numbers went on from No 2 and remained synchronised with the registrations until 1981, but since then reservations not immediately taken up have played havoc with the system. Malta may well be unique in officially registering all the aircraft of its armed forces. They say it is more convenient that way!

VP-MAA Douglas C-54D-1-DC 10640 11.5.63
(1) Ex 42-72535, KL982, BuAer91997, N4043A, D-AMAX. Malta Metropolitan Airlines Ltd (chartered). Ceased operations 8.2.64. Regn cld 21.10.64. Sold as G-ASZT 1.65, VP-YYR, 9J-RBL, G-ASZT, TN-ABC, TR-LTJ, 9Q-CAG. Dbr following engine failure, Zaire 7.1.87.

9H-AAA Douglas C-47A unkn 1.68
Originally allocated to unidentified C-47 of International Aviation Development Corp'n. Ntu.

9H-AAA Reims/Cessna F.172H 0606 2.6.69
(2) Henry Falzon. Intended for Malta Flying Club, which did not materialise. Arrived Malta 10.6.69. Cancelled 1.6.74, to G-BCHJ.

9H-AAB Douglas C-47A 16631/33379 1.68
Ex 44-77047, KN673, G-AMSN, N3455. Allocation for International Aviation Development Corp'n. Ntu, became SU-BFZ, N3455, EI-BSI, G-AMSN, N3455. Currently with Aces High at North Weald.

9H-AAB BN-2A Islander 73 16.8.69
(3) Ex G-51-17, G-AXFL. F/f 12.5.69. H/o in UK marks 11.6.69. Malta-Gozo Air Services Ltd. D/d 20.6.69. "La Valette", later "Calypso". Returned to UK for sale, 3.6.70. Regn cld 28.8.70. To G-AXFL, VH-MKN, P2-MKN, P2-ISI.

9H-AAC Piper PA-28-180E Cherokee 28-5603 7.4.70
(4) Ex N2390R. Ripard, Larvan and Ripard (Aviation) Ltd. Cancelled 15.6.76, to G-BEAJ, G-YULL.

9H-AAD Reims/Cessna F.172H 0716 6.10.70
(5) Henry Falzon. D/d 1.11.70. Regn cancelled 1.6.74, to G-BCHK.

Right: Cessna F.172H 9H-AAD at Luqa in 1971. (Ian Burnett)

Below: First in independent marks, Cessna F172H 9H-AAA at Luqa in 1971/2. (F.Coleman /John Havers collection)



Above: First commercial aircraft in the new series was 9H-AAB, the red/white Islander "Calypso" of Malta-Gozo Air Services. (Michael Stroud coln. via John Havers)

Below: Cherokee 180E 9H-AAC at Luqa c.1971 with the nose of L.1049G "5T-TAF" of Hank Wharton which was impounded there from 16.2.68 to 9.1.73. (Ian Burnett)





Left: Agusta Bell 47G-2 9H-AAG, one of several operated by the Armed Forces in Malta, in flight in 1987. It wears a white/red circular insignia with the letters TF (Task Force) in black on the side of the cockpit.

(Fotoforce/John Havers coln.)

Far left, top: Cherokee Six 300 9H-AAI caught at Kidlington when new. (Peter Bish)

Far left, second: Agusta Bell Jet Ranger 9H-AAJ is also an Armed Forces machine, in this case ex-Libyan military. The insignia in front of the registration is red and blue with a white "1" or "I" in the centre.

(Fotoforce/John Havers coln.)



Above: Two of Air Malta's fleet of Boeing 720Bs. The upper photo shows 9H-AAK at Luqa on 11.2.84 (Fotoforce/John Havers collection). The lower photo shows AP-AMG, still in Pakistani marks but full Air Malta colour scheme before becoming 9H-AAM, on pushback at Heathrow (Martin Smith via Ian Burnett). For devotees of colour schemes, a dark blue line runs from the cockpit through the cabin windows to the white Maltese cross on the fin; on either side of this is a red line the upper part of which is wider but stops at the Air Malta titles. The word Air is in red and Malta in blue. There is a small red/white flag behind the cockpit.

9H-AAE Agusta Bell 47G-2 225 14.7.72
 (6) Ex AS+392, 74+02. Commander of Police. Delivered 5.72. Transferred to Commander Armed Forces Malta 23.6.77. Transferred to Commander Task Force 22.9.80. Transferred to Commander Armed Forces Malta 23.8.91. Current.

9H-AAF Agusta Bell 47G-2 260 14.7.72
 (7) Ex AS+060, 74+18. Commander of Police. Delivered 5.72. Transferred to Commander Armed Forces Malta 23.6.77. Transferred to Commander Task Force 22.9.80. Transferred to Commander Armed Forces Malta 23.8.91. Current.

9H-AAG Agusta Bell 47G-2 262 14.7.72
 (8) Ex AS+062, LA+106, AS+377, 74+20. Commander of Police. Delivered 5.72. Transferred to Commander Armed Forces Malta 22.12.76. Transferred to Commander Task Force 22.9.80. Transferred to Commander Armed Forces Malta 23.8.91. Current.

9H-AAH Bell 47G-2 1991 14.7.72
 (9) Ex AS+394, 74+35. Commander of Police. Delivered 5.72. Transferred to Commander Armed Forces Malta 22.12.76. Transferred to Commander Task Force 22.9.80. Transferred to Commander Armed Forces Malta 23.8.91. Current.

9H-AAI Piper PA-32-300 Cherokee Six 32-7540038 10.6.75
 (10) Ex N32406. Ripard, Larvan and Ripard (Aviation) Ltd. Regn cld 29.1.93, to Slovenia as S5-DCZ, d/d 9.12.92.

9H-AAJ Agusta Bell 206A Jet Ranger 8185 27.4.76
 (11) Ex Libyan Arab AF 8185. Commander Armed Forces Malta. Arrived 4.6.73 as 8185 and operated as such. Transferred to Commander Task Force 22.9.80. Transferred to Commander Armed Forces Malta 23.8.91. Current.

9H-AAK Boeing 720-047B 18063 25.3.78
 (12) Ex N93143. Air Malta Co Ltd. Regn cld 11.4.88, to N110DS. Cld 8.89 for use in KC-135E programme.

9H-AAL Boeing 720-047B 18167 8.3.79
 (13) Ex N93144. Air Malta Co Ltd. Regn cld 9.11.87, to N210DS. Broken up, Marana 7.88.

9H-AAM Boeing 720-040B 18378 31.3.79
 (14) Ex AP-AMG. Air Malta Co Ltd. Regn cld 30.6.82. Wfu at Luqa and used for fire practice mid-84 at Safi.

9H-AAN Boeing 720-040B 18380 31.3.79
 (15) Ex AP-AMJ. Air Malta Co Ltd. Regn cld 20.9.84, to N5487N. Cld 10.84 for use as KC-135E parts.

9H-AAO Boeing 720-047B 18829 28.3.79
 (16) Ex N3156. Air Malta Co Ltd. Regn cld 29.12.89, to CX-BQG. Cld and used as KC-135E parts.

9H-AAP CASA C.212-100 Aviocar 009 20.6.79
 (17) Ex EC-CRV. Mediterranean Aviation Co Ltd (Medavia). D/d 21.6.79. Current.

A quartet of CASA Aviocars.

Right, top: 9H-AAQ with 9H-AAS taxiing in behind, both wearing Libyan Arab insignia on the blue fin/rudder in this 1984 photo at Luqa. Registrations and fuselage lettering are black, there is more titling on -AAQ, spinners are blue, otherwise the Aviocars are white overall.

Centre: Seen landing at Luqa on 18.2.89, 9H-AAP was white all over with black registration and red door outlines.

Lower: 9H-AAT on approach in the colours of African & Mediterranean Air Survey. Upper line and spinners are red, lower line green, registration black.

(All Fotoforce/John Havers coln.)



9H-AAQ CASA C.212-100 Aviocar 119 11.6.79
(18) Ex ECT-105 N505TF. Mediterranean Aviation Co Ltd (Medavia). D/d 15.6.79. Operated in Libya 4.92. Current.

9H-AAR DHC-6 Twin Otter 300 661 .80
Intended for Mediterranean Aviation Co Ltd but ntu. To C-GELZ, 5A-DHY.

9H-AAR CASA C.212-200 Aviocar 161 14.4.80
(19) Mediterranean Aviation Co Ltd (Medavia). D/d 17.4.80. Current.

9H-AAS DHC-6 Twin Otter 300 668 .80
Intended for Mediterranean Aviation Co Ltd but ntu. To HK-2439X.

9H-AAS CASA C.212-200 Aviocar 162 5.5.80
(20) Mediterranean Aviation Co Ltd (Medavia). D/d 14.5.80. Current.

9H-AAT CASA C.212-100 Aviocar 133 17.12.79
(21) African and Mediterranean Air Survey Co Ltd. D/d 10.1.80. Operated by Medavia. Regn cld 26.12.90 on sale to Libya as 5A-DMJ. Embargoed in Malta due to UN sanctions against Libya. Stored at Luqa. Regn again cld 21.7.93, still in storage.

9H-AAU Piper PA-28RT-201 Arrow IV 28R-7918068 12.3.80
(22) Ex N3019U, 5B-CEC. Blackbird Aviation Ltd. Regn cld 6.11.86, to G-MRST regd 27.11.86.

9H-AAV SA.316B Alouette III 2288 16.7.93
(64) Ex Libya LC2288. Delivered 8.78. Stored 1981 to 1993 due to absence of paperwork from Libya. Regn date quoted is after return from overhaul by Eurocopter. Commander Armed Forces Malta. Current.

9H-AAW SA.316B Alouette III 2295 21.12.92
(54) Ex Libya LC2295. Delivered 8.78. Stored 1981 to 1992 (see 9H-AAV). Commander Armed Forces Malta. Current.

9H-AAX SA.316B Alouette III 2315 11.12.92
(55) Ex Libya LC2315. Delivered 8.78. Stored 1981 to 1992 (see 9H-AAV). Commander Armed Forces Malta. Current.



Above: Wearing red/blue/red not unlike Air Malta, Arrow IV 9H-AAU at Luqa in summer 1983. (Fotoforce/John Havers)

Right: One of the three Alouette IIIs obtained from Libya, 9H-AAX is shown in pristine condition on 24.12.92 after a delayed refurbishment. Upper and lower fuselage is dark blue, red below nose panels, with a red roundel inside which is an outline cross and Armed Forces insignia. (Fotoforce/John Havers coln)





9H-AAY Socata Rallye 150ST 3140 15.7.81
(23) Ex F-GBKP. Luqa Flying Group Ltd. Sold to Slovenia, regn cld 27.7.93, d/d 24.7.93, to S5-D...



9H-AAZ Piper PA-28-140 Cherokee 28-23393 8.6.83
(27) Ex G-AVLJ. Eagle Aviation Co Ltd. Regn cancelled 28.12.83 on return to G-AVLJ.



9H-ABA Boeing 737-2Y5 23038 11.3.83
(24) Air Malta Co Ltd. "Antonio Manoel de Vilhena". Regn cld on sale to New Zealand as ZK-NAF, delivered to Christchurch 26.9.94, re-regd 6.10.94.

9H-ABB Boeing 737-2Y5 23039 31.3.83
(25) Air Malta Co Ltd. "Philippe Villiers de L'Isle Adam". Leased to Sobelair from 24.6.93. Regn cld on sale to New Zealand as ZK-NAH, delivered 11.11.94.

9H-ABC Boeing 737-2Y5 23040 30.3.83
(26) Air Malta Co Ltd. "Claude de la Sengle". Current. Sold to New Zealand as ZK-NAD, due for delivery 12.12.94.

9H-ABD Mooney M.20C 2620 4.9.85
(28) Ex (N1217X), OH-MOA, G-BFXC. Eagle Aviation Co Ltd. Regn cld 11.3.87 on return to G-BFXC. Later to EI-CIK.

9H-ABE Boeing 737-2Y5 23847 21.7.87
(29) Air Malta Co Ltd (chartered). "Alof de Wignacourt". Current.

9H-ABF Boeing 737-2Y5 23848 27.7.87
(30) Air Malta Co Ltd (chartered). "Manuel Pinto". Current.

9H-ABG Boeing 737-2Y5 24031 17.3.88
(32) Air Malta Co Ltd (chartered). "Jean de la Valette". Sold to another lessor 26.9.88. Current.



Above, top: Rallye 150ST 9H-AAY touches down at Luqa in this 1987 photo. It is now in Slovenia.

Above, centre: This ex-British Cherokee 140 9H-AAZ only carried Maltese marks for half of 1983.

Above, lower: Air Malta Boeing 737s at first had a colour scheme similar to that of the 720s. Here 9H-ABA, landing at Luqa 16.8.84, shows equal-width red/blue/red bands below the windows with company title above.

(All Fotoforce/John Havers coln.)

Left: 9H-ABG in the latest colour scheme, red fin and titles, three dark blue lines below, shown on a visit to Hurn. (J Havers coln.)



9H-ABH Piper PA-34-200 Seneca 34-7250290 16.3.87
(?) Ex LN-BDT, G-BATR. Eagle Aviation Co Ltd. D/d 1.11.86. Regn cld 15.3.89, returned to G-BATR 14.4.89.

9H-ABI Hornet Dual Trainer HRWA 0059/2000-0224 20.1.88
(31) Ex G-MNZZ. Optimal Supplies Ltd, d/d 12.87. (Aero Sports Flying Club). Owner deceased. (c.1990?). Reported w/o in fatal crash 1990. Regn still current but other reports state believed still in UK.

To be continued . . .



Above: Hornet Dual Trainer 9H-ABI "Rina" unrigged but fitted with Lotus floats, in 1989. Does anyone know its current status? Right: Caught in the act, Seneca 9H-ABH with door removed and photographer in action during 1987. (Both Fotoforce/John Havers collection)

The Whole Truth: THE de HAVILLAND DH.114 HERON



PART TWO

14008 Srs 1B **F-BGOH** Union Aeromaritime de Transportes, arrived Le Bourget 03.02.53 and into service 05.02.53, officially handed over 07.03.53. Cancelled 10.11.61, sold abroad as **TN-AAA** President Youlou of the Congo (Brazzaville). Cancelled as **KA-THR** to President Moïse Tshombe and operated as Air Katanga. When the Katanga government finally collapsed in 1963 the aircraft was at Rand airport with Fields on overhaul and it was seized for non-payment of fees. After a court hearing the Katanga government was declared illegal and therefore the aircraft should be returned to its original owner. To **9Q-COC** Congo Government regd 15.12.64, reported operated by Air Congo and Air Brousse. Cancelled 1966 and sold abroad as **VP-WAM** to Jack Malloch, operated by his airline Air Trans Africa running contraband and arms. Destroyed on the ground at Enugu in Nigeria during the Biafran War in November 1967 as a result of an air raid.

14009 Srs 1B **G-AMSP** de Havilland Aircraft Co. regd 12.05.52, CoA 02.04.53. Cancelled 13.07.53 sold abroad as **CF-EYX** to de Havilland Aircraft of Canada Ltd. Sold to the Department of Transport and then leased to Newfoundland Air Transport. Cancelled 19.07.69 sold abroad as **HR-ASN** Aerosevicios S. de R.L., Honduras. Crashed on approach to Toncontin Airport, Tegucigalpa 26/05/70 with the loss of six lives.

14010 Srs 1B **F-BGOI** Union Aeromaritime de Transportes, h/o 07.03.53 and flown to Le Bourget the same day, in service 12.03.53. Crashed in thick bush in the Kupe Mountains near Douala in Cameroun 18.04.55, while en route Yaounde-Douala with 2 crew and 10 passengers. Wreckage not found until 19.02.56, no survivors.

14011 Srs 1B **ZK-BBM** New Zealand National Airways Corp. h/o 20.03.53, named "Matapouri". Cancelled on sale abroad as **VQ-FAY** to Fiji Airways 01.11.60. Became Air Pacific Ltd 31.07.71. Rereg'd as **DQ-FAY** Air Pacific Ltd 10.71. Cancelled 11.75 and sold abroad as **ZK-EEX** to Air North. NTU and restored as **ZK-BBM** Air North 19.11.75. Sold to Nationwide Air Ltd 19.09.78. Withdrawn from use 09.78 and stored at Ardmore.

Above: F-BGOI c/n 14010 of UAT shown on the apron at Douala, Cameroun, in which area it crashed after only two years' service. (de Havilland via M J Hooks)

Below: Another UAT Heron, F-BGOH c/n 14008, seen at Le Bourget in July 1958, had an interesting history in the Congo prior to its terminal participation in the Biafran civil war. (Peter Keating collection)



Above: C/n 14011 VQ-FAY of Fiji Airways in colonial style colour scheme at Nausori in late 1960. (Ron Killick via Peter Keating collection)

Below: Fiji Airways changed its name to Air Pacific on 31.7.71 and in 10.71 its aircraft were re-registered in the independent DQ- series; 14011 becoming DQ-FAY. (Peter Ricketts via Peter Keating collection)





14012 Srs 1B ZK-BBN New Zealand National Airways Corp. h/o 22.04.53 and named "Matuhi". Cancelled on 22.01.58 and sold abroad as VH-GVI to Southern Airlines regd 04.03.58, named "Queen of the Islands". Sold to Qantas Empire Airways 05.01.59. Cancelled 10.08.59 sold abroad as VQ-FAX Fiji Airways (regd 24.02.59, prior to Australian cancellation). Damaged beyond repair at Suva 09.11.66 and used for fire practice at Nausori. Regn cancelled 28.11.66.



14013 Srs 1B F-BGOJ Union Aeromaritime de Transportes, h/o 18.04.53 and flown to Le Bourget the same day, CoA 21.4.53, in service 23.04.53. Sold to Sté Air Paris 01.07.61. CoA suspended at Orly 25.07.71 and taken out of service. Sold to Peters Aviation, Norwich as spares, broken up 03.74.



14014 Srs 1B PK-GHA Garuda Indonesian Airways, regd 10.06.53 and delivered 16.09.53. Cancelled as sold abroad as JA6160 to C.Itoh and Co. regd 05.60. Sold to Fujita Airlines 18.09.62, then to All Nippon Airways in 1963. Withdrawn from use and cancelled 13.03.67.

14015 Srs 1B PK-GHB Garuda Indonesian Airways, regd 10.06.53 and h/o 14.10.53. Cancelled 08.04.57 sold abroad as G-AOXL to Field Aircraft Services Ltd (regd 05.04.57, prior to the Indonesian cancellation). Sold to Morton Air Services Ltd. 03.05.57. To Shackleton Aviation Ltd 29.07.70 and cancelled 13.09.71 as sold to Norway (LN-). Not delivered and restored as G-AOXL 21.09.71 to J.F.Airlines Ltd. Cancelled 11/10/71 sold abroad as LN-BFY to Fjellfly S.Kjetilson, temporarily registered 10.02.72. Never issued with a CoA but sold to K.J.Braathen 01.06.73 and remained in storage at Skien/Geitryggen unconverted.



14016 Srs 1B PK-GHC Garuda Indonesian Airways, regd 10.06.53 and h/o 29.10.53. Cancelled as sold abroad to Field Aircraft Services Ltd as G-AOXM. Not taken up and sold as JA6162 to C.Itoh and Co. regd 05.60. Sold to Toa Airways 10.07.62 and converted to Tawron by Shin Meiwa 23.04.65. Withdrawn from use 06.06.73 and broken up.



Top: After returning to New Zealand as ZK-BBN, c/n 14011 served with Air North. The ZK prefix does not have to be applied to aircraft which are only used internally. (Peter Keating collection)

Second: C/n 14012 as VH-GVI in Southern Airlines titles in 1958. (Derek Woodhall via PK)

Third: As VQ-FAX c/n 14012 is shown at Nausori 3.67 without engines and rudder after being wfu. (Des White via P Keating)

Fourth: C/n 14013 served Air Paris as F-BGOJ for ten years and is seen here at Orly on 11.6.63. (P Keating coln.)

Fifth: The second Heron 1B for Garuda Indonesian Airways, c/n 14015 PK-GHB, was exhibited by de Havillands at the 1953 SBAC Farnborough air show. It only served in the Far East for three and a half years before returning to the UK for Morton Air Services as G-AOXL. (Peter Berry)

Bottom: From a choice of several shots of c/n 14016 as JA6162 we have selected this taken at Hiroshima in 1966 which clearly shows the Shin Meiwa Tawron conversion for Toa Airways with revised nacelles for the 260hp horizontally-opposed Continental engines. (Wim Zwakhals coln.)





14017 Srs 1B G-AMYU Airlines (Jersey) Ltd regd 31.03.53, CoA 30.04.53, h/o 01.05.53. Named "Duchess of Jersey" in November 1953. Overshot the runway and crashed into a glasshouse whilst landing at Guernsey 15.08.58, regn cancelled 25.09.58.

14018 Srs 1B PK-GHD Garuda Indonesian Airways, regd 10.06.53 and h/o 22.10.53. Cancelled sold abroad as JA6163 to C.Itoh and Co., regd 05.60. Sold to Toa Airways 20.04.62 and converted to Tawron by Shin Meiwa 27.11.65. Withdrawn from use 06.06.73 and broken up.

14019 Srs 1B CX-AOR Primeras Lineas de Uruguayas de Navigacion Aerea (PLUNA), h/o 03.07.53. Cancelled on sale as G-APKT to Eagle Aircraft Services Ltd, regd 07.02.58, shipped to the UK and arrived at Ringway 12.02.58. Stored at Blackbushe. Sold to Morton Air Services Ltd 12.04.61, based Croydon and later Gatwick. Used by Sierra Leone Airways and cancelled 03.12.64 on sale to them as 9L-LAG. Cancelled on sale to Saunders Aircraft as C-GCRN, delivered via Prestwick 21.08.74. Broken up for spares and patterns for the ST-27 programme.

14020 Srs 1B PK-GHE Garuda Indonesian Airways, regd 10.06.53 and h/o 04.11.53. Cancelled, sold abroad as JA6156 to C.Itoh and Co. regd 05.60. Sold to Toa Airways 25.02.61. Reported as a Tawron conversion but Shin Meiwa say not. Regn cancelled 16.12.69 and sold abroad as LN-BFX Scandinavian Air Transport Services, temporarily registered 19.12.69 and delivered 07.01.70. Registered 02.06.71 and operated out of Skien by Fjellfly S.Kjetilson. CoA expired 30.06.72 and sold to K.J.Braathen on 23.01.73. Stored at Skien/Geitryggen until sold to the Norwegian Aviation Historical Society 30.07.83.

14021 Srs 1B F-BGIU Union Aéromaritime de Transportes, h/o 09.09.53 and in service 30.09.53. Rereg as F-OANQ to Union Aéromaritime de Transportes 1953. Sold to Sté. Calédonienne Transports Aériens, Nouméa 04.02.58 and operated by Transpac. Name changed to Air Calédonie 01.01.68. Withdrawn from use 30.11.69, CoA suspended 13.12.69 at Nouméa/Magenta. Regn cld c.09.70.

14022 Srs 1B/1C PK-GHC Garuda Indonesian Airways, regd 10.06.53 and h/o 12.11.53. Cancelled on sale as JA6161 to C.Itoh and Co., regd 05.60. Sold to Fujita Airlines Co. Ltd 29.12.61. To All Nippon Airways 1963. Cancelled 07.11.68 sold abroad as G-AXFH to Shackleton Aviation Ltd, regd 14.05.69



Top: Jersey Airlines G-AMYU c/n 14017 taking passengers on board at Jersey. This was their first Heron and services began on 9.5.53. As no name is visible on the aircraft this photo may have been taken between May and November 1953 when it became "Duchess of Jersey". (de Havilland via M J Hooks)

Above: Toa Airways JA6163 c/n 14018 seen in Japan prior to conversion to Tawron standard in late 1965. (via M J Hooks)

Below: After use for nearly ten years by Sierra Leone Airways as 9L-LAG, ex-Morton Air Services c/n 14019 returned to Gatwick where it was seen in June 1974 prior to sale to Saunders Aircraft in Canada as spares. (Terry Sykes collection)

Bottom: Seen at Hiroshima on 21.12.69, c/n 14020 was in basic Toa colour scheme but had already donned Norwegian flag and registration LN-BFX prior to delivery to its new owners. (Peter Keating collection)





Top: LN-BFX c/n 14020 derelict at Skien 10.84 with Fjellfly titles barely visible. (Kay Hagby)
Above, centre: C/n 14022 still as JA6161 with Shackleton Avn after returning to the UK. Note the old-style D/F loop fairing and nose code TR-61. (via Jack Meaden)
Above: Peters Aviation of Norwich were among the UK operators of c/n 14022. (George Jenks)

then sold to Tradair Ltd 21.05.69 for operation by Channel Airways. Sold to Peters Aviation Ltd. 04.05.72 and converted to Srs 1B. Regn cancelled 27.03.80 and sold as J6-LBD to St Lucia Airways. Cancelled and returned to UK as G-AXFH to Hurst Rent-a-car Ltd, Fair Oaks, restored 19.08.81. Sold to Top-flight Aviation Co Ltd 24.07.84 but CoFA expired 28.01.83 and aircraft stored at Southend. Registration cancelled 19.12.90.

14023 Srs 1B PK-GHH Garuda Indonesian Airways, regd 10.06.53 and h/o 25.01.54. Cancelled on sale as JA...? to C.Itoh and Co. 05.60. Not registered in Japan and donated to the Yokka Ichi Health Centre as a static exhibit in 10.12.62.

14024 Srs 1B G-ANAX de Havilland Aircraft Co. regd 21.08.53, CoA 22.09.53 and departed for Japan the same day. Cancelled 04.11.53 on sale to Japan Airlines Co Ltd as JA6151. Leased to Japan Helicopter and Aeroplane Transport Co. Ltd 02.08.54. Leased to All Nippon Airways 01.12.57 and sold to them on 31.07.59. Sold to Japan Air Services Ltd, 11.60 who became Fujita Airlines Co. Ltd in 09.61 and were taken over by All Nippon Airways in June 1963. Sold to C.Itoh and Co. in 1965 and withdrawn from use. Not cancelled until 11.11.68.

14025 Srs 1B CX-AOS Primeras Lineas de Uruguayas de Navigacion Aerea (PLUNA), h/o 12.08.53. Cancelled on sale as G-APKU to Eagle Aircraft Services Ltd. regd 17.03.58. Leased to North South Airlines Ltd 07.61. Sold to British United Airways Ltd. 07.10.61. Cancelled 06.07.62 and sold abroad as 9L-LAD to Sierra Leone Selection Trust, operated by Sierra Leone Airways Ltd. Flown to Biggin Hill, reregged as 9L-LAT to National Diamond Mining Co., Sierra Leone and delivered ex-Biggin Hill 24.03.75. Cancelled on sale as G-APKU, Fairflight Charters Ltd, restored 27.10.76 and leased to Gulfair 01.12.76. Regn cancelled 26.03.79 as "destroyed" with a CoA current to 19.06.79.



Above: C/n 14024 as G-ANAX for delivery to Japan Airlines; the top half of the cheat-line and the lettering are red, the lower half and fin flash are blue. (de Havilland via M J Hooks)
Left: As JA6151 c/n 14024 was leased to Japan Helicopter & Aeroplane Transport Co, in whose titles it is seen here. ('CAJ' via Peter Berry)
Below, left: Sierra Leone Airways operated four Herons; here 9L-LAD c/n 14025 shows a different paint scheme to c/n 14019 9L-LAG on the previous page. (via M J Hooks)
Below, right: The same aircraft c/n 14025 was re-registered 9L-LAT for the National Diamond Mining Co of Sierra Leone and is seen here prior to delivery in 1975. (Terry Sykes collection)



GONE - BUT NOT FORGOTTEN

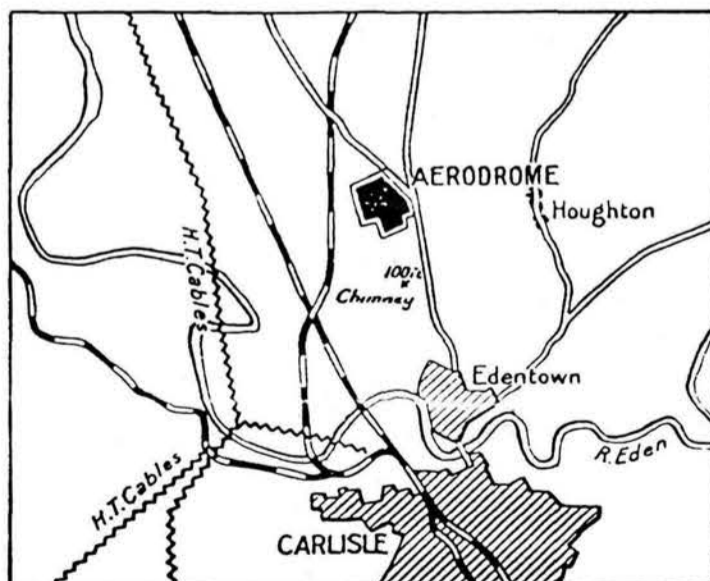
10. CARLISLE AIRPORT (KINGSTOWN AERODROME)

Kingstown aerodrome was built and owned by Carlisle Corporation. The first commercial flights were made by the DH.84 Dragons of Northern Airways on the Cramlington-Kingstown-Ronaldsway daily service in July 1934. The next year, United Airways introduced Spartan Cruisers on the Stanley Park-Hall Caine-Kingstown route. This was closely followed by Blackpool and West Coast Air Services route from Ronaldsway direct in June 1935. On 1st July 1936, the Ronaldsway service was operated by Northern and Scottish Airways, having taken over from British Airways which had absorbed United Airways. Within a week, Railway Air Services was flying daily services between Kingstown and Ronaldsway until the route was passed to Isle of Man Air Services for the 1937 season. The aerodrome became Carlisle Airport officially in 1936, when HM Customs and Excise provided services at the aerodrome. This was to cater for flights to and from the Irish Free State (now the Republic of Ireland).

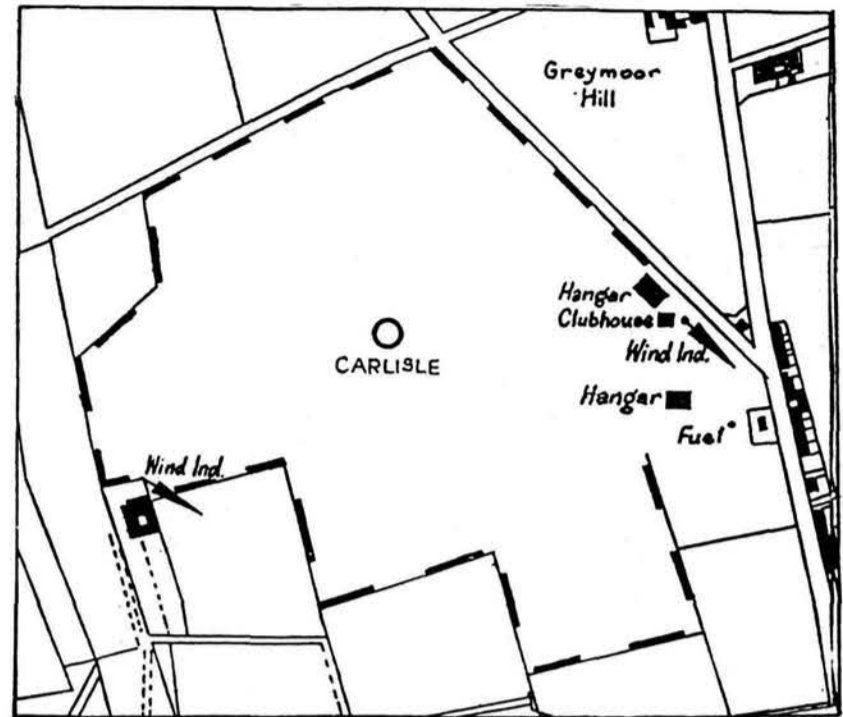
Meanwhile, the Border Flying Club had been formed at the aerodrome in 1934, with George L S Lightfoot, a local solicitor, as secretary. He had served in the Wiltshire Regiment in the Great War and qualified as a pilot with the club in 1935. He shared his club duty with a Mancunian, Harry V Prestcott who was a Carlisle-based insurance company manager and learnt to fly with the club in 1936. The President was Harold Carr, JP. The club appointed Flt Lt Samuel L H Potter, RAFO, as the instructor. He had joined the RFC in 1917 until transferring from the RAF to the RAFO in July 1927, whereupon he became the Singapore Flying Club instructor before returning to Cumberland. He was to be the manager of Crosby-on-Eden after the war.

The club started instruction with DH.60G Moths, G-ABGM (c/n 1811) and G-ABLT (c/n 1852) in 1935, adding a DH.87B Hornet Moth in 1936 and a DH.83 Fox Moth in 1938. The charges remained constant at £3.3s.0d subscription, £1.17s.6d dual and £1.12s.0d solo. Later, after gaining 30 hours solo in club aeroplanes, the solo charge was reduced to £1.5s.0d. Just before war broke out, a London-born engineer, William C Mison, had taken over as secretary and learnt to fly with the club in February 1939. R B Brown was the chief ground engineer.

The aerodrome had red hurricane lamps on the boundary at night to indicate the landing area limits. Red obstruction lights were mounted on the highest aerodrome buildings and on the two windsocks. Money flares could be provided if necessary. All lighting facilities were available at two hours' notice.



Scale
1 1/2 0 1 2 3 Miles
1 1/2 0 1 2 3 4 Kilometres



SCALE
100 0 100 200 300 400 500 Yards
100 0 100 200 300 400 500 Metres

The RAF had formed No 38 E&RFTS here in June 1939, with Tiger Moths, but it closed on the outbreak of war. RAF Desford had become so crowded that Reid and Sigrist's navigation course was moved here for a few months in November 1939. In June 1940, No 15 EFTS transferred here from Redhill. Five Magisters flown by instructors attempted a 'V' formation take-off on 26th October 1940, but failed to get airborne due to hoar frost on the wings. All crashed on the aerodrome's Eastern boundary. It was the late Sqn Ldr (as a Fg Off at the time) Jack Airey, RAFVR, of this unit who had a Miles Magister, R1922, stolen by a couple of escaped German prisoners of war at dawn on 25th November 1941. All were recovered in East Anglia. The aerodrome continued in RAF occupation as a training station known as RAF Kingstown (the title of RAF Carlisle had already been issued to No 14 Maintenance Unit) until March 1953.

The Border Flying Club re-formed at the aerodrome in 1946 when the same George Lightfoot was the chairman and the secretary was again Bill Mison. The club operated with a Magister and Tiger Moths at this time but had ceased by the time the aerodrome closed in 1957.

Northern Air Charter flew Airspeed Consuls on the route Woolsington-Carlisle Airport-Ronaldsway from 1946 until being taken over by the Lancashire Aircraft Corporation in 1948. Mannin Airways then operated Dragon Rapides on a route from Ronaldsway to Woolsington via Carlisle Airport from July 1948, until being absorbed by North West Airlines in 1950. In May 1950, Manx Air Charters took over the route as a BEA Associate and used five Dragon Rapides for a seasonal service ending each year in September. In 1953 the company was re-named Manx Airline and continued to use Carlisle until the airport's closure.

Classification: Municipal grass airport.
Controller: Carlisle Corporation.
Altitude above Mean Sea Level: 100 feet.
Grid Reference: 54° 55' North 02° 55' West.
Operator: Border Flying Club.
Railway Station: Carlisle, 2 1/2 miles.
Omnibus service: To Carlisle.
Telephone number: Carlisle 1651
Carlisle 1732 (manager)
Telegraphic address: Airport, Carlisle.
Facilities: 600 yards North to South.
600 yards North-East to South-West.
660 yards East to West.
750 yards South-East to North-West.
One steel and corrugated iron hangar with 40 feet wide door; one steel and brick with 100 feet wide door.
Fuel, oil and water.
Mobile petrol tank available.
All normal repairs made by own ground engineers.

Compass base with qualified personnel available. Club house.

Obstructions: South side: 100 foot high chimney, 700 yards distant.

West side: Overhead power cables, 1½ miles distant.

Local regulations: In windless conditions, land and take off in direction indicated by white 'T' displayed South-West of small hangar.

Pilots should report particulars of load and destination on arrival and departure to the Aerodrome Control Officer in the office indicated by a black 'C' on a yellow background.

Customs: Customs facilities are available if requested before 17.00 hours on the previous working day (ie other than a Public Holiday) to the day on which facilities are required. All charges and expenses incurred from this service must be paid to Customs and Excise.

11. DESFORD (LEICESTER) AERODROME

Leicestershire Aero Club had formed at Ratcliffe in 1929 with one DH.60M Moth, G-AAIF (c/n 1363). A more permanent home was found at Desford which opened in 1930 when the club's instructor was a Lancashireman, Fg Off Sydney M Thomas, RAFO. Having served in the Cheshire Regiment from 1916 to 1919 during the Great War, he held a Short Service commission in the RAF from 1925 until transferring to the RAFO in 1930. The club continued to use Ratcliffe as a branch during the whole time that Desford was in use.

In 1933, Flt Lt George N P Stringer, DFC, RAFO, took over as the instructor. Born in Bangkok, he joined the Queen's Own Royal West Kent Regiment in 1918, but transferred to the RAF on its formation until transferring to the RAFO in 1931 to join the Maidstone School of Flying before moving to Portsmouth, Southsea and Isle of Wight Aviation in 1932. G-AAIF had been replaced by Metal Moths G-AASM (c/n 1433) and G-ABRF (c/n 1794) and a DH.80A Puss Moth G-AAZV (c/n 2077). From time to time these were augmented when the need arose by W L Everard's, the club's president, Moth G-AAUH (c/n 1462) and Puss Moth G-ABDM (c/n 2105). Provincial Airways operated Dragons on a daily Hedon-Waltham-Tollerton-Desford-Eastleigh route between March and July 1935 when it operated via Braunstone. This was the picture until the club also transferred to the new municipal aerodrome at Braunstone in July 1935. The aerodrome then lay dormant.

Down in Kingston-upon-Thames, Frederick Sigrist, who had entered aviation with T O M Sopwith in 1910, now diversified by joining Sqn Ldr George H Reid, DFC, in forming Reid and Sigrist Ltd in 1930. George Reid had served in the RNAS from 1914 until being taken prisoner of war in Belgium and retired from the RAF in June 1927. This new company was awarded a contract to operate a civilian-manned No 7 E&RFTS equipped with Tiger Moths from November 1935. The company bought the old Desford aerodrome and enlarged it with all the buildings necessary to accommodate and instruct potential aircrew.

George E Lowdell, AFM, was appointed the chief instructor. A Londoner, he had joined the RFC in 1917 and qualified as an RAF pilot in 1922. For a while he was an instructor at RAF Cranwell and among his pupils was Air Cdre Allan H Wheeler of Shuttleworth Trust fame. On his discharge in 1927, Lowdell joined the Suffolk Light Aeroplane Club at Hadleigh until moving to the Brooklands School of Flying in 1930. He became the test pilot of Wolsley Motors Ltd in 1934, having participated in the King's Cup air race in 1932, 1933 and 1934. He had been due to participate in the 1939 race at Elmdon which was cancelled. In April 1936 he joined the RAFO and was promoted flying officer in October 1937.

No 7 EFTS, commanded by the now Wg Cdr Lowdell, RAFVR, and still equipped with Tiger Moths, was formed from No 7 E&RFTS during the war and then became No 7 RFS after the war until disbanding in 1953. Wg Cdr Lowdell had left in 1941 to join Vickers as a production test pilot, becoming chief test pilot in charge of Viscount tests. In 1953, with the disbandment of the School, Sqn Ldr Reid sold his

interest in the firm and retired and the aerodrome closed.

Classification: Private grass aerodrome.

Controller: Reid and Sigrist Ltd, Shannon Corner, New Malden, Surrey.

Altitude above Mean Sea Level: 425 feet.

Grid Reference: 52° 36' North 01° 17' West.

Operator: Chief Instructor, No 7 E&RFTS.

Railway Station: LMS, Desford, 1 mile.

Omnibus service: None recorded.

Telephone number: Desford 60 and 75.

Telegraphic address: Desford 60.

Facilities: 1000 yards North to South.

850 yards North-East to South-West.

1100 yards East to West.

1230 yards South-East to North-West.

One hangar in 4 bays with 50 ft wide door.

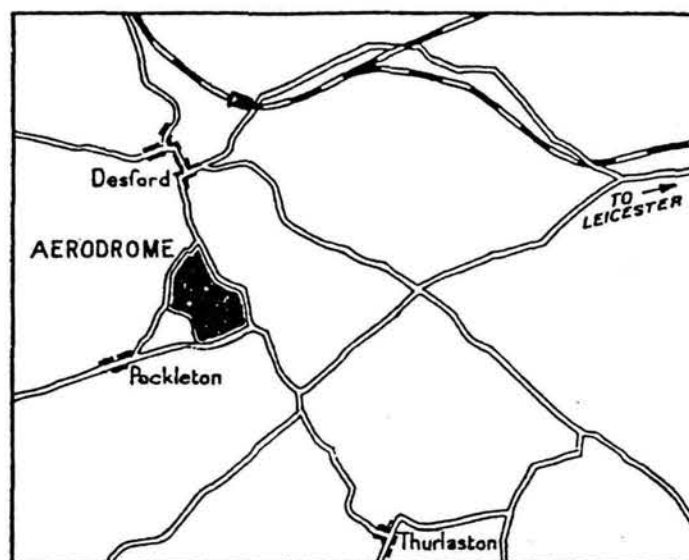
Fuel, oil and water and mobile fuel tank.

Minor repairs made by own ground engineers.

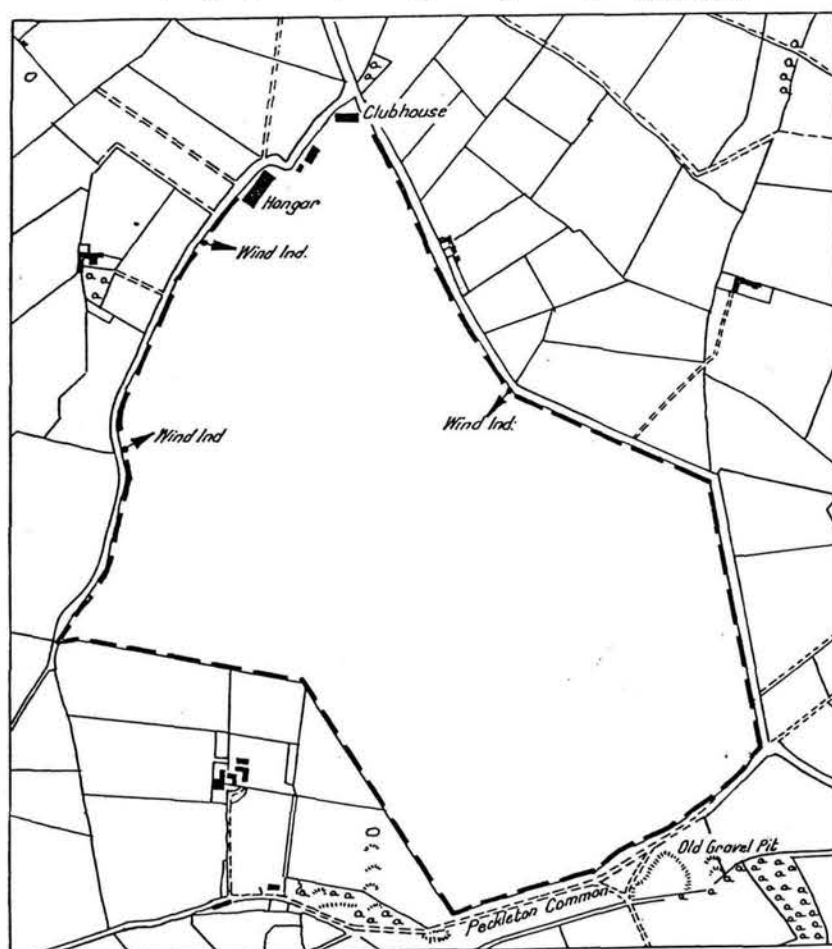
Club house.

Obstructions: Nil.

Local regulations: Right-hand circuits may be in force for certain wind directions in order to avoid low flying over Desford village. A ground signal is displayed when right-hand circuits are in force.



Scale
1 1/2 0 1 2 3 Miles
1 1/2 0 1 2 3 4 Kilometres



SCALE
100 0 100 200 300 400 500 Yards
100 0 100 200 300 400 500 Metres

The Fairey Primer

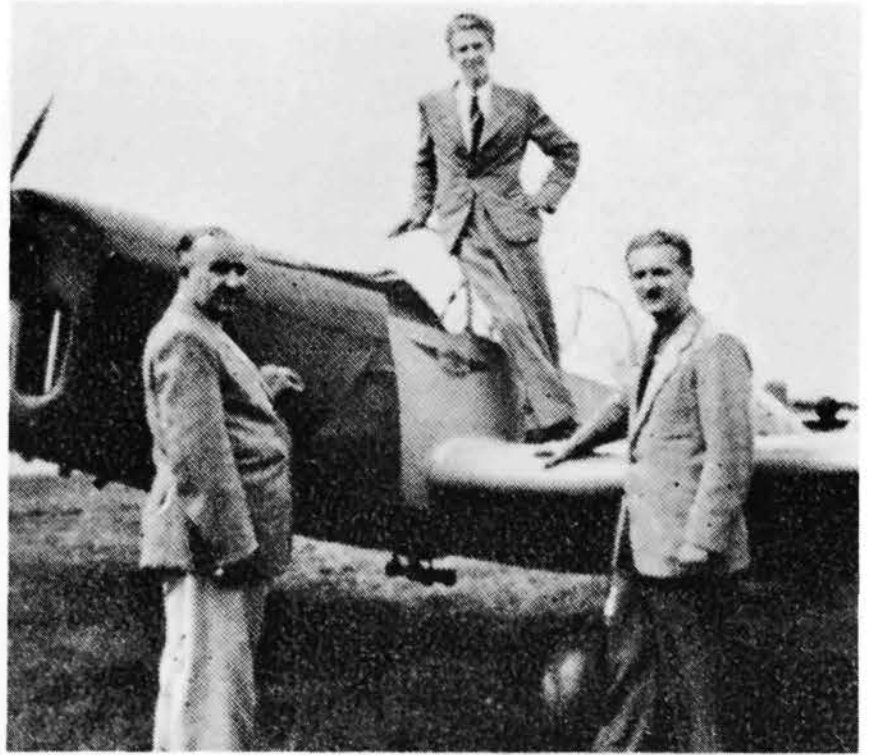
The Avions Fairey plant at Gosselies in Belgium, opened in 1931 to build aircraft of Fairey design, was managed by Mr. E. O. Tips. While holding this post he produced a design of his own in 1935, a single-seat open-cockpit low-wing monoplane which he called the Topsy S, later built as the Topsy S2. He followed this in 1937 with a side-by-side two seater, the Topsy B, both types appearing on the British Register before the war. A number of both these types was built in Britain, but not by Fairey.

Ernest Tips took another forward step in light-plane design in 1938 with the Topsy M, a tandem two-seat cantilever low-wing monoplane trainer with a 130 hp Gipsy Major 1 engine. It was registered OO-POM and initial flight trials were carried out in Belgium, but no orders followed its participation in the Belgian Air Force competition for an ab initio trainer in 1939 which had led to its design.

In the same year it came to Britain and was flown by Fairey test pilots in June at Harmonds worth (Fairey's Great West Aerodrome, later expanded to become Heathrow), but although it was demonstrated there were no plans to put it into production at that time. Construction was orthodox, with a fuselage and centre section of welded steel tube. Light alloy panels covered the nose, with plywood and fabric covering over the remainder. The two-spar mainplane structures were also welded steel tube, with bolted and riveted diagonal torsion tubes, overlaid with spruce and ply ribs and plywood leading edges. Tail surfaces and ailerons were all-wood spruce and ply with fabric covering. The wide track main undercarriage legs were cantilever with Lockheed shock absorbers, forked ends with Dunlop wheels and Bendix brakes. The tail-wheel was freely swivelling. The seats were adjustable for height and took seat-type parachutes.

The seats were spaced well apart with a long transparent cover over both, incorporating a sliding portion over each seat. This was quite shallow, leaving little more than the occupants' heads visible from outside. Behind the rear cockpit a domed wood fairing, fabric covered, tapered off to the fin. Manually operated flaps were fitted under the centre section only, forward of the wing trailing edge by about their own width. Fuel was in two 12 gal tanks in the wing roots, these providing a safe cruising range of 300 miles or an endurance of 2½ hr with ½ hr reserve.

At this point the Topsy M might have faded away and been forgotten, but WW2 was looming and so



Above: Ernest Tips and his two sons Martin and Maurice with OO-POM in 1948. (Aeronautics via Jack Meaden)



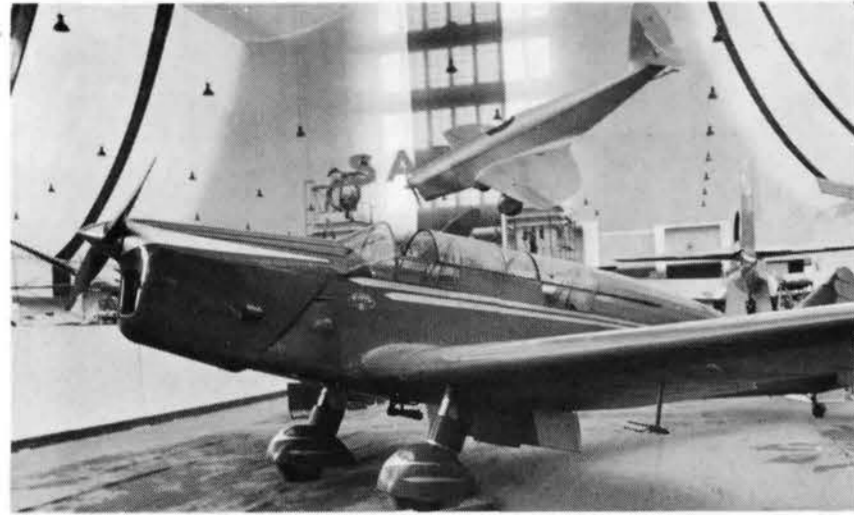
Above: The Topsy M airborne on an early flight in its initial form.

Below: Another early photo, taken at Gosselies, showing the original shallow cockpit transparencies with sliding hoods and deeper windscreen sides through which the instrument panel is just visible. On the wing is a two-piece walkway for cockpit access. (Both via Jack Meaden)



OO-POM was left in the hands of Faireys at White Waltham where it remained for the duration. In the early years of the war, aircraft were at a premium and it was tested by Faireys at the end of 1940 and was used for communications in the following year before going into storage.

Following their testing in 1940-41, Faireys had a number of recommendations which they passed on to Ernest Tips when they returned OO-POM to him immediately after the war. With the help of his two sons Martin and Maurice, he took steps to make a number of changes to the aircraft in line



Left: Topsy M prototype OO-POM displayed pre-war with flaps down and with the transparencies besides the seats extended downwards to improve the view. Behind on a pole is Topsy S2 c/n 31 with Train engine, later OO-ASD. (Aeroplane via Jack Meaden)
Below, left: Close-up of the redesigned hood showing the 'pinched-in' mid section and Avions Fairey wings motif on the left side. (via Jack Meaden)

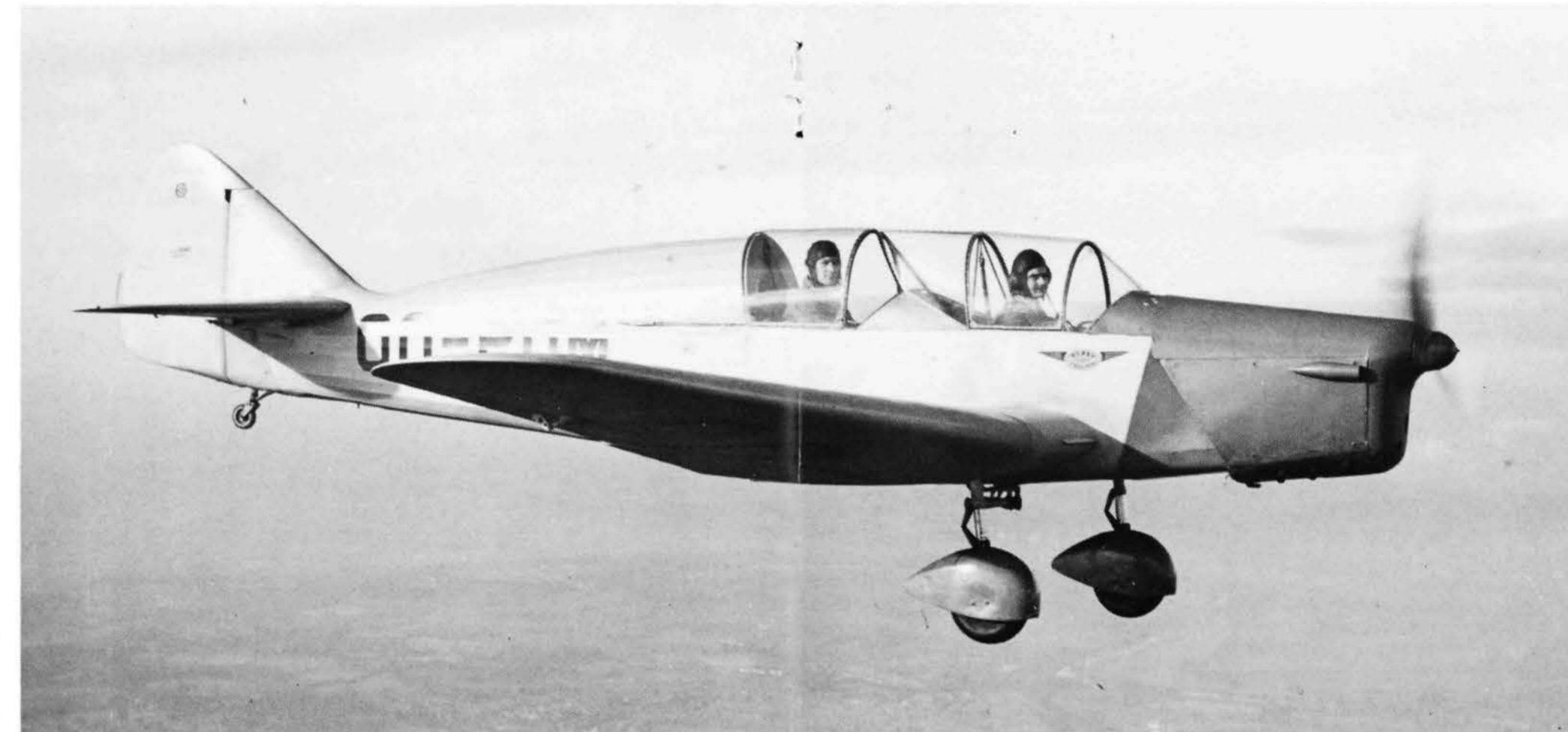


with these recommendations. Even before coming to England before the war it had become apparent that the limited visibility of the original canopy needed to be improved, and extra side transparencies had been inserted below the cockpits. In the postwar alterations a complete new canopy was designed which had much larger transparent areas extending well down the sides all along its length. In addition, the forward view of the pilot in the rear seat was improved by 'pinching in' the sides behind the front seat and fitting forward-looking windscreen panels each side in front of the rear seat. This unique solution enabled the rear seat pilot to look ahead to one side when taking off and when raising the nose during landing. The light tubular-metal hood framework was bipod braced behind each cockpit (strengthened on production and changed to crash pylons on the second production aircraft).

A spoiler strip was added to the wing leading edge near each root. The effect of this would be to disrupt the airflow at high angles of attack and encourage the wing root to stall first, suggesting that originally it was prone to drop a wing at the stall. The two-piece 'step across the gap' wing walkway was replaced by an unbroken strip and the undercarriage leg fairings were removed, although the wheel spats were retained. It was also fitted with a 145 hp Gipsy Major 10 engine with cartridge starting, and in this form returned to England to be taken over by Fairey with the object of putting it into production with the name Fairey Primer.

On arrival it was still registered OO-POM and it was widely photographed in this form. Fairey had taken out the registration G-AKFX, but the writer recalls no photographs of it carrying this registration (*indeed this is usually quoted as ntu - Ed*). Tests were carried out with the company B class marking G-6-1 and performance figures were released.

For a reason not explained, a four bladed propeller was made up from a pair of Fairey twisted-metal two blade propellers by fixing them at right angles and this was photographed with the



aircraft in 2.48. Nothing further was seen of this and Fairey two bladed propellers were used on the two production aircraft which followed.

The original drawings for the Topsy M were destroyed in 1940 before the German takeover, and to allow Fairey to manufacture the type in Britain the prototype was dismantled in March 1948 to serve as a pattern for production drawings. The Belgian registration was eventually cancelled on 31.3.50.

Fairey reserved ten constructor's numbers, F8455 to F8464, for production aircraft and the first production machine was built in 98 days, tested as G-6-4 and registered G-ALBL. At the first 50 hour check the Gipsy engine was changed for a 155 hp Blackburn Cirrus Major 3 and the wheel spats were discarded. It was certificated on 22.10.48. In the meantime a second production airframe, F8456, had been assembled and this was completed to the same standard. It was tested as G-6-5 and towards the end of 1948 it went to Boscombe Down for a comparison with the Chipmunk as part of an evaluation for a Tiger Moth replacement. It was registered G-ALEW, but although it lasted about 3 years the writer has yet to see a photograph of it bearing these marks.

The Primer lost out to the Chipmunk, but flying continued and small improvements were made as 'hangar mods'. G-ALBL appeared with the long fairing behind the cockpits removed and replaced with a short one to provide a 'glasshouse' rather like the Chipmunk (*as shown on p.94/86*). No doubt if this had become a production modification it would have been made transparent to provide an all-round view, but in the event it was made of an opaque material. View to the rear was provided by a small window cut in at eye level and a rear-view mirror fitted above the 'windscreen' of the rear seat.

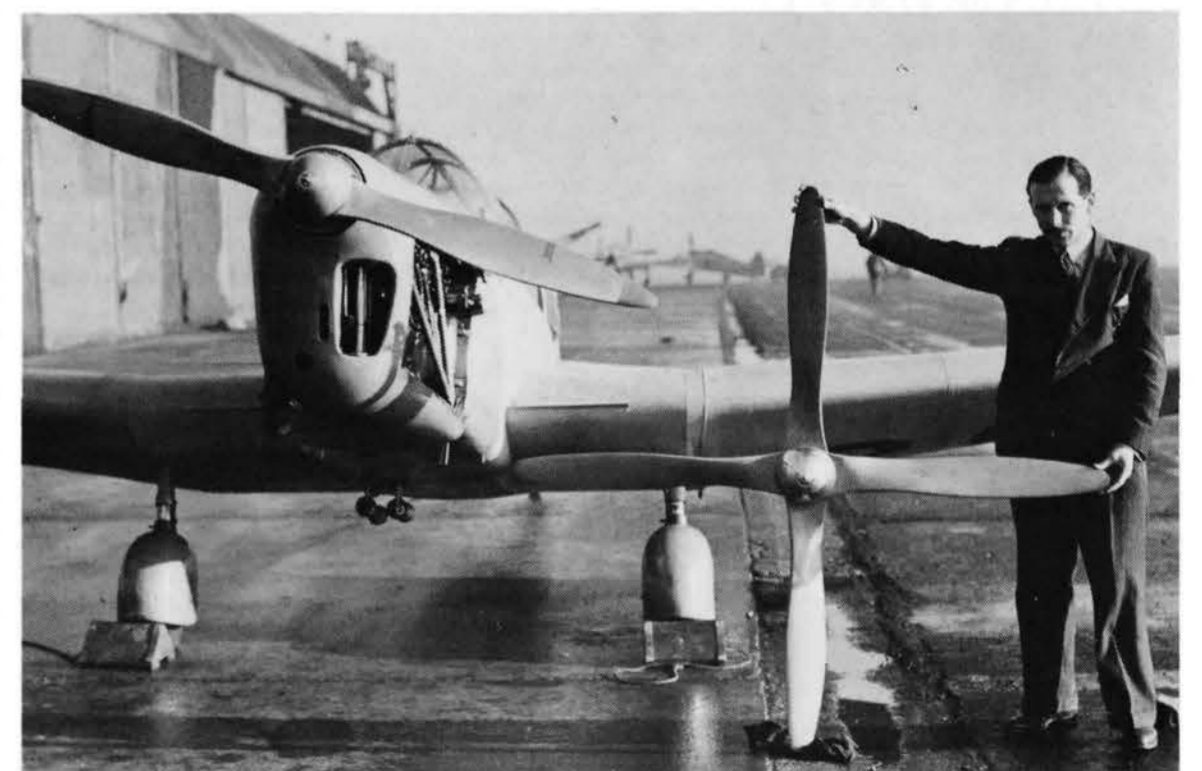
Right: OO-POM from the underside shows the small span centre-section flaps set forward from the trailing edge. (Aeronautics via Jack Meaden)
Below: When OO-POM arrived in Britain post war it had a new hood with deeper transparencies and a partial windscreen for the rear cockpit. On the right side it wears a Topsy Trainer motif, the name used originally for British built Topsy Bs pre-war. (Fairey via Jack Meaden)

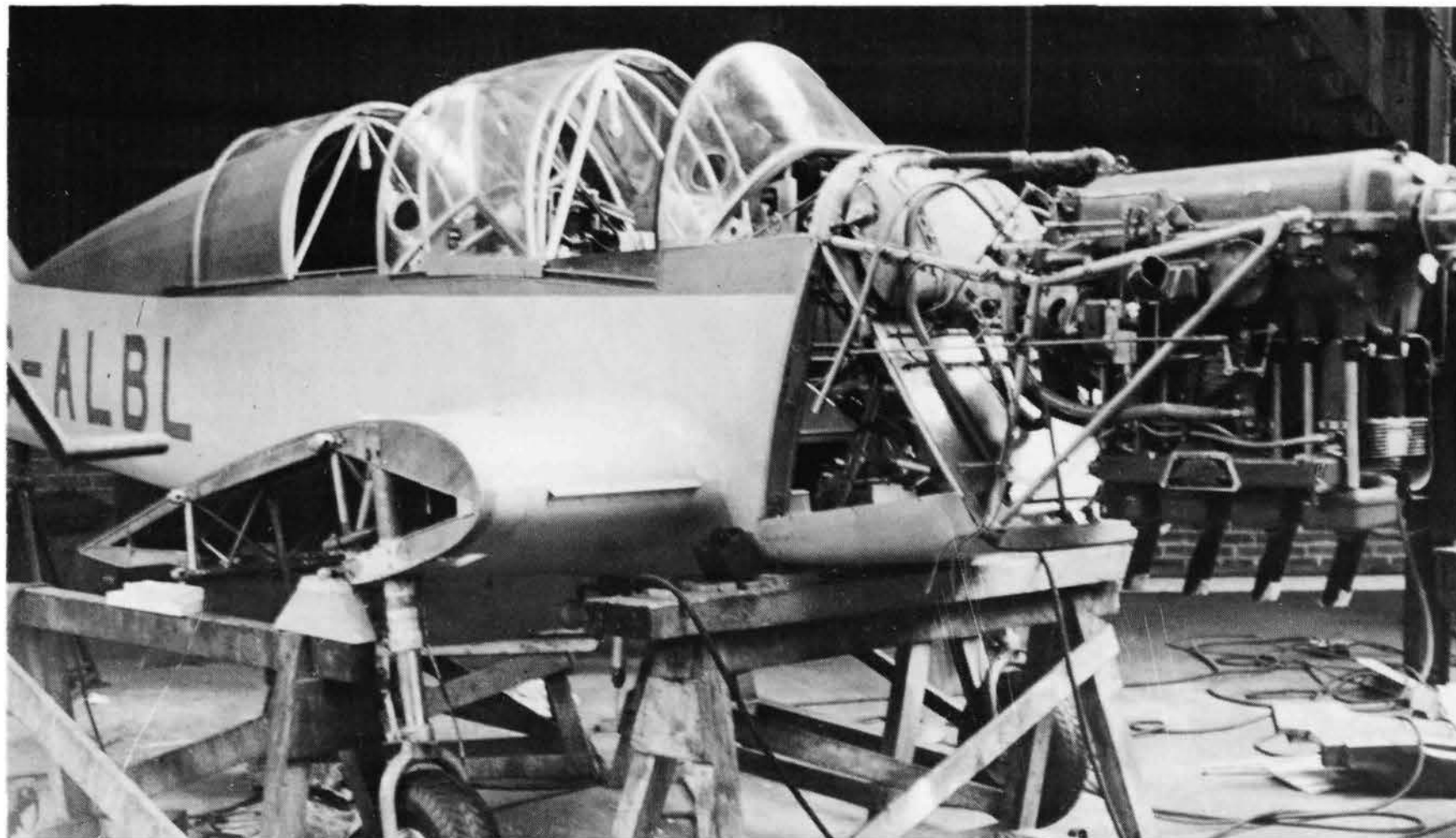


Below: The pilot of OO-POM is looking directly at the photographer in this demonstration of the rear-seat forward-facing partial windscreen.
Bottom: OO-POM in February 1948 with the four blade propeller which was not adopted. (Both, Aeroplane via Jack Meaden)

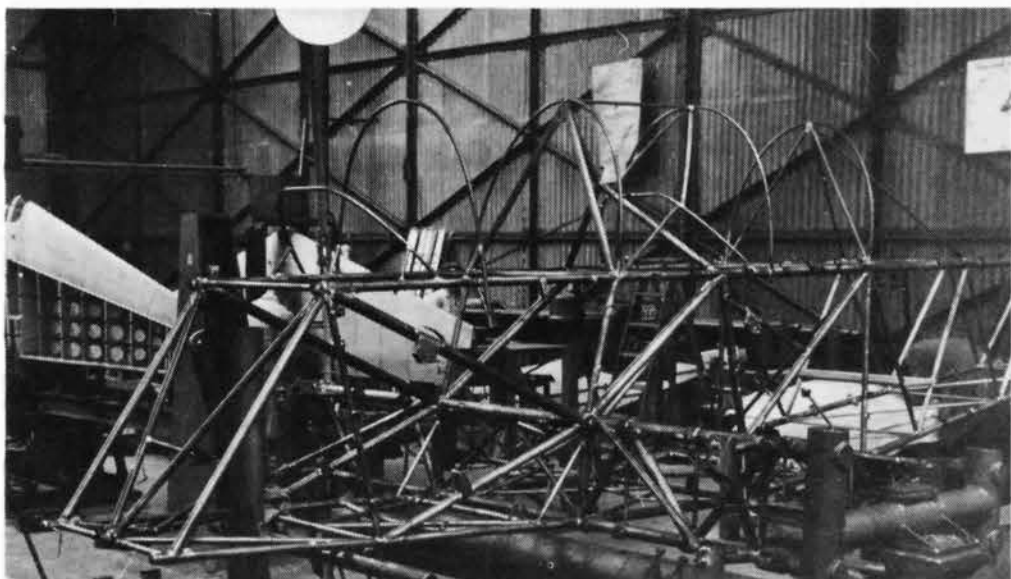
The Chipmunk, designed 6 years later than the Primer, with stressed skin construction, was a more attractive proposition and no customers were found for the Primer. It faded quietly away, with G-ALBL being dismantled in 1949 and G-ALEW in 1951. There are still unanswered questions about the Primer, for example did G-ALEW, the last survivor, have its rear hood modified in the same way as G-ALBL? Perhaps this article will result in more photographs coming to light, in particular of G-ALEW.

Not all published figures for the Primer family were in agreement with each other. The results of tests can vary, for example cruising performance depends on the power setting selected, and figures may be rounded off or even massaged to improve sales prospects. Widely varying figures were published for the M, but none of them made sense when tabled against those released for the Primer. However it can safely be assumed that with the Gipsy Major 1 the performance of the Topsy M was not a great deal less than that of the Primer with Gipsy Major 10, the figures of which follow overleaf (with those for the Cirrus Major 3 in parenthesis where they differ).





Top: The 1st production Fairey Primer G-ALBL being re-engined with Cirrus Major 3. Note the wing root spoiler strips and interim bipod crash pylons. Above: G-ALBL, now with Cirrus Major, and with spats removed. (Fairey) Left: Primer G-ALBL in its final form with the fuselage fairing behind cockpits removed. (All three via Jack Meaden)



DATA TABLE:
 Wing span 32 ft 10 in, length 27ft 6 in, wing area 154.5 ft². Empty weight 1360 lb, loaded weight 1960 lb. Performance at sea level: max speed 134 mph (141 mph), cruising speed 122 mph at 2300 rpm (125 mph at 2200 rpm), power-off stalling speed, flaps up 57 mph, flaps down 51 mph. Rate of climb 900 ft/min (940 ft/min), service ceiling 17,300 ft (16,800 ft). Max range 383 miles (376 miles).

Left: Welded steel fuselage structure of G-ALEW, second and last production Primer, on its jig in November 1948. (Fairey via Jack Meaden)

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 ersary of Blériot's flight; this
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 taking off and landing
 Stalls and spruce
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 Mr. Jack Langage of
 was originally
 1929 for

We have a number of items left over from, or adding to, previous issues, so our primary task this time is to clear this backlog.

A: 28.5.48 p.628 - The Hants & Sussex Herald was not dismantled in 1954 (see p.94/75) as photographs, one of which is dated 9.55, show it minus engine, out of doors and apparently discarded but otherwise still intact. H&S announced that the Herald was intended to be a testbed for a 2-seater to fill the gap in this class in Britain at the time.

Full details of the single-seater were published and included estimated performance figures. The fuselage was of steel tube construction with light alloy covering, welded and fabric covered aft of the cockpit. Tail surfaces were also steel tube with fabric covering. The wings were of two-spar wood construction with mainplanes built separately, the leading edge ply-covered and the remainder fabric-covered. Frise ailerons were fitted and the fin and rudder were mounted ahead of the elevators in the interests of good spin recovery. The fixed tricycle undercarriage was compressed rubber sprung and had identical-sized wheels. The nosewheel was castoring and self-

centring but not steerable; it originally had a spat which later appears to have been discarded. Brakes were applied by a hand lever with differential operation by the rudder pedals.

The engine was a 36hp JAP flat twin which it was claimed would provide a cruising speed of 75 mph and a maximum speed of 84 mph at max continuous 2400 rpm. At 2250 rpm at 5000 ft endurance was to be 3 hr 48 min, range 265 miles. However, if 265 miles is divided by 2.8 hr the result is 70 mph, so somebody was cheating! In any case the figures were estimated and never confirmed by flight tests. The dimensions given were: wingspan 29 ft 4 in, width with wings folded 9 ft, length 20 ft 9 in, height 7ft 1 in, wing area 145 sq ft.

Why taxi trials and low hops were not followed by flight testing was not stated, and if there were any problems they were not revealed, but it appears that orders were not forthcoming and further development was not funded.

F: 10.6.48 p.626 - PH-TCT was correctly identified on p.94/76 as the only Dutch DC-3 used by the UN but there were four Dutch Dominies flown in Palestine in UN colours as well. More information in a future issue.

F: 24.6.48 Ads - We have now obtained a photo of the Walrus I PH-NAX which was the subject of this sale. See top of page.

F: 15.7.48 Ads - Further to the Scheldemusich piece on p.94/79, Alfred Jenks has added some useful data. PH-AMG was

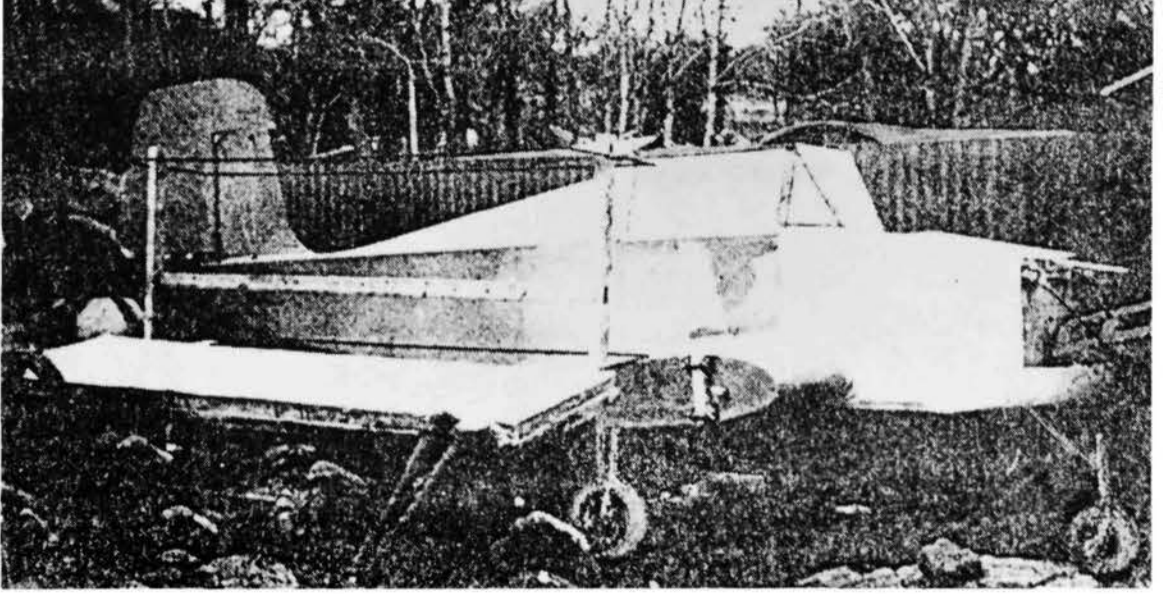
Right, top: The Scheldemusich PH-AMG at Hockley Heath with Sid Webb in RAF uniform, Don Burgoyne in white coat and Joe Wood behind him. The two young ladies are Joe Wood's daughters. (A J Jenks collection)

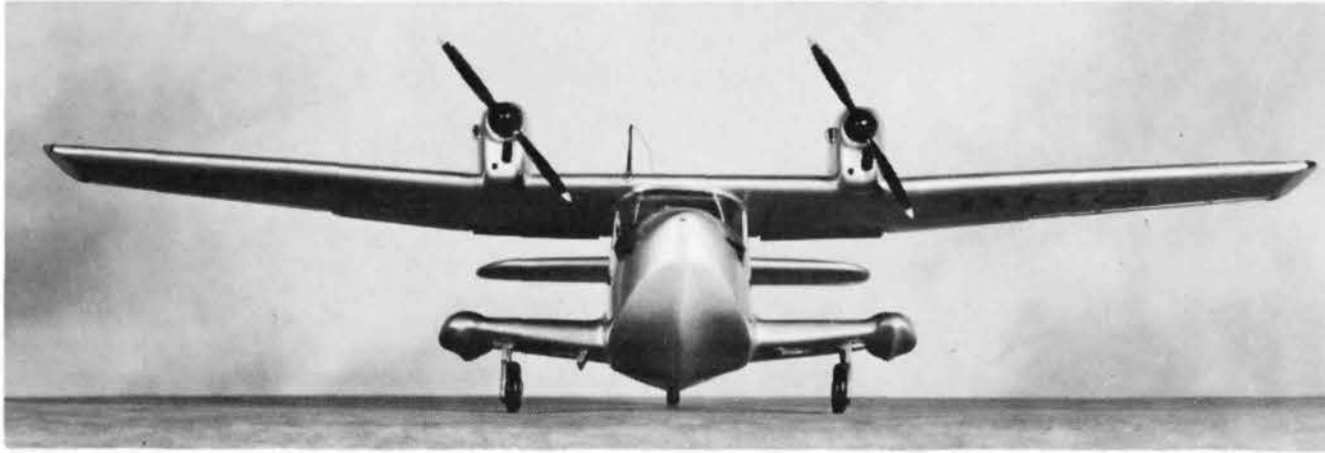
Right: The Hants and Sussex Herald. The upper part shows a flight photo of the airframe before covering. The lower part shows the Herald discarded without engine but still on its wheels. (via Jack Meaden)



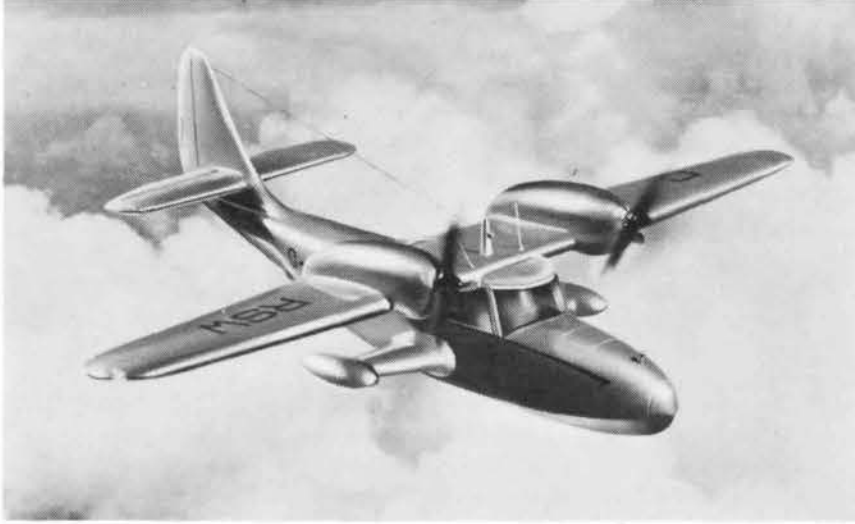
Above: The Walrus I PH-NAX which was offered for sale in Flight of 24.6.48. (via Gerard Terry)

advertised for sale in Aeroplane 16.2.45 through W S Shackleton and was purchased by Joe Wood within three weeks as it was recorded in his diaries as present at Knowle Hall Airfield by 10.3.45. It was delivered to Whitley on a Queen Mary trailer and then taken to Knowle on Don Burgoyne's trailer. It was flown by Joe and Don on several occasions but when No.41 Elementary Gliding School moved to Hockley Heath from Knowle, Joe wanted to move "the Duchy" (as he called it) up there. On 30.9.45 with Joe steering it and Sid Webb towing it with his car, they managed to negotiate the five mile trip without incident. The Scheldemusich was flown from Hockley Heath until the Gliding School moved to Honiley in 8.46. It was then stored at the rear of the Woods' garage in Shirley, Solihull until it was given away as previously reported.





Left: Frontal view of the Tribian model with a central wheel well aft, perhaps a tailwheel? Under the wing is "registration" G-ABMQ! (Aeroplane via JM)
Below, left: A model of the Sponson Tribian marked G-DRSW, against a cloud-scape. (via Jack Meaden)
Below: Full-scale partial mockup of the Tribian shows a cutout for a retractable nosewheel, higher sponson and other changes. (via Jack Meaden)



F: 22.7.48 p.108 - The Sponson Tribian (see p.94/79) was strongly promoted by Sponson Developments as a model, in illustrations and as a partial mockup. A & A Services, Aircraft Division, were agents and held a display for the aircraft in which they also stated that they held a stock of the Miles Gemini priced at £4230.

The information given on the Tribian was: Gross Weight 4214 lb, Disposable load 1321 lb, Span 44 ft 6 in, Length 34 ft, Height 13 ft 2 in. Power was to be provided by two 145hp Gipsy Major 10 or 155hp Cirrus Major III; max speed 153 mph, cruising speed 140 mph at sea level, stalling speed 55 mph, service ceiling 14,500 ft, initial rate of climb 900 ft/min, range (full load) 550 miles. It would seat a pilot and three passengers.

The original models clearly only represented ideas as, when design work produced the mockup, proportions and detail changed considerably. These changes (see photos) included a much higher-mounted sponson and lowered engine nacelles. The false registration shown on one model was G-DRSW, the initials of Douglas Reoch and Simon Warrender who formed Sponson Developments. The lack of further publicity suggests that no orders were confirmed to justify starting construction.

F: 12.8.48 p.188 - Aviation in Brazil.

The Fabrica do Galeao built under licence 41 Focke-Wulf Fw44J (Stieglitz) training biplanes (150hp Siemens 7-cyl Sh14 radial engine) numbered 11AvN-126 to 11AvN-166. These were used by the Brazilian Naval Aviation from 1936 to 1941. Two others were built by the Fabrica Militar de Aviones for the Brazilian Army, as numbers 57 and 58, and used from 1938 to 1941, when organisational changes took place. An ex-Argentine Fw44 has been preserved in the Brazilian Museu Aeroespacial near Rio de Janeiro.

