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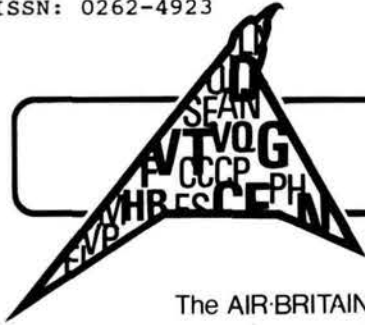


ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



Goodyear GA-2 Duck NC5506M, the European demonstrator, on take off showing the single faired step hull originally fitted. A feature on the nineteen amphibians produced by the Goodyear company appears inside this edition. (Aeroplane, via Jack Meaden)



The AIR-BRITAIN Civil Aviation Historical Quarterly

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We welcome new subscribers, and welcome back all the established ones we hope, to this, *Archive's* fifteenth year. It is often worth reminding readers that one of the main purposes of this publication is to put forward ideas on which other readers may build. We are constantly surprised by the number of letters received which start with "When I worked for..." or "When I was flying at..." and which then go on to add some interesting facts to our published information. Of course we have no means of knowing our members' specific interests or qualifications but we do hope that when you write you may feel like letting us know - you could end up on the circulation list for future items in your area of expertise!

The contents this time include a couple of one-off items with the remainder continued from last time. The *Miles Gemini* hasn't quite come to an end but it will next time and we may also be able to use a few more of the excellent photos of earlier production aircraft which still keep arriving. The *Cyprus Register* moves on further, though we seem to be passing through a period when no members with cameras were based there! We also move a little further through the *Piper Vagabond* story, and wonder whether 15-157 was the only example to wear floats? The second part of the *German Gliders in the BAFO* feature contains quite a bit of material submitted since the first part appeared. Perhaps there is still more out there?

Extracts continues to raise issues and suggest solutions but this time we have combined both aspects by bringing you Malcolm Fillmore's *Goodyear GA-2 Duck* research which arose directly from one of the items selected for this issue. Thanks to Jack Meaden's photos this may have made the definitive three-page history of the type. A single-page item is rare but we have put together all the responses to the query about the *Latécoère 28-6* which would have taken up too much space on this page. *Casualty Compendium* continues into 1952 and while most of the items seem to involve US accidents it should be remembered that many surplus C-46 and C-47-equipped American companies were active alongside the bigger airlines who were re-equipping with new types whose introduction was not always trouble-free. Not a great deal of *Feedback* received this time either, so we will hold on and wait for some more, from you, the readers, of course!

DEADLINE: CLOSING DATE FOR NEXT ARCHIVE : APRIL 16th

HOW ? WHAT ? WHERE ?

We still hope to compile the material on the *Earl of Granard* and his aircraft for next time - having now received a flood of photos of the Lockheed 12A EI-ALV! We have also had an offer of a photo of one of Clive Hardiman's *Tiger Moths* but if anybody else has photos of G-AOHY/N6537, G-AOIM/T7109, G-ANNE/T7418, G-ADWJ/BB803, T7303 and T7438 or of Dragon Rapide G-AGDP we would be pleased to hear from them. Thanks to John Pike again we have another unusual location (*Right*) to finish off with. This is Nachingwea Airfield in Tanganyika c5.52 with EAA L.18-08 Lodestar VP-KHW "Tanga Safari" and P.50 Survey Prince VR-TBC "Prince Rupert" of the Tanganyika Govt.



Book Reviews

Boulton Paul Aircraft since 1915; Alec Brew, Putnam £30.00.

With 374 pages in the standard Putnam format this book tells the story of how a rural wood and steel manufacturing business, producing prefabricated buildings in Norwich, obtained an order for fifty F.E.2Bs and established of Mousehold aerodrome. The same company built no fewer than 1575 Sopwith Camels at up to 47 per week in 1917-18, the complete structure of the R101 G-FAAW and redesigned the 350hp Sunbeam in which Malcolm Campbell broke the World Land Speed Record!

It equally played its part in the development of the new Wolverhampton-Pendeford airfield to which it moved in 1936, the extra capacity enabling Boulton Paul to take on even more licence construction when its own designs were less successful in obtaining orders. The book describes 146 BP designs, of which 23 were built, but the company's forté was innovation, first in the use of metal and later in the field of power gun turrets - the Overstrand was the first to use them and the Defiant specifically designed as a fast gun platform.

For the civil enthusiast there is less to offer than for the Balliol or Defiant devotee but treatment is even-handed. There are the P.8 Atlantic, the P.71A which at least saw service with Imperial Airways, and the less fortunate P.64 mailplane. The useful P.9 biplane arrived at a time when WWI surplus aircraft were cheap but pre-dated the market opened up by the Moth. It is criminal that so few survive - only four aircraft of BP design including the P.10 in Norwich recently discussed in *Digest, Spring 1993*. The projects section raises many gems, a single-seat attack fighter similar to the Beech 17, many VTOL ideas from fighters to airliners, and the P.119 and P.124 jet trainers which if accepted in the 1950s instead of the Jet Provost could have assured the company's aircraft building future after the end of Balliol production in 1957.

This could be said to be a story of typically British successful innovation but lack of production but that would be unfair to Boulton Paul when it was others who moved the goalposts. Alec Brew tells the story well, even the technical details are most readable, and certainly fills a gap in many an historian's bookshelf.

From Sea to Air, the Heritage of Sam Saunders; A.E.Tagg & R.L.Wheeler, Crossprint (ISBN 0 9509739 3 9) £22.00.

Though published in 1989 this book would repay the efforts of those who wish to chase the remaining copies. Firstly with 310 roughly A4 size pages it is very good value, the numerous photos being the main attraction. Some of these are small and old but they are none the less interesting, many were taken by Saunders-Roe employees, such as those of the Yugoslavian-built Spartan Cruiser under construction. There are sections on the development of the company and its products, on the technical and production details of each type, and on unbuilt projects; together with many useful appendices.

Inevitably there will be comparison with the Putnam Saro book by Peter London published a year earlier, though Tagg & Wheeler have more photos and more about the company and its other products, the Putnam is stronger on individual aircraft histories. Other comparisons are worthy of further investigation such as the SR.53 where, after the crash of XD151 in June 1958 we have XD145 "promptly grounded and never flew again" (London) or "after investigation....14 further test flights were made, the last in October 1959" (T&W). Similarly with the SR.A1 TG267 crash off Felixstowe in 9.49 was the aircraft "later recovered and examined" (London) or "not recovered despite repeated searches by divers" (T&W)?

There are a few other niggles, Skeeter c/n 5083 missing from the German Navy list and the somewhat annoying sprinkling of full stops in RAF/RN serials. There are equally gains, a full side-view of the Spartan Clipper clearly shows class B marks S3 not S5 as perpetrated in the Putnam book. It is also much easier now to see just how they got the Princess out of the hangar. There is a lot more on projects, many with (small) three-views including an agricultural monoplane and something like a Skyvan. You can find details of Black Knight launches, hovercraft, sewn plywood construction, hockey sticks and much, much more in this very worthwhile celebration of Sam Saunders and his heritage. Get a copy if you can!

The Whole Truth:

MILES M.65 GEMINI



PART SIX

6510 Gemini 1A. Registered **G-AKHS** to Pest Control Ltd, Cambridge 10.10.47. CofA No.9803 issued 3.11.47. To Western Manufacturing Estate Ltd, Woodley 23.7.48. To John Howard & Co Ltd, (London SW1) 26.2.49, possibly based Beirut as replacement for G-AKHA c/n 6507. To Mrs Anne Leadbeater, Southend 13.2.50. Regn cld 16.11.53 as sold abroad. Registered **OO-GAR** to Société coloniale des Entreprises Garnier (SOCOGA) scrl, Leopoldstad, Belgian Congo 20.11.53. (No CofR in the Congo sequence appears to have been allocated even though the aircraft was based and operated there) Damaged 24.12.53, repaired. Regn cld 12.11.56, sold as **CR-LCX** to Luso-Suissa Angola Lda., Luanda. Fate unknown.

6511 Gemini 1A. Registered **G-AKHH** to Miles Aircraft Ltd, Woodley 3.10.47. CofA No. 9782 issued 24.10.47. To Muschamp Taylor Ltd, Barton 3.1.48. Cancelled as sold abroad 2.12.48 but this deleted 20.1.49. Regn cld 22.11.49 as sold abroad. Registered **F-BFPG** to Henri Crouzet, Roanne 9.1.50. To André Bruet, Nangis 12.62. To Aero Club de Peronne 1.65. CofA suspended 2.9.64 and regn cld 3.65. Derelict at Peronne 1966.

6512 Gemini 1A. Registered **G-AKHI** to Western Manufacturing Estate Ltd, Woodley 3.10.47. CofA No.9783 issued 24.10.47. Regn cld 9.12.49 as sold abroad. Registered **SU-AGG** to Misr/SAE, Egypt. Wfu 1956.

6513 Gemini 1A. Registered **G-AKHJ** to Miles Aircraft Ltd, Woodley 3.10.47. CofA No. 9784 issued 24.10.47. To Aero Hire Ltd, Wolverhampton(?) 24.3.48. To Wilfred H. Cornish, Barton (and Ringway) 20.7.49. To Melba Airways Ltd (owned by Cornish), Ringway 8.9.49. To Field Aircraft Services Ltd, Croydon 5.12.49. To Horace R.Coxhead, White Waltham 9.3.51. To West London Aero Services Ltd, White Waltham 21.11.61 and cld 24.7.64. To Albert J.Bengry, Shobdon 10.11.64, although CofA expired 19.12.63. Sold 20.6.65 and regn cld as pfwf 16.9.65 and broken up at Shobdon in 1965.

6514 Gemini 1A. Registered **G-AKHK** to Miles Aircraft Ltd, Woodley 3.10.47. CofA No. 9785 issued 24.10.47. (First flown 3.10.47.) Re-regd 23.1.48 to Air Schools Ltd, but this entry crossed out and replaced by Loxhams Flying Services, Squires Gate d/d 9.2.48. To Whiteley (Rishworth) Ltd, base Speeton/ Crosland Moor/ Yeadon, 3.9.52. Crashed on take-off, Montpellier, France 30.8.59. Regn cld 24.5.63 as pfwf.

6515 Gemini 1A. Registered **G-AKHL** to Miles Aircraft Ltd, Woodley 3.10.47. CofA No. 9786 issued 24.10.47. Regn cld 10.2.48 on sale to Madagascar. Regd **F-BDAF** 12.3.48 to Sté Air Madagascar, Tananarive. Reported crashed 18.8.50. Certificat de Navigabilité suspended 29.9.50 at Tananarive. T/t 880 hrs.

Above: Awaiting delivery to Air Madagascar are from left to right F-BDAG, I, F and H (c/ns 6516, 6518, 6515 and 6517) at Woodley, 25.3.48. (N.Collier) *Below:* A rare shot of G-AKHI c/n 6512 at Redhill before sale to Egypt. (J.Havers)



Above: G-AKHJ c/n 6513 on a visit to Baginton on 22.8.53. (Peter Keating)

6516 Gemini 1A. Registered **G-AKHM** to Miles Aircraft Ltd, Woodley 3.10.47. CofA No. 9787 issued 24.10.47. Regn cld 10.2.48 on sale to Madagascar. Regd **F-BDAG** 13.3.48 to Sté Air Madagascar, Tananarive. Certificat de Navigabilité suspended 15.2.52 at Tananarive. Regn cld 10.54 but restored 1.55. Reported wfu 1956 and regn cld 9.58.

6517 Gemini 1A. Registered **G-AKHN** to Miles Aircraft Ltd, Woodley 3.10.47. CofA No. 9788 issued 24.10.47. Regn cld 10.2.48 on sale to Madagascar. Regd **F-BDAH** 13.3.48 to Sté Air Madagascar, Tananarive. To Aero Club de Miandrivazo 3.54. To Robert Lecadieu, Tamatave 8.57. Certificat de Navigabilité suspended at Tananarive 16.12.57. Regn cld 10.59.

6518 Gemini 1A. Registered **G-AKHO** to Miles Aircraft Ltd, Woodley 3.10.47. CofA No. 9789 issued 31.10.47. Regn cld 10.2.48 on sale to Madagascar. Regd **F-BDAI** 13.3.48 to Sté Air Madagascar. To Robert Lecadieu, Tamatave 3.59, then Tananarive 1961. Certificat de Navigabilité suspended 4.62. Regn cld 6.64.

6519 Gemini 1A. Registered **G-AKHP** to Miles Aircraft Ltd, Woodley 3.10.47. To Patrick-Duval Aviation Ltd, Elmdon 10.12.47. CofA No.9790 issued 11.12.47. To Clement Spencer-Thomas, Honeydon 7.6.48 (and regis-



Top: The well-known but unfortunately short-lived "Flight" Gemini with fixed marks G-AFLT, c/n 6520. (Flight via K.C.Cruttenden)

Above: C/n 6519 G-AKHP visiting Sywell 14.4.62 in the company of Dragon G-ACIT and AA Rapide G-AHKV. (George Jenks)

Below: VH-BMT c/n 6521 at Sydney-Bankstown on 27.6.52. (Norman Wiltshire)

Bottom: Another Aussie, VH-BMV c/n 6522 in original form, Bankstown 5.7.51. (N.Wiltshire)



tered to same owner, mostly in airworthy condition, for nearly 33 years!). To Shipping and Airlines Ltd, Biggin Hill 6.3.81. To Fortesse Ltd, (Guernsey), Biggin Hill 29.5.82. To Peter Gavin Lee, Andrewsfield 24.10.84, later at Fanners Farm, Great Waltham, Essex. Current. (intended sale to New Zealand 1984 ??)

6520 Gemini 1A. Registered **EI-ADM** to Aer Rianta Teoranta, Dublin 17.12.47, with CofA issued 14.11.47. Regn cld 29.6.49 as sold abroad. Registered **G-AFLT(2)** to Iliffe & Sons Ltd, Fair Oaks 29.6.49. Crashed Burpham, Guildford 10.1.54. Regn cld 22.2.54.

6521 Gemini 1A. Registered **G-AKHT** to Western Manufacturing Estate Ltd, Woodley 18.10.47. CofA No.9822 issued 7.11.47. Regn cld 25.1.49 as sold abroad. Registered **VH-BMT** 10.2.49 to Peel River Land & Mineral Co, Tamworth, NSW. To K.C.Singh, Tamworth, NSW 18.7.60. To R.W.Ross, Inverell, NSW 8.7.61. Regn cld as wfu at Inverell, NSW 6.12.63. Reported burnt 5.11.66 but noted there 11.66 and 7.67.

6522 Gemini 1A. Registered **G-AKHU** to Miles Aircraft Ltd, Woodley 18.10.47. CofA issued to Western Manufacturing Estate Ltd 7.11.47. Regn cld 2.8.49 as sold abroad. Registered **VH-BMV** 27.1.49 to Allison Gray & Co, Sydney. To Consolidated Press Ltd, Sydney 20.10.50 (**VH-DFP** applied for but denied). Crashed on take-off from airstrip 30 miles SSW of Canberra 6.12.51, seriously damaged but repaired. To George Goodwin, Wilcannia, NSW 29.5.53. To Walter Ernest James, Wollongong, NSW 21.10.54. Fitted with Lycoming O-290-3/1 engines of 130 hp and re-regd **VH-WEJ** to James at Georges Hall, NSW on 7.11.56. Registration changed to **VH-WEK** 5.60, still with James. Re-registered **VH-BOB** 26.8.61 to Robert H. T. Rouston. Regn cld 26.11.63 as wfu. Noted engineless on a property at Rouse Hill, NSW 7.74. Acquired by Air Force Association (W.A. Division) Inc 1.75 for AFA Museum, Perth.



Left: C/n 6522 shown as Wally James' silver and blue VH-WEK after Lycoming conversion, Bankstown 4.61
Below: The same aircraft at Bankstown 9.61 in white with orange trim as VH-BOB with Bob Rouston.
 (both Norman Wiltshire)
Below, centre: Owned by Plymouth Airport from 1953 to 1960, and then jointly by Plymouth and Exeter airports, G-AKHW c/n 6524 is seen here at Roborough wearing the City of Plymouth coat of arms on its nose. (via Jack Meaden)

6523 Gemini 1A. Registered **G-AKHV** to Patrick-Duval Aviation Ltd, Elmdon 18.10.47. CofA No.9823 issued 9.12.47. To W.T.Franklin, Broxbourne 23.4.48. To H. W. Peak, Cambridge 12.1.53. To Pedigree Cars (London NW1) 21.3.55. To Mitchell Aircraft Ltd, Portsmouth 19.8.55. To Parkins' Entertainments Ltd, Chivenor 19.4.56. To Air Couriers (Transport) Ltd, Croydon 9.11.56. To Rosenthal China (London) Ltd, Croydon 14.5.58, later to Biggin Hill. To J.R.Paige-Blair, Fair Oaks 29.10.62. To Industrial Publicity Service Ltd 16.5.63. To W.Walker, Wolverhampton 5.12.63. To A.N.Coulson, C.F. Fletcher & B.C.Martin, Fair Oaks 23.11.65. Wfu at Biggin Hill 6.66 and regn cld 28.3.67 as destroyed.

6524 Gemini 1A. Registered **G-AKHW** to British Overseas Airways Corporation, 21.10.47. CofA No.9824 issued 18.11.47. D/d 26.11.47. To Plymouth Airport Ltd, "City of Plymouth", 8.5.50. To Plymouth Airport Ltd & Exeter Airport Ltd, 7.4.60. To Air Stock West Africa Ltd, Sandown, ToW 18.4.62, cld 10.9.63. To Hampshire School of Flying, Eastleigh 19.1.64. To P.F. Mallender, Swanton Morley 27.8.64, d/d 16.8.64. To J.Tullett, Seething 24.5.68. To F & J.F.Watkins, 9.11.70. To G.H.Rose & K.D.Tavy, Postland 11.8.71. To R.H. & Mrs J.A.Cooper, Postland 6.7.72. To P. J. Messervy, Barrow-in-Furness 14.9.73. To Bee Gee Aviation, Netherthorpe 14.6.77. CofA expired 10.10.79. To A. C. Pritchard, 28.1.82. Intended for rebuild by EMK Aviation, Ware. Located at Benington, then Watton-at-Stone. Meanwhile owner changed to Vintage Aircraft Magazine Ltd 5.2.85 and to Aston Publications Ltd .86. To Peter G. Lee, Fanners Farm, Great Waltham, Essex 10.1.89 still for rebuild. Shipped to New Zealand 5.91.

6525 Gemini 1A. Registered **G-AKHX** to Miles Aircraft Ltd, Woodley 21.10.47. CofA No. 9825 issued 7.11.47. To H. Duncan Davis, Brooklands 10.12.47. To Brooklands Aviation 14.10.49, based Shoreham with Brooklands-operated South Coast Flying Club. To N.D. & A.C.B.Norman, Staverton 27.4.51. Regn cld 8.2.55 as sold abroad. Registered **OO-RVE** to Regie der Luchtweegen/Régie des Voies aériennes, Grimbergen 22.3.55. To L.Jansen, Grimbergen 17.8.60. Crashed at Grimbergen 26.9.71 and regn cld 9.2.72. Remains donated to Brussels Air Museum, stored but subsequently scrapped.

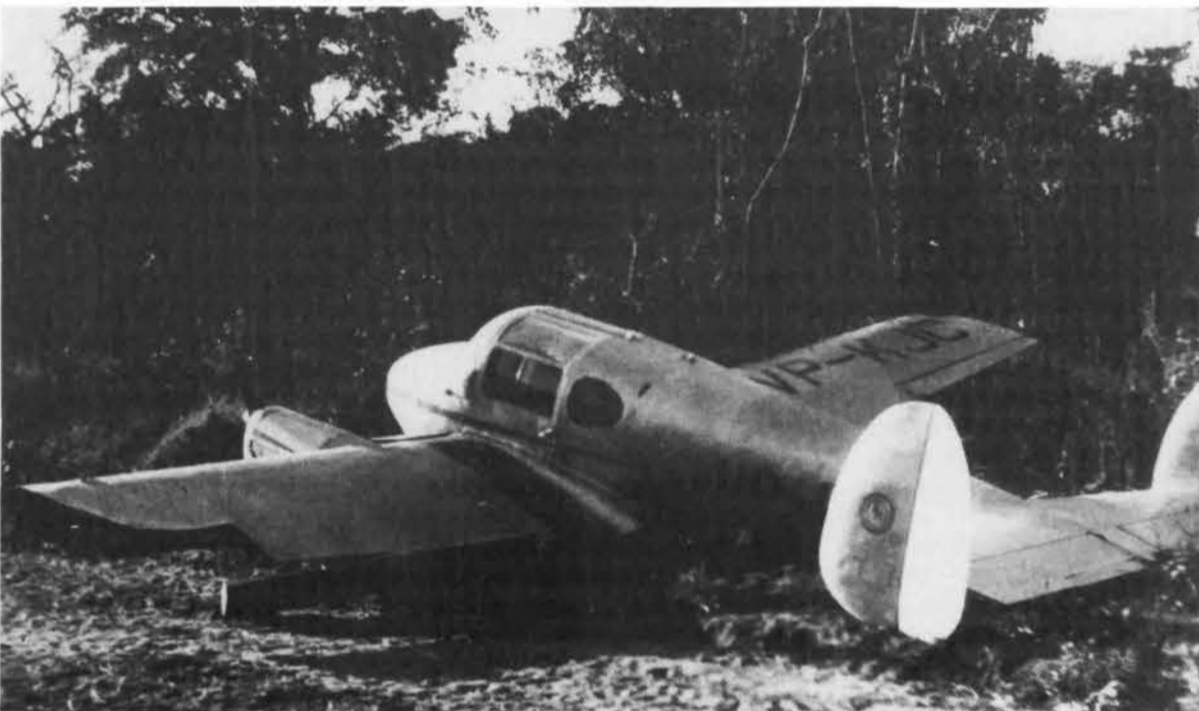
6526 Gemini 1A. Registered **G-AKHY** to Miles Aircraft Ltd, Woodley 21.10.47. CofA No. 9826 issued 7.11.47. To Kenning Aviation Ltd, Burnaston 2.2.48. To Air Schools Ltd, operated by Derby Aero Club Ltd, Burnaston 18.6.48. To The Hon. M. A. R. Cayzer, Redhill 11.49. Sold via F.G.Miles Ltd .51 to Smiths Aircraft Instruments Ltd, Sta-



Above: The mortal remains of c/n 6523 G-AKHV decomposing at Baginton in 1966 in front of Ace Freighters DC-4 G-APEZ and one of their Constellations. As it is recorded as being wfu at Biggin Hill 6.66 this calls for a re-think, but we note that both G-AJZJ and G-AKER, also of Messrs Coulson et al, were dismantled at Baginton for spares use at Biggin Hill. In this case however the structure of the Gemini would hardly be worth salvaging. Confirmation of events from Midlands-based readers of a certain age would be welcome for Feedback. (G.Jenks)

Below: After seven years as G-AKHX, c/n 6525 became OO-RVE and for sixteen years was based at Grimbergen until written-off there in 1971. (via Jack Meaden)





6528 Gemini 1A. Registered **G-AKKA** to Miles Aircraft Ltd, Woodley 21.10.47. CofA No. 9828 issued 7.11.47. Regn cld 27.4.48 as sold abroad. Registered **LN-TAH** to Sorfly A/S, Kjevik 30.6.48. Used as target tug. To F. Sagerud, Flisa 7.63. To Thor Solberg Aviation, Oslo 9.9.64. To J.Hermansen, Ski 26.10.64. CofA expired 30.6.67. Regn cld 14.1.72. Sold to A.Broun, Vestby and stored. To Norsk Teknisk Museum, Oslo.

6529 Gemini 1A. Not completed or registered by Miles Aircraft Ltd. Possibly one of the aircraft built by Handley Page at Woodley.

6530 Gemini 1A. Registered **SU-AHF** to Misr/SAE, Egypt, about 2.50 (and therefore completed or delivered after the Miles collapse?). Crashed 3.3.50 between Benina, Libya and Gabbes, Tunisia.

6531 Gemini 1A. Registered **G-AKKD** to R.K.Dundas 14.2.48. CofA No.9995 issued 27.2.48. Regn cld 14.4.48 on sale abroad. Registered as **VT-CTQ** to His Highness Raja Sir Harindar Singh, Faridkot, India 29.4.48. No longer airworthy but still currently listed.

Top: Smith's Instruments G-AKHY c/n 6526 seen on a visit to Lulsgate in 1964. (N.Collier)

Above: Shell's G-AKHZ c/n 6527 was converted by F.G. Miles to Mk.7 standard in 1957. (John Blake)

Left: VP-KJC c/n 6532 belonged to the East African timber company Steel Bros and was damaged beyond local repair in this accident near Mtama, Tanganyika on 24.7.52 as detailed below. (Angus Scott, via John Pike)

Below: The first Wolverhampton-built Gemini was G-ALCS c/n WAL/C/1001, started by Miles as c/n 6534. (T.Breese via PRK)

6532 Gemini 1A. Registered **G-AKKE** to Air Schools (Derby) Ltd, Burnaston 3.5.48. CofA No.10100 issued 11.5.48. To D.Ross, Tollerton, "Highfield" 18.5.49. To W.S. Shackleton Ltd 11.10.51. Regn cld 11.10.51 as sold abroad. Registered **VP-KJC** to Steel Bros (T.T.Forests) Ltd, Lindi 11.51. Suffered engine failure after take-off from a company airstrip on Rondo Plateau 24.7.52. Forced landing on bush road near Mtama, Southern Province, Tanganyika, without injury to occupants. Damaged beyond local repair, dismantled and scrapped. Replaced by c/n 6496 VR-TBP.

6533 Gemini 1A. Not completed or registered by Miles Aircraft Ltd. Possibly one of the aircraft built by Handley Page at Woodley.

6534 Gemini 1A. Not completed by Miles Aircraft Ltd. Bought by Wolverhampton Aviation Ltd and completed by them in 1950 as Gemini 3A with c/n WAL/C/1001. Registered **G-ALCS** to John Houlder MBE, Elstree 7.11.49. Regn cld on same day, then regd to Houlder's company, Claremont Shipping Co Ltd, Elstree 9.3.50. CofA No.10839 issued 5.4.50. To J.M.Houlder (t/a The Elstree Flying Club Ltd), Elstree 8.8.50. Converted to Gemini 3C, 7.57. To J. M. Banks, Elstree 18.4.62. To Simpsons Aeroservices Ltd, Elstree 12.8.66. To Russell E. Winn, Kilbritten Castle, Cork 9.10.69. CofA expired 30.11.72. Wfu. Regn cld 30.5.84.

verton. To Aircraft Division of S.Smith & Sons Ltd, Staverton 9.61. To P.S.Ryder (Knight Flying Group), Staverton 11.64. Damaged beyond repair landing at Shebbear, Devon 4.4.65. Regn cld.

6527 Gemini 1A. Registered **G-AKHZ** to Western Manufacturing Estate Ltd, Woodley 21.10.47. CofA No.9827 issued 7.11.47. To Pasolds Ltd, White Waltham 12.5.49, cld 31.12.55. To Shell Mex & BP Ltd, Elstree 28.3.57 and converted by F.G.Miles Ltd at Shoreham to Mk.7 with 145 hp DH Gipsy Major 10/2 engines. On overhaul at Booker 20.7.60 to 2.1.61. Cld as sold 1.1.64, CofA expired 8.1.64 and wfu at Kidlington. Regn cld as pwfu 15.10.64. Taken to Sywell and scrapped 1965. Parts with Berkshire Aviation Group.



6535 Gemini 1A. Not completed or registered by Miles Aircraft Ltd. Sold 1948/9 to either Wolverhampton Aviation Ltd or to F.G.Miles Ltd, Redhill.

6536 Gemini 1A. As c/n 6535 above.

6537 Gemini 1A. Registered **G-AKKB** to Miles Aircraft Ltd, Woodley 28.10.47. To Fred Dunkerley, Barton 6.2.48. CofA No.9847 issued 26.2.48. Fuselage depth reduced for racing purposes. Won Siddeley Challenge Trophy 1.8.49 and 2.9.50. Won Kemsley Challenge Trophy Race 19.8.50 at 162.95 mph. Broke London-Dublin out and back records in class on 28.7.53 and London - Belfast record 23.8.53. To Miles Aviation & Transport (R&D) Ltd, Shoreham 14.5.69. To SAC Bristol Ltd, Lulsgate (later Staverton and Filton) 21.3.77. To J.Buckingham (op by Bristol Aeroplane Preservation Unit), New Farm, Felton, Bristol 25.5.89. Current.

6538 to 6543 Gemini 1A. As c/n 6535 above.

Eleven airframes unfinished by Miles Aircraft Ltd were completed by other manufacturers as follows.

Above: G-AKKB c/n 6537 was specially modified with reduced fuselage depth for racing pilot Fred Dunkerley. In setting his London - Dublin - London record on 28.7.53 he achieved an average speed of 182.6 mph on the return leg and 164 mph overall, completing the trip in just under three and a half hours flying time. Still active, G-AKKB is shown at the Badminton Fly-In on 29.4.84 with an aerofoil-shaped addition below the windscreen. (Dave Banham)

Below: Another famous racer, Coventry garage owner Percy Blamire used bronze G-ALZG "80" for many years. C/n HPR.141 is shown in original Mk 1A form at Yeadoon 20.5.56 for the National Air Races. (Terry Sykes)

HPR.141 Gemini 1A. Completed by Handley Page (Reading) Ltd at Woodley (possibly from c/n 6529 or 6533). Registered **G-ALZG** to P. Blamire, Baginton 24.3.50. CofA No.10853 issued 3.6.50. Converted to Gemini 3C 1958. Raced frequently 1954-69 and won SBAC Challenge Cup for fastest speed in 1960 Kings Cup at 170.25 mph. Struck on ground by Hornet Moth at Plymouth 9.7.66. Rebuilt by .67. To Russell E.Winn, Kilbrittain Castle, Cork 11.4.73. Regn cld 16.8.79 and re-registered to same owner as **EI-BHJ** 20.8.79. Crashed at Crosshaven 31.12.82 and destroyed, killing owner. Regn cld.





HPR.145 Gemini 1A. Completed by Handley Page (Reading) Ltd at Woodley. Registered **G-AMEJ** to Handley Page (Reading) Ltd 27.9.50. CofA No.A2934. To Balfour (Marine) Engineering Co Ltd, Mitchells Farm, Passingford Bridge, 26.6.51. To Miles Car Hire Ltd, 6.3.52. Returned to Balfour 13.7.52 but not regd to them. To BKS Engineering Ltd, Southend 13.5.55. Damaged beyond repair, Ouville, Dieppe 20.6.55. Scrapped at Southend 12.57. Regn cld 11.2.59.



WAL/C/1001 See c/n 6534 above.

WAL/C/1002 Gemini 3A. Built by Wolverhampton Aviation. Registered **G-AMDE** 9.8.50 to L.S.Dawson, Yeadon. CofA No.A1796. To Arnold G. Wilson Ltd, Yeadon 21.5.59. To J.F.McClory, Jean M.McClory, James C.White & Rodney A.Percy (t/a The Hadrian Flying Group), Newcastle 21.8.61. To A.N.Coulson, Fair Oaks 22.3.66. To B.E. Patrick & D.G.Cotton 27.7.67. Crashed at Sibson 24.9.67. Regn cld 1.11.67.



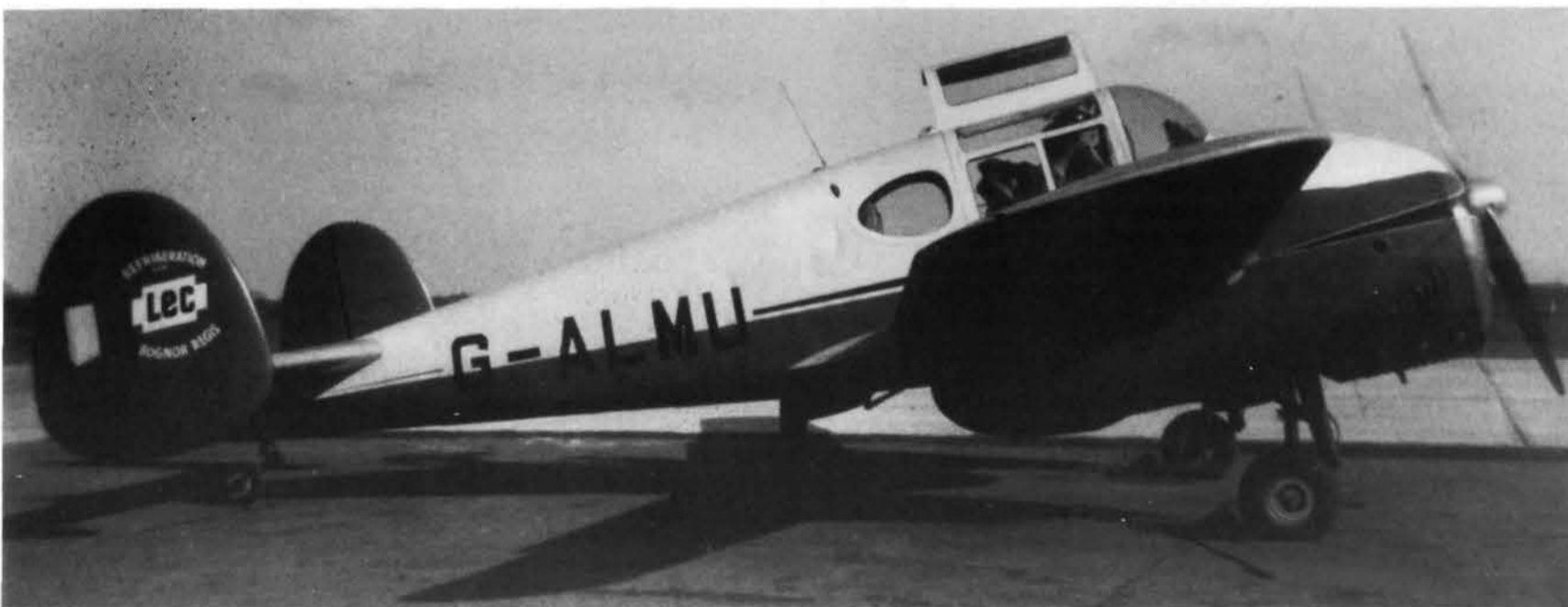
WAL/C/1003 Gemini 3A. Built by Wolverhampton Aviation. Registered **G-AMGF** to Shell Refining & Marketing Co Ltd, Croydon 29.11.50. CofA No.A3067. Added to Shell insurances 2.4.51. Converted to series 7 by F.G.Miles Ltd, Shoreham 5.55. To Shell Company of the UK Ltd, 26.5.60. To Shell Aircraft Ltd 22.1.62. Scrapped at Heathrow 12.63. Regn cld as pwf 6.1.64.

WAL/C/1004 Gemini 3A. Built by Wolverhampton Aviation. Registered **G-ALMU** to The Fairway Engineering Co Ltd, Barton 21.4.51. CofA No.A3262 issued 6.10.51. To L.R.Snook, Portsmouth 27.4.54. To LEC Refrigeration 17.2.55. To W. Bogatto & A.V.Boella, Eastleigh 6.57. To Travelair Ltd, Portsmouth 18.6.57. To Travelair Ltd (W.I.) 25.9.57. To J.G. Ratcliffe, Elmton 10.10.57. To J.P.Kitson, Elmton 26.1.65. Sold 10.65, regd to J.P.Snelling 30.6.66. Wfu at Biggin Hill 5.67. Regn cld 12.3.73.

To be concluded . . .



Above, top: HPR.141 seen in Mk 3C form as EI-BHJ at Dublin 11.79. (Colman Corcoran) centre: Shell's G-AMGF c/n WAL/C/1003 as a Mk 3A at Croydon 18.6.53 (Peter Keating) was the mount of Gp Capt Douglas Bader, seen lower on arrival at Jersey 7.54. (Jersey Evening Post) Left: G-AMDE c/n WAL/C/1002, with Rapide G-AHJA behind. (P.Keating) Below: G-ALMU c/n WAL/C/1004 in LEC Refrigeration titles, 1955-7. (Peter J.Marson)



Complete Civil Registers : 10

CYPRUS

VQ-C

5B-



PART THREE

5B-CCG Cessna 188B AgTruck 01829T 8.5.76
CofR 63. Ex N70068. Transorient Shipping Co Ltd,
Nicosia. Based Athens. CofV 8.5.76. Damaged in
ground collision with 5B-CCR, Chalkida, 31.8.76.
Regn cld 6.9.79, sold as SX-AIG 30.8.79.

5B-CCH Cessna A188B AgWagon C 01859 26.5.76
CofR 64. Ex N70189. Transorient Shipping Co Ltd,
Nicosia. Based Athens. CofV 26.5.76. Destroyed in
landing accident at Thessaloniki, Greece 19.7.77.
Reported as owned by Greek company 3D SA at time
of crash but probably leased or operated by them.
Regn cld by mid 1978.

5B-CCI Registration not issued. No CofR used.

5B-CCJ Cessna A188B AgWagon C 01866 26.5.76
CofR 65. Ex N70201. Transorient Shipping Co Ltd,
Nicosia. Based Athens. CofV 26.5.76. Destroyed
4.10.78 at Samos, Greece. Hit trees while spray-
ing. Regn cld 9.10.78. Wreck at Salonika for some
time subsequently.

5B-CKK Cessna A188B AgTruck 01874T 26.5.76
CofR 66. Ex N70239. Avia Spray Marine Ltd, Nico-
sia. Based Athens, later Marathon. CofV 28.5.76.
Regn cld 12.4.83, sold as SX-ALK 3.6.83, later
SU-BHF.

5B-CCL Cessna A188B AgTruck 01918T 5.6.76
CofR 67. Ex N70420. Avia Spray Marine Ltd, Nico-
sia. Based Athens, later Marathon. CofV 5.6.76.
Regn cld 12.4.83. Sold to Greece? (SX-AIC has been
suggested although this was in a 1979 sequence)

5B-CCM Cessna A188B Agtruck 01944T 12.6.76
CofR 68. Ex N72120. Avia Spray Marine Ltd, Nico-
sia. Based Athens, later Marathon. CofV 12.6.76.
Regn cld 12.4.83. Sold to Greece? (SX-AIE has been
suggested although this was in a 1979 sequence)

5B-CCN Rockwell Thrush Commander S2R-800 5039R 1.6.76
CofR 69. Ex N4994X. Agravi Transport Ltd, Nicosia.
Based Athens. CofV 3.6.76. Regn cld 13.4.79 on
sale as SX-AJK, regd 19.5.79 to 17.3.83, then
restored as 5B-CCN 1983 to Napair Aerial Spraying
Co Ltd, Nicosia. Regn cld by end of 1988.

5B-CCO Rockwell Thrush Commander S2R-800 5066R 1.6.76
CofR 70. Ex N5034X. Agravi Transport Ltd, Nicosia.
CofV 3.5.76. Dbr in forced landing while spraying
at Tymbaki, Crete 20.6.76. However, it was repor-
ted as repaired at Athens and noted there 18.6.80,
also as owned by Aero Psekasmi Ltd at some time.
This is presumably the Greek company Aeropsekasmoi
EPE. Not restored to Cypriot register or known to
have been regd in Greece.

5B-CCP Cessna A188B AgTruck 02475T 17.6.76
CofR 71. Ex N4958R. Transorient Shipping Co Ltd,
Nicosia. Based Athens. CofV 17.6.76. Cancelled
24.3.79 on sale to Greece. Regd SX-AIN 27.4.79.

5B-CCQ Registration not issued. No CofR used.

Above: Reims/Cessna F.150H 5B-CCY of Cyprus Aero Club
landing at Larnaca on 6.9.77. (Martin Smith)

Below: A pair of Thrush Commanders 5B-CCN and CCO seen at
Rotterdam on delivery on 1.6.76. (Wim Zwakhals)

5B-CCR Cessna A188B AgTruck 02472T 18.6.76
CofR 72. Ex N4955R. Transorient Shipping Co Ltd,
Nicosia. Based Athens. CofV 18.6.76. Reported as
sold to Rotor Hellas, probably leased or operated
by them. Damaged 31.8.76 in ground collision with
5B-CCG, Chalkida. Damaged 27.6.78 at Skiathos air-
port, Greece, when ran off runway during take-off.
Regn cld 21.6.79 on sale to Greece. Regd SX-AIF
4.8.79.

5B-CCS Cessna A185F AgCarryall 03014 3.7.76
CofR 73. Ex N5175R. Avia Spray Marine Ltd, Nico-
sia. CofV 3.7.76. Damaged in take-off accident
1.10.76. Destroyed when it flew into mountains and
exploded near Dimainia Village, near Pefko, New
Epidaurus, Greece 5.6.77. Regn cld c.1983.

5B-CCT Bell 47G-5A 25144 20.7.76
CofR 74. Ex N18091, G-BBIK. Transorient Shipping
Co Ltd, Nicosia. Based Athens. CofV 20.7.76.
Destroyed Crete 30.8.77, regn cld 2.9.77. Rebuilt
and regd G-BBIK 10.1.79. Later SX-HBC 6.9.79, then
SX-HBN 10.9.81, restored as 5B-CEU 6.3.84, sold as
SU-BHC 4.85.

5B-CCU Reims/Cessna F.172M 1400 19.8.76
CofR 75. Ex F-BSGY. Transorient Shipping Co Ltd,
Nicosia. Based Athens. CofV 19.8.76. Regn cld
15.10.79. Sold to Greece and regd SX-AKP 18.8.83.

5B-CCV Reims/Cessna F.172M 1460 19.8.76
CofR 76. Ex F-BSIH. Transorient Shipping Co Ltd,
Nicosia. Based Athens. CofV 19.8.76. Badly damaged





Left: Formerly G-AXIP, this 1969 model Piper Cherokee 140B 5B-CDP was still in smart condition when seen at Lakatamia airfield on 2.6.90. (Terry Butcher)

in landing accident, Kitira, Greece; probable w/o but also reported sold in Greece. Regn cld 14.9.79.

- 5B-CCW Cessna A188B AgWagon 02615 4.9.76
CofR 77. Ex N4879Q. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 4.9.76. Dbf after crash near Ypsos, Kerkyra (Corfu), Greece 21.7.78. Owner at time (operator?) given as Aerial Spraying Ltd. Regn cld 1979.
- 5B-CCX Piper PA-25-235 Pawnee C 25-4389 21.9.76
CofR 78. Ex N4668Y, G-BCBU. Agravi Transport Ltd, Nicosia. Based Athens. CofV 21.9.76. Destroyed 11.7.80, no further details.
- 5B-CCY Reims/Cessna F.150H 0318 10.5.77
CofR 79. Ex G-AWUI. Cyprus Aero Club, Larnaca. CofV not listed. Damaged by jet blast of Boeing 747 on ground at Tel Aviv /Ben Gurion Airport 7.10.77. Cld 31.7.79. Rebt and regd 4X-CEY 7.80.
- 5B-CCZ Reims/Cessna F.150M 1346 26.2.77
CofR 80. Ex F-BLTS. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 26.2.77. Destroyed in taxiing accident due to brake failure, Athens Airport 27.7.77, Bonanza F-BVOS and "5B-CDZ" both badly damaged. (*Genuine 5B-CDZ not regd until 1979 but this victim reported as an AgTruck and could be transcription error for 5B-CDK ?*)
- 5B-CDA Cessna A188B AgTruck 02829T 30.3.77
CofR 81. Ex N731EB. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 30.3.77. Cypriot address changed to Limassol 1978 and Larnaca 1982. Cancelled 29.6.82. SX-AMB reserved 29.8.82 and marks worn for some time at Marathon, Greece. (See photo Archive p.92/67.)
- 5B-CDB Cessna A188B AgTruck 02885T 2.6.77
CofR 82. Ex N731GM. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 2.6.77. Cancelled 20.4.81 on sale to Greece. Regd SX-AID 17.6.81.
- 5B-CDC Rockwell Thrush Commander S2R-800 5043R 2.7.77
CofR 83. Ex N5010X. Agravi Transport Ltd, Nicosia. Based Athens. CofV 2.7.77. Cancelled 28.11.85.
- 5B-CDD Bell 47G-3B-1 2826 .77
CofR 84. Ex N73978. Agravi Transport Ltd, Nicosia. Based Athens. Sold as SX-HBJ regd 13.5.83.
- 5B-CDE Cessna A188B AgTruck 02907T .77
CofR 85. Ex N731HX. Transorient Shipping Co Ltd, Nicosia. Based Athens. Sold as SX-AMA regd 9.7.82, SU-BHZ 5.85.
- 5B-CDF Rockwell Thrush Commander S2R-800 5084R 29.6.77
CofR 86. Ex N5574X. Agravi Transport Ltd, Nicosia. Based Athens. CofV 29.6.77. To Napair Spraying Co Ltd, Nicosia, 1983. Cld 19.4.85, sold as ST-AJT.
- 5B-CDG Piper PA-25-235 Pawnee B 25-3270 16.8.77
CofR 87. Ex SE-EOX. Agravi Transport Ltd, Nicosia. Based Athens. CofV 16.8.77. To Napair Spraying Co Ltd, Nicosia. Cancelled 19.4.85, sold as ST-AKH.
- 5B-CDH Piper PA-25-235 Pawnee B 25-3207 16.8.77
CofR 88. Ex OY-BAJ, SE-FLC. Agravi Trabsport Ltd, Nicosia. Based Athens. CofV 16.8.77. To Napair Spraying Co Ltd, Nicosia, 1983. Cancelled 19.4.85, sold as ST-AJU.
- 5B-CDI Registration not issued. No CofR used.
- 5B-CDJ Cessna A188B Agtruck 02607T .77
CofR 89. Ex N4871Q, C-JWWV. Sprayair Ltd, Nicosia. Based Athens. Cr at Lamia, Greece 25.9.79. Cld from Greek Foreign register 2.10.79.
- 5B-CDK Cessna A188B AgTruck 02631T .77
CofR 90. Ex N4895Q, C-GWWH. Sprayair Ltd, Nicosia. Based Athens. Cld 1979, regd SX-AKA 7.8.81. (See also note under 5B-CCZ)
- 5B-CDL Cessna 320 0109 29.10.77
CofR 91. Ex N5209X, G-ARYU. World Inter Supply Services Ltd, Nicosia. Based Larnaca. CofV 29.10.77. Regn cld 1987.
- 5B-CDM Agusta Bell 47G-4 2529 3.5.78
CofR 92. Ex 4X-BBC. Avia Spray Marine Ltd. Based Athens. Cr 24.6.79. Cancelled 11.4.83, sold to Greece, regd SX-HBL 6.6.83.
- 5B-CDN Reims/Cessna A188B AgTruck 03123T/0009 .77
(1) CofR 93. Ex N731SR, (SX-AHN). Transorient Shipping Co Ltd, Nicosia. Based Athens. Written off when hit power lines while spraying near Preveza, Greece 2.9.78. Regn cld .79.
- 5B-CDN Piper PA-31-310 Navajo 31-263 30.7.90
(2) CofR 93? Ex N9196Y. D.H.Demitriou, Constantinos & Marios Hadjimetriou, Nicosia. To New Clipper Air Executive Express Ltd & Lombard Natwest Ltd, Nicosia. Based Larnaca. Current. (*This aircraft listed erroneously in some documents as 5B-CDM also. Above believed correct.*)
- 5B-CDO Reims/Cessna A188B Agtruck 03126T/0010 23.6.78
CofR 94. Ex N731SU, (SX-AHO). Transorient Shipping Co Ltd, Nicosia. Based Athens. (SX-AHO) again ntu 4.79 for Rotor Hellas. Restored to Transorient Shipping Co Ltd, Larnaca; based Marathon. CofV 27.2.82. Regn cld 1987.
- 5B-CDP Piper PA-28-140 Cherokee B 28-25790 23.11.81
CofR 95. Ex N11C, G-AXIP. Joannis Pavlides & Maria Georgiou Katrinis, Larnaca. CofV 23.11.81. Sold to Bank of Cyprus Finance Corp Ltd & G. Christophides & M. Papadopoulou, Larnaca 1984. Sold to Jacoros Demetriou & John Droussiotis, Larnaca 1987. Sold to Elios Ipsarides and partners, Larnaca. To M.Yiannouras & A.Spanias, Nicosia 1992. Current.
- 5B-CDQ Registration not issued. No CofR used.
- 5B-CDR Cessna 152-II 82172 14.11.84
CofR 96. Ex N68187, G-BGIA, G-SACC, G-BGIA. Cyprus Aero Club, Larnaca. CofV 14.11.84. Current.

To be continued. . .

Aircraft Production List: 6

The Piper Vagabond



Right: C/n 15-107 CF-HXQ photographed at Brampton, Ontario on 6.6.76. (Joop Gerritsma)

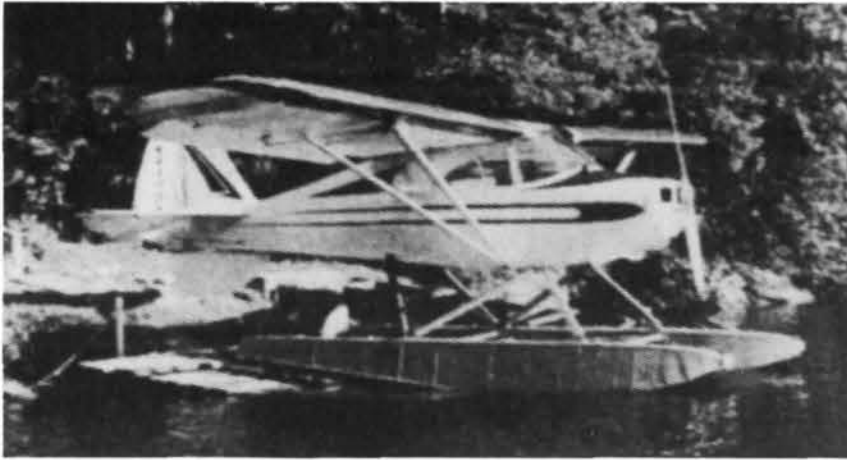
PART TWO

C/n	Regn	Date regd	Date Rem. canc				
15-							
96	NC4314H	.48					
	N4314H		4.82				
	N4314H	8.82					
97	NC4313H	.48					
	N4313H						
98	NC4315H	.48					
	N4315H						
99	NC4316H	.48					
	N4316H			L71/E72			
	converted to PA-17 standard						
	N4316H	L72/E73	4Q.80				
	N4316H	30.3.87	1.10.90				
	G-BSWG	8.10.90					
100	NC4317H	.48					
	N4317H						
101	NC4318H	.48					
	N4318H						
102	NC4320H	.48					
	N4320H						
103	NC4321H	.48					
	N4321H						
104	NC4319H	.48					
	N4319H			L71/E72			
	N4319H	L72/E73	3Q.80				
	N4319H	10.83					
105	NC4322H	.48					
	N4322H						pre.63
106	NC4323H	.48					
	N4323H						pre.63
107	NC4324H	.48					
	N4324H						
	CF-HXQ	.55					
	C-FHXQ						
108	NC4325H	.48					
	N4325H						
	CF-KUJ	10.58					
109	NC4326H	.48					
	N4326H						pre.63
110	NC4327H	.48					
	N4327H						.70
111	NC4328H	.48					
	N4328H						pre.63
112	NC4329H	.48					
	N4329H						
113	NC4330H	.48					
	N4330H						.70
	N4330H	L71/E72					
114	HC-SHE	.48					
	(Export Cert dated 11.6.48)						
115	HC-	.48					
	(Export Cert dated 11.6.48)						
116	NC4333H	.48					
	N4333H						
117	NC4334H	.48					
	N4334H						26.10.89
	G-BRSX	27.10.89					
118	NC4331H	.48					
	N4331H						
	converted to PA-17 standard						
119	NC4335H	.48					
	N4335H						pre.63
120	NC4336H	.48					
	N4336H						.69 Last annual 1.59
121	NC4337H	.48					
	N4337H						.70 Last annual 12.61
122	NC4332H	.48					
	N4332H						
123	NC4338H	.48					
	N4338H						.70
124	NC4339H	.48					
	N4339H						64/65 Last annual 8.54
125	NC4340H	.48					
	N4340H						
126	NC4341H	.48					
	N4341H						pre.63
127	NC4342H	.48					
	N4342H						64/65
	N4342H	.67					
128	NC4343H	.48					
	N4343H						
129	NC4344H	.48					
	N4344H						
130	NC4345H	.48					
	N4345H						
131	NC4346H	.48					
	N4346H						pre.63
132	NC4348H	.48					
	N4348H						64/65
133	NC4347H	.48					
	N4347H						pre.63
134	NC4349H	.48					
	N4349H						10.81
	N4349H	1.82					
135	NC4351H	.48					
	N4351H						
136	NC4352H	.48					
	N4352H						pre.63
137	NC4350H	.48					
	N4350H						pre.63
138	NC4353H	.48					
	N4353H						
139	NC4354H	.48					
	N4354H						
140	NC4355H	.48					
	N4355H						
141	NC4356H	.48					
	N4356H						20.10.89
	G-BRPY	23.10.89					
142	NC4357H	.48					
	N4357H						pre.63
143	NC4358H	.48					
	N4358H						pre.63
144	NC4359H	.48					
	N4359H						.70
	N4359H	L77/E78					canc
145	NC4361H	.48					
	N4361H						pre.63
146	NC4360H	.48					
	N4360H						64/65
147	NC4362H	.48					
	N4362H						.70
	N4362H	E71					
148	NC4363H	.48					
	N4363H						.70
149	NC4364H	.48					
	N4364H						L74/E77
	N4364H	9.81					
150	NC4365H	.48					
	N4365H						L71/E72
	N4365H	L72/E73					



Left: N4316H c/n 15-99 at Wroughton 8.90 prior to becoming G-BSWG. Right: Green and yellow G-BRSX c/n 15-117 at Compton Abbas 5.91 also carrying US marks. (Ian Burnett)





Above, left: Vagabond on floats. C/n 15-157 N4370H was fitted with EDO 1320 floats and an 85 hp Continental in 1979 by Tom Clark of Enfield, CT. (Tom Clark/Vagabond News)

Above, right: The same aircraft 15-157 (with US regn on the rudder) as G-BRJL visiting Compton Abbas in May 1991. (Ian Burnett)

Left: An identity problem of a different kind. Ian Burnett photographed c/n 15-153 as N4368H looking rather weather-worn at Palmer, Alaska in 7.90, but it should have been regd N5ED since the early seventies!

179	NC4395H	.48		
	N4395H			64/65 Last annual 3.58
180	NC4396H	.48		
	N4396H			L71/E72
	N4396H	5.77		23.5.88
	G-BOVB	23.6.88		
181	NC4397H	.48		
	N4397H			.70
	N4397H		L71/E72	31.3.89
	C-FEPQ	9.5.89		
182	NC4398H	.48		
	N4398H			
	CF-KVJ	7.58		
183	NC4399H	.48		
	N4399H			
184	NC4400H	.48		
	N4400H			.70
	N4400H	E71		
185	NC4401H	.48		
	N4401H			
186	NC4387H	.48		
	N4387H			4Q.80
187	NC4402H	.48		
	N4402H			.70
	N4402H	E71		
188	NC4403H	.48		
	N4403H			
189	NC4404H	.48		
	N4404H			
190	NC4405H	.48		
	N4405H			.70
	N4405H	L72/E73		L73/E74
	N4405H	L77/E78		
191	NC4406H	.48		
	N4406H			
192	NC4407H	.48		
	N4407H			
193	NC4408H	.48		
	N4408H			

To be continued . . .

151	NC4366H	.48		
	N4366H		10.81	
	N4366H	3.82		
152	NC4367H	.48		
	N4367H			
153	NC4368H	.48		
	N4368H			
	N5ED	L72/E73	10.81	
	N5ED	28.2.85		
154	NC4369H	.48		
	N4369H		L73/E74	
	N4369H	9.75		
155	NC4371H	.48		
	N4371H		L71/E72	
	N4371H	L72/E73	5.81	
156	NC4372H	.48		
	N4372H			
157	NC4370H	.48		
	N4370H		17.8.89	
	G-BRJL	21.8.89		
158	NC4374H	.48		
	N4374H		64/65 Last annual 8.53	
159	NC4373H	.48		
	N4373H		18.12.90	
	G-BTFJ	13.2.91		
160	NC4375H	.48		
	N4375H			
161	NC4378H	.48		
	N4378H		L71/E72	
	N4378H	L72/E73	L73/E74 *	
	N4378H	L77/E78		*
162	NC4376H	.48		
	N4376H			
	N2BE	.76		
163	NC4377H	.48		
	N4377H		.70 Last annual 2.57; conv to PA-17	
	N4377H	L72/E73		
164	NC4379H	.48		
	N4379H		L73/E74	
	N4379H	L74/E77		
165	NC4380H	.48		
	N4380H			
166	NC4381H	.48		
	N4381H			

167	NC4382H	.48		
	N4382H			
168	NC4383H	.48		
	N4383H		.70	
	N4383H	E.71	L71/E72	
	N4383H	L72/E73		
169	NC4384H	.48		
	N4384H		L73/E74	
170	NC4385H	.48		
	N4385H		L71/E72	
	N4385H	L72/E73		
171	NC4386H	.48		
	N4386H		L74/E77	
	N4386H	L77/E78		
172	NC4388H	.48		
	N4388H		.70	
	N4388H	L74/E77		
173	NC4389H	.48		
	N4389H		L71/E72	
	N4389H	L72/E73		
174	NC4390H	.48		
	N4390H		8.82 dam	
			Isle of Palms, SC, 18.9.78	
	N4390H	9.82		
175	NC4391H	.48		
	N4391H		.70	
	N4391H	L71/E72	L73/E74	
176	NC4392H	.48		
	N4392H		.70	
177	NC4394H	.48		
	N4394H		64/65	
178	NC4393H	.48		
	N4393H		pre. 63	

Right: C/n 15-180 G-BOVB taxiing at Seppe airfield in the Netherlands during 1991. (Henk Wadman)





GERMAN GLIDERS IN THE BAFO AND IN BRITAIN

PART TWO

Well-known German sailplanes of pre-war design used by BAFO clubs were the Göppingen Gö III Minimoa, the Munich Mü 13 Atlante and the DFS Kranich, Weihe and Meise. The last three were all designed by the leading German designer Hans Jacobs. He also designed the successful Schleicher "Rhön" sailplanes, the Rhönadler (eagle) of 1932, the Rhönbussard (buzzard) of 1933 and the Rhönsperber (sparrowhawk) of 1935.

The Weihe sailplanes assessed at Farnborough were passed to the British Gliding Association and Philip Wills purchased one which he flew for many years and used for competitions and record breaking. In April 1949 Philip and his wife visited her brother, Thoby Fisher, at Staverton, where Thoby was Chief Stressman for British Messier. The Weihe was brought in a trailer towed behind the car and was rigged at Staverton airfield ready for flight after lunch. The writer had Tiger Moth tug G-AHRR on hire from Hereford and towed the Weihe off, climbing to 1500 ft over the railway yards at Gloucester. Here, as expected, thermals were active and Philip cast off. Before take-off Philip had eyed conditions and said to his wife, who was driving the car and trailer back to Reading, "I'll be home for tea", and so he was. In 1954 he took the Weihe to New Zealand to explore soaring over the mountains in the South Island. The aircraft, BGA.433/G-ALKG ended up in New Zealand as ZK-GAE in the hands of Dick Georgeson.

The DFS Meise had been chosen as the Standard Class sailplane for the projected Olympic Games of 1940, which did not take place because of the war, and drawings were widely circulated to countries intending to compete. After the war it was built in Britain by Elliotts of Newbury as the Eon Olympia and became a very successful private, club and competition sailplane over many years. It differed from the Meise in having a clear vision hood and strengthened construction to meet British Airworthiness Requirements, which made it 57 lb heavier. Thoby Fisher owned Olympia BGA.515 c/n Eon/0/009, which he kindly allowed the writer to fly in April 1949. More than 150 Olympias were built and it went on to be developed from 1954 to 1961 as the Olympia 401, 402, 403 and redesigned as the 415, 419, 460 and 463, by which time extensive changes had been made to the wing, tail unit and cockpit.

Above: Coming in to land with spoilers out is the Royal Navy's VS201, a DFS Meise acquired from Germany. The Meise was designed for the intended 1940 Olympics and it bears the name Olympia on the nose, this name being adopted by Elliotts of Newbury for the British-built version. (Aeroplane via Jack Meaden)

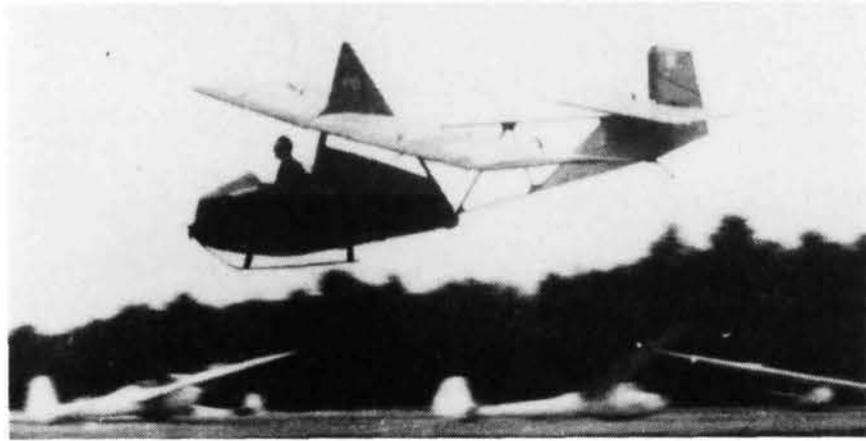
Below: The same aircraft displayed post war with 1943 type letter code LF+VO. (Aeroplane via Jack Meaden)



Structures of gliders and sailplanes were almost entirely of wood and plywood and fabric covering until the 1960s when glassfibre began to take over as the preferred material. In a few cases, such as the München (Munich) Mü 13, fuselage frames were steel tube and light alloys were also used but these were in the minority. In the 1990s uses are still found for wood and fabric in modern types and skill in their application is still necessary for the preservation of the many old types which are still flown by enthusiasts.

In Britain the RAF Gliding and Soaring Association was formed in 1949 and in 1950 the Slingsby Sky wood and fabric sailplane was built at the request of the RAFGSA with the object of improving the performance of the Weihe. It was very successful in international competitions and Philip Wills obtained one in which he won the World Championship in 1952.

The number of pre-war designed German gliders and sailplanes which have been preserved, some due to continued use by the BAFO clubs and mostly still in flying condition, shows the interest still aroused by these old types among enthusiasts. A look through recent editions of the Air-Britain British and European Registers shows the extent to which survivors still appear on current registers. These include: Weihe 15, Meise 9, Kranich 27, Mü 13 3, Minimoa 1, Rhönsperber 1, Rhönbussard 2 and Grunau Baby 73. The Grunau Baby is still popular in Britain with 17 examples and in Germany with no less than 56. As the Baby is a trainer and not a high-performance competition sailplane, its continued popularity shows recognition of its effectiveness in that capacity.



Top: The BAFO Gliding Club at Oerlinghausen in April 1948. Among the gliders available were (l to r) Grunau Baby, Meise "H3", SG 38, Kranich "D5" and Grunau Baby "B7". (P.H.T.Green)

Above: An SG 38 primary glider, possibly "P9", hopping at Oerlinghausen 4.48 with Peter Green silhouetted at the controls! (P.H.T.Green)

Below: A Göppingen Minimoa with the BAFO roundel on its tail but with no identity visible. (via Jack Meaden)



Above: BAFO sailplanes taking part in a contest at Oerlinghausen. In the foreground BAFO-80 is a München Mü 13 and behind it is Weihe BAFO-66 and an unidentifiable Grunau Baby. (via Jack Meaden)

Below: A Royal Navy DFS Kranich I two-seater in use by the Dartmouth Cadets Gliding Club in the 1950s. Presumably this is either VP591, VS208 or VS213 all three of these serials being allocated to this type. (via Jack Meaden)



The single-seat open-cockpit Grunau Baby was the most basic of the German sailplanes and it was also the one produced in the largest numbers, over 10,000 being built in Germany. The Mk I remained in production until 1937, the Mk II having the span increased from 42 ft to 44 ft 6 in., and the IIa having increased strength. With spoilers /air brakes added it became the IIB and other improvements resulted in the III. In 1949 Elliotts built five examples (and 42 more later) which they called the Eon Baby, one of which BGA.629/G-ALRH is still on the register. Slingsby built six singly over a period as the T.5, they rebuilt ten German examples and in 1949 introduced a British development which they called the Prefect. The T.30A Prefect prototype BGA.599 was sold to the Gloucestershire Gliding Club who flew it from Staverton from 1949 to 1952. In all 45 T.30B production Prefects were built and five remain on the register.

How many gliders were acquired? (2)

Several readers have contributed valuable comments since the first part of this article appeared. The Editor has attempted to incorporate information from Major John Ellingworth, Thomas Willis, Jack Meaden, Terry Judge and Peter Green into the following review.

The numerical German pre-war markings evolved as follows. Civilian flying clubs had been brought under the auspices of the Deutscher Luftsport Verband in 1933 and in 1935 administration of the DLV was organised on a regional (Luftsport-Landesgruppen) basis. In 1937 the Nationalsozialistisches Fliegerkorps (NSFK) took over the DLV and 16 Gruppe numbers were allocated. These numbers were carried after the national identity D- and followed by the individual identity of the glider. Previously gliders had been painted in specific colours to represent different areas. Details were as follows:

Gr.No.	Area	Gruppe headquarters
D-1	Ostland	Königsberg, East Prussia
D-2	Nord	Stettin, Pomerania
D-3	Nordwest	Hamburg
D-4	Berlin-Kurmark	Berlin-Charlottenburg
D-5	apparently not allocated	
D-6	Schlesien	Breslau, Silesia
D-7	Elbe-Saale	Dresden
D-8	Mitte	Eschwege/Weimar
D-9	Weser-Elbe	Hannover
D-10	Westfalen	Dortmund
D-11	Hessen-Westmark	Darmstadt
D-12	Niederrhein	Essen
D-13	Main-Donau	Nürnberg
D-14	Bayern-Süd	München, Bavaria
D-15	Schwaben	Stuttgart
D-16	Südwest	Karlsruhe
D-17	Ostmark	Wien (Vienna), Austria

From 1.1.39 the D- prefix was replaced by the military version WL- for Wehrmacht-Luft. The Gruppe numbers were replaced by Roman numerals, but the last digits remained unchanged. From 25.6.43 the system changed to the four-letter codes (or Stammkennzeichen) in the LA to LG and the LU to LZ sequences, other batches commencing L having been issued to powered aircraft. Horten aircraft had used LA+A. codes from 1941 and DFS 230 gliders had already used LB+ from the same time. D-11 shown on a Meise on p.93/111 is clearly an incomplete registration.

In the Netherlands one pre-war German now identified was Göppingen Gö 4, werk-nr.531, ex WL-VII-53 captured in 1945 and registered PH-111 in 1946. Are any others known?



Prominent pre-war German Sailplanes 1932-1939

Type	Year	Empty Wt lb	Wing span ft in.	Min sink ft/sec	Best glide ratio	Wing area sq ft	Wing section
Grunau Baby	1932	375	44' 6"	2.8	17	152.9	Gö 535
Rhönadler	1932	375	57' 1"	2.5	20	193.8	Gö 652
Rhönbussard	1933	331	46' 11"	2.5	20	151.8	Gö 535
Rhönsperber	1935	357	50' 2.5"	2.4	20	162.6	Gö 535
Minimoa	1935	476	55' 9.25"	2.1	26	204.5	Gö 681
Kranich	1935	562	59' 0.75"	2.3	23.6	244.4	Gö 535
Mü 13	1936	375	52' 6"	2.0	28	174	Mü
Weihe	1938	507	59' 0.5"	1.9	29	197.4	Gö 549
Meise	1939	353	49' 2.5"	2.2	25.5	161.5	Gö 549 or 676

Above: DFS Weihe BGA.433/G-ALKG of Philip Wills at a contest at Great Hucklow, Derbyshire in July 1951. This was one of two Weihes tested at Farnborough and was then rebuilt by Slingsbys. (P.H.T.Green)

Below: Philip Wills also acquired a Göppingen Minimoa in 1938. It was firstly BGA.338, becoming G-ALLZ post-war. The gull-winged sailplane is shown here after sale to Iceland, still wearing G-ALLZ on the fuselage and new marks TF-SOM on the rudder. (Aeroplane via Jack Meaden)

John Ellingworth reports that in 1948 BAFO recorded 291 captured gliders having been taken into use in Germany for Service recreational gliding clubs in the British Zone of Occupation. These included 110 Grunau Babies, 82 of which were found in Germany and 28 in Denmark. Of these 101 were taken into use in Germany, 6 sent to the UK and the remaining 3 disposed of elsewhere. There were 20 Kranichs, 14 discovered in Germany and 6 in Denmark. Of these 17 remained in Germany, 2 went to the UK and 1 elsewhere. Aircraft found in the US Zone do not appear to be included in these figures.

Oerlinghausen Gliding Club claimed to be the busiest in the British Empire (!) in 1947 with 11,211 launches. On strength in 4.48 were at least SG.38s P2 and P9(?), Kranichs D4/140W and D5, Weihe O6, Meise H3 and Grunaus B7 and -21.

The RAF Butzweilerhof Gliding Club in 1963 still had 3 Babies and 1 Kranich. Two Babies had no identification but the third, RAFGGA No.503 was a Mk II werk-nr.031002 built by Flugzeugbau Petera in 1944. The Kranich II was marked LA-1 (probably Laarbruch as the glider had been obtained from there, via Detmold) was built in 1941 by Ing.J.Mraz, Flugzeugfabrik Chotzen with werk-nr.420. Also present was a Rhönsperber D-6049 built by Fa Schneider at Grunau which was said to have been unregistered during the war and first flew in 1958 ex-storage.

RAF and RN serials allocated to German gliders for trials or for gliding club use were as follows:

- VN148 Grunau Baby (ex LN + ST)
 - VP543 Horten Ho IV for RAE testing
 - VP559, VP582 SG 38 Schulgleiter
 - VP587 Grunau Baby
 - VP591 DFS 30 Kranich II
 - VS201 DFS Meise, to Royal Navy
 - VS208, VS213 DFS Kranich
 - VS220, VT762 Grunau Baby
 - VT886-VT898 SG 38 believed cancelled
 - VT916-VT925 Grunau Baby II reconditioned by Slingsby
 - VT926-VT928 Grunau Baby cancelled order
 - VW918 Dittmar Condor
 - XD371 München Mü 13A (ex LG + W2)
- Also recorded are:
- VW738-VW740 SG 38 built at RNARY Fleetlands for RNGSA
 - VW743-VW745 Grunau Baby, Fleetlands built for RN
 - VW908 Grunau Baby for ATC



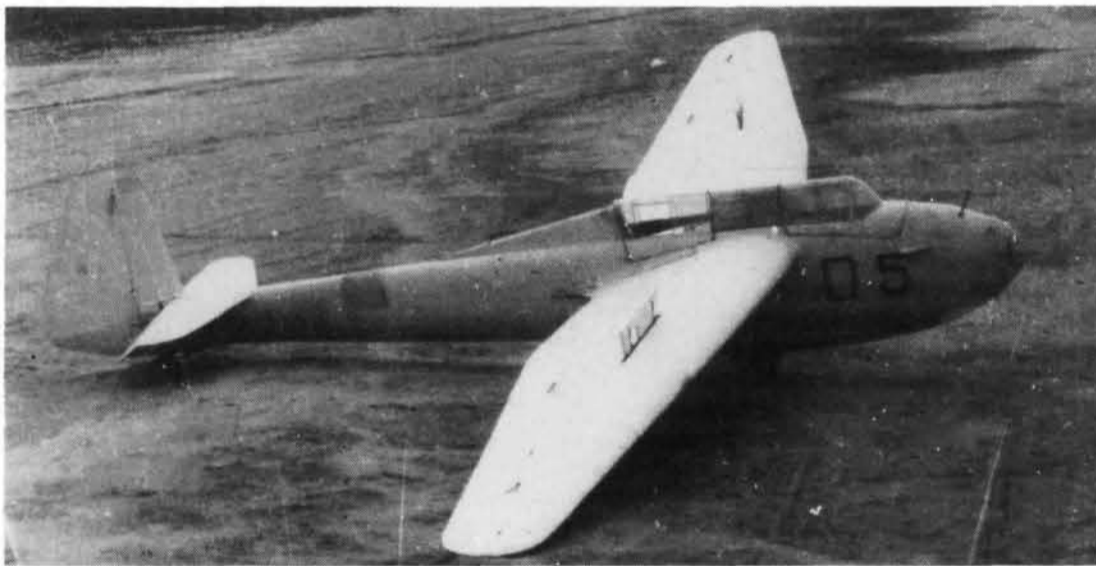
Above: Grunau Baby VT920 serving with the Home Command Gliding Instructors School at Detling 6.50. (P.H.T.Green)

Below: A DFS Kranich 2-seat sailplane being towed off in service with a BAFO Club. (via Jack Meaden)

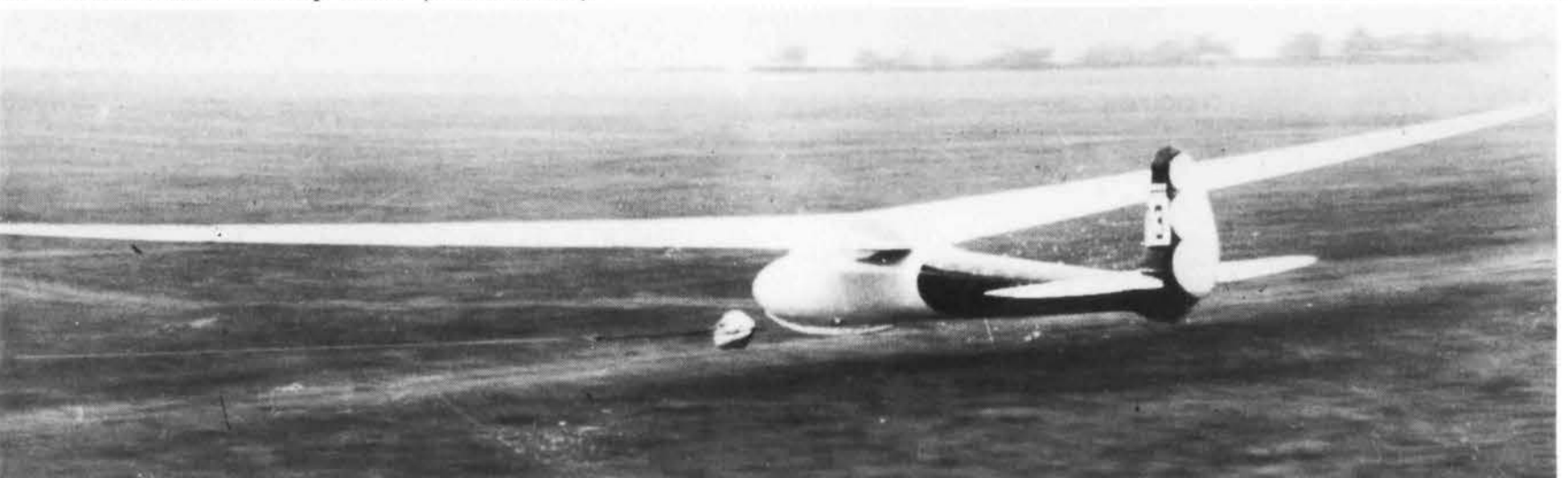




Above: Second of the Farnborough DFS Weihs was BGA.448/G-ALJW seen with competition number 11 at Great Hucklow in July 1951. (P.H.T.Green)
Below: Grunau Baby LN+SS on display in the UK post war. (via Jack Meaden)



Above: DFS Kranich "D5" in use at Oerlinghausen in 4.48. (P.H.T.Green)
Below: Unidentified DFS Weihe "GRCF" of Flt Lt R.C.Forbes being launched at Great Hucklow in July 1951. (P.H.T.Green)



In Canada four gliders were received for technical evaluation, having been seized on behalf of the National Research Council. They reached Ottawa in 1946 and were first loaned to University Gliding Clubs for "research". Full details may be found in Lloyd M.Bungey's article in *CAHS Journal* for Spring 1992, but briefly they were:

CF-ZAR Grunau Baby

bt 1944 by E.Schneider, Grunau w/n. 1513 Queens Univ GC, Kingston. Re-regd CF-ZCP 1956. To H.W.Berg, Windsor 4.63. To Central Ontario Soaring Assn 6.68. To G.Matthias .74. To Canadian Museum of Flight & Transportation, Victoria Branch, BC 1982. Preserved.

CF-ZBD Grunau Baby

bt 1942 ex LN+SR Thunderbird Gliding & Soaring Club, Vancouver. To Soaring Club of BC 1949. To Gatineau GC as replacement fuselage for CF-ZBH 1953. Returned to use as CF-ZBD 1956. To Quebec Soaring Club 1959. Dbr in storm 1964/5.

CF-ZBH Grunau Baby

bt 1944 w/n.1533 Gatineau GC, Ottawa. Damaged 5.53 and fuselage replaced by CF-ZBD 1953-6. Restored. To J.B.Woslyng, Lethbridge 1963. To Blue Thermal Soaring Assn, Medicine Hat 1983. Preserved?

CF-ZPQ Mü 13

McGill GC, Montreal. Wfu & stored 1955-9. To W. Piercy, Kingston 1959. To W.Chmela, York 1966. To P.Masak & T.Talevi, York 1973. To B.MacDonnell, Kelowna 1976.

A further Grunau Baby was rebuilt 1947-50 by Royal Canadian Navy personnel from two obtained in Germany but damaged in transit. Regd CF-ZCB in 7.52 and used by Gatineau GC. Cld 5.54 possibly as spares for CF-ZBD.

Complete Civil Registers : 3

New Zealand



Above: New Zealand-built AESL Airtourer ZK-CJX of Middle Districts Aero Club also proclaims a connection with the Western Building Society Flying Scholarship scheme.

Below: Mount Cook Airlines Twin Otter ZK-CJZ awaiting customers. (both R.W.Kerr)

PART FORTY-FIVE

ZK-CJR Registration not yet allotted.

ZK-CJS Transavia PL.12 Airtruk 1240 27.11.72
Transfield (NZ) Ltd, Auckland. To Air Contracts (1969) Ltd, Masterton 15.12.72; to Air Services (1979) Ltd, Masterton 15.8.80; to R. D. Potts, Nelson 4.10.84; to E.C.Andrews, Hamilton 29.2.88; regn cld as exported to Australia 7.3.88. Regd VH-IJS 25.3.88 and w/o 16.1.91.

ZK-CJT Transavia PL.12 Airtruk 932 30.11.72
Ex VH-KLS. Transfield (NZ) Ltd, Auckland; f/f NZ 24.11.72. To James Avn Ltd, Hamilton 14.6.74; to Transfield (NZ) Ltd 16.7.74; to Air Contracts (1969) Ltd, Masterton 18.8.76; to Transfield (NZ) Ltd 16.6.80, op by Ross Avn Ltd, Rotorua 1980 and by Skyfarmer Holdings, Waimate 1984. To D.L.Hart, Waimate 25.6.85, op by Skyfarmer Holdings. Cr at Willowbridge 20.10.85, regn cld 17.1.86.

ZK-CJU Transavia PL.12 Airtruk 1239 19.2.73
Transfield (NZ) Ltd, Auckland. To Barr Bros Ltd, Ardmore 11.7.73. Wfu at Ardmore and regn cld 23.1.91. Still complete there 1993.

ZK-CJV Transavia PL.12 Airtruk unkn
Reservation 1969 for Transfield (NZ) Ltd. Ntu.