Fabrica do Galeao also licence-built the Focke-Wulf Fw58B (Weihe) bomber/training monoplane (2 Argus 240hp 8-cyl vee AS10C engines) which served Brazilian Naval Aviation from 1938 to 1941. Although these have been said to number 16, the serials were given as D2Fw-147 (delivered), -168 to -177 (assembled) and 2AvN-209 to -223 (built), which totals 26. These were transferred to the Brazilian Air Force as bomber and navigation trainers serving from 1941 to 1950 with serials AT-Fw58-1167 to -1192 (Fw58B) which totals 26 and suggests that all the Navy aircraft survived five years to be handed over to the Air Force, quite remarkable if so. Two others were built as Fw58C, serials UC-Fw58-2654 and -2655. One of the AT-Fw58 aircraft which had seen civilian use post-war as PP-FDE was restored for the Museu Aeroespacial.

The HL-1 produced by the Companhia Nacional de Navegacao Aerea with 65hp Continental A-65 flat four engine was so similar to the Piper J3C-65 Cub that the only apparent

difference was the two underwing struts which were attached separately at the bottom instead of as a vee. It was reported that 100 were ordered for the flying clubs and some sources said "over 100 built". The highest c/n that we have recorded is 99 (on PP-TXH), while three Air Force serials L-HL1-3050 to -3052 (ex FAB-01 to -03) are known. The HL-6B Caure low-wing tandem open-cockpit trainer, first flown in 1941, had the same layout as the Fairchild PT-19A Cornell trainer built under licence, and was no doubt strongly influenced by it. One was produced for the Brazilian Air Force as L-HL6-3053. Its 125hp Lycoming O-290 flat four engine had exposed cylinders but the civil HL-6B, production of which commenced in 1943, had the 130hp O-290-C completely cowled. It was reported that structural failures had occurred in service and no contracts followed after the initial 50 aircraft. Some were modified to have enclosed cockpits and spats on the mainwheel legs. The maximum speed was given as 200 km/hr (124 mph) and cruising speed 170 km/hr (112 mph), initial rate of climb 270 m/min (886 ft/min), ceiling 5200 m (17,060 ft) and loaded weight 800 kg (1764 lb).

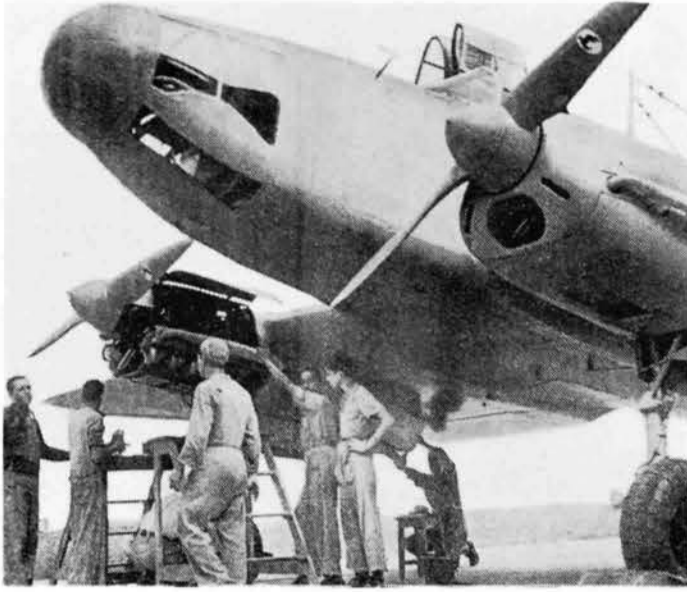
The HL-8 prototype was an 8 - 10 passenger monoplane with three 125hp Lycoming O-290 engines, twin fins and rudders and a fixed tailwheel undercarriage. It was built in 1944 but did not go into production.

F: 2.9.48 Ads - (see also p.94/108) The Egyptian Sea Otters were purchased in 10.47 from BSDM (British Surplus Disposal Mission) by Sqdn Ldr James Patient & Mr Shepherd for, they said, a charter service in Africa. They were later sold to the Egyptian Air Force. Patient formed Enterprise Aviation Services (London) Ltd on 20.1.48 and owned Consul G-AJLK as well as Chrislea Super Ace G-AKUX. He later became General Manager of the Jordanian company Arab Airways Association Ltd.

F: 16.9.48 p.332 - (see p.94/108) Another suggestion for G-AJME/"ND929" was that it was NT929, a Beaufighter X struck off charge as "sold 28.7.48", the date of the delivery flight crash.

The spares were flown in British American Air Services Halifax G-AJJP by a Mayfair Air Services crew. Mayfair were much involved with the export of aircraft to Israel.

F: 23.9.48 Ads - (see p.94/109) The Miles M.2M Hawk Major G-ADCV c/n 156 had been owned by J E D Houlder in 1935. It was put in storage in a garage at Hatfield and when Ron Paine came across it in 1944 he purchased it, obtaining a CofA on 13.3.46. He entered it for the Siddeley Trophy in the first post-war Air Races at Lympne on 31.8 - 1.9.46 and it came second at 129.5 mph. It had two 16 gallon fuel tanks in the wing roots which gave a 4½ hr endurance, enabling him to use it for attending rallies on the Continent. Its long range attracted the attention



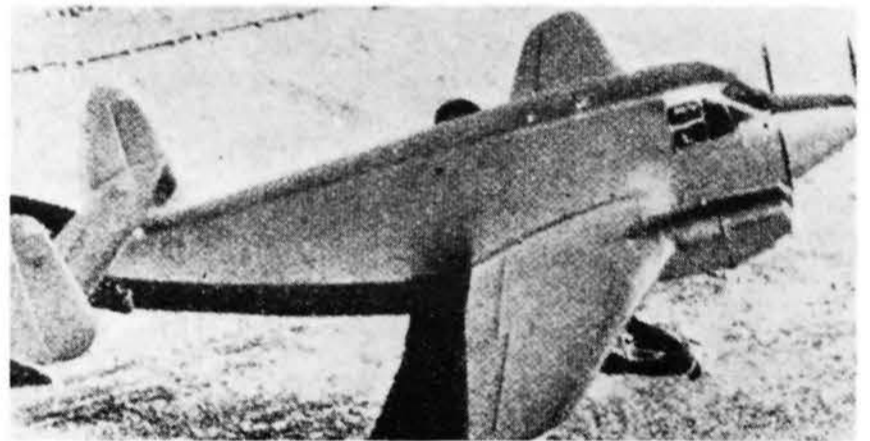
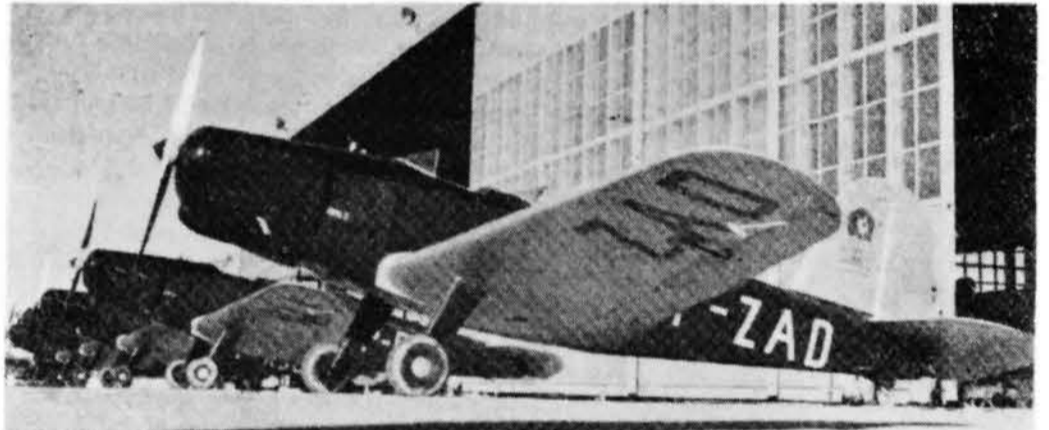
Illustrating the Aviation in Brazil Extract:
Above: This photo of a Focke-Wulf Fw58 was identified as "the first all-Brazilian-built medium bomber". (via Jack Meaden)

Right, top: A Focke-Wulf Fw44J of Brazil's Naval School of Training in 1939 with the marks 1-I-1 and MARINA across the rudder stripes of blue/yellow/green, later changed to green/yellow. (via Jack Meaden)

Right, second: The HL-1 could only be distinguished from a Piper Cub by the spaced underwing support struts. This appears to be c/n 86 unmarked, if so it later became PP-TTQ. (Aeroplane via Jack Meaden)

Right, third: The HL-6 Caure was built as a standard trainer for Brazilian flying clubs from 1941 and owed much to the licence-built Fairchild Cornell. (via Jack Meaden)

Right, bottom: The prototype HL-8 three engine transport was later given passenger windows and trousered undercarriage fairings, but it did not go into production. (Aeroplane via Jack Meaden)



of a retired RAF pilot Laurence Aelred Harris, who purchased it in 1947 (regd to him 3.4.47) for the flight to India, afterwards advertising it for sale in a Bombay newspaper. It was then purchased by Lt Col Gordon H Wotton, a member of the Karachi Flying Club. He wanted to do the flight in the opposite direction as he was being repatriated. He left on 18.11.47 and arrived home at Hamble after 55 hr 30 min flying time. He used 390 gal of petrol at 7 gal/hr, the norm for a Gipsy Major, and covered a distance of 5510 miles. He registered G-ADCV on 16.1.48 but shortly sold it to Basil S StA H Hurle-Hobbs of Croydon to whom it was regd 18.1.49. It was wrecked when a hangar wall collapsed in a gale and fell on it at Croydon on 4.2.50. Only one other M.2M Hawk Major with the enclosed rear 2-seat cockpit which identified the type was built. This was LN-BAH "Fefor" c/n 128 of C F Walter of Vinstra, Norway, which crashed and burned at Kjeller on 10.12.35.

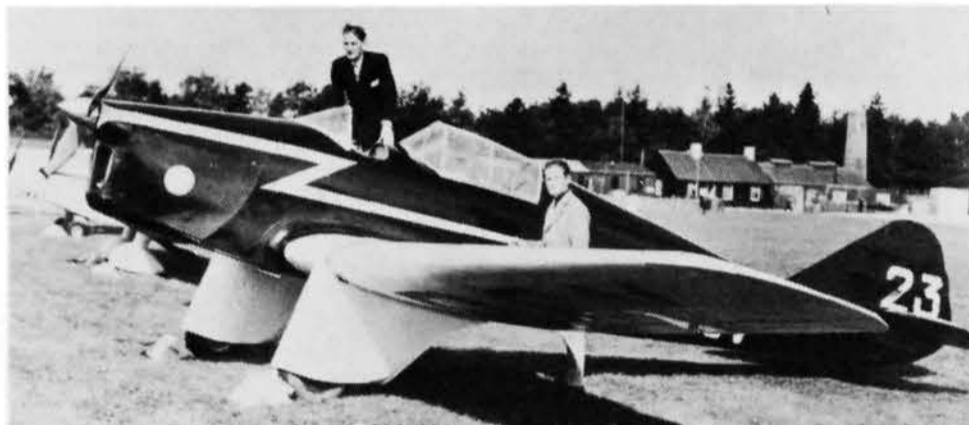
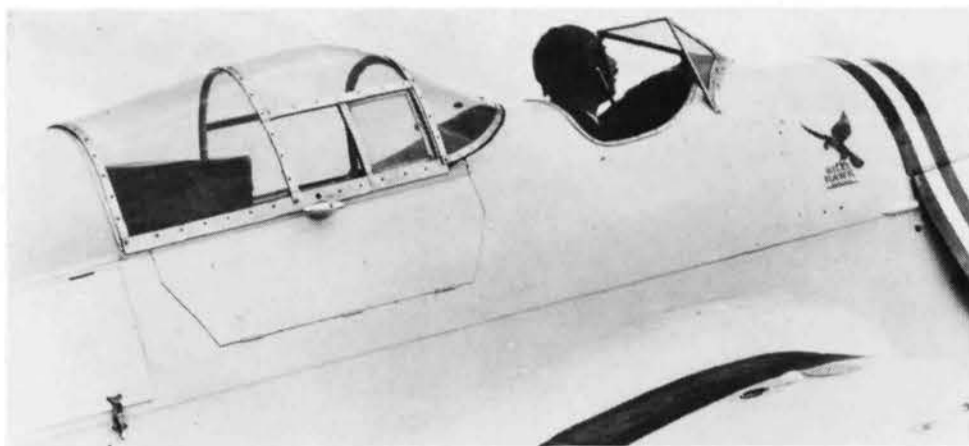
F: 14.10.48 p.453 - A little more on the Twin Ercoupe. The aircraft was built in the winter of 1946/7 at Athens, Georgia with FAA experimental licence issued 4.47. On three occasions it was landed on one engine and once flew over 30 minutes on one, but with fixed pitch propellers full single-engined power could not be obtained. The Thrasher Brothers Air Show performed some 278 times between late 1945 and November 1950, covering the eastern half of the USA. The Twin Ercoupe took part in over 170 of these and flew over 1250 hours before "bad judgement was used" (does this mean pilot error or just lack of faith?) and the aircraft sold for parts. It is claimed to be the first post-war twin engined lightplane.

We now move on to the material held over from last time:

A: 22.10.48 p.542 - Scottish Airlines Liberator G-AH2P crashed at Speke on 13.10.48 was originally delivered to Dorval, Montreal on 26.9.41, flown to Prestwick and delivered to 150 Sqdn at Snaith in Yorkshire as AL516. It was damaged 3.42 and after repair went to 1653 Heavy

Conversion Unit, then back to 150 Sqdn where it was again damaged 7.42. Repaired, it again went to 1653 HCU. After being laid up at Prestwick it was purchased by Scottish Aviation Ltd. (Believed to be c/n 14, it is also quoted elsewhere as c/n 8 AL510 or as c/n 11 AL513.) The aircraft was modified for civil use by fitting a freight compartment in a lengthened nose, converting the bomb bay into a 30-seat passenger cabin and fitting a fuselage tail-end fairing as with others of the LB-30 type. In this case 7 rectangular windows were fitted in each side, though freighter versions did not have them. It was given a CofA 12.8.46 and used on various charters and the Berlin Airlift, continuing until the milk run on which it crashed at Speke. As an LB-30/Liberator II it was distinguishable from later Liberators by the circular engine cowlings with oil cooler intakes in the wing leading edges (S3C4-G/R-1830-33 engines) while later models had the oil cooler intakes in the sides of oval nacelles (S4C4-G/R-1830-65 engines). All Liberators had the P&W Twin Wasp engines of 1000hp (normal), 1200hp (take-off).

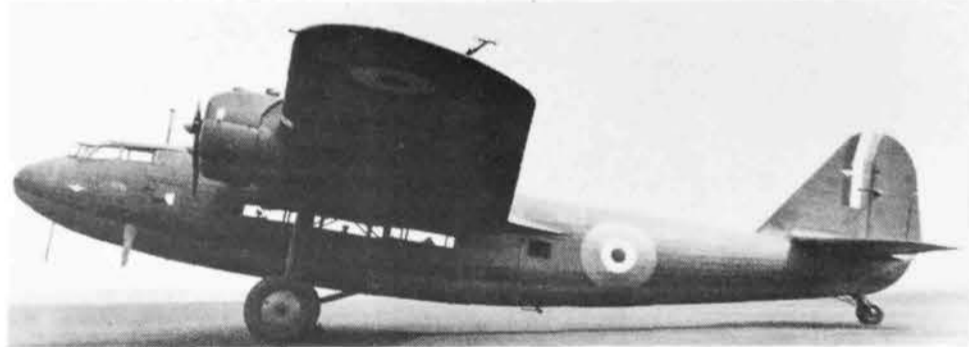
*Ads - King Peter of Yugoslavia's Cessna Crane was N9956F, see Archive p.92/28 for details.



Top: A 1935 photograph showing details of the enclosed hood over the two-seat rear cockpit of Miles M.2M Hawk Major G-ADCV when it was based at Heston. See 23.9.48. (via Jack Meaden)

Above: G-ADCV at Lympne in 1946 with owner R.R.(Ron) Paine by the front cockpit. The windscreens and rear cockpit have been redesigned following use with the rear cockpit open, probably due to deterioration of the 1935 cover. (via Jack Meaden)

Below: LB-30 Liberator G-AHZA of Scottish Airlines with its faired nose and fuselage tail-end and with cabin windows, in which form it was used from CofA 12.8.46 to its crash at Speke 13.10.48. See Extract for 22.10.48. (via Jack Meaden)



Above: The Fokker F.XXII G-AFZP was used for navigation training during the war and became HM160. Restored as G-AFZP postwar it flew until 1947 but there was no response to the Aeroplane advertisement of 22.10.48 and it was scrapped in July 1952. (via Jack Meaden)

Below: Ex-RCAF Lysanders were fitted with specially designed low-slung spray bars for crop spraying in Canada: see 12.11.48. (Jack Meaden)



*Ads - The Fokker F.XXII G-AFZP had been used during the war as a navigation trainer, for which purpose the cabin windows were made continuous in order to admit more light to the row of navigator's tables installed. As the prototype fixed undercarriage F.XXII PH-AJP "Papegaai" of KLM (4 P&W Wasp T1D1 525hp 9-cyl radial engines) it was sold to Scottish Aviation at Prestwick in 1939. After service with 12 EFTS at Prestwick it was impressed 10.41 as HM160 and went to 15 OTU and then 24 Sqdn. It was returned to Scottish Aviation in 1944 and postwar was overhauled and had its outdated engines replaced by 600hp R-1340-S3H1 Wasps for Scottish Airlines, as described on p93/107 and 94/22. As an outdated aircraft with plywood and fabric covering and fixed undercarriage it did not find a purchaser and was finally broken up in 1952. Plans to put it in a Dutch aviation museum lacked funds and space.

F: 11.11.48 p.568 - The missing NZNAC Electra was ZK-AGK c/n 1128 "Kaka" which crashed near the summit of Mt Ruapehu 23.10.48 due to navigation error in bad weather. Capt G.M.Hare, 1 other crew and 11 passengers killed.

A: 12.11.48 p.609 - The six Lysanders converted for crop spraying by Westland Spraying Service of High River, Alberta, were modified to carry a 200 gal spraying fluid tank in the covered-in rear cockpit. The spray bars gave a swathe width of 175 ft which was considerably greater than that of helicopters and light aircraft such as Cubs used by other operators. The all-up weight was increased by 1400 lb to 7500 lb. Spraying runs were flown 50 ft above the ground at an indicated airspeed of 160 mph. Some aircraft (eg CF-FOA which was demonstrated at the 1948 Calgary Air Show) were without the undercarriage stub wings and had the feed pipe to the spray bars on the right hand side. The spray bars were pressure fed from two wind-driven pumps on the wheel spat gun mountings. The spray bar jets had magnetic valves, operated by pressing the gun firing button on the control column.

F: 18.11.48 p.610 - The Mannin Airways Rapide was G-AKOF, c/n 6538. Flew Ronaldsway - Dublin - Ronaldsway but could not land due to bad weather, circled 30 minutes, then diverted to Liverpool. Ran out of fuel and landed in River Mersey. No life jackets were worn, only one passenger reached the shore.

*p.612 - The Nash Collection Fokker D VII item is full of inconsistencies. It could hardly have been built in January 1918, the type was only selected, as the Fokker V 11, for production in that month and further development flying was needed with other prototypes the V 18, V 21 and V22, before production began to reach front line units in 4.18. Among the first units was the Richtofen Wing JG 1, while Jasta 71 was part of another wing and received theirs later. Is this the D VII now with the RAF Museum? This is quoted as s/n 8417/18, probably a late production aircraft.

A: 19.11.48 p.656 - ANA DC-3 was VH-UZK "Kurana" c/n 2003 en route Melbourne to Deniliquin. Capt H.Warlow-Davies and co-pilot J.B.Keyes killed. Off course, they had attempted to outclimb rising ground 400 ft below the summit of Mt Macedon.

F: 25.11.48 p.622 - "Thursday's Child" was the Proctor G-AJMU ex NP353 c/n H.724 leased from Field A/c Services. Destroyed in a forced landing on the Alaska Highway at Tok on 21.11.48, having already flown eastbound from UK via India and Japan. The pair had originally set off in Chrislea Super Ace G-AKUV but this had an accident in France.

With thanks to John Havers, Harm Hazewinkel, Alf Jenks, Jack Meaden, Tony Smith, Vic Smith, Gerard Terry and others listed in the last issue.

Complete Civil Registers : 3

PART FORTY-NINE

New Zealand



ZK-CSF Cessna A188 AgWagon 0210 9.1.67
Ex (N9760V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 14.2.67. To Air Services (Wairarapa) Ltd, Masterton 26.3.70. Wfu Masterton 20.3.77, dismantled. Regn cld 27.7.79.

ZK-CSG Cessna A188 AgWagon 0212 .66
Ex (N9762V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became N1779C .67, AN-BEW 10.68.

ZK-CSG Cessna 150H 67851 14.1.69
(2) Ex (N7151S), (VH-DSY). Rex Avn (NZ) Ltd, Ardmore. To Auckland Flying School Ltd, Ardmore 16.5.69; to Rex Avn (NZ) Ltd, Ardmore 6.6.69; to Waikato AC, Hamilton 30.7.69; to Dalhoff & King Avn Ltd, Ardmore 17.3.78; to Central Western Air (Southland) Ltd, Limehills 25.8.78; to D E Farquhar, Huntly 14.8.80; to G E Allen, Auckland 21.8.86; to Messrs Walker & Maloney, Whangaparaoa 4.4.90; to T J Gould-Thorpe, Rotorua 29.10.93; to G P Nash, Auckland 4.2.94. Current.

ZK-CSH Cessna A188 AgWagon 0214 .67
Ex (N9764V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became (CF-VZX) 8.67, PT-DEV 2.68.

ZK-CSH Cessna 172J 56523 14.1.69
(2) Ex (N8323L), (VH-EFU). Rex Avn (NZ) Ltd, Ardmore. F/f Ardmore 28.1.69. To South Canterbury AC, Timaru 2.5.69; to Rex Avn (NZ) Ltd, 12.2.73; to N M & D R Falconer, Tapanui 28.8.73; to B J Thomas, Tuatapere 17.6.76. Crashed Tuatapere 25.3.77; wfu and dismantled Ardmore 9.12.77. Regn cld 18.6.84.

ZK-CSI Cessna A188 AgWagon 0216 .67
Ex (N9766V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became N9766V 22.4.67.

ZK-CSI Cessna 172J 56522 3.4.69
(2) Ex (N8322L), (VH-EFT). Rex Avn (NZ) Ltd, Ardmore. To Waikato AC, Hamilton 16.5.69; to Dalhoff & King Avn Ltd, Ardmore 25.9.79; to G F Dixon Engineering Ltd, Ohakune 27.3.80; to Motor Holdings (Aviation) Ltd, Ardmore 20.11.81; to B T Mellsop, M A Jillson & C W Browne, Waimiha 24.2.82; to Coromandel Flying Group Society Inc, Coromandel 21.1.87. Current.

ZK-CSJ Cessna A188 AgWagon 0218 .67
Ex (N9768V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became YV-T-FTN 6.67, YV-E-LPB 8.67 and YV-46A .74.

ZK-CSJ Cessna 172K 57940 1.7.69
(2) Ex (N79182). Rex Avn (NZ) Ltd, Ardmore. To Canterbury AC, Christchurch 24.7.69; to Dalhoff & King Avn Ltd, Ardmore 9.11.76; to J A Aitken, Hastings 5.7.77. Dbr at Wellington 25.8.85; sold to Christchurch Motorcycles Ltd, Christchurch 1.5.86. Regn cld 27.3.91, wreck exported to Australia.

Above: AgWagon ZK-CSF in a shiny clean paint scheme and without titles, equipped for top dressing rather than spraying. The under wing-tip "floats" may be to create vortices and control the spread pattern. (W Zwakhals coln)

Below: The Skyhawk is the de luxe version of the basic Cessna 172; this 172K Skyhawk ZK-CSN was written off exactly three years after its first flight in New Zealand. (R W Kerr)



ZK-CSK Cessna A188 AgWagon 0181 9.1.67
Ex (N9731V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 15.2.67. To Cookson Airspread Ltd, Wairoa 30.7.68; to Manawatu Aerial Topdressing Co Ltd, Feilding 4.1.73. Wfu Feilding 6.4.81. Regn cld 3.4.91.

ZK-CSL Cessna A188 AgWagon 0182 9.1.67
Ex (N9732V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 10.4.67. To Cookson Airspread Ltd, Wairoa 24.4.69. Wfu Feilding 10.6.82. Regn cld 10.12.90.

ZK-CSM Cessna A188 AgWagon 0195 9.1.67
Ex (N9745V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 10.4.67. Op by Rural Avn (1963) Ltd, New Plymouth, .67. Sold to Rural Air Services Ltd, Feilding 23.3.70. Modified to A188B, f/f 14.7.76. To Rural Air Services (1986) Ltd, Palmerston North 20.10.86; to Mainline Holdings Ltd, Bunnythorpe 21.1.93. Current.

ZK-CSN Cessna A188 AgWagon 0222 .67
Ex (N9772V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became N9772V 22.6.67.

ZK-CSN Cessna 172K Skyhawk 58313 1.8.69
(2) Ex (N84044). South Otago AC, Balclutha. F/f Momona 30.7.69. Crashed off Brighton, Otago coast, 30.7.72. Regn cld 2.10.72.

ZK-CSO Cessna A188 AgWagon 0213 9.1.67
Ex (N9763V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 2.67. To Rural Avn (1963) Ltd, New Plymouth 16.5.67; to Midland Avn Ltd, Feilding 23.3.70. Wfu Feilding 19.10.81. Sold to Flight Care Ltd, Napier 24.4.87. Regn cld 15.11.90.

ZK-CSP Cessna A188 AgWagon 0215 .67
Ex (N9765V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became HK-1368E 12.67.



Left: The first Cessna 177 registered in New Zealand was ZK-CTA. The Model 177 was originally designated 172J and was the first of the high-wing series to feature the unstrutted cantilever wing. The de luxe version was known as the Cardinal, ZK-CTC being an example. Visible to the rear is James Aviation Fletcher FU-24 ZK-CPN. (R W Kerr)

ZK-CSP Cessna 172K (2) Ex (N84466). R W Lister Ltd, Auckland. To R W & R B Lister, Auckland 21.11.69. Crashed in Manukau Harbour 3.12.69. Regn cld 11.12.69.	58483	16.9.69	ZK-CSW Cessna 150G Ex (N3733J). Rex Avn (NZ) Ltd, New Plymouth. To Aircraft Hire (NZ) Ltd, Masterton 9.10.67, op by Central Flying School Ltd, Christchurch and from 10.67 by Auckland FS Ltd, Ardmore. To Davidson Contracting Co Ltd, Invercargill 6.8.71; to Rex Avn (NZ) Ltd, Ardmore 1.6.73, op by Rex FS Ltd, Paraparaumu; to H McL Baxter & P Bouma, Te Awamutu 7.5.76; to Bob Shewry Avn Ltd, New Plymouth 20.7.78; to Dalhoff & King Avn Ltd, Ardmore 20.8.80; to D N & J Y Philpots, Papakura 8.12.80; to J R & C S Emeny, Hawera 24.2.82; to Aero Dynamics, Hamilton 18.4.84; to Rukuhia FC, Hamilton 21.6.84; to M T Guilford, Hamilton 23.10.85; to E A M Craig, Christchurch 21.7.86; to Rick Lucas Helicopters Ltd, Palmerston North 29.11.91; to Coast Air, Plimmerton 10.9.92, op by Welair Avn Centre, Paraparaumu; to Messrs Dillon & Weinberg, Cambridge 16.6.93. Current.	65033	28.11.66
ZK-CSQ Cessna A188 AgWagon Ex (N9767V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became HK-1369E 12.67.	0217	.67	ZK-CSX Cessna 402 Ex N4068Q. Rex Avn (NZ) Ltd, Ardmore. D/d 27.1.68. Op by Skytravel (NZ) Ltd, Auckland. D/d ex Auckland to Australia 15.11.68. Regn cld 2.12.68 and sold as VH-RDZ, regd 17.1.69.	0168	8.1.68
ZK-CSQ Cessna 150H (2) Ex (N22508), (VH-UBA). Rex Avn (NZ) Ltd, Ardmore. To Rex Flying School Ltd, Ardmore 8.9.69; to Borth Shore AC, Dairy Flat 12.10.72; to A W E Taylor, Auckland 6.10.83; to C E Gould, Marton 12.11.84; to Gould & S F Thodey, Marton 13.5.85; to C E Gould, Marton 27.4.88. Current.	58325	29.7.69	ZK-CSY Cessna 172H Skyhawk Ex N1488F. Rex Avn (NZ) Ltd, New Plymouth. F/f 27.1.67. To Tauranga AC, Tauranga 4.4.67; to Rex Avn (NZ) Ltd, Ardmore 18.3.74; to Central Otago FC, Alexandra 9.1.75; to P J Kean & ptrns, Limehills 20.10.76; to Dalhoff & King Avn Ltd, Ardmore 13.12.78, op by RexAir Flying School, Dunedin; to West Coast Gold & Greenstone Mining Co Ltd, Hokitika 29.8.80; to UDC Finance Ltd, Christchurch 28.9.81; to K J, W A & W G Weir, Greymouth 10.2.84 Current.	54983	16.1.67
ZK-CSR Rand Robinson KR-2 P A Golding, Lower Hutt; reserved since 5.8.82. F/f Wellington 24.8.84. To Groot Syndicate, Putaruru 10.1.89; to C D Due, Tirau 13.6.90. Current.	AACA/623	21.5.84	ZK-CSZ Cessna 402 Ex N4069Q. Rex Avn (NZ) Ltd, Ardmore. D/d 27.1.68. Op by Skytravel (NZ) Ltd, Auckland. D/d ex Auckland to Australia 21.8.68. Regn cld 3.10.68 and regd VH-BPX on same date.	0169	10.1.68
ZK-CSS Cessna A188 AgWagon Ex (N9769V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became XB-DAY 9.67.	0219	.67	ZK-CTA Cessna 177 Ex (N2280Y). Rex Avn(NZ) Ltd, Ardmore. F/f Ardmore 19.1.68. To General Finance Acceptance Ltd, Wellington, op by Auckland Flying School Ltd, Ardmore 1968, then by Paraparaumu Flying School Ltd 1968, and by C T Jepson, Kiwitea from 20.10.69, to whom sold 7.4.70. Crashed Pauanui 16.1.72. Sold to Simcan Investments Ltd, Auckland 2.2.72, op by J D Jamieson, Auckland. Regn cld 16.5.72.	00080	16.1.68
ZK-CSS Cessna 172K (2) Ex (N7107G). R W & R B Lister, Auckland. To Raetihi Avn Ltd, Raetihi 6.6.75; to Roy Turner Ltd, National Park. Lost without trace Lake Tekapo - Fox Glacier 30.7.83. Regn cld 13.4.88.	58807	20.1.70	ZK-CTA NZ Aerospace CT/4A Airtrainer055 (2) Ex ZK-EAR, RAAF: A19-055. H R Jones, Takapuna. Current, based at Auckland in RAAF colours.		27.10.93
ZK-CST Cessna A188 AgWagon Ex (N9770V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became N9770V 6.67.	0220	.67	ZK-CTB Cessna 172H Ex (N8288L). Reserved for Rex Avn (NZ) Ltd, Ardmore. Sold to B A Morice, Napier and f/f Ardmore 14.12.67 as (VH-DQW). Regn cld 12.67 as sold to Norfolk Island and regd there as VH-DQW to B A Morice. Sold back to NZ as ZK-EKD 15.7.77.	56488	.67
ZK-CST Cessna 150H (2) Ex (N22580), (VH-UBD). Rex Avn (NZ) Ltd, Ardmore. To Rotorua AC, Rotorua 19.2.70; to Tauranga AC, Tauranga 16.10.72; to Dalhoff & King Avn Ltd, Ardmore 27.9.76; to Wellington Districts AC, Wellington 12.11.76; to J L Milne, Auckland 20.6.78; to U-Fly Services Ltd, Ardmore 5.9.79; to B R Hughes, Napier 1.10.79; to Pacific Avn Ltd, Rotorua 31.3.81; to C A & D R King, Matamata, op by Matamata FC 23.8.82; sold to Matamata Flying Club 30.10.86. Current.	68374	22.9.69			
ZK-CSU Cessna A188 AgWagon Ex (N9771V). Reservation for Rex Avn (NZ) Ltd, not taken up. Became N9771V 6.67.	0221	.67			
ZK-CSU Cessna 172K (2) Ex (N7215G). Rex Flying School Ltd, Ardmore. To Slipper Island Resort Ltd, Tairua 15.8.75; to R M Moore, Hamilton 13.5.77; to Dalhoff & King Avn Ltd, Ardmore 8.8.78; to T F & R M Corbett, Ashburton 22.4.80. Crashed Waihopai Valley 14.2.89. Regn cld 18.12.90.	58915	18.3.70			
ZK-CSV Cessna 150G Ex (N3305J). Rex Avn (NZ) Ltd, New Plymouth. To Wanganui AC, Wanganui 17.10.67; to W Lysaght, Auckland 28.11.69; to Peeceejay Holdings Ltd, Christchurch 18.2.71; to Simcan Investments Ltd, Auckland 13.6.72, op by Harman Building Ltd, Tauranga; to Nairn Avn Ltd, Nelson 17.7.73. Crashed off Greymouth 6.2.77. Regn cld 30.6.77.	66005	10.3.67			

To be continued . . .

Aircraft Production List: 6

The Piper Vagabond

PART SIX

C/n	Regn	Date regd	Date Rem. canc
110	NC4812H	.48	
	N4812H		pre63
111	NC4813H	.48	
	N4813H		3Q.80 sold to Canada
	C-GBEH	10.82	
112	NC4814H	.48	
	N4814H		
113	NC4815H	.48	
	N4815H		pre63
114	NC4816H	.48	
	N4816H		
115	NC4817H	.48	
	N4817H		.70
	N4817H	E.71	
116	NC4818H	.48	
	N4818H		
117	NC4819H	.48	
	N4819H		.70
	N4819H	L71/E72 L73/E74	
			but inactive during this period
	N4819H	5.77	
118	NC4820H	.48	
	N4820H		.70
	N4820H	E.71	
119	NC4821H	.48	
	N4821H		
120	NC4822H	.48	
	N4822H		
121	NC4823H	.48	
	N4823H		
122	NC4825H	.48	
	N4825H		
123	NC4826H	.48	
	N4826H		
124	NC4827H	.48	
	N4827H		.70
	N4827H	L71/E72	
125	NC4828H	.48	
	N4828H		.70
126	NC4824H	.48	
	N4824H		
127	NC4829H	.48	
	N4829H		pre63
128	NC4830H	.48	
	N4830H		.70
	N4830H	L71/E72	
129	NC4831H	.48	
	N4831H		
130	NC4832H	.48	
	N4832H		
131	NC4833H	.48	
	N4833H		
132	NC4834H	.48	
	N4834H		L72/E73
		5.73	



Above: C/n 17-140 F-BFBL visiting a Sywell rally in the days before it became G-BDVC. (Ian Burnett)

133	NC4835H	.48	
	N4835H		
134	NC4836H	.48	
	N4836H		8.82
	N4836H	11.12.84	
	N6LF	15.7.92	
135	NC4837H	.48	
	N4837H		.70 dmgd
		20.1.64	at Defiance, OH
136	NC4839H	.48	
	N4839H		.70
	N4839H	E.71	10.1.91
	G-BTCI	11.1.91	
137	NC4840H	.48	
	N4840H		
	HP-211		.56 inactive
138	NC4841H	.48	
	N4841H		
139	NC4842H	.48	
	N4842H		.70
	N4842H	L71/E72	
140	F-BFBL	11.10.48	11.76
	G-BDVC	29.9.76	
141	F-BFBM	11.10.48	4.71 cr
		17.4.71	between Dampierre and Les Essarts
142	N4843H	.48	pre63
143	N4838H	.48	
144	N4845H	.48	L74/E77
	N4845H	12.77	
145	N4846H	.48	
146	N4847H	.48	
147	N4848H	.48	.70
148	N4849H	.48	L71/E72
	N4849H	L72/E73	L73/E74
	N4849H	8.76	
149	N4850H	.48	
	N47Y		
150	N4844H	.48	.68 cr
		8.5.68	at Edgewater, MD
151	N4851H	.48	
152	N4852H	.48	L73/E74
	N4852H	L74/E77	
153	N4854H	.48	
154	N4855H	.48	

Below, left: Blue and white N4814H c/n 17-112 at Port Huron, Mi 7.91 en route to Oshkosh. (Nigel Hitchman)

Below, right: G-ALIJ 17-166 visiting a Finmere Vintage Group Rally. (IPB)

155	N4870H	.48	
156	N4856H	.48	.70
	N4856H	3.72	
157	N4857H	.48	.70 last annual 10.55, but fitted with a C-90 engine & tricycle u/c at Portland, OR, 1953; flown until 10.67 without documents. Re-converted to standard u/c, C-90 retained.
	N4857H	L72/E73	L77/E78
158	N4858H	.48	
	CF-NKR	2.61	
159	N4859H	.48	pre63
160	N4860H	.48	.70
161	N4861H	.48	L74/E77 cr
		25.10.75	near Fabens, TX
162	N4862H	.48	pre63
163	N4863H	.48	pre63
164	N4864H	.48	.70
165	N4865H	.48	
166	N4866H	.48	23.2.87
	G-ALIJ	13.2.87	
167	N4867H	.48	pre63
168	N4868H	.48	.70
	N4868H	E.71	L71/E72
	N4868H	L72/E73	
169	N4869H	.48	.70 cr
		7.5.68	at West Columbia, SC
170	N4871H	.48	8.82
171	N4872H	.48	
	CF-NOD	6.61	
172	N4873H	.48	pre63
173	N4874H	.48	pre63
174	N4875H	.48	pre63
175	N4876H	.48	
176	N4877H	7.48	4.49 con-verted to PA-15 c/n 15-388
177	N4878H	.48	L74/E77
	N4878H	3.78	8.82
	N4878H	21.4.86	24.5.89
178	N4879H	.48	
179	N4880H	.48	3Q.79 acc
		17.6.78	at Constantia, NY
180	N4881H	.48	canc
	N4881H	10.84	
181	N4882H	.48	
182	N4883H	.48	.70
	N4883H	L71/E72	
183	N4884H	.48	L71/E72
	N4884H	L72/E73	L73/E74
	N4884H	L74/E77	
184	ZS-DAL	8.48	canc cr
		30.3.59,	Verulam District, Natal





Above: Piper cousins, Vagabond G-BDVA 17-206, PA-16 Clipper G-BIAP 16-732 and PA-20 Pacer G-BIYP 20-802, all of which were flown into Cranfield PFA Rally in 1986 or '87 by Ian Callier - simultaneously Ian? (via I Callier)

185	N4885H	.48	
	PP-DYG	1.12.50	
		(Exported Cert dated 6.6.49)	
			still regd .81
186	N4886H	.48	L71/E72
	N4886H	L72/E73	10.81
187	N4887H	.48	pre63
188	N4888H	.48	
	ZS-DDF	10.49	
			converted to tricycle u/c 1974
189	N4889H	.48	21.6.49 exp to South Africa
	CR-ACU	9.49	
	C9-ACU	.75	
190	N4890H	.48	
	F-BFMT	16.9.49	2.75
	G-BCVB	22.1.75	
191	N4891H	.48	
	F-BFMY	23.11.49	11.68
	G-AWOH	6.8.68	
192	N4892H	.48	
	F-BFMZ	17.2.50	.58
	F-BFMZ	.59	6/7.68
	G-AWKD	27.5.68	
193	N4893H	.48	
	F-BFMR	22.9.49	15.5.84
	G-BLMP	15.5.84	
194	N4898H	.48	
	F-OAEG	13.1.50	8.52 cr 8.52
195	N4894H	.48	6.11.90
	G-BTBY	4.1.91	
196	N4895H	.48	
197	N4896H	.48	
	F-OACG	6.12.49	3.60
	TS-BCQ	5.60	painted as such in error
	TS-BCG	11.62	canc CofA suspended 22.1.71 at Ras el Ain
198	CX-AKV	.48	
		(Export Cert dated 2.8.48)	
199	N4897H	.48	
	F-OACH	4.10.49	
	TS-BCH	3.60	canc CofA suspended 22.1.71 at Tunis
200	N4899H	.48	pre63
201	N5001H	.48	L73/E74 acc 14.5.71 at Hammon, OK



Above: The last Vagabond out of France, 17-193 F-BFMR about to leave Calais 17.4.84. (Ian Callier)

	N5001H	L74/E77	
202	N5002H	.48	pre63
203	N5003H	.48	
204	ZS-DBY	11.48	
205	ZS-DBX	11.48	canc cr 9.11.52 at Wonderboom
206	F-BFFE	1.12.48	3.65
	CN-TVY	5.65	canc
	G-BDVA	23.4.76	
207	F-OAFF	18.8.49	
		(exported 9.48, said to be regd F-BFFF(1) first but ntu)	
	CN-TZK	11.8.64	1.10.90 CofA suspended 27.10.77 at Marrakech (still stored, 9.91 ready to fly, Casablanca-Anfa but owner deceased.)
208	F-OADG	8.2.50	4.50 w/o (Export Cert 12.48)
	F-OADG	.53	1.55 CofA suspended 10.1.54 at Brazzaville after w/o accident 1.54
209	F-OADS	9.9.49	1.54 cr 23.1.54 at Ain Harrouda

210	ZS-DCM	5.49	
	ZS-VLN	4.7.85	
211	N5004H	.48	L72/E73
	N5004H	11.73	
212	ZS-DCN	3.49	1.4.77 dest
213	ZS-DCL	11.48	
	VP-YPH	4.57	
	VP-RPH		
	9J-RPH	.65	
	VP-YDA		8.82
	ZS-UTN	13.8.82	23.8.83 cr 18.5.83 at Kensington Golf Course, Jo'burg
214	ZS-DCK	11.48	canc crashed 21.6.64
215	N5056H	10.49	
		Bought new by Marshall Jones for \$1800, owned by him until given to his daughter Helen in 1983.	
		End of Piper Vagabond production.	
		The following have been reported as Vagabonds:-	
	PA-15:	CU-N246	
		CU-N415, 1950, later CF-?	
	PA-17:	CU-N342, 1949	
		TI-202, 1949, cld.	

Casualty Compendium

PART FIFTY-SIX

Returning to two of last issue's Casualties, we have (Right) SAS DC-6 LN-LAG c/n 43134 "Sverre Viking" with all identification painted out, at the crash site at Lod. First one, then all four engines misfired during the take-off run. Only nine crew were on board. The official report gave the time and date as 2445 on 15.2.53, in other words 0045 on 16.2.53, hence the confusion! The aircraft was made airworthy on site and ferried back to Bromma on 1.10.53 for further repair. (Kay Hagby files)



(Right) Northeast Airlines Convair 240 N91239 which crashed at La Guardia 6.2.53 after the starboard propeller went into zero pitch 100 ft short of the runway. (J.M.G.Gradidge via Jack Meaden)



Proof, if it were needed, that our researchers never give up, is provided by the first item on the list which refers to comments on pages 86/85 and 86/113 about various accidents to DH.66 Hercules G-ABCP "City of Jodphur".

11.1.32 The forced landing at Entebbe 23.11.35 is confirmed so the Salisbury incident can be discounted completely. A copy of the "Uganda Times" of 27.11.35, via John Pike,

describes the forced landing which occurred 10 miles north west of Entebbe due to lack of power and excessive vibration caused by a broken propeller blade. Capt Klein made a soft landing in the swamp, wrecking the undercarriage, at about 10.00 am. Only mail and freight was being carried, this was all successfully salvaged and it was planned to extract the Hercules as well.

5.5.52 Boeing 247D c/n 1958 was actually XA-FIH with LANSA. The other two that served with TAN were XA-DIZ c/n 1688 and XA-KAJ c/n 1702.

21.1.53 The Entebbe Comet G-ALYY was of course lost off Stromboli 8.4.54 on charter to South African Airways.

3.3.53 Canadian Pacific DH.106 Comet 1A CF-CUN c/n 06014 "Empress of Hawaii" adopted excessive nose-up attitude during take-off from Karachi when on delivery flight between London and Sydney. The aircraft failed to gain lift, crashed into a ditch and was destroyed with the loss of all eleven persons on board (Capt Charles Pentland, director of overseas flight operations; Capt N Sawle, chief overseas pilot; 3 crew, 5 DH technicians and one from Smiths Instruments). Pilot error blamed but this and similar incidents led to fitting of leading edge modifications. The aircraft was due to inaugurate the first jet service from Sydney to Honolulu on 28.4.53 and the crew were hoping to set a UK - Australia record time.

14.3.53 Orient Airways Convair 240-7 AP-AEG c/n 82 (on loan from Government of Pakistan) crashed on mountain peak thirty miles south of Kalahasahar, Tripura, India on Delhi to Dacca sector of a flight from Karachi. Many sources give 13.3.53 but local newspapers and Lloyds confirm 14.3. Pilot descended in poor visibility in order to ascertain position. The five crew and eleven passengers were all killed.

23.3.53 Czech DC-3 hijacked to Frankfurt while on a Prague - Brno flight was CSA's OK-WDZ c/n 9385. Hijackers identified as Miroslav Slovak, Helmut Cermiak, Hanna Cermiakova, Bozidar Medic and Antonin Volejnec. The first of these was the pilot, who managed to have additional fuel put on board with the aim of reaching London but bad weather in the UK caused diversion to Frankfurt; the others were passengers. Miroslav Slovak went on to become a famous aerobatic and racing pilot in the West.

29.3.53 Central African Airways Viking 1B VP-YEY c/n 168 "Shangani" en route Blantyre, Nyasaland to Dar-es-Salaam, Tanganyika and Nairobi, Kenya, suffered starboard wing failure in turbulence due to fatigue and corrosion of unplated bolts in the main spar. It crashed at Mkwaya, 18 miles south west of Pangani, Tanganyika. Thirteen on board (Capt St Quinton, four other crew and 8 passengers) lost their lives. Some mail recovered.

2.5.53 BOAC Comet G-ALYV c/n 06008 departed Dum Dum Airport, Calcutta for Delhi with 37 passengers and 6 crew on board including Capt M.W.Haddon. Six minutes after take-off the aircraft encountered a severe thunderstorm, disintegrated and crashed in flames near the village of Jagalgori, 24 miles NW of Calcutta at 1635 local (1105 GMT). The Indian inquiry found that structural failure, probably the result of a severe down-draught, caused the elevators to fail followed by the outboard sections of both wings, one of which struck the tail-plane. The falling fuselage then failed about half way down the passenger compartment.

4.5.53 Argonaut Airways Curtiss C-46F N1822M c/n 22521 skidded off the wet runway and nosed over due to undercarriage failure when landing at Louisville, Kentucky, inbound from Boston. No fatalities among 3 crew and 41 passengers. Repaired, but undercarriage collapsed again when landing at San Antonio, Texas, 19.6.53.

9.5.53 Air India DC-3 VT-AUD c/n 13716 on night service Delhi - Ahmedabad - Bombay crashed about 1.3 miles from Palam Airport, Delhi after take-off. None of 5 crew and 13 passengers survived, one of these was believed to be an American woman who had cancelled her flight on G-ALYV the week before. Cause believed to be supernumerary pilot occupying First Officer's seat being given control immediately after take-off and entering steep starboard turn at low altitude from which he could not recover. A Viking pilot, he had only one hour's experience on DC-3s. (Another Indian DC-3, VT-AXD c/n 13294 also crashed on this date at Juhu Airport, Bombay and in some sources the two seem to have become confused.)

11.5.53 CPAL PBV-5A CF-CRV c/n 21984 (ex RCAF 9755) Fleet No.234, from Sandspit landing at Prince Rupert, BC, bounced twice at increasing up and down angles probably due to pilot holding nose down. Severity of the



Left: Boeing of Canada-built PBY-5A Canso CF-CRV was acquired by Canadian Pacific on 8.4.46. At some stage it was converted to "Landseair" standard as shown here with modified nose profile, rear airstair and blown perspex blister window. Its fate is recorded in the entry for 11.5.53 and it was cancelled on 31.12.53. (MAP via David Legg)

second bounce demolished the front fuselage which broke off ahead of the wings. Stewardess Claire Landen was killed and one passenger reported missing. Capt W Jennings, co-pilot and fifteen passengers survived, mostly uninjured. Passenger count given as seventeen, or even eighteen, in some sources.

- 17.5.53 Delta Airlines DC-3(C-49F) N28345 c/n 2224 on Dallas - Shreveport - Atlanta service crashed at Waskom, 13 miles ESE of Marshall, Texas. Having descended for approach to Shreveport, pilot flew into severe thunderstorm and may have descended further as the DC-3 hit pine trees in level attitude. Capt Douglas B Volk, two crew and 17 passengers, one of whom survived, on board.
- 22.5.53 Resort Airlines Curtiss C-46F N1669M c/n 22536 leased from USAF, on ferry flight from Cheyenne, Wyoming to Chicago, broke up when right wing failed in severe storm near Des Moines, Iowa at 0413 hrs. Both pilots, Bowen F Marshall and Sam Aronson, the only occupants, were killed.
- 25.5.53 KLM Convair 240-4 PH-TEI "Paulus Potter" c/n 125 crashed into field on take-off at Schiphol, Amsterdam, killing two persons on the ground and injuring 27 others. Aircraft lost power and Capt Frank Hawkins made forced landing with u/c up from 90 metres. (Also suggested that control cables were loose causing crew to lose control). All six crew and 28 passengers survived.
- 15.6.53 LAN-Chile Lockheed Lodestar CC-CLD-0100 c/n 2617 suffered engine fire and crashed near Copiapo airport during attempted return. Seven occupants, total loss.
- 15.6.53 Lineas Aereas Costarricenses SA (LACSA) DC-3 TI-1002 c/n 26078 hit mountain at San Ramon de San Isidro del General, Costa Rica in poor visibility. Nine of the fourteen occupants killed.
- 16.6.53 Aigle Azur DC-3 F-BEST c/n 19100, chartered to Air Laos, shot down(?), crashed and burnt out at Phou-Lassy hill 19 miles NW of Pakse, Laos en route Vientiane - Saigon. Found 29.6.53. No survivors of 34 on board.
- 17.6.53 Panair do Brasil L-049 Constellation PP-PDA c/n 2066 hit hill four miles out on approach to Sao Paulo in bad weather at 2200. Was making emergency landing due to engine failure, en route Paris - Buenos Aires. Seventeen lives lost including Capt B Rotta and six crew.
- 17.6.53 Aerolineas Argentinas DC-4 LV-ABQ c/n 7468 crashed 12 km north of Cordoba airport while on approach from Santa Cruz de la Sierra, Bolivia, via Salta. The aircraft had descended too low on the straight-in approach and hit the ground in level, wheels-up attitude at 1930 hrs local. Although fire broke out all 34 passengers and 7 crew evacuated safely before the aircraft was destroyed.
- 26.6.53 Flying Tiger Line cargo Curtiss C-46F N67977 c/n 22533 suffered major damage when left undercarriage collapsed on landing at Boston. Capt P Perry and co-pilot unhurt. Repaired.
- 29.6.53 Western Airlines DC-3 N15569 (c/n 4887) on test flight at Los Angeles International apparently lost control about 20 feet above the runway on take-off. The DC-3 banked right, cartwheeled, crashed upside-down and fire broke out. The airline's inspector Joseph Stramisky was killed when a prop blade entered the fuselage, but the pilots Robert V Johnson and William Williams survived. Aileron control cable connections were found to have been reversed and company pre-flight checks were revised as a result.
- 30.6.53 Iranian Airways DC-3 EP-ACV c/n 12919 on training flight crashed in a forced landing near Mehrabad Airport injuring three of the six crew on board. During single-engined flight the port engine feathering controls gave problems and the right engine failed to develop sufficient power to return to the airport.

Photo p.94/83 Further information about Loening amphibian NC138H (see p.94/112) indicates that it was en route Detroit - Grand Rapids when it suffered a broken crankshaft and in the subsequent forced landing it hit a tree with the left wings. From Doerflinger's article it seems that all Kohler's aircraft were model C-2C with 525 hp Wright Cyclone with exhaust manifold at the front rather than P&W which had rear manifold. The example shown on p.94/112 appears to be NC134H, c/n 231, fleet no.5 which was destroyed by fire while hangared at Milwaukee County Airport c.1933.

Many thanks to all the following contributors for the answers compiled above: Geoff Allen, Michael Austen, David Banham, John Battersby, Ken Carter, Barry Collman (and Airclaims' Library), John M Davis, Peter Davis, Herman Dekker, Victor Ferry, Kay Hagby, John Havers, R A Hutton, David Legg, Klaus Mackiewicz, Peter Marson, Jack Meaden, Tony Morris, John Pike, Arthur F Pratt, Mike Short, Vic Smith, Gerard Terry, Charles Trask, John Wegg and John Withers.

Now the next batch of casualties to identify, starting with three French posers set for us by Victor Ferry:

- 3.2.53 DC-3 of Air Outremer reported lost radio contact between Hanoi and Lai Chau.
- 13.2.53 Rapide of Aigle Azur burned on start-up when parked at Siem Reap, Cambodia.
- 13.2.53 Air Outremer aircraft destroyed on ground at Muong Sai, Laos, by mortar fire.
- ? .7.53 Ford of Johnson Flying Service struck cable while spraying near Boulder, Montana. Completely demolished.
- 8.7.53 DC-3 of Jamair badly damaged in overshoot at Barrackpore, India.
- 12.7.53 Transocean aircraft on military contract disappeared in Pacific east of Wake Island. Bodies found later.
- 26.7.53 Pan American airliner collided with private aircraft, San Salvador, El Salvador.
- 3.8.53 Air France aircraft landed in Fethiye Gulf, Turkey after shedding one engine and another failing.
- 3.8.53 Orient Airways aircraft carrying pilgrims to Mecca crashed on Mount Sharjah on take-off.
- 3.8.53 DC-3 of COSARA crashed and burned at Seno, Indochina.
- 17.8.53 Another Ford of Johnson Flying Service crashed in forest when all engines failed, Hungry Horse, Montana.
- 26.8.53 Mid-air collision between American Airlines aircraft and one of United Airlines over Michigan City, Indiana. Both damaged but landed without loss of life.
- 1.9.53 Aircraft of Regina Cargo Airlines hit mountain in fog near Vail, Washington state.
- 1.9.53 Air France aircraft crashed and burned on Mt Cemet, en route to Nice.
- 6.9.53 Northwest airliner, leased from Eastern, suffered engine failure on take-off at McChord AFB, Tacoma, ran off runway as hydraulics failed. Burnt out.
- 8.9.53 Cargo aircraft of TACA, one engine failed, hit mountain at San Andres, Honduras.
- 14.9.53 Mexicana DC-3 on cargo flight hit signal tower in fog and lost wing at Merida, Mexico.
- 14.10.53 Sabena airliner crashed at Frankfurt, West Germany with loss of 44 lives.
- 19.12.53 Convair of Sabena crashed at Zurich/Kloten, one fatality.
- 30.12.53 Third Sabena accident in three months when airliner crashed at Senlis, France.

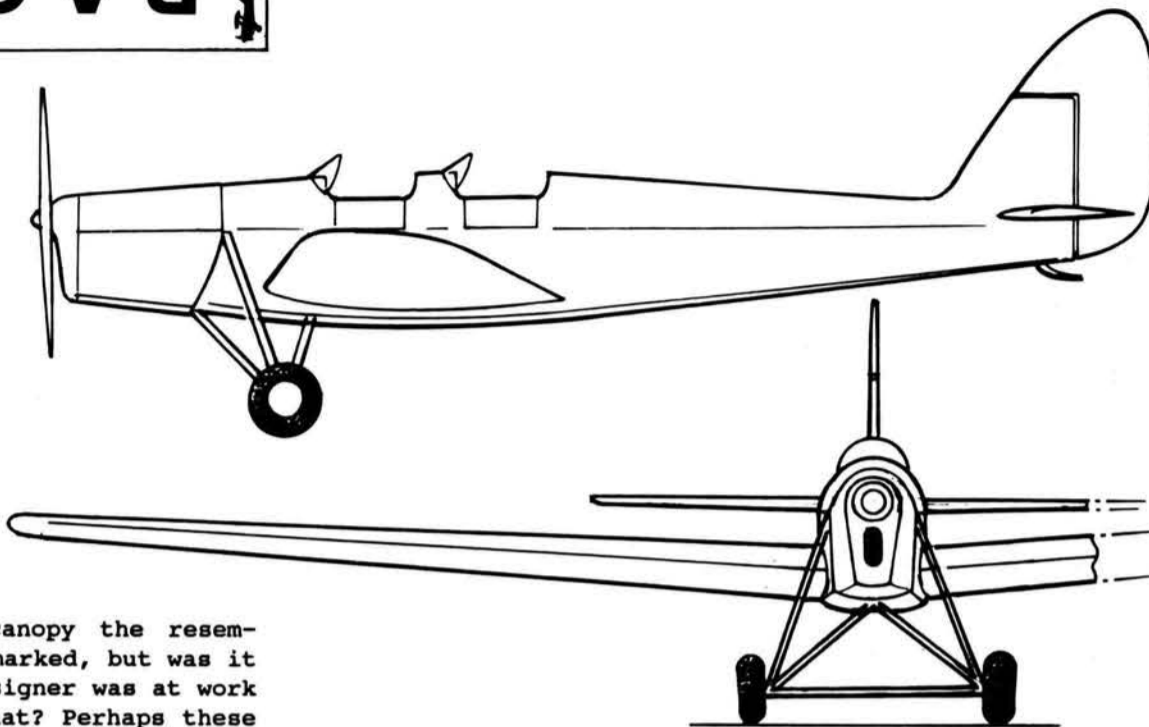
At this point there is a gap in our records until early 1955 where we will take up the listing next time.

FEED BACK

Drawing of DH.81 Swallow Moth by Cliff Minney

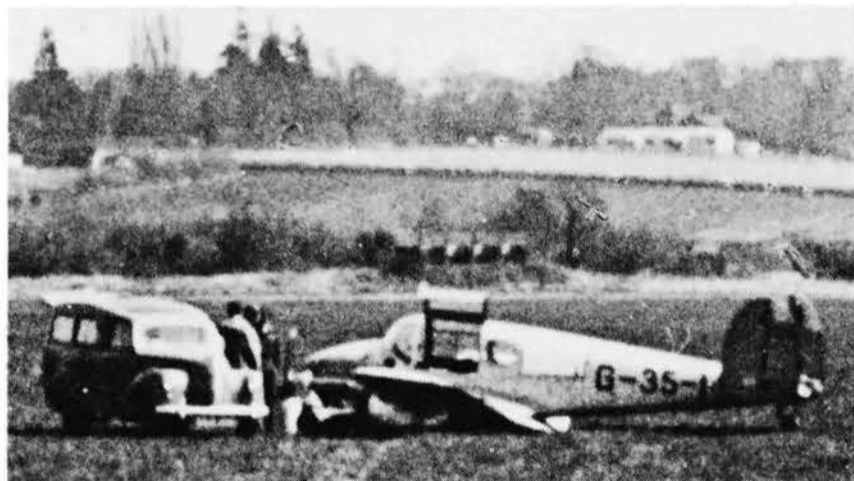
THE DH.94 MOTH MINOR

Long-term readers may recall a series of investigations into the development of the Moth Minor (Archive p.85/83, and subsequent issues) and the proposition that the prototype was developed from the DH.81 Swallow Moth. Now Peter Green has unearthed original DH drawings of the DH.81 dated 1.1.31 which are unsuitable for reproduction but which Cliff Minney has used as the basis for the drawings shown here. The original drawings were the work of J Phillips and the Swallow Moth was fitted with an 82hp Gipsy IV which gave a maximum speed of 117 mph, increased to 129 mph in the canopy DH.81A version. Without the canopy the resemblance between the DH.81 and DH.94 is marked, but was it merely because the same draughtsman/designer was at work or was there really more to it than that? Perhaps these drawings will reopen the debate?



MILES M.65 GEMINI

6481 Luc Wittemans has now sorted out the Congolese data for this aircraft. Congo CofR C.99, regd 24.2.48 to Cie Africaine Cooreman, Leopoldstad; to Duncan Smith, Leopoldstad 21.8.50. Belgian CofR 1078 was then also applied and the Gemini regd to Colonie du Congo Belge, Leopoldstad 1.6.56. It was cld as wfu on 8.8.57.



Above: The Miles M.75 Aries prototype with test markings G-35-1 finishes up on its belly. The side cowling of the port engine appears damaged and the top cover is missing. Does anyone know the details of this incident? (Photo via Jack Meaden)

THE FULTON AIRPHIBIAN

This should probably be in Extracts, see p.94/77-8. Via Matthew Rodina we learn that Ben Mauro, President of Taylorcraft Inc during the late 1940s and 1950s, recalls the company's involvement. They had one in their possession when, in the late 50s, they found that the US Army was to hold a fly-in of light aircraft at Fort Rucker, Alabama, in order to see whether there was any new technology that might be applied to Army aviation. Taylorcraft sent a Model 20 and the Airphibian, together with a partly complete Model 20 to show the fibreglass cover construction. The Army later discussed with Taylorcraft the possibility of making a small tank with the Airphibian's flying and driving capabilities and with fibreglass structure. Nothing came of this idea. Taylorcraft also came into possession of another flying car, probably the Convair 118 Sky Car, designed by Theodore Hall. He bought his design back from Convair when they lost interest and, if the assumption is correct, loaned it to Taylorcraft probably for evaluation. While stored in a machine shop at Wilmington, Pennsylvania, the aircraft was stolen and Taylorcraft had to compensate the owner, though they suspected that he had recovered it himself.

CIVIL REGISTERS OF GREECE

- 459 As shown in our Cyprus register, we now know that this Hughes has the full identity JA9041, SU-BKJ (from 6.88), 5B-CGY, SX-HCM.
- 476 SX-AOE Snow S-2D unlikely to be ex N1713S as c/n-regn tie-ups in this batch were not sequential. N1713S was c/n 1349D.
- 425 SX-AMT likewise unlikely to be N1719S.
- X220 & X276 Islander c/n 316 ex G-BALO often assumed to be ex G-51-316, but not according to BN Historians. Confirmation please.
- SX-121 quoted as a reservation for an unknown type p.92/68. A photo and description appeared in *Sailplane & Gliding*, Oct 1991 showing it to be a Swordfish, 2-seat flying boat glider designed and built by Plato Kourouvalis, assisted by Costas Pikros. It first flew from Athens harbour, launched by motor boat, and later moved to a lake in northern Greece. Not a great success, the tow rope dragged in the water, it was abandoned and was later destroyed in a storm. As SX-126, also unidentified, was reserved for the same owner, it may perhaps have been for a second Swordfish?

CIVIL REGISTER OF NEW ZEALAND

- ZK-CFA Was only CU-P-346 when in Cuba, not CU-346.
- ZK-CFH Although allotted NZ6081 did not carry or use the serial. Probably never carried -CFH either.
- ZK-CNH Type should be PA-28-140.
- ZK-CNP Was ex N11C.
- ZK-CNQ Was N8410R, then N11C.
- ZK-CNU Was N8420R, then N11C.
- ZK-CNV To K.G. & P.V.MacDonald, Christchurch 11.1.94, then to G.J.Stuart, Masterton 19.5.94.
- ZK-CNW To Arnel & Feeney Syndicate, Hamilton 10.2.94.
- ZK-CPT Add G-41-3-66 after EC-AHI. Regn cld 5.4.91 as wfu and is displayed at Omaka.

THE MFI-9 JUNIOR

- 06 PT-CBP regd 14.1.64 to Transportes Aereos Ltda "Transar". To Lemartine Navarro Jrr, Sao Paulo 1969. To Runter Silva, Assis, SP 1971/2. To Lauro Pereira Roque & ptrnr, Assis, SP 1973/4. CofA expired 30.11.75.

PHOTO ALBUM - PHILIPPINES

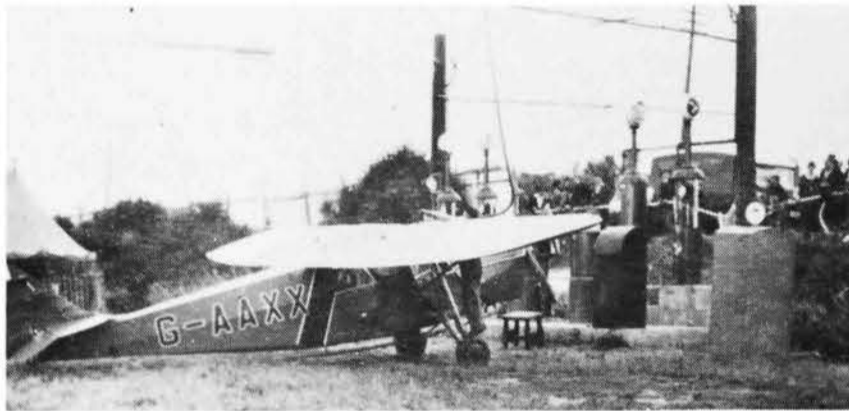
- Photo 7 may show Waco EQC-6 c/n 4498 (Wright R760-E2 engine) which went to Philippine Air Taxi in early 1937.
- Photo 8 appears to be a different type despite the regn. It may be a model UKC (Continental R610) of which c/ns 3844, 3845 and 3846 were all supplied to PATCo in 1934.

THE ITALIAN-BUILT DORNIER WALS

- 87 107 References to P-BALA's accident say it hit a dredger not a shipwreck.
- 88 108 The fire on P-BAMA at Atajai must have been earlier than 8.10.30 as the Brazilian regn was cancelled on 7.10.30.



Left: Gone but not forgotten
Two views of Skegness Aerodrome, both taken on Whit Monday 16.5.32 at the first Skegness Air Pageant. The Ford 4AT-E Trimotor G-ABEF, still registered to UK agent H S Cooper was clearly in demand for pleasure flights. Puss Moth G-AAXX of British Air Navigation Co was being refuelled from pumps which could reach aircraft and road vehicles.
(via Peter Green)



GONE - BUT NOT FORGOTTEN

BEKESBOURNE: Harold Chater's Avro was the Bristol Lucifer engined 504K conversion G-ABVC, noted at Bekesbourne in 1939 as shown in *Impressment Review* on p.81/17.

RAMSGATE: The 1932 Cobham Show was given as taking place at Nethercourt Flying Ground, London Road, Ramsgate; which is assumed to be what became Ramsgate Airport? The Astra Tour visited on 1.8.35, in 1934 they were actually at nearby Birchington.

WILMINGTON: The 1932 Cobham Show was given as taking place at Frowd's Flying Field, King's Drive, Eastbourne, which is not the same place as Wilmington. In 1933 they were at Eastbourne on 14th August as well as 26th.

CIVIL REGISTERS OF CYPRUS

5B-CDM(2) ex N9196Y, 5B-CHO, see below.

5B-CGQ pi should read OH-BMM, G-BFPK.

5B-CGZ is ex N9265F and on cancellation became G-WHYZ 9.88, then EC-EVZ 7.90.

5B-CHO re-registered 5B-CDM(2) using the initials of the forenames of the Demitriou owners; Constantinos, Demetis and Marios.

Cyprus Airways also had Oxfords G-AIAU (ex NM457, from 21.1.53, wfu and cld 29.9.54) and G-AIVY (828, ex HM965 from 1.10.53, wfu and cld 30.10.56).

With reference to the Crusader Gliding Club, it was said that the gliders of the Gulf Services GC at Sharjah went to Cyprus when Sharjah closed in late 1971. These were T.21B "404", Olympia 2b BGA1036 (to NEJSGSA.3) and K8B c/n 8797.

THE PIPER CUB IN POLAND

Of the ten transferred to Bulgaria, four were used by the Aeroclub in SP- marks and six were stored. All were scrapped by 1962 but engines retained, at least one being used on a home-built a/c.

GERMAN GLIDERS IN THE BAFO

The Minimoa illustrated on p.93/110 is D-STADT NECKAR-GEMUND, c/n 20, the fourth Minimoa to be built and the first production aircraft. Originally delivered to Ernst Lohrum on 9.5.36 it was also registered as D-15-790 and later as D-4-604.

We also have a photograph (below) of a Grunau Baby coded LZ-GD which was used for flying instruction by No.322 (Spitfire) Sqdn at Salzgitter. The Baby was crashed in woodland by Dr Schade, the squadron doctor, who provided the photo, via Herman Dekker.



THE TANDEM-CANOPY MAGISTERS

In the article it was stated that the canopy manufacture was a very professional job and that it was most unlikely that the modification was carried out without drawings. After the article had gone for publication, the author received further information from Peter Amos who had visited Adwest at Woodley where he discovered photographs of the installation. These showed close-ups of the canopy, open and closed, before finish-painting.

The source of this information makes it fairly certain that it was a Miles modification, probably done at the request of the RAF to enable the Magisters, by then retired from training, to be used for communications. Whether Miles made all the conversions or only the first, supplying drawings to the RAF to carry out the alterations themselves on the remainder, is unknown, as no information came with the photographs.

The important thing is that now there is really no doubt that this conversion was designed by Miles and carried out, at least in prototype form, by them also. As Miles were better placed to do the work than RAF units they probably did the four known, and perhaps other unknown, examples.

G-AJRT was placed third in the King's Cup in 1955, not in 1953.

G-AKRV - a line went astray on p.94/93. Part of the last paragraph should read "He had the engine returned to its normal rating and the aircraft was sold".

G-AKRV crashed on take-off at Ukiruguru, near Mwana, Kenya on 22.3.56 still carrying British marks. Owner/pilot Richards and his passenger were slightly injured. It was not insured and was described by Lloyds agents as a probable write-off. If VP-KNW was issued in 9.56 was it for some administrative reason or was the aircraft actually rebuilt?

It appears that a further example existed, this being OO-ACH (c/n 964, ex N3926, G-ALOE) regd 23.3.54 to G Decoster & J Mauquoy, Keerbergen, and cld 29.12.67. As our photo of G-ALOE taken on 6.9.50 shows, (Archive: Civvie Street p.85/61) it did not have a canopy at that time, so was it added before or after sale to Belgium?

THE PIPER VAGABOND

15-46 G-ASHU is now fitted with a Rotax engine.

15-237 N4449H was destroyed in a hangar fire at Franklin, Virginia in September 1953.

15-344 D-EDOC not sold to RCAF officer. Totally rebuilt and fully assembled in owner's factory at Linkenheim.

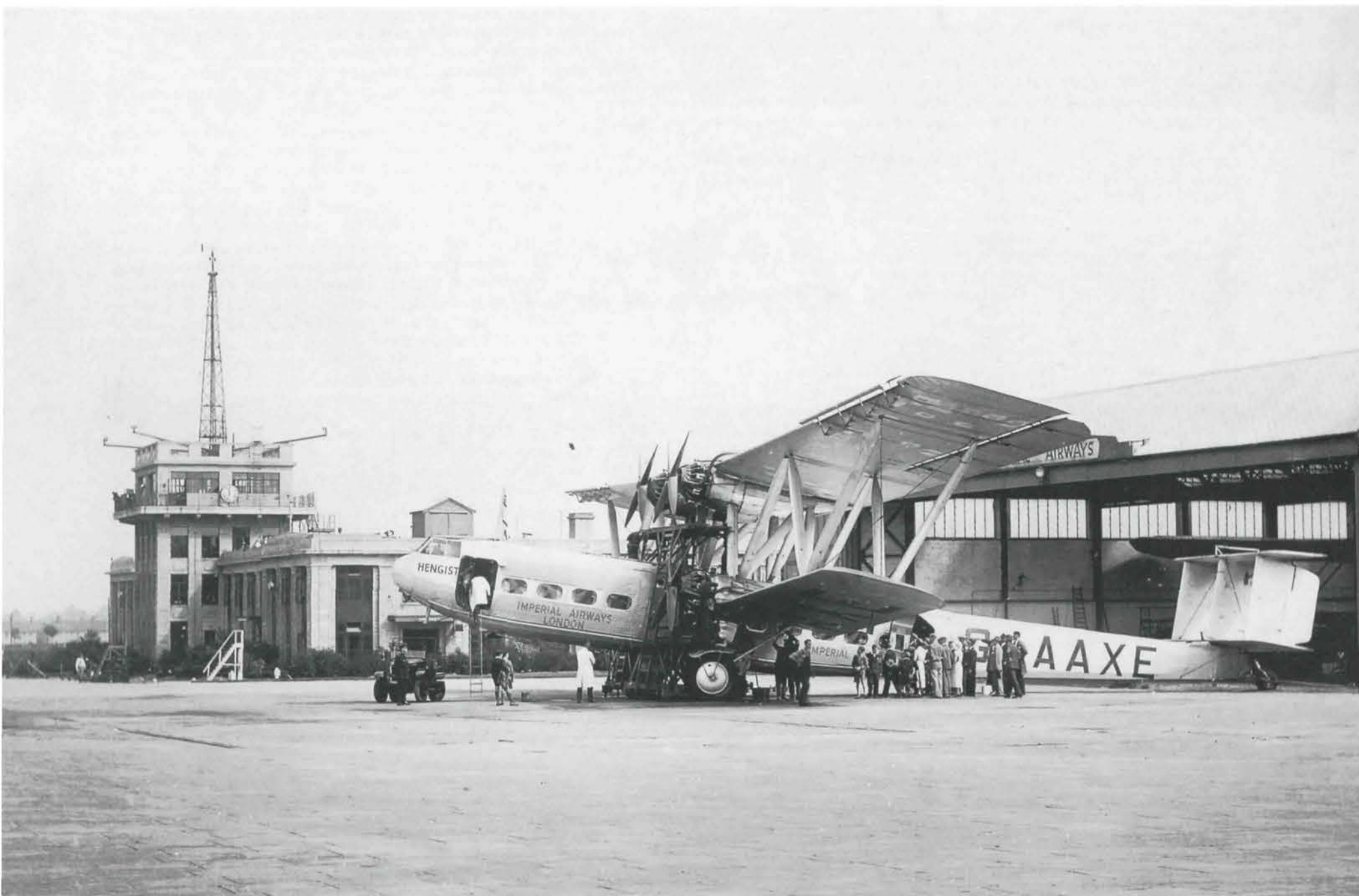
Thanks for the above contributions to: Geoff Allen, Peter Amos, Michael Austen, Brian Austria-Tomkins, Ian Callier, Richard Currie, Richard Cawsey, John M Davis, Herman Dekker, Peter Green, John Havers, Jack Meaden, Cliff Minney, Tony Morris, Matthew E Rodina Jr, Colin Smith, Vic Smith and Luc Wittemans.

No.2 1995



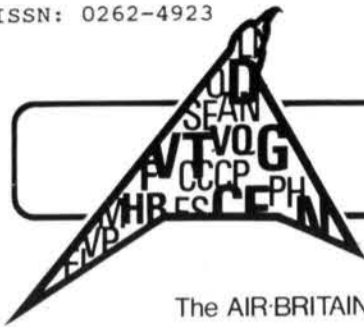
ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



CROYDON SPECIAL FEATURES:

Imperial Airways HP.42 G-AAXE "Hengist" at Croydon with the tower/passenger building on the left (via Jack Meaden). A description of the Airport and the first part of the Croydon Watch Log article appear inside this issue.



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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

Once again it seems that we can begin our comments with the phrase "This is a slightly unusual edition ..."! The reasons will become obvious but we hope that the contents find favour in particular with the "More pre-war" lobby.

One of the advantages of Flt Lt Sunderland's *Gone but not forgotten* series is that you can learn quite a lot about pre-war airfield operations from it. Thus the insight that it gives into *Croydon* in this issue is not like the histories that have been written of that airport. We are delighted to be able to couple this feature with the first extract from the *Croydon Watch Log* which includes many references to operational procedures and can be greatly enhanced by use of the airport map. We are most grateful to Martin Smith for discovering the existence of the Log, for transcribing and researching its contents, and for providing the explanatory appendices. The Log will now run as a series through the available material.

Elsewhere we have two single features. The article on the *Miles Magister in Turkey* comes from the researches of Jack Meaden in response to a short piece referred to in *Extracts*. It also links with the recent feature by Preben Bajlum about Sabiha Gokcen in *Digest Autumn 1994*. The views of the author about Turkish Magister production may overturn what has become the accepted story - we await further comments or contributions to the debate with interest.

The second feature stems directly from the photo on this page in the last issue. Our contentious "Were any of these serious flyers?" stung Harm Hazewinkel into action immediately - though we were trying to reflect the tone of the original caption which just called all three girls actresses. His brief biography of *Elly Beinhorn* (Harm does not correct this to 'Elli' as two contributors did) forms the basis of the article but Jack Meaden again provided a lot of material which we have tried to incorporate fairly and we must also thank Mike Jerram, Ulrich Mack, John Pike and Hugh Yea for their contributions.

Otherwise the mixture is as usual! The *DH Heron* continues at a steady but well-illustrated rate; the *Civil Registers of Malta* will finish next time, though *New Zealand* will not. We have caught up with ourselves in *Extracts* this time, and in *Casualty Compendium* we are grateful to several readers who quickly provided us with casualties for 1954 which were missing from our own records. Although we have received some excellent material, we have not the room or quite sufficient quantity to include a *Feedback* section this time.

Right: Following the enquiry from Bryn Elliott on p.91/55 about police use of Brantly helicopters, Keith Cruttenden has unearthed this shot from "The World of Dogs" (Wendy Boorer, Hamlyn 1969). No details are given but G-ARYX c/n 182 only flew 5.62 to 6.64 - perhaps as a result of the drag characteristics of the attached dog kennel!



Book Reviews

Soviet Aircraft and Aviation 1917-1941 by Lennart Andersson, 360 pages, 8" x 10.5", Putnam £40.00.

Surely representing the current state-of-the-art as far as knowledge of Soviet aviation is concerned, this book is a welcome addition to the Putnam catalogue. The author and many of the contributors are well-known to members of Air-Britain for their contributions to aviation history: a recommendation in itself. Starting with a 20-page history of military aviation, there follow 32 pages of civil history and a history of Aeroflot and other organisations. Over half of the book is made up of descriptions and service details of all major types built or used in the Soviet Union and another 53 pages deal with minor types. The scope is breathtaking, even homebuilts get a mention, and the fleet lists, production lists and early register systems (all clearly explained) are alone worth the £40 investment. Everything from the giant Tupolev ANT-20 to the DH.53 Humming Bird is included and the photographic collection and reproduction is excellent. It is interesting to compare the Tiger Moth ambulance in this *Archive* with the Polikarpov S-1 and S-2 of similar vintage; and to follow up the detailed history of Dornier Wal operations to add to our production list. The use of Russian in names of organisations, units and locations can make it hard work to 'read' but the author is constantly helping with translations and appendices and this will surely be a standard work of reference for years to come. DP

The Ford Tri-Motor, 1926-1992 by William T Larkins, Schiffer Aviation History, West Chester, PA.

There are some aircraft that, despite being relatively few in number, have become part of aviation history. One of these is the Ford Tri-Motor and this 1992 book is the most comprehensive on the subject to date. 199 Tri-Motors were built and Larkins details the history of each one on an individual basis. Preceding these listings are technical and service histories. Following the lists are chapters on accidents, the Bushmaster and the survivors. In addition a comprehensive series of appendices produces indices, TCs and other useful cross-reference data. There are also 520 photos enabling almost every aircraft to be featured at least once. As in any book of this type there are some errors: the worst describes the pilot of a Shell Tri-Motor as being killed in a crash in Ecuador - the pilot was John Spiller who later became British Air Racing Champion in Cessna 180 G-ASIT! Possibly more worrying than big mistakes are the number of typographical errors which indicate an incomplete editing process. The layout of the individual histories can be confusing to the reader as types and registrations are covered by an initial line, then the chronological history follows. As space does not seem to be a constraint, a clearer way could be found. Although there is much that is new, "The Ford Story" by the same author in 1957 is still a very adequate basic reference and it contained three-views and footnotes. But, if you do not have that book on your shelves, the latest would be a useful addition. JMD

HOW ? WHAT ? WHERE ?

The query about the JATO-assisted *Ercoupe* last time brought only one suggested identity. There is a photo in TAB Books "The *Ercoupe*", which has also been reproduced elsewhere, of one of the test take-offs in August 1941 on which the over wing registration appears to be NC28655. This would be correct for a 1940 model, possibly c/n 10, but confirmation would be useful. Thanks to Chris Simmons (?) for bringing it to our attention.