ZK-CJW Druine D.31 Turbulent unkn
(1) Reservation for J.G.Staples, Silverstream. Ntu.

ZK-CJW Transavia PL.12 Airtruk unkn
(2) Reservation 1969 for Transfield (NZ) Ltd. Ntu.

ZK-CJX AESL Airtourer 115 541 27.8.69
Middle Districts AC, Palmerston North. F/f Hamilton 17.9.69. Crashed Dannevirke 27.12.73, regn cld 20.2.74.

ZK-CJY Zlin 526F Trener 1091 19.3.70
D. G. & R. H. Owen, Christchurch. Regn cld 25.6.92 on sale to Australia. Regd VH-ZLN 30.9.92.

ZK-CJZ DHC-6 Twin Otter 300 259 19.11.69
Ex CF-AJK. Mount Cook & Southern Lakes Tourist Co Ltd, Christchurch (op Mt Cook Airlines). D/d Auckland 14.11.69; departed 11.9.73. Regn cld 24.9.73 on sale to Canada. To CF-KBI 12.73, later C-FKBI, HP-1191AP, C-FKBI.

ZK-CKA Fletcher FU-24 Mk II 100 12.10.64
Ex (ZK-BPW). James Avn Ltd, Hamilton. To Advance Avn Ltd, Kaitaia 19.10.64; to James Avn Ltd 1.2.68 and modified to FU-24-950M. To J.T.Rika, Hamilton 1.3.86; op by King Country Air Services Ltd, Te Kuiti 23.4.87; taken over by Super Air Ltd, Hamilton 28.10.88. Current.



ZK-CKB Fletcher FU-24 Mk II 101 12.10.64
Ex (ZK-BPX). James Avn Ltd, Hamilton. To Advance Avn Ltd, Kaitaia 20.10.64; to James Avn Ltd 1.2.68 and wfu at Hamilton 6.11.70. Broken up for spares. Regn cld 12.11.71.

ZK-CKC DHC-2 Beaver 1 860 29.10.64
Ex 54-1714 (L-20A), N74086. Fieldair Ltd, Gisborne. Crashed Tiraumea, near Eketahuna 2.12.68. Regn cld 17.12.68.

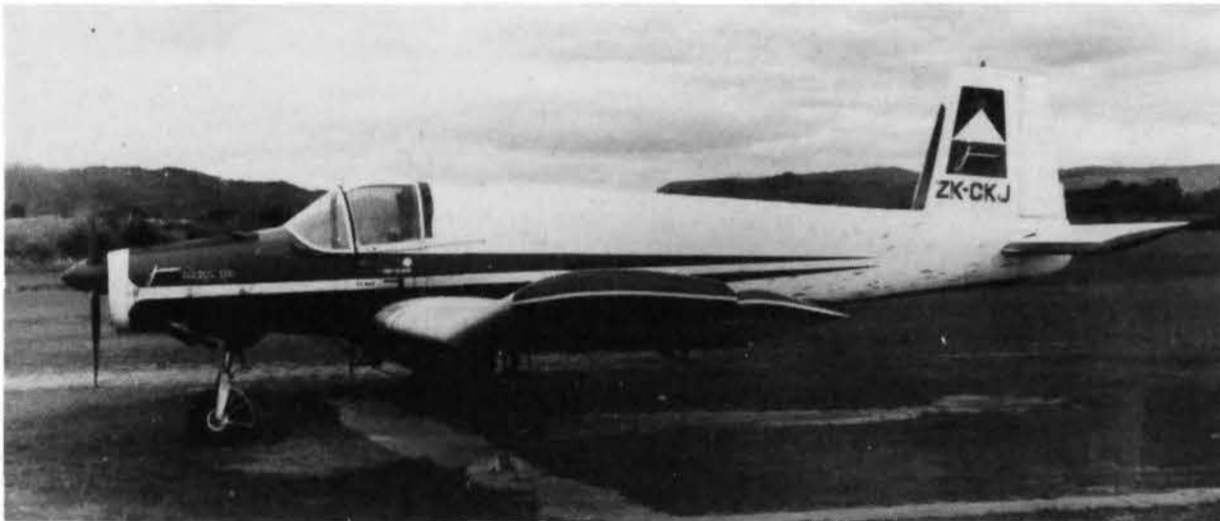
ZK-CKD DHC-2 Beaver 1 1557 28.1.65
Fieldair Ltd, Gisborne. To Fieldair Holdings (Central) Ltd, Palmerston North 18.11.80; then Fieldair Holdings Ltd, Palmerston North 30.3.84. Wfu 1986. Sold to F.R. & M.K. Wright, Tauranga 24.7.92. To Wilderness Wings Ltd, Hokitika 8.2.93. Current.

ZK-CKE Bennett PL.11 Airtruck 002 15.4.65
Waitomo Avn Ltd, Te Kuiti. F/f 9.3.65 Te Kuiti. Op by Northern Air Services Ltd, Te Kuiti; later by Barr Bros Ltd, Ardmore. Crashed at Tangiwha, near Maungakareama 1.3.67. Regn cld 28.3.67.

ZK-CKF Mooney M.20C Mark 21 2802 14.10.64
Ex N7818V. Southern Districts AC, Gore. To A.V. Martyn & Co Ltd, Timaru 4.6.70; to G.W.Webber, Auckland 1.4.73; to N.M. & D.R.Falconer, Gore 6.8.76; to Gilbertson Wool, Gore 13.7.82; to H.L. Gilbertson, Gore 22.9.82; to S.Q.Gilbertson, Wanaka 8.12.87. Current.

ZK-CKG Falconar/Jodel D.119 F.5138 1.7.66
Reserved 1964. C/n also quoted as D11-87. B. & C. Gillies, K.E.George & G.C.McKenzie, Kaikohe. F/f Kaikohe 2.68. Current.

ZK-CKH DHC-2 Beaver 1 25 21.12.64
Ex ZS-DCG, G-ARTR. Air Services (Wairarapa) Ltd, Masterton. F/f NZ 16.12.64. To Air Services (1979) Ltd, Masterton 19.8.80; to J.D.Menary, Kaikohe 2.9.82, op by ASTA Co-operative; to James Avn Ltd,



Above, left: Mooney M.20C ZK-CKF based at Timaru in the early 1970s.

Above, right: Nasally challenged Beaver ZK-CKH (the nose is missing from the negative! - Ed) has a mirror attached to the wing strut to enable the pilot to monitor the release of the topdressing load.

Left: James Aviation Fletcher FU-24 ZK-CKJ at Rotorua 14.4.71 after being converted from 300 hp to 400 hp Lycoming IO-720-A1B and thus becoming a model 950M. (all photos R.W.Kerr)

Hamilton 8.5.84; to E.F.Doherty, B.N.Coulter & I.C.Reynolds, Auckland 1.6.84 "City of Auckland". Current.

ZK-CKI Fletcher FU-24 Mk II 103 12.11.64
Ex (ZK-BPY). Advance Avn Ltd, Kaitaia. To James Avn Ltd, Hamilton 1.2.68. Wfu Hamilton 24.11.70, broken up for spares. Regn cld 12.11.71.

ZK-CKJ Fletcher FU-24 Mk II 104 17.12.64
Ex (ZK-BPZ). James Avn Ltd, Hamilton. To Farmers Aerial Topdressing Co Ltd, Invercargill 24.12.64. Regn cld as exported to Australia 24.1.69 but ntu there and restored 11.12.69 to James Avn Ltd and modified to FU-24-950M, f/f as such 5.70. Crashed Rotomahana, near Rotorua 29.3.73. Cld 18.4.73.

ZK-CKK SEEMS MS.880B Rallye Club 5346 10.2.65
Seabrook Fowlds Ltd, Auckland; op by NZ Aerosales Ltd, Paraparaumu .65. To M.Budimir, Raumati South 18.9.67; to D.Livingston, Takapau 22.12.76; to N.L.Sieling, Clevedon 24.11.86; to Stephenson/Battley Syndicate, Auckland 19.8.88; to M.S. & K.J. Lancaster, Cheviot 8.12.92. Current.

ZK-CKL SEEMS MS.880B Rallye Club 5347 10.2.65
Seabrook Fowlds Ltd, Auckland; op by NZ Aerosales Ltd, Paraparaumu .65. To Waikato AC, Hamilton 16.1.68; to B.S.Nairn (t/a Nairn Avn Ltd), Nelson 1.2.71; to Dennis Thompson International Ltd, Auckland 24.10.72; to J.W.Peek Ltd, Ruawaro 15.11.72; to C.F. & V.M.McKenzie, Scargill 8.5.75. Crashed Hurunui River mouth 23.4.76. Cld 12.5.76.

ZK-CKM SEEMS MS.880B Rallye Club 5348 10.2.65
Seabrook Fowlds Ltd, Auckland. To Ruawai Aero Syndicate, Ruawai 12.3.65; op by Moore Flying School, Ardmore 6.68; to P.L.Valiant, Hamilton 21.10.71; to Central Aircraft Maintenance Ltd, Hamilton 14.12.71; to J.H.Barker, Te Awamutu 3.4.73; to M.T.O.Quaife, Christchurch 27.10.81; to Quaife, Lindsay, Savill & O'Connor, Christchurch 12.11.82; to A.M.Simcox, Napier 16.4.91. Current.

ZK-CKN Cessna 172F 52194 25.5.65
Ex (N8294U). Rex Avn (NZ) Ltd, New Plymouth. To Canterbury AC, Christchurch 15.9.65; to A.V.Martyn Ltd, Timaru 16.9.69; to Westland Air Ltd, Hokitika 23.6.70; to Coast Air Charter Ltd, Reefton 17.8.73; to Raetihi Avn Ltd, Raetihi 4.9.73; to Littledown Avn Ltd, Rangiora 4.11.77; to R.R. Dickie, Waverley 23.4.82. Current.

ZK-CKO Cessna 185D Skywagon 0790 16.2.65
Ex (N5890T). Rex Avn (NZ) Ltd, New Plymouth. To Wanganui Aero Work Ltd, Wanganui 26.5.65; to Rural Avn (1963) Ltd, New Plymouth 6.1.67; to General Finance Acceptance Co Ltd, Wellington 3.8.67, op by Rural Air Charter, New Plymouth. To Federated Finances Ltd 9.1.70, op B.C.Salt; to T.J.Bindon, Hamilton 8.7.71, op Waikato Flying School Ltd; to F.J.Larsen, Upper Waitotara 9.8.73. To F.J. & J.W. Larsen 26.9.78, op by Ngamatapouri Air Services. Current.

ZK-CKP Cessna 185D Skywagon 0796 12.3.65
Ex (N5896T). Rex Avn (NZ) Ltd, New Plymouth. To Mt Cook Air Services Ltd, Timaru 16.3.65; to Mt Cook & Southern Lakes Tourist Co Ltd, Christchurch, op by Mt Cook Airlines, 18.7.73. To Otemata Station Ltd, Otemata 17.12.87. Current.

ZK-CKQ Cessna 182H Skylane 56420 .65
(1) Ex (N8320S). Rex Avn (NZ) Ltd, New Plymouth. Reservation ntu, cld 31.8.65. Re-regd ZK-DCC.

ZK-CKQ Cessna U206 Super Skywagon unkn .65
(2) Rex Avn (NZ) Ltd, New Plymouth. Intended for James Avn (Rotorua) Ltd. Ntu, not imported.

ZK-CKQ Cessna 150H 67527 .68
(3) Ex (N6727S). Rex Avn (NZ) Ltd, Ardmore. Reservation ntu, cld 23.4.68. Re-regd ZK-CTD.

ZK-CKQ Cessna 150H 67740 16.1.68
(4) Ex (N7040S). Rex Avn (NZ) Ltd, Ardmore. To Central Flying School Ltd, Christchurch 21.2.68; to Okair Avn Ltd, Christchurch 10.6.68; to Central Flying School 24.6.68; to Patchett Tours Ltd, Christchurch 20.5.70; to Christchurch Charter Air Services Ltd 10.3.71; to Air Charter Christchurch Ltd 4.7.75; to W.K.Wakeman, Kaiapoi 16.5.78. Current.

ZK-CKR Registration not yet allotted.

ZK-CKS Cessna 182H Skylane 56423 .65
(1) Ex (N8323S). Rex Avn (NZ) Ltd, New Plymouth. Reservation ntu, cld 31.8.65. Re-regd ZK-DCD.

ZK-CKS Cessna 150F 61567 10.9.65
(2) Ex (N6267R). Rex Avn (NZ) Ltd, New Plymouth. To Auckland Flying School Ltd, Ardmore 13.9.65; to General Finance Acceptance Co Ltd 28.8.67, op by Auckland FS; to R.W.Lister, Auckland 27.3.69; to R.W. & R.B.Lister, 21.11.69; to J.K.Barrow, Huntly



Above: Classic shot of Mount Cook Airlines Cessna 185D ZK-CKT against a Southern Alps backdrop. (R.W.Kerr)

10.3.70; to Aztec Avn (HB) Ltd, Hastings 6.5.75; to Nairn Avn Ltd, Nelson 6.10.75; to N.O.Oxnam, Foxton 9.8.76; to Oxnam's Timber Hardware Ltd, Foxton 8.11.76; to Foxpine Air Charter Ltd, Foxton 10.4.79; to A.C.Denholm, Rotorua 30.4.79; to A.M. McMillan, Wanaka 15.12.81, op by Aspiring Air; to D.F.D.Hunter, Queenstown 23.7.82. Dbr in gale at Tauranga 2.10.87. Broken up for spares.

ZK-CKT Cessna 185D Skywagon 0929 22.11.65
Ex (N1558F). Rex Avn (NZ) Ltd, New Plymouth. To Mt Cook Air Services Ltd, Timaru 5.1.66; to Mt Cook & Southern Lakes Tourist Co Ltd, Christchurch, op by Mt Cook Airlines 18.7.73; to I.R. & D.L. Devane, Taihape 18.1.89; to The Mt Cook Group Ltd, Christchurch 17.1.90; to Rongoiti Farms Ltd, Taihape 11.6.90; to Haybittle & Lyver, Auckland 19.12.91; to J.W.Lyver, Mercer 24.8.92; to J.W. & E.I.Lyver, Pokeno 23.4.93. Current.

ZK-CKU Cessna 185D Skywagon 0931 29.10.65
Ex (N1560F). Rex Avn (NZ) Ltd, New Plymouth. To Adastra Avn Ltd, Tauranga 22.11.65; to Geysersland A/W Ltd, Rotorua 5.10.71; to Floatplane Air Services Ltd, Rotorua 17.5.74; to Dalhoff & King Avn Ltd, Auckland, op by Floatplane A/S Ltd 15.8.77. Cr Waihora Bay, Lake Taupo 19.2.78. Cld 6.4.78.

ZK-CKV Cessna 172G 53624 23.12.65
Ex (N5955R). Rex Avn (NZ) Ltd, New Plymouth. To Rotorua AC, Rotorua 20.1.66; op by Volcanic Wonderflites "Golden Princess" .71. To Rex Avn (NZ) Ltd, Ardmore 13.5.75; to R.Reid & D.Rowlands, Auckland 16.2.77; to Airline Flying Club, Auckland 7.3.78; to B.C.Stimpson & ptrns, Kawerau 17.2.84, op by Flight Training & Air Services Ltd, Kawerau. Current.

ZK-CKW Cessna 150F 62127 3.12.65
Ex (N8827S). Rex Avn (NZ) Ltd, New Plymouth. Op by Auckland Flying School, Ardmore. To General Finance Acceptance Ltd 23.11.66, op by Auckland FS. To T.J.Krippner, Te Awamutu 31.3.69; to Rex Avn (NZ) Ltd, Ardmore 23.6.70; to Stratford AC, 21.12.70. Crashed near Stratford 29.10.72. Regn cld 8.11.72.

ZK-CKX Cessna 172A 47376R 8.9.65
Ex (N7776T), ZK-BWM, ZK-CBJ. Rex Avn (NZ) Ltd, New Plymouth. To Rotorua AC 19.11.65, op by Taupo Air Charter .71; to Lakeland Avn Ltd, Taupo 1.3.72; to Rex Avn (NZ) Ltd, Ardmore 3.2.75; to L.W.Sutherland, Pukekohe 30.6.75; to H.V.Carlisle, Hamilton 26.5.76; to R.L.Moles & ptrns, Taupo 19.4.82. Current.

ZK-CKY Cessna A188 AgWagon 0024 .66
(1) Ex (N5524S). Rex Avn (NZ) Ltd, New Plymouth. Reservation ntu, cld 8.9.66. Re-regd ZK-CON.

ZK-CKY Cessna 150H 67821 9.12.68
(2) Ex (N7121S), (VH-KOK). Waikato Flying School Ltd, Hamilton. To Sue Lyon & Associates, Hamilton 12.4.83; to P.Singh, Hamilton 5.7.83, op by Rukuhia Flying Club; to W. D. Higgins, Cambridge 23.10.92. Current.

ZK-CKZ Cessna 182J Skylane 56864 4.3.66
Ex (N2764F). Rex Avn (NZ) Ltd, New Plymouth. To Rural Avn (1963) Ltd, New Plymouth 5.4.66; to General Finance Acceptance Ltd 13.10.67, op by Auckland Flying School, Ardmore; to Rex Avn (NZ) Ltd, Ardmore 2.6.70; to General Finance Acc. Ltd 17.12.70, op by D.J.McGregor Ltd, Auckland. Cr at Mangonui 28.9.72; sold to Rex Avn 1.6.73; regn cld 29.1.75. Restored 30.10.79 to Mort Saunders Ltd, Tauranga. To B.E. & R.D.Mabin, Waipukurau 9.4.85. Current.

ZK-CLA Fletcher FU-24 Mk II JAL-FU-1 8.1.65
James Aviation Ltd, Hamilton (built from parts). Wfu Hamilton 2.2.71 and b/u for spares. Regn cld 12.11.71.

ZK-CLB Mooney M.20C Mark 21 2900 7.12.64
Ex N78885. Aero Engine Services Ltd, Hamilton. Op by Waikato AC, Hamilton .65. To Marlborough AC, Blenheim 15.8.65; to Orville Consultants Ltd, Papakura 9.8.67, op by Auckland AC, Ardmore. Cr in forced landing at Ardmore 27.4.69; regn cld 29.5.69. Rebuilt as ZK-DBK 4.6.70.



Eventually - at the fourth attempt!

Above: Cessna 150H ZK-CKQ was the fourth contender for the marks, seen at home outside Central Flying School, Christchurch.

(both: R.W.Kerr)

Below: Another fourth time lucky was Victa Airtourer 115 ZK-CLD, seen at Hamilton 28.3.72 with Waikato Aero Club.



ZK-CLC Victa Airtourer 100 101 29.4.65
 Victa (NZ) Ltd. To Rotorua AC, Rotorua 29.6.65. Cr
 Western Heights, nr Rotorua 2.10.65. Cld 5.11.65.

ZK-CLD Victa Airtourer 115 113 .65
 (1) Reservation ntu. Became VH-MTJ 5.65, later VH-KHP.

ZK-CLD Victa Airtourer 100 114 .65
 (2) Reservation ntu. Became ZK-CHD (2) 25.8.65.

ZK-CLD Victa Airtourer 100 117 .65
 (3) Reservation ntu. Became VH-MBG 6.65.

ZK-CLD Victa Airtourer 115 130 4.8.65
 (4) Ex (ZK-CLH). Waikato AC, Hamilton; to W.A.Bennett
 Ltd, Papakura 13.2.74; to Wanganui AC, Wanganui
 15.7.75; to P.Ireland, Mt Maunganui 13.7.82; to W.
 J. & A. Powell, Auckland 25.3.86. Current.

ZK-CLE Victa Airtourer 100 126 6.10.65
 Auckland AC, Ardmore. Regn cld as wfu 21.5.73.
 Rebuilt as ZK-DNF 22.5.73.

ZK-CLF Victa Airtourer 115 124 .65
 (1) Reservation ntu. Became VH-RSJ 6.65.

ZK-CLF Victa Airtourer 115 121 6.10.65
 (2) Wellington AC, Wellington. To Pegasus School of
 Aviation Ltd, Tauranga 1.7.68; to NZ Aerospace
 Industries Ltd, Hamilton 7.10.77; to K.Bamford,
 Paraparaumu 28.8.78; to Wigram Avn Sports Club,
 Christchurch 10.8.89; to G.F.Rhodes, Christchurch
 16.4.91. Current.

ZK-CLG Victa Airtourer 115 123 13.7.65
 Waikato AC, Hamilton. To Wellington Districts AC,
 Wellington 1.12.72; to R.McKelvie, Napier 23.6.77;
 to S.R.Monteith & G.Eccles, Hastings 27.4.78. Cr
 Kawerau 3.2.79. Regn cld 19.2.79.

ZK-CLH Victa Airtourer 115 130 65
 (1) Reservation ntu. Became ZK-CLD 4.8.65.

ZK-CLH Victa Airtourer 115 148 14.12.65
 (2) Southern Districts AC, Gore. Crashed Glenary
 Station, near Waikawa 30.3.68. Regn cld 30.3.68.

ZK-CLI Fletcher FU-24 Mk II AP-FU-1 8.1.65
 Air Parts (NZ) Ltd, Hamilton. Built from parts. To
 Wanganui Aero Work Ltd, Wanganui "Whakapapa"
 12.1.65. Mod to FU-24-950. Crashed at Mangamingi
 1.3.83. Regn cld 7.9.83.

ZK-CLJ Fletcher FU-24 Mk II JAL-FU-2 16.2.65
 James Avn Ltd, Hamilton. Built from parts. Crashed
 Tolaga Bay, near Gisborne 11.11.65. Cld 23.11.65.

ZK-CLK Gardan GY-80 Horizon 150 71 7.4.65
 Clyde Engineering Ltd, Auckland. To NZ Aerosales
 Ltd "Cheri" 11.5.65; to W. Jamieson, Hamilton
 18.8.65; to W. Jamieson Ltd 18.8.66; to B. H.
 Jamieson, Auckland 11.8.69; to Takapuna Carrying &
 Supply Ltd, Auckland 23.9.74; to A.W. & H.N.
 Squire, Whangarei 10.7.84; to McAlpine Helicopter
 Services Ltd, Auckland 30.3.90; to P.Maloney,
 Auckland 30.1.91. Current.

ZK-CLL Phoenix Luton LA.4A Minor PAL/1153 20.9.66
 Reservation 1965. Regd to J.P.H.Nager, New Ply-
 mouth. To C.J.M.Netherclift, Hastings 18.9.74.
 Current.

ZK-CLM Fletcher FU-24 Mk II ADL-01 14.10.65
 Ex (ZK-CBH). Rebuilt from parts of ZK-BHM, BHN,
 BIG, BIN and BOC by Adastra Avn. F/f 20.8.65 at
 Tauranga. Adastra Avn Ltd, Tauranga. To James Avn
 Ltd, Hamilton 7.8.78 and modified to FU-24A-950M.
 Operated by Farmers ATD Co Ltd, Invercargill 1982.
 Last flown 29.2.84. Sold to Pacific Tiger Ltd,
 Hamilton 15.2.89 and c/n changed to 34 (that of
 ZK-BIG). Regn cld 18.9.89 as exported to Malaysia
 (d/d ex Auckland 17.2.89), regd 9M-AYR.

ZK-CLN Fletcher FU-24 Mk II 60 12.3.65
 Ex ZK-BOH, VH-FBC, (ZK-BOH), (VH-EOD). James Avn
 Ltd, Hamilton. F/f as such 10.3.65, Hamilton. Regn
 cld 4.12.68 on sale to Australia, d/d 27.11.68,
 regd VH-FBC again 18.4.69, w/o 19.3.70.

ZK-CLO Fletcher FU-24 Mk II 62 1.4.65
 Ex ZK-BOJ, VH-FBQ, (ZK-BOJ), (VH-EOE). James Avn
 Ltd, Hamilton; to Sherwood Avn Ltd, Hastings
 6.4.65; to James Avn Ltd, Hamilton 10.11.69; mod
 to FU-24-950M 20.6.78. To King Country Aerial
 Farming Ltd, Te Kuiti 6.8.84; last flown 3.3.86.
 To King Country Air Services Ltd, Hamilton 10.4.87
 and mod to FU-24A-950M 28.9.87. Cr Te Akau 3.8.88,
 regn cld 1.9.88. Restored to Pacific Aerospace
 Corp Ltd, Hamilton 27.10.89. To Central Airspread
 Ltd, Alexandra 14.2.90; to Beck Avn Ltd, Dunedin
 12.8.92. Current.

ZK-CLP DHC-2 Beaver 493 7.4.65
 Ex 52-6114, N7743B. Fieldair Ltd, Gisborne. F/f
 Wellington 24.3.65. Cr Wanstead, near Waipukurau
 4.1.69. Regn cld 23.1.69.

ZK-CLQ Grumman G.164 AgCat 300 323 10.8.65
 Ex (N746Y). Dalhoff & King (NZ) Ltd, Wellington.
 Arr. 5.65, f/f 6.8.65. Op 1966 by Marshall &
 Neville, Hastings. Regn cld 20.1.67 as exported to
 Australia. Regd VH-CCR 22.2.67, w/o 30.12.72.

ZK-CLR Registration not yet allotted.

ZK-CLS Bearn GY-201 Minicab NZDBL 1509 15.7.66
 D. B. Locke, Auckland. To J. Beveridge, Kawerau
 18.8.80; to L.B. Thompson, Pukekohe 11.1.83; to
 L.B.Thompson & C.M.Cramp, Pukekohe 14.2.83; to
 P.A. Andrews, Patumanoe 17.6.87; to C.J.Smith,
 Thames 6.3.92. Current.

To be continued . . .



Above: Christchurch visitor on 24.7.71 was Gardan GY-80
 Horizon ZK-CLK. (R.W.Kerr)

al jewel.
 replica of the - from
 down across the - on the
 I return from France, on the
 ersary of Bleriot's flight; this
 Green's aircraft. A few years
 rfect replica of the same type
 original rotary engine came from
 workshop. The interior fin
 erty of the Tallman-M
 enia, and can often be
 the Pup - alas,
 it now rests
 light de
 surprisingly
 Cruising speed is
 m. at 5,000 ft. Control
 and I was agreeably
 the Humming
 easier than I had expected.
 wheel track is narrow;
 the ground;
 experienced in
 a light
 even in a light
 Mr. Jack Langage of
 was originally
 1929 for

First a couple of earlier items:

A: 25.1.46 (and photo p.93/105): The Do 335 shown in our photo the Do 335V-14 built at Mengen in what became the French Occupation Zone of Germany. Quoted by one source as RP+PB, it is given in "Air Enthusiast" 52 as RP+UQ which can be confirmed by close examination of the original photo. It was later No.1 with the French Air Force. (Do 335V-17, also built at Mengen, became No.2).

F: 27.11.47 p.617 (and photo p.93/105): The photo shows G-AGHW as a Sunderland III in 1943. Ordered as a GR.III ML725, it was completed to wartime civil standards and received its CofA on 4.9.43. Repainted in RAF colours as ML725 code W in 1.44, it was converted to Hythe standards in early 1945 without camouflage and given code OQZC and a blue/gold Speedbird on the nose. It reverted to full civil guise as G-AGHW "Hamilton" in 3.46. The crash at Newport, IoW on 19.11.47 occurred during a positioning flight from Hythe to Poole.

F: 8.1.48 p.30: Air Enterprises Consul was G-AJLJ, c/n 5128 correct. Returned to service later.



Above: The rear fuselage of Airtransport Stirling OO-XAC lies in the fields of Kunming after its crash 22.12.47. (F/Lt H.A.Morgan, via C.E.M.Alington/P.H.T.Green)

A: 23.1.48 p.110: The pilot of Airtransport Stirling was Wing Commander Morrison.

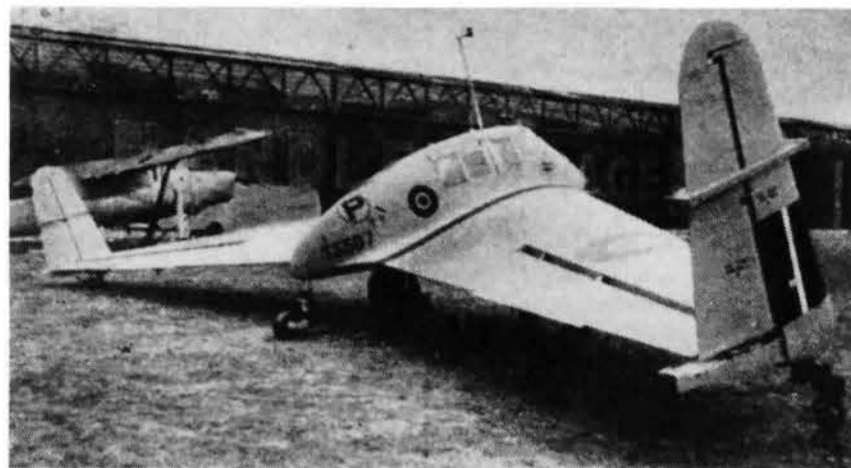
Ads: The Proctor G-AIEH should be c/n H.68. Anson G-AJSD ex DJ165 was also briefly VH-AKI.

Now on to the Extracts from last issue:

F: 12.2.48 p.181: Lloyds gave the Argus G-AJSY as "Crashed 22.9.47 in a forest 50 km from Coquilhatville". It was one of five (G-AJSU - Y) owned by Industrial & Motor Concessions Ltd of Manchester. They had a subsidiary in Africa and were associated with Duncan Smith & Co (Africa) Ltd, Congo agents for the Nuffield Group. Indeed Major Duncan Smith is reported as being the pilot on this occasion. (G-AJSU became OO-CDM; G-AJSV destroyed in France 1.11.47; G-AJSW became OO-DER; G-AJSX remained in the UK) They also used Gemini G-AJTJ/OO-CDW and two Austers, one being J/1 OO-CCX.

A: 13.2.48 p.199: R.A.Milburn seems to have had a rather chequered flying career. Born 1916, he joined RAF Reserve 10.35 and RAF as Acting Pilot Officer 6.36. Awarded wings but resigned commission 12.37. Granted B Licence 4.38 and flew as club instructor and on Army co-op work. Joined RAF as Sgt 4.40, awarded wings again 7.40. Joined 601 Sqdn at Exeter 10.40. Damaged Hurricane P3393 in landing accident 14.10.40 and transferred to 87 Sqdn also at Exeter 31.10.40. Removed from flying duties 8.41 and did no flying from 4.41 to 1.46. Released from RAF and renewed B licence. Formed Milburnair with I.R.K.MacLaren, to whom G-AIOZ was registered 3.3.47.

F: 19.2.48 p.215: There were three GAL two-seat test airplanes and it is not clear which Kronfeld was flying when he met his death. The designation GAL.56/01 quoted



Top: The first GAL.56 TS507, "Medium V" with 28.4° sweepback. Note the Zaunkönig behind.

Above: The second GAL.56 TS510D, "Medium U" with straight centre section and 28.4° sweepback on mainplanes.

Below: The third GAL.56 TS513B, "Maximum V" with 36.4° sweepback.

Bottom: GAL.61 TS515 was a single seat retractable undercarriage version with extensible drag bars replacing the wingtip rudders. (All via Jack Meaden)



could be taken to mean TS507, the first GAL.56, and this is quoted in "Aeroplane Monthly" 12.93, though it might be expected that testing of this early version would have already been completed. The photos (Above) show the main differences between the three versions, the final development of which was the GAL.61 single-seat retractable undercarriage aircraft without fins. There was also a GAL.57 designed for a 215 hp Lycoming R-680 but not built.

A: 20.2.48 p.231: BOAC Dove 2 G-AJHL c/n 04043 forced landing in Ionian Sea 9.2.48 near Lochri, or Locri, which is about 100 km east of the Straits of Messina. Nor is it en route Brindisi - Rome which has been reported! Capt Mitchell & w/op Knowledge swam ashore.

F: 26.2.48 p.228: The Latécoère 631 was F-BDRD c/n 7 (f/f 26.1.48) which crashed off St Marcoufon its delivery flight from Le Havre to Biscarosse owing to lack of

proper de-icing equipment in one report or to lack of blind flying instrumentation in another. In addition to the director Gourju and pilot Creton, five other crew on board (Goussef, Vaubardolle, Lambert, Stresty and Chenu) and twelve passengers were killed.

p.229: Autocrat G-AHCP c/n 1993, regd to and flown by E.H.G.Brookes crashed at Sywell 28.6.47. Pilot and passenger Riley had visited Shoreham and were returning to Ratcliffe via Sywell where they had several drinks. The aircraft CofA expired 27.5.47 with t/t of 42.5 hours and was operating on a temporary extension.

p.230: The Darlington & District Aero Club aircraft which cr at Croft on 15.2.48 was Miles Hawk Trainer III G-AJHF c/n 2081 ex T9844. Side-slipped from 200 ft.

p.239: Dragon Rapide G-AFOI was a Scottish Airways aircraft. The repair consisted of fitting an engine from Jersey Airways DH.86 G-ADVK which was on CofA overhaul.

A: 27.2.48 p.257: Air Taxis (Croydon) Ltd was registered on 4.12.46. Its fleet was Proctor 1 G-AGYA, G-AGYB (actually regd to Aikman A/W Ltd 1.47); DH Dragon G-AECZ and Dragon Rapide G-AGZO (both regd to F.T.Bingham a former S.A.S. director, 13.1.48). In February 1948 the Southampton Air Services fleet consisted of Lockheed 12A G-AGDT, Lockheed 14 G-AGBG, Avro 19/Anson G-AGNI, G-AIXU; various other types already having been disposed of. Universal Flying Services, who acquired the assets, were using Rapides G-AHAG, HGD, HTY; Aerovans G-AISF, JOG; Gemini G-AKEI and Proctor 5 G-AHWR.

F: 4.3.48 p.265: The two Cessna Cranes were T-50s ZK-ARS and -ART, respectively c/ns 3668, 3669 and ex 42-58176/7. They were regd to the NZCAA 27.4.48 but neither entered service, although ZK-ARS (named "Forever Amber") was test flown. They were cancelled on 9.10.50 and 30.4.52. A photo of ZK-ARS appeared in Archive p.84/104.

F: 11.3.48 ads: Avro Cadets were G-ACIH c/n 657 (sold to M.Marron 7.48 and to EI-ALU 4.61) and G-ADIE c/n 848 (to M.Marron by 5.51 and EI-ALP 9.60). Both are believed to be in storage in Eire currently.

A: 19.3.48 p.343: The Aerea Teseo SA DC-3 was I-REGI c/n 4312, location was near Colle Salvetti.

p.348: Sea Otter Mk.I VR-HEA operated the rescue service from Hong Kong - though regd 20.9.48 ex Kai Tak Station Flight JM974 and cld 31.7.49 on sale to Philippines as PI-C-330. It was w/o 17.11.49 in a forced landing at sea.

F: 25.3.48 p.325: Fred Kirby remarks that the two Fokkers, F.22 G-AFZP and F.36 'FZR, were actually purchased to operate a night mail & parcel service from Grangemouth to London. Railway Air Services and others had raised objections to the application and war broke out before it was resolved. The CofA of FZP was validated 29.9.39 and it joined No.1 CANS which became 1 AONS on 1.11.39. Don Hannah adds that G-AFZP acted as back-up aircraft for Scottish Aviation from the time of its CofA renewal 20.12.46 when that company was operating under contract to BEA on Belfast to Glasgow and Prestwick routes. The contract ended in August 1948. *Don would like to know whether G-AFZP ever flew any of these services and if so what were the dates of the first and last operations? When was G-AFZP last flown?* It was still offered for sale in Flight 28.10.48 and presumably a serious offer would have resulted in a new CofA.

F: 1.4.48 p.353: The Shanklin crash involved J/1 Autocrat G-AJRD c/n 2602. It had only received its first CofA on 9.6.47, some 2 1/2 months earlier, and was owned by Newport Construction Co Ltd, IoW. Pilot R.W.Bacon, en route Portsmouth to Somerton and Yeovil.

Paris Salon 1946: The twin depicted in the photo of the Fokker production line (p.93/108) is not the S.13 but merely a Beech 18 being overhauled for the Rijksluchtvaartschool. The Editor must confess to the erroneous caption - it looked like a Beech 18 but close examination seemed to find so many features apparently at variance that he became convinced it was something else!

Credits for the responses compiled above are due to: Geoff Allen, John Battersby, Phil Butler, Peter Green, Donald Hannah, John Havers, Harm Hazewinkel, Don Heitzman, Fred Kirby, Jack Meaden, Tony Morris, Vic Smith and John Withers.

The latest batch of Extracts now follows:

Aeroplane April 2nd 1948

*p.393 - The last Short C-Class "Coriolanus" has been retired from service with Qantas. Its last flight was on 22.12.47 and at its retirement ceremony the nameplate and log books were presented to Hudson Fysh, Chairman of QEA. It was the first aircraft into Singapore after the Pacific War and was used to fly out Australian POWs. For the past two years it has flown the Sydney - Noumea route and is now beached at Rose Bay pending disposal.

*p.399 - Prototype Northrop Pioneer crashed on a test flight recently when the empennage structure failed and fin broke off at 5000 ft. All crew except the pilot successfully bailed out.

Aeroplane April 9th 1948

*p.418 - An article on RAF College Cranwell mentioned its museum which included Fw190, He162A, Me262 and some "peculiar" helicopters and gyrokites. Also had V-2 rocket, V-1 flying bomb and Japanese Baka suicide aircraft. The article showed a Spitfire instructional airframe with perspex panels to observe the controls.

Aeroplane April 16th 1948

*p.438 - BEA Viking "Vimy" collided with Russian Yak fighter on approach to Gatow, Berlin 5.4.48. The Yak dived below the Viking and pulled up, striking the starboard wing. All occupants of both the aircraft were killed. (Also Flight 15.4.48)

Flight April 29th 1948

*p.466 - BOAC's three Boeing 314As have been sold to General Phoenix Corporation of Baltimore.

Aeroplane April 30th 1948

*p.494 - The Horten IV tailless sailplane is to be bought by the Robert Kronfeld Memorial Fund, set up in his memory by friends in order to provide for the education of his only child, Robert. The glider was bought by Kronfeld from the MoS shortly before his death and is to be presented to the College of Aeronautics, Cranfield for further research. A photo showed it marked "LA-AC".

*p.502 - An air test appeared on the Goodyear GA-2 Duck amphibian NC5506M which is now based at Wolverhampton and is operated by Air Commodore J Oliver of the Aviation Products Division of Goodyear Tire & Rubber Co. (Also tested by Flight, March 18th, p.307, when it was on the Medway and in the care of James A Goodson for a European tour. (A detailed production history of the Duck appears opposite..)

Aeroplane May 7th 1948

*p.543 - Report that LAMS winding-up petition had been heard on 26th April and adjourned for 7 days pending a scheme of arrangement with creditors. Meanwhile it was reported that one of its Haltons, being operated in Australia in late 1947, had been abandoned by its crew, was picketed on marshy ground at Mascot and may have been vandalised. The unpaid crew had found alternative employment, though the Captain was said to be prepared to ferry it back to the UK.

*Ads - Cunliffe-Owen Aircraft Ltd were selling by tender various lots comprising its Concordia programme, including the Concordia prototype and production aircraft, fuselage shells, engines, part-completed aircraft and components. All were at Eastleigh and viewing 24-27th May with a closing date of 29th May.

Flight May 13th 1948

*p.528 - A Dragon (Rapide in Aeroplane 14.5.48) purchased from an English disposal sale and being flown to Alice Springs, crashed on take-off at Daly Springs on 6.5.48, 200 mls short of its destination. Pilot C (or E) Hourigan dragged out unconscious, 4 other passengers injured. Aircraft dbf. The Aeroplane article suggested that the pilot was ex-LAMS, ferrying the Rapide to make his way home. (which way? Ed)

Aeroplane May 14th 1948

*p.555 - Report on Parliamentary questions on the use by the Jews in Palestine of Austers against the Arabs (see 6.2.48 in last issue). One was reported to have been shot down by British Forces near Kefar Etzion on 12.4.48. A ban on future sales was mentioned.

The Goodyear Duck

In the course of compiling a series of *Extracts* entries, Malcolm Fillmore came across the reference to the Goodyear Duck visiting the UK in "Aeroplane" of 30.4.48 (see this issue). By coincidence an article on the type by Robert Trimble in "Air Classics" March 1985 was unearthed at the same time. From that article and other sources the following production history can be established. The photos, from Jack Meaden's collection, also help to illustrate the development of the type.

The Goodyear Aircraft Corporation, part of Goodyear Tire & Rubber Corporation, was better known for building a range of rigid and non-rigid airships and for licence building the Vought Corsair. Late in the war it attempted to enter the civil light market with an amphibious two-seater. Design began in 1943 and the prototype was built in January 1944 at Akron, Ohio. The design would appear to owe its inspiration, if not many of its major features, to the Applegate Duck, tested by Piper in 1940. Information and drawings of this type appeared in *WDYK* in *Air-Britain Digest* of Spring 1989.

The Goodyear Ducks were officially built for evaluation purposes and were not for resale, indeed they were never sold. The various types built comprised:

GA-1 Duck prototype, powered by 107hp Franklin 4ACG-100-H3, later replaced by 125hp Franklin 6A.

GA-2 Duck prototype, with 145hp Franklin 6A4-335; **production** machines used Franklin 6A4-145-A3. The main difference between GA-1 and GA-2 was that the latter had three seats. Type certificate issued 28.2.47.

GA-2B Duck, introduced 1949 with 165hp Franklin 6A4-165-B3. Type certificate issued 12.8.49.

GA-22 Drake, a revised larger version with four seats and powered by 185hp Continental R185-6 or 235hp Continental E-225-8. Type certificate issued 28.7.54.

PRODUCTION:

Nineteen aircraft, c/ns 4017 to 4034, plus 4040, as follows:

4017 GA-1 NX36280
Experimental CofA issued 27.6.44, but not flown until 9.44? Used as test-bed for design changes. Wfu and scrapped by Goodyear 1.49.

4018 GA-2 NX36281
Rolled out 3.46. Re-regd NC36281 on 12.12.46. Reverted to NX36281 and used as test-bed and demonstrator. Scrapped 2.51.

4019 GA-2 NX5500M
First production aircraft, registered 24.3.47 and first flown 24.6.47. Used as demonstrator in USA and Canada. Re-regd NC5500M. Modified to GA-2B in 11.49 and re-regd N5500M. To Goodyear Wingfoot Fliers, Wingfoot Lake, Ohio, for seaplane training c.51. Later scrapped by Goodyear.



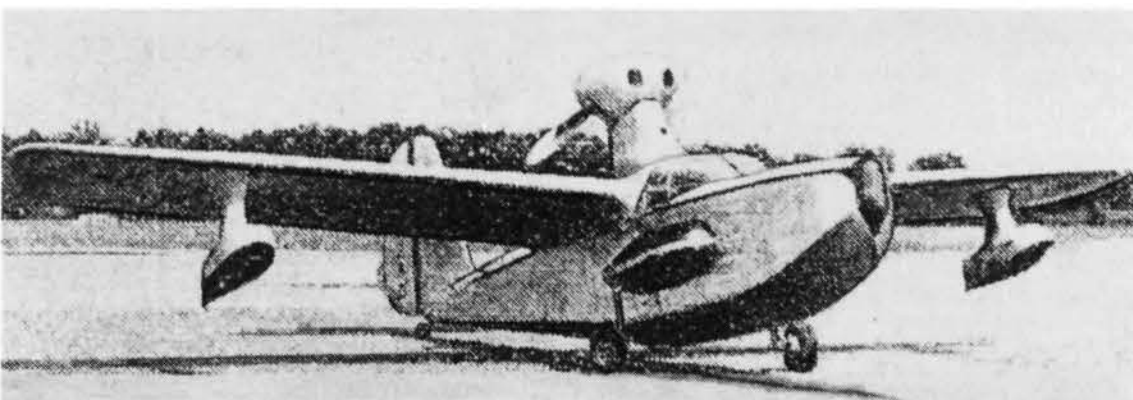
Above: The 1939 Applegate Duck amphibian was dropped by Piper after trials but became the inspiration for the 1944 Goodyear Duck (see "What Do You Know" in "Digest" Spring 1989). It is shown here in 55hp form, registered NX27960. (via Jack Meaden)

4020 GA-2 NX5501M
First flown 21.6.47. Re-regd NC5501M 19.8.47. Tested by Westchester Air Force Association Squadron 8.47. To Wingfoot Lake and returned to Goodyear for modification to GA-2B. Re-regd N5501M. To Aircraft Sales Division as demonstrator. Scrapped late 1955.

4021 GA-2 NX5502M
First flown 25.7.47. Used for flight testing. To Aeronautical Research Foundation, Boston-Norwood Airport 29.11.48 for engine noise reduction experiments. Re-regd N5502M. Later scrapped.

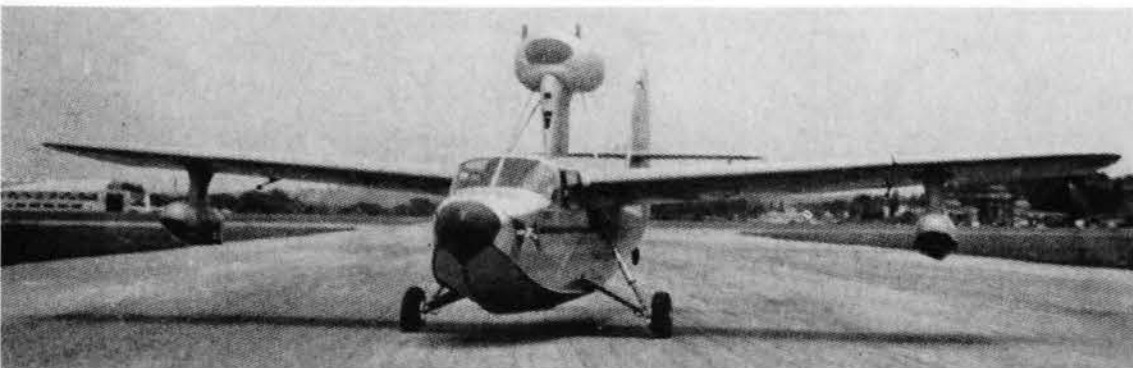
4022 GA-2 NX5503M
First flown 22.8.47. Re-regd NC5503M. To Cia Mexicanos de Aeroplanos SA, 9.47 for trials. Returned to Goodyear 10.47. Fitted with crosswind landing gear for tests. Stored until overhauled 5.51, upgraded to GA-2B and re-regd N5503M. To Goodyear facility at Phoenix, Arizona, for use as hack. Badly damaged 11.7.58 when it shed a propeller blade on the ground and the engine and pylon were torn off. Not repaired, scrapped.

4023 GA-2 NX5504M
First flight 22.8.47. Re-regd NC5504M 22.8.47. To Northeast Aviation, Portland, Maine 6.9.47. Returned to



Above: The Goodyear GA-1 (145 hp six-cylinder Franklin 6A4-145-A3) in its first form with bulges on the sides to contain the retracted wheels, as seen in "The Aeroplane Spotter" (via Jack Meaden).

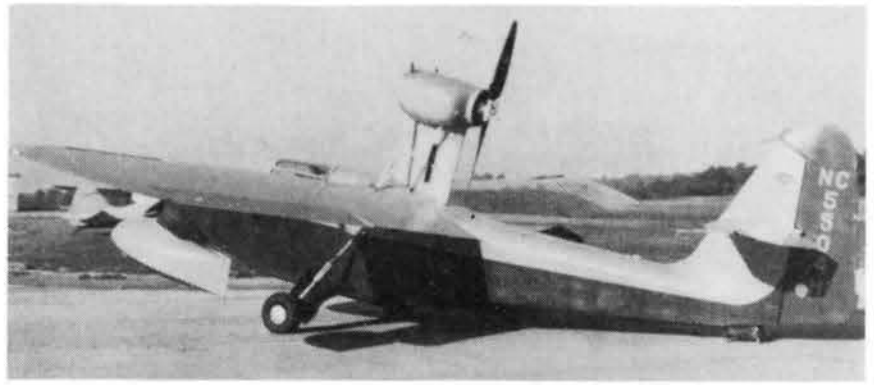
Below: GA-2 NC36281 with crosswind undercarriage fitted, running straight towards the camera while pointing to one side into wind. (via Jack Meaden)





Above: "Flight" showed NC5500M with wheels retracting into the wing roots and a narrower engine support pillar with external bracing. (Both via Jack Meaden)

Below: NC5505M shows the trial installation of a second step to the hull to obtain a better unstick on take-off.



Above: GA-2 three-seater NC5504M poses for the first manufacturers' photos. (Goodyear via Jack Meaden)



Goodyear 31.10.47. Loaned to a company in Ohio .48; returned to Goodyear and rebuilt as GA-2B. Re-regd N5504M. To Goodyear Flying Club, St Marys, Ohio. Destroyed in crash 23.9.51, following engine fire on take-off. It overturned in the subsequent forced landing.

4024 GA-2 NX5505M
First flight 15.9.47. Delivered to Fliteways Inc, Milwaukee 15.9.47 as NC5505M. Returned to Goodyear at end of 10.47 and then leased to Southern Aviation Corporation, Shreveport, Louisiana. Returned to Goodyear 23.1.48. Back to Fliteways International 10.7.48. Damaged in heavy water landing 28.10.48 after fuel pump failure. Rebuilt as GA-2B and reflight 28.12.49 as N5505M. To Wingfoot Flyers, Wingfoot Lake, Ohio. Still registered 1965 although last inspection 8.60. Fate unconfirmed but probably scrapped by Goodyear.

4025 GA-2 NX5506M
First flight 3.9.47. Re-regd NC5506M and shipped to Sweden for European tour 1948. Starred in film "Illegal Entry". Scrapped in Luxembourg 12.50.

4026 GA-2 NX5507M
First flight 26.9.47. Re-regd NC5507M and loaned to J D Reed Co, Houston, Texas 10.10.47. Broke up and sank in attempted take-off in heavy swell in Galveston Bay 29.10.47. Aircraft salvaged and to Goodyear for spares. Aft fuselage used in rebuild of c/n 4031.

4027 GA-2 NX5508M
First flight 22.9.47. Delivered as NC5508M to Hawthorne Flying Service, Jacksonville, Florida. Transferred to Hawthorne at Charleston, South Carolina 14.11.47. Returned to Goodyear 6.1.48 and modified with crosswind landing gear. To Northwest Aviation Sales, Oregon 21.8.48 and then to

unknown party 6.11.48. Scrapped 27.2.51.

4028 GA-2 NX5509M
First flown 26.9.47. Re-regd NC5509M. Briefly to Southern Airways, returned to Goodyear. Leased to General Electric 9.48 for anti-aircraft radar tests. Badly damaged in crash 11.2.49 when rudder jammed full left. Recovered and shipped to Goodyear for spares.

4029 GA-2 NX5510M
First flight 1.10.47. Re-regd NC5510M and undertook demonstration tour with Hummel Aviation, Hopewell, Virginia 10.47 - 12.47. Fitted with crosswind landing gear and auxiliary fuel tank and loaned to Aeronautical Research Foundation. Boston 11.48. Returned to Goodyear Alaska Division, Seattle, and operated in Anchorage and Fairbanks. Returned to Goodyear and scrapped.

4030 GA-2 NX5511M
First flight 6.10.47. Re-regd NC5511M 6.10.47 and to Wooten Aviation Industries, Orlando, Florida 24.10.47. Returned to Goodyear 16.1.48. Fitted with crosswind landing gear 8.48 and to Aeronautical Research Foundation, Boston, late 1949. Returned to Goodyear and scrapped.

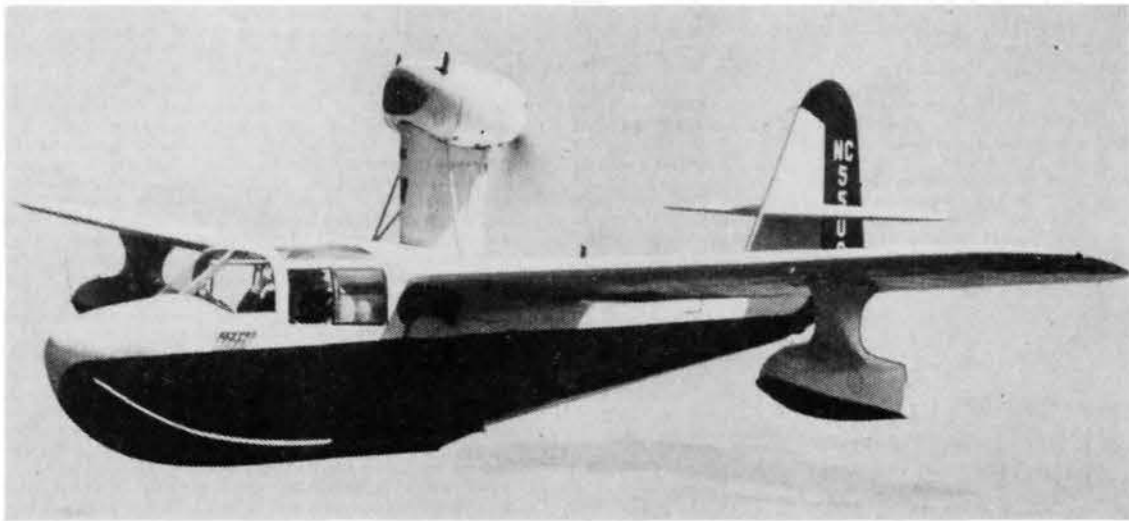
4031 GA-2 NX5512M
First flight 9.10.47. Re-regd NC5512M 13.10.47 and to Miami Aviation Center, Miami 1.11.47. Returned to Goodyear 1.1.48. Modified with new hull based on NACA design and utilizing aft fuselage from wreck of NC5507M which was mated to reshape the forward section. The landing gear



Above: NC5506M shows the low tail position of the GA-2 when in the water. (via Jack Meaden)



Above: N5512M taking off with the one-step NACA hull fitted and a test pitot mounted on the engine nacelle. (Howard Levy)

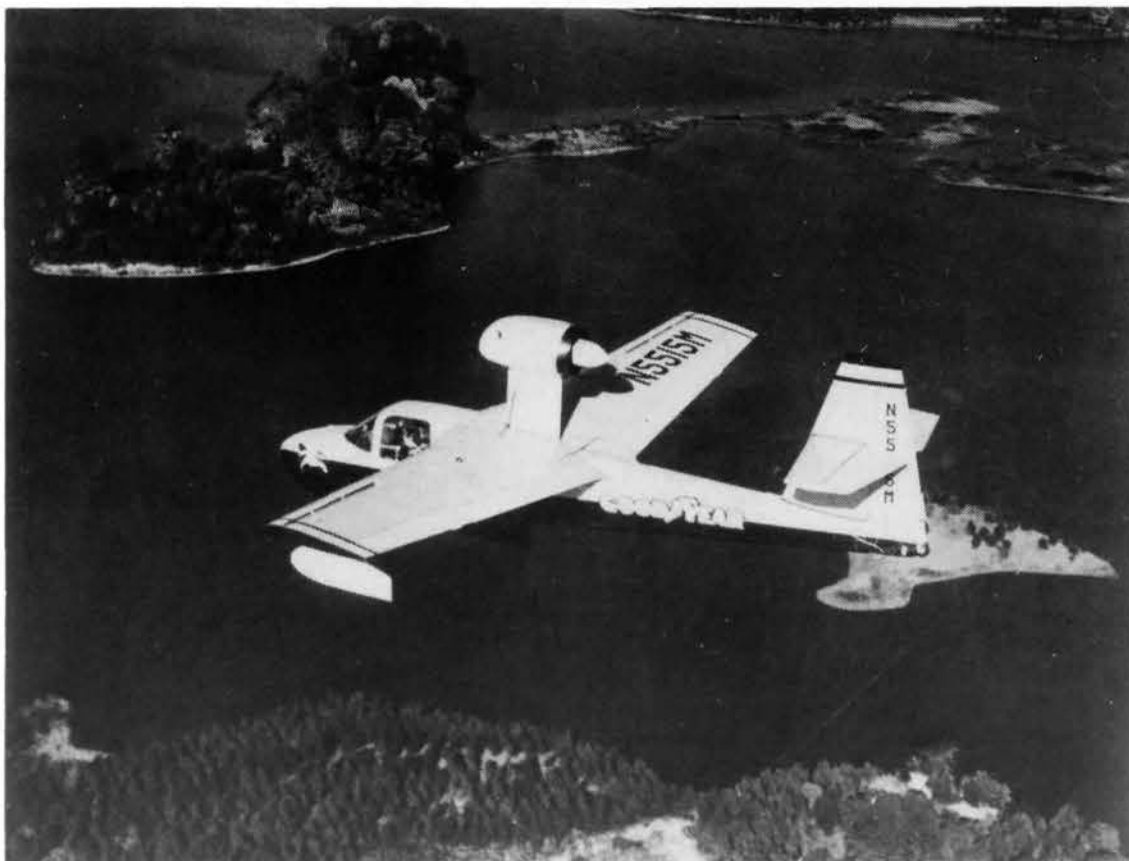


Above: NC5506M shows a clean profile with mainwheels and tailwheel retracted. (via Jack Meaden)

Right: Another airborne view of NC5506M, this time in Goodyear titles during its UK demonstrations. (Aeroplane via Jack Meaden)



Below: The second GA-22 Drake N5515M shows the square-tipped wing and tail surfaces of this model. (Howard Levy)



was deleted, making it a true flying boat. Regd NX5512M and reflown 14.9.48. To US Navy for trials at Lake Michigan, Ohio, and designated XGA-2PT. Returned to Goodyear 3.49 and regd N5514M, taking up the former marks of c/n 4033. Modified back to GA-2B standard and landing gear re-installed. Completed as freighter with 165hp Franklin 6A4-165-B3. Flown after conversion 24.5.50 and operated by Sales Division until 17.10.55. Later scrapped. (The use of the regn from c/n 4033 would suggest that this aircraft had contributed some major parts to the 1950 rebuild.)

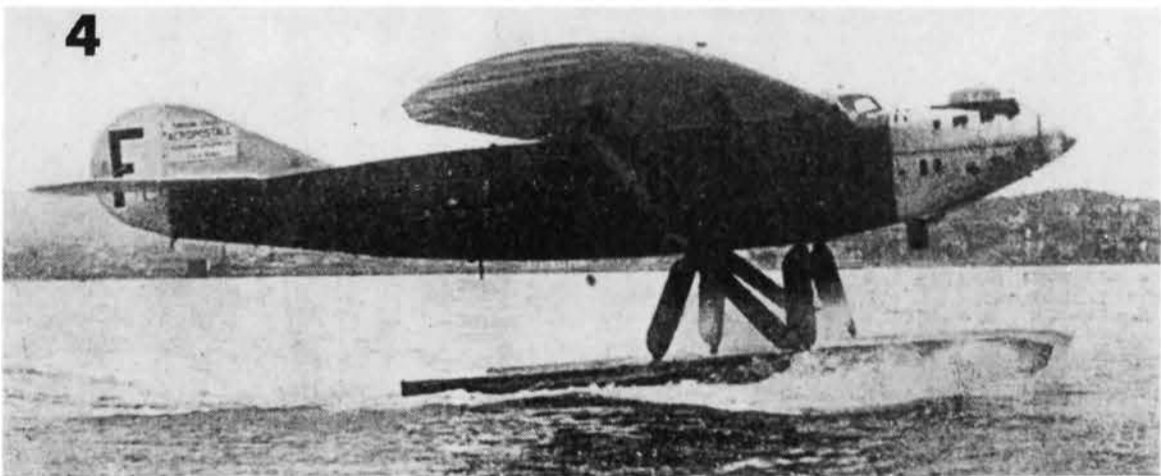
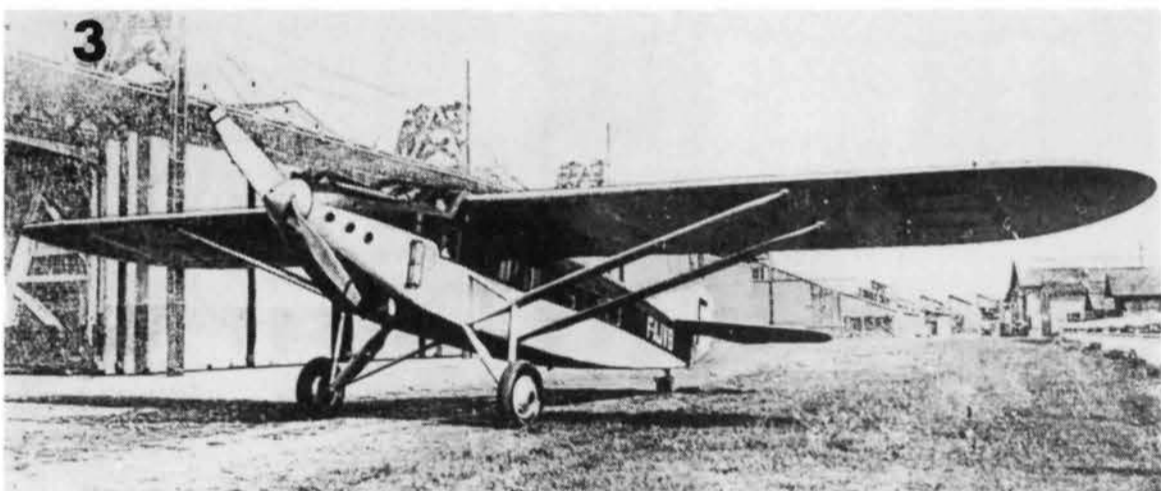
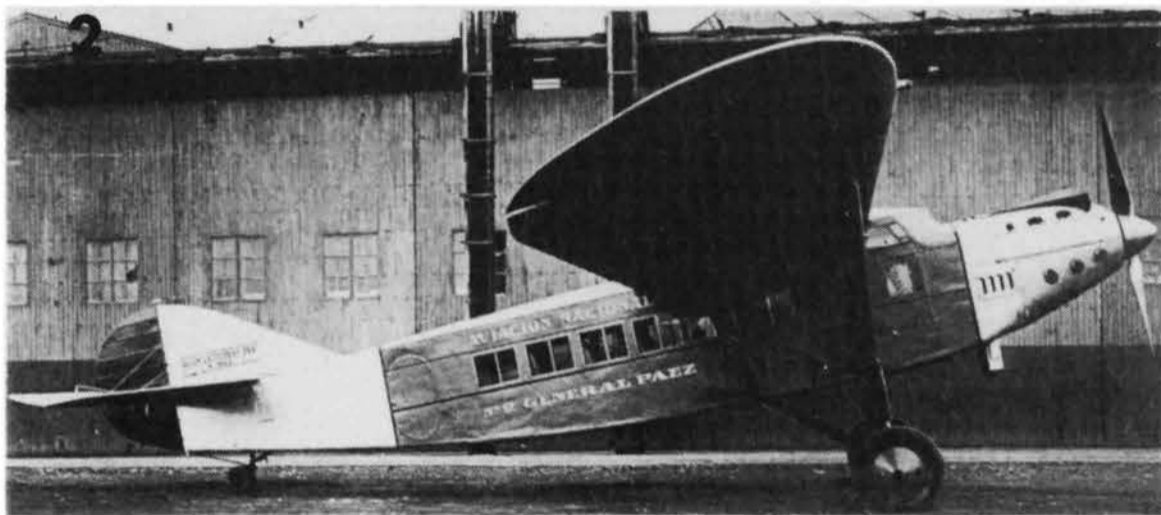
4032 GA-2 NX5513M
 First flown 16.10.47. Re-regd NC5513M 27.10.47 and delivered to Wingfoot Lake to replace NC5503M. Crosswind landing gear fitted 4.48 and then used as company hack. Last recorded flight 24.5.54 and subsequently scrapped.

4033 GA-2 NX5514M
 First flown 21.10.47. Delivered as NC5514M to J D Reed Co, Houston 10.11.47. Heavy landing in Galveston Bay 30.11.47 resulted in damage to forward fuselage, aircraft sank in five fathoms. Recovered and returned to Goodyear. Scrapped with the exception of left wing and engine - but see c/n 4031.

4034 GA-22 Drake NX5515M
 First flight 10.7.50. Used as company hack and research aircraft. Re-registered N5515M. Scrapped in 1950s.

4040 GA-22A Drake N5516M
 First flight 3.53 and received standard type certificate 28.7.54. Retained by Goodyear as hack/demonstrator until donated to EAA Museum at Hales Corner, Wisconsin in mid-60s. Regn cld c.65.

Note: A letter was published in "Air Classics", June 1985 from Tom Higgins, Naples, Florida, saying that a friend of his had four Ducks in storage for ultimate rebuild. The response by N H Hauprich, Greensburn, Ohio, seemed to suggest that the claim was a spoof. Hauprich was the last project engineer for the Duck and whilst he had saved the various books, records and drawings, he confirmed that the scrapping had taken place and was carried out by Goodyears using fork lift truck and bulldozer.



Latécoère 28

Our query on p.93/86 about the lack of registration on "No.1 Mariscal Sucre" of Aviacion Nacional Venezolana produced some interesting responses.

The three Laté 28-6 c/ns 961 to 963 were ordered by the Aviacion Militar 17.11.32 and intended as military aircraft with a convertible passenger/bomber role.

Originally they were to have been used on a service parallel to that of Linea Aeropostal Venezolana (LAV) but the government itself took over LAV and the aircraft were allotted registrations YV-ABA, E and I.

There does not seem to be any photographic evidence that these marks were ever worn. Indeed, Dan Hagedorn suggests that they were radio call signs, noting that military Breguets were given call signs YV-ABA, B and C in 1935. As late as 10.6.43 the Venezuelan Army still had two Laté 28s on strength, one surviving until at least 28.8.44 as a photo aircraft. Other photos clearly show the Venezuelan military roundel under the starboard wing as well as the three-colour rudder stripes.

The aircraft histories were:

No.1 Mariscal Sucre c/n 961 Regd YV-ABA 1.6.34 to LAV at Caracas. By 31.12.35 it had flown 659 hours. It was scrapped in 1937. It was the only example with wheel spats.

No.2 General Paez c/n 962 Regd YV-ABE 1.6.34 to LAV. Scrapped 3.37 with 719 hours.

No.3 General Urdaneta c/n 963 Regd YV-ABI 1.6.34 to LAV. Scrapped 3.37 with 706 hours.

Two others were taken over by LAV from Aéropostale, both were wfu in 1936:

General Marino YV-ABO c/n 911 ex F-AJLB

General Bermudez YV-ABU c/n 913 ex F-AJLM

So which aircraft were still being listed in the Air Orders of Battle 1940-43?

The photos show the development of the type:
1. The 1929 prototype Latécoère 28-1 c/n 902 F-AJHS strutted high wing fabric-covered metal monoplane (500 hp Hispano-Suiza 12Hbr) was the first of 46 production aircraft, c/ns 902-944 and 961-3 with 12-cyl upright-vee in-line water cooled engines. A few others were converted from military versions.

2. The second of the three Laté 28-6 built for Aviacion Nacional Venezolana, c/n 962 General Paez, outside the factory at Toulouse. All had the standard passenger layout for pilot, radio operator and 8 passengers. The 28-6 had the 650 hp Hispano-Suiza 12Nbr.

3. Laté 28-1 c/n 933 F-AJVB "Alizé" of Air France (500 hp Renault 12Jb) went to Republican Spain during the Civil War. It was one of fourteen 28-0 models which changed to 28-1 by replacing the Renault 12Jb with the 500 hp Hispano-Suiza 12Hbr. All the vee-12 engines had the retractable chin radiator.

4. Laté 28-3 c/n 919 F-AJNQ "Comte de la Vaulx" (600 hp Hispano-Suiza 12Lbr) was a float equipped mailplane version with additional fuel and without passenger windows. It was used by Jean Mermoz to fly the first mail to South America in May 1930, a progression of the commercial air links proposed by Pierre Latécoère in 1918. The 28-5 mailplane was similar but with a 650 hp Hispano-Suiza 12Nbr.
5. The 1931 Laté 29-9 (650 hp Hispano-Suiza 12Lbr) was a military derivative of the 28-3 developed to carry a torpedo and in service as a floatplane until 1940.

(All photos via Jack Meaden. 1, 4 & 5 Aeroplane, 2 & 3 Latécoère)

With thanks for the contributions of Dan Hagedorn, Harm Hazewinkel, Jack Meaden, Tony Morris and Vic Smith.

Casualty Compendium

PART FIFTY-TWO

Right: With reference to 13.10.50 accident listed last time, we show Martin 202 c/n 9158 (two 2400 hp 18-cyl 2-row P & W R-2800-CA18 Double Wasp). As a training aircraft for Northwest Airlines it was the first to go into operation. Initially like the prototype without fin fillet or increased dihedral, it continued as a crew trainer and flew 5289 hrs, first as NX93037 and later when modified to production standard as N93037. The accident occurred when the starboard propeller went into reverse condition causing loss of control. The photo shows a demonstration of feathering the port propeller. (via Jack Meaden)



- 13.4.50 The photo of Viking G-AIVL (Archive p.93/82) could not have been taken before the bomb incident as contemporary photos show that it still wore the natural metal "Keyline" colour scheme then. Our photo, in "Admiral Class" white-topped livery, must have been taken after return to service 4.10.50.
- 3.2.51 Air France Douglas DC-4 F-BBDO c/n 42992 "Ciel de Savoie" en route Douala - Niamey crashed in Nigeria at 8,500 ft in Cameroon Mountains near Buea, 38 mls NW of Douala, Cameroon. Incorrect routing procedure and inaccurate navigation given as cause. Twenty-three passengers and six crew killed.
- 6.2.51 The Anson which crashed on take off at Yellowknife, NWT, was Mk V CF-EKJ (ex RCAF 12475) c/n MDF-287 of Yellowknife Airways Ltd. Leaving on charter for Fort Rae and Martin Lake, it was overloaded by 1400 lbs and had six days ice and snow accumulation. Pilot R.W.Denison and passenger E.M.Bulmer were killed.
- 25.2.51 Scandinavian DC-6 SE-BDE c/n 43123 diverted from Gander, hit a snow bank and ran off runway at Goose Bay, Labrador at third attempt to land. No injuries, aircraft repaired. Date appears to be 23rd.
- 27.2.51 Mid Continent Convair 240-2 N90664 c/n 59 crashed on take-off at Tulsa, Oklahoma when port engine failed. Struck trees while attempting to return to field and was completely burnt out. All 29 passengers and 4 crew escaped, 5 with injuries. Partial flap retraction following engine failure given as causes.
- 28.2.51 Panair Dakota crash at Uberlandia. PP-PCN c/n 3284 crashed there with eight fatalities 28.2.52!
- 1.3.51 Pioneer Airlines Douglas DC-3 operating on military contract (probably a leased USAF a/c) landed safely at Amarillo, Texas, did not crash! The incident was actually a door opening in flight and co-pilot J.H.Dowd fell to his death while trying to close it. Was en route Amarillo - Denver.
- 2.3.51 Mid Continent Douglas C-47 N19928 c/n 7400 crashed at Sioux City, Iowa inbound from Omaha in marginal weather conditions. Snow and icing may have contributed but Capt Graham stalled the aircraft in a low turn while making second approach to land. Sixteen occupants, including the pilots, were killed, the other nine injured. One victim had survived the Tulsa accident on 27.2.51.
- 8.3.51 Lancashire A/c Co HP.70 Halifax 8 G-AJZY c/n 1322 "Air Monarch" crashed and burned, Hyde Lane, Great Missenden inbound for Bovingdon from Gothenburg with a cargo of 174 frozen reindeer carcasses. Capt Auty and three crew killed and icing considered to be probable cause.
- 18.3.51 Northwest Airlines DC-4 N95426 c/n 7459 landed in deep snow parallel to runway at Minneapolis-St Paul due to fresh snow cover and misinterpretation of runway markers by pilot. Fourteen passengers and four crew unharmed but aircraft badly damaged, though it was repaired.
- 19.3.51 TWA L-749 Constellation NC91202 c/n 2578 landed at Sky Harbor, Phoenix with undercarriage retracted after captain failed to lock it fully down. Repaired later. No casualties to 29 passengers and 5 crew.
- 24.3.51 Beaver CF-FHF c/n 19 of Queen Charlotte Airlines Ltd made forced landing in shallow water in bay at Ferrer Point, Vancouver Island, BC due to deteriorating weather and visibility. Ran onto sand bar and overturned, being "severely damaged" although repaired. Pilot Howard Hughes (another one!) and 5 passengers uninjured.
- 25.3.51 Unidentified Pan American Convair 240 suffered hydraulic line failure and ran off runway into pile of gravel at Maturin, Venezuela. Badly damaged but presumably repaired. No casualties reported of 37 + 4 on board.
- 27.3.51 Douglas C-47A G-AJVZ c/n 19361 "St Saviour" of Air Transport Charter, owner Lamberts Trust, crashed after take-off at Ringway, striking a tree 600 yards from the runway at 0031 hrs. En route for Belfast with newspapers on behalf of Starways. Snow was falling with thick cloud from a front almost immediately overhead at the time. Carburettor icing blamed for this accident, heating controls were apparently not used and engines were heard to cut out. Two crew both killed.

Right: The remains of Air Transport Charter C-47A G-AJVZ which crashed taking off from Ringway in the early hours of 27.3.51. That night's snow had clearly melted by the time this photo was taken. (Alan Scholefield)



- 6.4.51 Southwest Airways Douglas C-47 N63439 c/n 20229 crashed in Refugio Pass between Santa Maria and Santa Barbara, California, some 14 miles NW of the latter. Impact at 2,740 ft was 40 ft below top of ridge but well below 4,000 ft night-time minimum for route. Capt Pitman, 2 other crew and 19 passengers killed.
- 24.4.51 BOAC Stratocruiser G-AKGL "Cabot" c/n 15978 suffered nosewheel collapse in heavy landing at Prestwick. Rebuilt there later. No casualties among 10 crew and 43 passengers on board.
- 25.4.51 Mid-air collision over Key West, Florida involved Cubana Douglas C-54A CU-T-188 c/n 10368 "Estrella de Cuba" and US Navy Beech SNB Bu.39939 from NAS Boca Chica. DC-4 cleared from Miami for Havana with 34 passengers and five crew, was heading south when Beech heading west on training flight from Key West flew into left wing. Both fell into sea with no survivors. Crews failed to keep lookout in VFR conditions.
- 28.4.51 United Airlines DC-3A N16088 c/n 1927 written off on approach to Baer Field, Fort Wayne in thunderstorm. Hit severe down draught in turbulence and 85 mph gusts on squall line near airport. All 8 passengers and 3 crew including Capt E.K.Swallow were killed. TWA aircraft immediately ahead successfully diverted to Toledo.
- 8.5.51 Hunting Air Travel Viking G-AHPD c/n 134 was dbr in belly landing at Beutre after port propeller constant speed unit failed and had to be feathered shortly after take-off from Bordeaux, France. Aircraft was unable to maintain height on one engine. Co-pilot injured, 4 crew and 26 passengers unharmed.
- 23.5.51 Pan American L-049 Constellation N88836 c/n 2036 lost number four engine after fire 45 minutes after leaving San Juan, landed safely at Losey Field, Ponce, Puerto Rico. New York - Caracas or vice-versa?
- 9.6.51 Commercial Air Services Dove 1 ZS-DFC c/n 04122 belly-landed at Rand Airport, South Africa, due to the port undercarriage failing to lower. Repaired and later sold to Independent Air Travel as G-AKSS 10.6.55.
- 17.6.51 Pan American Stratocruiser N90947 c/n 15963 landed short at Agana, Guam due to turbulence and severely damaged. The propeller of No.4 engine failed and the engine was torn off - but we are unclear about the order of events here. Capt F.P.Glen, 8 crew and 14 passengers all survived.
- 21.6.51 Pan American L-049 Constellation N88846 c/n 2046 "Clipper Great Republic" crashed 55 miles NE of Roberts Field, Liberia on a 1,500 ft hill near Sanoye village. Actual time 0325 GMT on 22.6.51. Had encountered static, poor radio reception and descended below minimum safe altitude. Was on Accra - Monrovia sector of Johannesburg to New York service. All occupants, 31 passengers and 9 crew, were killed.
- 30.6.51 United Douglas DC-6 N37543 c/n 43144 "Mainliner Overland Trail" crashed 40 km WSW of Fort Collins at 8,540 ft on Crystal Mountain in Rocky Mountains National Park, Colorado. Aircraft flew off course from Cheyenne towards Denver, at 210° instead of 168° but true cause of error not established. Capt J.R.Appleby, 4 crew and 45 passengers were killed.
- 11.7.51 Lockheed 18-08 CF-ETC of T.Eaton Co flying from St Johns, PQ to Toronto lost power in port engine, emergency landing declared at Montreal Airport but two miles out fire broke out in port engine. Pilot M.Cleworth and co-pilot S.Kinnear abandoned aircraft immediately after landing and it was destroyed by fire.
- 14.7.51 Airtaco AB Lockheed 14H SE-BTN c/n 1421 (ex G-AGBG, SP-BNF) on newspaper flight to Jönköping crashed on take off from Bromma, Stockholm at 0417 hrs. Selection of almost empty fuel tank caused engine failure. Four occupants killed, two others seriously injured. There was speculation that the pilot, who had had little sleep, had allowed one of the passengers to perform the take-off although there were no dual controls.
- Photo p.93/104: The Koolhoven FK.58 PH-ATO was the first prototype, c/n 5801, which was delivered to the Centre d'Essais du Matériel Aérien at Villacoublay on 10.10.38, then tested at the Cazaux firing range and exhibited at the 1938 Paris Salon commencing 25.11.38. When returning to the Netherlands it was severely damaged in a forced landing at Mariakerke-bij-Ghent, Belgium on 12.1.39. Koolhoven blamed the weather, pilot Thomas Coppers blamed fuel shortage, but in fact the Hispano-Suiza 14AA engine had overheated (the type was never built in series because of unreliability). The wreck was later taken to the Armée de l'Air mechanics school at Rochefort, France, (the French having ordered 50 for Indochina) which may be where the photo was taken.

Thanks are due to the following for their contributions to the above material: Geoff Allen, Dave Banham, John Battersby, Ken Carter, Barry Collman (and Airclaims' Library), M.D.Harries, Jack Meaden, John Havers, Don Heitzman, Alan Scholefield, Vic Smith, John Withers and Luc Wittemans.