From Nigel Ponsford we have a request for information about the following five *EoN Type 7 Primary* gliders: G-ALMO/BGA581, G-ALPW/BGA586, BGA588, BGA596 and BGA1126. Any sightings, photos, or other information would be gratefully received by Nigel (at 94 Parkland Drive, Leeds LS6 4PT) and any costs refunded. You may be able to help him to get his recently-acquired example back in the air!

CLOSING DATE FOR NEXT ARCHIVE : JULY 15th 1995

The Whole Truth:

THE de HAVILLAND DH.114 HERON



PART THREE

14026 Srs 1B **PK-GHI** Garuda Indonesian Airways, regd 10.06.53 and h/o 03.12.53. Cancelled on sale as **JA6155** to C.Itoh and Co., regd 05.60. Sold to Japan Air Services Ltd 19.11.60 which became Fujita Airlines Co. Ltd in 09.61. Crashed on Mount Hachijo-fuji, Hachijo-jima Island 17.08.63 with the loss of 19 lives and cancelled 25.08.63.

14027 Srs 1B **PK-GHK** Garuda Indonesian Airways, regd 10.06.53 and h/o 05.02.54. Cancelled on sale as **JA6159** to C.Itoh and Co., regd 05.60. Sold to Fuji Airlines 24.06.61 and taken over by Japan Domestic Airlines in April 1964. Withdrawn from use and cancelled 21.08.67. On static display at Kazuka Kohen, Fukuoka-shi, Fukuoka.

14028 Srs 1B **PK-GHL** Garuda Indonesian Airways, regd 10.06.53 and h/o 17.02.54. Cancelled on sale as **JA6158** to C.Itoh and Co., regd 05.60. Sold to Toa Airways Co. Ltd 03.11.61 and crashed on Mount Ohira, Yamaguchi 23.02.62. Cancelled 10.03.62.

14029 Srs 1B **PK-GHM** Garuda Indonesian Airways, regd 10.06.53 and h/o 17.02.54. Cancelled on sale as **JA6157** to C.Itoh and Co., regd 05.60. Sold to Toa Airways Co. Ltd 07.04.61 and converted to *Tawron* by Shin Meiwa 23.04.65. Withdrawn from use and regn cancelled 11.12.70.

14030 Srs 1B **PK-GHN** Garuda Indonesian Airways, regd 10.06.53 and h/o 31.05.54. Cancelled on sale to C.Itoh and Co., **JA...?**. Not registered in Japan but used to supply parts for the conversion of the other aircraft bought from Garuda. Remains scrapped 30.03.63.

14031 Srs 1B **PK-GHO** Garuda Indonesian Airways, regd 10.06.53 and h/o 09.04.54. Cancelled on sale as **JA6154** to C.Itoh and Co., regd 05.60. Sold to Japan Air Services Ltd 11.60, which became Fujita Airlines in September 1961. To All Nippon Airways 1963 and withdrawn from use after CoA expiry 17.04.67. Placed on static display at "PL-land", Tondobayashi, near Osaka.

14032 Srs 1B **PK-GHP** Garuda Indonesian Airways, regd 10.06.53 and h/o 09.04.54. Damaged beyond repair at Djakarta 10.12.58 and put on static display at the Indonesian Air Academy.

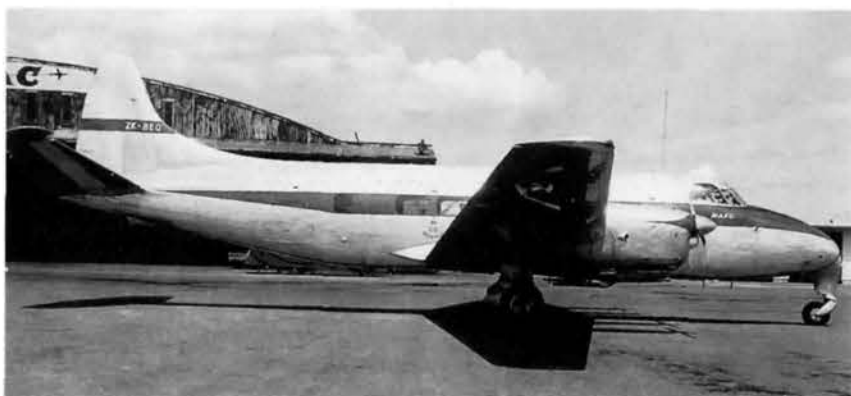
14033 Srs 1B **ZK-BBO** New Zealand National Airways Corp. h/o 27.10.53, named "Mako". Rereg'd **ZK-BEQ** New Zealand National Airways Corp. 08.12.53 for the



Top: C/n 14029 as JA6157 in Toa Air's red colour scheme. (Wim Zwakhals collection)

Above: JA6154 c/n 14031 had been acquired by Fujita Airlines shortly before it was seen at Tokyo 21.10.61. (Peter Keating)

Below: ZK-BEQ was a re-registered c/n 14033 for use on the 1953 Royal visit. It is shown at Christchurch in early 1958 before sale to Australia. (Peter Keating)



use of Her Majesty Queen Elizabeth II on her tour of New Zealand. Cancelled 10.01.58 sold abroad as **VH-GVH** to Southern Airlines regd 26.01.58 and named "Queen of the South". Sold to Qantas Empire Airways 06.01.59. Cancelled 10.08.59 sold abroad as **VQ-FAL** to Fiji Airways and regd 24.03.59 prior to the Australian cancellation. Crashed at Ura on Taveuni Island 11.12.65.

14034 Srs 1B **G-ANFE** de Havilland Aircraft Co. Regd 16.10.53, CofA issued 10.11.53. Flown to Australia 11.11.53 and regn cancelled 17.12.53 as sold abroad. Regd **VH-ARB** to Butler Air Transport 12.53 and named "RMA Warrawa". Cancelled as sold abroad as **G-ANFE** to Gulf Aviation Co. Ltd., restored 30.07.56. Regn cancelled 08.08.67 as "sold in Bermuda" but restored to Aerocontacts (Aircraft Distributors) Ltd. on 15.08.67 without leaving the country. Cancelled 05.04.68 as "sold abroad in Liechtenstein" but actually became **TN-ABA** for



Left: C/n 14035 shown in Jamaica Air Services colours at Montego Bay on 2.1.65. (Peter Keating)

Far left, top: Gulf Aviation's G-ANFE c/n 14034 parked at London Gatwick on 20.7.61. (Peter J Marson)

Far left, centre: F-OANR c/n 14038 was the second of a batch for French overseas operator U.A.T.. It was photographed at Cannes in June 1964 in Europe Aero Service titles but we have no record of any sale to this company. (Peter Keating)



Cogear, Congo. (The UK cancellation was on the day before CofA expiry, no Congolese CofA appears to have been issued and the regn was re-allotted to a Cessna in 1.69.) Withdrawn from use in June 1969 but whilst on delivery 11.07.69 from Gosse-lies to the UK to be scrapped an engine fire necessitated a forced landing near Ruddervoorde in Belgium and the aircraft was destroyed.

14035 Srs 1B G-ANLN Airlines (Jersey) Ltd. Registered 08.01.54, CofA issued 07.04.54 and h/o the same day. Named "Duchess of Guernsey" in November 1954. Rereg'd to the Alares Development Co. Ltd., 12.02.59 but continued to be operated by Airlines (Jersey) Ltd. Damaged when one wing de-masted the ship "Reder Mor" at sea between Jersey and Dinard on 24.07.62, and sold to Executive Air Transport Ltd. 14.08.62. Delivered to the West Indies 09.07.63 and cancelled 30.07.63 as sold abroad to British West Indian Airways Ltd. Regd 6Y-JCZ and operated by Jamaica Air Services, named "City of Kingston". Became Jamaica Air Services (1967) on 29.03.67. Cancelled 05.04.68 and sold abroad to Puerto Rico International Airlines, sale 08.03.68 prior to Jamaican cancellation. Regd N13663(2) 07.68. Converted to Continental IO-520 engines 08.70. Cancelled 05.05.75 as "destroyed or scrapped", prior to 29.01.75 but location unknown.



14036 Srs 1B G-ANFF de Havilland Aircraft Co. Regd 16.10.53, CofA issued 12.01.54 and delivered to Japan the following day. Cancelled 25.01.54, sold abroad as JA6152 to Japan Airlines Ltd. Leased to Japan Helicopter and Aeroplane Transport Co. 20.02.54. Leased to All Nippon Airways 01.12.57 and sold to them on 31.07.59. Sold to Toa Airways in 1963 and converted to Tawron 02.07.65 by Shin Meiwa. Withdrawn from use and cancelled 17.12.70, put on display at Chichiyasu Park, Hiroshima.



Above: F-OANS c/n 14039 at Le Bourget with "Air Congo, Brazzaville" titles 6.65. (Terry Breese/Peter Keating)

Below: Two shots of c/n 14040, as F-OAPM of U.A.T at Dakar 30.10.60 and as TU-TBV of Air Ivoire at Le Bourget 6.3.63. (Both, Roger Caratini/Peter Keating)

14037 Srs 1B G-ANFG de Havilland Aircraft Co. Regd 16.10.53, CofA issued 17.02.54 and cancelled on 01.03.54 as sold abroad as JA6153 to Japan Airlines Ltd. Leased to Japan Helicopter and Aeroplane Transport Co. 14.04.54. Leased to All Nippon Airways 01.12.57 and sold to them on 31.07.59. Sold to Toa Airways .03.61. Reported converted to Tawron but Shin Meiwa say not. Withdrawn from use and regn cancelled 13.01.68, put on display at "Mitsui Green Land", Arao-shi, Kumamoto.



14038 Srs 1B F-OANR Union Aéromaritime de Transport. Delivered to Le Bourget 02.12.53 and in service 08.12.53. Sold to Sté. Aero Sahara 08.11.62 and then sold to Sté Calédonienne de Transportes Aériennes 28.10.66 for operation by TRANSPAC. Name changed to Air Calédonie 01.01.68. Withdrawn from use 29.03.68.



14039 Srs 1B F-OANS Union Aéromaritime de Transport. Delivered to Le Bourget 03.03.54 and in service 05.03.54. Sold to Madame Jacqueline Boularne .05.61, operated by Air Gabon. Sold to Groupe Aeron. Automobile in 1964 and then to Air Comores SARL. Cancelled on sale abroad as 9Q-CQH to Cogear .05.69. Sold to AMAZ .06.71. Withdrawn from use and cancelled in October 1972.



*Top: F-OAPN c/n 14041 in new Air Calédonie titles, mostly blue with a red letter C, in 1968. (M W Prime via MJH)
Above: F-OAPO c/n 14042 with U.A.T. at Le Bourget in July 1968. (Peter Keating)*



The several guises of c/n 14043: Top: As first delivered to Dragon Airways as G-ANCI "The Commander" is shown at Dusseldorf 11.7.56. (Peter Keating) Above, centre: G-ANCI served with a number of smaller operators such as North-South Airlines. (Keith Cruttenden) Above: It was then sold to Avitour of Israel as 4X-ARL. (Air-Britain). Below: Next user was Sabena for whom it operated Common Market Commuter services as OO-BIA, the registration denoting actual ownership by BIAS. It is shown after delivery at Brussels in August 1967. (Guy Visele) Bottom: Finally restored as G-ANCI, the last operator was Channel Airways. (via Jack Meaden)

14040 Srs 1B **F-OAPM** Union Aéromaritime de Transport. Delivered to Le Bourget 17.03.59 and in service 21.03.54. Cancelled, leased abroad as **TU-TBV** Air Ivoire 01.10.62. Cancelled 21.01.65, sold abroad as **F-OCED** to Air Comores SARL, regd 18.02.65. Hit the approach lights whilst landing in strong winds at Moroni in the Comoro Islands on 27.01.68 inbound from Dar-es-Salaam. Destroyed with the loss of sixteen lives.

14041 Srs 1B **F-OAPN** Union Aéromaritime de Transport. Delivered to Le Bourget 25.03.54 and in service 01.04.54. Sold to Sté. Calédonienne de Transportes Aériennes 04.05.61 and operated by TRANS-PAC. Name changed to Air Calédonie 01.01.68. Withdrawn from use at Magenta, Nouméa 30.12.71.

14042 Srs 1B **F-OAPO** Union Aéromaritime de Transport. Delivered to Le Bourget 01.04.54 and in service 15.04.54. Cancelled, leased abroad as **TU-TBR** Air Ivoire 07.06.62. Cancelled 21.01.65, sold abroad as **F-OCEE** to Air Comores SARL regd 11.07.65. Cancelled on sale to Cogear as **9Q-CRL(2)** .06.69. Sold to **AMAZ** .06.71. Withdrawn from use at Njore, Kinshasa in 1971.

14043 Srs 1B **G-5-13** de Havilland Aircraft Co. Class B registration for test flights. **G-ANCI** Dragon Airways Ltd. regd 06.06.55, CofA 22.06.55 and h/o the following day. Named "The Commander". Sold to Overseas Air Transport Ltd. 26.03.57 and leased to Dan-Air Services 04.57. Leased to Cambrian Airways Ltd. 02.58. Leased to North South Airlines 03.59 and then leased to Mercury Airlines Ltd. 06.61. Reregd to Mercury Airlines Ltd. 31.03.62 and leased to South Coast Air Services 17.02.65 to 08.65. Sold to Lord Calthorpe 01.09.65. Sold to Executive Air Transport Ltd. 11.01.66 and cancelled 18.01.66 as sold abroad to Avitour, **4X-ARL**, delivered ex Coventry 14.03.66. Flown back to Coventry 02.67 and cancelled. Sold abroad as **OO-BIA** Belgian International Air Services regd 23.08.67. Leased to SABENA and operated in full colours on their Inter-city Common Market Commuter service. Cancelled 03.09.68, sold abroad as **G-ANCI** Keegan Aviation Ltd. restored to UK register 04.11.68. Delivered to Southend 14.11.68 and sold to Tradair Ltd. 18.11.68 for operation by Channel Airways Ltd. Scrapped at Southend in July 1972.



14044 Srs 1B **G-5-11(1)** de Havilland Aircraft Co. Class B registration for test flights. **G-ANXA** British European Airways Corp. regd 03.12.54, CofA 16.02.55 and h/o on 21.02.55, named "RMA John Hunter". Re-named "RMA Sister Jean Kennedy" in March 1960. Transferred to BEA Scottish Airways

Division 10.71. Leased to Sierra Leone Airways 26.09.73 and sold to Peters Aviation Ltd. on 09.04.74. Leased to Severn Airways May/June 1975. Cancelled 24.06.77 and sold abroad as **ZK-EKO** Air North, Rotorua 06.77. Sold to Rotorua Airlines Ltd. 22/11/77. Damaged by fire at Rotorua on 17.10.81 but not cancelled until 24.01.89.



Top: C/n 14044 G-ANXA as BEA's "RMA John Hunter" about to depart Campbeltown Airport with an ambulance case for the Southern General Hospital, Renfrew. (BEA via Jack Meaden)
Above: After financial problems c/n 14044, now ZK-EKO, was parked at Rotorua for nearly three years before being destroyed by fire on 17/18.10.81. (P J Ricketts/P Keating)
Below: End of the line for G-APKV c/n 14045 on the scrap heap at Southend. (Keith Cruttenden)



Above: Ex-Uruguayan Heron c/n 14046 as G-APKW in Eagle titles at Kidlington 25.4.59. (George Jenks) Below: The same aircraft at Elmdon 6.69 as 9Q-CRL. (BNS/P Keating)
Right, above: As G-APKW again in Air England titles at



14045 Srs 1B CX-AOU Primeras Lineas de Uruguayas de Navigacion Aerea (PLUNA) h/o 20.01.54. Cancelled on sale as G-APKV Eagle Aircraft Services Ltd. regd 17.03.58, shipped to the UK and had arrived at Ringway 15.03.58. Sold to the Gulf Aviation Co. Ltd. 30.09.58 and delivered to Bahrein 04.10.58. Sold to Aerocontacts (Aircraft Distributors) Ltd. 26.01.67. To Tradair Ltd. 29.07.69 for operation by Channel Airways and delivered to Southend 12.09.69 but CofA apparently not renewed after expiry 21.03.67. Cancelled as wfu at Southend in September 1970 and scrapped 1972.

14046 Srs 1B CX-AOV Primeras Lineas de Uruguayas de Navigacion Aerea (PLUNA) h/o 06.03.54. Cancelled on sale as G-APKW Eagle Aircraft Services Ltd. regd 07.02.58, shipped to the UK and arrived at Ringway 12.02.58. Sold to the Gulf Aviation Co. Ltd. 05.08.59 and then to Aerocontacts (Aircraft Distributors) Ltd. 26.01.67. Sold to Mid-Fly Ltd. 02.06.67. Cancelled 09.02.69 and sold abroad as 9Q-CRL(1) to Cogear. Returned to Birmingham 22.04.69. Cancelled on sale to Tradair Ltd. as G-APKW, regn restored 23.06.69 and delivered to Southend 29.07.69 for operation by Channel Airways. Leased to Air England 03.09.69. Sold to Peters Aviation Ltd. 04.05.72. Cancelled 21.01.76 sold abroad as 5B-CCD Cyprus Fruit Federation Exporters Co.Ltd. regd 21.01.76, delivered to Larnaca but not put into service and delivered to Biggin Hill 17.03.77, regn cancelled 17.05.77 and sold to Fairflight Charters Ltd. G-APKW restored 23.05.77. Operated by Air Ecosse. Cancelled on 12.03.80 and sold abroad as HS-EAA Sky of Siam, leased to Erawan Air. Wfu at Bangkok.



Southend. (M J Hooks) Below: Finally with Sky of Siam as HS-EAA at Bangkok 5.84. (John Wegg/Peter Keating)



The Miles Magister in Turkey



Above: Two of the first Turkish Magisters in use for training, no.2 nearest. In the background are the school's Focke Wulf Fw 44 Stieglitz trainers with civil TC registrations. (via Jack Meaden)

The Miles M14A Magister RAF trainer (civil name Hawk Trainer III) was a leading ab-initio trainer of its day and, although its production was miniscule compared to that of the Tiger Moth, as a primary trainer for the monoplane pilots of the times it had no equal. Large numbers became surplus at the end of WW2 and it became widely used by flying clubs while numbers were exported by Miles to other countries in Europe, the Middle East and South America.

But long before this, in 1941 while the war was still in its early stages, Turkey was looking for such a trainer and Britain was approached for assistance. The Tiger Moth was considered to be the standard basic trainer and so even at that difficult time in the war it was decided that a few Magisters could be spared. It is not known at what point Miles came into the picture, but even at the height of a world war the benefits of overseas customers would have been apparent to the company with their long pre-war experience of aircraft sales.

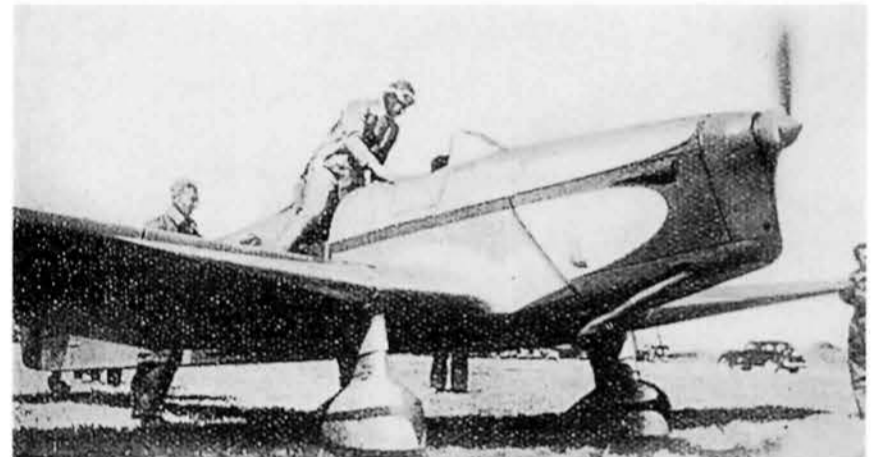
The Turks were concerned to build their own aircraft industry, their efforts being led by the Turkish Air League (Türk Hava Kurumu or THK). They wanted rights to assemble and/or build the Magister but, although it was reported that four aircraft from RAF contracts were supplied in 1941-42, no serials are known. To enable manufacture it would have been essential that copies were supplied, not only of production drawings of the aircraft, but also of jig and tool drawings.

However no evidence has appeared to suggest that drawings or tools were supplied and all that is certain is that 30 Magisters were then allocated from RAF stocks, their miscellaneous serials indicating that almost certainly all were aircraft which had been returned from service. They were reported to be L8076, L8166, L8270, N3804, N3963, N3984, N5399, N5429, N5436, P6346, P6452, R1845, R1907, R1915, T9737, T9763, T9806, T9829, T9842, T9875, T9879, T9880, T9890, T9899, T9900, T9903, T9909, T9918, T9948 and T9960. These aircraft were shipped to Turkey in 1943 and put into the hands of the THK Uçak Fabrikasi (aircraft factory) who were responsible for assembly. The only photographs which appeared showed only a handful of Magisters in Turkish Air Force markings, less than the 30 supplied, and there was no evidence of wartime production in Turkey.

The end of the war resulted in Miles selling over 300 Magisters to 13 overseas air forces at war-surplus prices to the benefit of both sides. 80 went to the Turkish Air League in 1945 and it is likely that a few more followed, at least 8 as the total that had been supplied by THK at the time Miles closed down in 1948 was reported to be 122. Most of the Turkish Magisters were used for training, confirmed by the fact that all seen in photographs continued to carry their RAF instrument-flying hoods behind the rear cockpit.

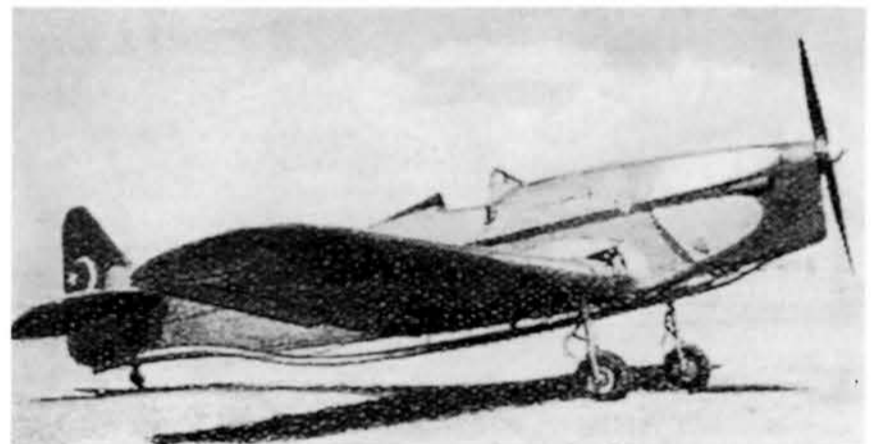
Sabiha Gökçen, Chief Flying Instructor of the THK, appeared in a photograph, seeing off trainees in Magisters with Turkish markings and later seen flying in open formation. Numbers visible are THK 34, 46, 47, 52 and 56. These were from the school at Etimesut airfield, 17 miles from Ankara, this being described in the associated information that was released as the chief training centre. (Sabiha Gökçen's life story by Preben Bajlum appeared in *Air-Britain Digest*, Autumn 1994).

An indication of the keenness with which the first Magisters were received was revealed by a photograph showing



Above: One of the first Magisters in Turkey at the Eighth Turkish Congress. It has leg fairings and spats and an unusual paint scheme. (Flight via Jack Meaden)

Below: An early Turkish Magister converted as a single-seat anti-malaria DDT sprayer with long underside exhaust pipe extension. The unusual paint scheme suggests it may be a conversion of the aircraft shown above. (via J M)



one flown at a Congress of the Turkish Air League. It still had its undercarriage leg fairings and wheel spats, as did a few of the RAF Magisters used for communications, although those used for training usually lost them at an early stage in the interests of easier servicing. (This was witnessed at Lichfield where only a few of the stored aircraft retained their spats). This particular Magister had a paint scheme with unusually curved lines. A Magister seen in a photo published in 1949 had the same scheme, and comparison suggests that it was probably the same aircraft as the unusual curves would have been difficult to duplicate so exactly. This machine had its spats removed and was converted to a single seater with a tank in the covered-over front cockpit for the spraying of DDT. The exhaust pipe had a long extension under the fuselage with its outlet under the tail, apparently a simple method of distributing the insecticide. This aircraft is probably the one later registered TC-TMT.

In 1945 the British Embassy at Istanbul promoted a mobile exhibition of British aviation products, the centre-piece of which was a complete Magister in Turkish markings. It bore THK and a number on the fuselage and the logo which appeared on aircraft from the THK Uçak Fabrikasi. A placard identified it and gave information that the THK Uçak Fabrikasi was licensed to produce the Magister.

Eventually there was a need to replace many of the Gipsy



Left: Sabiha Gökçen, THK Chief Flying Instructor, seeing off student pilots, most flying solo, in Magisters from Etimesut airfield near Ankara.

(via Jack Meaden)

Below: The Ugur, an update of the Magister which continued in use from 1955 to 1969 alongside unmodified Magisters. Modifications seen are the knuckled undercarriage legs, clipped wingtips, enclosed cockpit and Fairey metal prop with spinner for its 145 hp Gipsy Major 10 engine.

(via Jack Meaden)

Major 10 engines whose useful lives were coming to an end and it was decided to produce the Gipsy Major 10 under license in Turkey. What proportion of parts was supplied from Britain is not known, but it was reported that after 25 engines were assembled it was decided to purchase further engines complete from the U.K. Attempts to develop design capability in Turkey also continued and an obvious use for design facilities was the updating of the Magisters which still formed a good proportion of training schools' equipment.

The first new item to be given attention was an enclosure over the cockpits, this being a simple 4 hoop 'glass-house' type. It was fitted to a Magister airframe c/n 5035 and registered TC-UGUR after the name Ugur (Good Luck) which was given to the updated version. At least one other standard Magister was fitted with the enclosed hood and was registered TC-KAI. Further airframes with the enclosed hood were fitted with new main undercarriage legs, although whether this was felt to be a need or was more of an exercise in design and manufacturing was not revealed. The legs were the 'knuckled' type with the wheel on a trailing link working against a shock absorber behind the main leg. The wings were clipped by removing 16 inches from each tip, but the airframe structure was otherwise unchanged and remained that of the Magister down to the smallest details. Flying controls, flaps and their operating systems were unaffected and the Ugur was just a Maggie in fancy dress. The extra 15 hp of the Mk 10 Gipsy Major was not enough to make up for the increased drag and weight, and there was a small all-round reduction in performance. The finishing touch was a Fairey metal propeller with a neat spinner.

A comparison between the Magister in its original and modified forms reveals no surprises. Dimensions were unchanged except for the 2 ft 8 in. reduction in wingspan which reduced the 176 ft² wing area by about 7 ft². The empty weight was increased by 179 lb and these two factors decreased the 550 ft/min initial rate of climb by 50 ft/min and the 18,000 ft service ceiling by 2000 ft. As far as can be determined the cruising speed seems to have been down about 5 mph but the stalling speed with flaps down went up from 43 to 50 mph. The small reduction in performance should not have affected the capability of the aircraft to carry out its training function which should have been more comfortable with the enclosed hood, but it was said to be disliked by instructors and pupils alike.

Sixty Ugurs were produced 1955-1957, serials 5101 to 5160, by MKEK (Mahina ve Kimya Endüstisi Kurumu who took over manufacturing and assembly facilities in 1952). The last 3 were given to the Jordanian Air Force while the majority were used alongside the remaining Magisters in the flying schools. In 1964 twelve overhauled Ugurs were transferred to THK and given civil registrations TC-KUA to TC-KUL. The last Ugurs were withdrawn in 1969, but one



remains in the Turkish Museum at Istanbul where it is described as the MKEK 4 Ugur and registered TC-KUJ.

All accounts of the Magister in Turkey have stated that it was manufactured in numbers in Turkey under license. From the time that the 80 Magisters were supplied from Britain in 1945, those coming out of the factory carried the THK logo on the front fuselage. This appears to have been taken as confirmation that they were Turkish-built but the Turkish reports of 'building' appear to be based on the assembly of the 80 ex-RAF aircraft complete with engines. None were new aircraft and complete overhaul and finish-painting was necessary before they left the factory, making the description 'Turkish built' easy to accept.

The writer, who had worked on C of A overhauls of war-surplus Magisters and came to know them well in great detail, expected to see in photographs some minor differences indicating Turkish manufacture but, finding none whatever, was impelled to examine the alternative. The license to build was obtained by 1942 but although the 30 aircraft obtained in 1943 went into service, there was no more talk of Turkish production until after the 80 war-surplus Magisters were delivered in 1945. Then it became the common theme, but no supporting photos of a production line ever appeared.

Once something appears in print, even if in error, it can become accepted and repeated as gospel thereafter. All the available evidence suggests that Turkish production of the Magister was such a case and that in fact it consisted only of assembly of British-supplied aircraft. Whatever success, or lack of it, that Turkey may have had in manufacturing the Magister, there is little doubt that they managed to keep it in training school service longer than anyone else and they were the only country to develop an updated version. Magister TC-KAY with the THK c/n 60/1946 survives, still in its original open-cockpit form, displayed in the Turkish Air Force Museum near Istanbul, in company with the developed version, the Ugur TC-KUJ.

Complete Civil Registers : 11

MALTA

VP-M

9H-

PART TWO



Above: CFM Shadow 9H-ABL preparing for a flight at Luqa in 1989. Below: TB-9 Tampico 9H-ABJ in 1988 with small Leisure Flight Services titles.

9H-ABJ Socata TB-9 Tampico 209 22.6.88
(34) Ex G-BIZE. Leisure Flight Services Ltd. D/d 26.3.88. Current.

9H-ABK Piper PA-28R-200 Arrow II 28R-7535006 2.6.88
(33) Ex N9548N, G-BCSZ. Silvair Ltd. D/d 10.5.88. Regn cld 10.11.94 on sale as SE-LBT.

9H-ABL CFM Shadow Srs BD 067 7.9.88
(35) Ex G-MTKR. Arend Frans Haye. Regn cld 26.4.90 on return to G-MTKR.

9H-ABM Piper PA-23-250E Aztec 27-4757 30.9.88
(36) Ex N14210, G-BFII. Excelair Services Ltd. D/d 20.8.88. Crashed 8.2.92 in wheels-up landing at Luqa. Regn cld 23.3.92. Wreck dismantled at Luqa 3.93. Last owner given as L.Vassalo.

9H-ABN Cessna 421B Golden Eagle 0007 16.12.88
(37) Ex N8007Q. Eagle Aviation Co Ltd. Crashed on approach to Zurich Airport, 27.12.89. Regn cld 20.11.90.

9H-ABO NA.265 Sabreliner 65 465-22 12.1.89
(38) Ex N996W, N678AM. Eurocereals Ltd. Regn cld .94 on sale as VR-CEE, d/d 5.94.

9H-ABP Airbus A.320-211 112 30.8.90
(42) Ex F-WWIF. Air Malta Co Ltd (chartered). "Grand Master Nicolas Cotoner". F/f 2.7.90. D/d 31.8.90. Sold to another lessor 14.9.90. Current.

9H-ABQ Airbus A.320-211 293 26.3.92
(43) Ex F-WWDZ. Air Malta Co Ltd. "Hughes Lubenx de Verdelle". F/f 28.1.92. D/d 25.3.92. Current.

9H-ABR Boeing 737-3Y5 25613 26.5.93
(56) Air Malta Co Ltd. "Juan de Homedes". F/f 5.3.93. D/d 26.3.93. Current.

9H-ABS Boeing 737-3Y5 25614 30.4.93
(57) Air Malta Co Ltd. "Antoine de Paule". F/f 16.4.93. D/d 30.4.93. Current.

9H-ABT Boeing 737-3Y5 25615 25.5.93
(61) Air Malta Co Ltd. F/f 13.5.93. D/d 25.5.93. Current.



Above: Cherokee Arrow II 9H-ABK which is now on the Swedish register. Below: Yellow and white Aztec E 9H-ABM seen at Luqa in 1988. (All: Fotoforce via John Havers)



Above: Eagle Aviation's Cessna 421B Golden Eagle 9H-ABN which came to grief at Zurich after only twelve months. Left: Sabreliners are uncommon on this side of the Atlantic, 9H-ABO is now registered in the Cayman Islands.



- 9H-ABU Piper PA-32R-300 Lance 32R-7780410 15.1.90
(39) Ex N38277. Sun Aviation Ltd. Current.
- 9H-ABV Rans S-10 Sakota 1188036 11.5.90
(40) Ex G-BPOK. Auto Cycle Aviation Ltd. Flown once 7.92 and then stored. Not current.
- 9H-ABW Piper PA-28-160 Cherokee 28-586 28.6.90
(41) Ex N5500W, HB-OVK. Laser Aero Services Co Ltd. To Bee Gee Aviation Services Ltd. Current.
- 9H-ABX Airbus A.320-211 289 7.4.92
(44) Ex F-WWBX. Air Malta Co Ltd (leased from Wilmington Trust). F/f 8.1.92. D/d 7.4.92. Regn cld 15.12.92, d/d to Onur Air as TC-ONC 23.12.92.
- 9H-ABY Hughes 369HM 62-0220M 12.6.92
(50) Ex GF49/MM80848. Commander Armed Forces Malta. Current.
- 9H-ABZ Bredanardi Hughes NH-500M 122-0227M 12.6.92
(51) Ex GF55/MM80854. Commander Armed Forces Malta. Not current. Stored since arrival 9.6.92, engine transferred to 9H-ABY .94.
- 9H-ACA Cessna 305M (O-1E) Bird Dog 0018 14.5.92
(45) Ex 61-2972, EI-34/MM612972. Commander Armed Forces Malta. Current.
- 9H-ACB Cessna 305M (O-1E) Bird Dog 0029 14.5.92
(46) Ex 61-2983, EI-2/MM612983. Commander Armed Forces Malta. Current, although dbr landing at Luqa 5.5.93 and reduced to spares.
- 9H-ACC Cessna 305M (O-1E) Bird Dog 0032 14.5.92
(47) Ex 61-2986, EI-25/MM612986. Commander Armed Forces Malta. Current.

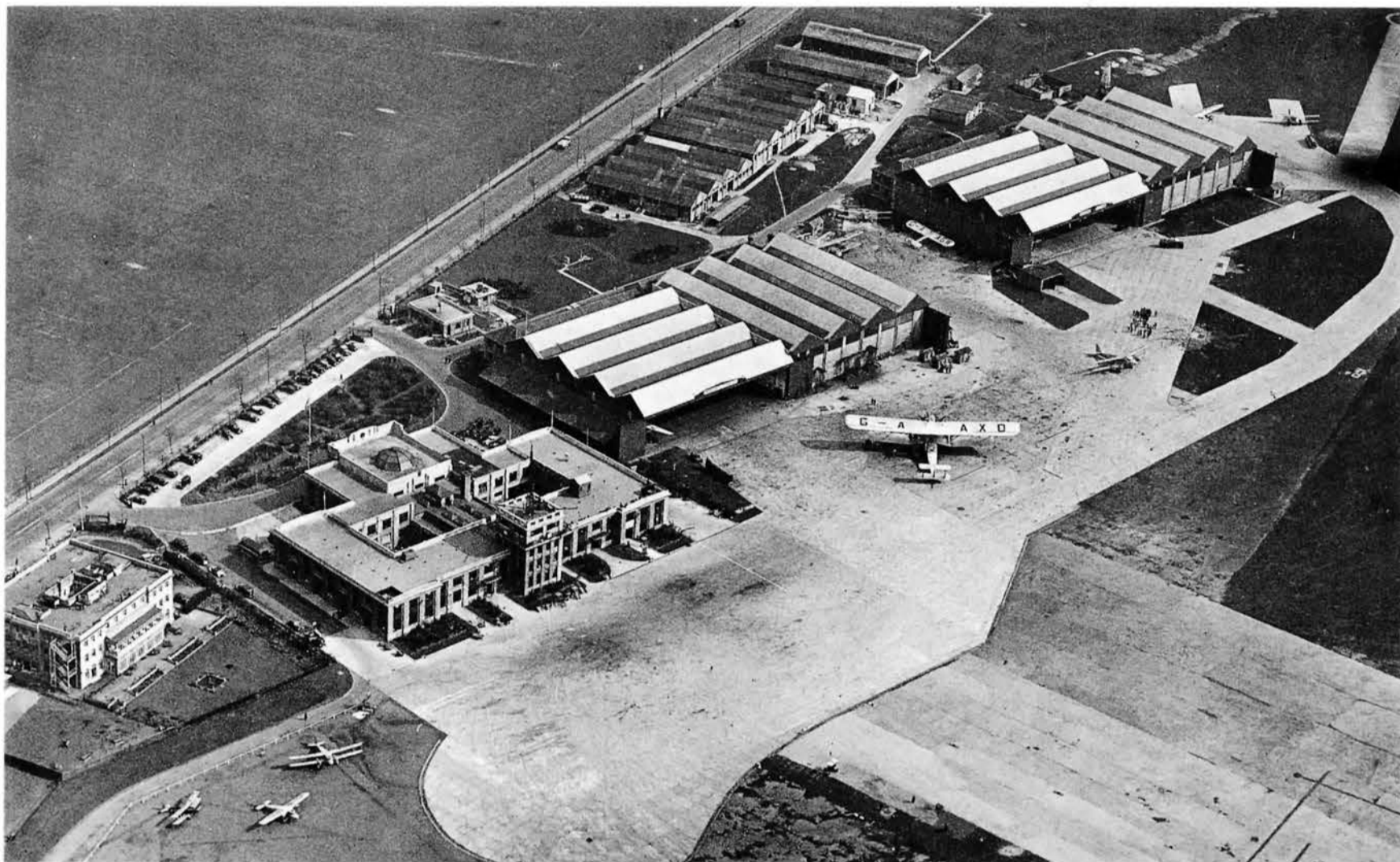
Top left: Rans Sakota 9H-ABV on display 27.3.90 some six weeks before being officially registered. It apparently flew only once in Malta, some two years later, before going into store. Above, left: Green and white Hughes 369HM 9H-ABY with large pontoon floats currently serves with the Armed Forces Malta. Left: Three of the Cessna Bird Dogs acquired by Armed Forces Malta from the Italian military and placed on the civil register like all other AFM aircraft. In the foreground is 9H-ACA with 9H-ACD behind on the right, seen on 11.5.92 three days before being officially registered.

- 9H-ACD Cessna 305M (O-1E) Bird Dog 0038 14.5.92
(48) Ex 61-2990, EI-26/MM612990. Commander Armed Forces Malta. Current.
- 9H-ACE Cessna 305M (O-1E) Bird Dog 0035 13.5.92
(49) Ex 62-12281, EI-12/MM6212281. Commander Armed Forces Malta. Current.
- 9H-ACF Piper PA-31-310 Turbo Navajo 31-779 28.8.92
(52) Ex N7402L, SE-KFG. Excelair Services Ltd. Current.
- 9H-ACG Reims/Cessna F.177RG Cardinal 0056 17.11.92
(53) Ex G-AZUO. Cardinal Aviation Services Ltd. D/d 21.10.92. Current.
- 9H-ACH Denney Aircraft Kitfox III 961 7.5.93
(60) Dr Martin Florin (of German Embassy). F/f 17.5.93. Current. [Note: Originally quoted as Powerchute Raider c/n 90732 ex G-MVWD in 12.92 but registration not proceeded with.]

To be concluded

Left, upper: Reims/Cessna Cardinal 9H-ACG at Luqa on 3.4.93. Left, lower: Smart red and white Kitfox 9H-ACH complete with Maltese cross on 19.3.94. (All photos this page: Fotoforce via John Havers.)

GONE - BUT NOT FORGOTTEN



12. CROYDON AIRPORT

Above: Croydon from the air in the late thirties. HP.42 G-AAXD "Horatius" is on the tarmac in front of the Imperial Airways hangar. The building on the left of the passenger/tower structure is the Aerodrome Hotel. (Aeroplane via Jack Meaden)

This aerodrome's history would fill a book. Indeed, Sutton Libraries have published 3 books covering the history only up to the Second World War. Flying was first started by the RFC in 1915, and its service history ended as the HQ of No 1 Group, RAF, in 1920. The Air Ministry then developed it as the Customs Airport of London which from 29 March 1920, became the focal point for all Continental and domestic commercial flying with airlines such as Aircraft Transport and Travel, Instone Air Line, Compagnies des Grandes Express Aériennes, Compagnie des Messageries Aériennes, Compagnie Générale Transaériennes, Syndicat National pour l'Étude des Transports Aériens and Deutsche Aero-Lloyd.

These all formed new airlines in the names of Imperial Airways, Air France, Société Anonyme Belge d'Exploitation de la Navigation Aérienne and Deutsche Lufthansa. Added to these were Koninklijke Luchtvaart Maatschappij (Royal Dutch Airline), Československá Letecká Společnost, Swissair, Avio-Linee Italiane, Det Danske Luftfartselskab, Aktiebolaget Aerotransport, Railway Air Services, North Eastern Airways, Air Dispatch, Personal Airways, Wrightways - the list is endless. It was even possible to learn to fly with Surrey Flying Services, British Air Transport, Croydon Aero Club (alias Croydon Airways) or with Rollason Aviation Services /Rollason, Muir and Rickards/ Rollason Aircraft and Engineering Services. Charter flights were provided by such as Air Taxis and Olley Air Service - the latter was forbidden to operate any air routes by a clause releasing Gordon Olley from Imperial Airways.

The list of obstructions facing the pilot using this airport is quite frightening. There is hardly a compass point which doesn't have some hazard for the unwary, and yet weary and bleary-eyed record breaking pilots made their way here from the far flung outposts of the British Empire to be given a tumultuous welcome by the press and the public. Civil airlines were evacuated during the war but gradually returned from 1944 onwards. A host of charter firms mushroomed with ex-military types of aero-

plane like the Oxford and the Dominie. But it was not to last. The laws of progress dictated that this airport was obsolete and so the final flight was made on 30 September 1959.

Classification: Air Ministry public grass airport, Pilots should exercise great care when taxiing on the concrete embarkation area fronting the control tower as, owing to the concrete sloping down towards the North-East, there is a possibility, especially in wet weather, of aeroplanes getting out of control.

Controller: Directorate of Civil Aviation, Air Ministry, Ariel House, Strand, London, WC2.

Altitude above Mean Sea Level: 230 feet.

Grid Reference: 51° 21' North 00° 07' West.

Operator: Airport Superintendent, London (Croydon) Airport, Croydon, Surrey.

Railway Station: Waddon, 1 mile; Purley, 1½ miles; East Croydon, 2½ miles.

Omnibus service: No 194 to East Croydon railway station.

Tramway service: To Croydon, ½ mile.

Telephone number: Croydon 2721.

Telegraphic address: Aeronautics Croydon.

Facilities: 1200 yards North to South, 1360 yards North-East to South-West, 1180 yards East to West, 1160 yards South-East to North-West. Three steel and concrete hangars two with 150 feet wide doorways and one with 119 feet doorway.

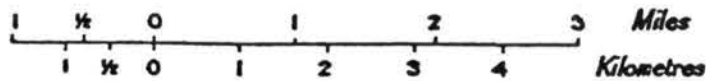
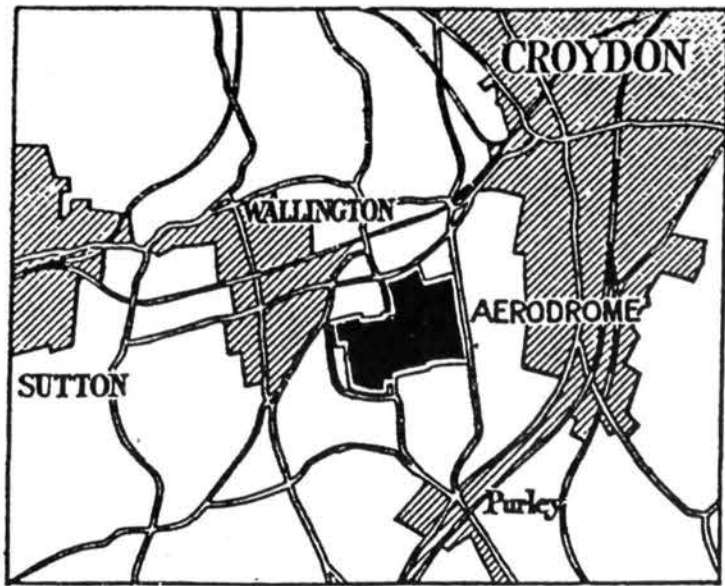
Fuel, oil and water.

Rotating compass base capable of being locked on the 8 compass points.

Anchorage suitable for large aircraft are to the West of Hangar A.

All repairs.

Hotel at aerodrome.



Obstructions:

North side: Tramway overhead wires, 30 feet high.

North-East side: 60 feet high chimneys and aerodrome buildings.

East side: Control tower surmounted by radio mast, 105 feet high; 24 feet high masts, 100 yards SE of compass base; Waterworks with 75 feet high chimney, 200 yards distant.

South side: Group of 170 feet trees and 200 feet spire, 815 yards and 930 yards respectively from boundary; a second group of 170 feet trees are 450 yards S of the SW corner.

West side: 34 feet radio beacon mast, 65 feet high trees South of the Lorenz main marker beacon; 18 feet high wooden structure 50 yards W of No 4 floodlight.

North-North-West side: 20 feet high building 300 yards from No 5 floodlight.

Note: During foggy weather when visibility is less than 100 yards and no aircraft are expected, a 6 feet diameter meteorological balloon may be flown from a point near the control tower to a height of 1300 feet. The thick-line cable will be marked with streamers.

Local regulations:

1. An aeroplane must not land until it has made, at not less than 300 yards distance outside the boundary of the landing area, at least half of a complete left-handed (anti-clockwise) circuit of the aerodrome, and must continue the circuit until landing can be effected without risk of collision.
2. Whenever panels showing alternate red and white vertical bars are displayed on the North and West sides of the control tower, no aircraft on the ground in the vicinity of Hangar C (North side of aerodrome) may enter upon the landing area.

3. In conditions of no wind the landing T will normally be set to indicate that landings are to be made in the direction East-to-West, but it should be noted that on occasions when landings are being made with the assistance of a VHF radio beacon installation, a direction other than East-to-West may be indicated by the landing T.

4. During conditions of bad visibility, a 'controlled zone' is instituted and aircraft may not depart from the aerodrome until the route to be followed through the zone has been agreed upon and the permission of the Control Officer has been obtained; aircraft arriving may not enter the controlled zone until their route to the aerodrome has been agreed and the permission of the Control Officer obtained.

5. Pilots of private aircraft must report to the Aerodrome Communications Office on landing and before taking-off, in order that particulars of load, destination, etc, of the aircraft may be recorded.

6. Owing to the danger of collision with aircraft taxiing out on to the landing area, pilots should take all possible steps to avoid having to land or take-off across or in the vicinity of the concrete and paved apron fronting the control tower.

Customs Arrangements: Customs Officer in attendance daily from 0600 to 1800 hours, and at any other time if one hour's notice given.

Special Signals:

1. Taxiing Signals.

a) Aircraft in the Customs Area.

The display, from the West side of the gallery of the control tower, of one of the following panels indicates that the aircraft has permission to leave the Customs area and taxi out on to the landing area (but not to take-off):

(i) In the case of an aircraft owned by a company operating a regular service, a panel bearing in white, on a green background, the initial letter of the company concerned.

(ii) In the case of other aircraft, a similar panel bearing the letter X.

The above panels are employed as advisory signals only, and it should be noted that the necessary light signals must in all cases have been given to an aircraft on the ground before that aircraft (i) enters upon the landing area and (ii) takes off.

b) Aircraft in the vicinity of Hangar C (North side of the aerodrome). The display from the North-West corner of the gallery of the control tower, of panels showing alternate red and white vertical bars prohibits aircraft in the vicinity of Hangar C from entering the landing area.

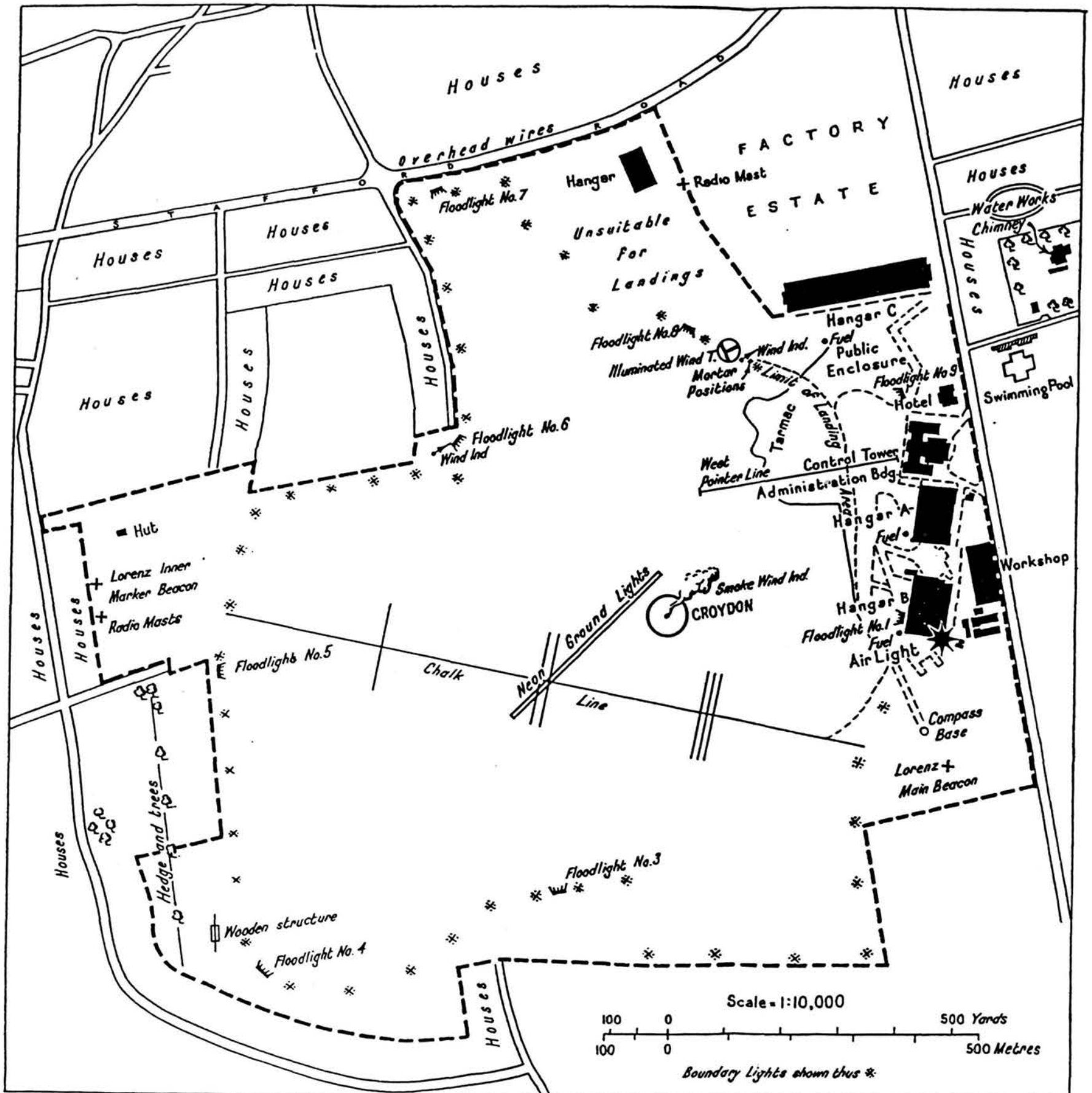
Note: The above panels are illuminated at night.

2. When the controlled zone procedure is in force, electric signs bearing the letters QBI in red on an amber background, installed on the North, West and South sides of the balcony of the control tower are lit.

3. Chalk line. A white chalk line is permanently installed on the landing area as a guide to aircraft using the Lorenz landing approach system. It may also be used by pilots for the purpose of taxiing into position and setting course for taking-off in conditions of bad visibility, when the direction of take-off is Westerly. The



Left: Two Air France Wibault 282T-12 airliners await passenger loading outside the passenger and customs hall which formed the ground floor of the tower building. (via Jack Meaden)



line is laid from the South-East corner of the aerodrome, bearing 282° True, to the West boundary, and is provided with cross lines, one at 1/4, two at 1/2 and three at 3/4 of its length from the West end.

Lighting:

1. Beacon.

(a) When operated:

- (i) Daily for 2 hours from sunset, controlled by a sun valve.
- (ii) At other times by night on request, or when an aircraft is expected.
- (iii) During periods of bad visibility.

(b) Character and period: Red, occulting every 2 seconds (light 1 second; eclipse 1 second).

(c) Normal range: 25 miles.

(d) Situation: At the South end of the hangars on the East side of the aerodrome.

(e) Overall height: 64 feet above ground level; 297 feet above sea level.

2. Boundary lights.

Orange coloured boundary lights delimit the landing area.

3. Obstruction lights. Red obstruction lights are mounted on the aerodrome buildings and the three 24-foot masts on the East side of the aerodrome, on the radio beacon mast and the wooden structure on the West side

of the aerodrome, and on the masts screening the groups of trees. The light screening the group of trees approximately 800 yards South of the boundary of the landing area is situated 117 yards North of the spire of Russell Hill School, and is 30 feet lower than the top of the spire.

4. Floodlights. Eight fixed floodlights are installed in the positions shown on the aerodrome plan. A mobile floodlight is held in reserve.

5. Auxiliary lighting.

(i) In the event of fog or mist obscuring the aerodrome, its location may be indicated by the firing of white pyrotechnical lights.

(ii) Neon ground lights are installed below the surface of the ground immediately West of the landing circle, in the form of an interrupted line 300 yards in length and oriented North-East to South-West. When the controlled zone procedure is in force, these lights will be switched on when an aircraft is about to land, unless the pilot makes a specific request to the contrary. When an aircraft is about to take-off, however, they will be switched on only by request.

The lights enumerated under 2, 3 and 4 above are immediately available during the period from sunset to 2 hours after sunset, and thereafter are available at 15 minutes' notice, or when an aircraft is expected.

Croydon Watch Log 1937-8

We present a "Watch Log" from Croydon Airport covering the period 27th July 1937 until 14th July 1938. This log, which is not to be confused with the movements log, is kept at the College of Air Traffic Control, Bournemouth International Airport (probably better known to most of us as Hurn). The basic details from the log are reproduced here by kind permission of the College General Manager Mr John Penwarne, to whom we are most grateful.

A few notes about the log are worthwhile. As previously mentioned this is a Watch Log in which any unusual occurrences throughout a Controller's Watch are entered. There appears to have been three of these watches per day, each of 8 hours duration, during the period covered. Amongst the information entered in the Log are details of weather readings, complaints from local residents of low flying, visitors to the tower and any misdemeanours by pilots of which there seemed to be many! The Log is reproduced verbatim except for the details of the weather which have been omitted unless it is unusual or of interest in causing operational problems.

Aircraft registrations are either given in full eg. **G-ADKN** or by using the first national letter and last two eg. **G-KN**. On first making contact with a ground station the aircraft uses the full registration and the ground station does likewise in the reply. In the calls following, once the ground station uses three letters the aircraft will do the same. At airfields not handling much international traffic only two letters are often used, eg. **KN**. Log keepers should always state the full registration but did not always do so, to the frustration of historians. To retain an exact account of the log the full details of registrations noted, where known, are given at the end of each part along with aerodrome codes, Q-codes and any other abbreviations. We have also been fortunate to obtain brief biographies of a number of the pilots mentioned, thanks to the records of Flt Lt Gilbert Sunderland.

The original Log is hand-written by numerous people and therefore the handwriting varies from the easily read to the unintelligible. Add to this a variety of fountain pen nib shapes and we have a few problems transcribing some of the words. Normal and aeronautical words can usually be reasonably guessed at but persons' names, especially some of the foreign ones, create a problem. Where the word is indecipherable it is followed by (?).

TUESDAY 27th JULY 1937

1805 **OO-AGP** Taxiing away from tarmac for departure caught fire in the starboard engine. Fire engine stood by, fire extinguished and machine towed back to hangar and **OO-AGY** substituted.

THURSDAY 29th JULY 1937

1219 Mrs Hichens, Lordsbury Field, Wallington, complained of early morning (0530) low flying. Told to refer to local police.
1350 Mr B P Buchegger left on "B" licence test X-country Croydon-Lympne-Hamble-Croydon in **G-ABBX**.
1435 Mr W S Phillips left on "B" test X-country Croydon-Lympne-Hamble-Croydon in **G-ADKN**.
1505 Mr J V Mitchell left on "B" test X-country Croydon-Lympne-Hamble-Croydon in **G-AASR**.
1506 Mr W S Phillips "B" test spins.

SATURDAY 31st JULY 1937

2030 Mr J D G Bishop "B" test spins test - OK.
2259 Mr J D G Bishop "B" test X-country Croydon-SX(?), (arrived there OK 2345BST).
2145 **G-ADJM** left Lympne (Pilot Been ?) for Dunkerque at 1700, supposed to be circling Calais at 1945, Lympne had no news of him doing so, nor did they receive any subsequent information. Communications at 2000 heard from Calais that he had not circled and that Dunkerque was closed. AOIIC informed, no other action taken.

SUNDAY 1st AUGUST 1937

2110 Personal's **G-OT** (Pilot Crumble ?) left for Deauville at 1909. Last signal from aircraft 1931, position Newhaven. Called by "GED" and "GEG" no reply. R/T states weak signals. AOIIC informed. Personal's office closed.
2300 One private owner outstanding (**G-AEFF** - qv). Left Shoreham for Deauville 1702.

TUESDAY 3rd AUGUST 1937

1045 **G-AEMI**, Pilot Scott, made half circuit prior to landing inside aerodrome and at the height of "A" shed, crossing the bows of **G-ACIU** who was landing through the gap. Scott came up to Control and apologised. No danger but a breach of regulations.
1320 Mr W S Phillips left on "B" test X-country Croydon-Cardiff-Hamble-Croydon in **G-ADGO**.
1325 Mr T V Mitchell "B" test spins - OK.
1415 Mr B Buchegger left on "B" test X-country Croydon-Hamble-Croydon in **G-ABBX**.
1520 Mr Phillips returned to Croydon, flight abandoned due weather.
1740 **F-AKEL**, Air France, Pilot Eseghehart (? - possibly Englehart, see later entry), landed N-S against the calm signals. No other aircraft involved.
1820 Mr Buchegger returned from X-country.
1840 Mr Buchegger "B" test spins - OK.
2200 **G-AERE**, Pilot Wood, (Heston aircraft), taxied out against the panel showing red and white vertical bars. I switched on No.9 floodlight to ascertain his registration mark whereupon he took-off without receipt of the balcony light.
2305 **G-ACIU**, Surrey Flying Services, Pilot Hancock, W/T Operator Bonehill, under the control of Olley Air Service, employed on Army Co-operation over Essex was reported by "GEP" 2305hrs as "short of fuel". At 2151hrs he [had] made "returning to Croydon" and was given QDMs until 2237, at 2240 QTF, 2250 QGE, at 2316 QDM, 2318 QGE. At 2324hrs I asked G-IU if he required further assistance, in reply he said "Yes, we are lost". At 2330 I communicated with RAF Uxbridge Night Flying Control and requested "Beacons and Flare Paths" at Mildenhall, Duxford, Martlesham and North Weald. Further QDMs & QGEs supplied & at 2310 I informed Olley Air Service of the "shortage of fuel" signal. At about 2340 Mr Olley came up to the tower and asked me to instruct the pilot to fly SSW after the situation had been explained to him [Mr Olley]. At 2350hrs Mr Olley asked me to inform the pilot that he had 10 gallons of petrol in his auxiliary tank - I did so. Further QDMs & QGEs were passed to the aircraft until it arrived over the airfield at 0021hrs 4.8.37 and landed successfully at 0030hrs. From 2151hrs QAC Croydon to 0021hrs QGN 32 signals passed between G-ACIU and "GED" irrespective of bearings received from "GEP" and "GED". The pilot subsequently reported that he thought his compass had failed and that he considered that he had not inadvertently flown a reciprocal course. Lights out signals to Mildenhall, Duxford and Martlesham 2335, to North Weald at 0010.

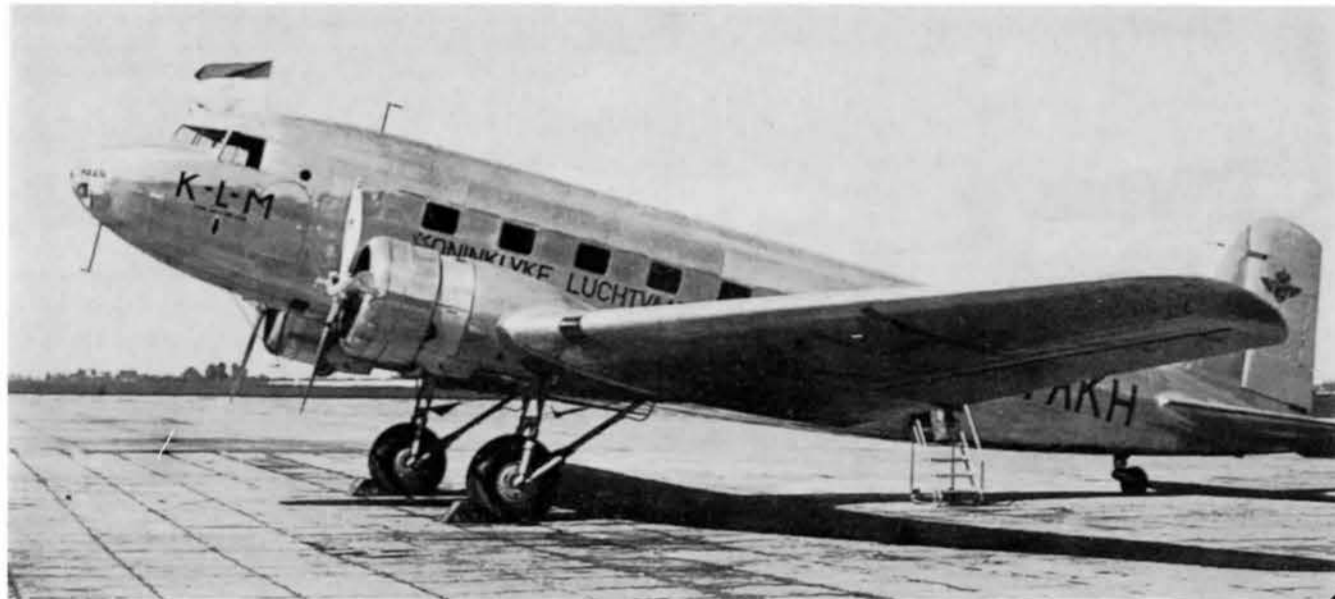
THURSDAY 5th AUGUST 1937

1038 **F-AMHM**, Pilot Charand (?), left tarmac without being given his panel. Panel withheld on account of **G-AEPN** landing.
2230 **SP-PZP** landed without navigation lights at 2230. Pilot Sym (?) from Eithoven (? - Eindhoven?). This was observed by myself and the lookout. His lights were switched on as he taxied in. I asked the pilot concerned and he explained that his lights were on all the time but extremely feeble. This was borne out by the traffic-hand who taxied him in. Apparently the filaments were just visible.
2340 Mr J G H Forsyth arrived on "B" test night flight from Lympne. Left there 2250hrs.

SUNDAY 8th AUGUST 1937

2200 **PH-AKH** (pilot de Graaf) gave QAA at 2136 as 3nm QFN. **PH-AKS** (Both) gave QAA at 2136 as 5 mins QFN. I gave P-KH QGN but they arrived in reverse order and P-KS was kept waiting 3 minutes. Capt. Both requested control to report de Graaf officially to KLM as he also is doing. Personally I think matter 1) unimportant, 2) a personal matter between the

Right: Douglas DC-2 PH-AKH "Haan" was the first of twelve DC-2-115E supplied to KLM as PH-AKH to PH-AKS (via Jack Meaden). It was a minor disagreement between the pilots of the first and last of these KLM aircraft that led to the log entry on 8.8.37.



Left: DH Dragon Rapide G-AEPF of Air Commerce was based at Heston in 1937 but was left behind in France in 1940 (via Jack Meaden). It appears to have been off course in the early hours of 10.8.37, finally landing at Duxford with low fuel reserves.

two company pilots, 3) de Graaf in the right his last QAA was correct while Both's was 3 minutes late.

2233 Capt. Both on phone, seemed to have changed his mind!

TUESDAY 10th AUGUST 1937

0115 Hendon rang up to say G-AEPF of Air Commerce had sent at 0035 "approaching Hendon & Windingim(?)", at 0038 asked for a bearing QDM 177, 0047 QDM 203, 0051 QDM 208 & 0100 QDM 22 (thinks it was G-PF).
 0128 Asked for Mildenhall, Duxford, North Weald and Hornchurch to be lit. RAFLO (RAF Liason Officer) ascertained that they were lit and also Scampton, Marham and Martlesham. (?) our R/T manned (?) on 348 could hear Hendon calling but no reply. Petrol could not last beyond 0200hrs.
 0142 Hendon reported he was down at Duxford and would stay the night.
 1000 W H Hicks "B" test short X-country, G-ADLJ, Croydon - Lympne-Hamble-Lympne.
 1345 W H Hicks returned.
 1448 G-AEPN, British Airways, Pilot Good(?), was given the light signal to take-off when heading West into wind. After opening the throttle he swung 20° to Port and took-off out of wind. F-AMHM was approaching to land to the right of the take-off. There was no danger to F-AMHM.

1530 Standards and Marconis in dispute regarding priority in experimental 9 metre transmissions today, referred them to 1) each other, 2) to Mr Lane.
 1730 Royal Air Force exercises cancelled.
 2040 Army Co-operation exercises cancelled.

THURSDAY 12th AUGUST 1937

1013 G-AEML Pilot ..on(?), when landing from NE touched down outside boundary lights.
 1046 D.L.H., Pilot Bau(?), took-off without light and downwind from the tarmac. Wind ESE variable.
 1125 Miss M R V E Friedlander, G-ASED(sic - presumably an error for G-AESD?) on "B" test X-country and height test Croydon-Cardiff-Hamble-Croydon.
 1612 Miss Friedlander returned from X-country.

SATURDAY 15th (sic) AUGUST 1937

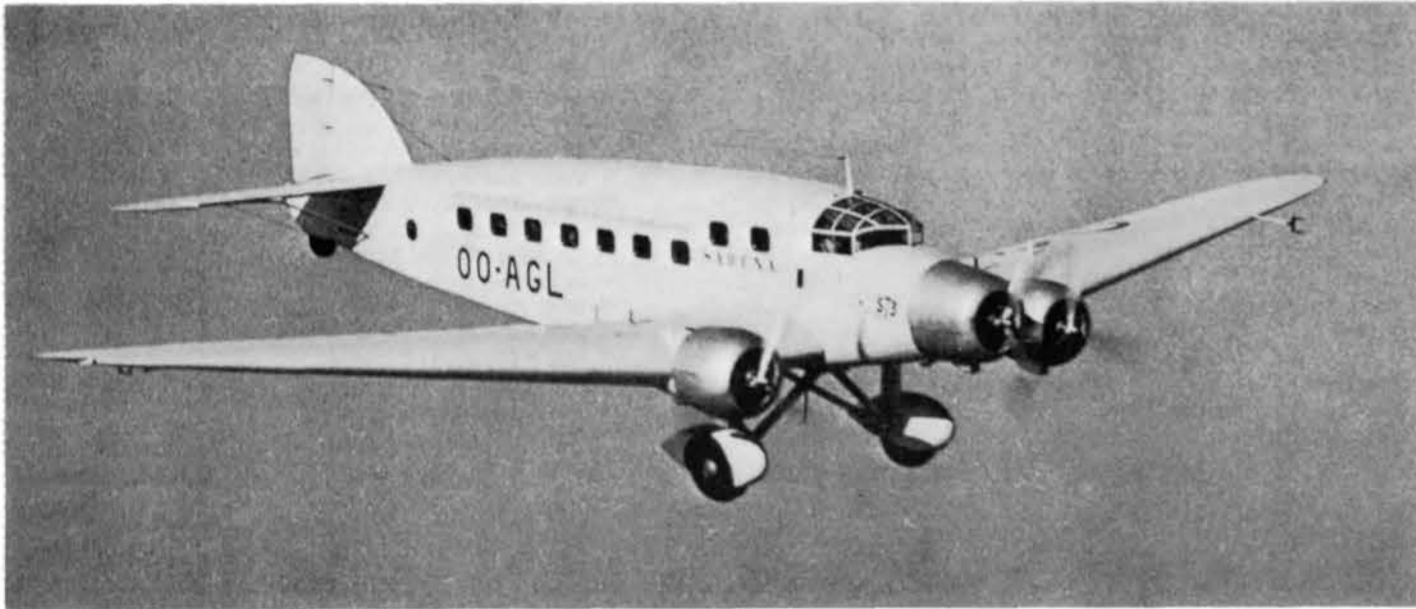
1520 G-AEMI took-off to W without light. No permission to leave tarmac. Pilot Jaffe.
 1900 North Foreland Radio enquiring of news of D-EJXI. Left "OHB" (?) for "GEG" 1258. Enquiries made, no news. Not circling, no action taken - possibly landed due weather.

SUNDAY 15th AUGUST 1937

1020 Miss Friedlander, aircraft G-ABTB, left on "B" test X-country Croydon-Lympne-Hamble-Croydon.
 1340 Miss Friedlander returned on completion of test.

Right: G-AEPN Lockheed 10A Electra of British Airways operated a 90 minute service from Croydon to Le Bourget and also participated in the Viking Mail Service to Stockholm, leaving Croydon at 6 pm with calls at Hamburg, Copenhagen and Malmo (via Jack Meaden). It featured in a take-off incident on 10.8.37.





Left: Sabena's Savoia S.73P OO-AGL on a local flight from Croydon (Flight via Jack Meaden). It was fortunate not to have been involved in a take-off accident on 24.8.37.

TUESDAY 17th AUGUST 1937

2030 G-AETD, pilot unknown, a Gull aircraft, bound (?) for London, not reported circling, has not been reported as landing anywhere this side of the Channel, nor can communications trace him. No action taken.

[The following is presumably for the next day **WEDNESDAY 18th AUGUST 1937**: the times indicating an overnight shift. The duty ATCO probably forgot it was a different day!]

0055 Miss Friedlander, G-AALX, "B" licence night flight Croydon-Lympne.

0205 Mr Love, G-AESC, "B" licence night flight Croydon-Lympne.

0245 Mr Field-Richards "B" licence night flight Lympne-Croydon.

THURSDAY 19th AUGUST 1937

1140 Mr J Harvey "B" licence X-country and height test. G-ABZE.

1500 Mr E R Dutt "B" licence x-country returned.

SATURDAY 21st AUGUST 1937

1545 G-AEPP, King, landing after test, turned right on ground and appeared to baulk G-AAXC taking-off. King apologised.

1725 Two kites observed flying on PS(?) route. Wallington police informed and requested to take steps to remove them.

1745 Kites removed.

SUNDAY 22nd AUGUST 1937

1245 Complaint from resident at Highfield Road to say low flying by G-RM (Pilot training). Pilot seen by control and stated short approaches were made purposely due brakes not operating correctly and lack of wind (8 knots).

TUESDAY 24th AUGUST 1937

1135 Miss S Miller left on "B" licence X-country and height test. Croydon-Cardiff-Hamble-Croydon.

1250 Mr D Misty (sic) left on "B" licence X-country and height test. Croydon-Hamble-Cardiff-Croydon VT-AIO.

1330 Mr C B Rogers left on "B" licence X-country and height test. Croydon-Hamble-Cardiff-Croydon VT-AFA.

1650 Miss S Miller returned on completion of test.

1803 OO-AGL was given the light signal to take-off from

the vicinity of No.T (? ??) floodlight. At the same period(?) G-ABUT, pilot Jayerns(?) took-off from the tarmac opposite Wrightways hangar without the light and against the red and white panel causing danger of collision. Taken up with pilot. He admitted that he did not see OO-AGL and that the lookout sometimes left the red and while blind(?) exposed unintentionally.

1830 Mr Misty returned on completion of test.

1840 Mr Rogers "B" spins test - OK.

1850 Mr Misty "B" spins test - OK.

1850 Mr Rogers returned on completion of test.

THURSDAY 26th AUGUST 1937

1220 F-AMHL, pilot Englehart, landed across wind baulking G-AAUD, pilot Messenger, who was landing at the time. G-UD had to open up and make a circuit. G-UD QBH 1, F-HL QBH Three but had been given QGL QBH as his last reported position was Kenley QBH 250. AOii on watch at the time of above.

2035 Mr G J Dawson, 98 Kings Ave., Streatham [in] G-AAZX landed without navigation lights, circled three times before landing, with other aircraft approaching - no direct danger - reprimanded by control - could not produce "A" licence.

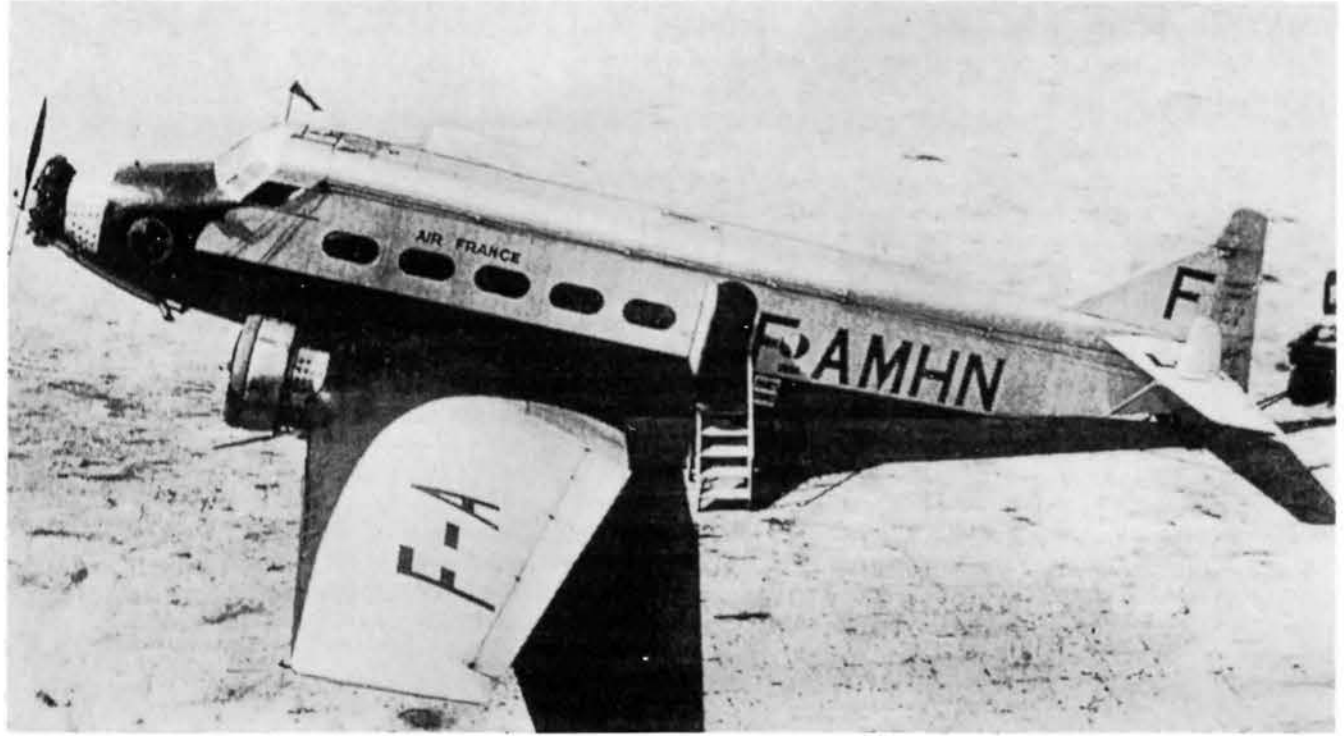
2110 Captain G P Olley rang up in a fury to ask why his pilot Mr Morton had been refused permission to land - Explained to him that at 2032 I received a signal from G-PW that he was going to land direct whereas his ETA was 2055. I replied QGO - A few minutes later I discovered the slip was an error on part of wireless and should have read G-BV not G-PW. I immediately sent a further signal to G-PW as follows "You are not to land without permission". So far as I was able to ascertain from Capt. Olley Mr Morton's chief grouse was that he asked wireless for an explanation of original signal and could get nothing from them. Wireless informed me that G-PW's speech was very indistinct and they could not make out what he was enquiring about - I asked Capt. Olley - very politely - to send his pilot up and I would explain the incident to everyone's satisfaction - he said "No, my pilot is NOT coming up, you come down here!!!" - Explained this was not possible - Olley then said "Alright put in a report to your CO".

[Comment by, presumably, Chief Controller: "All this seems so very unnecessary".]



Left: HP.42 G-AAUD "Hanno" at Croydon with the tower building behind and Imperial Airways hangar on the right. "Hanno" was finally wrecked in a gale at Whitchurch 17.3.40. (Aeroplane via Jack Meaden) The Log records an aborted landing incident on 26.8.37.

Right: Wibault 282T-12 c/n 3 F-AMHN "Le Vaillant" of Air France was the first production aircraft of the 280 series (via Jack Meaden). Its pilot failed to follow calm weather take-off procedures on 29.8.37.



Below: Stinson SR-9D Reliant was owned by Mr J R Bryans. It became W7984 2.40 and was soc 11.9.44 (Aeroplane via Jack Meaden). The calm conditions continued on 30.8.37 when the Reliant was landed in the wrong direction!



SUNDAY 29th AUGUST 1937

1305 **F-HN**, pilot Tellet, took-off from SW to NE during calm - calm signals out - NO light given - he watched **G-ABUT** take-off in orthodox manner during calm but made no effort to return and take-off E-W.
1300 **H-RI**, pilot Lyffeiosset (?) landed from W to E during calm - Given QFS at 1246 not QGA - no doubt landed using the beacon. Pilot spoken to and apologised.

TUESDAY 30th AUGUST 1937 [as written - should be MONDAY 30th or TUESDAY 31st!]

1152 **D-APUP**, pilot Daek, landed W-E with calm signals displayed and QAN CALM broadcast - company spoken to.
1158 **G-AEVY**, Bryant, landed NE-SW, calm signals displayed, apologised.
1240 Mr Mino Dhunjishaw Mistry left on X-country flight Croydon-Lympne-Hamble-Croydon - aircraft **VT-AIO**.
1546 **G-ABHB**, pilot Payew (?), Surrey Flying Services, took-off from opposite Wrightways hangar against the red and white screen when the light given to **G-AESY** - British Airways.
1655 Mr Mistry returned from "B" licence X-country.
1850 Complaint - Mr Whiteman, 81 Norfolk Ave., Purley phoned to state many machines taking-off low over his house and causing excessive noise.

The log now jumps to Tuesday 8th February 1938, a continued page starting at 1300 with weather details. It is possible that this log book was misplaced and a new one started, only for this one to be reused six months or so later.

TUESDAY 8th FEBRUARY 1938

0800 D.L.H. night mail delayed at "CO".
0900 Air Dispatch "LO" - "PS" cancelled, Wrightways "LO" - "PS" delayed weather (delayed 3 hours).
1310 **G-ACJJ**, Percy (?), Croydon - "PS" 1230. 1252 QTE141, 1310 QTE140, "GEG" 227, 1314 "1306 QAF St. Leonards for Creil QBG900", 1355 "Le Treport".
1450 The following services were cancelled or delayed.
0900 Imps Croydon - "PS" delayed 1 hour 27 mins, AF Croydon - "PS" delayed 48 minutes, 1015 BA Croydon - "PS" cancelled, 1030 Imps "BU" - Croydon

cancelled, 1400 I.A.F. Croydon - "Adam" cancelled, 1410 BA "PS" - Croydon cancelled.
1555 BA 1645 Croydon - "PS", 1915 Croydon - "PS", 1955 "PS" - Croydon (all cancelled).
1700 Air ..(?) QBI day, no difficulty experienced landing.
2000 I.A.F. 1715 from "PHA" cancelled, IA 1900 Croydon - "PS" cancelled, KLM 1800 Croydon - "RD" cancelled.