We now move on to a further selection of accidents requiring identification:

- 19.7.51 Eastern Airlines Constellation belly landed in field near Richmond, Virginia, after turbulence.
- 21.7.51 Canadian Pacific service en route to Tokyo lost between Vancouver and Anchorage.
- 7.8.51 American Airlines Convair damaged landing at La Guardia when pilot selected reverse props.
- 11.8.51 Air France airliner disintegrated in air near Moenville on test flight.
- 24.8.51 United Airlines aircraft hit hill on approach to Oakland. Forty-four passengers and six crew on board.
- 25.8.51 American Airlines Convair returned safely to Buffalo after fire in one engine was extinguished.
- 2.9.51 Pan American aircraft fell into sea short of runway at Kingston, Jamaica.
- 12.9.51 First loss of Stratocruiser occurred when a United example fell into San Francisco Bay on training flight.
- 12.9.51 Air France DC-4 belly landed in field when two engines failed on take off at Casablanca, Morocco.
- 12.9.51 Société Alpes Provence aircraft suffered structural failure and fell into Mediterranean.
- 14.9.51 Eastern airliner burned after undercarriage retracted on landing run at Miami.
- 15.9.51 Timm N2T-1 N56308 damaged (destroyed?) at Flagler, Colorado. *What does anyone know of this two-seat trainer built in small numbers and the first production aircraft to use plastic bonded construction?*
- 16.9.51 Peninsular Air Transport C-46 crashed on take-off at Midway and badly damaged.
- 17.9.51 PBX-5A of Queen Charlotte crashed at night on Mount Benson, Vancouver Island.
- 5.11.51 Martin of Transocean stalled and crashed at Tucumcari, New Mexico.
- 17.11.51 California Eastern and Overseas National airliners collided near Oakland, both on check flights.
- 24.11.51 El Al Douglas Dc-4 crashed at Zurich.
- 27.11.51 Eastern Airlines a/c collided with Civil Air Patrol L-4J approaching Ocala, Florida.
- 4.12.51 United DC-3 on training flight stalled and spun in at Stapleton, Denver.
- 14.12.51 Swissair aircraft crashed on go-round in fog at Amsterdam.
- 16.12.51 Miami C-46 crashed on take off from Newark Airport at Elizabeth, NJ.
- 20.12.51 Robin Airways aircraft ran out of fuel, made successful wheels-up landing in snow, Coburg, Ontario.
- 29.12.51 Continental Charters C-46 crashed near Little Valley, New York.
- 9.1.52 DH Dove suffered engine failure on take-off at Rand airport. Landed safely?
- 10.1.52 Aer Lingus aircraft crashed near Llyn Gwynant, Snowdonia. Off course.
- 12.1.52 General Airways DC-3 crashed at 9,000 ft on Mount Crillon, Alaska. Inaccessible location.
- 14.1.52 Northeast Convair landed in East River, 2600 ft short of La Guardia runway.
- 19.1.52 TWA aircraft, leased to Northwest, crashed off shore at Sandspit, BC, en route Tokyo - McChord AFB.
- 22.1.52 American Airlines a/c crashed into houses on ILS approach to Elizabeth, NJ, in fog and rain.
- 4.2.52 Sabena DC-3 crashed at Kikwit, Belgian Congo, with 16 fatalities.
- 11.2.52 National DC-6 cr into houses on take-off from Newark. (3rd crash, 119 dead in 58 days, FAA closed Newark)
- 19.2.52 Deccan Airways aircraft struck trees and crashed on night approach to Nagpur, India.
- 21.2.52 Floatplane CF-DFU sank when undercarriage failed landing on rough water, Comox, BC.
- 3.3.52 Air France airliner crashed inverted on take-off from Nice/Le Var.
- 18.3.52 DC-3 overshot in emergency landing at Gualaguaychu Airport, Argentina in storm conditions.

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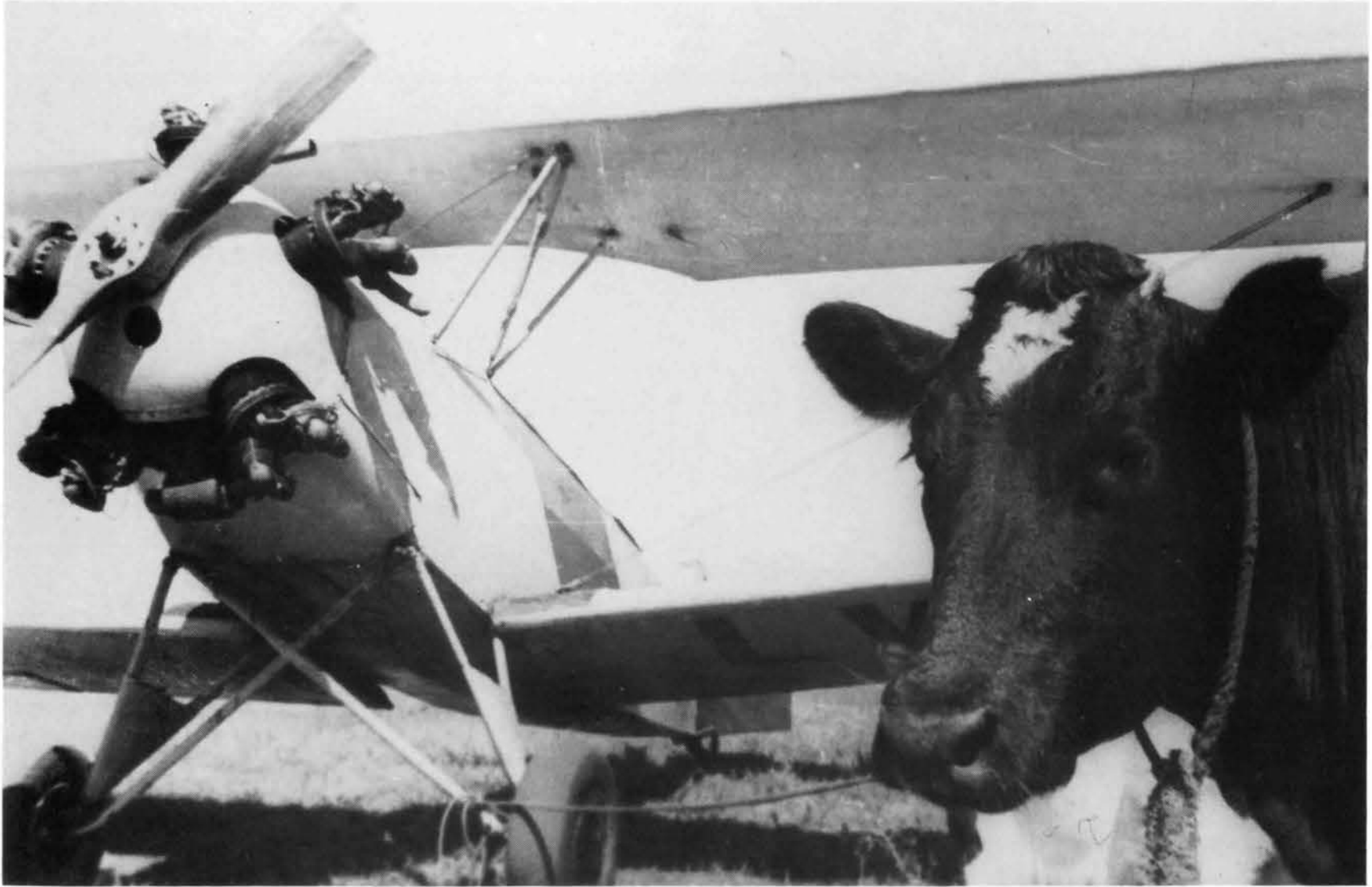


ARCHIVE

The AIR·BRITAIN Civil Aviation Historical Quarterly



The Aries, a super Gemini with 150 mph cruise, which was sadly the last of the line after Miles Aircraft Ltd closed down. Prototype G-AMDJ c/n 75/1002 had two 155 hp Cirrus Major III engines and larger fins and rudders to balance their torque. (via Jack Meaden)



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HOW ? WHAT ? WHERE ?



The AIR-BRITAIN Civil Aviation Historical Quarterly

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This issue sees the completion of The Whole Truth series on the Miles Gemini including the Aries production and, for good measure, a complete registration index with c/ns. The Cyprus register continues through the years to the late seventies - mostly modern production line types but does anyone else have any recent photos of non-airline types? If it is a help to planning your contribution, we would like to here from anyone with photos available of DH Herons and of Maltese registrations for future use.

We found it difficult to resist the pre-war shots of aviation in the Philippines and so we created **Photo Album**. Again, if anyone thinks that they may have a suitable subject for this feature please contact the editor. While the other material continues much as before if allowance is made for a couple of specific items in **Feedback**, we also have a new series. We are again delighted to use Flt Lt Gilbert Sunderland's skills and interest in the people and place of pre-war aviation, this time to begin **Gone - but not forgotten**, a survey of airfields no longer with us but whose names have occurred with great regularity throughout our columns.

It has been pointed out to us that a new magazine called *Archive* has recently hit the news-stands, covering matters transportational. It all looks a bit earthbound to us, but reader beware! Accept no imitations! There is only one *Air-Britain Archive*, so with that we'd better get on with it....

DEADLINE: CLOSING DATE FOR NEXT ARCHIVE : JULY 16th

We thought that the photo above might raise a snigger or two and so did Terry Judge who sent it in. The one on the left is LV-MAA, a Fleet 2 with US c/n 202, formerly N632M and R-147, pictured at Errecaborde emergency field, Mar del Plata, Argentina in summer 1956. It comes via Giancarlo Garelo in Italy and Terry Judge in Canada as a true example of internationalism! The one on the right appears to be tied to the aircraft, maybe its to stop her playing football...

Gerard Terry wants to know if anyone recognises the scene below. It shows a Lockheed Electra with Luftwaffe personnel strolling by. Could it be ex LOT, LARES or perhaps Aeropot? Any suggestions?

Brian Austria-Tomkins, who we thank for the Photo Album feature, asks whether anyone knows anything about the NPC prefixed registrations between 1930 and 1942. They ran from NPC-1 to NPC-56 but only about twenty are known. The Philippines was administered by the USA at the time, hence the N, with PC standing for Philippines Commonwealth.

Finally, Martin Smith, our V-tail Bonanza expert, would like to identify some of the Beech 35s that won post-war air races, particularly Powder Puff Derbies and other women's events. (And as we have covered the pre-war Derbies, how about someone putting together an early post-war feature for us?). Specific events won by Bonanzas include: 1956 Frances Bera in an E35, 1957 Alice Roberts in a C35, 1958 Frances Bera again in an A35, 1961 again in an E35 and in 1962 in an F35. 1967 Judy Wagner in a K35. Try also the Jaycee Transcontinental Air Cruise 1953, Skylady Derby 1955 and Angel Derby 1968 !



The Whole Truth:

MILES M.65 GEMINI

Right: Wolverhampton Aviation built Gemini 3A G-AMKZ c/n WAL/C/1005 from Miles' unfinished production. It is shown here at a sunny meeting during the fifties. (John Blake)



PART SEVEN

WAL/C/1005 Gemini 3A. Built by Wolverhampton Aviation. Registered **G-AMKZ** to Wolverhampton Aviation Ltd 2.8.51. To J.Brockhouse & Co Ltd, Wolverhampton 10.6.52. CofA issued 22.12.52. To S.M.Henry & J.I.Fawcett, 17.10.58. Regn cld 9.8.61 as sold abroad. Regd **SE-CMX** to C.G.Falkengren, Hoganas, Sweden .61. To K.A.E.Junström, Visby, .62. Dbr at Nyköping 26.4.67. Regn cld.

WAL/C/1006 Gemini 3A. Built by Wolverhampton Aviation. Registered **G-AMME** to Ind Coope & Allsopp Ltd, Husbands Bosworth 18.9.51. CofA issued 1.7.52. To Whiteley (Rishworth) Ltd, Crosland Moor then Yeadon, 18.6.56. To R.Sandever, Yeadon 15.2.61. To Peter S. Clifford & Co Ltd, Kidlington 21.12.62. To P.Jackson, Elmdon 30.4.64. Believed to have used fuselage of c/n 6465 in rebuild 1967. Regn cld as pfu 10.4.71. Parts with Berkshire Aircraft Group.

65/1001 Gemini 1A. Built by F.G.Miles Ltd at Redhill. Registered **G-AMBH** to E.G.Hayes, Scilly Isles 9.5.50. CofA No.A1511 issued 30.5.50. To East Riding Flying Club (Speeton) Ltd, Speeton 18.5.53. To Wescol Construction Co Ltd, Yeadon 14.5.57. Converted to Gemini 3A. Regn cld as sold abroad 6.6.58. Registered **OO-COA** to Cie du Sankuru, Elizabethstad, Belgian Congo 26.7.58. Re-registered as **90-COA** 1961 and **9Q-COA** 3.61. Cancelled.

75/1002 M.75 Aries 1. Built by F.G.Miles Ltd at Redhill. First flight, Redhill 21.3.51 as **G-35-1**. Registered **G-AMDJ** to F.G. Miles Ltd, Redhill 22.8.50. CofA issued 13.6.52. To The Hon.M.A.R. Cayzer, Redhill (?) 26.3.53. To A. Vigano 3.4.54. Regn cld 1.3.55 as sold abroad. Registered **VH-FAV** to Anthony Vigano, Melbourne 1.3.55. To

George B.S.Falkiner, Sydney 10.5.55. To Macquarie Flying Services Pty Ltd, Dubbo, NSW 1.9.58. Regn cld on DCA instructions at Bankstown 31.12.63. Used as advertising sign in Blue Mountains until derelict by 1970 and removed.

75/1007 M.75 Aries 1. Built by F.G.Miles Ltd. First flight at Shoreham 3.56. Registered **G-AOGA** to Pasolds Ltd, White Waltham 9.11.55. CofA issued 9.3.56. To Vigors Aviation Ltd, Kidlington 11.4.60. To J.H.F.Kenny 6.5.60. Regn cld 18.5.63 and re-regd to same owner as **EI-ANB** 27.5.63. Regn cld 5.9.63 as sold abroad. Restored to J.H.F. Kenny, White Waltham as **G-AOGA** 10.9.63. To E.M.Brain & R.O.Chew (Aries Flying Group), Baginton 20.8.65. To Tele-archics Ltd, (Lechlade, Glos) 28.10.68. To Russell E. Winn, Kilbrittain Castle, Cork 26.2.69. Damaged at Cork 8.8.69 and regn cld as wfu 30.5.84. To Irish Aviation Museum, Castlemoat House, Dublin.

END OF GEMINI PRODUCTION



Above: Aries G-AOGA, c/n 75/1007, commences take-off from a grass runway. (John Blake)

Right: The last of the six Wolverhampton-built aircraft, Whiteley (Rishworth) Ltd's Gemini 3A G-AMME, c/n WAL/C/1006, being pushed back after an engine fire at Yeadon c.1960. (Terry Sykes)





Left: The last of the Gemini line was Aries c/n 75/1007. Built by F.G.Miles Ltd at Shoreham, it did not fly until March 1956. In 1963 it spent four months as EI-ANB, in which guise it is seen here at White Waltham on 28.6.63.

(Peter J. Marson)

Below: From Charles Cain's collection comes this air-to-air of G-AIHI c/n 6283 about 1947 before sale to France.

REGISTRATIONS INDEX

CF-EMW 6289
 CF-HVK 6456
 CR-GAD 6498
 CR-LCD 6317
 CR-LCX 6510
 EC-ACR 6286
 EC-ACS 6288
 EC-ACT 6287
 EI-ACW 6320
 EI-ADM 6520
 EI-AGF 6291
 EI-AHN 6470
 EI-ALM 6488
 EI-ANB 75/1007
 EI-BHJ HPR.141
 ET-P-14 6308
 F-BBSL 6450
 F-BDAF 6515
 F-BDAG 6516
 F-BDAH 6517
 F-BDAI 6518
 F-BDAJ 6475
 F-BDJD 6323
 F-BEJY 6281
 F-BENP 6283
 F-BFPG 6511
 F-BFPP 6310
 F-BFVH 6319
 (F-BFXH) 6319
 F-BGPR 6311
 F-BGTM 6451
 F-BJEP 6293
 G-AFLT 6520
 G-AGUS 4701
 G-AHKL 6305
 G-AIDG 6308
 G-AIDO 6306
 G-AIHI 6283
 G-AIHM 6307
 G-AIIE 6310
 G-AIIF 6312
 G-AIKW 6309
 G-AILG 6311
 G-AILK 6453
 G-AIRS 6315
 G-AISD 6285
 G-AISK 6319
 G-AISM 6454
 G-AISN 6323
 G-AISO 6326
 G-AIWS 6327
 G-AJEX 6324
 G-AJFA 6287
 G-AJFB 6288
 G-AJFD 6325
 G-AJKN 6286
 G-AJKR 6455
 G-AJKS 6289
 G-AJKV 6328
 G-AJOH 6456
 G-AJOJ 6280
 G-AJOK 6281
 G-AJOL 6321
 G-AJOM 6282

G-AJTA 6329
 G-AJTB 6457
 G-AJTE 6302
 G-AJTF 6303
 G-AJTG 6459
 G-AJTH 6304
 G-AJTI 6444
 G-AJTI 6445
 G-AJTL 6461
 G-AJWA 6290
 G-AJWC 6295
 G-AJWE 6452
 G-AJWF 6291
 G-AJWG 6292
 G-AJWH 6293
 G-AJWL 6460
 G-AJZI 6464
 G-AJZJ 6465
 G-AJZK 6466
 G-AJZL 6467
 G-AJZM 6468
 G-AJZO 6446
 G-AJZS 6297
 G-AKDA 6296
 G-AKDB 6294
 G-AKDC 6496
 G-AKDD 6284
 G-AKDE 6298
 G-AKDG 6450
 G-AKDH 6449
 G-AKDI 6451
 G-AKDJ 6448
 G-AKDK 6469
 G-AKDL 6300
 G-AKEG 6299
 G-AKEH 6473
 G-AKEI 6470
 G-AKEJ 6482



Above: Also from Charles Cain comes an early shot of c/n 6289 G-AJKS over water with undercarriage lowered.

Below: The photo of G-AKHV on p.94/5 clearly owed a lot to these four children playing in the remains at Baginton on an unspecified date in 1966 (see Feedback) while Ace Constellation G-ASYS looks on. (P.E.Skinner)



G-AKEK	6483	OO-GAR	6510
G-AKEL	6484	OO-NAV	6475
G-AKEM	6485	OO-ODR	6460
G-AKEN	6486	OO-RLD	6285
G-AKEO	6487	OO-RVE	6525
G-AKEP	6493	PT-AHT	6282
G-AKER	6491	SE-AYA	6505
G-AKES	6447	SE-AYM	6296
G-AKFU	6494	SE-BUG	6306
G-AKFO	6495	SE-BUY	4701
G-AKFW	6501	SE-CMX	WAL/C/1005
G-AKFX	6502 /	SE-EGX	6451
	75/1005	SU-ADY	6505
G-AKFY	6503	SU-AEL	6506
G-AKFZ	6476	SU-AGG	6512
G-AKGA	6474	SU-AHF	6530
G-AKGB	6504	U-23	6496
G-AKGC	6489	U-0249	4701
G-AKGD	6492	VH-AAS	6326
G-AKGE	6488	VH-AJC	6449
G-AKHA	6507	VH-AJW	6449
G-AKHB	6508	VH-AKV	6497
G-AKHC	6490	VH-ALJ	6467
G-AKHE	6509	VH-ALP	6473
G-AKHH	6511,	VH-BDC	6326
G-AKHI	6512	VH-BJP	6326
G-AKHJ	6513	VH-BJZ	6453
G-AKHK	6514	VH-BLN	6468
G-AKHL	6515	VH-BMT	6521
G-AKHM	6516	VH-BMV	6522
G-AKHN	6517	VH-BMW	6504
G-AKHO	6518	VH-BOB	6522
G-AKHP	6519	VH-BTP	6486
G-AKHR	6477	VH-DFP	6522
G-AKHS	6510	VH-FAV	75/1002
G-AKHT	6521	VH-GBB	6486
G-AKHU	6522	VH-WEJ	6522
G-AKHV	6523	VH-WEK	6522
G-AKHW	6524	VP-KDH	6285
G-AKHX	6525	VP-KEG	6302
G-AKHY	6526	VP-KET	6487
G-AKHZ	6527	VP-KEX	6495
G-AKKA	6528	VP-KFJ	6478
G-AKKB	6537	VP-KFL	6304
G-AKKD	6531	VP-KJC	6532
G-AKKE	6317	VP-RAU	6463
G-AKKF	6532	VP-RBK	6501
G-AKKH	6479	VP-TBI	6298
G-ALCS	6534 /	VP-UAY	6304
	WAL/C/1001	VP-UAZ	6478
G-ALMU	WAL/C/1004	VP-YLJ	6463
G-ALUG	6320	VR-DCA	6314
G-ALZG	HPR. 141	VR-GGG	6313
G-AMBH	65/1001	VR-RGG	6313
G-AMDE	WAL/C/1002	VR-SCA	6314
G-AMDJ	75/1002	VR-SDC	6473
G-AMEJ	HPR. 145	VR-SDJ	6313
G-AMGF	WAL/C/1003	VR-TBP	6496
G-AMKZ	WAL/C/1005	VT-CQZ	6477
G-AMME	WAL/C/1006	VT-CTQ	6531
G-AMRG	6313	YI-ABC	6464
G-AOGA	75/1007	YV-P-AED	6447
G-AOXW	6478	ZK-ANT	6322
G-21-2	6496	ZK-ANU	6471
G-35-1	75/1002	ZK-AQO	6472
HB-EEA	6329	ZK-AUA	6300
HB-EEE	6281	ZS-BRV	6301
HB-EEF	6503	ZS-BSP	6303
HB-EEH	6313	4X-ACK	6493
HB-EKS	6458	9O-CDP	6480
I-AJKR	6455	9O-COA	65/1001
LN-TAH	6528	9Q-CDP	6480
LV-NWJ	6316?	9Q-COA	65/1001
LV-RGH	6318		
LV-	6499		
LV-	6500		
OO-CDJ	6503		
OO-CDO(1)	6479		
OO-CDO(2)	6444		
OO-CDP	6480		
OO-CDR	6460		
OO-CDV	6481		
OO-CDW	6445		
OO-CDX	6476		
OO-CMA	6474		
OO-COA	65/1001		



Above: First of three Geminis sold to Spain in 1947, EC-ACR c/n 6286. (via John Potheary)

B A C K

- 6288 The rear fuselage of EC-ACS was reported to be at Stapleford in "Southend Aeronews" of 5.63 with a note that the fuselage now on EC-ACS was acquired from a Southend furniture store. This ties in with feedback from Ian Callier recalling a complete Gemini fuselage and wing, without instruments, in a Southend shop about 1957-8. Can anyone identify this fuselage?
- 6292 The second accident to G-AJWG, a forced landing near the River Ribble at Grindleton, West Riding of Yorkshire, was on 21.10.48.
- 6296 delivered Elmdon - Schiphol 10.10.50 for Sweden.
- 6299 G-AKEG: at time of Mafrag accident 21.3.48 was said to be registered to Arab Contracting & Trading Co. Since this was a foreign company a British nominee was required, so the usual form was S.G.Newport t/a Contracting & Trading Co.
- 6301 ZS-BRV was damaged, possibly severely, by a petrol bowser at Rand Airport, 11.47. Presumably it recovered?
- 6307 Rear fuselage of G-AIHM noted at Stapleford in "Southend Aeronews" of 5.63.
- 6324 G-AJEX was on loan to the North London Aero Club at the time of the crash. Inexperience of the pilot, W.L.M.O'Connor, on his first twin solo, may also have contributed.
- 6326 G-AISO was included on Air Contractors Ltd insurances from 16.4.47 to 13.11.47.
- 6445 G-AJTJ: Owner quoted as Industrial and Motor Concessions (Africa) Ltd at the time of the storm and had been added to their insurances from 29.10.47. As explained in "Extracts" for 12.12.48 on p.94/21, Duncan Smith & Co (Africa) Ltd were associates of this British company.
- 6449 Regd VH-AJW to Patrick E. Burke, North Tamworth, NSW 6.11.50. Re-regd to him as VH-AJC 6.3.51. Wfu and cld 19.10.56. Regd to Peel Valley Air Service, Tamworth 22.10.58. To Dayal Singh Constructions Pty Ltd, Lismore, NSW 15.10.59. SoR 14.12.61, new owner not applied for regn.
- 6453 VH-BJZ actually regd to Paul & Gray Pty Ltd, Melbourne, Vic 29.10.47. To Newcastle AC, Broadmeadow, NSW and then Royal Newcastle AC. To R.W.J. Locke, Weemeelah, NSW 16.1.54 (later Aramac, Qld, then Weemeelah again). Regn cld at owner's request 19.3.63.
- 6460 Presumably should be Jean Mahieu, unless he anglicised his name in UK. Still operating with Jean Mahieu Avn at 13.5.48.
- 6463 VP-RAU: registered owner was Lt.Col M. J. Muspratt-Williams when he gained his A Licence in Northern Rhodesia.
- 6467 VH-ALJ regd to Power 25.7.52; to C.G.T.Smith, Rockhampton, Qld 4.12.58; to Pefgoair, Rockhampton 3.6.61. SoR 4.3.63.



Right: Another export was c/n 6296 SE-AYM, formerly G-AKDA. In Sweden it was a one-owner aircraft for over twenty-five years. (Lars Lundin)



Above: Geminis racing in 1955, all owned by famous racing pilots: G-AKKB c/n 6537 in black and silver, the last Woodley-built Gemini with cabin roof lowered in 1951 for racing and record-breaking by Fred Dunkerley and still active today; pale blue G-AKDC c/n 6496, Nat Somers' 1949 Kings Cup winner; and the bronze G-ALZG c/n HPR.141 of Percy Blamire. As they wait to start the Goodyear Trophy race at Fairwood Common, Bev Snook's Tiger Moth G-ANSH is finishing the Norton Griffiths Trophy race in third place. (Aeroplane via Jack Meaden)

Left: Another view of G-AKKB c/n 6537 in Fred Dunkerley's race trim with Throttle Benders badge on the nose and Lancashire red rose on the rudder at Wolverhampton 14.7.57. (George Jenks)

- 6468 VH-BLN first regd to Dept of Health, Canberra 29.7.48. SoR 18.10.62.
- 6473 VH-ALP first regd to Estate of N.G.Padgett, Rockhampton, Qld 30.4.53, then to C. W. Russell 16.10.53. To Condon & Co, Roma, Qld 11.11.57; to D.I.McLeod, Brisbane 9.1.61.
- 6475 Navifrance, in full, is Sté Française de Navigation Aérienne. Written off 7.50?
- 6478 VP-KFJ: accident site Southern Highlands is not a range of hills but an aerodrome location in Tanganyika situated approximately 40 mls SSW of Iringa and 130 mls ENE of Mbeya at 6100 ft altitude in the Mufindi area.
- 6485 G-AKEM: Wright Aviation Ltd was based at Speke (never at Woodvale) after eviction from Hooton Park by RAuxAF expansion.
- 6486 VH-BTP/GBB: Gladwyn Bernard Brandon-Brown, South Perth, WA. W.E.Dermody, South Perth, later Riverdale, WA.
- 6487 VP-KET, based at Nairobi West when in Kenya, survived an accident when it overturned landing on a beach in southern Tanganyika on 1.11.48. It was repaired on site and flown back to Nairobi.
- 6494 G-AKFU was insured by Boston Aero Club when it struck a calf while landing at Skegness in 1955.
- 6495 VP-KEX based at Nairobi West with both owners in Kenya and force-landed short of the airport 22.6.49 following starboard engine failure.
- 6497 VH-AKV regd to Allison Gray & Co, Sydney; Dermody, Perth, WA; MacNeil, Mt Lawley, WA then Kuija, WA; James, Wollongong, NSW; A.A. Henderson and B.P. Henderson, Scone, NSW; to Wilson, Rivervale, WA.
- 6501 VP-RBK based Lusaka with John Howard & Co Ltd, at Livingstone with Zambezi A/W and with Victoria Falls A/W but when new Livingstone airfield opened it moved to Victoria Falls aerodrome across the river in Southern Rhodesia.

- 6504 G-AKGB: nominal change to Western Manufacturing Estates Ltd 11.48. VH-BMW was damaged 11.7.60 at Carnarvon, WA when the port u/c failed to extend for landing. Was this the reason for its eventual cancellation? It was still on the airfield at Maylands, WA on 10.6.64, by which time the field was disused.
- 6508 G-AKHB: R. E. Bibby was the proprietor of Wirral Airways Ltd, which was formed on 19.5.49. The aircraft was used by them for joyriding from Broomhall Aerodrome, Pwllheli.
- 6523 There were no contemporary reports of G-AKHV at Biggin Hill while G-AJZJ and G-AKER were there by 3.67, but neither was it reported in *Digest* at Baginton in 5.66, nor in the Editor's Kings Cup meeting log of 21.8.65. He did log the hulk of JZJ at Baginton on 27.3.67 however. Again, can anyone help to plug the gaps in the final months of these three aircraft?
- 6537 G-AKKB appears to have already been resident with Miles Avn & Transport (R&D) Ltd at Ford by 15.3.68 when noted by David Legg. It was overhauled and repainted there in 1969, presumably then being purchased by George Miles' company. It flew infrequently from Ford, spent some time stored outside and then moved to Shoreham with its owners on 2.11.71. There it was stored in the Beagle Pup production hangar until acquired by SAC. At the time of G-AKKB's rebuild, the remains of G-AJOJ and small parts of Aries G-AKFX were also to be found at Ford. After G-AKKB flew again 'JOJ was burnt, so it is possible that some parts of it had been used in the rebuild.



Credits for Feedback: Phil Butler, Ian Callier, Mel Davis, John Havers, Fred Kirby, David Legg, Vic Smith, Gilbert Sunderland.

Left: Another view of c/n 6522 in Australia after conversion to 130 hp Lycoming O-290-3/1 engines by Wally James. Shown at Bankstown on 29.10.56 it had been repainted VH-WEJ, apparently a few days ahead of the paperwork! (Norman Wiltshire)

Complete Civil Registers : 10

CYPRUS

VQ-C

5B-



PART FOUR

- 5B-CDS** Piper PA-31P Pressurized Navajo 31P-3 22.3.86
CofR 97. Ex N6801L, HB-LGA, N4805N, G-BLJZ. Alkis & Christine Sofroniou & Charalambos Savvides. CofV 22.3.86. Sold to Maria Ioannou (charterer) & Michel Haddad (owner), Larnaca c.90. Current, though CofA expired 21.3.89.
- 5B-CDT** Piper PA-38-112 Tomahawk 38-78A0776 21.12.78
CofR 98. Ex N2316T. Technical Aeronautical Enterprises Ltd, Larnaca. CofV 21.12.78. Ditched off Larnaca 8.6.82. Regn cld 1984. (This may be related to the Tomahawk cockpit section noted at Larnaca 1993.)
- 5B-CDU** Cessna 182P Skylane 60868 7.6.80
CofR 99. Ex N9328G, G-AZLD. Technical Aeronautical Enterprises Ltd, Larnaca. CofV 11.6.80. Current, though CofA expired 21.7.89.
- 5B-CDV** Piper PA-38-112 Tomahawk 38-78A0523 6.9.82
CofR 100. Ex N4413E, HB-PCT. Cyprus Popular Bank (Finance) Ltd & D.S.D. Aviation Center Ltd, Limassol. CofV 6.9.82. Sold to Barclays Bank PLC & Alkis Alkiniades 1986. Sold to Bank of Cyprus Ltd & John A Droussiotis, Larnaca 1988. Current.
- 5B-CDW** Piper PA-25-260 Pawnee C 25-5377 (22.2.72)
CofR 101. Ex N8914L, 5B-CBM. Dept. of Agriculture, Larnaca. CofV 29.12.78. Has been reported based at Lakatamia with Cyprus National Guard in 1981 and 1984, later at Larnaca. Still currently regd to Dept of Agriculture.
- 5B-CDX** Piper PA-25-235 Pawnee 25-2399 .79
CofR 102. Ex 4X-APK. Air Nibo Navigation Ltd, Nicosia. Based Tymbaki/Crete. CofV 14.4.79 ? Cld from Greek Foreign Register 15.7.80 after crash at Rethymnon, Crete 7.7.80.
- 5B-CDY** Piper PA-25-235 Pawnee 25-2069 14.4.79
CofR 103. Ex 4X-APJ. Air Nibo Navigation Ltd, Nicosia. Based Tymbaki/Crete. CofV 14.4.79. Regn cld 13.5.83 on sale to Greece. Regd SX-ALJ 21.6.83, later SU-BIG.
- 5B-CDZ** Piper PA-25-235 Pawnee 25-2040 14.4.79
CofR 104. Ex 4X-APG. Air Nibo Navigation Ltd, Nicosia. Based Tymbaki/Crete. CofV 14.4.79. Regn cld 13.5.83 on sale to Greece. Regd SX-ALI 21.6.83.
- 5B-CEA** Bell 45G-5 7891 19.4.79
CofR 105. Ex N4041G, 4X-BBG. Air Nibo Navigation Ltd, Nicosia. Based Tymbaki/Crete. CofV 19.4.79. Regn cld 31.3.83 on sale to Greece. Regd SX-HBS 22.4.83.
- 5B-CEB** Piper PA-28-181 Archer II 28-7880330 .79
CofR 106. Ex N2250U. Transorient Shipping Co Ltd, Nicosia. Based Athens. Regn cld on sale to Greece, regd SX-AKI 31.8.79.
- 5B-CEC** Piper PA-28RT-201 Arrow IV 28R-7918068 19.5.79
CofR 107. Ex N3019U. Transorient Shipping Co Ltd, Nicosia (later Limassol, then Larnaca). Based Athens. CofV 19.5.79. Regn cld 1.6.87 (sic) on sale as 9H-AAU, already regd 12.3.80. To G-MRST 27.11.86.
- 5B-CED** Cessna 152-II 79766 26.10.79
CofR 108. Ex N757JA. Cyprus Aero Club, Larnaca. CofV 2.11.79. Destroyed 31.3.84 in touch-and-go landing, Lakatamia. Cld 1984, dumped at Lakatamia.
- 5B-CEE** Cessna 152-II 80522 6.9.79
CofR 109. Ex N25059. Cyprus Aero Club, Larnaca. CofV 18.9.79. Damaged landing at Larnaca 26.4.83. Damaged 8.8.84. Current, with current CofA. Was also reported with Cyprus National Guard 1981-4.
- 5B-CEF** Piper PA-28-161 Warrior II 28-7916367 .79
CofR 110. Ex N2228Y. Transorient Shipping Co Ltd, Nicosia. Based Athens. Regn cld 22.8.79 on sale to Greece, regd SX-AKJ 12.9.79.
- 5B-CEG** Hiller UH-12E 5109 6.5.80
CofR 111. Achecor Ltd, Nicosia. CofV 7.5.80. Destroyed 4.7.81 when ran out of fuel at Haji, Aegialias, Greece. Regn cld 1982.
- 5B-CEH** Hiller UH-12E 5128 .80
CofR 112. Achecor Ltd, Nicosia. Regn cld 1983 on sale as SX-HBR, regd 23.3.83.
- 5B-CEI** Cessna A188B AgTruck 03578T .80
CofR 113. Ex N2915J. AvioStar Co Ltd, Nicosia. Regn cld 1982. Sold as SX-ALH regd 21.6.82.
- 5B-CEJ** Cessna A188B AgTruck 03580T .80
CofR 114. Ex N2954J. AvioStar Co Ltd, Nicosia. Regn cld 1982. Sold as SX-ALG regd 21.6.82.
- 5B-CEK** Reims/Cessna F.152-II 1643 14.2.80
CofR 115. Ex N1662Q. Wings Aviation Ltd, Larnaca. CofV 14.2.80. To Cyprus Aero Club, Larnaca. Current with Daedalus College of Aeronautics, Larnaca, though CofA expired 9.3.92.
- 5B-CEL** Piper PA-25-260 Pawnee C 25-5313 14.10.82
CofR 116. Ex N8812L, OE-AFY, G-BEHT, Agravi Transport Ltd, based Athens. CofV 14.10.82. Regn cld 28.11.85 as wfu. Wreck reported at Hurn c.9.83.
- 5B-CEL** Piper PA-31-350 Chieftain 31-7305083 9.4.90
(2) CofR 116. Ex N1NP, N4NP. CGL Air Services Ltd, Larnaca. CofV 12.4.90. Current, CofA expired 17.5.93.



*Left: Pressurised Navajo 5B-CFL seen at Rotterdam on 26.6.84 with star-board engine cowlings removed during its brief spell in Cypriot marks.
(Wim Zwakhals)*

5B-CEM Reims/Cessna F.172M CofR 117. Ex G-BEMC. Cyprus Aero Club, Larnaca. CofV 21.12.83. Current.	1445	21.12.83	5B-CEY Piper PA-25-235 Pawnee C CofR 129. Ex N84P, G-AZIE. Agravi Transport Ltd, Nicosia. Based Athens. CofV 8.7.82. Regn cld 28.11.85 as wfu.	25-5303	8.7.82
5B-CEN Cessna 172M CofR 118. Ex (N12296), OD-PAI, N8064H, Wings Aviation Ltd, Larnaca. CofV 21.6.80. To Softech Ltd, Larnaca .93. Current, CofA exp 10.9.92.	61918	16.6.80	5B-CEZ Piper PA-25-235 Pawnee C CofR 130. Ex G-AWDL. Agravi Transport Ltd, Nicosia. Based Athens. CofV 2.7.82. Regn cld 28.11.85 as wfu.	25-4511	2.7.82
5B-CEO Cessna A188B AgTruck CofR 119. Ex N731EX, G-BETR. Gros Aviation Ltd, based Marathon, Greece. CofV 23.7.81. Regn cld 3.5.83, sold to Greece as SX-AMD, regd 21.6.83.	02850T	27.7.81	5B-CFA Bell 47G-5A CofR 131. Ex N18090, G-BBRH. Napair Spraying Co Ltd. CofV 21.1.83. Damaged in accident at Layla, Al-Alaflaz, Saudi Arabia 2.5.83. To G-BBRH 25.9.84.	25155	21.1.83
5B-CEP Hiller UH-12E CofR 120. Ex 63-12786, N888JW, SE-HHV, HB-XMN. Ahecor Ltd, Nicosia. CofV unkn. Sold to Greece. Regd SX-HBQ 23.3.83.	1501	.81	5B-CFB Bell 47G-5 CofR 132. Ex N4098G, G-BAXS. Napair Spraying Co Ltd. CofV 28.3.83. Regn cld. To G-BAXS 1983.	7908	28.3.83
5B-CEQ Bell 47G-5 CofR 121. Ex G-AYMY. Napair Spraying Co Ltd, Nicosia. CofV 18.2.82. Destroyed at Gassim, Saudi Arabia 9.2.83.	25023	18.2.82	5B-CFC Bell 47G-5 CofR 133. Napair Spraying Co Ltd. CofV 21.1.83. Current, though CofA expired 3.12.90.	7868	21.1.83
5B-CER Bell 47G-5A CofR 122. Ex N18090, G-BBRG. Napair Spraying Co Ltd, Nicosia. Cof V 18.2.82. Current, though CofA expired 21.6.90.	25154	18.2.82	5B-CFD Bell 47G-5 CofR 134. Napair Spraying Co Ltd. CofV 21.1.83. Current, though CofA expired 21.6.90.	25024	21.1.83
5B-CES Piper PA-25-235 Pawnee C CofR 123. Ex TG-KAY-F, ST-AEJ. Agravi Transport Ltd, Nicosia. Based Athens, Greece. CofV 26.11.82. Regn cld 19.4.85. Regd ST-AJV 9.9.85.	25-5474	26.11.82	5B-CFE Rockwell Commander 500S CofR 135. Ex N9143N. Aero Preciza Ltd, Larnaca. CofV 5.6.85. Current.	3151	5.6.85
5B-CET Bell 47G-5 CofR 124. Ex SE-HEC, OY-HAZ, SX-HAV. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 11.8.83. Sold to Nile Delta Air Spraying Ltd. Regn cld 6.3.85, to SU-BGS. To SX-HBX 4.86.	25021	11.8.83	5B-CFF Reims/Cessna F.150L CofR 136. Ex G-AZJX. Atlas Mediterranean School of Aviation Ltd, Lakatamia. CofV 4.1.83. Written off 1.5.88. Regn cld .88.	0756	4.1.83
5B-CEU Bell 47G-5A CofR 125. Ex N18091, G-BBIK, 5B-CCT, G-BBIK, SX- HBC, SX-HBN. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 6.3.84. Sold to Nile Delta Air Spraying Ltd, Larnaca. Regn cld 26.4.85, to SU-BHC.	25144	6.3.84	5B-CFG Unknown CofR 137. "Reserved for Pathway Aviation Ltd". This company does not appear to have registered any other aircraft in Cyprus. <i>Note: In 1988 the Cyprus DCA confirmed that these marks would not be used; however, according to our complete Greek Register (Archive, p.91/8) a Bell 47G-5 SX-HBM, c/n 25045, ex G-AZBS, was cancelled on sale as 5B-CFG about 9.85 and then restored as SX-HBY in 4.86.</i>	"139700"	
5B-CEV Not used? CofR 126? No information. Reservation ntu?			5B-CFH Piper PA-25-235 PawneeC CofR 138. Ex N9687N, ST-AEB. Agravi Transport Ltd, Nicosia. Returned to Sudan as ST-AJS 24.8.85.	25-5476	.83
5B-CEW Westland Bell 47G-3B-1 CofR 127. Ex XW187, G-BGKK. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 16.6.82. Sold to Nile Delta Air Spraying Ltd. Regn cld 6.3.85. To SU-BGR.	WA/707	16.6.82	5B-CFI Piper PA-25-235 Pawnee C CofR 139. Ex N8793L, ST-AEE. Agravi Transport Ltd, Nicosia. Returned to Sudan as ST-AJQ 24.8.85.	25-5481	.83
5B-CEX Westland Bell 47G-3B-1 CofR 128. Ex XT214, G-BFJU. Transorient Shipping Co Ltd, Nicosia. Based Athens. CofV 16.6.82. Regn cancelled 4.5.85. SU-BHB.	WA/373	16.6.82	5B-CFJ Westland Bell 47G-3B-1 CofR 140. Ex XT568, G-BGTZ. Nile Delta Air Spray- ing Ltd, Larnaca. Regn cld, sold as SU-BGT .85.	WA/457	.83



Three shots taken at Lakatamia airfield on 2.6.90:

Above: Cherokee 140B 5B-CFO in smart blue trim.

Above right: 5B-CFZ, in red and white, is a Cherokee 140D.

Right: Aztec 5B-CGC in an orange and black scheme, owned by a group of three women.

(All photos, Terry Butcher)



5B-CFK Piper PA-25-260 Pawnee	25-2165	.83	
CofR 141. Ex N6697Z, ST-ABY. Agravi Transport Ltd, Nicosia. Regn cld, to ST-AGK 9.9.85.			ing Co Ltd, Nicosia. CofV 18.1.84. Current, but CofA expired 8.6.89.
5B-CFL Piper PA-31P Pressurised Navajo			
	31P-7530014	.84	
CofR 142. Ex N54942, D-IAWP, PH-SLN. Regn cld. To PH-SLN 17.9.84.			
5B-CFM Piper PA-23-250 Aztec B	27-2311	14.11.83	
CofR 143. Ex G-ASFG. Atlas Mediterranean School of Aviation Ltd, Larnaca. To Vasil & ptrns, Larnaca .93. Current.			
5B-CFN Piper PA-25-235 Pawnee C	25-5492	.83	
CofR 144. Ex N6590L, ST-AEK. Agravi Transport Ltd, Nicosia. W/o spraying south of Khartoum, Sudan 7.8.84, op Green Air Co Ltd. Regd to Green Air as ST-AKI 9.9.85.			
5B-CFO Piper PA-28-140 Cherokee B	28-26253	7.2.84	
CofR 145. Ex N11C, G-AXTG. E.Ipsarides & ptrns, Lakatamia. To D.H., C.H. & M.H. Dimitriou, Lakatamia .85. To M.Onufriou .93. Current.			
5B-CFP BN-2B-21 Islander	2106	.82	
CofR 146. Ex G-BIXC, G-MICV. Cyprus Defence Force, Lakatamia. Ntu. Delivered 7.5.82, flew for a time as G-MICV then re-registered 5B-ICV 5.85.			
5B-CFQ Westland Bell 47G-3B-1	WA/372	18.1.84	
CofR 147. Ex XT213, G-BFSL. Adellah Aerial Services Ltd, Nicosia. CofV 18.1.84. Operated in Saudi Arabia. Current, but CofA expired 17.2.87.			
5B-CFR Agusta Bell 47G-3B-1	1594	18.1.84	
CofR 148. Ex XT124, G-BFFV. Adellah Aerial Services Ltd, Nicosia. CofV 18.1.84. Operated in Saudi Arabia. Current, but CofA expired 8.6.89.			
5B-CFS Bell 47G-5	25007	18.1.84	
CofR 149. Ex N8139J, G-AYEL. Napair Spraying Co Ltd, Nicosia. CofV 18.1.84. Current, but CofA expired 8.6.89.			
5B-CFT Agusta Bell 47G-3B-1	1581	18.1.84	
CofR 150. Ex XT117, G-BEHL. Adellah Aerial Services Ltd, Nicosia. CofV 18.1.84. Operated in Saudi Arabia. Current, but CofA expired 9.11.89.			
5B-CFU Agusta Bell 47G-3B-1	1577	18.1.84	
CofR 151. Ex XT111, HB-XHS, G-BIEB. Napair Spray-			
5B-CFV Bell 47G2A-1	3173	18.1.84	
CofR 152. Ex 63-13673, TF-HUG, G-BJFI, Napair Spraying Co Ltd. CofV 18.1.84. Current, but CofA expired 20.5.93.			
5B-CFW Agusta Bell 47G-3B-1	1592	18.1.84	
CofR 153. Ex XT126, G-BFTS, 9J-AEX, G-BFTS. Adellah Aerial Services Ltd, Nicosia. CofV 18.1.84. Operated in Saudi Arabia. Current.			
5B-CFX Bell 47G-5A	25084	18.1.84	
CofR 154. Ex N14811, G-AZVW. Adellah Aerial Services Ltd, Nicosia. CofV 9.4.84. Operated in Saudi Arabia. Current.			
5B-CFY Bell 47G-5A	25085	9.4.84	
CofR 155. Ex N14812, G-AZVX. Adellah Aerial Services Ltd, Nicosia. CofV 9.4.84. Operated in Saudi Arabia. Current.			
5B-CFZ Piper PA-28-140D Cherokee	28-7125287	15.12.84	
CofR 156. Ex N481FL. Perry's Flying Service Ltd, Larnaca. CofV 15.12.84. Sold to Adamos Sourkounis. Cancelled, date not shown. Sold to Andreas Zarkas, Larnaca and restored, date not shown. To Charalambous & Stradouras .93. Current.			
5B-CGA Piper PA-28-140E Cherokee	28-7225317	15.12.84	
CofR 157. Ex N709FL, Perry's Flying Service Ltd, Nicosia, based Larnaca. CofV 15.12.84. Sold to Georgiades Lace and Embroideries, Larnaca. Current			
5B-CGB Dassault Fan Jet Falcon 20C	32	1.3.84	
CofR 158. Ex F-WNGL, N805F, N418S, N218S. Athenian Jet Aviation Co Ltd, Nicosia, based Athens. CofV 1.3.84. To Cyprus Government, probably on lease or charter. Removed from register 28.7.86. To TL-AJK.			
5B-CGC & -CGD (1)	Reserved 3.84	for Bell 206B Jet Rangers for Helicrops Ltd, UK. Ntu, remained in UK marks. Note: one was probably G-BLGV c/n 982. See also note under "5B-JSB" later.	
5B-CGC Piper PA-23-250 Aztec D	27-4570	8.5.86	
(2)	CofR 159. Ex N13955, G-AYZC. Constanta Pavlides, Maria Katrinis & Maria Papadopoulou, Nicosia. CofV 8.5.86. Current, though CofA expired 14.7.90.		

To be continued . . .

PHOTO ALBUM

ALFRED G. VELLGUTH

Elizalde & Co., Davao, Philippines 1



The photographs on this page are from the personal album of Mr Alfred G. Vellguth who between 1937 and 1941 was a Manager and Accountant of the Elizalde Mining Company in the Davao Gold Mine in Mindanao, in the Southern Philippines.

When the Japanese forces started bombing Davao on December 10th 1941 and invaded shortly thereafter, Alfred took to the hills and joined the guerilla forces in several operations against the occupiers. However, due to the deteriorating conditions and in-fighting amongst the tribal peoples in the mountains and the various ethnic populations hiding out from the Japanese, he eventually surrendered.

In March 1942 he was shipped from Davao to Manila in the hold of a desperately cramped and overcrowded steamer. Several times avoiding nearly certain death at the hands of Japanese guards and once being saved from the point of a bayonet by the timely intervention of one of the ex-carpenters from the mine. Alfred had a German father and a Filipino mother, and eventually managed to convince the authorities that he was a Filipino so that he could return to his home in Manila. He survived the war but only after many more hair-raising adventures in Manila and Baguio.

Amazingly, through all his trials and tribulations and brushed with death, he carried on his back a metal container with his personal photograph albums. Although inspected by the Japanese, these albums were not confiscated and survive today as one of the very few photographic records of pre-war aviation in the Philippines. We are indebted to Mr Vellguth for his very kind permission to reproduce some of his personal photographs, which come to us via Brian Austria-Tomkins/Anglo Philippine Aviation Collection.



2

1. Iloilo-Negros Air Express Co (INAEC) operated this Sikorsky S-43 NPC-31 on scheduled service from Iloilo and Bacolod to Davao. Seen here at Catitipan Airport, Davao City in early 1941, it was destroyed during a Japanese bombing raid on its home base at Iloilo on 18.12.41.

2. A close-up of the nose of the S-43 NPC-31 showing the INAEC insignia.

3, 4. Bellanca Aircruiser 66-75 NPC-41, at Catitipan Airport, was operated by Elizalde Mines to transport heavy equipment. C/n 721, it was cream with red trim and was sold in 4.41 as CF-BTW.

5. The Aircruiser NPC-41 at Maraut strip.

6. Alfred Vellguth with the Aircruiser.

7. Waco NPC-19 (sub-type unknown) at the 1200 ft Maraut strip of Elizalde Mines.

8. Another view of the Waco NPC-19 with light tone fuselage and different engine or cowlings. It was written-off at Catitipan when it hit a heavy roller on take-off on 5.5.40, killing pilot Kermit Eddy.



Aircraft Production List: 6

The Piper Vagabond

PART THREE

C/n	Regn	Date regd	Date Rem. canc
194	NC4409H	.48	
	N4409H		
195	NC4410H	.48	
	N4410H		
	CF-RWG	6.64	
	C-FRWG	7.82	
196	NC4411H	.48	
	N4411H		4Q.80
	N4411H	3.82	
197	NC4413H	.48	
	N4413H		pre.63
198	NC4412H	.48	
	N4412H		.70
199	NC4414H	.48	
	N4414H		.70
	N4414H	L71/E72	
200	NC4416H	.48	
	N4416H		.70
201	NC4415H	.48	
	N4415H		
202	PP-DQQ	17.10.49	
	(Export Cert dated 11.6.48)		
			crashed 16.2.50
203	NC4418H	.48	
	N4418H		L71/E72
	N4418H	L72/E73	L74/E77
	N4418H	L77/E78	
204	NC4420H	.48	
	N4420H		.70
205	PP-DQR	17.10.49	
	(Export Cert dated 11.6.48)		
			CofA expired 31.10.61
206	NC4421H	.48	
	N4421H		.70
	N4421H	16.4.85	
207	NC4422H	.48	
	N4422H		pre.63
208	NC4419H	.48	
	N4419H		
209	NC4424H	.48	
	N4424H		
210	NC4423H	.48	
	N4423H		.70
	N4423H	L71/E72	L73/E74
	N4423H	7.78	
211	NC4425H	.48	
	N4425H		L71/E72
	N4425H	L72/E73	L74/E77
	N4425H	4.78	
212	NC4426H	.48	
	N4426H		.70
	N4426H	L71/E72	10.81
	N4426H	12.82	
213	NC4428H	.48	
	N4428H		
214	NC4429H	.48	
	N4429H		.70
	N4429H	L71/E72	
215	NC4427H	.48	
	N4427H		15.7.92
	G-BUKN	15.7.92	
216	NC4431H	.48	
	N4431H		
217	NC4432H	.48	
	N4432H		



Above: N4426H c/n 15-212 at Snowhomish County/Harvey Airport, WA.

(Ian Burnett)

218	NC4430H	.48			
	N4430H				
219	NC4433H	.48			
	N4433H		64/65		
220	NC4435H	.48			
	N4435H		pre.63		
221	NC4436H	.48			
	N4436H				
222	NC4437H	.48			
	N4437H		.65		
	CF-SCN	2.65			
223	NC4434H	.48			
	N4434H				
224	NC4417H	.48			
	N4417H		.70		
225	NC4438H	.48			
	N4438H		L73/E74		
	N4438H	L74/E77			
226	NC4439H	.48			
	N4439H		pre.63		
227	F-BETF	6.9.48	11.68 Mod		
		to PA-17	standard 7.56		
	G-AWOF	6.8.68			
228	NC4440H	.48			
	N4440H				
229	F-BETG	6.7.48	4.56		
	SL-AAV	4.56			
	F-BHHE	19.5.58	.76 Regd		
			as PA-17 5.58		
	G-BDVB	23.4.76			
230	NC4441H	.48			
	N4441H				
231	NC4442H	.48			
	N4442H				
232	NC4443H	.48			
	N4443H		pre.63		
233	NC4444H	.48			
	N4444H		.66		
	N4444H	E71			
234	NC4445H	.48			
	N4445H		pre.63		
235	NC4446H	.48			
	N4446H		.70 Last		
			annual 9.56		
236	NC4447H	.48			
	N4447H		.70		
	N4447H	L71/E72	L73/E74 (but		
			inactive at this time)		
	N4447H	8.79			
237	NC4449H	.48			
	N4449H		pre.63		
238	NC4448H	.48			
	N4448H		pre.63		
239	NC4450H	.48			
	N4450H				
240	NC4452H	.48			
	N4452H		pre.63		
241	NC4451H	.48			
	N4451H		L71/E72 Destr		
			in midair crash with		
			N8219N, Great Bend, KS		
			but still current !		
	N4451H	5.73	??		
242	NC4453H	.48			
	N4453H		pre.63		
243	NC4454H	.48			
	N4454H		.70		
	N4454H	5.71	L71/E72		
	N4454H	L72/E73	8.82		
	N4454H	14.7.86			
244	NC4455H	.48			
	N4455H		4.82		
	N4455H	18.9.90			
245	NC4456H	.48			
	N4456H				

Below: C/n 15-227 F-BETF wearing Air France Aero Club colours and identification number "3" was modified to PA-17 standard and came to the UK in 1968 as G-AWOF. (Jack Meaden)



Complete Civil Registers : 3

New Zealand



PART FORTY-SIX

ZK-CLT Bristol 170 Freighter 31 13157 1.6.65
 Ex G-18-149, PAF: S.4404. S.A.F.E.Ltd, Blenheim
 "Merchant Hauler". Arr Auckland 24.8.65. To SAFE-
 Air Ltd, Blenheim 31.10.67. Wfu at Blenheim
 23.9.86; to RNZAF Museum, Wigram .86 and regn cld
 7.1.87. Serial NZ5913 allocated 21.5.87. Restored
 as ZK-CLT to Trans Provincial Airlines Ltd, Prince
 Rupert, BC, Canada 25.7.88. Delivered ex-Auckland
 7.10.89 and regn cld 12.1.90. To C-FTPA 19.6.90.

ZK-CLU Bristol 170 Freighter 31 13156 1.7.66
 Ex G-18-148, PAF: S.4403. S.A.F.E.Ltd, Blenheim
 "Merchant Buccaneer". Arr Auckland 1.6.66. To
 SAFE-Air Ltd, Blenheim 31.10.67. Wfu at Blenheim
 30.9.86. To Founders Museum, Nelson 20.11.86. Regn
 cld 4.12.86.

ZK-CLV Fletcher FU-24 Mk II JAL-FU-3 31.3.65
 James Avn Ltd, Hamilton. Built from parts. To
 Western Aerial Topdressing Co Ltd, Mossburn
 2.6.65; op by Farmers ATD Co Ltd,
 Invercargill .66. Crashed 8.10.69 at Harihari.
 Regn cld 2.12.69.

ZK-CLW Yeoman YA-1 Cropmaster 250R Srs2 117 14.4.65
 Ex VH-TPH. Southern Avn Ltd, Gore. F/f 8.4.65. To
 Wanganui Aero Work Ltd, Wanganui 29.5.73. Wfu and
 stored, Ardmore 5.7.74; sold to Aviation Glass &
 Reinforced Plastics Ltd, Ardmore 6.9.78. To
 I.H.Hanes, Hamilton 16.11.84. Regn cld 17.12.90.

ZK-CLX Lockheed 188C-08-06 Electra 2007 18.4.65
 Ex VH-ECC. Air New Zealand Ltd, Auckland "Akaroa",
 arr Auckland 18.4.65. Sold to Air California Inc,
 d/d ex-Auckland 17.2.68, regn cld 19.2.68. Regd
 N357AC and later N1968R with Reeve Aleutian A/L.

ZK-CLY Mooney M.20C Mark 21 3041 26.5.65
 Ex N5685Q. Rotorua Aero Club, Rotorua. Crashed at
 Rotorua 22.3.70 due to strong gusts while landing.
 Regn cld 22.5.70. Rebuilt and re-regd ZK-DBN
 22.6.70.

ZK-CLZ Jodel D.9 Bebe AAC/A/27 .65
 Reservation for F.A.Harker, Auckland. Ntu, see
 also ZK-CMT.

ZK-CMA Victa Airtourer 115 145 14.12.65
 Rotorua Aero Club, Rotorua. Crashed at Turangi
 17.8.68. Regn cld 27.5.69. Rebuilt and re-regis-
 tered ZK-CZP 30.5.69.

ZK-CMB Victa Airtourer 115 144 .65
 (1) Reservation ntu. Became VH-TWG.

ZK-CMB Victa Airtourer 115 151 13.1.66
 (2) Auckland Flying School Ltd, Ardmore. To Rotorua AC
 4.3.66. Crashed in Hunua Ranges 23.9.67. Regn cld
 5.10.67. Rebuilt at Hamilton, f/f as "R151"
 22.1.68 and as VQ-FBD 29.2.68. Regd VQ-FBD 3.68,
 to DQ-FBD 10.71.



Top: Bristol Freighter ZK-CLT which was used by SAFE Air on passenger services to the Chatham Islands and therefore retained its forward fuselage windows. (R.W.Kerr)

Above: Another ex-Pakistan Air Force Freighter in SAFE Air service, ZK-CLU has windows only in the rear passenger cabin. (Wim Zwakhals collection)

Below: Lockheed Electra ZK-CLX seen with New Zealand registration but otherwise still in its Qantas colour scheme. (Wim Zwakhals collection)



ZK-CMC Victa Airtourer 100 146 14.12.65
 Auckland Aero Club, Ardmore. To F.N.Wilton, Auck-
 land 15.5.72, to J.R.Mungall & D.J.Subritzky,
 Auckland 1.7.81. Current.

ZK-CMD Victa Airtourer 100 154 13.1.66
 Wellington Aero Club, Wellington. To Waitemata AC,
 Ardmore 18.7.72; crashed at Ardmore 10.1.73 and
 regn cld 19.4.73. Restored to F.N.Wilton, Auckland
 as c/n 154R, 4.3.74. To J.K.Ferguson, Auckland
 3.9.87. Current.

ZK-CME Victa Airtourer 100 155 14.4.66
 Auckland Aero Club, Ardmore. Wfu and rebuilt as
 ZK-DYK. Regn cld 22.7.74.

ZK-CMF Victa Airtourer 115 152 .66
 (1) Reservation ntu. Became G-ATUP 13.5.66.

ZK-CMF Victa Airtourer 100 157 29.3.66
 (2) Wellington Aero Club, Wellington. Converted to 115
 hp, f/f 14.8.70. To R.McKelvie, Napier 23.6.77; to
 S.P.Miller, Taradale 20.9.78 (to Rotorua 4.81 and
 to Auckland 9.81); to D. P. Sosich, Hamilton
 12.11.84, op by Waikato Flying School, Hamilton.
 To S.R. & A.Brodie, Rangitata Is 12.2.85. Current.

ZK-CMG Fletcher FU-24 Mk II 111 31.5.65
 Air Parts (NZ) Ltd, Hamilton. F/f 26.5.65 Whenua-
 pai. To Otago Air Services Ltd, Oamaru 1.6.65; op
 by Central Avn Ltd, Roxburgh. To Southair Avn
 Services (1970) Ltd, Taieri 15.10.81; to D. & J.P.
 McIntosh, Napier 12.4.84, op by Agro Avn Ltd. Then



Left: Auckland Aero Club Victa Airtourer 100 ZK-CME which was cancelled in 1974 and later rebuilt. Behind is their ZK-CLE which suffered the same fate in 1973. (Wim Zwakhals collection)

Below, left: Another Airtourer 100 (100 hp Continental O-200-A) ZK-CMD was a Wellington Aero Club machine. (R.W.Kerr)

Below: Unmarked Fletcher FU-24 ZK-CMG seen at Timaru, South Island on 12.4.73, when owned by Otago Air Services. (R.W.Kerr)



op by Falcon Avn, Rangiora .92, by Kitto Helicopters Ltd, Balclutha .93, and by Johnson Air Services Ltd, Hastings .93. Sold to McNicol Family Trust, Oamaru 11.11.93; to Johnson Avn Trust, Hastings 17.12.93, op by Johnson Air Services Ltd, Hastings. Current.

ZK-CMH Fletcher FU-24 Mk II 112 3.8.65
Air Parts (NZ) Ltd, Hamilton. F/f 2.8.65 Hamilton. To Thames ATD Co Ltd, Thames 27.1.66. Crashed Cour's Beach, Coromandel 16.5.69. Regn cld 13.6.69.

ZK-CMI Fletcher FU-24 Mk II 113 21.10.65
Air Parts (NZ) Ltd, Hamilton. F/f 19.10.65 Hamilton. To Thames ATD Co Ltd, Thames 14.12.65. To Fieldair Ltd, Palmerston North 15.8.75. Modified to FU-24-950M. Crashed near Dargaville 6.12.77. Regn cld 27.1.78.

ZK-CMJ Fletcher FU-24 Mk II 114 8.11.65
Air Parts (NZ) Ltd, Hamilton. To Robertson Air Service Ltd, Hamilton 5.1.66. Crashed Wairanga Block, near Rotorua 28.11.66. Regn cld 9.1.67.

ZK-CMK Fletcher FU-24 Mk II 115 19.1.66
Air Parts (NZ) Ltd, Hamilton. To Aircraft Holdings Ltd, Palmerston North 8.2.66; to Wanganui Aero Work Ltd, Wanganui 11.7.67 "Mangamahu". Modified to FU-24A-950. To Wanganui Aero Work 1988 Ltd, 19.1.90 and again to Wanganui Aero Work Ltd 28.7.93. Current.

ZK-CML Fletcher FU-24 Mk II 116 21.12.65
Air Parts (NZ) Ltd, Hamilton. To Robertson Air Service Ltd, Hamilton 3.2.66, last flown 20.6.80. To Custom Blend Feeds & Fertilisers Ltd, Hamilton 21.9.88; modified to FU-24-950M 27.1.89 and sold to Superair Ltd, Hamilton. F/f 19.6.89. Current.

ZK-CMM Fletcher FU-24 Mk II 117 17.12.65
Air Parts (NZ) Ltd, Hamilton. To Central Avn Ltd, Roxburgh 9.3.66; to Airwork (NZ) Ltd, Christchurch 18.10.78; mod to FU-24-950M 17.5.79; to Airwork Agricultural Avn Ltd, Rangiora 31.8.81; to North Canterbury Aerial Co-operative Co Ltd, Greta Valley 26.9.83 "Kotare"; to Central Airspread (1991) Ltd, Alexandra 6.8.92. Current.

ZK-CMN Fletcher FU-24 Mk II 118 25.1.66
Air Parts (NZ) Ltd, Hamilton. F/f 20.1.66 Hamil-

ton. To Thames ATD Co Ltd, Thames 18.2.66; to Fieldair Holdings (Northern) Ltd, Palmerston North 17.7.80; mod to FU-24-950M f/f 19.1.71 Thames; to Fieldair Holdings Ltd, Palmerston North 30.3.84. Current.

ZK-CMO Fletcher FU-24 Mk II 119 28.2.66
Air Parts (NZ) Ltd, Hamilton. To James Avn Ltd, Hamilton 22.3.66; to Farmers ATD Co Ltd, Invercargill 14.4.66. Crashed at Harihari 26.2.69. Regn cld 9.12.69.

ZK-CMP Champion 7ECA Citabria 318 21.2.66
Middle Districts AC, Palmerston North. To Dalcom Avn Training Ltd, Wanganui 17.6.69; to Rex Avn (NZ) Ltd, Ardmore 7.1.70; to Northern Wairoa AC, Dargaville 12.2.70; to Auckland Aero Club, Ardmore 6.7.71; to J.A.Horrell, Nelson 8.6.89; to M. & A. Allison, Thames 15.1.92. Current.

ZK-CMQ Piper PA-18A-150 Super Cub AF-PA-18A-3 25.8.65
Built from parts of ZK-BKP (18-5066) and new fuselage by Aerial Farming. Aerial Farming of NZ Ltd, Palmerston North. To M.Barbour, Wellington 12.10.65; to Taupo Flying School & Air Services Ltd, Taupo 9.5.67; to J.S.Murdoch, Ohope 14.3.73; to General Finance Acceptance Ltd, Tauranga 23.9.77; to D.J.Anderson, Prebbleton 14.10.77; to Pask Air Service Ltd, Hastings 18.12.78; to A.W. Blair, Eskdale 16.2.79; to Blair & A.M.Fisher 3.4.79; to A.W.Blair, Napier 23.1.85; to N.J. Smith, Kotemaori 21.10.87; to S.M.Lowry, Reporoa 23.8.89; to Porter & Linklater, Auckland 8.8.90. Current.

ZK-CMR Registration not yet allotted.

ZK-CMS Cessna 185A Skywagon 0482R 13.10.65
Ex (N1682Z), ZK-CCC (and parts of ZK-CCB). Rex Avn (NZ) Ltd, New Plymouth "Nero". To Mount Cook Air Services Ltd, Timaru 22.5.67; to Mt Cook & Southern Lakes Tourist Co Ltd, Christchurch 18.7.73, op Mt Cook Airlines; to Motor Holdings (Avn) Ltd, Dunedin 23.1.85; to C.R.Deaker, Te Anau 29.9.86, op Air Fiordland .88; to Fiordland Experience Group Ltd, Te Anau 17.8.93. Current.

ZK-CMT Jodel D.9 Bebe (Falconar) F.3134 20.7.66
F.M.Harker, Weymouth. (Possibly same aircraft as ZK-CLZ?) NZCAD noted "to be completed" in 1990.

ZK-CMU DHC-2 Beaver 1 1590 23.7.65
Fieldair Ltd, Gisborne. F/f Wellington 21.7.65. To

Fieldair Holdings (Central) Ltd, Palmerston North 18.11.80; Fieldair Holdings Ltd, PN 30.3.84. Wfu at Gisborne 28.10.84 and dismantled. To Float-Air Picton (1984) Ltd, Picton 6.8.90, op by Flying Dolphin Service. Current.

ZK-CMV DHC-2 Beaver 1 1048 16.8.65
(1) Ex VH-AAI. Air Contracts Ltd, Masterton. Op by Graham Stewart & Co Ltd, Christchurch, in 1968. Regn cld 26.1.70 as exported to Canada. Regd CF-AXC 5.70 and C-FAXC 10.90.

ZK-CMV Cessna 185B Skywagon 0519 17.5.93
(2) Ex N2519Z, VH-CMV. Airflite South Ltd, Mosgiel. D/d Auckland 26.4.93. Current.

ZK-CMW DHC-2 Beaver 1 1084 7.9.65
Ex VH-AAL, VH-RAL. Air Contracts Ltd, Masterton. F/f Wellington 2.9.65. To Fieldair Ltd, Gisborne 3.2.69; to Fieldair Holdings (Central) Ltd, Palmerston North 18.11.80. Wfu Gisborne 14.7.75 and broken up. Regn cld 30.3.84. To RNZAF Museum, Wigram 1985, painted as "NZ6001". [Note: The genuine NZ6001 c/n 911 became NZ6010 in 1959 but crashed in Antarctica in 1960.]

ZK-CMX Lockheed 18-56 Lodestar 2595 8.10.65
Ex 43-16435, RCAF.564, N63H, N9303Z. Airland (NZ) Ltd, Palmerston North "Tutaewera". D/d Auckland 13.7.65, f/f Wellington 5.10.65. Crashed near Pahiatua 26.3.68. Regn cld 30.3.68.

ZK-CMY Fletcher FU-24 Mk II 105 2.9.65
Advance Avn Ltd, Kaitaia. To James Avn Ltd, Hamilton 30.11.65; to Sherwood Avn Ltd, Hastings 8.11.66; to James Avn Ltd, Hamilton 10.11.69; mod to FU-24-950M 22.12.77; to P.R.Andrew, Gisborne 19.8.85, op by James Avn, Gisborne; op by Farmers Air Partnership, Gisborne .87; to A.F.Stevenson, Gisborne 21.7.89, op by Farmers Air Partnership. Current.

ZK-CMZ Fletcher FU-24 Mk II 106 7.9.65
James Avn Ltd, Hamilton. To Advance Avn Ltd, Kaitaia 10.2.66; to James Avn Ltd, Hamilton 1.2.68; mod to FU-24-950M 24.1.78; to Johnson Air Services Ltd, Hastings 27.8.84. Current.

ZK-CNA Piper PA-25-235 Pawnee B 25-3607 11.2.66
Aerial Work (Marlborough) Ltd, Blenheim. Regn cld 21.4.75 on sale to Australia. Regd VH-CPU 30.6.75.

ZK-CNB Piper PA-25-235 Pawnee B 25-3614 28.2.66
Central Avn Co Ltd, Roxburgh. Mod to 250 hp at Taieri 17.4.71. Crashed at Hawea Flat 8.9.78. Regn cld 27.7.79.

ZK-CNC Piper PA-25-235 Pawnee B 25-3620 11.3.66
Harts Aerial Topdressing Co Ltd, Amberley. To B.L. Drake, Christchurch 12.6.74; to Drake Avn Ltd, Christchurch 22.4.75. Crashed Ardmore 6.10.79. Regn cld 10.12.84.

ZK-CND Piper PA-25-235 Pawnee B 25-3623 28.3.66
Airwork (NZ) Ltd, Christchurch; op by Rangitikei Air Services Ltd, Taihape .66. Crashed Woodbury, 6.12.75; repaired. To E.Kidman, Wellington 24.11.78. Regn cld 1.3.93 and broken up at Wellington.

ZK-CNE Piper PA-32-260 Cherokee Six 32-41 8.11.65
Airwork (NZ) Ltd, Christchurch. To Alexander Helicopters Ltd, Wanganui 7.3.66; to Hawkes Bay & East Coast Aero Club, Hastings 3.3.67. Crashed at Mangatoto Station, nr Nuhaka, 5.7.74. Regn cld 14.5.75.

ZK-CNF Piper PA-25-235 Pawnee B 25-3626 22.4.66
Airwork (NZ) Ltd, Christchurch. Mod to 260 hp. Crashed at Waiiau 18.11.74. Regn cld 29.1.75.

ZK-CNG Piper PA-25-235 Pawnee B 25-3624 7.6.66
Airwork (NZ) Ltd, Christchurch. To Aerial Sowing (Canterbury) Ltd, Amberley 31.3.69; to Canterbury Gliding Club, Wigram 16.8.74. Current.

ZK-CNH Piper PA-29-140 Cherokee 28-20859 1.11.65
Canterbury Aero Club, Christchurch. Crashed at Christchurch 6.3.67. Regn cld 20.3.67. Rebuilt and restored as ZK-CVI 11.8.67.

ZK-CNI Piper PA-28-140 Cherokee 28-21082 16.11.65
Airwork (NZ) Ltd, Christchurch. To Stratford A C, Stratford 5.1.66; to North Otago A C, Oamaru 6.3.72; to Airwork (NZ) Ltd, Christchurch 16.1.74; to South Canterbury A C; Timaru 26.2.75; to R.M. & M.J.Hawthorne, Kawakawa 13.2.80; to R.A.Garvin, Auckland 13.7.82; to A.A.Huitema, Morrinsville 2.5.83; to L.W.Denize, Te Kuiti 10.4.85; to T. Pidduck, Hamilton 26.9.85; to T.N. & B.A.Pidduck, Great Barrier Is 29.10.85. Current.

ZK-CNJ Piper PA-25-235 Pawnee B 25-3865 1.7.66
Airwork (NZ) Ltd, Christchurch. Operated by Pask Air Service Ltd, Hastings 1967. Sold to Pask Air Service Ltd, Hastings 7.11.69; mod to 250 hp. To Airwork (NZ) Ltd, Ardmore 15.1.79. Shipped to Australia and regn cld as exported 9.2.79. Regd VH-IGR 14.6.79.



Above: Airland Lodestar ZK-CMX converted for topdressing, was a former Royal Canadian Air Force aircraft. (Wim Zwakhals coln.)

Above, right: Beaver ZK-CMW in Air Contracts titles in the late sixties. (Wim Zwakhals coln.)

Right: Central Aviation owned Fletcher FU-24 ZK-CMM for twelve years. It is seen here at Taieri on 31.3.72. (R.W.Kerr)





Top: Cherokee 140 ZK-CNI of North Otago Aero Club visiting Timaru on 1.7.72.

Above: Auckland-based Twin Comanche ZK-CNL of Comanche Travel was another Timaru visitor 7.4.72.

Below: Visiting Timaru 18.8.72 from North Island's Hawera Aero Club, Cherokee 140 ZK-CNM also carries Air Charter titles. (all photos R.W.Kerr)



ZK-CNK Piper PA-28-140 Cherokee 28-21097 19.11.65
Airwork (NZ) Ltd, Christchurch. To Central Flying School Ltd, Christchurch 7.1.66; to General Finance Acceptance Ltd, Wellington 13.10.67, op by Pegasus School of Aviation Ltd, Tauranga, to whom sold on 20.4.71; to Airwork (NZ) Ltd, Christchurch 3.12.71; to NAC/BP Flying Club, Wellington 23.12.71; to R.J. & P.M. Findlater, Balclutha 25.3.77; to A.J. Mathewson, Kokonga 23.12.81. Ditched near Gisborne 19.9.82; regn cld 23.6.83.

ZK-CNL Piper PA-30-160 Twin Comanche 30-858 15.10.65
Ex N7772Y. Airwork (NZ) Ltd, Christchurch. Arr 13.10.65. Operated by Piper Air Taxi, Christchurch 1.66. To Comanche Travel Ltd, Auckland 6.12.68, op by Temperature Control Ltd, Auckland. To R.W. & J.P.Gill, Opunake 10.9.73; to Dennis Thompson International Ltd, Ardmore 17.5.74; to SouthWest Helicopters Ltd, Taupo 19.6.74; to E.F.Doherty Nominees Ltd, Auckland 20.6.75; to James Avn Ltd, Hamilton 9.7.80; to R.T.Rogers, Christchurch 9.8.82; to J.A. & M.A.Hanna, Rangiora 24.9.84; to Mantai Holdings Ltd, Christchurch 11.3.85; to P.J. Heaphy & ptrns, Greymouth 11.2.86; to Trans Global Finance Ltd, Nelson 9.11.88; to Mainline Hotels Ltd, Nelson 7.6.90. D/d to Australia ex Auckland 14.7.90; regn cld 14.3.91, regd VH-CNZ 20.3.91.

ZK-CNM Piper PA-28-140 Cherokee 28-21100 2.3.66
Airwork (NZ) Ltd, Christchurch. To Hawera AC, Hawera 25.3.66; to Rex Avn (NZ) Ltd, Ardmore 22.8.73; to W.W.Falconer, Rotorua 12.2.75; to Aero Hire Ltd, Auckland 15.1.79; to C.H.Barlow & ptrns, Auckland 26.2.79; to J.W. & L.J.Bushell, Hamilton 3.8.83; to H.G. & B.M.Vavasour, Blenheim 21.8.84; to R.V. & D.G.Atkinson, Te Kuiti 9.6.87; to S.A. Burton, Whakatane 18.5.89; to Innovative Engineer-

ing Ltd, Cambridge 26.11.90; to B. R. H. Smith, Auckland 23.12.91. Current.

ZK-CNN Piper PA-28-140 Cherokee 28-21112 18.4.66
Airwork (NZ) Ltd, Christchurch. To Manukau Flying School Ltd, Ardmore 10.5.66; to General Finance Acceptance Ltd, Wellington 14.9.70, op by M.S. Mc Arthur & by Manukau FS, Ardmore; to Airwork (NZ) Ltd 22.3.72; to J. T. & I. J. Martin, Auckland 20.6.72; to Dennis Thompson International Ltd, Ardmore 27.9.76; to Graeme Davenport Motors Ltd, Paraparaumu 7.12.76; to G.L.G.Richardson, Te Awamutu 14.5.81; to B.G.Hillyard, Opotiki 2.11.84. Current.

ZK-CNO Piper PA-28-140 Cherokee 28-21967 29.8.66
Airwork (NZ) Ltd, Christchurch. To Wanganui Flying School & Air Services Ltd, Wanganui 7.11.66. Crashed Mt Bruce, near Masterton 2.2.79. Regn cld 14.2.79.

ZK-CNP Piper PA-28-140 Cherokee 28-22160 8.11.66
Airwork (NZ) Ltd, Christchurch. To Canterbury A C, Christchurch 14.12.66; to D.R.Fraser, Hawarden 8.5.72; to South Canterbury A C, Timaru 4.9.75; to Airwork (NZ) Ltd, Christchurch 15.12.80; to C.J. & D.R.Hickman, Mahoenui 30.9.81. Crashed at Taurewa airstrip 11.3.83. Regn cld 1.8.83.

ZK-CNQ Piper PA-28-140 Cherokee 28-22287 2.12.66
Ex N11C. Airwork (NZ) Ltd, Christchurch. To Otago A C, Taieri 7.2.67; to Airwork (NZ) Ltd, 17.10.72; to Airline Flying Club, Auckland 6.11.72; to L. Dacombe-Bird & ptrns, Purirua 8.8.75; to R.McKelvie, Napier 31.1.78; to City Hire Centre (Manawatu) Ltd, Palmerston North 31.10.79; to C.S. & B.A. Emeny, New Plymouth 11.10.83; to K.L.Gray, Okato 23.4.85; to J.P.Johnstone, Auckland 11.5.93, op by Air Coromandel 9.93; to Air Services Whitianga Ltd, Whitianga 2.11.93. Current.

ZK-CNR Registration not yet allotted.

ZK-CNS Piper PA-32-260 Cherokee Six 32-686 8.11.66
Ex N3766W. Airwork (NZ) Ltd, Christchurch. To Southern Districts Aero Club, Gore 12.7.67; crashed Big Bay 7.10.67; regn cld 19.8.68. Rebuilt and restored to F.H.Chittock & E.F.Potter, Gore 4.6.70 as c/n 32-686R. To Middle Districts A C, Palmerston North 29.6.73; to N.Scott, Christchurch 13.2.76; to D.J. & J.Anderson, Prebbleton 10.11.78; to Law Air Ltd, Wellington 1.2.79; converted to MASastol 1984; to Airline Flying Club, Auckland 25.6.85; to G.L.G.Richardson, Te Kauwhata 15.7.85, op by Airline FC; to Great Barrier Airlines Ltd, Auckland 30.4.86. Current.

ZK-CNT Piper PA-25-235 Pawnee B 25-3869 1.7.66
Airwork (NZ) Ltd, Christchurch. Dbr in storm at Timaru 1.8.75. Regn cld 22.10.75.

ZK-CNU Piper PA-28-140 Cherokee 28-22297 2.12.66
Ex N11C. Airwork (NZ) Ltd, Christchurch. To Southern Districts A C, Gore 14.3.67; to Airwork (NZ) Ltd, 11.7.67; to Lombard (NZ) Ltd, Wellington 18.9.67, op by Manukau Flying School Ltd, Ardmore, to whom sold on 1.2.74; to R.F.Neave, Auckland 2.8.76; to K.T. & M.E.Annabell, Auckland 12.12.78; to Panmech Services Ltd, Auckland 28.6.82; to J.B. Webb, Auckland 21.11.83; to Chris Mellisop Motors Ltd, Hamilton 16.10.85; to D.S. Thom, Auckland 10.9.86; to C.W.Thomson, Orewa 20.9.88. Current.