REGISTRATION DECODE

D-APUP Junkers Ju 52/3m c/n 5682 DLH "Marschall von Bieberstein"
D-EJXI Klemm Kl.32B XIV NSFK, Berlin
F-AKEL Wibault 282.T12 c/n 02 Air France "Le Rapide"
F-AMHL Wibault 282.T12 c/n 6 Air France "Le Fougueux"
F-AMHM Wibault 282.T12 c/n 7 Air France "L'Intrepide"
F-AMHN Wibault 282.T12 c/n 3 Air France "Le Vaillant"
G-AALX DH.60M Moth c/n 1410
G-AASR DH.60M Moth c/n 1441
G-AAUD Handley Page HP.42E c/n 42/3 IAW "Hanno"
G-AAXC Handley Page HP.42W c/n 42/5 IAW "Heracles"
G-AAZX DH.80A Puss Moth c/n 2101
G-ABBX DH.60G Moth c/n 1278
G-ABHB DH.80A Puss Moth c/n 2113 Surrey F/S
G-ABTB DH.82 Tiger Moth c/n 3101
G-ABUT DH.83 Fox Moth c/n 4002 Surrey F/S
G-ABZE DH60G Moth c/n 1908
G-ACIU DH.84 Dragon c/n 6041 Surrey F/S
G-ACJJ Short S.17/L c/n S.768 IAW "Scylla"
G-ADGO DH.82A Tiger Moth c/n 2262
G-ADJM BA Swallow 2 c/n 401
G-ADKN DH.87B Hornet Moth c/n 8073
G-ADLJ DH.60M Moth c/n 1514
G-AEFF Pou du Ciel - error, possibly for G-AEPP but is quoted as private owner so several other possibilities could be suggested.
G-AEMI DH.84 Dragon c/n 6110 Commercial Air Hire, Croydon
G-AEPF DH.89A Dragon Rapide c/n 6353 Air Commerce
G-AEPN L.10A Electra c/n 1080 British A/W
G-AEPP L.10A Electra c/n 1082 British A/W
G-AERE DH.89A Dragon Rapide c/n 6355 LHG Ltd, Heston
G-AESC DH.82A Tiger Moth c/n 3545
G-AESD DH.82A Tiger Moth c/n 3552
G-AESY L.10A Electra c/n 1102 British A/W
G-AETD Percival Vega Gull c/n K.46
G-AEVY Stinson SR9D c/n 5253
G-A_BV probably G-ADBV DH.89A Dragon Rapide c/n 6286, J Dade, Croydon
G-A_OT possibly G-ADOT DH.87A Hornet Moth c/n 8027 (Personal A/W ?)
G-A_PW probably G-AEPW DH.89A Dragon Rapide c/n 6350, Olley A/S
G-A_RM possibly DH.82A Tiger Moth G-AERM c/n 3280
H -_RI possibly HB-IRI Douglas DC-3 c/n 1946 of Swissair (or HB-ARI de Havilland DH85 Leopard Moth c/n 7022; HB-ERI M2H Hawk Major c/n 159; HB-URI Caudron C.480 c/n 7299/20 ? All were current.)

OO-AGL Savoia S.73P c/n 30001 Sabena
 OO-AGP Savoia S.73P c/n 30003 Sabena
 OO-AGY SABCA/Savoia S.73P c/n unkn Sabena
 PH-AKH Douglas DC-2 c/n 1354 KLM "Haan"
 PH-AKS Douglas DC-2 c/n 1365 KLM "Sperwer"
 SP-PZP PZL.26 c/n 2 "Wielkopolska" of Pomorze Aeroclub.
 (A low-wing 3-seat Gull-like monoplane)
 VT-AFA DH.60G-III Moth Major c/n 5054
 VT-AIO DH.60G-III Moth Major c/n 5091

"Q" CODES

These were sent in Morse Code by W/T (Wireless Telegraphy) to and from aircraft before the introduction of speech communication on the UHF/VHF wavelengths. The "Q" code groups were recognised to be a Question/request or an answer according to the identity of the ground station or aircraft code and the information in the reply. The series QAA to QNZ is the Aeronautical Code, QOA to QOZ the Maritime Services Code and QRA to QUZ are used by all services. A full list of current codes is to be found in ICAO DOC 8400, however only a limited number of Q codes are still in use today.

QAA (Estimated position?)
 QAC ?
 QAF Advise place, time and altitude.
 QAN Advise surface wind direction and speed at
 QBG Altitude, flying above cloud
 QBH Altitude, flying below cloud
 QDM Magnetic heading to steer to destination (no wind correction)
 QFN ?
 QFS Request for radio facility to be in operation
 QGA ?
 QGE Distance from transmission station
 QGL Request/permission to enter control area
 QGN Request/Clearance to land
 QGO Permission to land denied
 QGP Number to land
 QTE True bearing from station
 QTF Position (of a/c) from bearings taken by D/F stations

QAA, QAC, QFN, QGA are not in current use

AERODROME CODES

GED - Croydon
 GEG - Lympne
 GEP - Pulham
 OHB - (Belgian or German field?)
 ADAM - Amsterdam
 BU - Brussels
 CO - Cologne ?
 LO - London-Croydon
 PHA - Amsterdam ?
 PS - Paris
 RD - Rotterdam
 SX - (possibly Southampton, though this should be GJD)

AIRLINES

AF - Air France
 BA - British Airways
 D.L.H. - Deutsche Lufthansa
 I.A. - Imperial Airways
 I.A.F. - International Air Freight Ltd
 Imps - Imperial Airways
 KLM - Royal Dutch Airlines

THE PILOTS

Date of first reference is quoted, then name and biographical details. (?) indicates unconfirmed identification, usually due to a different spelling.

29.7.37 BUCHEGGER, Basil P. Born 28.12.14 Manchester. Av Cert issued 12.6.36, London Air Park Flying Club, Hanworth. Instructor, LAPFC (1939).
 29.7.37 MITCHELL, Thomas V. Born 7.9.10 Bourn, Cambs. Av Cert issued 5.11.36, University Aero Club, Fen Ditton. Instructor, Midland AC, Castle Bromwich & Elmdon (1939).
 31.7.37 BISHOP, John D G. Born 28.10.13 Hungerford. Farmer. Av Cert issued 27.3.37, Portsmouth AC.
 31.7.37 (?) STILLING-FLEET-BEAN, Cuthbert A. Born 8.9.86 Sowerby, Yorks. Engineer. Av Cert issued 17.4.33, Liverpool & District AC, Hooton Park.
 1.8.37 (?) CRUNDALL, Eric R. Born 30.9.83 Dover. Stockbroker. Av Cert issued 14.6.30, Airwork School of Flying, Heston.
 3.8.37 HANCOCK, C G. Pilot & instructor, Surrey Flying Services Ltd, Croydon 1935-8. Instructor, Hampshire Aeroplane Club, Eastleigh 1938-9.
 5.8.37 (?) FORSYTH, Edward G H. Born 28.11.03 Inverness. Av Cert issued 29.3.33, Hanworth Club (NFS). Founder of Personal Airways, Croydon.
 10.8.37 HICKS, Woulfe H. Born 20.12.06 Wanstead. Av Cert issued 7.10.35, Bristol & Wessex Aeroplane Club, Whitchurch.
 12.8.37 FRIEDLANDER, Miss Mona R V E. Born 2.6.14, London. International hockey player. Av Cert issued 11.11.36, Brooklands Flying Club. Pilot, Birkett Air Services 1938-9. Pilot, Air Transport Auxiliary 1940-3. Married as Mrs Forward.
 18.8.37 FIELD-RICHARDS, Peter J. Born 5.8.10, Highcliffe, Hants. Army. Av Cert issued 4.5.30, Berks, Bucks & Oxon Aero Club (NFS), Woodley.
 19.8.37 DUTT, Eric R. Born 3.10.16, Croydon. Av Cert issued 4.9.36, South Coast Flying Club (Brooklands Avn), Shoreham.
 21.8.37 KING, Douglas S. Killed with BOAC on Stockholm run, 4 or 5.40.
 24.8.37 MISTRI, Minoo D. Born 9.12.15, Bombay. Student. Av Cert issued 3.9.37, Norfolk & Norwich Aero Club, Mousehold.
 30.8.37 (?) BRYANT, Reginald W E. CFI Northern Ireland Aero Club (Airwork), Newtownards.
 8.2.38 PERRY, Hubert H. Born 3.7.92, Birmingham. Pilot, Imperial Airways 1927-40, BOAC 1940. Retired.

Below: A mail van outside the Customs hall in the main passenger building at Croydon with Short S.17L G-ACJJ "Scylla" in the rear. A landplane version of the Kent flying boat, G-ACJJ and G-ACJK "Syrinx" were the only two of the type (Aeroplane via Jack Meaden). It is recorded as flying Croydon - Paris on 8.2.38 when other flights were delayed by bad weather.



Croydon Watch Log entries to be continued in next issue . . .

ELLY BEINHORN

The girl who flew around the world

In 1928 three young girls took flying lessons with the Deutsche Luftfahrt GmbH at Staaken airfield near Berlin. As young flying women were at that time still something special, their pictures appeared in magazines in Germany and elsewhere. So in Archive 1/95 we see Georgia Lind, Antonie Strassmann and Elly Beinhorn (centre) sitting on a Klemm L 20 of that company (there exists at least one other picture of the three girls with the Raab-Katzenstein "Pelikan" of the same company). Deutsche Luftfahrt GmbH was founded in 1926 and its aircraft wore on the fuselage a roundel inscribed "Per Aspera ad Astra" with an eagle in the centre. The company had at least nine L 20s, D-979, 1013, 1022, 1161, 1162, 1218, 1256, 1299 and 978 which had been lost by 1929.

Film actress Georgia Lind, who later married the famous German actor Rudolf Platte, and Antonie Strassmann remain relatively unknown although they figure in the book *Frauenfliegen* (Women fliers) by Maria Holzapfel, Kate and Rudolf Stocks, which appeared in 1931 and gives biographies of 16 German female pilots. But Elly Beinhorn?! Is she already forgotten?

Elly Beinhorn was born in Hannover on 30 April 1907 as the daughter of merchant Henry Beinhorn. When in 1928 the famous Hermann Kohl gave a lecture in her native city on his flight over the Atlantic, Elly became so enthusiastic that she decided to learn to fly - to the dismay of her parents. But she went to Staaken and in the spring of 1929, still only 21 years old, she obtained her pilot's licence. Subsequently she graduated in Wurzburg for a licence in aerobatics, where her teacher was Ritter von Greim, later Germany's last Luftwaffe chief in WW2.

Wanting to practise her skills in public, Elly Beinhorn, who had obtained second-hand Messerschmitt M 23b D-1674 c/n 466, participated in various airshows. The first was in Königsberg (now Kaliningrad) in East Prussia, where she flew for the first time together with flying ace Ernst Udet. When Udet wrote to her parents, Elly's day was made. She was frequently asked to perform air shows all over Germany, earning up to 2000 Marks a day and her name was soon written as large as Udet's. Her mind was however set on greater things. After all, she had been drawn to aviation by long distance flyer Hermann Kohl.

The first occasion presented itself when she was able to join a German expedition in (then) Portugese Guinea. On 4 January 1931 she left Staaken with her diminutive 45 hp Klemm L 25 D-1713 (c/n 173) to fly via Gibraltar along the West African coast to Bissau, which she reached on 1 February. As the rains were coming, she had to leave by March 15. Flying inland, this time she was less fortunate and she had to make a forced descent in the desert with falling oil pressure, damaging the undercarriage in the process. It took her four days to reach, by foot and small boat, Timbuctu, the first German to get there and the only white woman in town. French pilots took her in a Potez 25 to Casablanca, where a new Klemm was awaiting her. On 28 April she was back in Berlin. "Let's be honest," she said years later, "this forced descent



Above: Elly Beinhorn with her Klemm L 26 D-2160. (via Harm Hazewinkel)

brought me more headlines than the best flying achievements".

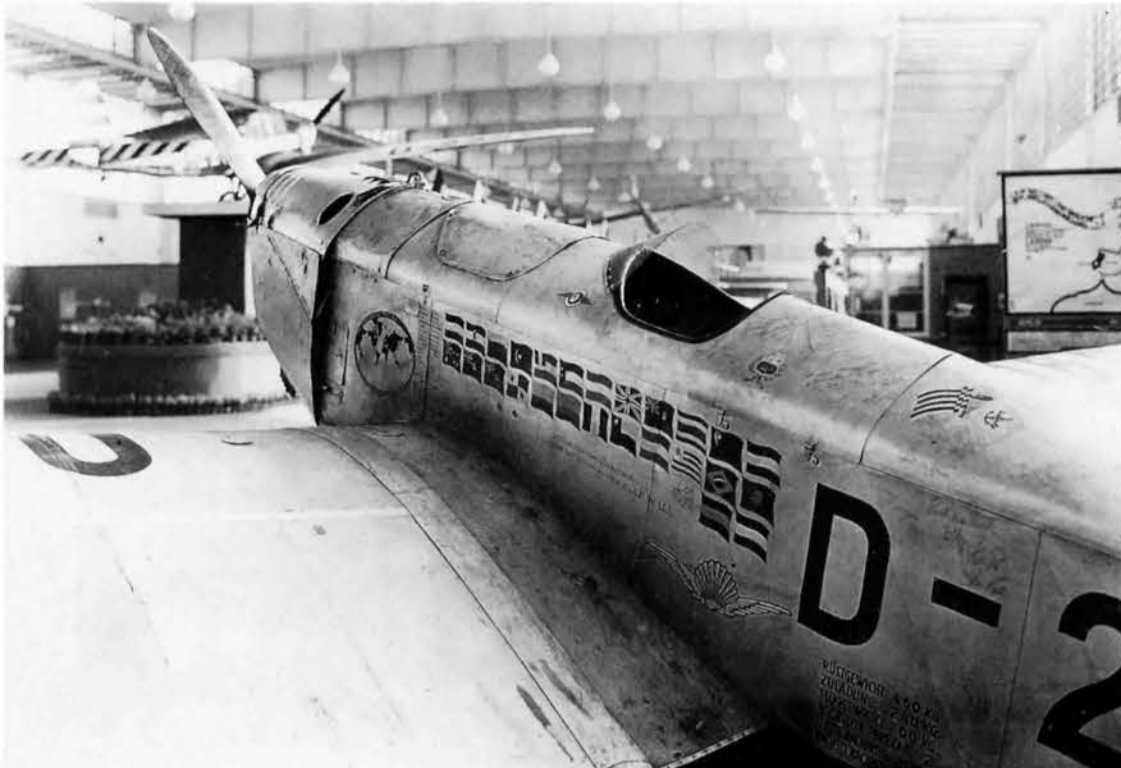
Her next trip went East, to Asia. On 4 December 1931 she departed with D-2160, a 80 hp Klemm L 26 a V, c/n 341. The front cockpit was covered over, presumably for an extra fuel tank which could have doubled the normal tankage of 29 gal and 400 mile range. The disposable load of 300 kg (660 lb) made ample allowance for this as well as adequate luggage in the large locker behind the open cockpit. The cruising speed with the Argus As8 engine was given as 155 km/hr (96 mph) although slightly lower speeds may have been needed where maximum range or endurance were a consideration.

Originally she had intended to fly to the Netherlands East Indies and then to return over Japan and China. The political situation between the last two countries made her change her plans. Her flight was a great success and everywhere she was greeted with great enthusiasm. For the sectors between Bushire on the Persian Gulf and Palembang she flew in company with Halliburton and Stephens' Stearman C3B NR882N "The Flying Carpet" (see *Digest*, Winter 1989). In India she made a flight to Mount Everest, and

Below: An early Klemm L 25 with 45-50 hp Salmson 9AD 9-cyl radial engine, similar to D-1713 flown by Elly to West Africa. (Klemm, via Harm Hazewinkel)

Bottom: Elly Beinhorn's Klemm L 26 D-2160 taxiing in after landing at Sourabaya, Java, en route to Australia. (Shell via Jack Meaden)





Left: Klemm D-2160 on display in Berlin after Elly's return. A map of the world showing her route and the flags of 26 countries she visited appear on the side. Note the covered over front cockpit and the locker behind the rear cockpit. (via Jack Meaden)

in Calcutta she demonstrated before the Maharajah of Nepal (who subsequently bought an aircraft). In Siam she was received by the King. At Surabaya (NEI) her plane was completely overhauled by the Dutch Naval Air Service for the continuation of the trip, which was to bring her to Port Darwin on March 22 1932 and along the north and east coasts to Sydney on April 2. Elly Beinhorn loved to make long distance flights, but never went for record breaking - she enjoyed the trip and the flying.



Above: Elly Beinhorn with the Heinkel He 71b D-2390. (Shell via Harm Hazewinkel)

Below: Elly with her Bf 108A D-IJES at Berlin after her record flight to Istanbul and back in 13 hr 15 min on 13.8.35. (via Jack Meaden)



Above: At Capetown talking to Air Taxi operator John Williamson. Bernd Rosemeyer is in the aircraft right hand seat. (via Jack Meaden)

Having crossed the Pacific by boat she started flying again in the Canal Zone, continuing along the east coast of South America to Santiago de Chile. From there she crossed the Andes to Mendoza and in Buenos Aires the little Klemm was put on board of a ship to Bremerhaven. On July 26 she flew from Bremerhaven to Berlin, having covered 37,000 kms. For her around the world trip she received the Hindenburg Pokal (Cup), the highest award for sports-flying in Germany and she was the first woman to receive it.

In 1933 Elly made another trip to Africa, this time with the Heinkel He 71b D-2390, c/n 370. The first lap, from Berlin to Istanbul, was made non-stop on April 4 in ten hours. Taking the eastern route she reached Capetown on May 18 and then returned along the west coast, reaching Berlin-Tempelhof on July 27, having covered 28,000 kms. In 1934/35 she made a trip to Central America and the United States in Klemm Kl 32 D-ENIF.

On August 13 1935 she made again headlines with a flight by Messerschmitt Bf 108A "Taifun" from Gleiwitz (now in Poland) to Istanbul and back to Berlin on one day, 3,570 kms in 13 1/2 hrs. The aircraft, D-IJES, was one of only seven Bf 108A models built as a four-seat cabin tourer. Later she made a flight over three continents in one day as well.

On July 13 1936 Elly married the famous German racing motorist Bernd Rosemeyer, with whom she flew to South Africa when he participated in the Grand Prix there in January 1937. It was said that she intended to enter the International Circuit of the Oasis at Cairo in February 1937 (see Archive 4/92) but she did not take part. Later in 1937 a son, Bernd, was born, but her happiness was of short duration: on January 28 1938 Bernd Rosemeyer was killed in a speed record attempt on the Frankfurt-Darmstadt motorway, driving over 400 km/h.

Elly continued flying, e.g. to Asia in 1939, and then the war came. In 1942 she remarried and had a daughter, Steffi. The war she spent like most people, trying to survive and hoping for the end. She did not fly, unlike the infamous Hanna Reitsch, but she said quite honestly in an interview some years ago: "Of course I would have flown for Germany in the war, if I hadn't had the children." After the war she renewed her licence in Switzerland and resumed flying for some time, but then retired. As far as I know she is still alive and living in Munich.

Elly Beinhorn was a great pilot and a very charming personality. She lacked fanaticism, but made her flights for the love of it. Her greatest achievement was not the breaking of records or the making of aviation history, but that a young girl in those years opened the safety belts of convention, fastened them in her aircraft and just did what she wanted. She wrote various books about her flying adventures, but - as she once said - "when you read it, it seems easier than it was". That demonstrates the kind of person she is.

Complete Civil Registers : 3

New Zealand



Above: Snow 600 S-2D ZK-CTK of Adastra Aviation seen at Rotorua on 1.8.71. (R.W.Kerr)

Below: Aero Commander 500A ZK-CTM in Golden Coast Airlines titles. (R.W.Kerr)



PART FIFTY

ZK-CTB Cessna 150H 68315 10.4.68
(2) Ex (N22490). Auckland Flying School Ltd, Ardmore, op by Paraparaumu Flying School Ltd 6.69; sold to T J Krippner, Te Awamutu 24.6.70; to Waikato AC, Hamilton 26.4.73; to D P Sosich, Hamilton 11.5.81; to Waitomo AC, Te Kuiti 10.3.82; to G A Lovegrove, Te Kauwhata 28.4.89. To Taumararui AC, Taumararui 25.6.90. Current.

ZK-CTC Cessna 177 Cardinal 00930 10.4.68
Ex (N29501). Rex Avn (NZ) Ltd, Ardmore. To Rural Avn (1963) Ltd, New Plymouth 23.7.68. F/f Ardmore 8.8.68. To New Plymouth AC 14.8.68; to Rex Avn (NZ) Ltd 1.6.73; to Dalhoff & King Avn Ltd, Ardmore 23.4.76; to Skyroamers Inc, Ardmore 23.4.76; to J McVicar & ptrns, Auckland 21.6.84; to J McVicar, Bombay 29.3.85; to Ardmore Commission Knitters Ltd, Takanini 30.1.87, op by Ardmore Flying School Ltd; to A D Frew, Auckland 25.1.89; to G J & S L Maisey, Whangarei 23.11.90; to F P Radisich, Thames 2.9.93. To Corporate Flight Services Ltd, Ardmore 23.12.93. Current.

ZK-CTD Cessna 150H 67527 23.4.68
Ex (N6727S), (ZK-CKQ). Rex Avn (NZ) Ltd, Ardmore. To Auckland Flying School Ltd, Ardmore 13.6.68; to J Ashworth Ltd, Rotorua 10.4.70; to G A Vodane, Hamilton 28.1.71; to F E Pike, Auckland 15.12.75; to North Shore AC, Dairy Flat 15.4.77. To Gulf Air Ltd, Auckland 16.5.83. Current.

ZK-CTE Cessna 150H 68971 11.7.68
Ex (N23470). Dalcom Avn Training Ltd, Wanganui. Cr at Wanganui 16.11.69, regn cld 12.12.69. Restored to Rex Avn Ltd, Ardmore 13.4.71 as c/n 150-68971R. To A A Young, Paraparaumu 17.8.71, op by Rex Flying School Ltd, Paraparaumu. To H S Hughes, Ruatoria 27.11.79; to Kiosk Services Ltd, Palmerston North 12.11.84; to C H McLellan, Kumara 27.2.87. Current.

ZK-CTF Cessna 150H 67228 6.8.68
Ex (N6428S), (VH-DVH). Rex Avn (NZ) Ltd, Ardmore. To Okair Avn Ltd, Christchurch 21.10.68; to Patchett Tours Ltd, Christchurch 20.5.70; to Christchurch Charter Flying Services Ltd 10.3.71; to Air Charter Christchurch Ltd 4.7.75; to C L Barnes, Hamilton 5.10.76; to D H & J K Kenyon, Huntly 31.5.77; to Dalhoff & King Avn Ltd, Ardmore 29.3.78; to United Avn Ltd, Palmerston North 24.7.79; to R H Gudsell, Palmerston North 30.10.81; to G M & D G Tyrell, Inglewood 1.2.84; to DJ Lindsay, Palmerston North 12.9.84; to P Dale & D Mabbott, Mt Ruapehu 23.1.87; to MLT Syndicate, Ardmore 15.6.88; to C150 Syndicate, Ardmore 30.8.89; to Corporate Flight Services Ltd, Ardmore 24.12.93. Current.

ZK-CTG Cessna 150H 67640 6.8.68
Ex (N6940S), (VH-KQQ). Stratford AC, Stratford. To C W Gower, Stratford 23.3.77. Crashed nr Omanawa Falls, Kaimai Ranges 1.7.77; regn cld 3.3.78. Restored to D I James, Hamilton 2.3.79; to D J Dillon, Palmerston North 14.5.80, op by Dillon FS; to R W & D R Wood, Palmerston North 24.4.86. Current.

ZK-CTH Fletcher FU-24 Mk II 127 13.10.66
James Avn Ltd, Hamilton. To Aerial Farming (Holdings) Ltd, Palmerston North 13.1.67; to James Avn Ltd, Hamilton 9.12.68. Crashed nr Te Anau 23.11.70 and regn cld 4.12.70.

ZK-CTI Fletcher FU-24 Mk II 128 13.10.66
James Avn Ltd, Hamilton. To Sherwood Avn Ltd, Hastings 18.1.67; to James Avn Ltd, Hamilton 10.11.69; to Farmers ATD Co Ltd, Invercargill 7.8.73; mod to FU-24-950M standard; crashed Fairfield 28.3.79, regn cld 26.7.79.

ZK-CTJ DHC-1 Beaver 1 1596 14.11.66
Hawker Siddeley International Ltd, Wellington. D/d to Kenya ex Auckland 29.5.69; regn cld 11.6.69 and re-regd 5Y-AIW .69.

ZK-CKT Snow 600 S-2D 1358D 18.10.66
Ex (N1758S). Reservation for Adastra Avn Ltd, Tauranga. Ntu, became ZK-CPQ 25.10.66, later 4X-AWW and SX-AOB.

ZK-CKL Snow 600 S-2D 1362D 11.3.70
(2) Ex (N762S), VH-SNA. Adastra Avn Ltd, Tauranga. Wfu at Hamilton 19.7.74. Regn cld 20.6.78 as exported to Israel, regd 4X-AWW 7.7.79.

ZK-CTL Snow 600 S-2D 1359D 18.10.66
Ex (N1759S). Reservation for Adastra Avn Ltd, Tauranga. Ntu, became ZK-CPV 25.10.66, later to VH-AGT, ZK-CPV, VH-AGT.



Left: Standard Fletcher FU-24 ZK-CTO operated by Mount Cook Air Services Ltd, shown at its base at Fairlie in central South Island on 3.4.72. (R.W.Kerr)

Below: Developed from the Volaire 1050, the Aero Commander 100 (150 hp Lycoming O-320-A2B) of which ZK-CTU is an example, was itself later developed into the Darter and Lark Commander models. (Wim Zwakhals collection)

ZK-CTM Aero Commander 500A 1274-97 22.12.66
Ex N78373. Golden Coast Airlines Ltd, Nelson. D/d Auckland 5.1.67. Cld as re-regd ZK-DCF 8.2.71.

ZK-CTN Cessna 185A Skywagon 0504R 13.12.66
Ex (N2504Z), ZK-CCL. Rex Avn (NZ) Ltd, New Plymouth; op by Rural Avn (1963) Ltd, New Plymouth. Crashed Tikorangi, nr Waitara 12.3.67. Regn cld 26.5.67. Later rebuilt as ZK-CVF 1.8.67.

ZK-CTO Fletcher FU-24 Mk II 131 19.12.66
Air Parts (NZ) Ltd, Hamilton. F/f 2.3.67. To Mt Cook Air Services Ltd, Timaru 27.5.68. Wfu 15.3.82 and regn cld 17.8.82. Restored to Southair Avn Services (1970) Ltd, Taieri 27.11.84. To Central Airspread Ltd, Alexandra 9.6.87. Crashed Moa Creek near Alexandra 6.4.89. Regn cld 9.6.89.

ZK-CTP Fletcher FU-24 Mk II 132 19.12.66
Air Parts (NZ) Ltd, Hamilton. D/d ex Auckland to Australia 25.11.67. Regn cld 6.5.68, to VH-CYM regd 8.2.68.

ZK-CTQ Fletcher FU-24 Mk II 133 19.12.66
Air Parts (NZ) Ltd, Hamilton. F/f 7.9.67. D/d ex Auckland to Australia 22.9.67. Regn cld 11.12.67, to VH-DCM 15.12.67. Restored as ZK-SAJ 31.5.94.

ZK-CTR Registration not yet allotted.

ZK-CTS Fletcher FU-24 Mk II 134 19.12.66
Air Parts (NZ) Ltd, Hamilton. F/f 14.12.67. D/d ex Auckland to Australia 17.12.67. Regn cld 10.10.68, already regd VH-FLA 7.6.68. Converted there to FU-24/A4 with 400 hp Lycoming IO-720. Australian regn cld 18.3.77 and restored as ZK-CTS to Barr Aircraft Equipment Ltd, Ardmore 22.3.77. Regd as type FU-24-950M (NZ designation of the /A4 model). To Barr Bros (HB) Ltd, Waipukurau 30.9.77; to Fleming Avn (HB) Ltd, Waipukurau 7.2.83. Crashed Motea, nr Dannevirke 14.4.89. Regn cld 8.11.89.

ZK-CTT Transavia PL-12 Airtruk 602 11.4.67
Ex VH-TRZ. J V M Kean Ltd, Auckland. To Transair Leasing Co, Auckland 14.6.67, op by Barr Bros Ltd,



Ardmore. Sold to Barr Bros Ltd, 17.7.73. Crashed Clevedon 13.12.76. Regn cld 2.2.77.

ZK-CTU Aero Commander 100 074 14.9.67
Flight & Field Services Ltd, Wellington. F/f at Ardmore 18.12.67. Op by Auckland Flying School Ltd, Ardmore. To Rotorua AC, Rotorua 25.3.68; to M L Curtis, Albany 6.1.72; to Kauri Developments Ltd, Auckland 8.12.72; to B W Penhey, Waiouru 26.9.73; to R W Dell & J E Becconsall, Tauranga 30.3.76; to J E Becconsall, Tauranga 30.1.81; to P D Kelly, Matura 19.3.84; to J Holland, Hastings 15.7.87. Current.

ZK-CTV Taylor JT.1 Monoplane AACAA 51/1 15.5.67
J C Wheeler, New Plymouth. Current.

ZK-CTW Jodel D.9 Bebe A9-18 23.3.67
B M Murray, Geraldine. F/f Thames 2.5.69. To T W Bartleet, Thames 30.8.73; to W E Laurence & P R Lloyd, Turua 22.1.74; to A R Rowe, Taita 30.10.80 and at Masterton from 29.5.84; to P A Singleton, Wellington 12.7.88. Current.

ZK-CTX Yeoman YA-1 Cropmaster 250R Srs 2 120 30.5.67
Southern Avn Ltd, Gore. Wfu at Gore 4.71, broken up for spares. Regn cld 13.11.73.

ZK-CTY Volmer VJ.22 Sportsman AACAA.15/2 12.7.67
P F Dyer, Christchurch. To J N B Murray, Christchurch 26.3.74; to A K Lynch, Auckland 1.11.74.



Left: The first turbine-powered Fletcher, fitted with a PT6 derated to 500 shp, was painted in James Aviation Ltd red, black and white colour scheme and inscribed "Prop-Jet Fletcher" on the nose. ZK-CTZ had a 12 inch fuselage stretch and 2 feet increase in wing span together with a strengthened structure which enabled it to 25 cwt loads, a 66% increase over the 300 hp standard FU-24. (Wim Zwakhals collection)

F/f 12.78. To M F Brister, Auckland 17.8.79; to M F Brister & A K Lynch, Auckland 10.9.79; to A O Barrowclough, Auckland 13.1.86; to B L Hegley, Auckland 4.10.88. Current.

ZK-CTZ Fletcher FU-1060 1001 17.7.67
Built by Air New Zealand from FU-24 c/n 120 for Air Parts (NZ) Ltd as first turbine-powered version, fitted with 500 shp Pratt & Whitney PT6A-20 engine. Air Parts (NZ) Ltd, Hamilton. F/f Auckland 19.7.67. To James Avn Ltd, Hamilton 16.10.68. Wfu at Hamilton 7.8.79. Regn cld 15.1.81. Aircraft preserved at Hamilton Airport.

ZK-CUA Piper PA-28-140 Cherokee 28-23318 4.7.67
Airwork (NZ) Ltd, Christchurch. To Canterbury Aero Club, Christchurch 12.10.67; to R Cragg & Sons Ltd, Blenheim 13.10.75; to G B Evans, C C & A D Bell, Amberley 8.2.79. Current.

ZK-CUB Piper PA-28-160 Cherokee 28-59 1.5.67
Ex ZK-BWT (rebuilt). Airwork (NZ) Ltd, Christchurch. F/f 20.4.67. To Lombard (NZ) Ltd, Auckland 18.9.67, op by Manukau Flying School Ltd, Ardmore. To Eagle Avn Ltd, Hamilton 22.3.72 and on same day to General Finance Acceptance Ltd, Wellington; op by M S McArthur, Auckland, then by Manukau Flying School. To Coyle & Griffin, Wanganui 1.4.73; to A J G Scott & P L Withall, Christchurch 24.9.74. Dbr in storm, Christchurch 1.8.75. Regn cld 12.9.75.

ZK-CUC Piper PA-28-180 Cherokee C 28-4257 6.10.67
Ex N4908L. Airwork (NZ) Ltd, Christchurch. F/f at Ardmore 20.12.67. To Tauranga AC, Tauranga 2.2.68; to Arthur Smith Engineering Ltd, Whangarei 19.4.79 and to James Avn Ltd, Hamilton 18.6.81. To R E Meyer & L W Johns, Whangarei 9.7.81. Current.

ZK-CUD Piper PA-28-140 Cherokee 28-23557 17.10.67
Ex N3448K. Airwork (NZ) Ltd, Christchurch. To Northland Districts AC, Whangarei 2.2.68; to E R Monckton, Hamilton 25.5.70, op by Eagle Avn Ltd; to R D Leach & Associates Ltd, Auckland 30.3.78; to Otamatea AC, Ruawai 18.4.78; to Dalhoff & King Avn Ltd, Ardmore 16.5.80; to A A F Futschek, Dunedin 8.12.80; to E K & L F Sanford, Mossburn 12.5.82; to L F Sanford, Mosgiel 21.6.84; to G Aitken & G Wall, Wanaka 29.3.85; to Tabb Flying Syndicate, Martinborough 7.3.88. Current.

ZK-CUE Piper PA-28-180 Cherokee C 28-4343 1.12.67
Ex N11C. Wellington AC, Wellington. F/f Ardmore 21.12.67. To Airwork (NZ) Ltd, Christchurch 6.1.70; to Harold Investments Ltd & T H Rapsey Ltd, Christchurch 23.9.70, with addition of Capon Construction Ltd, Timaru 10.5.72; to Bambury Holdings Ltd, Auckland 20.8.73; to Rex Avn (NZ) Ltd, Ardmore 21.10.75; to Porter Doe Motors Ltd, Feilding 25.2.76; to Bob Shewry Avn Ltd, New Plymouth 7.8.78; to A R Palmer, Timaru 11.8.82. Current.

ZK-CUF Piper PA-31-310 Navajo 31-261 12.7.68
Ex N9194Y. Tasman Air Services Ltd, Auckland. D/d Auckland 30.8.68, f/f Ardmore 10.10.68. Regn cld 6.1.70, re-registered ZK-DCE.

ZK-CUG Piper PA-28-140 Cherokee 28-24496 27.5.68
Airwork(NZ) Ltd, Christchurch. F/f Ardmore 8.7.68. To Waikato AC, Hamilton 23.7.68; to J M Young, Wanaka 24.3.77; to S R Greer, Ranfurley 21.7.87. Current.

ZK-CUH Piper PA-28-140 Cherokee 28-24512 27.5.68
Airwork (NZ) Ltd, Christchurch. F/f 18.11.68 Ardmore. To Northern Wairoa AC, Dargaville 27.2.69; to H R Parker, Hikurangi 7.10.74; to Airline Flying Club, Auckland 20.6.75; to W F Thompson, Auckland 23.8.78; to T F Janes, Auckland 4.12.78; to C A Cookson, Thames 31.3.81; to Cookson Charter & Hire Service Ltd, Thames 18.2.82; to B J Lowery, Turangi 10.2.84 and Auckland from 30.3.84; to Jarap Associates, Auckland 8.5.84; to J V Haskell & ptrns, Auckland 21.6.84; to Topflite Avn Ltd, Christchurch 13.5.92, op by RNZAF Aviation Sports Club, Ohakea. Current.



A pair of different model 1967-built Cherokees:
Above: PA-28-140 ZK-CUA in Canterbury Aero Club titles, with whom it served for eight years. (R.W.Kerr)
Below: ZK-CUC, a model 180C with Tauranga Aero Club and Tauranga Aerial Charter inscriptions at Tauranga on 11.4.71. (R.W.Kerr)



ZK-CUI Piper PA-28R-180 Cherokee Arrow 28R-30809 24.2.69
Airwork (NZ) Ltd, Christchurch. F/f 1.5.69 Ardmore. To Canterbury AC, Christchurch 17.5.69; to G Lloyd & T J Henderson, Auckland 8.5.75, op by Air Evangelism. To I J Lyttle, Methven 19.10.76; to M J H Davison, Culverden 12.5.82; to W D Boyes & Sons Ltd, Darfield 17.7.89. Current.

ZK-CUJ Piper PA-28-140 Cherokee 28-24191 12.5.69
Ex (VH-...). Airwork (NZ) Ltd, Christchurch. To Hawkes Bay & East Coast AC, Hastings 24.6.69. Cr in Te Pohue - Glen Falls area near Napier 2.10.71. Regn cld 18.10.71.

ZK-CUK Piper PA-28-180D Cherokee 28-4991 20.6.69
Ex N11C, (VH-...). Airwork (NZ) Ltd, Christchurch. F/f Ardmore 10.7.69. To Wairarapa & Ruahine AC, Masterton 18.7.69; to I D & J C Kingsbury, Ashburton 21.3.74. Current.

ZK-CUL Piper PA-28-140 Cherokee 28-23915 20.6.69
Ex N11C, (VH-...). Airwork (NZ) Ltd, Christchurch. F/f Ardmore 22.7.69. Op by Stark Avn Ltd, Ardmore; then by Auckland Flite Centre, Ardmore. To Ardmore Flying School 18.2.74; to Airwork (NZ) Ltd, Ardmore 15.12.80; to J A Brown, Gisborne 16.3.81; to Mid Canterbury AC, Ashburton 13.9.89; to S & K T Christophers, Christchurch 21.5.92; to Mainland Air Services Ltd, Dunedin .92; to Waimate AC, Waimate 23.3.93. Current.

ZK-CUM Cassutt Sport Racer III AACAA.116/1 .67
Reserved for R Handley, Blenheim. Ntu, re-registered ZK-DHJ .72.

ZK-CUN Piper PA-28-140 Cherokee 28-24035 16.7.69
Ex N11C, (VH-...). Airwork (NZ) Ltd, Christchurch. F/f Ardmore 6.8.69. To Manukau Flying School Ltd, Ardmore 22.9.69; to Rex Flying School Ltd, Ardmore 24.7.75; to Dalhoff & King Flying School Ltd, Ardmore 24.5.76; to Dalhoff & King Aero Maintenance Ltd, Masterton 26.9.77; to G & K Builders Ltd, Balclutha "Kung-Fu" 7.12.78; to G T McCristell Ltd, Balclutha 6.9.84; to South East Air Ltd, Invercargill 2.8.93; to B P Carroll, Masterton 11.10.93. Current.

ZK-CUO Piper PA-28R-180 Cherokee Arrow 28R-30761 12.8.69
Airwork (NZ) Ltd, Christchurch. F/f 12.9.69 Ard-



Above: Cherokee Arrow 180 ZK-CUO wearing large Manukau Flying School titles prior to its crash in 1972.

Below: A smart Cherokee 140C in spats, ZK-CUW outside the Otago Aero Club clubhouse at Taieri. (Both, R.W.Kerr)



more. To Manukau Flying School Ltd, Ardmore 12.6.70. Crashed in Kirikau area near Taumaranui 16.5.72. Regn cld 2.6.72.

ZK-CUP Piper PA-25-260 Pawnee C 25-5169 10.12.69
Airwork (NZ) Ltd, Christchurch. To Vanair Topdressers Ltd, Hastings 20.4.70; to Van Air Ltd, Hastings 9.12.76; to Airwork (NZ) Ltd, Ardmore 15.1.79. Regn cld as exported to Australia 9.2.79. Regd VH-CUR 2.1.80.

ZK-CUQ Piper PA-28-140 Cherokee C 28-26521 26.11.69
Airwork (NZ) Ltd, Christchurch. F/f 11.2.70 Ardmore. To C J Haywood, New Plymouth 23.2.70, op by Taranaki Flying School; to Dennis Thompson International Ltd, Ardmore 26.5.77; to M E I & R S Shewry, New Plymouth 4.8.77; to Keppel Marine Ltd, Oamaru 2.2.78; to R McKelvie, Napier 19.9.78; to A R Miller, Auckland 13.7.82; to Rukuhia Flying Club, Hamilton 10.5.84; to D W Bain, Mahoenui 5.12.86; to G P Conroy, Hastings 9.6.89; to Link Promotions International Ltd, Wellington 13.12.91. Current.

ZK-CUR Registration not yet allotted.

ZK-CUS Piper PA-23-250 Aztec D 27-4499 12.3.70
Ex N13861. Airwork (NZ) Ltd, Christchurch. D/d Auckland 7.3.70. To NZ Forest Products Ltd, Auckland 3.4.70; to Cookson Airspread Ltd, Wairoa 22.2.78; to Airwork (NZ) Ltd, Ardmore 15.12.80; to Cardinal Flying Company, Auckland 12.4.84; to B F Kidd, Auckland 5.6.84, op by Wairarapa Airlines Ltd, Masterton, .84; op by Great Barrier Airlines Ltd, Auckland 2.85; to Waitemata AC, Ardmore 17.8.88, op by Waitemata Air Services .88; op by Ardmore Flying School .91; to D R Moore, Cambridge 19.1.93, op by Summit Air, Hamilton. Current.

ZK-CUT Piper PA-28-140 Cherokee 28-23710 11.12.70
Ex N11C, (VH-...). Airwork (NZ) Ltd, Christchurch. To C L Sandbrook, Dannevirke 18.2.71, op by Dannevirke Flying School. To Airwork (NZ) Ltd, Christchurch 24.6.75; to CJ Alexander, Auckland 14.4.76; to R W Lucas, Palmerston North 19.7.88; to D G & H R Hayes, Palmerston North 12.1.89; to Heli Flight Wairarapa, Masterton 9.6.93. Current.

ZK-CUU Piper PA-28-140 Cherokee C 28-26602 31.7.70
Airwork (NZ) Ltd, Christchurch. F/f 22.7.70 Ardmore. To Manukau Flying School Ltd, Ardmore 9.11.70; to Canterbury Aero Club, Christchurch



Above: Transavia Airtruk ZK-CVA was the first of a small batch imported for Barr Bros Ltd. (Wim Zwakhals coln)

9.7.74; to Airwork (NZ) Ltd, Christchurch 10.8.79; to Mid Canterbury AC Group, Ashburton 28.4.80; to T L Coulter & L K Cooney, Ashburton 13.5.80; to Southair Avn Services (1970) Ltd, Mosgiel 12.1.84; to A L Johnstone, Christchurch 11.1.88. Crashed Spit Island 6.9.89. Regn cld 22.5.90.

ZK-CUV Piper PA-32-260 Cherokee Six 32-673 19.8.70
Ex N3758W, F-OCFG. Airwork (NZ) Ltd, Christchurch. F/f Christchurch 3.12.70. To I I Wilson, Auckland 6.1.71; to Airwork(NZ) Ltd, Christchurch 13.12.72; to D B Musson, Auckland 27.2.73; to G S Smith, Auckland 22.12.76; to North Shore Aero Club, Dairy Flat 22.2.78; to G S Smith, Auckland 1.10.79, op by North Shore AC; to Great Barrier Airlines Ltd, Auckland 21.6.84. Crashed Haururu Falls 19.12.89. Regn cld 7.2.94.

ZK-CUW Piper PA-28-140 Cherokee C 28-26942 15.9.70
Airwork (NZ) Ltd, Christchurch. F/f 28.9.70 Ardmore. To Otago AC, Taieri 13.12.70. Cr Inverary nr Taieri 15.2.72; regn cld 27.3.72. Restored 18.9.72 to Airwork (NZ) Ltd, Christchurch as c/n 28-26942R and to Otago AC again 21.11.72. To R A Burnside, Balclutha 26.5.76; to Joe Brown Enterprises Ltd, Mosgiel 3.9.80; to W E Dalziell, Lawrence 17.2.81; to Southair Avn Services(1970) Ltd, Taieri 5.5.82; to South Otago AC, Balclutha "Farmer" 22.11.84; to Topflite Avn Ltd, Christchurch 27.5.91. Current.

ZK-CUX Piper PA-28-140 Cherokee C 28-26943 18.9.70
Airwork (NZ) Ltd, Christchurch. F/f 2.10.70 Ardmore. To Canterbury AC, Christchurch 30.10.70; to P F Dixon, Rangiora 12.5.82; to D S Latter, Cheviot 19.7.82; to Drake Avn Ltd, Christchurch 8.5.84. Current.

ZK-CUY Piper PA-28-140 Cherokee D 28-7125081 21.12.70
Airwork (NZ) Ltd, Christchurch. F/f 21.2.71 Ardmore. To Waikato AC, Hamilton 12.5.71; to D McLeod, Blenheim 20.1.81; to E J Beconsall, Christchurch 12.5.82; to C A Elworthy, Timaru 10.12.84; to Four Seasons Tours Ltd, Ashburton 17.7.90; to J A McKenzie, Ashburton 8.9.92; to Aviation Teknology Ltd, Geraldine 22.8.94. Current.

ZK-CUZ Piper PA-28-140 Cherokee C 28-26921 16.11.70
Airwork (NZ) Ltd, Christchurch. F/f 21.11.70 Ardmore. To Canterbury AC, Christchurch 18.12.70. Collided with PA-28 ZK-EBC at West Melton 5.9.79; regn cld 26.10.79. Parts used in 7.84 to rebuild ZK-CNV at Christchurch.

ZK-CVA Transavia PL-12 Airtruk 705 7.7.67
Transair Leasing Co Ltd, Auckland. F/f 21.7.67 at Christchurch. Op by Barr Bros Ltd, Ardmore; by Barr Bros (HB) Ltd, Waipukurau 5.68; and by Air Contracts (1969) Ltd, Masterton. Sold to Air Contracts (1969) Ltd, 14.2.74; to Broadlands Finance Ltd, New Plymouth 21.12.79, op by Farmers Avn Ltd, Hawera; to whom registered 4.11.80. Dbf at Hawera 7.9.81 and regn cld 8.12.81.

ZK-CVB Transavia PL-12 Airtruk 706 18.8.67
Transair Leasing Co Ltd, Auckland, op by Barr Bros Ltd, Ardmore. Sold to Barr Bros Ltd 22.10.69. Last flown 6.3.82, wfu and dismantled. Registration cancelled 23.1.91.

We first cover the details of the batch of Extracts that were listed in Archive No.4 of 1994.

A: 7.1.49 p.4 - Malcolm Campbell's Moth was G-AAAJ c/n 803 "Bluebird", he left Croydon 3.11.28 with Flt Lt D Don as pilot and crashed at Alhucemas, Spanish Morocco 18.11.28. The Moth was shipped to Ceuta by Spanish gun-boat "Uad Lau", then to Gibraltar on the tug "Alert" and on to London on the SS "Hakozaki Maru". The Verneuk Pan accident was at Calvina 25.2.29 and involved Avro Avian IIIA ZS-AAK c/n 200, lent by owner Mr Blake and flown by Eric Penny. Campbell suffered a fractured jaw and facial cuts. His Moth "Bluebird" was flown up from Capetown and Campbell returned there on the same day piloted by Maj Miller. While being pushed into a hangar the Moth was blown over and Campbell again injured. (The name "Bluebird" clearly confused the record here.) Since G-AAAJ became ZS-ABN in 8.29 it would seem to have been the aircraft that Campbell took to South Africa. He does not seem to have piloted himself, at least on these long distance trips. We have no details of the biplane he is said to have built in 1909, but Moth Major G-ACMY c/n 5055 was regd to him between 2.34 and 7.34.

*p.24 - BEA Rapide ambulance which crashed near Renfrew 27.12.48 was G-AHXY c/n 6808 ex NR720 inbound from Benbecula with 11-yr old Donald McDonald.

*p.25 - Pan African DC-3 ZS-BYX c/n 12587 ex G-AKVX was en route Haifa to Geneva. Owners actually given as Scott Gordon Avn Co, operated by Pan African Air Charters who were claimed by the Foreign Office to be involved in flying volunteers to Israel "disguised as rabbis". Cpts Schoenholzer & Francis, 3 crew & 7 passengers killed.

*p.25 - Iberia DC-3 EC-CAU c/n 4256 ex 41-7769 crashed 23.12.48; it had force-landed in Spain 11.8.43.

A: 14.1.49 p.53 - BSAA York G-AHEX, see photo right, had starboard tyre failure on take-off from Natal which damaged the coolant system and an uncontrollable engine fire spread through the wing.

A: 28.1.49 p.114 - Bill Petrie had purchased plans for a Luton Minor. This was registered as G-AMUW c/n WP.1. The metal work was made by Scottish Avn at Prestwick, most of the timber being purchased as a lot and shipped from the mainland. Little work was done and most of the materials were sold.

A: 4.2.49 p.141 - Gemini G-AKEH c/n 6473 history on page 93/65 later became VR-SDC and VH-ALP.

F: 10.2.49 p.163 - Auster J/1 G-AIBI c/n 2122 had been written off in a forced landing on the ice cap 70 mls S of Base E, Stonington Island, Graham Land over a year before this report, on 15.9.47. The ski installation had originally been tested on G-AIBH (2113) during the severe UK winter of 1946/7 and also on G-AICB (2133).

*p.174 - The stretcher-equipped Tiger Moth DG456 was one of three converted by the RAF Research & Development Unit at Cawnpore in India during WW2. The conversion consisted of removing the top of the rear cockpit and the fuselage upper fairing back to the tail and replacing it by a flat support frame for the stretcher at the front end and a new ply-covered wood fairing at the rear end back to the fin. A removable cover fitted like a lid over the stretcher and completed the spinal fairing. DG456 served with 3TAF Communications Sqn and was soc 20.12.44.

A second Tiger Moth, DG493, and a third (either EM810 or HK810 - see Impressments Log) were also converted, the third having the cover hinged on the right side like a lid. A very similar modification was made in Australia to Tiger Moth A17-450 at Laverton, Victoria, this being operated by No.2 AAU. It differed in having an enclosed hood for the pilot's cockpit and a higher fairing to match. Like the third Indian Tiger the cover was hinged and two-piece, with a separate portion for the patient's head and shoulders, in this case with a small circular window each side. All the conversions were clearly hand made.



Above: York G-AHEX "Star Venture" of BSAA which force-landed and was destroyed by fire en route to Rio de Janeiro 5.1.49; see entry for 14.1.49. (via Jack Meaden)

A: 11.2.49 p.150 - The Dragon Rapides imported by Sfredo y Paolini Lda in Argentina were for Compania Transportes Aereos Mediterranea Argentina Centro (Cotama) for routes between Cordoba, Villa Dolores and La Cumbre. Regular services began on 1.2.49. According to an Argentine source the Rapides were registered LV-ACR, AEN, AEP, AER, AES, AGU, AGV, AGW, AGX and AGY. [However Dan Hagedorn in Digest Winter 1990, they were LV-AEO (not ACR) and -AGR (not AGU).] Included in sales to Argentina were G-AFEN (AGV), KNZ (AGY), KYW (AGR), KYX (AEN), KYZ (AES), KYZ (AEO), KZA (AEP), KZV (AGW), LAU (AER) and LAY (AGX). The Zonda organisation appears to have been the titular concessionaire for a number of companies. The Rapides later passed to Aerolineas Argentinas which did not use them so they ended their careers in the fleets of SAM, TAASA and Aero Expreso Barcella.

*p.168 - Skyways C-54A G-AJPL c/n 7464 "Sky Wisdom" bringing home British officers, men and their families, had both port engines fail due to fuel starvation. Later enquiry considered it was lightly-loaded and could have continued on two engines but pilot chose emergency landing at Castel Benito. Wings and tail torn off and caught fire, fuselage did not burn and 44 passengers, 7 crew escaped, Capt Kitley being the only fatality.

*Ads - Halifax C.VIII PP311 was G-AHYI of Anglo French Distributors, regd 10.1.48, but received no CofA. Its identity became crossed with the same company's PP317/G-AIID and it was delivered to Bovington as such. After the auction it was registered to Skyflight Ltd (of the same address as the original owners) but this company collapsed a few weeks later. Still as G-AIID it was broken up at Bovington in 1950 and cancelled 20.3.50.

A: 18.2.49 p.197 - Hythes G-AGEU, GIA and HEO were delivered to Aquila in time for use on the Berlin Airlift in 1948 before the Havel Lake froze, the last two flying over 100 sorties each. They were followed to Aquila later in 1948 and in early 1949 by G-AGER, GHZ, GJJ, GJK, GJL, GJM, GJN, GKY, GLA and Sandringham I G-AGKX.

A: 25.2.49 p.203 - BEA DC-3 G-AHCW c/n 13308 collided with Anson VV243 of 2 Air Navigation School.

*p.223 - Italian exports to Egypt were probably Fiat G.212s SU-AFE (8) and -AFF (9), and SM.95s SU-AFC (15) and -AFD (16) which were all operated by SAIDE - Services

Below: Tiger Moth stretcher conversion DG456 with the top cover removed and occupant in place; see 10.2.49. (Flight via Jack Meaden)





Left: Heath Parasol G-AJCK as first built with the Scorpion engine, its builders in attendance. See entry for 25.2.49.

Below: G-AJCK with the JAP engine at White Waltham in 1950 when owned by the Airways Aero Association.

(Both via Jack Meaden)

Aeriens Internationaux D'Egypte. Their fleet eventually included G.212s SU-AFX (7) and AFY (3); SM.95s SU-AFZ (17?), AGC (20) and AGD (13), together with C-46s SU-AFP and AFS to AFW.

*p.230 - The second Heath Parasol on the UK register was G-AJCK c/n S.H.1 which emerged in the same month (1.49) as G-AFZE, having been built in the previous year by A C Leith & ptrns who formed the South Hants Ultralight Club at Christchurch. The first flights were made by Airspeed Chief Test Pilot George Errington and not by Ron Clear. However these were only hops as the 30 hp ABC Scorpion was not considered satisfactory. G-AJCK was sold to Airways Aero Association, a 40 hp J-99 JAP engine was substituted and it flew with this engine in 1950. Ownership passed in 1951 to Roger Mann and after moving it from Christchurch to Scampton he sold it locally. After a forced landing in 1954 it was burnt on a bonfire 5.11.54. Edward B (Ed) Heath was born in 1888 and his aircraft designs were being published in 1915. His Parasol first flew with the Heath B-4, a converted motorcycle engine rated at 25 hp at 2800 rpm, a 4-cyl air-cooled upright in-line. Although Heath's company built less than 50 Parasols, hundreds were built from plans and kits which he supplied to homebuilders. Most had more powerful engines such as the 40 hp Continental A-40.

A: 4.3.49 p.252 - The DHY fleet: the first three Dragon Rapides were TC-ARI (6315), BAY (6316) and CAN (6317); added later were DAG (6372), LAV (6643), MUT (6644), NUR (6645), ZOR (6646), AGA (6686), HAD (6687), PER (6688) and VUR (6689). DH.86Bs were TC-ERK (2355), FER (2356), GEN (2357) and HEP (2358). Five Ju52/3ms were TC-PEK (130731), RUH (130752), SEL (130761), TEZ (130862), ULU (130871). The first 3 DC-3s were TC-ABA (4971), ACA (7352) and AFA (9276). There were 28 others civil-registered (details in A-B's Douglas DC-3 history and two not regd in Turkey, 42-24327/N60U and 42-100970/N59U).

*p.257 - The BOAC York which crashed at Castel Benito on 1.2.49 was G-AGJD c/n 1210 "Mansfield" ex MW121.

*p.257 - Cathay Pacific C-47A VR-HDG c/n 20576 drifted off course approaching Kai Tak and crashed into rising ground near Taikoo (Braemar?) Reservoir. Capt John Paish.

A: 18.3.49 p.312 - Queensland Airlines Lodestar VH-BAG c/n 2194 took off at max t.o.w. with c of g near its aft limit but trimmed to a nose-up setting which resulted in a steep climb, inevitable stall and crash. Owner was Truth & Sportsman Ltd, pilot Capt Ronald C Cook.

F: 24.3.49 p.350 - For more details of the Turkish Magisters see pages 95/35, 95/36 in this issue.

A: 25.3.49 p.344 - NZNAC Lodestar ZK-AKX c/n 2382 "Keruru" crashed 3 mls NE of Waikanae, Capt R W Bartley. During the search the wreck of a RNZAF Ventura missing since 2.46 was also discovered.

F: 31.3.49 p.365 - The last Whitley was LA951, a Mk.V which was handed over to Armstrong Whitworth Aircraft at Baginton 9.6.43 on indefinite loan for trial installation work on the type. It was selected as a tug for the AW.52G glider 9.7.44, which first flew on 2.3.45, towed by the Whitley. On 15.7.48 LA951 was loaned to GAL for their test pilot to gain glider flying experience, the gliders involved were not identified - possibly a Hamilcar but GAL were then building prototypes of a troop carrying X.30/46, later cancelled. The loan terminated 30.9.48 and LA951 was sold to Thos W Ward Ltd on 30.5.49 as scrap.

With thanks to Geoff Allen, John Battersby, Phil Butler, John Havers, Peter Marson, Jack Meaden, Tony Morris, Nigel Ponsford, Dick Sanders, Vic Smith & John Withers.



The latest batch of Extracts now follows:

Aeroplane April 1st 1949:

- * p.373 - A Lancashire Aircraft Corporation Halton crashed nr RAF Schleswig in British Zone 21.3.49; 3 crew killed, one injured.
- * p.373 - Skyways York crashed 400 yd short of runway at Gatow 15.3.49; all 3 crew killed.

Aeroplane April 8th 1949:

- * Ads - W S Shackleton Ltd have a GAL Cygnet for sale for £375; C of A until November 1949. "This plane was specially selected by us from four which were sold in 1946 as the best of the type in the country. It was purchased by a director of Roy Fedden Ltd with the intention of installing the Fedden flat-six sleeve valve engine for Continental demonstration purposes. Now that the Fedden company has ceased operations, we have taken it back into stock. The Cirrus Major engine has been recently serviced".

Aeroplane April 29th 1949:

- * p.469 - Author and sailplane pilot Terence Horsley was killed on 24th April when his Olympia glider crashed at Bradwell Edge, shortly after taking off from Great Hucklow. Further details were given in his obituary on 13th May, p.560. The glider was named "Wild Goose" and was previously owned by Lord Kemsley (Horsley's employer) and was presented to the Derbyshire & Lancashire Gliding Club by the Kemsley Flying Trust. The accident occurred when the tailplane struck a member of the launch team during a winch launch and at 400 ft the whole tailplane broke off, causing the glider to spin in to the ground.

Flight May 5th 1949:

- * p.535 - The UNO charter of Consul aircraft has ended with the return to Croydon of the last one on 23rd April. In July 1948 the UNO had chartered 5 Consuls from Air Enterprises Ltd and Morton Air Services Ltd for use by the UN Palestine Commission, based in Beirut. A further two were added after two months or so. (The aircraft were probably painted all white with "UN" serials).

Aeroplane May 13th 1949:

- * p.536 - Bristol 170 on a development flight from Filton crashed into the English Channel, 12 ml SE of Portland Bill 6.5.49. Asst CTP J A C (Dick) Northway and Chief Flight Test Engineer John Radcliffe plus 5 others from Bristols all killed.
- * p.558 - WAAC Dove crashed en route Port Harcourt to Benin 2.5.49, killing 6 passengers and 2 crew.

Aeroplane May 20th 1949:

- * Ads - A 23 hp British Anzani "Pou" for sale. "Perfect flying trim, ready to take off - £45".

"Extracts" continued on page 95/56. . . .

Casualty Compendium

PART FIFTY-SEVEN



Above: The smouldering wreckage of Super Constellation N6214C at McChord Air Force Base on 6.9.53. The port engines are completely detached, the fuselage burnt out and the firefighters still in attendance. (via John Wegg)

- 3.2.53 Air Outremer DC-3 was F-OAFR c/n 15238/26728, the one time G-AGNC. Believed to have been destroyed by a bomb en route to Laichau, the wreck was never found. DC-3 Monograph Update One amends the date to 25.3.53 but the Lloyds report of the disappearance is dated 6.2.53.
- 13.2.53 Aigle Azur Rapide was F-BGPM c/n 6476, ex G-AKVU. The port engine caught fire when starting at Siemreap, Cambodia at 0255, the pilot Pierre Marquard and one of the 4 passengers were injured, the Rapide burnt out.
- 13.2.53 Air Outremer destroyed by mortar fire, Muong Sai, Cambodia. This incident is untraced, but it matches the destruction of DC-3 F-OAHY c/n 12793 on 13.2.54.
- 7.7.53 Ford 4-AT-E N8400 c/n 4-AT-62 of Johnson Flying Service crashed on 14.7.53. While spraying spruce bugworms it hit a static cable part of which was caught round the tail and snagged a pylon during the forced-landing, tearing the tail from the aircraft which crashed nose down. Pilots Jim Dillon and Dick Duffield were killed. The aircraft was reinstated in the US Register in 3.80 and was still registered in 6.94.
- 8.7.53 Jamair DC-3 was VT-AZV c/n 13253, after landing long at Barrackpore in bad weather, it ran across a road into a brick wall, 3 crew unhurt. It survived until 12.61.
- 12.7.53 Transocean DC-6B N90806 c/n 42901 "Royal Hawaiian", crashed 325 miles east of Wake Island, en route from Guam to Honolulu and Oakland. Capt William L. Word, 7 crew and 50 passengers killed. Last positional report given at 2228 local time on 11.7.53. The USN transport "Barrett" had recovered 14 bodies by the 15th. No wreckage was found and structural failure possibly due to turbulence was suggested as the likeliest cause.
- 26.7.53 Pan Am L.049 Constellation N90925 c/n 2063 "Clipper Courier", collided with PA-20 YS-92 c/n 20-751 over San Salvador. The Constellation survived with no injuries to Capt Charles H. Goodwin, 4 crew or 23 passengers, but the three people in the PA-20 were killed.
- 3.8.53 Air France L.749 Constellation F-BAZS c/n 2628, force-landed in shallow water between Kizil Ada and Idris Burnu, Turkey, 6 mls from Fethiye Point at 0228 GMT, after No.3 engine became detached between Rome and Beirut on a Paris-Teheran service. No.4 engine was feathered but would not restart and due to extreme vibration and loss of height it was decided to ditch. Capt Raymond Terry, 7 crew and all but 4 of the 34 passengers survived. The aircraft stayed afloat for about two hours and all occupants were evacuated safely, the fatalities drowned later. Propeller blade failure on No.3 engine was the probable cause.
- 3.8.53 Orient Airways DC-3 AP-AAD c/n 9143 crashed after takeoff from Sharjah on a Karachi-Jeddah pilgrim flight. One of the 21 passengers was fatally injured, Capt Kazilbash, the co-pilot and 3 passengers seriously injured. Note that the crash time was 2237 GMT, so some reports give the date as 2.8.53.
- 17.8.53 Johnson Flying Service Ford 5-AT-B N69905 c/n 5-AT-40, which had been modified with 420hp Wright R-975-28 engines, had taken off from the Spotted Bear airstrip to drop 6 smoke jumpers when the left engine failed. The pilot restarted it but then all three engines failed and a crash landing was made in forest. The aircraft was a write-off, although there were only minor injuries.
- 26.8.53 The two Convairs had left Chicago within one minute of each other on VFR flights. The United aircraft flew into the American from the left and rear at 10,800 feet. Both were holed but none of the passengers or crew were injured. American Airlines Convair 240 N94269 c/n 146 with Capt Dwight Davison, 2 crew and 24 passengers returned to Chicago, while United Airlines Convair 340 N73133 c/n 70 with Capt Lewis Brubaker, 2 crew and 27 passengers made an emergency landing at South Bend, Indiana. Enquiry blamed both crews for poor observation in VFR conditions. As the accident occurred at dusk but anti-collision lights were not mandatory.
- 1.9.53 American Aeronautics Corp DC-3 N19941 c/n 6333 was operated by Regina Cargo Airlines on a troop charter from Monterey, California to Tacoma, Washington when it crashed at 1830 on a 3000 ft ridge southeast of Vail. Capt Eugene Jones, co-pilot and 19 troops killed. Pilot flew VFR in IFR conditions.
- 1.9.53 Air France L.749A Constellation F-BAZZ c/n 2674 was off course due to navigational error on the Orly-Nice sector of a Paris-Saigon service when it crashed on Mt Cimex near Barcelonnette at 2330 local time. Capt Jacques Trannoy, 8 crew and 33 passengers killed.
- 6.9.53 Northwest Orient L.1049 Super Constellation N6214C c/n 4014 leased from Eastern had taken off from Seattle for Chicago when No.3 engine failed, followed by No.4 engine. Diverted to McChord AFB which had better weather conditions, the hydraulic problem resulted in the u/c collapsing at 0230 PST. The aircraft swung and caught fire when the left wing struck the ground. All the 26 passengers and 6 crew, including Capt Russell Bird, escaped, although 3 passengers were seriously burned. Co-pilot Dale Moore and two base police were praised for their evacuation work. The same aircraft had crashed on landing at Chicago on 3.3.53 (p.94/112).



Left: Johnson Flying Service Ford Trimotor 5-AT-40 N69905 which crashed 17.8.53 was earlier used as seen here between 1.29 and 1.36 by Cia Mexicana Aviacion SA as X-ABCF. It was only purchased by Johnsons on 1.8.53 and had been converted in 1952 to 450 hp Wright R-975-28 engines in place of the P & W engines used by all other 5-ATs and seen in this view. It is speculated that the new installation may have involved changes to the fuel cock settings resulting in starvation just after take-off if the pilot was unfamiliar with the revised system. (via Jack Meaden)

- 8.9.53 TACA DC-3 KH-TAR (c/n unknown) stalled due to right engine failure after a missed approach and crashed near San Andrés aerodrome at 1316 hrs, ex San Pedro Sula on a cargo flight, 3 crew killed.
- 14.9.53 Mexicana DC-3 XA-GIO c/n 13113 crashed Chablekal, 16 miles north of Merida after losing part of the wing on hitting the signal tower in dense fog. Capt Rodolfo Sanders Briceno was fatally injured.
- 14.10.53 Sabena Convair 240-12 OO-AWQ c/n 154 crashed c1500 GMT in a wood at Kelsterbach due to engine failure just after take-off from Frankfurt for Brussels. Capt Charles Dormal, 3 crew, 40 passengers killed.
- 19.12.53 Sabena Convair 240-12 OO-AWO c/n 128 crashed at Oberglatt, one mile short of the runway at Kloten while landing in bad weather, ex Brussels. A 3-month old baby died and 44 other persons on board were injured. The registration was cancelled 25.5.54. Descended below glidepath on ILS landing and hit tree, losing a wing.
- 30.12.53 Sabena Convair 240-12 OO-AWP c/n 153 had the passenger door come open at 1150, shortly after take-off from Paris for Brussels. A steward fell to his death in the Senlis Forest when the door broke away and hit the right engine during attempts to close it. Capt de Ville landed OO-AWP safely at Le Bourget on one engine. (This was actually the fourth Sabena accident in 3 months, we did not record the belly landing of DC-4 OO-CBH at Amsterdam on 25.11.53, fortunately without loss of life. The DC-4 was later rebuilt.)

With thanks for answers above to John Battersby, Ken Carter, Barry Collman (and Airclaims' Library), Herman Dekker, William T Larkins, Stephen Loftus, Klaus Mackiewicz, Tony Morris, Vic Smith, John Wegg & Luc Wittemans.

NEW CASUALTIES: Thanks to the efforts of Herman Dekker, Stephen Loftus, Ulrich Mack, Vic Smith and John Wegg, we can now continue with casualties through our "missing" 1954 records:

- 5.1.54 Turkish State A/L aircraft crashed nr Lapseki.
- 6.1.54 York of Skyways overshot landing at Stansted.
- 8.1.54 Dragon of Mandated Airlines crashed at Wewak airstrip, New Guinea.
- 10.1.54 SAS aircraft crashed on take-off from Bromma, Sweden for Tokyo.
- 10.1.54 A converted twin-engined bomber crashed at Burbank, California.
- 11.1.54 DC-3 of Avianca crashed nr Manizales, Colombia.
- 14.1.54 Philippine Airlines acft written off near Rome.
- 14.1.54 Czechoslovakian airliner destroyed on take-off at Prague, 4 crew, 11 passengers killed.
- 17.1.54 C-46 of American Air Export & Import Co. crashed on landing at Oakland, California.
- 19.1.54 Norseman of Alaska Airlines damaged at Bethel, Alaska.
- 20.1.54 Convair of American Airlines crashed shortly after take-off from Buffalo, New York.
- 26.1.54 DC-3 LV-ACM of Aerolineas Argentinas damaged, circumstances unknown.
- 31.1.54 Aigle Azur aircraft destroyed when gear retracted at Dien Bien Phu, Indochina.
- 4.2.54 Bristol Aeroplane Co prototype crashed in the Severn estuary near Filton aerodrome.
- 11.2.54 Lodestar of Dagens Nyhet newspaper crashed near Skeppsholm airfield, Sundsvall, Sweden.
- 17.2.54 Undercarriage of El Al aircraft collapsed on landing at Schiphol.
- 19.2.54 Rapide of Oldstead Airlines crashed and burnt out near Hexham, Northumberland.
- 19.2.54 Sunderland of Aerovias Argentinas damaged hull on landing at Villa de Concepcion, Paraguay.
- 24.2.54 Viking of Eagle Aviation Ltd. belly-landed at Torslanda, Sweden, no injuries.
- 25.2.54 Indian Airlines Dakota crashed at Delhi killing three crew.
- 26.2.54 Western Airlines aircraft missing between Casper, Wyoming and Rapid City, South Dakota.
- 3-4.3.54 Ten aircraft damaged by sabotage at Gia-Lan airport, Hanoi, Indochina.
- 7.3.54 DC-4 of Pan American damaged at Nandi airport, Fiji, while on a Search & Rescue flight.
- 12.3.54 Peruvian seaplane carrying two Shell Oil officials forced down by Ecuadorian anti-aircraft fire on the River Amazon.

To be continued. . .

EXTRACTS - continued from page 95/54:

Aeroplane May 20th 1949:

- * Ads - For sale by "The occupier, 24a King Street, Rye, Sussex" - BAC Drone Carden Ford - wings need recovering, some fuselage panels deteriorated. - Also half built single-seat cabin monoplane with brand new 35hp Aeronca-JAP - machine £25, engine £40. Can be seen nr Banbury.

Aeroplane May 27th 1949:

- * p.618 - East African Airways was buying three Lodestars from Sabena to add to its existing five, which it had acquired from BOAC in 1947. EAA also has 10 Rapides and 4 Doves; four of the Rapides were hired from the Ministry of Supply and were to be returned shortly.
- * p.619 - On 17th May, FS (Sidney) Cotton and his company, Aeronautical & Industrial Research Corporation Ltd were each fined £200 for carrying arms by air. The evidence related to a Lancastrian found carrying 920 rifles or sten guns and ammunition to Warangal Aerodrome, Hyderabad on 10.7.48. It was reported that agreement had been made between the Hyderabad Army and Cotton to fly arms from Pakistan to Hyderabad for £400,000, payable £200,000 in advance and £4000 a flight. Four Lancastrians had been impounded in Pakistan.

Flight May 26th 1949:

- * p.612 - A Boeing B-17D, which had remained in service throughout WWII, was recently installed in the National Air Museum/Smithsonian Institute. It was damaged in the Japanese attack at Clark Field, Philippines on 7.12.41 and was rebuilt. Named "Alexander The Swoose", it has the flags of 35 countries that it has visited on its nose.
- * Ads - W S Shackleton Ltd were selling an ex-service Proctor now lying at Brize Norton in dismantled condition for sale as is; must be taken away in 10 days - £40.
- * Ads - For sale - Avian IVM (Hermes II) seen flying Bassingbourne. Best offer over £20 (sic). Gp Capt H R A Edwards, RAF Bassingbourne.

Aeroplane June 10th 1949:

- * p.678 - A Greek DC-3 crashed nr Athens 6.6.49, killing all 18 passengers and 4 crew.
- * Ads - Offers are invited for a Pitcairn PA-19 autogiro (Wright Whirlwind R-975E), as lying in private hangar at Holmbury St Mary, Surrey. Built 6.33 and stored in hangar since outbreak of war.

No.3 1995



ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



Elly Beinhorn and Heinkel He 64 D-2304 with the 1932 Rundflug number C6 and Elly's name on the nose - see article inside. (via Jack Meaden)



The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington
 Editorial address: The Haven, Nympsfield Road,
 Nailsworth, Gloucestershire GL6 0EA

This issue brings to an end the short **Civil Registers of Malta**, thanks are due to Don Hannah, Ian Burnett and John Havers who also provided the list of leased aircraft and many photos from his collection. Next time we will be featuring the register of **Ghana** and would welcome any details of dates, fates and ownership for Gold Coast registrations (beyond details included in the 1981 Africa Registers), together with photos of **VP-A** and **9G-** registered aircraft.

The **Fact File** feature on **Elly Beinhorn** last time briefly mentioned her use of a Heinkel He 71b. This prompted Jack Meaden into some further research into the type which has become **Elly Beinhorn and the Heinkels** beginning in this issue. The **Croydon Watch Log** has generated a lot of comment (all favourable!) from readers and we must thank Peter Berry for his background material which will continue to feature in the next few instalments. **Feedback** this time has room for all but a few short items clearing the backlog from the last two issues.

HOW ? WHAT ? WHERE ?

Back to the **JATO (or RATO) Ercoupe** problem; Tony Smith has received a report that the US Air Force Museum has acquired the original test aircraft and will restore it for eventual display. This may point towards c/n 10 which was certainly still current as N141E very recently. Roy Jackson reminds us that three Ercoupes had military serials; 41-18875 acquired by the Army as a YO-55 for test & study, powered by Continental YO-170-3; 41-25196 and 41-39099 both XPQ-13s with O-300 engines. As this was an Army project one of these 3 could have been involved.

Looking back a little further, to p.91/86 in fact, John Rawlings may have the answer to the identity of the unmarked **Oxford** at the 1939 Brussels Salon. He feels that it was L4538 retained by Airspeed as a development aircraft and eventually becoming **G-AFFM** without seeing military service. If this is the correct identity it would already have been **G-AFFM** by 1939 and was written-off at Gosport on 20.11.39 in British Airways service.

Further details of the **IAR-22** photo on p.94/58 have been received from Barbu Nicolescu via Tony Morris. He is fairly sure that it shows **YR-ANA** c/n 2 regd 7.11.34 to Irina Burnaia. It was flown from Bucharest to Entebbe and back in 1935 by Irina Burnaia and Petre Ivanovici. The regn was re-used on a Bu 131 in 12.36 so possibly the **IAR-22** was wfu and left on an airfield somewhere to be found later by the German invaders.

A pity that our doggy **Brantly** came out the wrong way round last time but Bryn Elliott has responded with details. **G-ARYX** was used by the City of Oxford Police between 3.63 and 9.63 for dog-carrying trials with the passenger door removed to enable the handler to release the dog before touch-down. The dog most frequently used was a 5-yr old Alsatian called "Danko".

Now an appeal for information from our "Gone - but not forgotten" compiler Flt Lt Gilbert Sunderland. He is so far unable to find **location maps, aerodrome plans and details of facilities** for the following: Barton-in-the-Clay, Chigwell, Churchdown, Clacton, Ganton, Greatham, Hadleigh and Horton Kirby. If anyone can help please contact the editor or Flt Lt G R Sunderland, "Nyumbani", Oaklands, Bugbrooke, Northamptonshire NN7 3QU.

CLOSING DATE FOR NEXT ARCHIVE : OCTOBER 14th 1995



Above: A further angle on our **Elly Beinhorn** features is provided by this original autographed photograph of the pilot in her Messerschmitt M 23b D-1674 c/n 466 which she acquired in 9.29. It appears to refer to a Berlin to Venice flight, though the date and place of the photo are unknown it was clearly winter. It was probably signed for an Italian (as "Venezia" is used rather than the German version "Venedig") and we note the spelling of her name with a 'y'. (via Gianfermo Musitelli)

Book Reviews

Beech Aircraft and their predecessors by A J Pelletier, 223 pages, 270 x 200 mm, Putnam £35.00.

Opening this latest Putnam with keen anticipation, the reviewer unfortunately became increasingly frustrated. In comparison with earlier titles the text is short, has little to say about the company, locations or the personnel involved. The author, however, claims the book is "thicker than originally expected" but it could be twice this size and still not do justice to its subject. The 10,403 Model 35 Bonanzas produced merit under six pages including photos and mostly a list of model changes (although the 35R is missing) while the two Grizzlies built get three pages. There is no mention of the original Model 33 design study for a 2-seater in 1945, dropped in favour of the 4-seat Bonanza with the model number reappearing in 1960 as the Debonair. Nor does the V-tail research on the AT-10 fit chronologically - this surely was to gain data for use in the Bonanza programme, together with wind-tunnel testing, and would not have been done in the month that the Bonanza first flew. No account of the trials, and potential economic disaster of a prototype crash, of this significant type appears in the book.

There are questions left unasked - with a record \$1.141 million sales in 1938 how did the company make a \$2 million loss which became \$91 million in 1939 before profits soared with wartime Model 17 and 18 production? There is also a need for much more care with detail. The Model R Mystery Ship data is totally confused in text, photos and captions which contradict each other. Twin Bonanza VR-ABB is said to be Hong Kong registered; the c/n of Bill Odom's "Waikiki Beech" is wrongly quoted in the text; the Traveller units omit Heston for 701 Sqdn, and so on. To list B17R F-APFD under German Military Operators is somewhat tenuous - and was it really crashed by the Germans or destroyed by Allied bombing at Nanterre in 1944? Photographs are plentiful but tend towards US bias, a few models are duplicated while the Model 38P Lightning does not appear at all. The personalities and the aircraft, old or new, hardly come to life among the list of model changes (which could easily be found elsewhere), there is little on projects and the use of the term "Beechcrafts" constantly jars. Buy this if you want the complete set of Putnams on your bookshelf, but at £35 for 223 pages (the Soviet Aircraft title reviewed last time is 50% larger at £40) this does not live up to the series' reputation either in value or in historical research. DP

Douglas DC-3 60 Years And Counting by Ed Davies, Scott A Thompson & Nicholas A Veronico. 160 pages, 278 x 215 mm softback. \$24.95 (plus \$3.50 shipping) from Aero Vintage Books, PO Box 1508, Elk Grove, CA95759-1508.

This is a book by DC-3 enthusiasts for DC-3 enthusiasts. Avoiding the already well-documented aspects of the type's history it concentrates on present use in various parts of the world. Current operators are included, as are turboprop conversions and oddities such as the amphibious DC-3. The story of N99FS' flight to the UK for the D-Day commemoration in 1994 is featured, as is the story of FAA DC-3 operations with an appendix of their 83 aircraft's histories. Preserved and derelict DC-3s in many varied locations are also featured. There are 185 illustrations, mostly large, many evocative, including eight pages in colour. Yes, the contents are a little idiosyncratic, but all the better for that because you will not find much of this material elsewhere. Definitely one for the DC-3 fan.

Reviews continued on page 95/78. . .

The Whole Truth: THE de HAVILLAND DH.114 HERON



Above: Heron 1 c/n 14048 G-ANXB of BEA, flaps down, about to land on the beach at Barra, Southern Hebrides. (BEA via Jack Meaden)

PART FOUR

14047 Srs 1B G-5-16(1) de Havilland Aircraft Co. Class B registration for test flights. G-ANSZ Airlines (Jersey) Ltd. Regd 21.07.54, CofA issued 28.07.54 and h/o the following day, named "Duchess of Alderney". To the Alares Development Co. Ltd. on 07.04.59 but remained in service with Airlines (Jersey) Ltd. Sold to Morton Air Services Ltd. 31.12.65. Regn cancelled 27.09.66 as sold abroad as 9L-LAI to Sierra Leone Airways. Cancelled and restored as G-ANSZ to Morton Air Services Ltd. on 28.11.66. Company became BUIA 01.11.68. Flown to Baginton 29.06.70 and sold to Executive Air Engineering Ltd. 01.07.70. Leased to Imperial Tobacco Co. 22.10.70 and leased to the Nuclear Power Group 07.71. Sold to Peters Aviation Ltd. 25.04.72. Leased to Severn Airways May/June 1975. Sold to Brunstead Holdings 07.12.77 and then to Pan Universal Aircraft Services (C.I.) Ltd 27.11.79. Delivered to St Lucia via Prestwick 25.02.80 and cancelled on 27.03.80 sold abroad as J6-LBC to St Lucia Airways. Cancelled and again restored as G-ANSZ 19.08.81, regd to Hurst Rent-a-car Ltd. Regn cancelled 15.09.86 as "damaged in hurricane in St Lucia" so may have been bought in that condition and used as spares.