ZK-CNV Piper PA-28-160 Cherokee C 28-3695 13.12.66
Airwork (NZ) Ltd, Christchurch. To Canterbury A C, Christchurch 2.5.67; to B.G.T.Fraser & A.D.Brown, Christchurch 16.1.74; to O.L. & H.H.Davies Ltd, Waiarau 16.4.74; to M.E.Gardner, Christchurch 16.7.90. Current.

ZK-CNW Piper PA-28-140 Cherokee 28-22367 20.1.67
Ex N11C. Airwork (NZ) Ltd, Christchurch. To Canterbury A C, Christchurch 2.5.67; to R.T.Lloyd, Christchurch 10.3.75; to A.C.Wilson & R.L.Ford, Hamilton 17.2.81; later to Wilson & Arnel, Hamilton. Current.

To be continued . . .

GONE - BUT NOT FORGOTTEN

1. WITNEY (OXFORD) AERODROME

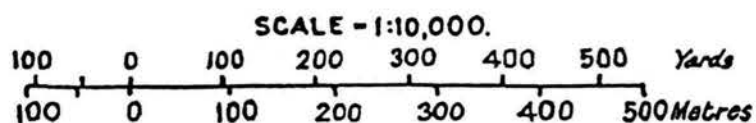
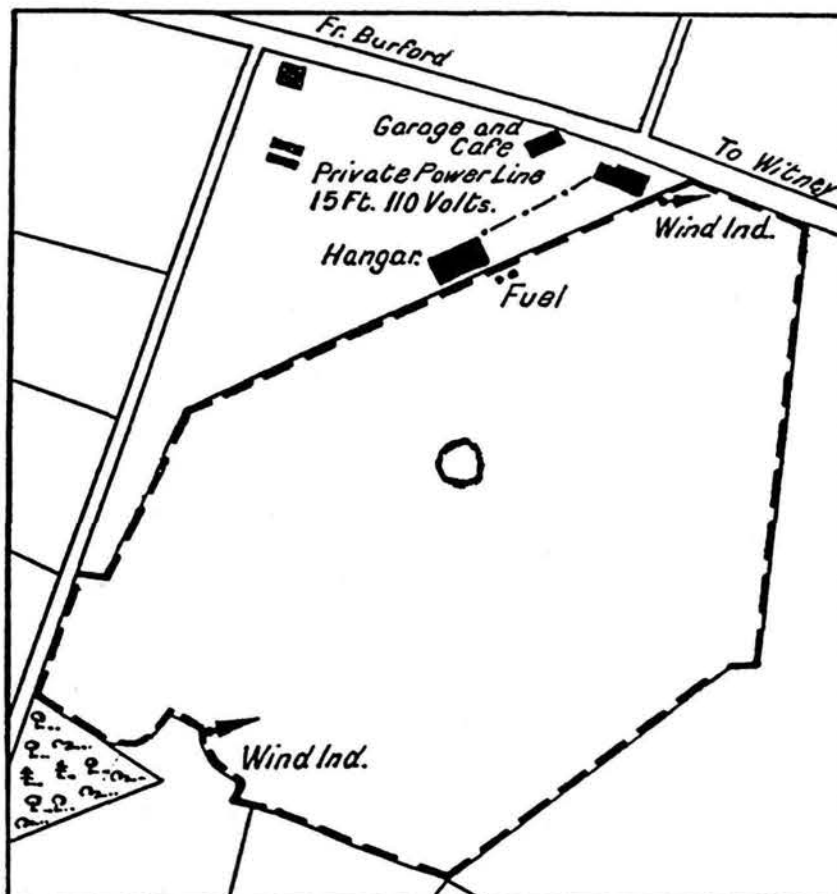
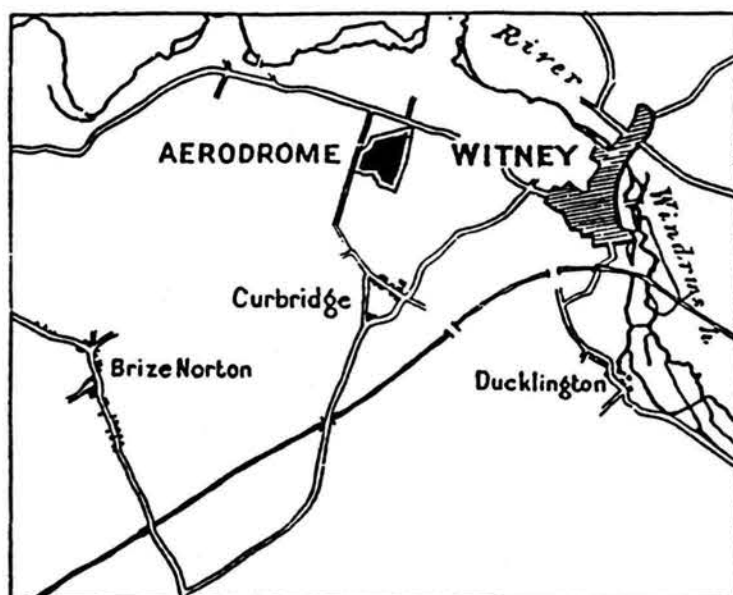
Lying to the South of the Witney to Minster Lovell road, Witney was first used by the RFC and the RAF as a flying training school during 1918-19. Used briefly by the Holmes brothers for their air tour company's base from 1926-29, the aerodrome was re-opened in 1933 by Universal Aircraft Services Ltd. The original directors of this aircraft charter and sales firm were D.L.Townsend (managing), Flying Officer Douglas F. C. Brecknell, RAFO (a qualified flying instructor), C.D.Batt and V.J.Neyle. The London office of the firm was at 6 Broad Street, EC2.

The company provided flying training but, in 1934, formed the Witney and Oxford Aero Club with a couple of DH.60 Moths. It is believed that Mr Brecknell was the original instructor for the club. Mr Batt was the club's secretary for many years so it is not surprising that the club and the company shared the same telephone number. The aerodrome was also home to the aeroplanes of Morris Motors Ltd. A flying display was given on 25th May 1933 by National Aviation Day.

In the mid-1930s S.W.Saunders was manager and the Hanworth-trained Kenneth E. Walters was the instructor. Dual then cost £1.17s.6d and solo £1.10s.0d, with an annual subscription of £3.3s.0d. Chilton Aircraft began test flying their products at Witney in 1937. By 1939 Mr M.Goring Bengue was the manager. The flying instructors were cosmopolitan at this time with the Scots-born Mrs Alan D. (Beatrice) Macdonald as chief instructor, assisted by Irishman John S.V.Fegan and South African Miss Delores T.Sorour (who went on to serve in the Air Transport Auxiliary). At this time the club also had three BA Swallows.

During the Second World War the aerodrome was the base for the de Havilland Repair Unit which was responsible for preparing Dominies for RAF service and later converting them to DH.89A Dragon Rapide configuration for civil use. The aerodrome closed when this unit disbanded in 1946.

Classification: Private grass aerodrome.
 Controller: Witney Aerodrome Ltd (formerly Universal Aircraft Services Ltd).
 Altitude above Mean Sea Level: 355 feet.
 Grid Reference: 51°47'North 01°31'West.
 Operator: Witney and Oxford Aero Club.
 Railway Station: Witney, 2 miles.
 Omnibus service: Services to Witney and Oxford.
 Telephone number: Witney 170 and 234.
 Telegraphic address: Witney 170.



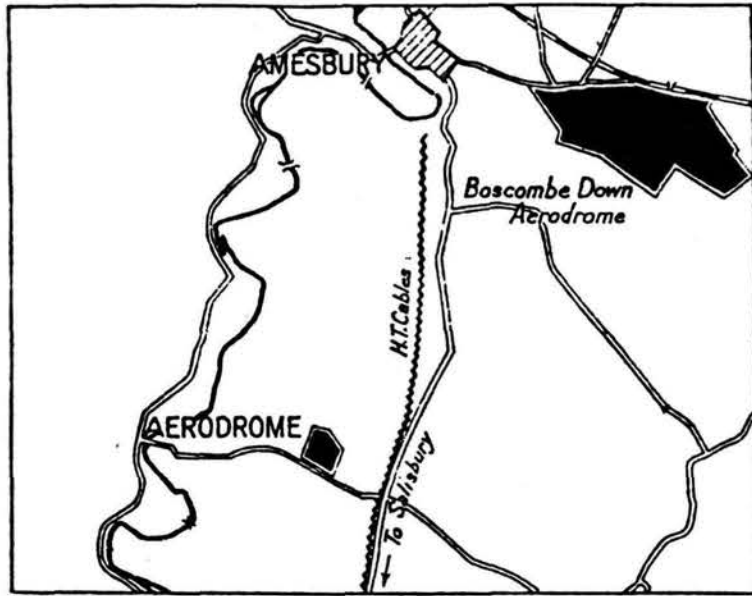
- Facilities: 600 yards North to South.
 870 yards North-East to South-West.
 710 yards East to West.
 550 yards South-East to North-West.
 Landing circle.
 One hangar with 100 feet wide door.
 Fuel, oil and water.
 All repairs made by own ground engineers.
 Club House
- Obstructions: Telegraph wires 35 feet high, 200 yards 70 North.
 Copse 40 feet high in South-West corner.
 Aerodrome used for cattle grazing between 1800 and 0600 hours.
- Local regulations: When wind direction is North, a white letter R is displayed adjacent to the wind indicator in the North-East corner to indicate right-hand circuits are in force.

2. HIGH POST (SALISBURY) AERODROME

Wiltshire Light Aeroplane and Gliding Club was founded in 1930 by two former RAF Short Service officers; James E. Doran-Webb, as manager, and Edmund G. Hordern, as instructor. The club's name was soon changed to the Wiltshire School of Flying and Country Club, which became shortened to the Wiltshire School of Flying.

The aerodrome near Middle Woodford was opened in 1931 and the Club's first aeroplane was a Robinson Redwing G-ABLA (c/n 3) which managed to last for a year. A Simmonds Spartan G-AAMB (c/n 21) filled the gap and was replaced by another Redwing, G-ABMF (c/n 5), in August 1934. National Aviation Day called on 19th April 1932 and again on 3rd May 1933. A BK Swallow (probably G-ACSO, c/n 12) was used for a short while in 1936, but by then the Club had a fleet of three Gipsy Moths, the Redwing and a Desoutter. At the outbreak of war the Club fleet was found to include two Taylorcraft Plus C and four Piper Cub Coupés. Apart from housing private owners' aeroplanes High Post was also home to the Royal Artillery Flying Club's machines from 1935. Annual subscription was £3.3s.0d, dual was £2 and solo cost £1.10s.0d.

The flying instructors changed over the years. They included Arthur H.Abbott, Harold P.Aiken, Leonard W. Howard (who left to join Air Service Training at Hamble),



Scale of 1/2 Inch to 1 Mile = 1:126720
 1 1/2 0 1 2 3 Miles
 1 1/2 0 1 2 3 4 Kilometres

Telegraphic address: Woodford 57
 (formerly Middle Woodford 23).
 Facilities: 480 yards North to South.
 450 yards North-East to South-West.
 440 yards East to West.
 440 yards South-East to North-West.
 Landing circle and aerodrome name.
 One steel and asbestos hangar with 43 feet wide door.
 Three wooden hangars with 11 feet and one with 14 feet wide doorways.
 Fuel, oil and water.
 Normal repairs made by own ground engineers.
 Obstructions: Electric power cables and pylons, 25 feet high, 600 yards to East.
 Local regulations: Pilots should report to the aerodrome control office on arrival and prior to departure.

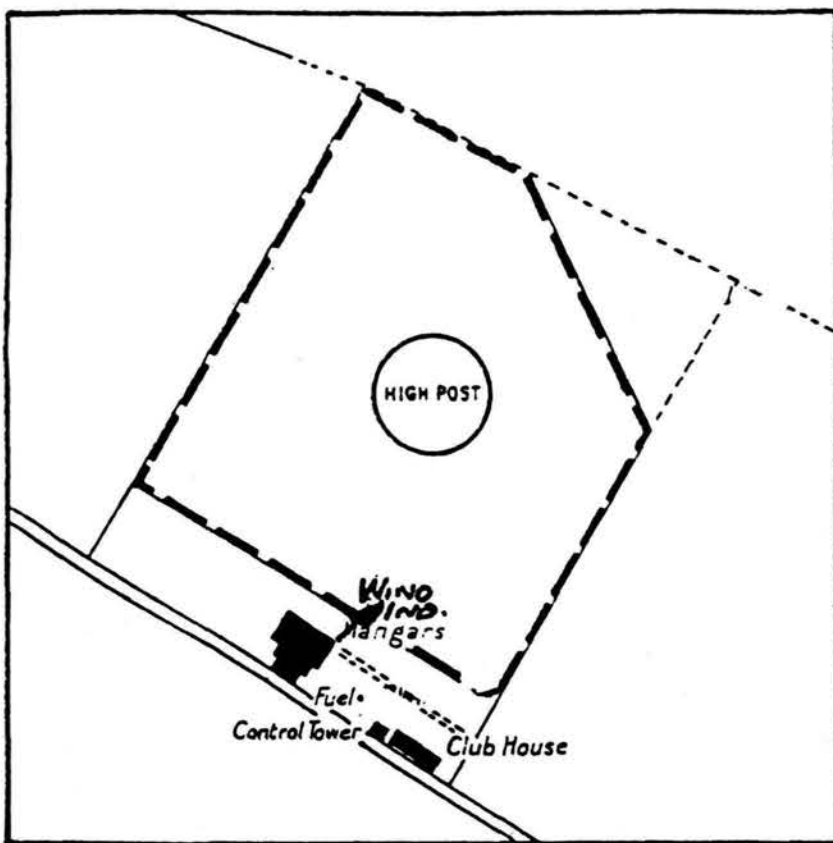
3. WINTHORPE (SKEGNESS) AERODROME

Michael David Llewellyn Scott was a solicitor, born on 12th September 1906 at Iver, Buckinghamshire. In January 1930 he gained his A Licence and was awarded Royal Aero Club Aviator's Certificate No. 8947 with the Berks, Bucks and Oxon Aero Club of National Flying Services Ltd at Woodley, having taken his tests in a DH Cirrus Moth. He entered DH.60X Moth G-EBXG (c/n 615) in the King's Cup air race at Hanworth in July 1930 and DH.80A Puss Moth G-ABOF (c/n 2191) at Hatfield in July 1933.

In 1931 he was awarded a B Licence and admitted an Associate Member of the Guild of Air Pilots and Navigators of the British Empire. In 1932 Scott opened Winthorpe aerodrome and on 27th February registered Eastern Air Transport Ltd (with a capital of £1,000) and the Skegness and East Lincolnshire Aero Club of which he was secretary and instructor. He had a fleet during this time of two DH Cirrus Moths, a Gipsy Moth, two Puss Moths, a Fox Moth and a Desoutter.

The company's first service was to fly the Lord Mayor of Nottingham, Alderman W. Green, from Tollerton to Winthorpe on 22nd May 1932, in a Puss Moth. Sir Alan Cobham brought the National Aviation Day "circus" to the aerodrome on 12th July 1932 and again on 15th August 1933. During the period June - September 1933 Fox Moth G-ABVJ (c/n 4006) operated a daily service to Tollerton, which was repeated during the summer of 1934. The service was taken over by Crilly Airways the following year, when DH.84 Dragons were used on the route Tollerton - Braunstone - Winthorpe during June and July 1935. By 1936 Mr Scott had disbanded both the company and the club and the aerodrome was closed.

Classification: Private grass aerodrome.
 Controller: M.D.L. Scott.



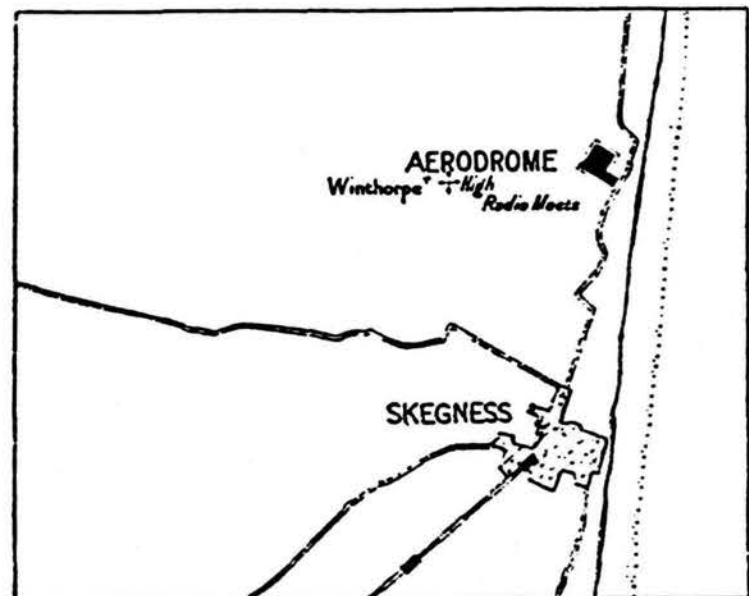
SCALE = 1:10,000.
 100 0 100 200 300 400 500 Yards
 100 0 100 200 300 400 500 Metres

A.W. Lincoln, Carlos G.H.E. Lumsden (a nephew of MRAF Lord Trenchard), D.H. McBeath, Malcolm F. Ogilvie-Forbes and C. Penney. The chief ground engineer was H.H. Greig. Mr Hordern stepped back to director status and Mr Doran-Webb was the Club's President for a while before taking over from the original secretary, Mr Anthony L.H. Clement. One pupil was Mr Hugh Corbett-Wilson, who lived up the road with his father who was the OC of RAF Boscombe Down.

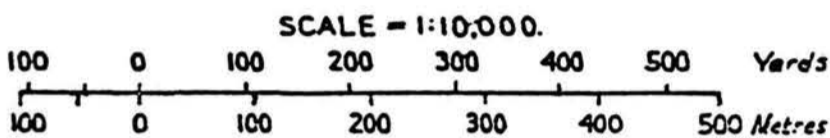
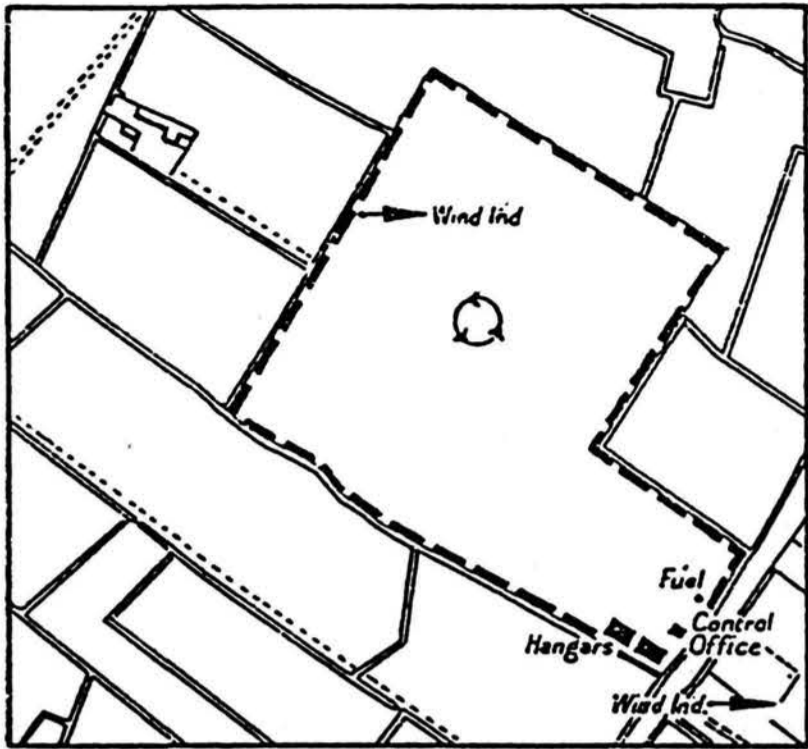
The aerodrome was extended during the war and used for flight tests by Vickers Supermarine. After the war, in which he served in the RAFVR, Sqn Ldr Doran-Webb revived the club at High Post in 1946 but moved it to Thrupton in 1947. High Post then closed.

Classification: Private grass aerodrome.
 Controller: Wiltshire School of Flying Ltd (formerly J.E. Doran-Webb).

Altitude above Mean Sea Level: 430 feet.
 Grid Reference: 51°08' North 01°48' West.
 Operator: Wiltshire School of Flying.
 Railway Station: Salisbury, 4 miles.
 Omnibus service: On Salisbury - Amesbury route.
 Telephone number: Woodford 57
 (formerly Middle Woodford 23).



Scale of 1/2 Inch to 1 Mile = 1:126720.
 1 1/2 0 1 2 3 Miles
 1 1/2 0 1 2 3 4 Kilometres



Altitude above Mean Sea Level: 10 feet.
 Grid reference: 53°10'North 00°21'East.
 Operator: Eastern Air Transport Ltd.
 Railway Station: Skegness, 2 miles.
 Omnibus service: To Skegness.
 Telephone number: Skegness 413.
 Telegraphic address: Skegness 413.
 Facilities: 420 yards North to South.
 470 yards North-East to South-West.
 550 yards East to West.
 575 yards South-East to North-West.
 Landing circle with arrow heads for anti-clockwise circuit.
 Two corrugated iron hangars with 14 feet wide doorways.
 Fuel, oil and water.
 Minor repairs by own ground engineers.
 Obstructions: Telegraph wires along main road to East.
 Wireless masts 287 feet high at 1 mile West-by-South.
 Local regulations: Restricted to certain aeroplanes in some cases operating at reduced all-up weight. Full details available on request.

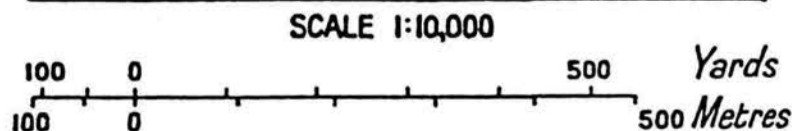
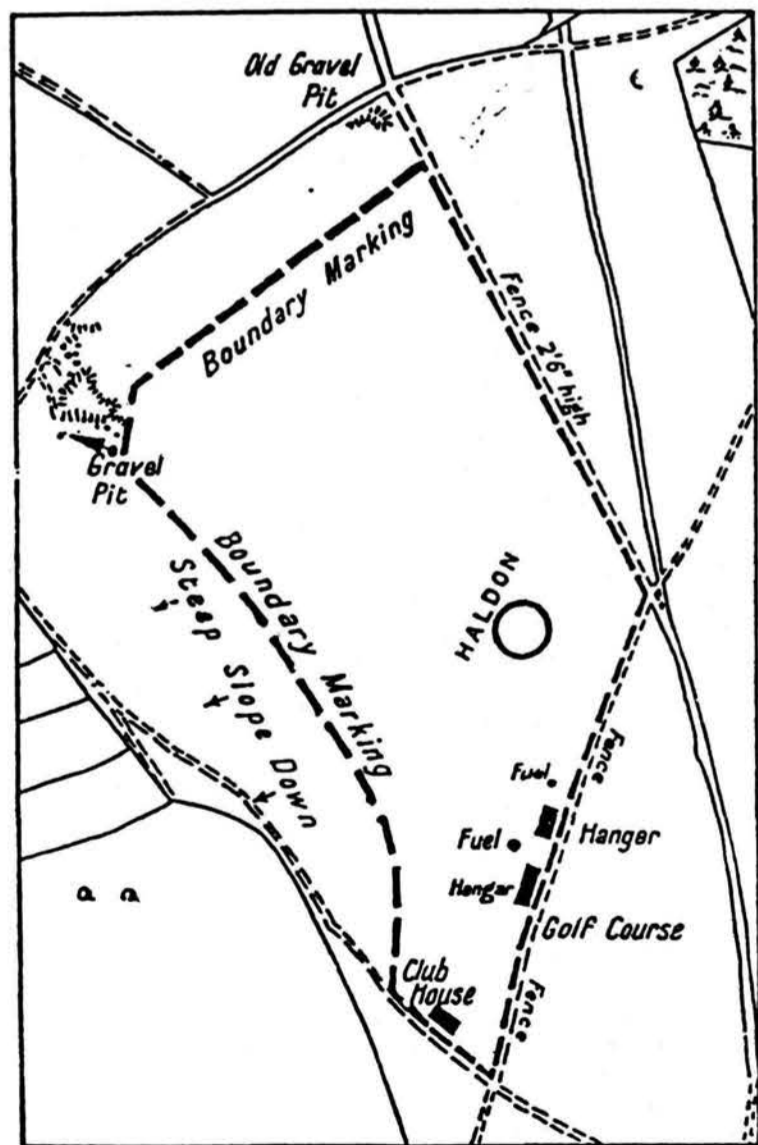
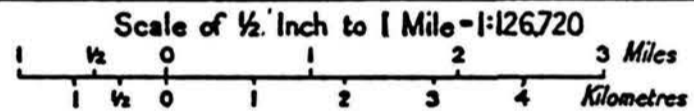
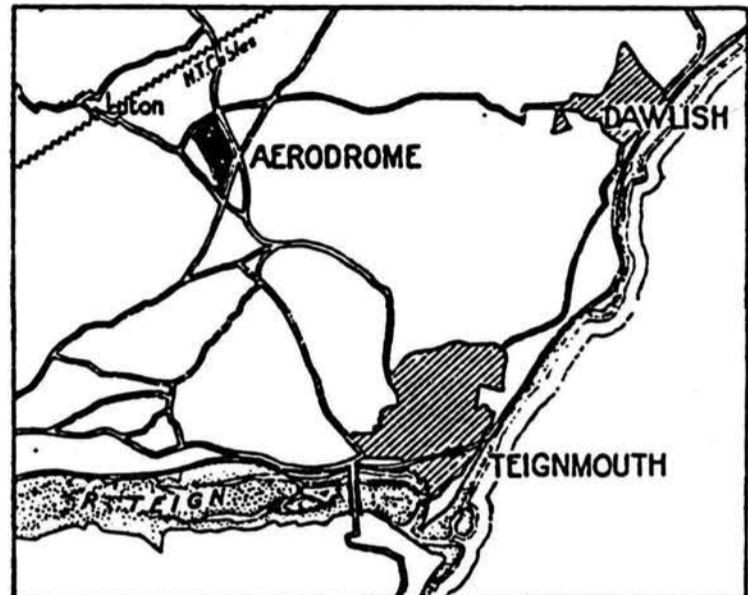
4. HALDON (TEIGNMOUTH) AERODROME

An agricultural machinery business owner and former RNAS and RAF pilot, Flying Officer William Richard "Parky" Parkhouse, RAFO, bought an Avro Avian III G-EBXO (c/n R3/CN/124) and based it at Haldon in 1928. With this he founded the Agra Engineering Co Ltd School of Flying - the name was soon changed to the Haldon School of Flying. An early pupil was a wealthy 16-years old American schoolboy, Whitney Willard Straight (later Air Cdre, CBE, MC, DFC), who qualified in the Avian on 13th November 1929, shortly after his 17th birthday. He went on to found the Straight Corporation Ltd in 1936.

In 1929 the Avian was replaced by DH Gipsy Moth G-AAJG (c/n 1130). Parky had spent his last Service days at RAF Yatesbury as an instructor so he was able to dispense with the need to employ one. From 21st September 1929 there was an annual flying display held in late August or early September and called the Teignmouth Air Pageant. Sir Alan Cobham called with his National Aviation Day on 15th August 1932 and again on 25th August 1933, followed by the National Aviation Display on 11th August 1934 and finally on 17th August 1935.

The Great Western Railway routed their airliners to serve Teignmouth and Torquay through the aerodrome en route to Roborough from Splott and vice versa, between 11th April and 30th September 1933. Railway Air Services used the aerodrome in the morning Southbound and afternoon Northbound between 7th May and 29th September 1934 on the Speke - Castle Bromwich - Splott - Haldon - Roborough route, and did so again from 25th May 1936 until 10th September 1938. Great Western and Southern Airlines also called from May until September 1939 after taking over the Railway Air Services route from Speke to Roborough.

Haldon School of Flying and the aerodrome were absorbed into the Straight Corporation Ltd in January 1937. A new company was formed to manage the aerodrome. Despite the aerodrome being devoid of any Customs facilities, this



company was named Haldon Airport Ltd. The school disappeared and flying training at Haldon became a branch of the Exeter Aero Club at Clyst. On the outbreak of war the aerodrome closed. Parky served in the RAFVR during the Second World War and was demobilized as a Wing Commander. In 1951 he took charge of No.3 Civil Anti-Aircraft Co-operation Unit at Clyst.

Classification: Private grass aerodrome. Slight slope down to North and West. The ground slopes steeply outside landing area Western boundary.

Controller: Haldon Airport Ltd (formerly Agra Engineering Co Ltd).

Altitude above Mean Sea Level: 760 feet.

Grid Reference: 50°35'North 03°32'West

Operator: Exeter Aero Club (branch), (formerly Haldon School of Flying).

Railway Station: Teignmouth, 3 miles;
Newton Abbot, 5½ miles.

Omnibus service: None. Road transport available at the aerodrome.

Telephone number: Teignmouth 46.

Telegraphic address: Airport, Haldon.

Facilities: 900 yards North to South.
400 yards North-East to South-West.
500 yards East to West.
625 yards South-East to North-West.
Landing circle and aerodrome name.
One steel hangar with 23 feet wide door
and two Nissen type with 15 feet wide doorways.
Fuel, oil and water.
Battery re-charging unit.
Minor repairs made by own ground engineers.
Club house.
Hotels in Teignmouth.

Obstructions: Electric power cables ENE to WSW ¾ mile to North-West.

Local regulations: Nil.

5. BEKESBOURNE (CANTERBURY) AERODROME

Cheltenham-born Robert Christian Ramsay formed Kent Aircraft Services Ltd and re-opened Bekesbourne aerodrome on his land for civil flying in 1930. It had originally opened in 1916 and had been used by the RFC and the RAF during the Great War for Home Defence operational flying. Mr Ramsay engaged a former RAF Short Service officer, Fg Off John H. Barringer, RAFO, as the company pilot in 1930.

In 1931 Mr Ramsay founded the Kent Flying Club with one DH.60 Moth and transferred the newly-promoted Flt Lt Barringer as the manager and instructor. Mr Ramsay was one of Flt Lt Barringer's first pupils and qualified in a Gipsy Moth at 71 years of age in April 1932. National Aviation Day performed at Bekesbourne on 23rd May 1932. In July 1932 the club added a Cierva C.19 Mk IV G-ABUH (c/n 5153) to its fleet but this was sold to Australia in 1934, by which time Mr F.H. McDougall was the club's secretary. During August 1934 the Club switched from Moths, having gone through three, to Miles Hawks.

Dual instruction cost £2 and solo flying cost £1.10s.0d, with a subscription of £1.1s.0d in 1936, when Mr J.L.A. Pratt was the secretary and Mr Ramsay was the President. Until then some of the aeroplanes had been registered to Mr Ramsay and some to the Club. In 1936 a new organisation appeared on the scene in the guise of Air Sales and Service Ltd, which took control of both the Club and the aerodrome. Flt Lt Barringer left to join Percival Aircraft Ltd at Luton as a test pilot and was replaced by Harold H. Chater, who had owned an Avro 504K at Lympne in the early 1930s.

With the general scramble to get extra aeroplanes to cope with the Civil Air Guard scheme, the Club had a mixture of Miles Hawks, Topsy Trainers, DH.98 Moth Minors and even a DH.60G Moth. Arthur G. Drew came in order to help Mr Chater with the instruction of the large number of pupils. Keeping the fleet in good working order was Mr

R.L. Honour, the chief ground engineer. However, this heyday period ended in September 1939 when the aerodrome closed and Mr Chater joined the Air Transport Auxiliary. The RAF returned briefly during the evacuation from Dunkirk when No.2 (Army Co-operation) Sqn used the aerodrome for their Lysanders, but in June 1940 Bekesbourne was finally closed for flying.

Classification: Private grass aerodrome. Upward slope towards boundary in South-East portion.

Controller: Air Sales and Service Ltd (formerly Kent Aircraft Services Ltd).

Altitude above Mean Sea Level: 150 feet.

Grid Reference: 51°15'North 01°09'East.

Operator: Kent Flying Club.

Railway Station: Bekesbourne, 1 mile.

Omnibus service: To Canterbury and Dover.

Telephone number: Bridge 60.

Telegraphic address: Bridge 60.

Facilities: 500 yards North to South.
480 yards North-East to South-West.
850 yards East to West.
700 yards South-East to North-West.

Landing circle.

One brick hangar with 90 feet wide doorway.

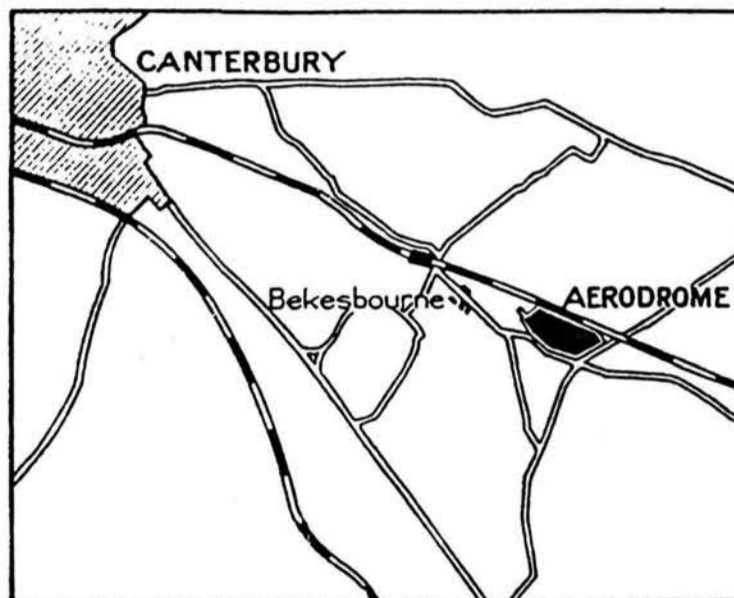
Fuel, oil and water.

All normal repairs made by own ground engineers.

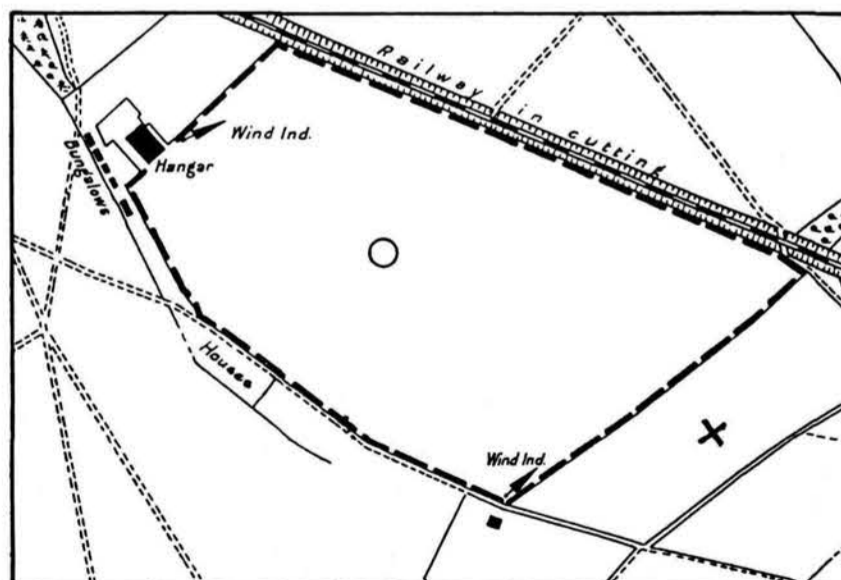
Club-house.

Obstructions: Nil.

Local regulations: Nil.

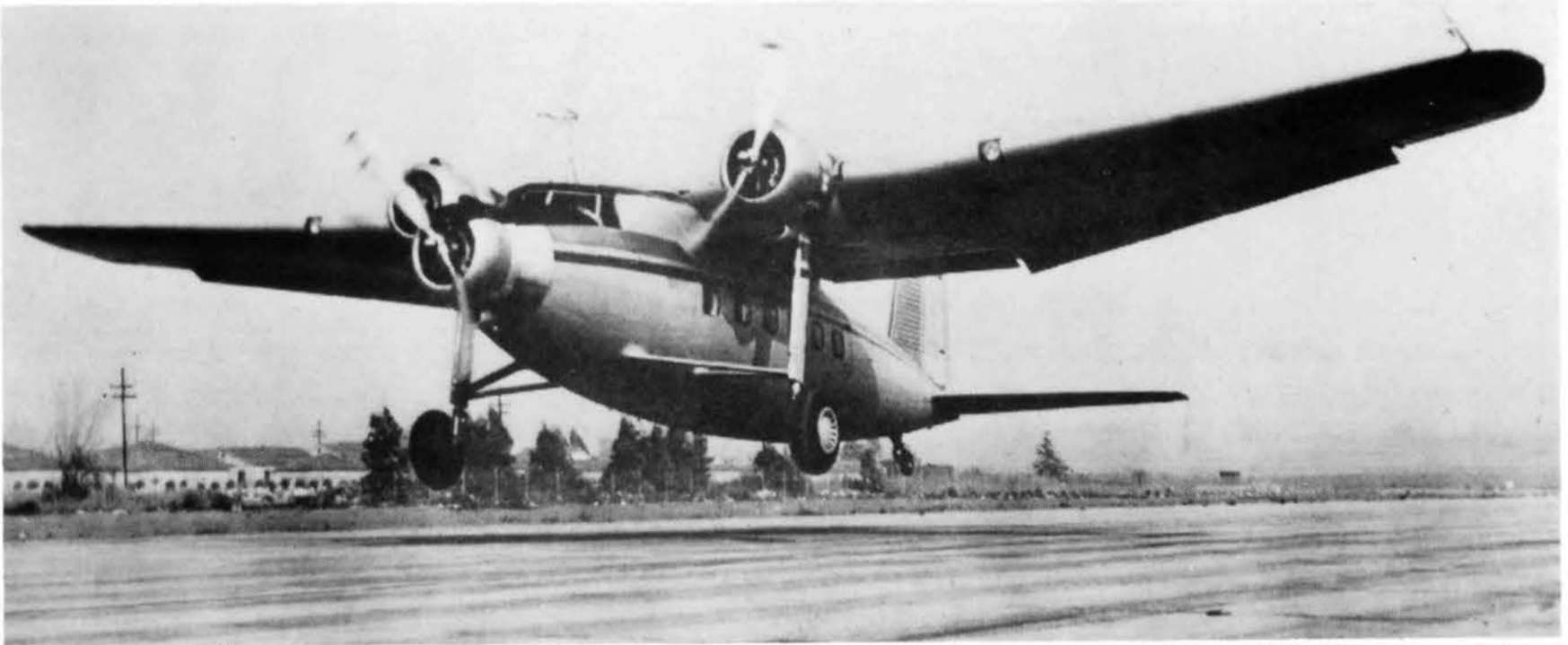


Scale of ½ Inch to 1 Mile = 1:126,720.
1 ½ 0 1 2 3 Miles
1 ½ 0 1 2 3 4 Kilometres



SCALE = 1:10,000.
100 0 100 200 300 400 500 Yards
100 0 100 200 300 400 500 Metres

To be continued . . .



Above: The 85 foot span Northrop N23 Pioneer prototype NX8500H which was the only example of the type built. (via Jack Meaden)

prone position on the starboard side with a window in the wing leading edge. (Does this count as single-seat? - Ed) Finally, more humble pie from the myopic Editor, who saw a Zaunkonig in the rear of the photo of TS507 where in reality lurked the prototype Prestwick Pioneer VL515 !

First to clear up a couple of oldies:

F: 19.2.48 p.215: (see p.94/21) In an article in *Aeroplane Monthly* of April 1994, Barry MacGowan, the flight test observer who escaped by parachute from GAL.56/01 on its last flight in which Robert Kronfeld was killed, confirms that the aircraft was TS507. The designations and serials of the various GAL.56 models were identified as follows:

GAL.56/01	TS507	Medium V
GAL.56/03	TS513B	Maximum V
GAL.56/04	TS510D	Medium U

There were said to be three Vee wing versions proposed, so perhaps the unbuild minimum V and /02 could be the same? Another airframe was under construction but was scrapped after the crash of TS507.

Norman Ellison's *British Gliders and Sailplanes 1922-1970* says that the GAL.61 (TS515) placed the pilot in a blister on the port side but also carried an observer in a



Above: The last of the C Class Empire flying boats in the Antipodes, VH-ABG "Coriolanus" was retired after ten years service with Imperial Airways, BOAC and QEA, beached at Rose Bay, Sydney and dismantled in 1948. (via Jack Meaden)

Right: Avro 643 Cadet EI-ALP (ex G-ADIE) was still active when seen in the long grass at Kilkenny on 24.7.76. (Paul Cunniffe)



F: 11.3.48 ads: The two Avro 643 Cadets G-ACIH and G-ADIE were sold to the Northern Ireland Aero Club, Newtownards in late 1938. G-ACIH c/n 657 became EI-ALU on 14.3.61 regd to M.P.Cahill. G-ADIE c/n 848 became EI-ALP on 12.9.60 with Republic Air Charters Ltd, was regd to Thomas Cunniffe on 24.4.61, then to John C.O'Loughlin on 18.4.64. It suffered an engine failure at Dublin on 12.6.77 and did not fly again. It was last reported at Weston in 5.92.

And so on to the Extracts from last time:

A: 2.4.48 p.393: "Coriolanus" was of course VH-ABG c/n S.838, ex G-AETV, registered to Qantas on 12.8.42. The first flight to Singapore at the end of the Pacific War took place between 4.10.45 and 8.10.45 with Capt K.Caldwell in command. The return flight 12.10.45 to 17.10.45 brought out 34 prisoners of war. By her last service on 20.12.47 "Coriolanus" had flown about 18,500 hours, covering over 2,500,000 miles.

p.399: The Northrop N23 Pioneer prototype NX8500H crashed on 19.2.48 at Hawthorne, California while testing an experimental dorsal fin which failed. The co-pilot and test engineer parachuted to safety but test pilot Latham A. "Slim" Perrett bailed out too low and was killed. The Pioneer was a three-engined load carrier designed to do similar work to the Bristol Wayfarer. It first flew on 21.12.46. After the accident the Pioneer was succeeded by the Northrop YC-125 Raider, of similar layout but a complete new design. Twenty-three were built, none of



Above: The Cunliffe-Owen Concordia 10-seater Y-0222 was a nice-looking prototype, seen in a photo session soon after its first flight piloted by A. Corbin on 19.5.47. It was powered by two 505 rated hp Alvis Leonides 9-cyl radial engines and had an economical cruise of 190 mph. (via Jack Meaden)

which went into military service, nor were they licensed for civil use in the USA. A few were sold such as XB-GEY to Mexico and CP-650 and CP-651 to Bolivia.

A: 9.4.48 p.418: Of the aircraft mentioned, the Heinkel He 162A-2 was Werke nr.120235, ex No.6 MU Brize Norton. It is now with the Imperial War Museum collection, Lambeth. The Me 262A-2a was Werke nr.112372 which flew at Farnborough as VK893 during 1945. It stayed at Cranwell until 1960 when the collection was dispersed. It is now at the Aerospace Museum at Cosford. What was the Fw 190?

A: 16.4.48 p.438: BEA Viking "Vimy" was G-AIVP c/n 229. The pilot was Capt John Ralph who, with three crew and ten passengers, was killed in the collision, as was the Soviet Yak pilot Major Akulenko.

F: 29.4.48 p.466: The three BOAC Boeing 314As were G-AGBZ to G-AGCB (c/ns 2081, 2082 and 2084) and on sale to the USA they reverted to their original marks as NC18607, NC18608 and NC18610 respectively.

A: 30.4.48 p.494: The Horten IV tailless sailplane "LA-AC" was the third of four built. First flown on 28.4.43, it was originally marked D-10-1451. Presumably this is the same aircraft as VP543 mentioned in the German Gliders article on p.94/15?

A: 7.5.48 p.543: The LAMS Halifax C.8 abandoned at Sydney was G-AIWK c/n 1368 "Port of Sydney". It had been vandalised on 8.12.47 causing damage put at £150. The aircraft was wfu, its CofA expired 20.7.48 and the registration eventually cancelled on 30.10.52. Another Halifax at Sydney at that time was VH-BDT ex G-AGXA which had been unserviceable since 6.47 and also suffered from vandalism. It was scrapped in 1948.

- Ads: The Cunliffe-Owen Concordia programme consisted of the prototype c/n 1 Y-0222 which first flew 19.5.47 and the only production aircraft to fly G-AKBE c/n 2. The company ceased manufacture on 18.11.47 due to insufficient orders and economic conditions and c/n 3 G-AKBF/VT-CQT for the Nawab of Bhopal and two aircraft ordered by BEA were cancelled. Reserved registrations G-AKBF to 'K were re-allocated to other aircraft. All the complete and partially constructed airframes were scrapped.

F: 13.5.48 p.528: Dragon Rapide VH-BKM c/n 6543 ex X7383 was the aircraft which crashed at Daly Waters in Northern

Territory on 6.5.48. It had been in service at Leuchars and was sold on 31.3.48, having already received its Australian marks on 10.2.48. It was owned by Connellan Airways and left Croydon on 13.4.48. The pilot Edward Hourigan was presumably an Australian employed by LAMS in the UK and thus returning home by means of this ferry flight.

A: 14.5.48 p.555: Contemporary reports say that the Jewish aircraft was alleged to have fired at British troops assisting Arab Legion lorries and a group of Life Guards claimed to have shot it down. Jewish sources said that the aircraft was carrying medical supplies and had force-landed due to engine trouble. Official sources in Jerusalem later agreed with the Jewish version, as does the book *Spitfires over Israel* which identifies the date as 14.4.48 and the aircraft as Auster J/1 Autocrat VQ-PAS (c/n 2024), ex G-AHHV, which was subsequently destroyed 7.7.48 as A-9 when shot down over Lydda.

Credits for the responses compiled above are due to: Geoff Allen, Paul Cunniffe, Peter Davis, John Havers, John MacMaster, Jack Meaden, Ken Measures, Vic Smith, John Withers and D.C.Woods.

The latest batch of Extracts now follows:

Aeroplane May 14th 1948

*p.592 - The first airline lease? TWA announced that it had completed arrangements with a group of banks, Lockheed, Curtiss-Wright and Wright Aeronautical Corporation under which twelve L.749 Constellations will be delivered with no immediate cash outlay. They will be paid for out of earnings by monthly instalment from 30.9.48 to 31.5.53.

Flight May 20th 1948

*p.544 - The specially equipped Viking ordered for General Peron, President of Argentina, left Prestwick on May 12th on delivery via Greenland and Gander.

Aeroplane May 21st 1948

*p.620 - Winston Churchill flew to The Hague for the opening Congress of Europe on May 6th aboard Silver City's executive DC-3 "City of Hollywood". This was converted by Scottish Aviation and has eight large moveable, swivelling, adjustable seats; two reclining couches and a writing desk, etc. Churchill used the same aircraft for a flight to Marrakesh in December 1947.

*p.621 - A Skyways Dove crashed near Privas, 25 miles SW of Valence on May 13th en route Le Bourget to Cannes. Capt P.A.Townshend, radio officer A.G.Freeman and 3 passengers killed.

Flight May 27th 1948

*p.584 - A home has been found for the Supermarine S6 N248 which had been housed at Southampton Airport. When the airport was taken over by the MCA in April 1948, the aircraft was offered to the Royal Aero Club and to Cranwell. However, local feeling has caused the MCA to offer to keep it at Southampton Airport and provide facilities for it to be displayed.

* Ads - Air Bleu of Geneva are selling their two Anson Vs for \$19,500 (de luxe) and \$18,000.

Aeroplane May 28th 1948

*p.628 - Good progress was reported by Hants & Sussex Aviation at Felpham on the prototype Herald single-seater. Originally Nuffield powered it was now to use a 40 hp JAP J-99. Designed to ARB aerobatic criteria, it has a regular planform for good stalling characteristics and simplified construction. A low-wing design, with wide track nosewheel landing gear, the fin and rudder are set forward of the horizontal tail surfaces at the end of a long fuselage to improve spinning characteristics.

*p.650 - An Air Transport Charter (CI) DC-3 crashed near Bovington on May 20th en route to France carrying fruit. Three crew killed, one injured.

*p.650 - Bond Air Services Halifax crashed near Studham on May 23rd also carrying fruit. Five crew injured.

Flight June 3rd 1948

*p.598 - Ciro's Aviation Ltd Dakota G-AIJD won first prize in the Concours d'Elegance at the Cannes International Air Rally amongst 70 entries. The luxury conversion had been undertaken by Airwork at Gatwick. For charter work the forward saloon seated 8 and the main saloon 9, although for most long distance flights only one saloon would be used. Passengers have their own instrument panel with ASI, altimeter and clock and an unusual feature is the provision of a "broadcast receiving set to provide passengers with music while you fly". (Also Flight 29.4.48)

*p.598 - A report of an Australian DH.86 which ran out of fuel because of severe headwinds and force-landed on Turnagain Island en route from New Guinea to Australia. The island is covered with water at high tide and the pilot had to sit in the aircraft for six days before being rescued since the island was also infested with crocodiles.

*p.599 - George Beurling, DSO, DFC, DFM, a wartime ace who shot down 31 enemy aircraft, was killed in a Norseman crash near Rome on May 21st. Leonard Cohen also killed.

*p.599 - Percy French and Leonard Kennington were killed in a crash at Faversham on 23rd May whilst low flying.

Aeroplane June 4th 1948

*p.658 - Photo of BEA Sikorsky S-51 G-28-1 operating the experimental mail run from Peterborough to Great Yarmouth round trip which commenced on June 1st. From Flight 10.6.48 we learn that the marks were allotted to BEA for an unregistered aircraft on test flights.

*p.660 - The Miles Marathon prototype was destroyed in a crash shortly after take-off from the MoS Experimental Establishment, Boscombe Down, on May 28th. Test pilot Brian Bastable and observed Miss Beryl Edmunds of the flight test establishment were both killed.

Flight June 10th 1948

*p.626 - A KLM Dakota has been chartered by the UN for use by Count Folke Bernadotte, the Palestine conflict mediator. It is painted all white with Red Cross markings and the words United Nations, and it will visit all the countries in the Middle East.

Aeroplane June 11th 1948

*p.689/701 - The first two Fairey Juniors, OO-TIT (62 hp Walter Mikron) and OO-ULA (35 hp JAP J-99), were demonstrated by Faireys at White Waltham on June 5th, having been flown over from Belgium together. OO-ULA's engine was loaned by its UK sponsors, the Ultra Light Aircraft Association, hence its registration.

Flight June 17th 1948

*p.656 - Published an Accident Report on a BOAC York which crashed at Az-Zubair, Iraq on 16.7.47 killing six crew and injuring twelve passengers. En route UK - Calcutta, it made four unsuccessful landing attempts in bad visibility at Basra and then diverted to Shaibah. There it made a further three unsuccessful attempts and in particular had problems with dust rising. On its fourth attempt it hit the ground 20 feet below airfield height - it had possibly run out of fuel.

*p.659 - Pest Control Ltd demonstrated their Sikorsky S-51 G-AJOO fitted with spraying equipment at Bourn on June 11th. With a capacity of 65 gallons, they were placing orders for three or four WS-51s next year. They had also ordered a version of the Cierva W.11 Air Horse called the Spraying Mantis, which had a 500 gallon capacity (or 2.5 tons of dust) and were interested in a further development, the W.11T, powered by two 1200 hp Merlins, which would have a payload of five tons. Pest Control conducted experimental work with helicopters in 1941 and in 1946 acquired a Sikorsky R4 for practical flight trials. (see also Aeroplane 18.6.48, p.717b)

Aeroplane June 18th 1948

*p.723 - The Swedish Air Force made a goodwill visit to West Malling on June 7th with thirteen P-51s accompanied by three Ju 86s - allegedly the last flying. Two were Swedish-built Ju 86Ks, in highly polished metal, and the third was a Ju 86Z-7, built at Dessau in 1938 for ABA as SE-BAE. Initially powered by P & W Hornets, these were replaced by Swedish-built Bristol Pegasus.

*p.740 - Hargreaves Airways Ltd Rapide crashed into a hill in the IoM on June 10th. Pilot and five of seven passengers killed.

Flight June 24th 1948

*p.700 - A brief history of de Havilland Aircraft Pty Ltd (Australia), now 21 years old. Company founded on 7th March 1927 following a 1926 tour by Major Hereward de Havilland in support of the DH.50As operated by West Australian Airways, Australian Air Services and Qantas. The DH team of Major de Havilland, F.R.Bedford and P.L.Taylor sailed for Perth in early 1927 with the company's sole tangible asset, a Cirrus II Moth, in the hold of the ship. This was assembled at Perth and flown the 2,000 miles to Melbourne, via Kalgoorlie, Great Victorian Desert, Port Augusta and Adelaide, in four days. HQ was set up in a derelict 6,000 sq ft galvanised iron warehouse in Whiteman St, Melbourne, and a workshop established under Taylor as works manager to assemble Moths coming from England. Some twelve Cirrus Moths were assembled here and then towed with folded wings behind an old Morris Cowley to Essendon, 7 miles away. In 1928 Moths were adopted by the RAAF and thirty were assembled at RAAF Depot Cook Point. The Whiteman St staff now numbered 25 and at the end of 1928 the first Gipsy Moths were delivered, as well as a few DH.50s and DH.75s. In 1929 the Depression caused cutbacks and in 1930 the company moved to Sydney. A hangar and repair depot was built at Mascot in 1931 and the manufacturing of major components commenced. In the war years Moth Minors and Tiger Moths were built - the first 200 Tigers had UK-built Gipsy Majors but thereafter these were built by General Motors Holdens Ltd, comprising about 1300 engines.

*p.704 - Photo of F/S Skinner and Cpl Ashford of 615 (County of Surrey) Squadron RAuxAF, building a BAC.VII glider for use by ground personnel.

* Ads - For sale, Walrus I including spare engine, 350 hrs since new, 11 hrs since overhaul - offers? Lutec, Singal, Amsterdam.

Aeroplane June 25th 1948

*p.769 - Accident Report on Anson G-AIWW of British Air Transport Ltd which crashed near Ventnor, IoW on 20.11.47, killing Capt E.G.Snowden and R/O R.J.Corrie. Departed Croydon at 0609 on newspaper flight to the Channel Isles, it flew into a radio pylon at St Boniface Down, 15 miles west of its normal track. Conclusion that it was a navigational error in poor light.

Flight July 8th 1948

*p.47 - An Accident Report on BEA Viking G-AHPK which crashed in bad weather into trees and a ploughed field 2.5 miles NNW of Northolt on 6.1.48 inbound from Renfrew. Of the 4 crew and 14 passengers the only fatality was the pilot Capt W.H.Morton. Cause ascribed to pilot error.

* Ads - BA Swallow II (Cataract III), 13 hours since new, stored in RAF hangar, "must be sold", £50. Any ideas as to identity?

Aeroplane July 9th 1948

*p.59 - Aviolinee Italiana Fiat G.212 crashed near Keerbergen, Belgium on June 1st, en route Milan - Brussels, 4 of 5 crew and 4 of 7 passengers killed.

Flight July 15th 1948

*p.61 - Proctor V, flown by racing driver Duncan Hamilton, crashed recently into hillside between Basle and Mulhouse. Both occupants unhurt. Returning to Blackbushe from Swiss Grand Prix.

*p.62 - Wreckage found near Monto, Queensland, has been identified as an American transport missing en route Rockhampton - Brisbane in November 1943. There had been seven Australians and five Americans on board.

*p.81 - The Fulton Airphibian NX74104 was displayed at the Gatwick Air Pageant on July 10th. The second prototype, the first was NX60374, it was flown by Robert E. Fulton Jnr of Continental Inc, Danbury, Connecticut. It was convertible from aircraft to road vehicle (with number plate QC 9110) in four/five minutes. (Also in Aeroplane 9.7.48 p.51; 23.7.48 p.104 and a fuller article in Flight 5.8.48 p.160.)

* Ads - Cierva C.30A in flyaway condition - £100. Philp, Canterbury Road, Birchington, Kent.

* Ads - The famous Scheldemus 22 ft biplane pusher, dismantled and ready to tow away - £175. Wood, Blossomfield, Solihull.

Flight July 22nd 1948

*p.91 - Two of TEAL's flying boats, "Aotearoa" and "Awarua" are for sale at Auckland. Some prospective buyers want to convert them to dwellings or to use them as a petrol station with the hulls serving as offices and the petrol pumps under the wings.

*p.96 - An article on Air France (further information, some at variance, was published on 16.9.48; this is shown in brackets).

Placed under Government control in 1941, it was nationalised 26.6.45 and had a fleet of 176 (171) of which 108 aircraft were in active use, 26 temporarily out of service and 42 in reserve or pending delivery or maintenance. Details as follows:

Constellation - 13 (13); based Orly for Atlantic routes.

DC-4 - 19 (14); based Orly for E/W Africa and Far East routes.

DC-3 - 34 (45); 13 (6) at Le Bourget, 4 Perpignan, 6 (9) Central Africa, 5 Far East, 6 training at Le Bourget, (13 North Africa/Morocco, 5 Marignane, 4 internal airmail, rest Beirut, Bordeaux, Middle East or on repair).

SE.161 Languedoc - 40 (44); all at Le Bourget

for European routes except for 4 training and 9 in North Africa (20 Le Bourget, 9 North Africa, 4 on overhaul, 7 awaiting delivery).

Ju 52 - 37 (26); feeder services overseas (internal airmail France/Madagascar).

Latécoère 631 - 6 (6); Biscarosse for Antilles service, 3 in use, 3 being refitted.

Catalina - 3 (3); Fort de France for Antilles/South America services.

DH Dominies - 3 (3); out of service (Madagascar) Caudron 449 - 15 (17); 6 training, 8 out of use, 1 reserve (Inst.Centre de Perfection de Pilotage et de Navigation, Le Bourget).

Bloch 221 - 5 (-); in reserve.

Nord 1002 - 2 (-); in reserve.

*p.108 - article on Tiltman Langley Laboratories, Redhill, had two snippets (also in Aeroplane 23.7.48 p.115):

- were rebuilding and modifying two Flamingoes for British Air Transport Ltd (photos in Aeroplane).

- producing mock-up of small amphibian for Sponson Developments Ltd. See Extract below for Flight 29.7.48 p.131.

* Ads - Walrus hull/engine complete with log/spares, no reasonable offer refused. Street, Albion St, Wallasey.

Aeroplane July 23rd 1948

*p.116 - In a report of the Redhill Flying Club Tea Patrol for July 11th, it was mentioned that the LTPB arrived with their brand new Tiger Moth, which was built from Queen Bee spares.

Flight July 29th 1948

*p.117 - Chrislea Aircraft Co Ltd, creditors' meeting held 21st July, trading had ceased and a moratorium was proposed. Creditors agreed to support proposal to complete work in progress. Comments included the fact that an import licence for more than twelve engines had been refused (presumably Lycomings as used in the first Ace G-AHLG?) and an order from Spain for six aircraft in May had been lost because the customer could not obtain an import licence and sterling. (A further article on 30.9.48, p.396, was more positive on the Super Ace. Casa Iturrat of Buenos Aires have agency with two on delivery and 24 to be ordered; India and Uruguay orders in hand; two to be shipped shortly to Rhodesia and Denmark had ordered ten. The reality was of course somewhat different as Jack Meaden's article in *Digest*, Autumn and Winter 1992, demonstrates.)

*p.120 - BOAC Dakota G-AGKN crashed into a cliff in fog on the French coast SW of Toulon on July 14th, killing 4 crew and 2 passengers. En route Cairo - London, it had departed Malta at 0430 and last message gave ETA Marseille at 0848.

*p.121 - XA-GOQ, the first ever Mexican aircraft to land at London Airport, arrived 9th July carrying their Olympic team. (Possibly readers have visitors' logs of other such special events in the past?)

*p.121 - The Aerocentre 211 Cormoran prototype crashed on landing at Villacoublay July 20th on its first flight from Toussus-le-Noble, all five crew killed. Twenty ordered by French Army.



... and another helping of Duck !

In the last selection of *Extracts* we combined a reference to the Goodyear Duck with a full production history of the type. C/n 4027, NC5508M, was noted as "to unknown party 6.11.48", a gap that can now be filled thanks to Barney Deatruck of Lancaster, CA. Barney noted the Duck at the Lockheed Air Terminal, Burbank, CA on 19.11.48 and recorded that it was on lease to Paul Mantz (the charter, race and stunt pilot) for tests. One of his photos is shown here (left) with the Duck in front of a PBY.

Casualty Compendium

PART FIFTY-THREE

First one correction, then straight on with the solutions to the last selection of casualties:

- 11.7.51 The St John's in question should be Saint Jean, Quebec. St John's (sic) is in Newfoundland. The registration of the Lodestar is suggested as CF-TEC, for T.Eaton & Co, but as this was current on a TCA DC-3 from 5.46 to 3.58 we feel that CF-ETC was probably correct. Can anyone confirm, with c/n?
- 19.7.51 Eastern Airlines L.749 Constellation N119A c/n 2616 belly landed in field at Curles Neck Farm, 15mls SE of Richmond, VA, after turbulence en route Miami - Newark. An access door to the port hydraulic tank opened in flight causing extreme buffeting. Capt John B. Armstrong and 52 others on board not seriously injured.
- 21.7.51 Canadian Pacific Douglas C-54F CF-CPC c/n 10327 was lost between Sitka and Yakutat, Alaska, on a ocean airlift flight en route to Tokyo from Vancouver. Capt Victor Fix, six crew and thirty-one passengers lost.
- 7.8.51 American Airlines Convair 240 N94272 c/n 149 damaged in heavy landing at La Guardia. 3 + 36 on board.
- 11.8.51 Air France DC-3D F-BAXB c/n 42971 disintegrated in air near Moisville on test flight. Five crew lost.
- 24.8.51 United Airlines Douglas DC-6B N37550 c/n 43260 "Mainliner Detroit" off course and hit hill near Decoto on approach to Oakland Municipal Airport from Boston, Cleveland and Chicago. Forty-four passengers, Capt Marion W.Heddin and five other crew on board, all lost their lives.
- 25.8.51 American Airlines Convair 240 returned safely to Buffalo after fire in one engine was extinguished. Three crew and 28 passengers on board unharmed. Aircraft not identified.
- 2.9.51 Convair 240 N90662 c/n 49 of Pan American fell into sea short of Palisadoes Airport, Kingston, Jamaica, inbound from Miami and Cuba in bad weather. Being flown by co-pilot who made steep turn at low altitude to align with runway and hit water with right wing. Capt J.Olsen, 3 crew and 30 passengers all rescued.
- 12.9.51 First loss of a Stratocruiser involved United's N31230 c/n 15970 "Mainliner Oahu" which fell into San Francisco Bay on training flight when it stalled with one engine feathered. Insufficient speed and altitude to recover. Capt Fred Angstadt and two crew killed.
- 12.9.51 Air France DC-4 F-BBDD c/n 42936 "Ciel de Bourgogne" belly landed in field when throttle cable for No.3 engine became disconnected and No.4 lost power on take off from Cazes Airport, Casablanca, Morocco for Dakar. Repaired.
- 12.9.51 Societé Alpes Provence DC-3 F-BEIZ c/n 32733 suffered structural failure and fell into Mediterranean forty miles south of Balearic Islands. En route Perpignan to Oran, it had reported problems in bad weather and was said to have 3 crew and 36 passengers on board - a lot unless some were infants.
- 14.9.51 Eastern Airlines DC-4 N75415 c/n 10359, leased from Trans Caribbean, damaged after undercarriage retracted on landing run at Miami. Minor fire. Later repaired. No serious injuries to 3 crew and 21 passengers.
- 15.9.51 Details of the Timm N2T-1 requested as a result of the crash of N56308 may be found on the back page. The accident occurred when N56308 crashed from a low, slow roll into an airshow crowd, killing the pilot Lt Norman L.Jones USAF and nineteen spectators. Air shows temporarily banned by President Truman.
- 16.9.51 Peninsular Air Transport C-46D N74689 c/n 32975, leased to Safeway Skycoach Co, crashed when port engine failed after an overloaded take-off at Midway and badly damaged. Repaired. Capt B.J.Mountain, 3 crew and 49 passengers on board, thirty-six injured.
- 17.9.51 PBY-5A CF-FOQ c/n 400, ex RCAF9738, of Queen Charlotte Airlines crashed at 1855 hrs on Mount Benson, near Nanaimo, Vancouver Island. It was operating a non-scheduled passenger flight from Kitimat to Vancouver with Capt Doug McQueen, 2 other crew and 20 passengers on board. Headwinds caused considerable delay and at time of crash the aircraft was 37 miles off course. Pilot may then have mistaken Nanaimo for Vancouver. There were no survivors. Date was 17.10.51 in all sources.
- 5.11.51 Martin 2-0-2 N93039 c/n 9160 of Transocean, leased from Northwest and operating a US Army troop charter, stalled and crashed attempting to land in bad weather at Tucumcari, New Mexico. One passenger died, 6 injured but Capt A.S.Hamilton, 2 crew and 13 passengers unhurt.
- 17.11.51 The mid-air collision over Oakland involved California Eastern DC-4 N40028 c/n 10474 and Overseas National DC-4 N79992 c/n 10832. Both were making simulated instrument approaches to Oakland radio range when they collided at about 3,000 feet. Capt Shope landed the former safely at San Francisco Airport despite damage to the top of the fin and rudder. The Overseas aircraft crashed out of control just north of Oakland Airport boundary with the loss of all three crew on board. Both safety pilots were criticised for failing to keep a proper look-out during the blind flying approach.
- 24.11.51 El Al Douglas DC-4 4X-ADB c/n 10512 en route Tel Aviv - Rome - Zurich - Amsterdam on a freight service, hit trees on approach to Zurich/Kloten and crashed at Ruetti Winkel killing 6 of 7 on board including Capt Theodore Gibson. Aircraft later repaired.
- 27.11.51 Eastern Airlines DC-3 N25646 c/n 2234 collided with Civil Air Patrol L-4J approaching Taylor Field, Ocala, Florida. The DC-3 was landed by Capt J.E.Bishop with no injuries to the 20 occupants. The L-4 was quoted as US Army 55151 but was presumably N55151 ? Pilot Rev John Macy, a WW2 veteran rear gunner, was killed.
- 4.12.51 United DC-3 N17109 c/n 4999 on training flight stalled and spun in at Stapleton Field, Denver, killing instructor J.D.Kocher and two student pilots.
- 14.12.51 Swissair DC-4 HB-ILO c/n 43098 crashed on go-round in fog at Amsterdam. No casualties.
- 16.12.51 Miami Airline Inc C-46F N1678M c/n 22572 crashed after an engine fire on take off from Newark Airport necessitated a go-round. During the attempted return the C-46 crashed at Elizabeth, NJ, killing Capt Albert C.Lyons, 3 crew and 50 (52?) passengers. One person on the ground was injured.
- 20.12.51 Robin Airways (t/a North Continent) Curtiss C-46E N59487 c/n 2934, leased from International Airports, ran out of fuel en route Chicago - Newark, made successful wheels-up landing in snow near Cobourg, Ontario. Capt Bruce Smelser and 46 on board all unhurt. Aircraft repaired.
- 29.12.51 Continental Charters C-46A N3944C c/n 30466 crashed 5mls SW of Little Valley, New York at 2225 hrs. Flying Pittsburgh to Buffalo VFR in IFR conditions it hit the top of a 2,375 foot hill and completely disintegrated. Capt V.A.Harris, 4 crew and 21 passengers killed but 2 crew and 12 passengers survived.
- 9.1.52 DH Dove 1 ZS-BTM c/n 04087 of Central Mining Corp of South Africa suffered loss of power in port engine during take-off on a training flight with starboard propeller already feathered. Starboard engine restarted but the Dove stalled and crashed outside the Baragwanath airfield boundary.
- 10.1.52 Aer Lingus Dakota 4 EI-AFL c/n 33447 "St Kevin" ex KP228 and G-ALXO, crashed near Llyn Gwynant, Snowdonia, when caught in severe downdraught. En route Northolt - Dublin, the pilot Capt J.R.Keohane had let down through cloud assuming the aircraft to be clear of high ground and over the Irish Sea.
- 12.1.52 General Airways DC-3 N41748 c/n 11827 crashed at 9,000 ft on Mount Crillon, Alaska, due to navigational error en route from Portland to Anchorage with cargo. Two crew killed.

- 14.1.52 Northeast Convair 240 N91238 c/n 158 inbound to La Guardia from Boston, landed in Flushing Bay, East River, 2600 ft short of runway. Capt Alva Marsh, 2 crew and 33 passengers rescued.
- 19.1.52 Douglas DC-4 N45342 c/n 27279 "Shamrock" of TWA, leased to MATS with a Northwest crew, crashed off shore at Sandspit, BC, when port wing hit water during an overshoot. Capt John Pfaffinger was attempting a forced landing after No.1 engine failed. Ice accretion may have contributed to reduced power on climb out and subsequent stall into water. En route Tokyo - McChord AFB. Thirty six killed, seven survived.
- 22.1.52 American Airlines Convair 240 N94229 c/n 54 "Flagship Baltimore" crashed into houses at Elizabeth, NJ on ILS approach to Newark Airport in fog and rain. Capt T.J.Reid, 2 crew and 20 passengers were all killed together with seven persons on the ground.
- 4.2.52 Sabena C-47A-25-DK OO-CBN c/n 13450 crashed at Kikwit, Belgian Congo, due to engine failure en route Cost-ermanville to Leopoldville. Capt M.Addendorf, 2 crew and 12 passengers killed.
- 11.2.52 National DC-6 N90891 c/n 43055 crashed into an apartment block in Elizabeth, NJ after take-off from Newark. Capt W.G.Foster was returning to Newark after an engine failed and a second propeller went into reverse when the first was feathered. Twenty-nine on board were killed together with four on the ground. One crew member and thirty-three passengers survived.
- 19.2.52 Deccan Airways DC-3 VT-AXE struck trees and crashed at Sonagar on night approach to Nagpur, India. Two crew and one passenger killed, fourteen survived. Pilot misjudged approach.
- 21.2.52 Norseman IV CF-DFU c/n 31 ex RCAF2458 was substantially damaged when the undercarriage collapsed on landing at Comox. Inbound from Sultry Bay with pilot and six passengers. Instead of landing in sheltered water, which was obscured by sudden snow flurries, the pilot changed direction and landed in rough water. There were no injuries.
- 3.3.52 Air France Languedoc F-BCUM c/n 43 crashed inverted on take-off from Nice/Le Var due to aileron controls becoming jammed. Capt Farrugia, 3 crew and 33 passengers killed, one survivor died later.
- 18.3.52 LV-ACN, C-47A c/n 12246 of Aerolineas Argentinas "La Pampa" overshot in emergency landing on one engine at Gualaquaychu Airport, Argentina in storm conditions due to electrical system failure. Repaired.

Thanks to the following contributors for the answers compiled above: John Battersby, Ken Carter, Barry Collman (and Airclaims' Library), Brett Hargreaves, John Havers, R.A.Hutton, William T.Larkins, David Legg, Klaus Mackiewicz, Ken Marshall, Peter Marson, Jack Meaden, Ken Measures, Keith Palmer, Mike Short, Vic Smith, John Withers, Luc Wittemans and D.C.Woods. Nice to see some new names too, all contributions are most gratefully received.

There now follows a further selection of accidents for identification:

- 22.3.52 Maritime Central DC-3 disappeared between St John, NB and Goose Bay.
- 23.3.52 KLM aircraft caught fire and lost engine on approach to Bangkok. Undercarriage collapsed on landing.
- 24.3.52 Soc. Aérienne de Transportes Tropicaux aircraft crashed on night take-off at Gao, Niger.
- 26.3.52 Braniff DC-4 suffered engine fire and made emergency landing in field, Hugoton, Kansas.
- 5.4.52 First fatalities at Idlewild Airport when US Airlines aircraft crashed on go-round in heavy rain.
- 9.4.52 Japanese Airlines aircraft crashed on Mihara volcano, Oshima Island.
- 11.4.52 Pan American aircraft ditched off San Juan, PR, engine failure on take-off.
- 18.4.52 Robin Airways C-46 disappeared near Whittier, California.
- 21.4.52 Fuel fire on ground severely damaged TWA aircraft in hangar area at Idlewild, NY.
- 29.4.52 Pan American airliner crashed and burned in Brazilian jungle.
- 30.4.52 Boeing 377 of Pan American left undercarriage retracted on landing at London Airport.
- 5.5.52 A Boeing type of TAN, Mexico, crashed on take-off at Mexico City.
- 9.5.52 Gold Belt Air Service Norseman badly damaged in forced landing, Lake Mondor, Quebec.
- 28.5.52 BOAC aircraft made belly landing in desert, French West Africa, out of fuel.
- 30.5.52 National DC-6 substantially damaged by severe turbulence en route Tampa - Havana.
- 14.6.52 Morton Air Services aircraft ditched in Channel.
- 16.6.52 Panagra aircraft damaged landing at Santiago, Chile, when u/c collapsed.
- 28.6.52 American Airlines DC-6 struck from below by Temco Swift on approach to Dallas, Texas.
- 8.7.52 American Convair crashed at Lynchburg, VA.
- 27.7.52 Tropic Airways DC-3 fell into sea off Benghazi.
- 27.7.52 Passenger lost when door of Pan American aircraft opened in flight near Rio, Brazil.
- 1.8.52 DH Dragon Rapide on sightseeing flight crashed at Heathrow due to turbulence from preceding airliner.
- 21.8.52 Light aircraft of Lake Central crashed taking avoiding action from Constellation landing at Indianapolis.
- 21.8.52 Airwork aircraft all engines failed and ditched in sea 20 miles W of Trapani, Italy.
- 27.8.52 Douglas of Phoenix crashed out of fuel 20 miles west of Bulawayo, S.Africa.
- 29.8.52 Another Phoenix aircraft crashed attempting night landing at Kosti, Sudan.
- 31.8.52 C-46 of Unit Export Co crashed after engine failure on take-off from Prescott, Arizona.
- 2.10.52 British Guiana Airways amphibian crashed in Demerara River.
- 20.10.52 Piedmont aircraft ran off runway in cross wind at Greenboro, High Point, NC.
- 26.10.52 BOAC airliner crashed on take off within air-field boundary at Rome/Ciampino.
- 27.11.52 Surrey Flying Services York hit tree on approach to RAF Lyneham on ferry flight. Severe damage.

To be continued . . .

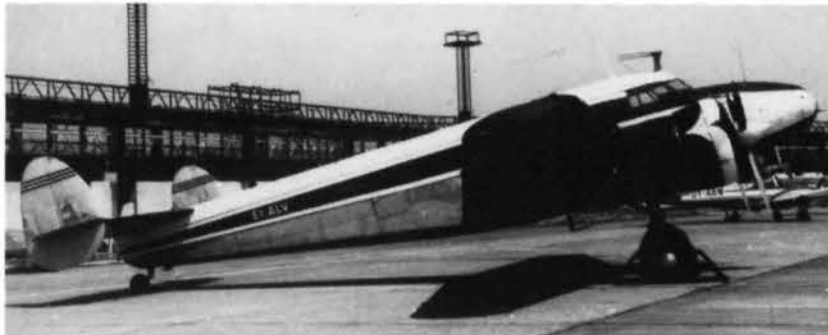
Right: This fairly terminal case to identify is an accident which occurred at Mount Pirie, Australia on 20.2.42. (via Fred Kirby)



The Earl of Granard

Back in issue No.1 of 1993, we recorded the death of the Earl of Granard and requested details of his aircraft-operating activities. With the assistance of Barry Collman we have put together *some* of the data and hope that this may inspire other readers to add the missing bits. Historical material comes from Mick Burrow, Jack Le Claire, Paul Cunniffe and Fred Kirby.

Born Arthur Patrick Hastings Forbes on 10.4.15, as Viscount Forbes he was a Director of Personal Airways in 1937, having previously helped to set up the Luton Flying Club. He had obtained his pilot's licence in 1934 and wrote articles for the Beaverbrook press about aviation. He was appointed Air Attaché to Belgrade and Bucharest early in the war with the rank of Wing Commander and took with him to his posting his own Percival Q6 G-AFMV. He used the Q6 to fly British subjects and other Allied diplomatic staff, who had escaped from Poland, from Cernovitz in northern Romania to Bucharest and later out of the country to Greece or Turkey. In many cases the Q6 was flown from grass fields in typical clandestine manner. In 1941 he was awarded the AFC.



Top: Lockheed 12 EI-ALV on a visit to Gatwick in June 1963. (Peter Keating) Above: Aero Commander 680FP EI-AVP at Toussus 1.6.73. (Colin Vangen) Below: The Q6 G-AFMV after bellylanding at Constanza, Romania on 31.7.39 when the undercarriage failed. (via M.Burrow)



In September 1941 he was recorded passing through Port Sudan in the Q6 to Massawa and back to Wadi Halfa. By this time Forbes was "working" in Cairo. As detailed below the Q6 was taken on RAF charge as HK838 and did not survive the war. Forbes was mentioned in despatches in 1946 and received numerous Allied decorations such as the Croix de Guerre. He then became Air Attaché in Paris and there he married a French princess in 1949, having succeeded to the title Earl of Granard in 1948. He acquired the famous Lockheed 12A in 1947 and used it until 1973 after which he operated a series of Aero Commanders, using an airfield on his estate at Castleforbes in County Longford.

Percival Q6 c/n Q.37 G-AFMV regd to Viscount Forbes on 10.1.39. Toc by 206 Group in Middle East 4.12.41 as HK838, attached to 267 Sqdn Heliopolis 28.5.42. With 205 Group Com Flt when overshoot at El Aghula 7.3.43, hit sand dunes and was written off. Civil regn cld 15.11.45 at census.

Lockheed 12A c/n 1226 G-AHLH ex NC18130. Regd 28.5.47 and re-regd in Eire as EI-ALV 21.3.61 to Earl of Granard. Based Toussus. Cld 28.2.73. To F-BUIE, wfu 1980.

Aero Commander 680FP c/n 1385-145 EI-AVP ex N6304U, F-BNFG. Regd 1.73 to Earl of Granard, Toussus. Cld 6.75. To F-BNPE, w/o 27.5.77.

Rockwell Commander 681B c/n 6060 EI-BAH ex N9142N, F-BTFG. Regd 28.1.75 to Earl of Granard, Toussus. Cld 3.11.75. To F-BXPV, N2643B, 9Q-CGE, N2643B.

Rockwell Commander 690A c/n 11119 EI-BBL ex N57119, N471SC, F-BPQQ. Regd 12.75 to Earl of Granard, Toussus. Sold 21.8.90 as N65169, later XA-RTQ.

Gulfstream Commander 690D c/n 15041 EI-CCR ex N68GA. Regd 13.12.90 to Earl of Granard, Toussus.

We do not appear to have identified the "luxury" Dragon Rapide which he intended to use in Switzerland in 1937.



The Timm N2T-1

Following our appeal in Casualty Compendium we received several accounts (and photos) of the Timm N2T-1. It was developed as a military trainer from the earlier S-160-K (PT-160-K) model by the Timm Aircraft Corp of Van Nuys, California. The S-160-K first flew on 22.5.40 and though classified as an all-wood aeroplane, it actually used a plastic-bonded plywood process called Aeromold producing a finish not unlike Bakelite. It was powered by a 5-cyl Kinner R5 Series 2 radial engine of 160hp and its smooth finish gave a good performance. The number built is not known but the type was developed into the PT-175-K (175 hp Kinner R-53) and then as the PT-220-C.

In April 1942 the US Navy requested a test model of the PT-220-C which it then ordered as the N2T-1 Tutor. This version used the same Aeromold principle but was powered by a 7-cyl Continental W-670-6 radial engine of 220 hp. The total order for the Navy turned out to be 262 aircraft, all delivered in 1943. Serials were 05875-05876, 32387-32636, 39182-39191. Performance figures for the N2T-1 were max speed 137 mph, cruise 115 mph, climb 900ft/min. It was 25ft 3in long and had a wing-span of 36ft.

After the War a number of N2T-1s were civilianised and in 1990 eight still appeared on the US Civil Register. Three at least survive in museums: N34912 c/n 2 is at the Schildberg Museum in Greenfield, Iowa; N58732 c/n 216 ex Bu.32478 is with the US Navy Museum at Pensacola Florida; and a PT-175-K is at the MCAS Museum at Quantico, VA, quoted as "360" but no identity known.

Top: Bu.05876, the second N2T-1 for the US Navy, was civilianised as N56308 and shows the clean lines of the Aeromold construction. (via Jack Meaden)

Middle: Prototype PT-160-K NX15593 at Grand Central Air Terminal, Glendale, CA on 3.8.40. (Barney Deatrck)

Bottom: Civilianised N56817 at Whitman Air Park, San Fernando, CA on 25.2.51. It lacks the undercarriage fairings and faired rear cockpit headrest seen above. (Barney Deatrck)

GERMAN GLIDERS IN THE BAFO

P.94/13: Olympia-Meise LF+VO is not the same aircraft as VS201. LF+VO was flown at Farnborough in 1945-6 and released by the RAE to the BGA in 6.46. It became BGA.448 in 6.47, flying from Lasham for many years, and is believed to be in store at Dunstable. VS201 was brought to the UK by Lt Cdr J.S.Sproule, entering RN service about 10.46 and remaining with the RN and RINGSA until written off in 1958.

P.94/14: The Kranich is VS208, probably flying from RNAS Bramcote in 1956. VP591 was flown by the RAE from 1945-54 then sold to the RAFGSA. Believed to have become RAFGSA.158 it was dbr at Lasham 10.5.59 and later scrapped at Bicester. VS213 was an RN aircraft, sold to the Royal Australian Navy in 1953 but crashed at RAN Base Nowra in 10.53.

P.94/15: In the serials list the VS numbers are all RN aircraft, as is XD371 the code of which should read LG+WZ.

P.94/16: The Weihe "GRFC" of Jock Forbes was flown by him in Germany before he returned to the UK. It was one of the original captured gliders taken over by BAFO for service clubs. Built by Jacobs-Schweyer with Werke Nr 000289, it became BGA.650 after arrival in the UK and was later taken to the USA when Forbes emigrated there.



Above: DFS30 Kranich II BGA.1147 c/n 821 ex RAFGSA.215 was built by Mraz in Czechoslovakia 1942-3 and obtained as war booty by the RAF. Acquired from the RAFGSA in 1963 it flew from Carlton, as seen here on 12.7.64 with red fuselage and control surfaces, silver wings and tailplane. It is now with Mike Russell. (Gerard Terry)

CIVIL REGISTERS OF CYPRUS

5B-CAB/C/D/E The PA-18s were noted at Southend on 9.9.62 presumably on delivery to Cyprus.

5B-CAJ The report of the Constellation is misleading. The marks were never allocated by the Cyprus CAD and the aircraft, which arrived as N9642Z, was to be used by a Nicosia travel agent to run charter flights and not leased to Cyprus Airways who were rivals of Soli and objected to such a degree that the project never got off the ground. The Constellation left a few months later, never having worn Soli International titles or Cypriot marks.



Above: Spartan Airways Baron 5B-CAK which, with -CAL, was registered for only a short time in Cyprus before going to South Africa, most likely as a means of avoiding export sanctions. (via Jack Meaden)

PARIS SALON 1946

The Max Holste MH.52s to Egypt were c/ns 7, 5 & 8 respectively, owned by National Air Services. SU-AEJ moved to Egypt Air in 1950. SU-AEK was damaged at Embaba 26.7.48 and then crashed there 16.9.48 killing the pilot.

Two examples still exist in France. C/n 4 F-AZCR is being rebuilt at Lognes and c/n 10 F-BDXO is still with Emil Maes at Lille-Marcq.

Credits: Geoff Allen, Phil Butler, Barney Deatrck, John Havers, Jack Meaden, Tony Morris, Martin Smith, Gerard Terry, Ted Thompson, Dave Welch and John Withers.

No.3 1994

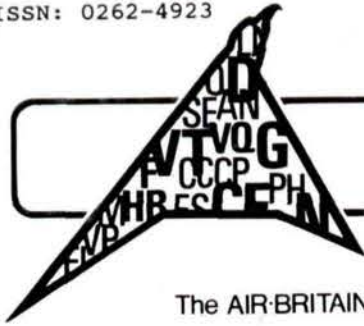


ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



The JAP-powered Tipsy/Fairey Junior OO-ULA was one of two demonstrated to British pilots in 1948 - see *Extracts* in this issue. Here Air Chief Marshal Sir James Robb is seen at the controls, being briefed by former Fairey Chief Test Pilot F.H.Dixon. (via Jack Meaden)



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

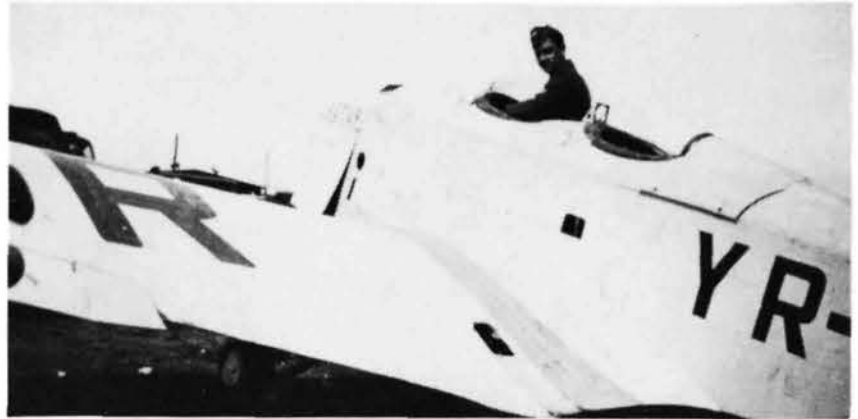
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A very busy issue this time with lots of superb response to both Extracts and Casualty Compendium - keep it up! Next time we will be starting a Whole Truth on the DH Heron and there are other goodies in the pipeline. We are anxious to hear from any readers who have photos of East German registered aircraft, either DDR- or DM- series, please contact the Editor as soon as possible. Also, if anyone knows the whereabouts of copies of ICAN Bulletin numbers 489 to 520 (1932) and 559 to 590 (1933) these issues are needed to help in compilation of complete pre-war registers, please contact the Editor or M.Fillmore. Last time we mentioned in passing the appearance of another transport magazine called Archive. Now Guy Roberly has informed us of another planned counterpart, AELR the volunteer group working with the Brussels Air Museum, is to produce an occasional single-subject publication to be called "BAM Archives". The first issue will deal with the history and restoration of Percival Gull 4 G-ACGR and because of the subject matter will be in English. Publication is expected to be in October and we hope to be able to give further details in our next issue.

HOW ? WHAT ? WHERE ?

The Lockheed Electra photo last time is identified by Thomas Willis as having been taken in Rumania, probably about 1942/3. Three LARES Electras had streamlined DF aerals like the one in the photo, YR-LEE, -LEF and -LEG, so it may be one of these, however five ex-LOT Electras were operated by the Rumanian Air Force from 9.39. On the right (*Top*) is Electra YR-LEF wearing the dappled green/brown camouflage and white fuselage band as used by LARES during the war. Mr Willis has also sent us two unidentified Rumanian registered types in the hope that someone can identify them. (*Centre*) is a two seat low wing mono-plane named "Astur" while (*Below*) YR-ADL is a Morane-like parasol two-seater. Any suggestions?



DEADLINE: CLOSING DATE FOR NEXT ARCHIVE : OCTOBER 15th

Book Reviews

Jetliners in service since 1952. John Stroud Putnam £30
This is a highly personal account of the author's experiences as a passenger in, and of the operating characteristics of, a variety of jet airliners from Comet to 747-400. Some 26 types, and many sub-types, are identified and described, sometimes with remarkable humour in the face of adversity - as on his first flight in a Comet 4 during a thunderstorm. There are pertinent observations about safety and accidents, Stroud is holder of the 'tail failed first' theory of Comet 1 disasters, although fly-by-wire is given an enthusiastic reception without reference to the A320 Mulhouse crash. He does, however, express doubts about long distance twin engined operations, particularly over the Atlantic.

In almost every case flight plan details and statistics are given about specific journeys and the development history of the type is described. Statistics abound, the reader need not be envious of the author's million miles flown but can use the book as a major information source, much of the comparative data being unavailable elsewhere. It must be said that Stroud seems to be quite a nervous passenger so perhaps it is as well that only one flight in a Soviet type is recorded, in a Tu-104A which landed so fast and braked so hard that the contents of the galley suffered severely. Included among the 200 illustrations are many cabin interiors, cockpit layouts and the sort of views that passengers get of wings, engines, clouds and scenery.

One problem is deciding who the book is aimed at - perhaps somewhere between the informed enthusiast and the technical expert - but it certainly expresses the author's life long involvement in airliner operations. With

189 pages in 10.5" x 8" format, presentation and reproduction are excellent but the price is high compared with other titles in both this and traditional Putnam style. Many of the author's flights were from privileged positions on the flight deck or on proving flights, but there are observations with which the average passenger will sympathise, such as the difficulty of reaching air vent controls of a 747 from a seated position, or the loudest noise on the Caravelle being the banging of the toilet door. From this reviewer's position only one aspect is missing - why not ask the ground crew how easy the aircraft are to work on too? It hardly applies now to the containerised big jets but, having worked as a loader when a student, I can assure John Stroud that the small cramped rounded holds of the Comet and Caravelle were sheer hell to get luggage in and out of; now give me a Vanguard any day...!

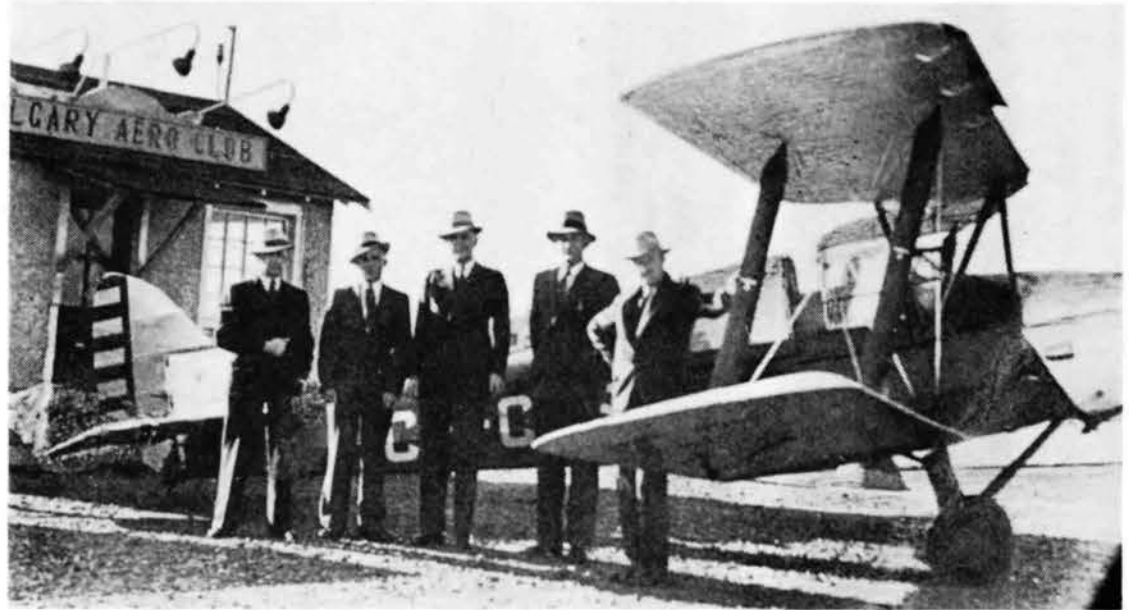
DP

The Fifties Revisited. Peter G Campbell

One that we should have mentioned earlier because it is in keeping with the spirit of Air-Britain - recording facts as they happen. This 128 page book contains lists of aircraft present on airfields on specific dates as observed by the author over a period from 1952 to 1970. The emphasis is on the south of England, though not exclusively, and Mr Campbell's connections with Shoreham and Fair Oaks result in the inclusion of more detailed information about these two airfields. For anyone who wishes to wallow in a little nostalgia this will be a useful companion to their own airfield logs or photo collections. They will also be encouraged by the author to share their own information in the future! The book is available for £8.50 (Cheque or PO) inclusive of postage, from Cirrus Associates, Little Hintock, Kington Magna, Gillingham, Dorset SP8 5EW.

Canadian Flying Clubs 1926 - 1944

A couple of years ago a comment about Flying Clubs and their equipment pre-war raised the question "What about Commonwealth clubs?" and in due course Terry Judge arrived in the UK last year on a visit clutching a copy of the article below. The manuscript is basically that which appeared in Western Canada Aviation Museum's "Aviation Review" in December 1992 but the Editor has added some fleet data and Jack Meaden provided some relevant illustrations.



Above: Some important-looking but unidentified gentlemen seen at the Calgary Aero Club with the club's enclosed Tiger Moth CF-CBS. (via Jack Meaden)

Below: The de Havilland Aircraft of Canada Ltd airfield at Mount Dennis, Toronto, was the base through which many Moths were imported for Canadian Clubs. The Calgary Aero Club's DH.60X G-CAKQ is seen outside. (via Mike Hooks)

During 1926, the lack of available pilots in Canada started to become a serious problem. The war-trained pilots who had remained in aviation were fully employed and, due to the very limited facilities for the training of pilots, hardly any new Canadian pilots were entering the industry. Everybody, the Air Force, Ontario Provincial Air Service and all the commercial operators, was forced to import pilots from the UK. The attention of the Canadian Government was therefore drawn to the flying club scheme being brought into operation not only in the UK but also in Australia. After some discussion it was decided in December 1926 to institute and support a flying club movement throughout Canada.

Civil aviation in Canada, from the end of World War 1 through into World War 2, was under the guidance of J.A.Wilson. In 1926 however, civil aviation was quite low on the pecking order, Wilson being Assistant Director, RCAF, reporting to the Director RCAF, who reported to the Chief of Staff, who reported to the Deputy Minister, Department of National Defence (DND). After some agitation matters were reorganised on 1.7.27 when Wilson became Controller of Civil Aviation reporting directly to the Deputy Minister.

On 23.9.27 the Government announced the terms for assistance to the flying clubs. These were set out in the Standard Conditions governing Light Aeroplane Clubs and Associations. Briefly, under these Conditions, the clubs were to provide an instructor, an air engineer, a licenced aerodrome and accommodation/hangar, 10 qualified pilots and 30 physically fit members willing to be trained as pilots. In return, the DND would provide two light aircraft suitable for training and a grant of \$100 for each ab initio pilot obtaining a Private Pilot Licence, up to a maximum of \$3000 per year. The conditions were later amended to require that the PPL holder be British! The DND also agreed to provide an additional aircraft in each subsequent year if the club funded a similar aircraft out of its own resources.

During the original planning, the DND had ordered ten DH Moths, sufficient for five clubs. However, the response to the September announcement was so overwhelming that additional aircraft (Moths, Avians and Ramblers) had to be ordered. The original agreements signed by the clubs and the Government were for five years (from 1.4.28 to 31.3.33), and during 1928 sixteen clubs became active, while in 1929 seven additional clubs joined the scheme.

The 1928 members:

- Border Cities Aero Club (Windsor)
- Aero Club of B.C. (Vancouver)
- Calgary Aero Club
- Edmonton & Northern Alberta Aero Club
- Granby Aero Club
- Halifax Aero Club
- Hamilton Aero Club
- London Flying Club
- Montreal Light Aeroplane Club
- Moose Jaw Flying Club
- Ottawa Flying Club
- Regina Flying Club
- Saskatoon Flying Club
- Toronto Flying Club
- Victoria Aero Club
- Winnipeg Flying Club

The 1929 additions:

- Brandon Aero Association
- Brant-Norfolk Flying Club
(Brantford)
- Cape Breton Flying Club
- Fort William Aero Club
- Flying Club of Kingston
- St Catharines Flying Club
- Saint John Flying Club

It soon became apparent that a central organisation for the flying club movement, apart from the DND, would be beneficial, so during August 1929 preliminary meetings were held which resulted in the formation of the Canadian



Right, upper: Members of the Halifax Flying Club with Fleet 7 open cockpit trainers CF-CEO, from Regina FC, and CF-CET, from Toronto FC, parked behind. Right, lower: Border Cities Aero Club members with a Kinner engined Fleet. Behind is CF-BKH an Aeronca K of Lakehead Flying Club, Fort William. (Both via Jack Meaden)



Flying Clubs Association (CFCA). The Association was recognised by the Government in June 1930 and was given an annual grant of \$5000 on condition that it employed a permanent Secretary acceptable to the DND. The first Secretary was J.A. Dickie of Fort William. Unfortunately, within a few months he was killed in an aeroplane accident and was succeeded by G.M. Ross of Moose Jaw who served until the outbreak of war. To assist the Secretary, the CFCA divided the country into a number of Zones whose members elected a Vice President for each Zone and a President for the CFCA. These were all honorary positions.

During 1930 the clubs began to feel the full effects of the Depression and appealed to the Government for further assistance. This was provided in the form of a grant of \$2 per hour, up to a total of 50 hours, for a club member who continued training and qualified for a Commercial Pilot Licence. Despite this, however, two clubs (Granby AC and Victoria AC) were forced to suspend operations. This loss was made up in 1931 by the addition of the Kitchener-Waterloo Flying Club and the McGill Light Aeroplane Club to the scheme.



One of the Standard Conditions also prohibited the clubs or their members from using club aircraft for commercial purposes. This was to protect the infant commercial aviation industry. However, the Depression caused havoc with these intentions and, whereas the worst excesses were quickly stamped out, all the clubs were guilty, to a greater or lesser extent, of commercial operations.

In 1933 the agreement was extended for one year with amended Standard Conditions, the major one being that the clubs were required to be members in good standing of the CFCA. In practice this meant that they had to behave themselves and help pay for the maintenance of the Association. In 1934 there was a further extension for a year and the \$2 per hour grant towards a CPL was increased to \$4 per hour but only to a maximum of 40 hours.

It was also during 1934 that units of the Non Permanent Active Air Force (later the Auxiliary Active Air Force) began forming. These units were entirely military and had their own aircraft. They were, however, almost entirely staffed by flying club personnel.

During the early 1930s, the general condition of the aircraft allocated in 1928 and 1929 had deteriorated due to normal wear and tear plus accidents. Since, because of the Depression, neither the clubs nor the Government were in a position to buy new aircraft, attrition was made good by the expediency of transferring trainers, surplus to RCAF requirements, to the clubs.

With the improving economic conditions, the 1935 agreement was extended to three years (to 31.3.38). The Standard Conditions were further amended. The cash grants were as before, much to the clubs' chagrin, but were now payable only to male members between the ages of 17 and 45. The clubs were also given further responsibilities: they had to establish a satisfactory ground school by 31.3.36.

The life of this agreement saw a number of changes. In early 1936 the first Public Transport Licence was issued and, in the middle of the year, new aircraft (Fleets,

Tiger Moths and Avians) were supplied to the clubs - at last! The first two types were equipped for instrument training and, after two club instructors had received the appropriate RCAF training, instrument flying training quickly spread across the country.

On 2.11.36, after years of arguing, civil aviation broke free from its military masters and settled under the auspices of the new Department of Transport. After repeated cries for financial assistance, the Government agreed to increase the grant towards a CPL to \$5 per hour. They also added a new grant, \$3 per hour, up to 10 hours, for each PPL who renewed his licence and who satisfied the DoT inspector that he had increased his knowledge and efficiency as an airman during the year. This grant was limited to \$600 per year.

Late in 1937 a new generation of light aircraft began to appear, the Aeroncas and Piper Cubs. Although the DoT had no objection to the clubs using this equipment, they insisted that at least half the club machines had to be of the heavier type, the Moths, Fleets, etc.

The 1938 agreement was again for three years and embodied all the grant changes made earlier, confirming the maximum club grant as \$3600 a year. Over the years the CFCA had made repeated representations to the Government, without success, to allow the flying clubs to provide ab initio training for RCAF recruits. As the European situation continued to deteriorate, the CFCA again approached the Government, in 1938 and again in early 1939, just before the announcement of an enlarged pilot training programme for the RCAF in which the flying clubs were to participate. A contract was hammered out during March 1939 and in June eight clubs began their initial classes. On the outbreak of war a further 14 clubs joined the plan although, in retrospect, the number of pilots trained seems frighteningly small, only 306 up to the end of May 1940.

With war came the decision to set up the British Commonwealth Air Training Plan, announced in mid-December 1939. Now all that hard-earned experience, won over a decade of



Left: This example of a Curtiss-Reid Rambler III CF-ABZ c/n 1020 was not a club aircraft although many of the type were operated under the DND scheme. It was brought to England by its owner, J.C. Webster of the Montreal Light Aeroplane Club, in 1931 to take part in the Kings Cup Air Race. Powered by a DH Gipsy III, it finished in thirteenth place.

(via Jack Meaden)

trial and tribulation, could be put to good use. The CFCA immediately petitioned the Government that the proposed Elementary Flying Training Schools be established on a civilian basis and that the flying schools be entrusted with the organisation and operation of these schools.

In fact it was not the flying clubs themselves that eventually operated the EFTSs. The mechanism for setting up an EFTS involved the formation of a new company with sufficient cash backing (set at \$35,000) to provide against loss. These companies, almost exclusively, were sponsored by the flying clubs and benefitted from the transfer to them of experienced flying club personnel. The first EFTS started operating in May 1940.

During the latter part of the summer of 1940 the clubs began another type of training under contract to the RCAF. This was the preliminary training of civil flying instructors to qualify them for entry into the instructors' course at the CFS at Trenton, after which they went into the BCATP.

Meanwhile, there was still a requirement for civilian pilot training and so the various clubs continued as best they could until closed down by one war restriction or another. By late 1942 all club flying had ceased, with the exception of the Winnipeg Flying Club which received a special exemption to continue operating in order to train pilots for T.C.A. et al.

In 1941 however, a new agreement had been signed, for five years (to 31.3.46) or to the end of the war, whichever was earlier. As the Government wanted to maintain the infrastructure of the clubs and the CFCA so that it would be available to restart operations after the war, this agreement was offered to those clubs that had sponsored an EFTS. Provided that the club kept itself viable, both as a legal entity and as an organisation, it would receive an annual grant of \$100.

During 1944, with the prospect of victory becoming increasingly assured, the CFCA and the clubs began preparing for peace. Many of the original clubs were wound up and replaced by new ones, all incorporated in a similar fashion. So, when peace did arrive, a revitalised flying club movement was ready to meet the post-war challenges.

Flying Club fleets, 1928-1944:

[Information extracted from Canadian Civil Aircraft Register by John R Ellis in CAHS Journal. Prefixes omitted, G- for 4-letter registrations, CF- for 3-letters. * indicates an aircraft provided by DND or DoT. Some moved from one club to another.]

Border Cities AC: Avian IVM: CEX*, CEY*; Rambler I: CDS*, CDZ*; DH60X: CAKF*, CAUQ*; DH60G: AQF; DH60M: AGZ, CAP, CBE*, CDD*; DH82A: CGY.

AC of British Columbia: DH60X: CAKH(1)*, CAKH(2)*; DH60M: CFT, CFU*; DH82A: CGZ; Fleet 2: ANL, ANN*; Fleet 7: CEM*; J3 Cub: BIP.

Calgary AC: Avian IVM: CDV*; DH60X: CAKQ*, CALA*; DH60G: ALV; DH60M: CAH*, CAO, CFS, CFZ; DH82A: CBS*, CGP.

Edmonton & N Alberta AC: DH60X: CAKJ*, CALB*, CAUE, CEB*;

DH60M: CBN*, CBX*; DH82A: CGZ; Fleet 7: CEN*, CER*, CGF; Luscombe 8: BLW.

Granby AC: DH60X: CAKE*, CAKN*; DH60M: CAI*.

Halifax AC: DH60X: CAKX*, CALD*; DH60M: ADX, AGI, CBH*, CBO, CDC*, CEH*, CFO, CFX, CGC; Fleet 7: CES*.

Hamilton AC: Aeronca K: BJK; DH60X: CAKC*, CAKL*; DH60G: CALE; DH60M: CAD*, CAK, CEG*, CFR, CFW, CFY; DH82A: CBT*, CGT, CGV; DH82C: BNC; J2 Cub: AYY, BHR; J3 Cub: BOD, BOG, BUF; Voyager: BPJ.

London FC: Avian IVM: CBW*, CDT*, CDW*; DH60X: CAKY*, CALC*, CARW; DH60G: CAVU; DH60M: CEJ*; Rambler I: AUO; Fleet 2: ATO; Fleet 7: CEQ*, CGM; Porterfield 35-70: AYK; J3 Cub: BOB, BOE; Taylor-Young A: BIE; Taylorcraft BC: BQJ.

Montreal Light AC: Aeronca K: BKI, BKJ; Rambler I: CBI*; Rambler II: ABY; DH60X: CAKD*, CAKK*, CATG; DH60G: CAVK; DH60M: CAB*, CFP, CFY; DH82A: CGU; Fairchild 22: ARG; Fleet 2: ANG, ANH; Fleet 7: CER*.

Moose Jaw FC: Avian IVM: CDQ*; DH60X: CAKI*, CAKV*; DH60M: ADI, AGH, CAG*, CAL; DH82A: CBR*, CBS*, CGZ, CHD; Fleet 7: CEM*, CEO*, CER*, CGJ.

Ottawa FC: Aeronca KC: BIO; Avian IVM: CAJ*, CAQ, CAR, CBB*, CBJ*, CDK*, CDL, CDU, CEV*, CEW*; DH60X: CAKM*, CAKZ*, CARW; DH82A: CHC; Fleet 2: AKC; Fleet 7: CGO; J2 Cub: AZG, BDA; J3 Cub: BIW.

Regina FC: Avian IVM: CDX*; DH60X: CAKP*, CAKT*, CAKV*; DH60M: CAE*, CAM, CBL*, CEU, CFQ, CGA; DH82A: CGR; Fleet 2: ANO; Fleet 7: CEO*.

Saskatoon FC: Aeronca K: BIN; Avian IVM: CEZ*, CFA*; DH60X: CAKG*, CAKO*; DH60M: CAF*, CAN, CBO, CBY*, CHF; Fleet 7: AOC, CGH.

Toronto FC: Aeronca K: BJH, BJI; Avian III: CAUH; Avian IVM: CDU*; DH60X: CAJU, CAKR*, CAKS*, CAVF; DH60M: ADG, AGR, CAA*, CBK*, CFM, CFV; DH60T: APL; DH80A: CDM, CDN*; DH82A: CBU*, CFJ*, CGW; Fleet 7: AOC, CEQ*, CET*; Vega Gull: BAR; J2 Cub: BFY.

Victoria AC: DH60X: CAKA*.

Winnipeg FC: Avian III: CANL, CANM; Avian IVM: AHV, CDQ, CDR*; DH60X: CAKB*, CAKU*; DH60M: ADN, CAC*, CEC*, CFN, CGB; DH82A: CGS, CHC; Desoutter II: CBZ*; Fleet 7: BJQ, CEP*; Luscombe 8: BKW; Taylorcraft A: BJJ.

Brandon AA: Avian IVM: CBC*, CBD*, CDH*, CDI*, CFH*, CFI*; Rambler: CDY; DH60M: CFK*; DH82A: CGQ, CHB, CHC; Fleet 7: CER*.

Brant-Norfolk FC: Avian IVM: CBA*, CBB*, CDJ*, CDL*; DH60M: CBL, CDP*, CEX; Fleet 7: ASL, CFG*, CGI, CGK, CHE; J2 Cub: BEW, BGD; J3 Cub: BIQ, BOF.

Cape Breton FC: Avian IVM: CAY*, CAZ*, CDE*, CDF*, CDG*; DH60X: CED*; DH60M: AAA, AGI; Fleet 2: AKC; Fleet 7: CFE*, CGL.

Fort William AC: DH60M: CAS*, CAT*, CBM*, CBP, CDO*; Fleet 7: CFD*.

FC of Kingston: DH60X: CAKE*; DH60M: CAVX, CAU*, CAX*, CEI*; DH82A: CBU*; Fleet 7: CHE; J3 Cub: BLC, BOQ.

St Catharines FC: Avian IVM: CFB*, CFC*; Rambler I: CEA*; DH60M: CAW*, CBF*, CEL; DH82A: CHA; Fleet 7: CGG; Fleet 10D: BJX; J2 Cub: BHO; J3 Cub: BLI, BOP, BOR, BUE.

Saint John FC: DH60X: CAUO, CAVI, AFA*, CEF*; DH60M: CAV*, CBG*; Fairchild 22: ATQ.

Kitchener-Waterloo FC: Aeronca 65-TL: BVA; DH60M: CBL*, CFP; DH82A: CFJ*; Fleet 7: CGN; J2 Cub: BEE, BEV; J3 Cub: BIZ, BOH.

McGill Light AC: DH60M: CDA*.

NB: Moncton FC and Vancouver AC also received aircraft from the DND/DoT.

The Auster J/1 Kingsland

A new Auster variant, seen in public for the first time this summer, is the Kingsland, a name agreed by the CAA for a J/1 modified to have a 100 hp Rolls-Royce Continental O-200-A four cylinder horizontally opposed engine by Andrew Kay. Andy has named the Kingsland after his parents' home in Herefordshire as a tribute to his father, the late C.J. (Jock) Kay, who started the rebuild before his death in 1989.



Engineer Jock Kay (A, B, C & X Licence No.6022) had a lifetime's experience on aircraft of all types and had been chief engineer of Air Atlantique at Stansted and Coventry during his later years, continuing to work on light aircraft at Shobdon after his official retirement. In 1957, while Chief Engineer of Smith's Instruments Flight Test Department at Staverton, he made the first radio installation to go into regular service, in the Rotol Flying Club's J/1N Alpha G-AHCL. After this he became the Club's senior licenced engineer and as an Honorary Member he continued his support of the Club's Engineering Section for over thirty years.

Aircraft engineering was his hobby as well as his job, and the rebuilding of J/1 G-AJIT was a part-time occupation for many years before Andy took it over entirely. It started life as c/n 2337 being first registered 30.4.47 and CofA issued 22.5.47. After many years service with the Swansea & District Flying Service & Club Ltd at Fairwood Common it was taken out of use and stored at Shobdon in July 1966, where Jock decided it was worthy of being rebuilt with a more modern engine.

In 1988 he extended his garage at Kingsland so that he could work on the fuselage at home and afterwards it was moved to Netherthorpe, closer to Andy's home at Wingerworth where he and a number of friends carried on with the reconditioning and conversion that Jock had started.

The Continental engine has been entirely rebuilt by Mark Bonsell and Geoff Richardson and drives an 'Andy Szep' laminated wood propeller. The exhaust system is hand-made in 304 stainless steel and fits neatly inside a custom-made cowling (courtesy of Steve Bryan) which incorporates a Taylorcraft F-19 nose bowl, complete with aluminium grills in the cooling air intakes. During construction at Netherthorpe the



Above: G-AJIT was worked on without wings to keep down hangarage costs during construction.

Above: The clean close-fitting cowling of the Continental engine identifies the Kingsland as the only J/1 of its type. Colour scheme is cream and maroon.

(All photos Andrew Kay via Jack Meaden)

wings were not fitted until the final stage to keep down the cost of hangerage. The wings themselves were from an Auster AOP.6 and in a damaged state so had to be completely rebuilt. The opportunity was taken to replace the auxiliary aerofoil flaps, which have their travel limited for civil approval, with the more efficient split flaps normal on the J/1.

The completed Kingsland made its first flight on 6th May 1994 without problems. It is a credit to its builders and its clean nose lines make it the best looking J/1 to date.

Its instrument panel is well laid out, with flying instruments on the left, radio and ADF in the centre, and engine instruments on the right. Bottom left beside the master switch is the key-type combined ignition and starter switch, with starter warning light. Bottom centre is the push-pull throttle with carb air on the left and mixture control on the right. Cabin heating is installed and everything on the panel is neatly and clearly labelled. The dual controls are standard J/1 and the braking system is Cessna 150. The Kingsland is a worthy memorial to Jock Kay.



Above: The Kingsland's instrument panel, a deluxe J/1 with a practical layout.

Complete Civil Registers : 10

CYPRUS

VQ-C

5B-

PART FIVE

5B-CGD Piper PA-24-180 Comanche 24-1344 24.12.86
(2) CofR 160. Ex N6239P, G-AWKW, G-NUNN. Christoforos Kamaritis, Lakatamia. CofV 24.12.86. Current, though CofA expired 1.3.91.

5B-CGE Piper PA-23-250C Aztec 27-2546 19.4.84
CofR 161. Ex N5459Y, G-BAJU. Joannis Pavlides & Maria Katrinas, Nicosia, based Larnaca. CofV 19.4.84. Sold to Aviacorp (Cyprus) Ltd. Sold to Alkis N.Sofroniou & Charalambas Savvides, Nicosia, 1985, based Latakamia. Removed from register 21.7.86. Restored by 31.12.92 to Michael Haddad & UBI Overseas Ltd, Larnaca. Current.

5B-CGF Agusta Bell 47G-4 2525 23.2.85
CofR 162. Ex SX-HAE. Adellah Aerial Spraying Ltd, Nicosia. CofV 23.2.85. Operated in Saudi Arabia. Current but CofA expired 21.6.90.

5B-CGG Agusta Bell 47G-4 2526 23.2.85
CofR 163. Ex SX-HAF. Adellah Aerial Spraying Ltd, Nicosia. CofV 23.2.85. Operated in Saudi Arabia. Current but CofA expired 8.6.89.

5B-CGH Agusta Bell 47G-3B-1 1549 11.2.85
CofR 164. Ex XT138, G-BFBK. Napair Spraying Co Ltd, Nicosia. CofV 11.2.85. Operated overseas. Destroyed at Faydua?, Egypt, 8.89. Regn cld.

5B-CGI Westland Bell 47G-3B-1 WA/566 11.2.85
CofR 165. Ex G-17-14, XV312, 8430M, G-BDVJ. Napair Spraying Co Ltd, Nicosia. CofV 11.2.85. Operated overseas. Current.

5B-CGJ Agusta Bell 47G-3B 1568 11.2.85
CofR 166. Ex XT105, G-BGHO. Adellah Aerial Spraying Ltd, Nicosia. CofV 11.2.85. Operated in Saudi Arabia. Current but CofA expired 3.12.90.

5B-CGK Bell 47G-4 3357 11.2.85
CofR 167. Ex N1165W, N17PL, N17PE, G-BLAU. Adellah Aerial Spraying Ltd, Nicosia. CofV 11.2.85. Operated in Saudi Arabia. Current but CofA expired 21.6.90.

5B-CGL Cessna 310K 0068 26.11.86
CofR 168. Ex N6968L, G-ATLD. Ephthymios Liassis, Nicosia. CofV 26.11.86. To CGL Air Services Ltd, Nicosia. Based Larnaca. Current.

5B-CGM Beech 100 King Air B-27 11.6.87
CofR 169. Ex N871K, 9M-CAA, 9M-JPA, N5377C. Aero-lease Ltd. CofV 11.6.87. Regn cld 27.11.87. Sold as G-BOFN, C-GWWA.

5B-CGN Cessna T310R 0562 20.6.85
CofR 170. Ex N87443, D-IFOP. Interconser Consultancy Services Ltd, Nicosia. CofV 20.6.85. Operated by Veth BV, Antwerp, Belgium. Regn cld 2.93 on sale as LX-III.

Right: Cessna T310R 5B-CGN visiting Rotterdam on 18.6.87. It was operated in Cyprus by a Belgian company and has since been sold to Luxemburg, a strong Benelux connection. (Wim Zwakhals)



Above: Smart-looking ex-British Piper Comanche 5B-CGD at Lakatamia on 16.10.90. (Dave Gearing)

Below: Seen at Larnaca on 12.10.93, Piper Aztec 5B-CGE has had a number of owners since it was first registered in Cyprus ten years ago. (Dave Gearing)



Above: Cessna 310K 5B-CGL at Larnaca in 1989 appears to wear an "AV" logo on the fin/rudder. (Dave Gearing)

Below: King Air 100 5B-CGM was on the Cyprus register for only five months, during which time it visited Newcastle Airport in 9.87. (Ian MacFarlane)





Left: Softech's Piper Navajo 5B-CGU parked at Larnaca on 12.10.93 is white with thick blue and thin red trim lines. Latest reports indicate that it may have been withdrawn from use. (Dave Gearing)

5B-CGO Westland Bell 47G-3B-1 WA/370 20.5.86 CofR 171. Ex XT211, G-BFOH. Odyssey Agricultural Air Spraying Ltd, Limassol. CofV 20.5.86. Damaged in forced landing nr Pissouri village 5.9.88 after running out of fuel. Regn cld 1989.	5B-CGV Cessna 340A 0088 9.4.87 CofR 178. Ex N1389G, C-GDWM. Leasair Ltd, Nicosia. CofV 9.4.87. Crashed at Larissa AFB, Greece. Burnt wreck stored at Safi, Malta and reported owned/operated by Intera Information Technology (ME) Ltd (see -CGR/S above). Regn cancelled.
5B-CGP Lockheed L1329-23E-00 Jetstar 5128/16 25.9.86 CofR 172. Ex N7973S, N26S. Athenian Jet Aviation Co Ltd. CofV 25.9.86. Sold to Transair Ltd, Nicosia, based Larnaca. Current.	5B-CGW Cessna 340A 0368 9.4.87 CofR 179. Ex N37363, N16LL, N37363, C-GOWM. Leasair Ltd, Nicosia. CofV 9.4.87. Removed from register 22.10.87. Sold to Southair Airlines Ltd, Limassol. Restored to register. Regd to Air Trophy Ltd, Nicosia. Current.
5B-CGQ Beech A23-19A Musketeer Sport MB-322 19.9.87 CofR 173. Ex OH-BMM, G-BFBK. Andreas Onoufriou, Limassol. CofV 2.10.87. Regn cld 1993.	5B-CGX Cessna 340A 0620 9.4.87 CofR 180. Ex N8691K, N416RW, N340DJ, C-GRWM. Leasair Ltd, Nicosia. CofV 9.4.87. Stored at Safi, Malta 10.91 to 4.92 following loss of contract work. Reportedly owned (operated?) by Intera Information Technology (ME) Ltd (see -CGR/S). Current.
5B-CGR Cessna 340A 0105 9.4.87 CofR 174. Ex N5405J, C-GRST. Leasair Ltd, Nicosia. CofV 9.4.87. To Carlyle Leasing Ltd, Nicosia. Stored at Safi, Malta 10.91 to 4.92 following loss of contract work. Reportedly owned (operated?) by Intera Information Technology (ME) Ltd (see -CGR/S). Current.	5B-CGY Kawasaki/Hughes 369 HS 1090204S/6603 11.5.89 CofR 181. Ex JA9041, SU-BKJ. Nile Delta (Air Spraying) Ltd, Larnaca. CofV 11.5.89. Regn cld 14.5.90 on sale as SX-HCM.
5B-CGS Cessna 340A 0076 9.4.87 CofR 175. Ex N1377G, C-GAWM. Leasair Ltd, Nicosia. CofV 9.4.87. To Carlyle Leasing Ltd, Nicosia. Stored at Safi, Malta 10.91 to 4.92 following loss of contract work. Reportedly owned (operated?) by Intera Information Technology (ME) Ltd (see -CGR/S). Current.	5B-CGZ Hughes 369 HS 1250785S 11.1.88 CofR 182. Ex N9265. Lakair Aviation Co Ltd, Nicosia. CofV 11.1.88. Regn cld 28.9.88.
5B-CGT Piper PA-34-200 Seneca 34-7250292 15.11.87 CofR 176. Ex N1336T, Perry's Flying Services Ltd, Nicosia. CofV 15.11.87. Destroyed 20.7.91 in hangar fire at Lakatamia. Cancelled.	5B-CHA Aero Commander 560A 362-83 14.4.89 CofR 183. Ex N2649B. Perry's Flying Service Ltd, Nicosia. Based Lakatamia. CofV 19.4.89. Destroyed in hangar fire, Lakatamia 20.7.91. Cancelled.
5B-CGU Piper PA-31-310 Navajo 31-681 20.3.92 CofR 177. Ex N506V, G-BFKJ, G-TISH. Softech Ltd, Nicosia. Based Larnaca. Current, but reported wfu with propellers removed 7.94.	5B-CHB Cessna 150G 66113 4.1.89 CofR 184. Ex N3413J. Perry's Flying Service Ltd, Nicosia. Based Lakatamia. CofV 4.1.89. Destroyed in hangar fire, Lakatamia 20.7.91. Cancelled. Reported 4.92 in Albatros hangar at Lakatamia, apparently on rebuild.



Left: Yellow and white Piper Seneca 5B-CGT was a visitor to Luton Airport on 26.7.86. Owned by Perry's Flying Service, it was destroyed in a hangar fire at Lakatamia in July 1991 along with two of the company's other aircraft 5B-CHA and -CHB. (Dave Gearing)

Right: Helimed's yellow and green Jet Ranger III 5B-CHF at Larnaca on 4.7.94.

Right, second: Perry's Flying Service Cessna 150F 5B-CHC at Lakatamia in 1989. Trim is blue.

Right, third: Islander 5B-CHG at Larnaca 16.10.89 shortly after it was acquired from Britain by Jenair.

(all photos Dave Gearing)



5B-CHC Cessna 150F 62319 7.1.89
CofR 185. Ex N3519L. Perry's Flying Service Ltd, Nicosia. Based Lakatamia. CofV 7.1.89. To Georgios Prodromou, Costakis Varnava & Cyhome Estate Ltd, Paphos 16.10.89. Current but CofA expired 18.2.91.

5B-CHD BN-2A-26 Islander 166 21.4.90
CofR 186. Ex G-51-166, 4X-AYC, G-BJWL. Leaders SAL, Larnaca; chartered to Antonis Ventouris, Kingsfield. CofV 21.4.90. Current with Leaders.

5B-CHE Lockheed 1329-23E JetStar 731 5114/18 3.4.89
CofR 187. Ex N7959S, N930MT, N930M, N94K, N111GU, N26GL. Medavia Ltd, Nicosia. Based Larnaca? CofV 3.4.89. Current.

5B-CHF Bell 206B JetRanger III 2807 5.4.89
CofR 188. Ex N10684, D-HFMM. Helimed Ltd, Nicosia. Based Larnaca. CofV 5.4.89. Current.

5B-CHG BN-2A-26 Islander 870 27.5.89
CofR 189. Ex G-BFCX. Jenair Ltd, Nicosia, based Larnaca. CofV 19.7.89. Current, CofA shown as expired 18.7.90.

5B-CHH Snow Commander 600 S-2D 1339D 13.7.89
CofR 190. Ex CF-RTW, 4X-AWA. Silver Star (General Air Applications) Ltd, Nicosia. CofV 19.7.89. Owing to legal restraints in Israel over the transfer of ownership between two companies, the aircraft was flown to Larnaca and registered as above. Seven days later it was returned to Israel and restored to that register. Regn cld 20.7.89, to 4X-AWA.

5B-CHI Snow Commander 600 S-2D 1350D 13.7.89
CofR 191. Ex N1739S, SE-ENO, 4X-AST. Silver Star (General Air Applications) Ltd, Nicosia. CofV 19.7.89. See 5B-CHH above. Regn cld 20.7.89, to 4X-AST.

5B-CHJ Cessna 150M 77421 6.9.88
CofR 192. Ex N63603. Atlas Mediterranean Aviation (Cyprus) Ltd, Nicosia. CofV 6.9.88. Sold to Albatros Flight College (Cyprus) Ltd, Larnaca. Current.

5B-CHK Cessna 404 Titan Ambassador 0420 21.11.91
CofR 193. Ex N88727, OH-CHW. Chester Holdings Ltd, Nicosia, based Larnaca. CofV 21.11.91. Regn cld 1993.

5B-CHL Registration not allotted. (CofR 194)

5B-CHM Piper PA-28-181 Archer II 28-7790178 27.7.89
CofR 195. Ex N7050F. Andreas Christos Mantovanis, Larnaca. CofV 27.7.89. Current.

5B-CHN Cessna 340A 0989 21.2.90
CofR 196. Ex N3967C, N98DA, G-PJAY. Aero Holdings Ltd, Nicosia. CofV 21.1.90. Regn cld 8.93 on sale as LX-GIA.

5B-CHO Piper PA-31-310 Navajo 31-263 30.7.90
CofR 197. Ex N9196Y. Demetis HJ Demetriou, Constantinos HJ Demetriou & Marios HJ Demetriou. CofV 30.7.90. Regn cld, date unkn.

5B-CHP Cessna 172N 72480 21.5.90
CofR 198. Ex N5263D. Albatros Flight College



Above: Snow Commander 5B-CHH at Tel Aviv/Ben Gurion on return to Israel 20.7.89 with marks 4X-AMA still visible on the tail. Below: At the same time 5B-CHI/4X-AST, the I however looks a little like a J. (Noam Hartoch)

Bottom: Cessna 150M Commuter 5B-CHJ in white/tan at Lakatamia on 2.6.90. (Terry Butcher)





Above: Cyprus Airways first BAC One-Eleven 500 series, 5B-DAG in blue-yellow-blue colour scheme, lower case lettering and registration above the windows. Compare with 5B-DAJ below. (via Martin Smith)

Below: One Eleven 5B-DAJ landing at Orly in June 1982 with blue tail, yellow-blue fuselage lines, Super Sunjet on engine pod and registration low on rear fuselage. (Wim Zwakhals)



Above: Cherokee Archer II 5B-CHM owned by Christos Mantonis visiting Tel-Aviv/Ben-Gurion on 15.9.92. The unusual combination of different styles and colours of the registration letters shows clearly on the original; the H is upright and grey, while the others are gold italic style. Aircraft trim is blue. (Noam Hartoch)

Below: One of the Albatros Flight College fleet, Cessna 172N 5B-CHP was parked at Larnaca 4.7.94. (Dave Gearing)



(Cyprus) Ltd, Larnaca. CofV 21.5.90. Current but CofA expired 28.2.93.

5B-CHQ Cessna 150M 79143 30.9.89
CofR 199. Ex N714FN, Albatros Flight College (Cyprus) Ltd, Larnaca. CofV 30.9.89. Current.

5B-CHR Registration not allotted. Reserved for Albatros Flight College (Cyprus) Ltd. (CofR 200)

5B-DAG BAC One-Eleven 537GF 257 1.12.77
CofR 201. Cyprus Airways Ltd, Nicosia, based Larnaca. H/o 24.11.77 Hurn. D/d ex Hurn 8.12.77. Current.

5B-DAH BAC One-Eleven 537GF 258 1.12.77
CofR 202. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d ex Hurn 28.1.78. Damaged 19.2.78 by gunfire at Larnaca Airport during battle to release hostages held in hijacked Cyprus A/W DC-8. (The DC-8 N99862 was damaged and an Egyptian AF C-130 SU-BAA/1270 badly damaged.) Repaired & d/d ex Hurn 19.4.78. Current.

5B-DAJ BAC One-Eleven 537GF 261 20.6.78
CofR 203. Cyprus Airways Ltd, Nicosia, based Larnaca. R/o in British Airways c/s 28.9.78, d/d to Larnaca 6.10.78. Leased to BA as G-BFVN, first service 7.10.78. Returned to Cyprus Airways and restored as 5B-DAJ 29.4.80. Current.

5B-DAK Boeing 707-123B 17632 1.79
CofR 204. Ex N7505A, G-BFMI. Cyprus Airways Ltd, Nicosia, based Larnaca. Wfu 31.10.83 and broken up at Larnaca. Regn cld 1984.

5B-DAL Boeing 707-123B 17631 2.79
CofR 205. Ex N7504A. Cyprus Airways Ltd, Nicosia, based Larnaca. Regn cld 13.6.89. To EL-AJV.

5B-DAM Boeing 707-123B 17628 3.79
CofR 206. Ex N7501A. Cyprus Airways Ltd, Nicosia, based Larnaca. Nosewheel collapsed in heavy landing at Bahrain 19.8.79, wfu and used for spares there by Gulf Air. Regn cld 1979, b/u 1979/80.

5B-DAN Canadair CL-44D-4 30 6.79
CofR 207. Ex N123SW, N128SW, G-AWGT. Cyprus Airways Ltd, Nicosia, based Larnaca. Landed on foam carpet at RAF Akrotiri due to undercarriage malfunction 4.11.80. Dbr, remains purchased by Aer Turas for spares. Regn cld.

5B-DAO Boeing 707-123B 18054 12.79
CofR 208. Ex N7526A, G-BGCT. Cyprus Airways Ltd, Nicosia, based Larnaca. Regn cld 1989, to YN-CCN.

5B-DAP Boeing 707-123B 17635 2.80
CofR 209. Ex N7508A. Cyprus Airways Ltd, Nicosia, based Larnaca. Regn cld 1989, to EL-AJV.

5B-DAQ Airbus A.310-203 300 3.2.84
CofR 210. Ex F-WZEG. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 10.3.84. Current.

To be continued. . . .

Left: Another Albatros aircraft, Cessna 150M 5B-CHQ at Lakatamia on 2.6.90. (Terry Butcher)

GONE - BUT NOT FORGOTTEN

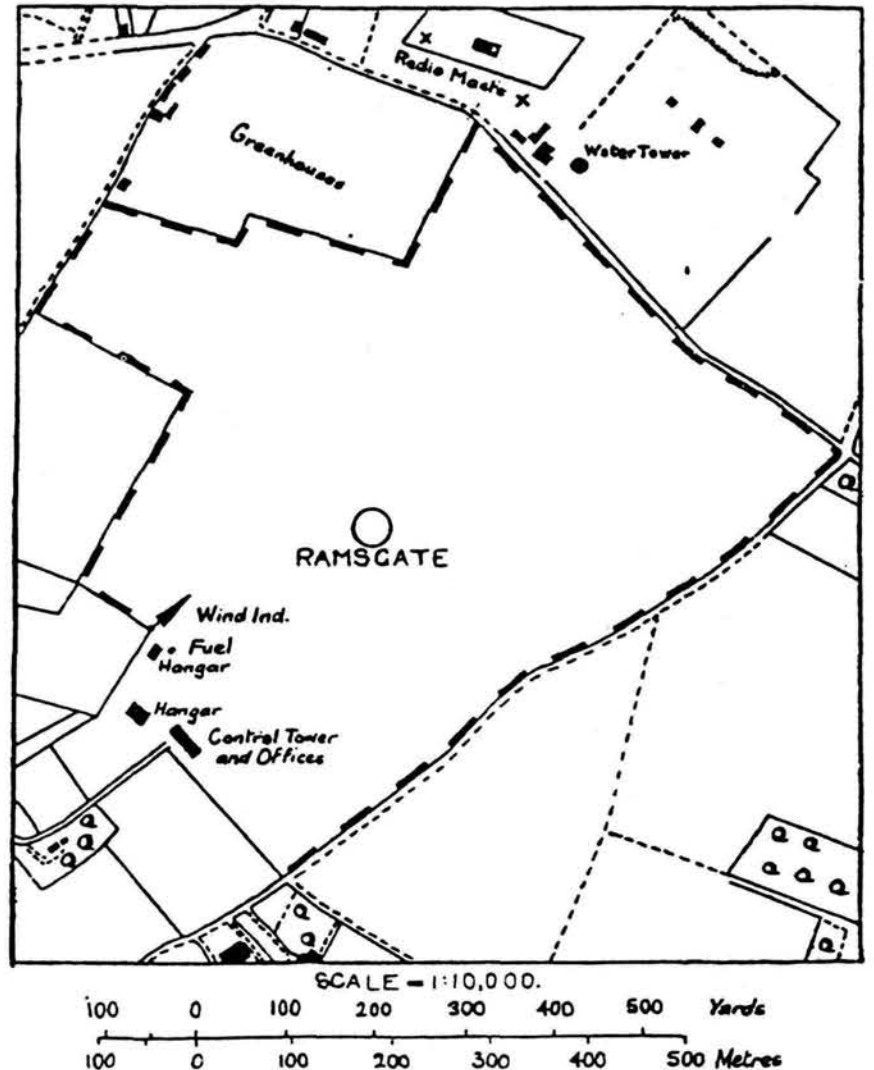
6. RAMSGATE AIRPORT

Ramsgate will always be remembered as the venue for the first International Flea Rally on Bank Holiday Monday, 3rd August 1936. There were ten entrants for the Challenge Trophy which included the British-built Fleas G-ADDW, G-ADPY, G-AEJC, G-AEJD and G-AEKH. The race was flown over four laps of Ramsgate - St Peters - RAF Manston - Ramsgate and won by Monsieur Edouard Bret who also collected a cheque for £100, followed by Stephen V. Appleby in G-ADMH for a £60 cheque, with Monsieur Pierre Robineau collecting the third prize of a £40 cheque. Fg Off Arthur E. Clouston, RAFO, competed but an oil leak forced his withdrawal.

The first known use of this site was on 31st July and 1st August 1932, when Sir Alan Cobham brought National Aviation Day here with the new Airspeed Ferry, G-ABSI c/n 4. The site was next used the same year on 18th September when the Thanet Air Race was flown three times over a triangular 24 miles course from Ramsgate to Reculver Towers, Richborough and return. The race was won by Lt-Col Louis A. Strange in G-ABTR, Spartan 3-Seater c/n 101, followed by Capt Edgar W. Percival in G-ABUR, Percival Gull Four c/n D.20. No.2 Tour of National Aviation Day called on 23rd August 1933, the final visit being made by the Astra Tour of National Aviation Display on 1st August 1934.

The precise date of the opening of this municipal aerodrome is not known, but the first resident user was the Ramsgate Flying Club which commenced flying in August 1934 with G-ACXD, British Klemm L.25 Swallow c/n 20. All the club's aeroplanes were registered to the club's secretary, Albert Batchelor of Bleak House, Broadstairs, who had been born in July 1869 in Frindsbury near Rochester and was a retired cement manufacturer. Other club dignitaries are not known but the club added Cierva C.30A G-ACWM (c/n 715) in April 1935 and Monospar ST.25 G-ADVH (c/n ST.25/62) in October 1935. On July 7th 1935, Crilly Airways flew a Sunday service over the Mousehold - Ipswich - Rochford - Ramsgate route, with Hillmans Airways introducing a daily Stapleford - Ramsgate - Knockle Zoute (for the casinos) service on 15th July, but both ended on 30th September 1935. In April 1936 the club and the aerodrome were absorbed into the Straight Corporation when the club became the Thanet Aero Club and, at the same time, the aerodrome was extended.

The Straight Corporation operated the airport (it was so designated for it now had Customs facilities) for the local authority. To reduce any possible legal liabilities Whitney Straight (see Archive p.94/47) arranged his companies into watertight compartments with one for each



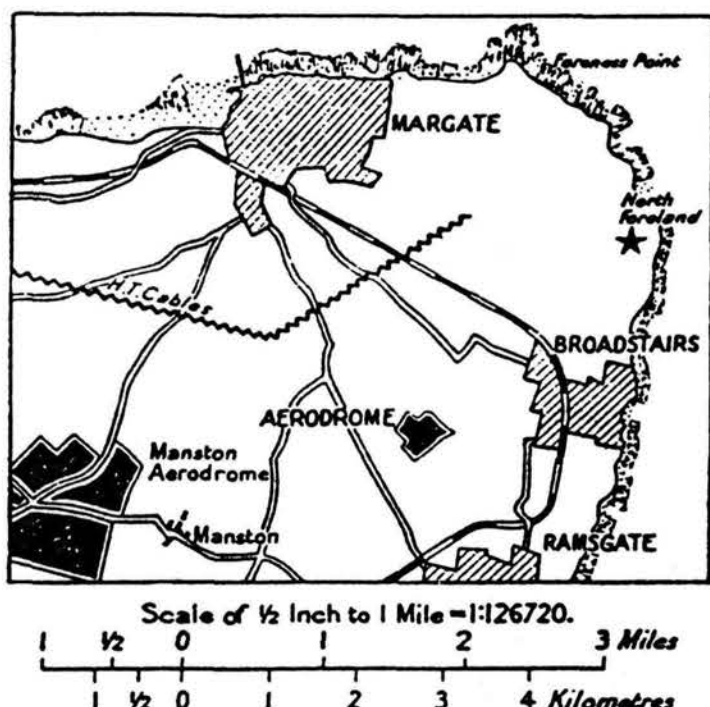
aerodrome, another for each flying club and another for each airline. Thus Ramsgate Airport Ltd was formed to manage this airport. The club's chairman was Mr W.W. Straight with Mr S.J.Cox as secretary. The instructors were Flt Lt Charles E. Eckersley-Maslin, RAFO and Fg Off Laurence R. Mouatt, RAFO. Flying fees were £2 dual, £1.10s.0d solo and the subscription was £2.0s.0d. Flt Lt Eckersley-Maslin had transferred to the RAFO in January 1931 and came from Jersey Airways where he had been the Air Superintendent. Mr Mouatt had transferred to the RAFO in March 1931 after completing a Short Service commission.

The new airport buildings were formally opened on 3rd July 1937. The Thanet Air Race was held again over the same course on 21st August 1937, when Paul B. Elwell, an Airwork instructor at Heston, came first in Taylorcraft J.2 Cub G-AESK (c/n 957) with the local club's Spartan Arrow G-ABOB (c/n 83) flown by Flt Lt Hugh R.A. Edwards, RAF, coming second tailed by Alexander A.D. Henshaw in Mew Gull G-AEXF (c/n E.22). Miss Gladys V.F. Batchelor, who had qualified at Gravesend in July 1934 within weeks of her 18th birthday, flew her father's BA Swallow G-AERK (c/n 466) in the race but was disqualified and the Glass sisters were not placed.

Southern Airways was formed in May 1938, starting a Ramsgate - Ilford (landing ground not identified) ferry service with the Monospar G-ADVH on 26th July until September of that year. At that time Thanet Aero Club formed a Civil Air Guard section and increased its fleet with a Hillson Praga, a Hawk Major, a Tiger Moth, three Hawk Trainers and three Hornet Moths. All flying ceased in September 1939.

The aerodrome was re-opened in June 1953 by Air Kruise (Kent) Ltd on behalf of the council, and the Ramsgate Flying Club was revived with Mr A.W. Ross as secretary; he was also a director with Wg Cdr Hugh C. Kennard, DFC, RAFO, of the parent company. The longest runway was declared at this time to be 850 yards. A route was flown Lympne - Ramsgate - Le Touquet - Ostend using Dragon Rapides. In 1958 Air Kruise became part of Silver City Airways and so Skyflights was formed by Lt-Cdr Norman H. Jones to operate the aerodrome using a Hornet Moth and a Dragon Rapide for pleasure flights until the end of the year.

The next on the scene were Mr & Mrs (Christopher and Claire) Roberts with their Chrisair Aviation Services who arrived in 1961 to offer pleasure flights in a Proctor



and the famous Dragon 2 G-ADDI (c/n 6096). They transferred their base to Ramsgate from Luton in 1962, until June 1963 when they moved to Sywell. Finally, a Beagle 206 and a Piper Cherokee were used by East Kent Air Services Ltd in 1967 to give pleasure and charter flights. This company ceased business at the end of that year and the aerodrome was finally closed, the land being sold for commercial purposes.

Classification: Municipal grass airport.
 Controller: Ramsgate Airport Ltd (on behalf of the Corporation of Ramsgate)
 Altitude above Mean Sea Level: 160 feet.
 Grid Reference: 51°20'North 01°24'East.
 Operator: Ramsgate Airport Ltd.
 Railway Station: Southern Railway at Ramsgate, 1 mile; Margate, 3 miles.
 Omnibus service: To Ramsgate and Margate.
 Telephone number: Ramsgate 928.
 Telegraphic address: Airport Ramsgate.
 Facilities: 850 yards North to South.
 770 yards North-East to South-West.
 900 yards East to West.
 800 yards South-East to North-West.
 Landing circle and airport name.
 One steel & asbestos hangar with 75 feet and one wood hangar with 50 feet wide doorways.
 Fuel, oil and water.
 All normal repairs.
 Club house with restaurant on aerodrome.

Obstructions: North-East side: two 120 feet high wireless masts and a 95 feet high water tower, 50 yards distant.
 North-West side: 50 feet high overhead electric power cables mounted on pylons running ENE to WSW, 1 mile distant.

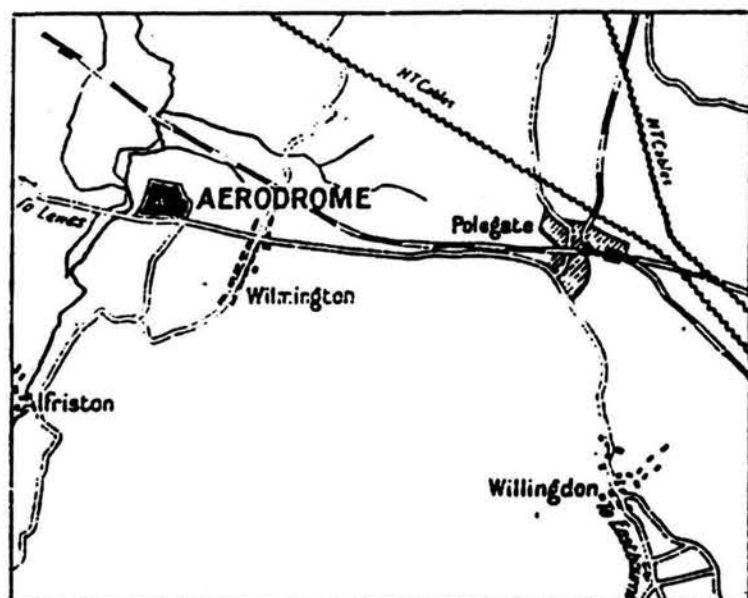
Lighting: Nil.

Local regulations: In conditions of no wind, aircraft must land and take-off towards the North-East

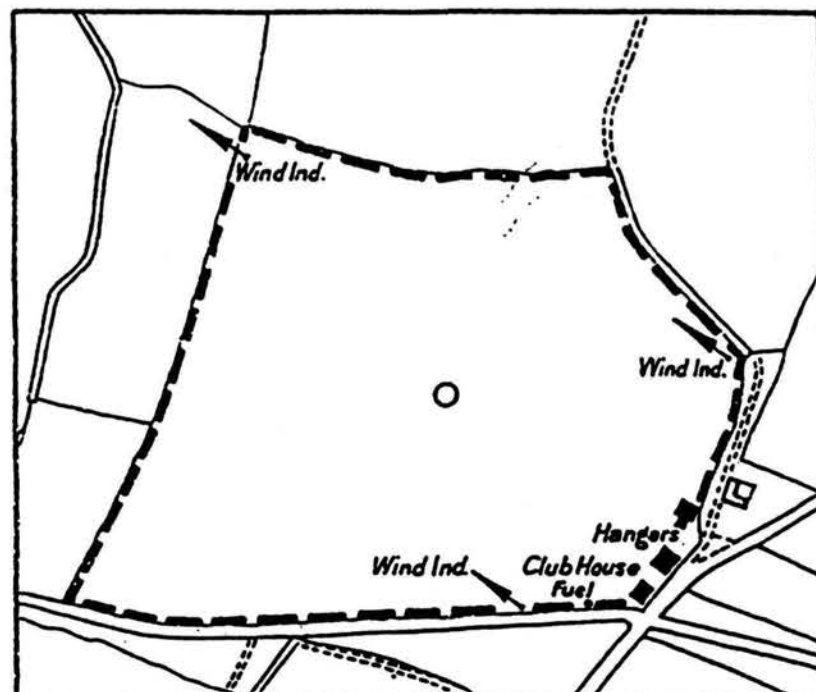
Customs: Aircraft may undergo Customs examination at the aerodrome, provided that prior notification is made to Aerodrome Control stating the date and time required allowing for Customs to be notified before 1700 hours on previous working day. All charges and expenses incurred in respect of attendance of Customs officer must be paid.

7. WILMINGTON (EASTBOURNE) AERODROME

In November 1932 Mr M.W.Allenby, of the Old Forge in Wilmington, bought Avro 504K G-EBZB (formerly H2262) and based it at Wilmington. He replaced this with DH.60 Moth G-EBLV (c/n 188) with which he started the Sussex Aero Club in 1933. The first instructor was John Sale and soon the club had bought the Moth and augmented it with a couple of unidentified Avro Avians (one Cirrus and one Hermes), all of which sustained the club to 1936. A DH.83



Scale of 1/2 Inch to 1 Mile 1:126,720
 1 1/2 0 1 2 3 4 Miles
 1 1/2 0 1 2 3 4 Kilometres



SCALE - 1:10,000.
 100 0 100 200 300 400 500 Yards
 100 0 100 200 300 400 500 Metres

Fox Moth G-ACEA (c/n 4055) was owned briefly in June of that year. Sir Alan Cobham brought his National Aviation Day circus on 2nd and 3rd August 1932 and again on 26th August 1933, and his National Aviation Display on 7th July 1935, to provide for the holiday makers' and the residents' entertainment.

In July 1936 the Eastbourne Flying Club was formed and took over ownership of the aerodrome from Mr Allenby and replaced the Sussex Aero Club. This new club's name had first been used by an embryo organization in 1909. The Rt Hon Leslie Hore-Belisha (of beacon fame), MP, agreed to be the Club's President, with Capt J.E.Short as secretary. Without inflation, the subscription stayed at £2 with flying instruction costing £2 and solo flying £1.15s.0d per hour from the outset. A former RNAS and RAF pilot, Harry A.Love, who had been instructing with National Flying Services at Sherburn-in-Elmet and Hedon and then with the Southend Flying Club at Rochford, was appointed the new club's instructor. A fleet of three BA Swallows, G-ADSF (c/n 413), G-AEKG (c/n 442) and G-AEMW (c/n 456) was used until replaced by five DH.60 Moths in 1938.

By 1939 Mr Norman E.Carter was the secretary of the club with Fg Off Oswald T.Hazell instructing, aided by Victor H.Jeffries (formerly aerodrome superintendent with the Straight Corporation Ltd at Weston-super-Mare), Tom G. Stubble and the Derbyshire-born Stanley C.Wildgoose who also doubled as chief ground engineer. The aerodrome closed in September 1939.

Classification: Private grass aerodrome.
 Controller: Eastbourne Flying Club.
 Altitude above Mean Sea Level: 80 feet.
 Grid Reference: 49°30'North 00°11'East.
 Operator: Eastbourne Flying Club.
 Railway Station: Berwick, 1 1/2 miles; Polegate, 3 1/2 miles.
 Omnibus service: Service between Eastbourne and Lewes.
 Telephone number: Alfriston 85.
 Telegraphic address: Alfriston 85.
 Facilities: 406 yards North to South.
 575 yards North-East to South-West.
 530 yards East to West.
 575 yards South-East to North-West.
 Landing circle.
 Two wooden hangars, one with 40 and one with 12 feet wide doorways.
 Fuel, oil and water.
 Minor repairs made by own ground engineers.

Obstructions: Telegraph wires 25 feet high along road to South.

Local regulations: When wind direction is North, aeroplanes should land near and parallel to the West boundary.

To be continued. . . .

Complete Civil Registers : 3

New Zealand



Above: Cessna A185E ZK-COH of Mt Cook Air Services Ltd on skis at Timaru. (R.W.Kerr)

PART FORTY-SEVEN

- | | |
|---|--|
| ZK-CN1 Piper PA-28-140 Cherokee 28-22392 20.1.67
Airwork (NZ) Ltd, Christchurch. To Canterbury AC, Christchurch 22.5.67. Crashed Lees Valley, nr Oxford 19.4.68. Regn cld 9.5.68. | ZK-COE Yeoman YA-1 Cropmaster 250R Srs2 118 6.10.65
Ex VH-TPK. Cropmaster (NZ) Ltd. To Southern Avn Ltd, Gore 4.7.66. Crashed Waikania, nr Matura 4.9.66. Regn cld 4.10.66. |
| ZK-CNY Piper PA-28-160 Cherokee C 28-4097 4.7.67
Airwork (NZ) Ltd, Christchurch. To Marlborough AC, Blenheim 15.8.67; to N.D.Heney, Christchurch 4.12.74; to P.A.Copp & ptns, Nelson 16.5.78; to D.M.Handyside, Parnassus 28.11.78; to R.K.Eglington, Pahiataua 19.12.80. Current. | ZK-COF Champion 7GCBC Citabria 9 20.6.66
Taihape Flying Club, Taihape. Crashed Ngamatea 28.2.70, regn cld 23.7.70. Rebuilt & restored to Mort Saunders Ltd, Mt Maunganui 23.5.73 (with c/n 9R). Crashed Pongakawa 2.9.76. Regn cld 6.10.88. |
| ZK-CN2 Piper PA-28-140 Cherokee 28-23163 4.7.67
Airwork (NZ) Ltd, Christchurch. To Rodney AC, Kaipara Flats 21.7.67; to Dalhoff & King Flying School Ltd, Ardmore 23.8.77; to P.R.M.Wilson, Christchurch 5.5.82; to A.L.Coles, Cambridge 5.8.83; to J.D.MacKay, Auckland 13.9.83; to Norgrove & Woodham Syndicate, Auckland 8.10.87; to D.G.Begley, Auckland 17.5.90; to J.E.Moyle, Auckland 23.2.92. Current. | ZK-COG Piper PA-18A-150 Super Cub AF/PA18A/4 10.12.65
Rebuilt from ZK-BTB (18-5771) and parts, by Aerial Farming of NZ, Palmerston North. Regd to Farmers ATD Co Ltd, Invercargill; to M.D.Thompson, Dunedin 17.4.68; to K.F.Sutherland, Lake Wakatipu 29.10.71 to Y.M.Loader, Christchurch 8.12.82; to Rowley Avn Ltd, Amberley 27.7.84 "Lil' Sister"; to G.B. & M.A.Evans, Hawarden 26.8.93. Current. |
| ZK-COA Fletcher FU-24 Mk II 107 10.1.66
James Avn Ltd, Hamilton. To Farmers ATD Co Ltd, Invercargill 7.2.66, op by James Avn .75. Departed Auckland 31.7.76 on delivery to Pakistan. Regn cld 18.8.76 becoming AP-AZJ of Agro Aviators Ltd, Lahore. (CofA exp 7.9.79, derelict Lahore.) | ZK-COH Cessna A185E SkyWagon 1009 8.6.66
Ex (N4524F). Rex Avn (NZ) Ltd, New Plymouth. To Okair Avn Ltd, Christchurch 22.11.66; to Mt Cook Air Services Ltd, Timaru 20.12.66; to Mt Cook & Southern Lakes Tourist Co Ltd, (op Mt Cook Airlines) Christchurch 18.7.73. Crashed Fox Glacier 6.12.80. Regn cld 9.4.81. Reported on rebuild at Christchurch 1993 for P.Williams. |
| ZK-COB Fletcher FU-24 Mk II 108 10.1.66
James Avn Ltd, Hamilton. Crashed Mimiwhangata Stn 15.5.71. Regn cld 24.5.71. | ZK-COI Cessna 150F 62870 28.3.66
Ex (N8770G). Rex Avn (NZ) Ltd, New Plymouth. To T.J.Bindon, Waharoa 14.10.66; to Waikato Flying School Ltd, Hamilton 6.3.67; to G.A.Tapp, Ngaruahia 5.7.72; to Nairn Avn Ltd, Nelson 13.10.72; to D.W.Moore, Harihari 6.8.75. Crashed Harihari 12.6.85; sold to P.Richards, Hororata 10.1.86 but cld 7.3.88 as reduced to spares. |
| ZK-COC Fletcher FU-24 Mk II 109 22.2.66
James Avn Ltd, Hamilton. To Farmers ATD Co Ltd, Invercargill 3.8.71; to James Avn Ltd, Hamilton 7.8.73. Departed Auckland 31.7.76 on delivery to Pakistan. Regn cld 18.8.76 becoming AP-AZH of Agro Aviators Ltd, Lahore. (CofA exp 3.9.79, derelict Lahore.) | ZK-COJ Cessna 172G 54152 4.3.66
Ex (N3983L). Rex Avn (NZ) Ltd, New Plymouth. To |
| ZK-COD Fletcher FU-24 Mk II 110 22.11.65
James Avn Ltd, Hamilton. To Advance Avn Ltd, Kaitaia 2.12.65; to James Avn Ltd, 1.2.68. Wfu Hamilton 31.1.75, b/u. Regn cld 18.8.76. | |

Below, left: Cherokee 160 ZK-CNY on an attractive sunny day in the late sixties. (R.W.Kerr)

Below, right: K.F.Sutherland's rebuilt Super Cub marked ZKCOG at Timaru on 25.4.72. (R.W.Kerr)





Above: A trio of AgWagons with different operators. Top is ZK-COO with Phoenix Aviation at Gore 7.4.73 after conversion to Robertson-STOL standard is fitted with a spreader for topdressing (R.W.Kerr). Centre ZK-COP in Rural Aviation colours fitted with spraybars (Wim Zwakhals coln). Bottom is another topdresser ZK-COQ when with Midland Aviation in the late sixties (R.W.Kerr).

North Otago AC, Oamaru 13.4.66; to Rex Avn (NZ) Ltd, Ardmore 17.9.71; to A.V.Martyn Ltd, Timaru 3.11.71; to Peeceejay Holdings Ltd, Washdyke 20.12.71; to Deep Creek Station, Tarras 31.8.73; to C.C.Whittleston, Cromwell 8.9.75; to Upper Clutha Flying Club, Wanaka 8.1.80; to Aspiring Veterinary Services Ltd, Wanaka 20.12.83; to Wanaka Construction Ltd, Wanaka 17.6.88. Crashed Turnbull River 13.1.90; regn cld 14.3.90.

ZK-COK Cessna A185E SkyWagon 1023 8.6.66
Ex (N4536F). Rex Avn (NZ) Ltd, New Plymouth. To Southern Scenic Air Services Ltd, Queenstown 1.7.66 (op by NZ Tourist Air Travel Ltd). Crashed, Cascade 11.4.67. Regn cld 1.5.67. Rebuilt & re-regd as ZK-CYA 10.9.68.

ZK-COL Cessna 172G 54468 1.7.66
Ex (N4387L). Rex Avn (NZ) Ltd, New Plymouth. To Gisborne AC, Gisborne 24.8.66; to Caithnair Holdings Ltd, Tinwald 4.1.73; to Windorsea Holdings Ltd, Rakaia 5.9.75; to W.D.B.Thomas & A.P.Saunders, Lumsden 27.8.84. Current.

ZK-COM Cessna 172G 54586 1.7.66
Ex (N4491L). Rex Avn (NZ) Ltd, New Plymouth. To Rotorua AC, Rotorua 17.10.66. Dbr in storm 18.5.75 at Rongotai; regn cld 15.7.75. Restored 18.12.84 to R.I.McCready, Wanganui. To I.H.Gillies, Auckland 20.11.87. Current.

ZK-CON Cessna A188 AgWagon 0024 8.9.66
Ex (N5524S), (ZK-CKY). Rex Avn (NZ) Ltd, New Plymouth. F/f New Plymouth 31.8.66. To Rural Avn (1963) Ltd, New Plymouth 3.2.67. Crashed Mt Messenger, nr Te Puke 28.2.69, killing pilot F.E. Ewings. Regn cld 18.4.69.

ZK-COO Cessna A188 AgWagon 0054 8.9.66
Ex (N9804V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 9.10.66. To Rural Avn (1963) Ltd, New Plymouth 3.2.67; to Phoenix Avn Ltd, Gore 16.7.69. Mod to Robertson-STOL. To Air Contracts (1969) Ltd, Masterton 20.10.76. Wfu Ardmore 6.77. Sold to Dalhoff & King Avn Ltd, Ardmore 9.6.78. Regn cld 3.7.78. Donated to MoTaT, Auckland 1980.

ZK-COP Cessna A188 AgWagon 0056 8.9.66
Ex (N9806V). Rex Avn (NZ) Ltd, New Plymouth. F/f New Plymouth 8.10.66. To Rural Avn (1963) Ltd, New Plymouth 3.2.67. Crashed topdressing, Marton, Upper Tutaenui, 25.2.70, killing pilot B.C."Doc" Sait. Regn cld 23.3.70.

ZK-COQ Cessna A188 AgWagon 0058 8.9.66
Ex (N9808V). Rex Avn (NZ) Ltd, New Plymouth. F/f New Plymouth 9.10.66. To Rural Avn (1963) Ltd, New Plymouth 3.2.67; to Midland Avn Ltd, Feilding 23.3.70. Wfu Feilding 11.3.85. Regn cld 24.4.87.

ZK-COR Registration not yet allotted.

ZK-COS Cessna A188 AgWagon 0060 8.9.66
Ex (N9810V), (ZK-COR) painted in error. Rex Avn (NZ) Ltd, New Plymouth. F/f New Plymouth 7.10.66. To Rural Avn (1963) Ltd, New Plymouth 3.2.67. To Phoenix Avn Ltd, Gore 16.7.69; to Barr Aircraft Equipment Ltd, Ardmore 9.11.73, op Barr Bros Ltd; to Airspread (Taranaki) Ltd, Stratford 24.3.77. Wfu New Plymouth, still regd.

ZK-COT Cessna A188 AgWagon 0062 8.9.66
Ex (N9812V), (ZK-COS) painted in error. Rex Avn (NZ) Ltd, New Plymouth. F/f 9.10.66 New Plymouth. To Okair Avn Ltd, Christchurch 2.2.67; to Aerial Sowing (Canterbury) Ltd, Amberley 13.2.67. Wfu and b/u for spares, regn cld 11.8.78.

ZK-COU DH.82A Tiger Moth "T7093" .66
Reservation for A.L.Phillips, Auckland. "C/n" quoted would make this 83478, ex T7093, G-AMMX and ZK-BAN (wfu 10.7.60). Sold to I.Bennie, Matamata. Not taken up. Possibly used in rebuild of Bennie's ZK-BFX in 1974.



Above: Beaver ZK-COV with Auster Air Services at Timaru. (R.W.Kerr)

ZK-COV DHC-2 Beaver 1 1602 22.11.65
Auster Air Services Ltd, Timaru. F/f Wellington 19.11.65. To Airwork (NZ) Ltd, Christchurch 16.5.74. Crashed nr Cave, Brothers Range 1.3.75, killing Arthur "Sonny" Rudge. Regn cld 10.4.75.

ZK-COW Victa Airtourer 115 165 .66
(1) Reservation ntu. Became VH-PHP.

ZK-COW Victa Airtourer 115 166 4.4.67
(2) Waikato AC, Hamilton. F/f 5.4.67. To H.C.Blair, Waikanae 19.7.74; to T.S.Hunt, Kaitaia 16.6.80; to P.M.Dragicevich, Kaitaia 17.9.86; to Taranaki Airtourer Syndicate, New Plymouth 22.12.87; to T.J.Ancell, Kaukapakapa 30.10.89; to Topflite Avn Ltd, Christchurch 8.2.93. Current.

ZK-COX Victa Airtourer 100 169 7.7.67
Rotorua AC, Rotorua. Crashed near Whakamaru Lake 23.9.73. Regn cld 10.10.73.

ZK-COY Victa Airtourer 115 170 27.7.67
Northland Districts AC, Whangarei. F/f 17.8.67.