14048 Srs 1B G-5-14 de Havilland Aircraft Co. Class B registration for test flights. To G-ANXB British European Airways Corp. regd 03.12.54, CofA issued 09.02.55 and h/o on 12.02.55 named "RMA Sir James Young Simpson". Transferred to BEA Scottish Airways Division 10.71. Flown to Norwich 25.10.73 and officially sold to Peters Aviation Ltd. 19.11.73. Sold to Brunstead Holdings Ltd. on 07.12.77 and to Pan Universal Aircraft Services (C.I.) Ltd. 27.11.79. Withdrawn from use at Biggin Hill and donated to the Newark Air Museum 29.10.81. Regn cancelled 05.11.81.

14049 Srs 1B G-ANNO Regd to Vickers-Armstrongs Ltd. 12.02.54, CofA issued 16.06.54 and h/o the same day. Rereg to Vickers-Armstrongs (Aircraft) Ltd. 13.10.60 and then rereg to BAC (Operating) Ltd. 18.02.64, rereg to BAC Ltd. 07.02.69. Sold to J.F. Airlines Ltd. on 21.04.72 and delivered to Portsmouth 15.05.72 named "Spirit of Enterprise". Sold to Fairflight Charters Ltd. 14.02.74 and delivered to McDonald Aviation 20.08.74, officially sold to them 14.03.75. Sold back to Fair-



Above: G-ANSZ c/n 14047 served the Channel Island routes with Jersey Airlines and Morton before being absorbed into British United Island Airways. (K C Cruttenden)

Below: The same c/n 14047 ended its days on another island, seen here with all marks removed at Vigie Airport, St Lucia, presumably after cancellation as J6-LBC though the photo is undated. (P J Marson collection)



flight Charters Ltd. 03.06.76. Leased to Baylee in 1977. Regn cancelled 12.03.80 on sale abroad as HS-EAB to Sky of Siam, leased to Erawan Air. Withdrawn from use at Bangkok.

14050 Srs 2B SA-R5 Prince Talal Al Saud, Saudi Arabia; h/o 25.06.54 and named "The Blue Arrow". Sold as G-APRK Balfour (Marine) Engineering Co.Ltd., regd 12.01.59. Sold to Keegan Aviation Ltd. 25.04.61. Regn cancelled 24.05.61 on sale abroad as PH-VLA to J.J.Zaeyen delivered via Southend 22.06.61 and officially registered on 21.07.61 operated in



Left: C/n 14049 G-ANNO was company communications aircraft with Vickers/BAC for eighteen years. It is shown at Weybridge with the Vickers Armstrongs Ltd wings badge on the nose 24.11.62. (Vickers via Jack Meaden)

Below, from the top: In 1972 G-ANNO entered airline service with Jersey Ferry Airlines (JFA) as "Spirit of Enterprise", seen at Portsmouth 15.6.72 (Ian Burnett). It later served with McDonald Aviation of Dundee with whom it visited Rotterdam on 7.12.74 (Wim Zwakhals). The final owner, as HS-EAB, was Sky of Siam, shown at Bangkok 5.84 (J Wegg via PRK).

the colours of Veens Air Services. Leased to Limburg Airways. Sold to Martins Air Charter 11.01.62 and leased to Lufthansa on 01.04.63. Damaged at Frankfurt 01.05.63. Dutch regn cancelled 09.07.63 and sold abroad unrepaired as G-APRK to Executive Air Transport Ltd., restored 11.06.64. Cancelled 02.10.64, sold abroad as OY-DPN to Scan-Fly, delivered 07.10.64 and regd on same day, CofA 03.11.64 and named "Ellen Remo". Cancelled 28.03.66 and sold abroad to Executive Air Transport Ltd. to whom restored as G-APRK 06.06.66. Leased to Emerald Airways until 11.66. Regn cancelled 25.11.66 and sold abroad as OY-DGK to Cimber Air A/S regd 25.11.66. No CofA issued, regn cancelled 09.03.67 and restored on same date as G-APRK to Executive Air Engineering Ltd. Regn cancelled 24.04.67 on sale as 5N-AGM to Bristow Helicopters Ltd., regd 26.04.67. Cancelled on sale to Executive Air Engineering Ltd., G-APRK restored 25.09.67. Regn cancelled 19.01.68 and again sold as OY-DGK to Cimber Air A/S, regd 30.01.68, CofA 29.02.68. Regn cancelled 02.03.70 and sold as CF-FZR to Saunders Aircraft Corp. Converted to ST-27 c/n 003 and flown as CF-FZR-X on test flights. Regn cancelled 12.73 and sold abroad to Aerolineas Centrales de Colombia SA (ACES Colombia) provisionally asHK-1299Y, then HK-1299. Cancelled on sale as C-FFZR to Saunders Aircraft Corp. by 03.79; taken over by Otonabee Airways, Peterborough. Renamed Air Atonabee, Peterborough 03.79 (?); possibly to Northward Airlines, Edmonton 05.79, ceased ops .80. Air Atonabee again by .81 but cancelled by 1983.

14051 Srs 2 ZS-DIG The Anglo American Corp. of South Africa, h/o 24.06.54. Cancelled on sale to UK as G-AZSO, Fairflight Charters Ltd., regd 18.04.72. Regn cancelled 02.04.74, sold abroad to Saunders Aircraft Corp. as C-GCAT. Converted to ST-27 c/n 013 and sold to On Air, Thunder Bay. Damaged in hangar fire at Dryden 30.12.77. Restored to On-Air (1979) Ltd; taken over by Bearskin Lake Airways .82. Cancelled c.83.

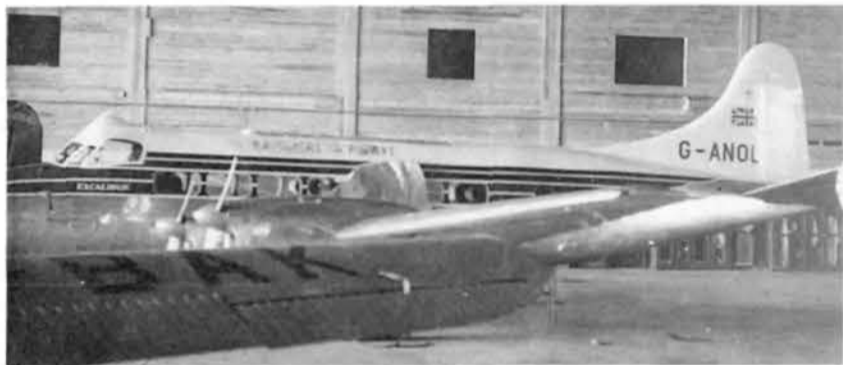
14052 Srs 2B G-ANOL de Havilland Aircraft Co. regd 26.02.54, CofA issued 27.08.54. Named "Excalibur" and used on a South American sales tour from January to July 1955. Regn cancelled 20.08.55 on sale abroad as VP-BAO to Bahamas Airways. Sold to



Above: Heron 2B c/n 14050 served with two different Danish operators during the sixties. It is seen here with Scan-Fly as OY-DPN at Brussels 23.3.66 only a few days before cancellation. Left: As Martins' PH-VLA, c/n 14050 was leased to Lufthansa but while taxiing at Frankfurt/Rhein-Main 2.5.63 it hit a tractor and the nosewheel collapsed. It was sold unrepaired to Executive Air Transport at Baginton, where it was seen with titles crudely obliterated in early August 1963. (both Peter Keating collection)



Above: Series 2B G-ANOL c/n 14052 was the de Havilland demonstrator, photographed in September 1954 before its South American sales tour (de Havilland via M J Hooks). *Below:* During the tour G-ANOL "Excalibur" acquired Bahamas Airways titles, seen partially removed at Nassau on 7.3.55 though later worn legitimately (Peter Keating).



British West Indian Airways .07.58 and leased to Leeward Islands Air Transport in June 1959. Crashed at St Kitts on 23.08.59, damaged beyond repair and used as spares.

14053 Srs 2B G-ANPA de Havilland Aircraft Co. regd 16.03.54, CofA issued 28.06.54. Regn cancelled 03.07.54 and sold as CF-HLI to Canadian Comstock Co., had been handed over 28.06.54. Cancelled 04.01.61, sold abroad as N1412Z to Ocean Shores Airways but not taken up. Sold, but not regd, to Charles C Schachle. Reservation N1412Z cancelled 18.05.62; sold to Canada 16.05.62. To Executive Business Transport Inc 05.62; to Fairway Avn Ltd 10.62. To W.W. & D.F.Clements t/a Inlet Airlines Inc. regd as N1420Z 16.10.62. Sold to Tide Air Inc. 09.06.64. Sold 10.11.64 to Apache Airlines of Arizona Inc.; to Carvan Aircraft Inc. 30.09.65; to Apache Airlines Inc. 12.10.65. Sold to W.V.Pangbourne Inc 09.08.67 and converted to Riley Heron by Aircraft Technical Services at Van Nuys, California, 22.12.67 and then leased back to Apache Airlines Inc. Sold 07.12.70 to French-Lessi-Glick Airplane Partnership, operated by Swift Aire Lines and re-regd N411SA 03.05.71. To French-Lessi-McAdams Airplane Partnership 28.08.75, still operated by Swift. Reregd N81962 22.11.77, to Cooper Campbell Enterprises Inc. 24.11.77 op by Air Miami 25.11.77. Regd to Air Miami 23.03.78. Leased to Shawnee Airlines 30.03.78. Damaged at Miami 08.06.78 when the brakes failed and the aircraft hit the terminal building. Reregd N455AM Air Miami 20.12.80 but not taken up and remained as N81962 Air Miami Ltd. To North American Airlines 05.82 then sold to Cooper-Campbell. To Mid-South Aircraft Sales Inc. 27.09.83; to Mid-West Jet Sales Inc. 10.01.84 and damaged landing at Scotsdale 05.04.84. Sold to Lani Bird Inc. 03.03.84 for operation by Scenic Air Tours, Hawaii. Cancelled 03.08.87 at owner's request as "destroyed or scrapped" prior to 25.04.87.

14054 Srs 2B LN-NPI Braathens SAFE A/S, temporarily registered 07.01.55, h/o 11.01.55, officially registered 18.01.55. Named "Pal". Damaged at Oslo-Fornebu 26.01.57 when a US Navy Neptune



Top: Heron 2 c/n 14051 as ZS-DIG at Johannesburg 4.4.62 (Peter Keating) and *Above:* as G-AZSO with Fairflight Charters (Terry Sykes).

Below: Canadian Comstock's Heron 2B CF-HLI c/n 14053 at Malton 26.5.60 (Peter Keating).



Above: Heron 2B c/n 14053 as N1420Z in Apache Airlines titles before conversion to Riley standard (M J Hooks).

Below: C/n 14053 after Riley conversion in Swift Aire colours as N1420Z, but if the 12.71 date is correct it should have become N411SA (Terry Sykes).

Bottom: As North American's N81962, c/n 14053 sits on a barrel 5.84 after the landing accident at Scotsdale which ended its career (J Wegg via P R Keating)





Above: C/n 14054 spent the sixties with Falck as OY-ADV (K C Cruttenden). Right, upper: As G-AYLH c/n 14054 in Progressive's orange and blue colours awaits sale from Shackleton's at Coventry 2.6.71 (D Partington). Right, lower: Riley Heron c/n 14057 as N507FW operated by Wright Airlines at Detroit City 29.5.69 (P Keating).



C/n 14056 Above as THY's TC-HAK at Istanbul 23.1.57 (P Keating), Below as Wright Airlines' Riley Heron N506FW leased to Swift Aire at San Luis Obispo 27.10.73 and Bottom later as Swift Aire's N414SA (W Zwakhals coln).



crashed into the hangar. Cancelled 25.02.57 but rebuilt with parts of c/n 14093 and rereg'd LN-SUL to Braathens SAFE A/S 16.04.58 and named "Ola". Leased to Wideroes Flyveselskap. Regn cancelled 08.01.60, sold as OY-ADV, Falcks Redningskorps regd 19.01.60, CofA 19.01.60. Rereg'd to Falcks Flyvetjeneste A/S 22.08.66. To Maersk Air 01.11.69. Delivered to Norwich on 03.10.70 and regn cancelled 07.10.70. To G-AYLH, R.B.Tyler (Aviation) Ltd. regd 15.10.70. Rereg'd to Progressive Airways Ltd. 13.11.70 and named "City of Norwich". Progressive ceased operations 09.04.71 and the aircraft was sold to Shackleton Aviation Ltd. on 25.05.71. Left Coventry on delivery to Canada 10.11.71 and cancelled 19.05.72 as sold abroad. Regd CF-LOL to Saunders Aircraft Corp. Converted to ST-27 c/n 006. To St Andrews Airways 12.73. To Northward Airlines 05.79 and then to Voyageur Airways 09.81. Re-reg'd C-FLOL. Possibly used by Labrador Airways. To City Express. Withdrawn from use and cancelled 01.90.

14055 Srs 2 G-ANPV(1) de Havilland Aircraft Co. regd 27.04.54. Not taken up and cancelled 12.05.54. To "CGG", Governor General of the Belgian Congo, h/o 12.05.54. Captured by Katangan rebels in July 1960 and operated as "KAT-01" by Katangan Air Force, personal aircraft of Moise Tshombe. Captured by UN Forces and destroyed at Elisabethville in August 1960.

14056 Srs 2B TC-HAK Devlet Hava Yollari, h/o 16.02.55 with fleet number 60. Name changed to Turk Hava Yollari 01.03.56. Withdrawn from use in April 1962 and offered for sale, cancelled 17.02.66 as sold abroad. Sold to Riley Aeronautical Corp 11.02.66. Sold as N481R to Aviation Developments Corp. 04.04.66. Sold to Wright Airlines Inc. via Riley 19.06.67 and converted to Riley Heron by Riley Aeronautics, CofA 22.11.67. Rereg'd N506FW Wright Airlines Inc. 27.10.67. To Aviation Funding Inc, op by Wright, 04.04.68; to WAL Limited Partnership #2, op by Wright, 08.04.68. Sold to A.A.T. Airlines 04.71 and used the operating title Air Sunshine. Operated by MATS 9.72. Leased to Swift Aire Lines 08.04.73 and rereg'd N414SA 26.04.74. Regd to Swift Aire 09.05.79. Damaged landing at San Luis Obispo, CA 07.07.79 when main wheels collapsed having been extended too late to lock down. Repaired by Swift Aire. Wfs by Swift Aire 01.03.80. Sold to Red Stevenson t/a Red "S" Aircraft Sales 24.05.82 (t/t 24498.5 hrs) and to Pacific Alaska Airlines Inc. 27.01.83. To Flying Firemen Inc, t/a Misty Air Ltd, lsd to Pacific Alaskan 27.01.83 then sold to Misty Air Inc, t/a Flying Firemen Inc.(!) 18.10.83. To Free Flight Inc. of Tulsa 21.11.84 and then by repossession to Central Bank and Trust of Tulsa 21.08.85. Sold to Sunflower Airlines 14.02.86 and regn cancelled 16.05.86. Regd DQ-FEF Sunflower Airlines 05.86 and named "Marama Ni Ua". Crashed at Nasaso near Nadi 27.12.86 with the loss of eleven lives.

14057 Srs 2B TC-HAN Devlet Hava Yollari, h/o 04.03.55 with fleet number 61. Name changed to Turk Hava Yollari 01.03.56. Withdrawn from use in April 1962 and offered for sale, cancelled 17.02.66 as sold abroad. Sold to Riley Aeronautical Corp 11.02.66. Sold as N482R to Aviation Developments Corp. 04.04.66. Sold to Wright Airlines Inc. via Riley 19.06.67 and converted to Riley Heron by Riley Aeronautics 20.01.68. Rereg'd N507FW Wright Airlines Inc. 22.01.68. To Aviation Funding Inc, op by Wright, 07.02.68. To WAL Limited Partnership #1, op by Wright, 07.02.68. Leased to Eastern Airlines in 1971 and leased to A.A.T. Airlines 04.71, Air North 10.71. Operated by MATS .72. Leased to Air Idaho 11.73 and sold to Great Plains Airways 19.08.76. Sold to Heron Leasing 01.04.77 then to Houston Jet Sales Inc. 01.06.78. Delivered to Miami International Airport 20.03.79 for operation by Shawnee Airlines. To Ronald W Smith & Jerome Ragsdale 25.01.80, op as Phoenix Airlines. Sold to Ford Aire Inc. 22.12.81 and operated by Susquehanna Airlines. Flown to Fiji 12.12.85 and regn cancelled as sold abroad 17.12.85. DQ-FEE Fiji Air regd 12.85. Wheels up landing 15.12.91 Suva. Sold to Heron Airlines 1992, not delivered. Probably destroyed in hurricane 12.92.

To be continued . . .

ELLY BEINHORN and the Heinkels

- Part 1

In Archive 2/95 the article on Elly Beinhorn (usually spelt Elli today in Germany) mentioned her trip to Africa in 1933 in Heinkel 71b D-2390. She also flew the He 64, and the story of these Heinkels is worth telling. The writer's collection had only started a year earlier and the slim-lined Heinkel racers seen in *The Aeroplane* were a striking attraction. Messerschmitt's M23b had won the first Europa Rundflug (Circuit of Europe) in 1929 and its M23c won the second in 1931, in both cases flown by Fritz Morzik (who later became Luftwaffe General der Transportflieger). For the 1932 Rundflug, Messerschmitt produced the M29 tandem two-seat monoplane with what was later called an all-flying tailplane. Unfortunately it was prone to flutter, then little understood, and on 8th August M29 D-2308 B3 (150 hp As 8R 4-cyl inverted in-line engine) dived in upside down following loss of control, killing pilot Kamerad Kreuzkamp. On the following day a second of the four M29s broke up in the air, the pilot Rheinhold Poss escaping by parachute but the observer Starchinsky was killed. As a result of this the remaining two M29s were withdrawn from the competition.

Heinkel's entry for the 1932 Rundflug was the He 64, the first design for Heinkel by the brothers Siegfried and Walter Günter. Five aircraft were prepared, D-2302 A8, D-2303 A6, D-2304 C6, D-2305 F2 and second prototype D-2260 A9. Elly Beinhorn was to fly D-2304 C6 in the competition and visited the Heinkel works in the first week in August when she was photographed with C6. She flew it to become familiar with its characteristics and on 7th August she flew it in a display at Rostock organised by the Mecklenburgischen Aero Club and her name was painted on the nose cowling. Another pilot who flew it, as Ernst Heinkel's guest on 27th July, was Lady Drummond-Hay.

The withdrawal of the Messerschmitt entries left Fritz Morzick, winner of the two previous competitions, without an aircraft to fly, and he was offered Elly's mount D-2304 C6, so she was not able to take part. The competition had other requirements for which points were allocated in addition to the 7600 km (4722 mile) event, so the fastest competitor was not necessarily the overall winner. However the winner of the speed section was certain to get the greatest publicity. The circuit was previously flown in 12 days, but the increased speeds of competing aircraft in 1932 resulted in a revised estimate of 6 days. In fact the speed contest was won in only 3 days by Hans Seidemann in He 64 D-2305 E2 Roter Teufel (Red Devil).

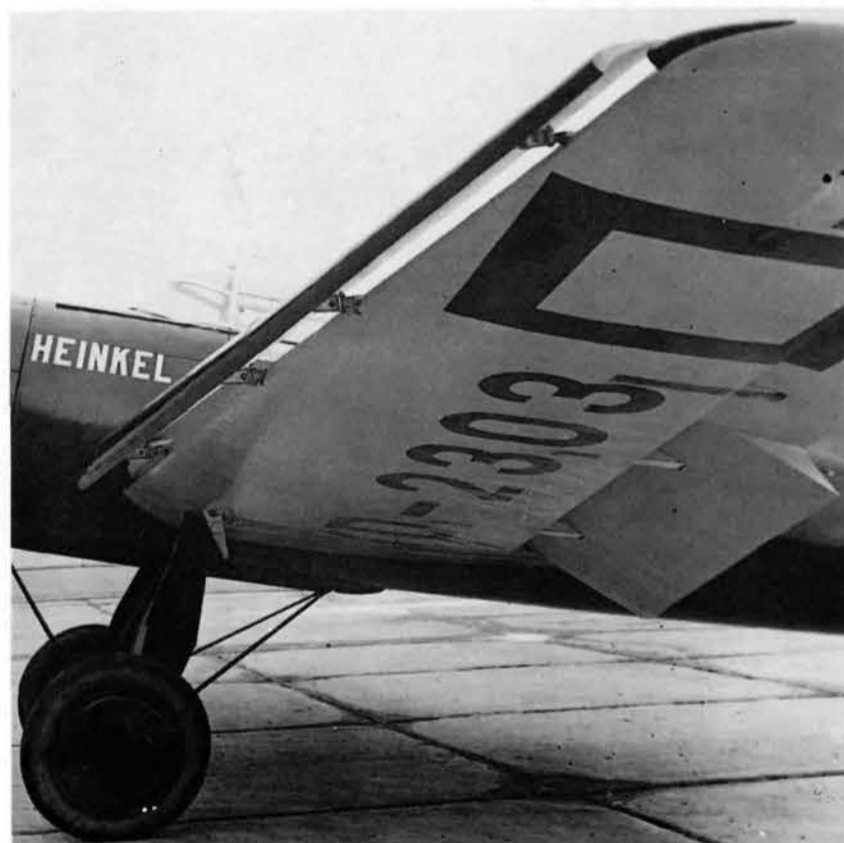
Whereas all the other Heinkel entries were He 64b with 150 hp Argus As 8R 4-cyl inverted in-line engine (the R was the racing version of the 135 hp As 8B), D-2305 E2 was the only He 64c with the new 150 hp Hirth engine with which a maximum speed of 152 mph was claimed.



Top: Messerschmitt M29 D-2309 with Rundflug number B4, showing the high-mounted tailplane that failed with fatal consequences on two aircraft.

Above: Elly Beinhorn visits the Heinkel works to inspect He 64 D-2304 C6. Behind is a Heinkel He 9 floatplane.

Below: He 64 D-2303 A6 showing the slots and flaps and the wing-folding locking lever by the leg. This aircraft appears to be the only one photographed with the undercarriage wire-braced. (All photos via Jack Meaden)





Above, right: The five He 64 monoplanes seen together in a hangar before the transparent strips were added under the cockpit sides to improve sideways visibility.

Above: He 64 D-2303 A6 during the take-off test over a 25 ft high tape. It now has the undercarriage strut-braced as standardized for the competition.

Below: The red-painted Heinkel competitors lined up, with Morzik in D-2304 C6 nearest. (All photos via Jack Meaden)



Engine designer Helmuth Hirth (a pre-WW1 pilot) had mounted two of his 80 hp HM60 4-cyl inverted in-line engines on a common crankshaft to form the 8-cyl 60° inverted vee Hirth 150U, later produced as the HM150. When fitted to D-2305 it gave Seidemmann an impressive win, previous winner Morzik on D-2304 taking third place.

The He 64, specially designed for the 1932 Rundflug, had a fully slotted and flapped wing to provide the necessary slow-flying qualities. The tandem cockpits had dual control and were separately enclosed by forwards-sliding celluloid transparencies, the windscreen sliding forward with the front cover. Initially just called the He 64, this became He 64b when the poor sideways view was improved by adding transparent strips in the cockpit sides. All 5 were modified, so there were no unmodified ones to require a distinctive 'a' suffix. As already mentioned D-2305 became the He 64c when fitted with the Hirth engine, but not all sources agree on suffixes and some say all except D-2260 became He 64c regardless of engine.



The structure was all wood, the oval section fuselage being made up of wood bulkheads and stringers with plywood covering. The cantilever wings had a single-spar structure with plywood covering. Dihedral was 4½° and hand levers underneath operated locking pins for wing folding (it was a requirement that all entries had folding wings and had to clear a frame of specified dimensions when wheeled through it). Tail surfaces were wire-braced wood frames with ply covering. The fixed undercarriage had a 1.7 m (5 ft 7 in.) track, oleo-compressed-air shock absorbers and wheel brakes operated by a hand lever in the cockpit.



Span was 9.8 m (32 ft 1 in.), Length 8.31 m (27 ft 3 in.), Wing Area 14.4 m² (155 ft²). Weights were, Empty 480 kg (1056 lb), Loaded 780 kg (1720 lb), Wing Loading 57.7 kg/m² (11.8 lb/ft²). The 150 hp Argus As 8R 4-cyl inverted in-line engine gave a max speed of 245 km/hr (152 mph) and an initial rate of climb of 250 m/min (820 ft/min). Range was 1500 km (940 miles) with 144 litres (31.6 gal) fuel in 2 fuselage tanks.

Above: The winner of the 1932 Rundflug speed contest, Hans Seidemmann's D-2305 E2.

Below: Hans Seidemmann in D-2260 taxiing in at Lympne in September 1932 with his co-pilot on the wingtip.

No photographs appear to have survived of the He 64 first prototype which had open cockpits and was wrecked in a crash. The He 64d differed from the He 64b in having an elliptical wing without slots. Two were built and they were used in the development programme of the elliptical wing used on the Heinkel He 70 four-passenger high-speed transport. A photograph survives and the maximum speed achieved was 295 km/hr (183 mph).



After the 1932 Rundflug, Hans Seidemmann flew one of the He 64b competitors, D-2260, over to Britain. On the aircraft nose appeared "Europa Flug 1932" followed by a list of the landing points and distances, and on the rear fuselage "Aero Club von Berlin" and a list of aircraft weights and dates. Six years later Seidemmann was Chief of Staff of the Condor Legion in Spain and in WW2 he became a Luftwaffe commander in the Afrika Corps.

Elly Beinhorn also flew a Heinkel He 64 to Britain, in September 1932, and her visit was to result in a further development of the type.

To be continued

Croydon Watch Log 1937-8

PART TWO

We continue the Watch Log from the point reached in the previous issue. As before, the registration decode, Q codes, airfield and pilot appendices refer only to the contents of this extract.

Right: Railway Air Services' G-ACVY "Mercury", the third DH.86, one of four with the short nose for single pilot operation, being refuelled. It was fortunate to avoid a landing incident on 11.2.38. (via Jack Meaden)



WEDNESDAY 9th FEBRUARY 1938

- 0419 D-AM signalled "front engine failing" and landed 0458 with it stopped.
- 0511 G-AFAP (B.A.) arrived on tarmac outside the departure door and stood until 0740. Its lights were displayed.
- 1020 G-UE (A.P.T.) tried to take-off with one engine stopped. Capt. Allen informed.
- 2200 B.A. G-AFAP departure delayed until 2154. This was on account of G-AAUD, Pilot Dismore, who gave QAA 2135. From a call(?) at 2050 I estimated his ETA at 2131. B.A. G-AEPO gave QAA 2138 and was QFG at 2138. G-AAUD was QFG at 2144 and landed at 2149, B.A. G-AEPO landed 2155.
- 2400 No.3 Watch - Traffic normal, weather fair but overcast, two aircraft used Lorenz for aerodrome location.

THURSDAY 10th FEBRUARY 1938

- 0915 Sqn.Ldr. Pritchett, Biggin Hill, phoned to complain that:- at 0840 a Douglas flew over North boundary at 800ft towards East (PH-ALU, Schottmeyer, Croydon- Am 0830 probably, watch-keeper) and :- at 0850 a JU52 flew over South boundary, flying 800ft East into clouds (D-ALAN, Bussman, Croydon-BU, 0850 probably, watch-keeper).
- 1300 The following services were delayed or cancelled. 0900 Olleys JQ - Croydon cancelled, 1030 D.L.H. Adam-Croydon delayed 2 hours, 1030 Imps BU-Croydon delayed 1 hour 28 mins, 1230 Imps Croydon-PS delayed 1 hour 10 mins, 1300 Olleys Croydon-JQ cancelled, 1300 Olleys JP-Croydon delayed 1 hour 5 mins.
- 1735 Swissair HB-IRA, pilot Kueugle, had no navigation lights switched on. Taken up with company (This was crossed out) No action taken.
- 1746 Sabena OO-OUA (sic), pilot Gieland, landed without asking permission either by W/T or lamp. No action taken.
- 1752 G-AEPN, Pilot Slocum, BA.'s PS-LO gave QAF "Dieppe for Bexhill".

FRIDAY 11th FEBRUARY 1938

- 1030 Mr. L M Manilal left on "B" licence X-country test Croydon-Lympne-Hamble-Croydon. Aircraft G-AAAA.
- 1100 The Under-Secretary of State for Air & the Director-General for Civil Aviation visited the airport control tower and departed for Hendon in L7596 at 1130. [Capt.H.H.Balfour, MC, MP, was Under-Secretary and Lt-Col.Sir Francis Shelmerdine, CIE, OBE was DGCA at this time.]
- 1205 PH-AKI, Pilot Mountfait(?), took off without the light when R.A.S. G-ACVY was coming in to land. He was given a red light after he started to move but continued to take-off. Company informed.
- 1236 G-UH, Pilot Jeffries, QAD Brussels 1039, QTH La Paine at 1129, gave QAA 1153. This was queried but QAA was repeated. At 1142 he sent QTA QAA "GED" - QAA Deal 1153. At 1154 he sent QAA "GED" 1226, he landed at 1236.
- 1350 Mr L M Manilal returned from "B" licence test.

- 1400 G-WE (Mack) did a left hand climbing turn after taking-off inside the airfield boundary.
- 1412 Mr L M Manilal spin test OK.
- 1420 C.O. Biggin Hill complained about I.A.F. aircraft G-WE flying over Biggin Hill at about 1000ft, time 1408. G-WE left Croydon for ADAM at 1400hrs. Pilot Mack.
- 1705 G-ACZT, Pilot Avery, turned right after landing. Taken up with pilot who apologized.
- 1925 G-AEPN (Whitehead) took-off S-N across wind of W-N 8KM apparently with very heavy load. (Met. wind 1900GMT NW8 but vane & "T" gave WN).

SATURDAY 12th FEBRUARY 1938

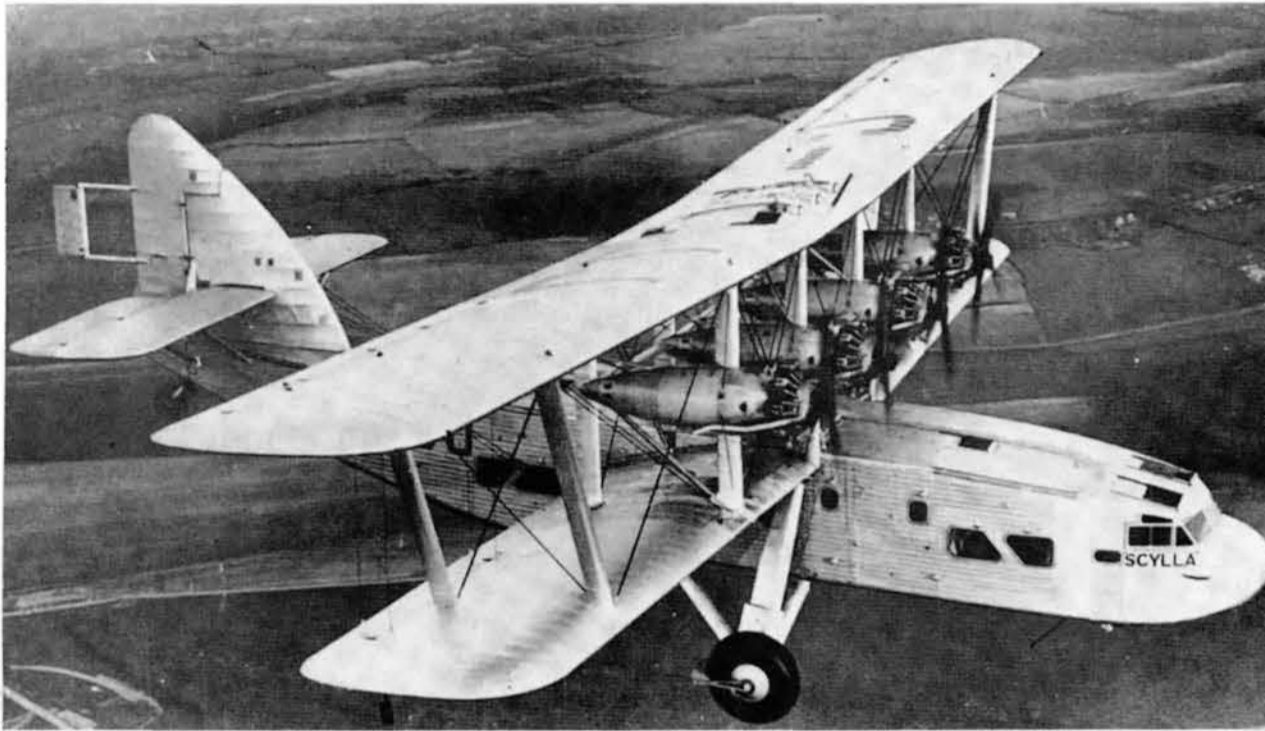
- 0700 I.A.F. to AM delayed - weather. Left Croydon at 0805.
- 1100 G-JM (Duggan) landed on 3rd attempt QAN 56-100 knots
- 1255 G-AESW arrived Paris 1225, left Croydon without notifying departure to Communications. Pilot Trosse(?).
- 1310 Major A McIvor Woody of Louisville (Kentucky) Airport Committee asked & was given permission to visit Control Tower & asked that his regrets at missing Air Commodore Robertson be conveyed.
- 1445 G-ACJJ, Pilot Buckton, had difficulty attempting to land. After touching down and coming to almost a stop, the wind quartered under the left wing, the right wing almost grounded. Aircraft took-off and almost drifted onto the Control Tower. A squall was approaching from the Northwest. He was advised to wait until after the squall had passed. He landed at Heston 1512hrs.
- 1500 QAN Gusting to 110 kmph.
- 1641 F-HL (Chailloux) of Air France turned right after landing. Possibly owing to gusty and moving wind. Entered in Register of Offences. No action.
- 1800 Resident clerk telephoned to enquire for news of G-AEEZ. Departed Wortley Down(?) for Reading. G-AEEZ an Hel611 (sic). (G-AEEZ was a Miles Hawk Major, Reading therefore a likely destination. HE 1611 could be a time recorded at Heston - see later entries)
- 2200 Following services were cancelled. I.A. 1900 London-Paris, Paris-London. B.A.W. 1645 London-Paris delayed until 1900 engine trouble. I.A.F. AM-London 1630 returned to Amsterdam 1655 aircraft trouble.

SUNDAY 13th FEBRUARY 1938

- 0640 British Airways G-SY left Paris, arrived Croydon 0824.
- 1538 QBI "GED" Heavy snow storm. F-HN landed "GEU" 1614hrs, S-AA landed "GU" 1615hrs, G-PN landed "GEU" 1620.
- 1700 Heavy static caused a breakdown in communications with aircraft H-RI landed "GED" during temporary improvement at 1645.
- 1800 Following services cancelled. B.A. 1915 LO-Paris, 1955 Paris-LO, I.A.L. 1530 LO-PS, 1900 PS-LO.

MONDAY 14th FEBRUARY 1938

- 1049 G-PN, Pilot Slocum, landed in QBI without permission. Given QGP 2 at 1037, called several times, no



Left: Short S.17L G-ACJJ "Scylla" in flight. Note the large servo-rudder. (via Jack Meaden) This aircraft diverted to Heston 12.2.38 after problems landing in windy conditions ahead of an approaching squall.

reply received. When this aircraft arrived on the tarmac its aerial was curled around left wing. NOTE: Aerodrome was located by Lorenz on which P-LE was approaching.

1336 D-ANAZ, Pilot Platz, right hand turn after landing. Taken up with company.

TUESDAY 15th FEBRUARY 1938

1300 Air France F-AMHL, Pilot Cleriot(?), turned right onto course. QAN NE'E 33. Reported to Air France.

1231 G-FH (Learmouth(?)) overshot a little on landing and came dangerously close to the tail of G-JK which was taxiing in after landing.

1513 G-WD QAD Croydon 1410, Pilot Wilson "forced-landed Newbury 4 miles South of Sittingbourne. Heavy QFT accretion on aircraft. Engine failed same reason. No immediate assistance required". At 1434 he was at 2000m. NOTE:- Ice warning in force between 400 - 1200m.

1645 At 1135 D-AXUT D.L.H., Pilot Keunstle, appeared 500m to the East of the aerodrome at a height of 200-330m during QBI. At 1129hrs he gave "QTH Gravesend". At 1130 he was given QGP2, QFM 500m, QGM. This caused grave risk of collision with G-AEWD who was QGP ONE.

1700 During No.2 Watch the following cancellations & delays took place. 0945 Sabena cancelled, F-HN JQ-Croydon landed HE 1155, 1015 British Airways Croydon-PS delayed 13 minutes, 1030 R.A.S. LV-Croydon landed HE 1209, landed Croydon 1231hrs, 1200 KLM Croydon-AM delayed 12 mins, 1230 I.A.L delayed 37 mins - lack of aircraft (Croydon-PS), 1330 I.A.L. Croydon-BU delayed 20 mins - unable to start engines, 1200 Sabena BU-Croydon did not arrive. Considerable delay was caused by Air France QAA 1140 - F-AMHN - lying-off too far.

2100 KLM 1800 Croydon-AM departure delayed 1848. All Army Co-operation cancelled.

WEDNESDAY 16th FEBRUARY 1938

0735 G-MI Air Dispatch returned with frozen trailing

aerial. QFT 100m. Left again working on fixed aerial.

1405 G-WE (I.A.F.), Pilot Mack, took-off for ADAM without ringing control first during QBI. No action taken.

1607 F-HN, Pilot Chailloux, first called "GED" at 1537 he was then 60 km away. Left Paris for Croydon at 1407. QBI in force at time.

1637 G-AEYD, Pilot Moorhouse, landed Croydon in QBI without permission.

1900 I.A.L. Croydon-PS departure delayed for the arrival of one passenger by road.

THURSDAY 17th FEBRUARY 1938

0655 Mr Notley, "South Esaw", Park Road, Beckenham (?) reported that "an aircraft had passed over with a squeaking sound like a hot bearing". I.A.F. informed, they reported that a flight engineer was on board.

0800 Wrightways & Air Dispatch LO-PS service cancelled.

0900 0830hrs KLM Croydon-RD service delayed and recalled from SW corner of aerodrome to pick up a passenger.

1200 I.A.F., Pilot Wilson, while QGP 2 reported heavy ice accretion, was given QGP1 and DLH held off the previous QGP1.

1430 F-HL, Pilot Tellet, PS-Croydon. First call to Croydon 1430 giving QAA 1505 and (by bearings) position about 100km from Croydon. QDT 1400.

1455 Message received OS2 -to Orley (?) A.N.A.(?) Re captive balloon broken adrift from Cardington at 1405. Estimated height 3000m drifting South. No cable attached. (Passed to Comms).

Following services were cancelled, delayed or landed elsewhere. 0800 Olleys Dublin-Croydon landed HE 1151, R.A.S. Liverpool - Croydon landed HE 1241, 1030 Imps BU - Croydon returned BU 1352, departed again 1537, 1200 KLM Croydon - Adam cancelled, Imps Croydon-BU delayed 35 mins, 1415 DLH Croydon-Adam delayed 35 mins.

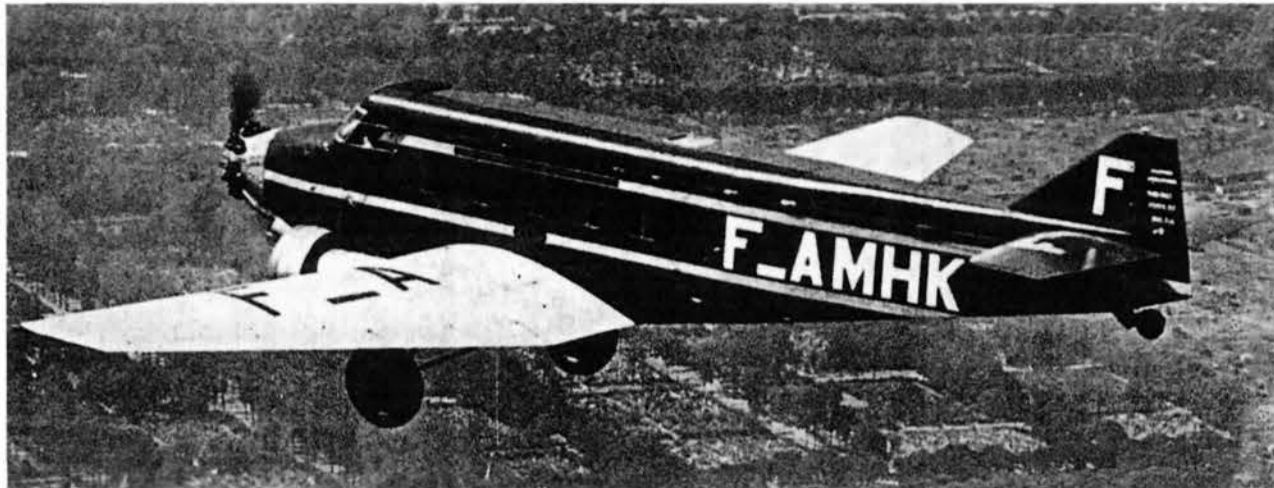
1635 OS2 rang up to inform us that the balloon has been found at Tewkesbury.

1900 KLM extra service (Indian Commission) AM-Croydon 1914.



Left: Curtiss Condor G-AEWE c/n 30 ex NC12368, a biplane with a retractable undercarriage, was converted from a sleeper to a freighter by International Air Freight 13.5.37 but was scrapped in 10.38. (via Jack Meaden) It was "booked" twice in the Watch Log for flying incidents on 11.2.38.

Right: Wibault 282.T12 F-AMHK "Le Diligent" was first in service with an uncowed nose engine (via Jack Meaden). Jointly operating the Air France 0900 Paris service on 18.2.38, its pilot failed to inform Control of his departure!



FRIDAY 18th FEBRUARY 1938

0730 I.A.F. G-WE delayed departure from 0700.
 0906 F-HL, Pilot Tellet, took-off without the light. F-HK, Pilot Le Burgne, and F-HL, Pilot Tellet, both departed for PS without ringing up to control first. QBI was in force at the time. No action taken.
 0930 F-HL, Pilot Tellet and F-HK, Pilot Le Burgne, both crossed Heston Area. F-HL at 0926 sent QTE156, F-HK at 0927 sent QDR173.
 0938 G-XC, Pilot Horsey, crossed Heston Area. G-XC sent at 0936 QTE170 and at 0937 "QAF Beachy Head".
 1025 G-PO, Pilot Slocum, crossed Heston Area. G-PO sent 1027.5 QTE175.
 1115 Mr J Brain booked night flight for tonight LP-Croydon. Confirming later.
 1915 G-AESY, Pilot Pelly, asked for Neon Fog Strip to be on for his take-off.
 2135 G-AFAP, Pilot Prowse, took-off and stopped in middle of aerodrome then turned round & took-off again OK. Cause of stopping not known.

SATURDAY 19th FEBRUARY 1938

1140 Mr J G Dykstra left on "B" licence X-country & height test Croydon - CP - A.S.T. - Croydon. Aircraft G-AAAO. Arrived Croydon 1730.
 1230 Mr A.F.E. Payen carried out satisfactorily 3 light & 3 heavy landings on. G-ACIU DH8A type aircraft (sic - was DH84).
 1415 G-PO (Whitehead) crossed Channel to Eastbourne also 1st call was at Eastbourne.
 1735 G-AELV landed 15 minutes after sunset without navigation lights and without requesting permission to land.
 2000 Heston reported G-ACKM PS-HE overdue, reported Lympne 1818 without navigation lights. Enquiries made in L.C.A.A (?) and request sent to PS.
 2050 Heston reported G-ACKM forced-landed Eastbourne 2010. Pilot reported navigation lights working.

SUNDAY 20th FEBRUARY 1938

0330 Frederick(?) D-ALAM landed without permission.

Right: Handley Page HP.42W G-AAXC "Hercules" undergoing an engine check in the hangar at Croydon with all props removed from the Jupiter XFBM engines. (via Jack Meaden) G-AAXC was the first commercial aircraft in the world to complete one million miles in passenger service, in July 1937, most of them between Croydon and Paris, which route it continued to operate until the outbreak of war.



MONDAY 21st FEBRUARY 1938

0945 RAF Gloster type aircraft did a right hand circuit of the aerodrome at a low altitude. Sabena OO-AGL took-off at the same time. There was risk of collision. Adjutant Kenley informed & dealing with the situation.
 1245 S/Ldr. Leslie rang up from Kenley to say that the pilot of the RAF aircraft was being dealt with and apologised.
 1535 Bussman - D.L.H. - overshot and did a left hand turn over the boundary of the aerodrome to make another approach thereby causing risk of collision with G-ADUE, circuits and landings. No action taken.
 1930 G-ACDN - Air Dispatch - Pilot Holmes - left Croydon at 1842hrs. for Army Cooperation with Biggin Hill. At 1930 hrs. he reported "QFM700 - just below clouds without lights". There appears to be no warning of this in Notice to Airmen.

TUESDAY 22nd FEBRUARY 1938

0825 Air Dispatch Croydon - PS cancelled.
 1105 G-ADAL (Wrightways) QAB PS landed Orly owing to weather (Le Bourget was the main Paris airfield at this date).
 Delays :- G-AL delayed departure until 0812 owing to weather at Paris, G-JM delayed departure until 0812 owing to weather at Paris, G-WE delayed departure 1hr 36mins owing to weather at Paris, F-HL delayed departure 33 mins owing to weather at Paris, G-PN delayed departure 28 mins owing to weather at Paris, G-UD delayed departure 2 hrs 13 mins owing to weather at Paris, G-UN (sic) 1230 PS-Croydon departure delayed to 1418. (G-UN not possible, probably error for G-PN delayed outbound above.)
 1650 G-AEKZ, (Pilot Horton) (Channel Air Ferries) left Shoreham for Croydon at 1645. He worked Croydon by W/T at 1651 and did not work Heston. The matter taken up with the company.
 1831 G-WD, Pilot Wilson, sent following signal "White rockets being fired in the neighbourhood of Edinburgh Light Vessel". Duty Commander Admiralty informed.



Left: DH Dragon I G-ACDN in flight when in use by Midland and Scottish Air Ferries in 1933. It was impressed as AW170 in 7.40. (via Jack Meaden) When operated by Air Dispatch it was frequently used on Army co-operation flights as recorded on 23.2.38.

WEDNESDAY 23rd FEBRUARY 1938

0905 Air Dispatch, **G-ACEK**, Pilot Wilson, took-off from aerodrome in QBI without ringing up, against the taxiing panel and against the calm signals. Permission had been given to KLM to leave but pilot saw Air Dispatch aircraft and waited. This might have caused a very serious accident.

1035 **D-AGAK** when being positioned on the tarmac for loading slipped backwards when unhitched from the tractor. The port wing and aileron tip struck a platform. D.L.H. informed - they reported "No damage".

1500 Mr J Brain booked and confirmed night flight "B" licence Lympne-Croydon.

1800 **G-ACDN** - Air Dispatch- Army Co-operation - reported flying "QBH700 without lights", working with Biggin Hill. No warning issued in Notices to Airmen. At 1808 company instructed aircraft to fly at 6000ft, at 1825hrs the aircraft was recalled.

2025 **G-ABOG** (Pilot Robertson) left Croydon for Lympne on "B" licence X-country test.

2044 **G-ACMB** (Mr Brain) landed Croydon on "B" night X-country from Lympne.

2128 **G-ABOG** landed Lympne on night flying test.

THURSDAY 24th FEBRUARY 1938

0415 QBA dropped from 1700m to 150m in half-an-hour. **D-ATAO** (Pilot Stoelzer) made an attempt to land by the Lorenz but was unable to and went to Lympne, landed there at 0455.

0630 I.A.F. LO-AM 0630 flight cancelled.

0700 Air Dispatch LO-PS service delayed owing to weather. Departed for PS 0812.

0900 Channel Air Ferries 0900 AE(?) - Croydon cancelled.

0930 M Bouderie(?) rang to say his aircraft **F-AMHN** had damaged a boundary light whilst taxiing out. Mr Hope booked night flight Croydon-Lympne.

1430 Mr Hope confirmed night flight.

1645 There was some delay in getting services away at 0900 (end of watch report).

1645 S/L Pritchett reported that **G-VV** passed over Biggin Hill at 1335 at 800ft and **O-UA** at 1530 at 600ft. Both aircraft were inward bound.

2020 At 1910 **G-AFCA** "B" licence candidate Mr Hope and instructor took-off to fly to Tonbridge, return and carry out three practice landings. At 1940hrs he was given permission to land, he continued to fly round the aerodrome. At 1950hrs **G-AEWD** was given permission to land, **G-AFCA** was cancelled. This also delayed the departure of **G-ACDN** and **G-ACEK** who were already more than 10 minutes late on their own account. After landing both Hope and his instructor said the green light authorising them to land appeared "yellowish-white" so they did not accept the signal. I fired a green Very light which he accepted. Both Aldis lamps were used but the one on the north side of the Tower is very unsatisfactory - the sectors of the green screen do not join up and also a portion of white light is shown, also the manipulation of the mirror is so bad that good signalling is not possible.

2059 **G-AFCA** Mr Hope left Croydon for "B" licence night X-country flight. Landed Lympne 2142hrs.

2223 **G-AEXP** North Eastern Airways arrived from Lincoln.

2400 Eight details of Army Co-operation flights.

FRIDAY 25th FEBRUARY 1938

1215 Colour slides on Aldis lamp North side removed by

electrician for adjustment.

1400 S/L Sharpe and F/Lt Bennett of Bomber Command visited tower.

1430 Aldis lamp North side now serviceable.

1445 Mr Lang booked and confirmed "B" licence night flight Croydon-Lympne.

1700 **G-AEKZ** (Channel Air Ferries), Pilot Andrews, arrived at Croydon from Shoreham, the aircraft was carrying W/T and sent only one message, that was "QAL". He did not communicate at all with Heston.

1710 **G-KZ** left Croydon for Heston, landed HE 1725 and did not work wireless either with Croydon or HE.

1740 **G-UF**, Pilot Allan, **G-XD**, Pilot Messenger, both landed after sunset without permission. Reported to AOII.

2015 Mr Lang left on "B" licence night flight to Lympne. Landed Lympne 2105. KLM ran special service, **P-KR**, departed 1905 RD, Croydon 2040. Departed Croydon 2103hrs, arrived Adam 2230.

2105 Following message received from Hawkinge via Lympne "K2905, Sgt. Pilot Smith missing. Last heard of Eastchurch then flying 2hrs 35 mins". Later informed pilot found. Three Army Co-operation. One cancelled, one returned on CO's instructions, one completed.

SATURDAY 26th FEBRUARY 1938

1145 S/L Pritchett, Biggin Hill, rang up and reported **HB-IRA** crossed the aerodrome at 800ft at 1550 yesterday afternoon (25th). **HB-IRA** arrived Croydon 1555 from Zurich.

1330 A Dragon, **VH-UZX**, crashed 800yds West of Waddon Station when coming in to land. Inspector of Control, ATCO i/c, Inspector of Accidents, W Clerk, Air Ministry, Capt. Lambagh and police informed.

1750 Mr Tweedie, A.M. Accidents Branch visited the Control Tower. He was shown reports on the accident to **VH-UZX** made by Mr Symonds and Mr Silleoid(?).

2400 One Army Co-operation detail which returned early owing to weather.

REGISTRATION DECODE

D-AGAK Ju 52/3m (5685) DLH "Ulrich Neckel"
 D-ALAM Ju 52/3m (5740) DLH "Wilhelm Langanke"
 D-ALAN Ju 52/3m (5010) DLH "Edouard Dostler"
 D-ANAZ Ju 52/3m (5128) DLH "Willi Charlett"
 D-ATAO Ju 52/3m (5748) DLH "Alfred Bauer"
 D-AXUT Ju 52/3m (5022) DLH "Lothar von Richthofen"
 D-__AM possible Ju 52s D-AFAM, ALAM, AMAM, AQAM, ARAM
 F-AMHL Wibault 282.T12 (6) Air France "Le Fougueux"
 F-AMHN Wibault 282.T12 (3) Air France "Le Vaillant"
 F-__HK probably Wibault 282.T12 F-AMHK (4) "Le Diligent"
 F-__HL probably F-AMHL above
 F-__HN probably F-AMHN above
 G-AAAO DH.60G Moth (808) Herts & Essex AC
 G-AAUD Handley Page HP.42E (42/3) IAW "Hanno"
 G-AAXC Handley Page HP.42W (42/5) IAW "Heracles"
 G-AAXD Handley Page HP.42W (42/6) IAW "Horatius"
 G-ABOG DH.60G Moth (1857) Cinque Ports FC
 G-ACDN DH.84 Dragon 1 (6018) Air Dispatch
 G-ACEK DH.84 Dragon 1 (6019) Olley A/S (op Air Dispatch)
 G-ACIU DH.84 Dragon 1 (6041) Surrey Flg Sers, Croydon
 G-ACJJ Short S.17L (S.768) IAW "Scilla"
 G-ACKM DH.85 Leopard Moth (7026) Household Brig FC
 G-ACMB DH.60G Moth (526) Surrey Flg Sers

G-ACVY DH.86 (2302) RAS, Croydon "Mercury"
 G-ACZT BA Eagle 2 (107) Hon Brian Lewis, Elstree
 G-ADAL DH.89 Dragon Rapide (6263) Wrightways, Croydon
 G-ADUE DH.86A (2333) IAW "Dardanus"
 G-AEEZ M.2H Hawk Major (179) Phillips & Powis A/c
 G-AEJM DH.86A (2351) Wrightways, Croydon
 G-AEKZ DH.84 Dragon 1 (6028) L H Stace, Heston; op by Channel Air Ferries
 G-AELV BA Swallow 2 (447) Blackburn Aircraft
 G-AEMI DH.84 Dragon 2 (6110) Air Dispatch
 G-AEPN Lockheed 10A Electra (1080) BA
 G-AEPO Lockheed 10A Electra (1081) BA
 G-AESW DH.90 Dragonfly (7544) W A Rollason, Croydon
 G-AESY Lockheed 10A Electra (1102) BA
 G-AEWD Curtiss T.32 Condor (29) Int Air Freight, Croydon
 G-AEWE Curtiss T.32 Condor (30) Int Air Freight, Croydon
 G-AEXP DH.89A Dragon Rapide (6369) North Eastern AW
 G-AEYD Percival Vega Gull (K.60) Percival A/c
 G-AFAP Ju 52/3m (5881) BA "Jason"
 G-AFCA DH.82A Tiger Moth (3637) Brooklands Avn?
 G-__AL probably G-ADAL above
 G-__FH possibly G-AEFH DH.86A (2350) RAS, Croydon
 G-__JK possibly Short S.17L G-ACJK (S.769) IAW "Syrinx"
 G-__JM probably G-AEJM above
 G-__KZ probably G-AEKZ above
 G-__MI probably G-AEMI above
 G-__PN probably G-AEPN above
 G-__PO probably G-AEPO above
 G-__SY probably G-AESY above
 G-__UD probably G-AAUD above
 G-__UE possibly G-AAUE HP.42E (42/2) IAW but another possibility is DH.86A G-ADUE (2333) of IAW
 G-__UF possibly G-ADUF DH.86B (2334) IAW "Dido"
 G-__UH possibly G-ADUH DH.86B (2336) IAW "Dryad"
 G-__UN probably error for G-__PN, see text 22.2.38
 G-__VV could be BA Double Eagle G-ADV or the prototype DH.91 Albatross G-AEUV on trials?
 G-__WD probably G-AEWD above
 G-__WE probably G-AEWE above
 G-__XC probably G-AAXC above
 G-__XD probably G-AAXD above
 HB-IRA Douglas DC-3-216 (1945) Swissair
 HB-IRI Douglas DC-3-216 (1946) Swissair
 H__RI probably HB-IRI above
 OO-AGL Savoia S.73P (30001) Sabena
 OO-AUA Ju 52/3m (5815) Sabena
 OO-OUA presumably error for OO-AUA above
 O__UA probably OO-AUA above
 PH-AKI Douglas DC-2-115E (1355) KLM "Kievit"
 PH-ALU Douglas DC-3-194B (1942) KLM "Uil"
 P__KR probably DC-2-115E PH-AKR (1364) KLM "Rietvink"
 P__LE probably DC-2-115L PH-ALE (1584) KLM "Edelvalk"
 SE-BAA Douglas DC-3-214 (1947) AB Aerotransport "Örnen"
 S__AA probably SE-BAA above
 VH-UZX DH.84 Dragon 2 (6084) ex G-ACVD
Military:
 K2905 Hawker Demon I
 L7596 DH.86A c/n 2348 ex G-ADYJ, 24 Sqn Hendon

AERODROME CODES

ADAM, AM Amsterdam
 AE ?
 AST Air Service Training, ie Hamble?
 BU Brussels
 CP ? could be Cinque Ports, ie Lympne?
 GED Croydon
 GEU Heston
 GU also Heston or error for GEU?
 HE Heston
 JP ? possibly Jersey, St Peters?
 JQ ? possibly Rennes-St Jacques?
 LO London (Croydon)
 LP ?
 LV Liverpool ?
 PS Paris
 RD Rotterdam

OPERATORS ABBREVIATIONS

APT - Air Pilot Training (was this an official title - refers to IAW use?)
 AST - Air Service Training
 BA, BAW - British Airways
 DLH - Deutsche Lufthansa

IA, IAL, IAW, Imps - Imperial Airways Ltd
 IAF - International Air Freight Ltd
 KLM - Royal Dutch Airlines
 Olleys - Olley Air Services
 RAS - Railway Air Services

Q CODES

All may take the form of question or answer as explained in first instalment. ? below indicates unconfirmed code.

QAA Estimated time of arrival
 QAB Clearance from ... to ... at ... altitude
 QAD ? Time of departure from ... ?
 QAF Time over specified location
 QAL Name of intended landing ground
 QAN Surface wind direction and speed
 QBA Horizontal visibility
 QBH Flying at (height) below cloud
 QBI Flight under IFR compulsory at ...
 QDR A/c Magnetic bearing from ground station
 QDT Flying in visual meteorological conditions
 QFG Am I /You are overhead
 QFM Flight level to maintain
 QFT Height at which ice formation occurring
 QGM Leave the control area
 QGP Number for landing
 QTA Cancel message
 QTE True bearing from ground station
 QTH Position in latitude & longitude or other means

THE PILOTS

As before the date of the first reference to each name is given and (?) represents an unconfirmed identification.

9.2.38 DISMORE, Frederick. Born 26.5.93 East Ham, Essex. Remustered to RFC as First Class Air Mechanic from RE, 1912. Awarded Av Cert No.580 at RFC Upavon for flight on Short biplane. Served in France and Great Britain 1914-18. B Lic No.632. Handley Page Transport 1921-24. Imperial Airways 1924. Was pilot of HP.42 G-AAXC "Heracles" when it achieved one million miles of passenger service flying 23.7.37. Died 1939 or 1940.
 10.2.38 PRITCHETT, Sqn Ldr Norman A P. Moved to the Directorate of Organization at the Air Ministry in June 1938.
 10.2.38 SLOCUM, Sydney D. RAF 1929-34. British Airways 1935-38. Imperial Airways 1938-39. RAFVR 1939-40. Serving with Photographic Development Unit. Killed 3.3.40 when Hudson I N7334 was shot down by friendly fighters, Meopham, Kent.
 11.2.38 JEFFRIES, Fg Off Edward C N, RAFO. Born 18.12.00 Putney. RAF 1921-35. Imperial Airways 1935-40. BOAC 1940. RAFVR (1940)? Died of injuries 23.10.40 when Flamingo T5357 (ex G-AFUE) crashed at RAF Hendon.
 11.2.38 (?) MACK, Hector C. Qualified with Norfolk and Norwich Aero Club, 1928.
 11.2.38 WHITEHEAD, Arthur W A. RAF. Spartan Air Lines. United Airways. British Airways.
 12.2.38 DUGGAN, Flt Lt John W, RAFO. Born 15.10.03 Dublin. Aviation Manager, Wrightson/Wrightways.
 15.2.38 WILSON, Vernon G "Tug". Born 12.7.02 Stockport, Cheshire. RAF 1919-30. Imperial Airways 1930-37. International Air Freight 1937-39. Test pilot, Faireys. Killed 1943 when Barracuda crashed, Stockport.
 16.2.38 (?) MOORHOUSE, Henry C.?
 18.2.38 HORSEY, Robert J. Born 26.11.96 Cheshunt. RNAS 1916-18. RAF 1918-19. Imperial Airways 1924-40. Captain, ATA 1940. Killed 12.40 when Tomahawk AH750 crashed at RAF Colerne.
 18.2.38 PELLY, Charles W E N C. Born 20.7.08 Madras. RAF 1927-33. Midland & Scottish Air Ferries 1933-34. Hillman's Airways 1934-36. British Airways 1936-40. BOAC 1940. OBE.
 18.2.38 PROWSE, Benjamin O. Born 11.6.11 Epsom. RAF 1932-36. Coronation Air Displays 1937 (Who was this company? Probably at Heston?). British Airways 1938-40. BOAC 1940.
 19.2.38 PAYEN, Auguste F E. Born 20.3.00 London. Qualified with Surrey Flying Services, Croydon 10.4.35.
 21.2.38 LESLIE, Sqn Ldr Reginald F S, DSC, DFC, AFC, RAF (retd). Retired from RAF 12.34. Probably re-em-



Above: A slightly earlier view of Croydon, looking south from Hangar C between early 1929 and mid-1934. In the foreground is G-AAEY, the Glenny & Henderson Gadfly, with its wing detached. (We referred to this on p.90/10 as "usually known as Henderson-Glenny" on the basis that it is listed as such in AJJ's "British Civil Aircraft" but evidence from Peter Green and others disputes this!) On the left is DH60X G-EBTI, owned by Malcolm Campbell Ltd 6.29 to 10.29 (which is an addition to the "Extracts" details for 7.1.49 listed in the last issue!). In front of the terminal an Armstrong Whitworth Argosy II of Imperial Airways is about to be joined by another taxiing in behind the figure, right. (Photo via Don Neate)

played as retired officer for Adjutant's duties at RAF Biggin Hill.

- 21.2.38 (?) HOLMES, Cyril T.?
- 22.2.38 (?) HORTON, Donald A, or Raymond J.?
- 23.2.38 BRAIN, Jack. Born 11.1.16 Java. Av Cert No. 13714 at Witney & Oxford Aero Club, Witney 31.3.36.
- 23.2.38 ROBERTSON, Kenneth J. Born 28.12.18 Great Yarmouth. Qualified with Norfolk & Norwich Aero Club, Mousehold 23.4.37. Instructor, Cinque Ports Flying Club (Brooklands Aviation), Lympne (1939).
- 24.2.38 HOPE, Walter L. Air Taxis.
- 25.2.38 SHARPE, Sqn Ldr Alfred C H. Was serving on Air Staff at HQ Bomber Command from 1.38.
- 25.2.38 LANG, Clive B. Born 24.4.18 Colwyn Bay. Qualified with London Aeroplane Club, Hatfield 29.7.37.
- 25.2.38 ANDREWS, William A. Born 2.2.06 Gibraltar. NFS 1929-30. Spartan Aircraft 1930. First-Officer, ATA 1940.
- 25.2.38 ALLAN, George U. Born 3.2.00 Lanark. Australian National Airways 1929. Imperial Airways.
- 26.2.38 TWEEDIE, Flt Lt P G, RAFO.

CROYDON CONTROL : 1935 -1939

The following contribution to our understanding of operations at Croydon pre-war comes from Peter Berry, MRAeS, himself with 40 years experience of Air Traffic Control at RAE Farnborough, RAE Bedford and Shanwick Oceanic Control Centre, Prestwick. It will be reproduced in several parts.

In the Spring of 1935, the Air Ministry Directorate of Civil Aviation advertised for Aerodrome Officers for Croydon Airport.

Applicants were recruited from ex-aircrew pilots or navigators, both military and civilian. Interviews were held in Gwydyr House, Whitehall, by a panel headed by the Director, Sir Francis Sheldermine, Major R.H.S. Mealing the Technical Director and Mr Abrahams the Establishment Officer. A representative from the Civil Service Commissioners was usually present. An appointment to Aerodrome Officer Grade III contained the following terms;

- a) Salary £337.7s.0d, rising by seven annual increments to £456.8s, but reduced by abatement to £451.11s.
- b) Hours of Duty were 48 hours/week, day or night, exclusive of meal times. Reduced to 44 hours/week from November 1, 1935. If required, the whole of your time was at the disposal of the Air Ministry, without further remuneration.
- c) Annual leave, 24 working days.

The Air Ministry Control School was located on two floors of Alfred House in Cromwell Street, London, not far from the Victoria and Albert Museum and near the "Hoop & Toy" public house used as the students' "local". The building was shared with the Air Ministry School of Meteorology. The course lasted three months, morning and afternoon work, six days a week. Sunday was the day off. Lectures covered Flying Control procedures and navigation, signals and meteorological subjects. The International "Q" Code, used by shipping, overcame any language difficulties and

had been adapted for aviation use. Each three-letter group had a significant meaning and saved much time and was easy to understand. The International Alphabet was a long-winded affair, starting with "Amsterdam", "Baltimore", "Constantinople" and ending with "Yokohama" and "Zanzibar". The teleprinter code had also to be learnt. Air Law and Regulations had to be grappled with too, including the Air Navigation Convention 1919, the Air Navigation Acts 1920 and 1936, the "Air Pilot" and "Notices to Airmen". Measurements in both the Metric and Imperial Systems had to be learnt. Then there were the Rules of Cabotage, Prohibited Areas, Sanitary Convention and Control Rules. These included Local Control and Area Control, with the theory of "Canalisation" and "Stratification". In post-war days these became the Longitudinal, Lateral and Vertical Separation Standards.

In March, 1935, the following staff operated Croydon Airport:

Major L.P. Richards, Chief Aerodrome Officer; Captain H.W. Chattaway, Deputy Aerodrome Officer; G.J.H. Jeffs, F.H. Robinson, Captain P. Morkum, W. Lawford, J. Russell and G.W. Monk.

The Aerodrome Officers (AO) operated the whole aerodrome, including the Administration, with the aid of a Cashier and two or three assistant clerks. AOs took the Administrative duties in rotation and they also acted as Immigration Officers at night and held Warrants to this effect.

A 24-hour Watch was kept in the Control Tower. This resulted in Morning and Evening Duty, Afternoon and Night Duty. One Officer was on Duty at a time, the Admin. Officer giving assistance when necessary. When Richards retired at the end of 1935, he was replaced by Air Commodore F.H. Robinson.

Instructions for flying operations at Croydon were contained in an "Order Book", a copy of the "Air Pilot", "Notices to Airmen", a copy of the "ICAN" Manual and a copy of the "Q" Code. Instructions were not mandatory. The object was to advise aircraft of other aircraft in the vicinity and whether they were above or below cloud. This was often impracticable. Instructions therefore were usually issued in general terms, "QFM above cloud", "QFM below Cloud", or "QFM above 4,000 feet", etc. Pilots usually complied, although sometimes they changed height when they found a gap in the clouds.

To be continued . . .

Complete Civil Registers : 11

MALTA

VP-M

9H-



PART THREE

We conclude this relatively short register with the remaining entries to date. In most cases the CofR numbers cannot be confirmed yet and are omitted.

9H-ACI Reims/Cessna F.406 Caravan II 0041 7.5.93
(58) Ex F-WZDX, PH-ALZ. Excelair Services Ltd.
Current.

9H-ACJ Canadair CL.600 Challenger
Reserved for Eurocereals. Not taken up.

9H-ACJ Mooney M.20J 24-3084 11.94
Ex N5272N, SE-KYB. Current.

9H-ACK Mooney M.20K 25-1226 12.5.93
Ex N1085V, I-GIZO. Grech & Associates. Believed
based in Italy. Returned to I-GIZO. Marks re-used.

9H-ACK Beech V35A Bonanza D-8672 16.8.94
Ex N7136N. The Promoters Debonaire Aviation.
Current.

9H-ACL Cessna 172M 60955 .94
Ex N20042. Paradise Island Air Services Ltd.
Current.

9H-ACM BAe.146 / RJ70 E-1254 9.94
Ex G-BVRJ. Air Malta Co Ltd. F/f 25.8.94, d/d
7.9.94. Static exhibit at Farnborough 9.94. "Phi-
lippe Villiers De L'Isle Adam". Current.

9H-ACN BAe.146 / RJ70 E-1258 10.94
Ex G-6-258. Air Malta Co Ltd. F/f 13.10.94, d/d
21.10.94. "Antonio Manoel de Vilhena". Current.

9H-ACO BAe.146 / RJ70 E-1260 12.94
Ex G-6-260. Air Malta Co Ltd. F/f 10.12.94, d/d
20.12.94. "Claude de la Sengle". Current.

9H-ACP BAe.146 / RJ70 E-1267 3.95
Ex G-6-267. Air Malta Co Ltd. F/f 8.3.95, d/d
20.3.95. "Jean de la Valette". Current.

9H-ACQ Cessna 404 Titan Ambassador II 0645 7.94
Ex N5304J, YV-448CP, N4465M, D-IEOS, ST-AME.
Mediterranean Aviation Co Ltd (Medavia). Current.
[Note: Originally intended for PBN BN-2B Islander
for Air Forces Malta, ntu. See 9H-ACU.]

9H-ACR Cessna 550 Citation II 550-0025 2.95
Ex N3239M, (EP-KID), EP-KIC, N9014S, N664JB,
N664J, N78PH, N78PR. Eurojet Ltd. Current.

9H-ACS Boeing 737-33A 23827 4.95
Ex (LN-NOR), G-BNXW, LN-NOR, G-BNXW, LN-NOR,
CS-TKD, LN-NOR. Ansett Worldwide; Norway Airlines
leased to Air Malta Co Ltd. Current.

9H-ACT Boeing 737-33A 23830 4.95
Ex N5573K, LN-NOS, G-BRXJ, LN-NOS, CS-TKC, LN-NOS.
Ansett Worldwide; Norway Airlines leased to Air
Malta Co Ltd. Current.

9H-ACU PBN BN-2B-26 Islander
Reservation for Air Forces Malta, 4.95.



Top: Excelair Reims/Cessna Caravan 9H-ACI, Luqa 25.2.94.
(Fotoforce) Above: One-Eleven G-AYOP was leased for
summer 1975. (via F Coleman) Below: Dan-Air provided
Boeing 707 G-AZTG for 1977-8. Bottom: DC-9 OE-LDC still
in basic Austrian colour scheme. (via F Coleman) All
photos from John Havers collection.



AIRCRAFT LEASED BY AIR MALTA

During the last twenty years Air Malta has leased more than two dozen airliners which have not taken up Maltese registrations. These are listed below in order of date of commencement of lease, giving registration, type, c/n, owner/lessor and dates.

AP-AMG	Boeing 720-040B	18378	Pakistan International	29.03.74 - 31.03.79
AP-AMJ	Boeing 720-040B	18380	Pakistan International	29.03.74 - 31.03.79
G-AYOP	BAC 111-530FX	233	British Caledonian	30.04.75 - 31.10.75
N692WA	Boeing 727-173C	19506	World Airways	04.76 - 11.76
G-AZTG	Boeing 707-321	17600	Dan-Air	26.03.77 - 05.78
OE-LDC	Douglas DC-9-32	47520	Austrian Airlines	01.11.79 - 01.04.80
N7513A	Boeing 707-123B	17640	Transasian	01.04.78 - rereg'd
9G-ACN				06.04.78 - 07.78
TF-VLB	Boeing 720-047B	18827	Eagle Air	01.04.78 but suffered nosewheel collapse at Heathrow 25.03.78 and ntu by Air Malta.



Above: Air Portugal's Boeing 707 CS-TBU was leased for two six-month spells and is seen here in October 1987. (Fotoforce via John Havers)

Below: ATA Boeing 727 N287AT with Air Malta titles but otherwise retaining its own colour scheme for a four month lease in 1987. (via F Coleman/J Havers collection)



Above, upper: OB-1303, Faucett Boeing 727 leased for the 1990 summer season seen at Heathrow 3.6.90.

Above: ATP CS-TGL from SATA making a typically nose-down approach at Luqa on 20.11.92. (Fotoforce)

Right: Latest leased acquisition is Sabena Airbus A310 OO-SCI seen at Luqa on 10.2.95. (Fotoforce)

(All photos: John Havers collection)



Above, left: Boeing 707 c/n 17651 operated under a number of guises including G-TJAC during 1979.

Above: Transavia Boeing 737 PH-TVC was leased for two years by Air Malta. (both via F Coleman/J Havers coln)

TF-VLC	Boeing 720-047B	18820	Eagle Air	07.78 - 10.78
ST-AHG	Boeing 707-123B	17651	Transasian	16.12.78 - reregd
9G-ACA				19.02.79 - reregd
G-TJAC				03.07.79 - 09.79
G-TJAB	Boeing 707-123B	17640	Transasian	22.08.79 - 01.80
G-BHOY	Boeing 707-123B	17651	Monarch Airlines	04.80 - 07.80
G-BHOX	Boeing 707-123B	17640	Monarch Airlines	04.80 - 08.12.80
PH-TVP	Boeing 737-2K2C	21397	Transavia	31.03.81 - 01.04.83
PH-TVC	Boeing 737-2K2C	20836	Transavia	01.04.81 - 01.04.83
PH-TVE	Boeing 737-2K2C	20944	Transavia	01.11.81 - 01.04.83
PH-TVD	Boeing 737-2K2C	20943	Transavia	11.82 - 11.82
CS-TBU	Boeing 707-3F5C	20515	Air Portugal	30.04.86 - 01.11.86
				30.04.87 - 01.11.87
N287AT	Boeing 727-51	18805	American Trans Air	05.87 - 01.09.87
N2818W	Boeing 727-247	20874	Gulf Air Transport	01.05.88 - 03.11.88
N504AV	Boeing 727-281	20726	Gulf Air Transport	01.05.88 - 12.06.88
N502AV	Boeing 727-247	20580	Gulf Air Transport	12.06.88 - 01.11.88
				26.04.89 - 01.11.89
N2818W	Boeing 727-247	20874	Gulf Air Transport	05.05.89 - 01.11.89
G-BPNS	Boeing 727-277	20550	Dan-Air	01.04.90 - 31.10.90
OB-1303	Boeing 727-247	20266	Faucett-Peru	01.05.90 - 31.10.90
YU-AKL	Boeing 727-2H9	22666	JAT	10.06.91 - 31.10.91
CS-TGL	BAe ATP	2019	SATA Air Acores	22.10.92 - 01.05.94
D-AICM	Airbus A310-203	356	Lufthansa	27.04.94 - 31.10.94
G-OLXX	BAe.146 RJ70	E1228	BAe (Operations)	12.94 -
OO-SCI	Airbus A310-222	331	Sabena	20.12.94 -

GONE - BUT NOT FORGOTTEN

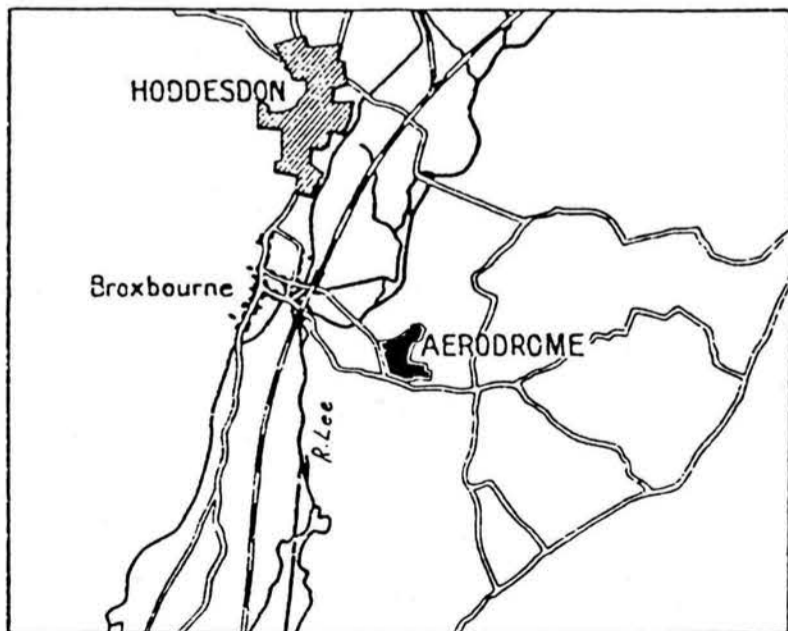
13. BROXBOURNE AERODROME

A couple of Hoddesdon-born farmer brothers were behind the opening on their land of an aerodrome 1 mile from Broxbourne and 16 miles from London and of their foundation with Frank E Darlow of the Herts and Essex Aero Club in 1931 - so called because the aerodrome straddled the county boundary. The younger brother, Roger Frogley, was a dirt-track rider when he qualified with the Hanworth Club of National Flying Services in October 1929, in a DH.60 Moth. He went on to gain his B Licence, No 2172 with an instructor's endorsement. His elder brother by four years was Arthur Robert Frogley who was a farmer and qualified one year later with the London Aeroplane Club in a DH.60X Moth. Arthur's wife, Hetty, was to qualify at Broxbourne in December 1937 in a Gipsy Moth. Both brothers were private owners before forming the club.

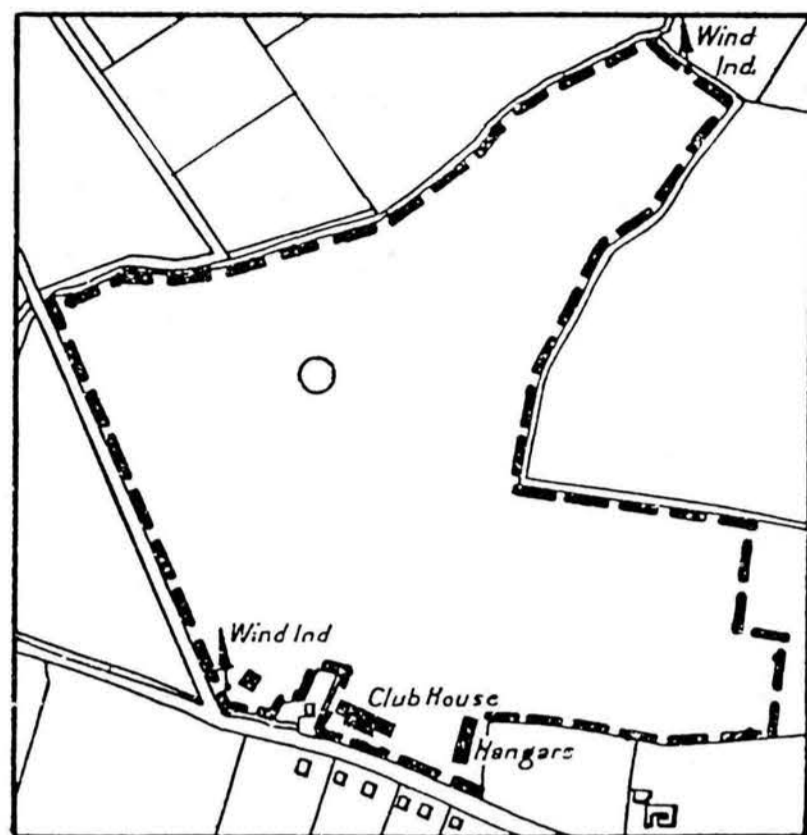
The club started with two Moths, G-EBVK (c/n 767) and G-EBWT (c/n 590), when W R Bannister was the instructor and F E Darlow was the secretary. Roger Frogley took over as instructor in 1932 by which time the club had three Moths. The Film Flying Club was also formed here in 1932 and drew on the Herts and Essex Aero Club for aeroplanes and instructors. The fleet grew to five Moths in 1934 and A C Thomas joined as the assistant instructor but was replaced by W E W Grieve in 1935.