Right: Production of the Victa Airtourer in Australia ceased in 1966 and manufacturing rights were sold to Aero Engines Services Ltd of Hamilton, NZ (AESL) whose first few aircraft came off the end of the Victa line. ZK-CPB, the first purely AESL machine, c/n 503 is shown here with Southland Aero Club titles at West Melton on 30.10.71.

Below: One of the last Victa-built Airtourers was c/n 166 which was delivered to Waikato Aero Club with whom it was seen at Hamilton on 14.4.71.
(Both photos R.W.Kerr)



Crashed Pakotai area near Kaikohe 7.7.72. Regn cld 18.7.72.

Above: This Beaver ZK-CPE served as a topdresser with Airwork (NZ) Ltd between 1974 and 1982. (R.W.Kerr)

ZK-COZ AESL Airtourer 115 501 19.9.67
(1) Built from Victa c/n 171. F/f Hamilton 12.10.67. Otago AC, Taieri. To R.T.B.Lloyd, Christchurch 2.12.71; to C.R.McAllister & E.H.F.Curry, Christchurch 4.6.75. Crashed Lake Sumner 25.3.78. Regn cld 14.5.79. Wreck extant at Ardmore 1.85.

Below: Mooney Mark 21 ZK-CPF preparing to taxi out for a flight. (Wim Zwakhals collection)

ZK-COZ Puffer Cozy E749 12.11.92
(2) F. L. & J. Libeau, Auckland. C/n also AAC/2085. Current.



ZK-CPA AESL Airtourer 115 502 14.11.67
Built from Victa c/n 172. F/f Hamilton 2.11.67. New Plymouth AC, New Plymouth. To E.G.Wills, Waitara 20.12.73; to J.C.Griffin & J.Stevens, Wanganui 8.11.76; to J.C.Griffin 18.7.78. Crashed near Wanganui 13.3.79. Regn cld 28.2.86.

ZK-CPB AESL Airtourer 115 503 15.11.67
Southland AC, Invercargill. F/f Hamilton 23.11.67. To Motoring Centre (Alexandra) Ltd, Alexandra 22.4.80. Crashed Alexandra 6.6.80. Registration cld 28.11.80.



ZK-CPC Taylor JT.1 Monoplane GT-1 20.7.66
R.C.Gentry, Wellington. F/f 7.9.68. To D.J.Crimp, Wakefield 13.8.71; to D.P.O'Rourke, Wellington 1.7.75; to R.A.Krammer, Nelson 6.8.75; to P.Toms, Nelson 15.10.81; to P.J.Meadows, Auckland 9.8.85; to K.J.Gaitely, Auckland 31.5.90; to P.J.Ramsbeck, Auckland 13.4.92. Current.

Above: The first of a batch of Snow Commanders for Adastr Aviation, ZK-CPG was relatively short-lived, surviving less than three years. (Wim Zwakhals collection)

ZK-CPD Champion 7ECA Citabria 329 5.12.66
Wairoa AC, Wairoa. To Rex Avn (NZ) Ltd, Ardmore 10.7.74; to D.G.Lewis & G.W.Adamson, Fox Glacier 23.9.74; to SouthWest Helicopters Ltd, Taupo 23.12.77; to Censor Alarms Ltd, Palmerston North 20.6.78; to Hawkes Bay Gliding Club, Hastings 30.1.81; mod to 150hp 1981. Current.

D/d AKL 19.11.65. To Auckland AC, Ardmore 7.4.65; to Dennis Thompson International Ltd, Ardmore 23.2.72, op by Roan Consultants Ltd; to R.W. & J.P.Gill, Opunake 15.5.73; to Southwest Helicopters Ltd, Taupo 12.11.73; to G.C.Jones, Gisborne 4.10.74; to Red Triangle Enterprises Ltd, Mt Maunganui 13.2.84; to K. R. McKay, Christchurch 10.1.86; based Masterton from 7.8.87; to Mackley Avn Ltd, Auckland 14.5.93. Current.

ZK-CPE DHC-2 Beaver 1 1603 21.12.65
Hawker Siddeley International (NZ) Ltd, Wellington To Aircraft Holdings Ltd, Wanganui 25.1.66; to Wanganui Aero Work Ltd, Wanganui 11.7.67 "Moawhango"; to Airwork (NZ) Ltd, Christchurch 15.5.74; to Virgo Fisheries Ltd, Kaikoura 9.7.82; to R.B. Jowitt, Auckland 16.10.85. Current.

ZK-CPG Snow 600 S-2D 1312D 25.1.66
Adastr Avn Ltd, Tauranga. F/f Hamilton 24.1.66. Crashed nr Taupo 10.12.68. Regn cld 17.1.69.

ZK-CPF Mooney M.20C Mark 21 3240 2.11.65
Ex (N6040Q). Aero Engine Services Ltd, Hamilton.

ZK-CPH Snow 600 S-2D 1313D 25.1.66
Adastr Avn Ltd, Tauranga. F/f Hamilton 28.1.66. Wfu Hamilton 7.5.74. Regn cld 20.6.78 on export to Israel. Regd 4X-AWN 14.5.80, SX-AOE 30.1.91.



Left: More Biffo. ZK-CPU was one of three ex-Aviaco Freighters acquired by S.A.F.E. in 1966 but it was damaged beyond repair at Wellington by hurricane strength winds in April 1968.

Below: Another Mooney 21, but this example ZK-CPP seen at Wanganui has had only three owners in 28 years.

Bottom: Adastra's Snow S-2Ds all worked hard and most look pretty grubby in photos, ZK-CPQ being no exception.

(All Wim Zwakhals collection)

ZK-CPI Druine D.31 Turbulent PFA.1637 1.7.66
J.H.Snackers, Christchurch. Not completed; regn cld 2.4.91.

ZK-CPJ Piper PA-22-150 Tri-Pacer R22-3592 4.2.66
Ex ZK-BLC rebuilt. B.Frazer, Christchurch. To W.E. Robb, Ashburton 18.2.66; to A.J.Harmer, Mt Somers 8.2.83. Current.

ZK-CPK Snow 600 S-2D 1319D 1.7.66
Adastra Avn Ltd, Tauranga. F/f Hamilton 12.8.66. Wfu Hamilton 8.4.74. Regn cld 20.6.78 on export to Israel. Regd 4X-AWU 14.5.80, SX-AMT 23.5.89.

ZK-CPL Snow 600 S-2D 1320D 4.4.66
Adastra Avn Ltd, Tauranga. F/f Hamilton 31.3.66. To Aerial Sowing (Canterbury) Ltd, Amberley 20.5.66. Wfu 31.1.78. Regn cld 7.8.78 on export to Israel. Regd 4X-AWF 8.6.79.

ZK-CPM Champion 7GCAA Citabria 68 1.7.66
Airsparcs (NZ) Ltd, Palmerston North. Op by Wairoa AC 1966, Canterbury AC 1968. To Central Hawkes Bay AC, Waipukurau 5.8.69; to Rex Avn (NZ) Ltd, Ardmore 22.3.74; to J.D.Berkett & H.J.Courtenay, Wellington 20.5.75; to J.D.Berkett, Wellington 27.2.89. Current.

ZK-CPN Fletcher FU-24 Mk II JAL-FU-4 23.12.65
James Avn Ltd, Hamilton "Southern Sortie". Built from parts. Crashed Horohoro, nr Rotorua 14.6.79, killing pilot Lester Norris. Regn cld 26.7.79.

ZK-CPO Fletcher FU-24 Mk II JAL-FU-5 22.2.66
James Avn Ltd, Hamilton. Built from parts. To Advance Avn Ltd, Kaitaia 2.3.66; to James Avn Ltd, Hamilton 1.2.68. Wfu Hamilton & b/u for parts 26.4.78. Regn cld 6.6.84.

ZK-CPM Mooney M.20C Mark 21 3266 25.1.66
Ex (N2554W). Wellington AC, Wellington. D/d AKL 11.2.66. To T.T.N.Coleridge, Wellington 27.1.69; to J.M.L.Dillon, Blenheim 20.7.77. Current.

ZK-CPQ Snow 600 S-2D 1358D 25.10.66
Ex (ZK-CTK). Adastra Avn Ltd, Tauranga. Crashed Mamaku Beach 27.12.72; regn cld 18.5.73. Exported to Israel 1978, regd 4X-AWW 14.5.80, SX-AOB 10.90.

ZK-CPR Registration not yet allotted.

ZK-CPS DHC-2 Beaver 1 1609 31.1.66
Fieldair Ltd, Gisborne "Captain Pugwash". Crashed Nikau, nr Pahiatua, 24.11.76, killing pilot Steve Welch. Regn cld 13.4.77.

ZK-CPT Bristol 170 Freighter 31 13126 2.5.66
Ex (G-AMRR), (G-18-127), EC-WHI, EC-AHI. S.A.F.E. Ltd, Blenheim "Merchant Courier". D/d AKL 25.5.66. SAFE-Air Ltd, Blenheim 31.10.67. Wfu Blenheim 7.2.86; regn cld 28.4.86. Delivered to Omaka 15.6.86 and regd to Marlborough Aero Club, Omaka 22.10.87. Regn cld 5.4.91.

ZK-CPU Bristol 170 Freighter 31 13125 8.7.66
Ex (G-AMRP), (G-18-126), EC-WHH, EC-AHH, G-41-1-66. S.A.F.E. Ltd, Blenheim "Merchant Freighter".



D/d AKL 23.7.66. SAFE-Air Ltd, Blenheim 31.10.67. Severely damaged on ground at Rongotai, Wellington by hurricane-force winds 10.4.68. Regn cld 31.5.68 and broken up by fire department.

ZK-CPV Snow 600 S-2D 1359D 25.10.66
Ex (N1759S)?, (ZK-CTL). Adastra Avn Ltd, Tauranga. Never flew in NZ. Regn cld 6.11.68 as exported to Australia. To VH-AGT 28.11.68, cld 1.11.71. Restd as ZK-CPV 30.6.72 to R.G. & M.Toulson, Mt Maungani. Regn cld 9.5.74, again sold to Australia as VH-AGT, regd 17.7.74, w/o 31.3.81.

ZK-CPW Yeoman YA-1 Cropmaster 250R Srs2 119 6.5.66
Ex VH-TPM. Southern Avn Ltd, Gore. Op by Air Services (Wairarapa) Ltd, Masterton during 1969. To Ashburton Aviation Museum 1992. Current.

ZK-CPX Druine D.31 Turbulent WIP-1 3.4.67
W.I.Pratt, Wairoa. Construction abandoned. Regn cld 28.10.70.

ZK-CPY Fletcher FU-24 Mk II JAL-FU-6 1.7.66
Built by James Avn Ltd from parts. F/f Hamilton 31.8.66. Regd to Aerial Farming of NZ Ltd, Palmerston North; to Aerial Farming (Holdings) Ltd, 2.9.66; to James Avn Ltd, Hamilton 9.12.68; to Farmers ATD Co Ltd, Invercargill 13.12.73. Mod to FU-24-950M. To James Avn (Overseas) Ltd, Honiara, Soloman Is 26.2.81. Regn cld 20.3.81 and regd H4-AAZ. Retnd to NZ 13.3.83, last flown 14.3.83 and stored at Hamilton. Restored to James Avn Ltd, Hamilton 23.6.87 as c/n 86 (this indicates that parts of ZK-CBF were used, either for restoration or in the original construction - it was w/o on 26.10.65). Regn cld 15.7.87, d/d to Australia ex AKL 12.7.87, regd VH-AFU 5.8.87.

To be continued . . .

Aircraft Production List: 6

The Piper Vagabond

PART FOUR

C/n	Regn	Date regd	Date Rem. canc
15-			
304	NC4526H	.48	
	N4526H		pre.63
305	NC4531H	.48	
	N4531H		L77/E78
	N4531H	4.80	
	imported UK, Booker 9.92		
306	NC4532H	.48	
	N4532H		pre.63
307	NC4534H	.48	
	N4534H		.70
	N4534H	E.71	
308	NC4533H	.48	
	N4533H		.70
	N4533H	L71/E72	12.85
309	NC4535H	.48	
	N4535H		
	CF-RPZ	11.64	9.86 CoA exp 5.74
	N4176G	30.4.91	
310	NC4536H	.48	
	N4536H		pre.63
311	NC4537H	.48	
	N4537H		.70 Last annual 6.59
312	NC4538H	.48	
	N4538H		pre.63
313	NC4539H	.48	
	N4539H		.70
314	NC4541H	.48	
	N4541H		
	HP-207	.54	cld w/o
315	NC4540H	.48	
	B4540H		
316	NC4542H	.48	
	N4542H		
317	NC4543H	.48	
	N4543H		4.82
318	NC4544H	.48	
	N4544H		.70
	N4544H	L72/E73	
319	NC4545H	.48	
	N4545H		
	CF-MWR	11.60	
	C-FMWR	E.74	
	CF-MWR	4Q.74	
320	NC4546H	.48	
	N4546H		.70
	N4546H	E.71	
321	NC4547H	.48	
	N4546H		.70
322	NC4548H	.48	
	N4548H		pre.63



Above: N4568H c/n 15-342 in a two-tone blue scheme at Palmer, Alaska in July 1990. It is fitted with low pressure tyres and semi-circular style rear cabin windows. (I.Burnett)

323	NC4549H	.48	
	N4549H		
324	NC4550H	.48	
	N4550H		8.82
325	NC4551H	.48	
	N4551H		
326	NC4552H	.48	
	N4552H		.70
	N4552H	12.71	
327	NC4554H	.48	
	N4554H		
328	NC4555H	.48	
	N4555H		
329	NC4557H	.48	
	N4557H		
	N491BN	.66	
	N4557H	E.67	
330	NC4553H	.48	
	N4553H		L73/E74 accdt Fairbanks, AK' 29.8.72
	N4553H	L74/E77	L77/E78
331	NC4556H	.48	
	N4556H		L71/E72
	N4556H	L72/E73	
332	NC4558H	.48	
	N4558H		
	N111H		
	N1117H	64/65	7.86
333	NC4559H	.48	
	N4559H		4Q.80
	N4559H	14.4.81	
334	NC4560H	.48	
	N4560H		pre.63
335	NC4561H	.48	
	N4561H		
	ZS-DCE	10.48	3.50
	CR-ADB	2.50	
	C9-ADB		.75
336	NC4563H	.48	
	N4563H		pre.63
337	NC4567H	.48	
	N4567H		6.81
338	NC4562H	.48	
	N4562H		

339	NC4564H	.48	
	N4564H		
	ZS-DCD	10.48	.58 cr Pomfret 14.5.58
340	NC4565H	.48	
	N4565H		
	ZS-DCC	10.48	
	ZS-DGE	.52	
	ZS-UAJ	1.61	
341	NC4566H	.48	
	N4566H		
	ZS-DCB	10.48	
	VP-YIK	7.50	1.55
	OO-CKA	17.1.55	
	9O-CKA	3.61	
	9Q-CKA		cr Luluabourg 24.11.68
342	NC4568H	.48	
	N4568H		.66
	N4568H	E.67	restd as PA-17
343	NC4569H	.48	
	N4569H		64/65 last annual 7.54
344	NC4570H	.48	
	N4570H		Exp 8.3.49 to Belgium
	HB-OAW	21.3.49	17.4.57
	D-EDOC	13.8.57	1.78 sold to RCAF officer, being rebuilt

Below, left: N4581H c/n 15-355 in all yellow with "Vagabond Lover" titles and elongated rear windows at Merced, California 5.93. (Dave Welch)
Below, right: In contrast N4554H c/n 15-327 in a Navy blue and yellow scheme at Oshkosh 1989 has no rear windows. (Nigel Hitchman)



345	NC4571H	.48	
	N4571H		
346	NC4572H	.48	
	N4572H		L.63
347	NC4573H	.48	
	N4573H		pre.63
348	NC4575H	.48	
	N4575H		22.9.86
	G-ALGA	3.12.86	
349	NC4574H	.48	
	N4574H		.70
	N4574H	L71/E72	1.81
	N4574H	3.82	
350	NC4576H	.48	
	N4576H		
351	NC4577H	.48	
	N4577H		
352	NC4578H	.48	
	N4578H		.70
353	NC4579H	.48	
	N4579H		
354	NC4580H	.48	
	N4580H		L71/E72
	N4580H	L72/E73	
355	NC4581H	.48	
	N4581H		
356	NC4585H	.48	
	N4585H		L74/E77
357	NC4593H	.48	
	N4593H		
358	NC4604H	.48	
	N4604H		.70
	N4604H	L71/E72	
359	NC4620H	.48	
	N4620H		
360	NC4624H	.48	
	N4624H		
	CF-KSE	9.58	
	C-FKSE		
361	NC4656H	.48	
	N4656H		.70
	N4656H	L71/E72	L73/E74
	N4656H	3.75	10.81
362	NC4637H	.48	
	N4637H		
363	NC4640H	.48	
	N4640H		11.81
364	NC4648H	.48	
	N4648H		
365	NC4651H	.48	
	N4651H		6.81
	N4651H	2.82	
366	NC4654H	.48	
	N4654H		.70
	N4654H	10.93	
367	NC4655H	.48	
	N4655H		64/65 last annual 10.56
368	NC4659H	.48	
	N4659H		.70
	N4659H	E.71	4Q.80 cr
			Cherokee, NC 5.1.78
369	NC4663H	.48	
	N4663H		
370	NC4662H	.48	
	N4662H		.66
	N4662H	E.67	.70
	N4662H	8.73	
371	NC4669H	.48	
	N4669H		.70 last annual 5.55
372	NC4670H	.48	
	N4670H		
373	NC4674H	.48	
	N4674H		.70
	N4674H	E.71	L71/E72
374	NC4675H	.48	
	N4675H		L71/E72 conv to PA-17 standard
	N4675H	L72/E73	canc
	N4675H	29.5.85	
375	NC4679H	.48	
	N4679H		pre.63



376	NC4680H	.48	
	N4680H		1.81
377	NC4684H	.48	
	N4684H		.70
	N4684H	L72/E73	
378	HB- ?	Exported to Switzerland	
		28.6.48. No data	
379	ZS-BZH	9.48	9.1.79
380	ZS-BZK	9.48	
381	ZS-BZG	9.48	1.3.77 wfu
	ZS-BZG	2.80	7.9.83
	ZS-UYW	7.9.83	
382	ZS-BZF	9.48	
	VQ-ZIC	5.62	
	ZS-BZF		
	CR-ALB	.69	
	C9-ALB	.75	wreck reported at Maputo 6.85
383	ZS-BZJ	9.48	canc cr Carnarvon 4.10.49
384	ZS-BZI	9.48	canc cr Marienthal, SWA 4.12.57
385	N4583H	.48	
386	CX-AKU	Exp 2.8.48	
387	HB-OBD	23.6.48	13.12.57
	F-OALV	11.6.59	.70 CofA suspended 2.69, Madagascar
388	N4877H	4.49	L.63
	CF-PJS	7.63	
			(this was a rebuild of 17-176)

End of PA-15 production. C/ns 384 to 388 had PA-17 type shock cord u/c.

Top: N4637H c/n 15-362 in an unusual paint scheme and with porthole style rear windows at Sidney, NY 10.8.74. (Robert Parmerter)

Above: ZS-UYW c/n 15-381, re-regd in South Africa's Vintage & Homebuilt sequence in 1983, seen at Pietermaritzburg/Oribi 3.11.91. (Dave Becker)

PA-17 VAGABOND TRAINER PRODUCTION

C/n	Regn	Date	Date Rem.
17-		regd	canc
1	NX4153H	5.48	
	(Prototype, convtd from 15-36)		
	NC4153H	24.8.48	
	N4153H		.70
2	NC4586H	5.48	
	N4586H		
3	NC4587H	.48	
	N4587H		L71/E72
	N4587H	L72/E73	
4	NC4590H	.48	
	N4590H		L71/E72
	N4590H	L72/E73	
5	NC4591H	.48	
	N4591H		pre.63
6	NC4592H	.48	
	N4592H		
7	NC4582H	.48	
	N4582H		.70
	N4582H	E.71	L71/E72
	N4582H	L72/E73	
	N17VB	res2.92	

To be continued . . .



Right: C/n 15-348 on arrival in the UK in 1986 took up the period marks G-ALGA abandoned by the Kirby Kitten. (Editor's photo, Badminton 26.4.87)

al jewel.
 replica of the - Emp...
 down across the - Emp...
 I return from France; this
 ersary of Blériot's flight; this
 Green's aircraft. A few years
 rfect replica of the Sopwith Pup
 original rotary engine came from
 workshop. The Hériot firm
 erty of the Tallman-Metz
 and can often be
 mia, the Pup
 it now rests
 light de...
 surprisingly
 Cruising speed is
 m. at 5,000 ft. Contr...
 and I was agreeably
 easier the Humming
 handling than I had expecte...
 wheel track is narrow;
 The undercarriage skids are ground;
 no trouble even in a light
 however, no landing spin...
 taking off and landing. Stalls were exper...
 that were exper...
 Mr. Jack Langage of
 was original...
 1929 for

First to clear up a few of the oldies:

A: 19.4.46 p.467: The Miles Technical School Venture was a design study for a twin-engined high-wing monoplane for use as an aerial laboratory and research aircraft. At the time, August 1943, the only students with drawing office experience were a dozen females. The best of their submitted designs were incorporated into the final scheme which F.G.Miles then commissioned the School to build. Construction of the aircraft at Woodley was quite advanced when the company collapsed in September 1947. Its fate is not recorded.

F: 28.8.47 p.231: The Naiad-powered Viscount G-AJZW was not built but components were incorporated into G-AMAV.

A: 2.4.48 p.399: One or two of the YC-125s did go into military service but most remained in open storage. There was not demand for civil certification with plenty of surplus C-46s and C-47s available. US Civil registrations were allotted to some, but presumably only as delivery marks to Central/South American operators, or otherwise restricted? In 1988 N2562B was restored but crashed on a test flight. An in-depth look at this type may be called for to clarify the situation.

A: 9.4.48 p.418: The Fw 190 at Cranwell was Fw 190A-8/R6 w/nr 733682, alias AIR MIN 75. It is now at the IWM.

A: 30.4.48 p.494: The Horten IVB LA-AC w/nr 25 did indeed become VP543, allocated on 26.4.46. The airframe survives in the Planes of Fame Museum, Chino, CA.

A: 7.5.48 p.543: Mention of Halifax G-AGXA last time has brought a potted history: built as a B.III NR169 served with 466 Sqdn RAAF and held the record for number of bombs dropped by a Halifax. Post-war it was bought by Geoffrey Wickner, converted to passenger carrying at Radlett in 1946 and named "Waltzing Matilda". It flew from Hurn to Australia, arriving 29.4.46 still in camouflage and carrying Wickner's family and British emigrants.

And so on to the Extracts from last time:

F: 20.5.48 p.544: General Peron's Viking was a Type 615/1B, LV-XFM c/n 194, delivered to the Argentine Civil Aeronautics Board and later transferred to the Air Force as T-64. It was written off at Moron Air Force Base on 27.10.52.

A: 21.5.48 p.620: Silver City's "City of Hollywood" was Douglas C-47A G-AJAV c/n 12386, ex 42-92571, KG377. The aircraft is still in existence as YV-T-RTC in the air force museum at Maracay, Venezuela.

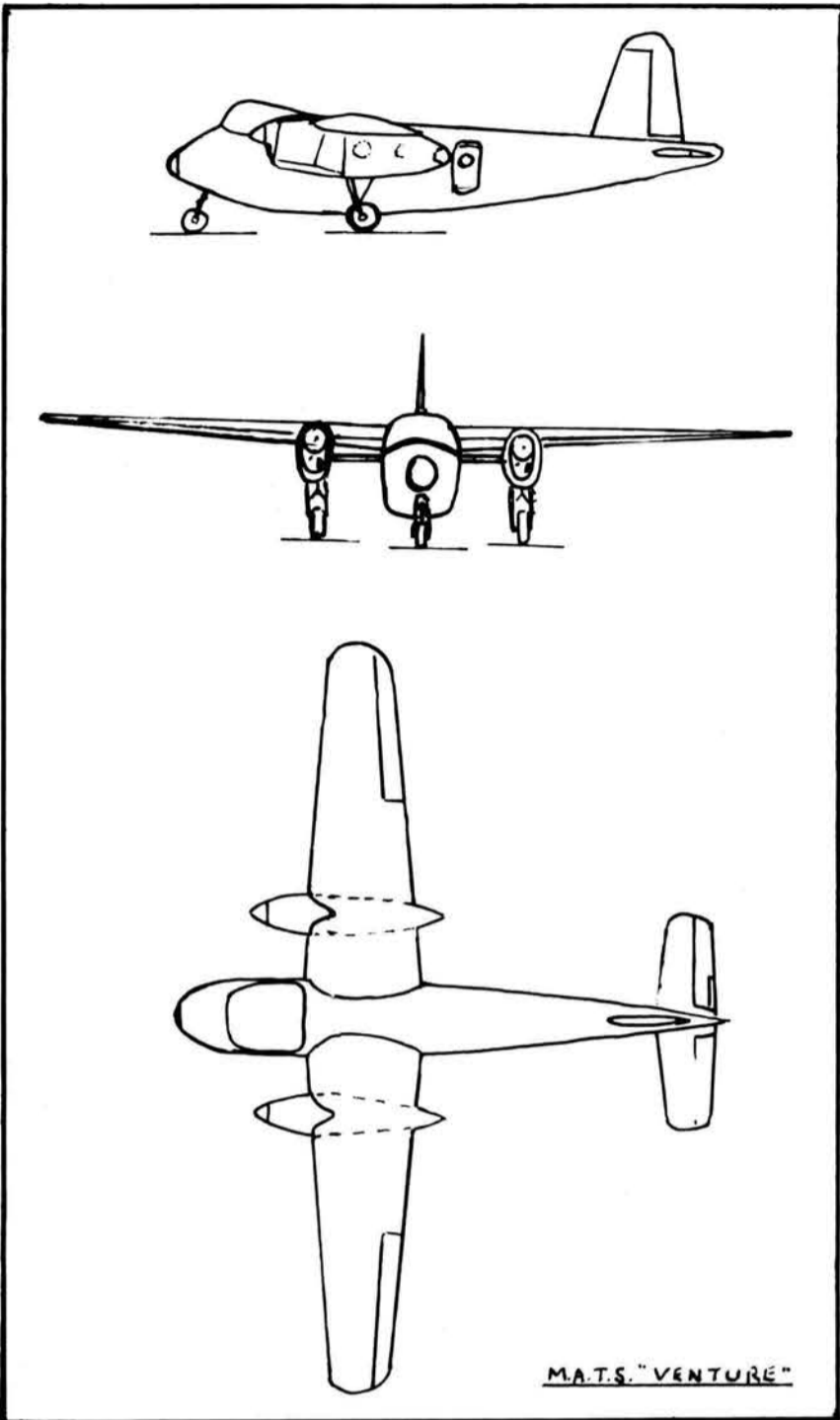
p.621: The Skyways Dove which crashed on Mt Coron near Privas on 13.5.48 was c/n 04058 G-AJOU "Sky Muse". There were only two passengers, Lord Fitzwilliam and Kathleen, Marchioness of Hartington.

F: 27.5.48 p.584: The Supermarine S-6A was never actually displayed at Southampton-Eastleigh airport, merely gathered dust in the back of a hangar.

- Ads: The two Air Bleu Ansons would be HB-TAA c/n BRC-1196C, ex CF-FZE; and HB-TAR c/n 4243, ex CF-FKX. According to our Anson File, HB-TAA was not accepted by Air Bleu and returned to Canada, reverting to CF-FZE. No fate is known for HB-TAR. Editorial records have the Swiss registrations cancelled on the same day, 5.10.48.

A: 28.5.48 p.628: The Hants & Sussex Herald G-ALYA, c/n HS/AC/001, made only a few ground hops at Portsmouth in 1953 and was dismantled in 1954.

p.650: The Air Transport Charter DC-3 which crashed near Bovingdon at 0200 hrs on 20.5.48 was G-AJBG "St Martin" c/n 14003/25448. Pilot was Capt C.W.Boalch. Cargo consisted of cherries.



Above: A re-drawn three-view sketch of the Miles Technical School Venture, see 19.4.46 entry. If the scale of the original was unaltered the project would be about 23.5 ft long and 31 ft span. We believe that this is the first time that these plans have been published. (via Peter Amos)

p.650: Bond Air Services Halifax C8 G-AIZO c/n 1366 was carrying apricots from Valencia. The crash, at 1935 on 23.5.48, was due to loss of control in a turn and not the oft-quoted "cargo shifting". Capt Jones and four crew injured, apricots not badly damaged.

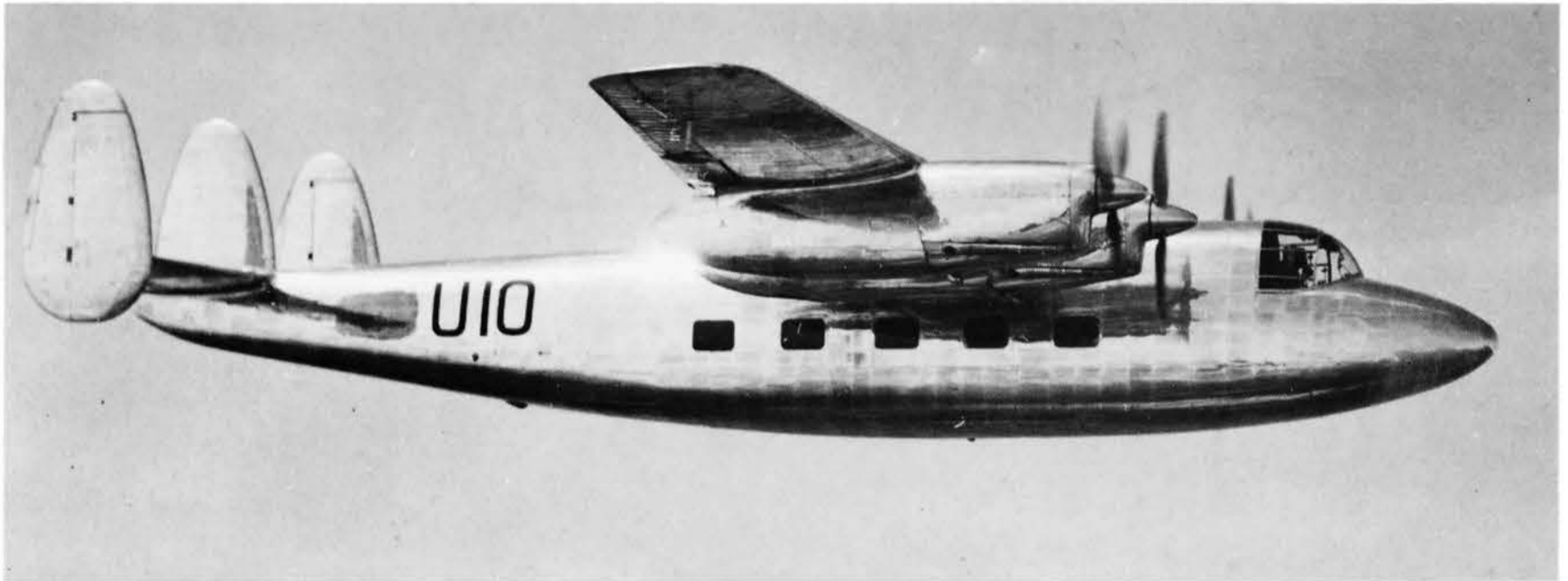
F: 3.6.48 p.598: Ciro's Aviation specialised in luxury travel. The Dakota G-AIJD, c/n 9049, went to Avenza, Venezuela 1.51 as YV-C-AVK, later N50F and XA-JIE.

p.598: The Australian aircraft which force-landed on Turnagain Island 12.5.48 was actually DH.84 Dragon VH-AKX c/n 2061 of Mandated Airlines. The pilot J.W.Spiers was located by a search aircraft on 17.5.48 and rescued two days later.

p.599: The Norseman crash, on 20.5.48, which killed Beurling and Cohen, was during a training flight in one of three delivered from Nice to Rome on 17.5.48 which were destined for Israel. Regn was NC79822. C/n ? (US Doc survey of 10.58 noted two CCF Norsemen on the Israeli register, one of which may have been 4X-ARS. Was this one of the survivors or did they go to the IDFAF?)

p.599: The Faversham crash at 1700 hrs on 23.5.48 involved Tiger Moth G-AINU c/n 82330 of Cinque Forts Flying Club, Lympe. Crashed on coast road and caught fire.

A: 4.6.48 p.658: The BEA Sikorsky S-51 G-28-1 was G-AJOR c/n 5132 which used the Class B marks from 5.48 to 3.50. The G-28 sequence was allocated to the BEAC Helicopter



Above: The Miles Marathon prototype wearing U10 its early test marking. At the time of the accident (see 4.6.48 p.610 below) it was registered G-AGPD. The second prototype G-AIIH flew at first without the central fin, but it was later replaced. (Miles, via Jack Meaden)

Left: The Walter Mikron powered Tipsy/Fairey Junior OO-TIT, also at White Waltham on June 5th 1948 (see cover photo and item 11.6.48 below). The pilot on this occasion is Air Chief Marshal Sir Roderick Hill, with F.H. Dixon behind. (via Jack Meaden)

Unit but we do not know of any other examples of its use, or why this particular S-51 should be singled out when several were used for trials at this time.

p.660: The Miles Marathon 1 prototype G-AGPD c/n 6265 crashed at Amesbury at 1429hrs on 28.5.48 (not 10.5.48 or 24.5.48 which other sources sometimes quote). The adjustable fins had been left in the take-off position and failed at cruising speed. The fins were toed-in for take-off and climb to make directional control easier in the event of an outboard engine failure. This imposed an extra loading on the tail structure requiring them to be reset for the cruise. Test pilot Brian Bastable forgot to do this, resulting in overstressing, tail failure and loss of control.

F: 10.6.48 p.626: A photo of KLM Dakota PH-TCT c/n 13334 in United Nations colours appears in our *Complete Civil Aircraft Registers of the Netherlands*. Was this the only aircraft so to be used?

A: 11.6.48 p.689/701: Of the Fairey (or Topsy) Juniors, OO-TIT c/n J-110 has no known fate, but OO-ULA c/n J-111 became G-AMVP on 23.10.52, re-engined with a Walter Mikron which failed at Wroughton on 4.7.93 necessitating a forced landing from which it is still recovering.

F: 17.6.48 p.656: The BOAC York crash on 16.7.47 in Iraq involved G-AGNR c/n 1219 "Moira", recently ex ZS-ATP of SAA in 4-5.47. Capt W.R.Crich.

p.659: Sikorsky S-51 G-AJOO was c/n 5121. It was written off at Fawar, Sudan on 16.10.49.

A: 18.6.48 p.723: The Swedish Air Force visit consisted of P-51 Mustangs (type J26 in Sweden) from the 1st Sqdn



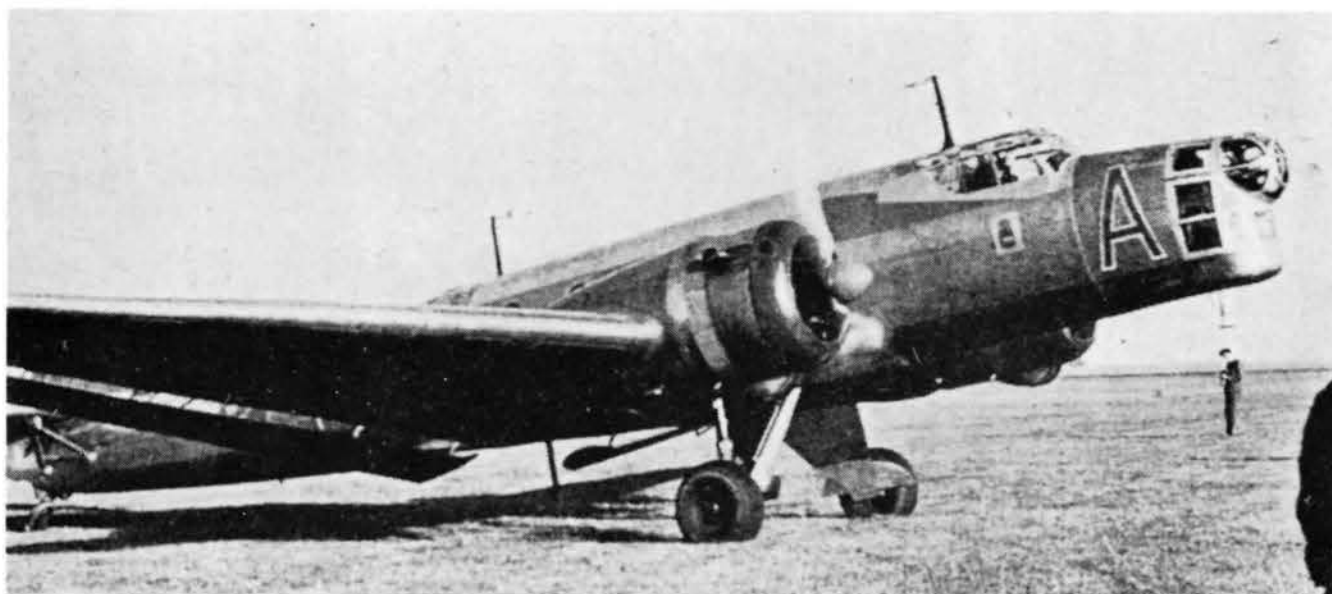
Above: Pest Control's Sikorsky S-51 G-AJOO showing its 65 gallon belly tank, rear-mounted pump unit and short spray booms during a spraying demonstration. See item 17.6.48. (Flight via Jack Meaden)

of F16 wing at Uppsala together with four from F4 Frösön. They were guests of 65 Sqdn West Malling whose Hornets had visited Uppsala earlier. Among the visiting J26s were 26005/A, 26007/B, 26093/C and 26014/L. The ground crews were transported in two Junkers Ju 86 K (Tp37) and the sole Ju 86 Z-7 (Tp9), probably all from F1 Västerås. The Ju 86 Z-7 was w/nr 0860959 serialised Fv911. It was originally ordered by AB Aerotransport Chief Pilot K.G.Lindner for a transatlantic flight but these plans were abandoned and the order taken over by ABA before delivery. SE-BAD was reserved 16.2.38 but changed to SE-BAE 23.2.38 for radiotelegraphy reasons. It was delivered



Above: One of the three visiting Swedish Junkers (see Extract 18.6.48) was the Ju 86 Z-7 / Tp9 Fv911. Shown here in 1938 as mail carrier SE-BAE "Svalan" it later had cabin windows added and Mercury engines substituted for Hornets.

Right: The other two Junkers visitors were 12 passenger Tp37 transports, SAAB-built Ju 86 K-13 ex-bombers in silver finish and retaining the bomber nose. One of the two, "A" seen here, had cabin windows added. (Both: Aeroplane via Jack Meaden)



to ABA 4.38 named "Svalan" (Swallow) and mostly used on the Stockholm - Malmo - Hannover nightmail route until the war. In 10.40 it was sold to the Air Force as Fv911 with a t/t of 1694 hrs. The P&W Hornets produced problems and prior to 1947 were replaced with Mercury XXIVs, more cabin windows and seats from the Fokker F.VIII SE-AEB/Fv 910 were also added. Coded F1-78, F1-S, F1-11 and F7-10 during its military career, Fv911 was soc on 18.10.58 after 2991 hrs. It was destroyed in an attack by Lansens at the F7 Sätenäs open day on 22.5.60.

p.740: Hargreaves Airways Dragon Rapide G-AIUI c/n 6675 en route Elmdon - Douglas, crashed near Dalby, IOM about 2000 hrs on 10.6.48, pilot Capt C.S.M.Herbert.

F: 24.6.48 p.700: The DH.60 Cirrus II Moth shipped to Perth was G-EBPP c/n 355. It arrived 8.2.27 and later became G-AUPP.

- Ads: The only Netherlands civil registered Walrus surviving in 1948 was PH-NAX c/n S2/10266 or S2/10288. It was cancelled 20.2.49 on sale to Mr van Groningen of Nieuw Vennep - but what happened to it thereafter?

A: 25.6.48 p.769: The Anson G-AIWW accident was recorded earlier in Extracts: Aeroplane 5.12.47 p.743.

F: 8.7.48 p.47: Likewise Viking G-AHPK was in Extracts from Aeroplane 16.1.48 p.86.

- Ads: Swallow may have been G-AFCL. By 1950 was based at Thruxton owned by Gerry Forsaith of Bristol.

A: 9.7.48 p.59: Aviolinee Italiane Fiat G.212 CP I-ELSA c/n 4 was operating the first G.212 service from Milan to Brussels when it crashed in heavy rain at Keerbergen 1.7.48. Four crew and four passengers killed, stewardess and three passengers survived.

F: 15.7.48 p.61: The Grand Prix de l'Europe was held in Switzerland on 4.7.48. Duncan Hamilton did not drive in the race. If he was indeed flying a Proctor V one does not seem to have been written off around this date.

p.62: The wreck near Monto, Qld, was identified as a Douglas twin and had crashed 21.11.43. There were later established to have been 6 Americans, 6 Australians and 1

Briton, F/O R.M.Bartlett, on board. A likely candidate is C-47 41-18648, c/n 6009, of 5th Air Force, Australia, listed as suffering an accident on 21.11.43.

p.81: The Fulton "Airphibian" prototype NX60374 made its first flight on 7.11.46. Initially it was said to be convertible from aeroplane to car in 3 minutes but this was soon changed to 4 minutes. The engine was a 150 hp Franklin flat six, said to give a cruising speed of 110 mph and a range of 350 mls. There were fixed wheeled struts below the wings for supporting them when they were removed but which remained in position in flight.

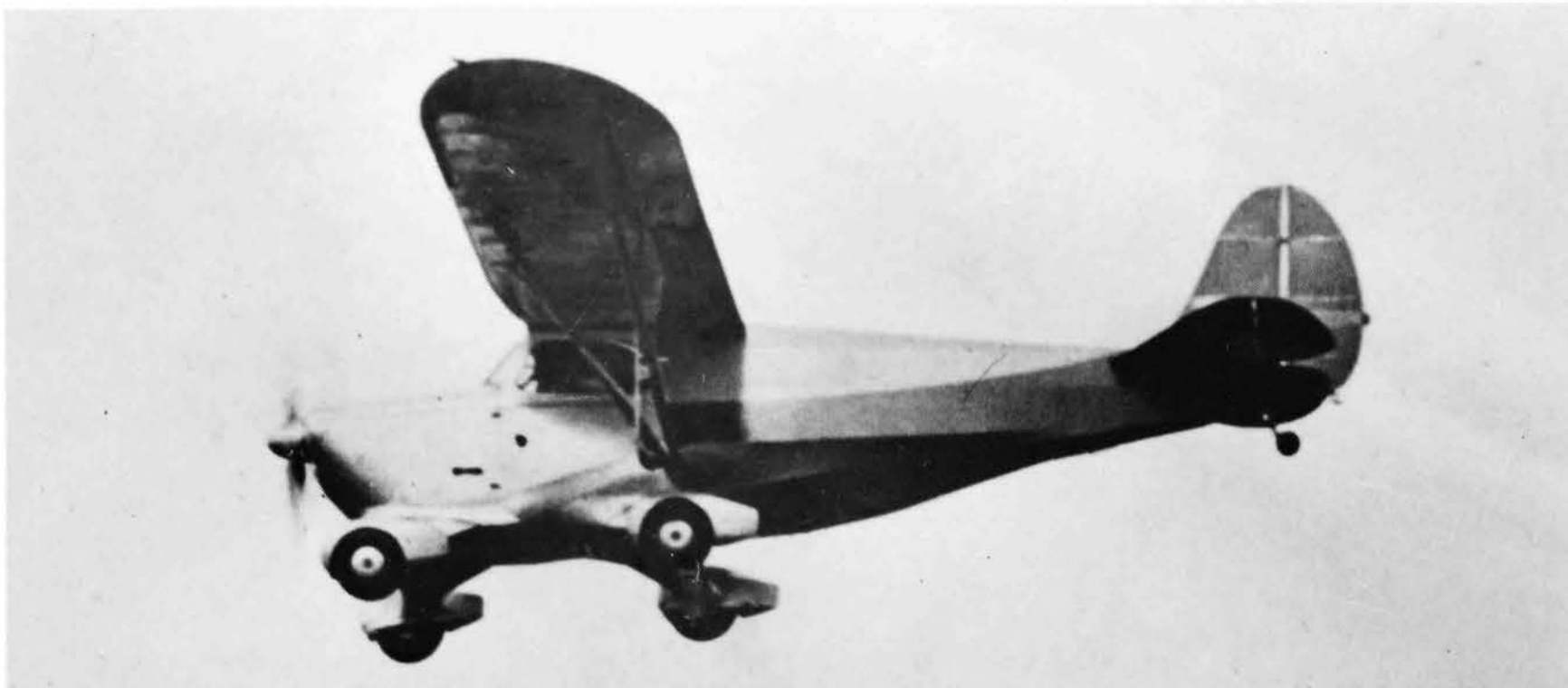
The FA-2 model had a redesigned fuselage and tail unit and two examples were built, NX/NC74104 and N74152. Trials were made with a 3-blade Pasadena propeller but finally a 2-blade Sensenich was selected. The Franklin 6-cyl engine with a normal rating of 150 hp at this time was the 6A4-150-B3.

The design of the wing was developed to a cantilever with slots and the ground support struts were made retractable. Two aircraft were built in this form, one unidentified (possibly the 'missing' N74153, but see below) and the other N74154 which was publicised as the FA-3 in 1954. With the retractable ground support struts the conversion time became 7 minutes, this presumably including the "quickly removable" propeller.

The Fulton Airphibian was the first aircraft/car convertible to have an Approved Type Certificate and a new company, Continental Incorporated, was formed to produce it. However it appears that no orders were forthcoming and it is believed that only the five aircraft were produced, nothing further being heard of it.

(Editor's note: Perusal of the US Registers of 1964-9 reveals the following:- N74152 c/n FA2-101, bt 1951, regd to Continental Inc, Danbury, CT. N74154 c/n 101, bt 1952, regd to Taylorcraft Inc, Conway, PA; last insp 6.56. N74155 c/n 102, bt 1956, Continental Inc, Danbury, CT. All were listed as Taylorcraft Continental FA-3 and had been removed from the Register c.1970. This raises the issue of Taylorcraft involvement in the design or marketing. Was N74153 ever used or were c/ns 101, 102 the two original FA-3s? Answers please, on a postcard....)

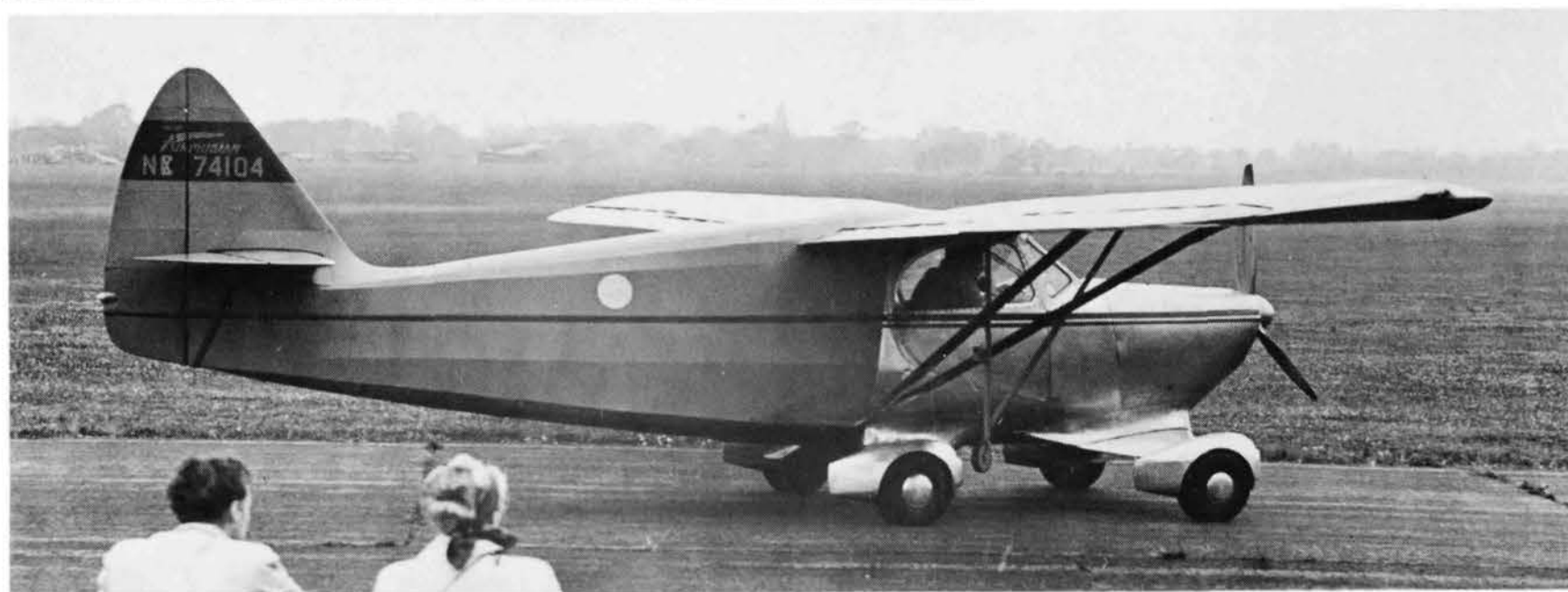
- Ads: H.R.Philp owned Cierva C.30A G-ACWM c/n 715. He was presumably successful with the advert as G-ACWM was registered to P.L.Chadwick on 20.10.48. See also Extracts from Flight 3.7.47 p.8.



THE FULTON AIRPHIBIAN

Above: The prototype Fulton "Airphibian" NX60374 (150 hp Franklin flat six) shown in flight. The development of the type is described on the previous page. The leading edge of the wing is cut back close to the cabin and this version has a tailwheel fitted.

Left: The prototype as a car with the propeller and the wing and tail structure removed. In this form the "registration" appears to be ED 99!



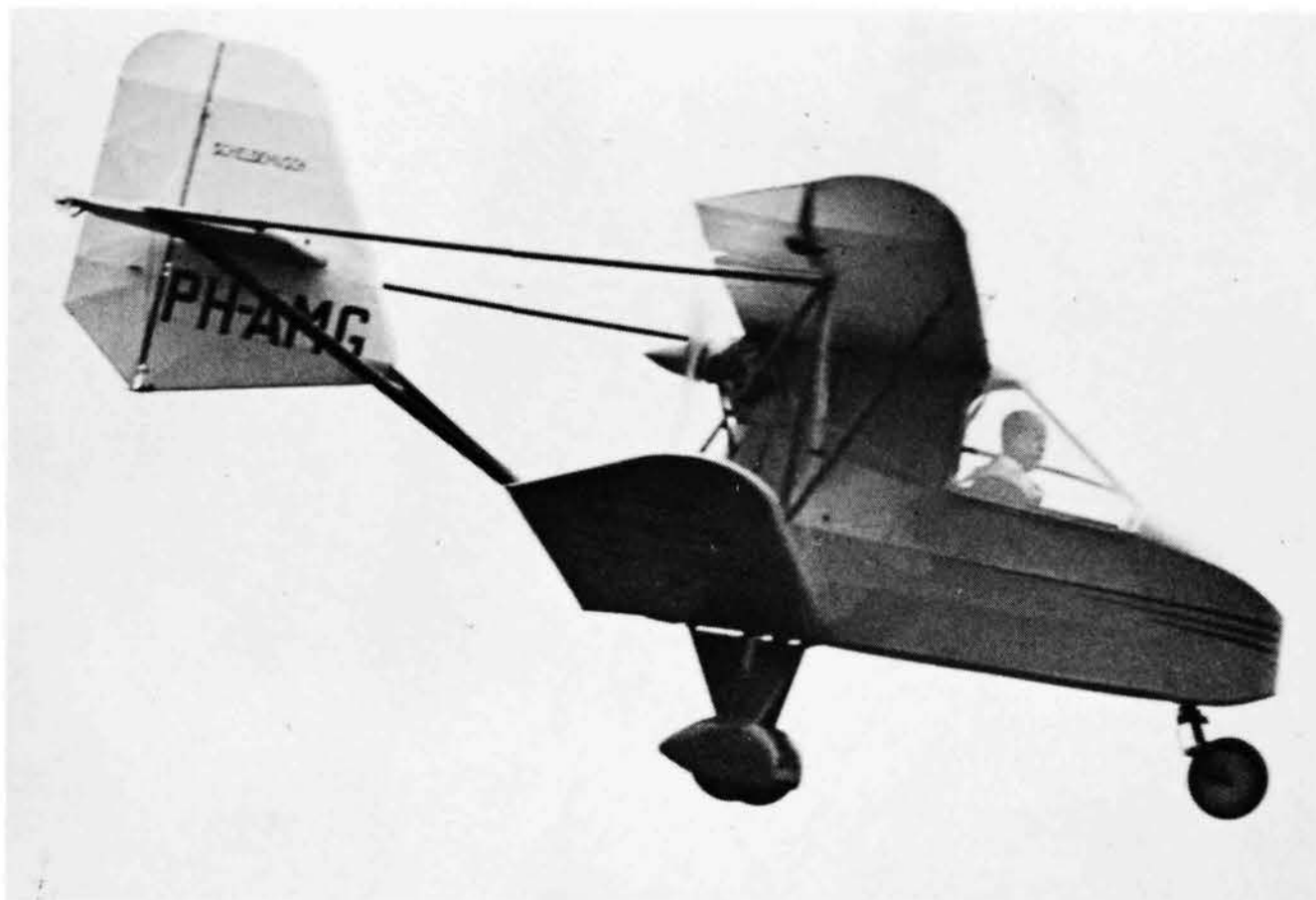
Above: The revised FA-2 version with redesigned fuselage and tail. The fixed ground support struts can be seen clearly beneath the wing although the tailwheel has now been removed. The three-blade Pasadena propeller originally fitted is also visible.

Left: The final FA-3 version N74154 c/n 101 seen in March 1954 with a cantilever slotted wing containing retractable support struts and mass-balanced ailerons. A two-blade propeller is fitted. (Howard Levy)



(All photos via Jack Meaden)

Right: The Scheldemussh single seater with a 40hp Praga B flat twin mounted as a pusher. It had HP slots and a steerable nosewheel undercarriage and is seen here being flown at Gravesend in May 1937 by R.G.Doig. We still do not have precise details of its fate.
(via Jack Meaden)



Ads: The de Schelde Scheldmusch PH-AMG c/n 53 was owned by Joe V.Wood, who bought it 15.9.45 from the widow of Sqdn Ldr Longbottom, and kept in a shed at Wood's Garage in Stratford Rd, Shirley, Birmingham. G-AHJR was reserved but ntu and later reallocated to a BOAC Sunderland. The Scheldmusch was flown at 5 Glider Training School, Hockley Heath, nr Birmingham, between 10.45 and 8.46 in RAF markings and registration PH-AMG (although this had already been cancelled). Because of vandalism by children, sometime after 4.47 Wood gave the aircraft to a friend Flt Lt David Langford who lived in Lincolnshire. It was reportedly damaged when it turned over while being taxied without the tail attached.

F: 22.7.48 p.91: Of the TEAL Short Empire Flying Boats, "Awarua" was ZK-AMA c/n S.886 ex G-AFDA and "Aotearoa" was ZK-AMC c/n S.884 ex G-AFCY.

p.108: The DH Flamingoes for modification would be two of G-AFYF, FYK and FYL, all at Redhill. In the event the proposal did not go ahead.

"Skywriter", the first A-B journal, gave details of the Sponson Developments Tribian under construction by Tiltman Langley. Developed from plans originally by the late J.G.Navarro (either his Naiad or Nereid amphibians?- Ed) it was to be an all-metal 3/4 seater powered by two 145hp Gipsy Major 10s with a land undercarriage retracting into streamlined sponsons which provided added stability on water. A later 5-seat version with 200hp Gipsy Sixes or Blackburn Bombadier engines was also proposed. The builders were attempting to find established companies to set up a production line, even in Norway. (How far did these prototypes progress and what happened to them? - Ed)

A later piece, in Flight 29.7.48 p.131, explained that Hon. Simon Warrender met the designer of the Tribian before his death, after which Warrender formed Sponson Developments Ltd with Douglas Reoch to acquire the designs and patents. Rex Stocken joined as technical director and Tiltman Langley were contracted to prepare detailed designs and build the prototype.

A: 23.7.48 p.116: The London Transport (Central Buses) Sports Assn Flying Club at Fair Oaks at the time had Tiger Moths G-AIIZ, G-AIJA and G-AKGF. The latter was "new" having a CofA issue date of 23.3.48, but all had c/ns in the normal Tiger Moth sequences.

F: 29.7.48 p.120: BOAC Dakota G-AGKN c/n 26429 was on a freight flight with two passengers, Capt F.Melling.

p.121: XA-GOQ was L.749 Constellation c/n 2503 of Guest Aerovias Mexico SA, later F-BAZR of Air France.

p.121: The NC.211 Cormoron 01 was unregistered and crashed due to flap and elevator imbalance, killing test pilot Bertrand and four other crew. See p.93/103.

With thanks for the above contributions to: Geoff Allen, Peter Amos, John Davis, Peter Davis, Peter Green, John Havers, Fredric Lagerquist, Peter Marson, Jack Meaden, John Potheary, Vic Smith and John Withers.

The latest batch of Extracts now follows:

Aeroplane July 30th 1948

*p.142 - Rimouski Airlines DC-3 crashed in the Gaspé Peninsula, Quebec 25.7.48 with loss of 26 passengers and 2 crew.

*p.143 - A photo published of the Hawk Trainer G-AKRW with a coupé top. This was inherited as such from the RAF and the top had been a station modification.

Flight August 5th 1948

*p.150 - General Electric Co Ltd, in conjunction with J.Lyons & Co Ltd, have converted a Horsa glider as a display unit to demonstrate food and furnishing equipment for a modern airliner. The work was supervised by Airwork Ltd and other participants were Latex Upholstery Ltd and L.A. Rumbold & Co Ltd.

*p.163 - Two leading British glider pilots had been killed in separate accidents at the International Gliding Contests at Samaden, Switzerland on July 29th. Cdr Chris (Kit) Nicholson, flying a Gull, entered cloud and crashlanded on Mt Berlinghera, near Domodossola. He appeared to have survived the accident but later collapsed and died of internal injuries. Donald Grieg, in an Olympia, hit a log-transporter cable over Lake Como and near to a hill face which cut 3 ft off his left wing. The glider spun in near Edolo, on the Italian side of the Bernina Pass. Other details in later issues.

Aeroplane August 6th 1948

*p.170 - ALFA Sandringham crashed on landing in fog at Buenos Aires on 29.7.48, killing 18 of 23.

Flight August 12th 1948

*p.178 - Cardiff Ultra-Light Aeroplane Club's Piper Cub was destroyed in a freak storm at Cardiff on July 29th. The hangar door was blown down and the Cub blown over. It had only just received its CofA renewal and was uninsured.

*p.188 - Article on aviation in Brazil. The Fabrico do Galeao factory near Rio de Janeiro had built 40 Fw44 Steiglitz and 25 Fw58 Weihe aircraft and since 1944 had built a substantial number of Fairchild PT-19As for the Brazilian Air Force. Cia Nacional de Navegacao Aerea of Rio had built over a hundred HL-1 derivatives of the Piper Cub and fifty HL-6 tandem low-wing trainers (photo showed PP-ZAD, -RIJ, -RJC, -RJB). It had also built a prototype of the HL-8 experimental tri-motor light transport.

*Ads - LEH Airways Ltd, Horsey Toll Airport, Peterborough, offering its fleet for sale:
3 Autocrats: G-AIRC (built 6.3.47), G-AJDZ (bt 1.5.47), G-AJIP (bt 5.5.47) - £900 each.
Proctor (built 1941) - £1200.
2 Dominies: G-AKIF (built 1944) - £4500, G-AEMH (built 9.36) - £2500.
2 Consuls: G-AIKS and G-AIKZ - \$4250 each.

Aeroplane August 13th 1948

*p.201 - BEA DC-3 forced landed near Sywell after hitting HT cables on July 30th; 14 passengers and 4 crew uninjured but aircraft destroyed by fire.

Flight August 26th 1948

*p.233 - Cook Strait DC-3 crashed into 1700 ft hill 20 miles NE of Blenheim on 9th August, 3 mls left of track on freight run. The two killed, M.C.Macleod & R.J.R.H.Makgill, were amongst New Zealand's most experienced pilots.

*p.241 - Article on Flying Club of Northern Rhodesia recorded the formation in 1931 with a Tiger Moth (sic) presented by Lord Wakefield. On the outbreak of war this aircraft was sold to the RAF for training purposes.

Flight September 2nd 1948

*Ads - Choice of Sea Otters, stored carefully in flyaway condition, suitable for civilian conversion - British Aviation Services Ltd.

Aeroplane September 3rd 1948

*Ads - By order of the High Court of Khartoum; sale in execution in action between The Shell Co of the Sudan Ltd v Albert Horstin de Pauw. Tenders invited for DH.86A as lying at Wadi Halfa, one engine u/s.

Aeroplane September 10th 1948

*p.395 - ANA DC-3 "Lutana" crashed en route Brisbane - Sydney on 2nd September; struck mountain near Tamworth, NSW.

Flight September 16th 1948

*p.332 - Scotland Yard were investigating the disappearance of 4 Beaufighters, recently purchased for "film work" by Airpilot Film Co Ltd for £15,000. They were ferried from Ringway and St Athan to Thame where some film work was done and they then left for Exeter. They did not land there and are understood to have gone to Southern France, refuelled, and then to the Middle East. Also missing for over a month was a Mosquito bought from Gp Capt Cheshire who had been unable to obtain a CofA for it.

*p.354 - In a report on the Farnborough Show, it was noted that the RAE were displaying the 1925 Westland-Hill Pterodactyl IB hanging from the roof in the NW corner of the West Exhibition Hall.

*Ads - Spartan 3-seater biplane; CofA required; best offer - Box No.

Flight September 23rd 1948

*p.374 - Also on display at the Farnborough Show was an all-white painted Hurricane in use by the RAE for flight-testing wings of various sections. The photo showed it to be serialled Z....

*p.378 - In a survey on ultralight aircraft, it was reported that work on the Wren Goldcrest had been unavoidably suspended at Carlisle but not yet abandoned.

*Ads - M2M Hawk Major 3-seater, flown from India to England in December 1947 and last flown March 1948, prior to CofA expiry. For sale by Shackletons for £125. In Flight of December 23rd the price was down to £95.

*Ads - Drone wings/tailplane, struts, chassis, Carden Ford engine, prop, badly damaged fuselage. Offer for lot or parts; Thorpe, Kingston, Surrey.

Aeroplane October 8th 1948

*p.465b - At Milan's international air races at Linate on 19th September was an airworthy 1911 Farman biplane I-FARM, flown by Landini. In a letter from A.H.Curtis in Aeroplane 15.10.48, the authenticity of the aircraft was criticised in great detail.

*p.489 - DNL Sandringham crashed on landing at Trondheim on 2.10.48, 16 of 38 passengers and 3 of 7 crew killed. En route Oslo - Tromso, it landed in rough weather and sank in 10 minutes.

Flight October 14th 1948

*p.453 - Photo and report of the Twin Ercoupe NX93384 at the 1948 National Air Races, Cleveland. The aircraft comprised two fuselages and a triple tail.

*p.466 - Article on the Hoppi-copter 102 and 104, one of each of which had been brought over to the UK. Built by Hoppi-copters Inc of Boeing Field, Seattle (president Horace T. Pentecost), one was to go to the Research, Development and Training Unit for Rotary Wing Aircraft at Beau-lieu for testing. Described as the world's smallest man-carrying helicopter, Model 102 NX31211 was assembled by General Aircraft Ltd and demonstrated at Hanworth. Powered by only a 35hp two-stroke engine, it lifted a few feet in ground effect and no horizontal flight was achieved. In Aeroplane 15.10.48 p.494, further information was that an English company was being set up to manufacture the type. Hoppi-Copters Ltd is a joint venture with Marwyn (Bournemouth) Ltd, the designers of a 4-stroke 40hp engine. The two prototypes are expected to remain in Britain.

Aeroplane October 22nd 1948

*p.541 - Mercury Airways DC-3 force-landed in desert between Wadi Halfa and Khartoum on 12.10.48 following cockpit fire en route Paris - Johannesburg. No injuries and all rescued by an RAF Anson.

*p.542 - Scottish Airlines Liberator, operating on Northern Ireland milk run, crashed on landing at Speke 13.10.48, no injuries.

*Ads - Cessna Crane, used only by King Peter of Yugoslavia and seen Croydon Airport. Perfect condition; £3000 for prompt sale - Sudimex Ltd, 36 Upper Berkeley St, London W1.

*Ads - Fokker F.22 G-AFZP, completely overhauled with P&W Wasp Junior R1340-S3-H1 engines, s/nos 8549, 9288, 9296, 8722. For sale, Scottish Avn.

Flight November 11th 1948

*p.568 - NZNAC Lockheed Electra missing over North Island on 23.10.48 with 11 passengers and 2 crew on board.

Aeroplane November 12th 1948

*p.609 - Westland Spraying Services Ltd of High River, Alberta, is using six Lysanders converted for spraying. A 200 gallon tank is installed in the rear cockpit.

Flight November 18th 1948

*p.610 - Mannin Airways Rapide ran out of fuel and crashed into River Mersey on approach to Speke on 11.11.48. It was flying from Dublin to IoM but was delayed and diverted by fog. Five of the six passengers and the two crew were killed, including Capt J.C.Higgins, MD of Mannin.

*p.612 - Letter from R.G.J.Nash of Weybridge referring to his museum collection. His Fokker D.VII was built January 1918 and is in original condition, except for the fabric, as he found it at Versailles prior to WW2. It had been used by Jagdstaffel 71 and the Richtofen Squadron. It used to have a large skull & crossbones on both sides of the black painted fuselage, the rest being vermilion and white. This letter was responded to by A.R.Weyl on 9.12.48, saying that it was unlikely to be a Richtofen machine since all those had been flown back to Germany or Switzerland in November 1918.

Aeroplane November 19th 1948

*p.656 - ANA DC-3 crashed on top of Mt Macedon, 40 miles NW of Melbourne 8.11.48. Captain & second pilot killed but 19 passengers and stewardess escaped.

Flight November 25th 1948

*p.622 - Mrs Morrow-Tait and Michael Townsend were uninjured in the forced landing of their Proctor on their round-the-world trip. It was badly damaged between Fairbanks & Anchorage, Alaska on 21st November, having left Cambridge on August 18th. (Also in Aeroplane 26.11.48 p.665)

*Ads - BA Klemm Swallow (75hp Salmson) stored under good conditions since CofA lapsed 1939; offers, West Row, London W10.

To be continued . . .

Casualty Compendium

PART FIFTY-FOUR

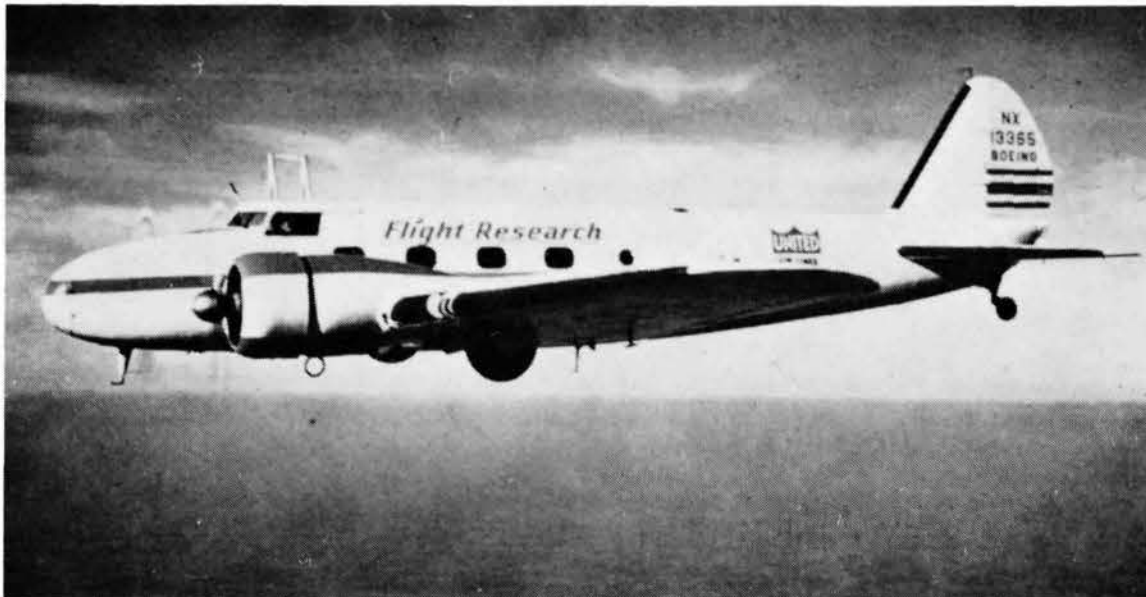
To begin with a few items a little older, many covering Latin American events:

- 17.10.46 (p.93/53) Lockheed L-10E c/n 1133 was C-110 with SACO, not C-10. 30.10.46 or 22.1.47 also quoted as date!
- 9.3.47 (p.93/26) The C-47 C-400 was operated by VIARCO at the time, en route Villavicencio to Bogota.
- 4.4.47 (p.92/110) The new DC-3 Update 2 identifies the International Air Freight DC-3 which crashed at Lantana, Florida as NC52710, c/n 19095.
- 4.5.47 Lockheed 18 TI-84 probably c/n 2374 ex AN-ABY.
- 28.12.47 Crash was near Leon.
- 25.5.48 FAC 662 seems to be a high serial for 1948. C-47s in service 1.49 were in the range FAC 650 - 655.
- 9.6.48 Correct location is in Chiapas state.
- 15.12.48 Veru Beach is in north central Peru.
- 10.10.49 Original report stated DC-3, answer gave Lockheed XA-HOU however this regn was DC-3-277B c/n 2208 purchased 19.3.49 by Taxis Aereos Nacionales, fate unknown. Could this be the correct identity?
- 7.1.50 LAGOSA also lost Boeing 247D XA-BFK c/n 1738 in 1950. XA-CAB thought to be with Oaxaca at the time.
- 24.5.50 LANSA C-47 was C-307, also reported to have crashed on 27.2.48.
- 11.7.51 Lodestar seems to be confirmed as CF-ETC c/n 2219.
- 24.8.51 Pilot was Capt Marion W.Hedden.
- 24.11.51 4X-ADB was destroyed by fire and not rebuilt. One problem emerges, -ADB was re-registered -ADN, of which there were two, but it still wore the marks -ADB. Another suggestion is that there was also another -ADB which would explain the confusion over whether it continued flying. So far we have c/n 10416 42-72311, NC56011, ZS-BYA, NC56011, 4X-ADN (1) 11.6.50, re-regd 4X-AMD 4.2.51, to N56011 6.51. C/n 10512 42-72407, NC86581, 4X-ADB 31.5.50, re-regd 4X-ADN (2) 4.2.51 but retained -ADB marks, cr Zurich 24.11.51. Further comments would be welcome, and how does CF-QBA/CF-MCD also quoted as 10512 later, fit in?
- 27.11.51 The Civil Air Patrol Piper L-4J was indeed USAAF 55151, ie. 45-5151, c/n 13891.
- 4.12.51 The DC-3 crashed at Derby, 3 miles NE of the Rocky Mountain Arsenal, having taken off from Denver-Stapleton.
- 16.12.51 The C-46 had 56 occupants, 4 crew and 52 passengers.
- 20.12.51 Correct title Robin Airlines (see also 18.4.52 below). Location was spelt Coburg.
- And now on with the 'new' Casualties listed last time:
- 22.3.52 Maritime Central DC-3 CF-BXZ c/n 4695 was not found until 27.8.53 some 40 miles from Gaspé, PQ. Capt John McClatchie, Co-pilot Capt J.E.Boudreau and three passengers had been on board the non-scheduled flight chartered by Fraser Brace Terminal Construction from Saint John, NB to Goose Bay, Labrador. Icing may have been a cause, with freezing rain, snow and fog restricting the search which was abandoned on 31.3.52.
- 23.3.52 KLM L.749A Constellation PH-TFF "Venlo" c/n 2652 en route Karachi - Bangkok leg of Amsterdam - Sydney service, suffered vibration cured by increasing engine rpm. However, propeller failure on No.3 engine occurred when 8 km out on approach to Don Muang Airport, Bangkok. The engine fell off and fire broke out in the nacelle. During the landing run the right main undercarriage leg collapsed and the fire spread but Capt J.H. Creel, nine other crew and thirty-four passengers were able to escape safely.
- 24.3.52 Soc. Aérienne de Transportes Tropicaux L.18 Lodestar F-ARTE c/n 2005 on Abidjan to Nice service, crashed at Gao, Niger, after take-off at 0307 hrs. Three crew and 14 passengers killed, 2 injured. Pilot fatigue was suggested as cause, the flight was behind schedule and departure had been brought forward six hours although the pilot had flown 24.5 hours in the previous three days.
- 26.3.52 Braniff DC-4 N65143 c/n 10336 en route Denver to Dallas made a forced landing in wheatfield in overshooting the grass airfield at Hugoton, Kansas, after No.3 engine caught fire and fell off. Capt Jack Stanford, 3 crew and 45 passengers all escaped with only one minor injury.
- 5.4.52 US Airlines C-46F N1911M c/n 22464 crashed Jamaica, Long Island, on go-round from Idlewild in heavy rain. Inbound from Fort Lauderdale, FL, having diverted from Teterboro, NJ due to worsening weather there. Left engine failed, due to failure to renew fuel feed valve diaphragm, killing Capt W.B.Crockett Jr, 2 crew and 3 on the ground. Five (?) or thirteen (?) injured on ground, four buildings destroyed. T/t 4293 hrs.
- 9.4.52 Japanese Airlines Martin 202 N93043 c/n 9164 "Mokusei", was operated by Transocean Airlines and leased from Northwest Airlines. It was en route Tokyo - Fukuoka when it crashed on Mihara volcano, Oshima Island. Capt E.G.Stewart, 3 crew and 33 passengers lost.
- 11.4.52 Pan American DC-4 N88899 c/n 10503 "Clipper Endeavor" suffered No.3 engine failure on take-off from San Juan, PR for Idlewild. Lost height and speed, so forced to ditch in heavy seas during attempted return. Aircraft sank in three minutes in 2,000 feet of water, Capt John C.Burn, 4 crew and 12 passengers were rescued although 52 passengers lost their lives. Failure to change faulty engine prior to flight was the



Above and below: KLM Constellation PH-TFF burning at Don Muang, Bangkok on 23.3.52. The missing no.3 engine and collapsed right undercarriage are obvious, the fire crews are not. (via Ronald Dijkstra)





Left: The Boeing 247D c/n 1958 began its career with United as NC13365 and was then used as a Flight Research aircraft as shown here. It was then sold to LAMSA, Mexico as XA-FIR later becoming XB-LID and then XA-JUV with TAN, in which guise it crashed at Mexico City on 5.5.52. (UAL via Jack Meaden)

chief cause but poor recovery technique by the pilot and failure to warn passengers of ditching contributed to loss of life. (Capt Burn was responsible, as co-pilot, for saving singer Jane Froman from the crash of "Yankee Clipper" NC18603 at Lisbon on 22.2.43 (see Archive p.91/26), he later married her - the story line of the film "With a Song in my Heart")

- 18.4.52 Robin Airlines Inc (t/a North Continent A/L) C-46F N8404C c/n 22466, leased from Air Charters Inc, on the last leg of a New York - Chicago - Kansas City - Wichita (technical diversion) - Amarillo - Phoenix - Burbank flight crashed 2 miles east of Whittier, CA with the loss of all 26 passengers and 3 crew. Pilot Capt Lewis R. Powell may have been attempting a visual approach below a layer of overcast, having diverted to Los Angeles, but hit the ground. After an earlier heart attack he should only have flown as a check pilot. CAA grounded Robin Airlines next day, citing 40 violations; it had gone out of business following the 20.12.51 crash, which explains why it was trading as North Continent.
- 21.4.52 Fuel fire on ground severely damaged TWA L.749A Constellation N6010C c/n 2646 "Star of Illinois" at Idlewild, NY. Caused by ruptured fuel hose from tank truck. Aircraft fuselage gutted but rebuilt.
- 29.4.52 Pan American B.377 Stratocruiser N1039V c/n 15939 "Good Hope" en route Rio de Janeiro - Port of Spain - New York crashed and burned in jungle near Carolina, Para State, Brazil. Capt A. Grossarth, 8 crew and 41 passengers killed. Caused by No.2 engine separating from wing, followed by structural failure of wing and tail.
- 30.4.52 "Golden Eagle", Boeing 377 N1029V c/n 15929 of Pan American left undercarriage retracted on landing at London Airport, following total electrical failure on approach. Inbound from Frankfurt. No injuries.
- 5.5.52 Boeing 247D XA-JUV c/n 1958 of Taxis Aereos Nacionales SA, crashed on take-off at Mexico City. Capt Jesus D. Rodriguez and co-pilot seriously injured. C/n 1958 was the last of the type to be built, was used by United as NC13365, then as a Flight Research Laboratory as NX13365 (see Digest, July-August 1987) before becoming XA-FIR with LAMSA 26.10.45, XB-LID and XA-JUV. One of three with TAN.
- 9.5.52 Gold Belt Air Service Noorduyn Norseman IV CF-PAA c/n 32 on a test flight from Lac à la Tortue, PQ with pilot M.G. Preston and five passengers, suffered engine failure and force-landed on Lake Mondor. Overran lake and damaged in collision with trees and cottage, two passengers slightly injured. Fuel selector valve incorrectly labelled and empty belly tank inadvertently selected though wing tanks contained fuel.
- 28.5.52 BOAC Hermes G-ALDN c/n HP.81/15 "Horus" made belly landing in desert 50 miles south of Atar, French West Africa at 0900 GMT on 26.5.52, out of fuel. Due to navigation error en route London - Kano it was 1300 miles off course. Instrument failure? Capt Robert Langley, 6 crew and 10 passengers rescued by air over next week but F/O Haslam died of sunstroke. First relief aircraft broke propeller landing at site.
- 30.5.52 National Airlines DC-6 N90892 c/n 43056 substantially damaged by severe turbulence en route Tampa - Havana. On the same day another National DC-4 N90894 c/n 43058 was badly damaged by turbulence over West Palm Beach.
- 14.6.52 Morton Air Services Consul G-AHFT c/n 2593 on a charter flight from Croydon to Le Mans had starboard engine failure 57n.mls from Shoreham, 22 n.mls from Le Havre. Capt Lawrence Page opted to return to England but lost height and ditched 12n.mls south of Brighton at 0949. All occupants survived the ditching but only five were picked up by ship two hours later, of whom only two survived.
- 16.6.52 Panagra DC-6 damaged when nosewheel retracted landing at Santiago, Chile. Not identified.
- 28.6.52 American Airlines DC-6 N90750 c/n 43137 en route San Francisco - Dallas was at 400ft on approach to Love Field, Dallas, was struck from below by Temco Swift N3858K c/n 3558. The DC-6, Capt G.H. Woolwever, 4 crew and 55 passengers, landed safely but the Swift crashed killing Paul Bronder and Don Walker, both Central A/L employees at Dallas who had been flying to work from nearby Denton. Poor communication with control and lack of caution on behalf of the Swift pilot was the main cause, though the controller was also criticized.
- 8.7.52 American A/L Convair 240 N94215 c/n 26 had nosewheel collapse on landing at Lynchburg, VA. Badly damaged but repaired later. Capt J. Keller, 2 crew and 9 passengers unhurt.
- 27.7.52 Tropic Airways DC-3 ZS-DFB c/n 12414 en route Amsterdam - Johannesburg, had left Malta when engine failed and Capt Tribelhorn was forced to ditch in Mediterranean 115 miles NW of Benghazi. All 4 crew and 28 passengers were rescued by a USN SA-16 Albatross and transferred to Royal Navy ships.
- 27.7.52 Passenger Marie E. Cappellaro lost when door of Pan American Stratocruiser N1030V c/n 15930 opened at 12,000 ft between Rio de Janeiro and Montevideo. Crew failed to ensure that door was properly secured.
- 1.8.52 Dragon Rapide G-ALBB c/n 6829 of Island Air Services landing from a sightseeing flight hit turbulence from a preceding Stratocruiser on Heathrow runway 23L. Pilot Brian McGinn lost control, the a/c struck a boundary fence and crashed nose-down on the perimeter track. Pilot seriously injured, 5 of 8 passengers slightly.
- 21.8.52 Beech Bonanza N8765A c/n D-2187 of Lake Central inbound from Cincinnati via Connersville, flew into severe turbulence from Eastern Airlines Constellation landing ahead at Indianapolis. Bonanza cartwheeled and crashed, seriously injuring pilot Jerry H. Hass and the two passengers.
- 21.8.52 Airwork Hermes G-ALDF c/n HP.81/7 lsd from BOAC, flying Blackbushe to Khartoum via Malta, shut down both inboard engines due to apparent malfunction. Consequent loss of electrical power necessitated ditching between Trapani and the Island of Formica at about 0100 hrs on 25.8.52. Six passengers (including 4 children) and a stewardess were drowned or missing but Capt G.S.F. Winsland, 4 crew and 45 passengers were rescued. Inadequate lifejacket and life raft provision was also highlighted. John Havers recalls being "volunteered" to test lifejackets for new standards as a direct result of this accident.
- 27.8.52 Douglas DC-2 ZS-DFX c/n 1332 of Phoenix Air Lines (Pty) Ltd, Pretoria, force-landed out of fuel 20 miles west of Bulawayo, Southern Rhodesia on sector to Lusaka with freight for UK. Capt Peace and crew unhurt. The DC-2 was repaired, was later used by Silver City Airways in Libya and then became F-BJHR of Airnautic.
- 29.8.52 Second Phoenix DC-2, ZS-DFW c/n 1322, crashed attempting night landing at 2100 hrs at Kosti, Sudan due to

fuel shortage and poor communications. On Juba to Khartoum sector of Johannesburg to Southend freight flight. Struck windsock pole and trees, written off, killing two crew but Capt V.Graham and co-pilot survived though injured. (Either the two DC-2s were flying to the UK together or the same crew took over -DFW to complete the trip. ZS-DFW was carrying pelts and originally two passengers but they decided to leave the aircraft at Bulawayo, a wise decision!)