Membership fees in 1936 were £3.3s.0d subscription, £2 for dual and £1.5s.0d solo (or £1 on contract). The chief instructor then was Roger Frogley assisted by Neville M Browning, J McE Gibb and M E Pickford. Many will recall Neville Browning's superb flying displays after the war when he used to invert a Zlin almost as soon as the undercarriage left the runway. Mr and Mrs Jim Mollison were joint Presidents and Frank Darlow was still the secretary with the registered office at 27 Cavendish Avenue, Woodford. The fleet was by now five DH.60 Moths and a Miles M.2 Hawk, G-ACTO (c/n 34). The large club house boasted sleeping accommodation and provided all meals with billiards for entertainment.

In 1937 the Club was successful in getting an Air Ministry contract to operate the civilian-manned No 25 E&RFTS at Waltham equipped with Tiger Moths and Magisters, which opened in June 1938 but closed in September 1939. To cope with the Civil Air Guard, by 1939, the club had a mixed fleet of a Sports Avian, an Avro 504N, a Hawker Tomtit, four Moths and a Moth Minor. The instructors now were Dennis A Cather, M O'Donovan and E H Statham with W S Ogilvie aided by A S M Rendall attending to the engineering aspect.



Scale
1 1/2 0 1 2 3 Miles
1 1/2 0 1 2 3 4 Kilometres



SCALE
100 0 100 200 300 400 500 Yards
100 0 100 200 300 400 500 Metres

In 1933 the London Transport (Central Omnibus) Sports Association Flying Club had formed at Broxbourne with a Robinson Redwing G-ABMV (c/n 7). The first secretary had been L A Utteridge but, in 1934, F W Gilbert assumed this role. For a short while around 1936 the club also used Abridge aerodrome. This club's fleet grew over the years to an Avian, four Gipsy Moths and two Moth Majors by September 1939. D Kinnear, AFM, was the first instructor but Al Kirby had taken over assisted by Frank Dawson-Paul and the fleet was kept in working order by Peter F Gordon by this time.

During the Second World War, the aerodrome was concerned with repairs and making modifications to aeroplanes. The London Transport club had re-formed at Fair Oaks with 3 Tiger Moths in 1946. The Herts and Essex Aero Club was re-formed at Broxbourne in 1946 with Arthur Frogley as chairman and continued to provide flying facilities with a Hornet Moth, two Austers and five Tiger Moths. Lt-Cdr Frank Darlow, RNVR, had served in the Fleet Air Arm during the War and returned as the club's secretary; Sidney H Parker, AFM, was the chief instructor. He had entered aviation in the Design Office at Shorts after an apprenticeship with Handley Page. In 1935 he joined Percival Aircraft until moving to Heston Aircraft in 1937 and then serving as an instructor in the RAFVR during the war. The club moved to Stapleford Tawney in 1954 by which time the fleet had grown to one Hornet Moth, 4 Tiger Moths, 4 Austers, 2 Geminis, a Messenger, a Proctor and a Dragon Rapide with Neville Browning back as an assistant instructor to Sidney Parker together with P Ayles, W J Evans, J M McMahon, D Phillips and A R Seward. Broxbourne then closed for flying.

Classification: Private grass aerodrome.
Controller: Herts and Essex Aero Club, Broxbourne Aerodrome, Nazeing.
Altitude above Mean Sea Level: 85 feet.
Grid Reference: 51° 44' North 00 00.
Operator: Herts and Essex Aero Club.
Railway Station: Broxbourne LNER, 1 mile.
Omnibus service: To Broxbourne;
Green Line to Oxford Circus.
Telephone number: Hoddesdon 2453 and 267.
Telegraphic address: Hoddesdon 2453.
Facilities: 450 yards North to South.
630 yards North-East to South-West.
500 yards East to West.
560 yards South-East to North-West.
Four wood lock ups with 14 feet doorway and
10 wood lock ups with 12 feet wide doors.
Fuel, oil and water.

Minor repairs made by own ground engineers.
Club house.

Obstructions: West side: 25 feet high telegraph wires
along road.

Local regulations: Pilots should avoid flying over Wal-
tham Abbey explosives area situated
2 miles South of aerodrome.

14. RADLETT AERODROME

Sqn Ldr Tom H England, DSC, AFC, RAF (Retd), was the chief test pilot and technical adviser for Handley Page Ltd which firm had started building sturdy aeroplanes in 1907. He had served in the RNAS from 1914 and retired from the RAF in May 1927. He was to resign from the company in 1935. Early in 1928, he was joined by Maj James L B H Cordes who had served in the Gloucestershire Regiment in 1914 until 1918, being seconded to the RFC in 1916. He was demobilized from the RAF in 1919 and then flew for Kingsbury Aviation. After moving to Wearne Bros in Singapore in 1921, he re-joined the RAF on a Short Service commission until 1928. One of Maj Cordes' first tasks in March 1928, was to collect J9182, Avian III, from Woodford. On his flight to Cricklewood, he was forced down by bad weather onto the land of Mr Slaughter at New Parkbury Farm, Radlett. He reported favourably on this site as a future aerodrome so that 152 acres were purchased in September 1928 and brought into use in May 1929. As a result, the aerodrome at Cricklewood was closed on 8th November 1929, although the factory continued in production.

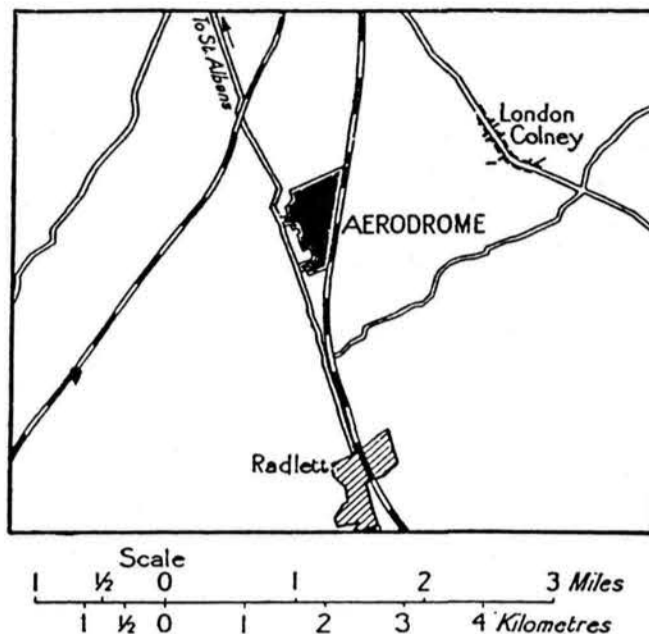
The official opening was performed on 7th July 1930, by HRH Prince George (later Air Cdre HRH the Duke of Kent who was killed on active service on 25th August 1942, in a Sunderland flying-boat en route to Iceland). The first new-type flight at Radlett was made by Sqn Ldr England and Maj Cordes in HP.42 G-AAGX "Hannibal" (c/n 42/1), on 14th Nov 1930. By the end of 1931, Imperial Airways had received all of its order for this type and Handley Page then built military aircraft until the HP.74 Hermes for BOAC in 1945.

Other first flights made by Maj Cordes were J9130, HP.38 Heyford prototype on 12th June 1930; K3489, HP.50 Heyford on 21st July 1933; K4240, HP.52 Hampden, on 21st June 1936, and K6933, HP.54 Harrow on 10th October 1936. On 25th March 1937, Harrow K6940 of No 214 (Bomber) Sqn flew down from RAF Scampton with 2 crews to take delivery of another. Coming in to land from the East over Napsbury Farm, the Harrow collided with the roof of the kitchen car of the LMS St.Pancras-Manchester (Central) express. Although the aeroplane was destroyed, the only casualties were the 8 aircrew with slight injuries.

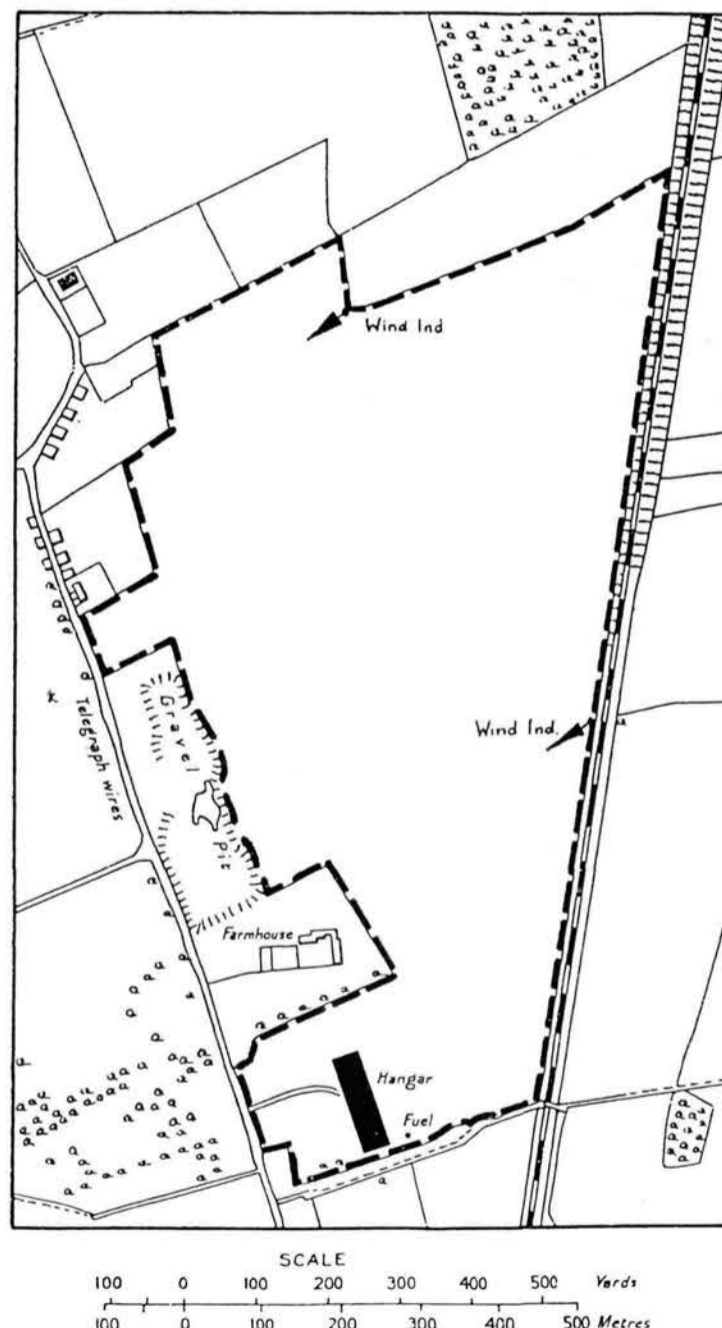
In 1941, Maj Cordes became the manager of No 7 Aircraft Assembly Unit, RAF Hooton Park. The aerodrome was later extended and Mr Slaughter's farmhouse was demolished in the process. During the war production was centred on the Halifax which had made its first flight at RAF Bicester.

Sir Frederick Handley Page, Kt, CBE, had been the President of the Society of British Aircraft Constructors in 1938-39. In September 1946 and 1947, the first post-war SBAC displays were held at Radlett. Sir Frederick resisted attempts to absorb his company into a conglomerate as happened to most of the British aircraft industry. After his death, attempts to gain orders for the HP.137 Jet-stream were thwarted by dithering in government circles and the firm's financial support was withdrawn. An American company stepped into the breach but also fell by the wayside when its financial backers withdrew. Handley Page Ltd became another part of aviation history and the aerodrome closed in September 1970, although there has been some occasional aeroplane movement after that date.

Classification: Private grass aerodrome.
Controller: Handley Page Ltd, Cricklewood, London, NW2.
Altitude above Mean Sea Level: 240 feet.
Grid Reference: 51° 43' North 00° 20' West.
Operator: Handley Page Ltd.
Railway Station: Radlett, 1½ miles; St Albans, 3½ miles.
Omnibus service: To St Albans, Radlett and London.



Telephone number: Radlett 6234.
Telegraphic address: Radlett 6234.
Facilities: 1150 yards North to South.
1100 yards North-East to South-West.
700 yards East to West.
900 yards South-East to North-West.
Fuel, oil and water.
All repairs.
Obstructions: East side: 40 feet railway embankment on
boundary.
North side: Wood, 150 yards distant.
Note: Sheep and cattle are grazed when
flying is not in progress.
Local regulations: Except in case of real emergency,
permission must be obtained from the
Controlling Authority before this aero-
drome is used.





Above: Rapides for Turkey with the national marking on the rudder and previous registrations deleted but Turkish registrations not yet applied. *Below:* Turkish Rapide registered TC-ERK. Both photos refer to Extract 4.3.49. (via Jack Meaden)



A: 13.5.49 p.536 - Bristol 170 G-AIFF c/n 12766, originally the Mk.XI prototype Freighter with rounded wingtips which increased the span to 108 ft. It remained a test aircraft with Bristol and was modified to become the prototype Mk.21 with more powerful Hercules 672/673 engines. The purpose of the flight was to measure the strains on the rear fuselage during yawed cruising flight, and single engine climb rate. During single-engine climb the fin structure failed and directional control could no longer be maintained. The aircraft crashed into the English Channel 12 mls SE of Portland Bill. Later G-AHJJ crashed near Cowbridge 21.3.50 during similar tests, which led to the addition of the dorsal fillet and stronger fin on the Mk.31.
*p.558 - The WAAC Dove which crashed 2.5.49 50m SE of Benin was VR-NAG c/n 04049, Capt D J Sullivan. The wreck was found on 4.5.49. Modified oil coolers were fitted to WAAC Doves after this accident.

A: 20.5.49 Ads - The only Anzani-engined Pou known to have survived WW2 was Claybourne's G-AEKR. It was badly damaged in a hangar fire at Finningley in 1970 and the engine was used in the replica BAPC.121 "G-AEKR".
*Ads - The Drone was probably G-AEKV which was at Tadmarton House, Banbury when inspected by the Air Ministry in 8.39, owned by Maj E Crossley (Archive p.83/38). By 1950 it was owned by H H Cairns and being rebuilt by RAF ground staff at Upper Heyford. It survives with Mike Beach at Brooklands.
The half-built monoplane was probably the unregistered Crossley Tom Thumb, started at Banbury in 1937 and which also still exists, as BAPC.32 stored by the Midland Air Museum.

A: 27.5.49 p.618 - East African Airways bought the following Lodestars from Sabena: VP-KHA (2013) ex OO-CAI; VP-KHB (2420) ex OO-CAS; VP-KHE (2421) ex OO-CAV. The five ex-BOAC aircraft were VP-KFA (2076) ex G-AGBT, VP-KFB (2071) ex G-AGBS, VP-KFC (2091) ex G-AGBV, VP-KFE (2070) ex G-AGBR and VP-KFF (2095) ex G-AGBX. Ten DH.89A in service at the time were: VP-KCV (6849), VP-KCW (6875), VP-KCX (6876), VP-KCY (6874), VP-KEA (6890), VP-KEB (6891), VP-KEC (6893), VP-KED (6895), VP-KEE (6496) and VP-KEF (6831). The first four would be the ones leased from the Ministry of Supply and originally also included VP-KCT (6803) to G-AGNH for the Civil Air Attache in Baghdad, and VP-KCU (6848) which crashed at Garsen, Mombasa 28.6.46. VP-KCV, W and Y were offered for sale locally, the first becoming G-AGOW in 1956, the second VP-YNN in 1955 and KCY still in Kenya when written

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As usual we start with a couple of 'oldies' before last issue's observations commencing 1.4.49.

A: 11.2.49 p.150 - Rapide G-AFEN c/n 6399, included in the Cotama list as LV-AGV, has also been reported as becoming Israeli Air Force "1307" and 4X-ACN of Arkia. Source A-B Digest 1-2.79.

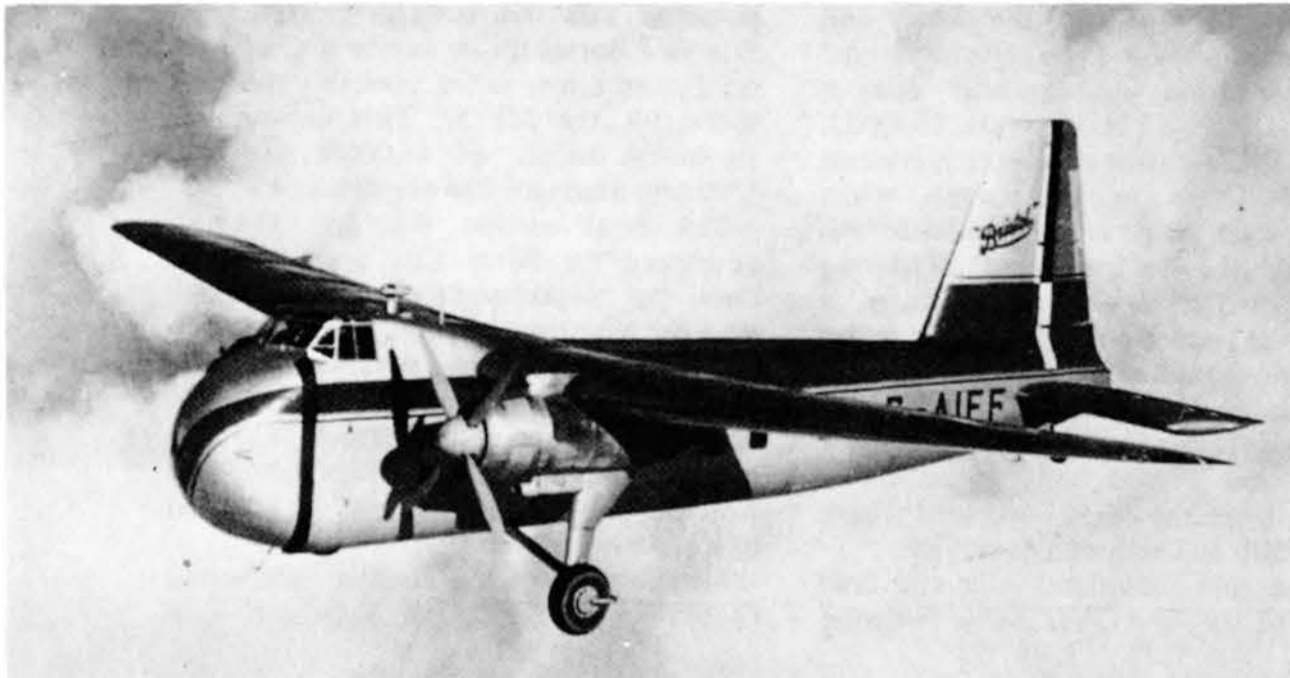
A: 4.3.49 p.252 - We have a photo of some of the Devlet Hava Yollari DH.89As ready for delivery devoid of Turkish registrations. Although TC-ERK is listed on p95/54 as a DH.86B c/n 2355, another photo shows these marks applied to a Rapide. Was this a question of re-use or an error?

A: 1.4.49 p.373 - The LAC Halton which crashed at 0300 on approach to Schleswigland 21.3.49 was actually Halifax C.8 G-AJZZ c/n 1396 ex PP334. Capt Robert J Freight and two crew were killed, radio operator slightly injured. It had made 89 trips to Berlin as a fuel tanker. (Nearly four hours later Halifax G-ALCX damaged its u/c on landing at Schleswigland).
*p.373 - Skyways York G-AHFI c/n 1316 crashed due to stall on approach to Gatow from Wunstorf carrying freight 15.3.49, having completed 147 Berlin Airlift sorties. Date 16.3.49 also quoted but as this was a night accident (2008 GMT) this is understandable. Capt P C Golding and two crew were killed.

A: 8.4.49 Ads - Although five GAL Cygnets survived the war it is possible to eliminate the least likely candidates for this sale. G-AFVR, G-AGAU and G-AGBN were all restored to Newman Aircraft Ltd in 2.47; G-AGBA was restored 2.47 to R L Whyham who was forming Air Navigation & Trading Co Ltd at Squires Gate. G-AGAX had remained with GAL following CofA issue 7.11.44 until it was sold 2.48 and seems likely to be intended experimental engine mount.

A: 29.4.49 p.469 - Terence Horsley was editor of the Manchester-based "Sunday Empire News".

F: 5.5.49 p.535 - The provision of Airspeed Consuls for the UNO operation in Palestine was a joint Air Enterprises Ltd and Morton Air Services Ltd operation. The two Croydon-based companies in turn leased Consuls from other operators. A total of seven aircraft were involved between 24.7.48 and 23.4.49. They included:
G-AGVY Air Enterprises Ltd UN serial unknown, crashed near Hairture village, Lebanon 14.2.49 en route Beirut to Amman. Pilot G E Whitehead and radio operator S Burden were both killed.
G-AHFT Morton Air Services Ltd, as UN99.
G-AIOT Air Enterprises Ltd, as UN97.
G-AIUR Chartair Ltd, as UN95.
G-AIUU International Airways, as UN102.
G-AJLJ Air Enterprises Ltd, as UN96, was damaged at Beirut 11.11.48 when struck on the ground by a USAF C-47 "8958".
Air Enterprises also used DH.89A G-AFMJ as "3" on UNO duties.



Left: Bristol Freighter Mk.21 prototype G-AIFF in test markings flying with one engine stopped and propeller feathered. In a similar test on a single-engine climb it was lost when the fin structure failed. Note the absence of dorsal fillet applied to later marks to correct this weakness. (via Jack Meaden)

off 23.12.61.

The four current Doves would be VP-KDE (04117), VP-KDF (04118), VP-KDG (04119) and VP-KEJ (04120).

*p.619 - Sidney Cotton's Aeronautical & Industrial Research Corporation Ltd had the following five Lancastrians and operated in Pakistan as Onzeair Ltd:

G-AHBZ Mk.3 (1294), to Pakistan 8.3.49 as AP-ACQ.

G-AJPP Mk.2 (R3/CB/485418) ex G-AKFI, VL979 (which had been re-regd by Skyways to avoid radio confusion with their York G-AHFI), to Pakistan 14.7.48.

G-AKJO Mk.4 (RY/LB/591121), to Pakistan 14.7.48 AP-ACO.

CF-CMX Mk.1 ex FM184, to Pakistan .48 as AP-ACL.

CF-CMW Mk.1 ex KB730, to Pakistan .48 as AP-ACM, w/o at Mauripur airfield, Karachi 1.8.48.

It is possible that the aircraft apprehended at Warangal, Hyderabad on 10.7.48 was G-AJPP since this did not then become Pakistan-registered. It was certainly identified in a second, dropped charge relating to a shipment of Oerlikon anti-tank guns from Basle to Karachi which the paperwork identified as consigned to Chile. Hyderabad was a Muslim-ruled state in southern India which had attempted to remain independent after the partition of India and Pakistan. India mounted a blockade in 1948 followed by an invasion 13.9.48. Cotton pleaded guilty, claiming later that this was to protect members of the former Hyderabad Government from having to give incriminating evidence.

F: 26.5.49 p.612 - "Alexander the Swoose" was probably named "Swoose" (half swan, half goose) because of its repairs using parts from all the wrecked aircraft which it survived. Many sources now omit the "Alexander" part - does anyone know who he(?) was? Vic Smith suggests that "Alexander the Swoose" was the name of a song about a swan/goose and that the correct name of the aircraft was "The Swoose - It Flies?" However, Dan Hagedorn who works with the NASM says that it was always just "The Swoose". After bombing raids against the Japanese in Java, Boeing B-17D 40-3097 survived the Phillipines campaign to be used as the personal VIP transport of the Panama Canal Department/Caribbean Defense Command Flight Section CO and was flown all over Latin America. It then became a

ground training airframe for New Haven cadets until purchased by the City of Los Angeles for \$300 as a war memorial before they presented it to the National Air & Space Museum who have it in storage at their Silver Hill restoration facility. [In a quick plug we should mention that readers may be interested in Dan Hagedorn's new book in which *The Swoose* is featured. "ALAE SUPRA CANALEM: The Sixth Air Force and Antilles Air Command in WW2" will be published in November by Turner Publishing Co, PO Box 3101, Paducah, KY 42002-3101, USA at \$34.95]

*Ads - Capt H R A Edwards' Avian IVM advertised at Basingbourne would be G-ABEE. It was flown there from Denham 3.6.49 for CofA renewal but remained, dismantled, until rebuilt by R P Green & ptrns in 1951. The wings were used to restore G-EBZM in 1965 and the remains went to Australia in 1978 to assist the restoration of VH-UVX, ex G-ABLF, by A G Murrell.

A: 10.6.49 p.678 - The Greek DC-3 crash involved SX-BAI c/n 12162 which crashed at 1835 in a storm en route Kavalla-Athens on 6.6.49. The outer starboard wing failed in a strong updraught.

*Ads - The Pitcairn PA-19 autogyro was G-ADBE c/n H87, owned by The Hon A E Guinness. It was scrapped at Kenley in 1950.

With thanks to Geoff Allen, John Battersby, Noel Collier, Dan Hagedorn, John Havers, Jack Meaden, Vic Smith, John Withers.

The latest batch of Extracts now follows:

Flight June 30th 1949:

* p.765 - (re Flight 25.11.48) In an article written by Michael Townsend, he related the story of his aborted round the world flight with Mrs Richard Morrow-Tait in Proctor G-AJMU "Thursday's

Below: Boeing B-17D 40-3097 "The Swoose", patched-up survivor of the Phillipines campaign, became General Brett's personal transport and in 1948 went to the National Air & Space Museum. (via Jack Meaden)



Right: The final item in the last issue p.95/54 was about the last Whitley, LA951. It was handed over to Armstrong Whitworth 9.6.43 for glider-towing trials. (via Jack Meaden)



Child". It was forced down with engine icing problems in Alaska, near the junction of Eagle and Alaska Highways on 21.11.48 en route Anchorage to Whitehorse, Yukon. A successful forced landing on the Highway was wrecked because the roads are marked with 5 foot high marker poles so that they can be seen in snow drifts. Unfortunately, the width between marker poles is less than the Proctor's wingspan!

Flight July 7th 1949:

* p.22 - In a letter entitled "A National Aeronautical Museum?", R G J Nash of Weybridge states that he has had such a scheme in mind for over 20 years and to this end has been steadily collecting from Europe and America as many interesting items as possible". He indicated that he had concentrated on mechanical transport on land and air in the period 1800 to 1918 and his museum had accumulated over 100 original specimens of bicycles, automobiles and aircraft plus a library of books etc. Other items had been promised. He then mentioned that he now had very complete details of the history of his Fokker D.VII from the German Air Ministry and French sources. He also implied that some of his collection had been lost in the War. *Whilst the Nash Collection eventually went to store at Heathrow in the 60s and most survives, can anyone fill in the past?*

* p.27 - In an article on the second post-war Grand Prix de Meaux (near Paris) held "recently" was a photo of an airworthy Caudron G.III "circa 1914" being demonstrated. It was registered F-AFxx. *What was this and its fate?*

Aeroplane July 8th 1949

* p.54 - MacRobertson Miller Aviation DC-3 crashed nr Perth 2.7.49, killing all 18 aboard.

Aeroplane July 15th 1949

* p.77 - An article on the history of Icelandic commercial aviation noted that this began in 1937 with the formation of Flugfelag Akureyrar, which commenced flying in 1938 with a Waco YKS. The airline became Flugfelag Islands HF in 1940. A second Waco was bought in 1942, followed by two Rapides in 1944. Its fleet at April 1949 comprised a DC-4 (TF-ISE "Gullfaxi"), 2 DC-3s, 2 Cansos and one each of a Catalina, Goose, Rapide and Norseman. All aircraft had names suffixed "faxi" (meaning "pony"). A second company, Loftleidir, was formed in 1945 by Kristinn Olsen, Alfred Eliasson & Sigurdur Olafsson using an ex-Canadian Stinson on fish-spotting flights as well as general passenger/cargo & mail. This company now had 4 Grumman amphibians, 2 DC-4s and a DC-3.

* p.84 - A South African company run by Peter van der Woude, Pretoria Light Aircraft Co (Pty) Ltd, had acquired a licence to build Piper Vagabond and Clipper aircraft. Production had commenced and thirty Clippers were to be built initially, seven in 1949. (Also Aeroplane 29.7.40 p.146)

Aeroplane July 22nd 1949

* p.91 - on 12 July, KLM Constellation "Franeker" struck a hillside 3 ml NE of Santa Cruz Airport, Bombay in bad monsoon weather and after several landing attempts, killing all 10 crew and 35 passengers. It was returning to Holland from Indonesia on a special charter for journalists. Ironically, the Connie used for the outbound trip

was "Roermond" which itself crashed into the sea off Bari, Italy on 23rd June on its return flight from Batavia, killing all 33 aboard.

Aeroplane August 5th 1949

* p.178 - A seriously overloaded C-46 crashed into the sea on take-off from Puerto Rico on June 7th following loss of power in the starboard engine. All 53 aboard were killed.

* Ads - A sale by auction of a Cirrus-powered BA Swallow (with C of A current to 20.3.50) was to take place at Sale Yard Cattle Market, Glasgow on 10th August 1949.

Flight August 18th 1949

* p.186 - The British Air Attache to Turkey, Air Cdre Gilbert Bartholemew, his assistant Wing Cdr S N L Maude and five others were killed in a crash of a Turkish military aircraft following take-off from Etimesud Aerodrome, Ankara on 14th August. The party were en route to Smyrna to meet a unit of 32 Squadron Vampires from Cyprus. (Also Aeroplane 26.8.49, p.249).

Flight August 25th 1949

* p.218 - During an air display at Kallang, Singapore on 20th August, a Gemini being demonstrated by Arthur Newark, Acting Director of Civil Aviation for Singapore and Malaya, ditched in Singapore Harbour. It floated and was later towed ashore.

Aeroplane September 9th 1949

* p.353 - Recently discovered in Australia was the 1924 Beardmore Wee Bee ultralight exported there in the 30s. It had been in store since 1939 but was in good condition and was being restored by Vincent Boyes of Victoria who hopes to have it flying soon. (Also Flight 6.10.49, p.458).

* Ads - "Bargain" - DH.60G Moth; C of A expired 11.48 - Best offer over £50 (Box No.)

Aeroplane September 16th 1949

* p.410 - Canadian Pacific DC-3 crashed 40 ml from Quebec on 9th September killing all 4 crew and 19 passengers. En route Montreal to Baie Comeau. It was reported in Aeroplane 30.9.49, p.488 that Albert Guay had been arrested and charged with murdering his wife and others by planting a bomb aboard.

Flight September 22nd 1949

* p.378 - Warden Aviation Co have just completed the reconstruction of a Blackburn Monoplane with a 50hp Gnome. It was built in 1912 by mechanic George Watson (currently manager - experimental dept at Blackburns) to the order of Francis M Glew. Its last flight was in 1913 and it was now flown again by Gp Capt Wheeler at the RAF Henlow Battle of Britain Display. (Also Aeroplane 7.10.49, p.495). In a letter from the Publicity Manager of Blackburns published in Aeroplane on 9.12.49, p.799, it was confirmed that it had been built at Balm Road, Leeds in 1912 but was not assembled and flown until early 1913 at Lofthouse Park, near Wakefield.

Aeroplane September 23rd 1949

* p.420 - A Qantas Empire Catalina was blown up and sunk at Rose Bay, Sydney on 27 August shortly after arriving from Noumea. The remains of a crude time bomb were found. (Also Flight 22.9.49, p.382)

* p.422 - In a Battle of Britain Display report it was noted that Drone G-AEKV was in the static park at Upper Heyford "having been reconstructed by ground personnel at the Station".

Aeroplane September 30th 1949

* p.484 - There was a review of Italian airlines for 1948. Aerea Teseo was one of the first post-war enterprises but was taken over by Salpanavi in early '48 and closed down; part of its fleet was sold in Egypt (possibly the Fiat G.212s and SM.95s to SAIDE, referred to elsewhere in the article). Avio Linee Italiane (ALI), founded in 1926, absorbed Transadriatica (5 DC-3s based Venice), Airone (4 Fiat G.12Ls), SISA (5 DC-3s based Trieste) and Ali di Sicilia in the year. Its fleet is now 3 Fiat G.212s, two C-53s and a C-47.

Linee Aerea Transcontinentali Italiane (LATI) had recently been formed to operate Transatlantic services with two SM.95s to Caracas. The first aircraft (I-LATI) was delivered 7.3.49 and commenced services 18.5.49.

Alitalia is 40% owned by BEA and 47.5% by Italian Govt and was formed out of the Anglo-Italian agreement of 16.9.46. Its present fleet is 5 SM.95s, 5 Lancastrians and 5 Fiat G.12Ls. Linee Aerea Italiane (LAI) was formed 9.46 and is 30% owned by TWA and operates 16 DC-3s. It will probably acquire DC-6s for long haul routes.

Aeroplane October 7th 1949

* p.514 - A Mexican-owned civil aircraft crashed into Popocatepetl Mountain, nr Mexico City on 27 September killing all 24 aboard.

* p.514 - A FAMA DC-4 crashed Castilla, 100 mls from Buenos Aires on 27 September killing 5 and injuring 19.

Aeroplane October 14th 1949

* p.523 - Harold Lough White was found guilty on 8th October of the illegal export of two Consuls to Palestine. G-AHMC and G-AICZ left Gatwick on (respectively) March 2nd and April 10th (1949?) for Eire after White had obtained export licences to operate the aircraft in that country. However, they arrived in Palestine on (respectively) March 13th and April 20th. *Whilst the clandestine exports to Spain during the Civil War have been the subject of several articles and books, little seems to have been reported in any collected way about the various exports to Palestine/Israel in the late 40s. Can someone now do this justice?*

Flight October 20th 1949

* p.516 - Two Bristol Freighters are being operated by West African Airways on behalf of The War Office for troop movements and training for the Royal West African Frontier Force. When not so required, they may be used for civil purposes. *Identities and did they use military serials?*

* p.518 - Four Finnish students bought a wrecked 1929 Klemm L.25 in 1946 which was damaged when it fell through the ice on landing in 1941 and had spent the next five years in open storage. Originally owned by a Major Bremer and in very bad condition, it has been rebuilt at Mikkeli and redesigned with a 28 hp Poinard engine (from a Pou du Ciel) replacing the original 20 hp Mercedes. The main wheels were off a Soviet Pe2 and the aircraft, now registered OH-KLA, had been test flown by K J Temmes. *A photo appears in the Archive Special Complete Registers of Finland of the Klemm in original guise as K-SABA, does anyone have a photo with the Poinard engine?*

* p.520/522 - The hull of a Supermarine Sea Eagle was presented to BOAC by Hubert Scott-Paine, brother of the designer. It was received by John Brancker, general manager of Eastern Division.

* Ads - For sale - Vultee Valiant (Wasp Junior B-985-AN3) recently flown Atlantic and with zero mechanical problems (Box No.) *For more information on this see article in Flight 6.10.49, p.462. It was BT-13 NX54084 acquired by Mrs Morrow-Tait for her Round The World trip and was named "Next Thursdays Child" after the demise of the Proctor "Thursdays Child" which was destroyed in Canada. [See 30.6.49 above.] However, what happened to the Valiant?*

Aeroplane October 21st 1949

* p.549 - The first production Short Sealand crashed into a hillside in fog at Soangereid, nr Lindesnes, Norway on 15th October en route from Oslo to Stavanger. It was on a demonstration tour of Scandinavia and all four aboard were killed. These were George Puddicombe and Hugh Adams of Shorts, pilot Flt Lt Denis McCall (on loan from MAEE Felixstowe) and Shorts' Norwegian representative, Ole Berg-Olsen. (See also 28.10.49, p.582 and Flight 20.10.48, p.520 & 27.10.48, p.567)

Flight November 24th 1949

* p.686 - Two Chinese airline companies controlled by the Nationalist Government found their fleets depleted when recently 10 C-46s belonging to China National Aviation Corporation and one C-46 and a new Convair of Central Air Transport Corporation took off from Hong Kong and joined the Communist forces in Shanghai and Peking.

Aeroplane November 25th 1949

* p.741 - Aero Holland aircraft missing en route Tunis to Oslo on 20th November with 4 crew, 29 children and 2 nurses.

Aeroplane December 9th 1949

* p.798 - Air France DC-4 crashed on landing at Lyons-Bron on 29th November en route Paris to Tunis, killing 3 (of 5) crew and 2 (of 32) passengers.

* p.798 - REAL (Brazil) DC-3 crashed nr Riberao Claro on December 1st en route Sao Paulo to Jacarezinho; killing 20 of 22 aboard.

Flight December 15th 1949

* p.758 - Carried a photo of a home-built all-electric car built by Mr Ralph Nelson of Bristol using the nose of a Bristol Blenheim. The car registration number was JAD 347, *what was the Blenheim?*

Flight December 22nd 1949

* Ads - For sale - Short Scion Int - £600 - can be seen Blackpool. Ashworths Ltd, Copse Road, Fleetwood.

Aeroplane December 23rd 1949

* p.853 - A DC-3 crashed into the Potomac River on landing at Washington on December 12th; 4 of 23 aboard killed.

Flight December 29th 1949

* p.819 - A 350cc Villiers engine has been fitted to the original Scud Ill glider by R Swinn of London Gliding Club. The aircraft has been self-launched, has reached 5,200 ft and on reaching the desired height the engine is retracted into the fuselage. It can also be wound out again and restarted from the cockpit.

Aeroplane December 30th 1949

* p.879 - Pak Air DC-3 crashed into high ground 35 mls from Karachi on December 12th en route from Lahore to Karachi; 4 crew and 22 passengers killed.

* p.879 - A Mexican airliner crashed NW of Jalapa, Mexico on December 17th, 17 killed.

Book Reviews continued . . .

Svenskt civilregister 3, SE-CAA to SE-CZZ by Lars E Lundin. 86 pages A4 softback. Swedish Aviation Historical Society, PO Box 308, S-101 24 Stockholm.

The now-familiar presentation of the complete Swedish register in parts continues with this section covering mainly the mid 1950s and early 1960s. The data is easy to follow although translations from the Swedish would be useful in places for non-nationals. Most of the aircraft are illustrated but the increasing use of block allocations to types makes 100% tally unnecessary in this period. There are some gems such as the short-lived Ju 86K SE-CBO and Dragon Rapide SE-CDI. There are float-planes and skiplanes, local products such as the Vipan and SAAB B18A, and even Austers and Tiger Moths are still plentiful among the Cessnas and Pipers. Recommended standard reference work.

Man and Aerial Machines. Subtitled "A publication for those with a serious interest in the Aeronautical History of Australia". Published every two months, this has now reached issue 50 and if you haven't yet seen one it is well worth a look. Intended to total about 140 pages per year, this A4-size publication covers a wide range of topics particularly from the pre-war era. UK subscription rate for economy air mail is \$A36.00 per year from Trevor W Boughton, Man and Aerial Machines, PO Box 231, Nelson Bay, NSW 2315, Australia.

Complete Civil Registers : 3

New Zealand



PART FIFTY-ONE

ZK-CVC Transavia PL-12 Airtruk 707 19.9.67
Transair Leasing Co Ltd, Auckland, op by Barr Bros Ltd, Ardmore. Sold to Transfield (NZ) Ltd, Auckland 10.12.70, still op by Barr Bros. To Air Contracts (1969) Ltd, Masterton 13.10.72; to Air Services (1979) Ltd, Masterton 15.8.80. Last flown 1980, regn cld 23.10.86 as wfu.

ZK-CVD Transavia PL-12 Airtruk 708 9.10.67
Transair Leasing Co Ltd, Auckland, op by Barr Bros Ltd, Ardmore. Op by Air Contracts Ltd, Masterton 8.68. Sold to Barr Bros Ltd, Ardmore 22.10.69. Crashed at Puhoi 24.1.77, regn cld 2.2.77.

ZK-CVE Transavia PL-12 Airtruk 709 20.11.67
Transair Leasing Co Ltd, Auckland, op by Barr Bros (HB) Ltd, Waipukurau. Crashed Craggy Range, nr Hastings, 13.5.68. Regn cld 7.8.68.

ZK-CVF Cessna 185A Skywagon 0504RR 1.8.67
Ex (N2504Z), ZK-CCL, ZK-CTN. Rebuild. Rural Avn (1963) Ltd, New Plymouth. To Okair Avn Ltd, Christchurch 11.12.67; to Mt Cook Air Services Ltd, Timaru 19.1.68; to Mt Cook & Southern Lakes Tourist Co Ltd, Christchurch 18.7.73, op by Mt Cook Airlines. Crashed Tasman Glacier 20.8.89, regn cld 11.9.89. Repaired. Restored to Heliplane Services Ltd, Hamilton 14.12.90; to Contract Linemarkers (SI) Ltd, Timaru 6.8.91; to W N Arnold, Nelson 28.4.92; to Nelson Air Charter Ltd, Nelson 4.11.93. Current.

ZK-CVG Cessna 185C Skywagon 0681R 1.8.67
Ex (N2681Z), ZK-CGD. Rebuild. Rural Avn (1963) Ltd, New Plymouth. To Okair Avn Ltd, Christchurch 11.12.67; to Mt Cook Air Services Ltd, Timaru 19.1.68; to Mt Cook & Southern Lakes Tourist Co Ltd, Christchurch 18.7.73, op by Mt Cook Airlines. Collided with AS.350D ZK-HEA, Fox Glacier 27.6.92; regn cld 13.7.92.

ZK-CVH Taylor JT.1 Monoplane AACAA 49/1 8.8.67
K M Krippner, Te Awamutu. Sold to V M Patterson, Dargaville 1.3.71; to G J Wright, Dargaville 1.7.75; to N R Leaf, Dargaville 17.7.78; to H L Middleton & H A Ross, Dargaville 29.10.81; same owners, Papakura 24.11.81; to H L Middleton, Pukekohe 11.4.85. Crashed Pukekohe 16.12.88; wfu and stored, regn cld 23.9.93.

ZK-CVI Piper PA-28-140 Cherokee 28-20859R 11.8.67
Ex ZK-CNH. Rebuild. Canterbury AC, Christchurch, f/f 9.9.67. To Hauraki AC, Thames 28.10.70. Cr at Thames 3.1.79, regn cld 10.3.86.

ZK-CVJ Piper PA-28-160B Cherokee 28-1147 7.9.67
Ex N7284W. W J McClure, Christchurch. Crashed Puketa, Kaikoura 29.3.69. Regn cld 14.8.69.

Above: Cessna 185C ZK-CVG equipped with skis at Mount Cook airfield on 3.4.72. (R W Kerr)

Below: Barr Brothers were the main operators of Airtruks with twenty-one in all, ZK-CVC included. (W Zwakhals col)



ZK-CVK Bristol 170 Freighter 31 13179 3.11.67
Ex G-18-171, PAF: S.4416, AP-AMN, VH-BFA. SAFE-Air Ltd, Blenheim, d/d 11.11.67. Not put into service, broken up for spares, Blenheim 1969. Cld 5.4.72.

ZK-CVL Bristol 170 Freighter 31 13192 27.10.67
Ex G-18-184, PAF: S.4436, AP-AMP, VH-BFB. SAFE-Air Ltd, Blenheim, d/d 5.11.67. Not put into service, broken up for spares, Blenheim 1969 (parts used in ZK-CVY). Regn cld 5.4.72.

ZK-CVM Volmer VJ.22 Sportsman AACAA 11 .67
Reserved for G S Smith, Dunedin. Possibly sold to W Underwood? Ntu.

ZK-CVN Jodel D.9 Bébé AACAA 54 6.10.67
R B Stratton, Tauranga. To W D Power & J R Hobday, Fielding 20.8.74; to I R Blake, Masterton 13.12.76 to A B & E F Belworthy & P R McKay, Masterton 13.5.85. Current.

ZK-CVO Bearn GY-201 Minicab NZ 5 DBL 19.10.67
G R Ager, Auckland. Not completed, cld 2.4.91.

ZK-CVP Jodel D.11 Club AACAA 57 2.11.67
R J Thompson, Bunnythorpe. To R Smith & D A Barrott, Paihia 18.10.78; to P M Duncan & J R & D Brown, Temuka 23.4.85. Current.

ZK-CVQ Taylor JT.1 Monoplane AACAA 47 6.11.67
J W Morris, Whenuapai. Not completed, cld 24.9.90.

ZK-CVR Registration not yet allotted.

ZK-CVS Fletcher FU-24 135 10.11.67
Air Parts (NZ) Ltd, Hamilton. Regn cld 11.12.67 as sold to Australia, regd VH-BBH 11.1.68.

ZK-CVT Fletcher FU-24 136 10.11.67
Air Parts (NZ) Ltd, Hamilton. F/f 10.1.68. D/d to



*Left: Fletcher FU-24 in basic all-white coat prior to delivery to Australia in early 1968 (Wim Zwakhals collection)
Below, left: Turbulent ZK-CVX sporting a smart sliding canopy at Nelson 9.9.72.
Below, right: Airtourer ZK-CWB which unfortunately crashed in its fifth year with Wellington Aero Club. (both R W Kerr)*



Australia 20.1.68. Regn cld 5.3.68 as exported. Regd VH-BBM 5.2.68.

ZK-CVU Fletcher FU-24 137 10.11.67
Air Parts (NZ) Ltd, Hamilton. F/f 12.2.68. Regn cld 6.5.68 exported to Uruguay, d/d ex AKL 1.3.68. Regd CX-BHH-R-F, then CX-BHH-R.

ZK-CVV Fletcher FU-24 138 10.11.67
Air Parts (NZ) Ltd, Hamilton. Regn cld 6.5.68 exported to Uruguay, d/d ex AKL 27.3.68. Regd CX-BHI-R-F, then CX-BHI-R.

ZK-CVW Fletcher FU-24 139 10.11.67
Air Parts (NZ) Ltd, Hamilton. D/d to India ex AKL 24.6.69 and operated there by Airwork (India) Ltd. Regn cld 18.2.71 as sold to Australia. VH-DVW regd 2.3.71, w/o 2.4.81.

ZK-CVX Druine D.31 Turbulent AACAA 40/1 15.11.67
R A Muncaster, Nelson. To R Trewavas, Motueka 14.11.72; to R Smith, Paihia 13.9.74; to D F R McMillan, Kaikohe 8.2.79; to L A Compton, Masterton 15.4.81 "Tweetie Bird"; to A P K Turner, Masterton 6.9.85; to A M Saunders, Wellington 30.9.88. Current.

ZK-CVY Bristol 170 Freighter 31 R12937 23.11.67
Ex G-18-111, G-ALSJ, EI-AFQ, G-ALSJ, ZK-BMA. SAFE-Air Ltd, Blenheim; rebuild using parts of ZK-CVL. In service 18.12.67. "Merchant Porter", later "Merchant Wayfarer". Wfu at Blenheim 14.12.81. Regn cld 25.3.82.

ZK-CVZ Bearn GY-201 Minicab AACAA 56/1 20.12.67
R G Biggar, Hamilton. Not completed. Cld 21.6.90.

ZK-CWA AESL Airtourer 115 506 16.1.68
NZNAC & Air New Zealand Flying Club, Auckland. F/f 16.2.68 Hamilton. To Aero Engine Services Ltd,

Hamilton 27.3.72; to Whakatane District Flying School, Whakatane 18.5.72; to A C Thomson, Te Awamutu 15.3.79; to A B Williams, Te Awamutu 23.2.92; to O A Thomson, Te Awamutu 6.11.92; to Wanganui AC, Wanganui 9.3.93. Current.

ZK-CWB AESL Airtourer 115 509 13.2.68
Wellington AC, Wellington. F/f 25.3.68 Hamilton. Crashed nr Featherston 24.11.73. Regn cld 20.2.74.

ZK-CWC AESL Airtourer 115 510 22.3.68
Southern Districts AC, Gore. F/f 27.4.68 Hamilton. To Wanganui AC, Wanganui 16.4.71; to R C Buchanan, Cromwell 17.10.83; to Tony Millen Avn Ltd, Christchurch 19.1.93. Current.

ZK-CWD AESL Airtourer 115 511 22.3.68
Mercury Bay AC, Whitianga. F/f 13.5.68 Hamilton. Crashed nr Whangamata 3.2.73. Regn cld 26.6.73.

ZK-CWE AESL Airtourer 115 516 12.8.68
Middle Districts AC, Palmerston North. F/f 2.9.68 Hamilton. To Waitamata AC, Ardmore 13.7.73; to M J Johnstone & J Fenton, Ardmore 13.5.76. Crashed Te Kowhai 23.1.77. Regn cld 21.12.88.

ZK-CWF Bristol 170 Freighter 31 R12826 12.1.68
Ex G-AINK, G-18-92, WH575, G-AINK, ZK-AYG. Rebuild using wings of ZK-CLU. SAFE-Air Ltd, Blenheim "Merchant Freighter", i/s 20.9.68. Wfu Nelson 2.2.85, regn cld 12.3.85. Preserved at Nelso Founders Museum.

ZK-CWG Taylor JT.1 Monoplane AACAA 43/1 15.1.68
G McNicol, Taradale. To I L Cameron & A H Klenner, Kapunui; to I L Cameron, M A Farr & B R Corbett, Hawera. Regn cld 9.4.92 "whereabouts unknown".

ZK-CWH Beech D55 Baron TE-471 2.2.68
Ex N7037N. Alexander Helicopters Ltd, Wanganui; arr 16.2.68. Regn cld as sold to Australia 6.6.73, d/d ex Auckland 29.5.73, regd VH-EVE 13.6.73.

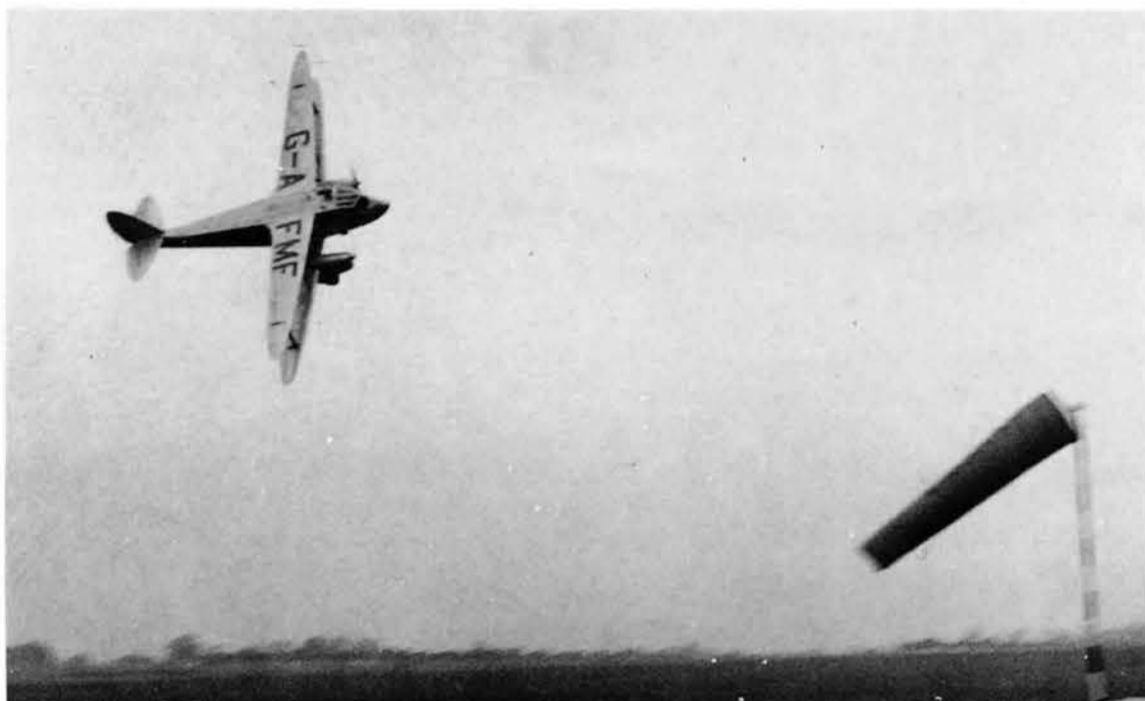
To be continued



Left: Beech D55 Baron ZK-CWH was used by Alexander Helicopters for five years before being sold to Australia where it is still current as VH-EVE. (Wim Zwakhals collection)

Casualty Compendium

PART FIFTY-EIGHT



Right: DH.89A Dragon Rapide G-AFMF seen in a tight turn at low level on an unknown date prior to its accident in Northumberland on 19.2.54. (via Jack Meaden)

- 13.2.53 The Air Outremer DC-3 F-OAHY c/n 12793 was definitely destroyed on 13.2.53 at Muong Sai in Laos.
- 5.1.54 Turkish State Airlines DC-3 TC-BAG c/n 19616 Fleet No.51 crashed on high land nr Lapseki en route Istanbul - Canakkale, killing two passengers and two crew with three passengers and three crew injured.
- 6.1.54 Skyways York G-AHEY c/n 1302 inbound from Malta overshot landing at 2013 hrs at Stansted, Capt Jacobs, five crew and 43 passengers on board. Repaired and remained in service until 1964.
- 8.1.54 DH.84 Dragon VH-ARJ c/n 2080 of Mandated Airlines ran off the runway at Wewak airstrip, New Guinea. Pilot W F Englebach and check pilot N F Layther. Two passengers slightly injured.
- 10.1.54 SAS Douglas DC-6B OY-KMA c/n 43548 "Torkil Viking" crashed on take-off into snow wall at Bromma, Sweden for Tokyo via Copenhagen and nosewheel collapsed. Capt Nordfors, seven crew and thirty-five passengers unhurt.
- 10.1.54 "Converted twin-engined bomber" was Douglas A-26B N65Y c/n 7240 ex 41-39527 of Fullerton Oil Co, operated by Grand Central Aircraft Co. After take-off from Grand Central Airport, Glendale, California, it struck power lines and houses fatally injuring an occupant of one house, G Alexander, although the pilot Davis S Thayer and the copilot Lawrence Bassett were only slightly injured.
- 11.1.54 DC-3 HK-160 c/n 19540 of Avianca crashed on high ground at Gambin nr Manizales, Colombia. En route Medellin - Armenia (or Bogota - Ipiales?), it had been diverted to Manizales due to bad weather. Capt Arcesio Aria, 2 crew and 20 passengers killed.
- 14.1.54 Philippine Airlines Douglas DC-6 PI-C294 c/n 42902 "Mindoro" crashed on approach to Rome-Ciampino when port outer engine (or one or both starboard engines?) caught fire. Company Chief Pilot Capt Ira Broome, 8 crew and 9 passengers killed. Was on Beirut to Rome sector of Manila to London service.
- 14.1.54 Czechoslovakian DC-3 (? or possibly an Li 2) still unidentified, destroyed on take-off at Prague for Moravska and Otrava. All 4 crew, 11 passengers killed. 15.1.54 also reported.
- 17.1.54 Aaxico (American Air Export & Import Co.) Curtiss C-46 N1849M c/n 22471 en route Ogden, Utah to Travis AFB was diverted to Oakland, California, due to strong crosswinds at Travis. Port engine failed on approach at 0330 hrs and the C-46 hit the water but Capt Paul La Prade and copilot Grant Dick managed to retain control and circled before making a belly landing on the airfield. Repaired.
- 19.1.54 Noorduyn Norseman N58723 of Alaska Airlines damaged at Bethel, Alaska but 4 occupants not seriously hurt.
- 20.1.54 Convair 240-0 N94244 "Flagship Peoria" of American Airlines suffered boost pump failure resulting in feathering of one propeller shortly after take-off from Buffalo, New York but Capt Charles Hillburn made belly-landing in a field with only three injuries from the 3 crew and 21 passengers on board.
- 26.1.54 DC-3 LV-ACM c/n 9490 of Aerolineas Argentinas was damaged but survived until 1959.
- 31.1.54 Aigle Azur DC-3 F-BGXD c/n 13312 destroyed when gear retracted during take-off at Dien Bien Phu, Indochina. A reported date of 12.8.54 is incorrect and may be the result of confusion with a missing DC-3 of 11.8.54 which will appear in a later entry.
- 4.2.54 Bristol Britannia second prototype G-ALRX c/n 12874 was force-landed onto mudflats at Littleton-on-Severn in the Severn estuary after a fire in number three engine while on a test flight from Filton aerodrome. Reduction gear failure had caused the severe oil fire. Test pilot A J "Bill" Pegg and 12 others, including two representatives of KLM, were unhurt. Two days later the wreck, which had been submerged by the tide, was towed ashore by Churchill tank and salvage continued until 24.2.54. Fuselage used for instructional purposes at Filton. The aircraft's nose can still be found at Boscombe Down.
- 11.2.54 Lodestar SE-BUF c/n 2070 (ex G-AGBR) of Dagens Nyhet newspaper, operated by Airtaco, forced-landed on ice 2.5 km from Skeppsholm airfield, Sundsvall, Sweden. Capt Lundqvist and engineer on board uninjured. The aircraft suffered only propeller and landing gear damage and survived until wfu in 1960. (It was famous later for landing at Budapest 31.10.56 with medical supplies during the Russian invasion of Hungary.)
- 17.2.54 Undercarriage of El Al Curtiss C-46 4X-ALF c/n 33271 (or 261?) failed to lock down and collapsed on landing at Schiphol. A small piece of wood was found to have blocked a hydraulic line. Repaired.
- 19.2.54 DH Dragon Rapide G-AFMF c/n 6432 (ex G-AFMF, Z7256) of Oldstead Airlines, Yeadon, crashed due to ice accretion and burnt out at Simonburn near Hexham, Northumberland. This was a former Gloster Aircraft communications machine 13.10.42 to 8.10.45, later rebuilt with parts of G-AHXY (which crashed at Renfrew 27.12.48) and was operated by Oldstead from 4.50. It was carrying seven members of the University of Durham boxing team from Woolsington to Dublin but only pilot B Waugh and two passengers were injured.
- 19.2.54 Short Sunderland was Sandringham 2 LV-ACT of Aerolineas Argentinas, c/n SH.43C ex ML843, G-AHRE, damaged hull on rocks when taxiing on the Alto Paraguay river at Villa de Concepcion, Paraguay. Survived until 1967.
- 24.2.54 Vickers Viking G-AKBH c/n 264 "Sir Henry Morgan" of Eagle Aviation Ltd belly-landed at Torslanda, Sweden, inbound from Aalborg at 1443 local time. Undercarriage failed to extend. No injuries among 27 passengers, Capt Storm-Clark and 4 crew. Aircraft repaired.

- 25.2.54 Indian Airlines DC-3 VT-ATU c/n 20358 crashed near Jamuna bridge, Delhi at 1030 local time during a test flight (to attempt to determine the cause of an earlier accident at Nagpur in December 1953) killing Capt Amber and two crew.
- 26.2.54 Western Air Lines Convair 240-1 N8407H c/n 37 Fleet No.807 missing between Casper, Wyoming and Rapid City, South Dakota, had overflowed Casper due to heavy snowfall but crashed in the Rochelle Hills near Wright Junction 35 miles west of Newcastle, Wyoming. Capt M R Cawley, 2 crew and 6 passengers killed.
- 3-4.3.54 Eleven, rather than ten aircraft were damaged by Vietminh commando attack at Gia-Lan airport, Hanoi, Indochina at 0400 hrs on 4.3.54. Aigle Azur Boeing Stratoliners F-BELV (1996) and F-BELY (2000) were damaged; Beavers F-OAMH (420), F-OAMI (440) destroyed; DC-3s F-OAPA (13472) damaged, F-OAPC (4969) beyond repair; Consul F-BCJE (5130) destroyed. Air Outre Mer Bristol 170 F-DABI (12741) and DC-3 F-OANH (6172) both damaged. Autrex DC-3s F-BEFP (26058), F-OAOE (12017) both damaged. (At this time member Vital Ferry was in charge of accident enquiries in north Indochina and he has provided additional details of other accidents. He is also the author of "Les Ailes du Dragon" a 48-page illustrated article on civil aviation in Indochina 1946-55 published in the latest issue of our French Branch magazine "Le Trait d'Union" No.162, July/August 1995 and thoroughly recommended.)
- 7.3.54 DC-4 N88884 c/n 27313 "Clipper Lightfoot" of Pan American damaged nose, two engines and propellers when it overran the strip in a heavy storm at Nandi airport, Fiji, on returning from a successful Search & Rescue flight. Three crew and six observers unhurt.

With thanks for answers above contributed by: Geoff Allen, Brian Austria-Tomkins, John Battersby, Ken Carter, Herman Dekker, Vital Ferry, John Havers, Rolf Larsson, Klaus Mackiewicz, Jack Meaden, Vic Smith, John Wegg and John Withers. Thanks too for the recent contribution from John Hopton clarifying several pre-war Australian casualties - this will be published as soon as is practical.

Now on to another batch of casualties to identify from 1954:

- 12.3.54 Junkers LV-ZBE crashed near Catamarca, Argentina during an anti-locust flight.
- 13.3.54 BOAC airliner total loss at Singapore, 31 passengers and 2 crew killed.
- 13.3.54 Aigle Azur aircraft shot down by mortars at Dien Bien Phu, Indochina.
- 13.3.54 Autrex aircraft destroyed on landing at Xieng Kouang, Laos.
- 14.3.54 Queensland Airlines lost aircraft on training flight at sea off Mackay, Queensland.
- 15.3.54 Southwest Martin 202 belly-landed at Oxnard Airport, California.
- 16.3.54 Continental Airlines Convair crashed near Midland Airport, Texas, no fatalities.
- 17.3.54 KLM aircraft overran runway on landing at St Kitts, British West Indies.
- 19.3.54 Polish airliner crashed at Limanova, location?
- 25.3.54 Aeronaves de Mexico airliner crashed near Monterrey.
- 25.3.54 TWA airliner destroyed after undercarriage failed landing at Chicago.
- 3.4.54 Turkish State Airlines aircraft exploded after takeoff from Adana for Ankara and Istanbul.
- 8.4.54 BOAC airliner lost at high altitude over Tyrrhenian Sea 30 mls north of Stromboli.
- 8.4.54 North Star of Trans Canada Airlines collided with RCAF aircraft over Moose Jaw, Saskatchewan.
- 10.4.54 Linee Aeree Italiane aircraft destroyed at Ciampino airport, Rome.
- 13.4.54 Lockheed F-74 (sic) of Societe Indochinoise de Ravitaillement crashed at Xieng Kouang, Laos.
- 13.4.54 Scottish Aviation York overran runway on trooping flight at Luqa, Malta.
- 16.4.54 Air France aircraft lost cargo door in flight near Bromma, damaged two engines, emergency landing.
- 23.4.54 Aerolineas Argentinas DC-3 total loss, 21 passengers and 3 crew.
- 25.4.54 Autrex aircraft overran runway in an emergency landing at Nam Bac, Indochina.
- 27.4.54 British registered Rapide force-landed near Gulu, Uganda on delivery to Madagascar.
- 30.4.54 Cargo aircraft of Air Laos destroyed by engine fire after take-off from Tan Son Nhut.
- 30.4.54 Darbhanga Aviation DC-3 struck trees and crashed near Dum Dum Airport, Calcutta.
- 1.5.54 Light aircraft of Cie Laotienne de Commerce et de Transport destroyed landing at Tien Yen, Tonkin.
- 12.5.54 Beaver N116838 (sic) crashed after take-off from Medellin, Colombia.
- 13.5.54 Flying Tiger aircraft damaged at West Palm Beach, Florida.
- 15.5.54 DC-3 of Jamair crashed on landing at Saugaon, West Bengal on cargo flight.
- 21.5.54 Autrex cargo aircraft crashed in Red River East of Hanoi, three crew killed.
- 22.5.54 New Zealand National Airways airliner crashed when engines failed on approach at Paraparaumu.
- 23.5.54 Messerschmitt wrecked in a forced-landing near Laxa, Sweden.
- 28.5.54 Karachi Aero Club aircraft crashed on landing at Country Club Aerodrome, Karachi.
- 28.5.54 Tasman Empire Airways flying boat damaged by fire in Auckland Harbour.
- 29.5.54 Linea Aerea Nacional aircraft swung on landing at Porvenir, Chile, burnt out.
- 31.5.54 DC-3 of Transportes Aereos Nacional crashed near Belo Horizonte, Brazil.
- 2.6.54 Cessna twin on a demonstration flight crashed near Eagle, Colorado.
- 3.6.54 Sabena freighter carrying pigs from Blackbushe to Beograd, attacked by a jet fighter over Yugoslavia.
- 4.6.54 Varig aircraft crashed on take-off and destroyed, Sao Paulo, Brazil.
- 7.6.54 Bellanca of Alaska Coastal Airlines badly damaged at Tulsequah, British Columbia.
- 8.6.54 DC-3 of Cosara missing on Tourane - Saigon flight.
- 10.6.54 DC-4 of Transocean damaged by fire on take-off at Keflavik, Iceland.
- 11.6.54 Aerovias Ecuatorianas flight carrying \$10,000,000 crashed between Ibarra and Tulcan.
- 15.6.54 Douglas of Great Lakes Airlines burnt out after an emergency landing at Gage, Oklahoma.
- 15.6.54 Delta Airlines aircraft badly damaged at Atlanta, Georgia.
- 19.6.54 Swissair Geneva-London flight came down in the sea off Folkestone.

To be continued



Left: One requiring identification from a little later in 1954, this KLM Constellation appears to be doing a passable impression of a beached whale. (via Herman Dekker)

FEED BACK

THE FOKKER F.VII SERIES

Avro 10 c/n 231, VH-UXX:

John Hopton has unearthed a technical report on VH-UXX dated 24.3.42 when the aircraft was inspected at Townsville, Queensland. (The document implies that the a/c was hastily erected at Salamana, New Guinea, for flight to Australia ahead of the impending Japanese invasion of the island) Although structurally sound and with 100 hours remaining on the engines, there was still work required before a new CofA could be issued. John is not certain that VH-UXX did not fly again after this report, but it did not leave Garbutt aerodrome, Townsville, where it was said to have been covered with earth to form the core of new firing butts - see photo. It is even suggested that it may still exist there.

Right: Avro Ten VH-UXX stripped and derelict at Garbutt aerodrome, Townsville, probably in late 1942. Behind is the base frame of the firing butts against which the Ten was bulldozed and then covered with earth. (via John Hopton)

Below: The Fairey Primer G-6-5, showing the modified fin and rudder, at White Waltham in 1949. (H A Taylor via Peter Green collection)



Above: Cyprus Airways Trident 5B-DAB, in "Trident Sun Jet" colour scheme, at Nicosia in March 1995, over twenty years since it was disabled in the Turkish invasion of July 1974. (Bill Grundy)

COMPLETE REGISTERS OF CYPRUS

The Trident tail section shown in the photo on p.94/91 must be that of 5B-DAE. Photographic evidence from Bill Grundy shows that 5B-DAB is in fact still at Nicosia Airport, engineless but largely intact.



THE FAIREY PRIMER

The second Fairey Primer c/n F8456 may well never have worn the marks G-ALEW even though it survived for three years. Test flown as G-6-5 in 1948 it was still in those marks when photographed at White Waltham in 1949, retaining the long rear cockpit fairing but with a much-modified taller fin and large rudder. An extension to the rear fuselage was necessary to replace the earlier lower rudder position.

GONE - BUT NOT FORGOTTEN

RAMSGATE: To try to clarify Cobham's whereabouts: he names his tour locations as Ramsgate on 1.8.35 and the No.2 Tour at Ramsgate 23.8.33 and Birchington 24.8.33.

CARLISLE (KINGSTOWN): Post-war the Border Flying Club was owned by Russell Whyham's Air Navigation & Trading Co Ltd of Blackpool which claimed to operate Argus, Hawk Trainer, Auster and Tiger Moth types. On 6.12.51 a company called Merchant Airways Ltd was registered, with Kingstown Aerodrome given as the address. Directors were Capt D E Vaughan, G C S Whyham (AN&TCo) and W/Com J O Davis (Osmond Davis & Co Ltd). It does not appear to have commenced operations.

DESFORD: Sir Alan Cobham's Air Display visited Desford on 14.7.32 and is also recorded at Leicester 20.9.34 but it is not known if this was Desford. The Leicestershire Aero Club also had three Hawker Tomtits shortly before WW2. These were in store at Desford when Alex Henshaw purchased G-AFIB, G-AFTA and G-AFVV early in 1941. Post-war, Reid & Sigrist had DH.89As G-ACYR, G-AIYY; Proctors G-AIIW, G-AIKK and Tiger Moths G-AJHS, 'JHT and 'JHU.

Right: Pilots of No.7 EFTS outside the camouflaged control tower at Desford in May 1941. (via John Havers)

CROYDON WATCH LOG

- 31.7.37 Swallow G-ADJM was owned by E S Baker, who force-landed it in the Channel en route Ostend - Lympne on 14.5.38.
- 3.8.37 Buchegger's flight in G-ABBX was Croydon - Cardiff - Hamble - Croydon; his 1936/8 log book is now in the P.R.O..
- 5.8.37 SP-PZP was one of the few pre-war Polish marks to be re-used. The PZL P.26 had been cancelled in 1936 and the marks allocated to an RWD 13 owned by Polskie Zakłady Philips, the Polish Philips company - which explains why it was coming from Eindhoven. It had demonstrated ambulance flying in the Netherlands on 3.7.37 and also visited France, Belgium & Germany that summer.
- 10.8.37 "Windingim" was probably "Winding In" (the trailing aerial).
- 22.8.37 G-RM was unlikely to have been G-AERM which was used by the Air Attaché in Germany from 12.36 to 10.37 and was flown in Berlin on 23.8.37. More probable is Avro 652 G-ACRM c/n 698 of Air Pilots Training Ltd.
- 26.8.37 Capt L V Messenger (see this issue) was the pilot of G-AAUC "Horsa" on the occasion of its desert incident 29.8.36 recorded in Casualty Compendium p89/109, 90/26 and 90/54.
- 8.2.38 Percy was possibly Capt J T Percy, Imperial A/W. Pilots: 21.8.37 Douglas S King was killed when G-AFKD crashed near Loch Lomond 22.4.40.





Above: The tricycle-gear Moth Minor receiving nosewheel attention while the tail is held down by the weight of designer Phil Smith.

Right: Phil Smith seated on the tail looking rather glum - has the nosewheel collapsed again? The tailplane can be seen to be strut-braced and to have wool tufts attached to investigate airflow over the surface. (John Cunningham via Gordon Swanborough)



THE DH.94 MOTH MINOR

The publication of the DH.81 Swallow Moth drawings on p.95/27 certainly did reopen the debate about the link, if any, with the Moth Minor. Clearly there was a common philosophy behind the two aircraft, the DH.81 design for a light, cheap monoplane tourer being shelved because of economic conditions and the need to solve some undesirable flight characteristics when company efforts were being expended elsewhere. The DH.94 design team was led by J H Phillips (who had produced the Swallow Moth drawings, a further common factor) and J P (Phil) Smith. Some readers may have seen the photos in "Aeroplane Monthly" for September 1994 of the twin-fin, nosewheel undercarriage Moth Minor. Thanks to Gordon Swanborough we are now able to reproduce these here. Gordon's research reveals that this version never flew but was used to investigate a simplified control system inspired by that introduced by Fred Weick in his Ercoupe. Phil Smith recalls that the experimental Moth Minor had a tendency to turn left when taxied, rudder control being insufficient to counteract propeller torque. The resulting strain on the nosewheel led to collapse and the war intervened before the problem could be solved. The trials were first mentioned in "Flight" 17.11.38 (although future flying trials were then clearly intended) which referred to it as a tricycle test bench. This helps to date the experiment between 11.38 and 9.39. What was the identity of the tricycle airframe? Reference to Archive p.85/119 shows an AJJ/Peter Green photo of E.6 with the same cockpit detail, same unpainted cowling, and a bare piece of rear decking around the fin/tailplane attachment points that could match the location of the twin-tail fitment. That winter scene could show the test aircraft after reversion to normal layout - assuming that it was not simply scrapped. We await further deliberations with interest but as an aide-memoire here are the Archive pages on which earlier references to the DH.94 development saga have appeared: 85/83 to 87, 85/119, 86/88, 86/116, 88/27 and 95/27.

THE DH.114 HERON

- 10903 Did G-ALZL really fly in Morton colours in 1951? It flew for about six weeks for them in 1952 when still in BEA colours which it had worn for some time. It was certainly seen at Croydon 28.6.52 on a passenger flight from Jersey with Morton's Chief Inspector A J McFie in attendance.
- 14007 As XL961 may have originally been intended for Princess Margaret's East African Tour but as stated it was restored as G-AMTS in 8.56. The tour commenced in 10.56 using Heron C.3 XH375 c/n 14059 of the Queen's Flight. G-AMTS crashed on 10.7.61, not 16.7.61. It was taking off on three engines on a training flight when it struck a post, crashed and burnt. The two crew, Capt Altman and one other, were both killed. Owned by Humber Ltd, it was being operated by Pressed Steel Co at the time.
- 14015 Cancellation of G-AOXL 13.09.71 was to LN-BFY but it was restored to JF Airlines for the ferry flight to Norway only. In 1984 it was donated to Flymuseet Sola, rebuilt with parts from 14020 LN-

BFX and in 1987 put on display in Braathens colours as "LN-PSG" representing c/n 14002.

- 14016 JA6162 is preserved and displayed (in 1995) by Nakomoto Cleaning, No945 Jyoge, Jyoge Machi, Kounu Gun, Hiroshima.
- 14020 According to K Sato, JA6156 was not regd until 31.10.60. The NAHS gave parts of LN-BFX to Flymuseet Sola (see 14015 above) and scrapped the remainder in the mid-80s.
- 14024 JA6151 is displayed (1995) at Kamo Drive-Inn, Saijo-cho, Higashi Hiroshima City, Hiroshima.
- 14027 JA6159 display location is Kaizuka Kotsu Koen (Kaizuka Transport Park), 7-18-13 Hakozaki, Higashi-Ku, Fukuoka City, Fukuoka.

THE MILES M.65 GEMINI

- 6297 G-AJZS used a private strip at Goring-on-Thames, it was damaged landing there on 14.9.57 when with White-Spinner Ltd.
- 6324 G-AJEX. One killed in crash at Panshanger. At the time it was owned by E F Thurston and operated by Morley Aviation Ltd, Stapleford.
- 6446 Whitbread's G-AJZO was badly damaged when it ran into a ditch on landing at a farm at Farleaze near Norton, Gloucestershire on 14.4.57.
- 6514 Whitely (Rishworth) Ltd's G-AKHK was being operated by Yorkshire Flying Services Ltd, Yeadon, when it crashed due to engine failure at Montpellier 30.8.59.
- 6516 F-BDAG was damaged during a tornado in Madagascar on 11.1.57 - probably the final straw.
- 6524 G-AKHW owned by Plymouth Airport Ltd, assured Aviation Associates Ltd, operated by Plymouth Aero Club, was damaged when struck by a helicopter(1) at Plymouth 11.3.59 and again when it overturned taxiing at St Mary's, Scilly Is 10.11.59.
- WAL/C/1006 G-AMME was operated by Yeadon Aviation Ltd, certainly when damaged there on 14.10.58.
- 75/1007 The photo of Aries G-35-1 (Archive p.95/27) was taken at Redhill on the first outing after manufacture (which must make it 21.3.51 therefore?) when the pilot forgot to lower the undercarriage and the Aries skidded to a halt on the wet grass. Richard MacDemitria, then an F G Miles Ltd manager, is one of the onlookers.

COMPLETE REGISTERS OF MALTA

- 9H-AAZ now known to be S5-DCY in Slovenia, 7.93.
- 9H-AAZ was originally N11C.
- 9H-ABC sold as ZK-NAD 16.12.94, regd 4.1.95. Name now used by 9H-ACO.
- 9H-ABG cld 29.3.95, regd N810AL and dep Malta on ferry to USA 31.3.95. Name now used by 9H-ACP.
- 9H-ABM was originally N9700N, then N14210, G-BFII.

With thanks for the contributions of: John Battersby, Ian Burnett (A-B News), Peter Green, Bill Grundy, Kay Hagby, John Havers, Harm Hazewinkel, John Hopton, Richard MacDemitria, Tony Morris, John Pike, Colin Smith, Martin Smith, Vic Smith, Gilbert Sunderland, Gordon Swanborough, John Wegg and John Withers.

No.4 1995

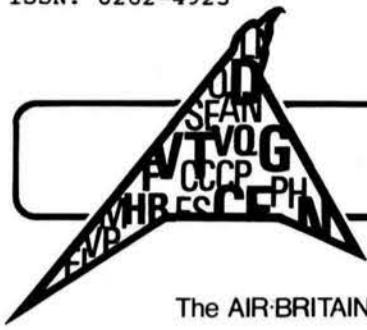


ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



Heron C2 c/n 14059 XH375 of the Queen's Flight flying the standard of the Duke of Edinburgh who is taxiing in on the two outers on a visit to Silver City Airways at Ferryfield on 5.4.56. The *Whole Truth* Heron production listing continues inside this issue. (via Jack Meaden)



The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington
 Editorial address: The Haven, Nympsfield Road,
 Nailsworth, Gloucestershire GL6 0EA

Two unexpected goodies appear in this issue, with a bit of re-arranging of contents as a result. Readers may be surprised to find two **Fact Files**, one being the continuation of Jack Meaden's **Elly Beinhorn and the Heinkels** which has one more part to run. The other, **The Brown Monoplane revealed**, is the most welcome result of in-depth original research by Ken Ellis - once again we are able to re-write history accurately.

The **Japanese Civil Register 1919-45** has been gestating for some time, beginning as a 5-page document produced by Richard Bueschel many years ago. Having acquired a copy via Peter Keating, the Editor started to circulate it for additions and it gradually grew. By the time that Jack Meaden had spent six months combing through his printed and photographic sources, adding further entries and expanding existing ones, it had reached 18 pages! In its present state it probably represents the sum of available

knowledge about the actual register which we do not believe has been published in this form. We are most grateful to Jack for the efforts that have gone into compiling this material.

We have squeezed **Extracts** and **Casualty Compendium** a little to retain them, and also continue with the **Croydon Watch Log**, which is producing some interesting feedback, and the **DH Heron** history.

Sadly, many readers will already be aware of the sudden death of **Flt Lt Gilbert R Sunderland RAF (Retd)** on September 12th. Gilbert was a stickler for accuracy and detail as the Editor's files bear out, but behind the research there was a dry sense of humour much appreciated by friends and family alike. His substantial records will pass into the care of the Yorkshire Air Museum but we already have several contributions on file for future **Archive** use, including a number of the **Gone - but not forgotten** series: an apt title perhaps as a fitting memorial to his work. Readers who responded to his appeal for information in the last **Archive** may like to contact the Editor with a view to compiling more of the same.

We are intending to begin the **Civil Register of Ghana** in the next issue and will also restore **New Zealand** to its rightful place. Meanwhile, at least two **Extracts** items, on the **Blackburn monoplane** and **Aircraft illegally exported to the Middle East** should see the light of day in their own right.

We have received some interesting **HOW, WHAT, WHERE?** items on the **Brussels Oxford / G-AFFM** suggestion and on why **Elly Beinhorn** was in **Venice** in Spring of 1930 (both p.95/58) but these will now have to wait until next time.

CLOSING DATE FOR NEXT ARCHIVE : JANUARY 15th 1996

Casualty Compendium

- Continued from page 95/112:

Photo p.95/82 showed KLM L.1049C PH-LKY (4509) "Triton", Capt A Viruly, which crashed on take-off at Shannon 0340 hrs 5.9.54. Flaps raised too early and aircraft failed to climb. Three crew and 25 passengers died of 56 occupants, most from asphyxiation but 2 drowned during rescue attempts. Aircraft broke up in gale the next night. Another view (Right) shows the fuselage broken ahead of the wings and one missing tail-fin/rudder. (via Herman Dekker)



With thanks for the contributions of John Battersby, Peter Berry, Ken Carter, A R Clint, Vernon Crooks, Antoin Daltun, Tony Doyle, Kay Hagby, Dan Hagedorn, John Havers, Harm Hazewinkel, R A Hutton, Peter Marson, Jack Meaden, Ken Measures, Tony Morris, Keith Palmer, Vic Smith, John Wegg and John Withers.

Now a further batch of casualties requiring identification:

- 23.6.54 Uruguay-registered Seabee crashed on take-off at Sao Paulo, Brazil.
- 26.6.54 Skyways aircraft destroyed after engine failure at Hohenofen near Gatow, Berlin.
- 27.6.54 American Airlines Convair collided with US Navy Twin Beech near Port Columbus, Ohio.
- 27.6.54 American Air Export & Import Co aircraft badly damaged near Benson, Arizona.
- 30.6.54 Philippine Airlines DC-3 damaged on take-off at Lahug Airport, Cebu City.
- 1.7.54 National Airlines DC-6 nosewheel collapsed on landing at New York (which airport?).
- 4.7.54 Air France aircraft aborted take-off at Zurich, overran runway causing nosewheel collapse.
- 14.7.54 Report of Brazilian C-46 of Loide Aero Nacional which finished landing overrun partly in the sea.
- 19.7.54 Auster Autocrat crashed on take-off at Denham just after midnight. Possibly stolen.
- 23.7.54 Cathay Pacific aircraft shot at by Chinese fighters, ditched off Hainan Island.
- 24.7.54 Aaxico C-46 damaged in engine fire and belly landing near Salt Lake City.
- 24.7.54 Dragon Rapide of Maluti Air Services wrecked at Leribe, Basutoland.
- 26.7.54 Northwest Airlines aircraft struck unauthorized (!) lorry on runway during take-off run at Tokyo-Haneda.
- 29.7.54 Arabian Desert Airlines aircraft undershot and undercarriage collapsed landing at Kuwait.
- 30.7.54 Aircraft of Northern Wings crashed landing near Donkin, Nova Scotia.
- 3.8.54 Air France aircraft crashed and burnt out near Preston, Connecticut.
- 5.8.54 Vickers Viking of Misrair damaged in heavy landing at Luxor airport.
- 9.8.54 Dragon of Mandated Airlines caught fire while taxiing at Hayfield, New Guinea.
- 9.8.54 Alaska Airlines aircraft hit mountain 25 miles NW of McGrath, AK, destroyed by fire.
- 9.8.54 Avianca aircraft turned left instead of right on departure from Lajes Airport, Azores; hit mountain.
- 11.8.54 Elizabethan of BEA collided with Air France DC-4 over Paris, both landed safely.
- 12.8.54 Autrex aircraft never arrived Hanoi on flight from Saigon.
- 15.8.54 Airwork aircraft approaching Blackbushe for emergency landing stalled and crashed short of runway.
- 16.8.54 Air Vietnam freight aircraft destroyed in attempted emergency landing at Pakse, Laos, crashed into river.
- 22.8.54 Braniff Airways airliner crashed in heavy thunderstorm near Mason City Airport, Iowa. 28th also quoted.
- 23.8.54 KLM flight from New York via Shannon missing in North Sea after reporting 20 miles from Amsterdam.
- 25.8.54 Air France aircraft overran landing at Gander, Newfoundland, and dbr but all 67 on board survived.
- 27.8.54 North Central Airlines aircraft overran on icy runway at International Falls Airport, Minnesota.
- 4.9.54 Air Outremer aircraft written off landing at Gia Lam Airport, Hanoi, Vietnam.
- 12.9.54 Cruzeiro do Sul DC-3 ditched (crashed?) in sea, Guanabara Bay, Rio de Janeiro. To be continued . . .

The Japanese Civil Register 1919-45

Introduction

Until after WW2 little was known in the Western world about early Japanese aircraft. Except for the few individual aircraft included in *Jane's All The World's Aircraft* even 1930s aircraft were practically unknown. When Japan entered the war in December 1941 it was thought that Japanese aircraft were obsolete in design and it came as a shock to find that the mostly second-line Allied aircraft of overseas units were no match for Japanese fighters. Due to lack of knowledge of the Japanese aircraft met by Allied forces, a system of code names was introduced - boys' names for fighters, girls' names for bombers, and names of trees for trainers. As a result these aircraft are still more readily remembered by those who took part by their code names. Where they applied to aircraft on the civil register they are here given thus: ('Thora').

The great majority of aircraft from early Japanese history became known in the West only after the publication in eight volumes of *Encyclopaedia of Japanese Aircraft 1900-1945* by Tadashi Nozawa which was in Japanese with headings and aircraft names in English. Only in 1990 was an English language publication available for the pre-war period, this being *Japanese Aircraft 1910-1941* by Robert C. Mikesh and Shorzoe Abe, (Putnam). This is recommended for those requiring more information on the aircraft of the period. Reference has also been made to Aireview's three volume work *The Fifty Years of Japanese Aviation 1910-60* (Kantoshia Co Ltd) the bulk of which is in Japanese.

Although the Japanese Civil Register was started soon after WW1, no attempt is known to have been made to publish what is known, although individual enthusiasts such as Richard M. Bueschel have compiled lists and it was his early attempt which formed the inspiration for this register. Due to lost information it can never be complete, but additions and amendments have been made by various Air-Britain specialists to whom it has been circulated. Thanks are due to Donald M. Hannah who has incorporated his research into Japanese airlines together with extensive notes made from registers published between 1929 and 1936 by Bureau Veritas, and to Phil Butler and Charles Cain for their assistance.

To make these little-known aircraft more readily appreciated, in addition to illustrating as many types as possible a brief general description has been given against each, followed by engine details. Where possible the range of horsepowers is given, and where only one figure is quoted it is usually the normal or rated horsepower, subject to the reliability of original references. The earlier engines are sometimes water-cooled and this is stated. The majority are air-cooled which is not stated. As with airframes, engines were often licence-built and the licensed builder is stated where known. Some early water-cooled engines had 3 rows of cylinders and were known as 'broad arrow'. For brevity, these are now usually called 'W' and this description is used here.

Following the early years when Japanese civil aircraft were mostly privately-built one-offs, Western aircraft were purchased for military use. Aviation was controlled by the military authorities and at an early stage types of aircraft found suitable were produced by the Army under licence. The result was often the same type of aircraft foreign-built and Japanese-built operating together side-by-side. At this distance in time it is often impossible to say which is which, and even when c/ns have survived, any attempt to do so would be little more than guesswork in many cases.



Above: Although the registration is hidden, this Nieuport 24/Ko 3 civil conversion has an additional fuel tank under the centre section and was used in the Tokyo - Osaka mail competition in November 1922.

All photos via Jack Meaden unless otherwise credited.

In this list the first name given is normally that of the design company, followed by that of the Japanese company. This applies whether they were the license builder or only the Japanese agent for the type. Where there was more than one manufacturer of a type the major manufacturer is given, with explanatory notes where more information is available. Licensed building enabled manufacturing capability to be accumulated, and the making of small improvements led to further development of existing designs. Some new designs were produced by the Army, but the leader in new designs was the Navy, largely by Yokosho, the Naval Air Arsenal at Yokosuka. Production was passed on to civil manufacturing companies, who progressed to producing their own designs.

The pre-war registrations in Japan consisted of the national letter J followed by a dash and four other letters, the first of which identifies the approximate date or period of issue. It is apparent that the Japanese Civil Register did not allocate registrations solely on the basis of registration date. However the periods in which various batches were used appear to be approximately as follows:

J-T### series : 1919 - 1920s
J-C### series : 1920s
J-K### series : late 1920s - early 1930s
J-A### series : 1930s
J-B### series : late 1920s - early 1940s
J-D### series : late 1930s - early 1940s
J-E### series : late 1930s - early 1940s

It will be seen that these overlap each other, and breakdowns in each series were not purely by date. By the 1930s there appeared to be a breakdown by the last letter for particular owners, eg:

J-BA#A and J-BB#A Mainly to Asahi Shimbun
J-BA#B To private owners
J-BA#C Mainly to Mainichi Shimbun
J-BA#D To private owners
J-BA#E Mainly to Nippon Koku KK (NKKK)
J-BA#F To private owners
J-BA#G To private owners
J-BA#H To miscellaneous owners
J-BA#I Mainly to Nippon Koku Yuso Kenkyusho (NKYK) and C.Inouye
J-BA#J To miscellaneous owners
J-BA#L to J-BC#L To private owners
J-BA#O to J-BC#O To Nihon Koku Yuso KK (NKYKK)

In the following lists, where a letter is unknown or unidentified a # is substituted. An unconfirmed letter, for example one partially obscured on a photograph, is underlined in the text. The registration batches are arranged chronologically below, aircraft being listed in alphabetical order within each batch. Individual aircraft names appear throughout in double quotes.



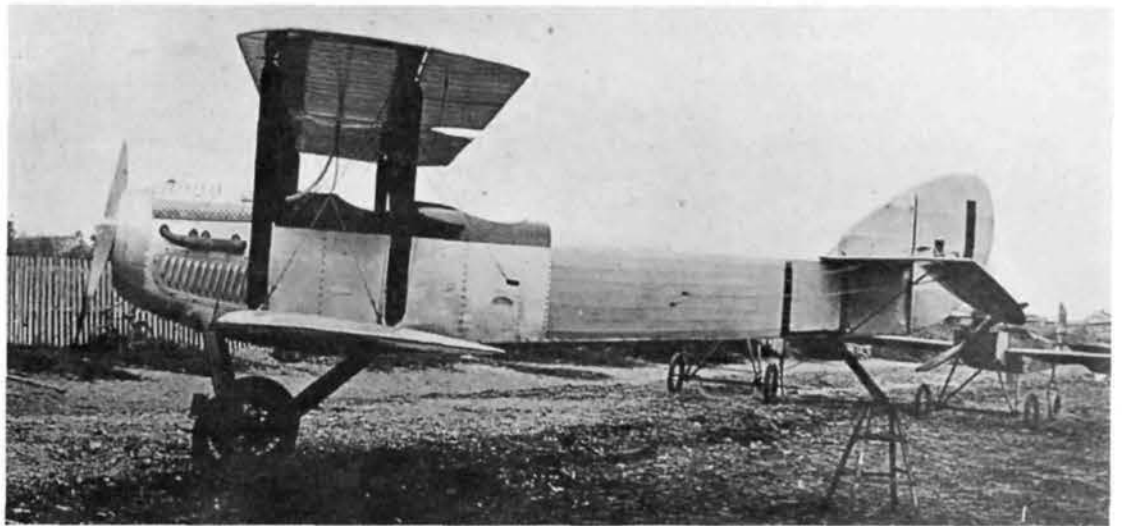
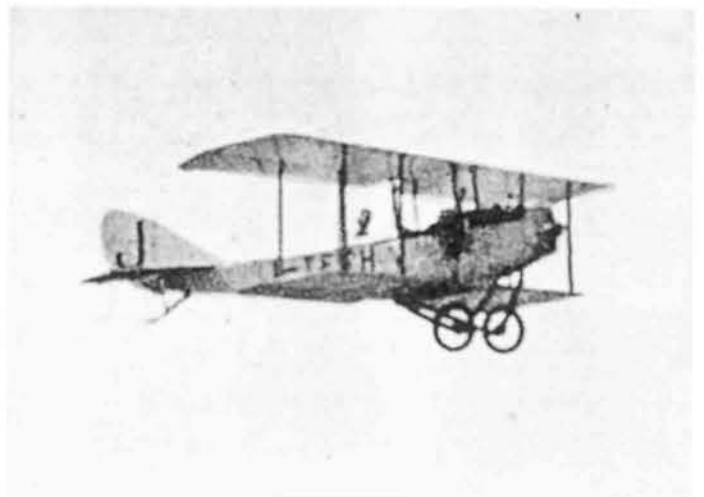
Left: Kawanishi K-1 J-TAAB, built at the Kawanishi Machinery Manufacturing Works at Kobe in 1921, was Seibei Kawanishi's first aircraft. At a Tokyo rally 21-22.5.21 'it won second prize for speed at 118 mph and first prize for distance as 425 miles.

Below: A Laird 'Baby biplane' was one of the Barr Flying Circus aircraft left in Japan when they returned to the USA. The registration appears to be J-TEFH.



Above: The Navy Yokosho Igo-Kogata (I-Ko) floatplane trainer, of which a number passed into civil use (about ten of the seventy built). The photo almost certainly shows J-TAOR.

Right: Shirato 37 J-TAQR, seen without registration applied, had a circular nose radiator for its Hispano engine. It was later modified to have a two-bay wing as the Shirato Kaizo 37.



Left: The Fukunaga brothers Shiro (pilot) and Asao (designer) with their Tenryu 6 racer J-TARS with circular-cowled Hispano engine. For extended range it was converted to a single-seater with a fuel tank in the front cockpit.



Left: The Itoh Emi 23 Bulldog trainer J-TEBD was modified from a Barr Flying Circus Standard biplane. While being flown by Takamoto Yoshikawa it stalled in a low turn and crashed into the sea. Yoshikawa was killed and passenger Taizo Tashiro badly injured. J-TECE on the left is an extensively modified Curtiss JN-4, probably also an ex-Barr machine.

Right: Soujiro Yasui's J-TALM was his No.3 aeroplane produced at Suchi in 1921. It was used as a trainer at his Flying Research Studio but Yasui was killed in a flying accident in 1928.

Right, centre: Kawanishi K-6 J-TEOS "Harukaze" (Spring Wind) was basically a two-passenger cabin floatplane but it became famous when, with extra fuel tanks and other modifications, it was flown 4395 km (2731 miles) around Japan in 1924.



J-T### series, 1919-1920s

J-TAAB Kawanishi K-1 Open-cockpit biplane Mailplane (200 hp Hall-Scott 6-cyl water-cooled in-line) Kawanishi Kokuki KK, 1920. One only.

J-TAEF SPAD 13 single-seat open-cockpit biplane racer (180 hp Hispano-Suiza 8-cyl water-cooled vee). Rebuild from salvage by Ishibashi. One only.

J-TALM Yasui No.3 2-seat open-cockpit biplane trainer (90 hp Curtiss OX-5 8-cyl water-cooled vee) Yasui Flying Research Studio, Suchi, 1922. One only.

J-TAOR Yokosho Type Igo-Kogata (I-Ko) 2-seat open-cockpit trainer floatplane (100-130 hp Benz 4-cyl water-cooled in-line) 1920. Japan Air Transport Research Institute, used as Chidori (Plover) scheduled service transport.

J-TAQR Shirato 37 2-seat open-cockpit biplane (180 - 220 hp Hispano-Suiza 8-cyl water-cooled vee) Designer Aijiro Hara, 1921. Won 2nd prize in Tokyo-Morioka mail competition 21.8.21. Crashed on return and rebuilt with increased wing area. Won Kanazawa-Hiroshima mail competition 11.22. One only? See J-TATU.

J-TARS Fukunaga Tenryu Type 6 open-cockpit long-range biplane racer (180-220 hp Hispano-Suiza 8-cyl water-cooled vee) 7.21. 2-seater except with extra fuel tank. Fukunaga Aeroplane Manufacturing Works. One only.

J-TATU Shirato 37. May be a re-registration of J-TAQR after rebuild and finally used as a trainer by Shirato School.

J-TAUY Avro 504K/Nakajima 2-seat open-cockpit biplane trainer (110-120 hp Le Rhone 9-cyl rotary).

J-TBCE or F Unidentified biplane, possibly Itoh type.

J-TEBD Itoh Emi 23 Bulldog 2-seat open-cockpit biplane trainer (90 hp Curtiss OX-5 8-cyl water-cooled vee). Modified from Standard Bulldog left by the Barr Flying Circus after their visit in 1921. Crashed 6.8.22. One only.

J-TECF Curtiss JN-4 2-seat open-cockpit biplane trainer (90 hp Curtiss OX-5 8-cyl water cooled vee) with modified wing structure (substitute lower mainplanes apparently fitted with closer spacing of interplane struts).

J-TEFH Laird 2-seat open-cockpit biplane (90-100 hp Curtiss OX-5 8-cyl water-cooled vee) Called "Baby biplane". Ex Barr Flying Circus. 1922.

J-TEIO Nieuport 24/Nakajima Ko 3 single-seat open-cockpit biplane fighter/trainer (80-93/120-130 hp Le Rhone 9-cyl rotary) 24C1 Imports 1917, Army



Above: J-TEPR was a civilianised Nieuport 27 (Ko 3), a number of which were used for sporting purposes. This one was identified as 'Sigimoto's aircraft'. (J.M.Bruce/G.S.Leslie)

Translations and abbreviations:

KK = Kabushiki Kaisha = Company Limited (Co Ltd)
 Nippon/Nihon = Japan/Japanese
 Dai Nippon Koku KK (DNKKK) = Greater Japan Airways Co Ltd
 Nihon Koku Yuso KK (NKYKK) = Japan Air Transport Co Ltd
 Nihon Gakusei Koku Remmei (NGKR) = Japanese Students' Aviation League
 Nippon Koku KK (NKKK) = Japan Aviation Co Ltd
 Nippon Koku Kogyo KK (NKKKK) = Japan International Air Industries Co Ltd
 Nippon Koku Yuso Kenkyusho (NKYK) = Japan Air Transport Research Association
 Teikoku Kaibo Gikai (TKG) = Imperial Maritime Defence Volunteer Association
 Teikoku Hiko Kyokai (THK) = Imperial Flying Association
 Tokyo Gasu Denki Kogyo KK (Gasuden) = Tokyo Gas & Electrical Industry Co Ltd
 Tozai Teiki Kokukai (TTK) = East-West Regular Air Transport Association
 Asahi Shimbun KK = Asahi Newspaper Co Ltd (Asahi Shimbun = Rising Sun News)
 Mainichi Shimbun KK = Mainichi Newspaper Co Ltd (Mainichi Shimbun = Daily News)



Above: J-TICE, the Nakajima B-6, was a licence-built Breguet Br 14 with a Rolls-Royce Eagle engine.
Left: J-TILO, the Fukunaga Tenryu 10, was entered in a competition 6.23 with a 500 litre (110 gal) fuel tank in the cabin in place of the 4 passenger seats.
Far left: J-TIOR, the Shirato 40 2-seat trainer, became a single-seater with an additional fuel tank in the front cockpit. In this form it took part in an airmail competition 11.22 but force-landed with engine trouble.



J-TICE Nakajima B-6 (licence built Breguet Br 14) 2-seat open-cockpit biplane bomber (360 hp Rolls-Royce Eagle 12-cyl water-cooled vee). Completed 4.22. Nakajima Hikoki KK, test aircraft. One only.

J-TIGM Junen biplane ? No details.

J-TIHN Avro 504K/Nakajima (as TAUY).

J-TIJ# Fukunaga Tenryu Type 7 2-seat open-cockpit biplane trainer (80-93 hp Le Rhone 9-cyl rotary) Designer Tomizo Asami. 11.21. One only.

J-TILO Fukunaga Tenryu 10 4-passenger cabin biplane (250-300 hp Fiat 6-cyl water-cooled in-line). F/f 26.10.22. One only.

J-TINT Avro 504K/Nakajima (as TAUY).

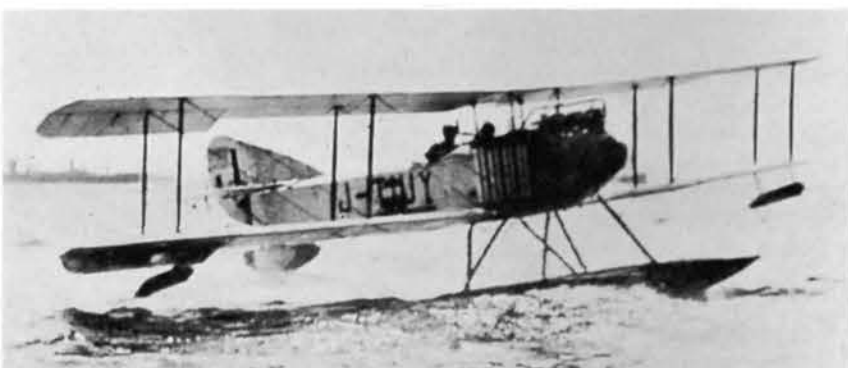
J-TIOR Shirato 40 2-seat open-cockpit biplane trainer (110-120 hp Le Rhone 9-cyl rotary). Used as single-seat mailplane. 1922. One only.

J-TIUY Yokosho Type Igo-Kogata (I-Ko). (as TAOR).

J-TIXA Itoh Emi 29 2-passenger cabin biplane (180-220 hp Hispano-Suiza 8-cyl water-cooled vee) 1923, designer Tomotari Inagaki. Limited service with Tozai Teiki Kokukai on Tokyo-Osaka route. "Taihoku-go". One only.

J-TOBF Nakajima 5 2-seat open-cockpit biplane mailplane (150-165 hp Hall-Scott A-5a 6-cyl water-cooled in-line). With 3 more Nakajima 5 and 2 other aircraft was used by Asahi Shimbun on weekly mail service Tokyo-Osaka 11.1.23 to 3.23.

J-TOCH Nieuport 24/Nakajima Ko 3 single-seat open-cockpit biplane fighter/trainer (80-93/120-130 hp Le Rhone 9-cyl rotary) (Background information as J-TEIO). C/n 537. NKKK 7.27.



Above: Yokosho Igo-Kogata J-TIUY floatplane showing its early-style tail and wingtip floats and side radiators.

production 3.19 to 1921, Nakajima (Ko 3) from 1921. Ex Army private sale from 1926.

J-TEOS Kawanishi K-6 2-passenger cabin biplane floatplane (260 hp Maybach Mb IVa 6-cyl water-cooled in-line) 11.23. "Harukaze" (Spring Wind) for Nippon Koku KK round-Japan flight 23 to 31.7.24. (Modified as J-BAEE).

J-TEPR Nieuport 27/Nakajima Ko 3 single-seat open-cockpit biplane fighter (120-130 hp Le Rhone 9-cyl rotary).

Right: The Nakajima Type 5 set the company on its feet and 118 were built, most as Army trainers. A few were built for civil use and others later sold by the Army. The photo of J-TOBF is believed to show the inauguration of the Tokyo-Osaka mail flights on 11.1.23.



J-TOEF Yasui TN-6 open-cockpit biplane (60-65 hp Hall-Scott 8-cyl water-cooled vee). Single-seater converted to 2-seater, 1918. Soujiro Yasui, Kagamighara 1918/9. Still flying 1921. Reconstructed from the 1917 Yakasou biplane with major modifications. One only.

J-TUBF Biplane ? No details.

J-TUST Kawanishi K-8B 2-seat open-cockpit parasol-wing floatplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line) C/n 6. Imperial Maritime Defence Volunteer Association (TKG), 3.27 "Giyu No.1". Leased to NKKK. Re-regd J-BDAE 5.28.

J-TUTU Kawanishi K-8B 2-seat open-cockpit parasol-wing floatplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line) 9.26. Imperial Maritime Defence Volunteer Association (TKG), 3.27 "Giyu No.2". Leased to NKKK. Re-regd J-BDAF 1928.

J-TUUB Avro 504K/Nakajima 2-seat open-cockpit biplane trainer (110-120 hp Le Rhone 9-cyl rotary).

J-T#BE Nieuport 24/Nakajima Ko 3 single-seat open-cockpit biplane fighter/trainer (80-93/120-130 hp Le Rhone 9-cyl rotary) (Background information as TEIO).

J-T#LN Itoh Type 25 2-seat open-cockpit biplane (90 hp Curtiss OX-5 8-cyl water-cooled vee). A cut-down Canadian-built JN-4 called the "Canadian Curtiss", ex- Barr Flying Circus Curtiss 1921. Itoh Flying School 1921. Dbr Shimoshizu 6.22. One only.

J-C### series, 1920s

J-COAC Kawanishi K-8A 2-seat open-cockpit parasol-wing floatplane mailplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line).



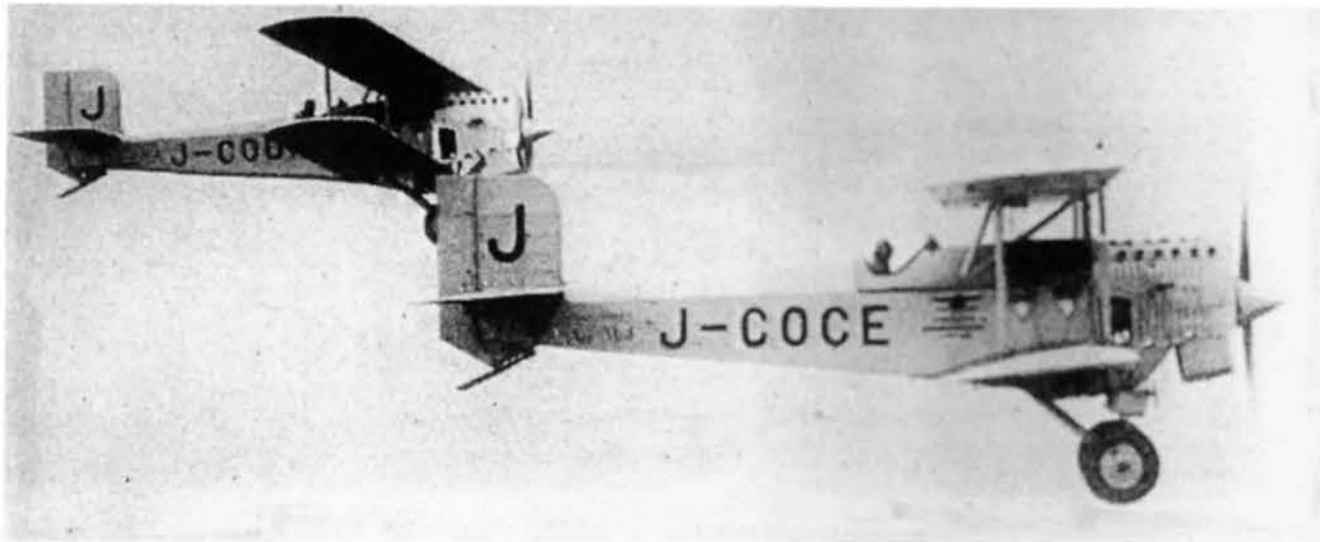
Above: Itoh Emi 29 J-TIXA minus its propeller and front cowlings. The big cabin top enclosed two passenger seats in tandem.

Below: The Yasui TN-6 J-TOEF was built by Takayuki Takasou and sold to Yasui in 8.18, so perhaps it should really be called the Takasou TN-6. It was still flying in 1921.

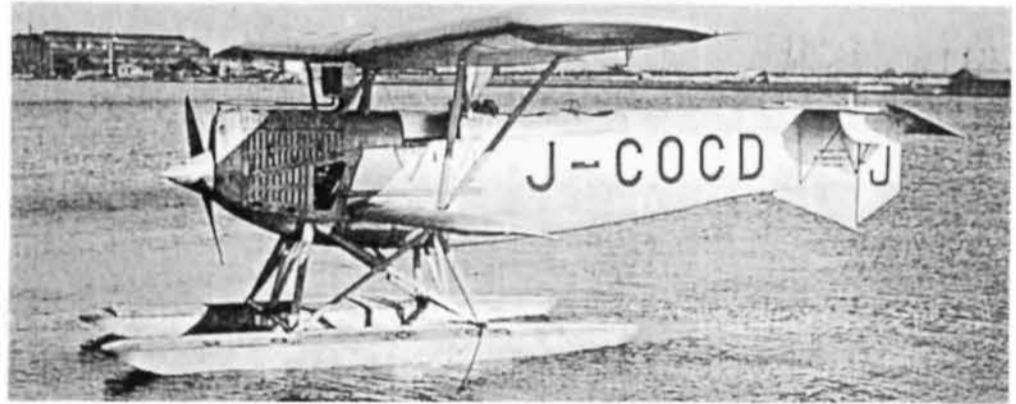


Below: Kawanishi K-8B J-TUTU partnered K-8B J-TUST in a round-Japan flight commencing 10.4.27 to promote aviation. After re-registration, as J-BDAF and J-BDAE, they were used on regular NKKK services until April 1929.





Left: The two Kawanishi K-10 cabin biplanes J-COCE and J-CODF flying in formation. The 4-passenger cabin immediately behind the engine bulkhead must have been hot and noisy for the occupants. NKKK used the type to carry mail on its route from Osaka to Seoul (Korea) and Dairen (China).

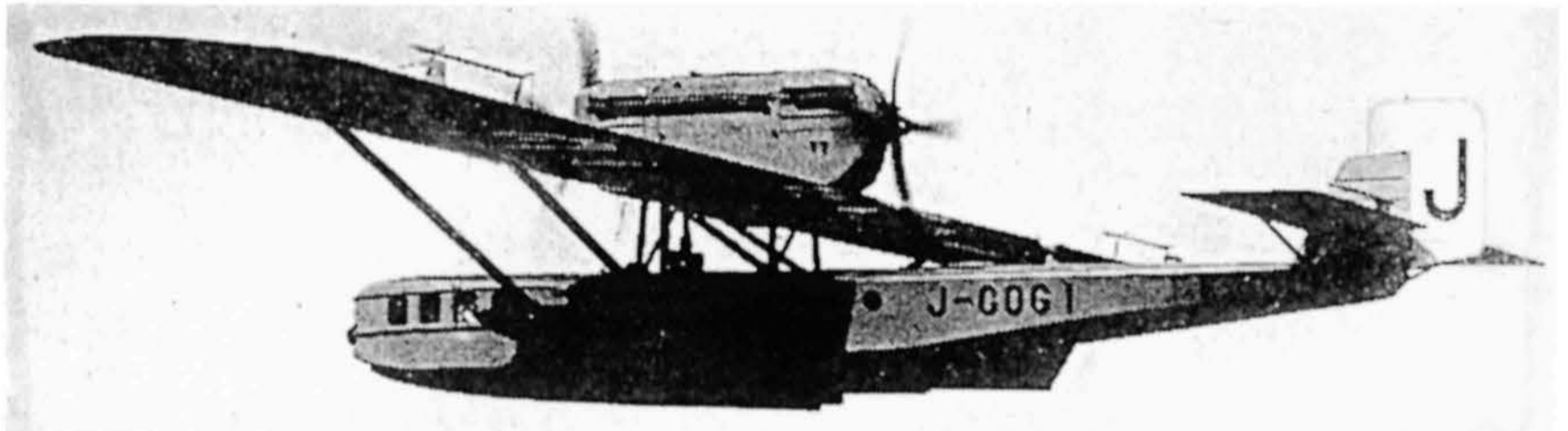


Right: Kawanishi K-7A J-COCD passenger/mailplane, a sesquiplane floatplane with the fins and rudder positioned below the tailplane. Ten examples were built 1924-27 and these formed the backbone of the NKKK mail service, particularly between Osaka and Fukuoka.



Left: J-COAC was a Kawanishi K-8A parasol-wing monoplane, one of five floatplanes used by NKKK as long-range mailplanes between Osaka and Fukuoka following the success of the K-7A.

Below: The Dornier J Wal J-COGI was imported piecemeal and assembled by Kawasaki as a cabin version for six passengers.



J-COBC Kawanishi K-7A 4-passenger cabin sesquiplane floatplane mailplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line). (First K-7A was completed 12.24).

J-COBL Kawanishi K-7A 4-passenger cabin sesquiplane floatplane-mailplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line).

J-COCD Kawanishi K-7A 4-passenger cabin sesquiplane floatplane mailplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line).

J-COCE Kawanishi K-10 4-passenger cabin biplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line) Originally completed 8.26 as 2-passenger open-cockpit with 400 hp Lorraine 12-cyl water-cooled vee. In NKKK service 9.26.

J-CODF Kawanishi K-10 4-passenger cabin biplane (260-305 hp Maybach Mb IVa 6-cyl water-cooled in-line) In NKKK service 9.26.

J-COFH Dornier/Kawasaki Komet III 4-6 passenger cabin parasol-wing monoplane (500-630 hp BMW VI 12-cyl water-cooled vee) Asahi Shimbun .27 "Asahi No. 101". Re-regd J-BANA.

J-COGH Salmson 2A2/Kawasaki 2-seat open-cockpit biplane (230-260 hp Salmson Z9 9-cyl water-cooled radial). Ex-Army 'Otsu 1'.

J-COGI Dornier/Kawasaki Wal 6-passenger cabin parasol-wing flying boat (2 x 450-600 hp Kawasaki/BMW VI 12-cyl water-cooled vee). Converted by Kawasaki from Dornier J Wal (2 x 360 hp Rolls-Royce Eagle 12-cyl water-cooled vee). [NB: Still not firmly identified - possibly re-regd J-BAAE, in which case not Kawasaki-built but the first Wal imported into Japan for NKKK. See also BARH, BCCO, BCDO.]

J-COHJ Dornier/Kawasaki Komet III 4/6-passenger cabin parasol-wing monoplane (500-630 hp BMW VI 12-cyl water-cooled vee) Asahi Shimbun .27 "Asahi No. 102". Re-regd J-BAMA.

To be continued

THE "BROWN MONOPLANE" REVEALED

The following article was received from Ken Ellis as a by-product of a Flying Flea feature which is in the course of production for future Archives. Readers may be able to help to clear up one or two other issues raised by the author in the text.

Left: The frame of Fred Brown's Corben Baby Ace in his garden at Walton, Peterborough.



One of the greatest delights in the 'business' of researching aviation history is to be able to 'rewrite' it. We can only publish what we know and put together in good faith. Every so often we stumble over the destruction of a previously well-held 'fact'. This has happened to me many a time, and I am always pleased when it happens, not upset or angry at who-ever it is putting things to rights. Pleased because our collective knowledge moves on. In many cases, only by launching into print can we cajole others to right wrongs...

In *British Homebuilt Aircraft since 1920* (2nd Edition, Merseyside Aviation Society, Liverpool, 1979) I wrote of a device I was calling the 'Brown Monoplane' for want of a better designation. From two sources - both 'Petriburgian' - I had assembled my facts and, for the time, they weren't bad. I described it as a single seat low wing monoplane built in Peterborough in the 1930s, using many Aeronca 100 parts. The builder was of course a Mr Brown...

By the time I got round to writing *Henri Mignet and His Flying Fleas* (Haynes, Sparkford, 1990) with Geoff Jones, I knew that 'Mr Brown' was Frederick W Brown of Peterborough and that he had previously built Flea G-AENI. Fred had died in 1980, but through contact with two members of the informal Flying Flea club established in and around Peterborough, I knew more of his Flea and of his monoplane. The 1979 state-of-the-art had the 'Brown' as a low wing machine, by 1990 the more politically correct (but less precise) 'monoplane' was introduced as there was conflict of opinion as to just where the wings were anchored!

Through the Mignet book, I struck up a correspondence in 1994 with another member of the Peterborough Flea club, Noel Johnson. Through Noel the unthinkable arrived on the office desk - photos of the 'Brown Monoplane', now clearly for all the world to see a Corben Baby Ace, American-designed homebuild of 1931 vintage! (This is all the more amazing because I still don't have photographs of Fred's Flea!)

For longer than I care to mention I have been compiling a major feature for Archive on the UK's Flying Fleas of the 1930s. By way of at least getting a tiny fragment of that task into print, let's start with the Flea that Fred built.

F W Brown lived in South View Road, Walton, Peterborough, and worked for the engineering firm Peter Brotherhood Ltd, who are still going in the town. Fred was about 30 when, with assistance from Noel Johnson, Frank Sergeant and W Ward, he built ABC flat-twin powered Flea G-AENI (registered G-AENI on 5th September 1936 with the constructor's number FWB.1). G-AENI was flown from 'Jack' Patston's field at nearby Eye, but did not aspire to an Authorisation to Fly. G-AENI was wrecked while on the ground in a storm and stored at Brown's home. Indeed, when the Air Ministry came inspecting for suitable airframes to impress in 1939, it was classed as category E and to be found at owner's home:- 5 South View Road, Walton, Peterborough.

Fred actively co-ordinated a local and informal Flea club and, as well as his work at Peter Brotherhood, operated a part-time light engineering business. Fred converted the Austin 7 engine that powered 'Jack' Patston's Flea G-AENJ (registered on the same day as G-AENI with constructor's number JP.1) which flew from Eye and also did not go any further in the paperwork stakes. (Incidentally, there is some evidence that 'Jack' got Stephen Villiers Appleby - Britain's Flea pioneer - to do the test flying on 'NJ, but that really is another story...)

Circa 1938 Fred joined the Peterborough Aircraft Company (PAC) of Horsey Toll, near Peterborough where the company was developing the Ely 300 and 700, developments of the Aeronca 100. (Aeronca connection No 1.) The company, trading as the Aeronca Corporation of Great Britain, had previously been located at Sages Lane, Walton, Peterborough, where they had built a quantity of JAP-powered Aeronca C-3s under the designation Aeronca 100. By this time at least, Fred had skills in welding as well.

Plans for the Corben Baby Ace had been spotted in an American magazine (*Modern Mechanics?*) in 1936 and Fred decided to build an example of this high wing, single-seat cabin monoplane. He enlisted the help of Noel Johnson, then 17 and working at Brotherhood's as an apprentice draughtsman. Construction started in early 1939 and it was flying by August. Power came from a 40hp Blackburne Thrush which gave the little craft a cruise of 90mph. Interestingly, having previously been through the process of getting an aircraft registered, Fred did not follow the same route for the Ace.



Above: The completed Baby Ace at Eye with 'Jack' Patston in front.

Fred altered several aspects of the Corben design and on the advice of the PAC designers changed the airfoil to Clark 'Y' (Aeronca connection No.2). The Corben was moved to 'Jack' Patston's field at Eye and was assembled. Test pilot for the first flight was Robert Gallo-way ("Dotty") Doig, well-known motorcycle racer (and world record holder) and then retained as test pilot to PAC (Aeronca connection No.3). Doig found the type pleasant to fly and thought it offered great promise. (The Ace may also have flown from Horsey Toll, but this is thought unlikely. 'Jack' Patston replaced his Flea with BAC Drone G-AEJK by September 1937 and went on to own and operate an Aeronca - which one?)

Events quickly overtook the little aircraft. World War Two broke out on September 3, 1939 and, less instruments and engine, it was moved to Eye and stored in a barn. At some stage the barn was converted into living accommodation and Brown and Johnson learned that the contents of the barn, including the aircraft, had been taken outside and burnt.

"Dotty" Doig provides a double connection for, not only was he the PAC test pilot, but earlier he had been the proprietor of Aircraft Constructions Ltd of Sidcup, Kent. The company was established in December 1935 with the view to producing Fleas. Prior to this Doig had

acquired and flown the Perman-built G-ADPW and had planned to fly the Channel in it. Aircraft Constructions Ltd/Doig built G-AEEW, *Robin Goodfellow*, powered by an Anzani. This was issued with Authorisation to Fly No.47 on 1st April 1936. On 4th May 1936 G-AEEW crashed at Penshurst, Kent, killing Flight Lieutenant Ambrose Cowell - the Air League's official Flea test pilot. Ambrose was the second British Flea fatality and it was his death more than any other that brought about the aerodynamic investigation of the type.

Noel Johnson notes that the magazine that inspired the choice of the Baby Ace also had within it details of the "Pietenpol high-wing monoplane" and the "Gere Sport Biplane". Bernie Pietenpol's classic *Aircamper* (and the *SkyScout* that followed it) were publicised in the US journal *Modern Mechanics*, but this dates back to 1930. It is highly likely that Fred Brown and Noel Johnson were referring to a well dog-eared back issue when they caught up with the plans. The author would appreciate details of just what a Gere Sport Biplane was....

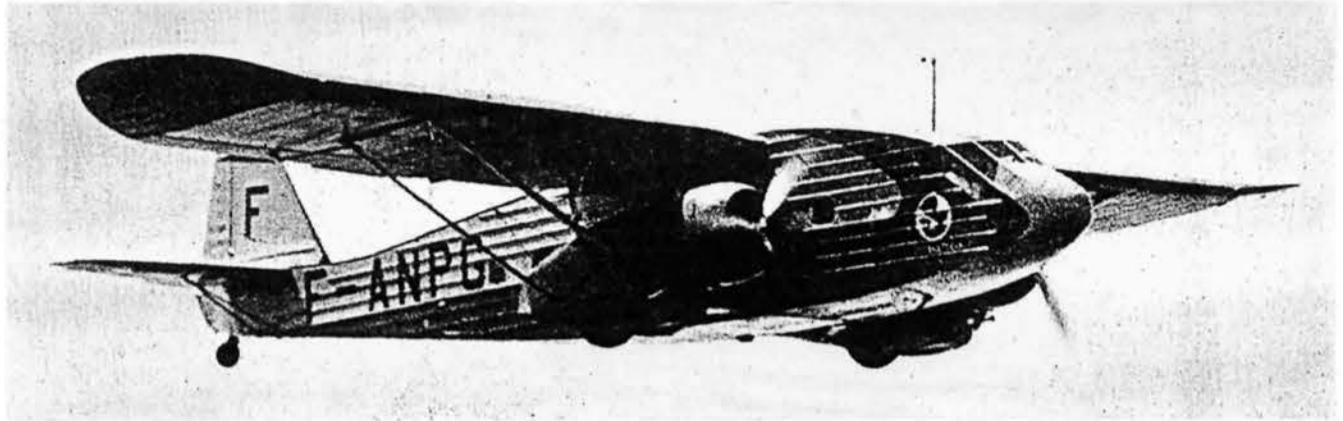
Below: The first flight, August 1939, "Dotty" Doig at the controls.



Croydon Watch Log 1937-8

PART THREE

Right: F-ANPG "Albatross", the first Potez 620 of Air France (via Jack Meaden). The pilot of this aircraft caused a collision risk on take-off on 1.3.38.



SUNDAY 27th FEBRUARY 1938

- 1410 G-AEDL, Pilot Samuels, Surrey Flying Services, turned right after landing. Pilot stated that the brakes were not very effective in the high wind.
- 1450 G-ABHB, Surrey Flying Services, when landing touched the ground with his starboard wing tip.
- 1505 D-ATYZ - D.L.H., Pilot Sawbau(?), turned right after landing.
- 1547 G-AESY (B.A.), Palmer, landed direct (no circuit) without permission or request. Taken up with pilot.
- 1810 P-LH bound for Croydon, Pulham gave first QTE 2200 which seemed wrong. On asking for confirmation it was altered to QTE 176. Not transmitted in either case to W/T.
- 2330 North Foreland phoned re Boulogne broadcasting, rang again to cancel same.

MONDAY 28th FEBRUARY 1938

- 1045 D-YZ Croydon-HB held up for 4 mins by A.P.T. G-PM and G-UG doing practice circuits and landings.
- 1312 O-GV BU-Croydon sent at 1312 "Centre motor stopped. Position 135km from GED". Landed Croydon 1421 OK.
- 1350 F-HL (AF), Pilot Englehert, landed without a circuit.
- 2120 G-AEWD - International Air Freight + Pilot Mack, arrived showing no navigation lights. Pilot stated that he did not know it and is unable to see the lights or any glow from them.

TUESDAY 1st MARCH 1938

- 0900 F-ANPG (Delage) A.F. took-off (1.) without steady white light, (2.) from inner position on Custom Area with risk of collision with G-AERN and G-AEPR loading on tarmac.
- 0920 G-AERZ (R.A.S.) turned right after landing. Taken up with pilot.
- 1030 North Foreland Radio Station rang up to report that Boulogne were broadcasting for news of G-ACHB. G-ACHB (Pilot Payne) left Croydon for PS at 0858 circled Lympne 0930. Overdue action by Croydon not necessary till 1130.
- 1150 G-ACUK (British American) turned right on landing. Pilot did not leave aircraft, picked up passenger and left again. Heston informed.
- 1345 North Foreland rang up to say that "Boulogne says still no news of G-ACHB. What action if any to be taken?".
- 1348 Reply sent no action necessary.
- 1405 G-ACHB arrived Paris 1305. North Foreland informed.
- 1410 A.S.T. booked night flight for tonight Croydon-SX. Mr Kariolys.
- 1412 Mr D MacGregor landed on "B" licence X-country & height test. G-ADTH, A.S.T. - CP - Croydon - A.S.T.
- 1430 Mr H K Atkinson landed on "B" licence test, X-country & height. A.S.T. - CP - Croydon - A.S.T. Aircraft G-AEJX (sic). (Error for G-AEXJ ? qv)
- 1440 G-ACPU (Pilot Lacayo) turned right on landing. Taken up with pilot.
- 1510 Mr D MacGregor spin test OK.
- 1520 Mr H K Atkinson left for A.S.T..
- 1520 Mr C.E.R. Sidebottom landed on "B" licence X-country & height test in G-ABWS. A.S.T. - CP - Croydon - A.S.T.
- 1530 Air France run a 1530 LO-PS, PS-LO from 1/3/38.
- 1550 Mr C.E.R. Sidebottom spins test OK.

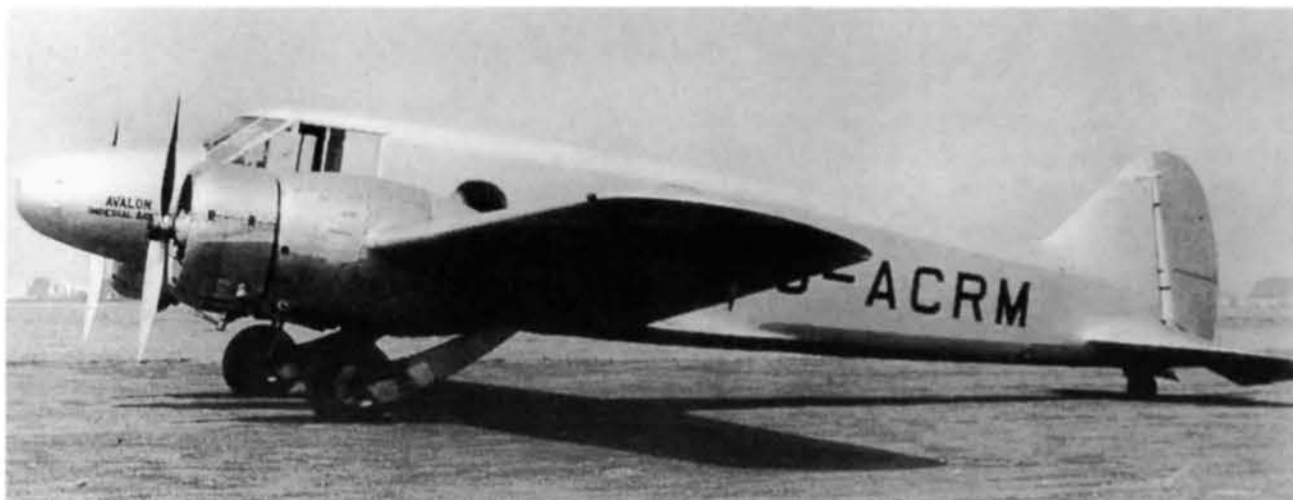
- 1650 Static put radio out of action for about 5 minutes. Lympne took over watch. No interference with services of aircraft.
- 2040 Mr Kariolys left on "B" night flight to SX.

WEDNESDAY 2nd MARCH 1938

- 1030 Mr C.E.R. Sidebottom landed on "B" licence X-country test A.S.T. - Croydon - Lympne - A.S.T. Aircraft G-AEXJ. Left again at 1100. Brinco staple machine causes a lot of trouble. Could a new one be provided?
- 1040 Mr D MacGregor landed on "N" licence X-country test. A.S.T. - Croydon - Lympne - A.S.T. Aircraft G-ADTH. Left again 1110.
- 1105 Miss R K Everard left on "B" licence X-country and height test. Croydon - CP - A.S.T. - Croydon. Aircraft G-AESE.
- 1235 D-AXUT, Pilot Kuernstle, burst starboard tyre after landing when taxiing in.
- 1310 Mr E M Lipton landed on X-country test A.S.T. - Lympne - Croydon - A.S.T. Aircraft G-ABWS, left at 1335.
- 1340 Mr E M Lipton spins test OK.
- 1453 D-AK, Pilot Dau, right hand turn after landing, taken up with company.
- 1520 Miss R K Everard returned from "B" licence test.
- 1540 Miss R K Everard left on "B" licence X-country test. Croydon - A.S.T. - Lympne - Croydon. Aircraft G-AESE. Cancelled at 1600.
- 2400 Four details of Army Co-operation operated.

THURSDAY 3rd MARCH 1938

- 0715 Air Dispatch LO-PS service operated via Creil.
- 0825 Aircraft taxied onto the tarmac for the 0830 take-offs. 9 departures all not always parked in the same direction and this adds to congestion on the tarmac. Swissair this morning was parked facing west and caused an obstruction to other aircraft taxiing on the tarmac. The wind speed was 8km.
- 0900 Olley's Croydon-Dublin services cancelled.
- 1000 Gravesend booked night flight for Sgt. Jack who will be flying a service Moth. Callsign JCK, Lympne-Croydon.
- 1015 Mr Atkinson landed in G-AEKL (sic) from A.S.T. on "B" licence test. Route A.S.T. - Croydon - Lympne - A.S.T. (Mew Gull unlikely! May be AST Cadet G-AENL)
- 1025 Mr E M Lipkin landed in G-AEXJ from A.S.T. on "B" licence test. Route A.S.T. - Croydon - Lympne - A.S.T. Left at 1045.
- 1045 Mr Atkinson spins test OK.
- 1050 Mr G C Moody left on "B" licence X-country and height test Croydon - CP - A.S.T. - Croydon, aircraft G-AAPH.
- 1048 G-XD, Pilot Percy, inward bound from PS sent "Starboard inner motor oil pressure falling, high oil temperature engine throttled back" QAA GED 1205, landed OK at 1212. This delayed 1230 Croydon-PS for 1 hour.
- 1145 Mr Beale-Brown landed from A.S.T. in G-ACCI on "B" licence test. A.S.T. - Croydon - Lympne - A.S.T.
- 1215 Mr Beale-Brown spins test OK.
- 1430 A.S.T. booked night flight for Mr Beale-Brown Croydon - SX.
- 1520 Mr G C Moody returned from "B" licence test.
- 1615 Message from S/Ld Pritchett, C.O. Biggin Hill, "a DC2 (sic) OO-AGY crossed this station within cir-



Left: G-ACRM, the prototype Avro 652 "Avalon", predecessor of the Anson (via Jack Meaden). Seen here with Imperial Airways titles on the nose, it was the subject of a brake-test incident on 4.3.38. Below, left: Hornet Moth G-AESE was impressed 1.40 as W5775, restored 5.46 and still has a current CofA in 1995. Photographed in 1990, it was used by Miss R K Everard for her B licence cross country test on 4.3.38. (via J Meaden)



cuit zone, below 1500 ft, course Easterly at 1000hrs today. QBI not in force. OO-AGY departed for BU at 0945, Pilot Lassous.

1620 Mr G C Moody spins test OK.

1620 Mr J B Davis landed on "B" licence test in G-AEXJ from CP, left for A.S.T. 1640.

2010 Mr Beale-Brown "B" flight Croydon - SX G-ADAV. Arrived SX 2115hrs.

1937 G-ACKU, Wilson, top nav. lights failed as aircraft took-off. Given notification by W/T. Given QFM over 1600m until QGN.

2110 Mr E D Jack, K4272, "B" night flight Lympe - Croydon.

2046 G-ACKU sent returning to Croydon, reported navigation lights out.

2102 G-AEMI - Air Dispatch - Pilot Allen - landed after giving QAA 2150hrs. at 2030hrs., and requesting QGN at 2050. This held up a "B" licence candidate and G-ACKU without lights.

FRIDAY 4th MARCH 1938

0653 G-AFAP left on tarmac customs area 0535-0653.

0700 Morning services of Wrightways and Air Dispatch to Paris delayed by fog there.

0912 G-ACRM - Air Pilot Training - taxied onto the aerodrome without the lights, opened the throttles as to take-off, his tail was airborne. When in the aerodrome marking circle he throttled back, braked hard and swung left. It appeared that he was in danger of pulling off a tyre or putting his starboard wing into the ground. Taken up with A.P.T. who stated two engineers testing brakes.

1025 G-ACUK, Pilot Edmunds, turned right after landing. Taken up with pilot.



Left: Wibault 283.T12 F-AMTS "L'Infatigable" of Air France on the tarmac at Croydon (via Jack Meaden). Colour scheme was silver and blue, note the low position of the hyphen in the registration. The Wibaults served the Paris-London route between 1934 and 1938.

1043 PH-AKT - KLM - Pilot Steensman - turned right on landing, no danger. Taken up with pilot.

1055 Miss R K Everard left on "B" licence X-country test Croydon - A.S.T. - Lympe - Croydon, G-AESE.

1100 G-AEMZ (Pilot Carmion(?)) Brian Allen Ltd(?) after taxiing out was given a red light to stop him taking-off at the request of Customs. The machine returned to the tarmac.

1205 Customs reported G-MZ alright for flight to Marseille, departed 1207.

1206 Mr J B Davis "B" licence test landed from A.S.T. on short X-country route A.S.T. - Croydon - Lympe - A.S.T., G-ACCI.

1240 Mr J B Davis spins test OK.

1255 Mr J B Davis left for Lympe.

1335 Miss Everard returned from "B" licence test.

1430 Mr Beale-Browne landed in G-AEXJ on X-country and height test Route A.S.T. - CP - Croydon - A.S.T..

1530 Mr Beale-Browne left for A.S.T..

1900 G-XD Pilot Jovers(?) delayed 15 mins non-arrival of one passenger. G-AX tail light not working outgoing. B.A.'s G-PN warned. G-ACEK, Pilot Griffiths, of Air Dispatch, failed to work wireless. This seems to be a common complaint in Air Dispatch aircraft. Could something be done about this?. This will cause a big hold up when Co-op season is in full swing, trying to land non-W/T aircraft.

2045 G-ACEK, Pilot Griffiths, asked QGN? at 2042. Sent QFG at 2053.

2130 I.A.L. G-UD, Pilot Johnstone, made two attempts to land. British Airways and Air Dispatch had no difficulty. Two night freighters were held up for a few minutes. QBA 700m, neon fog strip was lighted.

SATURDAY 5th MARCH 1938

0600 DLH night freighter Koln - Croydon delayed owing to fog at Koln.

0630 International Air Freight delayed, weather at Adam.

0920 Olley's 0900 HE - Croydon cancelled, 0930 Croydon - HE cancelled.

1145 0945 SAB Croydon - BU delayed 2hrs.

1605 OO-AUA, (Sabena) BU - LO, Pilot Prien, made a very low circuit of the aerodrome and passed at a low altitude over the vicinity of Hillcrest(?) Road. He had been doing a Lorenz approach but started a circuit some distance from the aerodrome.

1620 F-AMTS (A.F.), Pilot Tellet, Southbound Paris service operated via Creil.



Above: Potez 620 F-AOTU "La Séduisante", whose cryptic message on 7.3.38 appears to describe a left motor problem and delayed several other flights. The 620 was the first French production airliner with a retractable undercarriage. (via Jack Meaden)

1740 Mr L A Wingfield, Mr Lloyd-Evans and Mr Betts visited the Control Tower.
1800 S/Ldr Ogilvie-Forbes visited the Control Tower.

SUNDAY 6th MARCH 1938

0845 HB-IRI - Swissair - Pilot Ackermann, took-off E-W during calm, when at a height of about 10 metres in the centre of the aerodrome did a steep left hand turn and climbed onto course.
1245 G-AEVF (Pilot Longmore) turned right on landing. Taken up with pilot.
1402 G-PN (B.A.) Pilot Palmer, LO - PS 1315 service operated via Creil.
1540 G-ADYI (Wrightways) landed from Hatfield. Registration markings not visible at a distance of approximately 150 yards.

MONDAY 7th MARCH 1938

0655 IAF delayed until 0655 owing to weather.
0730 Wrightways and Air Dispatch delayed owing to expected deterioration in Paris.
0845 S.A.B. O-GW, Pilot Prien, left for BU. Did not ring control. No action.
0906 G-BW departed on Army Co-op. Pilot Holmes did not phone control. Taken up with pilot.
1012 F-TU, Pilot Chailloux, 0900 Croydon - PS sent at 0923 "AF LO Demitour cause mot gauche QAC, QDM?" Landed at Croydon 1000hrs. This delayed the following services. 0930 R.A.S. Croydon - LV delayed 30 mins, 0930 Olley's Croydon - HE delayed 40 mins, SAB 0945 Croydon - Brussels delayed 21 mins, N.E.A. 1000 Croydon - DP(?) delayed 4 mins.
1135 Mr M R Willows booked night flight for tonight. Confirming later.
1520 F-HN, Pilot Casanova, landed in calm West to East. At 1512 he sent QHL 5 mins CL. At 1518 control sent QAL E to W which he did not receive. Taken up with company.
1605 Capt. Horsey, S/Ldr M Lowers(?) and S/Ldr Legg visited the Control Tower prior to night departures for Paris.
1830 Imperial Airways 1900hrs PS - Croydon cancelled, KLM 1800hrs Croydon - RD cancelled - weather.
1855 British Airways 1950hrs PS - Croydon service cancelled.
1857 Capt. Desmore(?) requested permission to take-off E-West with No.5 Floodlight on against him.
1915 Air Dispatch Army Co-operation cancelled - weather.
2125 DLH requested No.4 & 5 Floodlights for take-off NE-SW.

TUESDAY 8th MARCH 1938

0810 QBI Fog QBA 300m.

0830 QBA 25m.
0845 Air Freight delayed weather.
0900 QAM Dense fog, QBA 30m, QBB 0 - 0.
0945 Departures were controlled from "Pilots telephone downstairs" owing to density of fog.

Delays on schedule:

10 mins H-RI left tarmac 0855, "cleared" D.F. hut 0904, cleared by W/T 0907.
5 mins G-RN left tarmac 0905, DF 0912, W/T 0913.
15 mins G-PN left tarmac 0915, DF 0920, W/T 0921.
36 mins D-EN left tarmac 0921, DF 0929, W/T 0930.
28 mins S-AA* left tarmac 0928, DF 0933, W/T 0933.
33 mins G-JJ** left tarmac 0933, DF 0938, W/T 0942.
28 mins F-PJ left tarmac 0928, W/T 0930.
3hrs 39 mins G-ZE left tarmac 0939, DF 0940, W/T 0944.
55 mins P-LH left tarmac 0940, DF 0944, W/T 0944.
30 mins G-EK left tarmac 0945, DF 0946, W/T 0947.
2 mins O-GV left tarmac 0947, DF 0949, W/T 0952.

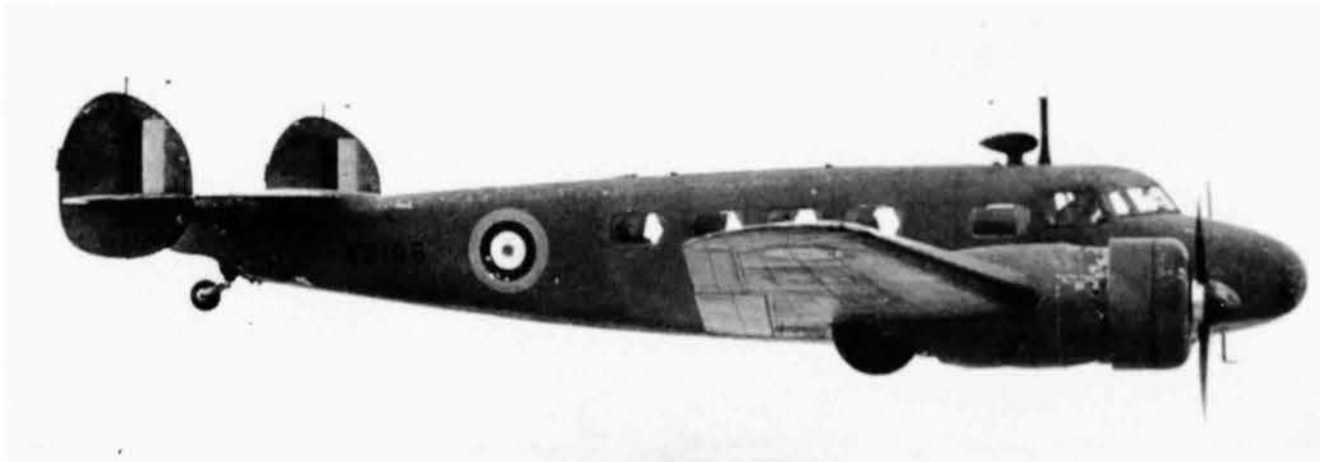
Notes:-

*SE-BAA, Pilot Lindow, taxied out & took-off without permission. No permission given to Company's representative.
**G-JJ lost one prop. after taxiing away.

1300 QAM QBA 5kms QBB N.L.C..
1425 Mr J M Ball (AST) booked night flight for tonight Croydon - SX.
1435 Mr J M Ball night flight cancelled.
1506 Mr M R Willows left on "B" licence X-country test Croydon - Lympne - A.S.T. - Croydon. G-AEAT.
1630 G-PR & G-PO landed Kenley 1143 & 1145 on company's instructions owing to probable delay at Croydon due to fog. O-GL landed Lympne 1239 owing to probable fog delay at Croydon.
1810 Mr M R Willows returned from "B" licence X-country.
1810 G-AEAT, Monospar, Pilot Willows, landed after dark without permission. B.A.'s G-AFCS was due in about 4 mins followed by two more aircraft. This pilot, when asked "why he did not signal?" replied "I did not know I had to receive permission" I would like to suggest that some serious action be taken against this type of pilot especially as he is a "B" licence candidate.
2230 Five details of Army Co-op.

WEDNESDAY 9th MARCH 1938

1205 Mr M R Willows left in G-AEAT on "B" licence X-country and height test Croydon - CP - A.S.T. - Croydon.
1206 Mr M R Willows booked night flight for tonight Lympne - Croydon. Confirming later.
1535 Pilot Fair, G-AL, complained that G-AETE, Pilot Morton, cut in front of him and landed in without making a circuit. However, G-AETE HAD made a circuit.
1636 Mr Willows returned from "B" licence test.
1722 Mr Willows night flight cancelled.
1743 Woolwich Police phoned stating that - "the red light on pylon at NE corner of Woolwich Experimental



Left: Lockheed '10 Electra G-AEPO of British Airways is seen after impressment as W9106, 4.40. It was dismantled at Hendon 13.5.42 and struck off charge on 1.7.42. (via Jack Meaden) It was noted in the Log, for different reasons, on 8.3.38 and 9.3.38.

Radio Station is out of action". Passed to Communications who passed it to Resident Clerk.
 1830 S/Ld. Minchen(?) who is flying with I.A., visited the tower.
 2050 G-AEWD, (Garner), circled and landed with only rear (white) nav. light visible. Pilot stated it was an electrical fault (same aircraft as on 28/2/38 at 2120).
 2100 G-XD, (Jeffries) - W/T overseer reported G-XD as working French stations about 15 mins before reporting his coastal position to us (Croydon - PS). My estimation is that G-XD crossed the coast at 2000ft, but his 2015 report was "QTF F Coast QBG 110ft". The QTF was by French W/T.
 2100 G-PO, (Slocum), failed to report French coast. Last message was Eastbourne for Dieppe.
 2400 Five Army Co-operation details operated. G-YF (Olley) arrived Croydon from PS at 2135.

THURSDAY 10th MARCH 1938

0450 D-AO, (Pilot Stoetzer) landed without permission. Taken up with company.
 1215 G-AFEJ, Pilot K R Robertson, appeared to land from the NE after doing a left hand circuit. When over the Control Tower he turned right into wind and landed. After landing he turned right and taxied in towards "C" hangar. When approx. 50 yards from G-AEWD the pilot switched off his engines (sic), continued on into the port lower mainplane of G-AEWD. Two traffic hands were waiting on the tarmac near No.9 Floodlight, but the pilot of G-AFEJ did not appear to see them. G-AFEJ appeared to be going at approx 8kph at the moment of impact.
 1310 Olley's Croydon - Dublin cancelled.
 1435 G-AFEA, (Pilot ...(?)) took-off without the light.
 1900 Navigational Warning. Lorenz Beacon temporarily out of action. Resident Clerk informed.
 2400 Six Army Co-op aircraft operated. N.E.A. G-XP arrived Croydon from DP at 2210.

FRIDAY 11th MARCH 1938

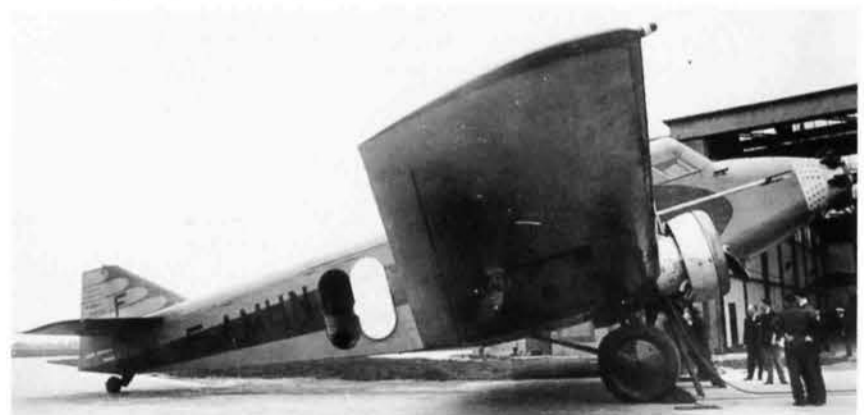
0430 Lorenz Beacon again in action. (inactive?)
 0445 Resident Clerk informed concerning Lorenz Beacon. Navigational Warning Issued.
 0510 Special D.L.H. aircraft, D-ATUF, Pilot Noach, left for Berlin.
 0510 B.A.'s night freighter G-AFAP landed Frankfurt because of QAM at Koln. Left Frankfurt at 0436.
 0630 International Air Freight delayed departure QAM at Amsterdam.
 0900 G-BW, (A/D)(Pilot Wilson), took-off without phoning V.P.(Visual Point?) in QBI. Possible risk of collision with incoming Heston - Croydon service. Taken up with pilot.
 1620 F-TU (Pilot Clinio?) Southbound 1530 service crossed French coast at ?(place).
 1655 At 1655 a message saying "QBG 1000 cle oc (clear of cloud ?)" was received from an aircraft giving the callsign "G-OS". No other message was received from the aircraft nor did it answer when called. Nothing known of this aircraft at Croydon or Heston. G-AEOS was not in the air. It is probable that this signal was sent by G-PR by mistake.
 1800 S/Ld. Poole & Mr Richardson visited the Control Tower prior to departure for PS by I.A.L. 1900 service.
 2130 G-AFAP (Pelley?) took-off from tarmac without the light.

SATURDAY 12th MARCH 1938

0630 International Air Freight 0630 Croydon - AM delayed due QBI AM.
 0900 G-UD (Messenger) taxied out across the centre of aerodrome while other aircraft in morning rush followed each other in sequence towards the North.
 0904 F-ANQM had stoppage of starboard engine after turning into wind to take-off. Tractor proceeded very slowly to assist, directly across centre of aerodrome causing delay in departure of G-RN & SE-BAA.
 0905 F-ANQM made a left hand circuit unusually low approximately 50-70 metres. QAN ENE 8. Take-off normal.
 1620 North Foreland rang up to enquire news of F-AQIG, Pilot Chale, departed Lympne 1357 for Berck. Lympne Duty Officer reported this aircraft cleared Customs for BUC.
 1625 North Foreland Radio at 1625 state that Boulogne Radio at 1622 broadcast "From St.Inglevert at 1525 without news F-AQIG left Lympne 1357 for BERCK. Please search for floating wreckage".
 1640 Following message sent to North Foreland Radio "Lympne now informs Croydon F-AQIG bound BUC not Berck".
 1615 GID informed of the departure of D-AKEP from Berlin at 1447 bound for Croydon. Believed to be the special aircraft for Herr von Ribbentrop.
 1640 Wallington Police rang to inform us that a resident of Carshalton had complained of low-flying by P-LH. P-LH landed at Croydon at 1632 and its approach and landing were normal. Wallington Police told this.
 1640 At 1626 F-HL Southbound service crossed the French coast at Ault.
 1803 Outer Marker Lorenz out of action. W/T Supervisor informed.
 1805 W/C J C Foden visited Control Tower after arrival from Hamburg by B.A.W.
 1925 F-AQIG (referred to above) arrived Buc 1800.
 2000 D-AKEP (Pilot Zywina) D.L.H. landed without permission. Taken up with company.
 2220 Lorenz in action again.

SUNDAY 13th MARCH 1938

1000 F-AOID, (Pilot Leroux) landed at Croydon during QBI without permission. Taken up with pilot who apologised and said he did not know the regulations.
 1210 Herr von Ribbentrop left for Berlin in D-AKEP, Pilot Zywina at 1223 arrive Cologne 1455. About thirty people arrived to see him leave. Air Commodore Robertson was on the tarmac.
 1400 F-HN, (A.F.) (Pilot Foucard) Southbound PS service operated via Creil.



Above: Wibault-Penhoet 282.T12 F-AMHN in the original red and gold colours of Air Union, was one of the type delivered before the inauguration of Air France in 10.33. It features in our last entry above. (via J J Halley)

REGISTRATION DECODE (for Part 3)

D-AKEP Ju 52/3m (4029) DLH "Fritz Rümey"
 D-ATUF Ju 52/3m (-) DLH "Graf Schlieffen"
 D-ATYZ Ju 52/3m (5797) DLH "Hans Hackmack"
 D-AXUT Ju 52/3m (5022) DLH "Lothar von Richthofen"
 D-__AK possibly D-AGAK, or D-AMAK, D-ATAK Ju 52/3m s
 D-__AO possibly D-ATAO, or D-AEAO, AIAO, AJAO, ANAO all Ju 52/3m
 D-__EN possibly D-ANEN Ju 52/3m (5072); D-AREN, D-ASEN also Ju 52/3m
 D-__YZ probably D-ATYZ above
 F-AMHL Wibault 282.T12 (6) Air France "Le Fougueux"
 F-AMHN Wibault 282.T12 (3) Air France "Le Vaillant"
 F-AMTS Wibault 283.T12 (9) Air France "L'Infatigable"
 F-ANPG Potez 62.0 (3809/1) Air France "Albatros"
 F-ANQM Potez 62.0 (4026/7) Air France "Martinet"
 F-AQIG Percival Vega Gull (K.77) Standard Oil France
 F-__HL probably F-AMHL above
 F-__HN probably F-AMHN above
 F-__PJ possibly Potez 62.0 F-ANPJ (3926/4) AF "Courlis"
 F-__TU possibly Potez 62.0 F-AOTU (6207/15) AF "La Séduisante"
 G-AAPH DH.60G Moth (1171) Herts & Essex AC
 G-AAUD Handley Page HP.42E (42/3) IAW "Hanno"
 G-AAXD Handley Page HP.42W (42/6) IAW "Horatius"
 G-ABHB DH.80A Puss Moth (2113) Surrey Flg Sers
 G-ABWS Avro 631 Cadet (636) AST, Hamble
 G-ACCI Avro 631 Cadet (628) AST, Hamble
 G-ACEK DH.84 Dragon 1 (6019) Olley A/S (op Air Dispatch)
 G-ACHB DH.85 Leopard Moth (7001) A S Butler, Hatfield
 G-ACJJ Short S.17L (S.768) IAW "Scilla"
 G-ACKU DH.84 Dragon 2 (6066) Wrightways, Croydon
 G-ACPU BK.1 Eagle (2) E Gandar Dower, Dyce
 G-ACRM Avro 652 Avalon (698) IAW, Croydon
 G-ACUK DH.85 Leopard Moth (7080) Brit Amer A/S, Heston
 G-ADAL DH.89 Dragon Rapide (6263) Wrightways, Croydon
 G-ADAV Avro 631 Cadet (805) AST, Hamble
 G-ADTH Avro 643 Cadet II (872) AST, Hamble.
 G-ADYI DH.86A (2345) BA, op by Wrightways?
 G-AEAT Monospar ST-25 (75) Aerial Sites, Hanworth
 G-AEDL M.3B Falcon Six (259) E G H Forsyth, Heston
 G-AEJX Pou du Ciel (*presumed error for G-AEXJ, qv*)
 G-AEKL Percival Mew Gull (*most unlikely on recorded flight 3.3.38, possibly AST Avro Cadet G-AENL*)
 G-AEMI DH.84 Dragon 2 (6110) Air Dispatch
 G-AEMZ Lockheed 12A (1206) Lord Beaverbrook
 G-AENL Avro 643 Cadet II (949) AST, Hamble
 G-AEOS Fokker F.XII (5291) BA (*but see G-__OS below*)
 G-AEPN Lockheed 10A Electra (1080) BA
 G-AEPO Lockheed 10A Electra (1081) BA
 G-AEPR Lockheed 10A Electra (1083) BA
 G-AERN DH.89A Dragon Rapide (6345) B&WCAS
 G-AERZ DH.89A Dragon Rapide (6356) Air Commerce, Heston
 G-AESE DH.87A Hornet Moth (8108) London Aeroplane Club?
 G-AESY Lockheed 10A Electra (1102) BA
 G-AETE Percival Vega Gull (K.47) I G Williamson, Croydon
 G-AEVF M.11A Whitney Straight (317) L T Lillingston
 G-AEWD Curtiss T.32 Condor (29) Int Air Freight, Croydon
 G-AEXJ M.11A Whitney Straight (501) AST, Hamble
 G-AEXP DH.89A Dragon Rapide (6369) North Eastern AW
 G-AFAP Ju 52/3m (5881) BA "Jason"
 G-AFCS Lockheed 10A Electra (1025) BA
 G-AFEA Percival Vega Gull (K.84) Gloster/Alex Henshaw (*Henshaw left Heston 12.3.38 in G-AFEA to survey the route to South Africa*)
 G-AFEJ DH.82A Tiger Moth (3664) Cinque Ports FC
 G-__AL probably G-ADAL above
 G-__AX possibly AS.5 Courier G-ADAX, PSIoW Avn
 G-__BW most likely G-ACBW DH.84 Dragon 1 (6009) Provincial A/W, Croydon, used by Air Dispatch? Rapides G-ADBW and G-AEBW of IoM A/S are possibles.
 G-__EK probably G-ACEK above
 G-__JJ probably G-ACJJ above
 G-__OS see note 11.3.38, if not G-AEOS (see above) this could be Smiths Instruments Dragon G-ADOS?
 G-__PM possibly Monospar ST-25 G-ADPM (58)
 G-__PN probably G-AEPN above
 G-__PO probably G-AEPO above
 G-__PR probably G-AEPR above
 G-__RN probably G-AERN above
 G-__UD probably G-AAUD above
 G-__UG possibly G-ADUG DH.86B (2335) IAW "Danae"
 G-__XD probably G-AAXD above
 G-__XP probably G-AEXP above
 G-__YF possibly DH.86 G-ACYF (2313) Jersey A/W, op Olley prior to sale to Australia?

G-__ZE probably G-AEZE Curtiss T.32 Condor (28) IAF
 HB-IRI Douglas DC-3-216 (1946) Swissair
 H-__RI probably HB-IRI above
 OO-AGL Savoia S.73P (30001) Sabena
 OO-AGY SABCA/Savoia S.73P (-) Sabena
 OO-AUA Ju 52/3m (5815) Sabena
 O-__GL probably OO-AGL above
 O-__GV probably OO-AGV Ju 52/3m (5514) Sabena
 O-__GW probably OO-AGW Ju 52/3m (5672) Sabena
 PH-AKT Douglas DC-2-115H (1366) KLM "Toekan"
 P-__LH probably DC-3-194B PH-ALH (1935) KLM "Hop"
 SE-BAA Douglas DC-3-214 (1947) AB Aerotransport "Örnen"
 S-__AA probably SE-BAA above
 Military:
 K4272 DH.82A Tiger Moth I, c/s "JCK"

Q CODES (for Part 3)

All may take the form of question or answer as explained in first instalment. ? below indicates unconfirmed code.

QAA Estimated time of arrival
 QAC ? This may be declaring an emergency ?
 QAL Name of intended landing ground
 QAM Latest meteorological data for ...
 QAN Surface wind direction and speed
 QBA Horizontal visibility
 QBB Height of cloud base above aerodrome
 QBG Flying at (height) above cloud
 QBI Flight under IFR compulsory at ...
 QDM Magnetic heading to steer to destination
 QFG Am I /You are overhead
 QFM Flight level to maintain
 QGN Clearance to land at ...
 QHL ? Could be QHE - time to (CL = crosswind?) leg ?
 QTE True bearing from ground station
 QTF Position according to D/F stations

AERODROME CODES

ADAM, AM Amsterdam
 AST Air Service Training, ie Hamble?
 BU Brussels
 CP ? could be Cinque Ports, ie Lympne?
 DP possibly Doncaster (NE A/L use)
 GED Croydon
 HB Hamburg ?
 HE Heston
 LO London (Croydon)
 LV Liverpool ?
 PS Paris
 RD Rotterdam
 SX previously thought to be Southampton but Shoreham seems possible in this extract.

OPERATORS ABBREVIATIONS

A/D - Air Dispatch
 AF - Air France
 APT - Air Pilot Training (was this an official title - refers to IAW use?)
 AST - Air Service Training
 BA, BAW - British Airways
 DLH - Deutsche Lufthansa
 IA, IAL, IAW, Imps - Imperial Airways Ltd
 KLM - Royal Dutch Airlines
 NEA - North Eastern Airways
 Olleys - Olley Air Services
 RAS - Railway Air Services
 SAB - Sabena

THE PILOTS (for Part 3)

As before the date of the first reference to each name is given and (?) represents an unconfirmed identification.

27.2.38 SAMUELS, Norman P. Born 5.8.11, London. RAF 1930-35. Instructor, Surrey Flying Services 1936-39.
 27.2.38 PALMER, Edward F. B Licence No.1752. Instructor, Northamptonshire Aero Club, Sywell 1929. BOAC 1940.
 1.3.38 MACGREGOR, Donald B. Born 20.8.14, Ontario. Imperial Airways 1939-40. BOAC 1940.
 1.3.38 ATKINSON, H K. Owned G-AAAK, Avro 504, at Witney

- 1935.
- 1.3.38 LACAYO, Mark A. Born 17.4.99, Cheadle. RAF 1918-19. Manchester Aviation 1921-24. Lancashire Aero Club, Woodley 1926-30. Sales Director, Aircraft Distributors Ltd.
- 3.3.38 PERCY, James T. Born 25.10.09, Newcastle-upon-Tyne. Imperial Airways 1932-40. BOAC 1940.
- 3.3.38 BEALE-BROWN, George R. Born 7.10.15, Eastbourne. Car salesman. Aviation Certificate No.14521 issued 10.10.36, Witney & Oxford Aero Club, Witney.
- 4.3.38 EDMUNDS, Archibald J (?). Born 22.11.09, Leighton Buzzard. Managing Director, British South American Air Services, Heston.
- 4.3.38 CAMERON, Herbert S (?). First Officer, ATA.
- 4.3.38 GRIFFITHS, William N C (?). Born 25.12.09, Westminster. Imperial Airways 1937-40. BOAC 1940.
- 4.3.38 JOHNSTONE, Andrew C P. Born 23.9.06, Orpington, Kent. Aviation Certificate No.8629 issued 12.6.29, Henderson School of Flying, Brooklands. Imperial Airways 1932-40. BOAC 1940-46. OBE.
- 5.3.38 OGILVIE-FORBES, Sqn Ldr Neill C. Senior Navigation Officer, HQ No.3 (Bomber) Group, RAF Mildenhall.
- 6.3.38 LONGMORE, Richard M (?). Born 13.6.15, Warsash. Qualified with Nottingham Flying Club, Tollerton 15.6.34.
- 7.3.38 WILLOWS, Michael R. Born 22.11.15, Bristol. Qualified with London Aeroplane Club, Hatfield 1.8.36. RAFVR 1939. Killed in action, Malaya 1942.
- 7.3.38 LEGG, Sqn Ldr Richard J (?). Instructor, No.8 FTS, RAF Montrose.
- 9.3.38 FAIR, Flt Lt Peter C, RAF (Retd). Born 18.5.06. Wrightways 1937-38. British Airways 1938.
- 9.3.38 GARNER, William L. Born 19.5.02, Newcastle-upon-Tyne. International Air Freight 1937-38. Imperial Airways 1938-40. BOAC 1940-47.
- 11.3.38 POOLE, Sqn Ldr William H, AFC, MM. OC, No.6 Armament Training Station, RAF Warmwell, 4.38. Wg Cdr 7.38.
- 12.3.38 MESSENGER, Lionel V "Buddy". Born 21.6.04, Boxmoor. RAF 1920-26. Imperial Airways 1932-40. BOAC 1940.
- 12.3.38 FODEN, Wg Cdr James C, AFC. OC No.166 (Bomber) Sqn, RAF Leconfield.

CROYDON CONTROL : 1935 -1939

PART TWO

There was a Control Zone around Croydon of some 15 miles radius. When the weather fell below certain limits (visibility 1,000 yards and cloudbase 1,000 feet) "QBI" was declared, which meant Control Zone Procedures were in force. Aircraft could not then leave or enter the Zone, without permission of Control.

Communication with aircraft was via Wireless Telegraphy (Morse Code) using the "Q" Code where applicable. The Croydon W/T operators occupied a room adjacent to the Control Room and the written message slips were exchanged through a hatch. Each aircraft had a "spike" where the subject messages were placed. In addition, the position of each aircraft was marked by a "flag" on a map of the South of England. The "flags" were an "aide memoir" as the controller usually had the "picture" of air traffic in his mind.