- 31.8.52 C-46 N1688M c/n 22478 of United Export Co force-landed after right engine failed on take-off from Prescott, Arizona en route from Oakland, California to Biloxi, Mississippi. Thirty-six passengers and three crew unhurt. Right mainwheel was found to have fouled cables causing engine fuel valves to shut off.
- 2.10.52 British Guiana Airways G.21A Goose VP-GAA c/n 1007 submerged when landing on Demerara River at Ruimveldt. May have been due to heavy landing or hit submerged object. Pilot Brian Murphy injured, 1 crew, 2 passengers unhurt. Later towed ashore and repaired at Miami to become VP-BAA (4). (See photo p.82/112)
- 20.10.52 Piedmont DC-3 N65384 c/n 18984 "Tidewater Pacemaker" ran off runway in cross wind at Greensboro-High Point Airport, NC and undercarriage collapsed. Operating stopping service between Cincinnati and Wilmington. Three crew and thirteen passengers on board unharmed.
- 26.10.52 BOAC Comet G-ALYZ c/n 06012 crashed on take off within airfield boundary at Rome/Ciampino, en route London - Johannesburg. Failed to gain speed and height due to too steep an angle of incidence, take-off abandoned but undercarriage torn off in over-running runway. Capt R.E.H.Foote, 5 crew, 2 supernumary crew and 34 passengers survived with only two minor injuries. Comet wings later modified with drooped leading edges.
- 27.11.52 Surrey Flying Services York G-AMGM c/n 1355 "New Venture" operated by Air Charter Ltd hit trees and a ridge on approach in bad weather to RAF Lyneham positioning from Stansted. Ground controlled approach failed to prevent aircraft descending below glide path. Severe damage but Capt Lane and 4 crew only slightly injured. Photo p.94/54 depicted the remains of Qantas DH.86 VH-USE c/n 2309 "Sydney" which crashed at 0840 on 20.2.42 at Mount Pirie when en route from Brisbane to Mount Isa. Capt C.H.C.Swoffield, one crew and 7 passengers were killed.

Many thanks to all the following contributors for the answers compiled above: Geoff Allen, Michael Austen, Ken Carter, Barry Collman (and Airclaims' Library), Vernon Crooks, John M.Davis, Ronald Dijkstra, Dan Hagedorn, Brett Hargraves, John Havers, Klaus Mackiewicz, Ken Marshall, Peter Marson, Jack Meaden, Colin Smith, Vic Smith, Franc van Vliet, John Wegg, John Withers.

There now follows a further selection of accidents for identification:

We begin with the photo (left) of Loening Amphibian NCL36H of Kohler Aviation Corp. The photo is from the late Paul H. Garde, via Charles N. Trask, and we know nothing of the incident and little of the aircraft or the operator. Kohler operated out of Milwaukee to Detroit and Cleveland from the late 1920s to the early 1930s. This aircraft carried the fleet (or route?) number 2 on the rudder and the route is noted on the fuselage as Milwaukee - Muskegon - Grand Rapids - Lansing - Detroit. Any further details will be gratefully received.



- 7.12.52 TWA Constellation made emergency landing at Fallon Air Station, badly damaged.
- 15.12.52 Lake Central aircraft collided with Cessna 170 on approach, Richmond, IN, landed safely.
- 1.1.53 KLM charter flight ran out of fuel in bad weather and belly landed in desert 17 miles from Dhahran.
- 1.1.53 Aer Lingus DC-3 crash landed in field at Sperrall Heath, Warwickshire, both engines stopped.
- 1.1.53 All American C-46 on non-revenue flight bounced and rolled over landing at Cheyenne, WY.
- 5.1.53 BEA Viking landed short and hit truck and building at Nutts Corner Airport, Belfast. Destroyed.
- 7.1.53 Flying Tiger DC-4 on ferry flight crashed and burned on approach to Boeing Field, Seattle, WA.
- 7.1.53 Associated Air Transport C-46 missing five days, had crashed near Fish Haven, ID.
- 10.1.53 Union of Burma Airways DC-3 hit trees and crashed short of runway at Mergui Airport. Burned out.
- 11.1.53 Lockheed 18 of Kvallstidningon crashed on a go-round at Jonkoping, Sweden. Two crew killed.
- 21.1.53 BOAC aircraft landed short of runway at Entebbe, killing worker on ground.
- 22.1.53 Intercontinental L.049 Constellation written off at Burbank, CA.
- 26.1.53 DC-3 of LAI, Italy, crashed onto Mount Sinai shortly after take-off.
- 2.2.53 Skyways York disappeared between Azores and Gander after incomplete SOS call transmitted.
- 6.2.53 Northeast Airlines Convair crashed due to prop reversal during landing at La Guardia, NY. Later rebuilt.
- 7.2.53 Union Aeromaritime DC-4 suffered engine failure and crashed near Bordeaux.
- 14.2.53 National DC-6 broke up in severe storm and fell into Gulf en route Tampa - New Orleans.
- 15.2.53 Scandinavian airliner aborted take-off due to engine failure and crashed off runway at Tel Aviv/Lod airport.
- 3.3.53 Eastern Constellation landed hard at Chicago Midway, undercarriage collapsed.
- 4.3.53 C-46F of Slick on cargo flight crashed short of Bradley Field, CT, aircraft ILS not working.
- 16.3.53 'Twin engined Fairchild' badly damaged at Buenos Aires landing after elevator control failure, sightseeing.
- 17.3.53 Aigle Azur DC-3 hit hill on approach to Tuurane, Indonesia. Three crew killed.
- 20.3.53 Transocean DC-4 crashed in field near Alvarado, CA during IFR approach to Oakland. Destroyed.
- 27.3.53 California Eastern cargo flight en route San Francisco - Honolulu ditched in sea after 2 engines failed.
- 30.3.53 Aerovias Sud Americana C-46 stalled and crashed St Petersburg, FL during single engine go-round.
- 10.4.53 Air France trimotor on cargo flight crashed on take off in Madagascar.
- 14.4.53 Miami DC-3 on military contract lost altitude progressively, crashed near Sellack, WA.
- 14.4.53 Indian cargo aircraft lost wing and crashed on Khasi Hills.
- 16.4.53 DC-3 of Aigle Azur crashed on take-off from Hanoi with loss of 27 passengers and 3 crew.
- 20.4.53 Western Airlines aircraft fell into San Francisco Bay on approach to Oakland.
- 23.4.53 American Air Transport C-46 on approach to Seattle crashed near Selleck, WA, close to 14.4.53 site.

To be continued

FEED BACK

MILES M.65 GEMINI

- 6296 SE-AYM was cld as CofA expired, presumably sometime before 31.7.76?
- 6298 VP-TBI originally regd to Shell Trinidad Ltd, re-named United British Oilfield of Trinidad Ltd, 1956. Wfu on delivery of Apache VP-TCB in 9.57.
- 6316 Almost certainly LV-NWJ, 14.8.47 H.Hennequin y Cia, w/o Gral.Roca 12.10.58 (see 6318 p93/112).
- 6318 LV-RGH remains were at Lanus, Buenos Aires 4.75.
- 6447 Shipped to Venezuela 3.53, did not enter service with Shell until 22.6.53. Regn as YV-P-AED probably 6.53. Wfu at Maracaibo in 1957 and scrapped.
- 6456 Regd CF-HVK 16.12.55 to John E.Pitt, Montreal. It crashed 9 miles east of the runway at Mexico City on 26.3.58 and regn cld 8.59.
- 6460 Despite his nationality John Mahieu Aviation scrl was the correct, registered name of the company. We hope to have a more detailed account of the company shortly.
- 6478 (see p.94/34) Full name of aerodrome was Southern Highlands Club, built to serve the farming hinterland of the club, later hotel, at the location. EAA operated scheduled Lodestar/DC-3 services in the 40s and 50s.
- 6487 The beach where VP-KET overturned was Lindi Beach, about a mile from Lindi and used by light aircraft in preference to Lindi Airport 16 miles from town.
Below: Gemini VP-KJC c/n 6532 seen landing on Lindi Beach in December 1951. (John Pike)



- 6493 G-AKEP probably carried the IDFAF serial '11' and may only have been in military use in Israel for a year or less. It was then given to the Sdom Potash Co for flights between Tel Aviv and Sdom airstrip.
- 6524 G-AKHW is currently resident with Stan Smith at Dairy Flat airfield, Auckland, NZ awaiting restoration as ZK-AHW (marks originally used on a DH.86 in 1945/6). Having just completed J/3 Cub ZK-AIR, Stan also has DH.84 Dragon ZK-AXI and Avro 631 Cadet c/n 730 ex IAC C-7, (EI-AFO), EI-AGO, (G-ACFM), to work on.
- WAL/C/1005 SE-CMX was regd to G.E.Palm, Klintenhamm 15.5.62, then to K.A.E.Junstrom 28.9.62. Though damaged on 26.4.67 it was not cld until 9.1.70.
- WAL/C/1006 Was G-AMME sold to Stockport Aircraft Preservation Society after wfu, then stored at Handford?
- 75/1007 G-AOGA actually first flew on 23.11.55, with test pilot Ian Forbes for 12 minutes. Half an hour later George Miles flew it for 18 minutes. It next flew, for 93 minutes, on 10.12.55; all recorded in the Shoreham Airport log.

CIVIL REGISTERS OF CYPRUS

- 5B-CAJ Further to our comments last time, Peter Marson has photographic evidence that N9642Z wore "Soli Transocean" titles (note the wording!) when in Cyprus and on delivery back to the USA via Gatwick. In view of the DCA denial, what is the evidence for regn 5B-CAJ?
- 5B-CBO appears to be in open store at Larnaca 7.94.



Above: Agwagon 5B-CCW which crashed at Ypsos on Corfu at 0720 on 20.7.78, piloted by George Papadopoulos. (Andrew Stamatopoulos)

Below: Jenair Navajo at Larnaca 4.7.94 confirming that it wears 5B-CDM and not -CDN. (Dave Gearing)



5B-CDN(2) The Navajo is in fact painted as 5B-CDM (see photo) and is quoted as such in the 1.1.94 register with CofR no.92. This should be amended on our list. It now wears Jenair Cyprus colours with an Albatross Flight College sticker on the fin.

5B-CDS noted at Larnaca 10.93 and 7.94, wfu.

5B-CDW not based at Larnaca? Was at Lakatamia 10.90.

5B-CEB c/n should read 28-7990330.

5B-CEK noted at Larnaca 10.93, wfu. Engine and nosewheel missing 7.94.

5B-CEY was never N84P.

5B-CFB has revealed a long-standing error in the UK Register and ABN. Quoted there as originally N4908G, it is correctly given in Archive as ex N4098G and was current as such before coming to the UK as G-BAXS, to which it has since reverted.

5B-CFK regn was cancelled 19.4.85.

5B-CFM Originally N10F. Regn was cld 11.3.91, restd .92.

5B-CFR C/n of Agusta Bell 47G-3B-1 is 1590.

THE HILLER XROE-1 ROTORCYCLE

Our "complete" listing on p.89/56 was, we thought, the last word but Peter Marson has been checking his logs for Eastleigh in 1959-61 and finds that his notes clearly disagree with ours. We give below the Hiller c/n originally quoted, the serial or regn, then Peter's log information:

C/n	Marks	PJM comment
6	4020	c/n 4 noted 18.10.59
5	4021	agreed 18.10.59
4	4022	c/n 6 noted 25.10.59
3	4023	c/n 8 noted 25.10.59
7	4024	c/n 10 noted 7.11.59, but see G-46-2
9	G-46-1/G-APYF	agreed 25.10.59 (re-regd 10.6.60 or possibly late 9.6.60)
10	G-46-2	agreed 27.4.61, see 4024
	G-46-3	noted new c/n 11, 27.4.61
	G-46-4	incomplete 9.61
	G-46-5	incomplete 9.61

Published sources all say first to fly was on 19.10.59 and PJM says the "first" aircraft (his c/n 4) did fly on that day but the "second" (c/n 5) had already flown on 15.10.59 without marks.

It seems a likely explanation that components may have been interchanged from time to time?

Thanks for the above contributions to: Peter Campbell, Richard Currie, John Davis, Dave Gearing, Noam Hartoch, Mike Hollick, Peter Marson, John Pike, Colin Smith and Luc Wittemans.

No.4 1994



ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly

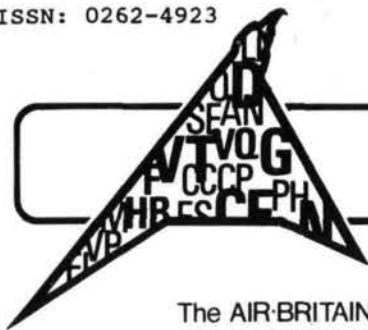


G-AJRT, race number 43, with chocks in position, has its propeller swung for starting by a Skyways engineer with well-gloved swinging hand, in 1956. A feature on the Tandem-canopy Magisters appears inside. (Aeroplane via Jack Meaden)



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The AIR-BRITAIN Civil Aviation Historical Quarterly

Edited by David Partington

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Nailsworth, Gloucestershire GL6 0EA

This issue sees the *Cyprus Register* come to an end. We have tried to include as complete a survey as possible of the non-Cyprus registered aircraft used by the national airline, together with a rather unusual listing of the equipment used by the Crusaders Joint Services Gliding Club on the island. In the next issue we will be presenting another Mediterranean island with the Complete Register of Malta. Our major new series starting this time is the Whole Truth feature on the DH.114 Heron. This is compiled by Terry Sykes and completely updates the Air-Britain monograph which Terry co-produced in 1973. Terry also wishes us to thank Harry Adams, Mike Callister, Graham Cowell, Geoff Goodall, Paul Jackson, Roger MacDonald, Gordon Reid and Dave Shaw for their valuable input. We would also like to thank the many photographers and hope that they are credited correctly!

As is becoming the norm, *Extracts* is producing a wealth of material and this time we simply do not have sufficient room for all of it (or for any *Feedback* either!). We may have to run to some extra pages next time to catch up, but be assured that all the information and photos will be used in due course. One *Extracts* item from last time has turned into a well-illustrated *Fact File* on the Tandem canopy Magisters thanks to Jack Meaden's indefatigable efforts.

Now a note for PC operators, we are now able to accept material in disk form (either 3.5" or 5.25" disk) as long as it is ASCII compatible and can be run on Windows or Wordstar. We also intend to scan most typed input so clearly-printed letters can be filed on disk very quickly.

DEADLINE FOR NEXT ARCHIVE JAN 21st

HOW ? WHAT ? WHERE ?

The photograph *above* recently came our way via Eric Myall, who asks whether it is one of the British Fairey Primers. G-ALEW competed with the Chipmunk for the RAF training order while G-ALBL had the rear decking cut down before being wfu in 1949, although we cannot recall seeing other pictures of it in this form. Can this identification be confirmed and does anyone know more about the Primers and their fates?

The two Romanian aircraft shown last time have been identified (thanks to Harm Hazewinkel, Jack Meaden [from whose collection the photos come], Tony Morris, Barbu Nicolescu and Maurice Wickstead). The low-wing monoplane named "Astur" was an IAR 22 trainer built at Brasov in 1934 of wood with plywood covering other than the fabric wing trailing edge and rear fuselage (*below*). Power was provided by a 130 hp Gipsy Major, the petrol tank was said to be "droppable", balloon tyres and Palmer differentially operating brakes were fitted. Petre Ivanovici flew one to Entebbe, Uganda in 1935.

YR-ADL was a 2-seat parasol open cockpit tourer designed and owned by Radu Onciul (*bottom*). Built by ICAR, Bucharest in 1936, it was known by them as the RO-2 (c/n 201) but other sources call it the RO-1. It first flew at the military aviation school at Tecuci with a 35 hp Anzani but an 80 hp engine was fitted later. An International CofA was obtained on 30.9.36 and it was regd on 1.10.36. Flown often in 1938 but may have crashed in 1939, in any case the photo with a German soldier must be post-1940.



Complete Civil Registers : 10

CYPRUS

VQ-C

5B-

PART SIX



5B-DAR Airbus A.310-203 309 5.3.84
CofR 211. Ex F-WZEM. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 22.3.84. Current.

5B-DAS Airbus A.310-203 352 16.3.85
CofR 212. Ex F-WZEO. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 28.3.85. Current.

5B-DAT Airbus A.320-231 0028 19.5.89
CofR 213. Ex F-WWDE. Cyprus Airways Ltd, Nicosia, based Larnaca. CofV 12.5.89. D/d 20.5.89. Leased to Adria A/W as YU-AOB 4.90. Restored as 5B-DAT 11.90. Current.

5B-DAU Airbus A.320-231 0035 23.6.89
CofR 214. Ex F-WWDX. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 22.5.89. CofV 23.6.89. Current.

5B-DAV Airbus A.320-231 0037 30.5.89
CofR 215. Ex F-WWDN. Cyprus Airways Ltd, Nicosia, based Larnaca. CofV 29.5.89. D/d 30.5.89. Current.

5B-DAW Airbus A.310-231 0038 4.5.90
CofR 216. Ex F-WWDZ. Cyprus Airways Ltd, Nicosia, based Larnaca. CofV 4.5.90. D/d 5.5.90. Current.

5B-DAX Airbus A.310-204 486 1.3.89
CofR 217. Ex F-WWBN. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 28.2.89. CofV 28.2.89. Current.

5B-DAY Boeing 707-338C 19622 28.5.90
CofR 218. Ex VH-EAB, OO-YCL, P2-ANA, TF-AEC, SU-DAE, ST-ALL. Aviostar (Cyprus) Ltd, Nicosia. CofV 28.5.90. Regn cld 29.5.92, to N4131G.

5B-DAZ Boeing 707-328 19521 1.9.92
CofR 219. Ex F-BLCG, SU-DAB, ST-AKR, SU-DAB, XT-BBF, HB-IEI. Greyhound Financial Services, Clipper International Travel & Transport, Aviostar (Cyprus) Ltd, Nicosia. Current.
(Note: Regn 5B-DAZ was reserved 1991 by Perry's Air Service. No other details known.)

5B-DBA Airbus A.320-231 0180 13.3.92
CofR 220. Ex F-WWIT. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 17.3.92. Current.

5B-DBB Airbus A.320-231 0256 4.3.92
CofR 221. Ex F-WWBH. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 4.3.92. Current, leased to subsidiary company Eurocypria in their titles.

5B-DBC Airbus A.320-231 0295 1.4.92
CofR 222. Ex F-WWIE. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 31.3.92. Current, leased to subsidiary company Eurocypria in their titles.

5B-DBD Airbus A.320-231 0316 4.3.93
CofR 223. Ex F-WWBC. Cyprus Airways Ltd, Nicosia, based Larnaca. D/d 5.3.93. Current, leased to subsidiary company Eurocypria in their titles.

5B-DBE Reserved for Airbus A.320 for Cyprus Airways Ltd.

5B-DBF Not yet allotted.

Above: Cyprus Airways Airbus A.320 5B-DAU "Evelthon" landing at Zurich/Kloten on 9.10.93. (Ian O'Neill)

Below: An earlier colour scheme worn by Airbus A.310 5B-DAS at Newcastle 10.89. (I.McFarlane via P.Keating)



5B-DBG Reservation, 1991, for Boeing 707 for Skyjet.

5B-CHS Cessna 150K 71827 22.9.88
CofR 351. Ex N6327G. Atlas Mediterranean Aviation Ltd, Nicosia. CofV 22.9.88. To Albatros Flight College (Cyprus) Ltd, Larnaca, .90. Current.

5B-CHT Reservation, CofR 352. No record exists but registration was reported, possibly on a Cessna 172, at Larnaca in 1990.

5B-CHU Piper PA-44-180 Seminole 44-7995028 21.7.90
CofR 353. Ex N39726. Albatros Flight College (Cyprus) Ltd, Larnaca. CofV 2.8.90. Current.



Above: Cessna 150K 5B-CHS was in use with Albatros Flight College at Lakatamia 16.10.90. (Dave Gearing)

Below: Cyprus Airways latest Airbus A.310 5B-DAX caught on approach at Heathrow 8.9.89. (Peter Keating)



Right: Islander 5B-CHV in green and yellow colours and Jenair titles.

Below, right: 5B-CHW is one of two Grob G.115A trainers with the Albatros Flight College.

Below: Also with Albatros is Piper Seminole 5B-CHU.

Below, middle: 1978 model Piper Arrow III, 5B-CIA "Akamantis" has a 2-tone green colour scheme.

Bottom: Tomahawk II 5B-CII in smart red & orange trim.

(All by Dave Gearing, Larnaca, 12.10.93.)



5B-CHV PBN BN2A-26 Islander 878 22.7.91
CofR 354. Ex G-BFNV, G-BPCD, G-PASZ. Mark Aviation Services Ltd; leased to Jenair Ltd, Larnaca. CofV 22.7.91. Current.

5B-CHW Grob G.115A 8101 8.11.90
CofR 355. Albatros Flight College (Cyprus) Ltd, Larnaca. CofV 28.11.90. Current.

5B-CHX Canadair CL-600S 1028 30.11.90
CofR 356. Ex C-GLXM, HB-VHC, N600ST. Sea Tankers Management Co Ltd. CofV 30.11.90. Sold to SMC Aviation Ltd, .92. Regn cld 21.7.94, to N6008Z.

5B-CHY Grob G115A 8097 11.3.91
CofR 357. Ex (A6-...), F-GGOK, D-EGVV. Albatros Flight College (Cyprus) Ltd, Larnaca. CofV 11.3.91. Current.

5B-CHZ Reserved 3.12.90, no further details. CofR to be number 358.

5B-CIA Piper PA-28R-201 Arrow III 28R-7837131 25.4.91
CofR 359. Ex N3705M. Elios Ipsarides, Larnaca. Then to Ipsarides, Paulos Frangesides, Nicolou Aristodemou, Sophocles Philippides & Christos Vassiliou, Larnaca in 1992. CofV 25.4.91. Named "Akamantis". Current.

5B-CIB Reims/Cessna F.152 1611 1.11.91
CofR 360. Ex G-BGVI. Mark Aviation Services Ltd; leased to Albatros Flight College (Cyprus) Ltd, Larnaca. CofV 1.11.91. Current.

5B-CIC Reims/Cessna FA.152 Aerobat 0362 20.2.92
CofR 361. Ex EI-BIE, G-STAP. Mark Aviation Services Ltd; leased to Albatros Flight College Ltd, Larnaca. Current. (Was noted at Larnaca 6.91 already painted as 5B-CIC.)

5B-CID Bell 47G-2 2201 -
CofR 362. Ex N6703D. Reserved for Helimed Ltd, Nicosia, since 1991. Reportedly regd .92 and based at Paphos. Regn cld.

5B-CIE Bell 47G-4 3142 16.9.91
CofR 363. Ex CF-PUT, N9231Z. Helimed Ltd, Nicosia. Based Paphos. CofV 16.9.91. Current, though CofA expired 15.11.92.

5B-CIF Registration not allotted? To be CoR 364.

5B-CIG Registration not allotted? To be CoR 365.

5B-CIH Helio H-700 Stallion H7 26.9.91
CofR 366. Ex N40353, N961RD. Mark Aviation Services Ltd; chartered to Seaplanes Air Touring Ltd, Limassol as amphibian. Operating at Limassol Beach late 1993. Current.

5B-CII Piper PA-38-112 Tomahawk II 38-82A0082 26.2.92
CofR 367. Ex N91591. J. Droushotis, Larnaca. To Tomahawk Aviation Ltd, Larnaca .92. Current.

5B-CIJ Reservation for Jenair, 12.6.91. Not yet used, CofR to be 368.

5B-CIK Piper PA-31-350 Chieftain 31-7305111 24.2.92
CofR 369. Ex N74962, C-GNIR, N66549. Demetis, Constantinos & Marios Hajidemitriou, Nicosia. To Jenair Ltd, Nicosia, based Larnaca. Current.

5B-CIL Piper PA-31T Cheyenne 31T-7920071 3.7.92
CofR 370. Ex N379SW, N727CM, C-FEQB. Carlyle Leasing Ltd, Nicosia. Current.

Right: Chieftain 5B-CIK in blue/grey/black trim at Larnaca 12.10.93, has since been repainted in Jenair colours.

(Dave Gearing)

Below: Boeing 737 5B-CIO seen unmarked between leases at Zurich/Kloten on 5.3.94, is unusually registered outside the normal large transport aircraft series 5B-D..

(Ian O'Neill)

Below, right: Cessna Citation II 5B-CIQ seen on a visit to Tel Aviv/Ben Gurion on 28.7.94.

(Noam Hartoch)



5B-CIM Piper PA-31T Cheyenne 31T-7620023 3.7.92
CofR 371. Ex N100MP, N988TA, C-FMHB. Carlyle Leasing Ltd, Nicosia. Current.

5B-CIN DHC-4A Caribou 238 30.4.93
CofR 373. Ex Kenya AF 202, 5Y-BEV, N96NC. New Cal Aviation Inc & Ibis Air Transport Ltd, Nicosia. D/d 7.11.93. Current. (Originally quoted incorrectly as c/n 438.)

5B-CIO Boeing 737-3Y0 23921 19.3.93
CofR 374. Ex EI-BTT, F-GLTT. TEA Cyprus Ltd, Nicosia. Leased from GPA Group and operated by Vietnam Airlines 3.93 to 28.2.94. Sub-leased to Air Holland Charter and regn cld 8.4.94, re-regd PH-OZB with them.

5B-CIP Registration not yet allotted.

5B-CIQ Cessna 550 Citation II 0660 17.6.93
CofR 376. Ex N5233J, D-CMJS. CSM Aviation Ltd, Limassol. Current.

A recent reservation is:

5B-CBR (3) Bede BD-5B 5156 -
EDT Transport. This will presumably be CofR 46, so far unused.

Other registrations:

5B-CPA BN-2T Turbine Islander 2207 15.6.90
CofR 801. Ex G-BPLO, G-CYPP. Cyprus Police Airwing, Larnaca. Current.

5B-CPB Bell 412SP 33202 .90
CofR 802. Ex N3216P (US regn cld 5.90). Cyprus Police Airwing, Larnaca. Current.

5B-HAA Benson B-80 Gyrocopter 8-20A-2513 23.7.88
CofR 601. George Kouzapas, Oroklini. Based Larnaca. CofA 23.7.88. Current.

5B-HAB Benson B-80 Gyrocopter
CofR 602. Reserved, no further details.

5B-HAC Rutan RA-40 Defiant 162 15.7.91
CofR 603. Adrian Akers-Douglas, Maroni. Based Larnaca or Paphos. Current.

5B-HAD Eipper Quicksilver MXL II - 15.3.91
CofR 604. Andreas Onoufriou, Nicosia. Based Limassol. CofA 15.3.91. Current.

5B-HAE Reservation for homebuilt for D.Charalantas, 1991.

5B-ICL Bell 206L-3 Long Ranger 51148 -
Ex N101UH. Cyprus Defence Force, Lakatamia. Current.

5B-ICV BN-2B-21 Islander 2106 5.85
Ex G-BIXC, G-MICV, (5B-CFP). Cyprus Defence Force, Lakatamia. Cld?

"5B-JSB" Bell 206B Jet Ranger 982 3.84
Ex CF-DYL. Helicrops (Cyprus) Ltd. Marks never officially allotted. To G-BLGV 2.5.84.

5B-SMC Bell 206L-3 Long Ranger 51566 31.12.92
CofR 372. Ex N4278Z. Helimed Ltd, Nicosia. Current.

Registrations not yet known:

Cessna 150M (77618) ex N6269K.
Cessna 152 (81575) ex N65477, G-PACK.
PA-28-140 Cherokee (28-7425268) ex N41656.

Also under construction (for 5B-H.. series)

Christavia Mk.1 Further details unknown.
Murphy Rebel A.Withey & ptrns, Limassol.
Taylor JT.2 Titch c/n PFA.3230 was under construction by R.S.Acton, 16Ft AAC at Dhekelia in late '70s.

Cyprus National Guard:

CR2 Beech 18 ?? noted 12.69 to .71, Lakatamia.
CR3 Dornier Do27Q-5 (2113) ex D-ELKO, 5B-CAA. 1962-3.
CR8 PA-22 Colt Possibly 22-8134 ex N4620Z or 22-9298 ex N5511Z both supplied to Cyprus 5.64. Photo 3.71.



Above: Little is known about the identities of the small number of aircraft operated by the Cyprus National Guard, or of the serials missing from the list above. The Piper Colt CR8 was photographed at Nicosia in March 1971. (Peter Davis)



Left: Three of the Cyprus Airways Douglas C-47s which were operated, in British registration marks, until the late fifties. (all by Peter Keating)
 Top: G-ARKX "Curium" in front of the terminal building at Beirut Airport on 21.11.55.

Middle: G-AGND "Alasia" seen by the same terminal in March 1956.

Below: G-AKIJ "Amathus" also at Beirut with a backdrop of Lebanese mountains on 26.7.56.



CYPRUS AIRWAYS AIRCRAFT NOT REGISTERED IN CYPRUS

In addition to the aircraft registered in Cyprus, the national carrier Cyprus Airways has used a number of leased airliners over the years in their owners' marks. The invasion of Cyprus by Turkish forces in 1974 and the subsequent impounding of the Cyprus Airways fleet at Nicosia by the UN, required the temporary acquisition of a variety of types ranging from Viscounts to DC-8. Others were leased pending delivery of new equipment as the dates will probably reveal.



The first six aircraft listed were the C-47s owned by Cyprus Airways but registered in the UK in the years before independence:

Douglas C-47B	G-AGND	26725	"Alasia"	25.1.50; leased to Silver City 2.58 to 8.58. Sold 20.2.59.
Douglas C-47A	G-ARKX	9874	"Curium"	1.9.48 to 28.1.58.
Douglas C-47A	G-AKII	12299	"Salamis"	2.12.47 to 25.2.59.
Douglas C-47A	G-AKIJ	13304	"Amathus"	3.3.48 to 3.1.58.
Douglas C-47A	G-AKIK	13487	"Citium"	16.12.47 to 28.8.56. Damaged by bomb, Nicosia 27.4.56, repaired.
Douglas C-47A	G-AMHJ	13468	"Paphos"	6.2.51 to 6.56.



The leased aircraft comprise:

BAC 1-11/523FJ	G-AXLM	199	28.2.77 to 1.78	from BAC.
BAC 1-11/518FG	G-BCWG	204	30.10.76 to 4.2.78,	from Monarch.
Boeing 707-436	G-APF ?	?	.77	from BAirtours?
Boeing 720-051B	G-AZFB	18381	4.77 to 4.78?	Monarch.
Boeing 720-023B	G-BCBA	18014	2.78 to 2.79?	Monarch.
Boeing 720-023B	G-BCBB	18013	8.76 to 2.77,	from Stanhope, sub-leased from Monarch?

Also noted in Cyprus A/W colours in 1979.

Britannia 253	EI-BBH	13436	9.7.76 to 11.6.78,	from Aer Turas.
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Canadair CL-44D-4	G-AWGT	30	4.78 to 6.79	from Trade-winds (then became 5B-DAN).
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Douglas DC-8-52 N99862 45303 Ex N8036U, ZK-NZF. 30.3.76 to 1.4.78 from McDD. Seized by terrorists at Larnaca Airport 18.2.78, flown to Djibouti with hostages, returned to Larnaca and attacked by Egyptian commandos 19.2.78. Damaged (with 5B-DAH). Later N804EV.

Douglas DC-9-15	N48200	45721	14.8.75 to 9.76,	d/d 1.9.75, from McDD.
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Douglas DC-9-15	N54648	45722	14.8.75 to 6.11.76,	d/d 24.8.75, from McDD.
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Left: The DC-8-52 leased from McDonnell-Douglas, N99862, was hijacked to Djibouti and attacked by Egyptian commandos on its return to Larnaca. The cockpit area was damaged during the attack and the subsequent exchanges between the Egyptians and the Cyprus National Guard.

Left, above: Two of the leased BAC One-Elevens: upper: G-AXLM landing at Larnaca 6.9.77, lower: G-BCWG at Larnaca during 1976/7 with Boeing 720 G-BCBB parked behind. (all photos Martin Smith)

Right: Boeing 720 G-AZFB was one of three leased from Monarch Airlines. Shown at Larnaca on 6.9.77, it wears a prominent IATA logo.

(Martin Smith)
Right, lower: Still wearing full Cyprus Airways colours after a four and a half years lease, Viscount 806 G-AOYJ was used by BEA with temporary red stickers applied. Seen here at the domestic pier at Ringway on 25.8.70. (D.Partington)



Douglas DC-9-15	PH-DNB	45719	11.75, 12.75	from KLM
Viscount V.806	G-AOYJ	259	30.10.65 to 5.70	from BEA.
Viscount V.806	G-AOYK	260	23.10.65 to 16.11.69	from BEA.
Viscount V.754D	G-APCD	243	ntu (4.57 to 10.57)	BOACAC delivered instead to MEA 9.11.57.
Viscount V.754D	G-APCE	244	ntu (4.57 to 11.57)	BOACAC delivered instead to MEA 12.12.57.
Viscount V.708	G-ARBY	10	14.12.75 to 23.3.76	from Alidair.
Viscount V.708	G-ARGR	14	18.7.75 to .75	from Alidair.
Viscount V.813	G-AZLR	347	2.2.75 to 31.8.75	from BMA
Viscount V.813	G-AZLS	348	2.4.75 to 10.8.75	from BMA
Viscount V.813	G-AZLT	349	2.2.75 to 30.11.75	from BMA.
Viscount V.814	G-AZNH	342	7.76 to .76	from Alidair
Viscount V.814	G-BAPG	344	.75 to 3.3.76	from BMA.
Viscount V.812	N501T	353	1.3.76 to .76	from Alidair

Thanks to Donald Hannah. Any additions or corrections will be gratefully received.

Crusader Gliding Club, Kingsfield, Cyprus.

Formed in 1960 at RAF Akrotiri and administered by the Middle East Joint Services Gliding Association - which became the Near East Joint Services Gliding & Soaring Association (NEJSGSA) after the creation of the NEAF in 1961.

Operations began 29.8.60 using a Slingsby Tutor acquired from the Cambridge Gliding Club. This was replaced by a 2-seat T-31B in the following year. By the end of 1963 five gliders had been acquired, three of which had been written off.

Gliding began at Kingsfield airstrip, 2 miles NW of Dhekelia at Easter 1965 and the Club moved there permanently in the following year. The NEAF ceased to exist in 1975 and the club became the Crusaders Joint Services Gliding Club. As at December 1993 the Club was operating five gliders, including a Motorfalke, with flying taking place at weekends and on Wednesday afternoons.

The following gliders have been operated, in approximate chronological order:

Slingsby T.8 Tutor ex RA834, BGA715 Cambridge GC
 8.60 Wfu .61



Slingsby T.8 Tutor	ex RA875, BGA717	Yorks GC	c.60	Wfu
Slingsby T.31B Cadet	(?)	3.61	Wfu	.63?
	(possibly c/n 1315 ex BGA1007, RAFGSA Aden)			
Slingsby T.21B Sedbergh	1307 ex BGA989	.61	Wfu	
NEJSGSA.4	Slingsby T.45 Swallow	1308 ex BGA990, RAFGSA	.61	Wfu
Slingsby T.8 Tutor	ex RAFGSA.177	RAFGSA East Anglian GC	(converted from T.7Cadet)	c2.61 Dbr .63
NEJSGSA.5	Slingsby T.21B Sedbergh	1432 ex BGA1199, RAFGSA	.65	Wfu
NEJSGSA.7	Eon Olympia 401	Eon/4/005 ex G-APSI, RAFGSA-252, RAFGSA.401 ? (Aden)	.67	To BGA2372 5.78
NEJSGSA.1	Schleicher ASK-13	13245	.70	Current
NEJSGSA.3	Eon Olympia 2B	Eon/O/140 ex BGA1036, RAFGSA (Sharjah)	.?	Wfu
NEJSGSA.8	LET L-13 Blanik	025609	c.73	To UK for rebuild, then BGA3660 8.90
NEJSGSA.9	Slingsby T.61D Falke	1723 ex G-AYPY	(wears marks "SA9")	10.73 Current
NEJSGSA.2	Grob G.102 Astir	CS77 ?	9.78	Wfu
Pilatus B4-PC11	?	current	.86	Wfu
NEJSGSA.3	Slingsby T.45 Swallow	1387 ex XS651	29.8.85	Current
NEJSGSA.4	Slingsby T.21B Sedbergh	666 ex WG499	22.8.85	Current
ICA Brasov IS-28B2	336		c.89	W/o .90
EED Schleicher K8B	590 ex D-5703, BGA2619/EED		.90	Current

With thanks to Phil Butler, Richard Cawsey, Gerard Terry.

Right: The invasion of Cyprus by Turkish forces and attacks on Nicosia Airport by their Air Force were responsible for the many leaseings by Cyprus Airways between 1975 and 1978. Here we see one of the Tridents destroyed at Nicosia on 22.7.74, still in place on 15.1.75. It was either 5B-DAB or 5B-DAE. (Martin Smith)



The Tandem-canopy Magisters

The *Extracts* item for July 30th 1948 revived a memory of watching Edward Day, in his Hawk Trainer III G-AKRV, finishing 50 yards ahead of Princess Margaret's entry, scratch aircraft Hawker Hurricane 2c No.99 G-AMAU flown by Gp Capt Peter Townsend, to win the 1950 King's Cup at Wolverhampton.



G-AKRV was a twin of G-AKRW mentioned in the *Extract*, each having identical enclosed cockpit canopies which were single tandem enclosures with upwards-opening entry doors. These had been installed by the RAF on open cockpit Magisters which had been withdrawn from their training role for use in communications. The canopy provided extra comfort for pilot and passenger, for whom special flying clothing was no longer necessary provided that, in winter, they were warmly dressed.

On disposal after the war, T9896 c/n 2113 became G-AKRV, and N3890 c/n 931 became G-AKRW. A third aircraft with the same cockpit cover was L8288 c/n 744 which became G-AJRT, while a fourth with a similar cover but with sliding hoods was P6407 c/n 1762 which became G-AKJV. Only 3 serials away from this last was P6410 c/n 1765 which had a single enclosed cockpit with sliding hood and the front cockpit covered over. This became G-AKGS and was written off on 1.4.54.

Above: Magister G-AKRW showing off its tandem canopy and spats at Panshanger in 1948, having been struck off RAF charge earlier in the same year. (Aeroplane via Jack Meaden)

Below: G-AKRV with wood propeller, stub exhausts and racing number 68 as flown by M.R.T. Chandler, was a former Air Transport Auxiliary aircraft. (via Jack Meaden)

G-AJRT was raced as No.43, but the champion racer was G-AKRV, purchased by Edward Day of Robertsbridge, East Sussex, for £400. His flying instructor at Rochester, "Tubby" Dash, had suggested that the slim enclosed cockpit would make it suitable for racing, probably with a good handicap as it had not been raced before. Another advantage for racing was that it retained its streamlined spats. These had been abandoned on the majority of Magisters, both in RAF and in civil use, as they tended to become battered in regular use, also the daily inspections of the undercarriage were easier and more effective without them.



Right, upper: G-AKRV came second in the 1952 Norton-Griffiths Trophy after hitting cables in poor visibility. The lower cowling was ripped off and the exhausts damaged but amazingly the propeller avoided the impact.

Right, centre: The port wing spar of G-AKRV was penetrated but the pitot below was untouched.

Right, lower: W.P.Bowles won the 1952 Norton-Griffiths Trophy (for aircraft between 1653 lbs and 2205 lbs) in his 155hp Cirrus Messenger 2A G-AJYZ, race number 35, seen here at a turning point.

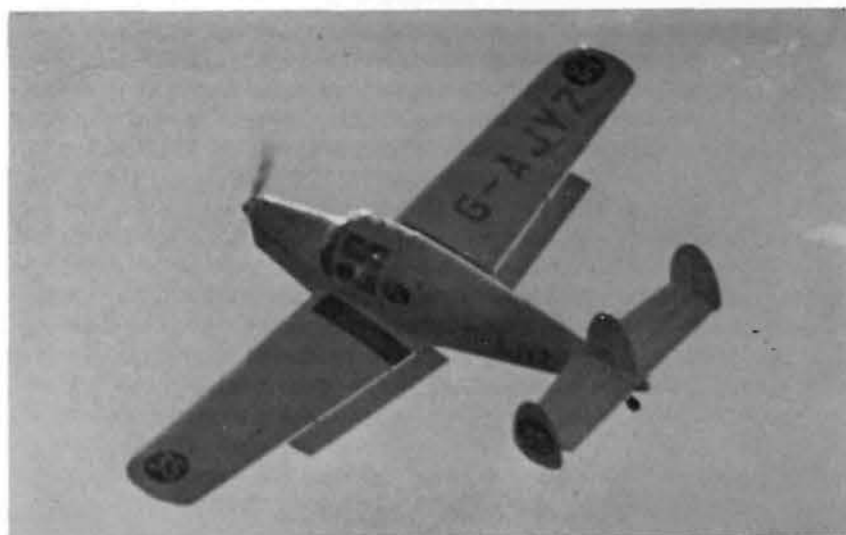
(All Aeroplane via Jack Meaden)

Bottom: G-AKRW, with spats removed and both hoods open, at a late stage in its career.

(via Jack Meaden)

Day took the aircraft to Redhill, where Miles fitted a circular 'scoop' type carburettor intake in place of the original on the starboard cowling, and separate stub exhausts. De Havilland produced a power curve for the engine and increased the compression ratio, and the pitch of a Fairey twisted metal propeller was adjusted to be most efficient at the maximum power setting of 2475 rpm. Edward Day won the King's Cup on 17th June 1950 at an average speed of 138.5 mph. If my memory serves me correctly it bore the racing number 14 on the rudder.

Edward Day continued to race G-AKRV but at Whitchurch in the following year the No.1 exhaust stub was blown off and he was lucky to get down without a catastrophic fire. He had the engine returned to its sold. It was flown by Flg Off M.R.T.Chandler in the Norton-Griffiths Trophy race at Newcastle/Woolsington on 11.7.52 with the racing number 68. At the finish, Chandler was attempting to catch the leader, W.P.Bowles in his Cirrus Major Messenger 2A G-AJYZ c/n HPR146, Race No.35, by diving low over the field. In the bad visibility he failed to see cables along the airfield boundary and flew into them, cutting off the electricity supply to a nearby village. Although the lower engine cowling, exhausts and port wing were all badly damaged, the wood propeller fortunately was horizontal at the time of the impact and the engine kept going to enable Chandler to finish second. G-AKRV finally went to Kenya as VP-KNW for D.Richards and, following a crash, the registration was cancelled in 2.59.





Compared to the adventurous career of its twin, G-AKRW led a comparatively quiet life. It was owned by Short Bros & Harland and based at Rochester where "Tubby" Dash was instructing, so possibly he had something to do with its purchase as he had with G-AKRV. Short Bros no doubt found it a comfortable and practical company runabout as even the open cockpit Magisters could cruise at 115 mph and had a still-air range of almost 300 miles with a half hour reserve. It must have done its share of work as it ended its career minus its spats as did so many open cockpit Maggies (as we called them) in the RAF and in civil form in the 1950s.

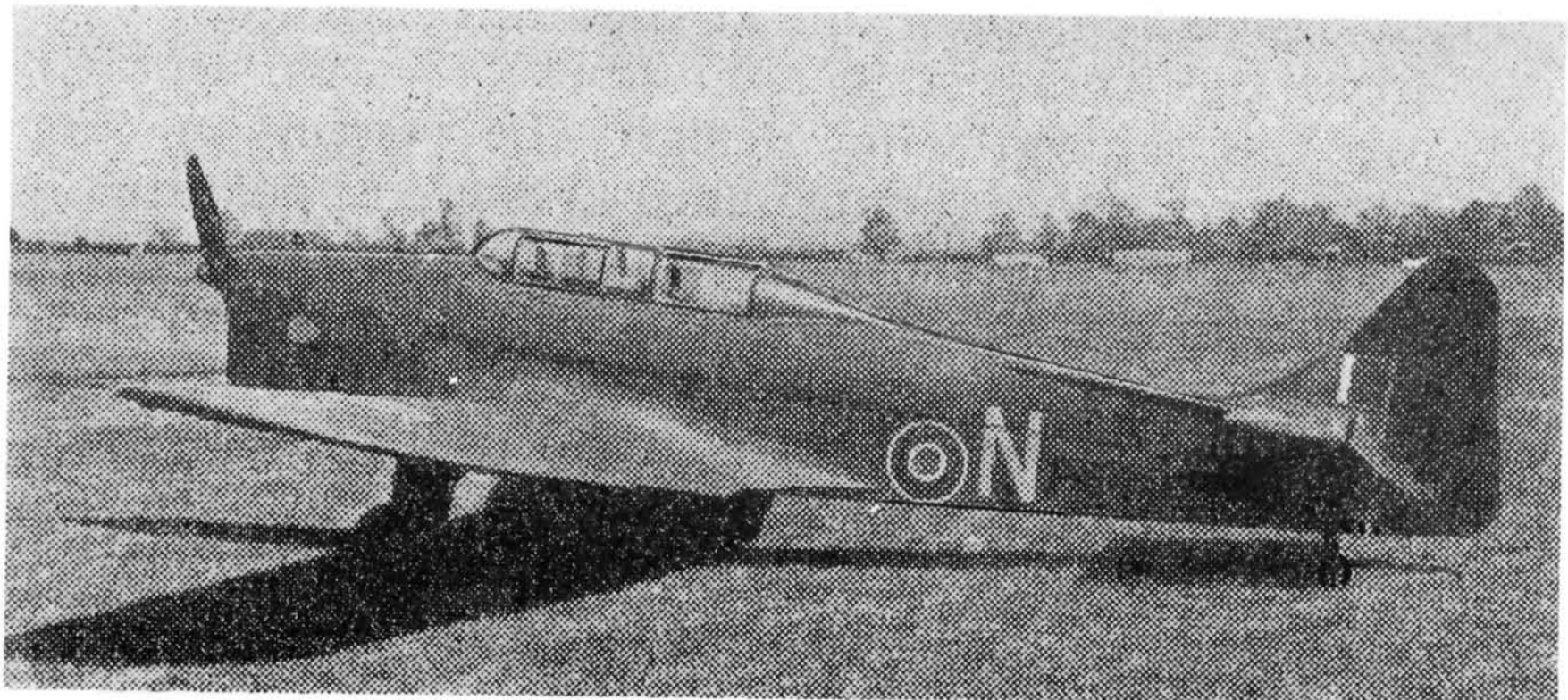


G-AJRT No.43 was raced by "Johnny" Johnston for some time and afterwards was based at Wolverhampton but otherwise little has been heard about this machine. With the war not long over, there was some expectation that more details of the tandem canopy Magisters/Hawk Trainer IIIs would come to light, but 40 years later it is still not known which unit produced them as a 'station mod'. Their manufacture was a very professional job and it is most unlikely that it was carried out without drawings. The sliding hoods on P6407/G-AKJV were an improvement that showed the serious consideration given to these wartime conversions which made good communications aircraft out of surplus trainers. Hopefully the Extracts item or this account may still result in more details coming to light of these unique aeroplanes.

Top: Winner of the King's Cup at Wolverhampton in 1950 flown by Edward Day, G-AKRV "Judith Anne" was fitted with a metal propeller and stub exhausts for racing. (Aeroplane via Jack Meaden)

Above: G-AJRT at a race meeting bearing "Johnny" Johnston's racing number 43. They finished third in the King's Cup of 1953 at 140 mph. (via Jack Meaden)

Below: The only known photograph of P6407 'N', seen in RAF service with sliding hoods. It was later to become G-AKJV and was burnt at Redhill 5.54 following an earlier accident. (via Jack Meaden)



GONE - BUT NOT FORGOTTEN

8. MACMERRY (TRANENT) AERODROME

The Edinburgh Flying Club was formed in 1934 and obtained a landing ground at Macmerry. The first instructor was Flt Lt Norbert M S Russell, a Sassenach who had joined the RNAS in 1916 and retired from the RAF in February 1928, when he became test pilot to Redwing Aircraft and instructor to the Surrey Aero Club at Gatwick before joining Scottish Motor Traction at Renfrew as the Air Superintendent in 1933. The first secretary was D F McCurragh and the registered office was at 3 Glenfinlas Street, Edinburgh but moved later to 50 Melville Street. Flying started with a DH.60GIII Moth Major, G-ACGD (c/n 5025), but it was replaced by another when it crashed at Broad Law on 25 July 1936.

A former Exchange and Mart pilot, Flt Lt R Duncanson, took over as instructor in 1936, when H R Pattulo was secretary. At this time, the club had Sir Thomas Whitson as its President with T J Carlyle Gifford as the Vice-President. The subscription was £4.4s.0d, with dual costing £2.5s.0d (the solo charge is not known). Apart from the Moth Major, it seems likely that the club also made use of Sam Reid's Robinson Redwing, G-ABNX (c/n 9), which the club bought early in 1938. BA Swallow G-ADPT (c/n 411) belonging to Charles Morrison may also have been used.

Details of club officials immediately before the Second World War are not known. The club fleet had grown to include a Leopard Moth by 1937 and a brace of Moth Minors and a Gipsy Moth in 1939. The RAF used the aerodrome from 1939 and enlarged it in 1942, sharing it with Cunliffe Owen who overhauled aircraft for Coastal Command. The club had closed with the outbreak of war but was revived in 1946 with a fleet of Austers when the instructor was Flt Lt Perris Scott and the secretary was M G Kidd. The aerodrome finally closed in 1953, but the club re-formed as the Edinburgh and West of Scotland Flying Club at RAF Turnhouse which also served as a civil airport.

Classification: Private grass aerodrome. General slope down from South to North. Slightly rough to extreme West side and in South-West corner.

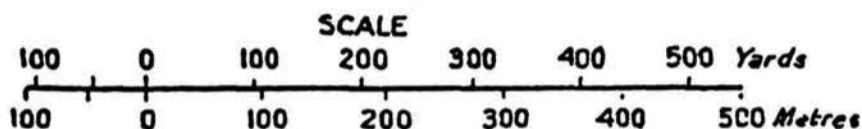
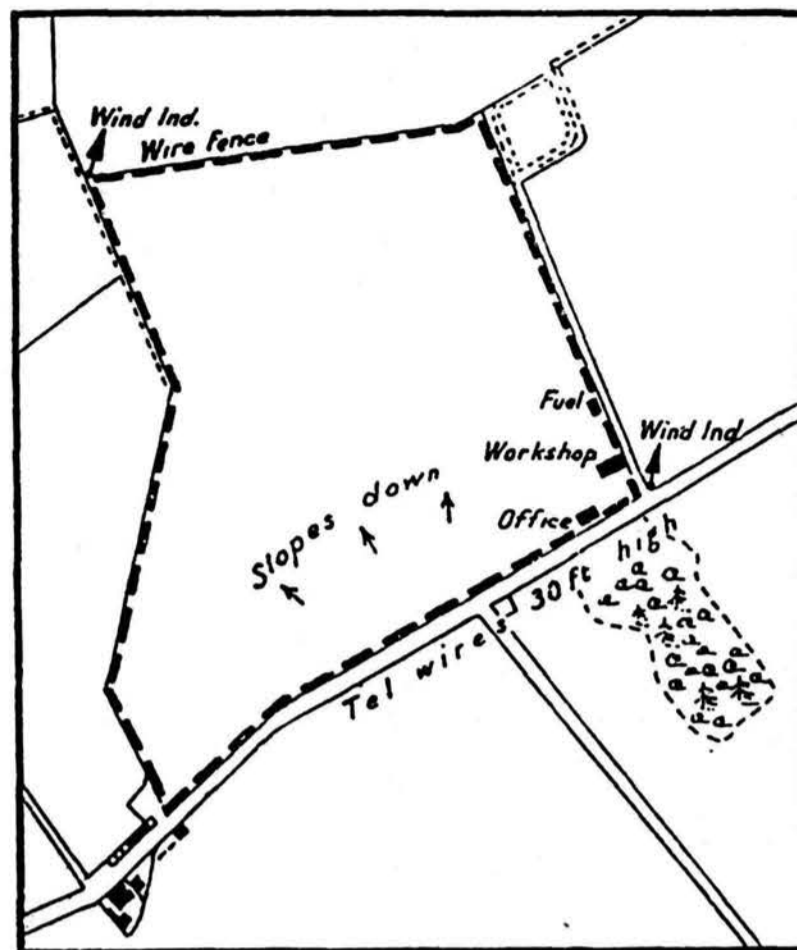
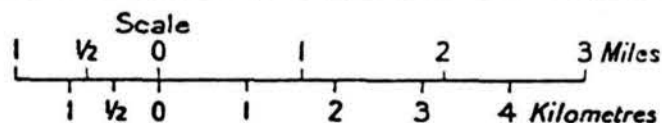
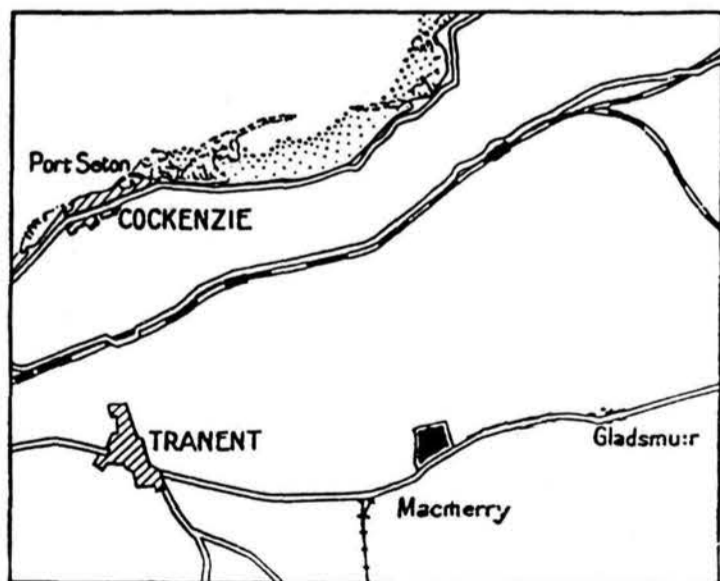
Controller: Edinburgh Flying Club (formerly Flt Lt N M S Russell, RAF (Retd)).

Altitude above Mean Sea Level: 300 feet.

Grid Reference: 55°57' North 02°48' West.

Operator: Edinburgh Flying Club.

Railway Station: Edinburgh, 10 miles.



Omnibus service: To Edinburgh and Haddington.

Telephone number: Tranent 84.

Telegraphic address: Tranent 84.

Facilities: 500 yards North to South.

570 yards North-East to South-West.

450 yards East to West.

525 yards South-East to North-West.

Nil hangars.

Fuel, oil and water.

Minor repairs made by own ground engineers.

Obstructions: 35 feet high trees in South-East corner, 25 feet high telegraph wires along main road. Cattle grazing at times.

Local regulations: When there is no wind, aircraft should land or take-off towards the West or South-West. Aerodrome available from 0900 hours to dusk except by previous arrangement.

9. BARNSTAPLE AERODROME & LUNDY ISLAND LANDING GROUND

Robert Thomas Boyd was a Bromley-born merchant who qualified with Rollason, Muir and Rickard at Croydon in May 1932. He bought two DH.60G Moths G-AAIM (c/n 1153), and G-ABBK (c/n 1270) in 1933 and opened Barnstaple and North Devon Aero Club at the aerodrome with former RAF instructor, Thomas W J Nash, AFM, as the club's instructor. The Moths were augmented by a DH.84 Dragon, G-ACCR (c/n 6011) for a year until December 1934, being replaced by a Scion, G-ACUW (c/n S.775), with the formation of Atlantic Coast Air Services in April 1935, as part of Barnstaple and North Devon Air Services.

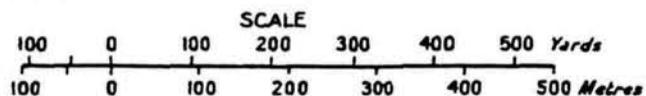
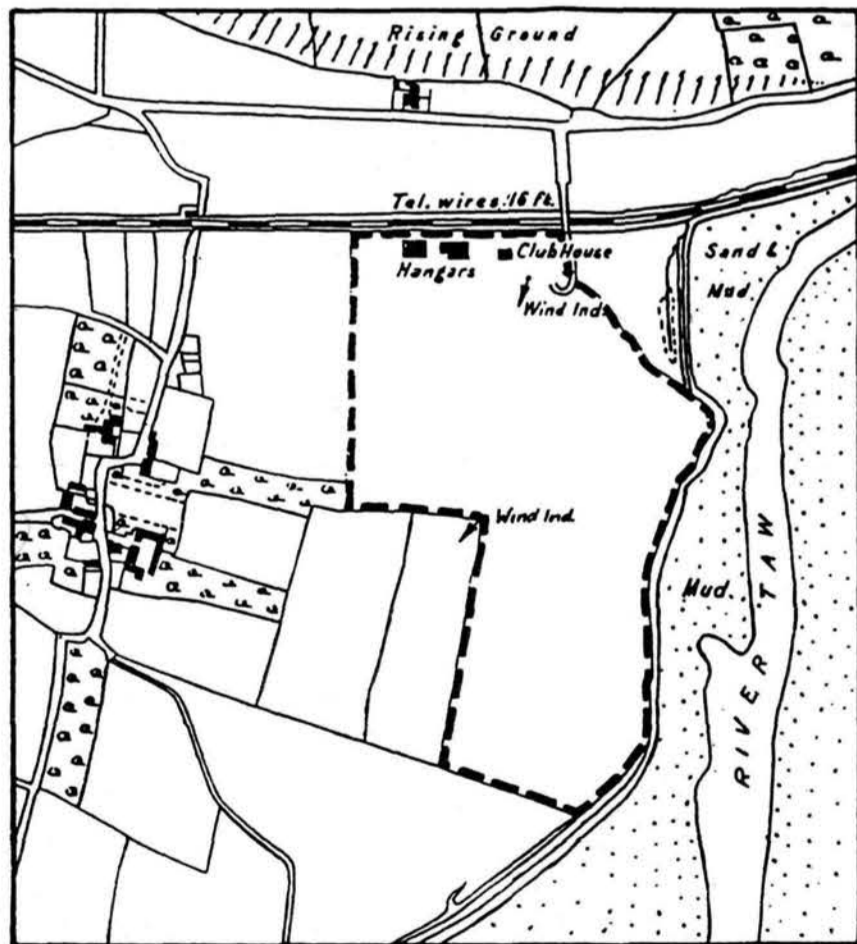
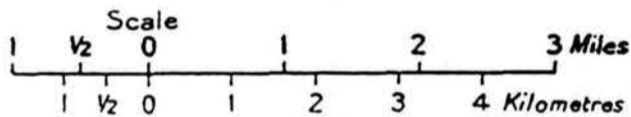
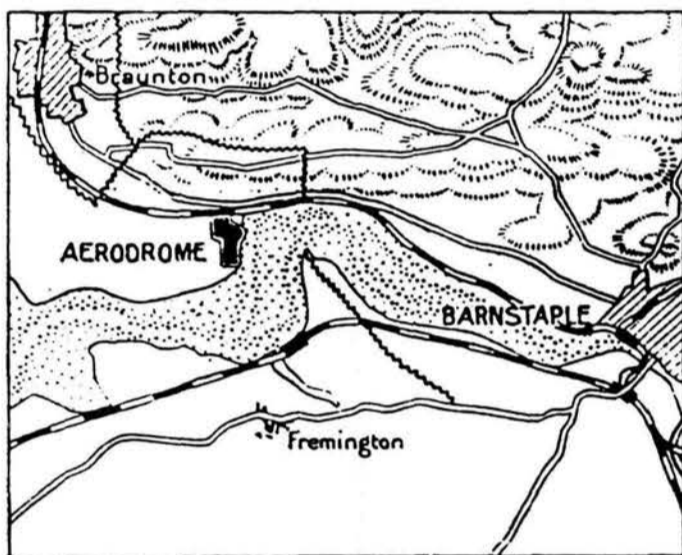
In the meantime, a flight had been made on 13th June 1934 to Lundy Island in a Monospar leased from the manufacturers. This resulted in Bob Boyd being granted by the island's owners the exclusive landing rights for Lundy which is renowned for its flora of great botanical interest as well as for its birdlife. The Scion provided a daily service until the outbreak of war, the name of the company being changed to Lundy and Atlantic Coast Air Lines in April 1937, to reflect the company's route expansion to Splott and Roborough.

Maj William H Vetch had become the instructor by 1936. Born in France, he had served in the Army until 1923 when

he joined the RAF on a Short Service Commission being an instructor in Bombay and Bengal until his transfer to the RAFO as a Flying Officer in August 1933. Club charges were £2.2s.0d subscription, £2 dual and £1.15s.0d solo. The fleet was increased by Monospar ST/4 G-ACCP (c/n 10) from November 1938 until August 1939, by which time Bob Boyd was the chief instructor aided by Francis C de la C de la Billiere. The latter hailed from Perth and had qualified with the Portsmouth Aero Club in September 1938. Maintaining the aeroplanes was W H Helon while the subscription had dropped to £1.1s.0d and solo was £1. 7s.6d. The Straight Corporation subsidiary airline, Western Airways, routed its Dragon Rapides via Barnstaple on the Swansea-Penzance route from May 1939. Flying ceased with the crash, on 13 February 1940, of the leased Monospar G-AETT (c/n PA.1005) on an Army Co-operation training flight and the aerodrome closed.

BARNSTAPLE AERODROME

Classification: Private grass aerodrome.
 Controller: Lundy and Atlantic Coast Air Lines Ltd (formerly R T Boyd).
 Altitude above Mean Sea Level: 20 feet.
 Grid Reference: 51°05' North 04°08' West.
 Operator: Barnstaple and North Devon Flying Club.
 Railway Station: Wrafton, 1½ miles; Barnstaple Town, 3 miles.

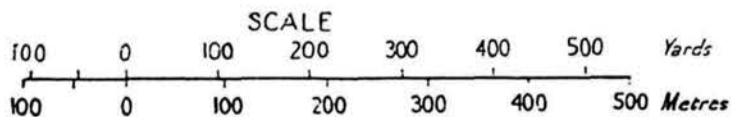
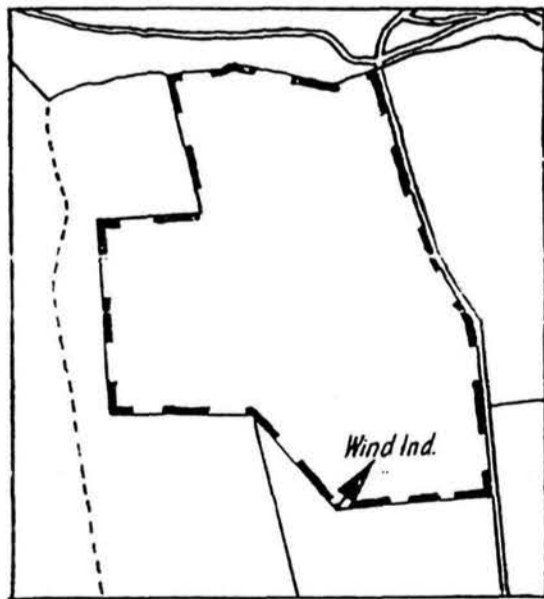
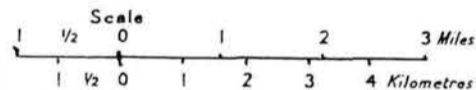


Omnibus service: All North Devon services.
 Telephone number: Braunton 121 (day),
 87 (night).
 Telegraphic address: Braunton 121.
 Facilities: 700 yards North to South,
 430 yards North-East to South-West,
 One steel and corrugated iron hangar with 50 feet wide door; one wood and asbestos hangar with corrugated iron roof and 28 feet wide door; and two asbestos lock-ups with 11 feet wide door.
 Fuel, oil and water.
 All normal repairs made by own ground engineers.
 Club house.
 Obstructions: North side: 16 feet high trees and telegraph poles along railway line but not higher than aerodrome buildings. The ground rises steeply to North of railway line to 300 feet within 800 yards of aerodrome boundary.
 North and East sides: Overhead power cables as shown on location map.
 Local regulations: Nil.

LUNDY ISLAND LANDING GROUND

Classification: Private grass landing ground.
 Controller: Lundy and Atlantic Coast Air Lines Ltd (formerly R T Boyd).
 Altitude above Mean Sea Level: 435 feet.
 Grid Reference: 51° 10' North 04° 40' West.
 Operator: Lundy and Atlantic Coast Air Lines.
 Railway Station: Nil.
 Omnibus service: Nil.
 Telephone number: Braunton 121 (day)
 Braunton 87 (night).
 Telegraphic address: Braunton 121.
 Facilities: 500 yards North to South.
 400 yards North-East to South-West.
 400 yards East to West.
 450 yards South-East to North-West.
 Hotel.

Obstructions: 80 feet high old lighthouse 300 yards South-West of landing ground.
 Local regulations: The landing ground may not be used without permission of the controlling authority. Such permission is to be obtained at Barnstaple aerodrome.



Aircraft Production List: 6

The Piper Vagabond

PART FIVE

C/n 17-	Regn	Date regd	Date canc	Rem.
8	NC4583H	.48		
	N4583H		pre.63	
9	NC4584H	.48		
	N4584H			
10	NC4588H	.48		
	N4588H		L71/E72	
	N4588H	9.93		
11	NC4589H	.48		
	CU-P281			
	CU-N281			
12	NC4594H	.48		
	N4594H			
13	NC4595H	.48		
	N4595H			
14	NC4596H	.48		
	N4596H		.70	
	N4596H	13.10.89		
15	NC4598H	.48		
	N4598H		pre.63	
16	NC4597H	.48		
	N4597H		.70	
	N4597H	E.71	L71/E72	
	N4597H	L72/E73	L73/E74	
	N4597H	4.79		
17	NC4600H	.48		
	N4600H			
18	NC4601H	.48		
	N4601H			
19	NC4602H	.48		
	N4602H		.70	
	N4602H	L71/E72		
	N11BK	3.2.73	L74/E77	
20	NC4603H	.48		
	N4603H		.70 Last annual 9.55	
	N4603H	L71/E72	L73/E74 but inactive at this time	
21	NC4605H	.48		
	N4605H		L71/E72	
	N4605H	L72/E73	L73/E74	
	N4605H	L74/E77		
22	NC4606H	.48		
	N4606H			
23	NC4607H	.48		
	N4607H			
24	NC4599H	.48		
	N4599H			
	N761R	.68	L71/E72	
	N761R	L72/E73		
25	NC4608H	.48		
	N4608H			
26	NC4609H	.48		
	N4609H			
	CF-G1Z	.50		
	C-FGTZ	8.82		
27	NC4610H	.48		
	N4610H			
28	NC4611H	.48		
	N4611H		2.93	
	G-BUXX	31.3.93		
29	NC4612H	.48		
	N4612H			
30	NC4613H	.48		
	N4613H		L71/E72	
	N4613H	L72/E73	22.4.87	
	G-AMYL	24.4.87		
31	NC4614H	.48		
	N4614H		.70	
	N4614H	2.76		



Above: G-AMYL c/n 17-30 uses period marks originally intended for a Bristol Britannia which was not built. It is seen leaving a Keiheuvel, Belgium, fly-in in 1990. (Henk Wadman)

32	NC4615H	.48		
	N4615H			
33	NC4616H	.48		
	N4616H		10.81 acc	
			14.4.76 at Vernon, NY	
34	NC4617H	.48		
	N4617H			
35	NC4618H	.48		
	N4618H			
36	NC4619H	.48		
	N4619H			
37	NC4621H	.48		
	N4621H		6.81	
	N4621H	1.83		
38	NC4622H	.48		
	N4622H		pre63	
39	NC4623H	.48		
	N4623H		.70	
	N4623H	10.72	L73/E74	
	N4623H	L74/E77		
40	NC4625H	.48		
	N4625H		pre63	
41	NC4626H	6.48		
	N4626H			
	N8N			
	N138N		1.81	
	G-BIHT	9.1.81		
42	NC4627H	.48		
	N4627H		64/65	
	N4627H	E.71	L71/E72	
	N4627H	L72/E73		
43	NC4628H	.48		
	N4628H			
44	NC4629H	.48		
	N4629H			
45	NC4630H	.48		
	N4630H		.70 last annual 9.53	
46	NC4631H	.48		
	N4631H			
47	NC4632H	.48		
	N4632H			

48	NC4634H	.48		
	N4634H			
49	NC4633H	.48		
	N4633H		.70	
	N4633H	L71/E72		
50	NC4635H	.48		
	N4635H		.70	
	N4635H	E.71		
51	NC4638H	.48		
	N4638H		L73/E74	
	CF-AVB	8.70		
	N4638H		added L77/E78 again but inactive.	
52	NC4639H	.48		
	N4639H			
53	NC4641H	.48		
	N4641H			
54	NC4642H	.48		
	N4642H		L73/E74	
	N4642H	L74/E77		
55	NC4643H	.48		
	N4643H			
56	NC4644H	.48		
	N4644H			
	CF-SFQ	4.65		
	C-FSFQ	2.83		
57	NC4645H	.48		
	N4645H			
58	NC4646H	.48		
	N4646H		L71/E72	
59	NC4647H	.48		
	N4647H			
60	NC4649H	.48		
	N4649H		64/65 last annual 6.57	
	N4649H	.66		
61	NC4650H	.48		
	N4650H			
62	NC4652H	.48		
	N4652H		pre63	
63	NC4653H	.48		
	N4653H		L71/E72	
	N4653H	L72/E73	4Q.80	
	N4653H	14.8.90		

Below: N4601H c/n 17-18 seen on skis at Dunnesburg, New York on 17.4.75, despite the lack of snow. (Robert Parmeter)



The Whole Truth: THE de HAVILLAND DH.114 HERON

PART ONE

First flown on May 10th 1950, the de Havilland 114 Heron was designed and built as a big brother to the highly successful de Havilland 104 Dove. The Dove made its first flight on September 25th 1945 and as an 8-11 seat mini-airliner it was an immediate success with the smaller airlines worldwide. However de Havillands decided to aim for the slightly larger airline operator as well, this resulted in the four engined, 14-17 seat Heron. The prototype, G-ALZL, was reportedly built from components taken from the Dove production line including the tail and rear fuselage, the nose and the outer wings. The cabin was a stretch of the standard Dove cabin and the whole idea was to create commonality with the Dove and reduce spares holdings for operators of both types.

The prototype was built with a fixed undercarriage to operate out of shorter airfields with no hard runways but a retractable version was envisaged for later. However, of the total of 149 Herons built only a third (51) were Srs 1 with the fixed undercarriage, the remainder being Srs 2. After six months of development flying G-ALZL was granted a CofA on November 20th 1950 and this heralded the start of a world-wide sales drive starting in 1951.

The first production aircraft flew on February 19th 1952 and as ZK-AYV it left for New Zealand two months later, being demonstrated to prospective customers on the way. The prototype had been built at Hatfield where the next seven were also built. All of these were Srs 1 Herons except the last one which, as G-AMTS, was the Srs 2 prototype and first flew on December 14th 1952. After this the production line was transferred to Chester alongside the Dove, where the remainder of the Herons were built.

The first commercial services actually flown by a Heron operator were on August 8th 1952 when Braathens SAFE inaugurated flights between Stavanger, Oslo and Trondheim. Herons rapidly spread around the world, Garuda in Indonesia, Butler Air Transport in Australia, National Airways in New Zealand, Transportes Aereos Salvador in Brazil, PLUNA in Uruguay, UAT in the French Camerouns, Indian Airlines and Turkish Airlines.



Above: Heron 1 prototype c/n 10903, built using Dove mainplanes, nose and tail but with a fixed undercarriage, photographed on an early flight.

Below: Prototype G-ALZL, now airways equipped and modified to have a dihedral tailplane, showing the fixed undercarriage and faired nosewheel leg.

(Both: DH via Jack Meaden)

The basic Heron with an all up weight of 13,000lbs was known as the Srs 1A and 2A in the USA and Srs 1B and 2B in the rest of the world. In 1955 fully feathering props, offered as an optional extra, altered the designation to Srs 2C and later on an increased all up weight of 13,500lbs amended the designation to Srs 2D. A custom built executive version for the Scottish Ferranti company was known as the Srs 2E. In the USA the Srs 2X was a special category signifying that the aircraft although complying with US standards still retained the original undercarriage legs and rubber shocks which were replaced with oleo legs on the Srs 2A. In later years the Heron found favour with air force operators in such diverse countries as West Germany, Saudi Arabia, Jordan, Iraq, Kuwait, South Africa, Sri Lanka, Malaysia, Ghana and the United Kingdom.

The original engines of the production Herons were four 250hp de Havilland Gipsy Queen 30 Mk 2s which were adequate at the time. However, by 1966 these engines were showing their age. Enter Jack Riley. Having already improved the Dove with new engines and a face lift he turned his attention to the Heron. The conversion of the Heron was not as major as that of the Dove, basic-



ally all that was done was to replace the engines. The Gipsy Queens 30s were removed and four 290hp Lycoming IO-540s were fitted, in this form the original 183mph cruise speed was raised to 250mph and the cruising range was increased to a maximum of 2000 miles.

The prototype conversion for Riley was done by Aircraft Technical Services based at Van Nuys in California on c/n 14126 and FAA approval was granted on March 3rd 1967. At least three others were converted by ATS and further conversions were carried out by Rileys themselves and also by Hayes Industries in the USA. Riley's asking price for a converted Heron was 250,000 dollars and they also sold kits for customers to complete their own conversions. Similar conversions were performed on six Herons in Australia by Connair at Alice Springs and in Sri Lanka by the Sri Lanka Air Force, with one also being completed at Coventry in the UK.

In Puerto Rico the local airline Prinair were operating the Heron and they carried out a similar re-engine modification on their fleet using four 300hp Continental IO-520s. The prototype for this conversion was c/n 14080 and this was also done by Aircraft Technical Services at Van Nuys, subsequent to the Riley Conversions. The remainder of the Prinair fleet were converted by the Caribbean Aircraft Development Corp. at Opa Locka, Florida. One Heron, c/n 14079, was further modified by stretching the fuselage 111 inches but after extensive flight trials by Prinair it was abandoned. Some years earlier the Heron of the National Bank of Mexico had been converted as a one-off with four 340hp Lycoming GSO-480 engines by Vest Aircraft. All these conversions were from Heron Srs 2 airframes but in Japan the airline Toa Airways acquired some Heron Srs 1s from Garuda and these were converted by Shin Meiwa to have four 260hp Continental IO-470Ds and were renamed Tawrons.

The most comprehensive conversion undertaken by anyone was the Saunders ST27. This involved the removal of the engines and the fitting of two 783hp United Aircraft of Canada PT6A turboprops, stretching the fuselage by some 9ft to accommodate up to 23 passengers and extending the nose to allow the fitment of weather radar. Altogether some 75 aircraft were re-engined in one way or another representing half of the total production.

de Havilland 114 Heron Specifications:

SPAN	71.5 ft
LENGTH	48.5 ft
HEIGHT	15.6 ft
WING AREA	499 sq ft
EMPTY WEIGHT	7,900 lbs (Srs 1/2); 7,985 lbs (Srs 1B/2B/2C); 8,150 lbs (Srs 2D/2E)
MAX WEIGHT	13,000 lbs (Srs 1/1B/2/2B/2C); 13,500 lbs (Srs 2D/2E)
CRUISE	160 mph (Srs 1/2); 165 mph (Srs 1B/2B/2C); 183 mph (Srs 2D/2E)

Saunders ST-27 Specifications:

SPAN	71.5 ft
LENGTH	59 ft
HEIGHT	15.6 ft
WING AREA	499 sq ft
EMPTY WEIGHT	7,300 lbs
MAX WEIGHT	13,500 lbs
CRUISE	250 mph

Riley Heron Specifications:

SPAN	71.5 ft
LENGTH	48.5 ft
HEIGHT	15.6 ft
WING AREA	499 sq ft
EMPTY WEIGHT	7,484 lbs
MAX WEIGHT	13,500 lbs
CRUISE	250 mph

Right: The prototype as VH-CJS in Amalgamated Air colours at Perth/Jandakot on 3.4.76, shortly before being wfu. (Terry Sykes)

PRODUCTION LIST

10903 Srs 1 G-ALZL de Havilland Aircraft Co. regd 30.03.50, f/f 10.5.50, CoA 20.11.50. Company demonstrator, flown in the colours of Morton Air Services, Japan Airlines and B.E.A.C. (Summer 1951). Cancelled 25.04.54 when leased abroad as LN-BDH Braathens SAFE, regd 25.04.54. Cancelled 14.05.54 and returned to G-ALZL de Havilland Aircraft Co. restored 21.05.54. Brought up to full production standard and sold to Airlines (Jersey) Ltd. 30.06.55, h/o 07.07.55 and named "Duchess of Paris" in 1956. Rereg to the Alares Development Co. Ltd 12.02.59 but continued in use with Airlines (Jersey) Ltd. Sold to Executive Air Transport Ltd 09.10.62. Leased to the English Electric Co. from 08.05.64 to 02.06.65 then leased to Emerald Airways Ltd from 21.09.65 to 11.66. Cancelled 02.12.66 sold abroad as OY-DGS Cimber Air A/S regd 12.12.66, CoA 02.03.67. Sold to Geoplan A/S 26.09.69. Cancelled 06.08.73 sold abroad as VH-CJS Altair Pty. Ltd. Delivered to Jandakot, WA in Danish marks on 29.07.73 and regd 30.06.74. Altair ceased operations on 02.10.74 and this aircraft was sold by the liquidators to Lease Industrial Finance Ltd 08.01.75 and it was delivered to Adelaide, SA on 25.01.75. Sold to Armor Coatings (Australia) P/L 24.02.75 for operation by Coveair P/L. Coveair ceased operations in December 1975 and on 04.12.75 the aircraft was flown back to Jandakot on lease to United Air Services to fly mine workers between there and the Telfer open-cut gold mine. Sold 05.05.76 to M.D.Rainsford, it continued the gold mine flights under the operating name of Amalgamated Air. One day in May 1976 it arrived back from Telfer on three engines and due to the lack of spare parts and high maintenance costs it was grounded and the registration was cancelled 10.09.76, the aircraft was abandoned at Jandakot. Taken over by the Western Australia Museum of Aviation in 1986, it is to be restored as an exhibit in their proposed museum at Jandakot.