There were two W/T frequencies, one for en-route communication (363 kcs) and one for giving the approaching aircraft their "Turn for Landing" (322 kcs). This enabled the aircraft to receive a series of courses to steer ("QDM") to reach the "overhead" position. To complete the "ZZ" procedure, the aircraft then flew outbound for a specified number of minutes, made a Rate One turn (3 degrees/second) and would descend inbound to the Aerodrome, receiving more QDMs until the landing area was seen. A landing rate of six arrivals an hour could be achieved. By 1938, the Lorenz Beam approach and landing system was installed at Croydon, later developed for RAF use as "Standard Beam Approach" (SBA).

In addition to the direction finding station at Croydon, aircraft could also receive bearings on their transmission from Pulham in Norfolk and Lympne on the South Coast. Around 1936, a plotting table was installed in the Control Tower, and these three stations then automatically took bearings on all requests for bearings from aircraft. This enabled the Aerodrome Officer to plot the bearings on a map and pass a position "fix" (QTF) to the aircraft. If the aircraft was in Distress, this position was sent to the aircraft and to the RNLi at North Foreland which controlled lifeboats at Dover and Lympne.

The Aerodrome Officer on duty, was assisted by one or more "lookouts" on the Tower balcony. They relayed permission to taxi out and take-off by means of lamp signals, Aldis at first and a more powerful fixed lamp later. Croydon was a grass airfield and a flarepath was laid for night flying. There was also a unique neon light strip across the aerodrome for take-off and landing in bad weather. By 1936, the aerodrome lighting was improved with a number of floodlights arranged around the perimeter of the landing area. Two or three of these were lit at night according to the landing direction.

The increasing air traffic in 1936, resulted in additional staff arriving at Croydon; R.H.Halliwell, P. Symonds, P.W. Emersen, H.D. Harrison, C.A.M. Kyrke-Smith, C.A. Robinson and G. Yuill.

The Maybury Committee of 1936, recommended that the State should be responsible for the Control and Communications at certain aerodromes. As a result, many State aerodromes were opened, Heston with Captain Parkinson, Manchester/Barton with J. Russell and P.W. Emerson, Glasgow/Renfrew with Captain P. Morkum, Southampton, Portsmouth, Liverpool/Speke, Jersey with W. Lawford, Aberdeen/Dyce, Inverness, Orkney & Shetland. Gatwick was operated privately. Mr. G.J.H. Jeffs was i/c Heston and an AO from Croydon would rotate there for control duties. A School of Control was opened by Jeffs and later F.H. Robinson took over, when Jeffs moved to the Directorate at the Air Ministry. Early Officers to complete the Control Course were Edwin Freshfield, E.V. Miller, Craig, Colin Pryce, Douglas, E. Bulstrode, Maurice Young, Pearse, Sanders, F. Goodwin, Wishart, A.E. Smith, Phillips, P. Leborgne, and L.H.T. Ashburner.

The decision to consider the Aerodrome Officers as the Field Force, resulted in Operation Officers directing Policy and Planning. Thus, Ivor McClure came in from the Automobile Association Aviation Department and Hancock, Stallibrass and Bird came in as Operation Officers.

Originally, Aerodrome Officers were required to be in possession of a "B" Commercial Pilot's Licence and hold a 2nd Class Navigator's Licence, but later this was less rigid.

Gatwick was opened with Arthur Golding-Barrett, who had been trained at Croydon, as the Aerodrome Officer. The aerodrome was intended as a weather diversion for Croydon. During the first year it was unfortunate that more traffic was diverted from Gatwick to Croydon, due to their weather and serious flooding from an underground spring!

Promotion to AO Grade II, resulted in a salary increase (in 1937) to £450 per year, rising by annual increments of £18, to a maximum of £576. In December 1937, the Chief Aerodrome Officer at Croydon assumed the title of Superintendent and ceased to be responsible for the control of air traffic. Aerodrome Officers were now responsible to the Directorate of Operational Services & Intelligence (DOSI) and under him, to the Inspector of ATC, G.J.H. Jeffs, for the control of aircraft at Croydon. This control was assumed from the time they left the apron in preparation for flight or until they reached the apron at the termination of flight.

To be continued



ELLY BEINHORN and the Heinkels

- Part 2

All photographs via Jack Meaden

Following the 1932 Europa Rundflug win in the speed contest by Hans Seidemann in Heinkel He 64c D-2305, Ernst Heinkel took advantage of the publicity and made ex-competition aircraft available to Seidemann and Elly Beinhorn to fly and advertize the Heinkel product.

Elly attended Heston's Aerial Weekend starting Thurs 1st September 1932 with Fraulein Mirow-Seelemann as passenger in a He 64. (The fuselage registration of which had been painted out for some reason and its individual identity is unconfirmed).



Top: Elly Beinhorn taxying out at Heston en route for Bristol in September 1932.

Right: Elly and Fraulein Mirow-Seelemann with the visiting Heinkel.

Left: The original undercarriage on He 64 D-2303 with fore-and-aft support by wire bracing.



Its full leading edge slats and slotted flaps impressed Frederick Handley Page, who borrowed it so that his Chief Test Pilot Major Jim Cordes could fly it. It was demonstrated at Radlett to Air Ministry representatives with the result that D-2305 c/n 47 was purchased by the Air Ministry in December. When supplied it was fitted with a 120 hp Gipsy III engine driving a left-hand tractor propeller (the German Argus and Hirth engines were right-hand tractor) and was described as a He 64c. This gives some credence to the explanation that the c suffix (as on the Hirth engined version) indicated airframe changes which allowed alternative engines to be fitted, but there may have been other reasons not so far explained.

Another difference was a redesigned undercarriage with longer legs and a new front bracing-strut arrangement. This strengthened and longer-travel undercarriage was clearly intended to allow greater rates of descent without damage in landing tests of the slots and flaps for which the aircraft had been purchased.



Left: Heinkel He 64 G-ACBS c/n 47 ex D-2305 with Gipsy III engine.

Left, below: The He 64 c/n 47 as VP-YBI shows the open cockpits, the Gipsy III engine cowling, left hand tractor propeller and taller undercarriage with redesigned front bracing.



The aircraft was registered G-ACBS and, after trials by Handley Page, it went to the RAE in July 1933 as K3596. In September 1935 it became G-ACBS again at Brooklands. At some point it was converted to have 2 open cockpits. This was almost certainly because the celluloid transparent covers were not really suitable for long-term use and would have developed cracks in regular service, probably also suffering surface scratches, making them difficult to see through. In January 1937 it was flown to Southern Rhodesia by A.H.Elton on behalf of new owner H. Perrem as VP-YBI. Here it survived until scrapped in 1952.

The story of the He 64 would not be complete without telling how its designers, the brothers Siegfried and Walter Günter, the curved lines of whose designs became familiar in pre-war Heinkel aircraft, came to design it. Ernst Heinkel, always on the lookout for good designers, saw the work of the Günter brothers in the clean and attractive lines of the racing aircraft produced by Paul Baumer. Their tail surfaces in particular were distinctively curved, as seen in the Baumer Sausewind illustrated.



Heinkel invited the Günter brothers to join him at Warnemünde and the He 64, their first design for Heinkel, shows many similarities to the Sausewind. In his memoirs Heinkel said of the brothers "They combined a gift for mathematical precision with a feeling for aesthetic beauty: they were capable of creating the aerodynamic shape I was looking for". The results were seen in the He 70, the He 112, the He 116 and He 118, and, best remembered by most, the He 111 bomber of WW2.

To be continued



Left, above: VP-YBI in the Southern Rhodesian bush.

Left: This old photograph of VP-YBI in a later paint scheme shows the extended slots, lowered flaps and undercarriage front bracing.



Left: The Baumer Sausewind B4a, the last of four, D-1414. Its Heinkel-like lines show evidence of the work of the Günter brothers.

The Whole Truth: THE de HAVILLAND DH.114 HERON

PART FIVE

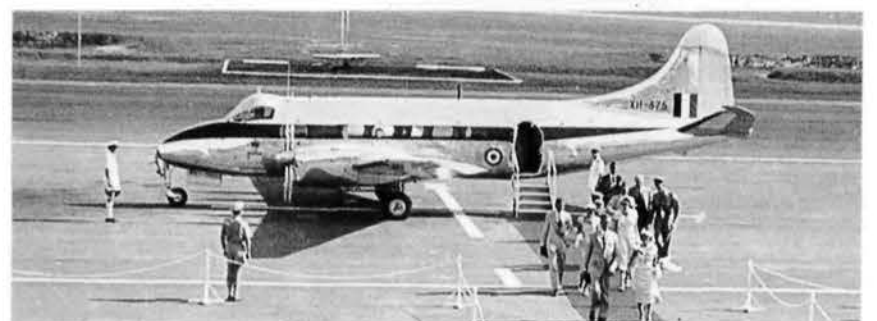
Right: Three phases of the career of c/n 14058 are shown here. Top: Seen at Sharjah on 25.09.66 returning to the UK from British Air Attaché duties in the Far East. (C P Russell-Smith via M J Hooks) Centre: With RAF marks over-painted and OY-DNJ crudely applied, awaiting delivery from Coventry to Cimber Air. (via Jack Meaden) Below: Shortly after conversion to the prototype Saunders ST-27 as CF-YBM-X at Toronto International in July 1969. (Sheldon Benner via Peter Keating)



Far right, top: C/n 14059 in RAF roundels being test flown in Class B marks as G-5-7. (DH via M J Hooks) Centre: An early assignment during Queen's Flight service as XH-375 (note the hyphen), seen at Dar Es Salaam airport for Princess Margaret's State Visit to Tanganyika 10.56. (John Pike) Bottom: As CF-YAP on 23.03.69 after delivery to Saunders Aircraft for conversion. (M J Hooks)



14058 Srs C.Mk2 XG603 Royal Air Force, h/o 13.09.54 and delivered to Washington via Prestwick on 23.09.54 for the use of the Joint Services Mission. Operated by the Air Attaché to Bermuda in 1963. To 27MU Shawbury 22.06.64 then issued to the Attaché to Saigon 15.03.66. Returned to 27MU 03.10.66. Flown to Coventry 07.11.68 after sale to Hawker Siddeley Aviation. Sold as OY-DNJ to Cimber Air, temporary regn 16.12.68 and delivered to Sonderborg 03.01.69. No CofA issued, regn cancelled 28.5.69 and sold abroad to Saunders Aircraft Corp. converted as the prototype ST-27 c/n 001 CF-YBM-X (1). First flight 28.05.69. Regd 06.69. Cancelled on sale as HK-1286-X, Aerolineas Centrales de Colombia (ACES) 01.72, becoming HK-1286 after delivery. Reported damaged on the ground at Manizales 22.02.73 but repaired. Stored at Fort Lauderdale 11.76. Cancelled 1976, sold as C-GYCQ to Saunders Aircraft Corp. Presumably taken over with assets of Saunders by Otonabee Airways .79, but not operated.



14059 Srs C.Mk3 G-5-7 de Havilland Aircraft Co. Class B registration for test flights. XH375 Royal Air Force h/o 19.05.55 and operated by the Queen's Flight. To 27MU Shawbury 17.09.64. Sold to Hawker Siddeley Aviation and flown to Southend on 04.11.68 in Aviation Traders (Engineering) Ltd. class B registration G-41-1-68. Rereg'd as ZY-HIN in masking tape in January 1969 but not taken up and sold as CF-YAP to Saunders Aircraft Corp. delivered ex-Southend 09.02.69. Converted to





Left: C/n 14059 as the fourth Saunders conversion in Air Atonabee's two-tone blue colours as C-GYCR. (Ian Morton)
Far left, top to bottom: C/n 14060 as Wright Airlines Riley Heron N510FW at Detroit City 19.12.69. (Peter Keating)
Later in Swift Aire titles as N416SA. (Wim Zwakhals coln) RoyalAir operated Riley Heron CF-RAB c/n 14061 for a short time in 1968, seen at Dorval on 5.10.68. (M J Hooks) It was later with Swift Aire "The Neighborly Airline" as N111KA. (via Peter Keating)
Below: The Shell company's G-ANUO c/n 14062 at Beirut 22.01.56. (P Keating)



ST-27 c/n 004. Cancelled on sale as HK-1287 to Aerolineas Centrales de Colombia (ACES), regd .01.72. Cancelled in 1976 and sold as C-GYCR to Saunders Aircraft Corp. To Air Atonabee Ltd 07.81 and renamed City Express .84. Cancelled 10.89 as withdrawn from use.

op by Swift. Wfs by Swift Aire 01.03.80. To Vintage Aero, t/a Central Coast Vintage Aero 23.05.82. To T.P.Investments Inc. 03.05.83. Leased to Servicios Aereos Profesionales in the Dominican Republic 05.88, sale to Andres Delvaux 02.10.88 not finalised. Sold to Cortex Air Inc. 21.11.88 and cancelled 06/03/89. Regd HI-582CT Servicios Aereos Profesionales, named "Crabela". Re-regd HI-582CA by 01.91 and in service mid-95.

14061 Srs 2B TC-HER Devlet Hava Yollari, h/o 15.02.55 with fleet number 64. Name changed to Turk Hava Yollari 01.03.56. Withdrawn from use 04.62 and offered for sale, cancelled 17.02.66 following sale to Riley Aeronautical Corp. 11.02.66. Sold as N484R to the Aviation Development Corp. 04.04.66. Sold to Riley Aeronautical Corp. 22.03.67, to Heron Leasing Inc. 23.03.67 and again to Riley Aeronautical Corp. 13.12.67 and to Hayes International Corp on same date. Converted to Riley Heron by Hayes Industries Ltd. To Greyhound Leasing & Finance Corp. of Canada 21.08.68. Regn cancelled 23.08.68. Regd CF-RAB Royalair Ltd. 20.08.68, lsd from Greyhound. Regn cancelled 27.01.69, sold to Bevdale Inc. as N138FA, regd 27.01.69 and leased to Fleet Airways. Leased to Gary Industries Inc 07.70, regd to them 02.02.71. To Kundert Aviation Inc. 03.02.71 and re-regd N111KA. To Swift Aire Lines 05.01.72 and to Heron III Airplane Partnership 07.01.72, operated by Swift. Re-regd N413SA 03.06.74. Sold to United Medical Leasing Inc. 01.01.75 and still operated by Swift. N403SA allotted but not taken up. Sold to Swift Aire Lines 31.03.78 and to Fischer Brothers Aviation Inc also 31.03.78. Re-regd N15FB to Fischer Brothers 05.07.78, operating as GCS Airlines. Some damage in hangar fire at Galion, OH 12.11.78; repaired. Withdrawn from use and sold to Short Brothers (USA) 01.11.83. Sold to Ford Aire Inc. 16.01.84, t/a Susquehanna Airlines. Delivered to Nausori, Fiji 09.12.85 and slightly damaged when the nosewheel would not come down for the landing. Regn cancelled 17.12.85 on sale to Fiji Air Ltd, regd DQ-FED 09.12.85. Crashed at Lakemba airstrip 03.04.89. Repaired then delivered to Sydney 27.10.91 and cancelled as sold abroad. To VH-NJI Heron Airlines regd 20/12/91 named "Arthur Butler".

14062 Srs 2C G-ANUO Shell Refining and Marketing Co. Ltd. regd 27.09.54, CofA issued 15.03.55 and h/o the same day. Converted to Srs 2D in 1957. Rereg to The Shell Company of the UK Ltd. 26.05.60 and rereg to Shell Aircraft Ltd. 22.01.62. Sold to the British Nuclear Design and Construction Co. Ltd. and the General Electric Co. Ltd. 22.03.71. Rereg to the National Nuclear Corp. Ltd. 02.02.81. Sold to M.Woodley (Aviation Enterprises) Ltd. 14.10.82 and to Aces High 30.12.82. Sold to Topflight Aviation Ltd.

14060 Srs 2B TC-HAT Devlet Hava Yollari, h/o 03.03.55 with fleet number 63. Name changed to Turk Hava Yollari 01.03.56. Withdrawn from use 04.62 and offered for sale, cancelled 17.02.66 following sale to Riley Aeronautical Corp. 11.2.66. Sold as N483R to the Aviation Development Corp. 04.04.66. Sold to East Coast Flying Services 06.04.66 and to Wright Airlines Inc. 06.06.67. To Riley Aircraft Inc. 27.10.67; to Rajay Corp. 01.11.67. Converted to Riley Heron by Riley Aeronautics 04.68 and leased to Tucker Enterprises t/a Air Indies Inc. 03.06.68 to 30.11.68. Returned to Wright Airlines Inc 30.11.68 and re-regd N510FW 27.12.68. Sold to A.A.T. Airlines 04.71 and used the operating title Air Sunshine. Rereg as N416SA and leased to Swift Aire Lines 26.04.74. To Phelan & Taylor Produce Co 11.06.74,

15.09.83 then to Avtech Ltd. 15.08.88. Stored at Biggin Hill with CofA expired 12.09.86.

14063 Srs 2B TC-HIZ Devlet Hava Yollari, h/o 04.03.55 with fleet number 65. Name changed to Turk Hava Yollari 01.03.56. Withdrawn from use April 1962 and offered for sale. Sold to Riley Aeronautical Corp. 11.02.66 and cancelled as sold abroad on 17.02.66. Sold as N485R to the Aviation Development Corp. regd 04.04.66. To Riley Aeronautical Corp. 15.05.67 and sold to Heron Leasing Inc. on same date. Converted to Riley Heron by Riley Aeronautics 21.11.67. Cancelled 04.12.67 on sale abroad as YV-P-AEB(2) to B.C.Blechingburg, t/a Servicios Circa C.A.. Bought by Blechingburg on same date and registered to Cia Shell de Venezuela 25.01.68. Cancelled 07.03.72 and sold abroad to Harold C.Marks 08.03.72 and regd N121G 06.04.72. Sold to the Global Leasing Corp. 28.12.72 and again to Marks 21.08.73. Leased to Astro Airways Corp. 22.08.73. Sold to Great Plains Airlines 22.10.76. To Heron Leasing Inc 01.04.77 and to Cooper Campbell Enterprises Inc. 18.04.77, leased to Air Miami 25.04.77 and sub-leased to Shawnee Airlines Inc 13.04.78. Returned to Air Miami lease by 03.80 and sold to Air Florida Commuter 02.11.80 painted as N454AM; re-regd and painted N121G 09.11.80. Regd to Cooper Campbell Enterprises Inc as N454AM 20.11.80 and operated by Air Miami, t/a Air Florida Commuter. Sold to Compadre Markets Inc. 10.03.81, t/a Skyways Aviation of Texas Inc. To Norman & Frances Jones (repossession) 09.02.90. Current 02.95.

14064 Srs 2B TC-HAS Devlet Hava Yollari, h/o 08.03.55 with fleet number 62. Name changed to Turk Hava Yollari 01.03.56. Withdrawn from use April 1962 and offered for sale. Sold to Riley Aeronautical Corp. 11.02.66 and regn cancelled as sold abroad 17.02.66. Sold as N486R to the Aviation Development Corp. 04.04.66. Sold via Riley Aircraft Inc 19.06.67 to Wright Airlines Inc on same date and converted to Riley Heron by Hayes Industries Ltd 10.68. Rereg as N508FW to Wright Airlines Inc. 22.10.68. To Aviation Funding Inc 29.10.68 and to WAL Limited Partnership No.3 on same date, op by Wright. Leased to MATS Airlines in June 1972 and to Swift Aire 01.08.73. Rereg as N415SA to Swift Aire Lines 26.04.74. Wfs by Swift Aire 01.03.80. Sold to R. A. Justman 28.01.82 for operation by Hawaiian Sky Tours. Sold to Seagull Air Hawaii Inc. 04.01.83 and then to GECC Hawaii Leasing Corp. 11.05.84, op by Seagull. To Barron Thomas Aviation Inc. on 26.02.88 and then to Black Wings Inc. 29.08.88. Sold to Virgo Enterprises 18.07.89 and to Supi Sundquist 11.12.89. Sold to The Aircraft Museum Society (Wilmington, Delaware) 14.04.92. Current 02.95.

14065 Srs 2 G-7-11(2) de Havilland Aircraft Co. Class B registration for test flights, 10.54. To VT-DHD Indian Airlines Corp. h/o 13.04.55. Sold to Banwarilal in 05.61 then to the Hindu Times in 03.63. Sold to Kusturi Lal and Sons 04.63 and cancelled on sale as G-ASXA to Aerocontacts (Aircraft Distributors) Ltd. regd 06.10.64, CofA 08.10.64 and delivered to Gatwick 19.10.64. Sold to Flying Facilities Ltd. 21.09.65. Regn cancelled 08.06.66 sold via Hesperion Shipping & Trading Co Ltd (Hamilton, Bermuda) to Hawaii Leasing Inc. as N16720 regd 06.66, operated by Hawaiian Air Tour Service with fleet number 9. (Lease dated from 04.05.66 but aircraft not delivered until 24.05.66). Rereg 21.07.72 to



Top: Only ever registered G-ANUO, c/n 14062's last operator was Topflight with whom it visited Rotterdam on 15.05.84. (Wim Zwakhals)

Above: TC-HIZ c/n 14063 at Istanbul 26.08.59 carrying THY fleet number 65. (Peter Keating)

Below: C/n 14063 as Riley Heron N121G landing at Miami in late 1980. (Peter Keating)



Above: C/n 14064 was converted to Riley standard in 1968 and is shown in newly-acquired MATS Airlines titles in July 1972. (Peter Keating collection)

Below: C/n 14064 is currently owned by The Aircraft Museum Society, who took it to Oshkosh in 1994 in a smart blue colour scheme. (Lance Hooks)

Bottom: C/n 14065 G-ASXA has two windows blanked out and appears to be carrying extra internal tankage, presumably for ferry from the UK in 1966. (via M J Hooks)



Left: N16720 c/n 14065 with Hawaiian Air Tour Service at Honolulu in November 1970. (Peter Keating)

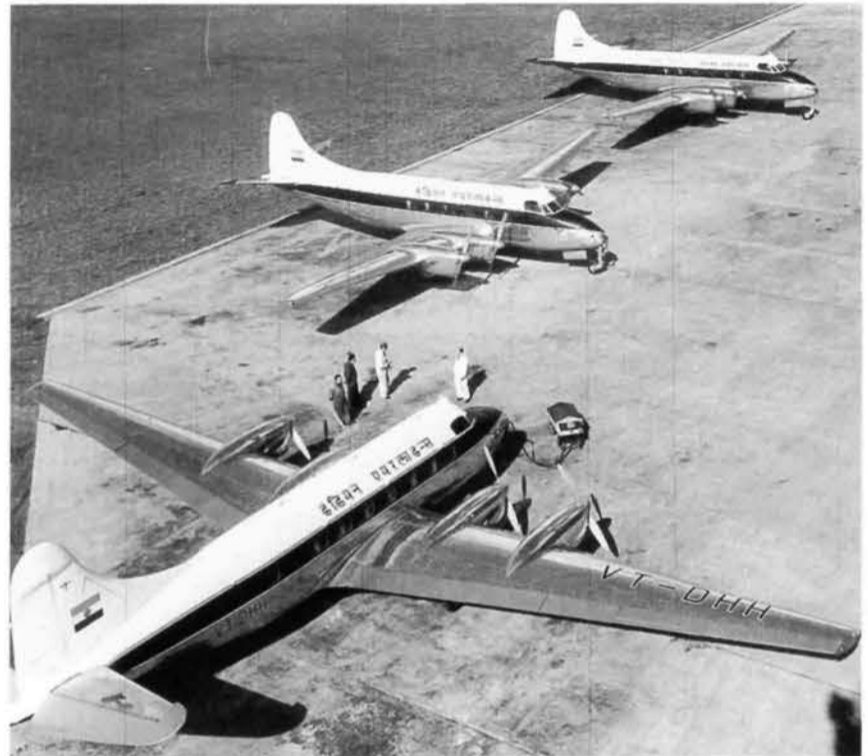




Left: Two D.H.Y. Herons, TC-HUN c/n 14066 and TC-HAT c/n 14060, with C-47A TC-TUG c/n 20115 at Istanbul in 1955/6 (E W G King via John Havers)

Far left, top to bottom: C/n 14066 as Riley Heron N509FW in Wright Airlines smart red/white colours in 1970 (Terry Sykes). The same aircraft was last regd N690BC, seen in Baja Cortez titles at Los Angeles 2.78 (John Wegg via Peter Keating). Fiji Airways' ex-Indian Heron c/n 14068 VQ-FAB at Nausori 1966 (Ron Killick/P Keating).

Below: Three Herons awaiting delivery to Indian Airlines at Hatfield with VT-DHH c/n 14070 in the foreground, VT-DHG c/n 14069 centre, and VT-DHE c/n 14067 behind which unusually has English and Hindi titles on the same side. (BAe via M J Hooks)



27.07.78. Currently registered but last report in service 09.79.

the J.P.Mueller Estate, op by H.A.T.S., and to Hans E.Mueller 15.09.78, op by H.A.T.S.. Sold to the Aircraft Maintenance Corp. (Honolulu) 15.08.84, still op by H.A.T.S.. Wfu at Honolulu by 10.85 though still registered 02.95.

14066 Srs 2B TC-HUN Devlet Hava Yollari, h/o 08.03.55 with fleet number 66. Name changed to Turk Hava Yollari 01.03.56. Withdrawn from use April 1962 and offered for sale. Sold to Riley Aeronautical Corp. 11.02.66 and regn cancelled as sold abroad 17.02.66. Sold as N487R to the Aviation Development Corp. 04.04.66. Sold via Riley Aircraft Inc 19.06.67 to Wright Airlines Inc on same date and converted to Riley Heron by Hayes Industries Ltd 01.69. Rereg as N509FW to Wright Airlines Inc. 18.11.68. To Aviation Funding Inc 28.01.69 and to WAL Limited Partnership No.4 on same date, op by Wright. Forced landing in March 1969 due to fuel starvation, repaired and leased to Air North in 10.71 with the name "Mohawk Commuter". Returned to Wright Airlines then leased to MATS Airlines 08.72. Returned again then leased to Swift Aire Lines, damaged at Haily, Idaho 25.02.73 but repaired. To Great Plains Airlines Inc 26.03.76. To Labette Corp. 22.03.77, rereg as N690BC Labette Corp. 24.05.77 t/a Baja California Airlines. Sold to Air Management Associates Inc, t/a Shawnee Airlines 26.07.78 and delivered to Miami

14067 Srs 2 VT-DHE Indian Airlines Corp. h/o 19.06.55. Sold to Banwarilal in 05.61 and to the Hindu Times in 03.63. Sold to Kusturi Lal and Sons 04.63. Cancelled sold abroad as G-ATFE to Aerocontacts (Aircraft Distributors) Ltd., regd 15.06.65 but not delivered to UK. No CofA issued and regn cancelled 28.06.65 on sale as VH-CLS to Connellan Airways Ltd, Alice Springs. Regd 10.66 to Esanda Ltd & Connellan Airways Pty Ltd. Name changed to Connair Pty Ltd. 10.07.70. Fifth Riley Heron conversion by Connair and first flight as such 05.03.74. Crashed during a go-round in a severe rainstorm at Cairns 23.10.75 whilst inbound from Alice Springs via Mount Isa, 3 crew and 8 passengers killed.

14068 Srs 2 VT-DHF Indian Airlines Corp. h/o 13.04.55. Sold to Banwarilal 05.61 then cancelled and sold abroad as VQ-FAB Fiji Airways Ltd. regd 21.11.62. Withdrawn from use at Nausori and cancelled 19.06.69, scrapped and used for spares 1969/70.

14069 Srs 2 VT-DHG Indian Airlines Corp. h/o .04.55. Sold to Banwarilal 05.61 and to the Hindu Times in 03.63. Sold to Kusturi Lal and Sons 04.63. Cancelled on sale as G-ATRZ to Flying Facilities Ltd. regd 07.07.66, CofA 16.07.66 as Srs 2X. Cancelled 27.07.66 and sold abroad via Hesperion Shipping & Trading Co Ltd (Hamilton, Bermuda) to Hawaii Leasing Inc as N16721 for operation by Hawaiian Air Tour Service with fleet number 10. (Lease dated from 04.05.66 but aircraft delivered to H.A.T.S. on 16.07.66). Rereg to the J.P.Mueller Estate 21.07.72, op by H.A.T.S.. To Hans E. Mueller 15.09.78, op by H.A.T.S.. Sold to the Aircraft Maintenance Corp. (Honolulu) 15.08.84. Wfu at Honolulu by 10.85. Still registered 02.95.

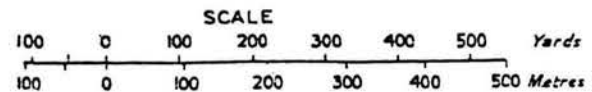
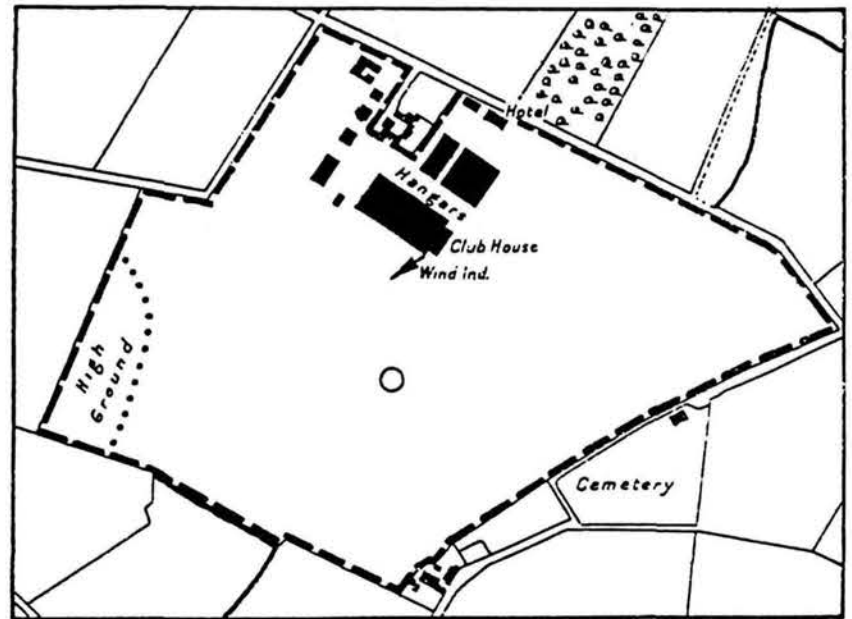
GONE - BUT NOT FORGOTTEN

15. RENFREW AIRPORT

Wm Beardmore & Co opened Renfrew aerodrome in 1915, for test flying and for a flying school, being closely followed by the RFC which installed a storage unit and an aeroplane repair unit which passed to the RAF in 1918 until disbandment in 1919. To all intents and purposes, the aerodrome was closed except that in September 1919, Air Transport and Travel operated a mail service from Hounslow with Airco DH.10 G-EAJO (formerly E45S8), for just over a week. Beardmores operated an experimental Renfrew-Brough-Croydon service with G-EARY, a Beardmore WB.II (c/n 5441/2), in July and August 1920. The first King's Cup air race night-stopped here on 8th September 1922, and subsequently in 1923, 1925 and 1928, the later races of 1929, 1935 and 1937 merely being as a check point. Northern Air Lines used DH.50 G-EBFN (c/n 73) to operate a daily experimental Renfrew-Malone service in June 1924. Flt Lt Gerald K Martyn, RAF, formed No 602 (City of Glasgow)(Bomber) Sqn of the AAF here on 15th September 1925, to be commanded by Sqn Ldr Cyril N Lowe, MC, DFC, RAF (later Gp Capt), but moved to the adjacent RAF Abbotsinch in January 1932.

The Scottish Flying Club was founded in 1927 with one DH 60 Moth, G-EBUU (c/n 471) when the instructor was Warwickshire-born Flt Lt William Jones, RAFO, who had served in the RFC in 1916, transferred from the RAF to the RAFO in 1926, and left the club to join the Karachi Aero Club in 1928. He was aided by Fg Off George F Yuill, RAFO, who remained until 1932, and by Alexander C Jack, the ground engineer until 1931 when he joined A V Roe and Co. The President was the Rt Hon Lord Weir of Eastwood and the secretary was Harry W Smith. Capt John C Houston, MC, succeeded as the instructor in 1928 having joined the RFC in 1914 and been demobilized from the RAF in 1918. He was to be the Scottish Examiner for the Guild of Air Pilots and Air Navigators of the British Empire until his untimely death as a passenger in Vega Gull G-AEWP, (c/n K.51), on 3rd July 1937, at Johnstone.

In 1931, the secretary was George Baldwin, CA, and the fleet had grown to 3 DH.60 Moths. Oliver Cochran, CA, took over as secretary and another Moth joined the fleet in 1932. At this time, Moorpark (as the aerodrome was sometimes known) became the municipal aerodrome of the Royal Burgh of Renfrew and was still operated by the club. Sir Alan Cobham's "circus" called in September 1932 and July 1933. A Puss Moth appeared in 1933, but was replaced by a Leopard Moth in 1935, while Fg Off Alexander Wren, RAFO, came to assist Capt Houston in 1933 and succeeded as chief instructor in 1937. Air Cdre James G



Weir, CMG, CBE, RAFO, was the chairman in 1936, at which time the subscription was £4, dual cost £2 and solo cost £1.10s.0d. To cope with the Civil Air Guard, the club in 1939 had a fleet of 6 Moth Majors, 2 Hornet Moths, 2 Tiger Moths and a BAC Drone. Mr Wren was now assisted by Leslie Orr, an engineer, who had qualified with the club in September 1931, and by the Hon Mrs Margaret Fairweather who, with her husband Douglas, had qualified with the club in 1929, and been a private owner. She was to be killed in August 1944, as a Flight-Captain with the Air Transport Auxiliary. Overseeing the mechanical aspect of the club was H P Train, the chief ground engineer.

Scottish Motor Traction was the first to operate a service from July to October 1932, using a Fox Moth, G-ACEB (c/n 4058), as well as offering tuition. Other airlines with their dates of first service were: Midland and Scottish Air Ferries (May 1933) to Aldergrove using Dragons; London, Scottish and Provincial Airways (March 1934) experimental to Croydon with a Courier; Railway Air Services (August 1934) to Barton-on-the-Moss with Dragons; Aberdeen Airways (September 1934) twice daily to Dyce with a Scion and a Dragon; Hillmans Airways (December 1934) mail service to Stapleford with Dragon Rapides; Northern and Scottish Airways (December 1934) twice weekly to Islay with a Dragon (to Scottish Airways, August 1937); Scottish Airways (May 1938) to Lerwick with Dragon Rapides, and North Eastern Airways (April 1938) seasonal route to Woolsington with Dragon Rapides.

A wireless station came into use in 1933, and Customs facilities were provided in 1935 when the aerodrome was officially declared to be an Airport. The RAf appeared in November 1940, when a Polish unit, No 309 (Army Co-operation) Sqn arrived with Lysanders for a short while but in due course Lockheed Overseas Corporation formed an aeroplane assembly unit for the duration of the war. In May 1940, the Associated Airways Joint Committee was formed to operate air routes in the British Isles and Scottish Airways was part of this arrangement until British European Airways took over in February 1947. While runways of 6,000 feet and 4,020 feet were laid in 1942 and 1943, the AAJC diverted its aircraft to Prestwick. All services were transferred to Abbotsinch (the present Glasgow Airport) at the end of April 1966, and Renfrew Airport was closed on 2nd May 1966.

Classification: Municipal grass airport, Steep rise to little knoll in North-West portion. Slight slope down towards East, South-East and South-West. Liable to floods during heavy rain, especially in South portion.

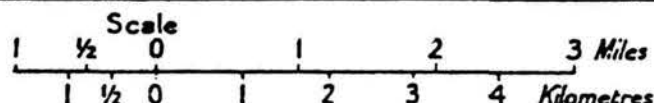
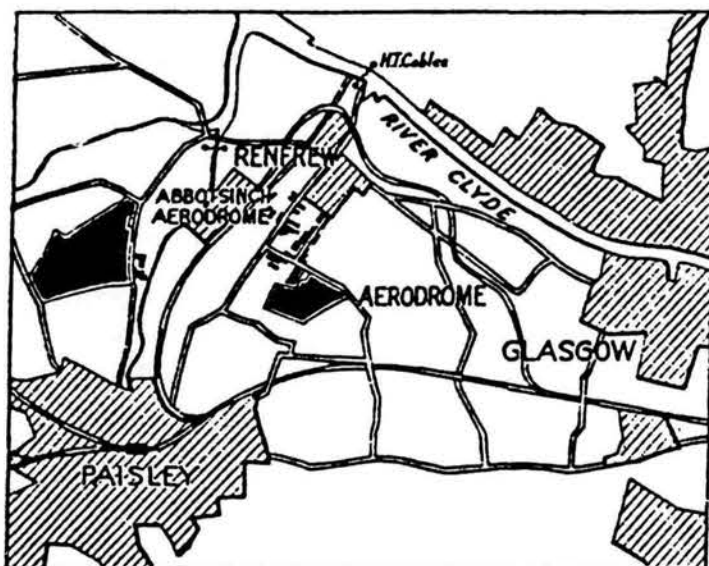
Controller: Royal Burgh of Renfrew, Town Clerk's Office, Renfrew.

Altitude above Mean Sea Level: 35 feet.

Grid Reference: 55° 52' North 04° 24' West.

Operator: Scottish Flying Club.

Railway Station: Renfrew, 1 mile; Glasgow, 7 miles.



Omnibus service: To Glasgow, 1 mile. Tramway to Renfrew, 1½ miles.

Telephone number: Renfrew 191 and 192.

Telegraphic address: Renfrew 191.

Facilities: 550 yards North to South.

700 yards North-East to South-West.

1000 yards East to West.

650 yards South-East to North-West.

Landing circle.

Three brick hangars, two with 80 feet and one with 81 feet wide doorways.

Fuel, oil and water.

All repairs.

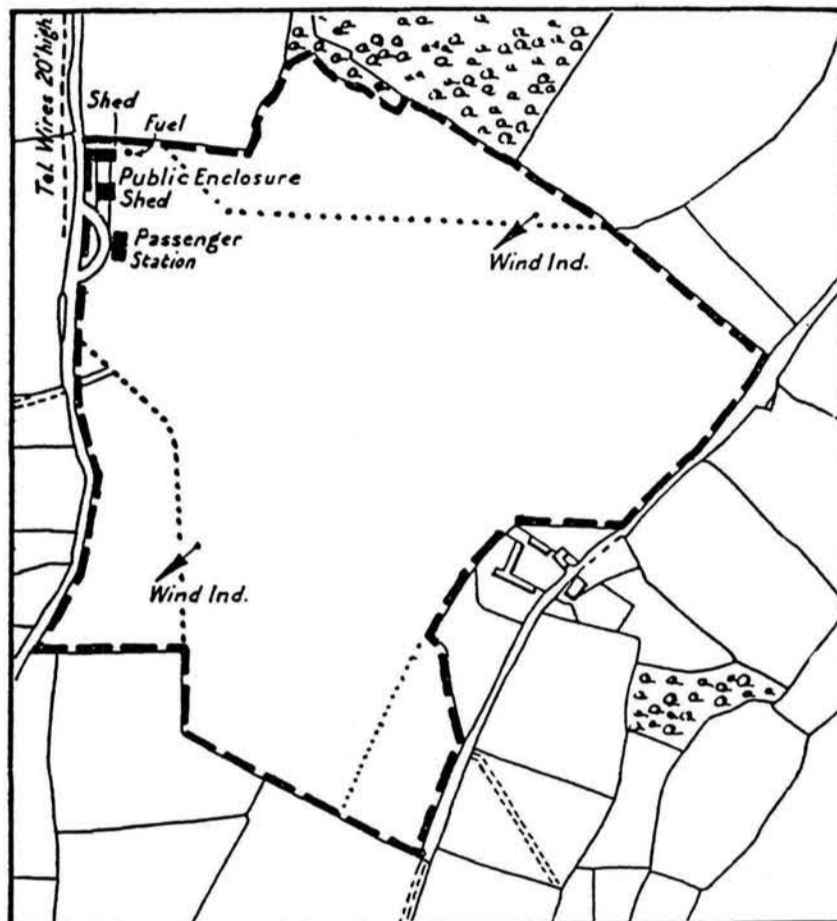
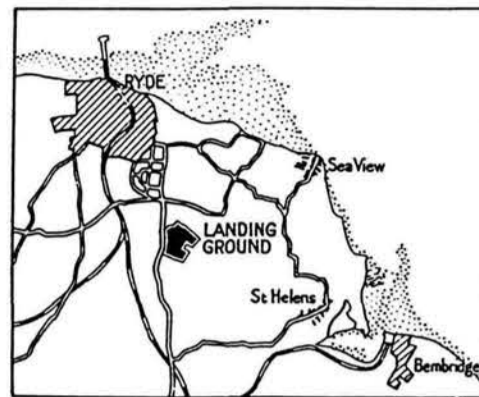
Hotel at aerodrome.

Obstructions: North side: Two 83 feet high wireless masts in North corner, Electric power cable towers, 218 and 283 feet high, 1½ miles North-West-by-North and North-by-East, respectively.

South-West side: 30 feet high wireless mast situated on high ground 20 feet above aerodrome level in West corner and 140 feet high chimney, 300 yards distant.

Lighting: Red obstruction oil lamps are mounted on the wireless masts in the North and West corners of the aerodrome and are operated during the hours of darkness.

Local regulations: Customs: Aircraft may undergo Customs examination at the aerodrome, provided that prior notification is made to Aerodrome Control stating the date and time required allowing for Customs to be notified before 1700 hours on previous working day, All charges and expenses incurred in respect of attendance of Customs officer must be paid.



16. RYDE (ISLE OF WIGHT) AERODROME

Lionel M J Balfour, BSc, joined Flt Lt Francis L Luxmoore, DFC, and A S Murray to found Portsmouth, Southsea and Isle of Wight Aviation at Regent Street, Shanklin, in March 1932, as a charter and ferry company. The company then moved to Portsmouth. Sir Alan Cobham, KBE, AFC, joined the board as chairman later with Francis S Symondson, MC. By 1936, Sir Alan had left and K Maconochie had replaced Francis Symondson while A G Murray was the secretary. The company bought 82 acres of Barnsley Farm for the aerodrome to open in time for the inauguration of the ferry service from Portsmouth on 27 June 1932 when Westland Wessex G-ABVB (c/n WA 2156) made the first commercial landing. A Shoreham-Ryde ferry was added in September 1932. A London connection was provided in May 1934 with the Heston-Ryde-Lea route followed during the same month by Ryde-Lea-Christchurch. In October 1938, when route licensing was introduced, PSiOW was granted the routes Ryde-Portsmouth, Ryde-Christchurch and Ryde-Eastleigh with a fleet of Couriers and a Fox Moth.

Spartan Airlines joined the circuit in May 1934 with a 4-times daily route Somerton-Ryde-Bembridge (on request)-Croydon at £1.10s.0d single and £2.10s.0d return. By 1936 these fares were down to £1.5s.0d single and £2.5s.0d return when the route was Gatwick-Ryde-Somerton and operated jointly with Railway Air Services. Railway Air Services opened a Speke-Castle Bromwich-Meir (on request)-Gloucester/Cheltenham (on request)-Whitchurch-Eastleigh-Ryde-Shoreham route on 25th May 1936. To this was added Sploott-Weston super Mare-Whitchurch-Eastleigh-Ryde-Shoreham on summer Sundays from 5th July 1936. Shoreham-Ryde-Eastleigh was operated from 7th March 1938 and Shoreham-Ryde-Christchurch from 22nd May 1938, but by 24th September of that year RAS withdrew from its Ryde operations. Channel Air Ferries commenced a seasonal daily Shoreham-Ryde route in July 1937 and repeated it in 1938. The following year, from 3rd April, Great Western and Southern Air Lines operated this service together with Ryde-Christchurch. The RAS routes from Speke and Sploott also went to GW&S as well as Heston-Croydon-Ryde from May 1939. In September 1939, the aerodrome closed for ever.

Classification: Private grass aerodrome.

Controller: Vectis Airports Ltd (Portsmouth, Southsea

SCALE
100 0 100 200 300 400 500 Yards
100 0 100 200 300 400 500 Metres
and Isle of Wight Aviation Ltd), Portsmouth aerodrome.

Altitude above Mean Sea Level: 160 feet.

Grid Reference: 50° 43' North 01° 08' West.

Operator: Portsmouth, Southsea and Isle of Wight Aviation.

Railway Station: Ryde (St John's), 1½ miles.

Omnibus service: Services pass aerodrome to Ryde and to Sandown, Shanklin and Ventnor.

Telephone number: Ryde 333.

Telegraphic address: Balmurlux Portsmouth.

Facilities: 600 yards North to South.

670 yards North-East to South-West.

670 yards East to West.

565 yards South-East to North-West.

Accommodation for 1 Moth with wings folded.

Fuel, oil and water from Easter to 30th

September.

Nil repairs.

Engineers can be flown from Portsmouth.

Passenger waiting room with public restaurant and licensed bar at aerodrome.

Obstructions: North-West corner: 20 feet high telegraph wires.

Sheep may be grazing during daytime.

Local regulations: A white 'T' is displayed when wind below 5 mph indicating that pilots are to land and take-off towards South-West.

Aircraft should taxi round the aerodrome edges as otherwise, owing to the convex landing area, there is a risk of collision with aircraft taking-off.

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First the comments on last issue's Extracts, starting with a number of older items:

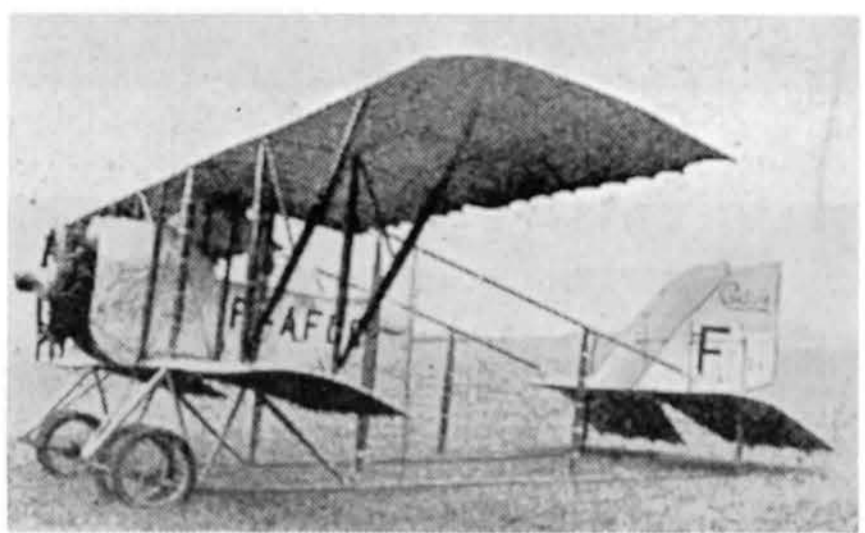
A: 11.2.49 p.150 - Rapide G-AFEN was not IDFAF 1307/4X-ACN which was probably the result of contemporary misinformation: G-AFEN had previously been VQ-PAC so paperwork would exist for it already. It was regd to Rollasons 21.4.47, CofA on 18.11.48, cld as sold to South America 30.12.48 and regd LV-AGV 23.3.49. 4X-ACN was regd to Arkia 4.7.49 and cld as wfu 16.1.50. At least 13 Rapides were used by the IDFAF between 1948 and 1955, possibly serials 1301 to 1313. Of these 1307 (origins unknown) became 4X-ACN, 1306 (ex VP-KED) became 4X-AEI, 1310 (ex VP-KEE) became 4X-AEH but others are unknown Candidates are G-AIUN, G-AKMF, G-AKOP, G-AKTX, G-AKUS, G-AKZI, VQ-PAR and ZS-BYT. Possibles are TJ-AAB and G-AKZJ. Can anyone add positive details? (See also 14.10.49 below)

A: 4.3.49 p.252 - Rapide TC-ERK was an unidentified machine, probably ex-Turkish Air Force, painted as such for museum display. Reported in store at Cumaovasi near Izmir in 1979 for the Turkish Aviation Museum, later displayed at Ataturk Airport, Istanbul. However, Hurkus Hava Yollari registered a Dragon Rapide as TC-ERK(2) on 15.5.59, said to have been built in 1936 it was probably an ex-THY machine. Hurkus also used TC-ALI, ARI, BAY, CAN, HAD and PER, leaving ex-THY Rapides TC-AGA, DAG, LAV, MUT, NUR, VUR and ZOR as possible sources for ERK.

F: 5.5.49 p.535 - Don Hannah offers a different version of the UNO charter operation in Palestine described on p.95/75. Arranged through BOAC, who received 10% of the £60 per aircraft per day charges, it called for five aircraft initially with British crews. Morton Air Services provided G-AHJX, G-AIAH and G-AIOS; Air Enterprises Ltd supplied G-AGVY and G-AJLJ. The white-painted fleet left for Rhodes on 25.7.48; they operated from Haifa with a maintenance base at Beirut. In 9.48 the contract was briefly suspended when Israel objected to British crews crossing their airspace, so French and Swedish crews were trained and substituted. On 30.9.48 the agreement was extended to a further Consul from each company, but the total was reduced to four in 1.49 and two by 12.4.49 when 3 days notice of the end of the operation was given. The loss of G-AGVY was due to a crash on a Beirut-Amman flight 11.2.49. Capt Whitehead and one other were killed when two Air Enterprise Consuls were run into by a US C-47 near the end of the charter.

F: 26.5.49 Ads - Avian IVM G-ABEE was flown from Basingbourne to Denham 3.6.49.

A: 27.5.49 p.619 - More details of Sidney Cotton's activities in Hyderabad were given in Don Hannah's article in FlyPast of 5.83. Concentrating on the aircraft details; Lancastrians G-AJPP and G-AKJO were obtained from Skyways with the loan of their Capt J Frewin and Silver City's Capt Norton and crews. G-AHBV (Mk.3 c/n 1290) was purchased from Silver City 6.5.48, arriving from Australia, while the two ex-TCA Mk.XPPs CF-CMW and -CMX were eventually delivered to Karachi with Aer Lingus crews in mid-June. Onzeair Ltd was formed 14.7.48 to provide Pakistan



Above: The Caudron G.III at Meaux reported in the extract for 7.7.49 matches F-AFDC c/n 2551. (via Jack Meaden)

ownership, avoiding Air Ministry and Commonwealth objections - onze is said to relate to the eleventh commandment: "thou shalt not get found out"! G-AHBV flew a well-publicised mercy flight to Hyderabad on 19.7.48, successfully running the gauntlet of the Indian Air Force both ways. To avoid illegally exporting his aircraft, Cotton leased them to Onzeair. CF-CMX and -CMW had already become AP-ACL and -ACM, though the latter's crash at Mauripur killed Capt Frewin and 3 crew. Cotton bought G-AHBZ 7.48 and G-AHCC (Mk.3 c/n 1297) 8.48 but they remained at Blackbushe. G-AJPP and G-AKJO had become AP-ACN and -ACO; AP-ACP may have been intended for G-AHBV but this was exchanged 3.49 for G-AHBZ which became AP-ACQ. G-AHBV and G-AHCC returned to Skyways 3.49 and the four remaining Lancastrians were sold to the Pakistani Government for £50,000.

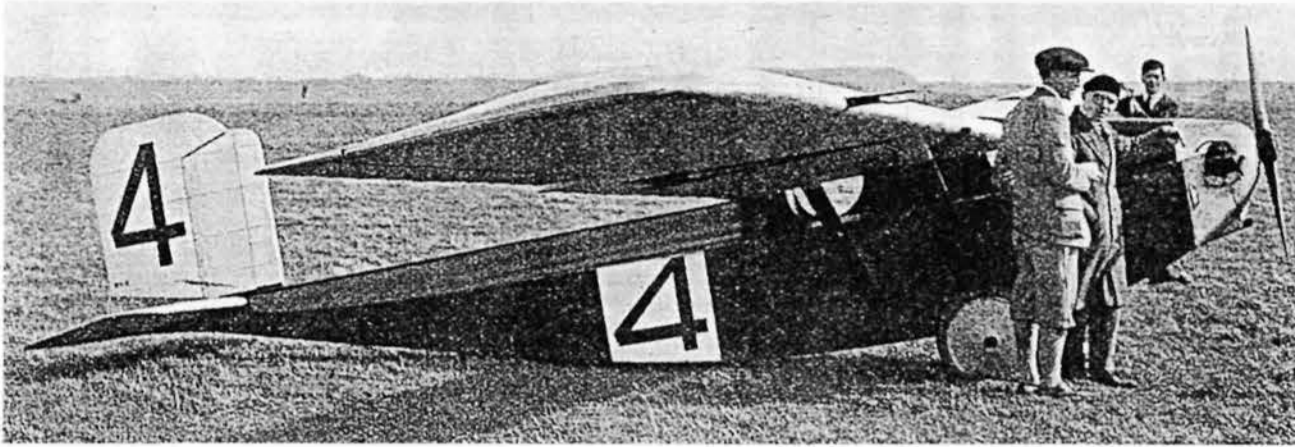
F: 7.7.49 p.22 - The history of the Nash Fokker D.VII seems not to have been published. The aircraft is currently at the RAF Museum's Restoration Centre, Cardington.
 * p.27 - The Caudron G.III at Meaux appears to be F-AFDC c/n 2551, though the last two letters are partly obscured in the photo. A MSAE French Register of 1964 mentioned an airworthy G.III kept at St Cyr but with c/n 2531, while the Musee de l'Air example is always given as c/n 324.

A 8.7.49 p.54 - MacRobertson Miller DC-3 VH-MME (9350) crashed onto South Guildford housing camp having climbed steeply and stalled after night take-off in rain from Guildford Airport, Perth for Darwin 2.7.49.

A 15.7.49 p.77 - Flugfelag Akureyrar used Waco YKS floatplane TF-ÖRN (4683) "Ötninn" from 4.38. Damaged 4.40 and rebuilt as a landplane it cr at Reykjavik 4.42. As Flugfelag Islands it acquired Waco YKS 7 TF-SGL (5237) in 1940 which was w/o at Hornafjorour 12.44. A Beech D.18 TF-ISL (176) was used briefly in 1945 and another, TF-ISF during 1947. The two Rapides TF-ISM (6670) and TF-ISO (6730) arrived in late 1944, as did Catalina TF-ISP (92). Scottish Airlines Liberators G-AHDY, HZP and HZR were chartered for a while until 7.48 when DC-4 TF-ISE (10378) came into use. Other aircraft used up to this time were Norseman TF-ISV (127), Grumman Goose TF-ISR (B-62), Catalinas TF-ISJ (79) and -ISK (504) and various C-47s TF-ISG (12482), -ISH (25306), -ISI (13389) and the recently-acquired -ISA (12184). Loftleidir began with Stinson Reliant TF-AZX (9749) in 1944, later adding TF-BZX (9670) which was re-regd TF-RVB. Five examples of the Grumman Goose were used, TF-RVA (1020), -RVG (1168), -RVI (1139), -RVJ (1125) and -RVK (B-71). Two Norsemen were used in 1946, TF-RVD (126) and

Right: Chartair's Airspeed Consul G-AIUR in United Nations titles as UN95 in 1948 for operations in Palestine. See extract for 5.5.49 on p.95/75 and further comments above. (Chris Ashworth, via P H T Green collection)





Left: The Beardmore Wee Bee won the 1923 Air Ministry lightplane trials and is seen at the time wearing No.4 - see extract for 9.9.49. (via Jack Meaden)

Below: Klemm L.25 OH-KLA with Poinard engine and modified rudder shape seen at Jämi in 6.54. See extract for 20.10.49. (Eino Ritaranta)

-RVE (113) and two Anson Vs later acquired, TF-RVF and L. Catalina TF-RVG" (605) replaced a Goose in 7.49 and the rest of the fleet at 7.49 consisted of two DC-4s TF-RVC (27240), -RVH (7485) and C-47 TF-RVM (13057).

A 22.7.49 p.91 - KLM L.749 Constellation PH-TDF (2558), Capt M Van der Vaart, crashed at Ghatkopar on approach to Bombay/Santa Cruz 12.7.49. First Dutch aircraft permitted to land in India following 7-month Indian Government ban in protest at Dutch policy in Indonesia.

A 5.8.49 p.178 - The C-46 which crashed 6 miles offshore at Puerto Rico 7.6.49 was Strato-Freight's N92857 c/n 30506. As well as being overloaded, incorrect spark plugs had been fitted. (See p.93/53)

F 18.8.49 p.186 - The Turkish military a/c was a C-47.

F 25.8.49 p.218 - The Gemini was demonstrating single-engined flying at the Singapore Air Day when it ditched. It was probably VR-SCA c/n 6314.

A 9.9.49 p.353 - The only Beardmore Wee Bee (32 hp Bristol Cherub) was built for the Air Ministry 2-seater lightplane trials held at Lympne in 1924. It carried the number 4 and won the £2500 first prize. Registered G-EBJJ by 8.25, it did not receive its CofA until 4.3.30. In 1933 it went to Australia and became VH-URJ. After its 1949 resurrection it was obtained by Vincent Boyes. It was reported to have crashed, but whether this was on its first flight after rebuild (as the lack of reports of other flying suggests) is not known. After the crash it was grounded and for some time was used for Boyes' children to play in, a sad end for an aircraft that made its mark in history.

A 16.9.49 p.410 - CPA DC-3 CF-CUA (4518) was destroyed by the time-bomb placed in the baggage by Albert Gage. Had been timed to crash into St Lawrence River but the flight was 5 minutes late and the wreckage came down near Sault au Chochon, PQ instead. Gage sentenced to death 14.3.50.

F 22.9.49 p.378 - The reconstructed 1912 Blackburn Monoplane is the Shuttleworth Collection's G-AANI, the oldest British aeroplane still flying. We have sufficient material from Peter Green about this aircraft's early flights to make up a future article for Archive.



Above: The 1912 Blackburn single-seat monoplane with 50 hp Gnome rotary engine, seen flying post-WW2, is still going strong with Shuttleworth at Old Warden. See 22.9.49 above. (via Jack Meaden)

A 23.9.49 p.420 - Qantas Empire A/W Catalina VH-EAW was destroyed on 27.8.49. Built by Boeing Canada as PB2B-2 BuAer.44280, c/n 61159, it was allocated JX635 but later became A24-378 (or -372?) with the RAAF. After arrival from Noumea at 1830 hrs on 26.8.49, fuel had been drained into the engineer's compartment and was ignited by a crude timing device at 0220 hrs.



A 30.9.49 p.484 - Italian airlines. Aerea Teseo fleet was not Fiat 212 and SM.95s but 10 DC-3s. Six certainly went to Egypt 1.12.48, namely I-BARI (26671), I-BOLO (27048), I-GENO (26920), I-PALU (4233), I-TORI (25755) and I-VEVE (26919). I-REGI (4312) crashed 20.2.48 nr Colle Salvetti; and the others were I-NAPI, I-ZOLI and one other.

Salpanavi, Societa di Navigazione Aerea in 1.48 had 3 SM.95s on order, leased DC-4s from Trans Caribbean Air Cargo Lines Inc, and had two DC-3s. DC-3 I-NAVE (4345) was used by associate Yemenite Airlines as YE-AAB. Avio Linee Italiane (ALI) had Fiat 212s, I-ELCE (5) cr Turin 4.5.49, I-ELSA (4) cr Brussels 1.7.48, I-ENEA (10), I-ERBE (2), I-ESTE (3). DC-3 I-ETNA cr Milan 6.12.48. Linee Aerea Transcontinentali Italiane (LATI) had 3 SM.95s, I-LATI (17), I-LITA (18) and I-LAIT (19). Alitalia used SM.95s I-DALJ (8), I-DALK (9), I-DALL (11), I-DALN (7), I-DALO (10). Lancastrians were I-AHBY (G-AHBY), I-AHCB (G-AHCB), I-AHCD (G-AHCD), I-DALR (G-AHCE). Fiat G.12Ls were I-DALF (83), I-DALG (84), I-DALH and I-DALI (81); five G.12LBs came later, I-DALA to DALE (95 to 99).

A 7.10.49 p.514 - Mexicana DC-3 XA-DUH (11725) crashed just below the peak of Mt Popocatepetl at 1320 hrs on 26.9.49, inbound to Mexico City. Capt A R Lascassies, 2 crew and 22 passengers killed.

* p.514 - FAMA DC-4 LV-ABI (7445) caught fire in mid-air probably due to an oxygen tank explosion and crashed in flames near Castilla, Buenos Aires province, en route from Ecuador 27.9.49. There is a monument at Aeroparque to the two crew and five victims who had been assisting in earthquake relief work.

A 14.10.49 p.523 - Details of known and intended illegal exports to the Middle East are being compiled for a more definitive listing in the near future.

F 20.10.49 p.516 - Bristol Aircraft is said to have supplied two Freighter 21s "fitted with 54 special light-weight seats" to West African A/W. These were presumably c/n 12784 G-AIFY to VR-NAX 1.4.49, and c/n 12791 G-AIMA re-regd VR-NAZ 9.49 or 11.49. They arrived in Accra on 26.4.49. A PRO document quotes 56 seats and the fact that if the rear 8 seats were occupied 1,100 lb of ballast was needed in the forward freight compartment. (As other late VR-NA. and early VR-NB. marks were allocated 6 or 7 years later - including two other Freighter/Wayfarers VR-NAK, 'L in 1952 - we wonder why these and Dove VR-NAY were used so far out of sequence?)

* p.518 - Klemm L.25 OH-KLA still exists, awaiting restoration at the Finnish Aviation Museum, Vantaa. The Poinard engine lacked power and was later replaced by a Continental A-65. The Pe-2 wheels were presumably tail-wheels originally.

* p.520/522 - The Supermarine Sea Eagle hull was G-EBGR c/n 1164 which was actually marked G-EBGS. It was destroyed at Heston 13.2.54 due to lack of storage space. John Brancker was the son of former DCA Sir Sefton Brancker who was killed in the R-101 crash.

* Ads - The Vultee BT-13 Valiant NX54084 arrived at Prestwick 19.8.49 at the end of Mrs Morrow-Tait's round-the-world flight. It was last reported derelict at Balado Bridge, Tayside in 3.52, presumably having been bought for scrap/spares by airfield operators McDonald Aviation.

A 21.10.49 p.549 - The Short Sealand which crashed and burned out near Lindesnes, Norway 15.10.49 was G-AKLM c/n SH.1562. It had flown in the King's Cup at Elmdon on 1.8.49, averaging 169 mph.

F 24.11.49 p.686 - The defections noted had occurred on 9.11.49. On 29.10.49 a Central Air Transport DC-3 was flown from Hong Kong to China by Liu Chi-jen.

A 25.11.49 p.741 - Aero Holland DC-3 PH-TFA (13462) crashed in forest near Oslofjord 20.11.49. Carrying 27 Jewish refugee children and 3 nurses from Tunis (or Morocco?) to Oslo for a holiday. One 11-year old survivor was found when the wreck was discovered 2 days later.

A 9.12.49 p.798 - The Air France DC-4 F-BELO c/n 10391 crashed at St Just Chaleyssin on approach to Lyon-Bron 29.11.49. Steward evacuated most of passengers after crash. French pilots later demanded 2-pilot operation for medium range, rather than pilot, w/op and engineer.

* p.798 - REAL DC-3 PP-YPM (4241) hit a mountain near Taquaracucu 1.12.49, Capt Carlos Alberto Pires de Rocha attempting emergency landing. One woman and 5-yr old child were the only survivors.

F 15.12.49 p.758 - The electric car was made from a Mark I Blenheim nose by Bristol employee Mr Nelson and is almost certainly the one now in the Aircraft Restoration Company workshop at Duxford. It may find a new use if the ARC convert their Mark IV into a Mark I in future. It may have resulted from overproduction of Mark I components as the factory switched to Mark IV production in the batch L4817 to L4934. It seems unlikely to have come to Bristol from the Rootes factory at Speke, or to have an identity.

F 22.12.49 Ads - The only Short Scion to survive WW2 was G-AEZF c/n P.A.1008, owned by S S Caro in 1949 and regd to F J Parson 4.8.50, based at Exeter. It is now on rebuild at Redhill.

A 23.12.49 p.853 - Capital Airlines DC-3 N25691 (2256) crashed into Potomac River 1875 feet short of Washington National runway 36 in poor visibility on 12.12.49. Capt W J Davis, co-pilot L L Porter and 2 passengers killed, 2 others died later and most others seriously injured. Fault with carburettor heat on right engine possibly.

F 29.12.49 p.819 - The Abbott-Baynes Scud III was G-ALJR ex BGA.283, c/n 2. (It did not become BGA.684 which was c/n 3.) As it was built in 1935 with a Carden-Villiers engine, why did Mr Swinn have to fit one in 1949? It is still current as a glider at Dunstable.

A 30.12.49 p.879 - The Pak Air DC-3 crash at Jungshahi, 45 miles N of Karachi 12.12.49 involved AP-ADI c/n 4841, flying below authorised height. Capt Faruki or co-pilot F Ahmad descended too early due to navigational error. Pak Air operations suspended by government 13.12.49.

* p.879 - Mexicana DC-3 XA-DUK (11721) hit a hill at El Bonnego, near Orizaba, en route to Merida 16.12.49. Capt C G Sanchez, 3 crew and 13 passengers killed. Oilfield payroll of 5,300,000 pesos on board!

With thanks for the contributions of: John Battersby, Phil Butler, Keith Crowden, Malcolm Fillmore, Peter Green, Donald Hannah, John Havers, Harm Hazewinkel, Jack Meaden, Ken Measures, Tony Morris, Keith Palmer, Eino Ritaranta, Dick Sanders, Vic Smith, Hugh Wheeler and John Withers.

And now a new selection of Extracts for your comments

Flight 19.1.50 * p.64 - Article on Henri Mignet reported that he had now emigrated to Argentina on the death of his wife and was developing three new Pou du Ciel variants; two of which had flown and had Permits to Fly issued 11.49; photos were shown. The new types were:-
HM.294 Butterfly; single-seater powered by 35hp Aeronca and regd LV-X5.
HM.300 Wild Beast; 3-seater with 125hp Continental and regd LV-X6.

Under construction was a two-seater with 85hp engine.

* p.69 - In a report on the Imperial Ethiopian Air Force, mention was made of the operation of a "number" of Avro 19 transports. According to "The Anson File", only two were ever supplied and then only briefly, returning to the UK in 1949; they were G-AGUH/AGUI. However, there is an inconsistency in the text of the File since under "Ethiopia", it is suggested they were replaced in 1952.

Flight 26.1.50 * p.144 - A letter from Douglas Taylor reported the existence of a Junkers Ju.90 on top of a hill outside the perimeter track at Farnborough. On 9 Feb 1950, p.203, Brian Webb responds by saying it was towed there after the German Aircraft Display of November 1945 and that the first time it was towed uphill, it rolled back down the slope and across the runway and was therefore now placed behind the trees to avoid a recurrence. The Editor added that it was a Ju.290.

Flight 2.2.50 * p.156 - Article on the rebuild from a delapidated state of Aeronca 100 G-AEVT by two young students; P Simpson [aged 21] and A Ord-Hume [aged 17]. They purchased it in 1947 and work was carried out in Simpson's garage at Pinner. Flight trials had now commenced at Elstree and as soon as certified, work would commence on a Luton Minor. This was covered in Flight 9.3.50, p.326, with a photo of G-AFIR in garden of A W Ord-Hume being re-conditioned and for flight in June.

Flight 16.2.50 * p.211 - An attempt to fly from Sydney to England ended on 6 February when pilot George Michaelor forced landed his Anson near Horsmonden, Kent following engine failure over the Channel. He had departed Australia in December 1949.

* p.211 - The remains of a Nieuport, which had disappeared on a pioneer flight over the Andes in 1919, had been found in Argentina.

Flight 23.2.50 * p.267 - The first six Beech 35 Bonanzas for overseas delivery were due to go to Belgium, Paraguay, Switzerland, Nicaragua, Iran and Chile.

* p.278 - Had a photo of a highly luxurious Grumman Mallard which was delivered recently from New York to Britain by Capt JW Hackett of Britavia Ltd and was then ferried on to the King's Flight of the Royal Egyptian Air Force.

Aeroplane 24.2.50 * p.242 - Referring to the development of ultralight aircraft, mention was made of a prototype 2-seater ultralight trainer being built by apprentices and ATC Squadron at Short & Harlands [presumably at Belfast] under F C Kirkpatrick, to be fitted with 52hp Zundapp engine on loan from ULAA.

Flight 9.3.50 * p.318 - An article on Africa Films Ltd film unit, who had been shooting a safari film using an open cockpit Hiller 360 as a camera ship. It was marked only as "Congo Wasp" and was shipped from USA to Leopoldville, Belgian Congo, arriving 8.49. Assembled and commenced operations 28.8.49, it was flown to Stanleyville by 14.9.49 and then to Uganda border, where it was dismantled and trucked through that country, re-erected and flown on to Nairobi. Filming complete, it was dismantled to be sent back to the USA, where it was suggested that it might become a museum piece.

Aeroplane 10.3.50 * p.296 - Czech Air Lines aircraft crashed into mountain 200 mls E of Prague 27.2.50 killing 5 and injuring 26.

Flight 16.3.50 * p.357 [and ads] - A public auction is to be held for all the assets of Air Transport SA [in bankruptcy] at Melsbroeck Airfield, Brussels on 24th March 1950, to include 2 Lodestars, one Proctor V and one Auster J/1. Also included were various spares, including parts for Stirling aircraft.

Flight 23.3.50 * p.383 - A statement from Baumann Aircraft Corporation saying that whilst they had sold the first prototype Brigadier to Piper Aircraft Corporation "to expedite development of a twin-engined tractor type aircraft by Piper", they had not sold the design rights or equipment. The first production Brigadier was due to fly in early summer.

* Ads - Frank G Bowen Ltd [well-known still as insolvency agents] had 2 Piper Cubs for sale with expired CofAs.

Aeroplane 31.3.50 * p.387 - A Turkish State Airlines aircraft crashed nr. Ankara 25 March, killing all 15 aboard, including British adviser to the airline, C R Stuart.

Casualty Compendium

PART FIFTY-NINE

- 13.2.53 (see p.95/55 and 95/81) Lloyds' report dated 19.2.54 definitely states that Air Outremer DC-3 F-OAHY was hit by two shells at Muong Fai on 13.2.54 - original date therefore must be in error.
- 12.3.54 Junkers Ju 52/3m LV-ZBE (c/n 5656 ex D-AMYE, PP-CBL) crashed due to engine failure near Catamarca, Argentina during anti-locust flight. Owner Ministerio de Agricultura y Ganaderia Nacional, pilot O Hiller. 4 injured.
- 13.3.54 BOAC L.749 Constellation G-ALAM (2554) "Belfast" undershot, hit sea wall, ground-looped, overturned and caught fire at Kallang Airport, Singapore. Inbound from Jakarta on Sydney-London service, Capt T W Hoyle. Pilot error blamed, possibly due to fatigue, while inadequate fire-fighting equipment contributed to high death toll. 1 passenger and 7 crew survived of 42 on board.
- 13.3.54 Aigle Azur Curtiss C-46 F-DAAR (2943) destroyed on ground by mortars at Dien Bien Phu, Indochina.
- 13.3.54 Autrex DC-3 F-BCYI (4502) destroyed on landing at Xieng Kouang, Laos.
- 14.3.54 Queensland Airlines DC-3 VH-BBV (12360) chartered to ANA, crashed at sea shortly after take off from Mackay, Qld, returning empty to Rockhampton. Capt E W H White and co-pilot killed.
- 15.3.54 Southwest Martin 202 N93061 (9150) belly-landed at Oxnard Airport, California. Repaired.
- 16.3.54 Continental Airlines Convair 340 N90853 (44) belly-landed in field 2.5 miles NE of Midland Airport shortly after take-off en route from El Paso to Kansas City. Probable cause was failure of incorrectly installed starboard elevator trim tab rod. No fatalities among 3 crew, 8 passengers.
- 17.3.54 KLM DC-3 PJ-ALE (19247) nosed over landing at Golden Rock Airport, St Kitts, inbound from Curacao. Repaired.
- 19.3.54 LOT Lisunov Li-2P SP-LAH (18423201) "Hela" crashed at Limanowa, 50 mls SE of Krakow.
- 25.3.54 Aeronaves de Mexico DC-3 XA-GUN (7358) crashed and caught fire on Friar's Peak, 16miles N of Monterey during go-around due to dust storm. En route Mazatlan to Monterrey, Capt C L Gebers, 2 crew, 15 passengers killed.
- 25.3.54 TWA Martin 404 N40416 (14120) nosewheel collapsed on landing at Chicago/Midway from Newark. Repaired.
- 3.4.54 Turkish State Airlines DC-3 TC-ARK (19509) exploded 15 mins after take-off from Adana for Ankara and Istanbul, killing 25 (or 29?, date also quoted as 4.4.54).
- 8.4.54 BOAC Comet 1 G-ALYY (06011) operating South African Airways SA201 London - Johannesburg, fell into Tyrrelian Sea 30 mls north of Stromboli. Explosive decompression assumed to be the cause as now well-documented.
- 8.4.54 CF-TFW North Star (c/n 150) of Trans Canada Airlines, Capt I A Bell, 3 crew and 31 passengers, hit on port wing by RCAF Harvard IIB 3309 (c/n 07-176) flown by P/O T A Thorrat of 2FTS, Moose Jaw, at 6,000 ft over Moose Jaw, Saskatchewan en route Montreal - Vancouver. Crashed onto house, 35 fatalities in CF-TFW, Harvard pilot and occupant of house. Harvard pilot was flying 1,500 ft below flight plan across Airway Green 1.
- 10.4.54 Linee Aeree Italiane DC-3 I-LENT (4548) destroyed without loss of life at Ciampino.
- 13.4.54 "Lockheed F-74" was Lodestar F-OALK (2603) of Societe Indochinoise de Ravitaillement crashed at Xieng Kouang, Laos and caught fire. Sixteen fatalities, 7 survived. "F-74" was a temporary registration.
- 13.4.54 Scottish Aviation York G-AMUM overran runway at Luqa, Malta, when trying to start an engine by windmilling.
- 16.4.54 Air France Viscount F-BGNL (10) lost cargo door in flight near Bromma, damaged 1 engine, emergency landing.
- 23.4.54 Aerolineas Argentinas DC-3 LV-ACX (12387) "Quilmes" crashed during storm at Vilgo Ridge, La Rioja en route Mendoza to Cordoba. Other reports give 13 or 25 killed, not 24. Navigation error and crew fatigue blamed.
- 25.4.54 Autrex DC-3 F-BCYJ (4572) engine failed and badly damaged in emergency landing at Nam Bac, Indochina.
- 27.4.54 Dragon Rapide G-ANJR (6816) of A J Whittemore (Aeradio) Ltd, insured R A Peacock (Avn) Ltd, force-landed near Gulu, Uganda. Slightly damaged, repaired on site, flown out to Nairobi 19.5.54, CofA renewed there 15.6.54 and delivered to Madagascar where it became F-OAKX.
- 30.4.54 SO-30P Bretagne F-OAMA (14) of Aigle Azur, operated by Air Laos, destroyed by starboard engine fire after take-off from Tan Son Nhut.
- 30.4.54 Darbhanga Aviation (Maharajah of Darbhanga) DC-3 VT-DEM (13792) port engine fire on take-off, failed to gain height, struck trees and cr at Soluadosron (or Solna?) 2 mls S of Dum Dum Airport, Calcutta. Capt G C Pretsell, 2 crew and 1 passenger killed, 7 passengers survived.
- 1.5.54 Auster J/5G Autocar F-OAPL (3074) of Cie Laotienne de Commerce et de Transport destr at Tien Yen, Tonkin.
- 12.5.54 Beaver "N116838" owned by Inter American Geodetic Service, crashed after take-off from Medellin, Colombia for Panama. Three occupants killed. Probably US Army L-20A 51-16838 c/n 387.
- 13.5.54 Flying Tiger Curtiss C-46 N67995 (22564) damaged at West Palm Beach, Fla when right u/c collapsed. Repaired.
- 15.5.54 DC-3 VT-DGO (16186/32934?) of Hindustan Aircraft Ltd, operated by Jamair, overshot on single-engine approach at Saugaon inbound from Calcutta on cargo flight. Written-off, no injuries.
- 21.5.54 Autrex DC-3 F-BEIP (4517) with cargo of empty drums crashed on bank of Red River 3 mls SE of Hanoi.
- 22.5.54 NZNAC DC-3 ZK-AQT (15948/32696) both engines failed, hit house and tree killing 3 children at Raumati Beach, Paraparaumu, nr Wellington at 0923. Capt W B Pettet, co-pilot and 24 passengers (1 serious injury) escaped.
- 23.5.54 Messerschmitt Bf 108B-1 SE-BZF (2073) of L H Larsson, Uppsala, only regd 27.4.54 ex LN-IAB, wrecked in a forced-landing near Laxa, Sweden, due to low cloud. Larsson and passenger injured. Regn cld 31.12.54.
- 28.5.54 Karachi Aero Club Fox Moth AP-ABS (FM.46) damaged landing at Country Club Aerodrome, Karachi.
- 28.5.54 Engine of TEAL Solent ZK-AMM caught fire during cleaning, Mechanics Bay, destroying starboard wing.
- 29.5.54 LAN Chile DC-3 CC-CLH-0184 (11883) swung on landing at Porvenir, Tierra del Fuego, burnt out, no fatalities.
- 31.5.54 DC-3 PP-ANO (19830) of TAN crashed at Serra do Cipo, 37 mls from Belo Horizonte, Brazil. Capt P Sabino 2 crew and 15 passengers killed. Ex PT-ANX, only purchased 1.54 and not officially registered until 14.6.54!
- 2.6.54 Cessna 310 N2601C (35001?) on Fresno - Denver demonstration flight crashed near Eagle, Colorado after one engine failed, cowling became detached and fouled the wing. Lee Renshaw and 4 passengers injured.
- 3.6.54 Sabena DC-3 OO-CBY (11982) carrying pigs from Blackbushe to Beograd, attacked by a Russian-marked MiG-15 fighter near Murska Sobota (Maribor?), Yugoslavia. R/Op J Clauwart killed, Capt A Devrease & flight engineer V Sluts seriously injured. Landed at Thalerhof airfield near Graz, Austria by F/O D Wilson (thus saving their bacon?). Russians claimed DC-3 was in Hungarian airspace.
- 4.6.54 Varig C-46 PP-VBZ (30400) took off with elevators locked, Congonhas Apt, Sao Paulo for Porto Alegre, 3 died.
- 7.6.54 Bellanca CH-300 Pacemaker N196N (181) of Alaska Coastal A/L badly damaged at Tulsequah, British Columbia.
- 8.6.54 DC-3 F-BCCL (4464) of Cosara, owned by Ste de Transports Aeriens en Extreme Orient, crashed in south Tourane on route to Saigon, killing two crew and two passengers.
- 10.6.54 DC-4 N88709 (18339) of Transocean, subleased from Northwest who leased it from Braniff, taxied into ground power unit at Keflavik, wing caught fire but rest of aircraft undamaged. New wing spliced on, the first such repair which delayed Douglas and CAA approval and new CofA. Later became Carvair G-ARSF.
- 11.6.54 Avro Anson HC-SJN (MDF182 ex RCAF 12086, CF-EHV) of Aerovias Ecuatorianas, said to be carrying \$10,000,000 from Quito to Tulcan, crashed at Hacienda La Rinconada between Ibarra and Tulcan killing pilot G A Davalos.
- 15.6.54 DC-4 N30070 (35931) of United, leased by Great Lakes Airlines, Capt C F Pedesky, suffered no.3 engine fire in thunderstorm. Engine detached, electrical power lost and undercarriage collapsed in emergency landing at Gage Airport, Oklahoma, en route New York - Seattle. Burnt out. No fatalities of 3 crew and 75 passengers.
- 15.6.54 Delta A/L DC-3 N51359 (13759) lost speed and belly landed after take-off in strong winds and rain, Atlanta.
- 19.6.54 Swissair Convair 240 HB-IRW (61) ran out of fuel on Geneva-London flight and ditched off Folkestone. Pilot and co-pilot dismissed for not ensuring that aircraft had been refuelled. 3 of 5 passengers missing.