14001 Srs 1B ZK-AYV New Zealand National Airways Corp. named "Matuku" and h/o 01.04.52, set off on delivery next day and arr NZ 23.06.52. Cancelled 31.12.57 and sold abroad as G-APJS Gulf Aviation Co. regd 31.12.57. Left NZ 11.01.58 and arrived Bahrein on 28.01.58. Set off for Leavesden for acceptance checks on 18.02.58 but whilst flying Athens - Rome the following day the aircraft crashed onto Mount Saraceno in Southern Italy with the loss of three lives. The wreck was not found until 10.05.58 and the registration was cancelled on 15.07.58.

14002 Srs 1B LN-PSG Braathens SAFE, temporarily regd 21.04.52, h/o 03.05.52 and regd 07.05.52. Named "Per". Delivered to Blackpool 10.04.57 and regn cancelled 12.04.57 sold abroad as G-AOZM Silver City Airways Ltd, regd 06.05.57, named "City of Bradford". Sold to Aircraft Leasing Co. Ltd 11.12.59 and cancelled 29.12.59 on sale abroad as I-AOZM Itavia, regd 23.02.60 and named "Citta di Siena". Cancelled 11.62 sold abroad as G-AOZM to Keegan Aviation Ltd, restored 28.11.62. Leased to Tyne Tees Aviation in January 1963 but did not go





Above: The first production Heron 1 c/n 14001 ZK-AYV, seen here in NZNAC colours, went to Gulf Air as G-APJS at the end of 1957 but crashed in Italy only seven weeks later while on delivery. (via M.J.Hooks)

Right: The first airline to accept delivery of a Heron was Braathens, who registered c/n 14002 as LN-PSG in 1952 for operation on the Oslo-Stavanger route. (Aeroplane via Jack Meaden)

Below, left: After a spell in Italy, c/n 14002 became G-AOZM again with Dan-Air and is seen here as such at Bristol Airport. (Air-Britain photo)

Below, right: C/n 14002 again, this time in Avitour titles with rather crudely-painted registration 4X-ARK at Eastleigh on 12.11.66. (Peter Marson)

Bottom: PP-ST5 c/n 14003 with damaged nose and propeller blades after the nosewheel oleo fell out on take off at Blomenau, Brazil in 1961. (via J.N.Geelen)





*Left: C/n 14005 as G-AOZN in Emerald Airways titles at Coventry in 1967. (R.Ridley via Terry Sykes)
Below, upper: Sold later to the Sierra Leone Selection Trust as 9L-LAL, c/n 14005 was at Prestwick on 15.4.70. (Robert Watt via P.R.Keating)
Below, lower: G-AMUK c/n 14006 on the Southend scrap heap on 23.7.72. (Wim Zwakhals)
Bottom: The first Heron 2 with retractable undercarriage, c/n 14007 G-AMTS in December 1952. (Aeroplane via Jack Meaden)*

into service and sold to Dan-Air Services Ltd on 29.04.63, named "Plymouth Flyer". Regn cancelled 29.12.65 sold abroad as 4X-ARK Avitour, delivered 02.02.66. Sold to Executive Air Engineering Ltd and delivered to Coventry 12.04.67. Cancelled on sale abroad as G-AOZM Keegan Aviation Ltd, restored 22.11.68. Sold to Tradair Ltd 22.01.69 and delivered to Southend the same day for operation by Channel Airways. CoA expired 22.01.70 and withdrawn from use at Southend. Scrapped in July 1972 and the remains went to the dump at Lasham.



14003 Srs 1B PP-SLF Transportes Aereos Salvador Ltda. h/o 16.01.53. Rereg'd as PT-AVA Soc. Agro Industrial Miniera 15.07.55. Sold to M.E.Lodi 12.59 and then rereg'd as PP-STZ to Soc. de Transportes Aereos Regionair 06.60. Sold to R.Mignone and Ireneu Morini 12.63. Flown to Fort Lauderdale, Florida and cancelled 06.05.70. Withdrawn from use and derelict.



14004 Srs 1B PP-SLG Transportes Aereos Salvador Ltda. h/o 16.01.53. Crashed at Itapebi on 27.03.53 and written off.

North. Landed too fast and too long at Ardmore 09.05.77, came off the starboard side of the runway and after crossing a ditch it hit the windsock and was damaged beyond repair.

14005 Srs 1B LN-SUD Braathens SAFE, temporarily regd 29.08.52, h/o 09.09.52 and regd 12.09.52. Named both "Per" and "Ola" at different times. Flown to Blackpool on 12.02.57 and cancelled 22.02.57 sold abroad as G-AOZN to Manx Airlines Ltd. Regd 01.03.57, rereg'd to Silver City Airways Ltd on 15.03.57 and named "City of Belfast", operated by Manx Airlines. Sold to Aircraft Leasing Co Ltd 16.11.59 and then to Overseas Air Transport (Jersey) Ltd 21.12.59. Rereg'd to Overseas Air Transport Ltd 25.01.60. Leased to North South Airlines in January 1960. Sold to Mercury Airlines Ltd 21.03.62, stored at Ringway from 10.64 to 09.65 then sold to Lord Calthorpe 01.09.65 and leased to Emerald Airways Ltd from October 1965. Flown to Coventry in November 1966 and sold to Executive Air Engineering Ltd 25.05.67. Leased to Air Paris. Cancelled 06.03.68 and sold abroad as 9L-LAL Sierra Leone Selection Trust, operated by Sierra Leone Airways. Sold to National Diamond Mining Co. in 1971. Cancelled on sale abroad as G-AOZN Fairflight Charters Ltd restored 15.04.75. Leased to Gulfair from 01.01.76 to 31.01.76. Cancelled 08.09.76 sold abroad as ZK-EJM to Air

14006 Srs 1B G-AMUK Butler Air Transport Pty. Ltd regd 05.09.52, CoA 23.09.52. Cancelled 08.10.52, sold abroad as VH-AEB to Butler Air Transport Pty.Ltd. Named "RMA Warrawee". Cancelled 06.56 sold abroad as G-AMUK Gulf Aviation Co.Ltd, regn restored 11.07.56. Cancelled on 03.08.67 as "sold in Bermuda" but restored to Flying Facilities Ltd 15.08.67 without going out of the country. Sold to Tradair Ltd 29.07.69 for operation by Channel Airways Ltd. Withdrawn from use at Southend and scrapped in July 1972.

14007 Srs 2 G-AMTS de Havilland Aircraft Co. regd 18.07.52. Srs 2 prototype, f/f 14.12.52 and CoA 03.10.53. Regn cancelled 07.56 XL961 to Royal Air Force for Princess Margaret's East African tour. Cancelled and restored as G-AMTS to de Havilland Aircraft Co. 08.56. Sold to Humber Ltd 23.05.60 and crashed at Biggin Hill 16.07.61 with the loss of two lives. Cancelled 19.01.62.

To be continued. . . .



Complete Civil Registers : 3

New Zealand



Above: Cessna AgWagon ZK-CQH of the Manawatu Aerial Topdressing Co with Rural Aviation's ZK-CQN behind. (Wim Zwakhals collection)

PART FORTY-EIGHT

ZK-CPZ DHC-2 Beaver 1 462 5.4.66
Ex ZK-BDI, ZK-BMO, VH-AAW, VH-RAS. Fieldair Ltd, Gisborne. To Fieldair Holdings (Central) Ltd, Palmerston North 18.11.80. Regn cld 16.9.83 on restoration as ZK-BDI.

ZK-CQA Douglas C-47B-5-DK 26030/14585 25.3.66
Ex 43-48769, N87655. James Avn Ltd, Hamilton. Arr Auckland 3.3.66. Sold to Fieldair Ltd, Palmerston North 28.8.70. Last flown 8.7.75. Undercarriage collapsed in hangar, Palmerston North 13.7.75. B/u and used for Fire Service practice as "ZK-RFS". To RNZAF Ohakea 7.90 for fire training. Regn cld 11.3.77.

ZK-CQB Fletcher FU-24 7 31.5.66
Ex N6506C. James Avn Ltd, Hamilton. To Farmers ATD Co Ltd, Invercargill 13.3.75; mod to FU-24-950M 6.11.78; to James Avn Ltd 25.11.82 and operated by Farmers ATD Co Ltd. To P.J.Harrex Ltd, Milton 14.11.84. Current.

ZK-CQC Druine D.31 Turbulent AAC/A14 1.7.66
(C/n also quoted as AAC/A29) A.Water, Auckland. To N.W. & K.J.Laurence, Frankton 10.8.73; to N.G. Gedge, Hamilton 17.3.76; to N.D.Bottcher & A.Keays, Feilding 22.2.77; to Bottcher, Keys & J.A.Fordyce, Feilding 30.5.80; to N.D.Bottcher (only), Rongotea 28.7.93. Current.

ZK-CQD Bristol 170 Freighter 31 13075 31.10.66
Ex G-AMLM, EC-WHN, EC-AHN, G-41-2-66. S.A.F.E. Ltd, Blenheim "Merchant Ambassador". D/d Wellington 14.11.66. To SAFE-Air Ltd, Blenheim 31.10.67. Wfu at Blenheim 19.8.76. Regn cld 9.7.81.

ZK-CQE Taylor JT.1 Monoplane JF-1 20.7.66
J.F.Fordyce, Bulls. F/f at Feilding 15.10.68. To G.Gotlieb, Wellington 28.2.75; to I.McKenzie, Auckland 22.4.80; to P>Liefing, Pukekohe 27.7.83. Crashed at Pukekohe 14.10.83. Regn cld 6.4.92.

ZK-CQF Cessna 172G 54888 12.8.66
Ex (N1393F). Rex Avn (NZ) Ltd, New Plymouth. To Kaitaia AC, Kaitaia 7.2.67; to Stockbuilt Mfg Co Ltd, Christchurch 18.5.73; to J.Penno, Mosgiel 5.4.82; to Otago AC, Taieri 30.4.82; to C.L.Johnston, Gore 23.8.82; to J. C. A. Lucas, Tarras 28.9.87; to M.J.Johnstone, Auckland 18.4.89; to Wanaka Construction Ltd, Wanaka 17.12.90; to J.C. Throp, Dunedin 8.7.93. Current.

ZK-CQG Cessna A188 AgWagon 0072 15.9.66
Ex (N9822V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 7.10.66. To Manawatu ATD Co Ltd, Feilding. Destroyed by fire in hangar, Feilding 7.4.69. Regn cld 12.5.69.

ZK-CQH Cessna A188 AgWagon 0087 15.9.66
Ex (N9837V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 7.10.66. To Manawatu ATD Co Ltd, Feilding. Crashed at Kohinui 18.3.69 and destroyed in hangar fire at Feilding 7.4.69. Regn cld 6.5.69.

ZK-CQI Cessna A188 AgWagon 0088 15.9.66
Ex (N9838V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 9.10.66. To Rural Avn (1963) Ltd, New Plymouth; to Midland Avn Ltd, Feilding 23.3.70. Mod to A188B AgWagon C standard 19.4.77. Crashed 14.3.78, Argyll Downs. Regn cld 17.5.90.

ZK-CQJ Cessna A188 AgWagon 0094 15.9.66
Ex (N9844V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 7.10.66. To Rural Avn (1963) Ltd, New Plymouth, 3.2.67; to Rural Air Services Ltd, Feilding 23.3.70. Wfu at Feilding 10.2.80. Regn cld 31.3.87.

ZK-CQK Cessna A188 AgWagon 0097 15.9.66
Ex (N9847V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 9.10.66. To Rural Avn (1963) Ltd, New Plymouth, 3.2.67; to Phoenix Avn Ltd, Gore 16.7.69. Crashed at Lumsden 14.10.74. Regn cld 29.1.75.



Above: Rural Aviation's AgWagon ZK-CQJ at Ardmore on 16.12.66. (Wim Zwakhals collection)

Below: Phoenix Aviation used ZK-CQK for five years, seen here at Deloraine on 7.4.73 with a FU-24. (R.W.Kerr)





Left: Eight Callair B-1 agricultural aircraft were imported into New Zealand during 1966. ZK-CRC is seen here, with -CRJ behind, possibly when both were used by Auster Air Services in 1973. The Callair was built by Inter Mountain Manufacturing Co of Afton, Wyoming, and was powered by a 400 hp Lycoming IO-720-A1A flat eight, though in 1967 ZK-CRU was converted to a 450hp Pratt & Whitney R-985 nine-cyl radial as a B-1A. (R.W.Kerr)

- ZK-CQL Cessna A188 AgWagon 0103 15.9.66
Ex (N9853V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 9.10.66. To Rural Avn (1963) Ltd, New Plymouth, 3.2.67; to Rangitikei Air Services Ltd, Taihape 16.3.70, op by Wanganui Aero Work Ltd, Wanganui. Crashed Pukeokahu, nr Taihape 28.8.72. Regn cld 6.9.72.
- ZK-CQM Cessna A188 AgWagon 0106 15.9.66
Ex (N9856V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 7.10.66. To Rural Avn (1963) Ltd, New Plymouth, 3.2.67; crashed (date unknown) and regn cld 20.3.70. Rebuilt; intended as ZK-DAT but ntu. Restored as ZK-CQM with c/n 0106R to Rex Avn (NZ) Ltd, Ardmore 30.10.70. To UDC Finance Ltd, Auckland, op by Makarau Co-operative Lime Society, Wellsford. Mod to STOL. To Farmers Aerial Co-operative Topdressing Society, Wellsford 12.3.75. Crashed Ahuroa 20.4.75. Regn cld 18.8.75.
- ZK-CQN Cessna A188 AgWagon 0109 15.9.66
Ex (N9859V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 7.10.66. To Rural Avn (1963) Ltd, New Plymouth 3.2.67; to Midland Avn Ltd, Feilding 23.3.70. Wfu at Feilding 4.3.82. Regn cld 24.4.87.
- ZK-CQO Cessna A188 AgWagon 0115 15.9.66
Ex (N9865V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 11.10.66. Originally painted ZK-CQD in error. To Rural Avn (1963) Ltd, New Plymouth 3.2.67; to Rural Air Services Ltd, Feilding 23.3.70. Wfu Feilding 20.6.85. Regn cld 24.4.87.
- ZK-CQP Cessna A188 AgWagon 0118 15.9.66
Ex (N9868V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 9.10.66. To Rural Avn (1963) Ltd, New Plymouth 3.2.67; to Midland Avn Ltd, Feilding 16.3.70; mod to A188B AgWagon C 13.3.85; to Airwork (NZ) 1984 Ltd, Ardmore 23.5.86. Regn cld 4.6.86 and sold as VH-JWD, regd 13.8.86.
- ZK-CQQ Cessna A188 AgWagon 0145 1.11.66
Ex (N9895V). Rex Avn (NZ) Ltd, New Plymouth. To Cookson Airspread Ltd, Taupo 2.2.67. Crashed Upper Tutaenui, near Marton 16.7.70. Regn cld 1.9.70. Parts used in rebuild of ZK-CSL.
- ZK-CQR Registration not yet allotted.
- ZK-CQS Cessna A188 AgWagon 0147 1.11.66
Ex (N9897V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 3.3.67. To General Finance Acceptance Ltd, Wellington 1.3.68, op by Airspread (Taranaki) Ltd, Stratford, to whom sold 6.5.71. Crashed Stratford 22.8.77. Current.
- ZK-CQT Cessna A188 AgWagon 0150 1.11.66
Ex (N9700V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 10.4.67. To Manawatu ATD Co Ltd, Feilding 18.9.67. Crashed near Ashurst 8.12.70. Regn cld 15.2.71, parts used in rebuild of ZK-CSL.
- ZK-CQU Cessna A188 AgWagon 0153 1.11.66
Ex (N9703V). Rex Avn (NZ) Ltd, New Plymouth. To Wanganui Aero Work Ltd, Wanganui 2.2.67 "Mangawhero"; to Manawatu ATD Co Ltd, Feilding 11.9.69. Wfu Feilding 23.9.77. Used as spares. Regn cld 3.4.91.
- ZK-CQV Cessna A188 AgWagon 0156 1.11.66
Ex (N9706V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 13.3.67. To Rural Avn (1963) Ltd, New Plymouth 3.2.67; to Rural Air Services Ltd, Feilding 23.3.70. Wfu Feilding 11.10.77. Regn cld 31.3.87.
- ZK-CQV Sunrise Ultralight Clipper SS MAANZ/458 24.12.90
(2) J.A.Lys, Auckland. Current.
- ZK-CQW Cessna A188 AgWagon 0161 1.11.66
Ex (N9711V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 7.4.67. Operated by Manawatu ATD Co Ltd, Feilding. Destroyed in hangar fire at Feilding 7.4.69. Regn cld 20.6.69.
- ZK-CQX Cessna A188 AgWagon 0164 1.11.66
Ex (N9714V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 4.67. Operated by Barr Bros Ltd, Ardmore 1967, later by Rangitikei Air Services Ltd, Taihape. To General Finance Acceptance Co Ltd, Wellington 11.3.70, op by Air Rentals Ltd, Rotorua, to whom sold 16.12.71, then op by Wanganui Aero Work Ltd, Wanganui. To Astro-Air Ltd, Napier 4.3.76. Current.
- ZK-CQY Cessna A188 AgWagon 0167 1.11.66
Ex (N9717V). Rex Avn (NZ) Ltd, New Plymouth. F/f Ardmore 4.67. To Aerial Work (Marlborough) Ltd, Blenheim 28.4.67; to Okair Avn Ltd, Christchurch 7.7.67; to W.K.Wakeman, Christchurch 16.8.68; to Central Aviation Ltd, Roxburgh 24.1.69; mod to STOL; to Southair Avn Services (1970) Ltd, Taieri 15.10.81; to O.C.E.Harnish, Auckland 5.4.89; to R.L.Patchett, Blenheim 26.3.93, op by Cheviot Ag Air, Cheviot 1993, then Patchett Ag Air, Blenheim 1993. Current.
- ZK-CQZ Cessna A188 AgWagon 0171 1.11.66
Ex (N9721V). Rex Avn (NZ) Ltd, New Plymouth. To Rural Avn (1963) Ltd, New Plymouth 16.5.67; to Phoenix Avn Ltd, Gore 16.7.69. Crashed, Acton Downs, near Mossburn 9.7.74. Regn cld 8.8.74 and aircraft preserved in Gore Museum.
- ZK-CRA Callair B-1 10011 1.7.66
Ex N26B. Air Contracts Ltd, Masterton. F/f Hamilton 17.8.66. To Sky Hire (South Island) Ltd, Timaru 18.7.73, op by Auster Air Services Ltd, Timaru, to whom sold 21.3.74. To Airwork (NZ) Ltd, Christchurch 16.5.74. Crashed Orari Gorge 30.9.77. Regn cld 14.5.81.
- ZK-CRA BN-2A-27 Islander 609 4.7.94
(2) Ex G-AXWI, F-OCRA. Islander Avn, Albany, op by Great Barrier Airlines Ltd, Auckland. Arr Auckland 25.5.94. Current.

Right: Built from parts of the accident-damaged ZK-CGO and spares, Victa Airtourer ZK-CRG carries the NZNAC logo at Ardmore. (Wim Zwakhals coln.)

Below: Citabria ZK-CRH in the titles of first owners the Middle Districts Aero Club Inc with whom it stayed for 7½ years. (R.W.Kerr)

Below, right: Another Callair, this time ZK-CRJ which seems to have suffered several repairs and resprays but wears no company titles. (R.W.Kerr)



ZK-CRB Callair B-1 10012 1.7.66
Ex N26B. Air Contracts Ltd, Masterton. F/f Hamilton 23.8.66. To Air Services (Wairarapa) Ltd, Masterton 20.10.66. Crashed at Te Wharau near Masterton 20.1.67. Sold to Aero Engine Services Ltd, Hamilton 6.4.67 and broken up there in 1967. Regn cld 29.1.75.

ZK-CRC Callair B-1 10006 14.6.66
Ex N26B. Rangitikei Air Services Ltd, Taihape. F/f Hamilton 1.7.66. To Auster Air Services Ltd, Timaru 27.2.73; to Airwork (NZ) Ltd, Christchurch 16.5.74. Wfu at Rangiora 7.8.78 and broken up. Regn cld 14.5.81.

ZK-CRD Callair B-1 10017 1.7.66
Ex N26B. Rangitikei Air Services Ltd, Taihape. F/f Hamilton 15.9.66. Crashed Hunterville 14.2.69. Regn cld 27.2.69.

ZK-CRE DHC-2 Beaver 1 1613 13.6.66
Fieldair Ltd, Palmerston North. Renamed Fieldair Holdings (Central) Ltd, Palmerston North 18.11.80; Fieldair Holdings Ltd, Palmerston North 30.3.84. Regn cld 7.4.88 on sale as VH-CEV, regd 11.4.88.

ZK-CRF Fletcher FU-24 Mk II 121 1.7.66
Wanganui Aero Work Ltd, Wanganui "Waitara". To Fieldair Ltd, Palmerston North 23.1.76; mod to FU-24-950M; to Fieldair Holdings (Central) Ltd 18.11.80 and to Fieldair Holdings Ltd 30.3.84. Current.

ZK-CRG Victa Airtourer 100 FS.2 1.7.66
Built from ZK-CGO (c/n 57) and parts by NZNAC 1966. NZNAC/Air New Zealand Social Club, Auckland. To C.J.Haywood, New Plymouth 17.4.73, op by Taranaki Flying School, to whom sold 9.12.77. Wfu 1978-79. To A.R. Mitchell, Nelson 14.4.83. Regn cld 13.11.86.

ZK-CRH Champion 7GCBC Citabria 32 5.12.66
Middle Districts AC, Palmerston North. To N.C. Koreneff, Palmerston North 24.6.74; to Citabria Syndicate, Kawerau 11.12.79; to D. B. Simpson & ptnrs, Kawerau 28.1.80; to Otago Avn (Alexandra) Ltd, Alexandra 14.7.80; to R.J.Lucas, Palmerston North 15.7.86; to B.T.Hvid & T.H.Kendrick, Wellington 30.1.87; to C.G.Preston, Rotorua 4.2.91. To Queenstown Citabria Syndicate & Wakatipu Aero Club, Queenstown 1.10.92. Current.

ZK-CRI Callair B-1 10018 28.7.66
Ex N26B. Air Services (Wairarapa) Ltd, Masterton. F/f Hamilton 19.8.66. To Auster Air Services Ltd, Timaru 6.10.66; to Central Avn Co Ltd, Roxburgh 23.1.74. Wfu at Timaru 11.5.75 and broken up. Regn cld 5.11.75.

ZK-CRJ Callair B-1 10020 28.7.66
Ex N26B. Sky Hire (South Island) Ltd, Timaru. F/f Hamilton 26.8.66. Op by Auster Air Services Ltd, Timaru. To Central Avn Co Ltd, Roxburgh 23.1.74. Crashed Dunback 3.9.75. Regn cld 5.11.75.

ZK-CRK Bristol 170 Freighter 31 13159 6.7.66
Ex G-18-151, PAF: S.4406/L. S.A.F.E. Ltd, Blenheim. D/d Auckland 6.7.66. To SAFE-Air Ltd, Blenheim 31.10.67 "Merchant Wayfarer", later "Merchant Islander". Wfu at Blenheim 3.1.86. Regn cld 28.4.86.

ZK-CRL Bristol 170 Freighter 31 13160 24.10.66
Ex G-18-152, PAF: S.4407/J. S.A.F.E. Ltd, Blenheim. D/d Auckland 23.10.66. To SAFE-Air Ltd, Blenheim 31.10.67 "Merchant Porter". Not flown after delivery, broken up for spares at Blenheim. Regn cld 27.4.83.

ZK-CRM Bristol 170 Freighter 31 13170 9.8.66
Ex G-18-162, PAF: S.4421/K. S.A.F.E. Ltd, Blenheim. D/d Auckland 13.8.66. To SAFE-Air Ltd, Blenheim 31.10.67 "Merchant Herald". Wfu at Blenheim 4.5.84. Regn cld 5.7.84. (Note: During preparation for service 1966/7 donated wings and centre-section to ZK-CLU. Rebuilt with c/section of ZK-AYG and mainplanes of ZK-BMA.)

ZK-CRN Druine D.31 Turbulent AT-12 5.9.66
J.M.Kelly, Opotiki. Construction abandoned. Regn cld 3.4.91.

ZK-CRO Hawk BOM-4 Minicab AAC.42/1 3.8.66
C.J.Robertson, Runciman. To Robertson & A.Thomas, Auckland 10.10.72. Not completed. Regn cld 2.4.91.

ZK-CRP Fletcher FU-24 Mk II 125 4.8.66
Air Parts (NZ) Ltd, Hamilton. F/f 21.10.66 Hamilton. To Aerial Farming (Holdings) Ltd, Palmerston North 1.11.66; to James Avn Ltd, Hamilton 9.12.68; mod to FU-24-950M. Crashed in Mataraua Valley 18.7.80. Regn cld 6.6.84.



Left: Fletcher FU-24 ZK-CRP of James Aviation was one of many modified during the seventies to -950M standard, which involved replacing the six-cyl Continental engine with an eight-cyl 400hp Lycoming IO-720-A1B. (R.W.Kerr)

Below: A Rural scene in every respect. Agwagon ZK-CSA of Rural Aviation at Te Kuiti in 1968. (J.N.Geelen)

ZK-CRQ Fletcher FU-24 Mk II 122 5.8.66
Air Parts (NZ) Ltd, Hamilton. F/f 9.66 Hamilton.
To Australia ex Auckland 6.8.67, regn cld 18.9.67,
to VH-CRQ, regd 15.9.67.

ZK-CRR Registration not yet allotted.

ZK-CRS Callair B-1 10021 .66
Reserved for Aero Engine Services Ltd, Hamilton in
1966 and intended for Air Services (Wairarapa)
Ltd, Masterton. Ntu, sold in USA as N7274V, 1966.

ZK-CRS Taylor JT.1 Monoplane AAC.44/1 15.8.66
(2) C.J.Healey, Rotorua. F/f at Nelson 4.2.73. To F.J.
Dodd, Tawa 16.9.74; to M.C.Robertson, Raumati
Beach 28.6.88. Wfu and sold as parts. Regn cld
3.2.92.

ZK-CRT Callair B-1 10023 .66
Reserved for Aero Engine Services Ltd, Hamilton in
1966 and intended for Otago Air Services Ltd,
Oamaru. Ntu, sold in USA as N7280V, 1966.

ZK-CRT Champion 7GCBC Citabria 73 8.2.67
(2) Canterbury AC, Christchurch. To D.B.MacKay,
Christchurch 27.10.71; to A.V.Ryde & D.F.Ward,
Rangiora 8.10.73; to A.V.Ryde, Rangiora 22.11.75;
to I.W.O'Dowd, Taupo 24.7.80; to R.J.Lucas, Palm-
rston North 25.6.84; to A.Kerr, Waikanae 26.8.95;
to M.H.MacLeod, A.D.Kerr & Gold Coast Air Ltd,
Wellington 19.2.86. To I.D.Hayton, New Plymouth
12.92. Current.

ZK-CRU Callair B-1 10029 8.9.66
Ex N26B. Aero Engine Services Ltd, Hamilton. F/f
Hamilton 8.12.66. To Air Services (Wairarapa) Ltd,
Masterton 2.5.67. Crashed at Whangaehu, near Mast-
erton 16.3.68. Regn cld 29.3.68.

ZK-CRV Callair B-1 10030 8.9.66
Ex N26B. Otago Air Services Ltd, Oamaru. F/f Ham-
ilton 20.10.66. Crashed near Oamaru 19.6.73; wfu
and broken up but sold to Airwork (NZ) Ltd,
Christchurch 16.5.74. Regn cld 14.5.81.

ZK-CRW Registration not yet allotted. (Reservation ntu?)

ZK-CRX Fletcher FU-24 Mk II 123 16.9.66
Air Parts (NZ) Ltd, Hamilton. F/f 28.10.66 Hamil-
ton. To Thames ATD Co Ltd, Thames 18.11.66 "Joe
90". Mod to FU-24-950M. Crashed near Carterton
5.12.79. Regn cld 17.1.80.

ZK-CRY Fletcher FU-24 Mk II 124 16.9.66
Air Parts (NZ) Ltd, Hamilton. To Robertson Air
Service Ltd, Hamilton 23.12.66; to NZ Aerospace
Industries Ltd, Hamilton 16.3.81; to North Canter-
bury Aerial Co-operative Ltd, Scargill 12.11.81
"Kuruwhengi"; to Aerial Work (Mid-Northern) Ltd,
Pukekohe 26.9.83; base transferred to Maungaturoto
7.11.83. Current.

ZK-CRZ Fletcher FU-24 Mk II 129 16.9.66
Air Parts (NZ) Ltd, Hamilton. To Australia 12.66
and regn cld 8.9.67. To VH-CRZ regd 15.9.67.



ZK-CSA Cessna A188 AgWagon 0198 9.1.67
Ex (N9748V). Rex Avn (NZ) Ltd, New Plymouth. To
Rural Avn (1963) Ltd, New Plymouth 16.5.67; to
Rural Air Services Ltd, Feilding 23.3.70. Wfu at
Feilding 31.1.81. Regn cld 31.3.87.

ZK-CSB Cessna A188 AgWagon 0200 9.1.67
Ex (N9750V). Rex Avn (NZ) Ltd, New Plymouth. To
Rural Avn (1963) Ltd, New Plymouth 4.12.67; to
Midland Avn Ltd, Feilding 23.3.70. Crashed Trego-
weth Airstrip, near Awakino 6.6.83. Regn cld
22.5.84.

ZK-CSC Cessna A188 AgWagon 0202 9.1.67
Ex (N9752V). Rex Avn (NZ) Ltd, New Plymouth. To
Rural Avn (1963) Ltd, New Plymouth 4.12.67; to
Phoenix Avn Ltd, Gore 16.7.69; to Dalhoff & King
Avn Ltd, Ardmore 15.11.76; to Transfield (NZ) Ltd,
Auckland, op by Barr Bros Ltd, Ardmore; to Dalhoff
& King Avn Ltd 22.9.78; to L.W.Sutherland, Puke-
kohe 11.8.80. Wfu at Ardmore, then to N.S.Moore,
Auckland 12.9.84; to P.B.Beard, Kaitaia 4.5.87, op
by Beard Avn Ltd, Kaitaia, to whom regd 25.7.89.
Crashed at Omahuta 29.10.89. Regn cld 19.3.90 and
displayed at Agriculture Museum, Rotorua 1990.

ZK-CSD Cessna A188 AgWagon 0204 9.1.67
Ex (N9754V). Rex Avn (NZ) Ltd, New Plymouth. F/f
Ardmore 15.2.67. To Rural Avn (1963) Ltd, New Ply-
mouth 4.12.67; to Rex Avn (NZ) Ltd, Ardmore
23.11.71, op by Aerial Sowing (Canterbury) Ltd,
Amberley. To UDC Finance Ltd, Auckland 10.2.72, op
by Air Services (Wairarapa) Ltd, Masterton, to
whom regd 29.11.74. To Air Services (1979) Ltd,
Masterton 19.8.80; to W.S.Parkes & R.L.Elliott,
Dannevirke 21.8.84, op by Eastland Contracts. To
Falcon Avn, Rangiora 3.5.89, op by North Canter-
bury Aerial Co-operative. Current.

ZK-CSE Cessna A188 AgWagon 0207 9.1.67
Ex (N9757V). Rex Avn (NZ) Ltd, New Plymouth. F/f
Ardmore 14.2.67. To Aerial Sowing (Canterbury)
Ltd, Amberley 23.3.70; to Rowley Avn Ltd, Amberley
14.8.78; to G.I.Royds & A.J.Johnston, Ashburton
8.10.79, op by South Canterbury Aerial Topdressing
Co-operative Ltd, Timaru. Wfu 1981. Parts exported
to Australia 1988. Regn cld 25.6.90.

To be continued . . .

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 known across the
 I return from France, on the
 ersary of Blériot's flight; this
 Green's aircraft. A few years
 rfect replica of the same
 original rotary engine
 workshop. The Merion-M
 erty of the Tallman-M
 enia, and can often be
 the Pup
 it now rests
 light des.
 surprisingly
 Cruising speed is
 m. at 5,000 ft. Control
 and I was agreeably
 the Humming
 easier than I had expected.
 wheel track is narrow,
 the ground;
 for the handling of a light
 The undercarriage is
 however, no trouble
 taking off and landing
 than were expected.
 both, CF-AP
 Mr. Jack Langage of
 was originally
 1929 for

There are a number of earlier points to begin with:
A: 26.12.47 p.825 - (see p.93/105) A few additional Stranraer points: Siple bought 20 ex RCAF aircraft plus 3 wrecks for spares including RCAF 947 and 952. Thirteen were registered CF-BYA to BYM and on 16.12.44 Siple applied to register them in the USA. Eventually nine reached the Caribbean, briefly: RCAF919/CF-BYA/N ?; 948/BYB/NR45326; 953/BYC/NR45328; 921/BYD/NR45325; 910/BYE/NR43590 (sic)/VP-JAH; 913/BYF/NR45327/VP-JAK; 923/BYG/US unconfirmed; 914/BYH/NR45389/VP-JAJ; 936/BYK/N ?. Of these BYA, B, C and K were scrapped at Tampa and a couple were lost in storms. CF-BYI, J, L and M were sold to Queen Charlotte Airlines. Nine were in the hangar at the time of the fire 29.10.47; BYM and 956 were saved. Those destroyed were 912, 930, 932, 934, 950/CF-BYN(ntu), 955, and 957. A second fire at Patricia Bay on 7.1.48 destroyed many remaining Siple properties.

A: 7.5.48 p.543 - (see p.94/75) The story of "Waltzing Matilda" is told by Geoffrey Wickner in *Aeroplane Monthly* 9.79. There is a full account of the flight from Hurn to Sydney, completed in 7hrs flying time, navigating with a Daily Telegraph map of the World! G-AGXA was offered to the RAAF and to Canberra War Museum without success but was bought by a group of pilots and engineers trading as Air Carriers who were forced into liquidation after only one revenue flight, so the Halifax, now re-registered VH-BDT, was sold for scrap.

F: 3.6.48 p.599 - The Norseman was being delivered to the IDFAP and various sources quote the cause of the accident as being a saboteur's bomb. The three being delivered together were NC79821 c/n 521, NC79822 c/n 527 (the a/c destroyed) and NC79823 c/n 771, all regd to David

M.Miller of Roanoke, VA. A Belgian source once quoted a company called SOMACO as owner, purchasing them on behalf of Israel - can this be confirmed? In passing, 4X-ARS is believed to have been ex-IDFAF (c/n 769 ex 44-70504), but the other civil Israeli example is unidentified.

A: 4.6.48 p.658 - The G-28 Class B mark was first issued to BEAC and then transferred to BEA Helicopters Ltd on 28.1.64. There would have been a number of potential uses but none are recorded.

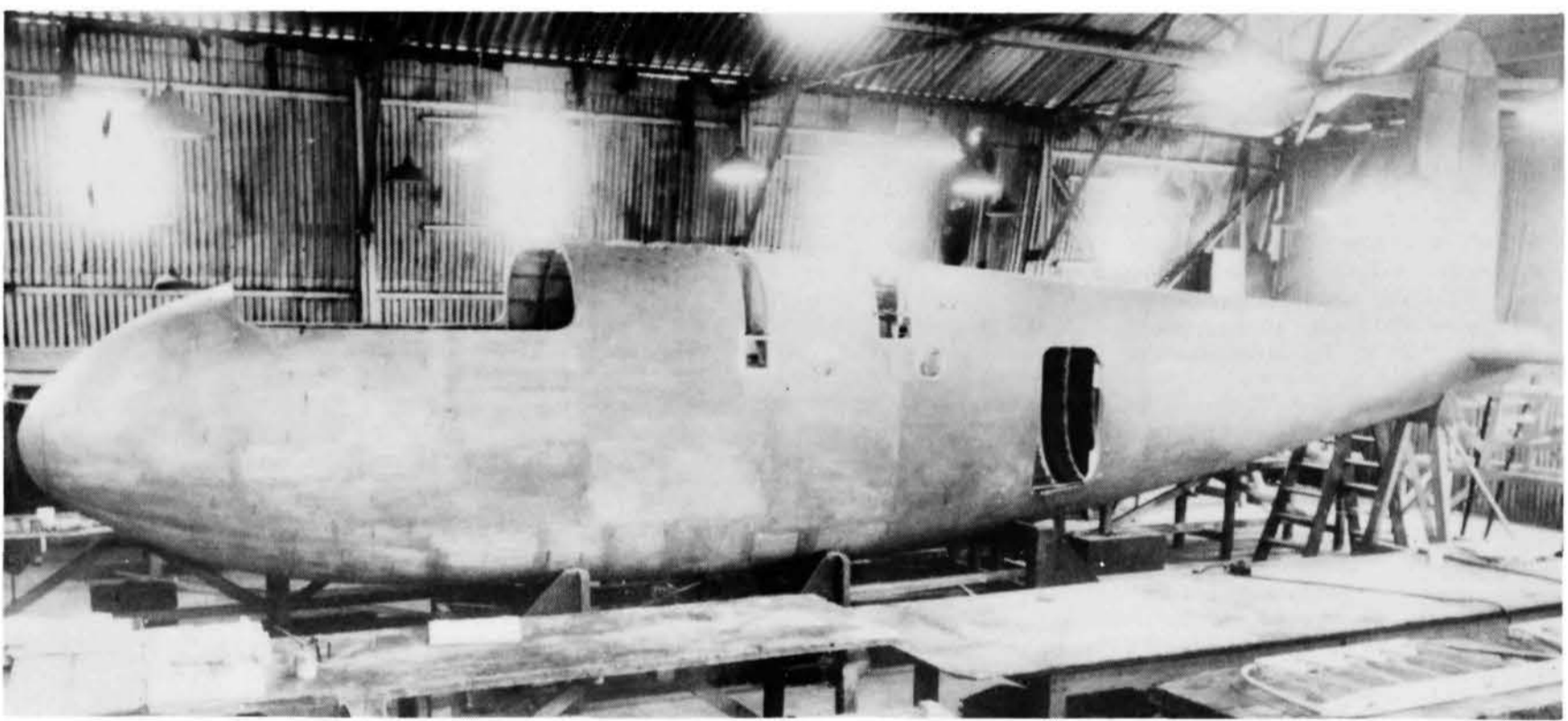
F: 24.6.48 Ads - The Walrus PH-NAX was sold to Mr Van Groningen, owner of a scrapyard at Nieuw Vennep, but he resold it, probably in early 1949, to another scrapyard of Mr Faber at Beverwijk and it was then broken up.

F: 15.7.48 p.81 - The Fulton Airphibians: NX60374 was c/n FA-1, the prototype, date of mfr 17.10.46. NX74104 was c/n 101, later FA-2-1. N74152 possibly 102 originally, later FA-2-101. N74153 model FA-3 was c/n 100 and N74154, N74155 were FA-3 c/ns 101 and 102 as given. The Taylorcraft involvement came about on 6.8.56 when Taylorcraft Inc of Conway, PA purchased all the engineering assets of Continental Inc of Danbury, CT. The FAA Type Certificate for the Continental FA-III (note Roman numeral), issued 18.8.53, then passed to Taylorcraft who at the time were building the fibreglass-covered Model 20 and did not put the Airphibian into production.

And now for last issue's Extracts:
A: 30.7.48 p.142 - Rimouski Airlines DC-3 CF-FKY c/n 6246 from Anticosti Island to Gaspé, cr and caught fire on rocks at Grandes Greves, near Cap des Rosiers in fog, 24.7.48. Twenty-seven passengers (including a baby) and two crew killed in Canada's worst air accident to date.

*p.143 - See Fact File p.94/92-4 for the coupé Magisters.

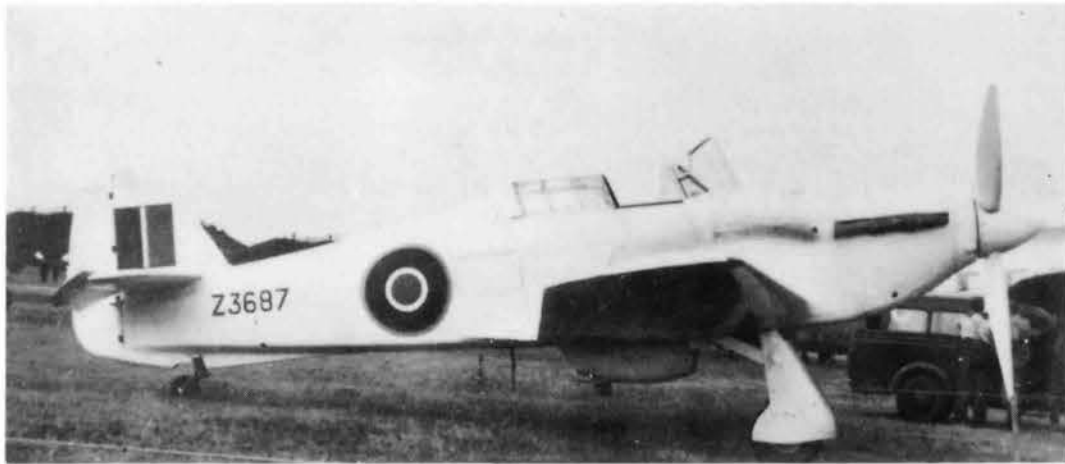
F: 5.8.48 p.163 - Nicholson's Slingsby T.25 Gull 4 was BGA 607, c/n 546. First reports that he survived the accident were later denied. Grieg's EoN Olympia was BGA 600 c/n EoN/O/099. Both were new aircraft. Accidents are both thought to have occurred on 28.7.48.



Above: Illustrating the three-view drawing in the last issue, this photo of the Miles Technical School "Venture" was taken at Woodley on 17.9.47 when the fuselage shell was quite complete. (Miles, via Peter Green)

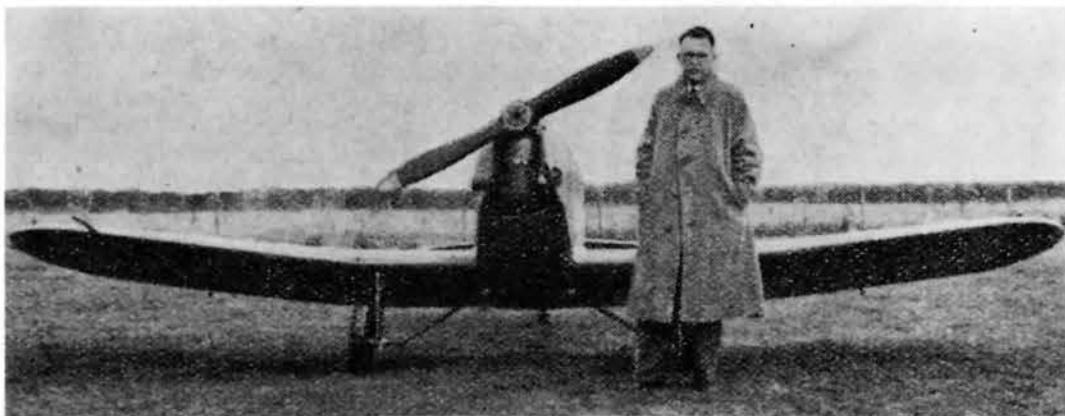
Right: Halifax VH-BDT still named "Waltzing Matilda", ex G-AGXA, seen at Tengah in 1947 possibly during its only revenue earning flight - see story on 7.5.48 above. (via Peter Green)





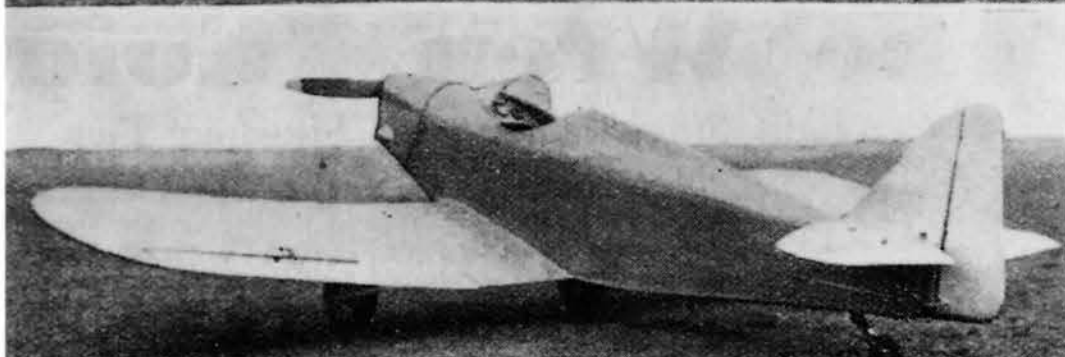
Left: All-white Hawker Hurricane II Z3687 with laminar flow mainplanes seen at Farnborough in 1948. (via Peter Green)

Left, lower: Two views of the only Wren Goldcrest G-AICX, seen without markings. There is no evidence that it flew successfully, if at all. See 23.9.48. (Flight via Jack Meaden)



A: 3.9.48 Ads - The DH.86A for sale would be G-AJNB "Paul", c/n 2342, ex Misr Airwork SU-ABV which had been operated by Peacock Private Air Charter of Alexandria, owned by de Pauw and Lawrence Assopardi. It operated between Croydon, Cairo and South Africa with SU-ACR in 1947 on scheduled flights which put it in difficulties with the Ministry. It did not fly again from Wadi Halfa.

A: 10.9.48 p.395 - ANA DC-3 "Lutana" was VH-ANK c/n 9999 which crashed in the Liverpool Range near Quirindi, NSW, almost 100 mls off course. Location variously named as Mt Crawney, Square Peak and Ben Evers Mtn. Capt J.A.Drummond, 2 crew and 10 passengers lost.



F: 16.9.48 p.332 - There were six Beaufighters in the purchase by Air Pilot Film Co Ltd, a company set up on 31.7.48 by R.Dickson (Dickinson?). They had originally been bought ex-RAF at Ringway by Emmanuel Zur in 4.47. These were G-AJMB ex RD135, G-AJMC ex RD448, G-AJMD ex RD427, G-AJME ex "ND929", G-AJMF ex NV306 and G-AJMG ex LZ185. All were described as Mk.TF.X except for one "Merlin-powered" aircraft which would be a Mk.II. None of the above were Mk.IIs, furthermore "ND929" was a Lancaster but if this was an error for ND292 it would be a Beaufighter Mk.VI.

G-AJMF/NV306 was scrapped at Ringway in 1948 and presumably used as a spares source. G-AJME/"ND929" crashed near Thame on 28.7.48

A: 6.8.48 p.170 - ALFA Short S.25 Sandringham LV-AAP "Uruguay", ex G-AGPT, Capt V A Bello, crashed in fog at Buenos Aires and was badly damaged. Remains salvaged but destroyed in hangar fire at Buenos Aires 24.12.48.

F: 12.8.48 p.178 - The Cardiff Ultra-Light Aeroplane Club Piper Cub was G-AFFH c/n 1166. Other aircraft damaged included Cambrian Dragon Rapides G-AGZJ, G-AKUB and KUC.

*p.188 - Further details and photos of the Brazilian aircraft will appear in the next issue.

*Ads - The Austers and Consuls listed were the repossessed Skytravel fleet owned by Bowmaker Ltd (and featured in Flight 27.11.47 - see Archive p93/75), so the Proctor may be their G-AHES which was a 1941 aircraft. Dominie/Rapide G-AEMH was purchased ex X9387 by L.E.Hamson of Air Charter Experts (the source of "LEH" Airways?), regd to A. Hamson & Sons Ltd and used by Manx Air Charters Ltd. Also used by Manx was the other Rapide mentioned, G-AKIF.

A: 13.8.48 p.201 - BEA DC-3 destroyed near Sywell would be G-AGIX c/n 12053. En route Edinburgh - Northolt when engine failed necessitating forced landing attempt at 2050 hrs, though many sources quote 31.7.48 as date. Made low run over Sywell airfield but hit cables and came down near Holcot crossroads on A43. All occupants escaped before fire destroyed the aircraft.

F: 26.8.48 p.233 - Cook Strait Airways DC-3 ZK-AOE c/n 16383 crashed on Scraggy Ridge near Point Underwood on 9.8.48 en route Woodbourne to Paraparumu. The DC-3 was operated by NZNAC as "Parera", into which CSA had been absorbed in 1945 although it re-formed in the early 50s.

*p.241 - The "Tiger Moth" was presumably Northern Rhodesia Flying Club DH.60X Moth VP-RAB c/n 501 ex VP-YAE, G-EBVJ. Its actual fate was unknown.

F: 2.9.48 Ads - The British Aviation Services Ltd Sea Otters could be G-AJFU, and W, both scrapped at Blackbushe in 1950; and G-AJFV sold as XY-ABT in 1949. However others were available. Aeromilitaria 3/93 quoted 8 which were sold during 1947 to "B.S.D.M.", registered G-AKPN, O, P, R to V, on 10.1.48 and sold to Egypt via J. Patient on 2.5.49.

when on delivery from St Athan to Airtech Ltd at Thame. The aircraft was probably being flown too slowly on landing approach. It seems likely that the Beaufighters would be fitted with radio equipment at Thame. The remaining four aircraft left Thame 2.8.48 and later arrived in Israel, whose air force had previously had a bid for six Beaufighters embargoed by the British Government. They routed via Ajaccio in Corsica and Yugoslavia, becoming D-170 to D-173 with 103 Sqdn IDFAF.

Spares and armament were flown out to Israel in "Mayflower Air Services" Halifax G-AJPJ which was dbr on arrival at Sde Dov (or was "Mayfair A/S" involved?).

Gp Capt Cheshire's company, VIP Association Ltd, sold two Mosquito 16s to H.L.White, both of which left for Israel in July 1948. They were NS812/G-AIRT, ex Cambridge 5.7.48, later D-160 with 103 Sqdn. NS811/G-AIRU left on 16.7.48 but crashed on take-off at Ajaccio next day.

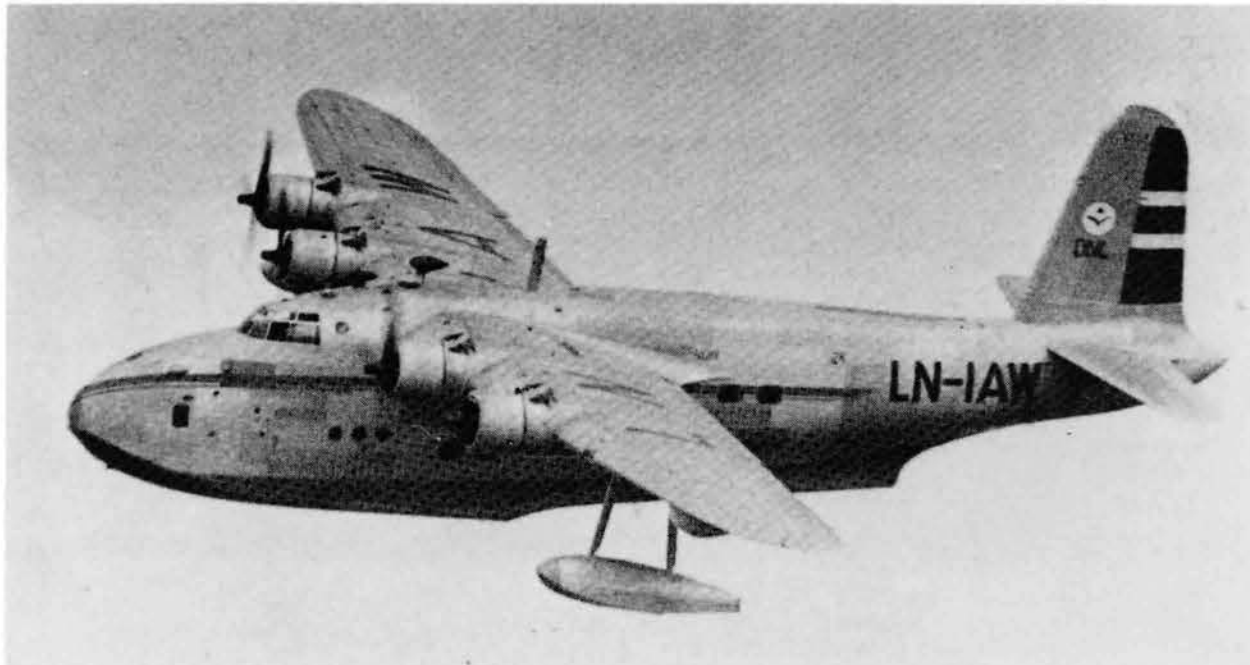
*p.354 - The Pterodactyl J8067, now with the Science Museum, South Kensington, was built by Hill, not by Westland, who developed it in 1925 from his glider by fitting a 33 hp Bristol Cherub engine as a pusher. The Westland-Hill Pterodactyl IB J9251 was produced in 1930 powered by a 70 hp A.S. Genet II radial, it was modified to IC after an accident later that year so it could not be displayed as the IB in 1948. Presumably the aircraft at the RAE was Hill Pterodactyl I J8067, the Flight statement having mixed various pieces of incorrect information as "1925 Westland-Hill Pterodactyl IB".

F: 23.9.48 p.374 - The all-white Hurricane II was Z3687, formerly of five RAF fighter squadrons, 17, 123, 132, 43 and 245. It was fitted with laminar-flow mainplanes of reduced thickness/chord ratio by Armstrong Whitworth at Coventry and first flew as such 23.3.45. At first the fuselage remained camouflaged and the wing roundels applied instead to the centre-section. At RAE the fuselage was also painted white but it is not known whether the wing-root roundels were then deleted. Test reports of September 1946 indicate the end of the experiment but it is also known that Z3687 was used for boundary layer research at Farnborough from 6.9.48 to 18.11.48. The 1948 Farnborough Show was its only public appearance; it was broken up for spares and soc 9.4.51.

Right: The DNL Sandringham 6 which crashed on 2.10.48 was LN-IAW "Bukken Bruse", previously Sunderland III JM720. See 8.10.48 below.

(Shorts via Jack Meaden)

Bottom: The only example of the Twin Ercoupe, NX93384, showing its Air Display 'sunburst' paint scheme in reverse on the two components and its three fin tail unit. (via Jack Meaden)



*p.378 - The Wren Goldcrest G-AICX was built to the design of R.G.Carr at Kirklington, Carlisle. It appears to have been completed (see photos) and is said to have flown in 1947 but was then abandoned prior to this announcement. A low-wing monoplane with a 25hp 2-cyl inverted in-line Scott Squirrel engine, it used every possible simplification to reduce costs. There were no flaps or slots and the all-wood aircraft had a span of only 23 ft. Production aircraft were intended to have a 30hp 4-cyl horizontally opposed engine which the Wren Aircraft Company was to design and produce. Cost was to be £370 but the programme was dropped, according to the company because of the difficulty in obtaining aircraft materials, and the prototype was later burnt. If it flew, no details of performance were ever released, but the estimates for the production version were: max speed 98 mph, cruise 75-80 mph, initial rate of climb 450 ft/min, ceiling 15,000 ft.

*Ads - M.2M Hawk Major G-ADCV c/n 156 was flown back from Poona by Lt Col G H Wotton, but does anyone have a record of the outward journey? Was it not owned by Ron Paine from 1944 and how did it avoid impressment? Regd to B.H.St A. Hurle-Hobbs on 18.1.49, it was destroyed by a hangar wall collapse at Croydon 4.2.50.

A: 8.10.48 p.489 - The DNL Sandringham was LN-IAW "Bukken Bruse". Of the 40 on board, 25 survived including Bertrand Russell then 76, who swam 600 yds ashore. The Sandringham 6 was specially developed for DNL, whose routes were to the north of the Arctic Circle with continuous darkness for up to six months of the year and where compasses were unreliable, routes mountainous and storms frequent. To help in countering these conditions they carried ASV Mk 6C, PPI, Rebecca, SBA, 2 radio altimeters and 2 radio compasses. The upper deck contained passenger seats instead of the cocktail bar and the passenger total for the two decks was 37.

F: 14.10.48 p.453 - Twin Ercoupe NX93384 c/n 707 was produced for airshow work by taking the starboard mainplane off one Ercoupe, the port mainplane off another,

and joining the two wing roots together likewise the inboard ends of the tailplanes. The result was two engines, cabins, fuselages and undercarriages, and three fins and rudders although only two worked at a time. The elevator area was thus increased but the ailerons and working rudders were the same as on a single Ercoupe. The only example, NX93384 was flown by Grady Thrasher of Elberton, GA, who flew it over 250 hours and looped and rolled it at airshows. Wing span was 37 ft, empty weight 1550 lb, cruise 120 mph, stall 60 mph, endurance 3.5 hrs, service ceiling 15,000 ft. A photo showed it being flown from the left cabin's left seat. The registration was still listed, as a 415-C, in 1970.

*p.466 - Hoppicopter 102 NX31211 and 104 NX31213 arrived at General Aircraft on 25.9.48. Contract 6/Acft/2942/CB24 (a) was given to GAL to provide servicing and maintenance support for trials of Hoppicopters at AFEE, Beaulieu. The model 102 was damaged in flight trials 22.10.48 but repaired and delivered to Marwyn (Bournemouth) Ltd on 21.1.49. Contract 6/Acft/3102/CB9(a) was a loan agreement on behalf of Marwyn to allow trials at AFEE. The model 104 went to AFEE on 1.12.48 but trials were unsatisfactory due to the unserviceable engine. It went to Marwyn and the contract closed on 20.5.49.

Although one was re-engined with a Triumph engine and declared "ready for retest" in November 1949, no further tests took place, the Ministry of Supply having lost interest. Legal disputes then arose between Marwyn and Hoppicopters Inc.

A: 22.10.48 p.541 - Mercury A/L DC-3 was ZS-BWZ c/n 9145 with Capt J.Scott, 4 crew and 22 passengers. Forced landing was some 200 miles south of Wadi Halfa.

With thanks for the above contributions to: Geoff Allen, Malcolm Andrews, John Battersby, Phil Butler, Paul Crellin, John M Davis, Peter Green, John Havers, Harm Hazewinkel, Terry Judge (with credit to Jerry Vernon), Jack Meaden, Tony Morris, Matthew Rodina Jr, Vic Smith, John Withers and Luc Wittemans.



To leave space for some new material we are putting the remaining responses aside until the next issue.

The latest batch of Extracts now follows:

Aeroplane January 7th 1949:

- *p.4 - In the obituary of Sir Malcolm Campbell, who died on January 1st 1949, aged 63, various civil aviation activities are recorded:-
 - In 1909, he built a rather cumbersome biplane which did not fly.
 - In the late 20s, he bought a Moth and flew from England along the North African coast looking for a suitable smooth stretch of sand for an attempt on the one mile motor car record. Engine failure resulted in him forced landing in the sea off Morocco.
 - He then bought a Blackburn Bluebird and flew to South Africa for further land speed record attempts. However, when taking off from Verneuk Pan, he hit the only tree within miles and the Bluebird was wrecked. After that, he gave up private ownership of aeroplanes.
- *p.24 - BEA Rapide ambulance overshot on landing Renfrew 27.12.48 and crashed on Renfrew Golf Course. Inbound from the Outer Hebrides, it was carrying a boy with acute appendicitis; all five on board only suffered minor injuries.
- *p.25 - Pan African Air Charters Ltd DC-3 crashed 31.12.48 on Mount Argentario on Tuscan coast, Italy en route South Africa to Marseilles and inbound from Athens to Nice; all 13 passengers and five crew killed.
- *p.25 - Iberia DC-3 crashed into mountainside in Sierra Pandoles, 3 mls from Gandesa 23 12.48. En route Madrid to Barcelona, all 24 passengers and 3 crew killed.

Aeroplane January 14th 1949:

- *p.53 - BSAA York G-AHEX "Star Venture" force landed 2 mls SW of Caravellas, 400 mls N of Rio de Janeiro 5.1.49. Subsequently destroyed by fire; 3 of 9 passengers killed and Capt AC Graham suffered slight injuries; it had departed London for Rio on 3.1.49.

Flight January 27th 1949:

- *Adv - Laygold & Co of Blackbushe advertised that they had just bought 4 Dakota airframes suitable for cannibalisation. Available in Scotland - from £200 each.

Aeroplane January 28th 1949:

- *p.114 - A young joiner, William Petrie of St Margarets Hope, Orkneys, would shortly commence building his own ultra-light aircraft. He has taken delivery of an aero engine and the aircraft will be built to the specifications of an English firm of aeronautical manufacturers. A member of the Orkney Flying Club, Petrie is aged 24.

Aeroplane February 4th 1949:

- *p.141 - Capt H Winch of the Household Brigade Flying Club left White Waltham 31st December en route Australia in Gemini G-AKEH.

Flight February 10th 1949:

- *p.163 - A brief photo article on the Antarctic Air Survey by the Falkland Islands Dependencies Survey had photos of the ski-equipped Auster J/1 G-AIBI. It said that "last season" it had operated survey and depot-laying flights until, flown by Flt Lt Stonehouse, it had forced landed on the Graham Land Ice Cap. It had been shipped out to Graham Land aboard the Polar supply vessel "John Biscoe" and had been based at Marguerite Bay. It was intended to replace it this year.
- *p.174 - In an article on ambulance aircraft, there was a photo of stretcher-equipped Tiger Moth DG456 converted during WWII by the RAF Research and Development Unit at Cawnpore, India.

Aeroplane February 11th 1949:

- *p.150 - Ten Dragon Rapides have been bought in Britain by Sfreddo & Paolini, an Argentine aircraft manufacturer for use as feeder liners between Cordoba and Mendoza.
- *p.168 - A Skyways DC-4, on charter to the War Office, crashed at Castel Benito 4.2.49, killing pilot Capt RWG Kitley. Some injuries amongst 44 passengers and 8 crew. It hit trees on approach in dark, en route Nairobi to England. (See also Flight 10.2.49, p.171)

*Ads - Sale by order of the Sheriff of Surrey at Gatwick Airport on Wednesday February 16, by auction - Halifax C.VIII serial PP311.

Aeroplane February 18th 1949:

- *p.197 - Aquila Airways have bought 9 Hythes from BOAC - all without current C of A. They are being overhauled at Hamble and the first would be ready in a week with the others following at ten day intervals. Plans for their use had not been finalised. Meanwhile, in Flight of January 13th 1949, p.41, it was further stated that Aquila had bought 12, although 3 had been delivered in 1948 and were being operated on the Berlin Airlift. The company intends to convert two to 34-seaters for summer cruising in the Mediterranean, two to third class 50/60-seaters for immigration purposes and two for freight by moving the bomb doors aft. One of these would have an enlarged door to take aircraft engines. The remaining six would be stored for the time being.
- *p.198 - A light aircraft is being designed and built in Gwelo, S Rhodesia by G S Tynan Blundun and D van Schalkwyk. The airframe is of tubular steel with duralumin panels on the front fuselage and fabric to rear. They have also designed and built their own engine.

Aeroplane February 25th 1949:

- *p.203 - BEA DC-3 G-AHCW collided with an RAF Anson at 4500 ft over Exhall, 2.5 mls from Coventry 19.2.49. All 6 passengers and 4 crew (incl Capt S McDermott) of the DC-3 and 4 occupants (incl Sqn Ldr AR Rush) of the Anson were killed. The DC-3 was flying Northolt to Renfrew and the Anson was on a cross-country from Middleton St George.
- *p.223 - A report on Italian aircraft production stated that the following export orders had been achieved since 1947.
 - Argentina: 45 Fiat G.55; 70 Fiat G.46 and 3 Breda BZ.308.
 - Egypt: 24 Macchi MC.205; 19 Fiat G.55; 2 Fiat G.212 and 2 SM.95.
- *p.230 - A second Heath Parasol has been completed. This one is powered by an ABC Scorpion and test flying would be carried out by Ron Clear, CTP of Airspeed. A photo showed it with its engine running.

Aeroplane March 4th 1949:

- *p.252 - An article on the Turkish State Airlines/DHY revealed that it had been founded in 1933 as part of the Ministry of National Defence and responsibility was transferred to the Ministry of Public Works in 1935 and to the Ministry of Communications in 1939. In 1936, it operated 3 Dragon Rapides and in the period 1936/1944, five more Rapides and 4 DH.86s had been added. In 1944, it acquired 5 Ju52s and later 3 DC-3s from the USA. After the war, it added 30 C-47s from the Foreign Liquidation Committee.
- *p.257 - BOAC York crashed on crosswind take-off Castel Benito, Tripoli 1.2.49. No injuries amongst 9 passengers and 6 crew.
- *p.257 - Cathay Pacific DC-3 crashed into hill in fog nr Hong Kong 24.2.49. Inbound from Manila, all 19 passengers and 4 crew were killed.

Aeroplane March 18th 1949:

- *p.312 - Queensland Airlines Lodestar forced landed after take-off Bilinga Aerodrome 10.3.49; all 18 passengers and 3 crew killed.

Flight March 24th 1949:

- *p.350 - In an article on The Turkish Air League (THK), there was mention (and a photo) of a locally produced variant of the Miles Magister as an anti-malarial DDT sprayer. The front seat was faired over and there was a long under-fuselage pipe. It had been modified in 1946. The registration (if any) was not visible in the photo.

Aeroplane March 25th 1949:

- *p.344 - NZNAC Lodestar crashed 40 mls from Wellington 18.3.49; killing all 13 passengers and 2 crew.

Flight March 31st 1949:

- *p.365 - The last AW Whitley was being broken up at Baginton. It had been used to tow the AW.52G glider and was being replaced by a Lancaster.

To be continued . . .

Casualty Compendium

PART FIFTY-FIVE



Above: Avro York G-AHFA which disappeared over the Atlantic 3.2.53, is seen here as "Star Dale" of BSAAC at Lisbon outward bound to Buenos Aires in March 1947. (via Jack Meaden)

- 7.12.52 The TWA L-1049 Constellation N6904C c/n 4018 "Star of the Ganges" en route New York - Chicago - San Francisco, suffered no.3 engine failure closely followed by no.4. Emergency landing was made at Fallon Air Station, Nevada but on touch-down it was discovered that hydraulic failure prevented braking and steering. Crew were not familiar with emergency braking system on new L-1049s. The aircraft veered off the runway, hitting a ditch and piles of gravel, losing its starboard wing and undercarriage. All 35 passengers and 5 crew evacuated safely. The aircraft was repaired at Fallon, flew out 10.9.53 and returned to service 24.9.53.
- 15.12.52 Lake Central DC-3 N21716 c/n 2131 approaching Richmond, Indiana from Grand Rapids, Michigan, with 4 crew and 5 passengers, was struck by Cessna 170 N3131B which was attempting to land on an intersecting runway. The DC-3 landed safely with minor damage, the Cessna crashed and the pilot was killed.
- 1.1.53 KLM Douglas C-54B PH-TDL c/n 10488 "Groningen" on charter flight from London to Karachi ran out of fuel after diverting to Dhahran due to poor visibility at Basra and alternate Baghdad. Made successful wheels-up forced landing in desert about 17 miles from Dhahran airport and the 56 passengers and 10 crew evacuated without any casualties. Pilot criticised for not using nearer fields at Shaibah or Kuwait.
- 1.1.53 Aer Lingus DC-3 EI-ACF c/n 42957 "St Kieran" en route Dublin - Elmdon, was nearing destination when both engines stopped. Capt T.J.Hanley elected to avoid airport because of known obstructions and put aircraft down in fields at Sperrall, 16 miles to southwest. Same tank had been selected for both engines. Of twenty-three passengers and three crew on board only the co-pilot was seriously injured.
- 1.1.53 All American Curtiss C-46 N3918C c/n 262, actually on 6.1.53, undershot and hit earth bank 150 ft from runway at Cheyenne Municipal Airport, Wyoming, inbound from San Antonio, Texas on military charter. Aircraft overturned and badly damaged, no fatalities among 3 crew and 2 passengers. Later rebuilt, to YV-C-LBG.
- 5.1.53 BEA Viking G-AJDL c/n 262 "Lord St Vincent" was approaching Nutt's Corner, Belfast inbound from Northolt with 31 passengers and 4 crew. Descended too steeply in light rain and struck approach light pole, then bounced into SBA van and ILS building. Twenty-four passengers and three crew were killed.
- 7.1.53 Flying Tiger Line Douglas DC-4 N86574 c/n 18350 from Burbank to Seattle, with 3 crew and 4 non-revenue passengers, was cleared to make a standard range approach at Boeing Field. For undetermined reasons Capt C. Greber deviated from approach procedure and the DC-4 crashed at the base of Squak Mountain. All lost.
- 7.1.53 Associated Air Transport Curtiss C-46 N1648M c/n 22395 flying Seattle - Fort Jackson, SC went missing at approx 0400 hrs. Wreckage found 12.1.53 some 8 miles west of Fish Haven, Idaho and all 37 military passengers returning from Korea and 3 crew including Capt L.Crawford fatally injured. Cause believed to be loss of altitude in extreme turbulence and icing.
- 10.1.53 Union of Burma Airways DC-3 XY-ACL c/n 14373/25818 (ex G-AGKG) struck tree when landing at Mergui airstrip inbound from Rangoon and Tavoy with 15 passengers and 3 crew. Hit ground 820 feet short of runway and fire broke out. Total loss, two passengers slightly injured.
- 11.1.53 Lockheed 18 SE-BUX c/n 2071 of Kvallstidningen Expressen, in colours of parent company Dagens Nyheter AB, was circling to land at Jonkoping at 1334 hrs when it stalled, crashed and caught fire, killing Capt A.G.Elfsberg and B.M.Persson.
- 21.1.53 BOAC Comet 1 G-ALYY c/n 06011 landing at Entebbe hit downdraught and bounced just short of runway, hitting and killing a local workman. Some damage to inboard flaps, fuselage and undercarriage but Capt E.R.Brown, 5 crew and 32 passengers unharmed.
- 22.1.53 Intercontinental Airways L.049 Constellation N38936 c/n 1962 being prepared for lease to Flying Tiger, made wheels-up landing on training flight at Burbank. Undercarriage warning circuit had been disconnected. Capt C.G.Fredericks and nine test crew and observers escaped unhurt but aircraft burned out.
- 26.1.53 Douglas DC-3 I-LAIL c/n 4308 of LAI crashed on Mt Sinnai after take-off from Cagliari, Sardinia. en route to Rome. Nineteen fatalities. Structural failure of port wing blamed.
- 2.2.53 Skyways York G-AHFA c/n 1304, owned by Lancashire Aircraft Corpn, on flight from Stansted to Jamaica with 33 passengers and six crew. Left Lagens in the Azores bound for Gander at 2325 hrs on 1.2.53 and transmitted position at hourly intervals. Failed to transmit at 0500 but at 0531 Gander received an Urgency message giving position as 46°15'N 46°31'W and SOS from Capt Nicholls and crew. Nothing found.
- 6.2.53 Northeast Airlines Convair 240 N91239 c/n 159 from Boston, Capt Alva Marsh (see also 14.1.52 accident) with 2 crew and 41 passengers, approaching La Guardia. Just short of runway at about 100 ft the aircraft swung right, became uncontrollable and hit the runway breaking the undercarriage and skidding into mud bank. The starboard propeller blades had partially reversed to zero pitch. Only three minor injuries.
- 7.2.53 Union Aeromaritime DC-4 F-BFGR c/n 10290 attempting emergency landing in woodland at Eysines near Bordeaux in thick fog following engine failure. Crashed and caught fire. Capt Boland, 5 of 7 crew and 1 of 14 passengers were killed. Was en route from Abidjan to Paris.
- 14.2.53 National DC-6 N90893 c/n 43057 from Miami and Tampa to New Orleans, broke up in severe turbulence and crashed into the Gulf about 12 miles south of Mobile Bay. Capt E.A.Springer, 4 crew and 41 passengers died.

Right: The Kohler Aviation Corporation's Loening C-2H amphibian pictured last time with fleet no.2 must be NC138H c/n 235 (not NC136H as it at first appeared on the print). The company operated six of the type and one pilot, Joseph Doerflinger, described this incident (in AAHS Journal, Spring 1968) as a forced landing with a dead motor near Williamstone, Michigan in the late winter of 1933. Doerflinger and the one passenger were uninjured, co-pilot Craycraft had a minor injury. The aircraft was repaired but the company, which had a good safety record, did not publicise the incident.



The example shown here is unidentified in what appears to be a posed publicity shot. The Loening C-2H had a wing span of 46 ft 8 in, all-up weight of 6250 lb, max speed 124 mph, cruise 102 mph and range of 550 miles. Powered by a 525 hp P & W Hornet 9-cyl radial, it could carry up to eight passengers. (via Jack Meaden)

- 15.2.53 Scandinavian Airlines DC-6 LN-LAG c/n 43134 "Svere Viking" taking off from Tel Aviv/Lod at 0130 on 16.2.53 suffered loss of power in three engines. Capt H.T.Petersen aborted the take-off and applied reversal of propellers and emergency braking; the aircraft skidded off the end of the runway into soft ground and the nosewheel collapsed. The thirty passengers and total of eleven crew (the flight originated at Tokyo) were unhurt.
- 3.3.53 Eastern Airlines L-1049 Constellation N6214C c/n 4014 from Miami to Chicago made a poor approach to Midway Airport with a steep turn followed by re-alignment and touched down 4000 feet along the runway, bounced and then, as the undercarriage retracted, skidded off the runway. There was no fire and all six crew and seventy seven passengers escaped with only one superficial injury.
- 4.3.53 Curtiss C-46F N4717N c/n 22400 of Slick Airways on cargo flight from New York to Chicago missed approach to Bradley Field, CT in rain. Pilot probably attempted to go round under the overcast but struck trees and crashed near the southwest boundary of the field. The two crew, Jefferson Elliott and John Bielak, were killed and the aircraft destroyed.
- 16.3.53 'Twin engined Fairchild' not identified. Pilot and four passengers on board on a sightseeing flight, took off from Mar del Plata for Buenos Aires Municipal but suffered elevator control problems and made very heavy emergency landing substantially damaging the aircraft but without injury to occupants.
- 17.3.53 Aigle Azur DC-3 F-BEFG c/n 19105 crashed and caught fire on Tien Sha peninsula off Tourane, Indo-China in bad weather. Was en route Hue - Tourane. Eight fatalities, total loss. Date also given as 16.3.53.
- 20.3.53 Transocean DC-4 N88942 c/n 36076 en route Roswell, New Mexico, for Oakland, California with thirty military passengers and five crew. On approach to Oakland in light rain and fog the aircraft crashed into a field near Alvarado and was completely destroyed. Cause never established.
- 27.3.53 California Eastern Airways DC-4 N229A c/n 10322 on a military cargo flight from Travis Air Force Base, California, to Tokyo. Starboard outer engine failed and Capt G.Dijeau turned back but was forced to ditch 310 miles west of San Francisco when starboard inner also failed. Aircraft remained afloat for five hours and all four occupants were rescued by shipping.
- 30.3.53 Aerovias Sud Americana C-46 N66559 c/n 30504 overshot landing at Pinellas County International Airport near St Petersburg, Florida. Hit tree, crashed and caught fire. Was freight flight to Guatemala City, there were no casualties among the crew. Date should be 20.3.53.
- 10.4.53 Air France trimotor was AAC-1 (Ju 52/3m) F-BALE c/n 90 which crashed immediately after take-off from Mian-drivazao, Madagascar, with the loss of Capt Dedieu, one of Air France's most experienced pilots, two crew and one passenger.
- 14.4.53 Miami Airline DC-3 N65743 c/n 20432 on military contract flying Washington DC to Seattle with various intermediate stops, left Spokane, WA for Seattle but reported engine failure and icing en route. Crashed on Cedar Mountain near Selleck, WA killing Capt A.J.Lerette, his co-pilot and five passengers. Stewardess and seventeen passengers survived. Cause was determined as poor maintenance by the company and the aircraft was later rebuilt as N3935C.
- 14.4.53 Airways (India) Ltd DC-3 VT-AUJ c/n 19149 was en route Gauhati to Calcutta with a cargo of tea when it crashed in the Khasi Hills some 50 miles southwest of Gauhati. Capt R.Chowdhury and two crew killed.
- 16.4.53 Douglas DC-3 F-BESS c/n 19498 of Aigle Azur on military charter, took off from Hanoi for Na San but shortly afterwards lost a wing, crashed and burned. Possibly caused by explosion in wing. Twenty seven passengers and three crew were all lost.
- 20.4.53 Western Airlines DC-6B N91303 c/n 43823 flying Los Angeles - Oakland, made scheduled stop at San Francisco where thirty passengers disembarked. Took off with remaining five passengers and five crew but crashed into San Francisco Bay. One passenger and stewardess survived. Difficulty of judging height and distance over still water at night was probable cause.
- 23.4.53 American Air Transport C-46 N1693M c/n 22498 on positioning flight from Columbia, SC via Cheyenne, WY to Seattle. On approach to Seattle in rain and snow, pilot misunderstood clearance and descended below minimum safe height crashing at about 4000 ft on Cedar Mountain. The two crew were killed but the two passengers (first leg pilots) survived.

To fit in some "new" casualties for identification we have had to abbreviate details somewhat:

- 3.3.53 Canadian Pacific airliner crashed at Karachi. 14.3.53 Orient Airways missing en route Karachi - Delhi.
- 23.3.53 Not strictly a casualty but a Czech DC-3 was hijacked to Frankfurt while on a Prague - Brno flight.
- 29.3.53 Central African Airways a/c crashed in Tanganyika. 2.5.53 BOAC Comet broke up 24 miles west of Calcutta.
- 4.5.53 Argonaut A/W C-46 damaged landing at Louisville, KY. 9.5.53 Air India DC-3 cr near Delhi after take-off.
- 11.5.53 CPAL PBV-5A badly damaged landing Prince Rupert, BC. 17.5.53 Delta a/c crashed near Marshall, Texas.
- 22.5.53 Resort a/c broke up in storm nr Des Moines, Iowa. 25.5.53 KLM airliner crashed at Amsterdam.
- 15.6.53 LAN-Chile Lockheed cr near Copiapo airport. 15.6.53 LACSA a/c hit mountain, possibly in Costa Rica.
- 16.6.53 Aigle Azur a/c cr near Paksa, Laos. 17.6.53 Panair L-049 hit hit on approach to Sao Paulo.
- 17.6.53 Aerolineas Argentinas a/c cr Cordoba. 26.6.53 Flying Tiger cargo C-46 major damage at Boston.
- 29.6.53 Western a/c on test flight cr Los Angeles. 30.6.53 Iranian A/W a/c crashed near Mehrabad.

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